

369th Squadron



Combat Diary

1942-45

306th Bomb Group

Squadron Diary

369th BOMBARDMENT SQUADRON (H)

1942-1945

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KEY to ABBREVIATIONS

A/A--Anti-Aircraft guns	Micro-H--Beam radar and H2X air-
A/C--Aircraft	borne radar linked for bombing
A/D--Airdrome	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

At the behest of the officers and directors of the 306th Bomb Group Association over several years, the historian of the Association has undertaken the editing and preparation for printing of the four squadron histories.

These diaries were written between 1942 and the end of May 1945 by the several intelligence officers assigned to the squadrons. This accounts for the diversity in grammar and in the approach to the subject at hand. As one reads all four diaries 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.

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

We have also endeavored to include a list of the aircraft assigned to each of the squadrons with the squadron diary.

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.

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June 1991

Squadron Diary
369th BOMBARDMENT SQUADRON (H)
1942

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MARCH

- 1 369th Bombardment Squadron (H), one of the four of the 306th Bomb Group (H), activated at Wendover Field, Utah, subpost of the Salt Lake City Air Base. Squadron commander, 1st Lt. Ralph L. Oliver. The first officers to report for duty with the squadron were 2nd Lts. Bradford A. Evans, Clay M. Isbell, Edward P. Malizzewski and Russel G. Kahl. The first eight enlisted men to be assigned to the squadron were: Pvts. John M. Loftus, Milton J. Hirsch, John J. Flanagan, Jr., Homer Holliday, Martin J. Goldman, John E. Owen, James H. O'Brien and Thomas D. McMahon.
- 16 Training started with one B-18 airplane and one A-17 airplane. Four pilots, Lts. Evans, Isbell, Maliszewski and Kahl, ordered to four-engine transition school, Albuquerque, N.M., on temporary duty.
- 20 2nd Lts. Charles Flannagan, Doyle L. Dugger, Robert M. Knox and Robert P. Riordan assigned to active duty with the squadron.
- 22 Four more pilots assigned to squadron, which moved to Wendover Field despite limited housing facilities. Wendover Field designated as a separate air base under Second Air Force O.T.U. program. New pilots are Van VanderBie, H. G. Staple, Jack A. Spaulding and Alf. H. Storm.

APRIL

- 6 Two officers, 1st Lts. Richard B. Adams and Harvey E. Beedy, and eleven enlisted men reported from the 34th Bomb Group at Pendleton Field, Ore.
- 7 1st Lt. Ralph L. Oliver took oath as captain, effective as of February 1, 1942.
- 8 Fred S. Needham appointed squadron 1st Sergeant.

MAY

- 1 Squadron assignments made: 2nd Lts. Van vander Bie, adjutant; Robert P. Riordan, supply officer; Robert M. Knox, tech supply officer; Charles Flannagan, operations officer; 1st Lts. Richard B. Adams and Harvey Beedy, flight commanders.
- 28 One B-17E, #554, 1st Lt. Richard B. Adams and crew, ordered to Ephrata, Wash., for patrol duty.

JUNE

- 20 Squadron Commander Capt. Ralph L. Oliver promoted to major, effective as of March 1, 1942.
- 28 2nd Lts. Paul D. Cunningham, Jr., Fulton Dyer, John G. Reed and Charles W. Cranmer and four combat crews reported from Hamilton Field, Calif., via Hawaii.
- 29 Two combat crews left for destinations unknown.

JULY

- 1 1st Lt. Ernest Behrens and twenty-nine enlisted men from the 425th Ordnance Company (AVN) assigned to squadron in accordance with new T/O. Jack Wood appointed squadron 1st Sergeant. Capt. Wiley W. Glass assigned to squadron as S-2 officer.
- 7 Airplane accident occurred ten miles southeast of Wendover Field, killing 1st Lt. Arthur Birleffi, 2nd Lts. Van vander Bie and Floyd R. Reno, and Pvts. Swann, Emswiler, Gillies and Holsey. Crash occurred about 2300 hours, July 7, 1942. Cause presumed to be vertigo, from a lack of a visual horizon.
- 8 Lts. John M. Howard, Richard B. Adams, Reese, and Charles W. Cranmer and four enlisted men left for Wendover Field, Mass., to ferry four B-17E airplanes to Wendover Field.
- 18 Eight officers and four enlisted men arrived from Westover Field, Mass., with two B-17E airplanes.
- 20-25 Four bombing missions were completed by six airplanes, each time to Alamogordo, N.M., Arlington, Wash., Muroc, Calif., and Albuquerque, N.M.
- 28 Brig. Gen. Robert Olds, commanding general, Second Air Force, and staff made an inspection of Wendover Field, and all gunners were promoted to staff sergeants.

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AUGUST

- 1 Air echelon of squadron departed from Wendover Field, Utah, at 6 A.M. Landed at Scott Field, Ill., in afternoon on first leg of flight to Westover Field, Mass. Ground Echelon of squadron departed from Wendover Field, Utah, at 7:00 P.M. for Richmond Air Base, Va.
- 2 Air echelon arrived at Westover Field, Mass.
- 5 Ground echelon arrived at Richmond Air Base, Va.
- 13 Ground echelon departed from Richmond Air Base for Fort Dix, N.J.
- 14 Ground members of flight echelon departed from Westover Field, Mass., for Fort Dix, N.J., to rejoin ground echelon, which arrived same date.
- 15 First of B-17F airplanes delivered to air echelon at Westover Field.
- 19 1st Lt. John T. Stanko becomes squadron adjutant to replace Lt. Robert H. Bassett, who became ill and was hospitalized at Walter Reed Hospital, Washington, D.C.
- 30 Ground echelon departed Fort Dix, N.J., for New York Port of Embarkation, arrived on board SS Queen Elizabeth about 3:45 P.M., August 30, 1942.
- 31 Ground echelon sailed from New York City, 10:30 A.M., destination unknown.

SEPTEMBER

- 5 Ground echelon arrived in Scotland.
- 6 Ground echelon arrived in Thurleigh, England. Air echelon departed from Westover Field, Mass., for Gander Lake, Newfoundland.
- 9 Air echelon departed Gander Lake, Newfoundland, for England, via Prestwick, Scotland, with eight airplanes and complete crews.
- 10 Air echelon landed at Prestwick, Scotland.
- 11 Air echelon landed at Thurleigh, Bedfordshire, England.
- 28-30 Intensive familiarization training to acquaint personnel with operational methods in European Theatre completed and squadron reported as ready to conduct operational flights.

OCTOBER

- 1 Sgt. John P. Morrison promoted to S/Sgt.
- 9 Our first mission over enemy territory! The target: Lille, France. The pilots of the four crews who participated in this raid were: Capt. James A. Johnston, 1st Lt. Charles W. Cranmer, 1st Lt. Clay M. Isbell, and 1st Lt. Robert P. Riordan. Colonel Charles W. Overacker led the group and squadron in Capt. Johnston's plane as pilot, and Lt. Col. William H. Cleveland acted as top turret gunner in the same plane. Capt. Richard B. Adams' plane also took off but was forced to return before crossing the Channel because of gun trouble. The purpose of this mission was to destroy the iron foundries and engine repair shops adjoining the marshalling yards. All ships made the run over the target and turned in some fine reports. Except for flak damage to planes, there were no casualties. All planes returned safely, although Col. Overacker's ship received a direct hit from heavy flak which nearly destroyed the number two engine, making the return trip perilous because of the difficulty of keeping formation. The other ships held down their speed to protect their leader, for which Col. Overacker expressed his gratitude. During the forty minute encounter over the target with enemy aircraft, the 369th squadron accounted for one of the ten enemy aircraft claimed to have been destroyed, and one of the ten probables. Sgt. Arizona T. Harris, engineer and top turret gunner of Lt. Cranmer's plane, is credited with the destruction of an FW 190. Credit for the probable goes to an undetermined gunner of Lt. Riordan's ship.
- 15 1st Lt. Charles McKim promoted to captain. He is a medical officer.
- 21 2nd Lts. Jack Spaulding and Charles Nowark promoted to first lieutenant

NOVEMBER

- 7 Today we carried out our second mission after a month of bad weather and false starts. Target: the docks at Brest, France. This raid began our contribution to the birth control of Nazi submarines. All ships returned to report one E/A destroyed, four probably destroyed, and four damaged. The 369th squadron accounted for two of the probables and all the damaged. Our squadron sent over seven of the twenty-four ships which took off. All our seven bombed the target. The crews were: Capt. James Johnston, Major Ralph Oliver, Capt. Richard Adams, Capt. John M. Howard, Lt. Clay Isbell, Lt. Charles Cranmer, Lt. Robert Riordan and Lt. Jack Spaulding.
- 8 Second Lille raid: Our squadron put seven ships into the air out of twenty for the group. Two turned back: Capt. Howard because of turret trouble and Lt. Isbell because of supercharger failure. The remaining five, led by Major Oliver in Capt. Johnston's ship, separated from the group after the initial run over the target, turned about to make a second run to drop the remaining bombs. During the next thirty minutes some thirty FW 190s made two hundred attacks on the five ships. Capt. Adams' plane was shot out of formation on the first running fight, and was seen to go down over enemy territory out of control. During the running fight, Lt. Riordan's plane was so badly damaged that had not the remaining three managed to slow down to protect him, he too might have been lost. Riordan's crew accounted for four E/A destroyed and four damaged. Lt. Cranmer's crew gave him close protection, destroying four E/A, with one probable also. Capt. Johnston's plane, piloted by Major Oliver, was credited with one destroyed and six probables. Lt. Spaulding's crew had one probable and five damaged. Total score for the 369th: nine destroyed, thirteen probables and five damaged.
- 9 First raid on St. Nazaire. The 369th squadron did not participate, being placed on non-operational status for additional training. The mission was an experiment in low altitude bombing. The group flew out and around the Brest Peninsula and came in over the target at eight thousand feet. Unfortunately, the previous group had alerted all flak so that our ships ran through a deadly barrage over the heavily defended submarine pens, with every plane hit. The target was well bombed but three of our ships were shot down and a bombardier on another plane was killed. On the return trip the remaining ships landed at Portreath in Cornwall. Col. Overacker led this mission in Capt. Henry Terry's 367th ship. The colonel was awarded the Distinguished Flying Cross for his leadership on this raid.
- 14 La Pallice was the target, but poor visibility directed the mission to the secondary, St. Nazaire once again. This time the six ships from our group went over high and bombed well. No E/A encounters, no casualties, all returned. Capt. Howard and Lt. Isbell (with Lt. Col. Delmar Wilson as pilot, were the only two from the 369th who participated.

NOVEMBER (con't)

- 17 Third raid on St. Nazaire. Target: machine shops near the inner dock. Of the twelve ships which took off, nine bombed the target. Our squadron started with four ships, two returned early with troubles: Capt. Johnston (Lt. Col. William H. Cleveland as pilot) turned back at Guernsey with #2 supercharger out; Lt. Cranmer's ball turret gunner and tail gunner both had trouble when testing their guns over the coast. Lt. Isbell and Lt. William J. Casey made the run. High altitude bombing again, but the Huns added a warm reception of FW 190s to the excellent flak. When Capt. Robert C. Williams ship (423rd) was shot out of formation, Lt. Casey went back to protect him. Seeing this, the enemy dove on both en masse. Both ships were badly riddle and received casualties, resulting in the death of Williams' top turret gunner, T/Sgt. Kenneth R. Aulenbach, before landing. The rest of the group finally maneuvered Casey and Williams planes under their protection so that all got home. These two crews destroyed one E/A, one probable, and damaged a third.
- 18 This time the 306th reached the target, La Pallice, but on the way, due to 10/10ths clouds, inadvertently found themselves over flak-crowned St. Nazaire. The formation of thirteen ships ducked quickly, found La Pallice and bombed it. Except for the temporary assignment of Lt. Riordan to the 367th squadron we had no planes on this mission. Score for the day: two E/A destroyed, one probable and one damaged. Losses: One plane, Ralph Gaston 367th, and a bombardier for another aircraft (Charles Grimes 368th), who was killed over the target.
- 22 Abortive raid on submarine base at Lorient due to weather. Lts. Casey, Riordan and Cranmer represented the 369th.
- 24 Fourth St. Nazaire mission: Eight aircraft took off for this one, four were abortive and one was lost on the approach to the target, so that just three made the bombing run. Our squadron put three planes in the air: Capt. Johnston who piloted Lt. Cranmer's crew and who turned back because of gun trouble, Lt. Casey and Lt. Isbell. The four ships of the 306th which started the run on the target were Casey and Isbell for the 369th, and Major Harry Holt in Lt. Lewis McKesson's ship and Lt. Earl Tunnell, both 367th. Because our little group became separated from the others off the coast of St. Nazaire, they were attacked by a superior number of enemy aircraft. Lt. Isbell's plane was shot down before reaching the objective, about ten feet of a wing was seen to rip off. Two chutes were seen, and there may have been more. The three remaining ships, greatly outnumbered, sustained the enemy's attack until well out over the coast. During the twenty-five minute encounter Lt. Casey's crew was credited with shooting down seven of the enemy, the largest score yet for one plane. Each of the other ships downed one.

During November the 369th sent eighteen out of seventy-eight planes over targets in eight missions, about 23%. Of the twenty-two aircraft destroyed on these raids we accounted for sixteen, 73%, and half the probables. This was coincidence and fate. Eleven of our men were decorated for gallantry, bravery and wounds by Gen. Eaker for missions previous to the 23rd. Of the several men hospitalized, all will recover although some may not fly again. Seventy EMs were promoted during the mon

DECEMBER

- 7 Major Ralph L. Oliver relieved from assignment to the 369th squadron, and transferred to group operations. Capt. Henry W. Terry, Jr., 367th, assigned to 369th as squadron commander. 1st Lt. Russel Kahl assigned to the 369th and put on flying status. He had been assigned to group operations. Sgt. McConnell joined the squadron.
- 12 Raid on the marshalling yards at Rouen. We loaned Lt. Riordan and his crew to the 423rd, but our squadron did not otherwise participate. Eighteen aircraft took off, six from each squadron. Seven ships aborted, eleven made the bomb run, but only six dropped their bombs on the primary. Forty to fifty E/A attacked the formation continuously from the French coast in and continuing almost to mid-Channel returning. All of our ships returned. Score for the day: fourteen destroyed and three probables. Of this number, Riordan's crew accounted for four destroyed and two probables. Sgts. John E. Owen and Clifford Langley each destroyed one, while Sgt. Raleigh Holloway accounted for two. Lt. Gerald Rotter and Sgt. Charles M. Davis probably destroyed the other two. Sgt. Langley was wounded at the moment he shot down his adversary.
- 15 Lt. Riordan's crew assigned to special duty with the 423rd. The rest of the squadron went into intensive training.
- 19 Mission to aerodrome at Romilly-sur-Seine. Lt. Riordan reassigned to our squadron in time to represent the 369th, along with Capt. Howard. Nineteen aircraft took off, fifteen bombing the primary at 1238 from 20,000 feet. The 367th squadron suffered the cruel loss of three ships: Lt. Lewis McKesson was shot down on the way in about fifty miles from the French coast, while Lts. John R. McKee and Lt. Danton Nygaard and their crews went down over the target. Lt. Conrad Farr, bombardier in Capt. Howard's crew, was killed by flak, and several planes were damaged. Fifty to seventy E/A made three separate attacks on our formation: first on approach to Rouen, second near the target, and third on the way to Beauvais. But we did the best job yet in bombing and bagged twelve enemy planes and six probables. Lt. Gerald Rotter and Sgt. Robert L. Stevenson on Lt. Riordan's crew each destroyed one, and Sgt. Harold Lightbown, radio operator for Capt. Howard, had a probable. In spite of their losses, the brave but luckless 367th accounted for a similar number of Huns.
- 29 1st Lt. William Berkeley relived as S-2 and assigned to 1CBW.

PROMOTIONS

- 3 Jess H. Rolph to T/Sgt.
Wyndom S. Haynes, John A. McCrory and Parley D. Small to S/Sgts.
Robert C. Beethan, William T. Maynard, R. W. Dickerson, Thomas J. Spelman and Lee Sanders to Sgts.
Phillip A. Wagner and Pierpont H. Wilson to corporals.
- 11 Clifford A. Hunt to corporal

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11 Herbert J. Clingerman, Ernest H. Higham, Albert N. McMahon, Walter E. Mathews and Frederick J. Zdobylak to Sgts.
Edward Golder and Kenneth E. King to corporal.

DECORATIONS

8 T/Sgt John T. DeJohn and T/Sgt. Harry N. Meyers, Purple Hearts.

JANUARY

- 1 1st Lt. John T. Stanko, our adjutant, promoted to captain as of December 22.
- 3 Fifth raid on St. Nazaire. Target: torpedo dump. Seventeen ships took off and attacked the primary with 1000 lb. bombs at 21,000 ft. Time: 1140. Results were good in spite of smoke screens and a polychrome display of flak. Enemy fighters attacked after the bombing, between the target and Belle Isle, damaging Ferguson's plane to the extent that he turned back over the coast of France to make a forced landing. Another hostile attack occurred northwest of Brest during which Lt. Cranmer's Fortress, already badly hit in the previous attack, was shot into the ocean with a probable loss of all lives. Air-Sea Rescue started an immediate, but futile, search. Participating in the raid from our Squadron were: Capt. Henry Terry flying Capt. Johnston's plane, Lts. William Casey, Charles Cranmer, Charles Flannagan and Jack Spaulding. Score: one probable.
- 13 Lille raid - the third. Fourteen of seventeen planes off the ground attacked the well-known Engineering and Locomotive works with fair results. Crews from the 369th were: Jack Spaulding, James Johnston, Charles Flannagan and Robert Riordan. Enemy planes offered no encounters, flak was moderate. The tragedy of the day resulted from a collision between Capt. Johnston and Lt. Spaulding, in which both planes were lost. Lt. Riordan was promoted to captain this day and 2nd Lt. Oliver Tilli was promoted to first lieutenant.
- 14 Eight new officers and enlisted men attached to our squadron.
- 16 Lt. Frank Watson joined the squadron from group.
- 18 2nd Lts. William H. Owen and Albert Schulstad assigned to 369th.
- 23 Third raid on Lorient. Capt. Robert Riordan led the only crew from our squadron. Results of this raid were quite good. Fourteen of seventeen attacked primary. Fighter support was good. Two E/A destroyed.
- 27 Our first raid over Germany. All the big shots and correspondents pounced on us for the occasion. Lts. Edward Maliszewski, Edward Hennessy and Capt. Riordan went to bat for the 369th. Maliszewski aborted. Fourteen attacked the secondary target of Wilhelmshaven, with Co. Frank A. Armstrong, group c.o., and Maj. Claude Putnam, group operations officer, in the lead ship. Results were fair enough, considering the cloud coverage of the target. The flak was moderate but accurate. About six to twelve assorted enemy aircraft made desultory attacks on the formation, with no casualties on either side. Upon return the crews of avid correspondents relieved intelligence officers of the burden of interrogation. Col. Armstrong's crew won credit for being the first American aircraft over German soil.

FEBRUARY

- 2 Three of our aircraft, led by Capt. Henry W. Terry, took off with the group to bomb targets in Germany. Because of extremely bad weather all of our ships returned with their bombs, after reaching a point about thirty miles off the coast of Holland.
- 4 Today three of our aircraft, led by Capt. Terry, left for a raid on Germany. The primary target was to have been the marshalling yards at Hamm, secondary Osnabruck, and last resort, Emden. A heavy blanket of clouds was found to cover both the primary and secondary, so the formation turned north to the last resort. Here the target was covered by a heavy overcast and smoke screen. Bombs were dropped in the dock area. Lots of flak was encountered but no serious damage was done. A running fight of about forty-five minutes with single engine and twin engine fighters ensured resulting in no casualties for us. Our squadron got credit for one enemy aircraft destroyed.
- 16 The target for today was St. Nazaire. Four of our aircraft were assigned to take part. Heavy, accurate flak was encountered over the locks at the southwestern entrance to the sub basin and in spite of disrupting our formation, the bombs found their target in what higher headquarters described as the most accurate bombing by American forces to date. FW 190s came in after the target and a hot, running fight continued for about twenty or thirty minutes. All of our ships returned with a score for the day of one destroyed, two probables and one damaged.
- 20 Our commanding officer, Capt. Henry W. Terry, was promoted to major.
- 26 Five of our A/C headed by Major Terry, took off for Bremen. Encountering bad weather over Germany the formation changed its course and bombed the docks at Wilhelmshaven. Because of heavy cloud formations, it was not possible to see accurately what results of the bombing were. However, they hit somewhere in the harbor area. Flak was light and enemy fighters stayed pretty clear of our formation. All of our A/C returned, with the score for the day one E/A destroyed.
- 27 The target today was Brest, four of our A/C participating. Due largely to heavy cloud cover, we were on the target before we recognized it. As a result, the bombing was not good. Flak was nil and very few fighters were seen. A good fighter escort could be seen at places they were supposed to be. All of our ships returned to base.

MARCH

- 4 Capts. Howard and Riordan and Lts. Casey and Maliszewski flew for the 369th in a twenty-one plane formation on our first mission to Hamm. Bad weather turned back our group at the Isle of Texel. When the formation turned about, Capt. William Friend's plane lagged and was poun-

MARCH (con't)

- 4 ced on by an FW 190. His plane went down in flames. Seven parachutes were seen. Several encounters with enemy aircraft took place in this area, resulting in one FW destroyed by the group.
- 6 Fourth mission to Lorient. The 369th sent up Capt. Riordan and Howard and Lts. Malizewski and Edward J. Hennessy. From 22,000 feet our group walked their bombs through the target for some very good results. Flak was intense and accurate. Lt. Earl Tunnell's plane, although hit on the bombing run, managed to drop bombs before it went down, apparently under control. It was seen to pull out of two dives. Capt. John L. Ryan's plane, hit just past the target, also went down under control. Before losing sight of it, other crews saw one of Ryan's gunner destroy an E/A which had followed it down.
- 8 Mission to Rennes. Target: Marshalling yards at Sotteville. Of the eighteen planes from our group bombing the primary, the 369th again contributed four: Capt. Riordan, Lts. Maliszewski, Hennessy and John Magoffin. This was Magoffin's first mission. Flak was negligible but about twenty-five persistent E/A, attacking from all angles, managed to shoot down Lt. Otto Buddenbaum's plane. Of the score of 3-0-1, S/Sgt. Robert G. Adams (with Hennessy) destroyed one E/A. The 369th lost Lt. Warren Edris, who flew as co-pilot of Buddenbaum's plane. Bombing results were excellent, and according to reconnaissance reports this strategic yard will require several weeks to repair. It is virtually the key to the whole rail network of Brittany, and to an extent traffic from Brittany to the Ruhr. Considering its importance, General Longfellow remarked of our day's work, "Probably the most devastating raid of its kind in the war.
- 12 Mission to Rouen. Target: Sotteville Classification Yard. It's a key railway center for traffic from western to northern France, Belgium, Germany and the Eastern Front. Due to our highly successful and strategic bombing, Normandy and Brittany may suffer rail isolation for a while. Nineteen of our aircraft bombed the primary. Weather good, flak light, fighter support excellent. Only a few E/A made half-yearned attacks. No claims, no losses. Capt. Riordan and Howard, Lts. Maliszewski, Hennessy and Magoffin flew in the 369th. Major Terry led the group in Capt. Riordan's plane.
- 13 Mission to Amiens. Lt. James E. Hopkins, 423rd, was the only plane to drop bombs on the target. The other nineteen dropped their loads on Poix because of very poor visibility and vapor trails from the lead group, which hindered observation. Only a few E/A seen. No attacks and no claims. Flak over Dieppe severe but inaccurate, except in height. It caused following groups plenty of trouble. 369th crews were: Capt. Riordan and Howard, Lts. Maliszewski, Hennessy and Magoffin.
- 1st Lt. William J. Casey was awarded an oak leaf cluster to the Air Medal, and was transferred to the 367th squadron.
- 18 Mission to Vegesack. Target: Power house for sub yards and installa-

March (con't)

- 18 tions. Twenty aircraft from our Group scored some direct hits with good visibility. They encountered strong fighter opposition from Helgoland in and out, and destroyed seven enemy planes. Excellent evasive action saved us from heavy and accurate flak over the target. All of our ships returned safely. 369th crews were: Capt. John Howard, Lts. Edward Maliszewski, John Magoffin and Eugene Hanes. T/Sgt Thurman H. Ray and Sgt. Raleigh W. Holloway on Mal's crew each destroyed one E/A.
- 22 Third mission to Wilhelmshaven. Nineteen aircraft dropped bombs in the direction of the Scheer, berthed at the docks of Wilhelmshaven. Results fair. All of our aircraft returned safely. Twenty-five to thirty E/A persisted in attacks from islands almost back to the English coast. Flak severe but no serious damage resulted. It seemed aimed at individual ships. 369th crews: Capt. John Howard, Lts. Edward Maliszewski, Edward Hennessy, John Magoffin, Eugene Hanes and Dale Briscoe. This was Lt. Briscoe's first mission.
- 28 2nd Lt. James C. Brown, Eugene Hanes, David MacGhee, Fred Sherman, Clyde Travis and Roy Vinnedge appointed first lieutenants effective March 18.

Third mission to Rouen. Twenty aircraft again bombed the marshalling yards. All returned safely. Thirty to forty FW 190s and ME 109s were first encountered on feint, again on leg to target, and return over the Channel. Experienced pilots attacked mostly from 5 to 7 o'clock, few frontal attacks. Score only 1-1-0. Light flak. 369th crews: Captains Riordan and Howard, Lts. Hennessy, Magoffin, Hanes, Briscoe, and Vinnedge. This was Lt. Vinnedge's first mission. Credit for a probably goes to S/Sgt Peter Nolasco, ball turret gunner on Magoffin's crew.

- 29 Mission to Rotterdam: Nineteen aircraft from our Group took off to bomb the shipyards at Scheedam. Heavy clouds turned us and the 91st back at the coast. The 303rd and 305th managed to get twenty-three planes over the target. All of our aircraft returned safely and reported good fighter support. Some enemy aircraft were encountered on the diversion and one was probably destroyed by Lt. Charles F. Jones, navigator on Lt. Hennessy's crew. 369th crews: Capt. Riordan, Lts. Edward Maliszewski, Edward Hennessy, Eugene Hanes, John Magoffin and Roy Vinnedge.
- 30 1Lt Charles Flannagan promoted to captain.

The month of March concluded our heaviest and by far the most effective bombing operations. The 369th put forty-four out of 134 planes for the Group over targets. Bombing improved remarkably but sometimes at the expense of gunnery. Far fewer E/A were destroyed for the number of encounters. However, experience has taught our gunners to be less optimistic in their claims. We had more missions without loss than ever before, six straight.

APRIL

- 4 Twenty-seven out of thirty aircraft which took off from here bombed the Renault works at Billancourt, near Paris. Reconnaissance and strike photos showed excellent results. Fortunately, neither flak nor fighters interfered with the run made at 1414 to 1417 hours from 26,300 feet. Past the target about seventy-five E/A, mostly FW 190s attacked aggressively in groups of four to six from the tail, above and below. Some dropped bombs. We destroyed seven enemy fighters and probably another. Crews from the 369th were: Capts. John Howard and Robert Riordan; Lts. Dale Briscoe, Eugene Hanes, John Magoffin, Roy Vinnedge and Frank Watson. All ships returned. Twenty squadrons of Spitfires covered Channel going and returning.
- 5 Target: Antwerp, the Erla Aircraft and Aero Engine Repair Works. Sixteen out of twenty who took off bombed the primary with fair results in spite of heavy E/A opposition, estimated at seventy-five, which dogged the formation from the Dutch coast, in and out. From the attacks we scored five destroyed, two probables and three damaged. Our Group lost four, three from the 367th and one from the 368th.
- 16 Fifth raid on Lorient: Target the power station. Only twelve out of twenty who started bombed the primary. Four aborted, one could not open bomb bay doors, and three jettisoned their bombs when cornered by a separate enemy attack. However, all planes returned safely with a modest score against the enemy, 3-1-0. Due to bombardier confusion over the target, the lead group overran the IP, which resulted in poor bombing. Otherwise, the flak and enemy fighters were moderate and the weather clear. A few aerial bombs were dropped. Capt. Howard and Lts. Briscoe, Hanes, Maliszewski, Magoffin and Vinnedge flew for the 369th. S/Sgt. Carl E. Frymoyer, ball turret on the Vinnedge ship, destroyed one FW 190.
- 17 This mission to Bremen was our worst! We lost ten planes to the most determined flak and fighter opposition yet encountered. Evidently surprised at our destination, about 150 E/A waited for us at the target. Vividly colored fighters attacked viciously from all directions, while JU 88s hovered on the horizon to await stragglers and cripples. The 368th, flying low left, took the worst beating, losing five out of six crews in the target area. The 367th lost four and the 423rd one. Our squadron came through battered but intact. Capt. Howard and Lts Edward Maliszewski, John Magoffin, Eugene Hanes, Dale Briscoe, Edward Hennessy and Roy Vinnedge participated. On Mal's crew, Sgt. Richard J. Daly, tail gunner, destroyed one FW 190. Lt. John Hickey, bombardier on Briscoe's crew, came out of a hot spot credited with two FW 190s shot down. S/Sgt. Glen Rummels on Vinnedge's ship, was the

April (con't)

- 17 second tail gunner to stop a rear attack, with a dead FW 190. Eagleeyed veteran, Sgt. Raleigh Holloway, top turret on Mal's team, knocked down a fifth E/A. But when the battle subsided, the score was not good, To the Group's credit went 8 destroyed, and one damaged; to the German score went ten Fortresses and crews plus one man killed.

During April thirty-two officers and fifty-two enlisted men were decorated, among them two DFCs. Capt. George Spelman received the DFC for leadership on the March 12 Rouen raid and S/Sgt. Raleigh Holloway, a DFC for filling his quota of missions. Except for one Purple Heart, the Air Medal and oak leaf clusters were awarded for missions completed. No 369th men finished twenty-five missions during April. As to results, our bombing was indifferent, due perhaps to stiffened enemy resistance and target interception. Claims remain modst. The winter months taught us by bitter experience the importance of good formation and air discipline. We were rewarded in April for profiting by our lesson. Thus, it was fitting that on the fourth Maj. Terry was awarded a special oak leaf cluster to his Air Medal for leadership on several occasions.

MAY

- 1 Our seventh trip to the sub pens of St. Nazaire. This day was not fortuitous. Thick clouds over the target area caused poor and partial bombing. On the return journey the heavy overcast mislead our Group over Brest where we were badly mauled by flak and fighters. at low altitude. The 423rd lost two planes and three men, the 367th lost one. Most of the ships landed at Predannock, then flew to Portreath for the night, returning to base the next morning. 369th crews were Capt. Robert Riordan, Lts. Eugene Hanes, John Magoffin and Roy Vinnedge. Claims for the mission were 8-0-0.
- 13 The Meaulte airframe factory in France received its first visit from our group, which bombed it successfully with 21 planes. Fine weather, excellent fighter support, slight flak, minimal E/A opposition contributed to an easy mission. No losses, no score. Capt. Robert Riordan, Lts. Edward Maliszewski, Dale Briscoe, John Magoffin, Alphonse Maresh, Charles Schoolfield and David Wheeler flew for the 369th.
- 14 Our first trip to Kiel. In the light of later raids, the enemy opposition was misleading. Very slight flak and timid attacks from about fifty E/A enabled us to perform one of our best bombing jobs, in spite of an attempted smoke screen over the target. A likely explanation is that on this day four targets were simultaneously attacked by U.S. bombers, setting a new record for number of A/C dispatched and number attacking. Enemy defense was

MAY (con't)

- 14 was doubtless absorbed. Flying for the 369th were: Capt. Robert Riordan; Lts. Edward Maliszewski, Dale Briscoe, John Magoffin, Charles Schoolfield and David Wheeler. Lt. Field of the 94th, attached to our squadron, flew in the composite group. All returned safely. Score 11-1-2.
- 15 Encouraged by the pleasant trip to Kiel, we sent twenty-four ships to Wilhelmshaven this day. But, heavy clouds covered the target, forcing our group to drop their packet on Helgoland and the adjoining Dune Islands. Strike and photo reconnaissance photos showed good hits on several military targets. The enemy was prepared this time and sent up more than a hundred good fighters who attacked us around the clock with guns, cannon and bombs. Our score against them was 6-14-11; their score against us: Clemons, Mann and Ritland from the 367th, and a tail gunner from the 368th. (Five of the twenty-four ships dispatched failed to bomb the target. 369th sent: Capt. Robert Riordan, with Major Henry Terry; Lts. Edward Maliszewski, Dale Briscoe, Charles Schoolfield, Roy Vinnedge and David Wheeler.
- 17 This mission was a combined effort of the First and Fourth Wings on Lorient. We took the sub pens, and our protege, the 94th with the Fourth Wing, took the power station. Bombing was quite successful for both targets. Slight and inaccurate flak helped, but E/A weren't bashful. Although they concentrated their deadliest on the 303rd Bomb Group, flying high rear, they shot down four of their planes, the total loss of the First Wing. Against the enemy fighters were scored 2-0-0. Sgt. J. C. Stoner, top turret on Schoolfield's crew, claimed one of the destroyed. Participating for the 369th were: Capt. Robert Riordan, Lts. Briscoe, Magoffin, Schoolfield, Wheeler, Maresh and Vinnedge. Twenty-one of the twenty-four ships dispatched from the 306th attached the primary target.
- 19 Again, twenty-one out of twenty-four dispatched dropped stuff on the target at Kiel. On this, our second trip, we tried incendiaries instead of bombs, with only fair results. Moderate flak and about fifty inexperienced fighters gave little trouble. We scored 3-0-0. The 94th turned north to Flensburg and did some good bombing. Lts. Eugene Hanes, Edward Maliszewski, John Magoffin, Charles Schoolfield and David Wheeler flew for the 369th. T/Sgt Theodore A. Rosato, tail gunner on Magoffin's crew, destroyed one E/A.
- 21 Fifth trip to Wilhelmshaven. Seventeen out of twenty-one bombed. Haze, a good smoke screen and fierce aerial opposition by about one hundred E/A spoiled the bomb run and cost us two planes. The 368th lost Maxwell Judas, and Lt. Field, with the 94th, went down. Our score against the enemy was 10-6-2. Flak was rather in-

MAY (con't)

- 21 tense at the target. Alphonse Maresh's crew accounted for four destroyed and one damaged; Eugene Hanes' boys destroyed one and damaged one, and Vinnedge's bombardier damaged one.
- 29 St. Nazaire, Trip No. 8, twenty-one out of twenty-four dispatched bombed the U-Boat installations in the Bassin de St. Nazaire and the Bassin de Fenhaut. No losses, no casualties. Results were fair with hits on both sides of both bassins. Moderate flak and scores of E/A were the only observations. No claims.

During the month of May, Edward Maliszewski, Gerald Rotter, Charles Nowark and John Magoffin were made captains. Rotter, George Spelman, Magoffin and John Hickey received Distinguished Flying Crosses. And now with the departure of Mal, Spelman and Rotter, we have lost most of our original crews. Nowark, a ground officer and original, has also transferred. They have done wonderful jobs and deserve honors and good things.

JUNE

- 11 Twenty-four aircraft from this group bombed Wilhelmshaven successfully. The primary target was Bremen, but we had to pass it up because of 10/10ths clouds. Almost ninety E/A attacked the leading groups, but did not press too hard. Since we were the sixth group over the target, our gunners watched the show with slight interruption. They observed strange "F" shaped objects floating by. Some told of an enemy B-17 under guidance. All ships returned to tell of a good trip, well executed. For the 369th, Capt. John Magoffin and Lts. Dale Briscoe, Keith Conley, Charles Schoolfield, Roy Vinnedge, David Wheeler and Fred Sherman did the honors. Sherman's crew claimed one destroyed. Group Score: 1-1-0.
- 13 The target for First Wing was Bremen, for the Fourth Wing, Kiel. Our group helped do considerable target damage during a comparatively easy run over the Bremen installations. But the Fourth Wing encountered the bitterest aerial combat of the war for the USAAF. The enemy shot down twenty-six B-17s, our greatest loss. Twenty-two of these were from the Fourth Wing. Our group lost one crew, Lt. William Marcotte of the 423rd. The 369th put up a maximum effort of eight crews, out of twenty-eight for the Group. One probable E/A claimed.
- 23 HULS - The synthetic rubber plant at Huls went out of business when we destroyed 17% of Germany's supply this raid. The mission started badly with only 16 out of 24 bombing the target. Lt. James W. Johnson (367th) was shot down just after turning off the target. About 100 E/A spent most of their time attacking other groups, resulting in a loss of 16 Fortresses for the day. The 306th lost only the one. We claimed 4-0-0 E/A. Lts. Keith Conley, Eugene Hanes, John Magoffin, Charles Schoolcraft, Fred Sherman, Roy Vinnedge and David Wheeler flew for the 369th.

JUNE (con't)

- 25 This raid was done in cloudy weather over NW Germany, so that our bombers chose Bremen as the target of opportunity. Twenty planes from the 306th attacked, with fair results. The flak was meager, scattered and inaccurate, but E/A opposition was considerable. About 75 to 100 E/A took advantage of holes in the overcast and contrails to attack the low formation and stragglers. Some fired shells from 1,500 yards, which exploded like flak in our formation. Aerial bombs were dropped in strings of 10 to 12. During these attacks, Lt. Thomas Logan, 423rd, was shot down. Our score was 3-0-3. Capt. John Magoffin and Lts. Carroll Briscoe, Keith Conley, Alphonse Maresh, Fred Sherman, Roy Vinnedge and David Wheeler flew for the 369th.
- 26 We dispatched 21 ships to the Triqueville Aerodrome in France. Nineteen dropped bombs on the target, with poor results due to overcast. Bombing was especially difficult because of violent enemy opposition during the bomb run. Just after the target, Capt. Raymond Check's 423rd ship was hit and the cockpit set afire. Pappy Check was killed, LTC J. W. Wilson was seriously burned, and Lt. Lionel Drew was lost. Check was on his 25th mission.
- 28 Nineteen planes from this Group helped another effort of 152 B-17s to knock out the eastern entrance lock of Bassin de St. Nazaire. Str photos showed likely hits on the western end, with general results fair. Because the Fourth Wing preceded us by several minutes, the Germans were not prepared for a second wave and consequently put up poor opposition. However, the E/A did some mean work on the lead groups with only 20 to 25 A/C. None dropped aerial bombs in salvo. Our score was only 3-0-0, but the E/A succeeded in killing one of the 369th best tail gunners, Sgt. Richard J. Daly, on Lt. Keith Conley's crew. The 369th had six planes on the mission.
- 29 The 306th's fiftieth raid; and the 369th's 36th raid without losing a ship and only one man. The target, Villacoublay, was solidly covered so that our ships had to bring back their bombs, and all returned safely. Because of excellent fighter support, our gunners lacked excitement and turned in a score of only 0-2-3. The 369th put up five ships, but Capt. David Wheeler was forced to abort.

June seemed to bring new inspiration into our little group, ensconced in England these 10 months. We reaped the reward of experience taught the hard way. Our losses were far less than during the grim winter months and new crews derived sustaining faith and confidence in the battle-scarred veterans who trained them. The 369th holds an enviable record of safe conduct attributed to air discipline and training. Major Henry W. Terry deserves a great deal of credit for this. And now our squadron must part company with Capt. John Magoffin, Lt. Clyde Travis and 13 gallant gunners who finished their missions during the month. We will miss them, but wish them the best they deserve.

JULY

- 4 The Eighth Air Force sent 237 Fortresses to bomb various targets in occupied France in celebration of the new Inter-Dependence Day. Our Group put twenty-two out of sixty-one planes over the aircraft factory at Nantes, with excellent results. "Right in the eye" and "We won't have to go back there anymore" were the crew comments. E/A were attentive from the IP to well out over the coast. From the resulting score of 7-2-3 against the enemy, the Fightin' Bitin' claims 2-2-0. Lts. Keith Conley, Alphonse Maresh, Charles Schoolfield, Fred Sherman, Gerald Thomas and Roy Vinnedge flew for the 369th.
- 10 Bad weather nearly spoiled the day's effort on several targets in Northwest France. Out of 286 planes dispatched, only seventy attacked their objectives. Fifteen out of Twenty-five from the 306th dropped bombs through cloud holes, while ten planes just couldn't see anything. 369th put up six planes. Lt. Immanuel Klette piloted his own crew for the first time.
- 14 Twenty-three aircraft from our Group did some good bombing on the airfield installations at Villacoublay. Right off the target enemy planes began a three-quarter hour attack until fighter support drobe them off at the coast. For one five-minute period every tail gunner in the high group blazed away simultaneously at the E/As out-of-the-sun attacks, which seemed to be their favorite for the day. Score 6-3-5. Lt. Fred Sherman's crew accounted for 1-0-1, and Gerald Thomas' crew chalked 1-1-1. Lts. Dale Briscoe, Keith Conley, Alphonse Maresh and Roy Vinnedge also flew for the 369th.
- 17 Our first attempt to bomb the synthetic rubber plane at Hannover aborted because of weather when the 306th's twenty-eight planes turned back at the Dutch coast by recall. However, about thirty E/A chased us back over the Channel from the Zuider Zee for a 25-minute scrap which apparently cost them 32-7-3 (we claim of this 3-0-0), for a loss of one B-17 from the 351st Group. Lts. Dale Briscoe and Roy Vinnedge, the only two 369th planes, aborted.
- 24 We did ourselves proud on this longest mission ever undertaken by the Eighth, when for the first time, we bombed Norway. The 306th sent over twenty out of 167 Forts for a First Wing effort to drop bombs on the magnesium, aluminium and nitrate works at Heroya. Results excellent. No losses except for one damaged plane forced to land in Sweden. Slight E/A interference scored us 3-2-0. Flak guns on boats were fairly accurate and persistent. The 369th put out a maximum effort of seven planes. Capt. Roy Vinnedge finished his twenty-five.
- 26 Twenty-one ships from this Group bombed the synthetic rubber plants at Hannover, with excellent results. The enemy retaliated with attacks covering one hour and eighteen minutes during which the 423rd lost two crews: Lt. Wesley Courson and F/O Norman Armbrust. Novel E/A attacks included rockets fired at considerable

July (con't)

- 26 distance, which burst like flak around ships. Again, our squadron put up seven ships, including Lt. William A. Price's new crew
- 28 The 306th dispatched twenty-four aircraft to bomb industrial plants at Kassel. The 369th Squadron strained its reputation by aborting fifty percent due to miscellaneous bad luck. Lts. Keith Conley, Alphonse Maresh, Fred Sherman and Donald Winters stayed with the final sixteen ships which bombed the primary. Although our strike photos showed good results, the general effort seemed only fair. "Nickles" were dropped by us for the first time. (Ed. Nickles are leaflets.) About one hundred E/A attached persistently for nearly two hours and twenty minutes from the coast in and out over Holland. The encounters cost the 423rd Lts. Stephen Peck and Jack Harris. Had our rendezvous with P-47 escort been more timely, these losses might have been avoided. Besides the two crews down, three aircraft crash-landed in England. Crews were safe. Our score: 10-2-4. Today Lt. Fred Sherman finished his twenty-fifth mission and Lt. Winters was given a crew of his own.
- 29 Thirteen out of eighteen dispatched made a long unescorted trip to Kiel to bomb the shipbuilding installations. As usual, this target put up a vigorous defense. Four of our aircraft were lost to headon attacks by daring fw 190s. Almost one hundred enemy planes tried every old and new trick for more than an hour, and ME 110s experimented further with rockets. The 367th lost F/O B. H. Brown F/O Carl D. Brown; the 369th lost Lts. Keith Conley and Donald Winters. Conley was on his 22nd mission, while Winters had sixteen to his credit, the last two as first pilot. Three to seven chutes were seen from Winters' plane before it exploded at 0925. Ten chutes appeared from Conley's plane at 0951, with an engine on fire. Our score against the Germans: 6-0-4. Capt. Dale Briscoe's crew did some good shooting for a 2-0-1 share.

The loss of Lts. Conley and Winters broke our Squadron's remarkable record of raids without a loss. Except for the death of Conley's tail gunner in June, we had completed forty-two missions with all crews safely returned. This is also an Eighth Air Force record, and I think, a USAAF combat record. July marked the first month we carried propaganda leaflets over enemy territory. Lts. David MacGhee, Roy Vinnedge, Fred Sherman, and Albert Schulstad, and Capts. Roy Vinnedge and Michael Zinkovich finished their twenty-five missions. EM finishing included T/Sgts. Charles Davis, Benjamin Gordon, Dan Hinebaugh, Harold Lightbown, Ray May, Victor Rose, and Delbert Sparks.

AUGUST

12

Today's raid to Gelsenkirchen was exciting, but from the standpoint of results, disappointing. Our Squadron furnished seven planes, with Capt. Dale Briscoe leading the Group. Lts. Gerald Thomas, Alphonse Maresh, William Price, Robert Porter, Charles Schoolfield and Immanuel Klette were also at the controls with their respective crews. So intense was the flak "like a solid wall", one fellow said, and the enemy fighter resistance (about one hundred and fifty E/A were seen) that just before the IP we had to turn off and bomb an industrial target of opportunity with unobserved results. The enemy's use of smoke screen and the natural cloud formations were not in our favor. S/Sgt Elmer W. Mills was the only 369th gunner to destroy an E/A, an ME 109. Navigator uegen Madden is credited with a probable. All our Fortresses returned, though some were well flak-ridden, and one crew member displayed a spent piece as big as a half brick.

15

There was a raid today to Brussels, but the 369th was "off" operations (night flying in practice for bigger things) and did not go. Not a single E/A was encountered and the flak was meager. The gunners never fired a shot. The primary was obscured by clouds so bombing was on the secondary, Flushing Airport, with random hits observed.

16

Today's raid was on LeBourget, and again the 369th was "off" operations. The other fellows did well, getting some good concentrations right on the target in spite of persistent E/A attacks and heavy but inaccurate AA fire. Sgt. Guido DiPietro, 423rd, bagged an ME 109.

17

This was the day we went to Schweinfurt to put the ball bearing works out of action. Our Group furnished thirty Forts, of which the 369th supplied seven. Capt. David Wheeler, Lts. Alphonse Maresh, Immanuel Klette, Robert Porter, William Price, Byron Bryant and F/O Edward Murphy were at the controls with their respective crews. Our particular target was Blankenburg, and in spite of the 100-150 E/A encountered before and after the bomb run, definite damage was done. Our P-47s furnished superb support. S/Sgt. Harold E. Rogers destroyed an ME 210; Sgt. Lester Kurk, an ME 109. Our participation was not up to the usual in this mission, but we were proud to be able to furnish as many as we did.

19

Our primary target today was Brussels air installations, but because of 10/10ths clouds, we were forced to turn off and let go at Flushing, the secondary, with fair results. 369th crews were Lts. Robert Borter, Byron Bryant, William Price, and F/O Edward Murphy. It was really an easy day as no E/A were encountered, and although there was some heavy flak for another group, we luckily missed it.

AUGUST (con't)

- 24 On this raid to airport installations at Villacoublay, we were led in the air by our new Squadron CO, Major Robert Riordan, along with Lts. William Porter, Immanuel Klette, Byron Bryant and Alphonse Maresh, and F/O Murphy. The results of the bombing were fairly good, and all our ships returned safely. However, it will be a long time before any of us forget Lt. Klette and the one engine landing. The flak had been accurate enough to knock out two of his engines even before the IP. With luck, he had managed to limp along, more or less protecting his plane by flying with succeeding groups. Eventually he made it to the coast and just before reaching our base one of the two remaining engines caught fire. Feathering the prop and going into a controlled dive, Klette managed to effect a safe landing on the one engine still turning, only to have to fight like hell to avoid ground looping. The flak had deflated a tire. It was an exhibition of real skill and the pilot is being recommended for the DFC. Sgt. Alfred H. Weiland, ball turret gunner of this same ship, sustained a flak injury to his left hand. Our crews are still complimenting the P-47 support they are getting. Maybe the bomber pilots and the fighter pilots will come to terms yet.
- 27 Today the 369th contributed Capt. David Wheeler, Lts. Robert Porter, Byron Bryant, Alphonse Maresh, Gerald Thomas and William Price and crews to the effort on Watten--and what in hell Watten was we did not know! Looked like a hole in the ground. Anyway, it was well and accurately defended by flak. We through without any losses, managing to lay a few eggs that were uncomfortably close for the "hole dwellers". The Spitfire escort was as pretty as the P-47 escort. No E/A were encountered. If the bomb run had not been into the late afternoon sun, everyone felt results for the whole group would have been better. And breaking the Group formation to bomb by squadrons seemed unnecessarily dangerous. Too, the crews would have felt much more cozy higher than the briefed 15,000 feet. S/Sgt. Harold Maron and Sgt. Linden K. Voight suffered flak wounds and have been recommended for Purple Heart medals.
- 31 The P-47s offered excellent support to our fellows today, and the flak was meager, but the weather was 10/10ths clouds over Beauvais. We couldn't drop. However, the other groups got in some fairly good blows at airfields north of Amiens. In on this goose chase were Lts. Charles Schoolfield, William Price (who had B/Gen Robert Travis aboard), Gerald Thomas, Willard Lockyear, Alphonse Maresh, and Byron Bryant. Unfortunately, Bryant had a malfunctioning supercharger that brought him back too soon to receive credit for a mission. Nothing seems to strike our morale a harder blow than the experience of going to all the trouble of thorough preparation, even to the extent of full enemy exposure, and then have to come back home, wagging our bombs behind us. September will furnish a different story!

SEPTEMBER

- 3 Targets for today were the air installations at Romilly-sur-Seine. Participating from the 369th were Capt. David Wheeler, leading the Group, and Lts. William Price, Gerald Thomas, Charles Schoolfield, Willard Lockyear and Byron Bryant, and their crews. Enemy fighter opposition was weak. They even seemed to run from our P-47 escort, which incidentally, accompanied us all the way to the IP. Bad weather obscured the target, but lead navigator John Mazanek and lead bombardier Roger Lindsey had the location of the field fixed from the IP. Our bombs were released over what a hole in the clouds revealed to be the main dispersal area on the north side of the field. AA fire over Evreux was heavier for us than over Romilly. We made no claims for this raid, but our rivals, the 368th and the 423rd, got one enemy aircraft a piece.
- 6 Stuttgart, Germany, did not feel the weight of our bombs today because 10/10ths clouds prevented our locating it. Instead, our crews stogged around trying to pick up a good target of opportunity, finally settling on Achern, with meager results. Enemy fighter opposition was weak. Northwest of Paris tail attacks were made on this Group, and other squadrons got three E/A. Accurate moderate AA fire was encountered over Stuttgart, contributing to the crash landing in England of two of our aircraft, Lt. William Price and Lt. Byron Bryant. This was Price's twenty-fifth mission, and apparently he was just using up his last bit of luck. Perhaps authorities felt that way too, because his request for five more missions was turned down. At present it seems that no one is to be allowed extra missions. Lt. Immanuel Klette of our squadron has approval of his request for five, probably on the basis of an earlier policy that is now reversed. With only two ships from the 369th on the mission, we made it 100 per cent crash landings for the day. No injuries.
- 7 The 369th had no planes on this successful mission to Brussels airport. Damn shame too, considering the excellent results of the bombing, as proved by photographs. The other squadrons had negligible fighter opposition and flak. Some returning participants reported V for Victory flashes two miles northwest of Flushing. Signals were returned.
- 9 The other squadrons did some good work over Lille today. The 369th still off operations, mostly practicing night flying.
- 15 Today saw some very good bombing on Romilly-sur-Seine airport. This Group scored direct hits on three of six hangars, as confirmed by photographs. Other groups hit hangars and dispersal areas on the north side of the field. Very few (10-15) enemy fighters were seen, and they made only desultory attacks with no damage. The flak was moderate, inaccurate and very low over the target. Our P-47 escort was excellent on way in, but not ob-

SEPTEMBER (con't)

- 15 served on the way out. Flying for the 369th were Capt. Charles Schoolfield, Lts. Gerald Thomas, Byron Bryant, Robert Porter, Immanuel Klette (his 26th), Willard Lockyear and their crews. Not a single ship was even damaged.
- 16 Today initiated the series of hunts for the big U-boat supply ship in the Loire River at Nantes. Missions of this kind, although much more difficult, lend to greater enthusiasm than those which call for routine attacks on stationary targets. Perhaps it is the target's mobility that gives excitement to the chase. It was rumored that this ship, aside from being important for U-boat supply, also carried secret equipment for them. At any rate, clouds and smoke screens obscured the primary object of the chase, and the air field south of the town was let in for some rather deadly bombing. Flying for the 369th were Capt. David Wheeler with Lt. Klette, 27th mission, as copilot, leading the Groupm and Lts. Edward Murphy, Willard Lockyear, George Bettinger, Ralph Peters, Robert Porter and their crews.
- 23 Bad weather kept us on the ground for a lengthy period, but not without the usual "scrubbed" efforts at odd intervals. Today we were off for the big U-boat mother ship again. The case was on, and everyone felt more confident this time since the crews would naturally be more familiar with the target area. However, Jerry was smart with effective smoke screens which obscured what must have been the target. Good bombing again on the airport to the south of Nantes helped to ease the frustration of "missing the boat". Flying for the "old 369th" were Lts. Robert Porter, Willard Lockyear, George Bettinger, Gerald Thomas and Immanuel Klette. This was Klette's 28th mission and, unfortunately, the last for a long time. Attempting to land at the RAF Station Wing for gas, the plane crashed. All reports indicate a miracle that anyone escaped, but all did. However, Klette and Eugene Madden, navigator, were severely, if not critically, injured. Others came out well shaken up with bruises and scratches. Lt. ARthur Isaac, their bombardier who palpitates with energy, said he was going to chapel the next day.
- 27 Area work on Emden. Today marks the beginning of a new technique of bombing for the Eighth Air Force. Heretofore, precision work has been the object, nor has it been abandoned. But, I presume that whatever the RAF can do with success we can also do, and adding area bombing to our repertoire is merely increasing our total threat and effectiveness. P-47 support accompanied all the way--a first for them, too--and our Group bombed on flares dropped by a pathfinder force in true RAF style. Probably a good many German cows got blasted out of their complacent pastures, but for the first time work we surely gave the Emden area (doubly important since the Hamburg rout) something to contemplate. The weat-

SEPTEMBER (con't)

- 27 ther was 10/10ths, but the beauty of area bombing is its almost total independence of weather situations. That is why it will be such a valuable addition, for precision bombing demands visibility. Maybe the day is not far away when, if the weather is good, we go factory and airport hunting; if the weather is bad, we shoot concentrated scatter loads at vital areas. It would also appear that we are inevitably heading for night work. Flying for the 369th on this Emden raid were Capt. DAVID Wheeler and Lts. Willard Lockyear, George Bettinger, Gustave Holmstrom, Gerald Thomas, Edward Murphy and their crews.

In retrospect, it appears that our lack of contact with enemy fighters is one of the major interest items for this month. Unquestionably, this must be because of the ever improving P-47 support--their 300-mile accompaniment to Emden being a first in the matter of distance and into Germany itself. They are proving a source of real comfort to the Fortress crews. We were also lucky to have avoided as much flak as we did. Even though we did lose two ships in England as indirect results of flak, none were lost over enemy territory, and there were no fatalities for the month.

OCTOBER

- 2 Today's raid was on Emden. The mission made use of Pathfinders and we dropped bombs with a 10/10ths cloud cover. The enemy opposition was meager and inaccurate, and our Group had only one attack by an E/A. Bombing on the flares from the formation ahead was relatively easy. Practically all crews voiced the need for a Pathfinder ship with each wing. There was area fighter support, which luckily, did not have much to do. Enemy reaction was not nearly as strong as observed on the first trip on the 27th. Not a single ship in the Group was damaged. Flying for the 369th were Lts. Robert Porter, Gerald Thomas, Gustave Holmstrom, George Bettinger, Willard Lockyear, Edward Murphy and crews. Practically all the fellows "enjoyed" this mission, if such a thing can ever be enjoyed. Maybe area bombing is a good idea, all depending, of course, on Pathfinder accuracy. Actually, RAF night tactics are being practiced in the daytime. Just when the real night work is coming in one of our "don't knows".
- 4 The 369th did not participate in this raid on the Frankfurt air-screw plant. The attack was made in good weather under strong enemy opposition. The three squadrons flying made numerous claims and all of our aircraft, except one, was damaged by AA fire. Bombing results were good and the 369th missed a helluva a fight. T/Sgt. Francis W. Palmer, 367th radio operator, was killed. Fighter support was excellent, but did not last long enough.
- 8 Bremen--again the 369th was off operations and did not participate in this raid. Another fierce air battle took place, and this group lost three ships, whose pilots were Lts. Dean Rodman, Thom-

October (con't)

- 8 as Ledgerwood and Lawrence Kooima. AA gunfire was intense and accurate, and some 150 E/A were encountered. Claims from the Group run 21-5-5. Lt. J. E. Voehringer, 368th navigator, was killed. Inaccurate bombing took place, but this Group claims to have recognized this fact, and dropped its bombs in the middle of the city as a last resort. Again, the 369th missed a helluva fight.
- 9 Today marked the deepest penetration of Germany yet for our Group. The target was the dicjs in Gdynia, Poland--only a short hop from Russia. It would have been much easier to land in Russia, refuel, etc., and make another attack on the way home. Such technicalities have not yet been worked out with the Kremlin, but it is a good bet that they will have been before too much longer, particularly if the Moscow conference comes off well. Not bad for the 369th to have hot tea before a mission and vodka afterwards. Participating on this first for this squadron were Lts. Gustave Holmstrom, Robert Porter, Ralph Peters, Gerald Thomas and crews. Holmstrom had to crash land on return for lack of fuel. One of the Group A/C, Lt. Roy Ranck, 368th, did not return. Although a fairly good smoke screen was working in the target area, crews felt sure that the bombing results were pretty good--at least one enemy ship (550 foot liner, Stuttgart) being destroyed and much damage being inflicted in the general port area. AA fire was meager throughout the route and fighter opposition was negligible, the 369th establishing claims of two damaged.
- 10 The raid today was supposed to have been on Munster, but the 306th was low and second group in the 40th Combat Wing. As a result, we followed the 92nd, achieving very accurate bombing on what turned out to be Coesfeld instead of Munster. Enemy fighters in quantity were seen attacking other formations over Munster. There was no AA fire at Coesfeld, but at Munster it was intense. Severe damaged was inflicted on Coesfeld and if there are any reprimands, we have at least the smug excuse that we have to follow the 92nd. Flying for the 369th were Lts. Robert Porter, Ralph Peters, John Noack, Edward Murphy and crews.
- 14 This raid was on the ball bearing works at Schweinfurt. It was the second trip for this Group. On the first raid, 17 August 43, the 306th put up 30 A/C. A great aerial battle developed, but splendid formation flying and general luck brought all back. This second raid has spelled out an entirely different story for us. However good the results of the bombing (and we are told results were excellent) this was the most disappointing day the 306th has known. Sixty fortresses from First Division were lost to the greatest resistance yet encountered. Between the Rhine and the target (right after the P-47 escort left), the formation was attacked by 300 enemy aircraft (mostly FW 190s, ME 109s, ME 110s and JU 88s), using deadly rocket tactics. One good hit by a

October (con't)

14 rocket was enough to account for a B-17. Attacks stopped short after the target, but by that time ten out of the fifteen For-
tresses representing the 306th had been knocked out, The 369th lost Lts. Peters, Lockyear, Holmstrom, Bettinger and their crews. Returning for the 369th were only Capt. Schoolfield, Lt. Noack and their crews, whose claims on enemy aircraft were 3-1-4. There's no way to gloss over such a loss, no way to show how the whole group has been jarred. T/Sgt. Paul R. Loubet, engineer of Lt. Holmstrom's plane, had survived crash landings on his 22nd, 23rd and 24th missions, only to go down on his 25th. There were other stories, equally full of frustration...We look forward to the inevitable replacement crews. May they be the equal of these good fellows who have gone. And may their luck be better. They could not be better fighters.

20 The 306th managed to pull itself together for participation in the proposed raid on Duren. The 369th sent no ships. It is just as well for the lead Combat Wing turned back near Arras because the front over the entire target area was too high to get over. A sudden turn without warning threw our Group out of formation and the leader decided against trying to catch up, returning with bombs to base.

The rest of October was given over to the usual "scrubbed efforts", classes and training of new crews. Morale is improving. Time once again is helping to cure the situation. A few successful raids in early November will do wicked wonders to restore confidence and fighting spirit.

THE HIGHER AWARDS GRANTED TO THE 369th BOMBARDMENT SQUADRON (H)
DURING THE MONTH OF OCTOBER ARE:

Capt. Charles T. Schoolfield	olc to	DFC
1st Lt. George F. Meltzer		DFC
1st Lt. Immanuel J. Klette	olc to	DFC
1st Lt. Gerald F. Thomas, Jr.		DFC
T/Sgt Leonidas B. Cook		DFC
T/Sgt Harold H. Krueger		DFC
T/Sgt John T. Deets		DFC
T/Sgt Robert J. Conley		DFC
T/Sgt John F. McCabe		DFC

NOVEMBER

- 3 A pathfinder mission to Wilhelmshaven. The target was completely obscured, but the PFF ships performed exactly as briefed, opening doors at the IP, releasing parachute flares, then bombs. If the location was exact, bombing should be good. Flak was meager and inaccurate. Twenty to twenty-five S/E and three T/E broke through the overcast and started climbing toward the formation. Just as they were well formed, the returning P-47s discovered and dived through them. They rejoined and were climbing again when the P-38s arrived. The P-38s attacked at once and the E/A dispersed, not to be seen again. This is a very good example of why the crews think so much of the fighter support. Flying for the 369th were: Lts. Martin Newstreet, James Opdyke, John Noack, Loy Peterson, Howard Sharkey, William Hilton, Robert Porter and crews. The planes were not so much as scratched. However, to A/C from the 368th collided in midair shortly after crossing the enemy coast on the return trip. Only one chute was observed. Lts. George Goris and Donald Wadley were the pilots.
- 5 Today the Group went back into Ruhr Valley, target Gelsenkirchen, and though it was a rough trip, old crews said it was not as bad as Bremen, and that it seemed as if some guns had been moved out of the area. Enemy fighters were about, but this Group (high for the 40th Combat Wing) had no attacks. P-47 and P-38 support was excellent. Flak was intense from the start of the bomb run throughout the Ruhr. The 369th escaped with one ship damaged, Capt. David Wheeler's. Also flying for the 369th were Lts. James Opdyke, Loy Peterson, Edward Murphy, Martin Newstreet, Howard Sharkey and their crews. The bombing results, through smokescreen and haze, are believed to have been good.
- 13 Bremen: The weather was cold and wet, hardly a day for operations. Twenty-one A/C and two spares from this Group took off. Poor visibility prevented good formation. Two A/C (Lt. Floyd Scudder, 368th, and Lt. Clyde Coper, 367th) encountered extreme turbulence and icing, and crashed in England. All in Scudder's plane were killed, but all but the pilot himself survived out of Coper's plane. Before leaving the coast the mission was recalled, 369th could lay claim to one of these "lone wolves". It was Lt. William Hilton who out of the mass of confusion that was in the air that day who managed to tack on to the 95th Group and drop his bombs on what was supposed to be Bremen--thus reminding the Huns that the 369th will be represented, weather or not.
- 16 Target for today was the molybdenum mine known as Knaben II. It lies about fifty miles NW of Kristiansland, Norway, and 12 miles due east of the northern end of Lake Sirdals. It is a vital cog in the Nazi war effort, and it suffered square hits today. The trip was very long and very cold, but something of a welcome change. AA fire was meager and so was fighter opposition. The photographs, though dark, confirm direct hits. This success has done much to restore the confidence and morale of the crews, for it cannot be denied that the series of accidents and questionable

NOVEMBER (con't)

- 16 bombing were having their effects. Flying for the 369th were Capt. David Wheeler, Lts. Howard Sharkey, William Hilton, Robert Fallow, John Noack, Loy Peterson and crews.
- 26 Bremen was the target today, and the results remain unknown for there was 10/10ths overcast. The Group did not see PFF flares and dropped on PFF bombs. If they hit the target, so did the 369th. AA fire was intense but low and twenty to thirty ME 109s (and a few other types) attacked this Group. P-47s and P-38s gave splendid support. Two planes from this Group, Lt. Francis Hoey and Lt. Virgil Jeffries, who was on his 25th mission, did not return. All 369th planes came back, including Capt. David Wheeler, and Lts. Martin Newstreet, Howard Snyder, Howard Sharkey, Robert Fallow, John Noack, Billy Casseday, James Opdyke and crews

November did not equal November 1942 in number of raids, but 1943's November was remarkable. There were fourteen briefings, one of which was for a futile air sea rescue search. Out of these only four raids developed, five if one counts Lt. William Hilton's solo to Berlin with the 95th Group. One briefing in the month electrified those present, for Berlin was the target. It was scrubbed. Apparently the RAF was satisfied with its own record blows to that city. About Berlin, most crews manifest the same feelings: "It would be nice to have come back from a raid on it." November also marks the Roosevelt,-Churchill-Chiang Kai Shek-Stalin conferences, which may do much for future activities of the 369th, not to mention a few other squadrons and groups in the ETO.

TOURS COMPLETIONS IN NOVEMBER:

Capt. Floyd A. Evans
Capt. David W. Wheeler
1st Lt. Robert W. Porter
T/Sgt. James B. Kimball
T/Sgt. John F. McCabe
T/Sgt. Mervin A. Narum
T/Sgt. John E. Hodge
T/Sgt. Richard L. Newport

OUTSTANDING DECORATIONS IN NOVEMBER:

Capt. Floyd A. Evans	DFC
Capt. David W. Wheeler	DFC
1st Lt. Robert W. Porter	DFC
T/Sgt. Raymond L. Norris	DFC
T/Sgt. James B. Kimball	DFC
T/Sgt. John F. McCabe	DFC
T/Sgt. Mervin E. Narum	DFC
T/Sgt. John E. Hodge	DFC
T/Sgt. Richard L. Newport	DFC

DECEMBER

- 1 LEVERKUSEN -- The target was completely overcast and bombs were dribbled from the IP to the target with unobserved results. The weather was bad everywhere, and Capt. George Reese of the 423rd got into such turbulence over England that he and his crew had to bail out, all except the ball turret gunner, S/Sgt. Kenneth B. Rood, reaching safety. There was confusion and crowding at the target, for one of the ships in this Group had bombs dropped through it by a B-17 overhead. The 369th was fortunate in having no such accidents or bad breaks, but the vague sort of feeling the crews get from a blundersome PFF mission is not conducive to

December

- 1 good morale. The E/A encountered were few and support was good. There was a gap however, just after crossing the Rhine until bombs away. Flak was mostly encountered after bombs away, and was moderate and accurate. Flying for the 369th were Lts. Robert Fallow, Edward Murphy, Billy Casseday, Howard Snyder, John Noack, Charles Kinsey, Martin Newstreet, James Opdyke and crews. "Junior" Fallow gave everybody some anxious moments by not showing up with the other planes. He got back though and landed at Manston.
- 5 LA ROCHELLE, FRANCE was the target today, but it might as well have been Keokuk, Iowa, for all the good that was done. Spirit was fairly high, for France is considered a more comfortable place to be over than Germany, and this Group along with others was to help pound all the German airfields and factories along what most thought was the "invasion" coast. For all that was known to the crews, this was it. However, the weather was 10/10ths clouds all over the continent, it seemed, to put it mildly, the whole deal was a flop. The bombs were brought back. Because the "flakgauntlet" was run near Rennes and Nantes, mission credit was given. That helped everybody's feelings but did little toward furthering the war effort. Doing their best for the 369th under the weather conditions were Lts. Charles Kinsey, William Hilton, Loy Peterson, Robert Fallow, John Noack, Martin Newstreet, James Opdyke and F/O Morris Reed, and crews.
- 11 EMDEN, GERMANY--No fighters were encountered during this successful visual attack on one of Germany's important port cities. However, AA fire was moderate and extremely accurate, accountin for the loss of Lt. Johan Noack and crew (Lts. Robert Schoch, Dudley Fay and Hyman Bittman; Sgts. Frank Wesner, Michael Gallagher, Duncan Williams, Kenneth Smith, Albert Sewald and Thurman Smith). Photographs confirm excellent bombing results, and Lt. Arthur Isaac received the credit and a recommendation for a Distinguished Flying Cross. Flying for the 369th in addition to Noack (who was last seen in the target area under control, but damaged), were our 369th Commander, Maj. Robert Riordan, with the Group C.O., Col. George L. Robinson; and Lts. Charles Kinsey, Billy Casseday, Robert Fallow and Howard Sharkey, and crews. The enemy had tried to make use of a smoke screen, but the wind had nullified their efforts, making the visual bomb run possible. The Squadron will miss Noack and crew. They were superior material, and their loss kept down the natural feeling of elation following a sucessful job.
- 16 BREMEN--A PFF mission to an old acquaintance. Flak at the target area was accurate and intense, but unaccountably (and fortunately) dropped about 1000 feet before the CBW in which the 369th was flying reached the target. The fellows dropped their bombs while in a tight unit while abreast of PFF flares. As they left the

DECEMBER (con't)

- 16 target smoke columns were seen to mushroom out thickly over the 10/10ths overcast. That the target was hit seems highly probable. (Only the target area would have contained as much flak as was witnessed. There was practically no fighter opposition, and though the fighter support was good for other groups, it was not much in evidence for the 306th. Vapor trails and cirrus at altitude made formation flying difficult on the approach to the target. Visibility at home base was very poor and six of the Group aircraft landed away. There were uneasy moments before everybody was accounted for. Flying for the 369th were Lts. Loy Peterson, Martin Newstreet, Charles Kinsey, Billy Casseday, James Opdyke and crews.
- 20 BREMEN--Yes, back to Bremen again. All the attention this place is getting is fair indication of the importance it has achieved as Germany's number one port since the Hamburg devastation. Twenty-one A/C of this Group took off at 0837 hours. Flying for the 360th were Lts. James Opdyke, Howard Sharkey, William Hilton, Charles Berry, Charles Kinsey (who bombardier, Lt. Herbert Bloom, died from anoxia), Donald Tattershall, and crews. Approximately twenty-five S/E and T/E E/A were seen but gave no trouble, seeming unable to climb to the altitude of this Group (28,000 feet). The P-47 fighter support was excellent, close and with the formation to the coast on the way out. The Bremen flak (with which the 369th is becoming well acquainted) was very intense, both barrage and tracking. Luckily, most of it was off to the right, apparently aimed at the Lead Combat Wing. The bombing results were partly obscured by haze, vapor trails and a smoke screen, but strong fires were burning in the town area, and severed damage is indicated.
- 22 OSNABRUCK--This trip, a PFF mission, was uneventful until a break in the fighter escort gave approximately fifteen ME 109s an opportunity for attack. They queued up, about eight coming right through the formation, most of the shooting being at the 367th. Lt. James Winter, 367th, was knocked down, but the Group claims six destroyed and two probables. Sgt. George B. Walker of this squadron got credit (and the Air Medal) for the destruction of one of these. The AA fire was meager and inaccurate; a few smoke trails, suggestive of probably rockets, were observed. A 10/10ths overcast prevented observation of the bombing results, but bombs were released when the Group was abreast of the PFF smoke flares. Flying for the 369th were Capt. Charles Schoolfield (who led the Group), Lt. William Hilton (from whose plane Sgt. Walker bagged the ME 109), Lt. James Opdyke, Lt. Alvin Schuering, Lt. Charles Berry, Lt. Martin Newstreet, and crews.
- 24 PAS DE CALAIS--After a discreet briefing to the lead pilots, navigators and bombardiers of all squadrons, a few of the older

DECEMBER (con't)

- 24 combat men came to know what the August 27 mission to Watten, France, (hole in the ground) was all about. The German secret weapon propaganda has been based on fact. It is known that numerous emplacements within the Pas de Calais region are for some type of "rocket gun". The potential destructive force of this weapon is not known, but if it is worth the German's time and money to establish them, it is worth the Eighth Air Force's time and money to destroy them, rather than wait in "guinea pig-like anticipation. The 306th was assigned two such emplacements, one in an "Andy Gump-shaped" forest and another in a Christmas tree shaped woods, both near St. Omer. There is always something more exciting, more morale building, in a target of this nature than in one of the old standbys like Bremen, for instance. Friendly fighters covered the formation all the way, and no AA fire came close, though a heavy concentration was noted in the direction of St. Omer. Visibility was good and photographs confirm excellent bombing. The whole VIII Air Force lost not a single aircraft. Taking part in this "Buck Rogers Operation" for the 369th were Capt. Charles Schoolfield (who led the composite group), Lts. Charles Berry, Billy Casseday, Howard Sharkey, Morris Reed, Charles Kinsey, Martin Newstreet and crews. Everybody returned in good spirits because of the success of the mission, because no one was knocked down, because it was Christmas Eve, and because, in the words of some of the crewmen: "Credit for this mission is like a Christmas present from the General."
- 30 LUDWIGSHAFEN--The great I. G. Farbenindustrie was bombed through 10/10ths overcast today. Two black columns of smoke plus a white column in the middle, billowed up through the overcast, and that is all the results that could be observed. The AA fire was meager and inaccurate, the fighter attacks limited to one weak pass at the whole Group. Four A/C of this Group failed to see bombs away and asked PFF for a secondary. Bombs were released in what is believed to be the Saarbrucken area. Flying for the 369th were: Lts. Loy Peterson, Robert Fallow, William Hilton, James Opdyke, Alvin Schuering, Billy Casseday, Charles Berry and their crews. All returned safely.
- 31 BORDEAUX--The crews were briefed to bomb the airdrome at Bordeaux, almost to Spain and back, as far as Berlin and back. In other words, it was a damn long haul, and everybody was fairly well fagged on return. This despite there was little AA fire and there were no attacks by enemy aircraft. The 368th claims a ME 109, picked off while it fluttered around the edges of the formation in the target area. For no good reason Bordeaux was passed by the 305th, which was leading, and the secondary, Cognac Chateau Bernard was attacked with excellent results from this Group. The 305th could not claim effective attack, having dropped by mistake somewhere in the fields fairly nearby. Flying for the 369th

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31 were Lts. Loy Peterson (leading the squadron again), Alvin Schuering, Donald Tattershall, William Quaintance, Robert Fal-low, James Opdyke, Martin Newstreet, Charles Berry and crews.

Completing their operational tour,
25 missions, during December:

Outstanding December decorations:

1st Lt. L. B. Jones, Jr.	1st Lt. L. B. Jones, Jr.	DFC
1st Lt. John B. Mazanek	1st Lt. John B. Mazanek	DFC
T/Sgt. Joseph C. Stoner	T/Sgt. Victor B. Stevens	DFC
T/Sgt. Bruce A. Hardy	T/Sgt. Harvey L. Noyes, Jr.	DFC
T/Sgt. Raymond L. Norris	T/Sgt. John T. Ross	DFC
T/Sgt. Victor B. Stevens		
T/Sgt. Harvey L. Noyes, Jr.		
T/Sgt. John T. Ross		

Flying their first mission for the 369th in December:

Sgt. Benjamin E. Ambler	Sgt. Lloyd A. Karr
Sgt. Henry Ashley	Sgt. George G. Kessel
Sgt. Max H. Bergen	Sgt. Norton S. McAlister
S/Sgt. James E. Cannon	Sgt. Alexander F. Markowski
Sgt. Roger W. Collins	Sgt. Philip Mundel
S/Sgt. Michael Comarnisky	Sgt. Joseph J. Pagano
Sgt. Leon W. Currie	Sgt. Lester L. Plumbtree
Sgt. William S. Dodson	Sgt. Edward N. Ryan
Sgt. R. C. Donahue	Sgt. James C. Simon, Jr.
S/Sgt. Francis X. Driscoll	Sgt. Kenneth D. Simpson
S/Sgt. Frederick M. Hawthorne	Sgt. Raymond V. Sokolowski
Sgt. Robert E. Hayes	Sgt. Elmer T. Sweitzer
Sgt. Henry O. Honkonen	Sgt. Robert E. Sykes
Sgt. Opal R. Hunter	Sgt. Delbert W. Turnbaugh
Sgt. LeRoy K. Johnson	Sgt. George B. Walker
Sgt. Ross L. Kahler	Sgt. Gerald E. Weaver
S/Sgt. Carl R. Kalbach	S/Sgt. Leo D. Wells
Sgt. Frederick J. Kappen	Sgt. Charles L. Whetstone
S/Sgt. Horace F. Kepler	S/Sgt. Charles Zubov
2nd Lt. James C. Crabtree, Jr.	2nd Lt. Arnold W. Ostrow
2nd Lt. William R. DeWolf	2nd Lt. Barney F. Price
2nd Lt. Kenneth F. Dowell	2nd Lt. William C. Quaintance
2nd Lt. Robert T. Flood	2nd Lt. John W. Rodgers
2nd Lt. Carl M. Frantz	2nd Lt. Henry N. Schmitz
2nd Lt. Jack M. Hamilton	2nd Lt. Alvin G. Schuering
2nd Lt. Rudolph Horst	2nd Lt. Dennis A. Sharkey
2nd Lt. L. C. Joplin	2nd Lt. Harry H. Tomlin
2nd Lt. Brian E. James	2nd Lt. Donald H. White
2nd Lt. R. L. Jensen	2nd Lt. John T. Whittle
2nd Lt. Paul S. Jones	2nd Lt. James Wirth
2nd Lt. Fremont H. Jewell	2nd Lt. Sidney Wolfe
2nd Lt. Norman J. Laux	2nd Lt. Richard S. Wong
2nd Lt. Henry I. Levi	

JANUARY

- 4 KIEL--Bombing results, though obscured, are believed good on this, the fifth mission to this vital port area. Rendezvous with the 40th Combat Wing "A" did not come off as scheduled; so the 306th Group proper flew high group of the 40th Composite Wing, which was leading the 40th Combat Wing "B". The bombing was PFF on the flares of another combat wing, which pulled into the lead during the instrument trouble that our PFF aircraft was experiencing. Only the lead squadron made a second run, the other coming back with the combat wing on whose flares they had bombed. The flak and the enemy fighters offered slight resistance. No A/C were damaged, but Lt. Charles Tucker, 367th, mysteriously failed to return and is reported to have gone down under control in target area. The P-38s provided excellent support throughout the trip. Flying for the 369th in the 306th Group proper were Capt. Charles Schoolfield leading (with Lt. Howard Sharkey), and Lts. Schuering, Loy Peterson, William Hilton, William Quaintance (who aborted because of supercharger trouble), Sidney Wolfe, Robert Fallow and crews. In the composite Group were Lt. Billy Casseday (aborted with failing oxygen supply), Lt. Charles Berry and crews.
- 5 KIEL--For the sixth time the 306th returned to Kiel--even before the place had time to clean up the rubble from yesterday's visit. Flak was moderate (one crew member saying, "Must have been good bombing yesterday because we didn't get half the flak today with much better visibility"). The fighter support did not show up as briefed, and the 306th Regular never did meet the fighter escort. There were skirmishes with enemy fighters, and the Composite, which was composed of Lts. Loy Peterson, Robert Fallow, Sidney Wolfe, Billy Casseday, William Quaintance, Rudolph Horst, William Hilton and crews (all 369th), had a brief but violent attack about two minutes after the target by twenty to thirty E/A of various types. Sgt. George B. Richardson, gunner on Lt. Peterson's ship, bagged an ME 210. Lt. Wolfe and crew (Lts. Albert A. Enos, Fremont Jewell and Harry Tomlin, S/Sgt. Gene Paige, S/Sgt. Adolph Sicola, S/Sgt. Gerald Allen, and Sgts. Robert McClure, Robert Ziegler and Myles Hannify) went down under attack. Results of the bombing are good, photographs showing good concentration on submarine building yards.
- 7 LUDWIGSHAFEN--Practically no enemy fighters were seen today. Near the IP two ME 109s climbed above the clouds to within about 2,000 feet of the 369th's altitude and seemed to hang behind. It is thought that they were probably directing the flak firing because it was extremely accurate, more than half the ships of the Group suffering damage. The fighter support was excellent--better than ever before and even overlapping at places of rendezvous. The bombing was through a 10/10ths overcast, but the crews reported bombs were well bunched. It is hoped so, for Ludwigshafen contains one of the largest and most important chemical works of the I. G. Farbenindustrie. Flying for the 369th were Lts. Kenneth

JANUARY (con't)

7 Dowell, Charles Berry, Alvin Schuering, Donald Tattershall, Billy Casseday, Charles Kinsey, William Quaintance and James Opdyke.

11 HALBERSTADT--The location of the huge aircraft factory, comparable in some ways to, for example, Curtiss Wright in Buffalo, NY. Penetrating to within ninety miles of Berlin, the 306th expected (and got) heavy resistance. Bombing was visual, and the 306th was first to drop their bombs--the main concentration being to the northeast of the target. However, the crews of the Composite Group report good results. The 306th Group proper (flying with this from the 369th were Lts. William Hilton, Charles Kinsey, Kenneth Dowell, Billy Casseday, William Quaintance, Donald Tattershall, Charles Berry and crews) was viciously attacked, mostly by ME 110s at 1200, but managed to pull through. The 369th gunners succeeded in destroying two, two probables, and damaging eight enemy aircraft, credit being awarded as follows:

Sgt. James O. Simon, ME 110 destroyed, FW 190 damaged
Sgt. Henry C. Ashley, ME 210 damaged
Sgt. Richard C. Donahue, ME 110 damaged
Sgt. Phillip Mundell, ME 210 probable
Sgt. Raymond V. Sokolowski, ME 210 probable
S/Sgt. Frederick J. Kappen, ME 109 damaged
Lt. Malcolm A. Phillips, ME 210 damaged
Lt. Robert J. Flood, ME 210 damaged
Sgt. Robert E. Hayes, ME 110 damaged
Sgt. F. G. Overn, ME 110 destroyed
Sgt. Harry Yamka, ME 110 damaged

At 1330 about forty FW 190s in desperate head on attacks succeeded in knocking down five of the 306th's ships. Among them was Lt. Tattershall and crew (Lts. William Grisham, James Crabtree and John Whittle, Sgts. James Hobbs, LeRoy Johnson, Carmen Melita, Robert Hogg, Elmer Sweitzer, William Dodson) who had his tail shot off and disappeared with no chutes observed. (Ed. Note: The entire crew was declared KIA.) All the ships got shot up. Lt. Kinsey was badly wounded in a leg, and Lt. Theodore Czechowski, copilot, took over and did a splendid job in returning the aircraft. Lt Dowell and his copilot, Lt. Charles W. Young, probably had the most difficult time of all with an engine shot away they had to leave the formation, were chased by fighters, but finally succeeded in making landfall. Lt. Casseday's copilot, Lt. Robert G. F. Crowley, was severely wounded. CO, Major Robert Riordan, with his own full understanding of combat flying, has not hesitated to recommend these men for decorations. Surely, they deserve them. The absence of fighter support explains most of the difficulty, but no one has yet adequately explained the absence of the support. Unexpectedly bad weather may have prevented some of the fighters from getting off the ground. The bad weather made it necessary for our planes to scatter like birds on the return.

JANUARY (con't)

- 11 Not a single aircraft landed at home base. The intelligence officers practically lost their minds running around the countryside to stage interrogations. But nobody is any the worse for it. Flying for the 369th in the Composite Group were Lts. Howard Sharkey (leading), Alvin Schuering, Martin Newstreet and crews. In comparison to the others, these fellows had little difficulty.
- 14 PAS DE CALAIS--Out for the rocket emplacements once again. The squadron likes these targets largely because the route is short, the enemy resistance has been surprisingly weak, but from all we are told the targets are damn important. The bombing results were decisiv. Even though the target was difficult to find, photographs show a beautiful pattern exactly on the MPI. Leading the Group was Lt. Howard Sharkey, with Lt. William Quaintance, Theodore Czechowski, James Opdyke, Alvin Schuering, Rudolph Horst, Charles Berry, Martin Newstreet, Richard Wong and their crews.
- 21 PAS DE CALAIS--Two more of the rocket emplacements. The Group was divided into two forces: Force A after one target and Force B after another. Overcasts prevented accurate bomb sighting; so after several vain attempts at a good bomb run, the planes came back with all they started with, aside from petrol. Indiscriminate bombing of enemy occupied territory is yet strictly avoided, Enemy resistance was nil, but the P-47s were in sight ready to do the necessary if enemy fighters appeared. Flying for the 369th Force A were Lts. Charles Berry, Martin Newstreet and crews. In Force B were Lts. Howard Sharkey, Alvin Schuering, Rudolph Horst, Theodore Czechowski, William Hilton, William Quaintance, Robert Fallow, James Opdyke, Gerald Haywood and crews.
- 29 FRANKFURT--Bombing on this industrial center was through 10/10ths overcast, but the lead bomb ardiers and navigators say that all the PFF aircraft agreed on the location as all the sky markers were close together. The 306th bombs were well grouped, having been released on their own PFF. On the bombing run a gap in the fighter support enabled E/A (about twenty-five TW and SE) to make attacks, all of which were from the tail. Good gunnery accounted for six destroyed and no planes were lost from the 306th. The flak was intense and several cases of rocket flak were reported. This rocket flak has been in use for some time now, but seems to be inaccurate. It is readily identifiable by the corkscrew trail of white smoke that it leaves. Flying for the 369th were Lts. James Opdyke, Alvin Schuering, Kenneth Dowell, Billy Casseday, Charles Berry, Rudolph Horst, Theodore Czechowski (who aborted because of engine trouble), William Hilton (also an engine abort), William Quaintance and crews. Flying in the lead ship was our own CO, Major Robert Riordan, who now has twenty-eight combat missions. What an example that fellow sets!

JANUARY (con't)

30 BRUNSWICK--Another PFF mission to this important area, mostly noted for aircraft production. The 306th was divided into two forces, A & B. The 369th led Force A, and was not represented in Force B. Flying the lead aircraft on his twenty-fifth mission was Capt. Edward Murphy. Enemy opposition was slight. No claims were made. The Group lost no aircraft and the 369th did not even receive any flak damage. However, it was a difficult day because of very poor visibility. Haze and vapor trails strained the nerves of all. Two B-17s of the 92nd Group collided in the target area. Flying for the 369th, besides Capt. Murphy, were Capt. Howard Sharkey, Lts. William Quaintance, Billy Casse-day, Alvin Schuering, Rudolph Horst, Charles Berry, William Hilton, Kenneth Dowell, Theodore Czechowski, and their crews.

Except for Halberstadt, January was a fairly successful month. Operational records have been set by the Group. On the last two missions the Group put up more than forty aircraft on each mission, establishing a record. No other one thing could be more indicative of the way in which we have grown. It is easy to recall when half that number was considered great. In just such proportion, many of the cuties of the staff officers have increased, but instead of complaining, everybody seems glad. One cannot help realizing that the end (though it may not be as near as some think) is not as remote or intangible as it used to seem.

January Tour Completions:

1st Lt. Robert L. Fallow
Capt. Edward M. Murphy
Capt. Charles T. Schoolfield
S/Sgt. Bertram H. Perlmutter

January Outstanding Awards

1st Lt. Robert L. Fallow DFC
Capt. Edward M. Murphy DFC
Capt. Charles T. Schoolfield olc to DFC
S/Sgt. Bertram H. Perlmutter DFC

Men flying their first combat missions in January

2nd Lt. Ewalter P. McBroom
2nd Lt. Frank E. Wright
2nd Lt. Charles W. Young
S/Sgt. Bertram J. Bergmann
S/Sgt. Arthur G. Cook
Sgt. Armand A. Cournoyer
Sgt. Jack C. Hubbard

Sgt. Frank H. Hartkoff
Sgt. Edward R. Justice
Sgt. Laurel M. Kloster
Sgt. Walter E. Kells
S/Sgt. John E. Mellyn
S/Sgt. William I. Osgood
Sgt. Eugene B. Steinmann, Jr.

FEBRUARY

3

WILHELMSHAVEN - A PFF mission carried out with bombing through 10/10ths overcast. Fighter support was excellent and no enemy planes were seen by either the A or B group into which the 306th had been divided. AA fire in the target area was slight but accurate, apparently accounting for the loss of Lt. "Calais" Wong and crew (Lts. Walter McBroom, John W. Rodgers and Curtis Dunlap, and S/Sgt. George Walker, Cpl. George D. Collins, and Sgts. Charles Whetstone, Armand Cournoyer, Robert Sykes and Walter Kells), although all engines were running and the aircraft was under control when last seen. Lt. Dunlap was on his twenty-third mission. The weather and condensation trails were exceptionally bad, probably causing them to get lost. The 369th was not represented in Group A, but furnished Group B with Lts. Loy Peterson, Richard Wong, Gerald Haywood, Martin Newstreet, Kenneth Dowell, William Quaintance, Alvin Schuering; and Lts. Czachowski, William Hilton, Rudolph Horst and Billy Casseday returned early for various good reasons.

4

FRANKFURT-- German fighters again made no appearance during this mission, but the support looked just as good, even if they didn't get to shoot anything. A great amount of AA fire encountered along the route. Bombing was PFF through 10/10ths clouds. There was some confusion in the "B" low group at the bombing because of the failure of the lead group to drop. Some aircraft returned with their loads, and others bombed targets of opportunity that loomed up through the occasional breaks in the overcast. As already indicated, the 306th was divided into two groups. Flying in the "B" lead group for the 369th were Capt. Howard Sharkey as co-pilot for Lt. Col. George Buckey, 367th CO, Lts. William Hilton, Martin Newstreet, Rudolph Horst, Gerald Haywood, Charles Berry, William Quaintance, Billy Casseday, Kenneth Dowell, Alvin Schuering, Theodore Czechowski and crews. The 369th was not represented in the "B" low group. Of the crews mentioned, Lt. Haywood Lt. Czechowski returned early because of various mechanical difficulties. The accurate flak in the target area accounted for the failure to return of two aircraft from the group, one of which was Lt. Berry and crew (Lts. Norman Laux, Paul Jones and Brian James, T/Sgts. Leo Wells and Charles Zubov, and S/Sgts. James Simon, Opal Hunter, George Kessel and Raymond Sokolowski) of the 369th. Two engines were out and the A/C was spiralling down in the target area, about five chutes coming out.

5

CHATEAUDON--The weather was beautiful--ideal for visual bombing and therefore ideal of the pounding of targets in enemy occupied territory, particularly the bases from which the Nazis have recently launched their nuisance raids on England. Chateaudon, about sixty miles southeast of Paris, was just such a target, and the 306th did an excellent job of pulverizing it, as strike photos show. The flak was moderate and accurate enough to clip the wing tip of Lt. Robert Eckles, 423rd. Fighter support was excel-

FEBRUARY (con't)

- 5 lent, and no enemy aircraft were seen, except on the ground. Flying for the 369th were Lts. Loy Peterson, Kenneth Dowell, Gerald Haywood, Martin Newstreet, Theodore Czechowski, Rudolph Horst, Alvin Schuering and crews. All aircraft returned, though a majority had flak damage. Lt. George Belknap, navigator for Lt. Peterson, was flying his 23rd mission on his 25th birthday and declared the mission the best from standpoint of weather, rendezvous, and results he had experienced.
- 6 NANCY--It was hoped this effort would be comparable to yesterday's on the airfield at Chateaudon. However, 9/10ths cloud prevented the identification of the primary, and various degrees of cloud prevented bombs runs on possible targets of opportunity. AA fire was negligible, and there was no fighter opposition. Tough luck, but a good try! With pride it can be said that there was no indiscriminate bombing. All bombs were returned. Flying for the 369th on this "practice mission" were Maj. Charles Flannagan (the good Indiana Irish operations officer) and Lts. William Hilton, Theodore Czechowski, Gerald Haywood, William Quaintance, Howard Snyder, Martin Newstreet and crews.
- 8 FRANKFURT--This was an important (though not maximum) attempt to hit airscrew and chemical plants. Bombing was by PFF through 7/10ths cloud cover, most of which was concentrated over the target area. Crews felt they hit the primary but strike photographs showed bursts in fields near Wiesbaden. A heavy barrage of flak was seen over the target area but was not encountered by the 306th. After bombs away the Group got a pressing attack from two FW 190s that knocked Lt. Howard Snyder (Lts. George Eike, Robert Benninger and Richard Daniels, T/Sgts. Roy Holbert, Ross Kahler and Joseph Musial, S/Sgt. William Slenker, and Sgts. Louis Colwart and John Pindroch) of the 369th out of the formation. This was over France and eight to nine chutes were seen to come out before the plane exploded. Also flying for the 369th were Major Charles Flannagan (with Lt. Loy Peterson as copilot) leading the Group, and Lts. Gerald Haywood, Billy Casseday, Martin Newstreet, William Quaintance and crews.
- 11 FRANKFURT--This makes the fifth time the Group has set out for this target. Ailure of PFF equipment caused the Wing to turn on IP early and therefore west of the target. The 306th, seeing neither of the other groups drop bombs, managed to pick up a town through a break in the clouds and dropped on it. Photographs show this town to be Saarbrucken. Fighter opposition was practically nil, but AA fire was moderate and very accurate, damaging every plane in the Group, four seriously. One of the 306th's aircraft, Lt. Gino DiBetta 423rd, failed to return and was last seen under control about twenty minutes inside the French coast. The 369th was off operations, getting a much needed rest.

FEBRUARY (con't)

- 20 LEIPZIG--The Group was divided into two forces, A and B, of approximately twenty-one planes each. The 369th was represented in, but not leading Force A, which was scheduled to fly high group of the 40th Combat Wing "A". Rendezvous trouble developed and the force returned without dropping bombs. Force B proceeded to an excellent bombing of the target, losing one aircraft, Lt. Harold Richard 423rd, to the flak. He was last seen spiraling down under control.
- 21 RHEINE--The Group was briefed to bomb an aircraft components factory, but identification of the target was impossible because of overcast; the formation headed northeast toward an opening through the overcast and succeeded in finding the Rheine Hopeton Airfield, though strike photos show most of the bursts were short. Moderate and accurate AA fire was encountered at the Coast both in and out and at the target. Out of the Group's 21 aircraft put up for the day more than half were damaged by flak (five serious), but all returned. Flying for the 369th were Lts. James Opdyke, Gerald Haywood, William Quaintance, Alvin Schuering, Theodore Czechowski, Kenneth Dowell, Rudolph Horst, and crews.
- 22 BERNBURG--Our own commanding officer, Lt. Col. Robert Riordan, led the Group, which led a combat wing to the attack on this target, an aircraft manufacturing facility. The first enemy attack on the 306th came just after the target had been bombed with excellent results, thanks to Capt. Arthur Isaac's use of his bombing equipment. The P-51 escort had disappeared and twenty ME 109s came in to do their bit, which was not much, for two P-51s appeared and the 306th continued, unprotected until 1515 hours near Koblenz. Here the two P-51s again left and about thirty FW 190s swarmed in for the kill, wiping out the whole left side of the lead group formation. Only Col. Riordan's expert evasive action saved the group from further destruction. Twice he turned into the Nazis, forcing them to break off before attacking. Lost in this melee were Pilots Symons, Toombs, Rector, Olivier, Macomber, Quaintance, Horst and their crews. Lt. William Quaintance (Lts. Rudolph Jenson, Arnold Ostrow and Henry Levy, T/Sgts. Joseph Strukel and Francis Driscoll, and S/Sgts. Robert Might, Maxwell Williams, Alexander Markowski and Richard Donohue) and Lt. Rudolph Horst (Lts. Frank Wright, John Joplin, and Henry Schmitz, T/Sgts. William Osgood, Arthur Cook, and S/Sgts. Laurel Kloster, Edward Justice and Edward Ryan, and Sgt. Joseph Threlkeld) were lost from the 369th. Others who flew for the 369th were Lt. Col. Riordan (who has been recommended for the Silver Star) and his copilot Capt. Howard Sharkey), and Lts. Martin Newstreet, Alvin Schuering, James Opdyke, and Gerald Haywood. Lts. Theodore Czechowski and Kenneth Dowell took off but had to return early.

FEBRUARY (con't)

- 24 SCHWEINFURT--Ball bearing industry. Today was the third trip to this vital and dangerous target. The 306th led the First Division, and Lt. Col. William S. Raper, group deputy CO, for the second time was pilot of the lead aircraft, having also served in this capacity on 17 August 1943. No flak was experienced along the route, except at the target, largely because of Maj. James S. Cheney's expert navigation. At the target the Group bombardier had difficulty in synchronizing on the objectives so the 306th "had the pleasure" of a second run, thanks to the iron nerve of Col. Raper who has been recommended for the Silver Star. Before the target was reached, the fighter escort disappeared over Bingen, probably because the Group was slightly ahead of schedule in spite of reduced air speed. Approximately thirty yellow-nosed ME 109s jumped the formation, shooting down the high and low squadron leads (Loren Page, 367th, and Norwood Garrett, 423rd) in head on attacks. After shaking free from this battle, the Group proceeded to the "double run" already mentioned where Strike photographs show the entire target area was covered with bomb bursts. The 369th was off operations for the mission.
- 25 AUGSBURG--The 306th flew low Group in the 40th Combat Wing. As soon as the formation emerged from the accurate AA fire at Saarbrücken, and before it reformed two sudden diving attacks by ME 109s, which accounted for two planes (Lt. J. Ray Coleman, 368th, and Lt. Joseph M. Gay, 368th). A good many chutes were seen. Shortly afterwards a third attack accounted for another of the Group's aircraft (Charles M. Bayless, 368th). The target, an aerodrome, was thoroughly pestered, and the rest the Group returned without incident. Flying for the 369th were Lts. James Opdyke, Alvin Scheuring, Gerald Haywood, Billy Casseday, Kenneth Dowell, and their crews. Dowell's plane carried leaflets.
- 28 PAS DE CALAIS--Back to the rocket coast of France. Practically a rest. In comparison to the deep penetrations of the past few days it was a rest, a deserved one. Twenty-four aircraft took off for a crack at "rocket gun installations". The lead squadron had orientation difficulty because of cloud cover and did not bomb. However, the low squadron did some good work on target 106 results confirmed by photographs. Enemy resistance was nil. The 369th could claim all the credit for this one. They were the ones who did the job, Captain Arthur Isaac again at the "bombing controls". Leading the low squadron was Capt. Loy Peterson, and those from the 369th were Lts. Paul Jorgensen, Frank Warner, Martin Newstreet, Gerald Haywood, Theodore Czeczowski, Kenneth Dowell and crews.

February, the shortest month of the year, has been the longest yet (operationally) for the Group. A total of twelve missions were flown, making a record not in number but also in depth of penetrations. Things are shaping up for the Berlin Business. The Group has suffered some heavy losses, the 369th not coming off so fortunately as in the past. Replacements have not been flowing in as readily as in the past, and rumors of an increased required number of operational tours are circulating. In

FEBRUARY (con't)

view of this and also the heavy activity this month, the Commanding General name might logically be "Doomuch" instead of Doolittle--but that's poor punning. Nobody's kicking; morale seems good (particularly so when one considers the circumstances). This month the 369th received what some consider a long overdue commendation from the Division Commander.

Combat Tour completions in February: High decorations for February:

Capt. David B. Dash	1st Lt. Kenneth F. Dowell	Silver Star
1st Lt. George M. Belknap	1st Lt. Billy Casseday	DFC
Sgt. Henry J. Sommers	1st Lt. Theodore Czechowski	DFC
	T/Sgt. Clifford McGrane	DFC
	T/Sgt. Earland J. Wentworth	DFC
	S/Sgt. Grover Barnett	Purple Heart
	S/Sgt. Kenneth Simpson	Purple Heart

Men flying their first mission in February

Sgt. Boyd F. Bennett	2nd Lt. Kurt A. Ahlstrom
Sgt. George R. Bates	2nd Lt. Glen C. Bryant
S/Sgt. Jack R. Cunningham	2nd Lt. Robert C. Fife
S/Sgt. George Farkas	F/O Dominic Giosso
Sgt. Barnett Hoffacker	2nd Lt. Herbert Jenack
Sgt. Robert Irwin	2nd Lt. Rubin Robertson
Sgt. George J. King	2nd Lt. Carlyle Singer
Sgt. Vernon V. Michaletz	2nd Lt. Walter R. Siner
Sgt. Searl V. Overturf	2nd Lt. William C. Tarr
Sgt. Robert Seaman	2nd Lt. Clifford McBride
Sgt. William C. Simpson	
Sgt. William M. Yager	

MARCH

2

FRANKFURT: Bombing was through a 10/10ths overcast. PFF Spare ship took over with equipment in good order. It is believed the 40th Combat Wing bombs hit in the dock area east of town. Flak at the target was very low and off to the right. The chaff must be "messing 'em" up. No enemy fighters were seen. The fighter escort was excellent; the English Mustangs giving notably closer support than formerly. The 306th led the 40th A Combat Wing throughout. Flying for the 369th were Capt. Howard Sharkey, Lts. Gerald Haywood, Alvin Scheuring, Frank Warner, Paul Jorgenson (returned early because of supercharger trouble), Kenneth Dowell and crews. The 306th lost no aircraft.

March (con't)

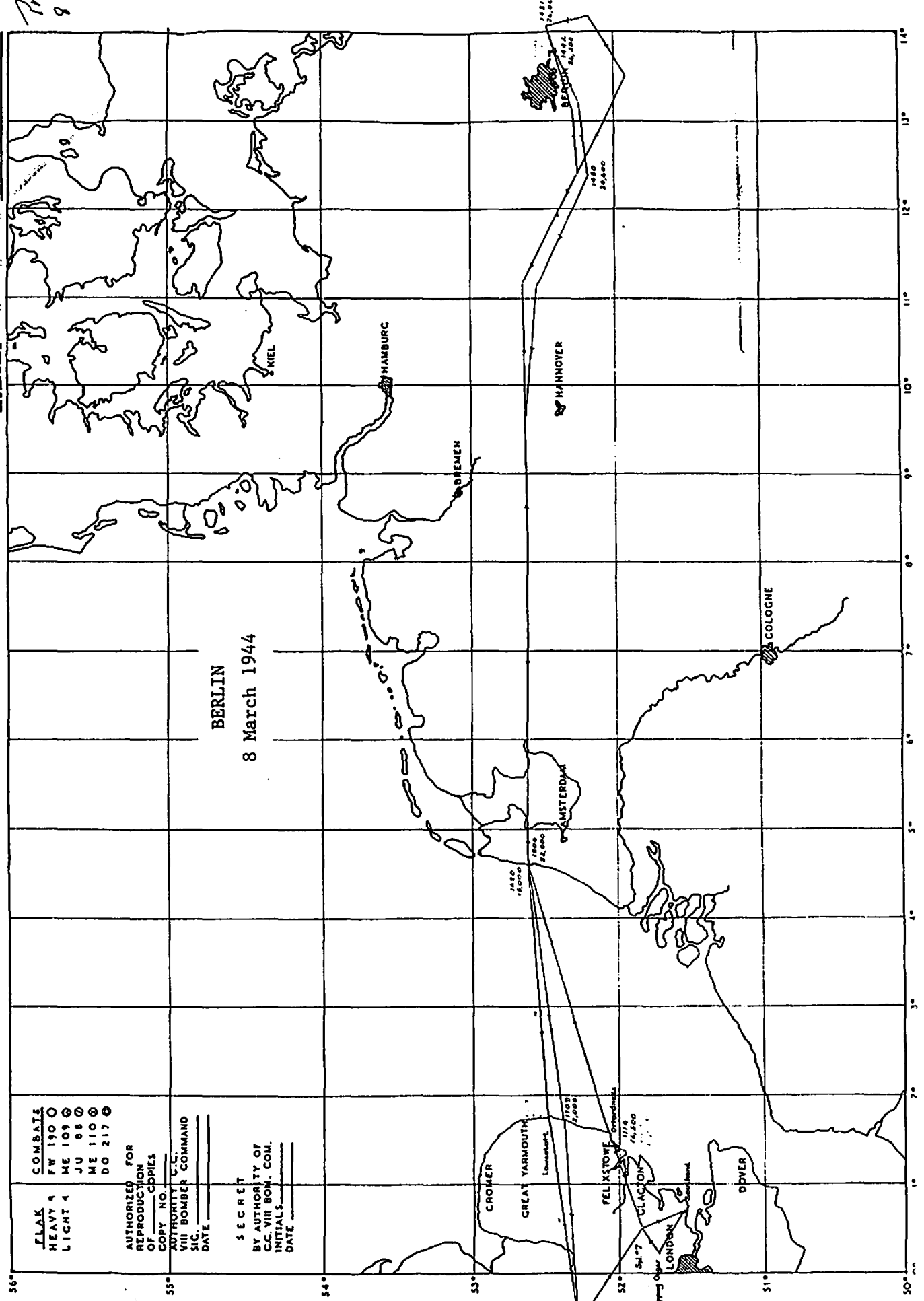
- 3 The Group started for Berlin today. They were to swoop down from the Northern route and come out to the South. Over the North Sea clouds and layers of contrails from Wings ahead forced this Group to 27,000 feet by the time the German coast was reached. The situation became such that the Combat Wing leader decided to turn back. No bombs were dropped. No enemy aircraft were seen. Slight AA fire was encountered at Helgoland on return. Participating in this bad beginning (there will be a good ending) of the Berlin "job" were Lts. William Hilton, Frank Warner, Paul Jorgenson, Martin Newstreet (who had to return even earlier with a unaway prop), Alvin Schuering, Kenneth Dowell, Gerald Haywood, Billy Casseday and crews.
- 4 There was another start for Berlin today, but trouble once more developed. Nineteen aircraft of this Group plus one PFF ship were to lead the 40th Combat Wing "A". Various factors made it necessary for them to return (rendezvous trouble, weather and another wing came across the top of the high group and carried it off). In this high group were six planes from the 369th: Lts. James OPdyke, Barney Price, Frank Warner, Billy Casseday, Paul Jorgenson (leaflets), Kenneth Dowell and crews. Lt. Gerald Haywood took off with these but had to return earlier because of oxygen and hydraulic troubles. The "perservering six" that flew as high squadron dropped on the Group (305th) leader, who had picked a target of opportunity through a break in the clouds about five miles south east of Bonn, west of the Rhine River. They saw no enemy aircraft. AA fire was slight and inaccurate. Bombing results were unobserved. At least the 369th can claim what little "bombing glory" the 306th Group might have earned this day.
- 6 BERLIN: This time the 306th got there to drop bombs in the Kopenick and Lichtenberg districts of the city. The primary target (the ball bearing works at Erkner) was obscured by cloud and so the boys got a good look at the Reich capital. Flak was spotty but occasionally accurate tracking in the Osnabruck area, moderate accurate at Nienberg. At Berlin moderate accurate tracking was encountered while intense predicted concentrations came up from the center of the city. Fighter support was described as wonderful—only three or four of the fifty odd enemy aircraft seen attacked this Group's formation. Pilot Charles W. Smith (368th) was last seen just after the target losing altitude but under control. Flying for the 369th were Lts. James Opdyke, Frank Warner, Barney Price, William Hilton (not dispatched because of illness of navigator), Billy Casseday, Alvin Schuering, and crews. The trip was no milk run, but it turned out to be more of one than most expected.

MARCH (con't)

- 8 BERLIN: The target was once again the Erkner ball bearing works just southeast of Berlin proper. The weather permitted visual bombing, and strike photos show excellent results. Flak at the target was slight but accurate, and for the rest of the journey was neatly avoided by excellent navigation. The fighter escort was close and beautifully coordinated; perhaps the best yet. All 306th aircraft returned safely. The 369th led the Group on this 100 per center. In the lead aircraft were Major Charles Flannagan and Capt. Loy Peterson. Following them for the 369th were Lts. Barney Price, William Hilton, Martin Newstreet, Frank Warner, Paul Jorgenson, Kenneth Dowell and crews. Lt. Alvin Scheuring and crew flew in the high squadron.
- 9 BERLIN: This target seems to be getting habitual, and though one says it with many reservations, easier. No enemy fighters were seen and AA fire on this Group, at least, was very meager although an intense barrage came up after the 40th Wing had left the area. Bombing was PFF through 10/10ths clouds. Leaflets and the usual chaff were thrown out in the area. Fighter escort was good to the target, but there were gaps on the return. The 369th was off operations for this, the third trip to Big B.
- 16 LANDSBERG: The airdrome here is a high priority, with T/E operational and repair facilities. The Group flew lead of the 40th "A" Combat Wing and the lead squadron of the low group of the 40th "A" Combat Wing was also furnished by the 306th. Clouds obscured the airdrome; so by PFF bombs were released on Gessertshausen, six miles southwest of Augsburg. Flak at the target was nonexistent on this Group, but on the way over France, Compiègne Forest, Montdidier, Paix and Abbeville put up slight to moderate, accurate and tracking bursts. No fighter opposition was encountered by this Group. Fighter escort was good with few gaps. Flying for the 369th in the lead group were Lts. Billy Casseday, Barney Price, Trygve Olsen, Alvin Schuering, Paul Jorgenson, Theodore Czechowski, and crews. Lts. William Hilton, Gerald Haywood, Kenneth Dowell and others from another squadron were supposed to constitute the low squadron of the low group but were caught in clouds over Paddington and were subsequently unable to catch up with the wing, returning around noon.
- 18 LECHFELD: Today was a good one. Bombing was excellent--strike photos show two lines of bombs on the Nazi airdrome, one cutting across buildings and the lower section of the field, and the other the mid section of the field and runway. No enemy fighters were encountered. Support was good. AA fire was slight. A month of days like today and the story would quickly change. The 306th flew lead Group and lead and low squadrons of low group in the 40th Composite Combat Wing. In these for the 369th were Lts. James Opdyke, William Hilton, Trygve Olsen, Billy Casseday, Frank Warner, Paul Jorgenson (leaflets), Gerald Haywood and crews.

MARCH (con't)

- 20 FRANKFURT: The 306th was lead group of the 40th Combat Wing. Heavy clouds made assembly and navigation difficult. Weather became so bad over the continent that a turn back (near Luxembourg) was necessary. The route out became confused, passed south of Paris and over some bad flak areas. All came back but it could have been a bad thing. No bombs were dropped. No enemy aircraft were seen. Luck was on the right side. Flying for the 369th were Capt. Howard Sharkey (last mission), Lts. Frank Warner, Martin Newstreet (who returned even earlier because of engine failure), Gerald Haywood, Trygve Olsen, William Hilton (who got a slight flak wound over the eye) and crews.
- 22 BERLIN: Back to Big B for the fourth time. The 306th flew lead and low groups of the 40th Combat Wing, the 369th's Major Charles Flannagan and Lt. James Opdyke leading the low group. The target was to have been Oranienburg, but cloud cover made it necessary to bomb PFF on the city. No enemy fighters were seen and flak (though intense afterwards) was not on the 40th. None of the Group's aircraft was lost. For the 369th it was the second time Major Flannagan had led a 100 per center on this major objective. Also flying for the 369th were Lts. William Tarr, Kenneth Dowell, Trygve Olsen, Paul Jorgenson (aborted because of oxygen failure), Kurt Ahlstrom, Billy Casseday, Gerald Haywood (leaflets) and crews.
- 23 CUTERSLOH airdrome was the briefed primary, but clouds obscured it and bombs were released on Hamm. Photos show incendiaries well placed in the center of town. The only accurate AA fire was at Hamm and from a four-gun battery at 5042N-0400E, it was meager to moderate. There was no enemy aircraft observed. The 369th gunners are not getting any practice. Escort was excellent--no gaps. The 306th flew high group in the Composite Combat Wing. Forming the low squadron were Capt. Loy Peterson, Lts. Trygve Olsen, Clifford McBride, Martin Newstreet, Paul Jorgenson, William Tarr, Gerald Haywood (leaflets again) and crews--all of the 369th. Seven aircraft from other squadrons flew in the group that bombed Munster.
- 24 FRANKFURT: This seems to be a "jinx" target. If this Group could hit the vital air components plant there, it would't keep popping up on Field orders. Bombing was PFF, but photos following bombs away positively identify the town with probable bursts southwest of the center of the Old Town. AA fire on the Group was low and inaccurate. The Luftwaffe, once again, failed to show up. Nobody is complaining. Fighter support was always in evidence. The 306th flew low group in the 40th Combat Wing, the 369th making up the high squadron with Lts. Billy Casseday, Trygve Olsen, Paul Jorgenson, Martin Newstreet, William Tarr, Clifford McBride, Kenneth Dowell and crews.



BERLIN
8 March 1944

COMBATS
FW 190 O
ME 109 O
JU 88 O
ME 110 O
DO 217 O

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SECRET
1942
1944
1946

MARCH (con't)

26

PAS DE CALAIS: This could have been a "double-barrelled" day for plans were all set for a German target in the morning. But it was scrubbed, and the afternoon saw the 306th winging its way to another Noball target near St. Omer. A good many crews expected this to be an easy run. In fact, there was no general briefing. However, the target's importance implied a heavy defense, and when a small target is being bombed by squadrons, it ought not to be hard for the AA gunners to get their aim. Therefore, it was no surprise that the flak was extremely accurate, hitting twenty-six out of twenty-nine aircraft, seventeen severely. Two crash landed at base. Lt. Barney R. Price, 369th, failed to return (Lt. William DeWolf, Lt. Donald White, T/Sgts. Carl Kalbach and Raymond Decker, S/Sgts. Doran Gillette, Lester Plumbtree, Kenneth Simpson, Frederick Kappen, and Sgt. Leslie Johnson). Four chutes were observed during the dive. When last seen the plane seemed under control almost on the deck. Perhaps some of them will put in a reappearance. France often works wonders. Bombing results were not good, though one small target (a labor camp nearby) got an accidental good pasting. No enemy fighters were seen. Area support was satisfactory. Flying for the 369th on this short and tough mission were Capt. Loy Patterson and Lt. Norman Haas (leading), Lts. Alvin Schuering, Kurt Ahlmstrom, William Tarr (whose bombardier, Lt. Dominic Giosso, was killed by flak), Clifford McBride (crash landed at Thurleigh), Paul Jorgenson and crews.

27

LA ROCHELLE: The weather was perfect, the AA fire was negligible, the Luftwaffe not in evidence. There was no reason the target (the airdrome nearest the sea) should not be plastered. And so it was thoroughly plastered. Lt. Rene Fix (368th) failed to return, having last been seen in the vicinity of Les Sables, with engine trouble. The 369th was off operations, taking abreather. Too bad it missed this one...a beautiful job. Lt. Col. John Lambert, 423rd, led.

28

DIJON: The airdrome near the town was the target for today. The Luftwaffe and its various operational bases still constitute the major objectives this month. No enemy fighters were seen in the air. There was no flak at the target. And so the bombing was excellent, comparable to that at Lechfeld and La Rochelle. Strike photos show a dense pattern of bombs squarely on the MPI--the hangar and machine area on the northwest side of the field. Previous bombing from other groups plastered other portions of the field. It was a highly successful day. All planes returned. Not an aircraft from the 369th was even damaged. Flying for the 369th were Capt. James Opdyke, Lts. Alvin Schuering, Paul Jorgenson, Martin Newstreet, Kurt Ahlmstrom, Clifford McBride, Trygve Olsen, and crews. The 369th was low squadron of the low group in the 40th Combat Wing.

MARCH (con't)

29 BRUNSWICK: The target was to have been the Waggum airdrome and adjacent works, if the bombing was visual. Cloud cover necessitated the PFF bombing of the town. Returning crews felt that a good job of this had been done. The 306th flew high group in the 40th Combat Wing, the 369th making up the high squadron with Capt. William Hilton, Lts. Martin Newstreet, Alvin Schuering, Gerald Haywood, Trygve Olsen, Clifford McBride, Kurt Ahlstrom and crews. Fighter support to the target was always in evidence; flak at the target was moderately accurate but all planes came through it all right when, suddenly, the escort disappeared. During the twenty minutes it was not there, approximately six-teen FW 190s in combat boxes of four attacked the formation. Lt. Schuering and Lt. Haywood, both completing their last missions, were knocked out of formation, and later finished off as they drifted behind. Reports indicate that at least three chutes came from Haywood's plane, that No. 3 engine was afire plus a fire in the nose, but that when last seen was under control, probably due for more fighter attacks. Schuering was observed to go down under control after fighter attack north of Celle, after the target. Haywood's crew (Lts. Rubin Robertson, Jack Bailiff and William Daniels, T/Sgts. Billie Oldfield and Jerome Evenson, S/Sgts. Melvin Ross, Harold Maron, Edgar Johnson and Ralph Butler). Schuering's crew (Lts. Harvey Neilsen, Jack Hamilton, Robert Flood, T/Sgts. Frederick Hawthorne, Michael Comarnisky, S/Sgts. Henry Ashley, Leon Currie, Norton McAlister, Max Bergen). Oldfield and Flood were also on their last missions. Lt. Nelson Hardin, 423rd, also failed to return--most probably the result of a flak hit over the target.

It is noteworthy that these two planes were the only two from the Group to be lost to enemy fighter opposition throughout the month of March. Some were beginning to believe that the Luftwaffe had really quit to concentrate on the RAF at night. Such a loss is hard, particularly when sustained by those ending or nearing the end of the combat tour. Perhaps if gunners had been a little keener; perhaps if the formation had been a little better--the perhaps'es add up to nothing. The major factor was the lapse in fighter escort.

The month of March has seen the culmination of many of the Eighth Air Force goals--primarily, I suppose, the bombing of Berlin. This bombing is as important from a propaganda viewpoint as from a strictly military one, although I personally doubt the value of dropping sarcastic leaflets inquiring of Hitler and Goring the whereabouts of the Luftwaffe. It is still early enough in the game to get a rough answer. However, there were other and will be more of the sobering, coolly rationalistic type of leaflet. These, along with the bombs, are bound to work wonders after a while. The month has seen the intensification of the battle against the Luftwaffe--an analysis of the targets will show that the majority of them were airdromes usually filled with aircraft or air components plants. Such Group succes-

MARCH (con't)

ses as Lechfeld, La Rochelle and Dijon leave nothing to be desired. But results like this must be apparent on many more of the Nazi bases if we are to have a smooth invasion.

The long rumored increase of the tour of duty from 25 to 30 missions got its confirmation during this month. Some of the old timers were not required to do a total of thirty, but anyone with 15 or newer had to resign himself to a tour of thirty. Strategically this increase is probably sound. From the operational standpoint, also, the Eighth Air Force cannot afford to be caught short in the matter of replacements. Certainly, for the most part, a mission has become "safer"--thanks to better and better fighter escort, new "anti-flak" measures, and perhaps, improved navigation.

But, be that as it may, the 369th has suffered severe and morale shaking setbacks in the loss of Lt. Gerald Haywood and Lt. Alvin Schuering, both of whom had put in twenty-five missions--not to mention Lt. Bailiff, Lt. Flood, Sgt. Oldfield, and Sgt. Evenson of their crews who had also fulfilled a quota that heretofore would have entitled them to relief. Alleviating this misfortune, but not causing the usual amount of jubiliation, were the record number of those who did complete their tours: Lt. Billy Casseday (now an assistant squadron operations officer), Captain Howard Sharkey, Capt. Arthur Isaac, 1st Lts. John Bryan, Frank Warner, Donald Currier, Leon Musselwhite and Martin Newstreet, and T. Sgt. Earland Wentworth and S/Sgt Charles Harry.

The Group once again broke its operational record--sixteen missions during the month for an average of one every other day. More than this were briefed. There were several flops, but even if the end of the month were dark for the 369th, business as a whole was definitely picking up and improving. Churchill's speech toward the last of the month seemed to evade the issue of invasion and discounted Eisenhower's flat prediction that the European War would end in 1944. Over in America it is daid that Roosevelt more or less said Amen: but, unquestionably, success seems definitely ours and it is now only a matter of when.

Receiving high award for March were:

T/Sgt. Earland J. Wentworth	DFC
Sgt. Maurice Steinhart	DFC
1st Lt. Frank R. Warner, Jr.	DFC
Capt. Howard C. Sharkey	DFC
Capt. Arthur Isaad	olc to DFC
1st Lt. Leon S. Musselwhite	DFC
T/Sgt. Ernest Higham	DFC
2nd Lt. Jack D. Bailiff	DFC
1st Lt. John H. Bryan	DFC
1st Lt. Gerald R. Haywood, Jr.	DFC
T/Sgt. Jerome A. Evenson	DFC
T/Sgt. Billie D. Oldfield	DFC
1st Lt. Billy W. Casseday	olc to DFC

MARCH (con't)

Those flying their first missions in March were:

2nd Lt. Delbert W. Chase	Sgt. Ralph Brand
2nd Lt. Edwin W. Gorder	S/Sgt. Robert N. Burley
2nd Lt. Ross E. Handy, Jr.	S/Sgt. George R. Bates
2nd Lt. Alfred H. Jacobs	S/Sgt. James H. Davis
2nd Lt. Gordon M. Krenn	Sgt. Bohumir J. Doubrava
2nd Lt. James R. Moore	Sgt. John D. Haudenshield
2nd Lt. Vincent Palumbo	Sgt. Lewis E. Kelch
2nd Lt. Alfred J. Switzer	Sgt. Donald C. Lively
2nd Lt. Edwin C. Schlecht, Jr.	Sgt. Stanley Michalich
2nd Lt. William O. Thompson	Sgt. Francis A. Mooney
2nd Lt. Warren G. Trotter	Sgt. Robert G. Maloney
2nd Lt. William D. Wills	Sgt. Roy A. Noble
S/Sgt. Charles B. Pillen	Sgt. Harry R. Osterhoudt
S/Sgt. Francis M. Parsley	Sgt. Andrew W. Tolmachoff
	Sgt. John R. Wharton

Master Sergeant Forest W. Goodwill is the first man in the 369th Bombardment Squadron to receive the LEGION OF MERIT, the fourth highest award given by the Army. It was in recognition of his splended record of serving combat aircraft. (GO 26, ETOUSA, 27 Mar 1944)

APRIL

10

BRUSSELS/EVERE AIRDROME: Capt. Loy Peterson, with Lt. Col. John Regan, 368th guest artist, led the 306th, with excellent results. On the bomb run the sight on the lead ship "blacked out", so that the leader did not bomb with the other two groups of the 40th Combat Wing. Col. Regan and Capt. Peterson made a 360° turn, and giving thlead for the second run to Capt. William Hilton's aircraft. The 40th was the final combat wing to bomb, so after the lineup for the second run on the target, Lt. Roy Howard, found the briefed aiming point obscured by the previous bombing and so selected an untouched group of installations at the southwest corner of the field as the new MPI. Pictures verify that the new aiming point was hit squarely with a good concentration of bombs. No enemy aircraft were seen and fighter support was good. Meager and inaccurate flak was encountered at the target, and despite the two runs only two ships suffered minor flak damage. Others flying for the 369th were Lts. Alfred Switzer, Kurt Ahlstrom, Edwin Schlecht, Clifford McBride, Paul Jorgenson and crews.

11

STETTIN: The 369th flew seven A/C as lead squadron of the high group in the 40th Composite Wing, Capt. James Opdyke leading. The Group flew to Sorau, which was obscured by clouds; started a run on Politz, then turned to attack Stettin. Strike photos show a

APRIL (con't)

- 11 good concentration in built up areas one and one-half miles west of the Stettiner Oderwerke. AA fire was accurate on this group at Dummer Lake, Hannover and Stettin, and was observed all along the route. At Stettin several rockets were observed bursting with large yellow-white plumes, then four balls were thrown out, each of which burst independently. At 1037 twenty single engined fighters made an attack, west of Hannover. The fighters came in in a ragged group and hosed the whole outfit. Capt. Opdyke's plane was severely damaged, and Lt. Carlyle Singer, navigator, and Lt. Arnold Parnes, bombardier, in Lt. William Tarr's ship were killed when the nose was blown off. At 1102 about forty E/A were encountered about three miles north of Brunswick. Two ships were lost in this attack. Capt. Opdyke's window was seen to be broken, and it is felt that he was probably injured. Lt. Trygve Olsen, flying in the left seat for Opdyke, motioned to the deputy to take over the lead, and fell back out of the formation. With Opdyke were: (Lt. William J. Flynn, Lt. Clarence L. Couch, T/Sgts. Thaddeus W. Hunter and William R. Jones, and S/Sgts. Raymond Gates, George McManus, Edward Gustafson and Eugene Moody). Lt. Kurt Ahlstrom's left wing was seen on fire and the ship exploded. No chutes were seen. With him were (Lts. Nathaniel Bliss, Herbert Ossusky, and Delbert Chase, S/Sgts. Francis Parsley, Robert Burley, Joseph Pagano, and Patrick Gaynor, and Sgts. Louis Kelch and Francis Mooney. Lt. Tarr, who has since been recommended for the Silver Star, came back with the #1 engine feathered, #2 supercharger shot out, the #2 gas tank holed and the plexiglas nose shot away. On the way home he managed to stay with the formation until out over the North Sea, when he began to straggle. Four guns, flak suits and most movable equipment went overboard. S/Sgt. George Farkas shot down the FW 190 which smashed the nose, killing Tarr's two officers in the nose. The E/A was seen to explode and completely disintegrate. At 1115 an ME 410 attacked from 6 o'clock and S/Sgt. Robert Seaman, Tarr's tail gunner, sent it into a spin with left stabilizer and large pieces of the vertical stabilizer gone. He was awarded a probable. Sgt. Grover Barnett, ball turret for Lt. Alfred Switzer, damaged an FW 190 in the second attack. Flying for the 369th, also were Lts. Paul Jorgenson, Clifford McBride and crews.
- 18 ORANIENBERG: On this mission to Annahof A/D and assembly plant for HE 177s north of Berlin, the 369th flew low squadron of the low group, 40th Combat Wing. Five Wings were sent to the same target and contrails formed by the preceding wings crated a thick cloud over the target. The aiming point was obscured, and results while believed good, were uncertain. The 40th Wing was spit after bombing and the 306th lined up behind the 351st Group and followed it home. No enemy fighters were seen. AA fire at the target was meager to moderate and generally low. Two ships, Kenneth Dowell's and Morris Reed's, suffered slight flak damage. The weather CAVU outside the target area. Others flying for the 369th were Lts. Schlecht, Paul Jorgenson, William James, Alfred Switzer and crews.

APRIL (con't)

- 19 KASSEL: The target was the Fieseler Flugzenbau component parts plant, reported to be producing FW 190s in addition to the regular Fieseler aircraft. Stroke photos show splended results with a tight pattern squarely on the MPI. The lead bombardier (not 369th) got an immediate recommendation for the DFC. AA fire was moderate but extremely accurate. Nineteen out of the Group's 26 ships were hit, nine severely. No fighter opposition was encountered. Support was excellent except for a dangerous eight-minute gap after target. The 306th flew lead group, and lead and high squadrons Composite group in the 40th "A" CBW. The 369th squadron made up the high squadron in the lead group. Flying were Capt. William Hilton, Alfred Switzer, Carroll Biggs, Clifford McBride, Edwin Schleicht, William James, Paul Jorgenson and crews.
- 20 NORTHWEST FRANCE: Thirty-six A/C from the 306th fromed three groups, A, B and C, composed of twelve A/C each. The 369th led and furnished eight ships of the A force. The bombing of A group was good as verified by photographs. Bombs of the leader of B group did not release on time, causing most of its bombs to overshoot the target. C was unable to find its target and brought its bombs back. Cloud cover at the target was one to two tenths with ground haze. No enemy aircraft were seen. Slight and inaccurate ground fire was encountered on the right from woods north of St. Omer. Fighter support was excellent. Capt. Loy Peterson led, and also flying for the 369th were Capt. William Hilton, Lts. Edwin Schleicht, Clifford McBride, Carroll Biggs, Alfred Switzer, Kenneth Dowell, William James and crews.
- 22 HAMM: The 369th led the 40th CBW, which led the division. Col. George L. Robinson, Group commander, was at the controls of the lead aircraft, with Capt. Loy Peterson. Bombardier was Lt. Malcolm Phillips and Major James S. Cheney, group navigator, filled in at that post. The weather was good and AA gun fire was moderate and accurate. The target was the great marshalling yards, and it got a good pasting. However, the 306th bombs fell to the eastern edge of the yard, although the low group's bombs fell on the southern end. All A/C in the group returned, but flak damaged nearly every plane. Outside the target area, thanks to Major Cheney's excellent navigation, flak was not serious. Flying for the 369th were: Lts. Carroll Biggs, Kenneth Dowell, William James, Edwin Schleicht, David Ramsey, Alfred Switzer and crews.
- 24 OBERPFAFFENHOFEN: The 306th put up thirty A/C for this thrust at the Oberpfaffenhofen air component works and adjacent airdromes. Eighteen flew low group of the 41st CBW; six as high squadron, high group, 40th CBW, and six A/C as spares. The 369th made up the six for the 40th CBW. So vicious were the fighter attacks during this mission that ten planes were lost--the worst blow for the Group since Schweinfurt (14 October 1943). Lt. Walter Peterson, 367th, was downed by flak on the way in; Capt. John Stolz, Lt. Irwin Schwedock and Lt. Dale Ebert went to Switzerland, Lt. John Coughlin and Lt. Robert MacDowell were the non-369th crews who were lost. Those from the 369th were:

APRIL (con't)

24	2nd Lt Carroll G. Biggs	P	T/Sgt Gerald E. Swift	RO
	2nd Lt William Chapman	CP	Sgt. Matthew Moore	BT
	2nd Lt Joseph Weldon	N	Sgt. Lee Prugh	WG
	2nd Lt John Pedevillano	B	Sgt Walter Garr	WG
	S/Sgt George Economos	E	Sgt. Luther Victory	TG
	1st Lt William R. James	P	S/Sgt. Willard Elliott	RO
	2nd Lt G. Vandermarliere	CP	S/Sgt. Earl E. Wynn	BT
	2nd Lt Raymond Uhrich	N	S/Sgt. Everett Minto	WG
	F/O Sidney C. Shertzer	B	S/Sgt. James Copeman	WG
	T/Sgt George A. Vogt	E	S/Sgt. Walter Lastinger	TG
	2nd Lt David B. Ramsey	P	S/Sgt. John Gray	RO
	2nd Lt. Edwin W. Miller	CP	Sgt. Paul D. Callahan	BT
	2nd Lt. Robert I. Krohn	N	Sgt. Donald V. Miller	WG
	2nd Lt. Sterling Strange	B	Sgt. Carl L. Potter	WG
	S/Sgt. James R. Ryan	E	Sgt. Paul Walshin	TG
	1st Lt. William C. Tarr	P	T/Sgt Jack R. Cunningham	RO
	1st Lt. Ross E. Handy	CP	Sgt. Donald C. Lively	BT
	2nd Lt. Olin O. Odom	N	Sgt. John A. Moore	WG
	2nd Lt. Bertram Krashes	B	S/Sgt. William C. Simpson	WG
	T/Sgt. George F. Farkas	E	S/Sgt. Robert Seaman	TG

The above crews went down under attacks near Augsburg from about 30 ME 109s, making two passes in four waves of fifteen each. Lt. Cecil McKinney and Lt. Edwin Schlecht, who made up the remainder of this quadron, were the only pilots in the Group to release bombs on the target. The planes in the other formation dropped early when their leader, Capt. Stolz, upon whom they were supposed to bomb, had to release early to maintain his place in formation after the attacks. Luckily for the 369th men who went down, no one who returned reported any violent exploisions or spinning down out of control. Perhaps they will turn up as prisoners. It was a terrible day. All in all, about two hundred E/A were up and they meant business! The fighter support was drawn off by them, anf from about 1250 to 1449 hours the formation was unsupported. The 306th gunners in the 41st CBW (no 369'ers) claim 15-3-8.

25 NANCY, FRANCE: In keeping with the recent blows at the Luftwaffe was this attempt on the airdrome at Nancy. The 306th, however, did not bomb because of interference from the lead group, which passed underneath just when bombing might have been possible. Nine-tenths clouds obscured the area and another run was impossible. Lts. Paul Jorgenson (low squadron leader), Richard Buttorff, Clifford McBride and Cecil Kinney succeeded in releasing their bombs in the target area, the only squadron in the Group to bomb. The others returned all bombs, their position being such that to have bombed would have meant indiscriminate destruction of French property. Lt. Edwin SCHlecht, 369th, returned his bombs. No enemy fighters, no flak, and good escort att the way.

APRIL (con't)

- 26 BRUNSWICK: The 369th flew low squadron of the lead group of the 40th CBW to bomb Brunswick. The target was obscured by 10/10ths clouds and bombing was PFF. No enemy fighters were seen. The 40th CBW lost some time waiting for a wing behind to catch up and missed rendezvous with part of the fighter support on the way in, but support was good on the way out, Flak was moderate and fairly accurate at Dummer Lake, but chaff was used effectively. Lt. Donald Schaefer, 367thm had engine trouble just after takeoff, and his plane crashed and burned. The only survivor was Sgt. George Littlefield, tail gunner. Lt. Alfred Switzer had trouble with #3 and #4 engines on takeoff. He changed planes and took late but was unable to catch the formation and returned early. Others flying for the 369th were: Lts. Clifford McBride, Clifford Baxter, Cecil McKinney, Richard Buttroff, Lowell Burgess and crews.
- 27 PAS DE CALAIS: Eighteen A/C of the 306th attacked a Noball target in the Pas de Calais area with about one quarter of the bombs falling directly on the target. Five A/C of the 369th flew in the lead squadron, which was led by Lt. John Frazer, 423rd. No enemy A/C were seen, no flak was seen, fighter support was good and weather was good. Lt. Clifford Baxter furnished the unusual incident of the mission with a crash landing. On take off, Lt. Baxter had trouble getting his wheels up, but went on with the group and bombed the target. When he came over the field just before 1200 hours he was unable to get one wheel down, and circled the field for about four and one-quarter hours trying to burn excess fuel before making a crash landing. By 1600 hours he had quite of audience of spectators, fire fighters, ambulances, MPs and a few newly arrived crews, even WAC Capt. Helen Glenn of the PW and Evadee Detachment, London. Lt. Baxter came in cross wing with one wheel down and made a beautiful landing, gradually slowing the plane down and skidded across the runway. None of the crew received a scratch and cheers greeted this job well done. So skillfully had this plane landed that it was repaired in twenty-eight hours, thanks to the excellent and skillful work of the ground crews. Others flying for the 369th were Lts. Clifford McBride, Alfred Switzer, Richard Lambert, Edwin Schlecht and crews.
- 27 NANCY: The 306th sent eighteen A/C to bomb the A/D at Nancy with good results. No fighters were seen, escort was good and AA fire was moderate and very accurate. Heavy ground haze made it difficult to pick up the target. No 369th ships took part.
- 28 AVORD, FRANCE: The target was Avord Airfield, two miles NW of Avord. Formerly a well equipped Franch military airfield, it had almost continuously been associated with long range bomber gruppen (HE 111s). Six A/C of the 306th Group were furnished, of which five were from the 369th. Clifford McBride led the high squadron of the lead group of 40th CBW. No E/A were seen and escort was in strength throughout the course. AA fire at target was heavier than

APRIL (con't)

- 28 expected, but no planes in this group were damaged. Bombing was excellent, as shown by photographs. Cloud cover was 4-6/10ths in the target area, but group was able to pick up the target. Besides McBride, Lts. Buttorff, Richard Lambert, Morris Reed, and Clifford Baxter flew for the 369th.
- 29 BERLIN: The 369th furnished seven A/C of the fifteen from the 306th which bombed Berlin. Bombing was PFF due to 7-8/10ths cloud over the target. The 369th flew low squadron. No E/A opposition was met by this group. Moderate to intense accurate AA, both barrage and tracking was encountered over target, Because of cloud cover and faulty PFF equipment, the CBW followed one in front and came within range of fire at Magdeburg, Brunswick, Hannover, Osnabruck and Dummer Lake. Lt. Warren Lutz (368th) went down from a direct hit at Magdeburg. Fighter support was good. One A/C of the group carried nickels. Lt. Clifford Baxter, a spare, filled in for Lt. John O'Brien, 423rd, in #6 position of high squadron. Others flying for the 369th were Lts. Clifford McBride, Richard Buttorff, Richard Lambert, Alfred Switzer, Morris Reed, Edwin Schlecht and crews.
- 30 LYONS: The 369th Squadron was off operations for today's mission. Only seven A/C, all from the 367th, participated in the mission to the A/D at Lyons. They report good results with minor opposition.

Bad weather kept down activity for the month of April for the first few days. But after the tenth business picked up and by the end of the month records were broken again. Each new month breaks the record of the preceding one. April may not have seen as many missions as last March, but bomb tonnage on the enemy was the biggest yet--more than 100,000 tons. Two days saw double thrusts at the Hun--another record for the heavies. Most missions were aimed at airdromes, air component plants, transportation centers. The newspapers boldly proclaimed the month's activity as the "pre-invasion blitz. It might well have been. In fact, the world's guessing game is now an attempt to name the day, and the rumors fly thick and fast.

Lt. Col. Robert P. Riordan, 369th CO, flew home for a thirty-day rest period. With him were other squadron members, most of whom are scheduled to return for further duty. Major Charles Flannagan, operations office, has assumed command. Lt. Billy Casseday takes over as operations officer. Major John Stanko, squadron executive, has been transferred and Capt. Willie Williams has taken over. Many new crews are coming in. So, in general, the whole squadron picture has radically changed in the last month. And all was going well until the Oberpfaffenhofen mission which cost four out of six ships sent up. This was as great a loss as the 369th had suffered, equaling 14 Oct 43 at Schweinfurt. The crews that went down were fine men, but newer to the squadron than the boys who went down at Schweinfurt. For that reason (and also because replacements have more quickly arrived) their

APRIL (con't)

loss is not as great a blow to the squadron morale. The 369th has suffered cumulative losses of twenty-nine planes since operations began, most of which seem to have been concentrated in the last six or seven months. Various gossipers have it that the 369th has "had it", but that's tommy rot. Actually it is stronger than it has ever been, the men are fit and well trained. It is true that luck has not entirely favored us, but the supreme test of a squadron's strength is its ability to absorb losses and develop new leaders. That is obviously and skillfully being done. The next few months will prove it.

MAY

1

NORTHWEST FRANCE: Seventeen A/C from the 306th took off at 0425 hours to bomb targets in Northwest France. Assembly was made with some difficulty because of clouds and darkness. The 369th flew low squadron in the Group. No E/A were seen and no AA fire encountered. Clouds were 10/10ths over the target. Because of conditions no bombs were dropped, and the Group brought back all its bombs. Flying for the 369th were Lts. Kenneth Dowell, Richard Buttorff, Richard Lambert, Alfred Switzer, Clifford Baxter, Cecil McKinney, Edwin Schlecht and crews.

REIMS: The 306th sent six planes to Reims, none of them from the 369th. Crews report good bombing results on the marshalling yards.

4

BERLIN: The 306th flew low group of the 40th CBW, with the 369th as the lead squadron. Group and Combat Wing assembly was o.k., but was later broken up in clouds and haze. The formation was unable to leave the coast at the briefed altitude, crossed the enemy coast at 0945½ hours, but was recalled and turned back at 1008 hours. No E/A were seen, moderate but inaccurate AA gun fire was met at the Dutch coast going in, and all bombs were returned. Credit was given for the mission. Flying for the 369th were Capt. Loy Peterson, Lts. Lowell Burgess, Richard Lambert, Richard Buttorff, Kenneth Dowell, Cecil McKinney and crews.

7

BERLIN: Capt. Loy Peterson of the 369th led the 306th Group, which flew low group, but six A/C as high squadron in the Composite Group of the 40th CBW. The target was Berlin, and because of 10/10ths cloud, bombing was PFF. Results could not be observed, but the lead bombardier, Capt. Malcolm Phillips, thinks he was over the center of Berlin as he was able to identify one of the city's lakes during a run off the target. No E/A were seen and fighter support was good. Lt. Richard Lambert was forced to turn back at the enemy coast because of a fuel leak. Others flying for the 369th were Lts. Kenneth Dowell, Edwin Schlecht, Lowell Burgess, Cecil McKinney and crews.

MAY (con't)

8 BERLIN: The 369th sent eight ships of the thirty from the 306th. Capt. Loy Peterson led the Composite Group, which was high in the 40th CBW. All 369th men flew in the Composite Group. Five A/C from the 306th were lost; including Lt. Edwin Schlecht and Lt. Richard Lambert. The 306th Group had trouble staying up with the Wing and several ships had to jettison bombs to stay with the formation. Before the target was reached heavy, persistent contrails were making visibility difficult when crews reported that Lambert was apparently caught in prop wash and pitched around. Lambert moved to his left, trying to avoid prop wash, and his plane came down on top of another ship which was flying wide. Lambert's left wing panel flew off, and his A/C seemed to make a loop around the fuselage of the other ship, cutting or knocking the tail section completely off. The tail section dropped, hit the wing of Lt. Schlecht's ship and knocked him down. All three planes went down. One crew reported one chute seen, but visibility was poor, there was an undercast, and most crews agree that there was at least a chance of other men getting out. (Ed: Four survived, three from Lambert and one from Schlecht). Lt. Darvin Smith, 367th, left the formation after the start of climb to bombing altitude and was not seen again. Lt. Louis Matichka, 367th, left the formation just after bombing in no apparent trouble and did not return to base. (Ed: Matichka's crew interned in Sweden). No E/A were encountered and support was good. Flak was moderate and inaccurate at the target. Bombing was PFF through 10/10ths cloud cover. The following 369th crews went down:

1st Lt. Edwin Schlecht, pilot	2nd Lt. Richard Lambert, pilot
2nd Lt. Frank Hunt, co-pilot	2nd Lt. Walter Owens, co-pilot
1st Lt. Edwin Gorder, navigator	2nd Lt. William Campbell, navigator
2nd Lt. Richard Ware, bombardier	Sgt. Carl Crawford, toggler
S/Sgt. Charles Pillen, radio	S/Sgt. Ernest Stone, radio
S/Sgt. Thomas Davis, engineer	T/Sgt. Thomas McNulty, engineer
Sgt. Stanley Michalecki, ball	Sgt. Fernando Montez, ball
Sgt. John Wharton, waist	Sgt. Daniel McNamara, waist
Sgt. Chester Hines, waist	Sgt. Benny Zamarron, waist
Sgt. John Haudenshield, tail	Sgt. Donald R. Gordon, tail

Others flying for the 369th were Lts. Kenneth Dowell, Lloyd Johns, Morris Reed, Earl Saunders, Lowell Burgess and crews.

9 THIONVILLE, FRANCE: The target was the A/D at Thionville, and the 306th's aiming point was the hangars on the north side. Pictures show a good concentration of bombs on the MPI, spreading over administration buildings to the left. No E/A were seen, and numerous friendly fighters were in sight at all times. Weather was clear with a slight haze. No flak was encountered until the coast on return, where meager but accurate AA fire was met. Some crews

MAY (con't)

- 9 think it was from the shore, but others insist that it was from off-shore flak boats. The 306th sent eighteen A/C, of which five were in the low squadron, led by Lt. Morris Reed, also Lts. Cecil McKinney, Lloyd Johns, Richard Buttorff, Earl Saunders and crews.
- 11 SAARBRUCKEN: The 369th furnished six of twenty-four A/C from the 306th which bombed the marshalling yards at Saarbrucken. The 369th flew as high squadron, low group, 40th CBW. Ground haze in the target area made visual bombing exceedingly difficult; two runs were made on the target, but results were none too good. Moderate but very accurate tracking flak from the target area knocked down Lt. William Wills ship and severely damaged four more ships from the 369th. Crews report that Lt. Wills was hit in the target area, peeled off, slid down in front, dropped his bombs, and disappeared. No E/A were encountered. Crew members down with Wills were: Lts. John Roberts, James Sharpe, Richard Jindrich; S/Sgts. Robert Carlson, Charles Caine; Sgts. Cleo Dark, John Bartron, Delbert Bishop and Kenneth Hanson. Others flying for the 369th were Lts. Clifford McBride, William Thompson, Alfred Switzer, Lloyd Johns, Clifford Baxter and crews.
- 12 MERSEBERG: Twenty-four A/C of the 306th took off to bomb the synthetic oil plants at Merseberg. Seven A/C from the 369th started, but Lt. Richard Buttorff returned when his navigator became ill. Capt. Loy Peterson flew the lead ship in the high group, 41st CBW. Excellent results were reported with fires and smoke 18-20,000 feet high. No E/A were encountered and escort was good. Meager, inaccurate AA was encountered at the target, with a "solid" barrage from Halle in front of the group. Capt. Peterson made a sharp bank to the left immediately after bombs away and led the Group away from the flak. Many crews expressed their pleasure at missing that reception. Others flying for the 369th were Lts. Clifford McBride, William Thompson, Earl Saunders, Cecil McKinney, Clifford Baxter and crews.
- 13 STETTIN: The 306th Group led the 40th "A" CBW, with Lt. Col. William Raper flying the lead ship. The 369th flew high squadron, high Composite Group, 40th CBW. The bombing was PFF on Stettin because towering cumulus prevented visual bombing of the primary. Pictures through a hole in the clouds show a good concentration on the city. No fighters attacked the Group, although E/A were seen looking over the 40th, and were later seen attacking a CBW behind. Fighter support was good but a little scant at the time of attack. AA fire at the target was less severe than that encountered on 11 April, but was accurate barrage and tracking. Lt. William Thompson took off late because of engine trouble, caught up with the formation, and later turned back because of a fuel leak and instrument failure. Lt. Cecil McKinney, with nickels, dropped on the city of Tutow. Others flying for the 369th were: Lts. Clifford Baxter, Clifford McBride, Richard Buttorff, Alfred Switzer and crews.

MAY (con't)

- 19 BERLIN: Nineteen A/C from the 306th bombed Blerin with incendiaries at nickels. The 306th flew low group in the 90th CBW, and the 369th was low squadron. Pilot Richard Buttorff did a little "free lance" bombing today. He took off late after changing ships, joined four different groups in an effort to locate the 306th, finally remained with the 91st (triangle A), and bombed with that group. Bombing was PFF. No enemy fighters were seen, and fighter escort was generally good. At the target AA fire was intense, but was low and inaccurate. Clouds over England caused some trouble with assembly, and Lt. Lloyd Johns was unable to find the formation and returned early. Sgt. Howard Parks, waist gunner on Lt. Clifford McBride's ship had a freak "accident", when a piece of flak traveled up his pant leg, cutting the fabric and hitting his escape kit. But, he suffered no flesh wounds. Others flying for the 369th were: Lts. Clifford Baxter, Lowell Burgess, Cecil McKinney, Max Williams and crews.
- 20 ORLY, FRANCE: The 306th flew twenty-four A/C as lead and low groups of the 40th "A" CBW. The 369th led the wing with Major Charles Flannagan, acting CO, and Capt. Loy Peterson in the lead ship. Strike photos show a good concentration of bombs on the hangar area which was the MPI. No E/A were encountered, and support was satisfactory. Others flying for the 369th were Lts. Kenneth Dowell, Lloyd Johns, Morris Reed, Francis Bennett, Earl Saunders and crews.
- 22 KIEL: The 306th flew twelve A/C as low group and six A/C as lead and high elements of the Composite Group, 40th CBW. The 369th flew five A/C as the lead and high elements of the lead group. Capt. J Bruce McMahon (368th) was pilot of the lead plane. Bombs fell in a good concentration in the area southwest of the Naval Arsenal, and across the harbor running up into the Deutsche Werke. AA gun fire was moderate but accurate. Fighter support was excellent and no enemy fighters attacked this group. Cloud cover was 4/10ths over the target. Flying for the 369th were Lts. Kenneth Dowell, Lloyd Johns, Clifford McBride, Francis Bennett, Lowell Burgess and crews.
- 23 METZ: The 306th flew twelve A/C as low group and nine A/C in the high Composite Group. The 369th was stood down with the exception of the crew of Capt. Loy Peterson. All of his crew except the co-pilot flew with Capt. Russell Lund, 368th, in the lead ship of the high group. Bombing was PFF on the wing leader and there was some disagreement about where the bombs actually fell. AA fire was practically nil, no E/A were seen, and support was generally good.
- 24 BERLIN: The 369th flew low squadron of lead Group plus three ships in composite high group of the 40th CBW. Twenty-four A/C from the 306th took part in the raid, flying lead group and high squadron of the composite high group. Bombing was PFF but crews report bomb strikes in the center of Berlin. Bomb photos are largely cloud obscured. No fighters attacked the 40th CBW, although several ships from the Wing ahead were seen knocked down just after the target.

MAY (con't)

- 24 Support was good with no gaps. A few bursts of tracking AA Gun fire hit Lt. Francis Bennett's ship near Helgoland and knocked out one of his engines. He feathered the prop and fell back through three groups trying to stay up. When he was unable to stay with formations he turned back and dropped his bombs through 10/10ths clouds on an area which was throwing up flak, and which he figured by dead reckoning was Hamburg. Others flying with the 369th were Lts. Alfred Switzer, Cecil McKinney, Earl Saunders, Lowell Burgess, Richard Buttorff, Lloyd Johns, William Thompson, F/O Andrew Kata, and crews.
- 25 This trip to Thionville marshalling yards was one under conditions which crews look forward to seeing, but too seldom realize. The weather was good, and no flak or fighters were seen. The MPI was hit squarely with a good, compact pattern. The 306th Group flew twenty-four A/C as high and low groups of the 40th "A" CBW. The 369th flew lead and high elements of the high group with Capt. Loy Peterson in the lead ship. Others were Lts. Cecil McKinney, Francis Bennett, Earl Saunders, F/O Andrew Kata and crews.
- 27 FECAMP, FRANCE: A tactical target. Ten A/C from the 306th, plus two PFF A/C flew lead and low squadrons of the 40th CBW to bomb a gun emplacement near Fecamp. The target was identified visually but bombing was PFF, according to order, and results were not satisfactory. Photos showed the main concentration of bombs in the water one and one-half miles of the target, with a few bursts inland in the same area. Visibility was good at the target, no E/A were seen, fighters furnished escort until enemy coast was left, and no AA fire was observed. The target was not hit and the Jerries probably had fish for dinner. Flying for the 369th were Capt. Loy Peterson, Capt. Paul Jorgenson (his last), Lts Alfred Switzer, Earl Saunders, Lloyd Johns, Francis Bennett, Richard Vogel, Clifford Baxter and crews.
- MANNHEIM: The target was the marshalling yards at Mannheim. The 306th led the 40th CBW with eighteen A/C, none from the 369th. No E/A were seen, and the group suffered no damaged from flak. Target hit by Wing ahead with the 306th bombs hitting south of MPI, with possible hits on tracks.
- 28 RUHLAND: Sixteen A/C of the 306th, plus two PFF ships, flew lead group and eighteen A/C flew low group of the 40th "B" CBW to bomb Ruhland. Most of the 40th "B" bombs were dropped early due to a malfunction in the PFF ship, but the low group bombed a target of opportunity with unobserved results. Fighter support was excellent except for one short gap. No E/A were seen. No AA fire was seen in the target area, but moderate, tracking fire hit the formation at Meissen. The 369th flew high squadron of the lead group and lead element of the low squadron of the low group. F/O Andrew Kata returned early because of an inoperative chin turret. Others

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- 28 flying were: Lts. Clifford McBride, Richard Voegl, Cecil McKinney, Richard Buttorff, Max Williams, Lloyd Johns, Morris Reed, Francis Bennett and crews. Capt. Calven Conrey flew as lead navigator with Capt. Russell Lund, 368th.
- 29 COTTBUS: The target was an A/C assembly plant at Cottbus. Eighteen A/C plus two spares took off as high group of the 40th CBW. The 369th flew five ships of the lead squadron, with Capt. Carl Grending, 368th, flying the lead ship. The Wing was attacked by eight FW 190s at 1315 hours, which made three passes at the lead and low groups. Two planes then made a pass at the 306th from 6 o'clock low. A p51 drove off four other planes queueing up for another attack. At about 1319 hours seven FW 190s joined in front to make an attack but swung away from the 306th formation as it tightened and all guns threw a steady cone of fire. A tail attack by eight FW 190s was made at about 1328 hours. Claims from the 369th were made by Sgt. John Lawlor, Samuel Simonian, Vincent Cuzzo, and John Richmond. Bombing was excellent with the 306th incendiaries solidly on the MPI. No AA gun fire was met at the target, but some damage was received in the Dummer Lake area. Weather was CAVU over the continent. Lt. James Reeves bombardier on Lt. Cecil McKinney's crew, received a slight injury to his arm. Lt. Earl Saunders changed A/C, took off late, and was unable to find the formation. Lt. Francis Bennett, a spare, filled in the low squadron. Others flying for the 369th were Lts. Richard Vogel, Clifford Baxter, F/O Andrew Kata and crews.
- 31 LIEGE, BELGIUM: Colonel George L. Robinson, Group CO, led the First Division with a thirty-six ship wing made up entirely of 306th A/C. The 369th squadron flew as high element in the lead, high and low groups. Towering cumulus over the continent caused the Wing commander to turn and attempt to bomb the last resort target, Liege A/D. The high group bombed, but the other two groups were unable to bomb. The lead and low groups made another run, but cloud cover again prevented bombing. The low group tried a third time, but without success. Lead and low groups brought bombs back. Photos show a good bomb pattern on flying personnel and officers' barracks at northwest end of A/D. No E/A were seen, and support was good. AA fire at the target was moderate, accurate tracking on the low group, but meager and inaccurate on the lead and high groups. Flying for the 369th were Capt. Norman Kaas, Lts. Clifford Baxter, Morris Reed, Lloyd Johns, Lowell Burgess, Clifford McBride, Ethan Allen, Earl Saunders, F/O Andrew Kata and crews.

The month of May again saw records broken for the number of missions flown during one month. The 306th Group flew twenty missions, which was the greatest number yet flown, the 16 for March being the closest runner-up. The 369th took part in eighteen of the twenty May missions. The month also saw the squadron bombing a new type tactical target on the so-called invasion coast of France. Just how long or how often this type mission will be flown, or will continue to be milk runs, is a matter of conjecture, but in the meantime they give a relief from the long trips into Germany.

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In the early part of the month morale seemed none too high, for the losses suffered 24 April at Oberpfaffenhofen were still being felt when Lts. Edwin Schlecht and Richard Lambert and crews were lost in an air collision near Berlin, and a few days later Lt. William Wills and crew went down over Saarbrücken. Since that time no losses have been suffered, several of the boys have finished their tours, some shorter missions have been flown, and promotions have come through. All of this has contributed to a definite uplift in squadron feeling, and judging by the amount and volume of singing (to say nothing of the amount of beer consumed) heard during the last outdoor part down at the site, happy days are here again.

Men completing combat tours in May were:

Capt. Kenneth F. Dowell	1st Lt. Dennis A. Sharkey, Jr.
Capt. Paul C. Jorgenson	S/Sgt. Clifford E. Shakespeare

Those receiving high awards during May were:

Capt. Kenneth F. Dowell	DFC
1st Lt. Dennis A. Sharkey, Jr.	DFC
2nd Lt. James C. Flemmons	Purple Heart
S/Sgt. Clifford E. Shakespeare	DFC
S/Sgt. John W. Welch, Jr.	Purple Heart
S/Sgt. Harry Yamka	DFC
Sgt. Bohumir Doubrava	olc to Purple Heart

Officers on first mission in May were:

2nd Lt. Robert B. Armstrong	2nd Lt. Richard T. Locke
2nd Lt. Ethan A. Allen	2nd Lt. Thomas J. Meersman
2nd Lt. Francis H. Bennett	2nd Lt. Elbert V. Mulleneaux, Jr.
2nd Lt. Raymond E. Bloker	2nd Lt. Young B. C. Newsom
2nd Lt. Edward J. Carey	2nd Lt. Joseph J. O'Hara, Jr.
2nd Lt. Donald B. Borchardt	2nd Lt. Eldon L. Ralstin
2nd Lt. Dwain A. Esper, Jr.	2nd Lt. Thomas O. Roberts
2nd Lt. James Ford	2nd Lt. Earl R. Saunders
2nd Lt. Walter J. Gribovicz	2nd Lt. Berle F. Smith
F/O Nathan N. Gordon	2nd Lt. Barney Silverman
F/O Andrew P. Kata	2nd Lt. Richard F. Vogel
2nd Lt. Wendell C. Leggett	2nd Lt. Willard G. Weller

Enlisted men on first mission in May were:

S/Sgt. Charles Armuth	S/Sgt. Richard Hill	S/Sgt Lowell Overly
S/Sgt. Robert Behnke	S/Sgt. William Howard	Sgt. Howard Parks
T/Sgt. Joseph Brown	Sgt. John Iacaruso	Sgt. Warren Pinney
Sgt. Nathan Chadakoff	S/Sgt. Alvin Kasberg	Sgt. Hyman Portnoy
S/Sgt. Anthony Cecere	Sgt. Erwin Locher	Sgt. Fred Pierpenbrink
Sgt. William Couture	Sgt. Basil Lowry	S/Sgt. Herbert Reichle
T/Sgt. Stanley Endrusick	Sgt. John Lawlor	Sgt. Robert Robusto
S/Sgt. David Ellis	S/Sgt. William McCue	S/Sgt. Walter Reid
Sgt. Stanley Falkowski	Sgt. Richard Miller	Sgt. Louis Sytema
Sgt. Earl Fick	Sgt. James McCall	S/Sgt. Hordon Slocum
Sgt. Robert Fowler	S/Sgt. Eugene Minor	S/Sgt. Glen Woodard
S/Sgt. Frederick Griggs	Sgt. William Manning	T/Sgt. John Westhues
		S/Sgt. Melvin White

JUNE

2

ST. CECILY: The 369th flew nine A/C of the seventeen which bombed a tactical target on the French Coast. The 369th flew five ships in the lead squadron, low group, three ships in the high squadron and one in the low. Bombing was PFF and no results could be observed. No E/A were seen, no AA fire was met, and weather was 10/10ths at the target. Lts. Cecil McKinney, Richard Vogel, Richard Buttorff, Ethan Allen, Francis Bennett, Clifford Baxter, Lowell Burgess, Eldon Ralstin, F/O Andrew Kata and crews flew for the 306th.

MASS-PALAESEAU: Lt. Earl Saunders flew the only 369th ship taking part in this mission, flying lead ship of the low squadron of the high Composite group, 40th CBW. Bombing was on a last resort target which was believed to be Conches A/D. No photos were available but large fires were seen after bombing. Lt. Saunders had a malfunctioning bomb rack and dropped only half his bombs. AA fire was met north of Paris, no E/A were seen, and clouds in the target area prevented bombing of the primary target.

3

ST. CECILY: The 369th flew eight ships of the eighteen sent from the 306th Group to bomb a gun emplacement on the coast of France. Bombing was PFF with 9-10/10ths clouds at the target, but equipment was working well and crews feel the bombing was successful. No AA fire and no E/A were encountered. Lts. Cecil McKinney, Lowell Burgess, Ethan Allen, Francis Bennett, Richard Buttorff, Richard Vogel, Eldon Ralstin, F/O Andrew Kata and crews flew for the 369th.

4

EQUIHEN, FRANCE - Twelve A/C from the 306th attacked a tactical target on the coast of France with good results. No AA fire or fighters were seen. No 369th ships flew this mission.

6

D-DAY: FIRST MISSION: ARROMANCHES: D-Day found the crews up early and the 306th sent twentyfour A/C to attack a gun battery in the Arromanches area; and another eighteen A/C attack a defended locality at Anselles-Sumer. 10/10ths clouds prevented crews from observing activities below and made PFF bombing necessary. The 369th sent eleven planes, all of which attacked the field battery. Crews report a good concentration of bombs, but they could not see results. No E/A opposed operations and no flak was seen. Capt. Loy Peterson, and Lts. Lowell Burgess, Cecil McKinney, Ethan Allen, Francis Bennett, Eldon Ralstin, Richard Vogel, Clifford Baxter, Richard Buttorff, William Thompson and F/O Andrew Kata flew for the 369th.

D-DAY: SECOND MISSION: CAEN: The target was a road junction in Caen, but 10-10ths clouds, in the absence of PFF equipment, prevented bombing. The 306th flew twelve crews, of which three were from the 369th: Lts. Morris Reed, Earl Saunders and Lloyd Johns. No AA fire or fighter opposition was met. Numerous P-38s were seen.

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- D-DAY: THIRD MISSION: THURY-HARCOURT: Eleven A/C plus one PFF flew high group of 306 "B" CBW and twenty-two A/C plus two PFF flew lead and low groups of the 306 "B" CBW to bomb tactical targets in Thury-Harcourt. Ten A/C of the 369th flew, four in the high and six in the low groups. There was trouble in assembly from this group joining other groups, and other groups joining this one. One 306th plane bombed with some ships of the 3rd Division and a B-24 bombed with the 306th Group. Nobody missed a chance to bomb. Clouds were 5/10ths over the Channel and generally clear over the target area, but a large cloud over the target prevented visual bombing. No AA fire was seen. Flying for the 369th were Lts. Clifford Baxter, Francis Bennett, Richard Vogel, Richard Buttorff, Lowell Burgess, Ethan Allen, Cecil McKinney, William Thompson, Eldon Ralstin, F/O Andrew Kata and crews.
- 8 RENNES: The target was runways and buildings and St. Jacques A/D. The 306th flew the 40th "A" CBW with a lead and low group of eighteen A/C each. The 369th flew twelve ships as lead and low squadrons of the lead group. Major Maurice Salada of the 368th Squadron flew as air commander with Capt. Loy Peterson in the lead ship. The lead group made satisfactory rendezvous but when the target was reached the lead group was unable to bomb because of cloud cover. The low group dropped its bombs and the high made another run but the target was still obscured. The Group brought bombs back because clouds also prevented bombing on secondary targets. Flak was meager and inaccurate at the target. There was no opposition from E/A. Others flying for the 369th were Lts. Cecil McKinney, Richard Vogel, Clifford Baxter, Eldon Ralstin, Francis Bennett, Morris Reed, Ethan Allen, Richard Buttorff, Lloyd Johns, Lowell Burgess, F/O Andrew Kata and crews.
- 11 ST. ANDRE de L'EURE and ILLIERS L'EVEQUE: The 306th Group sent thirty-six A/C as 40th "B" CBW and twelve A/C as high group of 40th "C" to targets in France. The CBW leader of the 40th "B" climbed to 20,000 feet above England to get above clouds and other combat wings did not follow. As a result, at the target other combat wings were below clouds over target and CBW leader was afraid to drop bombs for fear of hitting CBW's below. Eleven A/C from the 369th flew in the 40th "B" low group. Lt. Lloyd Johns was forced out of formation in 10/10ths clouds and Lt. Cecil McKinney, a spare, filled in his place. Lt. Buttorff returned early because formation was lost on a turn in the overcast, and he was unable to find another formation. Others flying were Lts. Earl Saunders, Lowell Burgess, Clifford McBride, Eldon Ralstin, Ethan Allen, Morris Reed, Francis Bennett, Richard Vogel and F/O Andrew Kata and crews.
- 12 LILLE/VENDEVILLE and CAMBRAI/EPINOY: The 306th sent thirty-six A/C to Lille/Vendeville A/F as 40th "B" CBW of which only one crew was from the 369th. Major John Chalfant, CO of the 423rd squadron, flew as air commander with Capt. Loy Peterson and crew, in the lead ship. Photos show the lead group bombs on the center of the

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field and in the dispersal area. The 369th flew eleven A/C in the 40th "C" CBW to bomb the A/F at Cambrai/Epinoy. Major Toy Husband, Group Operations officer, flew the lead ship. No E/A were encountered and a few P-51s were seen by the 40th "C" CBW in the target area. About twenty-five bursts of AA fire were seen in the target area. Pilot Richard Buttorff had his rudder cable and elevator trim tab cable shot away, but no crew members were injured. Photos show runways well blanketed with bombs. Others flying were Lts. Earl Saunders, Richard Vogel, Clifford Baxter, Eldon Ralstin, Ethan Allen, Morris Reed, Lowell Burgess, Cecil McKinney, Lloyd Johns, F/O Andrew Kata and crews.

- 14 BRETIGNY/LE PLESSIS PATE: The 306th sent thirty-six planes as the 40th "A" CBW to Bretigny to attack an A/D. The 369th flew twelve ships as low group with Lt. Alfred Switzer flying the lead plane. The target was well hit with 369th bombs on their MPI. AA fire in the target area was moderate, tracking, and accurate on the wing, but the low group received slight damage in only one ship. Clouds were 10/10ths in the target area with persistent contrails, but a hole in the cloud permitted visual bombing. No fighter opposition was encountered and area support was present. Flying with Lt. Switzer from the 369th were Lts. Earl Saunders, James Corcoran, Cecil McKinney, Lowell Burgess, Richard Buttorff, Clifford Baxter, Eldon Ralstin, Ethan Allen, Morris Reed, Richard Vogel, F/O Andrew Kata and crews.

ETAMPES/MONDESIR: The 306th furnished twelve A/C as lead group and six A/C of the high composite group of the 40th "D" CBW to bomb Etampes/Mondesir. Major Charles Flannagan, acting CO of the 369th, led the 40th "D" wing and the only other ships from the 369th were flown by Lts. Francis Bennett and Walter Gribovicz, flying in the composite high group. Pictures show bombs in a good concentration on the MPI. Weather was clear over the target. No AA fire or enemy fighter opposition was met.

- 15 NANTES: The 369th flew twelve ships as lead group and one ship (Lt. Alfred Switzer) as lead ship of the low group of the 40th "A" CBW to bomb a bridge at Nantes. The 40th "A" was made up of thirty-six ships from the 306th group, which also sent eighteen A/C to fly in the 40th "D" CBW. Lt. Col. Henry G. MacDonald of the 40th CBW, flew with Capt. Loy Peterson in the lead ship. Bombing of the lead group was over, with hits on both sides of a water slup to the west of the bridge, but the high group had a good concentration on the bridge. Weather was clear over the target. AA fire was predicted concentration, then moderate but very accurate tracking. No E/A were encountered and support was mainly P-51s providing area support. Flying also with the 369th were Lts. Earl Saunders, Richard Vogel, Richard Buttorff, Ethan Allen, Clifford Baxter, Eldon Ralstin, Lowell Burgess, Morris Reed, Francis Bennett, Walter Gribovicz, F/O Andrew Kata and crews.

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- 17 NOYEN: The 306th flew lead and low groups of the 40th "B" CBW. The high group was unable to form and the three ships from the 369th in that group bombed with other groups. Lts. James Corcoran and Ethan Allen bombed with the low group and Lt. Clifford Baxter bombed with a group with a "P" in a triangle. Lt. Cecil McKinney, flying the only other 369th ship, flew with the low group. The PFF equipment went out in the lead ship before the target was reached and with 10/10ths clouds it was impossible to bomb the primary target. The wing leader turned west and bombed a bridge at Noyen with unobserved results. There was no fighter opposition and P-51s were always with the formation, Meager to moderate tracking flak at the coast knocked down the 367th Squadron ships flown by Lts. Joseph Pedersen and Virgil Dingman.
- 18 HAMBURG: The target was oil facilities in Hamburg, Germany. The 306th flew eighteen A/C as high group of the 40th "A" CBW and eighteen A/C as high group of the 40th "B" CBW. The 369th flew five ships in the lead squadron (Lt. Perry Raster, 367th, flew the lead ship) and three ships of the low squadron of the high group of the 40th "B" CBW. All 369th planes brought bombs back because the leader was unable to release his bombs. Weather was 5/10ths clouds at the target with haze and a smoke screen making PFF bombing necessary. AA fire at the target was moderate, tracking, but was nothing to compare with flak previously met at Hamburg. No E/A were seen, with support from 51s and 38s. Lts. Richard Buttorff, Walter Gribovicz, Francis Bennett, Eldon Ralstin, James Corcoran, Richard Vogel, John Davis, F/O Andrew Kata and crews.
- 19 NOBALL: The 306th flew lead, high and low squadrons of the 40th "C" CBW to Noball targets in France. The 369th flew fifteen A/C including the lead ship of the low group. Clouds were 10/10ths at the target and bombs were brought back. No enemy fighters were encountered. A few flak bursts off the coast were on the lead group, but none were on the high or low groups. Flying today for the 369th were Lts. Alfred Switzer, Cecil McKinney, John Davis, Richard Buttorff, Eldon Ralstin, Clifford Baxter, James Edeler, Lowell Burgess, Morris Reed, James Corcoran, Richard Vogel, Francis Bennett, Ethan Allen, Walter Gribovicz, F/O Andrew Kata and crews.
- 21 BERLIN: The 306th flew all ships in the 40th "A" CBW, with the 369th flying all fourteen A/C of the high group. The bombing run was started for visual bombing, but dense contrails caused much confusion over the target and made instrument flying necessary. Lt. Walter Gribovicz had a slight collision with another ship in the contrails and escaped with a dented wing. Lt. Charles Tell, 367th, and also in the high group, was straggling with two bad engines just before the target when he was jumped by two FW 190s. The A/C came through O.K. and the top turret gunner knocked down one FW. AA fire at Berlin was intense with both barrage and tracking fire. P-51s were seen over the coast going in and 38s furnished support for stragglers coming out. Pictures show most of the

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- bombs in the city, with some falling east of Tempelhof A/D. Others flying for the 369th were Lts. Alfred Switzer, Earl Saunders, John Davis, Richard Vogel, James Edeler, James Corcoran, Clifford Baxter, Morris Reed, Lowell Burgess, Francis Bennett, Ethan Allen, Eldon Ralstin, F/O Andrew Kata and crews.
- 22 GHEENT M/Y: The 306th flew the 40th "A" CBW plus twelve A/C as low group of the 40th "B" CBW. Major Charles Flannagan flew the lead ship with Capt. Wiley Glass (S-2) as left waist gunner. No other members of the crew were from the 369th Squadron. Lt. Lowell Burgess, a spare, filled in and dropped his bombs with the 40th "A". The 40th "B" low group was made up of 369th ships. The "A" wing covered its MPIs, and the lead bombardier of the 40th "B" low group, picked a new MPI in buildings slightly north of the briefed MPI and hit that. He was Lt. Carl Frantz. A large explosion could be seen five minutes after ships had left the target. The target was clear, no enemy A/C were encountered, and a few bursts of flak at the coast were all that was seen. Lts. Alfred Switzer, Francis Bennett, Richard Vogel, James Corcoran, Eldon Ralstin, Clifford Baxter, Allan Lingwall, Walter Gribovicz, Richard Buttorff, James Edeler, John Davis and F/O Andrew Kata and crews also flew for the 369th.
- 24 BREMEN: The 306th flew thirty-six A/C as lead and low groups of the 40th "B" CBW and six A/C as high squadron of the high composite group of the 40th "A" CBW. The 369th flew thirteen A/C, including the lead ship of the low group. The target was Bremen oil refineries, and 40th "B" bombs were dropped on the primary using PFF. Results could not be observed because of clouds but equipment was working well and smoke bombs could be identified close to the target through a hole in the clouds. Moderate flak at the target area accounted for a few holes in some of the ships. No enemy fighter opposition was met and support was thick. Flying for the 369th were Lts. Alfred Switzer, William Thompson, Walter Gribovicz, James Corcoran, Clifford Baxter, James Edeler, Richard Buttorff, John Davis, Lowell Burgess, Richard Vogel, Allan Lingwall, Ethan Allen, F/O Andrew Kata and crews.
- 25 JOIGNY-FRANCE: The 306th flew the complete 40th "A" CBW, plus twelve A/C in the high group of the 40th "C" CBW. The 369th flew high group in "A" with twelve A/C. Bombing was with 2000 pound bombs on a railroad bridge. Pictures show a good concentration on the MPI, with bomb bursts obscuring the bridge. Lt. Dwain Esper, bombardier on Walter Gribovicz' crew, received a slight injury from flak at Romilly-sur-Seine, where meager AA fire was met. There were no E/A to be seen and escort was good. Clouds over the target at altitude necessitated dropping 1000 feet to bomb, where crews found a clear view of the target. 369th pilots flying were Lts. Earl Saunders, Lowell Burgess, James Corcoran, James Edeler, Ethan Allen, Clifford Baxter, Allan Lingwall, Walter Gribovicz, Cecil McKinney, John Davis, Richard Vogel, F/O Andrew Kata and crews.

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28 LAON/ATHIES: The target was Laon/Athies A/D in France. The 369th flew nine A/C of the high group of the 40th "A" CBW. The 306th flew thirty-six A/C to form the 40th "A" CBW. Pictures show the bombs of the high group starting just south of the MPI so that a complete pattern should cover the MPI. The wing leader had bomb rack trouble at the primary and bombed a secondary target. Most of the ships in the lead group were damaged by flak, but no 369th A/C was hit. No E/A were seen and support was excellent. Flying for the 369th were Lts. Earl Saunders, Lowell Burgess, Lloyd Johns, James Corcoran, Allan Lingwall, Walter Gribovicz, Cecil McKinney, James Edeler, F/O Andrew Kata and crews.

GENERAL:

June saw the beginning of the long-awaited invasion and the heavies shifting much of their bombing to tactical targets in close support of the ground troops. More missions were flown again this month than in any other previous month, and with the squadron and group at almost peak strength, more records may still be broken. D-Day saw the cancellation of the thirty-mission tour, and no one knew where, when, or how he could finish his tour of combat. After some delay this was straightened out with thirty-five missions now required for new men. The combat losses for the 306th Group have been small this month, and no ships were lost from the 369th. Attacks from E/A were almost non-existent. Nine men are now used on a crew and some gunners are finishing their tours without having fired a shot at one E/A. The squadron and group attacked a wide variety of target during the month. During the first half targets were confined to airdromes, bridges, gun positions and similar tactical targets. During the last half of June one mission was sent against sites of the German "secret" weapon, and missions were flown to Hamburg, Berlin and other targets in Germany. These attacks have destroyed targets valuable to Jerry and have shown him that an invasion in France does not make German targets safe.

AWARDS Purple Heart

2nd Lt. James W. Reeves

Bronze Star

M/Sgt. Richard B. Hankey
M/Sgt. Harry (NMI) Tzipowitz

Distinguished Flying Cross

Capt. Calven P. Conrey
Capt. Loy F. Peterson
1st Lt. Jack D. Blum
1st Lt. Clifford W. McBride

Capt. Norman M. Haas
Capt. Malcolm A. Phillips
1st Lt. Herbert F. Jenack
1st Lt. Alfred J. Switzer, Jr.

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T/Sgt. Zane C. Beal
T/Sgt. John E. Mellyn
S/Sgt. George R. Bates
S/Sgt. Paul W. Christensen
S/Sgt. Charles F. Hayes
Sgt. Ralph Brand
Sgt. Charles W. Foley
Sgt. Roy A. Noble
Sgt. Charles T. Slappy

T/Sgt. Jack C. Hubbard
T/Sgt. Albert (NMI) Picarello
S/Sgt. James W. Bentley
S/Sgt. Theodore A. Harkin
S/Sgt. Robert G. Moloney
Sgt. Edward R. Busch
Sgt. Robert N. Irwin
Sgt. Harry B. Osterhoudt

MEN JOINING SQUADRON

1st Lt. John G. Davis, Jr.
2nd Lt. Gordon S. Chambers
2nd Lt. James H. Edeler
2nd Lt. Allan H. Lingwall
2nd Lt. Ellis L. Schoonover
2nd Lt. Earl F. Shoop
2nd Lt. David L. Stein
S/Sgt. Arthur F. Evans
S/Sgt. Leslie J. Yearous
Sgt. William D. Bruce
Sgt. George A. Hoffer
Sgt. Grover C. Ingram
Sgt. Sol (NMI) Schnoll
Sgt. Victor L. Siebert

2nd Lt. Charles T. Bennett
2nd Lt. John P. Dillen
2nd Lt. Richard L. Jones
2nd Lt. Robert L. Maxwell
2nd Lt. Joseph G. Schwet, Jr.
2nd Lt. Saul Soifer
S/Sgt. Gerald J. Coghlan
S/Sgt. Ralph F. Williams
Sgt. George A. Bell
Sgt. Volmer H. Haurberg
Sgt. Harry E. Holm
Sgt. Edwin J. Irwin
Sgt. LeRoy M. Schuller
Sgt. Gerald W. Wrightsman

JULY

- 2 NOBALL: The flying bomb sites were attacked again today through 10/10ths clouds with PFF equipment. No results could be observed. No fighter opposition was encountered and the only AA fire was rather inaccurate from one four-gun battery. The 306th flew twenty four A/C combat wing, of which six were from the 369th, flying high elements in the lead and low groups. Lts. Richard Buttorff, Eldon Ralstin, Ethan Allen, Cecil McKinney, Allan Lingwall, James Edeler and crews flew for the 369th.
- 6 NOBALL: The 306th flew twenty-four A/C as forces "B" and "E" of the 40th CBW to bomb Noball targets in France. Force "E" found its target and bombed with excellent results, but force "B" was unable to find its target and brought its bombs back. No fighter opposition was encountered. Some flak was on "B" force. All planes returned safely to base. No 369th ships took part in this mission.
- 7 LEIPZIG, GERMANY: The target today was the aseembly plants for the FW 190 at Leipzig. The 306th Group flew lead and low groups of the 40th CBW. The 369th flew nine A/C in the lead group. The 306th was last over the target, which was obscured, and precision bombing was difficult. The lead bombardier made a run and bombed buildings he thought was the primary. The assembly was made very difficult by rain and thick clouds above 6,000 feet. Rendezvous was below the clouds, and several ships were unable to find the formation. Lt. Allan Lingwall had no windshield wipers and in the rain and mist was forced to leave the formation, returning his bombs. Lt. Clifford Baxter had a malfunction in the bomb racks, and only five of his ten bombs were released on target. He picked an A/D near Nordhausen as a target for the remaining five bombs. Lt. Richard Vogel had similar trouble, and five bombs were dropped on an unidentified T.O. No E/A attacked the group, and the only AA fire was in the target area. Flak was moderate barrage, mostly inaccurate, with tracking after the target. Others bombing for the 369th were Lts. Lowell Burgess, James Corcoran, Eldon Ralstin, Lloyd Johns, James Edeler, Ethan Allen and crews.
- 8 BRIDGES near AMIENS: The 306th flew twenty-four A/C as "E" and "F" forces, with Capt. Alfred Switzer leading the "E" force and the 369th furnishing six A/C as lead squadron. Rendezvous was as briefed, but clouds obscured the target. The formation turned north looking for a T.O., but found the whole area nearly 10/10ths. All bombs were returned. No fighter opposition was met, but the Group picked up flak from Dunkerque and Calais while looking for a target. Lt. Walter Gribovicz and crew had their plane hit by flak from Dunkerque, which shot out rudder and elevator trim tabs, control locking cables and the right side oxygen system. The plane was flown back alone set up on AFCE, which was the only way it could be controlled. It was a very good job under difficult circumstances. Others flying for the 369th were Lts. William Schaeffer, Berle Smith, Eldon Ralstin, Allan Lingwall and crews.
- 9 RR BRIDGES, ANGERS AREA: Twenty-four A/C of the 306th attacked RR

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bridges near Angers as targets of opportunity when clouds obscured the primary target. Lt. Col. William Raper, deputy CO of the 306th, led First Division and the 306th flew lead and low groups. Capt. Alfred Switzer led the low group and five other 369th planes flew in the lead squadron. Pictures showed direct hits from the low group on a bridge south of Angers, on the Maine River. The lead group pictures show hits on a bridge at Le Creusil. No E/A were encountered and P-51s gave good support throughout the mission. Meager and inaccurate flak was met at Villers Bocage. There was no flak damaged to 369th ships. Flying also for the 369th were Lts. William Schaeffer, Berle Smith, Eldon Ralstin, Allan Lingwall and Walter Gribovicz and crews.

- 11 MUNICH: The target was Munich, which was bombed PFF because of clouds. The 306th flew eighteen A/C as high group of the 40th "A" CBW and eighteen A/C as high group for the 40th "B" CBW. There was no enemy opposition as compared to very heavy opposition met in the same vicinity on the 24th April trip when ten 306th A/C were lost. Support was good. "B" group turned off target after bombs away without havign seen a single burst of flak. The "A" group reported moderate flak at the target, which was below the formation. Chaff from preceding wings was given as a probably reason for inaccurate flak. There was no flak damage to any A/C of the group. Weather was practically 10/10ths for the entire route. F/O Andrew Kata and Lt. Eldon Ralstin carried nickels. Lt. Earle Saunders led the 40th "A" high group and all other 369th ships flew in the 40th "B" high group. Others bombing for the 369th were Lts. Buttorff, Lloyd Johns, James Edeler, Richard Vogel, Allan Lingwall, Berle Smith and crews.
- 12 MUNICH: Again the target was Munich, and again weather made PFF bombing necessary. The 306th flew eighteen A/C as lead group of the 40th CBW. The 369th flew five A/C, one of which was a spare, filling a hole in the formation. Pictures show 10/10ths clouds, but crews feel they hit the town because a hole in the clouds permitted identification of the marshalling yards. Fighter support, as on the previous day, was good and no E/A were seen. At the target flak was low and wide, probably due to chaff used by wings ahead. There was no damage to any A/C of the group. Lts. Clifford Baxter, Berle Smith, Walter Gribovicz, James Edeler, F/A Andrew Kata and crews bombed from the 369th.
- 13 MUNICH: This was the third trip to Munich in three days. A PFF run was started, but mickeys went out during the bomb run, and as the center of the town was visible, the lead bombardier made minor course corrections and set the rate visually. Pictures show bombs in the center of town between the eastern end of the M/Y and the old town. The 306th flew lead and low groups of the 40th "B" CBW. The 369th flew nine A/C including the lead ship, flown by Lt. Earle Saunders. Lts. Lloyd John, Allan Lingwall, Eldon Ralstin, Fred Jones, James Corcoran, Ethan Allen, F/O Robert Stewart and

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crews also flew. Lt. William Schaeffer returned early because he was unable to find the formation after a late takeoff. Lt. Lingwall lost #4 engine fifteen minutes after the target, but the trouble was not due to battle damage. F/O Stewart landed away because his gas was low. Lt. Corcoran had a bomb rack malfunction and dropped only his bombs on target. Sgt. Robert Price, radio operator on Lt. Ralstin's crew was hit by flak in his left hand. Lt. Jones lost two engines and had a gas tank hit. He landed with about thirty gallons of fuel in his tanks. AA fire at the target was moderate to intense barrage, followed by tracking. Crews reported more intense and accurate flak than on the two previous missions. No E/A were seen.

16 MUNICH: The 306th flew lead and low groups of the 40th "A" CBW to Munich. Major Charles Flannagan flew the 40th "A" lead ship and the other nine ships from the 369th flew in the lead group. Maj. Flannagan told the deputy lead to take over at the IP because the AFCE was not working. The Wing climbed 1000 feet at IP to get above weather, but clouds became thicker and Wing broke up over target. The lead group bombed from 29,100 PFF on the deputy lead. Pictures show 10/10ths clouds. No E/A were seen and support was good. Flak was moderate but mostly low in the target area. Pilot Eldon Ralstin had #1 and #3 engines detonating and could not keep formation in the climb. He came home with another group after %-51s escorted him while he was alone. Today was the first loss in the 369th since 11 May. Lt. Fred G. Jones, carrying nickels, was last seen just after IP during climb. He pulled out to the right, fell back under control, and was not seen again. With Lt. Jones were Lt. Clifford Hammersley, copilot; Lt. Charles Weaver, navigator; Lt. Robert Stalnaker, bombardier; Sgt. Robert Price, radio operator; Sgt. John Griffiths, engineer; Sgt. Woodie Rose, ball turret; Sgt. Milton Katz, waist, and Sgt. Arthor Flores, tail gunner. F/O Stewart feathered #2 engine just before bombs away because of low oil pressure. He had to feather #3 engine because it was leaking oil just before reaching the French Coast and came across the Channel on two engines. Flying also for the 369th were Capt. Morris Reed, Lts. Allan Lingwall, James Edeler, Richard Vogel, Lowell Burgess, George Schneider and crews.

17 JUSSY and ST. QUENTIN: The 306th flew as 40th "B" CBW, plus twelve A/C as lead group of the 40th "D" CBW. Lt. Col. Robert Riordan, CO of the 369th, led the 40th "B" Wing with 369th planes flying lead group. Capt. Alfred Switzer also flew in the lead position of the low group. All 369th ships bombed the bridge at St. Quentin. Strike photos show that a good job of bombing was done. Meager and inaccurate flak was met at Chartres A/D. No E/A were encountered. Weather was 10/10ths to the enemy coast but broke and was CAVU at the target. The "D" force pictures show bombs on a bridge at Jussy. Also flying for the 369th were Lts. Lowell Burgess, James Edeler, James Corcoran, George Schneider, Berle Smith, John Davis, William Schaefer, Lloyd Johns, John Robinson, F/O Robert Stewart and crews.

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- 18 PEENEMUNDE: The target was an experimental station for buzz-bombs, at Peenemunde. The 306th flew eighteen A/C as high group of the 40th "A" CBW and eighteen A/C as high group of the 40th "B" CBW. The 369th was led by Lt. Earle Saunders, flying lead ship of the 40th "B" high group. Pictures show "A" bombs in compact pattern on the MPI and "B" pictures show new bursts in the target area and a large column of smoke from previous bombings. Meager to moderate inaccurate AA fire was met in the target area. No E/A were seen and support was generally present. Weather was about 7/10ths over the continent but a large hole made visual bombing possible. In addition to Lt. Saunders, others flying for the 369th were Lts. Lowell Burgess, Allan Lingwall, Lloyd Johns, Alfred Johansen, Walter Gribovicz, Andrew Kata, George Schneider, F/O Robert Stewart and crews.
- 19 AUGSBURG: The target was the Messerschmitt factory at Augsburg. The 306th dispatched eleven A/C plus two PFF ships as lead group of the 40th CBW, but two A/C flew with other groups and bombed Lechfeld. Three 369th ships flown by Lts. Ethan Allen, Walter Gribovicz, Carl Morrison and crews flew as low element of the 40th CBW to Augsburg. The group found its briefed MPI completely obscured and shifted aiming point to buildings on northeast corner of the A/D. The only flak encountered was moderate, inaccurate, and tracking in the target area. No E/A attacked this group; however, twelve-twenty E/A were seen making a pass at a wing ahead, but were immediately hopped on by P-51s. Support was generally good. Weather was clear but hazy over the target.
- 20 KOTHEN: The 306th flew the 40th "B" CBW. The 369th flew eight A/C of the lead group. Lt. John Davis, deputy lead, took over the lead when the PFF ship was hit near the IP and had to fall out of formation. The target was Kothen, but all three groups of the 40th "B" CBW bombed targets of opportunity when the PFF ship was unable to lead the formation and cloud cover prevented visual bombing of the primary target. All 369th ships bombed Rudestadt, with unobserved results. The lead group got AA fire at Frankfurt and Leipzig, with slight damage to two A/C and severe damage to two A/C of the 369th Squadron. Pilot Andrew Kata received a slight face injury in addition to severe damage to his plane. No E/A were seen. Clouds were 6 to 10/10ths over the continent with clouds and haze obscuring the primary target. Flying for the 369th were also Lts. John Davis, Alfred Johansen, Eldon Ralstin, Allan Lingwall, George Schneider, Joseph Murphy, F/O Robert Stewart and crews.
- 21 EBELSBACH: The 306th flew 40th "C" CBW to Ebelsbach, carrying incendiary bombs. The 369th flew nine A/C as lead squadron and low element of the low group. The target was clear, bombing was visual and believed good, and photos do show the incendiary strikes. There was no A/A fire in the target area. Flak was observed en route but few bursts on the coast, going in, was all that was on this formation. No E/A were seen. Also flying for the 369th were Lts. Earl Saunders, Ethan Allen, William Schaefer, Lloyd Johns, Charles

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- Banas, James Edeler, Richard Buttorff, John Robinson, Carl Morrison and crews.
- 22 BREMEN, KIEL, HAMBURG: Four A/C from the 306th flew behind three PFF ships to a control point south of Helgoland where the formation split up to bomb Bremen, Kiel and Hamburg with leaflets. This was a rush job on leaflets following the clash between the German Wehrmacht and the Nazi party. Lt. Ethan Allen flew the only 369th ship taking part in this mission. His leaflets were dropped over Kiel. Severe flak damage was received from guns at Neumunster, but no one was injured. Kiel was free from clouds but the target was hazy. No E/A were seen, and P-51s gave support to all three groups over the entire route.
- 24 ST. LO AREA: The 306th flew forces #1, 2, 3 and 4 with twelve A/C each of the 40th "B" CBW and six A/C A/C in #4 force of the 40th "C" CBW. The 369th flew force #2 in "B" and two A/C in #4 of "C". Lt. Earle Saunders led #2 force and Capt. Alfred Switzer led #4 force. Bombing was with 100 pound bombs in support of ground forces in the vicinity of St. Lo. Lt. Saunder's force was unable to hit briefed MPI due to interference from a group on its left. Bombs were reported hitting the western of La Chapelle village. The #4 "C" force chose an aiming point one-half mile east of the briefed aiming point because of interference from other groups. No E/A were encountered and P-38s gave area support. Flying also for the 369th were Lts. Clifford Baxter, Charles Banas, Richard Vogel, William Schaefer, Andrew Kata, James Edeler, Allan Lingwall, Richard Nuttorff, Joseph Murphy, Carl Morrison, Lloyd Johns, F/O Robert Stewart and crews.
- 25 ST. LO AREA: The target was the same as in yesterday's bombing, and with a few exceptions the same crews flew in the same positions. The 306th again flew four groups of twelve A/C each in the 40th "B" CBW, plus six A/C as lead squadron of the composite group of the 40th "C" CBW. The 369th flew twelve A/C as #2 "B" and two A/C in the #4 "C" CBW. #4 "C" pictures show strikes starting on the MPI. #2 "B" pictures show bomb strikes east of Marigny. Clouds were solid above 13,000 feet and bombing was below that altitude. Haze made horizontal visibility poor. No AA fire was encountered. No E/A were seen and our fighters furnished area support. Capt. Alfred Switzer, Lts. Joseph Murphy, Earle Saunders, Eldon Ralstin, Charles Banas, Richard Vogel, John Robinson, Andrew Kata, Alfred Johansen, Allan Lingwall, Lloyd Johns, George Schneider, Carl Morrison, F/O Robert Stewart and crews flew for the 369th.
- 28 MERSEBERG: The 306th flew thirty-four planes plus two PFF ships as the 40th "A" CBW. Lt. Col. Robert Riordan, CO of the 369th, led the combat wing in the lead PFF ship. Lts. Lloyd Johns, George Schneider, Carl Morrison and crews flew in the lead group. Lts. Clifford Baxter, Alfred Johansen, F/O Robert Stewart and crews flew in the high group. Lts. Richard Vogel, Berle Smith, Joseph Murphy and crews flew in the low group. F/O Stewart returned early because of a runaway prop, and Lt. Schneider returned early be-

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cause top turret would not work. PFF equipment in Col. Riordan's ship was O.K. for navigation but he thought it was sufficiently good for bombing, so he turned over the lead to the deputy for bombing. Bombing was through 10/10ths clouds and results were not observed. AA fire was low and inaccurate and was firing into chaff at the target. Weather was 8 to 10/10ths over the Continent and 10/10ths over the target. No E/A were seen and support was excellent.

- 31 MUNICH: The 306th Group flew thirty-four A/C plus two PFF as the 40th "A" CBW to Munich. Bombing was PFF on the city with clouds obscuring the hits. The 369th flew nine A/C in the high group as lead squadron and low element. Lt. Earle Saunders flew lead ship of the high group with Lts. Ethan Allen, John Robinson, James Ederler, Alfred Johansen, Allan Lingwall, John Davis, Robert Brown, Carl Morrison and crews flying. No E/A were seen and support was excellent. There was no AA fire except in the target area where it was meager and inaccurate. Weather was 7 to 10/10ths en route and 10/10ths at the target.

GENERAL

Lt. Col. Robert P. Riordan, CO of the 369th, returned from leave in the United States 10 July. Major Charles Flannagan, acting CO during Col. Riordan's absence, was transferred to the 367th as CO of that squadron. The 369th took part in eighteen of the nineteen missions flown by the 306th during July. Five of these missions were to Munich. The squadron suffered its first loss in more than two months of operations when Lt. Fred G. Jones and crew were lost over Munich 16 July, interrupting a run of forty consecutive missions without loss.

PERSONNEL

New men beginning their tours of duty with the 369th during July were:

2nd Lt. Robert A. Brown	2nd Lt. Charles W. Bryant
2nd Lt. Warren M. Doman	2nd Lt. William F. Giglio
2nd Lt. Arthur F. Glynn	2nd Lt. Alfred P. Johansen
2nd Lt. Erwin W. Keepman	2nd Lt. John F. Kenny
2nd Lt. Harold Pasvoll	2nd Lt. William M. Ransdell
2nd Lt. George C. Schneider	2nd Lt. Albert J. Trelford
2nd Lt. James B. Walden	2nd Lt. John A. Wright
F/O Raymond A. Franzino	F/O Robert D. Stewart

S/Sgt. Maxine Fontenat	S/Sgt. Robert D. Gilmont
S/Sgt. Robert L. Lynch	S/Sgt. Elmer L. Nofsinger
S/Sgt. John W. Reese	S/Sgt. Fred J. Reinke
S/Sgt. J. Calvin Scholes	Sgt. Riley Beach
Sgt. Roy L. Chancellor	Sgt. Buster R. Davis
Sgt. Rolly A. Davis	Sgt. David G. DeBeauchamp
Sgt. Jerrald J. Fann	Sgt. John T. Gorman
Sgt. Billy A. Helms	Sgt. Louis J. Peterson
Sgt. Roy F. Schubert	Sgt. Porter L. Snead
Sgt. Alfred V. Villagran, Jr.	Cpl. Jack W. Baasel
Cpl. Milton M. Bassett	Cpl. Arthur N. Starrett, Jr.
Pvt. Raymond A. Ohm	

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- 3 MERKWILLER, FRANCE: The target was a large oil refinery. The 369th flew nine A/C in the low group of the 40th "A" CBW, with Lt. William Thompson flying the lead ship. Pictures show low group's bombs in the smoke of previous bombings and on the MPI. No E/A attacked this group but two ME 109s were reported in the area. Friendly fighters gave close and continuous support. There were four slightly damaged ships in the squadron from meager, accurate flak at Montzen. Clouds were broken with large holes in the target area. Flying also for the 369th were Lts. Richard Vogel, Charles Banas, James Edeler, Allan Lingwall, John Robinson, John Davis, Berle Smith, Carl Morrison and crews.
- 4 ANKLAM, GERMANY: Thirty-six aircraft from the 306th attacked an A/D at Anklam, with good results. The 369th flew eight A/C in the lead group. Pictures show the high explosives of the lead group on the MPI. There was AA fire on the group. One or two ME 109s made a half hearted pass at the high group. Weather was 2/10ths in the target area, and PFF was used only for navigation. Flying for the 369th were Lts. John Davis, Young Newsom, Eldon Ralstin, Alfred Johansen, Allan Lingwall, Ethan Allen, Carl Morrison, Barney Silverman and crews.
- 5 DOLLBERGEN: The target for today was an oil refinery at Dollbergen near Hannover. Bombing was excellent with all 306th groups hitting the MPI. The 369th flew low element of the lead group and high elements of both high and low groups of the 40th "C" CBW. Lt. John Robinson had a malfunction of bomb racks and only half his bombs dropped on the primary. He pulled out of formation and dropped the remaining ten bombs on the runway at Diepholz A/D. Bombing for the 369th were Lts. Lloyd Johns, George Schneider, James Edeler, Andrew Kata, Gennaro Carrazzone, Robert Brown, John Robinson, Irving Dudley, Joseph Murphy and crews.
- 6 BRANDENBURG: The 306th flew thirty-six A/C as 40th "B" CBW and twelve A/C in the 40th "C" CBW. The 369th flew 40th "B" CBW low group. Bombing was on the Opel works at Brandenburg, and photos show bombs on the MPI in a solid concentration. Lt. William Thompson led the low group and flying with him were Lts. Joseph Murphy, Irving Dudley, Eldon Ralstin, Clayton Nattier, Alfred Johansen, Clifford Baxter, Gennaro Carrazzone, Robert Brown, John Davis, Allan Lingwall, George Schneider and crews. No E/A attacked this wing, but thirty to thirty-five S/E enemy planes were seen apparently making an attempt to attack the formation behind. There was moderate, fairly accurate tracking flak in the target area and four 369th ships received minor flak damage. Weather was CAVU over the continent and at the target.
- 7 MONTBARTIER/ST. LOUBES: The 306th flew 40th "B" CBW plus six A/C in the 40th "C" CBW. The target for the "B" wing was oil storage at Montbartier and St. Loubes for the "C" wing. The 369th flew Lts. Earl Saunders, Richard Vogel, Young Newsom, James Edeler, Raymond Birdwell, Berle Smith, Ethan Allen, Clayton Nattier, Robert Brown

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and crews in the high group of the 40th "B" CBW, and Lt. Barney Silverman and crew in the 40th "C" CBW. Bombing on St. Loubes left a large column of smoke visible for miles, but there was no oil smoke from Montbartier, although the MPI was well hit. There was no E/A opposition and support was good. Meager, inaccurate, tracking flak was met at the French coast, plus a few bursts from Lisieux. Lt. Silverman's ship received slight damage.

- 8 CAEN AREA: The 306th flew thirty-six A/C as 40th "C" CBW, plus twelve A/C as high group of 40th "B" CBW in support of ground forces. The 369th flew lead group with the exception of the lead ship, which was flown by Capt. Earl Kesling, 423rd Squadron. Lt. William Thompson flew lead for the high group of the 40th "C". The lead and low groups were able to identify the target, but the high group found the area so obscured by smoke from previous bombings that positive identification was impossible and bombs were brought back. There was no E/A opposition. AA fire was very accurate over entire route from Vire to the target. Nine Ships from the 369th suffered damage, five severe, and one A/C was lost to enemy action. Lt. Andrew Kata's ship was hit in the target area, and he turned out of formation with one engine on fire. Four or five chutes were reported out; he then turned towards our lines and five more chutes came out before the plane hit ground and exploded. Lt. Kata; Lt. George Simons, copilot; Lt. Raymond Bloker, navigator; Sgt. Philip Mundell, toggelier, and Sgt. Joseph Brown, engineer, landed inside Allied lines and returned to base within two or three days. Sgt. Cliff Latta, tail gunner, landed inside enemy lines and had the questionable pleasure of spending several days in a foxhole and living on escape kit rations before Allied ground forces took his position. Still unheard of are: T/Sgt Stanley Endrusick, radio operator; S/Sgt Horace Kepler and S/Sgt John Lawlor, waist gunners, and S/Sgt Basil Lowry, tail gunner.

S/Sgt Clifford Dobson, ball turret gunner on Lt. Joseph Murphy's crew, was killed by flak over the target. Sgt. Edwin Rees, radio operator on Lt. Murphy's crew; Lt. Saul Soifer, bombardier for Lt. Allan Lingwall, and F/O Edward Smolenski, one of the lead ship navigators for Capt. Kesling, were all wounded on the mission. Flying also for the 369th were: Lts. Berle Smith, Gennaro Carrazzone, Ethan Allen, Eldon Ralstin, Lloyd Johns, Barney Silverman, Robert Brown, Irving Dudley and crews.

- 9 ULM, GERMANY: The 306th flew the 40th "A" CBW and bombed the briefed secondary target of ulm. The 369th flew nine A/C as high elements in lead and low groups and low element in the high group. No E/A attacked this group although some ME 109s were seen in the Saarbrucken area. There was no AA fire at the target, but the high group became separated from the Wing, drifted too close to Saarbrucken and received damage to seven A/C there. The Wing made two runs on the target with the low group dropping on the first

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- run and the other two groups dropping on the second run. Low group's pictures do not show bomb hits because of clouds, high group's incendiaries cannot be plotted, and lead group hits were south and west of MPI. Flying for the 369th were: Lts. John Robinson, Carl Morrison, Lloyd Johns, Gennaro Carrazzone, George Schneider, Ethan Allen, Richard Vogel, Robert Brown, F/O Robert Stewart and crews.
- 12 CHAMONT A/D: The 306th flew 40th "C" CBW to bomb the airstrip at Chamont, France. The 369th flew nine A/C in the low group, with Lt. William Thompson flying the lead ship of the low group. Pictures show bombs of lead and low groups blanketing the airstrip and the high group fragmentation bombs on the MPI. No E/A encountered and the only flak was a few high bursts to the rear on the turn off the target. The target was clear and visibility was good. Flying for the 369th were: Lts. Richard Vogel, Carl Morrison, Allan Lingwall, Clayton Nattier, Robert Stewart, Eldon Ralstin, Irving Dudley, George Schneider and crews.
- 13 ROUEN AREA: The 306th flew 40th "A" CBW to bomb roads in the Rouen area in support of ground operations. The 369th flew nine A/C of the high group which bombed a road south of Montfort. No E/A opposition was encountered. Moderate tracking flak at Flers and after turning east at Flers accounted for damage to all 369th ships. Weather was CAVU at target. Lt. John Davis flew the lead ship of the high group, and flying with him were: Lts. Lloyd Johns, Barney Silverman, Carl Morrison, Robert Brown, Young Newsom, Ethan Allen, Raymond Braun, Alfred Johansen and crews.
- 14 FLORENNES and CHIEVRES: Lt. Col. Robert P. Riordan, CO of the 369th led the 306th, flying as the 40th "C" CBW. Lts. Alfred Johansen, Young Newsom, Berle Smith, George Schneider, Robert Stewart, Allen Lingwall, Gennaro Carrazzone, Barney Silverman and crews also flew in the lead group. The primary target was obscured by 10/10ths clouds, as were the secondary and last resort targets. The formation flew back along the briefed course and the lead and low groups bombed Florennes/Juzaine A/D. The high group bombed Chievres A/D. There were a few bursts of low tracking flak at Florennes, but no A/C were damaged. There was also no fighter opposition.
- 15 FRANKFURT/ESCHBORN: The 369th flew seven A/C of the twenty-eight flying from the 306th as the 40th "B" CBW. Bombing was on the Frankfurt/Eschborn A/D and pictures show the northern dispersal area covered by smoke and bomb bursts. There were no fighter attacks on this group, but about twenty E/A attacked the formation behind the 306th and knocked down several planes before fighter escort drove them away. AA fire at the target was accurate and some accurate fire from Antwerp was on the low group. Lt. Berle Smith of the 369th crashed in a heavy fog which rolled in during takeoff. Five men were killed, three slightly injured, and one unhurt. Those killed were: 2nd Lt. Albert J. Trelford, navigator; T/Sgt. Herbert E. Reichle, nose gunner; S/Sgt. Billy A. Helms,

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radio operator; S/Sgt Thomas H. Davis and S/Sgt Frederick A. Hesser, waist gunners, were killed in the crash. Crews which had not taken off were grounded because of the fog. Lets. Richard Vogel, Raymond Braun, Clifford Baxter, Raymond Birdwell, John Robinson, Jack Lewis, Clayton Nattier and crews flew for the 369th.

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BOHLEN, GERMANY: Thirty-five A/C of the 306th bombed Bohlen, Germany, as the 40th "B" CBW. Lt. Robert Fife flew deputy lead in a PFF ship and Lt. Earl Saunders led seven other 369th ships in the low group. There were no E/A attacks on this group, although two to four planes from the Wing behind were seen to go down from E/A attack. Fighter support was generally good. The group was in intense, accurate, tracking flak for five minutes after the target. Two ships from the group, both 369th, were hit by flak and did not return to base. Lt. Young Newsom's A/C was seen losing altitude after the target, but was under control with all engines running when last seen. Lt. Eldon Ralstin's A/C was hit by flak over the target and was last seen with one engine feathered and one engine on fire. Crews report four to six chutes out. All 369th ships suffered damage, four severe. Flying also were: Lts. Carl Morrison, Clayton Nattier, Lloyd Johns, Barney Silverman and crews. Members of the 369th going down today were:

1st Lt. Young B.C. Newsom, pilot
2nd Lt. Irving L. Dudley, copilot
2nd Lt. Harold Pasvoll, navigator
S/Sgt. Gordon M. Slocum, toggelier
Sgt. Henry Kantor, radio operator
T/Sgt. Jerry M. Myers, engineer
Sgt. Milton M. Bassett, ball turret
Sgt. Orville W. Werts, waist gunner
Sgt. Floyd F. Owens, tail gunner

1st Lt. Eldon L. Ralstin, pilot
2nd Lt. William H. Goetz, copilot
1st Lt. Richard T. Locke, navigator
1st Lt. Thomas J. Meersman, bombardier
T/Sgt. Robert F. Behnke, radio operator
T/Sgt. William M. Howard, engineer
S/Sgt. Samuel Simonian, ball turret
S/Sgt. Gerald W. WRightsman, waist gunner
S/Sgt. Fred Lloyd, tail gunner

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MERSEBERG: The 369th flew nine A/C in the high group and one PFF ship as deputy lead in the 40th "C" CBW. Lt. John Davis flew lead for the high group and Lt. Robert Fife flew deputy lead of the lead group and took lead when the leader was forced to turn back over England. Lt. Fife found that his bomb bay doors would not open and that he would have to use the emergency release. He picked the main synthetic oil plant

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- rather than the briefed MPI and dropped the bombs with the emergency release. The high group found the MPI smoke obscured and dropped on the main plant. There was no E/A opposition. AA fire at Leipzig was moderate barrage, with accurate tracking in the target area. Weather was hazy with a few low clouds at the target. Flying also from the 369th were Lts. Ethan Allen, Raymond Braun, Alfred Johansen, Clayton Nattier, Robert Brown, Allan Lingwall, Robert Stewart, Gennaro Carrazzone and crews.
- 25 PAROW A/D: The 306th flew 40th "A" CBW to bomb Parow A/D and Peenemunde. The 369th flew eight A/C in the lead group, all of which bombed Parow A/D, the briefed secondary. Pictures show bombs directly on the briefed MPI. Moderate tracking flak from Peenemunde was inaccurate on the lead group and no 369th ship received flak damage. No E/A were seen. Major Charles Flannagan, 367th Squadron CO, flew the lead ship with Lt. William Thompson as copilot. Lts. Robert Fife, Barney Silverman, Raymond Birdwell, Robert Brown, Joseph Murphy, Jack Lewis, Robert Stewart and crews flew other 369th A/C.
- 26 GELSENKIRCHEN: The target was synthetic oil at Gelsenkirchen in the Ruhr Valley. The 306th flew 40th "B" CBW. The 369th flew nine A/C with three A/C flying in each group. Only the high group was able to bomb and both lead and low groups brought their bombs back. No E/A were seen. Barrage and tracking flak was encountered for seven minutes in the target area, accounting for damage to three A/C from the 369th, two severe. Scattered low clouds and dense haze at target made identification of the target extremely difficult. Lts. Allan Lingwall, Barney Silverman and Jack Lewis flew in the lead; Lts. Joseph Murphy, Robert Brown and Clayton Nattier flew in the low, and Lts. James Edeler, Raymond Braun and George Schneider flew in the high.
- 27 WILHELMSHAVEN: Seven A/C from the 369th bombed Wilhelmshaven when this mission was recalled because of bad weather. The 306th flew twenty-four A/C as 40th "B" lead and low. Lts. James Edeler, Clayton Nattier and Gennaro Carrazzone flew high element of the lead group. Lts. Ethan Allen, Raymond Birdwell and Robert Stewart flew low element of the low group. Lt. Robert Fife flew PFF deputy lead and took over the lead three minutes before the target because bomb bay doors of lead ship would not open. No strike pictures are available, but a few holes in the clouds make identification of Wilhelmshaven possible on photos. There was no E/A opposition although crews reported seeing one jet propelled A/C. Meager, inaccurate tracking flak accounted for damage to four ships from the 306th Group, none of them from the 369th.
- 30 KIEL: The 369th flew ten A/C in the 40th "A" CBW. Major Elbert Odle, 368th operations officer, was air commander in the lead ship with Lt. William Thompson and crew of the 369th. Lt. John Davis flew lead ship for the low group, and Lts. James Edeler,

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Jack Lewis, Alfred Johansen, Raymond Birdwell, Gennara Carrazzone, Allen Lingwall, Robert Brown and Robert Stewart flew lead and low squadrons of the low group. Bombing was on Kiel through 10/10ths clouds with PFF. Both deputy and lead PFF agreed on dropping time and think that bombs hit on briefed MPI. No pictures are available showing bombs away. No E/A were seen. Flak in the target area was moderate but generally low, no A/C receiving any damage.

PERSONNEL completing their tours during August and receiving Distinguished Flying Crosses were:

Capt. Carl M. Frantz	1st Lt. Ethan A. Allen
1st Lt. Donald N. Carey	1st Lt. James Ford
1st Lt. Nathan N. Gordon	1st Lt. Lloyd E. Johns
1st Lt. Gordon M. Krenn	1st Lt. Wendell C. Leggett
1st Lt. Carl A. Morrison	1st Lt. John M. Robinson
1st Lt. Earl R. Saunders	1st Lt. Berle F. Smith
1st Lt. Forrest E. Sweeney	1st Lt. Richard F. Vogel
1st Lt. Willard G. Weller	
T/Sgt. Paul E. Clay	T/Sgt. Frederick I. Griggs
T/Sgt. Maurice E. Lavoie	T/Sgt. Eugene E. Minor
T/Sgt. Charles E. Nagel	T/Sgt. Edwin H. Rees
T/Sgt. Robert C. Spry	T/Sgt. Melvin S. White
S/Sgt. Charles W. Armuth	S/Sgt. William A. Cousins
S/Sgt. William J. Couture	S/Sgt. David L. Ellis
S/Sgt. William A. Erickson, Jr.	S/Sgt. Robert A. Fowler
S/Sgt. Horace W. Hoskins	S/Sgt. Grover Lowe, Jr.
S/Sgt. William F. Manning	S/Sgt. Gail Mason
S/Sgt. Richard O. Miller	S/Sgt. Hyman H. Portnoy
S/Sgt. George C. Stahl	Sgt. James T. Justice
	Sgt. Lyle R. Smith

PURPLE HEART Medals

1st Lt. Robert B. Armstrong	2nd Lt. Saul Soifer
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MEN FLYING THEIR FIRST MISSIONS in August were:

Capt. James A. McKinney	
1st Lt. Donald E. Currier (2ndT)	1st Lt. William J. Haase
1st Lt. Harlan L. Laughlin	2nd Lt. James W. Barkwill
2nd Lt. Raymond S. Birdwell	2nd Lt. John Bodnaruk
2nd Lt. Elijah P. Fields	2nd Lt. Samuel A. Goldberg
2nd Lt. Irving I. Greenberg	2nd Lt. Charles W. Greeninger
2nd Lt. William A. Gregory	2nd Lt. Lester A. Harrison
2nd Lt. Gerald I. Johnson	2nd Lt. Alton A. Kester
2nd Lt. Jack R. Lewis	2nd Lt. Neal H. Perkins
2nd Lt. Lucien F. Peters, Jr.	2nd Lt. Edward G. Peterson, Jr.
2nd Lt. Leo H. Reinhart	2nd Lt. Elmer A. Sandberg
2nd Lt. Andrew J. Silvasy	2nd Lt. Bernard F. Weinstein

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2nd Lt. Max I. Williams

S/Sgt. Eugene J. Blaskoski
S/Sgt. George Coker, Jr.
S/Sgt. Sam Keren
Sgt. Samuel E. Abdelnour
Sgt. Anthony A. Burns
Sgt. Norman P. Carlson
Sgt. Richard G. Edwards, Jr.
Sgt. Mack N. Farmer
Sgt. Jacob Galyath
Sgt. Robert A. Holthaus
Sgt. Lawrence W. Jagnow
Sgt. George T. Keith
Sgt. Walter A. Liles
Sgt. Gilbert A. Maple
Sgt. Robert F. Roach
Sgt. T. R. Williams, Jr.
Cpl. Albert M. Boyarsky
Cpl. Frederick H. Geitz
Cpl. Robert J. Montague

S/Sgt. E. J. Block
S/Sgt. John T. Cullinan
S/Sgt. Roy T. Patterson
Sgt. Gerald E. Bump
Sgt. John J. Callahan
Sgt. Robert J. Ederer
Sgt. William F. Evans
Sgt. Paul M. Gallagher
Sgt. Robert E. Hayes
Sgt. Ernest P. Hovey
Sgt. Jack W. Keheley
Sgt. Max H. Kimmel
Sgt. Pinson O. Luthi
Sgt. Cecil A. Richardson
Sgt. George A. Schuster
Cpl. Silas A. Barrett
Cpl. John C. Bunn
Cpl. Raymond L. Goetz

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- 3 LUDWIGSHAFEN: The 306th flew 40th "B" Group with the 369th furnishing nine A/C in the high squadron and one A/C as deputy lead in the lead squadron. Bombing was PFF on Ludwigshafen through 10/10ths clouds. No pictures are available by which bomb fall can be plotted. There was no E/A opposition. At the target moderate tracking, accurate flak damaged three 369th planes, one severely. Lt. Robert Fife flew PFF deputy lead for the lead group. Lt. John Davis flew lead ship of the high group, and others from the 369th with him were Lts. Allan Lingwall, Jack Lewis, George Schneider, Raymond Braun, Gennaro Carrazzone, Joseph Murphy, Harlan Laughlin, Clayton Nattier and crews.
- 5 LUDWIGSHAFEN: Col. George L. Robinson, CO of the 306th Group, flew lead A/C as lead of the 40th "A" Group. Capt. Earl Saunders flew as copilot with a crew from the 369th in the lead ship. Lts. Robert Fife, Harlan Laughlin, Alfred Johansen, Raymond Birdwell, Clayton Nattier, George Schneider, Jack Lewis, Robert Stewart and crews flew in the lead squadron. Bombing was PFF on Ludwigshafen, but a hole in clouds directly over the target show bomb strikes beyond the target. Moderate low barrage at the target damaged two A/C in the 369th squadron. There was no E/A opposition.
- 8 LUDWIGSHAFEN: The 306th flew thirty-three plus three PFF A/C as 40th "A" Group to the I. G. Farbenindustrie plant at Ludwigshafen. The 369th flew high flights in lead, low and high squadrons, plus Lt. John Davis as lead for low squadron. A PFF run was made by the lead squadron and the low dropped on the smoke bombs of the lead. Pictures identify bombs falling north of target area. High squadron made a visual run, bombing on what lead bombardier thought was the PFF MPI, but no pictures of bombing are available. No E/A were encountered, moderate, low, barrage AA fire at the target was followed by tracking and accurate fire on the high squadron. Lts. Alfred Johansen, William Haase, Raymond Birdwell, Joseph Murpjj, Clayton Nattier, Raymond Braun, James Edeler, Gennaro Carrazzone, Jack Lewis and crews also flew for the 369th.
- 10 STUTTGART: The target was the Hirth Motoren Works at Stuttgart, Germany. The 306th flew 40th "B" group with thirty-six A/C including two PFF, and carried incendiary bombs. Lt. Col. Robert P. Riordan, CO of the 369th, flew the Group's lead A/C. Bombing was visual in spite of the fact that 10/10ths clouds were reported over the target ten minutes before bombs away. Meager to moderate tracking flak was at the target. No E/A were encountered and P-51s gave excellent support. Lts. James Edeler, William Haase, Robert Brown, Clayton Nattier, Gennaro Carrazzone, Allen Lingwall, Harlan Laughlin, Robert Stewart and crews flew the low squadron.
- 11 EISENBACH/LUTZKENDORF: The 306th flew thirty-six A/C as 40th "B" Group, bombing Eisenach and Lutzkendorf. The target was 10/10ths when the lead group was over the target. Mickey equipment was not working satisfactorily for a PFF run, and lead and high

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squadrons bombed Eisenach. The 369th flew high squadron with Lt. John Davis flying lead A/C. Photos show lead bombed on MPI with high squadron bombs to the east of target. Lt. Gennaro Carrazzone turned back early because of engine trouble and Lt. Harlan Laughlin, flying spare, filled in. No E/A attacked this group, although three to six A/C from a group behind were knocked down by fighters before friendly fighters drove E/A away. Flak was encountered along the Rhine, plus moderate to intense and accurate tracking at Merseberg. Others flying for the 369th were Capt. James McKinney, Lts. William Haase, Joseph Murphy, Richard Jones, Raymond Birdwell, George Schneider, Jack Lewis and crews.

- 12 RUHLAND: The 306th flew thirty-six A/C as 40th "A" Group. The 369th flew nine A/C as lead section and low flight of the lead squadron. Lt. Col. John Chalfant, CO of the 423rd, flew lead A/C, with Capt. William Thompson as copilot and a crew from the 369th. The lead squadron lost one plane to flak near Berlin. The leader of the high squadron was hard hit, and the low squadron was broken up by a group coming through the formation from the right. At this time, twenty-five FW 190s attacked disorganized planes and accounted for seven 306th planes, one of which crash landed in England. The lead squadron stayed in close formation and received no fighter attacks. Moderate, accurate tracking flak from Berlin shot down two A/C from the 306th. The 369th suffered only one slightly flak-damaged A/C and no losses. Others flying for the 369th were Lts. Robert Fife, Richard Jones, Gennaro Carrazzone, Raymond Birdwell, Robert Brown, Allan Lingwall, Robert Stewart, Jack Lewis and crews.

- 13 MERSEBERG: The synthetic oil refinery at Merseberg was the target. The 369th flew five A/C of the 40th "B" Group, high squadron. No E/A were encountered and friendly fighters gave close support. The only AA fire encountered was at the target where barrage and very accurate tracking fire damaged eight severely, three slightly, and with one missing A/C. Lt. Clayton Nattier left the formation just after the target, covered by P-51s and did not return to base, cause unknown. Sgt. Michael J. Ferrara, tail gunner for Lt. Robert Brown, was killed, while a waist gunner in the same plane, Sgt. Ernest Hovey, received a leg wound. Members of the 369th who were missing in action were:

Lt. C. A. Nattier, pilot	S/Sgt. Edwin Block, radio
Lt. Gerald Johnson, copilot	Sgt. Gerald Bump, engineer
Lt. Bernard Weinstein, navigator	Sgt. Cecil Richardson, ball
Lt. William Gregory, bombardier	Sgt. Max Kimmel, waist
	Sgt. Richard Edwards, tail

Also flying for the 369th were: Lts. James Edeler, Raymond Braun, Harlan Laughlin, and crews.

- 17 VOLKEL AREA: The 306th flew six sections of six A/C each as 40th "B" Group in support of ground forces in the Volkel area of Holland. Lts. Joseph Murphy, William Denton and Raymond Braun flew in low section, lead squadron; Lts. Alfred Johansen, Roy Trask

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and Gennaro Carrazzone flew in low section, low squadron; Capt. James McKinney, Lts. William Haase and James Edeler flew in low section, high squadron. Three of the four assigned aiming points were solidly hit. The low section of high squadron made a 360° turn for a second run and bombed Eindhoven A/D. Pictures show their bombs along NNE-SSW runway. There was no flak on any of the 306th A/C. There was no E/A opposition and support was good. Weather was clear at target with some ground haze.

- 19 UNNA: The 369th flew six A/C as lead section of the low squadron of the 40th "A" Group. The target was an ordnance depot at Unna, Germany, which was bombed visually with good results. Weather closed in over the base and eighteen A/C of the twenty-four from the 306th landed at Halesworth. All 369th A/C landed at Halesworth. There was no E/A opposition. There was meager, accurate tracking flak on the low squadron immediately after bombs away, accounting for slight damage to two 369th A/C. Lt. John Davis flew lead A/C for the low squadron, and flying with him were Lts. Allan Lingwall, Robert Stewart, Gennaro Carrazzone, William Haase, Raymond Birdwell and crews.
- 22 KASSEL: The 306th flew high squadrons in both 40th "A" and "B" Groups. The 369th furnished six A/C for the 40th "B". Bombing was PFF on Kassel through 10/10ths clouds with unobserved results. There was no fighter opposition and support was excellent. AA was low, inaccurate barrage, then tracking at the target, but no 369th A/C received damage. Lts. Alfred Johansen, Robert Ritter, Raymond Braun, James Edeler, William Denton, Jack Lewis and crews flew for the 369th.
- 25 FRANKFURT: The 306th flew thirty-six A/C including three PFF ships as 40th "B" Group. Bombing was PFF on Frankfurt through 10/10ths clouds in group formation. There was no E/A opposition on the group and friendly fighters gave close support. Meager, low, inaccurate, tracking flak after bombs away accounted for one A/C with slight damage in the group. The 369th flew Capt. Clifford Baxter as lead in the low squadron, with Capt. James McKinney, Lts. Allan Lingwall, Raymond Birdwell, Gennaro Carrazzone, Robert Ritter, William Haase, William Denton and Roy Trask flying other low squadron A/C.
- 27 COLOGNE: The 306th flew thirty-six A/C as 40th "A" Group, with Lt. Col. Robert Riordan, CO of the 369th, leading the group. The 369th also flew nine A/C in the high squadron, with Lt. George Schneider flying the lead A/C. Bombing was on the PFF secondary, Cologne. Deputy took over the lead on the bomb run because lead Mickey went out, but due to a bomb rack malfunction bombs went away early. Lead and high squadrons dropped on lead A/C and bombs fell west of the edge of the city. Cloud cover was 10/10ths in the target area with occasional breaks. There was no E/A opposition. Flak at the target was low barrage before bombs away, gradually coming up to altitude. The 369th suffered five slight and one severely damaged. Others flying for the 369th were Lts.

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Joseph Murphy, George F. Walters, Robert Brown, William Denton, Roy Trask, Harlan Lughlin, Robert Ritter, Raymond Braun and crews.

28 **MAGDEBURG** - The 306th flew thirty-five A/C as 40th "B" Group, plus six A/C in the 40th "C" composite high squadron. Capt. Capt. James McKinney, Lts. Alfred Johansen, Jack Lewis, Gennara Carrazzone, Toy Trask, William Haase, Robert Ritter and Raymond Braun flew in the lead squadron. Lt. William Denton flew in the low squadron, and Lt. Robert Stewart was in the high. Bombing was on Magdeburg, the PFF secondary target. Lead and low squadrons dropped together and pictures show enough detail to indicate that bombs were probably over, east of the river. High group made a second run but another group crossed course and high bombs probably are on the east side of the river. There were no fighter attacks on the group, but a formation behind was attacked by FW 190s. Fighter support was excellent, except for a short time while another formation was being attacked. AA fire at the target was meager to moderate, mostly low and inaccurate. Cloud cover at the target was 9/10ths.

30 **MUNSTER:** The 306th flew twenty-four A/C as lead and low squadrons of the 40th "A" Group. The 369th flew six A/C as high and low flights on the lead squadron. Bombing was on Munster, the PFF secondary target. Photos have sufficient ground detail to indicate that bombing was very good. There was no AA fire damaged in the 306th group. No E/A opposition was met. Weather was 8/10ths in the target area, with a large cloud obscuring the target on the bomb run. Lts. James Edeler, William Denton, Jack Lewis, Allan Lingwall, Robert Ritter and Roy Trask and crews flew for the 369th.

GENERAL The 369th flew fourteen missions during September, one of which was in direct support of ground forces, and eight in which PFF bombing was used. The squadron has observed several attacks by E/A, but escaped such attacks during the month. In one enemy fighter attack on the 306th group, the 369th Squadron held a good formation and was not molested.

Lt. Col. Robert P. Riordan, CO of the squadron, left on the 29th to become air executive officer of the 92nd Bomb Group.

Capt. W. W. Glass, S-2 officer, who had joined the squadron at Wendover, Utah, and came overseas with the organization, left during the month to return to the U. S.

Lt. Joseph F. Pryga was promoted to captain.

Awards for the month of September will be included in the diary for the month of October.

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- 2 KASSEL: The 369th flew nine of the thirty-six A/C from the 306th flying 40th "A" Group. Lt. John Davis flew lead A/C of the low squadron with Lts. James Edeler, Raymond Birdwell, William Haase, Roy Trask, Robert Stewart, Harlan Laughlin, Raymond Braun, Robert Ritter and crews. Bombing was PFF on Kassel, Germany, through 8/10ths clouds. No strike pictures show bomb hits, Flak at the target was meager, inaccurate, low barrage with no damage to 369th A/C. There was no E/A opposition and support was good. On return, Lt. Haase ran low on gas, left the formation just inside Germany and landed at Brussels. He returned to base shortly after the main formation. Capt. James McKinney became acting squadron CO.
- 3 NURNBERG: The 306th flew twenty-four A/C as lead and low squadrons of the 40th "A" Group, with the 369th furnishing six A/C in the lead squadron. Bombing was PFF on Nurnberg through 9/10ths clouds. No pictures are available showing bomb strikes, but enough detail shows to indicate that bombs fell on or very near the visual MPI. Flak at the target was low and inaccurate, but lead group came over Dunkirk and received damage. Five 369th A/C were hit, one severely. There was no E/A opposition and support was excellent. Flying for the 369th were Lts. Allan Lingwall, Robert Brown, William Haase, Raymond Birdwell, William Denton, Jack Lewis and crews.
- 5 KOLN: The 369th furnished six A/C as high and low flights of the high squadron of the 40th "A" Group. Bombing was PFF on Koln through 10/10ths clouds and in dense persistent contrails. Bomb strikes cannot be plotted from scope photos. There was no E/A opposition, flak at the target was low and inaccurate, and no A/C received damage. Lts. Alfred Johansen, George Walter, Robert Stewart, Joseph Murphy, Roy Trask and William Denton flew 369th planes.
Capt. Willie S. Williams, squadron executive officer, was promoted to major. 1st Lts. John M. Kavanaugh and Frank W. Phillips were promoted to captain.
- 7 RUHLAND: Major. Charles Flannagan, formerly of the 369th and now CO of the 367th Squadron, flew lead A/C of the 40th "B" Group. Lt. John Davis and crew flew with Major Flannagan, with Lts. Alfred Johansen, Roy Trask, William Haase, Robert Brown, Raymond Braun, Harlan Laughlin, Robert Ritter and Jack Lewis and crews flew other 369th planes in the lead squadron. The primary target was attacked visually. Target was obscured and low cloud and haze, and lead bombardier, 1st Lt. John P. Dillon, was unable to see the aiming point, and used other visual references. Photos indicate lead bombs are probably on target area. Flak at Ruhland was meager to moderate tracking, and at Osnabruck was meager, accurate tracking. Three 369th planes received damage, one severe. There was no E/A opposition, although three S/E jet propelled planes were seen in the Leipzig area.
- 9 SCHWEINFURT: The 306th flew thirty-six A/C as 40th "A" Group.

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- The 369th flew Lts. William Haase, Robert Brown and Raymond Braun in the lead squadron; Lts. Harlan Laughlin, Raymond Birdwell and Warren Doman in the low squadron; and Lts. Gennaro Carrazzone, Robert Stewart and Raymond Franzino in the high squadron. Bombing was PFF on Schweinfurt through 10/10ths clouds, and plotted scope pictures indicate very good bombing, on what was a difficult PFF target. There was no E/A opposition and support was excellent. There was AA fire only at the target, where it was meager and low, and no A/C were damaged. Lt. Doman landed at Poddington because the traffic pattern was crowded and his fuel supply was very low.
- 10 Today's mission was scrubbed before takeoff.
- 11 The Group was stood down.
- 13 Capt. Charles McKim, squadron surgeon, was transferred to the 457th BG as group flight surgeon, and Capt. Louis H. Lane took his place.
- 14 KOLN: The 306th flew thirty-six A/C as 40th "C" Group. Bombing was PFF through undercast. The 369th flew ten A/C in the low squadron, with Lt. George Schneider flying lead, and Lt. Raymond Braun, a spare, bombing with the squadron. There was barrage fire with some tracking flak at the target, meager and low on most of the group. However, three 369th A/C received damage, two severe. Others flying from the 369th were Lts. Allan Lingwall, Richard Jones, Robert Stewart, Raymond Franzino, William Denton, Gennaro Carrazzone, Robert Ritter and Raymond Birdwell and crews. There was no E/A opposition.
- 15 KOLN: The 306th flew twenty-four A/C as lead and low squadrons of the 40th "B" Group. The 369th flew nine A/C in the lead squadron, with Lt. John Davis as pilot of the lead A/C. There was no E/A opposition. AA fire at the target was accurate and intense on the lead squadron with three A/C failing to return and damage to the remaining ten, five severe and five slight. Lt. Warren Doman landed one of the missing A/C at Brussels and returned with most of his crew a few days later. Sgt. Louis Hardin, engineer for Doman, received a serious leg wound just after bombs away, when hydraulic and electrical systems were knocked out. Lt. James Fitzsimmons, navigator, gave Hardin morphine, packed his leg and applied a tourniquet. The crew felt that Lt. Fitzsimmons and Lt. Robert H. Wood, co-pilot, saved Hardin's life. Lt. Robert Ritter has the nose of his plane shot off by flak over the target, and was seen going down. Two chutes were seen. Lt. Robert Brown received an arm wound, but remained in his seat during the remainder of the mission. Others flying for the 369th were: Lts. Joseph Murphy, Jack Lewis, Roy Trask, William Haase, Raymond Birdwell and crews.
- Members of the 369th who did not return were: 2nd Lt. Robert G. Ritter, pilot; 2nd Lt. Roy W. Duncan, copilot; 2nd Lt. Joseph A. Seibert, navigator; 2nd Lt. Robert A. Stalker, bombardier; Sgt.

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John J. Daly, radio; Sgt. Samuel J. Bussieres, top turret; Sgt. Kenneth D. Ross, ball turret; Sgt. Daniel F. Callahan, waist, and Sgt. John W. Tomke, tail.

17 KOLN: The Group made its third trip to Koln within four days and again had the marshalling yards for both visual and PFF aiming points. The target was 10/10ths covered and the large M/Y in the east central section of the city was bombed PFF. Scope photos indicate bomb strikes starting in the built up area to the west and south of the M/Y, with good possibilities of bombs walking across the yards. The 306th flew thirty-six A/C with the 369th furnishing nine A/C. Lt. George Schneider flew lead for the high squadron with Lts. Jack Lewis, James Edeler, Robert Brown, Raymond Birdwell, Raymond Franzino, Gennaro Carrazzone, Roy Trask, William Denton and crews flying other 369th A/C in the squadron. There was no E/A opposition. Flak was moderate barrage and tracking at the target, but no 369th planes were damaged.

18 Lt. Joseph L. Murphy was promoted to captain.

19 MANNHEIM: The 306th flew 40th "A" Group, lead and low squadrons. Col. James Sutton, CO of the Group, led the First Bomb Division, flying with Capt. William Thompson and a 369th crew in the lead A/C. Weather conditions were very poor at take off and all along the route. At the target clouds were up to 29,000 feet and contrails gave considerable trouble. Both visual and PFF targets were cloud obscured and bombing was PFF. No E/A were seen. Moderate to intense accurate, tracking flak damaged twenty-three of the twenty-four a/c at the target, six severely. Capt. Joseph Murphy, flying deputy lead, was hit by flak just before the target, losing two engines and with his ailerons badly damaged. He left the formation at the target, came home alone, and landed safely with two engines out and a tire which blew out on touchdown. Lts. Raymond Franzino, William Haase, Alfred Johansen, Raymond Birdwell, Roy Trask and crews flew other A/C in the lead squadron, and all received some flak damage.

22 HANNOVER: The 306th flew thirty-six A/C as 40th "A" Group. Lt. Col. John Chalfant, CO of the 423rd Squadron, flew the lead A/C, with Capt. John Davis and crew. Other 369th men flying the lead squadron were: Lts. Alfred Johansen, Richard Jones, Gennaro Carrazzone, Walter Rozett, Roy Trask, Harlan Laughlin, Raymond Birdwell, Jack Lewis and crews. Bombing was PFF through 10/10ths clouds. Bomb strikes plotted from PFF scope photos show bombs starting on or near the west end of the M/Y, just south of the target. Escort was good and no E/A were seen. AA fire was meager and scattered at the target, and there was no damage to any A/C. Two 306th A/C went down over the Channel in a mid-air collision. Lt. Raymond Layfield, 369th PFF navigator, was lost in this crash. Two A/C from the 305th Group collided in mid-air over the Thurleigh A/F as our planes were landing.

25 HARBURG: The visual and PFF target for Harburg was oil refineries.

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The 306th flew 40th "C" Group and bombed Pff through 10/10ths clouds. Photos show no ground detail, but scope pictures place bomb fall on or very near the MPI, and vertical pictures show smoke boiling up through the clouds. No E/A were seen. Flak was moderate to intense, firing low into chaff. No 369th planes received flak damage. Capt. James McKinney, CO of the 369th, flew lead with a crew from the 367th Squadron. Lts. Alfred Johansen, Arthur Glynn, and Raymond Franzino flew the high flight of lead squadron. Capt. Murphy, Lts. Roy Trask and Jack Lewis flew high flight of the high squadron. Lt. Gennaro Carrazzone returned early because of internal engine failure.

- 26 BIELEFELD: The 306th flew twenty-four A/C as high squadron of 40th "A" and "B" Groups, plus twelve A/C as lead squadron of a chaff screening mission. The 369th flew seven A/C in 40th "B" high with Lt. George Schneider in the lead A/C for the squadron, plus Lts. Gennaro Carrazzone, Raymond Franzino, Arthur Glynn, and crews in the screening force. Crews report that bomb strikes in the city were observed through a hole in the clouds. No scope photos are available and vertical pictures show mostly 10/10ths clouds with no ground detail. No E/A were encountered, and our formation founds no flak at the target or en route. Lts. William Denton, Alfred Johansen, Raymond Braun, Roy Trask, Raymond Birdwell, Jack Lewis and crews flew other 369th A/C in the high squadron.
- 30 MUNSTER: The 306th flew 40th "B" Group to bomb the M/Y in Munster. Bombing was PFF, with scope photos showing strikes on the southern section of M/Y. No fighter opposition was encountered. There was meager, low barrage flak at the target, with no A/C damaged. The 369th flew nine A/C in the low squadron, with Lt. George Schneider leading. The low squadron was forced out of formation by another formation, and in heavy contrails, with poor visibility, lost the lead squadron. Since they had no PFF equipment they were unable to bomb and brought their bombs home. Lts. Harlan Laughlin, Raymond Braun, William Haase, Walter Rozett, Jack Lewis, Alfred Johansen, Raymond Franzino, Roy Trask and crews flew other 369th A/C.

GENERAL The Squadron took part in all fourteen missions flown by the Group during October. Twelve of the targets were bombed PFF, with fair to excellent results. Much of the so-called "blind" bombing has been very good, as indicated by plotted scope photos, and confirmed by Photo Reconnaissance Units. The crews are becoming better trained and more experienced in the use of PFF equipment and better results may be expected in future operations. In October the Squadron lost one crew to enemy flak and one man to a mid-air collision over the Channel.

AWARDS FOR SEPTEMBER

Distinguished Flying Cross

1st. Lt. Robert B. Armstrong

1st Lt. James F. Edeler

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1st Lt. Robert C. Fife, Jr.
(w OLC)

1st Lt. Young B. C. Newsom

1st Lt. Ellis L. Schoonover

1st Lt. Warren G. Trotter

1st Lt. Joseph J. O'Hara

T/Sgt. Robert F. Behnke

T/Sgt. Arthur F. Evans

T/Sgt. Lloyd A. Karr

T/Sgt. Donald A. Newerth

T/Sgt. Walter C. Reid

S/Sgt. Clifford B. Dodson

Sgt. Earl C. Fick

Sgt. Frederick W. Palmer

1st Lt. Richard L. Jones

1st Lt. Thomas J. Meersman

1st Lt. Vincent Palumbo

1st Lt. Barney S. Silverman

(w OLC)

1st Lt. Allan H. Lingwall

T/Sgt. Stanley A. Endrusick

T/Sgt. William M. Howard

T/Sgt. Jerry M. Myers

T/Sgt. Robert H. Reens

S/Sgt. Frank S. Bisignano

S/Sgt. Stanley A. Falkowski

S/Sgt. William H. Morris

Sgt. Louis S. Sytsma

Purple Heart

Sgt. Ernest P. Hovey

NOVEMBER

- 1 Capt. James McKinney, acting CO of the squadron, was appointed CO, effective 31 October.
- 2 MERSEBERG: The 306th flew twenty-four A/C as lead and low squadrons of the 40th "B" Group, with Capt. James McKinney flying the lead A/C with a 423rd crew. Lts. Raymond Braun, Walter Rozett, William Denton, Gennaro Carrazzone, Warren Doman and Arthur Glynn flew other 369th planes taking part in the mission. There was no E/A opposition, however, some dogfights were reported over the target. Lead made a PFF run on the oil refinery and dropped without any visual corrections. Strike photos show hits southeast of target. Flak at the target was moderate to intense, barrage and tracking. All 369th A/C were damaged, three severely.
- 4 HARBURG: The 306th flew 40th "A" Group to bomb Harburg oil facilities through 10/10ths clouds by PFF. The 369th flew Lt. Laughlin as leader of the high squadron, with Capt. Joseph Murphy, Lts. Warren Doman, Raymond Birdwell, Arthur Glynn, Roy Trask, Gennaro Carrazzone, William Denton and Walter Rozett flying other 369th A/C. Flak was moderate to intense at the target, but mostly low and to the left. There was no damage to the "A" group. There was no E/A opposition.
- 5 FRANKFURT: The 306th flew thirty-six A/A as 40th "C" Group. Captain John Davis and crew flew the lead A/C with Major Earl Kesling, CO of the 367th Squadron. Bombing was PFF with a slight visual correction. Photos show bomb strikes near center of the old city. Clouds were 10/10ths over most of the continent, with a lucky break at the target. There was no E/A opposition, but two jets were reported in the target area. Other 369th A/C were flown by Lts. William Haase, Roy Trask, Jack Lewis, Warren Doman, Raymond Braun, Arthur Glynn, William Denton, Walter Rozett and crews.
- 6 HAMBURG: The 369th flew nine A/C, three in each of the lead, low and high squadrons of the 40th "A" Group. Bombing was in group formation, with each squadron making visual corrections during the last few seconds of the run. Pictures show strikes in the main marshalling yards. There was no E/A opposition. Flak was moderate tracking on the lead squadron, with one 369th plane receiving slight damage. Lts. Alfred Johansen, Raymond Birdwell, Raymond Franzino, Roy Trask, William Denton, Gennaro Carrazzone, William Haase, Raymond Braun, Jack Lewis, and crews flew for the 369th.
- 8 MERSEBERG: The 306th flew 40th "B": Group, plus twelve A/C in 40th "C" screening force. The 369th flew nine A/C in the low squadron and bombed with the 92nd Group when lead and high squadrons lost the low in clouds and returned to base. Lt. Jack Lewis flew the only 369th crew flying in the screening force. Bombing was PFF through 10/10ths clouds with all 369th A/C dropping on the lead. The "B" Group encountered no E/A, but the screening force was attacked by two E/A, believed by most crews to have been jet propelled. There were no losses and no claims.

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Flak was moderate to intense barrage, mostly below the planes. Lt. Harlan Laughlin led the low squadron and Lts. Alfred Johansen, Arthur Glynn, Raymond Birdwell, Warren Doman, Walter Rozett, Gennaro Carrazzone, William Denton, Roy Trask and crews flew other 369th aircraft.

- 9 METZ AREA: The 306th flew thirty-six A/C as 40th "C" Group in support of ground troops in the Metz, France, area. The target was a gun position, which was bombed by Gee-H. Equipment was working satisfactorily but no strikes are visible. There was no flak or E/A opposition. Capt. James McKinney, CO of the Squadron, flew in the lead A/C with a 368th crew. Lt. George Schneider flew high squadron lead with Capt. Joseph Murphy, Lts. Warren Doman, Raymond Birdwell, Charles Bennett, William Denton, Gennaro Carrazzone, Roy Trask, Walter Rozett and crews flying other 369th A/C.
- 11 The base was stood down, and during the evening the Group held a party at "B" mess for all officers and their guests. The 369th took full part in all activities and was well represented, as evidenced by the frequent "Fightin' Bitin'" check ins.
- 16 ESCHWEILER AREA: The 369th flew nine A/C in the lead squadron of the 40th "B" Group in support of ground forces. Lt. George Schneider and crew flew the lead A/C with Major Thomas Hulings, CO of the 368th Squadron. Bombing was by Gee-H, with photos showing no ground detail. Reports from the front state that bombing was good and that no bombs dropped short. No E/A were encountered. There was no AA fire on the "B" group. There were occasional gaps in clouds over the target, but ground haze made visibility poor. Weather closed in over the base and planes were diverted to other fields. Lts. Charles Bennett and Jack Lewis flew with the 40th "D" group to the same target, but received flak damage. Flying for the 369th were Lts. Alfred Johansen, Arthur Glynn, Roy Trask, Harold Mattson, Walter Rozett, William Denton, Raymond Birdwell, Warren Doman and crews.
- 18 Capt. James McKinney, CO of the squadron, was promoted to major.
- 21 MEPPEN, LEEUWARDEN AND MERSEBERG: The 306th flew 40th "A" Group plus twelve A/C as screening force with a target of oil facilities at Merseberg. The screening force reached the target, but the 40th "A" group turned upon recommendation of the weather ship and bombed targets of opportunity at Meppen and Leeuwarden. The 369th flew ten A/C, three of which were with the screening force. The screening force reported clouds building up to 28,000 feet east of 10° Latitude, with dense persistent contrails in the target area. Flak was encountered by the "B" force on the way into and out of the Dutch coast and in the area from Minden to Osnabruck. No E/A were encountered. "D" force had good support throughout, but "B" force had support only until point of turnback. Lt. Charles Greeninger, navigator on Lt. Edward Peterson's crew, received a slight eye

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injury from broken plexiglass. Lt. James Cation returned early when he was unable to find the formation. Lt. Gennaro Carrazzone changed A/C three times and when he finally reached the Coast was unable to find the 306th, or a hole in another group, and so returned to base. Others flying from the 369th were Capt. Joseph Murphy, Lts. Raymond Birdwell, Alfred Johansen, Charles Bennett, Raymond Braun, Ned Erne, Roy Trask, Harold Mattson, Walter Rozett and crews.

- 26 MISBURG: The 369th flew thirteen A/C of the forty-eight flying from the 306th. Lt. Harlan Laughlin led the high squadron of the 40th "C" Group, and Lt. William Haase led the 40th "B" low squadron. The target was effectively obscured by a smoke screen and the lead bombed PFF with the low dropping on the lead. 40th "C" dropped on lead with a slight visual correction. Strikes show hits in the target area. Flak in the target area was moderate to intense barrage from thirty seconds before bombs away. Six 369th A/C received damage, three severe. There were no E/A attacks on either the "B" or "C" groups, although violet dog-fights were seen in the Dummer Lake area. Support was good throughout the mission. Lt. Walter Rozett received a slight injury in the thigh, and Sgt. Clyde Ukele, gunner on Lt. Laughlin's crew, was injured, both due to flak. Lt. Warren Doman landed at Deopham Green with #4 engine out and gas tanks punctured; #2 engine went out on landing. Lts. Alfred Johansen, James Cation, Jack Lewis, Harold Mattson, Gennaro Carrazzone, Ned Erne, Raymond Braun, Robert Brown, Edward Peterson and crews flew other 369th planes in the low squadron. Lts. George Schneider, William Haase and Harlan Laughlin were promoted to captain.

DECEMBER

- 2 OBERLAHNSTEIN and KOBLENZ, GERMANY: The 369th flew nine of the thirty-eight A/C from the 306th, bombing the primary, Oberlahnstein, and the secondary, Koblenz. Capt. Joseph Murphy, Lts. Raymond Birdwell, and Edward Peterson flew high flight of lead squadron; Lts. Roy Trask, Ned Erne and Walter Rozett, high flight of low squadron; and Lts. Gennaro Carrazzone, William Denton and Warren Doman, high flight of the high squadron. The high squadron bombed the primary by Gee-H. Lead Gee-H equipment went out and lead bombed Koblenz by PFF. Low squadron brought its bombs back because it became lost from the lead in clouds and Gee-H equipment was out. Plotted scope photos show lead bombs near visual aiming point. There was no E/A opposition and no flak damage. Weather was 10/10ths in layers over the target, reaching 27 to 30 thousand feet. Capt. Murphy finished his tour on this mission.
Lts. Donald E. Currier, Jr., and James H. Edeler were promoted to captain.
- 5 BERLIN: The 306th flew 40th "B" Group to a factory in the northwest part of Berlin. Bombing by the lead was PFF with visual correction. Low squadron dropped on the lead, and high squadron made a separate PFF run. Photos show bomb strikes in woods, NNW of the target. The 369th flew Capt. Harlan Laughlin as lead of the low squadron, with Lts. Jack Lewis, Warren Doman, William Denton, Harold Mattson, Edward Peterson, Gennaro Carrazzone, Raymond Birdwell, Robert Brown and crews flying other A/C. Lt. Brown returned early when his #1 engine went out, and Lt. Lewis returned early because of oxygen failure. No E/A opposition, and flak at the target was moderate, accurate, tracking on the lead and high but inaccurate on the low squadron. Damage to 369th A/C was nil. The squadron held a stag party at "A" mess for officers. Music and dancing were provided for entertainment.
- 6 MERSEBERG: The 369th was stood down following the squadron party. The group flew its easiest mission to Merseberg, dropping on PFF on the oil refineries. Two of the 369th A/C used by other squadrons received slight damage.
- 9 STUTTGART: Major. James McKinney led the 40th "B" Group, with all 369th A/C flying in the lead squadron. A Gee-H bombing run was started, but a hole over the target allowed the bombardier to make a visual run on the M/Y. Clouds obscured hits. Flak was visual tracking at the target, with damage two slight, two severe, and two missing, all from the lead squadron. Lt. Robert Brown was hit over the target, left the formation under control, and did not return to base. Lt. Roy Trask was hit over the target where he had rudder control shot away, right aileron became useless, left aileron could be used in one direction only, hydraulics were hit, tokyo tank lines damaged, "minor flak holes", and the tail gunner, Sgt. Emil Wilke, had splinters in his eyes. T/Sgt. Mack Farmer had his oxygen mask hit by flak and passed out before he could get another. S/Sgt. Clarence Smith had his arm grazed by flak. Other crews flying for the 369th were Lts. Ned

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Erne, Harold Mattson, Raymond Birdwell, Edward Peterson and crews. Capt. James Edeler and five other members of his crew finished tours on this mission. Members of the missing in action crew:

1st Lt. Robert H. Brown, pilot	T/Sgt. Raymond Ohm, radio
1st Lt. William Giglio, copilot	T/Sgt. Jerrold J. Fann, engineer
2nd Lt. James Walden, navigator	S/Sgt. Samuel Abdelnour, ball
1st Lt. James Moore, bombardier	S/Sgt. Ernest Hovey, waist
	S/Sgt. Joseph Bollard, tail

- 11 FRANKFURT: The 306th flew 40th "A" Group, plus twelve A/C as high in the 40th "D" to Frankfurt M/Y. The 369th flew ten A/C with Capt. Harlan Laughlin leading the high squadron of "D" group. Bomb strikes plotted from Mickey photos show strikes of "D" high in builtup area NE of the M/Y. No E/A encountered, and there was no flak on the formation. Lts. Raymond Braun, Edward Peterson, Warren Doman, William Rogers, Ned Erne, William Denton, Raymond Birdwell, Harold Mattson, Gennaro Carrazzone and crews flew with Capt. Laughlin.
- 12 MERSEBERG: The 369th flew Capt. William Haase as lead of the low squadron of the 40th "B" group. The target was again to the syn-synthetic oil refining at Merseberg. The low was without PFF, and when the formation was broken up by another group of a collision course, the low bombed with "C" lead. There was no E/A opposition. There was meager low barrage and tracking flak at the target, but there was no damage to any A/C in the Group. Others flying in the low squadron were Lts. Raymond Braun, Raymond Birdwell, William Denton, William Rogers, Gennaro Carrazzone, Harold Mattson, Ned Erne and crews.
- 15 KASSEL: The target was a power plant in the north central section of Kassel. Bombing was PFF through 10/10ths clouds and good PFF photos show bomb strikes on M/Y, target, and built area around the target. There was no E/A opposition and no flak at the target. The 369th flew nine A/C in 40th "C" Group high squadron, with Capt. Harlan Laughlin leading. Weather over the target was 10/10ths with heavy haze and dense persistent contraols from 22 to 30 thousand feet. Haze was thick with very poor visibility at the base, and four 369th A/C landed away because of weather conditions. Lts. William Rogers, Raymond Braun, Jack Lewis, Walter Rozett, Ned Erne, Roy Trask, Harold Mattson, James Cation and crews flew in the high squadron.
- 18 KAISERSLAUTERN: The 306th Group bombard Kaiserslautern RR workshop by PFF when the primary could not be bombed visually. Capt. George Schneider flew lead A/C with Major Thomas Witt, group operations officer, as air commander. Lts. Jack Lewis, William Rogers, William Denton, Walter Rozett, Roy Trask, James Cation, Ned Erne and crews flew other 369th A/C in the lead squadron. No AA fire was reported and no E/A were seen. Capt. Schneider, Lt. Lucien Peters, T/Sgt. Robert Gilmont and S/Sgt. David DeBeauchamp, all in the lead A/C finished tours. Lt. Peters is the first Mickey op

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ey operator to finish a tour since Mickey was brought to this vase. Capt. Schneider has flown many group leads and has done an excellent job.

1st Lt. John D. MacPherson, squadron navigator, was promoted to captain.

- 24 NIDDA: The 369th flew lead of the 40th "D" Group to Nidda A/D, with Capts. Billy Cassaday and William Haase flying the lead A/C. The 306th flew a total of fifty-one A/C in 40th "B" and "D" Groups. The mission was to posthole the A/D, and after a second run due to rack malfunction, the group did just that. Photos show excellent results. No E/A were encountered and there was no flak at the target. However, tracking flak on the way in slightly damaged three A/C. Everything looked good for a Merry Christmas, but weather closed in and all A/C landed at other bases. Lt. Robert H. Wood, landed at Framlingham; Capt. Cassaday, Lts. Jack Lewis, Walter Rozett, William Denton, James Cation, Harold Mattson, Gennaro Carrazzone, William Rogers and Ned Erne landed at Bury St. Edmonds, and Lts. Roy Trask and Henry Pearce landed at Horham. Crews reported that care was as good as possible, but owing to crowded conditions due to large numbers of planes landing, some stations were unable to furnish beds and men slept in their planes. Some crews were able to return by truck Christmas day, but most of the planes did not return until 27 December. A commendation on bombing was received from Gen. Carl A. Spaatz, USSTAF commander.
- 28 KOBLENZ: The 306th flew 40th "B" Group with thirty-nine A/C. The 369th furnished nine A/C including the lead of the low squadron. The lead and low squadrons dropped by PFF on Koblenz M/Y. There was no E/A opposition. There was no AA fire on the group and no damage. Lt. Jack Lewis flew lead of the low squadron and Lts. Roy Trask, Walter Rozett, Loren Hubbell, James Cation, Harold Mattson, William Denton, Robert H. Wood, Henry Pearce and crews flew other 369th A/C.
- 29 BINGEN: Col. James S. Sutton, CO of the 306th BG, led the 40th "A" Group to bomb Bingen M/Y visually. Capt. Harlan Laughlin flew high squadron lead, with Lts. Robert H. Wood, Roy Trask, Walter Rozett, Henry Pearce, Ned Erne, William Denton, Loren Hubbell, William Rogers, and crews flying other 369th A/C in the high. Pictures show high bombs in a builtup area slightly SW of M/Y. There was no E/A opposition. AA fire was very accurate, but meager and tracking. Damage in the high squadron was one severe and one slight. Lt. Rozett turned back ten miles from the Belgian coast because of a broken oil line. Lt. Trask had #4 engine hit badly, with #2 and #3 also damaged. He feathered #4, left the formation at Brussels and came home alone.
- 30 MAINZ: The 369th led the 40th "C" Group with Major James McKinney,

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369th Squadron CO, flying with Capt. Harlan Laughlin and crew in the lead A/C. Weather was 10/10ths over the target and the Mainz ordnance depot was bombed PFF. There were no scope cameras in the lead squadron, but high squadron track line passes over the target. There was no E/A opposition. AA fire was low and inaccurate, apparently firing into chaff. There was no flak damage. Lts. William Denton, Ned Erne, William Rogers, Robert Stewart, James Cation, Walter Rozett, Harold Mattson, Loren Hubbell and crews flew other 369th A/C.

31 The Group was stood down. In the evening a 306th New Year's Eve party was held in "B" Mess for officers and their guests. Music was furnished by the Esquires. Noise makers were distributed and used. The old year was ushered out with much noise and everyone seemed to enjoy the celebration.

GENERAL The 369th took part in eleven of the twelve missions flown by the Group during December. There were no fighter attacks on the Group and because of overcast conditions, flak was generally light; however, one crew was lost to flak, on 9 December. The squadron flew two visual missions, two with visual assists, and seven PFF. Weather at the base and at targets was very poor for operations, and planes were grounded at a time when great help might have been given to the hard pressed ground forces on the Continent.

AWARDS For November:

Silver Star - Lt. Col. Robert P. Riordan, 16 Nov 44, for the Bernburg raid 22 February 44.

Distinguished Flying Cross

Capt. John G. Davis, Jr.
1st Lt. Charles W. Bryant
1st Lt. Alfred P. Johansen
1st Lt. John A. Wright
2nd Lt. Erwin W. Keepman
T/Sgt. Robert L. Lynch
T/Sgt. Leslie J. Yearous
S/Sgt. Charles R. Clark
S/Sgt. Charles W. Thomas

Capt. Joseph L. Murphy
and OLC
1st Lt. John F. Kenney
2nd Lt. Charles W. Greeninger
T/Sgt. Gerald J. Coghlan
T/Sgt. J. Calvin Scoles
S/Sgt. Roy L. Chancellor
S/Sgt. James A. McCall

JANUARY

1 LIMBURG and KASSEL: The 306th flew thirty-six A/C including four PFF A/C as 40th "B" Group. The 369th flew nine A/C as high flights of the lead, low and high squadrons. Lead and low squadrons bombed Kassel with visual sighting. PFF equipment of the high squadron went out on the bomb run and high bombed Limburg visually. There were no E/A attacks on the group, although two T/E and one S/E were seen with P-51s in close pursuit. At Kassel AA fire was moderate, tracking and barrage. There was no flak at Limburg. Over the North Sea on the way out, low squadron broke up in clouds and reformed. Lt. Robert Stewart was unaccounted for from that time and did not return to base. Lt. Harvey Ryder landed in France at Denain A/D with one engine out and approximately forty gallons of gasoline. He got 500 gallons on 2 January and took off for Martini, but because of poor weather conditions landed at Lille Vendeville A/D. On 3 January he flew to Martini, but was grounded until the next afternoon when weather conditions permitted the return to base. Lt. Henry Pearce had two engines hit over the Kiel Canal, but thought he could make the target. By the time he had reached the IP he was far behind the formation, had a windmilling prop and dropped on a target of opportunity. Pearce then came home alone without fighter escort. Lts. Walter Rozett and Ned Erne landed at Messenger for refueling and returned to base the same day. Lt. Robert H. Wood took off late using spare A/C, and when he was unable to catch the 306th Group joined on to the 457th BG and bombed Göttingen. Lts. Frank Carle, William Rogers, James Cation and crews also flew for the 369th. Members of the 369th who did not return from the mission were:

1st Lt. Robert D. Stewart, pilot	T/Sgt. Anthony Cecere, engineer
2nd Lt. Kenneth Streun, copilot	S/Sgt. William McCue, ball
2nd Lt. Lewis Wilson, navigator	S/Sgt. Donald Bohrer, waist
T/Sgt. Louis Peterson, toggler	S/Sgt. Roy Chancellor, tail
T/Sgt. Gilbert, Maple, radio	

2 KYLLBURG: The 306th flew thirty-nine A/C including three PFF, one Gee-H, one PFF-Gee H and three spares as 40th "A" Group. The 369th flew ten A/C in the low squadron including Capt. William Haase as lead and Lt. James Cation as spare. Bombing was visual and excellent. Photos show the lead and high bombs squarely on the aiming point with the low SE of aiming point. There was no E/A opposition. Flak was meager tracking and fairly accurate at several points in the target area. Others flying for the 369th were Lts. Walter Rozett, Frank Carle, William Rogers, Ned Erne, Harold Mattson, Robert H. Wood, Henry Pearce, Loren Hubbell and crews.

3 HERMULHEIM: The 306th flew thirty-nine A/C, including one PFF-Gee H, three PFF and three spares as the 40th "B" Group. The 369th flew nine A/C, including lead of the high squadron. Capt. Harlan Laughlin was in the high lead, with Lts. Robert H. Wood, Harold Mattson, Ned Erne, Leo Reinhart, James Cation, Henry Pearce, Loren Hubbell, Frank Carle, and crews.

4 Maj. Willie S. Williams, Jr., was relieved from assignment with

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- organization and became executive officer of the 368th Squadron. Capt. Phil G. Kraft, formerly executive of the 423rd Squadron, assumed duties as executive officer of the 369th.
- 5 NEIDERMENDIG: The 306th flew thirty-nine A/C including one PFF-Gee H, three PFF and three spares, as the 40th "A" Group. The 369th flew ten A/C, including Capt. William Haase in the lead A/C with Lt. Col. Maurice Salada of 40th CBW, and a spare, all in the lead group. Dense, persistent contrails above 15,500 feet over England made assembly very difficult and Lt. Alfred Lomar returned when unable to find the formation; Lt. Ned Erne joined and bombed with the 92nd BG. Bombing was by Gee-H over 10/10ths clouds. Plotted scope photos show a good track with bombs probably a little short of the A/F. There was no flak at the target. Several scattered bursts were reported near the front lines, but there was no damage. There was no E/A opposition. Lt. Frank Carle returned early because of oxygen failure. Others flying from the 369th were Lts. Harold Mattson, Robert H. Wood, Loren Hubbell, James Cation, William Rogers and crews. Lt. Harvey Ryder, flying spare, returned to base, as briefed.
- 6 COLOGNE: The 306th flew thirty-nine A/C, including one PFF-Gee H, three PFF and three spares as 40th "A" Group to bomb the M/Y at Cologne. Bombing was by PFF when the GeeH equipment did not work satisfactorily. Plotted scope photos show track across M/Y with bomb train starting just short of the briefed MPI so that the main concentration would have been on the yards. Meager tracking and barrage flak at the target did not damage. There was no E/A opposition. The 369th flew nine A/C as high flights in the lead, low and high squadrons. Lts. William Rogers, Harvey Ryder, Alfred Lomar, Loren Hubbell, James Cation, Frank Carle, Harold Mattson, Ned Erne, Robert H. Wood and crews flew 369th A/C.
- 7 EUSKIRCHEN: The 306th flew thirty-nine A/C, including one Gee H, four PFF and three spares as the 40th "B" Group. The target was a RR embankment near Euskirchen. Bombing was by Gee H. Plotted scope photos indicate that bomb strikes were to the left and over the embankment. There was no AA fire on the group and no E/A opposition. The 369th flew ten A/C in the low, with Lts. Jack Lewis leading. Capt. Boylston Lewis, Lts. Harold Mattson, Alfred Lomar, Leo Reinhart, Harvey Ryder, Loren Hubbell, Henry Pearce, Wallace Young, Frank Carle, and crews flew other 369th A/C.
- 8 SPEYER: The 306th flew thirty-eight A/C including one Gee H-PFF, three PFF, and three spares as the 40th "A" Group. The 369th flew nine A/C as lead section and low flight of the high squadron. Lt. Walter Rozett flew the lead A/C with Lts. Donald Hansen, James Cation, Joseph Chancey, Harvey Ryder, Alfred Lomar, Ned Erne, Henry Pearce, Wallace Young and crews flying other 369th A/C. The Gee H equipment went out over England and when the Mickey operator was unable to pick up Landau, he bombed Speyer instead. Cloud cover was 10/10ths with holes, but ground

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haze prevented visual corrections. There was no E/A opposition. Moderate, accurate tracking flak from Ludwigshaven-Mannheim area accounted for damage of two severe and two slight. Lt. Donald Hansen returned early with #2 engine out and brought back his bombs. Lt. Wallace Young landed at Rosier, France, and Lt. Harvey Ryder at Northolt, England. Both were low on fuel. Lt. Joseph Chancey landed at Farnborough with #4 engine out. Sgt. Benjamin M. Brown, radio operator on Lt. James Cation's crew received a hand injury from flak.

There was a squadron meeting in the post theatre for all personnel of the squadron. Capt. Philip Kraft spoke on military courtesy and policies of the squadron. Maj. James McKinney, Squadron CO, presented the Distinguished Flying Cross to Lt. Jack R. Lewis, and Bronze Stars were presented to M/Sgt. Charles G. Sandford, armament chief, and T/Sgt. Vernon S. Hukee, bombsight chief.

10

GYMNICH: The 306th flew thirty-eight A/C including four PFF, one Gee-H and two spares as 40th "B" B Group. Major James McKinney, Squadron CO, flew group lead with eight other 369th A/C in the lead squadron. Interference from other groups on the bomb run forced the formation over Cologne under visual conditions. The lead and deputy lead were severely hit on the bomb run, as well as three other A/C from the lead squadron. These five A/C, four of which were from the 369th, did not return to base with the formation, although crews of all except one have since returned. There was no E/A opposition. Maj. McKinney's A/C was hit one minute before target at which time some bombs were dropped, probably due to a hit in the electrical system, and most of the A/C in the group dropped early on these bombs. Maj. McKinney retained the lead over the target but was unable to release the remaining bombs. The entire radio system was out and the only means of communication between crew members was by writing notes and passing them around. The deputy had been hit and had left the formation. When another A/C took over lead, Maj. McKinney left the formation and started back to base. Icing in the clouds was very bad, and Sgt. Norman Sulser, waist gunner, had a shattered ankle, so Maj. McKinney landed his plane at Brussels. The crew, with the exception of Sgt. Sulser, who was hospitalized, returned within three or four days. Lt. Harold Mattson's A/C was hit in #1 and #2 engines two minutes before bombs away. He was last seen about two thousand feet below the formation burning and losing altitude, although crews report that the A/C seemed to be under control at that time. One chute was reported out.

Lt. Leo Reinhart's A/C was hit over Cologne in the #2 and #4 engines, injuring the bombardier, Lt. Ernest Lambert, at the same time. The bombardier was knocked from his seat, received a serious leg injury and glass in his eye, but crawled back and dropped the bombs as the lead A/C dropped. The #4 engine ran away, #2 lost oil and had to be feathered, the electrical system was out, and A/C lagged behind the formation while losing altitude. Gas

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gauges were out, so Lt. Reinhart landed the plane in friendly territory. The crew reported that the pilot made a very good landing, in view of the condition of the plane.

Lt. Henry Pearce's A/C was hit on the bomb run, knocking out two engines and critically injuring the pilot in the head. The A/C left the formation and dropped on a target of opportunity about four miles west of Cologne. The navigator tried to give the pilot first aid, but the head injury was too severe. 1st Lt. Robert E. Powers, the copilot, landed the A/C in France. Lt. Pearce was carried to a hospital at St. Quentin, but died four days later from the injuries received. Pearce might have survived the flak hit had he been wearing a flak helmet at the time. Crew members said he seldom wore one, contending he could do a better job without the helmet.

Capt. Boylston Lewis, Lts. Robert H. Wood, Loren Hubbell, Frank Carle, Ned Erne and crews flew other 369th A/C. All planes received slight to severe damage. Members of the 369th who went down on Lt. Mattson's crew were:

2nd Lt. Harold Mattson, pilot	S/Sgt. Richard Ramirez, radio
2nd Lt. Roy Kruger, copilot	S/Sgt. James Jenkins, engineer
F/O Lawrence Shaw, navigator	Sgt. Joseph Zymanek, ball
2nd Lt. Jesse Bryan, bombardier	Sgt. Vernon Crowton, waist
2nd Lt. Wm. Mocharnuk, radar nav	Sgt. David Koubeck, tail

14 COLOGNE: The 306th flew thirty-five A/C, including three PFF, as 40th "A" Group, leading the First Air Division. The target was the Hohenzollern RR bridge at Cologne, which was bombed visually. Photos show lead bombs on western approaches to the bridge, and although no pictures are available, high squadron crews report their bombs straddled the bridge and claim two-three hits. The 369th flew high squadron with Lt. Walter Rozett in the lead A/C. Capt. Boylston Lewis, Lts. Roy Trask, Alfred Lomar, James Cation, Clifford Tinkham, Kenneth Carakostas, Wallace Young, Harvey Ryder, Leo Reinhart and crews flew other 369th A/C in the squadron. Lt. William Denton returned early because of oxygen failure, and Lt. Robert H. Wood returned early because of engine failure. Lt. Reinhart lost an engine over the target and came home on three. There was no E/A opposition. There was moderate, but accurate, flak at the target starting one minute before bombs away and lasting until three minutes after. Damage to the high squadron was one severe and five slight. 1st Lt. Jack Lewis was promoted to captain.

15 FRIEBURG: The 306th flew thirty-six A/C, including three PFF, as the 40th "C" Group. The target was Frieberg, which was bombed by PFF through 10/10ths clouds with the low squadron dropping on the lead. The 369th flew nine A/C, including the lead of the low Squadron, Lt. Walter Rozett. With him were Capt. Boylston Lewis, Lts. Roy trask, Albert Bowley, Robert H. Wood, Clifford Tinkham, James Cation, William Denton, Kenneth Carakostas and crews. There was no E/A opposition, and the only flak reported was ten to twelve bursts low and behind before bombs away, with no damage. Lt.

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Lt. Bowley brought his bombs back because of a switch malfunction.
Lt. Trask and five members of his crew finished tours today.

- 17 BIELEFELD: The 306th flew thirty-nine A/C, including on Gee H-PFF, two PFF and three spares. The target was a RR viaduct NE of Bielefeld. Bombing was Gee H through 10/10ths clouds with high and low dropping on the lead squadron. Plotted scope photos show bomb strikes to the left and over the viaduct. There was no flak on the group and no E/A opposition. The 369th flew nine A/C, plus one spare in the high squadron. Capt. Harlan Laughlin flew high lead with Lts. Lester Kearney, William Denton, Robert H. Wood, Albert Bowley, Wallace Young, Leo Reinhart, Clifford Tinkham and crews bombing with the formation. Lt. Ned Erne returned early because of engine failure and Lt. James Cation, flying spare, turned back as briefed. Capt. Louis A. Lame, flight surgeon, was transferred out of the organization.
- 20 RHEINE: The 306th flew thirty-nine A/C, including four MH PFF A/C and three spares as 40th "B" Group. The primary target was to have been bombed by MH (the first MH target for this group) but ground equipment failure made such bombing impossible. The PFF secondary target, Rheine M/Y, was attacked through 10/10ths clouds. Strike photos show no ground detail and strikes cannot be plotted from scope photos. The 369th flew eight A/C in the lead squadron plus one spare. Capt. Edward Magee of the 367th flew lead A/C, with Lts. James Fitzsimmons and Lt. Walter Shaw of the 369th, flying as assistant navigator and tail gunner, respectively. Lt. Ned Erne landed in France on the way in with #3 engine out, #4 runaway, #1 turbo out, VHF out and feathering system not working. No one was injured and crew turned to base the next day, although their A/C was left on the continent. Capt. Boylston Lewis, Lts. William Denton, Donald Hansen, Clifford Tinkham, Albert Bowley, Harvey Ryder, Alfred Lomar and crews flew other 369th A/C. Lt. Lester Kearney, flying spare, returned as briefed.
- 21 ASCHAFFENBURG: The 306th flew thirty-eight A/C, including three PFF, one GeeH and two spares as 40th "A" Group. The target was the M/Y at Aschaffenburg, which was bombed PFF through 10/10ths clouds. GeeH operator was unable to get ground signals. The 369th eight A/C in high flights of the lead, low and high squadrons. There was no E/A opposition and no AA fire on the group. Pictures plotted from scope photos show track across the target but no bombs away was plotted. Capt. Boylston Lewis, Lts. Leo Reinhart, Donald Hansen, Albert Bowley, Harvey Ryder, Robert H. Wood, Lester Kearney, Clifford Tinkham and crews flew for the 369th.
- 26 Capt. Billy W. Casseday, Squadron operations officer, was promoted to major.

JANUARY (Con't)

28 COLOGNE: The 306th flew thirty-nine A/C, including one GeeH-PFF, two PFF and three spares as 40th "C" Group. The target was a M/Y southeast of Cologne, which was bombed Gee H with no visual correction. Photos show bombs away, and although no strikes are available, picture indicate that bombs fell short of the M/Y. The 369th flew Capt. William Haase as low squadron lead, with Lts. William Rogers, Donald Hansen, Harvey Ryder, Frank Carle, Lester Kearney, Robert H. Wood, Alfred Lomar, Kenneth Carakostas, Wallace Young and crews flying other 369th A/C in the low squadron. No E/A were seen. Flak encountered at the target was accurate, predicted concentration lasting for about twenty seconds. Damage to 369th A/C was one slight.

29 KOBLENZ: The 306th flew thirty-six A/C including one Gee H PFF, and two PFF as 40th "B" Group. Bombing was on Koblenz, the secondary, when Gee equipment went out in the lead A/C. The cloud cover was 10/10ths and no scope pictures are available for plotting. No E/A were seen and there was no flak. The 369th flew nine A/C in the high squadron, with Lt. Laoren Hubbell as lead. Lts. Wallace Young, Albert Bowley, Robert H. Wood, Lester Kearney, Leo Reinhart, Kenneth Carakostas, Donald Hansen and crews in other 369th A/C. Lt. Clifford Tinkham returned early because of oxygen failure.

AWARDS For December, 1944, the following Distinguished Flying Crosses:

Capt. George G. Schneider	2nd Lt. Joseph R. Berman
1st Lt. Raymond B. Braun	T/Sgt. Carl G. Barron
1st Lt. John P. Dillon	T/Sgt. John W. Reese
1st Lt. Paul K. Marshall	S/Sgt. Riley Beach
1st Lt. Irving I. Greenberg	S/Sgt. David C. DeBeauchamp
1st Lt. Lucien F. Peters	S/Sgt. Porter L. Snead
2nd Lt. Anthony F. Barulich	Sgt. Sol Schnoll

PURPLE HEARTS

S/Sgt. Clyde K. Ukele	S/Sgt. Elmer R. Wilke
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GENERAL The 369th Squadron took part in all fifteen missions flown by the group during this month. Targets ranged from an isolated M/Y or RR viaduct to the Hohenzollern RR bridge at Cologne, attacked visually. Four targets were visual, five by Gee H, and six by PFF. The squadron lost two crews and one pilot during the month's operations. Lt. Harold Mattson and crew were lost over Cologne 10 January, when the group was forced over the city en route to Gymnich A/D. Lt. Robert Stewart and crew were last seen over the North Sea and lost of unknown causes. Lt. Henry Pearce died of head injuries received from flak over Cologne. There were no fighter attacks during the month and only or twice were E/A seen.

FEBRUARY

- 1 MANNHEIM: The 306th flew thirty-nine A/C, including three PFF-MH, one PFF and three spares as the 40th "A" Group. Lead MH was unable to receive one beacon, deputy took over and bombed PFF secondary at Mannheim. Cloud cover was 10/10ths. There was no E/A opposition and no close support. Very meager AA fire on this group and it was low, no damage. The 369th flew ten A/C with Capt. Harlan Laughlin flying lead A/C with Major Earl Kesling, CO of the 367th Squadron, plus Lts. Walter Rozett, Lester Kearney, Joseph Chancey, Clifford Tinkham, Harvey Ryder, Albert Bowley, Wallace Young, Ned Erne, Donald Hansen and crews. The mission was without incident and some crews expressed a desire for more missions like this one.

- 3 BERLIN: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group; plus six A/C, including one PFF, as lead squadron of the screening force. The 369th flew Capt. Boylston Lewis, Lts. Lester Kearney and Jack Henley as high flight of the lead squadron; Lts. Harvey Ryder, Ned Erne and Wallace Young as high flight of the high squadron, and Lt. Albert Bowley, Clifford Tinkham, and Alfred Lomar as high flight of the low squadron. Capt. William Haase led the screening force and Lt. Kenneth Carakostas flew as his deputy lead. Bombing was completely visual with excellent results. Some obscured many bomb hits, but following CBWs commented on the excellence of 306th bombing. Flak was intense, accurate tracking from four minutes before bombs away and lasting eight minutes. The squadron received slight damage to four A/C there was no E/A opposition.

- 6 FULDA: The 306th flew thirty-six A/C, including four PFF, as 40th "B" Group. Clouds made assembly difficult, and after climbing to 12,000 feet, the group found it was still in the soup, came down and assembled at 6,000 feet. Lead PFF equipment failed, deputy lead was not getting returns, and when Buckeye Red reported 10/10ths at the target and suggested bombing a T/O, low took over lead and bombed Fulda with PFF. On return low clouds and poor visibility caused the group to break up and twenty-two A/C from the group landed away. The 369th flew Lt. Loren Hubbell as low squadron lead, with Capt. Jack Lewis and Lts. Albert Bowley, Jack Henley, Joseph Chancey, Kenneth Carakostas, Lester Kearney, Harvey Ryder, Alfred Lomaer, Donald Hansen and crews flying other 369th A/C. Lt. Henley flew and bombed with the 305th BG. Capt. Lewis lost an engine and dropped his bombs on Meppen. Six 369th A/C landed away because of weather or fuel shortage, but all have returned safely to base. There was no E/A opposition. Meager, accurate, tracking flak at the coast accounted for three damaged, none of which were from the 369th.

- 9 LUTZKENDORF: The 306th flew thirty-six A/C, including four PFF, as 40th "A" Group. Major James McKinney, 369th CO, flew in the lead A/C, with Capt. Robert Matzke and a 368th crew. Lt. Walter Rozett flew high squadron lead, and with him were Capt. Boylston Lewis, Lts. John Callahan, Joseph Chancey, Donald Hansen, Wallace

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Young, Harvey Ryder, Kenneth Carakostas, Jack Henley and crews flew other 369th A/C. The lead bombed Lutzkendorf, but the high squadron found the primary target obscured by clouds and smoke, and dropped on Eisleben. Pictures show strikes short and east of town. The group saw no E/A. The squadron got flak from Lutzkendorf but none from Eisleben. There was no flak damage to A/C from the 369th.

- 10 DULMEN: The 306th flew thirty-nine A/C, including four MY-PFF A/C and three spares as 40th "C" Group, leading the Able force. Col. James S. Sutton, CO of the 306th, flew the lead A/C, leading the First Air Division. The 369th flew ten A/C in the lead squadron with Capt. Harlan Laughlin and crew in Col. Sutton's plane. The target was underground oil storage at Dulmen. The lead made several 360s, waiting for the target to clear, but was finally forced to bomb through 10/10ths clouds by Micro-H. No pictures are available. There was no E/A opposition. There was meager to moderate inaccurate tracking flak from Wesel to Haltern. Lt. Lester Kearney's A/C was hit in #3 engine and control cables. He left formation, landed at Brussels, and returned to base the following day. Lt. John Callahan was short of fuel, landed at Lille, but returned to base the following day. Sgt. Charles F. Hitchcock, togglier for Lt. Alfred Lomar's crew, received a flak wound on the face, as pieces of an AA shell came through the plexiglass nose. Capt. Jack Lewis lost #3 engine over England and returned early. Lt. Wallace Young landed at Hardwick with the pilot ill. The ailing pilot was taken immediately to a hospital for an appendectomy. Other 306th pilots were Lts. Loren Hubbell, Loyd Strode, Clifford Tinkham and Donald Hansen.

- 14 DRESDEN: The 306th flew thirty-nine A/C, including four PFF and three spares, as 40th "C" Group. The 369th provided nine A/C as high flights of lead, low and high squadrons. Bombing was on Dresden through 8-9/10ths clouds, with no visual correction. There was no AA fire at the target, but the group had meager, inaccurate, tracking north of Kassel, at Chemnitz, north of Frankfurt, and over the front lines. The squadron had one A/C slightly damaged. Three FW 190s attacked a straggler from the low squadron, one flying over him, two under, and each attacked other A/C, severely damaging two and wounding two crew members. One E/A closed to within one hundred yards of Lt. Robert H. Wood's A/C. Sgt. Edward P. Richards, Wood's engineer, opened fire at about 700 yards and tracked the E/A until the A/C broke away at 100 yards. The FW went down in flames and broke up before reaching the clouds. Sgt. Richards' claim of a "destroyed" was approved by Division. Others flying from the 369th were Lts. Clifford Tinkham, Lloyd Strode, Albert Bowley, Donald Hansen, John Callahan and crews. Lt. Kenneth Carakostas landed at Brussels because of low gas supply.

Lt. Jack Henley was reported to have sent a message that he was low on gas and was landing at B-53. Henley did not return to base and a check revealed that he did not land at B-53. Members of his crew included:

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2nd Lt. Roy Stewart, copilot	Sgt. Victor Coppa, engineer
F/O Warren Becker, navigator	Sgt. Raymond Hanson, ball
Sgt. Herbert Whitaker, togglier	Sgt. Albert Harcarik, waist
Sgt. Daniel McCarthy, radio	S/Sgt. Fred Piepenbrink, tail

Capt. Boylston B. Lewis left the formation shortly after the fighter attack in the Dresden-Chemnitz area. Lewis is reported to have made a 180° turn and headed east. One chute was observed which some crews said could have been either from this or some other A/C. Crew members besides the pilot were:

2nd Lt. Robert Whitlow, copilot	T/Sgt. James Standlee, engineer
2nd Lt. Lester Harrison, navigator	Sgt. Alfred Lubojacky, ball
F/O Joseph Sicard, bombardier	Sgt. Frank McDonough, waist
Sgt. Field McChesney, radio	Sgt. Leo Nahmias, tail

16 DORTMUND: The 306th flew thirty-nine A/C, including Gee H PFF A/C, three PFF and three spares as 40th "B" Group. The target, an oil dump outside Dortmund, was bombed visually with excellent results. The 369th flew Lt. Loren Hubbell as low squadron leader, with Lts. Harvey Ryder, Robert Powers, Lester Kearney, Lloyd Strode, Donald Hansen, Joseph Chancey, Alfred Lomar, Clifford Tinkham and crews flying other squadron A/C. There was no enemy A/C opposition. AA fire at the target was mostly low and to the left. Damage to the squadron was two slight.

19 BOCHUM: The 306th flew thirty-nine A/C, including one Gee H-PFF, three PFF and three spares as 40th "C" Group. The target, a coking plant near Bochum, was bombed through 10/10ths clouds by Gee-H with high squadron dropping on the lead. Plotted scope pictures show strikes just short of the target. The 369th flew ten A/C in the high squadron, with Lt. Loren Hubbell flying as squadron leader. No E/A were encountered and the only AA fire encountered was low and inaccurate at the target. There was no damage to the squadron. Lts. Joseph Chancey, Clifford Tinkham, Robert Powers, John Callahan, Lester Kearney, Kenneth Carakostas, Lloyd Strode, Alfred Lomar, F/O Robert Christenson and crews flew for the 369th.

20 NURNBERG: The 306th flew thirty-six A/C, including four PFF as 40th "A" Group. The group made satisfactory assembly, but the lead, low and high squadrons were separated in soup over the Channel and when the lead broke out only eight A/C were flying with it. Lt. Col. John Chalfant, group air executive officer, was flying lead A/C and all 469th A/C were flying with the lead until the breakup. Lts. Kenneth Carakostas and Lester Kearney returned early because they lost the formation; Lt. Clifford Tinkham bombed with the 305th. Other 369th A/C bombed with Col. Chalfant, who was then flying off the high squadron of the 381st high squadron. Lts. Harvey Ryder, Lloyd Strode, Joseph Chancey, Alfred Lomar, F/O Robert Christenson and crews bombed with the lead. There were no E/A attacks, although one enemy jet was observed with P-51s in close pursuit. Flak was inaccurate on the lead squadron and no 369th A/C were damaged. Cloud layers and dense contrails made it a difficult mission.

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- 21 NURNBERG: The 306th flew thirty-six A/C, including four PFF, as 40th "B" Group. The 369th flew high flights of lead, low and high squadrons. The target became overcast just before the group arrived and each squadron made separate PFF runs. Scope pictures show lead strikes on the northern part of town and high strikes just north of M/Y. No pictures were available for plotting low strikes. There was no E/A opposition and support was excellent. Meager, inaccurate flak at the target and meager, accurate, tracking flak in the Frankfurt area accounted for two slightly damaged 369th A/C. Lts. John Callahan, Kenneth Carakostas, Lloyd Strode, Joseph Chancey, Donald Hansen, Clifford Tinkham, Alfred Lomar, Lester Kearney, F/O Robert Christenson and crews flew for the 369th.
- 22 WITTSTOCK: The Group flew thirty-six A/C, including four PFF, as 40th "A" Group, leading First Air Division on the Group's 300th combat mission of the war, dating back to 9 October 1942. Col. James S. Sutton, CO of the Group, flew lead A/C with Capt. Donald R. Ross, group bombardier, and Capt. Gordon A. Spencer, Group Mickey operator, were in the lead ship. Major James A. McKinney, CO of the 369th, flew the low squadron lead, and Major Earl W. Kesling, CO of the 367th, was in the high squadron lead. There was no AA fire on the group. Two ME 262s made a pass at the high squadron from 12 o'clock high, but passed without firing. Support was good. The lead bombardier had a malfunction and bombs went away early. Low bombs were slightly short of the MPI. The high bombed Ludwiglust after an early turn off the target due to poor reception over the VHF. Bombing was very good. The 369th flew Lts. Harvey Ryder, Kenneth Carakostas, Lester Kearney, Edgar Smith, Robert Christenson, John Callahan, Donald Hansen and Alfred Lomar in the low squadron with Maj. McKinney. The target was clear and visibility was very good. Bombing was from 12,000 feet and route out was below 16,000 feet so that numerous fires could be observed enroute, fighters strafing, and more ground activity than is usually seen. The formation flown on the mission, and especially over England, was excellent. The formation came back over the field at low altitude and made two passes over the field in group formation for the benefit of ground crews and combat personnel who were not flying. A large crowd had gathered to witness the show. There were no losses and no damage to A/C.
- 23 PLAUEN: The 306th flew thirty-nine A/C, plus four PFF and three spares as roth "C" Group. The 369th flew ten A/C in the high squadron with Lt. Loren Hubbel flying lead. Bombing was on Plauen by PFF through 10/10ths clouds, with each squadron making its own bomb run. Plotted scope pictures show lead strikes slightlu over and high strikes directly on the MPI. Lt. Henry Brandt, 369th mickey operator, had a difficult PFF target, but did an excellent job. After the bombing Buckeye Scout (P-51s) reported that there were visual targets on way out. Bombing was from low altitude and on secondary rail lines and centers.

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Lts. Donald Hansen, John Callahan, Harvey Ryder, Lloyd Strode, Lester Kearney, Joseph Chancey, Edgar Smith, Robert Powers, F/O Robert Christenson and crews flew other 369th A/C. Lts. Ryder, Chancey, Smith, Powers and F/O Christenson landed at other bases because of fuel shortages and weather.

- 24 HAMBURG: The 306th flew thirty A/C, including four PFF, as 40th "B" Group. The target for both visual and PFF was Hamburg oil. Bombing was by PFF and plotted strike photos show main concentration of bombs in the target area between visual and PFF aiming points. There were no fighter attacks on this group and the only flak encountered was moderate, low and inaccurate at the target. The 369th led the show with Capt. Harlan Laughlin flying lead, and Lts. Albert Bowley, Kenneth Carakostas, Lloyd Strode and Alfred Lomar and crews flying with him.
- 26 BERLIN: The 306th flew thirty-nine A/C, including four PFF A/C and three spares, as 40th "B" Group. The 369th flew high flights in lead, low and high squadrons. Lts. Alfred Lomar, Herlihy Morere and F/O Robert Christenson flew in the lead; Lts. Clifford Tinkham, Edgar Smith and Joseph Chancey in the low, and Lts. John Callahan, Donald Hansen and Robert Powers in the high. Lead bombed PFF, with high dropping on the lead. Low made its own run. Plotted scope pictures of lead squadron show strikes on a M/Y just beyond briefed aiming point. AA fire was low and inaccurate barrage. Damage was two slight, one severe, with no damage to the 369th A/C. There was no E/A opposition.
- Eight men from the squadron were transferred to the infantry. Two of them, Pvt. Arthur Burnham and Pvt. William Cooksley, from armament and MP detachment, respectively, volunteered for the transfer. The other six were chosen.
- 27 LEIPZIG: The 306th flew thirty-six A/C, including four PFF, as 40th "A" Group. Lt. Harvey Ryder flew low squadron lead with Lts. Kenneth Carakostas, James Collins, Alfred Lomar, Donald Hansen, Herlihy Morere, Clifford Tinkham, Edgar Smith and F/O Robert Christenson flying other 369th A/C in the low squadron. Bombing was PFF, with high dropping on lead and low making its own PFF run. No scope pictures are available. There was no AA fire on the group. Moderate, low, inaccurate flak was observed from the Merseberg area.
- 28 HAGEN: The 306th flew thirty-six A/C, including three PFF Gee-H A/C and one PFF, as 40th "B" Group. The target was M/Y at Hagen, which was bombed by Gee-H, with the high making its own run. Plotted scope pictures show low bombs over, but there are no pictures from the high. Lt. Albert Bowley flew high lead, and Lts. William Clark, Joseph Chancey, Clifford Tinkham, Allen Babbin, Edgar Smith, Lester Kearney, James Collins, Robert Powers and crews flew other 369th A/C. There was no AA fire on the Group and no E/A attacks.

FEBRUARY (Con't)

GENERAL The 369th Squadron took part in all sixteen missions flown by the Group during the month. In spite of some bad weather and the short month, this was the greatest number of missions flown since last August, when seventeen were flown in much better weather conditions. A large percentage of the targets were bombed through 10/10ths clouds by use of PFF, Gee-H or M-H.

The Squadron had four visual bombings, one instrument bombing with visual corrections, two Gee-H, one M-H and eight PFF. Better scope pictures are being received, which show most targets were well hit by blind bombing.

The most outstanding bombing of the month was on 3 February when Berlin was bombed visually. PRU photos show vast areas of the city completely bombed and burned out. This month saw the heavies used with the fighters on secondary rail centers all over Germany, bombing visually from altitudes of 12 to 15,000 feet.

The Squadron lost two A/C and crews during the month's operations. Capt. Boylston B. Lewis and Lt. Jack S. Henley were both lost to unknown causes on 14 February mission to Dresden. There was only one fighter attack during the month and that occurred on 14 February also. Sgt. Edward P. Richards of the 369th is credited with a destroyed E/A shot down during the attack. This is the only E/A destroyed by the Group during the month.

MARCH

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NECKARSULM: The 306th flew thirty-six A/C, including one PFF Gee-H, one Gee-H and three PFF A/C, as 40th "C" Group. Capt. William Haase flew lead A/C and Lts. Joseph Chancey, Harvey Ryder, Lester Kearney, Ned Erne, Kenneth Carakostas, John Callahan, Robert Powers, Alfred Lomar and crews flew in the lead squadron with him. The target was a M/Y at Neckarsulm. The lead bombardier started a Gee-H run, was able to make a slight visual correction, but the target was obscured on the last thirty seconds of the run. Pictures show lead strikes short of the M/Y in the built up section of the city. There was flak on the group ahead at the front lines, but Capt. Haase made a course correction and passed out of range. There was no damage and no E/A opposition.

FIGHTIN' BITIN' ENLISTED MEN'S PARTY

As seen and written by M/Sgt. Frank B. Potter, Jr.

On the first day of March 1945, the members of the Fightin' Bitin' Squadron, firm believers in the old saying that all work and no play makes Fightin' Bitin' a dull squadron, gathered around the bar and dance floor at the Enlisted Men's club for a fling into the lighter side of life overseas.

The wheels beat the bushes around and about Bedfordshire and scared up about seventy-five air women from the nearby WAAF billets, as well as the same number of gals from the feminine population of that great city so majestically overlooking the fertile banks of the River Ouse.

Needless to say, the boy meets girl angle was accomplished immediately, if not sooner, and the happy couples were soon joyfully pushing each other around the dance floor to the soothing strains of the melodious post orchestra. Master Sergeant Richard Bankey even found one capable of holding him erect while he made the round trip from the dance floor to the bar. First Sergeant Jack Wood was operating smoothly here, there and everywhere, seeing to it that everyone had a large evening.

On the dance floor, Master Sergeant Arthur Harnois, line chief, was doing some cancy steps with a cute little WAAF and was, no doubt telling her of the beauties of New England, and at the same time displaying his new Air Force battle jacket. Many of the other old timers from Engineering: Melvin Schrader, Lawrence Foster, Frank Bonadio and James Furay and others didn't seem to be standing too short with the members of the fairer sex. Master Sergeant Charles Sanford and his Armament "Johns" were out in full force and appropriately enough, all seemed to be well loaded. The men from Communications were well entrenched around the bar where Edward Traynor, William Hayes and Gene Wood were perfectly at home and comfortably settled. Traynor led the chorus in singing old Irish songs and the atmosphere was filled with good fellowship and comradeship. Every now and then the steady murmur of conversation and song was pierced by a ringing cry of "Fightin' Bitin'". That always brings back the memories of other parties

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of the old Squadron.

At intermission time, First Sgt. Wood finally quieted the gang long enough to announce the floor show, which consisted of a group of gals from the County Theater in Bedford. They came out in their scanty costumes and danced several numbers to the accompaniment of the band and the whistles of the admiring audience. One little gal did a solo dance and Master Sergeant Robert Watts, the idol of Swampscott, MA, was all eyes and was getting in the best with the dancer.

The gunners were operating with their rows of dazzling ribbons and all seemed to be in high spirits--as long as the "spirits" lasted. The blokes from Ordnance were well occupied and didn't seem to be sweating out the probably early pre-dawn loading orders. The pencil pushers from the Orderly Room were pushing aside their cares and worries of the paper warfare branch and entertaining themselves hugely. Even Vincent "Clanwinkle" Breen wasn't on furlough and was holding up the good name and reputation of the Bombsight Blokes.

Major James Venable of the Group S-4 Office was a guest and for once wasn't trying to give someone a hard time, in fact, he was rubbing shoulders with the men both on the dance floor and at the bar. S/Sgt. Clarence Howell, Sgts. Paul Johnson and Michael Kichak and the other fellows who keep the outfit fed were battling the breeze and helping to deplete the stock of brew that had accumulated in the barrom, while the Transportation men were looking for someone to convey safely home.

Judging from the size of the heads next morning, the blowout was a howling success and thus marked another page in the social history of the Fightin' Bitin' Squadron.

2

BOHLEN: The 306th flew thirty-six A/C, including four PFF, as 40th "B" Group. Major James McKinney, 369th CO, flew lead A/C with a crew from the 367th. Nine other 369th A/C flew as high flights in lead, low and high squadrons. Lts. Lester Kearney, Donald Hansen and Allen Babin, flew in the lead; Lts. Alfred Lomar, Edgar Smith and Roberts Powers in the low, and Lts. John Callahan, James Collins and F/O Robert Christenson in the high. Lead and low made a visual run on Bohlen oil plant with excellent results. High squadron was unable to drop bombs because a group passed underneath just before bombs away, and high dropped on Penig. There was no E/A opposition. There was meager tracking AA fire from front lines and northwest of Frankfurt, and at the target moderate to intense tracking fire was mostly in front of the formation. Damage to 369th A/C was three slight. Pilots Donald Hansen and Robert Christenson landed at B-53 because of gas shortage. Capt. Donald E. Currer was relieved from assignment with the squadron and assigned to the 423rd Squadron.

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- 3 Lt. Alton A. Kester was returned to duty with the squadron from temporary at B-53 airstrip on the continent.
- 4 ULM: The 306th flew thirty-six A/C, including two PFF Gee-H, one Gee-H and two PFF as 40th "A" Group. Bombing was Gee-H on ordnance depot at Ulm. Plotted scope photos indicate good bombing. Lt. Albert Bowley led the low squadron with Lts. Joseph Chancey, James Collins, Alfred Lomar, Clarence Fisher, Edgar Smith, Clifford Tinkham, Allen Babin and Ray Schieb flying other 369th A/C in the low squadron. The squadron received about twenty bursts of accurate, tracking flak at the lines on the way out, doing slight damage to four A/C from the 369th. There was no E/A opposition and P-51s gave close support despite heavy contrails.
Lt. Leslie M. Slote was assigned and joined the squadron from the First Air Division.
- 7 The 306th flew thirty-nine A/C, including one Gee-H PFF, three PFF and three spares, as 40th "B" Group. The 369th flew nine A/C in the high squadron, with Lt. Harvey Ryder flying lead A/C. Lead and high squadrons bombed Giessen M/Y by PFF because Gee-H was not working well enough to bomb the primary. The target was 10/10ths cloud covered and there are no scope photos for plotting bomb strikes. There was no AA fire on the Group and no E/A opposition. Pilots from the 369th were, besides Lt. Ryder, Lts. Ray Schieb, Lester Kearney, Donald Hansen, Clarence Fisher, James Collins, Clifford Tinkham, Allen Babin, Ned Erne and crews.
- 8 GELSENKIRCHEN: The 306th flew thirty-nine A/C, including one Gee-H PFF, one Gee-H and three PFF, along with three spares as 40th "C" Group. The target, a synthetic oil plant, was bombed Gee-H in group formation. Vertical pictures show no ground detail and no plotting can be done from scope photos received. There was no E/A opposition and the only AA fire encountered was moderate, low and to the left in the target area. Lt. Walter Rozett and crew flew lead A/C with Major Thomas Hulings, CO of the 368th Squadron. Lts. Kenneth Carakostas, Joseph Chancey, Donald Hansen, Ned Erne, Allen Babin, John Callahan, James Collins, Ray Schieb and Clarence Fisher flew with other 369th A/C in the lead squadron.
- 10 DORTMUND: The 306th flew thirty-nine A/C, including two Gee-H, PFF, two PFF and three spares as 40th "A" Group. Bombing was PFF on Dortmund, the fourth target with each squadron making a separate run. The 369th flew nine A/C as high flights of lead, low and high squadrons. Lts. Clifford Tinkham, Robert E. Woods, Ray Schieb, Lester Kearney, Ned Erne, Allen Babin, John Callahan, Clarence Fisher and James Collins were pilots of 369th A/C. There was no E/A opposition, flak was low and inaccurate in the target area, and there was no damage in the squadron.
Capt. Arthur L. McGilvra was assigned as flight surgeon for the squadron. Lt. Marshall L. Shelton was relieved and assigned to the 303rd BG.
The squadron held its squadron part at "B" mess for all offi-

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cers of the squadron and their guests. Transportation was furnished for dates and other ladies invited from Bedford and Bletchley. Esquires, the group band, furnished the music. The following program, humorously satirizing a briefing, was presented by squadron members.

PROGRAM

The Mimes and Mummies of the 369th--Fighting Biting--Squadron present for your pleasure (we hope). . . .

TARGET FOR TONIGHT

Scene I

Time: The wee small hours
Place: In the boudoir of 2nd Lt. Ape Schmidt

Scene II

Time: Some few hours later
Place: Briefing Room

Scene III

Time: Some ten hours later
Place: Interrogation Room

The cast of characters in the order of their appearance:

2nd Lt. Ape Schmidt (who suffers somewhat from flakophobia)....

2nd Lt. Horace Corigliano

Cpl Sidney Greenstreet 1st Lt. Alton Kester

Major Flackfinder, Intelligence Officer (it sez here)

1st Lt. Dwain Esper

Lt. Connie Trails, Weather Briefing Officer...

2nd Lt. Lowell Mikles

Captain Wayoff, Briefing Officer

2nd Lt. Lester T. Kearney, Jr

(Its hard to believe there could be a Sr)

Major Bristlebrush, Squadron CO

1st Lt. Mike Kramer

Captain Murr Cater, Navigation Officer

1st Lt. Alton Kester

Captain I. P. Shack, Squadron Bombardier . . .

1st Lt. J. J. Fitzsimmons

Any similarity between these characters and persons living or dead or otherwise, is . . . well, what do you think?

P.S.: We hope you will all join in the community singing that will follow this extravaganza.

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as 40th "C" Group. The target was the dock area at Swinemunde, which was reported well choked with traffic, merchant and war ships, and was being used as an evacuation port. The target was overcast and each squadron made an individual PFF run. Plotted scope pictures show bomb strikes of lead and low squadrons in the target area and very near the briefed visual aiming point. There were no pictures from the high squadron. Lt. Albert Bowley was flying lead A/C of the high squadron, with nine 369th A/C flying in the high squadron. Lt. Henry Brandt, flying lead Mickey for the squadron, believes his bombs hit the target, and although no pictures were obtained, his record for good bombing on more difficult targets would indicate a job well done. There was no E/A opposition. Flak was low and inaccurate at the target, and there was no damage to the squadron or group. Lts. Robert E. Woods, Lester Kearney, Donald Hansen, Clarence Fisher, William Cl-rk, Clifford Tinkham, Ned Erne, Ray Schieb, and crews flew other 369th A/C. 1st Lts. Albert J. Bowley and Loren E. Hubbell were promoted to captain.

- 14 HILDESHEIM: The 306th flew thirty-six A/C. including four PFF, as 40th "B" Group. Major James McKinney, 369th CO, flew lead A/C with eight other 369th A/C in the lead squadron. The target was a jet component plant in Hildesheim. Bombing was visual and excellent. Visibility from air to ground was poor, but in spite of this, the lead bombardier, Lt. Blain Gailey, was able to make a ninety second run, and lead pattern blanketed the briefed aiming point. There was no E/A opposition, and no AA fire on the lead squadron. Lts. Victor Moore, Kenneth Carakostas, Ned Erne, Clarence Fisher, Robert E. Woods, Lester Kearney, James Collins, Robert Powers and crews flew other 369th A/C.
- 15 ZOSSEN: The 306th flew thirty-six A/C, including four PFF, as 40th "B": Group. The German Army Headquarters as Zossen was the target. Bombing was visual. Photos show strikes of lead and high in the target area, but none on the briefed aiming point. Low squadron bombs fell short. Capt. Harlan Laughlin flew lead A/C of the group with the 369th flying Lts. Lester Kearney, Ned Erne, Robert Powers, Alfred Lomar, Ray Schieb, Victor Moore, Clifford Tinkham, James Collins, Robert E. Woods and crews. Lt. Tinkham did not drop at the target because of a malfunction and bombed a twin track RR near Wittenberg.
- 16 MOLBIS: The 306th flew thirty-six A/C, including six PFF, as 40th "A" Group. The 369th flew nine A/C in the low squadron, with Lt. Harvey Ryder leading the lead A/C. The target, a power plant producing benzol, at Molbis, was bombed through 10/10ths clouds with each squadron making an individual PFF run. The lead bombs were plotted on the target but there were no scope pictures from other squadrons. AA fire in the target area was low and inaccurate, and in the Frankfurt area was tracking and fairly accurate; there was no damage to the squadron. There was no E/A opposition. Lts. Joseph Chancey, Edward Sandini, Donald Hansen, Victor Moore, Allen Babin, Alfred Lomar, Donald Snook, Clarence Fisher and crews flew other 369th A/C.

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- 18 BERLIN: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group. The 369th had nine A/C in the high squadron, including Capt. Albert Bowley as high squadron leader. Fifteen to twenty E/A were seen in the target area, including dogfights over Berlin in which two fighters and one B-17 were observed going down. Two ME 262s made a pass at the formation behind and then went under our formation. Another made a pass at the 306th formation, firing about ten bursts before breaking away. One ME 109 made a pass at the lead squadron and turned to attack the high, coming in from 3 o'clock level. Sgt. George L. Sarver, ball turret gunner on Lt. Edward Sandini's crew, opened fire at 300 yards and kept up a constant fire, scoring hits as the ME 109 passed below his A/C. When the ME 109 started to climb it exploded. Sgt. Sarver was credited with one E/A destroyed. AA fire was moderate to intense barrage and tracking, lasting about ten minutes. The squadron had six damaged A/C, one severe and five slight. The high squadron bombed PFF with visual assistance. Photos show high bombs away over Templehof A/D on a heading of 150°. Lts. Lester Kearney, Edgar Smith, Ray Schieb, Donald Snook, Alfred Lomar, Allen Babin and Victor Moore were other pilots for the 369th.
- 19 PLAUEN: The 306th flew thirty-six A/C, including four PFF, as 40th "B" Group. Bombing was by PFF on Plauen, with each squadron making its own run. Haze and dense contails prevented visual correction by lead and low squadrons; however, both squadrons were able to identify bomb hits. The 369th was flying lead squadron and photos show lead strikes just north of the visual aiming point. Lt. Walter Rozett flew lead A/C with Capt. Robert Matzke, 368th operations officer, and with Rozett were Lts. Edgar Smith, Kenneth Carakostas, James Collins, Robert Powers, Clifford Tinkham, Allen Babib, Donald Snook, F/O Robert Christenson and crews. There was no E/A opposition and friendly fighters gave good support. AA fire was meager and inaccurate, and there was no damage.
- 21 RHEINE: The 306th flew thirty-six A/C, including three Gee-H PFF and one PFF, as 40th "A" Group. The 369th flew nine A/C as high flights of lead, low and high squadron. The target, Rheine A/D, was bombed visually with good results. Photos show lead and low bombs in the dispersal area and high bombs on maintenance and administrative buildings. There was no E/A opposition, nor AA fire on the group. Support was excellent and fighters were observed straffing A/D after the bombing. Lts. Clifford Tinkham, James Collins, Edward Sandini, Ned Erne, Victor Moore, Clarence Fisher, Alfred Lomar, Robert E. Woods, Ray Schieb and crews flew for the 369th.
- 22 DORSTEN: The 306th flew thirty-nine A/C, including two Gee-H PFF, one Gee-H, two PFF and three spares, as 40th "B" Group. The 369th flew ten A/C, including one spare which went in and bombed. All 369th A/C bombed with the low sqsdron, led by Lt. Harvey Ryder. The target was military barracks in a hutted area near Dorsten, which was requested by SHAEF. The lead dropped on the briefed

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aiming point, and the low, carrying 100 pound general purpose bombs dropped into the smoke of the lead. AA gun fire at the target was meager and inaccurate on the lead and low squadrons, but accurate on the high. There was no damage in the low squadron. There were no E/A attacks on the group. One FW 190 started a pass at the high squadron, but broke off at about 1500 yards. Lts. Alfred Lomar, Robert E. Woods, Donald Hansen, Donald Snook, Clarence Fisher, Edgar Smith, Edward Sandini, Ray Schieb, James Collins and crews flew other A/C for the 369th.

23 COESFELD: The 306th flew thirty-six A/C, including two Gee-H PFF and two PFF, as 40th "A" Group. Major James McKinney, 369th CO, flew as leader of the Group with Capt. Loren Hubbell and crew, and other 369th planes flew the high squadron. Bombing was visual on Coesfeld M/Y. Lead bombs were slightly short of briefed aiming point, with hits on a rail line running south out of Coesfeld. The high squadron bombardier shifted his aiming point because of smoke and photos, while showing no strikes, indicate that bombs fell on or near the Gee H aiming point. There was no E/A opposition, and AA fire was scattered, meager and inaccurate. There was no damage. Capt. Albert Bowley led the high squadron, with Lts. Ray Schieb, Lester Kearney, Allen Babin, Robert Powers, Clifford Tinkham, Robert E. Woods, Edward Sandini, F/O Robert Christenson and crews, all 369th crews and planes.

24 VECHTA: The 306th flew thirty-six A/C, including six PFF, as 40th "A" Group, leading the First Air Division. Bombing was visual and excellent on Vechta A/D. Photos show bombs on A/D buildings around the aiming point. The 369th flew ten A/C in the lead squadron, with Lt. Col. John Chalfant, 306th deputy CO, flying the lead A/C. There were no E/A attacks and the only AA fire observed was seven or eight low, inaccurate bursts. Lts. Harvey Ryder, Alfred Lomar, Donald Hansen, Lester Kearney, Robert Powers, Victor Moore, Edgar Smith, James Collins, Clarence Fisher, F/O Robert Christenson and crews flew in the lead squadron. Lt. Allen Babin joined and bombed with the 401st BG.

HESEPE A/D: Twelve A/C from the 306th, including one PFF, flew 40th "D" Group low squadron to Hesepe A/D, but no 369th crews took part.

TWENTE, HOLLAND: The 306th flew thirteen A/C, including one Gee-H PFF, one PFF and one spare, as 40th "A" Group to bomb Twente, A/D in Holland. The target was attacked visually with excellent results. Capt. Albert Bowley flew high lead and Lts. Ray Schieb, Kenneth Carakostas and Edward Sandini flew other 369th A/C. There was no E/A opposition, and the only flak was a few scattered bursts at the target.

28 BERLIN: The 306th flew thirty-six A/C, including six PFF, as 40th "C" Group. Assembly was made difficult by 10/10ths multi-layered clouds from 1,000 to 21,000 feet. Several A/C were unable to find the formation, joined and bombed with other groups. The target,

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an industrial plant in northwest Berlin, was bombed PFF. Strike photos show lead bombs on the target and high bombs beyond and to the left in a built-up area. There were no scope pictures for the low squadron. The 369th flew nine A/C as high flights of lead, low and high squadrons. There was no E/A opposition. AA fire at the target was meager to moderate and inaccurate. There was no damage. Lt. Wallace Young, whose radio compass was out, was unable to find the buncher and returned to base. Lt. Robert E. Woods bombed with the 95th BG and Lt. Donald Snook with the 92nd BG. Capt. Walter Kuenstler, Lts. Alfred Lomar, Clarence Fisher, James Collins, Lester Kearney and Ray Schieb also flew for the 369th.

30 BREMEN: The 306th flew thirty-seven A/C, including six PFF and one spare, as 40th "B" Group. No A/C were from the 369th.

FARGE: The 306th flew twelve A/C, including two PFF, as lead of the 40th D Group to the submarine pens at Farge, Germany. All A/C were flown by 369th crews, with Major Thomas Witt, group operations officer, flying the lead ship with Lt. Walter Rozett. The group, carrying Disney bombs, made three runs trying to bomb visually. The second section dropped on the third run PFF, but the lead made a fourth run and bombed visually. Photos show at least three hits by the lead section, with the second section's bombs falling about a mile from the target. There was no E/A opposition. AA fire was moderate, accurate, tracking on all four runs. Damage was two severe and seven slightly. Lt. Alfred Lomar turned back with a runaway propr. on #4 engine, and he jettisoned his bombs in the Channel. Major Witt landed at Attlebridge with seventy gallons of fuel remaining and severe flak damage: #2 engine out, no flaps, no brakes. Lts. Allen Babin, Edgar Smith, Donald Snook, Clarence Fisher, Lester Kearney, Wallace Young, Clifford Tinkham, James Collins, Ray Schieb, F/O Robert Christensen and crews bombed the target.

31 HALLE: The 306th flew thirty A/C, including four PFF, as 40th "C" Group. The 369th flew ten A/C as the high squadron, with Capt. Albert Bowley leading. Assembly was made difficult by darkness and a large number of A/C in the assembly area. Lt. James Collins flew and bombed with the 398th BG. The high made a run on a blip later identified as Leipzig. Photos show strikes over the aiming point in the eastern suburb of Sehlis. There was no fighter opposition. The only AA fire on the high squadron was a few bursts just after bombs away. There was slight damage to one A/C. Pilots from the 369th were Capts. Albert Bowley and Walter Kuenstler, Lts. Alfred Lomar, Clarence Fisher, Ned Erne, Donald Snook, Edgar Smith, Robert E. Woods, F/O Christenson, and Lt. Collins.

GENERAL The Group flew twenty-three missions during the month, which tied the record of June 1944 for missions flown. The squadron bombed twenty of these targets, ten of which were bombed visually. Targets included marshalling yards, industrial plants, ordnance

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plants, oil, airdromes and installations, dock areas, and army headquarters and barracks. Bombing was generally good with some excellent bombing, both visual and by PFF. Several targets were assigned to the heavies upon request from the ground forces, and bombing was generally closer coordinated with troop movements than in former months. Targets such as Cologne, Koblenz, Frankfurt, much of the Ruhr Valley, and many others have been overrun and are no longer targets.

AWARDS Distinguished Flying Crosses:

Major James A. McKinney
1st Lt. Robert H. Woods

1st Lt. Frank C. Carle
T/Sgt. Mack N. Farmer

APRIL

INTRODUCTION: The Squadron took part in fifteen operational missions during the month, sending a total of 132 A/C over the Continent. During the period 3 to 19 April, seventeen missions were briefed and fifteen were completed. During the period 20 to 28 April, no operational missions were flown although several were briefed. The squadron went on several practice flights.

On 29 April the squadron began special leaflet missions, carrying newspapers and special leaflets for Dutch citizens, German soldiers, American and Allied prisoners of war. A mission of this type usually consists of one A/C going in alone at altitudes 500 feet to 25-30,000 feet, depending on flak, winds and other operational conditions. Some of the missions have fighter support, but a large majority have none. Crews are receiving no credit for some of the longest missions, but there are no complaints because the men feel they are doing a worthwhile job, contributing to the war effort, and at the same time getting a chance to see at close range some of the destruction of German industry by American and British bombing.

Squadron spirit of the Fightin' Bitin' is no doubt highest on the field. This is due partly to the high spirit always displayed and partly because the squadron has a definite job to do while other squadrons are doing nothing or flying "flub-dubs".

- 3 **KIEL:** The 306th led the First Air Division with thirty-six A/C, including six PFF, as 40th "A" Group; also twelve A/C, including one PFF, as high squadron of 40th "B" Group. Colonel James S. Sutton, 306th CO, flew lead with Capt. Loren Hubbell and a crew from the 369th. The entire lead squadron of twelve A/C was made up of 369th A/C and crews. The group attacked the dock area at Kiel, with each squadron making a separate PFF run. Strike photos show no ground detail, but scope photos show bombs in the dock area just north of the briefed aiming point. AA fire was confined to a few low, scattered bursts which did no damage. There was no fighter opposition. Other pilots from the 369th were: Capt. Walter Kuenstler, Lts. Lester Kearney, Donald Snook, Joseph Chancey, Robert E. Woods, Edward Sandini, Alfred Lomar, Robert Christenson, Donald Hanson, Ray Schieb and Wallace Young.
- 4 **FASSBERG:** The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group. The 369th flew nine A/C as high flights of lead, low and high squadrons. The A/F buildings at Fassberg were attacked visually through 8-9/10ths clouds. The lead squadron dropped on the first run, while the high and low squadrons made two runs. The high dropped on the second run, but the low, bombing last, found 10/10ths clouds and brought bombs back. Photos show dense smoke and fire in woods from lead bombing, but hits from the high squadron could not be identified. There was no flak on the group, and no E/A attacks. Lts. Wallace Young, Edward Sandini and F/O Christenson flew in the lead squadron. Lts. Joseph Chancey, Allen Babin, and Donald Snook flew in the high, and Lts. Alfred Lomar, Ray Schieb and Clarence Fisher flew in the low.

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- 5 WEIDEN: The 306th group flew thirty-six A/C, including four PFF, as 40th "B" Group. The 369th flew nine A/C in the low squadron, with Lt. Edgar Smith flying low lead. Rendezvous was made difficult by 10/10ths multilayer clouds. Lts. Edward Sandini and James Collins, unable to find the formation, bombed Ingolstadt with the 92nd BG and the 579th BG, respectively. There were no E/A attacks on the group, and no flak. Each squadron made a PFF run, dropping on Weiden. Capt. Walter Kuenstler, Lts. Clifford Tinkham, Ray Schieb, Donald Hansen, Allen Babin and Donald Snook flew with the low squadron.
- 6 LEIPZIG: The 306th flew thirty-eight A/C, including four PFF and two spares, as 40th "B" Group. The 369th flew ten A/C in the high squadron, with Lt. Harvey Ryder flying high lead. Leipzig M/Y was attacked through 10/10ths clouds by PFF. Plotted scope photos show strikes on the M/Y and almost directly on the aiming point. There were no fighter attacks on the group. AA fire was meager and inaccurate. Lts. Robert Powers, Kenneth Carakostas, Wallace Young, James Collins, Allen Babin, Donald Hansen, Robert Collins, Ned Erne, F/O Robert Christenson and crews flew for the 369th.
- 7 WESENDORF: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group. Installations on the Wesendorf A/D were attacked visually with excellent results. The 369th flew lead A/C plus eight other planes in the lead squadron. Photos show lead bombs squarely on the aiming point. A few bursts of flak were observed low at the target, but there was no damage. There were no E/A attacks on the group, although two or three ME 262s were seen making a pass at formations ahead. Capt. Loren Hubbell flew the lead A/C, and with him were Lts. Kenneth Carakostas, Lester Kearney, Alfred Lomar, Ned Erne, Wallace Young, Robert Powers, Edward Sandini and F/O Robert Christenson. Lts. Carakostas and Erne and two gunners from each of their crews completed their combat tours today.
- 8 HALBERSTADT: The 306th flew thirty-six A/C, including four PFF, as 40th "A" Group. Bombing was on the #2 target, M/Y at Halberstadt. The lead made a PFF run with a visual assist, and the high dropped with the lead. The low started a PFF run, but the bombardier took over visually when the M/Y could be identified. Photos show lead and high strikes in the southern part of town, with low bombs on the intersection of M/Y and highway. There was no fighter opposition and no flak. The 369th flew high slights of lead, low and high squadrons. Capt. Walter Kuenstler, Lts. Wallace Young, Allen Babin, Robert E. Woods, Alfred Lomar, Donald Snook, Robert Powers, Clifford Tinkham, Edward Sandini and crews flew for the squadron.
Ten men from the squadron were transferred to the infantry.
- 10 ORANIENBERG: The 306th flew thirty-six A/C, including four PFF, as 40th "B" Group. Lt. Edgar Smith flew low squadron lead, and Lts. Clifford Tinkham, Allen Babin, Clarence Fisher, Robert E.

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Woods, Donald Hansen, Ray Schieb, Donald Snook, and Capt. Walter Kuenstler flew other 369th A/C. The target was Oranienberg A/D, with aiming points on the runways. The target was attacked visually with excellent results. There was no E/A opposition and no Flak at the target. The group was forced into Wittenberge flak by another group, and the 369th, flying low squadron, received the major portion of flak on the group. Lt. Wood's A/C was hit by flak, lost two engines, and suffered reduced power on the third. However, the pilot was able to keep the plane under control and come back to base on two engines. The pilot received a slight hand wound from flak, and the co-pilot, Lt. John McDonald, had a large hole torn in his helmet but escaped unscratched. Lt. Woods received the Purple Heart and has been recommended for the Distinguished Flying Cross.

Lt. Babin's A/C received a direct hit in the tail section, probably killing the tail gunner, who fell out of the position as most of the tail was torn away. There was no oxygen left and no rudder control. The A/C peeled itself out of formation and went into successive stalls. The crew reviewed bail-out and escape procedures and left the plane at about 3,500 feet, twenty miles northeast of Hannover. Lt. Babin landed in a tree, climbed down, crawled into a ditch and hid. During the night he walked with difficulty because of an injured knee, and hid during the day. The next night he walked again with artillery shells bursting so close that one knocked him down. At about 1500 hours on 12 April he stopped a passing jeep, identified himself, and was taken to a US regimental headquarters.

Lt. Gilbert McGuff, copilot, also landed in a tree and when he came down he hid himself from soldiers and civilians until dark, and then started walking toward artillery fire. He was walking down a road near the lines when five Germans came up behind him, halted him, took his gun, and hid him in the woods to await the arrival of American forces. When the Americans were close, McGuff's gun was returned and he took seven German prisoners, his captors, and turned them over to US ground forces.

Sgt. Robert Zamiska and Lt. Donovan Clemetson landed very close together, and while hiding were surprised and captured by a German soldier and some civilians. They were taken into town and to a hospital where Lt. Clemetson's sprained ankles were treated. Sgts. William Quinn and William McKillop were picked up by Germans and taken to the hospital where Lt. Clemetson and Sgt. Zamiska were being held. On 12 April, about sixty Germans at the hospital surrendered to these men and were turned over to the first American convoy moving through.

Sgts. William Ferguson and Henry Deutsch were last reported in hospitals on the continent, but the extent of their injuries is not known.

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KRAIBURG: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group. The 369th flew nine A/C in the high squadron with Lt. Harvey Ryder flying lead. Lts. Robert Powers, Clifford Tinkham, Wallace Young, Ray Schieb, Donald Hansen, Edward Sandini, F/O

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- Robert Christenson and Capt. Walter Kuenstler flying other 369th A/C. Bombing was visual on the Ordnance Depot with excellent results. Photos show high squadron bombs squarely on the briefed aiming point in the smoke of lead and low bombing. A violent explosion can be seen in the area of the bomb strikes. There was no E/A opposition. There was no flak at the target, but meager, accurate tracking from Stuttgart accounted for slight damage to four A/C in the group, none to 369th A/C.
- 13 NEUMUNSTER: The 306th flew thirty-six A/C, including four PFF, as 40th "A" Group, nine of which were from the 369th. Capt. Loren Hubbell flew lead A/C with Major Earl Kesling, 367th CO. Lts. Lester Kearney, Edward Sandini, Robert Collins, Donald Hansen, Ray Schieb, Robert Powers, Capt. Walter Kuenstler, F/O Robert Christenson and crews flew other A/C in the lead squadron. There was no fighter opposition and no flak on the group. The #2 target, Neumunster M/Y, was attacked visually when Buckeye Weather Scouts reported conditions were poor at the primary. Hits from the lead were on, no very near, the briefed aiming point with most of the pattern obscured by previous bombing.
- 14 ROYAN AREA: The 306th flew thirty-six A/C, including four PFF, as 40th "C" Group, with the 369th flying nine A/C as high flights of the lead, low and high squadrons. Strong points in the Royan area of France were attacked by heavies in support of ground troops. There were E/A attacks and no support was sent out. There was no AA fire. Each squadron bombed visually. Photos show lead strikes across the aiming point, high slightly short, and the low bombs north of aiming point. Capt. Walter Kuenstler, Lts. Robert E. Wood, Clarence Fisher, Wallace Young, Ray Schieb, Robert Collins, Clifford Tinkham, Robert Powers and Edward Sandini were pilots of 369th A/C.
- 15 ROYAN AREA: The 306th flew thirty-nine A/C, including four PFF and three spares, as 40th "A" Group. Strong points were attacked for the second day in succession in the Royan area. The group attacked #2 targets visually because the #1 target was smoke obscured from other bombings. Lt. John Callahan led the low squadron and Lts. Clifford Tinkham, Robert E. Woods, Wallace Young, Robert Powers, Robert Collins, Alfred Lomar, Donald Snook, Ray Schieb, Clarence Fisher and crews flew other 369th A/C. There was no E/A opposition and no flak.
- 16 PLATTLING: The 306th flew thirty-eight A/C, including four PFF and two spares, as 40th "A" Group, leading the First Air Division. There was no E/A opposition and no flak. Bombing was visual and excellent on the Plattling M/Y, with each squadron making a separate run. Lead dropped squarely on the aiming point and both high and low dropped into the original bomb pattern. Lt. Edgar Smith led the high, with Capt. Walter Kuenstler, Lts. Benjamin Grumbles, Clarence Fisher, Lowell Mikles, Robert E. Woods, Wallace Young, Donald Snook and F/O Robert Christenson flying other 369th A/C in the high squadron.

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- 17 DRESDEN: The 306th flew thirty-nine A/C, including four PFF and three spares, as 40th "C" Group. Capt. William Haase flew as the group leader, and had nine other 369th planes in the lead squadron: Lts. Lester Kearney, Benjamin Grumbles, Ray Schieb, John McDonald, Lowell Mikles, Donald Hansen, Robert Collins, Donald Snook, Edward Sandini and crews flew. Flak was moderate tracking in the target area, but there was no damage to the lead squadron. Jets were reported in the area but none were seen. The lead made a visual run on the Dresden M/Y, #1 target. Pictures show strikes on the aiming point, with many strikes obscured by smoke from previous bombing.
- 18 ROSENHEIM: The 306th flew thirty-nine A/C, including four PFF, as 40th "B" Group to bomb Rosenheim M/Y. Each squadron made a separate run and all bombed visually. No E/A opposition was encountered. Meager, inaccurate AA fire was encountered in the vicinity of Hottenberg. One 369th A/C, "Steady Hedy", received severe flak damage. Lead bombs hit the MPI, high bombs were centered on the MPI, and the low pattern enveloped high and lead. Lts. Robert E. Woods, John McDonald and Edward Sandini flew high flight in the lead; Capt. Walter Kuenstler, Lts. Lowell Mikles and Robert Collins flew high flight of the high, and Lts. Ray Schieb, Clarence Fisher and Benjamin Grumbles flew high flight of the low.
- 19 FALKENBERG: The 306th flew thirty-eight A/C, including four PFF Gee-H and two PFF, as 40th "A" Group. Lt. John Callahan flew low lead and Capt. Walter Kuenstler, David Weed, Clarence Fisher, Robert Powers, Robert E. Woods, Ray Schieb, John McDonald, Edward Sandini and crews flew other A/C in the low squadron. The low squadron made three separate runs on the target after being forced off the run on the first attempt and was finally forced to change the aiming point because of smoke. Photos show strikes on the choke point of another M/Y southwest of the briefed MPI.
- 24 F/Os George Dickerson and Roy Kurrasch appointed second lieutenants.
- 26 1st Lt. Laurence E. Carroll, squadron bombardier, promoted to captain.
- 29 SPECIAL OPERATIONS: The 369th Squadron has been given the task of carrying out special leaflet missions for the Group. These missions usually consist of a one A/C formation dropping newspapers or special leaflets. The nickels mission was flown today. Major James McKinney, 369th CO, carried the SHAEF newspaper to Mannheim and to the Buchenwald concentration camp at Weimar. Lt. Wallace Young carried SHAEF newspapers to Chemnitz, Leipzig and Magdeburg. German newspapers for troops were dropped as follows: Lt. Robert Powers on LaRochelle and LaPallice; Lt. John McDonald on Lorient and St. Nazaire; F/O Robert Christenson on St. George d'Oleron, St. Pierre d'Oleron, LeChateau d'Oleron and Dolus. Col. Harris Upham, 306th CO, dropped German newspapers at Dunkirk and

APRIL (Con't)

Dutch newspapers at The Hague and Dordrecht. Dutch newspapers were dropped by Lt. Clarence Fisher on Amsterdam and by Lt. Donald Snook on Utrecht and Rotterdam. There was no flak or E/A opposition.

- 30 The 369th dispatched seven A/C on special leaflet operation. The A/C dispatched for German targets was scrubbed because of weather, but six A/C dropped leaflets in France and Holland, as follows: Lt. Benjamin Grumbles on La Rochelle and LaPallice; Capt. Walter Kuentler on Lorient and St. Nazaire; Lt. Ray Schieb on St. George d'Oleron, St. Pierre d'Oleron, LeChateau d'Oleron and Dolus; Lt. David Weed on Zuiderland, Oosterend, Oudeschild, Burg and Hoorn; Lt. Robert Collins on Dunkirk, Dordrecht and The Hague; Lt. Edward Sandini on Amsterdam; Lt. Lowell Mikles on Rotterdam and Utrecht. Lt. Walter Rozett was recalled because of weather. There was no flak or E/A opposition.

1st Lt. Walter P. Rozett, assistant operations officer, was promoted to captain.

APPENDIX

<u>Name</u>	<u>P/CP</u>	<u>Arrival</u>	<u>Departure</u>	<u>Status</u>	<u>Cadet Class</u>	<u>Death Date</u>	
Adams, Richard D	P +	42-04-06	42-11-08	Evadee	41-F, Kelly, TX	05-71	
Ahlstrom, Kurt A	P +	44-02-24	44-04-11	MIA/POW	43-E, Albany, GA		
Allen, Ethan A	P +	44-05-15	44-08-27	Tour	43-J, Seymour IN	01-06-03	
Armstrong, Robert B	CP	44-05-15	44-09-00	Tour	44-A, George IL	04-07-98	
Babin, Allen L	P +	45-02-16	45-04-10	Evadee	43-D, Moultrie, GA	05-15-93	
Banas, Charles J	CP-P	44-03-00	44-08-00	Tour	43-J, Brooks, TX		
Baxter, Clifford F	P +	44-04-12	44-08-00	Tour	43-F, Roswell, NM	11-25-94	
Beedy, Harvey E	P	42-04-06	42-08-00	Trans	41-F, Maxwell, AL		
Bennett, Charles T	CP-P	44-06-11	44-11-27	Tour	43-I, Valdosta, GA		
Bennett, Francis H	P +	44-04-29	44-06-24	Trans 21	43-I, Marfa, TX		
Berry, Charles E	P		44-02-04	KIA	43-D, Seymour, IN	02-04-44	
Bettinger, George C	CP-P	43-04-11	43-10-14	MIA/POW	42-J, Tulare, CA	02-16-82	
Biggs, Carroll G	P +	44-04-05	44-04-24	MIA/POW	43-H, Stockton, CA		
Birdwell, Raymond S	P +	44-07-17	45-01-00	Tour	44-A, Stockton, CA		
Birleffi, Arthur L	P	42-06-00	42-07-07	K-Crash	40-G, Kelly, TX	-07-07-42	
Bliss, Nathaniel L	P +	44-04-03	44-04-11	MIA/POW	44-A, Columbus, MS		
Block, Abraham	CP		43-10-14	MIA/POW	43-A, Columbus, MS	03-10-71	
Bowley, A. John	P	45-01-05	45-04-24		Stewart, NY		
		Duties: 367th Ops Officer					
Braun, Raymond B	P +	44-07-17	44-12-00	Tour	44-A, Stockton, CA	01-26-02	
Briscoe, C Dale	P +	43-01-15	43-08-28	Tour 25	42-C, Victoria, TX		
	P	45-02-45	Then to 2nd	AD Weather Scouts			
Brown, Robert H	P +	44-07-17	44-12-09	Tour	43-H, George, IL		
Brunsting, Albert	CP	42-06-00	43-01-03	KIA	42-F, Williams, AZ	01-03-43	
Bryant, Byron C	CP-P	44-04-04		Tour	42-J, Tulare, CA	02-16-72	
Bryant, Glen	CP	44-02-20	44-08-00	Tour	43-I, Pyote, TX	05-03-91	
Burgess, Lowell	P +	44-04-12	44-08-00	Tour	43-H, Douglas, AZ		
Buttorff, Richard	P +	44-04-12	44-08-00	Tour	43-H, Ft Sumner, NM		
		Duties: C Flt Commander					
Callahan, John A	P	45-02-00			44-A, Columbus, MS	Dec	
Canell, William J	P +	45-04-04				12-11-69	
Carakostas, Kenneth	P	44-10-06	45-04-07	Tour 35	44-5, Stuttgart, AR		
Carle, Frank O	CP-P	44-09-01	45-03-00	Tour	44-C, Marfa, TX		
Carrazzone, G M	P +	44-07-17	44-12-24	Tour 35	44-A, Marfa, TX		
Casseday, Billy W	P +	43-10-31	45-05-00	Tour	43-D, Pampa, TX		
		Duties: D Flt Commander, 369th Ops Off					
Cation, James L	P +	44-10-25			44-B, Luke, AZ		
Chambers, Gordon S	CP	44-06-11	44-10-00	Tour	44-A, Albany, GA	11-07-87	
Chancey, Joseph L	P	44-10-06	45-05-00	Tour	44-F, Blytheville, AR		
Chapman, Wm W Jr	CP	44-04-05	44-04-24	MIA/POW			
Christensen, Harold	P	44-10-06	45-03-00	Tour	44-D, Albany, GA		
Christensen, Robt H	P +	45-02-03					
Clark, William W	P	44-10-06	45-03-00	Tour	43-I, Albany, GA		
Collins, James E	CP-P	44-10-25			44-E, Frederick, OK		
Collins, Robt S	P +	45-03-02	45-05-26	(21)	44-E, Pecos, TX		
Conley, Keith	P +	43-03-12	43-07-29	POW(22)	42-G, Victoria, TX	12-22-98	
Cook, Carl	CP	42-06-00	42-11-08	MIA/POW		04-08-88	
Corcoran, James D	CP-P	44-04-12	44-07-00	Tour	43-J, Brooks, TX	01-09-98	
Cranmer, Chas W	P +	42-06-23	43-01-03	KIA		01-03-43	
Crowley, Robert G	CP	43-10-31	44-01-11	Wounded			
Czechowski, Theodor	CP-P	43-10-31	44-08-01	Tour	43-D, Pampa, TX		

P + - Pilot came w/crew

David, Solomon D	CP	45-00-00					
Davis, John G, Jr	P +	44-06-11	44-11-00	Tour	42-K, Stockton, CA		
DeVos, Vincent W	CP		43-07-29	MIA/POW	43-C, George, IL	06-22-97	
DeWolf, William R	CP	43-10-01	44-03-26	MIA/POW	43-F, Stockton, CA	01-01-00	
Denton, William S	P +	44-08-29			44-B, Valdosta, GA		
Deterding, John F	CP	45-04-09			44-F, Pecos, TX		
Domand, Warren M	CP-P	44-06-29	45-01-00	Tour 35			12-12-88
Dowell, Kenneth F	P +	43-11-27	44-05-22	Tour	43-E, Seymour, IN		
		Duties: B & C Flight leader					
Dudley, Irving L	P +	44-07-21	44-08-16	MIA/POW	43-J, Stockton, CA	08-31-83	
Dugger, Doyle L	P	42-03-20	43-01-13	KIA	42-B, Brooks, TX	01-13-43	
		Duties: 369th Ops Officer					
Duncan, Roy W	CP	44-08-29	44-10-15	K-ground		10-15-44	
Dyer, Fulton	P	42-06-00	42-11-23	KIA		11-23-42	
Edeler, James H	P +	44-06-11	44-12-09	Tour 33	43-F, Blytheville, AR	02-15-96	
Eike, George W	CP	43-10-21	44-02-08	K-ground	43-F, Ardmore, OK	02-08-44	
Erne, Ned A	P +	44-10-25	45-04-00	Tour 35	44-C, Valdosta, GA	05-31-95	
Enos, Alvin A	CP	43-12-01	44-01-05	MIA/POW	43-G, Lubbock, TX		
Evans, Bradford E	P	42-03-01	42-08-00	Trans	42-B, Mather, CA		
Fallow, Robert L	CP-P	43-07-15	44-01-00	Tour	43-D, Luke, AZ		
Ferguson, Francis E	CP	43-09-13	43-10-14	MIA/POW	43-D, Albany, GA	01-04-94	
Few, Howard T	P +	45-04-09			43-E, Stuttgart, AR	03-00-00	
Fields, Elijah P	P	44-03-26	44-11-12	Tour	43-E, Blytheville, AR		
Fife, Robert C Jr	CP	44-02-20	44-10-28	K-Crash	43-J, Pyote, TX	44-10-28	
Fisher, Clarence E	P +	45-02-16			44-F, LaJunta, CO	06-01-83	
Flannagan, Charles	CP-P	42-03-27	44-10-17	Tour	42-B, Brooks, TX		
		Duties: 369th Ops Off, 369th CO, 367th CO					
Franzino, Raymond A	CP-P	44-07-01	44-11-00	Tour 35	44-A, Albany, GA		
George, Walter F	P +	44-09-12			42-F, Lubbock, TX		
Giglio, William F	CP	44-07-17	44-12-09	MIA/POW	44-A, Stuttgart, AR	02-03-91	
Glynn, Arthur F	P	44-07-00	44-10-00			00-00-50	
Goetz, William H	CP	44-07-21	44-08-16	MIA/POW	43-K, Seymour, IN		
Grace, Robert L	P +	45-04-09	46-08-00	CJ	44-G, Columbus, MS	02-04-89	
Gray, Duane C Jr	CP	44-12-09		(24)	44-F, Douglas, AZ		
Gribovicz, Walter J	CP-P	44-05-01	44-08-00	CJ	43-H, Stockton, CA	10-28-82	
Grisham, William E	CP	43-11-20	44-01-11	KIA	43-F, Altus, OK	01-11-44	
Grumbles, Benjamin	CP-P	44-12-26			44-G, Waco, TX		
Haas, Norman N	P			Tour 25			
Haase, William J	P+	44-08-21			42 I, Lubbock, TX		
Hammersley, Cliff.	CP	44-06-29	44-07-16	Evadee	43-I, Seymour, IN	01-20-74	
Handy, Ross E Jr	CP	44-02-25	44-04-24	MIA/POW	43-J, Stockton, CA		
Hanes, Eugene G	P +	43-02-15	43-08-00	Tour	42-C, Stockton, CA	10-00-55	
Hansen, Donald R	P +	44-12-20			44-C, Douglas, AZ		
Haywood, Gerald R	CP-P	43-10-16	44-03-29	KIA		03-29-44	
Heiser, William L	P +	45-04-09					
Henley, Jack S	P +	44-11-28	45-02-14	MIA/POW	44-D, Waco, TX	00-00-95	
Hennessy, Edward J	CP-P	42-07-17	43-06-15	Tour 25	42-F, Lubbock, TX		
Higgs, Grant B	CP	43-04-04			42-J, Roswell, NM		
Hilton, William B	P+	43-10-01	44-04-00	Tour	43-B, Waco, TX	03-07-89	
		Duties: B flt & C Flt Leader					

Holmstrom, Gustave S	CP-P	42-06-00	43-10-14	MIA/POW	42-F, Williams, AZ	05-22-98	
Holve, Donovan G	P +	45-04-04			44-G, Pecos, TX		
Horst, Rudolph III	P +	43-12-01	44-02-22	KIA	43-G, Valdosta, GA	02-22-44	
Howard, John M	P +	42-06-00	43-05-00	To US	41-G, Kelly, TX	12-13-90	
Hoyt, Robert J	P +	43-07-15	43-07-29	MIA/POW	43-A, Columbus, MS	07-29-43	
Hubbell, Loren E	P +	44-12-13	45-07-17	2 Tours	43-C, Roswell, NM	01-00-90	
Hughel, Edward B	CP	43-09-13	43-10-14	MIA/POW	43-E, Williams, AZ		
Hunt, Frank W	CP	44-04-03	44-05-08	KIA	43-J, Brooks, TX	05-08-44	
Isbell, Clay E	P +	42-06-00	42-11-23	KIA	42-B, Mather, CA	11-23-42	
James, William R	P	44-04-14	44-04-24	MIA/POW	43-L, Waco, TX		
Jenson, Rudolph L	CP	43-11-27	44-02-22	KIA	43-F, Altus, OK	02-22-44	
Johansen, Alfred P	P +	44-07-08	44-12-00	Tour	43-J, Seymour, IN		
Johns, Lloyd E	P +	44-04-13	44-08-00	Tour	43-F, Marfa, TX		
		Duties: C Flt Leader					
Johnson, Basil E	CP	42-06-00	42-12-22	InjToUS			
Johnson, Gerald I	CP	44-07-21	44-09-13	KIA		09-13-44	
Johnston, James A	P	42-06-27	43-01-13	KIA	41-B, Kelly, TX	01-13-43	
Jones, Fred G	P +	44-06-29	44-07-16	MIA			
Jones, James O Jr	CP	42-07-17	43-01-07	KIA	42-F, Lubbock, TX	01-07-43	
Jones, Richard L	CP-P	44-05-15	44-10-00	Tour	44-A, Albany, GA	Dec	
Jorgensen, Paul C	CP-P	43-11-19	44-05-27	Tour 25	43-G, Ellington, TX	05-14-88	
		Duties: C Flt & D Flt leader					
Kata, Andrew P	P +	44-04-27	44-08-00	Tour		06-23-92	
Kearney, Lester T Jr	P +	44-12-23	45-07-00	Tour	44-E, Marfa, TX	02-19-88	
Kinsey, Charles J Jr	P +	43-10-31	44-01-11	Wounded	43-D, Columbus, MS	12-09-68	
Klette, Immanuel J	CP-P	43-03-12	43-11-22	Injured	42-J, Columbus, MS	02-12-88	
Knowlton, Jerry Q	CP	45-03-02			44-H, Douglas, AZ	08-31-97	
Knox, R. M	P	42-03-20	42-08-00	Trans			
Kruger, Roy J	CP	44-10-25	45-01-10	MIA/POW	44-A, Stockton, CA		
Kuenstler, Walter P	P	45-03-00			42-G, Columbus, MS	02-11-82	
Lambert, Richard W	P +	44-04-18	44-05-08	KIA	43-A, George, IL	05-08-44	
Laughlin, Harlan L	P +	44-08-21	45-04-00	Tour 35	42-H, Ellington, TX		
Laux, Norman J	CP	43-12-00	44-02-02	KIA	43-F, Columbus, MS	02-02-44	
Lewis, Boylston B	P	44-12-23	45-02-14	MIA/POW	43-C, Valdosta, GA	02-14-45	
Lewis, Jack R	P +	44-07-26	45-01-00	Tour 35	44-A, Fort Sumner, NM		
Lingwall, Allan H	P +	44-06-15	44-10-00	Tour	43-J, Fort Sumner, NM		
Littlejohn, Rogers C	CP	42-12-30			RCAF		
Lockyear, Willard H	P	43-08-00	43-10-14	MIA/POW	42-K, Hobbs, NM	06-18-98	
Lomard, Alfred A	P +	44-12-09	45-04-27	Tour	44-D, Stuttgart, Ar		
Lyles, Joe D Jr	CP	45-02-13			44-F, Pecos, TX		
Madsen, Parley, Jr	P	42-11-25	42-12-02	Trans			
Magoffin, John G	P +	43-01-15	43-07-30	Tour		Dec	
Maliszewski, Edw. P	CP-P	42-03-01	43-06-05	Tour	42-5, Stockton, CA		
Mann, James R	CP	45-03-02			42-G, Columbus, MS	11-22-43	
Manrow, Jack	CP	45-04-04			44-F, Frederick, OK		
Maresh, Alphonse M	P +	43-04-04	43-09-00	Tour	42-G, Columbus, MS	Dec	
Mattson, Harold C	P +	44-10-25	45-01-10	MIA/POW	44-c, Pecos, TX	01/10/45	
McBride, Clifford W	P +	44-02-25	44-06-26	Tour	43-F, Ardmore, OK		
		Duties: B Flt & D Flt leader					
McBroom, Walter P	CP	43-11-27	44-02-03	MIA/POW	43-G, Marfa, TX	02-23-68	

McDonald, John G	P	45-02-27				
McGuff, Gilbert J	CP	45-02-16	45-04-10	Evadee		
McKinney, Cecil C	P +	44-04-12	44-07-00	Tour	43-H, George, IL	04-24-45
McKinney, James A	P	44-08-28			USMA	09-12-58
		Duties: 368th Sq CO				
Mikles, Lowell	CP-P	44-12-13	46-01-00	C Jones	44-E, Douglas, AZ	12-09-95
		Duties: Sqd. Equipment Off				
Miller, Arthur H	CP	44-10-25	45-04-00	Tour 35	44-D, Seymour, IN	
Miller, Edwin W	CP	44-04-03	44-04-24	MIA/POW	43-I, Pyote, TX	
Moore, Victor	CP-P	44-12-23			41-G, Stockton, CA	
Morere, H John	CP-P	45-02-10			44-D, Victoria, TX	
Morrison, Carl A	CP-P	44-04-13	44-08-16	Tour	43-I, Douglas, AZ	
Mullenneaux, Elbert	CP	44-04-29			43-K, Blytheville, AR	04-14-99
Murphy, Edward M	P	43-05-15	44-01-30	Tour 25	43-A, Roswell, NM	
Murphy, Joseph L	P +	44-04-03	44-11-00	Tour	43-I, Douglas, AZ	
Nattier, Clayton A	P +	44-07-21	44-09-13	POW 16	43-H, Stockton, CA	
Neilsen, Harvey C	CP	44-03-16	44-03-29	MIA/POW		
Newsom, Young B C	CP-P	44-04-27	44-08-16	MIA/POW		02-12-89
Newstreet, Martin	P +	43-10-16	44-03-29	Tour 25	43-C, Columbus, MS	00-00-60
Noack, John P	CP-P	43-08-08	43-12-11	MIA/POW	43-B, Waco, TX	
Norman, Alfred J	CP	44-12-23	45-06-04	Tour 35	44-E, Stuttgart, AR	
Oliver, Ralph L	P	42-03-01	43-03-20	To 1CBW	39-A, Kelly, TX	
		Duties: 369th Sqd CO, Gp Ops Officer				
Opdyke, James S	P	43-10-05	44-04-11	MIA/POW	43-C, Roswell, NM	12-30-93
		Duties: B Flt & A Flt leader				
Olsen, Trygve	CP-P	43-10-05	44-04-11	MIA/POW	43-E, Douglas AZ	12-20-89
Owens, Walter E	CP	44-04-18	44-05-08	KIA	43-K, George, IL	05-08-44
Pahdopony, Howard	CP	45-04-04				
Paris, George E Jr	P +	43-04-12		Tour	42-G, Columbus, MS	
Pearce, Henry W Jr	CP-P	44-08-21	45-01-14	KIA	43-J, Fort Sumner, NM	01-14-45
Peckham, Wallace T	CP	45-02-10			44-F, Pecos, TX	
Pengra, William J	CP	45-02-16	46-02-22	24) Casey	44-F, Stockton, CA	
Perkins, Neal H	CP	44-07-17	44-12-00	C Jones	44-B, Pecos, TX	
Peters, Ralph T	P +	43-08-08	43-10-14	MIA/POW	42-I, Roswell, NM	02-01-69
Peterson, Edward G	CP-P	44-07-17	45-01-00	Tour 35	43-K, Douglas, AZ	
Peterson, Loy F	P +	43-10-16	44-07-00	Tour	42-D, Oxnard, CA	12-05-93
		Duties: A Flt leader				
Porter, Robert W	P +	43-05-15	43-11-03	Tour	42-I, Lubbock, TX	
Powell, Craig S	P+	43-09-13	43-10-14	MIA/POW	42-D, Columbus, MS	12-21-76
Powers, Robert E	CP	44-12-20	45-04-00	Tour	44-D, Pecos, TX	
Price, Barney R	CP-P	43-12-01	44-03-26	MIA/POW	43-H, Frederick, OK	
Price, William A	P	43-07-00	43-09-06	Tour 25	42-H, Ellington, TX	07-17-57
Quaintance, William	P +	43-11-27	44-02-22	KIA	43-D, Seymour, IN	02-22-44
Ralstin, Eldon L	P +	44-05-15	44-08-16	KIA	43-J, Stuttgart, AR	08-16-44
Ramsey, David B	P +	44-04-03	44-04-24	MIA/POW	43-E, Va;osta, GA	12-30-90
Reed, Morris D	CP-P	43-11-00	44-07-00	Tour	RAF	
Reid, Lester J	CP	45-04-09				12-29-45
Reinhart, Leo K	CP-P	44-07-17	45-04-00	Tour	44-B, Douglas, AZ	
Riordan, Robert P	P +	42-03-20	44-09-29	Tour 42	42-B, Brooks, TX	
		Duties: 369th Sqdn CO				
				92 BG 9		

McDonald, John G	P	45-02-27					
McGuff, Gilbert J	CP	45-02-16	45-04-10	Evadee			
McKinney, Cecil C	P +	44-04-12	44-07-00	Tour	43-H, George, IL		04-24-45
McKinney, James A	P	44-08-28			USMA		09-12-58
		Duties: 368th Sq CO					
Mikles, Lowell	CP-P	44-12-13	46-01-00	C Jones	44-E, Douglas, AZ		12-09-95
		Duties: Sqd. Equipment Off					
Miller, Arthur H	CP	44-10-25	45-04-00	Tour 35	44-D, Seymour, IN		
Miller, Edwin W	CP	44-04-03	44-04-24	MIA/POW	43-I, Pyote, TX		
Moore, Victor	CP-P	44-12-23			41-G, Stockton, CA		
Morere, H John	CP-P	45-02-10			44-D, Victoria, TX		
Morrison, Carl A	CP-P	44-04-13	44-08-16	Tour	43-I, Douglas, AZ		
Mullenneaux, Elbert	CP	44-04-29			43-K, Blytheville, AR		04-14-99
Murphy, Edward M	P	43-05-15	44-01-30	Tour 25	43-A, Roswell, NM		
Murphy, Joseph L	P +	44-04-03	44-11-00	Tour	43-I, Douglas, AZ		
Nattier, Clayton A	P +	44-07-21	44-09-13	POW 16	43-H, Stockton, CA		
Neilsen, Harvey C	CP	44-03-16	44-03-29	MIA/POW			
Newsom, Young B C	CP-P	44-04-27	44-08-16	MIA/POW			02-12-89
Newstreet, Martin	P +	43-10-16	44-03-29	Tour 25	43-C, Columbus, MS		00-00-60
Noack, John P	CP-P	43-08-08	43-12-11	MIA/POW	43-B, Waco, TX		
Norman, Alfred J	CP	44-12-23	45-06-04	Tour 35	44-E, Stuuatgart, AR		
Oliver, Ralph L	P	42-03-01	43-03-20	To ICBW	39-A, Kelly, TX		
		Duties: 369th Sqd CO, Gp Ops		Officer			
Opdyke, James S	P	43-10-05	44-04-11	MIA/POW	43-C, Roswell, NM		12-30-93
		Duties: B Flt & A Flt leader					
Olsen, Trygve	CP-P	43-10-05	44-04-11	MIA/POW	43-E, Douglas AZ		12-20-89
Owens, Walter E	CP	44-04-18	44-05-08	KIA	43-K, George, IL		05-08-44
Pahdopony, Howard	CP	45-04-04					
Paris, George E Jr	P +	43-04-12		Tour	42-G, Columbus, MS		
Pearce, Henry W Jr	CP-P	44-08-21	45-01-14	KIA	43-J, Fort Sumner, NM		01-14-45
Peckham, Wallace T	CP	45-02-10			44-F, Pecos, TX		
Pengra, William J	CP	45-02-16	46-02-22	24)Casey	44-F, Stockton, CA		
Perkins, Neal H	CP	44-07-17	44-12-00	Jones	44-B, Pecos, TX		
Peters, Ralph T	P +	43-08-08	43-10-14	MIA/POW	42-I, Roswell, NM		02-01-69
Peterson, Edward G	CP-P	44-07-17	45-01-00	Tour 35	43-K, Douglas, AZ		
Peterson, Loy F	P +	43-10-16	44-07-00	Tour	42-D, Oxnard, CA		12-05-93
		Duties: A Flt leader					
Porter, Robert W	P +	43-05-15	43-11-03	Tour	42-I, Lubbock, TX		
Powell, Craig S	P+	43-09-13	43-10-14	MIA/POW	42-D, Columbus, MS		12-21-76
Powers, Robert E	CP	44-12-20	45-04-00	Tour	44-D, Pecos, TX		
Price, Barney R	CP-P	43-12-01	44-03-26	MIA/POW	43-H, Frederick, OK		
Price, William A	P	43-07-00	43-09-06	Tour 25	42-H, Ellington, TX		07-17-57
Quaintance, William	P +	43-11-27	44-02-22	KIA	43-D, Seymour, IN		02-22-44
Ralstin, Eldon L	P +	44-05-15	44-08-16	KIA	43-J, Stuuatgart, AR		08-16-44
Ramsey, David B	P +	44-04-03	44-04-24	MIA/POW	43-E, Va;dosta, GA		12-30-90
Reed, Morris D	CP-P	43-11-00	44-07-00	Tour	RAF		
Reid, Lester J	CP	45-04-09					12-29-45
Reinhart, Leo K	CP-P	44-07-17	45-04-00	Tour	44-B, Douglas, AZ		
Riordan, Robert P	P +	42-03-20	44-09-29	Tour 42	42-B, Brooks, TX		
		Duties: 369th Sqdn CO		92 BG 9			

Ritter, Robert G	P +	44-09-01	44-10-15	MIA/POW	44-B, Albany, GA	
Roberts, John H	P +	44-04-27	44-05-11		43-G, Williams, AZ	
Robertson, Rubin M	CP	44-02-14	44-03-29	KIA		03-29-44
Robinson, John H	CP-P	44-04-17	44-08-15		43-I, Fort Sumner, NM	04-07-01
Rogers, William L	CP-P	44-08-21	45-01-00	Tour 35	44-D, Blytheville, AR	
Romanin, Aldo L	P +	45-04-09			44-F, George, IL	
Rozett, Walter P	P +	44-09-25	45-10-00	33 C Jones	44-C, Albany, GA	
Ryder, Harvey B	P +	44-12-13	45-06-00	(30)	44-D, Stockton, CA	
Sandini, Edward J	P +	45-03-02			44-G, Pecos, TX	
Saunders, Earl R	P +	44-04-30	44-08-07	Tour	43-H, Douglas, AZ	
		Duties: D Flt & B Flt leader				
Schaefer, William H	CP-P	44-04-12	44-08-00	Tour	43-J, Yuma, AZ	
Schieb, Ray K Jr	P +	45-02-13	46-03-00	32 C Jones	44-F, Blytheville, AR	09-22-98
Schlecht, Edwin C Jr	P +	44-03-16	44-05-08	KIA	43-F, Columbus, MS	05-08-44
Schneider, George C	P	44-06-29	44-12-18	Tour 35	43-I, Douglas, AZ	10-10-74
Schoolfield, Charles	P +	43-04-11	44-01-00	Tour 25	42-G, Columbus, MS	
Schuering, Alvin G	P +	43-12-01	44-03-29	POW 25	43-E, George, IL	06-02-90
Sharkey, Howard C	P +	43-08-08	44-03-00	Tour 25	42-K, Luke, AZ	02-09-90
Sherman, Fred P	CP-P	43-01-15	43-07-28	Tour 25	42-P, Lubbock, TX	
Shoop, Earl F	CP	44-06-15	44-10-00	Tour	44-A, George Field, IL	09-11-84
Silverman, Barney	CP-P	44-04-11	44-09-00	Tour 33	43-J, Enid, OK	03-26-03
		(also Stevens)				
Simons, George C	CP	44-07-26			44-B, Douglas, AZ	
Siner, Walter R	P +	44-02-14			RCAF	dec
Smith, Berle F	CP-P	44-04-30	44-08-14	Tour	43-H, Stockton, CA	
Smith, Edgar R	P +	45-02-10	45-10-26	C. Jones	44-F, Pecos, TX	06-22-00
Snyder, Howard J	P +	43-10-21	44-02-08	Evadee	43-D, Douglas, AZ	
Snook, Donald L	P +	45-02-27	46-07-19	26 C Jones	44-G, Marfa, TX	
Spaulding, Jack A	P +	42-03-22	43-01-13	KIA	42-C, Stockton, CA	01-13-43
Stallard, Sam M	P	44-09-19			43-G, Albany, GA	04-14-76
Stewart, Robert D	P +	44-07-01	45-01-01	KIA	43-K, Yuma, AZ	45-01-01
Stewart, Roy H	CP	44-11-28	45-02-14	MIA/POW		01-23-77
Storm, Alf H	P	42-03-22	42-08-00	Trans		
Streun, Kenneth H	P +	44-12-11	45-01-01	KIA	44-D, Stockton, CA	01-01-45
Strode, Lloyd L	CP-P	44-09-25		Tour 35	44-D, Pecos, TX	
Switzer, Alfred J Jr	P +	44-03-25	44-07-00	Tour	43-F, Stockton, CA	
		Duties: D Flt & A Flt Leader				
Tarr, William C	P +	44-02-20	44-04-24	MIA/POW	43-F, Blytheville, AR	05-19-88
Tattershall, Donald	P		44-01-11	KIA	43-E, Roswell, NM	01-11-44
Terry, Henry W.	P	42-12-07	43-06-22		40-G, Kelly, TX	11-30-90
		Duties: 369th Sqdn CO, Group		Deputy CO, C/S	1CBW, 91stBG CO	
Thomas, Gerald F Jr	CP-P	43-04-12	43-10-11	Tour 25	42-I, Minter, AL	
Thompson, Loren W	CP	45-03-27			44-F, Altus, OK	
Thompson, William O	CP-P	44-03-25	44-10-00	Tour	43-G, Albany, GA	
Tilli, Oliver E	CP	42-06-00			42-F, Lubbock, TX	04-26-68
Tinkham, Clifford P	P +	44-12-26	45-04-27	Tour		
Tordoff, Arthur J	CP	45-04-09			44-A, Pecos, TX	08-19-94
Trask, Roy E	P +	44-09-01	45-01-15	Tour	44-A, Douglas, AZ	
VanderBie, Van	P	42-03-22	42-07-07	K-Crash	42-C, Stockton, CA	42-07-07
		Duties: Sqdn Adjutant				

Ritter, Robert G	P +	44-09-01	44-10-15	MIA/POW	44-B, Albany, GA	
Roberts, John H	P +	44-04-27	44-05-11		43-G, Williams, AZ	
Robertson, Rubin M	CP	44-02-14	44-03-29	KIA		03-29-44
Robinson, John H	CP-P	44-04-17	44-08-15		43-I, Fort Sumner, NM	04-07-01
Rogers, William L	CP-P	44-08-21	45-01-00	Tour 35	44-D, Blytheville, AR	
Romanin, Aldo L	P +	45-04-09			44-F, George, IL	
Rozett, Walter P	P +	44-09-25	45-10-00	33 CJones	44-C, Albany, GA	
Ryder, Harvey B	P +	44-12-13	45-06-00	(30)	44-D, Stockton, CA	

Sandini, Edward J	P +	45-03-02			44-G, Pecos, TX		
Saunders, Earl R	P +	44-04-30	44-08-07	Tour	43-H, Douglas, AZ		
Duties: D Flt & B Flt leader							
Schaefer, William H	CP-P	44-04-12	44-08-00	Tour	43-J, Yuma, AZ		
Schieb, Ray K Jr	P +	45-02-13	46-03-00	32 CJones	44-F, Blytheville, AR	09-22-98	
Schlecht, Edwin C Jr	P +	44-03-16	44-05-08	KIA	43-F, Columbus, MS	05-08-44	
Schneider, George C	P	44-06-29	44-12-18	Tour 35	43-I, Douglas, AZ	10-10-74	
Schoolfield, Charles	P +	43-04-11	44-01-00	Tour 25	42-G, Columbus, MS		
Schuering, Alvin G	P +	43-12-01	44-03-29	POW 25	43-E, George, IL	06-02-90	
Sharkey, Howard C	P +	43-08-08	44-03-00	Tour 25	42-K, Luke, AZ	02-09-90	
Sherman, Fred P	CP-P	43-01-15	43-07-28	Tour 25	42-F, Lubbock, TX		
Shoop, Earl F	CP	44-06-15	44-10-00	Tour	44-A, George Field, IL	09-11-84	
Silverman, Barney	CP-P	44-04-11	44-09-00	Tour 33	43-J, Enid, OK	03-26-03	

(also Stevens)

Simons, George C	CP	44-07-26			44-B, Douglas, AZ	
Siner, Walter R	P +	44-02-14			RCAF	dec
Smith, Berle F	CP-P	44-04-30	44-08-14	Tour	43-H, Stockton, CA	
Smith, Edgar R	P +	45-02-10	45-10-26	C. Jones	44-F, Pecos, TX	06-22-00
Snyder, Howard J	P +	43-10-21	44-02-08	Evadee	43-D, Douglas, AZ	
Snook, Donald L	P +	45-02-27	46-07-19	26 CJones	44-G, Marfa, TX	
Spaulding, Jack A	P +	42-03-22	43-01-13	KIA	42-C, Stockton, CA	01-13-43
Stallard, Sam M	P	44-09-19			43-G, Albany, GA	04-14-76
Stewart, Robert D	P +	44-07-01	45-01-01	KIA	43-K, Yuma, AZ	45-01-01
Stewart, Roy H	CP	44-11-28	45-02-14	MIA/POW		01-23-77
Storm, Alf H	P	42-03-22	42-08-00	Trans		
Streun, Kenneth H	P +	44-12-11	45-01-01	KIA	44-D, Stockton, CA	01-01-45
Strode, Lloyd L	CP-P	44-09-25		Tour 35	44-D, Pecos, TX	
Switzer, Alfred J Jr	P +	44-03-25	44-07-00	Tour	43-F, Stockton, CA	

Duties: D Flt & A Flt Leader

Tarr, William C	P +	44-02-20	44-04-24	MIA/POW	43-F, Blytheville, AR	05-19-88	
Tattershall, Donald	P		44-01-11	KIA	43-E, Roswell, NM	01-11-44	
Terry, Henry W.	P	42-12-07	43-06-22		40-G, Kelly, TX	11-30-90	
Duties: 369th Sqdn CO, Group Deputy CO, C/S 1CBW, 91stBG CO							
Thomas, Gerald F Jr	CP-P	43-04-12	43-10-11	Tour 25	42-I, Minter, AL		
Thompson, Loren W	CP	45-03-27			44-F, Altus, OK		
Thompson, William O	CP-P	44-03-25	44-10-00	Tour	43-G, Albany, GA		
Tilli, Oliver E	CP	42-06-00			42-F, Lubbock, TX	04-26-68	
Tinkham, Clifford P	P +	44-12-26	45-04-27	Tour			
Tordoff, Arthur J	CP	45-04-09			44-A, Pecos, TX	08-19-94	
Trask, Roy E	P +	44-09-01	45-01-15	Tour	44-A, Douglas, AZ		

VanderBie, Van	P	42-03-22	42-07-07	K-Crash	42-C, Stockton, CA	42-07-07	
Duties: Sqdn Adjutant							

VanderMarliere, Gilbert E C	CP-P	44-04-03	44-04-24	MIA/POW	43-E, Ellington, TX	08-29-92
Vinnedge, Roy A	CP-P	43-01-15	43-07-24	Tour 25	42-E, Ontario, CA	05-16-64
Vogel, Richard F	P +	44-04-27	44-08-15	Tour	43-H, Stockton, CA	
		Duties: D Flt leader				
Walter, George F	P	44-09-12			44-B, Stewart, NY	
Walton, Alfaroz P	CP	45-02-03			44-B, Pecos, TX	08-14-81
Warner, Frank B Jr	CP-P	43-10-16	44-03-20	Tour 25		
Weed, David H	P +	45-03-27			44-G, Valdosta, GA	
Weller, Willard G	CP	44-04-27	44-08-00	Tour	43-J, Seymour, IN	
Wheeler, David W	P +	43-04-12	43-11-26	Tour 25	42-B, Luke, AZ	
Whitelaw, Robert S	CP	44-12-11	45-02-14	MIA/POW	44-F, Douglas, AZ	
Williams, Max I	P +	44-04-21			43-G, Frederick, OK	07-03-90
Wills, William D	CP-P	44-02-24	44-05-11	MIA/POW	43-G, Marfa, TX	
Winters, Donald	CP-P	43-02-15	43-07-29	KIA 16	42-I, Marfa, TX	07-29-43
Wolfe, Sidney	P +	43-12-01	44-01-05	KIA	43-G, Albany, GA	01-05-44
Wong, Richard S	P +	43-11-27	44-02-03	MIA/POW	43-E, Stockton, CA	
Wood, Robert H	CP-P	44-09-12	45-03-00	Tour 35	44-D, Blytheville, AR	
Woods, Robert E	CP-P	44-12-13			44-E, Frederick, OK	
Wright, Frank E	CP	43-12-01	44-02-22	KIA	43-G, Fort Sumner, NM	02-22-44
Young, Charles W	CP	43-11-27	44-06-26	Tour	43-G, Frederick, OK	
Young, Wallace W	P +	44-12-23			44-E, Marfa, TX	10-00-61
Zingerli, John J	CP	45-02-27			44-D, Marfa, TX	

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NAME	ARRIVAL	DPT	LOST?
ANDERSON, FREDERICK I	42-06-19		
ANDERSON, PHILIP D	43-08-18	43-10-14	KIA
BARKWILL, JAMES W	44-08-12		
BECKER, WARREN A	44-11-28	45-02-14	MIA/POW
BELKNAP, GEORGE M	43-08-08		
BENNINGER, ROBERT J	43-10-21	44-02-08	KIA
BLOKER, RAYMOND E JR	44-04-27		
BOLLENBACH, DUANE	43-04-12	43-07-24	WIA
BROWN, JAMES P	42-06-00	43-07-28	TOUR
BRYAN, JOHN H	43-10-31		
BRYANT, CHARLES W	44-06-29	44-11-00	TOUR
BURNS, CLIFTON W	44-04-12	44-07-00	TOUR
BURWICK, BERNARD	44-12-23		
BUSH, CYRIL F.	44-08-21	45-04-01	TOUR
BYER, PAUL E	42-06-28	43-01-03	KIA
CAMPBELL, WILLIAM J	44-05-03	44-05-08	KIA
CARNAHAN, KENNETH R		45-05-19	TOUR
CARNEY, THOMAS P	45-04-09		
CAVEDO, KERMIT B	43-03-12	43-08-19	TOUR
CHRISTENSON, JOHN H	44-09-25	45-02-00	TOUR
CLEMETSON, DONOVAN S	45-02-16	45-04-10	EVADDEE
COCHRAN, WALTER C	45-04-09		
COLANTONI, WILLIAM	42-12-30	43-06-05	TOUR
CONREY, CALVEN P	43-10-10	44-06-26	TOUR
CRABTREE, JAMES JR	43-11-20	44-01-11	KIA
EWELL, MATSON G	44-04-13	44-07-00	TOUR
EXLEY, WILLIAM M	45-02-10		
FAY, DUDLEY H JR	43-09-13	43-12-11	MIA/POW
FITZSIMMONS, JAMES J	44-09-12	45-02-00	TOUR
FLANAGAN, WILLIAM W	44-12-26		
FLYNN, WILLIAM J	43-10-10	44-04-11	MIA/POW
FRYER, PETER J	42-06-00	42-11-23	MIA/POW
GALLAGHER, ANDREW F	45-02-13	45-00-00	33 MISSIONS
GEYSER, RICHARD P	45-02-03		
GIOSSO, DOMINIC J	44-02-21	44-03-26	KIA
GOLDBERG, SAMUEL A	44-07-17	44-12-00	TOUR
GORDER, EDWIN W		44-05-08	KIA
GRAHAM, RUSSELL A	45-02-16	45-05-19	
GREENBERG, IRVING I	44-07-17	44-12-00	TOUR
GREENINGER, CHARLES W	44-07-21	45-01-00	TOUR
HAMILTON, JACK M	43-12-01	44-03-29	MIA/POW
HARRISON, LESTER A	44-07-26	45-02-14	MIA/POW
HOCKER, FREDERICK C	45-04-04		
HOWENSTEIN, BERNARD E	43-01-15	43-07-00	TOUR
HUDSON, JR., FREDERICK H	44-10-25	45-03-00	TOUR
INSARDI, DAVID J	44-04-12	44-07-00	TOUR
ISRAEL, HILLIS S	44-08-29	45-01-21	TOUR
JACKNIK, FRANK J	42-06-19	43-01-43	MIA/POW
JACOBS, ALFRED H	44-02-25	44-06-26	TOUR
JEWELL, FREMONT H	43-12-01	43-01-05	MIA/POW
JONES, CHARLES F	42-11-25	43-07-28	TOUR(25)

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NAME	ARRIVAL	DPT	LOST?
JONES, PAUL S	43-12-00	44-02-04	KIA
JOPLIN, JOHN C	43-12-01	44-02-22	KIA
KANE, ROBERT E	45-00-00		2-4/45
KESTER, ALTON A	44-07-17	45-05-00	TOUR
KIRKPATRICK, WALLACE B	42-06-00	43-01-13	MIA/POW
KNIGHT, RALPH M	45-03-02		
KROHN, ROBERT I	44-04-12	44-04-24	MIA/POW
KURRASCH, ROY W	44-12-20	45-05-19	
LATCHFORD, JOHN A JR A	42-06-19	42-11-08	MIA/POW
LATEANO, GUY J	44-09-01	45-02-00	TOUR
LAYFIELD, RAYMOND L	44-08-29	44-10-22	KIA
LEBEN, JOSEPH J	44-02-20	44-09-00	TOUR
LEEKER, WALTER C	42-06-19		TOUR
LEGGETT, WENDELL C	44-05-15	44-08-00	TOUR
LINDSAY, ROGER S	43-03-12		TOUR
LISEC, VICTOR	44-12-13		TOUR
LOCKE, RICHARD T	44-05-15	44-08-16	MIA/POW
MAC GHEE, DAVID F	43-01-15	43-08-13	TOUR
MAC PHERSON, JOHN D	44-05-27		TOUR
MADDEN, EUGENE P	43-07-15	43-12-31	TO HOSP
MAZANEK, JOHN B	43-04-11	43-12-13	TOUR
MC DANIEL, LAWRENCE M JR	45-03-02		
MELTZER, GEORGE F	43-02-15	43-10-00	INJURED
MEYER, HERMAN J	44-04-03	44-07-00	TOUR
MIDDLETON, WARREN W	44-04-03	44-07-00	TOUR
MINIHANE, OLIVER P	44-12-13		TOUR
MUSSELWHITE, LEON S	43-10-01	44-03-00	TOUR
MYER, DARRELL W	44-04-29		
O'HARA, JOSEPH J JR	44-04-30	44-09-00	TOUR
ODOM, OLIN O JR	44-04-12	44-04-24	MIA/POW
OSSUSKY, HERBERT R	44-04-03	44-04-11	MIA/POW
OSTROW, ARNOLD W	43-11-27	44-02-22	KIA
OWENS, WILLIAM H	43-01-17	43-04-17	MIA/POW
PASVOLL, HAROLD	44-07-21	44-08-16	MIA/POW
PETERS, LUCIEN F JR	44-08-01	44-12-18	TOUR
PETERSON, DAN H	43-08-08	43-10-14	MIA/POW
RANDELL, WILLIAM H	44-07-01		
RODGERS, JOHN W	43-11-17	44-02-03	MIA/POW
SANDLER, IRVING J	44-12-09	45-05-19	
SCHOONOVER, ELLIS L	44-06-11	44-09-00	TOUR
SCHULSTAD, ALBERT E	43-01-16	43-07-00	TOUR
SCHWET, JOSEPH C JR	44-06-15	44-10-00	TOUR
SECKINGER, C L	44-10-25		
SEIBERT, JOSEPH A	44-09-01	44-10-05	KIA
SHARKEY, DENNIS A JR	43-11-27	44-05-24	TOUR
SHARPE, JAMES W JR	44-04-27	44-05-11	MIA/POW
SHAW, LAWRENCE C JR	44-10-25	45-01-10	MIA/POW
SICARD, JOSEPH R	44-12-11	45-02-14	MIA/POW
SILVASY, ANDREW W	44-07-26		
SINGER, CARLYLE	44-02-20	44-04-11	KIA
SOVIS, FRANK H	43-10-31	44-04-00	TOUR

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NAME	ARRIVAL	DPT	LOST?
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SOWERS, J C JR	45-04-09		
SPELMAN, GEORGE J	42-06-00	43-06-05	TOUR
STANSBURY, OLIN M JR	45-03-27		
STEIN, DAVID L	44-06-11	44-11-00	TOUR
TRELFORD, ALBERT J	44-07-14	44-08-15	KIA
TROTTER, WARREN G	44-03-25	44-09-00	TOUR
TUNSTALL, JOSEPH JR	44-04-21	44-07-00	TOUR
UHRICH, RAYMOND	44-04-18	44-04-24	MIA/POW
WEAVER, CHARLES H JR	44-06-29	44-07-16	EVADEE
WEINSTEIN, BERNARD F	44-07-21	44-09-13	KIA
WELDON, JOSEPH B	44-04-05	44-04-24	MIA/POW
WELTON, PAUL N	43-08-29	43-10-14	KIA
WHITE, DONALD H	43-11-19	44-03-26	MIA/POW
WILSON, LEWIS L	44-12-11	45-01-01	KIA
WOOD, ELBERT S JR	43-08-29	43-10-14	KIA
WOODRUFF, ELWOOD M	45-02-27		
WRIGHT, JOHN A	44-07-08	44-12-00	TOUR

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NAME	ARRIVAL	DPT	LOST?
BEACH, RALPH G K	43-09-18	44-06-26	TOUR
BERMAN, JOSEPH R	44-07-17	44-12-00	TOUR
BIRKENMEIER, ANTHONY T	45-02-13		
BITTMAN, HYMAN H	43-07-15	43-12-11	MIA/POW
BLOOM, HERBERT	43-12-01	43-12-20	D-ANOXIA
BODNARUK, JOHN	44-07-17	45-01-00	TOUR
BORCHARDT, DONALD F	44-04-29		
BRUNSON, HERBERT P	42-06-00	42-08-00	
BRYAN, JESSE A	44-10-25	45-01-10	MIA/POW
BUCHANAN, WALTER F	42-06-00	42-08-00	
BURDEN, ABRAHAM L	42-06-00	42-11-23	MIA/POW
CAREY, DONALD N	44-05-15	44-08-00	TOUR
CARROLL, LAURENCE E	44-08-25		
CHASE, DELBERT W		44-04-11	MIA/POW
COOK, DONALD L	45-03-02		
COOPER, MELVIN D	45-02-10		
CORIGLIANO, HORACE	44-12-23		
CORVO, PHILIP	44-12-09		
COUCH, CLARENCE L	43-10-05	44-04-11	MIA/POW
CURRIER, DONALD E JR	43-10-31	44-03-00	TOUR
DANIELS, RICHARD L	43-10-21	44-02-08	MIA/POW
DARULICH, ANTHONY F	44-07-17	44-12-00	TOUR
DOWDEN, LELAND A	43-10-01	43-10-14	MIA/POW
DUNLAP, CURTIS L	43-08-08	44-02-03	MIA/POW
ESPER, DWAIN A JR	44-04-27		TOUR
EVANS, FLOYD A	43-04-12	43-11-00	TOUR
FARR, CONRAD J	42-06-00	42-11-09	KIA
FLEMMONS, JAMES C	44-04-12		WIA
FLOOD, ROBERT J	43-12-01	44-03-29	MIA/POW
FORD, JAMES	44-04-30	44-08-00	TOUR
FRALEY, ROBERT E	44-04-03	44-07-00	TOUR
FRANTZ, CARL H	43-11-19	44-08-00	TOUR
GAILEY, BLAIN S	44-08-21		
GARRETT, HUBERT R	42-06-00	42-08-00	
GOLDENBURG, LEO A	44-08-21		
GOOD, GEORGE D JR	44-10-25	45-05-05	TOUR
GORDON, NATHAN N	44-04-30	44-08-00	TOUR
GRANT, GORDON R	42-06-00	43-01-13	KIA
GREGORY, WILLIAM A	44-07-21	44-09-13	KIA
HICKEY, JOHN K	43-01-15	43-09-11	TOUR
HOWARD, ROY W	43-10-16	44-04-11	TOUR(27)
HUF, ROBERT C	44-12-13		
IRWIN, L BALLARD	43-03-12	43-07-29	KIA
ISAAC, ARTHUR	43-07-04	44-04-00	TOUR
JAMES, BRIAN E	43-12-00	44-02-02	KIA
JENACK, HERBERT F	44-02-20	44-06-26	TOUR
JINDRICH, RICHARD F	44-04-27	44-05-11	MIA/POW
JOHNSON, FRANCIS B	45-02-16		
JONES, L B JR	43-05-15	43-12-00	TOUR
JONES, SHEDRICK E	42-06-19	43-01-13	MIA/POW
KEEPMAN, ERWIN W	44-07-08	44-11-00	TOUR

369th BOMBARDMENT SQUADRON BOMBARDIERS, 1942-45

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NAME	ARRIVAL	DPT	LOST?
KELLY, JACK A	43-00-00	43-10-14	KIA
KENNEY, JOHN F	44-07-01	44-11-00	TOUR
KERR, GEORGE T JR	44-09-01	45-01-00	TOUR
KNUPPENBERG, JACK E	42-06-00	42-08-00	
KRAMER, MICHAEL F	44-09-25		
KRASHES, BERTRAM	44-04-12	44-04-24	MIA/POW
KRENN, GORDON M	44-03-25	44-09-00	TOUR
LANDRUM, JULIUS C	42-06-19	42-11-09	MIA/POW
LANIUS, WALTER M JR	44-09-12	45-01-00	TOUR
LERCY, HERTON W	44-11-28		
LEVY, HENRY I	43-11-27	44-02-22	KIA
MARSHALL, PAUL K	44-08-25	44-12-00	TOUR
MAXWELL, ROBERT L	44-06-11	44-10-00	TOUR
MEERSMAN, THOMAS J	44-05-15	44-08-16	MIA/POW
MOORE, JAMES R	44-02-25	44-12-09	MIA/POW
NAGY, ALBERT J	43-06-00	43-10-14	KIA
NULL, MORGAN B	44-10-25	45-04-00	TOUR
OLDENBURG, LEO A G	44-09-00		
PALUMBO, VINCENT J	44-02-24	44-09-00	TOUR
PARKES, ARNOLD J	44-04-03	44-04-11	KIA
PEDEVILLANO, JOHN P	44-04-05	44-04-24	MIA/POW
PETERSON, LOUIS F			TOUR
PHILLIPS, MALCOLM A JR	43-02-15	44-06-00	TOUR
RATNER, SEYMOUR	44-04-13	44-07-00	TOUR
REED, JOHN F	42-06-00	42-08-00	
REEVES, JAMES W	44-04-12	44-07-00	TOUR
ROTTER, GERALD D	42-06-19	43-06-05	TOUR
RYAN, JR., JOSEPH P	43-04-11	43-11-00	TOUR
SANDBERG, ELMER A	44-08-05	45-02-00	TOUR
SANFORD, ROBERT B	43-05-19	43-07-29	MIA/POW
SCHMITZ, HENRY N	43-12-01	44-02-22	KIA
SCHUMACHER, WILLIAM R	44-12-20		
SEBASTIAN, DONALD W	45-02-16		
SHAW, WILLIAM F	44-08-29	45-02-24	TOUR
SHERTZER, SIDNEY C	44-04-18	44-04-24	MIA/POW
SLOCUM, ELIJAH B	44-10-31	44-12-15	KIA
SMITH, ALBERT G	42-06-19	42-11-23	WIA
SOIFER, SAUL	44-06-15	44-10-00	TOUR
SOPINSKI, HENRY J	44-11-13		
STALKER, ROBERT A	44-09-01	44-10-15	KIA
STALNAKER, ROBERT E	44-06-29	44-07-16	EVADDEE
STOCKER, ORVILLE Z JR	44-04-12	44-09-06	TOUR(33)
STRANGE, STERLING T JR	44-04-12	44-04-24	MIA/POW
SWEENEY, FORREST E	43-10-31	44-08-00	
TOMLIN, HARRY H	43-11-27	44-01-05	KIA
TRAVERS, ROY T	45-03-27		
TRAVIS, CLYDE J	43-01-15	43-07-00	TOUR
VAUGHTER, JAMES V	43-08-08	43-10-14	MIA/POW
WALDEN, JAMES B	44-01-17	44-12-09	MIA/POW
WARE, RICHARD K	44-04-21	44-05-08	KIA
WHITTLE, JOHN T JR	43-11-20	44-01-11	KIA

369th BOMBARDMENT SQUADRON BOMBARDIERS, 1942-45

NAME	ARRIVAL	DPT	LOST?
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WIRTH, JAMES W	43-11-27	44-01-28	WIA
WOLINSKI, FRANK W	43-04-04	43-04-17	MIA/POW
ZINKOVICH, MICHAEL M	42-12-30	43-07-24	TOUR(25)

369TH RADAR OFFICERS, 1942-45

NAME	ARRIVAL	DPT	LOST?
BARNETT, JOE T			
BUTUCEL, PETER J	44-11-05		
HOGAN, WILLIAM	44-12-02	45-09-00	TOUR CASEY JONES

GROUND OFFICERS OF THE 369th SQUADRON, 1942-45

Albee, Stephen	
Aronson, Howard	Chemical & Gunnery Officer
Bassett, Robert H.	Supply Officer
Behrens, Ernest H.	Ordnance
Bennett, William B.	Cryptographer
Bowles, Joe	Gunnery
Collins, William M. Jr.	Ordnance
Dammert, Lawrence H.	Communications
Glass, Wiley W.	Intelligence
Greenberg, Ira L.	Operations
Hanlen, Don F.	Intelligence
Higginbotham, James H.	Gunnery
McGilvra, Arthur L.	Surgeon
McKim, Charles P.	Flight Surgeon
Michaelis, Robert E.	Engineering
Moore, Henry L. P.	Intelligence
Murphy, Charles E.	Adjutant
Nowark, Charles G.	Armament
Pool, William H.	Statistical
Pryga, Joseph F.	Communications
Richardson, Allen B.	Intelligence
Shelton, Marshall L.	Radar
Stanko, John T.	Adjutant
Venable, James M.	Engineering
Williams, Willie S. Jr.	Adjutant

369th Squadron MASTER SERGEANTS

Albert, Herman	Crew Chief
Aldrich, Kenneth G.	Crew Chief
Andress, John C.	Crew Chief
Barber, Rex C.	Sgt Major
Bennett, Clyde M.	Line Chief
Ceglarski, Walter J.	Crew Chief
Cuvelier, Harley L.	Crew Chief
Daniel, Everett	Crew Chief
Goodwill, Forrest W.	Crew Chief
Griffin, Hamilton	Crew Chief, Flight Chief
Gunderson, Arngvold G.	A/C Inspector, GP Engine Change
Hankey, Richard B.	Crew Chief, Flight Chief
Harkrider, Joseph C.	Crew Chief
Harnois, Arthur J.	A/C Inspector, Line Chief
Hartung, Harold J.	Crew Chief
Hatfield, Gilbert W.	
Johnson, Marshall O.	Crew Chief
Johnson, William F.	Communications Chief
McGary, Herbert G.	Crew Chief, Flight Chief
Potter, Frank B. Jr.	Oxygen Shop Chief
Rapier, Estill H.	Flight Chief
Roach, Wightman	Armament Chief
Ralph, Jess H.	Radio Shop Chief
Rulifson, Robert L.	Crew Chief
Sanford, Charles G.	Armament Chief
Schumpert, Wilfred O.	Crew Chief
Shaffer, Elroy J.	Crew Chief
Townsley, Waller J.	Crew Chief, Flight Chief
Tzipowitz, Harry	Crew Chief
Valluzzo, Jack T.	Tech Supply Chief
Watts, Robert D.	
Wood, Jack	First Sergeant
Yarsky, Francis O.	Crew Chief

369th CREW CHIEFS, 1942-45

Albert, Herman
Aldrich, Kenneth G.
Andress, John C.

Binko, Albert J.
Bonadio, Frank

Campbell, Bennie
Ceglarski, Walter J.
Christensen, Donald
Cuvelier, Harley L.

Daniel, Everett
Deal, Elvie
Dombrowski, Moe

Edney, James

Foster, Lawrence
Frey, Elmer L.
Furay, James

Goodwill, Forrest
Griffin, Hamilton

Hagen, Bernard
Haire, Joseph W.
Hankey, Richard B.
Harkrider, Joseph C.
Hartung, Harold J.
Haynes, Wyndom

Johnson, Marshall O.

McGary, Herbert G.
Morgan, Clement M.

Rulifson, Robert L.

Sanford, Charles G.
Schrader, Melvin W.
Schumpert, Wilfred O.
Shaffer, Elroy J.
Shields, Paul D.

Torregrossa, Alphonse J.
Townsley, Waller J.

Valluzzo, Jack

Yarsky, Francis O.

369TH SQUADRON AIRCRAFT, 1942-45

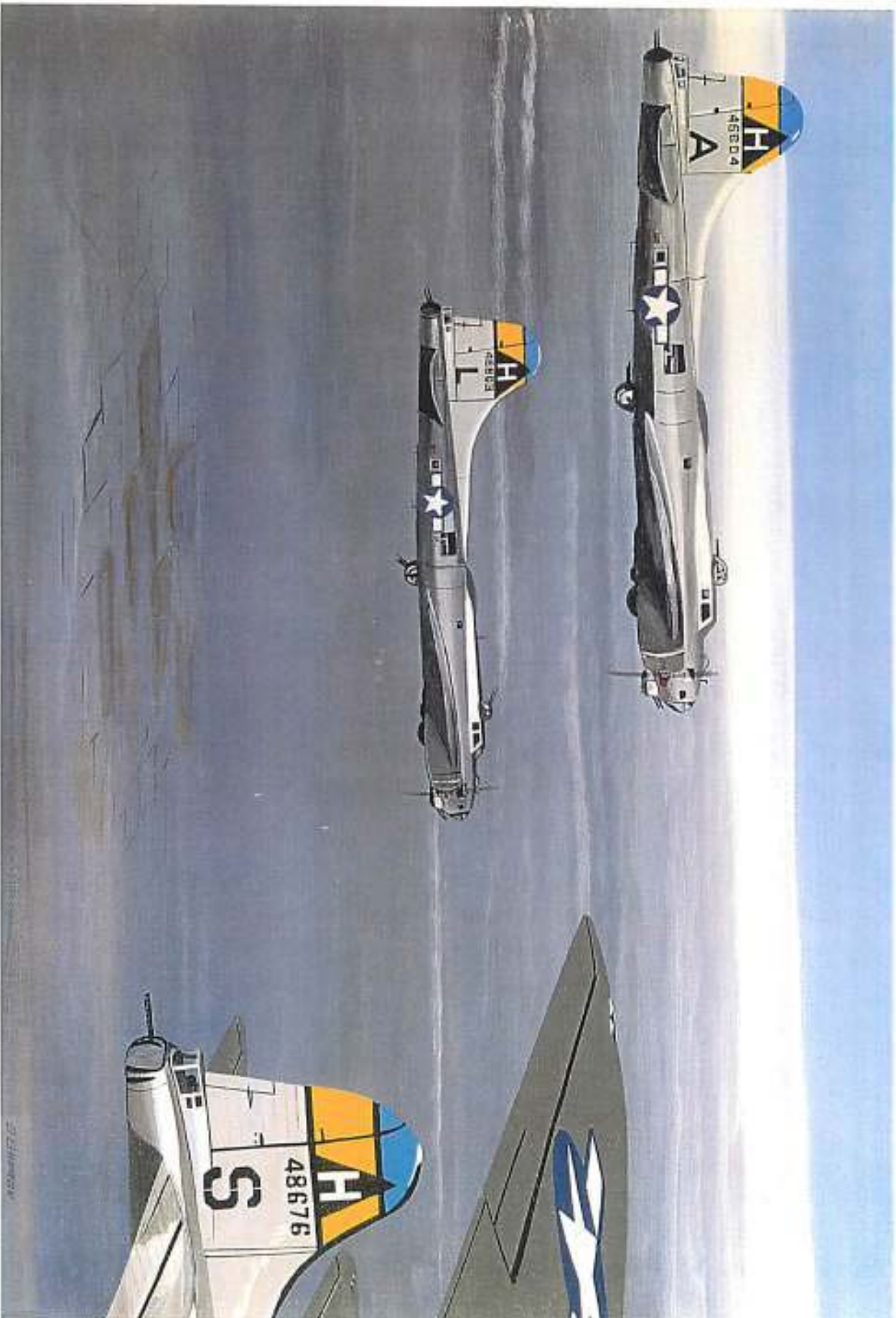
I	I*	LETTER	NAME	MODEL	ARR	DPT	CREW_CHIEF
007	42-31007	F		F	43-10-21	44-02-04 MIA FRANKFURT (w.BERRY)	
008	42-38008			G	44-01-21	44-05-08 MIA BERLIN & TO SWEDEN (w.MATICHKA)	
019	42-38019			G	44-01-21	44-04-11 MIA STETTIN (w. AHLSTROM)	
040	42-3040	R		F	43-05-00	43-06-18 TO 2SD; DOWN 44-02-21	
041	42-3041	U		F	43-04-17	43-08-23 TO 384BG	
056	42-31056	Z		G	43-10-19	44-02-03 MIA WILHELMSHAVEN (w.WONG)	
065	42-30065	U		F	43-08-22	43-09-10 CRASH LANDED AT ROMNEY, FLAK DAMAGE, SALVAGED	
076	44-8076	U		G PFF		45-00-00 TRANS TO 305BG	
078	42-31078	R		G	43-10-19	43-12-11 MIA EMDEN (w.NOACK)	
086	42-107086	Q	FICKLE FINGER	G	44-05-13	44-08-07 FIRE IN COCKPIT IN DISPERSAL 36, BLEW UP; DESTROYED 42-97396-M IN NEXT DISPERSAL	
	42-5086	J	WABCO II	F	42-12-00	43-09-05 TRANS TO 384BG	FORREST GOODWILL
136	42-31136	D		G	43-10-19	44-01-12 HALBERSTADT CRASHED ON RETURN AT ANDREWS FIELD SALVAGED	
139	42-31139	L		F	43-04-22		
143	42-31143	P	SATIN'S LADY	G	43-10-19	45-05-00 TRANS TO 381BG	HARRY TZIPOWITZ
148	44-8148	K		G			
153	42-107153	V		G	44-04-25	44-07-16 MIA MUNICH (w.JONES)	
169	42-31169	S		F	43-06-18	44-02-03 TRANS TO RAF	
181	42-97181	B	STEADY HEDY	G	44-04-25	45-05-09 TRANS TO 92BG	EVERETT DANIEL
185	42-97185	J		G	44-03-31	45-02-14 MIA DRESDEN (w.LEWIS)	
196	42-31196	O	EXTRA JOKER	G	43-12-14	45-01-20 SALVAGE	
198	42-38198	D		G	44-04-06	45-05-09 TRANS TO 92BG	
199	42-30199	R	WICKED WARC	F	43-08-31	43-10-14 MIA SCHWEINFURT (w.BETTINGER)	
239	42-97239	L		G	44-04-02	44-05-08 MIA BERLIN 3-A/C COLLISION (w.LAMBERT)	
287	43-38287	V		G	44-08-22	45-05-09 TRANS TO 92BG	
296	43-38296			G	44-08-22	44-10-15 MIA COLOGNE (w.RITTER)	
297	42-97297	H	HOW SOON?	G	44-05-05	45-05-09 TRANS TO 92BG	LAWRENCE FOSTER
301	42-97301	U		G	44-05-12	45-05-09 TRANS TO 92BG	
303	42-97303	Q		G	44-05-07	44-05-11 MIA SAARBRUCKEN (w.WILLS)	
362	43-38362	K	SLEEPY TIME GAL	G	44-08-22	44-09-09 MIA STUTTGART (w.BROWN)	
365	42-97365	Z	ZAMBO	G	44-06-02	44-08-16 MIA BOHLEN (w.NEMSOH)	ELVIE DEAL
385	42-31385	U		G	44-01-04	44-04-11 MIA STETTIN (w.OPDYKE)	J. W. HAIRE
396	42-97396	H	FORTUNATE YOUTH	G	44-04-25	44-08-07 DESTROYED BY FIRE WHEN 086 IN NEXT DISPERSAL BLEW UP; 1-WHEEL LANDING 042744	
404	42-5404	B	GEEZIL	F	43-02-00	43-09-11 CR PORTREATH 43-05-01 TO RAFSC; TO	

369TH SQUADRON AIRCRAFT, 1942-45

#	#+	LETTER	NAME	MODEL	ARR	DPT	CREW_CHIEF
						91BG 43-09-11	
417	41-24417	H	DIXIE DEMO	F	42-08-16	43-07-26 DITCHED OFF CROMER (w.HARESH)	
426	42-5426	X	FIGHTIN' BITIN'	F	43-03-25	43-07-29 MIA KIEL (w.WINTER)	MOE DOMBROWSKI
446	44-8446	A		G	44-11-26	45-01-10 MIA COLOGNE (w.HATTSON)	JACK VALLUZZO
449	42-3449	X		F	43-08-14	43-09-23 CRASHED AT RAF HATTON (w.KLETTE)	
461	41-24461			F	42-08-16	43-02-27 TO SALVAGE	
468	41-24468		Wahoo	F	42-08-16	43-01-13 SALVAGED	FOREST GOODWILL
470	41-24470		SONS OF FURY	F	42-08-16	43-01-03 ENGLISH CHANNEL (w.CRAMMER)	
471	41-24471		FOUR OF A KIND	F	42-08-16	43-01-13 OVER FRANCE, MIDAIR COLLISION (w.JOHNSTON)	HARRY TZIPOWITZ
472	41-24472			F	42-08-16	42-11-08 FRANCE (w.RICHARD ADAMS)	
477	41-24477	H	JOAN OF ARC	F	42-08-16	TO 97TH BG, 12TH AF (DOWN 43-02-01)	
	42-29477	H		F	43-03-00	43-09-25 TRANS TO 303BG	
478	41-24478			F	42-08-16	42-11-23 FRANCE (w.ISBELL)	
488	41-24488	F	BANSHEE II	F	42-08-16	43-04-17 MIA BREMEN (w.CASEY)	RICHARD HANKEY
498	41-24498			F	42-08-16	43-01-13 COLLISION OVER FRANCE (w.SPAULDING)	JOE HARKRIDER
499	42-31499			G	44-01-21	44-02-08 MIA FRANKFURT (w.SNYDER)	
529	42-29529			F		43-10-00 TRANS TO 305BG	
557	42-102557	Y	ICE COLD KATIE	G	44-04-25	45-01-10 SALVAGED	MELVIN SCHRADER
558	42-102558	W	SILVER STREAK	G	44-05-13	44-08-15 CRASH ON TAKEOFF-SALVAGE; 45-05 TO 381BG	
	42-31558	H		G	44-01-21	44-04-24 MIA OBERPFAFFENHOFEN (w.JAMESO)	
560	41-24560	D	LITTLE AUDREY	F	42-11-28	43-09-05 TRANS TO 384BG	BENNY CAMPBELL
567	41-24567		BOOMERANG'S BIG FRIEND	E			J W HAIRE
588	44-8588			G	45-05-24		
619	43-37619	S	FLACK SHACK	G	44-06-12	45-04-18 MIA ORANIENBERG (w.BABIN)	BEN HAGEN
629	42-24629	O		F	43-03-00		
	42-29629	A	CONNECTICUT YANKEE	F	43-03-12	43-09-25 TRANS TO 303BG	
658	42-29658			F	43-03-16	43-04-17 BREMEN (w.WATSON)	
663	42-97663	V		G	44-03-26	44-03-26 MIA PAS DE CALAIS (w.PRICE)	
669	42-102669	G	DANYANKEE	G	44-05-24	44-08-08 MIA CAEN AREA (w.KATA)	
693	43-37693	L		G	44-08-13	44-06-18 MIA BOHLEN (w.RALSTIN)	
695	42-31695	D		G	44-01-29	44-02-22 MIA BERNBURG (w.QUAINTANCE)	
713	43-38713	K		G	45-01-03	45-05-07 TRANS TO 92BG	
718	42-37718	H		G	43-09-19	43-10-08 MIA GYDNIA (w.RANCK)	
729	42-5729	G	PICADILLY COMMANDO	F	43-03-00	43-09-08 TRANS TO 91BG	TZIPOWITZ/YARSKY
730	42-30730	P	DEARLY BELOVED	F	43-09-20	44-04-24 MIA OBERPFAFFENHOFEN (w.RAMSEY)	
739	42-29739	F	WOLF PACK	F	43-08-04	43-09-11 TRANS TO 91BG	

369TH SQUADRON AIRCRAFT, 1942-45

I	I+	LETTER	NAME	MODEL	ARR	DPT	CREW_CHIEF
745	42-5745			F		43-07-29 MIA KIEL (w.WINTERS)	
765	42-37765	D		G	43-12-14	44-06-18 RETURNED TO U.S.	
	42-39765	D		G		44-06-08	
	43-38765	M	MILK RUN SPECIAL II	G	45-02-10	45-05-09 TRANS TO 92BG	
768	42-31768	Y	MISS CARRIAGE	G		44-04-24 MIA OBERPFAFFENHOFEN (w.BIGGS)	LAWRENCE FOSTER
772	44-8772	O	LOW AND SLOW	G PFF	45-02-04		
779	42-30779	U		F	43-09-18	43-10-14 MIA SCHWEINFURT (w.LOCKYEAR)	
784	42-5784	R		F	43-03-12	43-05-01 MIA BREST (w.WIGGINTON)	
789	42-29789						
794	42-30794	P		F	43-09-02	44-01-05 MIA KIEL (w.WOLFE)	
811	42-30811	D		F	43-09-02	43-10-14 MIA SCHWEINFURT (w.PETERS)	
824	42-29824	B		F	43-05-00	43-07-28	
826	42-5826	W	JERAVAD 'UNE PETITE PEU'	F	43-05-07	43-07-29 MIA KIEL (w.CONLEY)	
827	42-39827	G		G	43-11-24	44-05-01 TO APHRODITE PROGRAM	
832	43-38832	Y	IRENE	G	45-02-19	45-05-09 TRANS TO 92BG	
835	42-39835	G		G			
889	42-5889	W	LIBERTY BELLE	F	43-08-22	43-10-09 SALVAGED	
896	42-102896		CAPT'N AND HIS KIDS	G	44-09-00		
	42-97896	X	MISS AMERICA	G	44-06-10	45-05-09 TRANS TO 92BG	CUVELIER/CRANE
901	42-31901	Y		G	44-02-25	44-04-24 MIA OBERPFAFFENHOFEN (w.TARR)	
935	42-29935	A		F			
	42-39935			G	44-01-06	44-02-22 MIA BERNBURG (w. HORST)	
939	42-29939	A		F		44-03-00 TRANS TO 96BG	
	42-30939	A		F	43-10-21	44-07-16	
953	42-37953	L		G	43-12-27	44-03-29 MIA BRUNSWICK (w. SCHUERING)	
965	42-39965	W		G	43-12-19	44-03-29 MIA BRUNSWICK (w.HAYWOOD)	
969	42-31969	F		G	44-02-22	44-05-08 MIA BERLIN (w.SCHLECHT)	
970	42-5970	K		F	44-04-21	44-07-16	
975	42-102975	F	VERNA E	G	44-06-06	45-02-27 MIA DRESDEN (w.HENLEY)	
	42-97975	F		G		45-06-18 TRANS TO 1 AIR DIVISION	
978	42-2978	M	SIS	F	43-03-00	43-11-19 TRANS TO 381BG	HARLEY CUVELIER
993	42-29993	K		F	43-04-19	44-01-11 MIA AT HALBERSTADT (w.TATTERSHALL)	



306th Bombardment Group, 8th Airforce

Billy Garrnon, artist