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ENCOUNTER 3M ORP3

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

395th FIGHTER SQUADRON  
Office of the Intelligence Officer

D-4-2

00 141, U.S. Army

WITNESS STATEMENT

- A. Combat
- B. 22 April 1945
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 0850 hours
- E. Three miles due North Eilenstock, Germany.
- F. 10/10 overcast 700 feet - visibility 8 miles.
- G. Follmer (single engine biplane) probably P-7.
- H. One (1) Follmer P-7 destroyed.
- I. On 22 April I was flying number four position in Flapper white flight of the 395th Fighter Squadron. We were returning from an armed recon mission in the vicinity of Prague, Czechoslovakia, and were in the vicinity of a town later determined as Eilenstock, Germany. Due to adverse weather, the entire Squadron was flying at very low altitude. I sighted a single biplane with conspicuous Maltese crosses coming down a small ravine on a course approximately 180 degrees from our own. I called in over the R/T, "There goes a Jerry recon Flapper, white four." "Should I get him?" The squadron leader, LT DICKS, replied, "Roger" and at the same time LT JAFFY, white number three said, "I'll cover your tail." At the time we were flying about 500 feet above the ground and the enemy aircraft was perhaps 100 feet below the Squadron. I did a tight 180 degree turn at the same time gaining as much altitude as was expedient due to low clouds. Perhaps 30 seconds later, I again sighted the enemy aircraft off to my right heading up a small valley below and away from me. I called him out on the R/T and went after him. The pilot had evidently seen me but was unable to get out of the valley. He turned to the left as I approached and I fired a short burst holding about 3/4 radii lead at about 60 degree deflection. Any rate of closure was very fast and I could not follow the lighter aircraft in the turn much longer. I was now about 75 degree

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Encounter Report (Cont'd)  
BRISCH, 1st Lt., 1 - (C)

deflection so I gave his engine about 1/2 radii lead and fired a long burst. I saw good hits from the cockpit back to the tail and also on a white farmhouse directly in line with my line of fire. The pilot was headed for a small field surrounded by trees and was below tree level by this time. I had to pull up abruptly to keep from crashing into the trees. I then did a tight left hand climbing turn and saw the ship pull over a thin strip of trees and land in a large field nearby. The pilot emerged immediately and tried to run for the nearby trees. His movements were slow and he limped badly. The plane was burned by myself and the rest of the squadron by strafing.

- J. 400 rounds of 50 cal. ammunition expended.
- K. Combat film exists -- combat film forwarded 23 April 1945.

*Harold E. Brisch*  
HAROLD E. BRISCH,  
1st Lt., Air Corps,  
Pilot.

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

G-1-2

PO Box 141, H.S. Army  
22 April 1945

SUPPORTING STATEMENT

- A. Supporting statement for 1st Lt HAROLD W. SYKES.
- B. 22 April 1945
- C. 0850 hours
- D. North of Eilenstock, Germany.

On April 22 I was leading Flapper White Flight on a armed recon in the vicinity of Prague. We were heading towards home in the vicinity of Eilenstock, Germany and were on the deck because of low cloud cover. My number four man, 1LT WILSON, called in a German biplane flying 180 degrees to us. The plane passed between me and White three, 1LT JERRY, so I saw that it was definitely Jerry. I told my number four man to get him and I followed him around. I saw him get good hits in the engine, cockpit, and fuselage of the Jerry plane, and it immediately headed for the ground. The pilot got out and limped into a small wooded area. It is my opinion that 1LT SYKES knocked out the engine and also wounded the pilot. The Squadron then finished off the plane by strafing.

ROBERT E. SICKS,  
1st Lt., Air Corps,  
Flight Leader.

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

W-1-3

A/C 141, T. O. Army  
24 April 1945

SUBJECT: STATEMENT

- A. Supporting statement for 1st Lt WILLIAM E. BRIDGMAN.
- B. 22 April 1945
- C. 0830 hours
- D. North of Eilenstock, Germany.

On 22 April 1945 I was flying number three position in White Flight of the 395th Fighter Squadron. 1st Lt BRIDGMAN, number four, sighted an enemy enemy biplane at about 800 feet near Eilenstock, Germany. Our flight leader, 1st Lt DICKS, told him to go get him since 1st Lt BRIDGMAN was in the best position to do so. 1st Lt BRIDGMAN immediately went after this biplane and I flew his wing. I observed many strikes raking the entire fuselage of this plane forcing it into the ground. The enemy pilot limped away from the airplane and our entire squadron strafed the airplane and left it burning.

WILLIAM E. BRIDGMAN,  
2nd Lt., Air Corps,  
Pilot.

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