

# CONFIDENTIAL

## INCIDENT REPORT

- A. Type of Action: Strafing E/A on Ground
- B. Date of Action: 6th October 1944.
- C. Squadron and Group: 396th Fighter Squadron, 368th Fighter Group.
- D. Time of Attack: 1515 hours.
- E. Geographic Location of Attack: Breitschied L/G.
- F. Weather Including Visibility: Weather very good. - Haze
- G. Type of E/A: FW-190's and Me-109's.
- H. Enemy Casualties: 4 FW-190's and 2 Me-109's destroyed. 2 Me-109's probably destroyed.
- I. Rounds of Ammunition Expended: 1750 rounds.

### J. Narrative:

I was leading Bank Note Group and flying No. 1 in Serum White Flight on a fighter sweep East of the Rhine at 15,000 feet. We were uneventfully vectored into several bogies by Sweepstake when I saw three rather suspicious looking grass fields off my right wing, and decided to take a look and test for flak. I called for an orbit and as my wing man and I approached one of the fields, Tropic leader called in two E/A circling. Just as I told him to bounce them, I saw an Me-109 landing and what I believed to be E/A draped with camouflage nets in the Southwest corner of the field. I called on the R/T to hold off while I checked the flak situation. I drew no fire and saw no A/A positions at 7,000 ft while making 2 orbits but did pick up thirty-five plus fighter E/A parked wing tip to wing tip on the south and West sides of the field. I told my wing man to join and called for a strafing run from East to West through the long row of E/A. My guns didn't fire on the first pass and since flak was negligible, I called for Serum Blue flight to get in on the fun, leaving Tropic upstairs for cover I made another run but still got no M/G action. However, my wing man, Lt. Knauss, had one FW-190 ablaze. I pushed every circuit-breaker in the cockpit and ran them again with no guns firing and again Lt. Knauss set fire to another FW-190. I pushed the circuit-breakers again with my finger on the tit and got a short burst so I went to work. My first shooting pass was finally made from north to south and I left two FW-190's out of eight ablaze. I claim these destroyed. Returning from south to north I fired a FW-190 at the south end of the field, which I also claim as destroyed. As I pulled away, I saw 10 Me-109's on the west side of the field that were camouflaged a little more cleverly so I walked the line from south to north but only one of them caught fire. I claim this Me-109 as destroyed. I then saw the Me-109 that had just landed and sprayed him on a good run from west to east. He immediately blazed and then exploded. I claim it destroyed. I was forced to gain altitude to find another E/A that wasn't burning or wrecked, and finally kicked it over on to a lone FW-190. He burst into flames before I crossed him. So I also claim this E/A as destroyed. The boys called in low

CONFIDENTIAL

1879

ENCOUNTER REPORT. cont.

gas and ammo so I swung back and sprayed the long row on the west side of the field down to my tracers. I claim two Me-109's probably destroyed on this pass, as they only smoldered. The entire area was smoked up when we left but I didn't see any E/A that were left unscathed.

*P. P. Douglas*  
P. P. DOUGLAS,  
Lt. Col. AC.

I was flying Lt. Col. Douglas' wing on his first two shooting runs and corroborate his claims. As I orbited after running out of ammo, I also saw him hit the Me-109 that was by itself on the NE side of the field and then hit the long row of E/A on the west side of the field.

JOHN R. MAUSS,  
2nd Lt., AC.

I was flying No. 3 in Lt. Col. Douglas' flight and verify his account of the attack.

PAUL J. QUILEY,  
1st Lt., AC.

ENCOUNTER REPORT

- A. Type of Action: Ground Strafing.  
B. Date of Action: 6th October 1944.  
C. Squadron and Group: 396th Fighter Squadron, 368th Fighter Group.  
D. Time of Attack: 1515 hours.  
E. Geographic Location of Attack: Breitschied L/G. East of Coblenz.  
F. Weather: Hazy.  
G. Type of enemy A/C: FW-190's and Me-109's.  
H. Enemy Casualties: 2 FW-190's destroyed, 1 FW-190 probably destroyed.  
I. Rounds of Ammunition Expended: 1300 rounds.

J. Narrative:

I was flying Bank Note Leader's wing on a fighter sweep E of Coblenz. We were at 15,000 ft. when he called in an orbit so he could check for flak over a suspicious looking grass field. Since there was no reaction, I joined him and as we were going down, I could see single-engined E/A clustered around the edge of the woods to the south and west of the field. Our first pass was made from the east and I got good strikes on a FW-190, but saw no fire. Fragments of the cowlings and canopy sprayed off as I passed over. I claim 1 FW 190 probably destroyed. We had drawn no flak whatsoever, so we pulled up and ran the line again. This time I got a beautiful run and set one FW-190 on fire. Which I claim as destroyed. The third pass got the same results exactly, on a run from north to south along the west side of the field, and I claim another FW-190 destroyed. This time Banknote Leader fired two FW-190's just ahead of me. My fourth pass was too steep and I missed but Lt. Col. Douglas had another 190 ablaze. I ran out of ammo at the beginning of my fifth pass, so I climbed up and watched the rest of the squadron grind up what was left. I'm convinced that there wasn't a whole E/A left when we set course for home.

JOHN R. KNAUSS,  
2nd Lt., AG.

I saw Lt. Knauss set fire to both FW-190's he claims as destroyed, and also saw a damaged E/A after his first run when my guns didn't fire.

PAUL P. DOUGLAS,  
Lt. Col., Air Corps.

CONFIDENTIAL

I was flying No. 3 in Lt. Col. Douglas's flight and verified  
Lt. Rhauss claims.

PAUL J. QUINCY,  
1st Lt., AEC Corps.

# CONFIDENTIAL

## ENCOUNTER REPORT

- A. Type of Action. Ground Strafing.
- B. Date of Action. 6th October 1944.
- C. Squadron and Group. 396th Fighter Squadron, 368th Fighter Group.
- D. Time of Attack. 1515 hours.
- E. Geographic Location of Attack. Breitscheid L/G.
- F. Weather, Including visibility. Very good. Haze
- G. Type of Enemy Aircraft. FW-190's and Me-109's.
- H. Enemy Casualties. 3 FW-190's and 1 Me-109 destroyed. 1 FW-190 and 1 Me-109 probably destroyed.
- I. Rounds of Ammunition Expended for the whole Mission. 2040 rounds.

### J. Narrative:

I was leading Serum Blue flight on a sweep East of Coblenz when the Group Leader, Lt. Col. Douglas, called in an E/A landing on a grass field below us. We orbited to lose altitude and I saw that the South and West sides of the field were cluttered with fighter E/A parked wing tip to wing tip. I think most of them had just landed. Some had nets on them and others were parked and being serviced. My wingman and I ran the south edge of the field from E to W. I called him on the R/T and told him to take the last section of a row of FW-190's and I hit the first section. As I pulled up four of them were burning. I claim the first two as destroyed. Our second pass was made the same way and I hit a group of three camouflaged E/A (which I believe were FW-190's) and 2 Me-109's nearby. When I wheeled for the next pass, I saw one E/A in each group burning so I claim them as destroyed. A large explosion occurred near the camouflaged planes a moment later and obscured the whole SE corner of the field, but I got a good squirt at another FW-190 and made it smolder. I claim this as probably destroyed. We made three more runs but smoke obscured everything and it was difficult to assess any damage. However, toward the end of the next to last pass, I picked up another Me-109 on the West side and worked it over around the cockpit. It was smoldering when we pulled up to set course. I claim it as probably destroyed.

GEORGE W. PETRIE,  
1st Lt., Air Corps.

I was flying #2 position in Serum Blue flight and was on Lt. Petrie's flight throughout. I verify his claims and description of the attack.

ROBERT M. PACE,  
2nd Lt., Air Corps.

I was leading Blue Flight Element in Lt. Petrie's flight and verify his account of the attack.

LOUIS D. HAMILTON III  
2nd Lt., Air Corps.

CONFIDENTIAL

ENG UNTER REPORT

- A. Type of Action. Ground Strafing.
- B. Date of Action. 6th October 1944.
- C. Squadron and Group. 396th Fighter Squadron, 368th Fighter Group.
- D. Time of Attack. 1515 hours.
- E. Geographic Location of Attack. Breitscheid L/G.
- F. Weather Including Visibility. Very good. Haze.
- G. Type of Enemy A/C. FW-190's and Me-109's.
- H. Enemy Casualties. 2 FW-190's destroyed, and 1 Me-109 probably destroyed.
- I. Rounds of Ammunition Expended. 1600 rounds.
- J. Narrative:

I was flying #2 position in Blue Flight when Lt. Col. Douglas spotted the airport and gave us permission to go down and strafe. We made our first pass from east to west, Lt. Petrie called for me to get the last part of a row of FW-190's and I saw him put a long burst into the 1st line of aircraft parked wing tip to wing tip and covered with camouflage nets. I followed him up and made a low strafing pass on the 2nd line of aircraft. When we were circling to make our second pass I saw 4 big fires where we had strafed. We both claim two FW-190's destroyed. We made another pass from east to west but there was so much smoke from previous strafing that it was difficult to tell the results of the second pass. I saw a huge explosion along the south side of the field after our second pass. Our third pass was from south to north. I didn't see any airplanes catch fire. We made two more passes from north to south along the west side of the field. These airplanes were mostly Me-109's. I thought I saw one catch fire as a result of my strafing, therefore I claim one Me-109 probably destroyed. When we left the field there were several fires along the south side of the field and airplanes were smoking on the west side. The air was very turbulent over the field as a result of the fires.

ROBERT M. PACE,  
2nd Lt., Air Corps.

CONFIDENTIAL

I verify Lt. Pace's claim on the two FW-190's he set on fire.

GEORGE W. PETRIE,  
1st Lt., Air Corps

I was flying just behind Lt. Pace on his last two passes and I saw him obtain strikes on a row of Me-109's.

LOUIS D. HAMILTON III,  
2nd Lt., Air Corps.

CONFIDENTIAL



## COMBAT REPORT

### ENCOUNTER REPORT

- A. Type of action. Ground strafing.
- B. Date of action. 6th October 1944.
- C. Squadron and Group. 396th Fighter Squadron, 368th Fighter Group.
- D. Time of attack. 1515 hours.
- E. Geographic location of attack. Breitscheid L/G.
- F. Weather including visibility. Very good. - Haze.
- G. Type of enemy A/C. FW-190's and Me-109's.
- H. Enemy casualties. 2 FW-190's and 1 Me-109 destroyed, and 1 FW-190 and 1 Me-109 probably destroyed.
- I. Rounds of ammunition expended. 1800 rounds.

#### J. Narrative.

I was leading Blue Flight element in Lt. Petrie's flight. Our squadron (7 planes remaining) circled the enemy airdrome, chose a good direction of attack and Blue Flight made its first pass from east to west along the southern border of the field, pulling up into the haze and sun from the targets. As I leveled out to fire my guns I saw Lts. Petrie and Pace pull up off their attack leaving four planes burning. I then fired upon another plane in that same line and claim 1 FW-190 probably destroyed. I claim 1 FW-190 destroyed on the second pass which was made in the same direction. I noticed light calibre tracers going past my port wing as I pulled up. The third pass was made from southeast to northwest. I saw strikes on two of three Me-109's and claim 1 Me-109 destroyed on this pass. Flak was increasing at this time. My wingman, Lt. Johnson, and I then made a pass from northeast to southwest, firing on several planes parked in a semi-circle. As I pulled up I looked back and saw three FW-190's burning, I claim 2 FW-190's destroyed for my wingman, Lt. Johnson, and 1 FW-190 destroyed for myself. We made two other passes in this direction and I claim 1 Me-109 probably destroyed. I saw Lt. Pace fire upon a plane parked in a revetment and obtain many strikes on it. Our attacks were made with such a degree of accuracy and swiftness that the ground forces were apparently thrown into a state of confusion and found it difficult to man their anti-aircraft guns for several minutes, during this time our squadron destroyed or probably destroyed nearly every plane in sight.

LOUIS D. HAMILTON III,  
2nd Lt., Air Corps.

I was flying Lt. Hamilton's wing throughout the attack and verify in every detail his report.



BOYD E. JOHNSON,  
2nd Lt., Air Corps.

# CONFIDENTIAL

## ENCOUNTER REPORT

- A. Type of Action. Ground Strafing.
- B. Date of Action. 6th October 1944.
- C. Squadron and Group. 396th Fighter Squadron, 368th Fighter Group.
- D. Time of Attack. 1515 hours.
- E. Geographic Location of Attack. Breitscheid L/G.
- F. Weather, Including Visibility. Very good. Haze.
- G. Type of Enemy A/C. FW-190's and Me-109.
- H. Enemy Casualties. 2 FW-190's destroyed and 1 probably destroyed Me-109.
- I. Rounds of ammunition Expended. 1300 rounds.
- J. Narrative.

I was number 4 in Serum Blue Flight led by 1st Lt. Petrie in Lt. Col. Douglas' squadron. We were on a fighter sweep East of Coblenz. We had been vectored around for about 1 hour by a ground controller after E/A. Without any results from vectoring my squadron commander, Lt. Col. Douglas, sighted an airfield with aircraft on it. He went down with his wing man to investigate the field and the amount of flak that might be encountered. The flak was very light so he told us to strafe. Our first pass was made from East to West to strafe about 8 airplanes which were parked wing tip to wing tip. Lt. Col. Douglas' guns wouldn't fire and his wingman overshot the target so our flight was next to strafe. After the four ships in Serum Blue Flight had strafed there were 4 or 5 E/A burning. On our next pass I saw a lone Me-109 parked about 20 ft. away from the trees on the west side of the field. I shot a fairly long burst into the side of the A/C from 90 degrees but it didn't start burning. I made two passes on that A/C without any visible results of fire but I saw many strikes. I claim it as probably destroyed. While pulling up from the pass I saw three FW-190's parked in a semi-circle on the west end of the field wing tip to wing tip with their cowling off. On our next pass I shot a long burst into the three A/C getting many strikes. After pulling up, I looked back and two of the E/A were burning. I claim these destroyed. I was very low on gas so I called my flight leader. He made a couple of more passes in which I circled and throttled back trying to save fuel. We then joined formation and took up a heading for our home base.

*Boyd E. Johnson*  
BOYD E. JOHNSON,  
2nd Lt., Air Corps.

CONFIDENTIAL

I saw Lt. Johnson set the 2 FW-190's on fire as described in his report of the attack.

LOUIS D. HAMILTON III,  
2nd Lt., Air Corps.

# CONFIDENTIAL

## ENCOUNTER REPORT

- A. Type of Action: Ground Strafing.
- B. Date of Action: 6th October 1944.
- C. Squadron and Group: 396th Ftr. Sq. 368th Ftr. Grp.
- D. Time of Attack: 1815 Hours.
- E. Geographical Location of Attack: Breitscheid L/G.
- F. Weather: Very Good. Visibility - Haze.
- G. Type of Enemy A/C: FW-190's and Me-109's.
- H. Enemy Casualties: 1 FW-190 Probably destroyed and 2 Me-109's Damaged.
- I. Ammunition Expended: 1050 Rounds.

### J. Narrative:

I was flying #3 in Lt. Col. Douglas' flight. My wingman was not with me as he had trouble before take-off. In the vicinity of the airfield the Col. spotted a plane taxiing across the field which I also saw. He was taxiing NE. We circled the field in large circles losing our altitude. The Col. made the first pass east to west. I followed him down behind the #2 man. Nothing claimed on this pass. The flak was negligible so I made a second pass after Lt. Petrie's flight made a pass, E to W, I claimed the 190 on the SE edge of the field probably destroyed after seeing strikes all around the plane and it seeming to smoulder. I then circled the field and made a pass S to W on the Me-109's on the west side of the field. My burst "walked" through the plane but got no smoke or flames in spite of numerous strikes. I claim both these E/A as damaged. As we climbed to set course, there was a column of smoke to the west about two miles long, and the whole south part of the field was obscured by black oil smoke.

PAUL J. QUILEY,  
1st Lt., AC.

I saw Lt. Quilty fire on the Me-109's claimed as damaged.

GEORGE W. PETRIE,  
1st Lt., AC.

I saw Lt. Quilty fire on a FW-190 and obtain strikes.

PAUL P. DOUGLAS,  
Lt. Col., AC.

### ENCOUNTER REPORT

- A. Aerial Combat.
- B. 20 October 1944
- C. 396th Ftr. Sq. 368th Ftr. Grp.
- D. 1450 Hours.
- E. Coblenz.
- F. Several thin cloud layers around 11,000 ft. - Visibility very good.
- G. FW-190's
- H. 3 E/A destroyed - 1 E/A damaged.
- I. 2100 Rounds.

#### J. Narrative:

I was leading Serum Squadron on an uneventful sweep after bombing enemy strongpoints near Bergstein. We had patrolled the Cologne-Coblenz area and were about to set course for home, flying at about 11,000 ft. when my element leader called in bogies at 10 O'clock. They evidently saw us at the same time that we saw them for the sky was suddenly filled with jettisoned tanks and bombs which fell right on the city of Coblenz. E/A then began a climbing lufbery to the left. We started climbing after them in the opposite direction when 1 FW-190 who was unable to get rid of his tank dove away. I called on the R/T to leave him alone and for the next five minutes, there was a good old fashioned dog-fight at 11,000ft. with everyone making head-on passes very ineffectively. After several turns, I got on the tail of 1 long-nosed FW-190 and eventually managed to close to 200 yds. with no deflection. He began to smoke and fragments fell off. The pilot then bailed out as the E/A fell into a spin. I claim this FW-190 destroyed. At this point, their top cover, a flight of about 6, broke through and I latched on to the rear of four of them as they went through. I began shooting at #4 at about 2,000. from 100 yds. and he immediately began to pour out white smoke so I swung over behind #3. I gave him a short burst from 150 yds and saw strikes on his fuselage. I claim him as damaged. I then noticed that #4 had stopped smoking and was still in there flying so I swung back. This time there was no doubt about it. A three-second burst caused the airplane to just about disintegrate as it fell off, plunged straight down and exploded when it hit. We were then at about 50 ft. but there were only 2 FW-190's out ahead of me. As we flew along on the deck past a wooded ridge, the E/A split and I lost one. I believe he's the one who eventually drilled me with 15 20mm shells. However, I gave the last E/A three long squirts from 100 yds. and fired until my right outboard gun was the only one with any ammo left. I noticed many strikes on both wings during this burst but the Hun continued to attempt evasive action. However, I had no trouble cutting him off in two turns and when he pulled up and saw me about forty ft. away, he evidently lost his

INCIDENT REPORT OF LT. COL. DOUGLAS (CONT'D)

nerve, zoomed straight up and bailed out as he stalled at about 1,200 ft. I followed his ship down, switched to camera and shot a picture of the crash, orbited and took a shot of him struggling in his chute harness and then climbed for home. I had just set course, alone, when my left wing caught fire and burned out my flap, air speed indicator, and was about half-way through the aileron control when it blew out. About 2 minutes later something exploded, shredded my canopy, blew my helmet off and out, knocked a large hole in the side of the cockpit, and broke the glass on some of my instruments. Lt. Kennedy then joined up and we flew on home. I landed with no flaps, one brake, no A/S indicator, and two flat tires. You can't beat those D-23's. I did everything the Hun did, and in climbs, turns, and speed is thirty-percent better.

*Paul P. Douglas Jr.*  
PAUL P. DOUGLAS,  
Lt. Col., Air Corps.

On 20th October while leading the second flight in the squadron, I saw Lt. Col. Douglas attack an FW-190 and the pilot bail out. Later in the fight, I saw an explosion and a parachute as well as a single P-47. It developed that this P-47 was that of Lt. Col. Douglas. I verify two of Lt. Col. Douglas' three claims.

CHARLES J. KENNEDY, JR.  
1st Lt., Air Corps.

## ENCOUNTER REPORT

A. Aerial Combat

R. 20th October 1944

C. 396th Fighter Squadron, 568th Fighter Group

D. 1450 hours.

E. Coblenz

F. Several thin cloud layers around 11,000 ft. Visibility very good.

G. FW-190's

H. 1 FW-190 destroyed, 1 FW-190 damaged.

I. 1800 Rounds.

J. Narrative:

I was leading Black Flight of Serum Squadron when we made contact with the enemy over Coblenz. My flight was a thousand feet to the right and slightly higher than Serum leader's flight. We were crossing the Rhine at Coblenz on a heading of 240 degrees at an altitude of 11,000 ft. Twenty plus FW-190's, carrying bombs and belly tanks, broke through the overcast at 11 o'clock to us slightly above and at about five hundred yards range. The enemy immediately jettisoned their bombs and belly tanks as they started a climbing turn to the left. I started a climbing turn to the left also and got my flight on the enemy's level before attacking. My original intention was to attack the rear elements of the enemy's formation but had to change my mind as the enemy was forming a big Luftberry which would have put his lead planes on my tail, so I broke my flight through the center of his formation. At this time I saw Serum leader getting strikes on an FW-190 and the pilot bailed out. My element leader was being attacked by two FW-190's at this time so I called for him to break and at the same time turned onto their tails. I had no trouble closing, so I closed to 150 yds. before opening fire. Firing from astern and at a deflection angle of about 15 degrees, I noticed many strikes just forward of the cockpit which caused the plane to start burning. I started to follow the E/A down but had to break into three of the enemy coming in on my wingman's tail. Serum leader saw this man bail out. The next ten minutes was spent in attacking the enemy and trying to keep them off our tails. In the numerous attacks I definitely saw strikes on one other E/A. The enemy was very aggressive and made many head-on attacks. My wingman did a wonderful job of staying with me all this time and saved my neck several times. He called that he was getting low on gas, so I told him we would break out of the fight and start home. At this time, I saw two FW-190's diving on him and called for him to break as I broke into them, but they hit him badly as I was transmitting. His plane broke into flames and started a spiral to the left. I tried to follow him down but after about a thousand feet of dive, I was attacked from behind by three E/A. After I broke into these three, I climbed back to 10,000 ft., noting that I was getting low on gas and practically out of ammunition, I looked for another P-47 to join with but could locate none. There were still several of the Huns around, so I decided to head for the base. Thinking I was still on the east side of the river, I headed for the river and the clouds at 4,000 ft. with two of the enemy on my tail. I was able to pull away from them pretty rapidly but when I broke out below the clouds I noticed that I was on a southeast heading going deeper into Germany. At this time I noticed an explosion below and then I saw



a parachute. It was just after I turned back west that I picked up Serum Leader who was shot up pretty badly and had a fire in his left wing. I escorted Serum leader back to base with the help of sweepstakes. I claim one FW-190 destroyed and one FW-190 damaged.

*Charles J. Kennedy, Jr.*  
CHARLES J. KENNEDY, JR.  
1st Lt., Air Corps.

I was leading Serum Squadron when we made contact with E/A over Coblenz that were carrying bombs and belly tanks which they jettisoned when we turned into them. The E/A formed a big Luftberry and I closed in on number four man and he bailed out. I observed Lt. Kennedy's diving attack through the E/A Luftberry and also heard him tell his element leader to break. He broke into the two FW-190's attacking his element leader and closed to point-blank range before he opened fire. I saw strikes all around the cockpit and the plane started to burn. The pilot bailed out. I verify Lt. Kennedy's claim of 1 FW-190 destroyed.

PAUL P. DOUGLAS Jr,  
Lt. Col., Air Corps.

#### ENCOUNTER REPORT

- A. Ground strafing and aerial combat.
- B. 20th October 1944.
- C. 396th Fighter Squadron, 388th Fighter Group
- D. 1450 hours., and 1500 hours.
- E. Coblenz.
- F. Several thin cloud layers around 11,000 ft. Visibility very poor.
- G. FW-190 in air. Me-109 on ground
- H. 1 FW-190 destroyed in the air. 1 Me-109 destroyed on the ground.
- I. 1500 rounds.
- J. Narrative:

After dive-bombing a target for Seascout, our squadron flew east on a fighter sweep. I was leading Lt. Col. Douglas element. At approx. H-5792, I called in one single-engined E/A parked on the edge of a grass field near a hangar, and got permission to go down. I made my first pass from right angles to the fuselage but I was too high and fast. I drew no flak, so I orbited and slowed her down. This time I saw the E/A was an Me-109 on jacks and four mechanics were scrambling balls out for the woods. I got good strikes from the middle of the fuselage back to the tail with a three second burst. My next pass really clobbered the Me-109 around the cockpit and cowling and big chunks dropped off. It was smoldering as I pulled up and rejoined the flight. We turned on a heading of 272 degrees, and while crossing the northern section of Coblenz, we ran into 20 plus long and short-nosed FW-190's at 11 o'clock and slightly higher. The E/A jettisoned bombs and belly tanks, and began a climbing turn to the left. I broke up and left with the element and ran head-on into the top-cover of long-nosed FW-190's. There were six in all and after a sharp break left, I wound up with one on my tail. I out-turned him 90 degrees in the first 360, and got in a solid burst at 15 degrees on the completion of the second 360. The E/A immediately burst into flames as large chunks fell off. The pilot bailed out and I broke to clear my tail. My wing man also got on the tail of one and chased him up to the 17,000 feet cloud layer but was unable to close sufficiently.

For approximately the next ten minutes it was a madhouse of head on passes and we all had to scramble to keep them off our tails. There was little chance of getting any shooting in. The Hun attempted many 90 degree deflection shots and was generally very aggressive. I was hit once by a 7.9 bullet that pierced the canopy, smashed my goggles and went out the other side of the cockpit. My engine was hit by a 20 mm shell from the same E/A and the #5 cylinder knocked out.

I saw a P-47 go down in flames and called to the pilot to bail out. I followed him down to 3,000 ft where he jumped and I saw the chute open just as I was hit in the engine, canopy, and belly by three E/A that had followed me down. I headed up into a thin layer of overcast and set course at 4,000 ft, gradually drawing out of range of the three Jerry's but I was extremely low on fuel and had little ammo left. I had hoped to remain hidden in the overcast but hit a clear spot in a couple of minutes and one gun was still in my tail. He hit me once when he was about 300 yards away. At this time I had only 40 gal of gas left so I headed straight for the base line at its nearest point. I threw in the water and brought my air speed up to 30 MPH but he still stayed with me and clobbered me again in the tail. He finally broke off when I had 10 gal of fuel left. I had kept up a running contact with Sweetstakes throughout the chase. He had vacated me to the nearest field and also told me when I crossed the front lines, but when I was down to my last five gallons and still had thirty miles to go, I picked out a closed field to belly it in. However, the engine quit on my first orbit and I had to go in with a dead stick.

This was my fifth encounter with Jerry and the fifth time I've been able to outdive, outturn, and outclimb him, but the first time he has ever been as fast in level flight. Since my engine had been hit, I was probably losing power, but those long-nosed jabs are definitely faster than the old Me-109's.

*Henry M. Olson*  
HENRY M. OLSON,  
1st Lt., Air Corps.

I watched Lt. Olson strafe the Me-109 on the ground and it is my firm belief that the E/A was strafed beyond any hope of repair.

*Paul P. Douglas Jr.*  
PAUL P. DOUGLAS JR.,  
1st Col., Air Corps.

LOG UNDER REPAIR

- A. Combat
- B. 20th October 1944
- C. 366th Fighter Squadron, 333rd Fighter Group
- D. 1450 Hours.
- E. Coblenz
- F. Thin cloud layers at 11,000 ft. and 7,000 ft. Visibility very good
- G. FW-190's
- H. 2 FW-190's destroyed
- I. 1600 Rounds
- J. Narrative:

I was flying No. 3 in Lt. Kennedy's flight when Col. Douglas called in 20 plus bandits high at 1030. The bandits began dropping bombs and belly tanks and began a climb to the left. My flight broke around behind bandits and began climbing. One FW-190 failed to drop his belly tank and fell behind. I began closing on E/A and fired a short burst but saw no strikes. E/A rolled to the right and headed for the ground. I kept closing on other group and fired from about 20° deflection at another E/A observing strikes on wing and fuselage. I kept firing and closing seeing pieces begin falling off. FW-190 began smoking and falling apart and headed for earth spinning. I claim this E/A destroyed. I broke to take plane off my wingman's tail and saw 5 bandits climbing for the clouds and gave chase. I closed and fired a short burst with no strikes observed on last man who splittessed and went down. I chased other 4 bandits through one thin layer and closed on last man as E/A began Lufberry. I observed strikes and saw pieces begin falling off E/A, one of which nearly hit my plane. He began smoking and went down out of control. I claim him as destroyed. I continued Lufberry with other E/A being unable to break out or get enough lead to get a long burst at other 3. Finally we got near enough to cloud layer for me to hit it and get out. I did, and turned 180° in layer and broke out underneath and saw no friendly planes and turned toward home. I fired at two E/A in Lufberry, but was unable to get a long burst and observed no strikes on either plane. I observed 2 E/A with exceptionally long noses which would climb straight up and fire on P-47's coming straight down. I also met two E/A head-on, both of which began firing at extreme range. I saw two parachutes open during the engagement, both of which were to the left of my plane and slightly lower. E/A seemed excessively aggressive and preferred a head-on pass, however one E/A fired at my wingman and me at 90° and at an extremely long range.

*Robert H. Howie*  
ROBERT H. HOWIE,  
2nd Lt., Air Corps.

I was flying No. 4. in Lt. Kennedy's flight on Lt. Howie's wing. We had just just crossed the Rhine River heading west when 20 plus bandits were called in at 11 o'clock. We broke left and Lt. Howie got on the tail end of the E/A which were starting a lufberry to the left and climbing. Lt. Howie fired a short burst at an E/A who was unable to drop his belly tank. The E/A rolled over and splited. Lt. Howie then fired at the second E/A. I observed strikes on this E/A on fuselage and wings. The FW-190 began smoking and headed for the ground. I observed the E/A hit the ground and explode. I did not see the pilot bail out. At this point, I had to break into an E/A that was on my tail. When I located Lt. Howie again, he was on the tail of a flight of four E/A. I observed him getting strikes on No. 4. Large pieces began falling off this plane, and the E/A was smoking badly. The E/A headed down out of control and pieces were still coming off the fuselage. The E/A appeared to be falling apart and he was at an extremely low altitude when I last saw him. I believe the pilot was dead. I had to break into the clouds at this point as two E/A were on my tail. After breaking into the clouds two or three times I found myself below the overcast with 4 FW's milling around about a mile away. As I was extremely low on gas, I went up into the overcast and headed for home.

*Richard C. Cox*  
RICHARD C. COX,  
2nd Lt., Air Corps.