

S E C R E T

- (2) Edmund A. Jung, C-704682, 1st Lt. For extraordinary achievement while participating in aerial flight. On 12 January 1945, Lt. Jung led a flight of 8 aircraft briefed to attack a rail diversion at Fordenone, Italy. Finding the target obscured, Lt. Jung led his flight over the Po Valley until a break in the overcast was found. Ordering six members of his flight to attack the causeway at Mantova, Italy, Lt. Jung and his wingman attacked rolling stock in the Verona marshalling yards. Diving through intense anti-aircraft fire, Lt. Jung dropped his bombs directly over 2 railroad cars, destroying them and cratering the rail bed. Observing 2 locomotives with steam up, Lt. Jung and his wingman attacked. Although his plane was badly damaged, Lt. Jung, without regard for personal safety, made 2 long strafing passes, in which both locomotives exploded. Rejoining his flight, Lt. Jung led them in an additional strafing attack. Lt. Jung personally accounted for 2 motor transports destroyed and one damaged. For this action, the Distinguished Flying Cross was awarded per G/O #23, Twelfth Air Force, dated 4 February 1945.
- (3) Glynn E. Taylor, Jr., C-766772, 1st Lt. For extraordinary achievement while participating in aerial flight. On 22 November 1944, Lt. Taylor led an 8 ship mission briefed to attack a fuel storage depot near Lecco, Italy. Flying over hazardous terrain, Lt. Taylor found the target and formed his flight for attack. In a precision dive, Lt. Taylor dived through intense anti-aircraft fire to score direct hits. The remainder of the flight accounted for 8 direct hits. Immediately, a cloud of smoke was seen to rise from the target area to a height of 1,000 feet. Eager to inflict maximum damage upon the enemy, Lt. Taylor led his flight in a strafing attack; 3 locomotives, 5 motor transports 1 electric engine, 5 loaded boxcars and 4 trailers were destroyed. For this action the Distinguished Flying Cross was awarded per G/O #23, Twelfth Air Force, dated 4 February 1945.
- (4) John R. Dolny, C-672579, Major, (then Captain). For exceptional military service while collaborating with the French Troops. Major Dolny led missions dropping food and supplies to French troops in terrain unaccessible to French Ground Forces. For these actions the "Croix de Guerre" (Order of the Division) with silver star was awarded per G/O #117, Headquarters French Expeditionary Corps dated 20 July 1944.
- (5) William K. Moran, C-812117, Captain (then 1st Lt.). For exceptional military service while collaborating with the French troops. Capt. Moran led missions dropping food and supplies to French troops in terrain unaccessible to French Ground Forces. For these actions the "Croix de Guerre" (Order of the Brigade) was awarded per G/O #117 Headquarters French Expeditionary Corps dated 20 July 1944.
- (6) Air Medals and/or Oak Leaf Clusters thereto were awarded to the following pilots, on orders indicated, for meritorious achievement while participating in aerial flight.

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G/O #10, XXII TAC, dated 28 January 1945.

- Thomas F. Ellis, C-1692744, 2d Lt. - 3rd CIC
- Cecil E. Hayes, C-705581, 1st Lt. - 3rd CIC
- George E. Hill, C-451878, Capt. - 3rd CIC
- Glynn E. Taylor, C-766772, 1st Lt. - 3rd CIC
- Clarence L. Thomas, C-710202, 2d Lt. - Air Medal
- John E. Thompson, C-722183, 2d Lt. - Air Medal

G/O #12, XXII TAC, dated 2 February 1945.

- Doyle W. Hastie, C-722064, 2d Lt. - Air Medal
- Carl E. Hefner, C-722070, 1st Lt. - Air Medal
- John R. Mc Gehee, C-824379, 1st Lt. - 3rd CIC
- James C. Watson, C-766805, 1st Lt. - 3rd CIC
- George E. Hill, C-451878, Capt. - 4th CIC
- Manuel L. Fidcock, C-867206, 1st Lt. - 4th CIC

2. Enclosed are War Diary, 527th Fighter Squadron for period 1 February 1945 to 28 February 1945, and supporting documents for month of February 1945.

For the Commanding Officer:

Claydon S. Gember

CLAYDON S. GEMBER,
1st Lt., Air Corps,
527th Fighter Squadron

Incl: Diary and supporting documents.

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Page No. 1. War Diary 527th Fighter Squadron, 86th Fighter Group.

Month of February 1945. Prepared by: CLYSON S. GUBER,
1st Lt., Air Corps,
527th Fighter Squadron.

Day	Events
1.	Weather again restricted most of the Group's flying today. The squadron had only 2 missions today and 4 sorties. These missions were weather reconnaissance missions. 1 railway approach was damaged and 2 motor transports were destroyed. Orders came today awarding the Distinguished Flying Cross to Lt. George E. Hill. Lt. Hill ran a Ju-88 into the ground after running out of ammunition (see 1 December 1944 entry). Orders also came today awarding Air Medals and/or clusters to Lts. Thomas and Thompson (M.I.) and Lts. Ellis, Hayes, Hill and Taylor (G/O #10 XXII T.C). T/Sgt Greenshields, the acting 1st Sergeant, was reputed to have "policed up" the tidy sum of \$300.00 in poker.
2.	Weather again. A slow drizzling rain today turned the field into a sea of mud, and a low hanging front of clouds made flying impossible. Inspection tomorrow, and members of the squadron are giving the individual rooms a "going over". Shortage of buckets and mops. British pantomime at AFGD #6 Theatre.
3.	Standdown today--no flying. This evening, Major Dolny, Squadron Commander had a birthday, his 24th, and it was held in the confines of his room. "Miss Kazie" (2d Lt. May Steiner, ANC) baked the Major a cake. Hard beverages, Hors D'oeuvres were served, and a good time was had by all--the medics report no casualties. Lts. Jung, Huskinson and Lewis left today finally for a 7 day leave at Cannes, France.
4.	Sunday. 6 missions today and 33 sorties. The Colonel (Col. Bates) flew one today with Lt. Famsey and got a locomotive, a number of railroad cars and 2 motor transports. The day started with 2 weather "recces". One mission was a 12 ship escort mission with Capt. Core leading. They turned in a "no incident" report. On another flight, an Me-109 came up to 2,000' below the flight to look things over, but no incident ensued. Chaplain Fischer has a new Chapel. It's located at the far end of the enlisted men's area and held services there for the first time tonight. A number of enlisted men returned from Rome today. They had been in the Eternal City on rest leave. With the days getting longer, the flights are staying out later. Flights are landing about 1700 hours now.
5.	4 missions and 23 sorties. Weather greatly restricted flying today, and flights were unable to reach primary targets, and secondary targets selected were not too profitable. Orders came today awarding the Croix de Guerre to Major Dolny and Captain Moran, a former Operations Officer, for food-dropping missions to isolated French troops. Word also came today that one of our pilots who had bailed out recently was safe and in friendly hands. A USO show tonight at the Group Theatre. Although the power failed during the first part of the show, the numerous amount of flashlights created an eerie effect as the power fluctuated. Lts. Marley and Anderson returned from Capri yesterday and Lts. Hastie and Milton flew down to Naples to begin a week at the Isola di Capri. Word was received today that Lt. Hill was promoted to Captain as of 23 January 1945.

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Page No. 2. War Diary 527th Fighter Squadron, 26th Fighter Group.

Month of February 1945. Prepared by: CLAYSON S. GIBBER,
1st Lt., Air Corps,
527th Fighter Squadron.

Day	Events
6.	Only 3 missions and 20 sorties. The weather was bad early in the morning and the first mission was scrubbed. Letter was received from the War Department that Lt. Marvin D. Cain was killed in Action on 7 May 1944. He had been flying an A-36. Tasty supper tonight as the cooks prepare Fried Chicken, mashed potatoes and gravy.
7.	Today was a clear, warm, beautiful, spring-like day—a wonderful change from the period of cloudy, cold weather we have been having. Taking advantage of the weather we flew 4 good missions of 26 sorties. In addition, 2 of our pilots flew in a six-plane group mission, the purpose of which was to take pictures of 4 bridges that we have been bombing. Then on the return trip, the pilots sighted a concentration of trucks and gas trucks. Strafing attacks left 23 vehicles and 10 destroyed. Our missions were all finished in the early afternoon. Having plenty of planes, then, Capt. Hill and two of the old pilots took our three new pilots up on their last formation flight before starting combat missions. The six pilots were supposed to have observed some red smoke from artillery shells to be fired over the front lines at 1500 hours, but all the pilots saw were some Cubs flying around at 10,000' over the bomb line drawing 88mm fire.
8.	A big day for us, thanks to continued good weather. In support of a push on the extreme western end of the 5th Army front, we flew seven four plane missions with fuel tank incendiaries against gun positions with excellent results. Almost all the incendiaries were direct hits in the target areas. In addition, we sent eight planes to attack a rail diversion north of Venice. Finding the main diversion out, Lt. Robinson led his flight on an attack upon the main line, effecting four cuts. On the way back out to the coast, Lt. Robinson and Lt. Kerr pretty well mauled several active 20mm gun positions. Lt. Robinson's plane received a direct hit in the wing which set off ammunition. Lts. Jung, Huskisson and Lewis returned from a well-deserved vacation in Southern France to report that they really enjoyed themselves. Tonight, "Saratoga Trunk" plays for the last time at our theatre. All the boys who saw it last night rave about the scenes in which Ingrid Bergman wraps herself around Gary Cooper. At 2100 tonight we heard a series of sounds that reminded us of old times—ack-ack. If we hadn't heard of the advance warning that it was practice fire, some of us would have been out in the streets looking for "Al Ricovero".
9.	The weather kept all our planes on the ground today. All morning a low overcast and intermittent rain made it very unpleasant. But by the late afternoon most of the local overcast had moved on, and the sun came out to make it a very pleasant evening. First an English stage show. It started off slowly, but before it ended an hour and a half later, we had a better opinion of English comedians and English girls. Second a film: "Hollywood Canteen". During the night, there was heavy gun fire at the front. Some of the fellows that got up during the night could see flashes in the hills to the north.

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Page No. 3. War Diary 527th Fighter Squadron, 26th Fighter Group.

Month of February 1945. Prepared by: CLAYSON S. GARDNER,
1st Lt., Air Corps,
527th Fighter Squadron.

Day	Events
10.	Despite the fact that the weather was not too good, we flew three missions plus a joint mission with the 525th Squadron, totaling 29 sorties. We received official notice through the Orderly Room that Lts. Jung and Taylor had received their DFC's.
11.	Today has been a mixed-up mess. In addition to everything else that happened, we flew four missions totaling 28 sorties. Lt. Schiro led eight planes to attack a railroad bridge. Finding the bridge already cut, he put on an excellent bombing demonstration, during which the flight cut the tracks in the vicinity of the bridge, effecting seven cuts. Finding one of his bombs hung, Lt. Schiro picked another rail line on the way home and cut it with his hung bomb. On a four-plane recce, Lt. Whiting sighted three locomotives and a number of oil cars. Lt. Huskisson scored direct hits on the target, cutting the double track, destroying a locomotive and two oil cars. Then several good strafing passes destroyed the other two locomotives and badly damaged four oil cars. This morning we received official notice to be ready in twenty-four hours for an overseas move. In between briefing and interrogation, servicing planes, hauling pilots, doing paper work, serving meals, we packed up our stuff. Then in the middle of the afternoon Group notified the squadron that the move would be delayed one or two days. So everyone relaxed a little bit, dug out another pair of socks and a towel, and we prepared to remain here for a while longer.
12.	No flying today. The weather was pretty bad all day, and flying operations had to be curtailed. Outfit still in a daze as to when the move will come. Mess gear had to be taken out of "mothballs" as "Chief" Straney, Mess Sergeant, had all the dishes packed away. Bulletin board in enlisted men's area had lists published as to the duties the men will perform while enroute, also the echelons that will go. Excited personnel talk about "La Belle France". Pilots returning from Rest Camp tell some pretty tall tales concerning French "Mam'selles", and these will probably be corroborated. With the squadron going to France, the Intelligence section will have double destruction to carry out. Photos and maps will have to be destroyed. This will necessitate the restocking of the entire section. New files and records will have to be established, and the ancient adage, "If you run out of paper, you'll lose the war," still holds true. The Officers and enlisted men who were at Rome on rest leave returned late last night. They received a TXK to return to their respective units immediately, and after trying to round them up, 8 of the 11 enlisted men and 3 of the 4 Officers were located.
13.	Flying today, and out of the Group's 56 sorties, the squadron had 22, and 3 missions. One of the missions had two returnees--Lts. Ramsey and Birdsall. Lt. Birdsall's engine was cutting out, and he was forced to return. Packing went on as the squadron prepared to move on the morrow. An increased amount of paper and refuse lined the aisels of the

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Page No. 4. War Diary 527th Fighter Squadron, 26th Fighter Group.

Month of February 1945. Prepared by: CLYDE S. GIBBS,
1st Lt., Air Corps,
527th Fighter Squadron.

Day Events

13. (Cont'd) enlisted men's area, and the "Eyeties" will have a lot of work to do. As the squadron prepares to depart, personnel are taking their last look at Italy. This is the second time that the unit has left Italy, and the organization has spent most of its time overseas in this country. French books are being taken out of dark corners in barracks bags, and going over conversational French. From various sources, the French are most congenial and co-operative. Most personnel now have a working knowledge of the French language, and it should be useful in learning French. Lt. Pierce nosed one up on the end of the runway this afternoon, and outside of a few cuts and bruises he was ok. His aircraft had been badly shot up, and he did a fine job of bringing it back, only to run out of runway after his hydraulic system was out, and could not stop the plane with brakes.

14. Valentine's Day! There were to be 2 missions today, and both were scheduled for late afternoon. Lt. Schiro brought his flight down to be briefed, and was in the midst of briefing, when Major Kirsch walked in and told them that a standdown was called. Both flights were disgusted and went back to their area. The advanced echelon moved out this afternoon. For a change there was adequate transportation, and personnel had lots of room to take their equipment and personal baggage. The 110th M Trucking Company, PBS, furnished vehicles, and although the last detachment of personnel left after supper, all went safely aboard. Barracks area locks deserted as the majority of the organization has moved out. Group Officers and enlisted men, will mess with this organization. The squadron has been left with the barest necessities for operations as most of the equipment was taken on the advanced echelon. The two remaining jeeps will be flown by air to their next station. A new jeep was added to the squadron today. It will go to the Intelligence section. Many silver stars grace the field today as General Marshall departed from here. He was accompanied by many other generals of lesser rank. General Chidlaw was at the Group Officer's Bar last night awarding DFC's and Air Medals. Capt. Hill and Lt. Taylor were formally awarded the DFC, and a number of new pilots had the Air Medal pinned on them.

15. No flying again today. Lt. Schiro's luckless flight came down to be briefed and got halfway out the door before being called back-standdown. Lt. Schiro threatens to take a plane up and go off on a mission by himself so as to get his 100th mission, but bad weather and an Off Flying Status has made his 100th mission a hard one to get. A little excitement tonight as Lt. C.K. Thomas returned to the squadron after bailing out over enemy territory during the latter part of December. After varied experiences, Lt. Thomas walked through the lines. He wasn't able to talk much as fellow pilots decided he needed a drink or six. He walked in at supper time, wearing his A-2 jacket with a monogram of Arkansas painted across the back of it. Lt. Thomas' coming back is a tribute to Lt. Jung's leadership. Lt. Jung led Lt. Thomas over Partisan territory before allowing him to bail out, thus making doubly sure that Lt. Thomas would parachute into safe hands. Group personnel loaded onto 3 transports and took off to put the "show on the road".

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Page No. 5. War Diary 527th Fighter Squadron, 86th Fighter Group.

Month of February 1945. Prepared by: CLYSON S. GIBBEP,
1st Lt., Air Corps,
527th Fighter Squadron.

- | Day | Events |
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| 16. | No flying again today. Outside of a test hop and a few planes on transition by another squadron of this group, that was all the flying. Again Lt. Schiro's flight came down to be briefed and told that there was a standdown. Lt. Hamilton's brother visited him here at Pisa yesterday. Capt. Hamilton is an ATC pilot and for a while had the Naple-Bucharest run. No electric power at the squadron area, and personnel are again resorting to candles. The 1971st Trucking Company has 10 trucks DS to the group, and 3 to the squadron. In the evening, one of the truck drivers usually "logs a sortie" to the group theatre. Sgt Velletri has move all his 'chutes from the line to Base Operations to facilitate matters. Lts. Hale and Garber will fly to the new field in France via the L-5 and will be escorted to the French mainland by two of our "Thunderjugs", "Twin Engine" (S/Opt. Henry) says that his B-25 is is going up to our new field soon. The advanced echelon debarked at Marseilles today and spent the day and night in a staging area. Because of the intense cold, most personnel spent the night trying to keep warm by a huge fire. |
| 17. | Flying today. 2 four ship missions attacked repair activity near the Lavis railroad diversion. Lt. Schiro finally succeeded in flying his 100th mission. Although the results weren't spectacular, "Jerry" will have a lot of work to do before his locomotives can pass over the diversion. The B-25 and L-5 were to fly to the new field today, but plans were cancelled. The L-5 had a little trouble today as its crew chief nosed the ship up. The brakes wouldn't hold and as the plane moved forward, it nosed up. Word came recently, that Lt. Ellis' wife gave birth to a 7 pound baby boy. Verbal rivalry has sprung up between Lts. Ellis and Hefner on the comparative qualities of sex. Lt. Hefner is the father of a baby girl. Lt. Ellis hasn't announced the name of his youngster. The advanced echelon spent the day in the staging area "sweating out" the move to the new drome. |
| 18. | No flying today. Although a 12 ship mission was scheduled for this squadron, the mission didn't materialize because, at the last moment, the mediums cancelled their mission. The mission was to be an anti-flak diversion. The rear echelon continues its stay at Pisa. Although there is no flying, there is little else to do except "log" sack-time. Members of the squadron are anxious to get to their new station and a new country. Lt. Ellis has announced that his new addition to the family will be named, Thomas L. Ellis, III. Stacks of mail accumulating in the Orderly Room has risen to 4 bags, and is awaiting transshipment to personnel in France. When the squadron's B-25 flies to France, the mail will have a No.1 priority. The advanced echelon filled its gas tanks and finally pulled out of the staging area. They were split into groups, one going by road, and the other by train. Three more men left the unit at Pisa for a 30 day leave in the "states". They are Spts. Woods, Mc Grath and Cpl. Anderson. |
| 19. | No Flying today. Although the squadron had one 4 plane mission to escort a C-47 to enemy territory, but the mission was finally scrubbed and a standdown was called. There were a detail of ships doing a little flying in the FL. Some of the pilots haven't flown for 2 weeks, and were |

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Page No. 6. War Diary 527th Fighter Squadron, 86th Fighter Group.Month of February 1945. Prepared by: CLAYSON C. GERTZ,
1st Lt., Air Corps,
527th Fighter Squadron.

- | Day | Events |
|-----|--|
| 19. | (Cont'd) anxious to get into the blue. Majors Dolny and Hirsch flew up to the new field in France and returned last night. Sgt. Henry, crew chief, has brought back glowing tales of the new field, but says that living quarters for enlisted men will be tents. Promotions came today. 1st Lt. Schiro was promoted to Captain. "Cap'n Jim" joined the outfit at Orbetello, has been a flight leader for a long time, and merits the promotion. Silver bars went to Lts. Hefner, Milton, Jones and Kerr. With the squadron being divided, the new 1st "Loonies" will have a hard time refurbishing their gold bars with silver ones. The advanced echelon is still traveling. From one convoy rest camp to another. The squadron has two brand new personnel carriers picked up at Marseilles. They are ferrying these to the 7th Army, and at the same time using them to transport our own personnel. |
| 20. | "Multi" flying today. 4 missions and 16 sorties. The majority of the missions were flown in close support of the 5th Army. They included 2 missions on gun positions, and 1 "Rover Joe" mission. Although the results weren't spectacular, all the bombs fell in the target area assigned. The 2 missions on the gun positions carried fragmentation bombs. The last mission was an old stand-by—Brenner Fall Line. Lt. C.L. Thomas returned from Twelfth Air Force in Florence today. After bailing out in enemy territory, he returned to the outfit after a stay of more than 30 days in "Jerry" territory. He was promoted to 1st Lt. The Lt. flew 2 missions, holds the Air Medal, and with the promotion to "1st", he has had a short, but profitable, combat career. Lts. Hale and Garber were to fly to France in the L-5, but at the last moment, Twelfth Air Force decided that the group didn't need the aircraft and it had to be dropped, and both Lts. will go by C-47. The advance echelon arrived at Tantonville Airfield today. All personnel immediately unloaded and located their areas. The field is a pierced-plank affair with the northern end 60 feet lower than the southern end. The entire area is a mud-hole and French workers are busy installing drainage systems. The enlisted men's area will be on the west side of the field close to the railroad tracks. The Officer's area is in Tantonville proper in an old chateau. The snow and rain in this area has made everything a sea of mud. Sgt. Straney's "snacke shoppe" is set up in an old railroad warehouse. Personnel have been sampling the country's beer. Orders came today promoting F/C's Beck and Brown to Second Lieutenants. |
| 21. | 2 missions today, one close support, and the other a bombing mission, then area cover for B-25's. On the last mission, 4 V/T were destroyed and 7 were damaged. Personnel at Tantonville are getting the line set up, but are experiencing many difficulties as a thaw makes everything very muddy. Air Force Engineers are building hutments to house Operations and Intelligence. The "line" is set up along the railway tracks. |
| 22. | An operational standdown at Pisa today as crews worked on planes in order to ferry them to France. The squadron is to have 10 C-47's to transport personnel and materiel to the new field in France. Personnel at the rear echelon are taking their last look at Pisa--the Leaning Tower. Packing continues as the rest of the squadron prepares to depart. A cold snap at Tantonville today is making progress very difficult. Personnel have inadequate heating facilities, and are trying to stay warm. |

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Page No. 7. War Diary 527th Fighter Squadron, 26th Fighter Group.

Month of February 1945. Prepared by: CLAYTON C. GIBBS,
1st Lt., Air Corps,
527th Fighter Squadron.

Day	Events
23.	The flight echelon left today for France. 29 P-47's and 8 C-47's comprised the flight echelon. One aircraft was forced to stay at Fisa for repairs, 's just at the last moment, it went out. Lt. Jefferson will fly it up. In an unfortunate accident, Lt. Rosman ran down Lt. Kerr's aircraft on the runway at Marignane, France, instantly killing Lt. Kerr. Lt. Kerr's aircraft was totally destroyed, and Lt. Rosman's ship will have to go to the service squadron. As the result of a number of C-47's having to land at Marseilles, the personnel that landed at Y-1 (Tantonville) were without bunks. S/Sgt. Dunkle drew 4 blankets for each man, and mattress covers were filled with hay, and pressed into service for bunks. Old friends at Y-1. "Gretch" Alswcet, Diane and "Ray" were here to meet the men and old acquaintances were renewed.
24.	We were to have two missions today, but no planes. In the later afternoon, the remainder of the planes arrived. Lt. Lewis did a fine job of setting his plane in with a flat tire. The rest of the C-47's arrived and all personnel will have their cots and baggage tonight.
25.	The squadron flew its 1st mission in the European Theater of Operations. The days flying totaled 2 missions and 32 sorties. Although there wasn't much doing, it enables the pilots to familiarize themselves with the German countryside. There were a lot of German aircraft in the vicinity, there were no incidents reported by this squadron. Excitement all day as transient aircraft "set in" at "Toonerville (Tantonville) airfield. 2 B-17's and 1 B-24 were forced to land here. 1 "Fort" had wounded aboard. A P-51 "spun in" on his final approach, and the pilot was injured slightly. The B-24 that was forced to land had a taxi accident. Lt. Kinsel, returning from a mission had trouble with his plane. It caught fire and careened crazily off the runway. He escaped without injury, and the fire-fighters put the blaze out. Lt. Hefner was wounded in the leg by a flak burst, which also crippled his plane, had to land at Luneville and did a fine job of bringing his plane in without a hydraulic system. One of the other squadrons (525th) lost a couple of pilots today. Change in Staff Officers today. Capt. Core, who joined the squadron at Grossetto, Italy, was transferred to Group, and Lt. Hale who has been assistant "Ops" will be Operations Officer. Capt. Hill will be Lt. Hale's Assistant Operations Officer.
26.	Only 1 mission today--10 sorties. Again our pilots roared out to familiarize themselves with the German countryside. Lt. Watson and his wingman were forced to return. They jettisoned their bombs (safe) and the Ordnancemen had a hard time locating the bombs. The line shacks continue to go up, as the Engineers keep building. Showers are being set up in the enlisted men's area. The group E's club had their formal meeting in Tantonville last night, and decided to have movies 5 nights a week and dances 2 nights a week. There is talk of the officer of the E's club going to Bruxelles to procure hard beverages.
27.	No missions today, the weather was bad again and flying was impossible. Pilots had to "stand-by" all day. In this Theater of Operations, there are no "standdowns", so crews and pilots have to remain in readiness at all times. Showers continue to go up as Pvt. Pokarney has organized his Frenchmen and are building showers near the squadron area. Plenty of

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Page No. 8 . War Diary 527th Fighter Squadron, 86th Fighter Group.

Month of February 1945. Prepared by: CLAYSON S. GARBER,
1st Lt., Air Corps,
527th Fighter Squadron.

<u>Day</u>	<u>Events</u>
27.	(Cont'd) fried chicken and fresh mashed potatoes tonight, as the cooks have prepared a "tres bon" meal. The "chow line" is long due to all Squadron Officers and enlisted men eating in one mess hall, and have to wait in line to wash their mess kits. The weather has been bad, and crews have a chance to work on their planes.
28.	End of the month. No pay call today, but T/Sgt. Yoke says that the payroll will be ready tomorrow. 2 missions today and 22 sorties. Lt. Brown had trouble with his landing gear and was forced to return. With the change in radio channels, the pilots are having a hard time getting used to this procedure. Nothing spectacular in the way of results on the missions. In the late afternoon, Lt. Jefson rejoined the squadron flying #95. It had been left at Pisa airfield because of brakes. A catastrophe today, as personnel returning from a nearby town report that the local brewery requires ration tickets for the purchase of beer. The number of sorties the squadron has flown this month hasn't been in keeping with the previous two months. This has largely been due to weather conditions both in Italy and France. The squadron flew on 15 days for a total of 320 sorties. The total "bag" for the month included 50 rail cuts, 43 boxcars destroyed, 67 boxcars damaged, 54 motor transports destroyed and 45 motor transports damaged, also 5 locomotives damaged and 1 locomotive destroyed. There were no pilots lost due to enemy action.

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OUTLINE HISTORY, 527th Fighter Squadron, 86th Fighter Group, March 1945.

a. Present Designation: 527th Fighter Squadron, 86th Fighter Group, attached to 64th Fighter Wing for operations only, XII Tactical Air Command, 1st Tactical Air Force.

- (1) Changes in Designation, Assignment, or Attachment; None.
- (2) Subordinate Units; None.
- (3) Changes in Command; None.
- (4) Changes in Staff Officers;

(a) 1st Lt. Edmund A. Jung appointed Assistant Operations Officer vice Capt. George E. Hill, MIA, relieved per Squadron Order #9, 527th Fighter Squadron, dated 12 March 1945.

- (5) Changes in T/O; None.

c. Strength: 56 Officers, 233 Enlisted Men.

d. Present Station: Tantonville Airfield, France, since 14 February 1945.

- e. Movements; None.
- f. Campaigns; German.
- g. Operations

(1) Nature of Operations. Squadron continued flying missions in support of campaign flying 34 armed reconnaissance missions, 28 armed reconnaissance missions with targets given by Forward Fighter Controller, 22 Air Cooperation missions, 3 escort missions, 3 fighter sweep missions, 1 airfield patrol mission and 2 weather reconnaissance missions.

(2) Number of missions and sorties; 93 missions and 761 sorties.

(3) Outstanding missions;

(a) Mission of 9 March 1945 against Baerenthal, Germany.

- 1. Target was town occupied by enemy troops.
- 2. 20x500 lb bombs were direct hits in town, smoke and debris to 1,000 feet. 42nd Division sent commendation to this unit.

(b) Mission of 18 March 1945 against Karlsruhe, Germany area.

- 1. Target was rolling stock and locomotives used to supply enemy troops on the west front.

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2. Flight attacked rolling stock. 3 locomotives destroyed, 2 locomotives damaged, 6 railroad cars destroyed, 16 railroad cars damaged.

(c) Mission of 19 March 1945 against Pforzheim, Germany area.

- 1. Target was given by controller as rolling stock.
- 2. Flight attacked rolling stock and destroyed 2 locomotives, damaged 7 locomotives, destroyed 2 railroad cars and damaged 10 railroad cars.

(d) Mission of 22 March 1945 against Heilbronn, Germany area.

- 1. Target was given by controller as rolling stock.
- 2. Flight attacked rolling stock and locomotives, obtaining 16 direct hits in the marshalling yards at Heilbronn. Repeated strafing attacks destroyed at least 65 boxcars and an undetermined number of boxcars were damaged.

(e) Mission of 24 March 1945 against barges on Neckar River, Germany.

- 1. Target was barges which the enemy used to supplement transportation systems.
- 2. 5 barges were destroyed, 2 barges damaged, 25 vehicles destroyed and 15 vehicles damaged.

(f) Mission of 31 March 1945 against targets of opportunity in the Wurzburg, Germany area.

- 1. Flight attacked enemy aircraft on the ground near Wurzburg, Germany.
- 2. 3 enemy aircraft destroyed on the ground, 4 motor transports destroyed, 5 machine gun positions damaged.
- 3. Visual Observation; See attached.

h. Leaders of outstanding missions;

- (1) 1st Lt. Leland P. Lewis led mission #3108, 9 March 1945, against target town of Baerenthal, Germany.
- (2) Capt. James R. Whiting led mission #3192, 18 March 1945, on armed reconnaissance mission in Karlsruhe, Germany, area.

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- (3) Capt. James E. Schiro led mission #3212, 19 March 1945, against targets in the Pforzheim, Germany, area.
- (4) Capt. James R. Whiting led mission #3270, 22 March 1945, against targets in the Heilbronn, Germany, area.
- (5) 1st Lt. Frederick Marley led mission #3288, 24 March 1945, against barges on the Neckar River, Germany.
- (6) Capt. James W. Hale led mission #3356, 31 March 1945, against targets in the Wurzburg, Germany, area.

i. Losses in action:

- (1) Killed in action - Glynn E. Taylor, Jr., O-766772, 1st Lt., 12 March 1945. Lt. Taylor failed to return from a weather reconnaissance mission. His aircraft was found near Oberhaslach, France.
- (2) Killed in action - Paul E. Crowell, O-1692650, 1st Lt., 16 March 1945. Lt. Crowell's aircraft was hit by flak and immediately crashed 10 miles northeast of Karlsruhe, Germany.
- (3) Missing in action - George W. Ramsey, O-715593, 1st Lt., 11 March 1945. Lt. Ramsey's aircraft was hit by flak and burning when he abandoned it near Saarbrucken, Germany.
- (4) Missing in action - George E. Hill, O-451878, Capt., 12 March 1945. Failed to return from a weather reconnaissance mission. His wingman's aircraft was found near Oberhaslach, Germany, but no trace was found of Capt. Hill's aircraft.
- (5) Missing in action - Leland P. Lewis, O-821735, 1st Lt., 16 March 1945. Lt. Lewis' aircraft was hit by flak and he was forced to abandon it 12 miles northeast of Kaiserslautern, Germany.
- (6) Missing in action - Joseph M. Dell, O-722005, 1st Lt., 22 March 1945. Lt. Dell's aircraft was hit by flak and he was forced to abandon it near Karlsruhe, Germany.
- (7) Missing in action - Carlton E. Pierce, O-704738, 1st Lt., 25 March 1945. Lt. Pierce's aircraft was hit by flak and he was forced to abandon it 3 miles southwest of Heidelberg, Germany.
- (8) Wounded in action - Thomas F. Ellis, O-1692744, 1st Lt., 3 March 1945. Lt. Ellis sustained wounds in the leg when a burst of flak hit his wing.
- (9) Wounded in action - George D. Kinsel, O-721428, 1st Lt., 11 March 1945. Lt. Kinsel sustained wounds about the face, when a burst of flak exploded in his canopy near Mannheim, Germany.
- (10) Wounded in action - John R. Plowden, Jr., O-2059353, 1st Lt.,

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22 March 1945. Lt. Plowden sustained injuries about the face when a burst of flak exploded in his cockpit near Wimpfen, Germany.

(11) Wounded in action - Richard L. Whittington, O-1035399, 2d Lt., 13 March 1945, for injuries sustained in combat.

j. Awards received during period,

(1) Paul E. Crowell, O-1692650, 1st Lt. For extraordinary achievement while participating in aerial flight. On 4 January 1945, Lt. Crowell led a 4 plane flight in an armed reconnaissance over the Po Valley. Observing a motor convoy, Lt. Crowell dived to minimum altitude to register direct hits, creating a road block and destroying two motor transports. despite a heavy flak barrage, Lt. Crowell reformed his flight and led them in repeated strafing attacks which destroyed or severely damaged 12 motor transports. Observing another large convoy of motor transports and tanks, Lt. Crowell led his flight in attacks on these damaging many. For these and other actions, the Distinguished Flying Cross was awarded per G.O. #36, Twelfth Air Force, dated 21 February 1945.

(2) Leland P. Lewis, O-821735, 1st Lt. For extraordinary achievement while participating in aerial flight. On 10 February 1945, Lt. Lewis led a flight attacking the rail line near Conegliano, Italy. Displaying superior flying skill, Lt. Lewis led his flight through an overcast at the approach to the target, which enabled his flight to make perfect bomb runs scoring direct hits on the rail line and approach to a railway bridge. Reforming his flight, Lt. Lewis led them in an armed reconnaissance which damaged 15 railroad cars, 5 motor transports, and inflicted many casualties on enemy personnel. For these and other actions the Distinguished Flying Cross was awarded per G.O. #36, Twelfth Air Force, dated 21 February 1945.

(3) Blaine F. Nelson, O-820554, 1st Lt. For extraordinary achievement while participating in aerial flight. On 9 January 1945, Lt. Nelson led a flight of 8 aircraft on an armed reconnaissance over enemy communication lines in northern Italy. Sighting a locomotive in the vicinity of Lake Como, Lt. Nelson led his flight in a vigorous strafing attack heavily damaging the locomotive. Reforming the flight he led them in strafing and destroying, or severely damaging 3 additional locomotives before intense heavy flak damaged his aircraft and forced him to break off the attack. Maneuvering his crippled aircraft, Lt. Nelson strafed a motor convoy damaging 4 vehicles. For these and other actions the Distinguished Flying cross was awarded per G.O. #36, Twelfth Air Force dated 21 February 1945.

(4) James R. Whiting, O-686521, Captain, For extraordinary achievement while participating in aerial flight. On 17 January 1945 Capt. Whiting led an 8 plane formation in an attack upon the rail line at Pordonone, Italy. Skillfully maneuvering through an overcast, Capt. Whiting dove to minimum altitude to score direct hits heavily damaging a bridge, cutting the rail lines and cratering the rail bed. Continuing in his search for targets, Capt. Whiting strafed a number of transports and guns, destroying 7 vehicles and silencing a number of guns. For these and other actions the Distinguished Flying Cross was awarded per G.O. #36, Twelfth Air Force, dated 21 February 1945.

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(5) Carl E. Hefner, O-722070, 1st Lt. For injuries received in combat over Mannheim, Germany, the Purple Heart was awarded per G.O. #14, 51st Station Hospital, dated 8 March 1945.

(6) Thomas F. Ellis, O-1692744, 1st Lt. For injuries received in combat on 3 March 1945, the Purple Heart was awarded per G.O. #57, XII Tactical Air Command, dated 24 March 1945.

(7) Richard L. Whittington, O-1035399, 2d Lt. For injuries received in combat on 13 March 1945, the Purple Heart was awarded per G.O. #57, XII Tactical Air Command, dated 24 March 1945.

(8) Air Medals and/or Oak Leaf Clusters thereto were awarded on orders indicated to the following pilots for meritorious achievement while participating in aerial flight:

G.O. #14, XXII Tactical Air Command, 8 February 1945:

- James M. Anderson, O-756435, 2d Lt. - Air Medal
- Joseph M. Dell, O-722005, 1st Lt. - Air Medal
- Ieland P. Lewis, O-821735, 1st Lt. - 4th OLC

G.O. #16, XXIII Tactical Air Command, 21 February 1945:

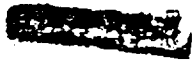
- Donald M. Beck, O-1998913, 2d Lt. - Air Medal
- Edwin S. Brown, O-1998912, 2d Lt. - Air Medal
- George D. Kinsel, O-722428, 1st Lt. - Air Medal
- Lawrence L. Nighswonger, O-2057667, 1st Lt. - Air Medal
- Richard D. Silver, O-774329, 1st Lt. - Air Medal
- Robert E. Thomas, O-722182, 1st Lt. - Air Medal
- Myron W. Wheat, Jr., O-719482, 1st Lt. - Air Medal
- Carl E. Hefner, O-722070, 1st Lt. - 1st OLC
- Lloyd R. Kerr, O-722108, 2d Lt. - 1st OLC
- Thomas F. Ellis, O-1692744, 1st Lt. - 4th OLC
- Allan A. Leventhal, O-824512, 1st Lt. - 4th OLC
- James C. Watson, Jr., O-766805, 1st Lt. - 4th OLC
- James R. Whiting, O-686521, Capt. - 4th OLC
- George E. Hill, O-451878, Capt. - 5th OLC

Enclosed are War Diary, 527th Fighter Squadron for period 1 March through 31 March 1945, and supporting documents for month of March 1945.

Incl; War Diary and supporting documents

Clayson S. Garber
CLAYSON S. GARNER,
Capt., Air Corps,
527th Fighter Squadron.

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Page No. 1. War Diary 327th Fighter Squadron, 66th Fighter Group, 420 574.

Month of March 1945. Prepared by Clayton S. Barber, Captain, 327th Fighter Sq.

- | Day | Events |
|-----|---|
| 1. | First day of the month. Although the day started and ended with an overcast, the squadron was able to take part in 3 missions of 32 sorties. 1 mission was a "big league" mission with Lt. Taylor leading 12 of the 21 ships. They bombed a supply dump, then furnished cover for B-17's that were attacking Mannheim, Germany. Major Dolny went to visit Lt. Hafner in the hospital at Luneville. The squadron showers were to have been completed today, but due to no stove--no showers. Pvt. Fokarney says the showers will be ready tomorrow. T/Sgt Yoke says the pay roll is ready and we will be paid tomorrow. Lt. Roy E. Hall was assigned to this squadron today. Lt. Hall comes from the 526th Squadron where he had completed 63 missions. |
| 2. | 3 missions today and 31 sorties. One an armed recce, one an escort, and the third a supply dump. Payday today and PX rations. Only 2 bottles of beer, but contrary to rumor, 15 packs of cigarets. Mess personnel completed the moving of the kitchen and mess hall, from the storage building to tents. |
| 3. | Only 2 missions today. On the 1st mission, Lt. Ellis, flying in "99 was forced to abandon his ship in friendly territory. His ship had sustained severe flak damage, and Lt. Whiting (flight leader) talked Lt. Ellis out of abandoning his aircraft in enemy territory. After regaining his composure, Lt. Ellis flew back over friendly lines, and with his typical line of chatter he abandoned his ship with a "Whee, Whee". The flight buzzed Lt. Ellis as he landed safely on the ground, and he was gathering up his 'chute, surrounded by American soldiers. He waved at the passing planes. Later word was received that Lt. Ellis was safe and at 36th Division Headquarters. In the late afternoon, Capt. Hill and Lt. Pidcock took off on a weather "recce". Although they received no mission for the flight, they chased a hostile aircraft. Controller called the enemy aircraft in to the flight and although they took their "thunderjugs" up to 20,000', they were unable to over take him. A list was published today for physical examination of 36 members of the squadron for the Infantry. They will be examined tomorrow. |
| 4. | Only 1 mission today. Not much flying as a strong wind and overcast prevented flying. Sunday again and Chaplain Fischer has his chapel set up in a tent near the "line". Orders came today awarding the Distinguished Flying Cross to Lts. Crowell, Lewis, Nelson and Whiting for extraordinary achievement while participating in aerial flight in the Mediterranean Theater of Operations. |
| 5. | No flying today. The weather was bad again, and although an early mission was scheduled, there were no flights. The weather has turned the field and the roads to goo. A slippery, slimy goo that seems to creep into crevices. The Engineers are hard at work nights working on the roads. The mess situation has become worse again. Due to the lack of |

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