

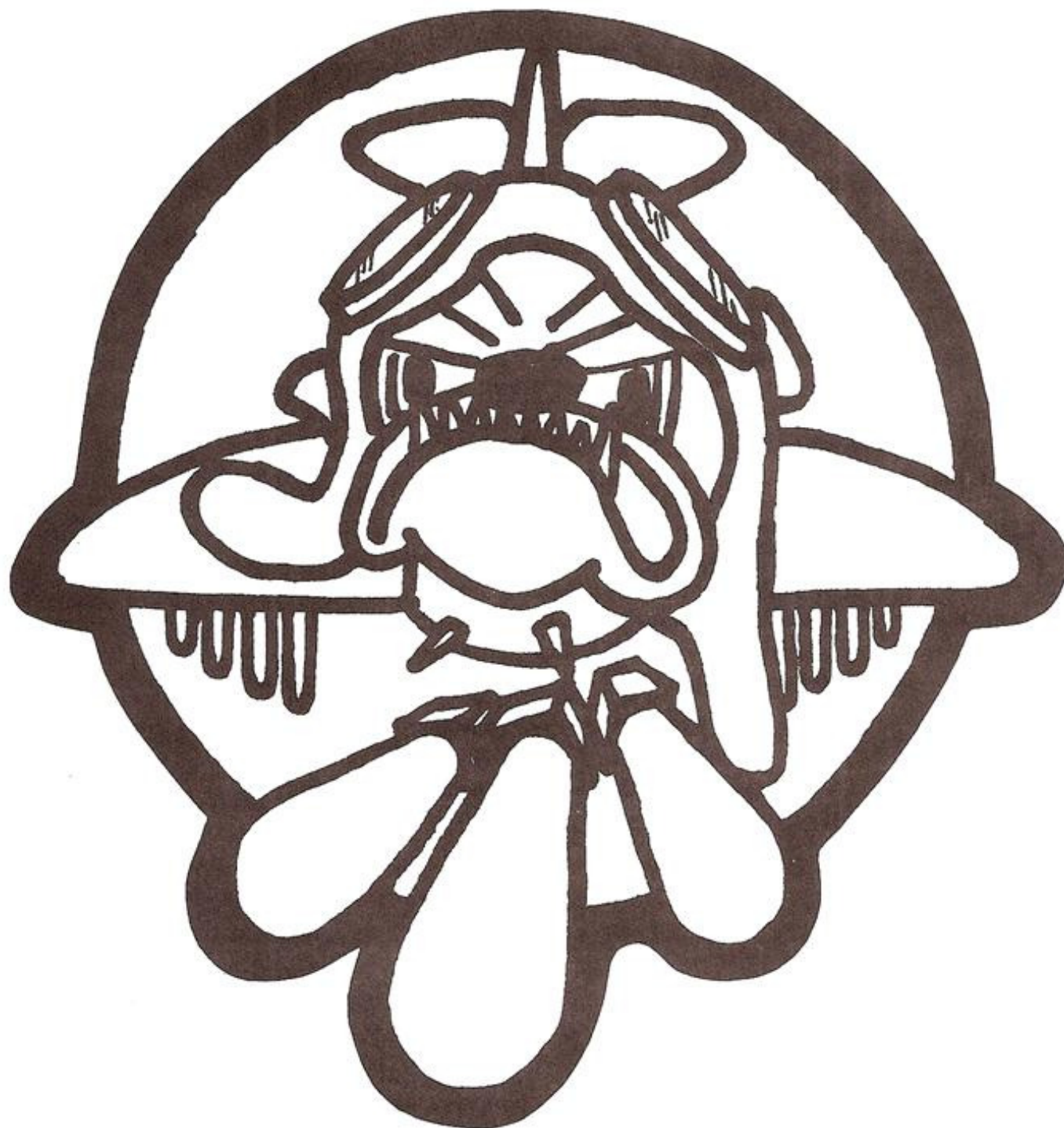
Official History

of the

**512th Fighter
Squadron**

**April 1944 –
July 1945**

512TH FIGHTER SQUADRON



HISTORY

APRIL 1944 - JULY 1945

512TH FIGHTER SQUADRON HISTORY

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Introduction

The pages that follow are a reproduction of the Official 512th Fighter Squadron History which is preserved in the archives of the Albert F. Simpson Historical Research Center at Maxwell AFB, Alabama. The records are completely declassified but copies are not available to the public except on microfilm. In preparing the records for printing we had to retype each page. As much as possible, we attempted to type them in the same format and with the exact same placement of words on the page as in the originals. On occasion, this meant leaving unchanged what we were quite sure were typographical errors in the original. The most obvious of these is on page 35 where it states that on 24 February 1945, Lt Braxton was reported MIA. The information on page 31 indicates this was actually Lt Claxton. At the reunion in May 1981, Mr. Claxton and my father, Fred Brandt verified this. However, rather than risk "changing history", we preserved the record as it originally appeared when we retyped it. The only exception to this rule is the title and date at the top of each page and the page numbering in the lower right corner. These were added to help those of you who ordered unbound copies to keep track of your pages and to allow me to compile the index of names which you will find at the end of the history. I'm grateful to all those who assisted me in this project, especially my wife Joni, and I hope you will enjoy reading this history as much as we enjoyed reproducing it. As an Air Force pilot and an amateur historian, I admire you for the things you accomplished under difficult conditions in the last year of the War in Europe. I hope this history will help you remember those accomplishments and the friendships you formed during that difficult year.

Steven Brandt
November 1981

a. Changes in organization:

1. Organization acquired new T/O during this period. The date of operation under the newly acquired T/O was 15 April 1944, although it was dated 22 December 1943.

b. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
5 April 1944 (Date of arrival in UK)	40	251
30 April 1944	42	251

c. Movement:

1. Arrived in UK 5 April 1944 and immediately moved to this station, 417, arriving 6 April 1944.

d. Casualties:

1. Two pilots, 2nd Lt Alfred C. Harnagel, O-811900, and 2nd Lt Russell E. Tilton, O-810435, were killed in a midair collision during a training flight 21 April 1944.

e. Decorations:

1. None.

f. Narrative:

1. This Squadron arrived in the UK 5 April 1944 landing at Liverpool. We immediately boarded a train and rode all night toward the South of England, and pulled into Ashford, Kent, about 0600 6 April 1944. Trucks were waiting for us and we were taken out to our airdrome which was throbbing with mud. The Squadron area had previously been selected by the advance party of the Group, so the tents at least were already for occupation. Chow line formed at once as did lines for numerous other articles such as cots, blankets, etc. The Squadron area is a large square surrounded on all sides by a natural hedge and trees. The tents are dispersed around this hedge. The next three weeks were those kinds of days when nothing tangible can be shown, yet little administrative and liveable details were straightened out.

g. Operations:

1. No airplanes were available when we arrived at our station and the first flying by our pilots was done 15 April 1944 ten days after arrival. This flight consisted of the Commanding Officer, Major John L. Locke, the Operations Officer, Captain Weston M. Lennox and the three flight leaders, Captain John W. Mullaney, 1st Lt Creighton A. Smith and 1st Lt Richard D. Christensen, all going up just to feel the air again. The rest of the month as far as flying was concerned was devoted entirely to training except that five of our pilots did fly operational missions with neighboring groups. These five officers chalked up thirty-four sorties for the Squadron and the thirty-four were made up of dive bombing, escort,

g. Operations (Cont'd)

fighter sweeps and combination of dive bombing and escort. These operational missions gave the Squadron a total of forty-one and a half hours for this period. Now as this period was devoted almost entirely to training the training hours are important. We accumulated a total of three hundred and seven hours of training which embraced formation flying and dive bombing. It should be mentioned that we received our first plane on 13 April 1944 and they continued to come until at the end of the month we had seventeen planes.

2. Flying personnel attended ground school classes conducted by the Group and taught by instructors from the 303rd Wing and later our own Intelligence Officers.

3. Intelligence worked hard to get everything ready to operate. Maps were photographed and made operational sizes and plexi-glass cases were made for the pilots. Intelligence personnel attended a school in Escape and Evasion and this information was passed on to the pilots. All details like having pilots pictures made were attended to.

4. The supreme Squadron spirit which this Squadron is enhanced with was strengthened when of the five new pilots we received four of them were old 512th men that we had to let go back in Congaree, S. C. There was quite a reunion when they arrived.

CARL T. MATTHEWS, JR.,
Capt, Air Corps,
Historical Officer

a. Changes in organization:

1. None

b. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
30 April 1944	43	251
31 May 1944	49	242

c. Movements:

1. There was no permanent move during this period. On 24 May 1944, the Squadron made a trial movement to the A.L.G. Brenzett. The Squadron moved in three sections, the air echelon, ground echelon, and flight echelon. This was the first movement of our Squadron with the above mentioned breakdown of movement. The movement was designed to proceed on a regular operational day. The air echelon moved out at 0630 and arrived at the Brenzett landing ground at 0730. We immediately set up operations and waited for the ground and flight echelons to arrive. The ground echelon arrived at 1400. At 1330, the flight echelon arrived having just flown an operational mission. The next morning, the process was repeated back to our permanent base.

d. Casualties:

1. None.

e. Decorations:

1. No decorations were awarded this month.

f. Operations and Narrative:

1. The first eight days of this month passed with final preparations for our operational flying. On 9 May 1944, 12 ships took to the air on our first mission which was a fighter sweep. The sweep was to the area northwest of Paris. No enemy a/c were seen and not one burst of flak was seen or felt. This mission was a Group mission and was led by Lt Col Grossetta, the Group Commander. The following day, 10 May 1944, fourteen of our ships flew the second mission and the second sweep. This sweep was a little farther north of the first and was northeast of Paris. No enemy a/c were seen but flak was encountered for the first time though no one was hit. Our own Sq. Commander led the Squadron for the first time. On 11 May 1944, we went a little farther north so our geography lessons as we were calling our sweep missions were going farther and farther north. Also on this sweep our first plane was hit by flak but did no material damage. Fifteen planes flew and completed the mission. On 12 May, the fourth sweep was flown with fifteen planes again. 13 May 1944 was a date to remember for we flew our first two sortie mission, an escort of B-26 a/c. Our squadron had route separate from the other squadrons and this route was in the vicinity of our first mission, near Paris. Our operations were held up for six days because of weather and we didn't fly again until the 19th of May, when we flew our second escort mission with B-26's. This mission marked the first time we had flown four full flights on a mission. The following day we passed another memory point by having two missions on one day, first escort and then our first area coverage mission just north of Dieppe.

2. New things in operations came along when the next day we received our first mission to straf rolling stock and straf we did. This mission took us into Germany. On 22 May, we found the Squadron going out on its first dive bomb mission, and we hit a bridge north of Paris. On 24 May, we were again on an escort mission and another first came in the books when our first enemy a/c were engaged. Two FW190's made a pass at Green Four who was in a turn with the sun to his back and shot the right aileron off. Two more FW190's broke ahead of Lt Pederson and he fired claiming a damage. Our missions for the next four days were Escort and the last one on the 28th was our first escort of heavies, B-17's. In the evening of the 28th we received a dive bomb mission and we hit a railroad bridge. The last four days of the month we escorted B26's twice, B17's once and dive bombed an airfield once.

Operational Summaries:

Number of Missions	<u>19</u>
Total Sortie Credits	<u>526</u>
Combat Time	<u>628 hrs., 15 min.</u>

a. Changes in Organization.

1. Effective 13 June 1944, the 512th was designated a Fighter Squadron from Fighter Bomber. No operational changes.

b. Strength, Commissioned and Enlisted.

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
30 May 1944	49	242
30 June 1944	51	247

c. Movement.

1. None.

d. Casualties.

1. Four. Capt. W. M. Lennox; Lt. H. D. Pederson; Lt. L. E. Agee, and Lt. E. C. Dudolski.

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e. Decorations.

1. The following Officers received awards during the month of June:

J. L. Locke, Commanding Officer	---Air Medal with 4 Oak Leaf Clusters
W. M. Lennox, Operations Officer	---4 " " " " " " " " " " " " " "
C. A. Smith	---5 " " " " " " " " " " " " " "
J. M. Mullaney	---4 " " " " " " " " " " " " " "
R. D. Christensen	---4 " " " " " " " " " " " " " "
E. F. Mayne	---4 " " " " " " " " " " " " " "
L. E. Agee	---2 " " " " " " " " " " " " " "
W. Anderson	---2 " " " " " " " " " " " " " "
E. E. Booth	---1 " " " " " " " " " " " " " "
J. C. Brown	---1 " " " " " " " " " " " " " "
E. J. Budnick	---1 " " " " " " " " " " " " " "
A. M. Douglas	---2 " " " " " " " " " " " " " "
E. C. Dudolski	---2 " " " " " " " " " " " " " "
L. H. Johansen	---2 " " " " " " " " " " " " " "
L. C. Pawlukonis	---1 " " " " " " " " " " " " " "
G. K. Schwan	---2 " " " " " " " " " " " " " "
W. C. Braxton	---2 " " " " " " " " " " " " " "
A. S. Brown	---1 " " " " " " " " " " " " " "
J. O. McCall	---1 " " " " " " " " " " " " " "
H. B. Pederson	---1 " " " " " " " " " " " " " "
W. A. Rhea	---1 " " " " " " " " " " " " " "
G. F. Vacca	---2 " " " " " " " " " " " " " "
J. B. Yarger	---1 " " " " " " " " " " " " " "
D. D. Tomlinson	---2 " " " " " " " " " " " " " "
H. G. Larrick	---2 " " " " " " " " " " " " " "
J. Marusiak	---2 " " " " " " " " " " " " " "
J. R. Bronson	---Air Medal
J. U. Underwood	---" " " " " "
L. R. Hayes	---" " " " " "
R. G. Jones	---" " " " " "
W. L. Perkins	---" " " " " "
A. J. Stang	---" " " " " "

Operations and Narrative.

1. June was a month of intensified activity for the 512 Fighter Squadron and one in which this organization proved itself capable and willing to carry on the battle against the enemy even under very adverse conditions. In support of the invasion operations this month, 39 missions of various types were undertaken, a record number to date for this organization. On 6 and 7 June, 1944, the 512th flew four Top Cover Missions per day over the beachhead and under the leadership of Major J.L. Locke, C.O., this squadron was one of the first over the Normandy beaches on D-Day. In spite of very bad flying weather all eight of the missions were carried out successfully without loss of craft or men. The missions for the month were divided into 4 escort; 15 Fighter Cover; and 20 Armed Recon. Morale has been tops and cooperation with other headquarters excellent.

2. During this month, two enemy aircraft were destroyed by the 512th with one probable and two damaged. Returning from a dive bombing mission near Chartres, Lt. Mayne shot down one ME109 at about 8000' on 21 June, and damaged one. The other was downed by Lt. Chubbuck. His element was attacked by two FW190's from a higher altitude while returning from a mission. Following the Nazi down, Lt. Chubbuck pulled up under him after coming out, just under a cloud formation, riddling the German so badly he was forced to bail out. A number of enemy vehicles were destroyed and damaged during the month. The big day was on the 10th when 25 trucks were destroyed and thirty-one damaged.

3. Four Pilots were lost during June to enemy action. On 10 June, Captain Lennox, Operations Officer, was hit by flak and was forced to bail out in the vicinity of Vire, France. Lt. Pederson was also hit by enemy ack-ack on 18 June, and went down back of the German Lines east of St. Lo. Lt. Agee and Lt. Dudolski were last seen in the vicinity of Cherbourg on 22 June, where they were hit by Nazi ack-ack while on a dive bombing mission just South of that city. On 21 June, Lt. Leif Johansen bailed out over the Channel. The water was Choppy and it wasn't until the following day, after 16 hours in his life raft, that he was picked up by rescue boats. Lt. Douglas was forced down by flak while circling to give a fix on Lt. Pederson on 18 June. He landed in No Man's Land, walked back to our front lines and rejoined the organization two days later.

s/ CARL T. MATTHEWS, JR.
t/ CARL T. MATTHEWS, JR.
Captain, Air Corps
Intelligence Officer

a. Changes in Organization

1. None.

b. Strength, Commissioned and Enlisted.

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
30 June 1944	51	247
30 July 1944	48	247

c. Movement:

1. On 5 July, the 512th was alerted to move. The Organization was divided into three echelons and one small work detail. These were the Air Echelon which would proceed to the new base in France with all equipment not absolutely essential for operating; Second, the Ground Echelon which would remain, carrying on operations until the advance element had set up; Third, the Flight Echelon which was composed of the necessary pilots to carry on and who would fly to France. It wasn't until the 18th of July that the Air Echelon moved out by train and Motor Convoy to the Marshalling area in the Southampton vicinity. Nine days later, on 27 July the Unit arrived at field A-13 west of Bayeaus. On 31 July, all aircraft were flown in from England. The movement was completed the first part of August.

d. Casualties:

1. There were four casualties during the month. Captain C.A. Smith was the first. He crashed into a woods attempting to take off on 4th of July. Failing to gain altitude with a belly tank and a 500 pound bomb under each wing Captain Smith's plane immediately burst into flames but fortunately he was able to get out under his own power. He sustained second and third degree burns on hands and face. Lt. Leif Johansen bailed out over Nieuville-Sur-Toque, France in enemy territory after his ship was hit by flak on July 14th. Lt. Everett Booth, the third casualty was wounded in the leg by a bullet from an aircraft firing at a Nazi flying bomb. On 30 July, Captain Mullaney was lost while straffing a truck. It is thought that too heavy a load caused him to mush into the ground.

e. Decorations:

1. Major John L. Locke, the Purple Heart.

Capt. C.A. Smith the Purple Heart

Lt. Everett Booth, the Purple Heart

2nd Lt. J.C. Anderson, the Air Medal

2nd Lt. Richard B. Crater, the Air Medal

F/O J.C. Brown, the Air Medal

Major John L. Locke, 8th, 9th, 10th OLC to the Air Medal

Captain Jack R. Bronson, 2nd OLC to the Air Medal

Captain John W. Mullaney, 6th, 7th, OLC to the Air Medal

Captain Jesse U. Underwood, 3rd, 4th OLC to the Air Medal

Captain Creighton A. Smith, 7th OLC to the Air Medal

1st Lt. R.D. Christensen, 6th OLC

1st Lt. John Marusiak, 4th OLC

1st Lt. Donald D. Tomlinson, 3rd, 4th OLC

1st Lt. Glenn K. Schwan, 6th OLC

1st Lt. Leif H. Johansen, Jr., 3rd OLC

1st Lt. Arner M. Douglas, 4th OLC

1st Lt. William Anderson, Jr., 3rd, 4th OLC

1st Lt. A.S. Brown, Jr., 3rd OLC
 1st Lt. James C. Brown, 3rd, 4th OLC
 1st Lt. Gabriel F. Vacca, 3rd OLC
 1st Lt. William A. Rhes, Jr., 2nd OLC
 1st Lt. Jay O. McCall, 2nd OLC
 1st Lt. William C. Braxton, 4th OLC
 2nd Lt. Everett E. Booth, Jr., 3rd OLC
 2nd Lt. Fred W. Chubbuck, 1st OLC
 2nd Lt. Robert M. Draney, 2nd OLC
 2nd Lt. Robert G. Jones, 2nd OLC
 2nd Lt. Walter L. Perkins, 2nd OLC

f. Operations and Narrative:

1. July started out rather slowly but proved to be the most eventful in the history of the 512th Fighter Squadron. Thirty five missions were flown; 27 Armed Recon., 4 Dive Bombing and Four Escort. Two pilots were lost due to enemy action but more than balancing the score, seven Nazi aircraft were destroyed, two probably destroyed and six damaged. During the month of July the following figures show the extent of activity:

	<u>Destroyed</u>	<u>Probables</u>	<u>Damaged</u>
Locomotives	12		20
Railroad Cars	148		208
Railroad Bridges	1		
M/T's	30		81
Tanks	24		1
A/C	7	2	6

in addition, railroad tracks were cut at 21 different locations, 1 barracks was hit, 1 oil tank hit, 1 trailer destroyed, 2 balloons destroyed, 1 warehouse severely damaged, 3 gun emplacements destroyed and 1 damaged, 1 railroad repair shed damaged, 1 tunnel blocked, a transformer and power-house damaged, and two highways cut.

The squadron received a commendation from General Weyland, CG of the XIX Tactical Air Command, for the part they played in the July 20th operations when three missions were flown with excellent results. Major Locke and Captain Smith were made Lead Pilots and the organization was authorized a battle pennant for its Guide-on.

2. These are the main highlights:
- July 4th----2 Fw 190's destroyed and 1 probable- Lt. Jones, 1 dest
 - July 6th----Barracks and fuel tank hit by bombs at Fougeres. Lt. Mayne, 1 dest
 - July 7th----One locomotive destroyed and tracks cut at Nogent-Sur-Le Loire by bombs.
 - July 14th---Two Armed Recon Missions were flown in the area of Tours and Orleans, France. Two locomotives were destroyed and five damaged; twenty-six freight cars destroyed and 85 damaged, one large gasoline M/T. one Transformer and Power House, one medium tank and one staff car were damaged, one truck and 2 balloons were destroyed.

- July 19th---Flying two missions the squadron cut number of railroads by bombing. One locomotive and 54 freight cars were destroyed and three additional cars damaged.
- July 20th---The squadron flew three armed reconn. missions. A rail road was cut and one M/T was destroyed and 4 damaged. 28 tanks on flat cars were destroyed, a bridge damaged by a direct hit, a locomotive damaged, and a warehouse set on fire. Two tanks and three gun positions were destroyed.
- July 24th---5 flat cars and a 2½ ton M/T destroyed by bombing and 20 jeeps and light trucks damaged by strafing.
- July 25th---One ME109 probably destroyed--6 aircraft damaged.
- July 26th---Hit M/Y at Angers. Tracks cut, 2 railroad cars and 1 vehicle destroyed. 20 flat cars and 20 vehicles were damaged by strafing. Later, 2 flat cars and M/T were destroyed, and 2 flat cars and M/T damaged by bombing. The tracks were also out. An M/T was strafed and destroyed.
- July 27th---Two dive bomb missions flown. Railroad cut in three places and one locomotive damaged. Strafed and damaged another locomotive at same place. One engine destroyed, one damaged and an ammunition train of thirty cars destroyed, the explosion cutting the tracks. Marshalling yard bombed, two engines destroyed and five damaged. Railroad tracks cut on another line and 5 enemy a/c destroyed. Captain Underwood, Lt. Christansen, and Lt. Douglas each accounted for one ME109, Major Locke and Lt. A.S. Brown shared one HE111, destroyed, while Lt. Christensen, Lt. Schwan and Lt. Borne all shared credit for one JU88 downed.
- July 28th---Tracks cut at Voves M/Y. Nine M/T strafed and destroyed, one damaged. On second mission, railroad junction hit by bombs, cutting tracks in two places and destroying 5 box cars. Tracks bombed at another location and cut. Four trucks, one trailer and one half-track destroyed by strafing.
- July 29th---Bombed, strafed and destroyed gasoline train of 25 cars and locomotive--also cut tracks. Bombed and strafed train of 40 empty box cars and locomotive, destroying the engine cutting the tracks and damaged 10 cars. Damaged an engine and seven coal cars by strafing and destroyed a staff car.
- July 30th---Destroyed a locomotive and freight car by bombing--cutting tracks in 2 places. Strafed and damaged another locomotive.

s/CARL T. MATTHEWS, JR.
t/CARL T. MATTHEWS, JR.
Captain, Air Corps
Intelligence Officer

512th FIGHTER SQUADRON
406 Fighter Group, AAF

August 1944

a. Changes in Organization:

1. None.

b. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 July 1944	48	247
31 Aug 1944	56	251

c. Movement:

1. One change of station was made during the month of August. This was completed August 17, and was a transfer from A-13 just west of Bayeaux to A-14 at Crettville.

d. Casualties:

1. There were six casualties this month, two missing in action, one due to enemy ground fire, two due to unknown causes, and one accidentally.

2. Lt. Leo C. Pawlukanis was lost on Aug. 3, cause unknown. Lt. Robert G. Jones was also lost due to unknown causes on August 6, but it is believed that he went down in combat. August 10, Lt. R.A. Faulkrod was shot down by enemy A/C. Both Captain J.U. Underwood and Lt. J.C. Brown were lost to the squadron August 19, the former's plane was hit by flak and he subsequently bailed out over enemy territory, while the latter was reported missing in action when the Squadron was jumped by about 30 enemy A/C in the vicinity of Paris. Lt. Robert M. Day mshed into the ground while on a ground strafing mission, August 28.

3. Fortunately, Captain Underwood worked his way back to Allied troops, on Sept. 7, after being captured by the Germans and later escaping. He had received injuries during these experiences and had to be hospitalized.

4. Lt. Faulkrod was injured when he bailed out but after being taken prisoner by the Nazis and taken to Paris, he was recaptured there by American and French forces.

e. Decorations:

1. The following Officers received awards during the month of August:

Major John L. Locke, Commanding Officer, -----DFC
 Captain R.D. Christensen -----DFC
 Lt. Glenn K. Schwan -----DFC
 Lt. A.M. Douglas -----DFC

Lt. N.J. Cook -----Air Medal and 1st OLG
 Lt. R.R. Kranz-----Air Medal and 1st OLG
 Lt. A.B. Ford-----Air Medal

Major John L. Locke, 14th, 15th, 16th, 17th, 18th OLG
 Capt. J.U. Underwood, 8th, 9th, 10th, 11th, 12th, 13th OLG
 Capt. J.R. Bronson, 5th, 6th, 7th, 8th, 9th OLG

Captain R.D. Christensen, 10th, 11th, 12th, 13th, 14th,
15th, 16th, OLC
 Captain John W. Mullaney, 10th OLC
 1st. Lt. W.C. Braxton, 6th, 7th, OLC
 1st. Lt. A.S. Brown, Jr., 4th, 5th, 6th OLC
 1st. Lt. W.A. Rhea, Jr., 4th, 5th OLC
 1st. Lt. G.F. Vacca, 4th OLC
 1st. Lt. J.B. Yarger, 4th OLC
 1st. Lt. L.R. Hayes, 4th OLC
 1st. Lt. W. Anderson, Jr., 7th, 8th, 9th, 10th, 11th OLC
 1st. Lt. J.C. Brown, 6th, 7th OLC
 1st. Lt. A.M. Douglas, 7th, 8th, 9th OLC
 1st. Lt. E.F. Mayne, Jr., 6th, 7th, 8th, 9th, 10th OLC
 1st. Lt. G.K. Schwan, 10th, 11th, 12th, 13th OLC
 1st. Lt. John Marusiak, Jr., 7th, 8th, 9th OLC
 1st. Lt. D.D. Tomlinson, 6th, 7th OLC
 2nd Lt R.G. Jones, 4th, 5th OLC
 2nd Lt W.L. Perkins, 3rd, 4th OLC
 2nd Lt M.W. Garton, 1st, 2nd OLC
 2nd Lt J.S. Kozlowsky, 1st OLC
 2nd Lt W.H. Rumsey, Jr., 1st OLC
 2nd Lt J.J. Schlotman, 1st OLC
 2nd Lt A.J. Stang, 3rd, 4th OLC
 2nd Lt J.C. Anderson, 2nd OLC
 2nd Lt J.C. Brown, 1st OLC
 2nd Lt R.B. Crater, 1st OLC
 2nd Lt C.N. Horne, 1st OLC
 2nd Lt F.W. Chubbuck, 2nd, 3rd, 4th, 5th OLC

1st. Lt. Jack Robinson, Jr., Soldier's Medal.

f. Operations and Narratives:

1. The highlight of this month's operations was the safe return of Major Locke, commanding officer, Captain Christensen and Captain Underwood after being shot down behind enemy lines. Claims for the past 31 days have been good. A commendation was received from General Weyland on August 20. Squadron morale has been excellent.

2. Major Locke was forced to bail out near Mantes-Gassicourt on August 23 when his ship was hit by flak. He landed in a clearing and immediately hid in a field some distance away. The area was surrounded by German Artillery so he laid low until the following morning, working his way to a French village. After a narrow escape from the Germans and a Pro-Nazi Frenchwoman who had told him where to hide, he finally hid in a deserted French house. For three days he existed on his emergency rations and some water until the American forces made their way to the town. Two days later he was back with the Squadron.

3. Captain Christensen was forced down by flak, in the area of Chalon sur Marne. He bailed in and waved to the circling flight that he was O.K. By quickly hiding in a woods nearby he evaded capture. Ten hours later he spotted a tank column and was later taken to the rear area and back to the organization.

4. Twelve Nazi ME109's were shot down in aerial combat, while an HE111 and an ME109 were destroyed on the ground by Lt. Marusiak. Captain Underwood accounted for two, both on August 19th. The same day Lt. W. Anderson downed one which brought his bag for the month to 2½, including the one on Aug. 10 and one shared with Captain Christensen on the same mission. On Aug. 6th, Capt. Christensen shot down one which made 1½ for him. Major Locke, Capt. Bronson, Lt. Chubbuck, Lt. Schwan, Lt. A.S. Brown and Lt. Garton each accounted for one.

5. Other claims for August were equally good. The following itemized list shows the scope of activities:

	<u>Dest.</u>	<u>Prob.</u>	<u>Damaged</u>
E/A (A)	12	0	2
E/A (G)	2	0	8
M/T	295	0	26
Armored Vehicles & Tanks	15	6	11
Locomotives	4	0	6
RR Cars	136	1	82
Gun Emplacements	2	0	2
Factories & Misc. Bldgs.	0	1	14
RR Cut	9	12	10
Vessels & Barges	6	0	13
M/Y Attacked	2	2	1

CARL T. MATTHEWS, JR.,
 Captain, Air Corps,
 Historical Officer.

a. Changes in Organizations:

1. None.

b. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 Aug 1944	56	251
30 Sept 1944	57	250

c. Movement:

1. Two changes of station were made during the month of Sept. The first change was completed Sept 10 from A-14 at Crettville, to A-36 at St. Leonard Loupeland some twelve miles SW of Le Mans. The second move was completed Sept 23 from A-36 to A-80 at Mourmelon Le Grand between Reims and Chalons Sur Marne.

d. Casualties:

1. The 512th Fighter Squadron suffered seven casualties in Sept. They were as follows:

Lt Walter H Rumsey	Sept 10	MIA	Mushed in while straffing
Lt Richard B Crater	Sept 11	MIA	Crashed after pulling up from straffing
Lt Donald M Webster	Sept 13	MIA	Hit by Flak. Bailed out over enemy terr.
Lt Thomas J Downey	Sept 13	MIA	To hospital as result of crash on takeoff in which he sustained a serious arm burn.
Lt S A Dougherty	Sept 27	MIA	Crashed as a result of an ammunition dump and train explosion
Lt M W Garton	Sept 27	MIA	Downed by flak
Lt Norman J Cook	Sept 28	MIA	Disappeared during dog fight.

e. Decorations:

1. The following Officers received awards during the month:

Captain Underwood	Purple Heart	Sept 11
Lt Faulkroid	Purple Heart	Sept 6
Captain Bronson	Lead Pilot	

f. Narrative:

1. All personnel of the Air Eschelon were up at 5am Aug 26th and after a breakfast of "K" rations, were anxious to get rolling for this was the day we were going to drive 175 miles in motor convoy to our new base at A-36 near Le Mans. Enlisted men put away pup tents and Officers bid "Le Chateau" farwell. It was seven o'clock when the 15 or so vehicles of our squadron plus those of our brother squadrons were finally assembled and all was in readiness. The weather was questionable and some drivers left their tops down much to their discomfort for much of our tiresome but highly interesting trip was made in a driving rain. Brittany was newly liberated and the friendly, cheerful populous turned out all along the way to smile and wave at the passing "Americans". The trip was made without mishap although the convoy did get split up someplace along the way and one section arrived a little ahead of the other.

2. Squadron areas had previously been determined so our party set up camp in two large fields on the western side of the runway close to the North end. Tents were erected at once next to the hedge rows which were plentifully sprinkled with apple trees and care was taken to see that they were placed on two sides only, the North and East.

Tents were erected at once next to the hedge rows which were plentifully sprinkled with apple trees and care was taken to see that they were placed on two sides only, the North and East. All Operations and Intelligence tents of the Group were centralized as usual in three small fields East of the runway which was four days from completion at the time of arrival. The Officers quarters and mess tents were situated in two fields next to Group Ops with our squadron Ops in the field beyond and closer to the runway. Pyramid tents, cots, make shift cloths racks, B-4s and our good friend the barracks bag were the standard of living for all.

3. The Ground Eschelon joined the air group on the evening of Sept 2 and the following evening the Flight Eschelon flew in the aircraft. The move was completed on the 10th when the rear elements arrived. Poor weather prevented immediate operations and all were glad to spend the breather putting their quarters in shape. On Sept 5th all personnel again put their shoulders to the wheel and operations proceeded as usual. Lt Booth changed his gold bars for silver ones on the 7th. The furor and happy congratulations caused by Capt Underwood's safe return on Sept 1st after being MIA for some time had died down somewhat. Capt Morall, 1st Lt Proctor and F/O Byerly were welcome additions to our organization at this time.

4. Closer understanding and good fellowship was given a boost at this point by the formation of a Officers and a NCO Club. Champagne and various refreshments were served by both at a reasonable price. Many sociable evenings were spent re-seeing old acquaintances and making new ones. Lts A. S. Brown, Hayes, Rhea, Perkins, Chubbuck, Draney and Stang received well earned rest leaves of seven days and London again had the privilege of entertaining some of our air men. Just before leaving A-36, Lt Devlin joined our ranks as Ordnance Officer.

5. The evening of Sept 19 saw all Air Eschelon personnel packing up again and at 0700 the following morning after a breakfast of those "K" rations we were off again. In spite of the long jaunt of 285 miles which we faced everyone looked forward to the trip with anticipation. Each squadron motor convoy traveled seperately consequently excellent time was made. It took us through Orleans, Montargis, Sens, Troyes and Chalons Sur Marne. The ever changing scenery was enjoyable. By six pm Mourmelon Air Field was reached and the last of the "K" rations consumed.

6. As one G I so aptly put it " This is the best set up we have had yet but it looks like an inspectors paradise." We were housed in the predetermined Officers Quarters for the night and the following morning everyone went to work with a will on the multitude of tasks that faced us. This was indeed a nice arrangement and with work it would be very liveable. The enlisted personnel moved into their assigned bays and rooms in a pair of two storied cement buildings across from each other. The first three graders were given the smaller which had all outside rooms capable of sleeping about three men each. The rest of the men were housed fifteen men to a bay in the other building. The Mess Hall, Kitchen, Orderly Room, Supply and Medical Section occuppied most of the main floor of the latter.

7. The Officer's Club with its large swimming pool and most of the Officer's quarters were situated a half mile northeast of the landing strip and a quarter of a mile from the Orderly Room. All of the buildings on the field were of brick or cement construction with wood or coal burning stoves for heating. Small cottages with a capacity of two to eight men housed most of our Officers and they were located close to the Club on the South side with our Operations Building but a step away to the West. Our higher ranking Officers were quartered in a two storied apartment building about a half mile away on the main road from the field to Mourmelon.

8. This was a former French Cavalry and Artillery Camp founded in Napoleon's day. A permanent sod air field had been added with at least four spacious hangers but our bombers had done excellent work however since the Boche had taken over and with one exception all the hangers as well as the rest of the buildings in the vicinity had demolished almost beyond repair. Our engineers moved in and by the time we had arrived a 5,000 ft. strip was ready for use in spite of bomb craters and furrows ploughed by the Germans before leaving.

9. The move was quickly completed when most of the Ground Echelon were flown in by C-47 on Sept 23 and the others arrived on the same day with the vehicles and remaining material.

g. Operations:

1. The 512th Fighter Squadron flew 36 Missions and a total of 392 individual sorties in Sept. Results were not spectacular but were generally good. Sept 7, 12, 27, and 28th were exceptionally good days for the organizations however. Major Locke and Lt Faulkroid returned to the squadron after being shot down. Major Locke returned Sept 20th and this was his second time in two months.

2. On the 7th of the month, 135 horse drawn vehicles and 52 M/Ts were destroyed. The organization also destroyed 30 flat cars and 60 M/Ts on the 12th. Sept 27th and 28th showed good results too. Three locomotives, 33 RR Ammo Cars and a Ammo dump were destroyed on the former and Lt Cook got a ME-109 in the air while a locomotive and two Ammo Bldgs were destroyed with 27 RR Cars and a storage tank damaged on the latter day.

3. Following are the statistics and Destruction for the month of Sept:

	Destroyed	Prob	Damaged
A/C in the Air	1	0	3
M/T	122	6	7
Armored Vehicles & Tanks	6	0	22
Locomotives	8	0	16
RR Cars	79	0	170
Gun Emplacements	6	0	0
Dumps	1	0	0
Misc Bldgs	3(Ammo Bldgs)		
RR Cut	14	0	0
H/D Vehicles	135	0	0
Storage Tank	1	0	0

CARL T. MATTHEWS, JR.,
Capt, Air Corps,
Historical Officer

2nd Lt Fred W Chubbuck-----6th and 7th OIG
 Capt Jack R B Ronson-----10th, 11th, 12th, 13th, 14th OIG
 Capt Jesse U Underwood-----14th OIG
 1st Lt Jay O Mc Call-----4th OIG
 1st Lt Wm A Rhea-----6th and 7th OIG
 1st Lt Edward F Mayne-----11th, 12th, 13th OIG
 1st Lt Glen K Schwan-----14th, 15th OIG
 Capt Richard D Christensen----17th OIG
 1st Lt John Marusiak, Jr-----10th, 11th OIG

T/Sgt Christy W Greece-----Bronze Star Medal
 T/Sgt Vernon T Holmes-----" " " " " " " "
 T/ Sgt Tilman J Woxland-----" " " " " " " "
 S/Sgt Thomas O Pulley-----" " " " " " " "

Major John L Locke-----20th and 21st OIG
 Major Weston M Lennex-----OIG to the PURPLE HEART

f. Operations and Narrative:

1. The one thing that impressed all personnel this month was the lack of good flying weather. Rains, fogs and cloud formations kept the squadron on the ground a good part of the month while poor visibility forced our planes to return to the base without accomplishing their mission a number of times. A number of pilot replacements joined our ranks during this time and a few of the older pilots were returned to the States for a well earned rest. Two commendations were received during the month.

2. General Wayland and General Sanders reviewed the Officers and men of the 406th on Oct 2nd in the large field just north of the main area. At this time, Lt Robinson was presented with his Soldier's Medal while Lts Ford and Kranz received their Air Medal. A large number would have received their awards but for the fact that it has been the procedure of the squadron to give the Medals to the Men when authorized.

3. Oct 3- Today we flew our 175th Mission since flying in the ETO and the first for the month. The Squadron took off on this Armed Recce under the leadership of Lt Wm Anderson and had fair results. A M/Y was dive-bombed, four locomotives were destroyed, another damaged, and eight RR cars damaged by strafing. Nine new pilots, Lts Ashton, Casselli, Eymmer, Cox, Francis, Bacon, Claxton, Gowdy and Creveir, joined our ranks today. For operations conducted by the Group on 29 September 1944, the 406th was given a Commendation by General Weyland, who stated "That resolute and skillful attacks by all squadrons of this group in the Landau area of Germany resulted in heavy losses to the enemy." For these achievements on that date, this Group is commended and full confidence is expressed that future operations will be worthy of the high standard set in this and other outstanding actions against the enemy."

4. Col Grosetta led the squadron on an Armed Recce Mission in which we flew cover for the other two squadrons of this group. No bandits were encountered and the trip was uneventful. Lts Douglas and Tomlinson went out on a Weather Mission and reported generally bad weather.

5. Oct 5- This afternoon, Capt Bronson took off with eleven others of our Sgdn. on a Dive Bombing mission, cutting RR tracks at one place behind the German lines. 1st Lts Mayne, Schwan and Marusiak were promoted to the rank of Capt and have left for Paris on their way back to the States.

512th Fighter Squadron History (cont'd)

6. Oct 6- This is one of those days in which the weather was favorable enough for two missions to be flown. With Major Locke leading the Squadron dive-bombed a RR cutting the tracks. Lt Tomlinson flew number 1 Red Flight for the afternoon mission and reported no claims.

7. Oct 7- Capt Bronson and Lt Douglas took charge of the Squadron on the two missions today. The former had good results on the morning mission, cutting one Nazi RR line in three places, probably destroying one small factory and damaging three locomotives and 23 RR cars. Ten a/c were airborne for the second sally on a similar objective. This time more RR tracks were cut in two places and 10 plus buildings were bombed. Two locomotives and nine RR cars were damaged also.

8. Oct 8- Major Locke with 12 A/C had an uneventful fighter sweep this morning. Lt Horne had to abort due to his landing gear but Lt Schlotman who was spare flew in his place. Lt Anderson and the squadron ran into the kind of trouble they were looking for in the afternoon. We bagged $3\frac{1}{2}$ ME109's, all confirmed on this fighter sweep over enemy airdromes. Lt Douglas added $1\frac{1}{2}$ to his score, Lt Whicker knocked down one, and Lt A. S. Brown got another Jerry.

9. Oct 9-10- Bad weather suspended operations these two days. Pilots of the organization had an ice cream and cake party. A ping pong table has been set up using the 4 ft by 8 ft map board of Intelligence for the table. Another new innovation is the addition of a snack bar. Cpl Greenli did an excellent job on it and Sgt Williams the painter was responsible for a fine job of staining and varnishing.

10. Oct 11- Our first close support mission for the month was flown today with Lt Tomlinson in charge. As has happened so many times before, the take off was delayed until the middle of the afternoon due to the poor visibility over the target area. At the direction of the ground controller a small town was bombed and a wooded area strafed with no results observed. Lt Francis dropped his bombs and couldn't take off on this sally. Major Lennox visited his friends and buddies today after a long stay in the hospital in England. Everyone was happy to see him well. He will be around for a few days before returning to the States.

11. Oct 12- There was quite a bit of activity today. The first mission, Close Support, under Capt Bronson was up at 0852 hours. A town was bombed as directed from the ground but no claims could be made. Lt Booth with a flight of four A/C was scheduled to contact a C-47 in the vicinity of Verdun and escort it to Liege, Belgium but the transport failed to show up. The squadron took off at 1300 on the same mission of ground support with Lt Douglas flying number 1 Red. Nine gun emplacements, one large ammunition building, and one M/T were destroyed and one building set on fire. Lts Hayes, Draney and Perkins received their promotions to 1st Lts today. Three new pilots, Capt Akin, Lt Didas and Lt Baldwin joined the ranks of the 512th this evening.

12. Oct 13- We had an airdrome alert at 0800 hours and two of our pilots, Lts Kranz and Whicker, took off to intercept the enemy a/c which were reported to be in the vicinity. At 1030 hours, Lts Claxton and Francis were up to relieve them on their scouting and patrol but without any luck. Capt Marall and Capt Bronson led two ground support missions with the only observed results which were three

13. Oct 14- St Remy and Bellvue, France were subjected to bombing and strafing by us at the direction of the III Army Controller. On this first close ground support mission, 16 X 500 pound bombs were put in the target area at St. Remy, with two direct hits, seven close misses which set one large building on fire.

It was also heavily strafed. Bellvue was heavily strafed along with a wooded area to the north of this town and a large bus damaged. Antilly and StRemy were our target for the second mission today under the leadership of Capt Marall. Eight bombs were placed in the target at each place and two fires started at the former. Our new pilots received a lecture on essential topics such as geography, engineering, navigation and so forth, this evening.

14. Oct 15- We received a list of vital targets with coordinates which will be concentrated on. These targets are bridges which carry almost all of the enemy's war material to the front and it is our job to destroy them and keep them under observation so that repairs cannot be carried out. Besides this, a list of some 8 or 10 alternate targets, Supply and Ammo Dumps, were received. The Squadron took off at 0723 hours this time, with Lt Tomlinson leading on an armed recce. mission. RR tracks were cut on one line, six locomotives and 54 RR cars were damaged and a car destroyed. The afternoon mission was scrubbed and the organization released because of bad weather which closed in.

15. Oct 16-17- There was two days of rainy weather and generally bad weather over the whole Western front. Capt Christensen and Capt Underwood were transferred out of the squadron for return to the states.

16. Oct 18-19- Our only mission during these two days was recalled due to poor weather over the target area and Lts Douglas and Tomlinson took off on a weather Recon on the latter day. No other activity was attempted. Major Lennox left for home with the good wishes of all. Lt Cockins went to the hospital on the latter day for an operation, and Lts Hayes, Perkins, Chubbuck and A.S. Brown left for Paris and eventually home. Lt Robinson had an unfortunate accident while working on a German 20mm shell and has been sent to the hospital with the end of his finger shot off.

17. Oct 20-21- A new addition to the Snack Bar is an electric hot plate which is used to keep the coffee warm. We have started to buy donuts each day too much to the enjoyment of all personnel. The first of these two days, Major Locke led an uneventful mission and the following day Lt Douglas and company cut a RR line and damaged a locomotive. Lt Proctor has been transferred and started on his way toward the States.

18. Oct 22- Capt Marall and eleven pilots took off at 0917 hours on an armed Recce. One Nazi RR line was cut. Again today weather has been our main source of trouble. The squadron was released early in the afternoon because of the weather.

19. Oct 23-24-25- No flying was done during these three days because rain and clouds prevailed. At this time we received a commendation from General Patton for superior efficiency and cooperation afforded the III Army. He further stated "Due to the tireless efforts of your flyers, large numbers of hostile vehicles and troop concentrations ahead of our advancing columns have been harassed or obliterated. The information passed directly to the head of our columns from the air has saved time and lives."

20. Oct 26- For the first time this month 16 A/C took off with Capt Bronson leading. We flew cover for the other two squadrons attacking a RR bridge and Ammo dump. No bandits were encountered.

October 1944

21- Oct 27-28- The first day the Group was briefed in our ready room but after remaining on the alert for most of the day the mission was scrubbed and the Squadron released. Again the next day there was no break in the weather. Capt Matthews has purchased aluminum cups, forks and spoons with funds collected for the purpose of the snack bar, and it has relieved the acute shortage of these items for the bar.

22- Oct 29-30-31- Very poor weather prevented any flying on the last two days of the month, however on the 29th, the Group was briefed in our squadron ready room and with Lt Douglas leading, 16 a/c took off on a dive-bombing mission. We failed to destroy the bridge which was our objective but did manage to cut the rails at both ends of it. Lt Stang's plane caught on fire just before the takeoff and Lt Schlotman flew in his place. Fortunately the former received no injuries when his cockpit was enveloped in flames due to a hasty retreat.

23- During the month, Capt Fred C. Marall was appointed Assistant Operations Officer to Capt Bronson, Operations Officer. Lt A.S. Brown was appointed "A" Flight Commander, Lt Wm Anderson, Jr., "B" Flight, Lt A.M. Douglas, "C" Flight, and Lt D.D. Tomlinson, "D" Flight. When Lt A.S. Brown left, Lt J.C. Brown was appointed "A" Flight Commander. There were only 24 Missions flown during October and two additional Weather Recon flights. The Statistics for the month as compiled by the S-2 section are as follows:

E/A (Air)	Destroyed	Probables	Damaged
M/T	3½	0	0
Locomotives	4	0	1
RR Cars	4	0	13
Bridges	1	23	70
Gun Emp.	1	0	0
Factories and Misc. Bldgs.	9	0	0
RR Cut	1(Ammo)	1	11
M/Y Attack	11	0	0
Fort Attack	1	0	0
	1	0	0

CARL T. MATTHEWS, JR.,
 Capt, Air Corps,
 Historical Officer.

a. Changes in Organizations:

1. None

b. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 Oct 44	54	249
30 Nov 44	66	244

c. Movement:

1. None

d. Casualties:

1. One pilot was lost during Nov. 1st Lt Donald D. Tomlinson was shot down by enemy flak while he was straffing a gun position near Merzig, Germany, on the 19th of the month. He never pulled out of his dive.

e. Decorations:

1. None.

f. Operations and Narratives:

1. November was the low point of the 512th Fighter Sq since becoming operational in the ETO. Bad weather kept the organization on the ground most of the month. Results were good considering the number of missions flown and the weather encountered. Quite a number of new pilots joined us during the past 30 days which brought our Officer strength up to a new high. A limited number of enlisted men were issued 24 hour passes to visit Paris. Officers continued to receive 48 hour passes for the same purpose at the rate of four per trip.

2. The 200th mission was flown the first day of the month with Major Locke leading four flights of a/c on a dive bombing job of cutting a railroad. The mission was successfully accomplished. Lts Ford, Schlotman and McNally are 1st Lts starting today.

3. Four rainy days followed. During this period, Nov 3, eleven new pilots joined the squadron. They were Lts Wm A. Anderson, Berical, Balog, Brandt, Chin, Crocker, Dean, Doss, Harkinson, Maloney and Pratt. The next day a lecture was held for the new men to review such essential material as Geography, Navigation, Map Reading and so forth.

4. The weather broke temporarily on Nov 5th and at 1300 our planes were able to take off on a dive bombing mission. The target was an ammunition dump near Strassbourg. Lt Douglas led this mission of 16 a/c with good results. This was the only one to take to the air until three days later.

5. In close support of the XX Corp which started its drive about this time, Major Locke led the men on a mission the 8th. The uncertain weather closed in during the afternoon so that this was the only one for the day. At the direction of the ground controller, an enemy command post was attacked and destroyed. Lt Kozlowski gladly exchanged his gold bars for silver ones today.

6. For the first time this month the squadron was able to fly two missions. These were on the 9th both which were close support for the Third Army. Col. Grossetta led the former and Capt Bronson the latter, attacking towns in front of our lines, M/T, and trains. In addition to these activities, a Weather Recon mission of two a/c, Capt Bronson and Lt Diamanti, was flown.

7. Nov 10 - The usual sixteen plane formation took off at 1105 to escort B-26s over Germany in the only mission of this type for Nov. Icing and snow were encountered at 1,000 to 1,550 feet. The bombers turned back without completing their mission. No other planes took to the air for the remainder of the day because the weather closed in. Gen. Sanders was scheduled to inspect us today. He couldn't make it.

8. Nov 11 - Ten armored vehicles and tanks were destroyed and fifteen damaged as well as three gun emplacements silenced on today's Ground Support Mission. Two of our a/c were damaged by flak.

9. Another five days of unfavorable weather hampered operations. During this time Dr Knowlton, Flight Surgeon, talked to the pilots on prevalent colds and urged all pilots to take one sulfa pill per day to ward them off. A chart was set up covering a 21 day period in which each one signed daily when he took the pill. Lts Didier and E M Sprouse joined the squadron. Lt Donald M. Webster, MIA since Sept 13th, rejoined the squadron on Nov 16 after two months behind German lines. He had many experiences to relate on how he had successfully evaded the enemy, what he had seen and how he had returned to friendly territory. Lt Webster left for the States the next day.

10. Nov 17 - In support of the XX Corps drive, two Close Ground Support missions of 16 a/c each took to the air. On the first, led by Lt Douglas, a town was bombed and four gun emplacements destroyed by strafing. It was on this mission that Lt Darrough was forced to bail out just west of Thionville in friendly territory after his ship was hit by flak. The second mission was just as eventful. Major Locke and his crew destroyed five more gun positions, bombed a town, a number of M/T and armored vehicles. Flak put Lt Dean's plane out of commission and he bellied it in close to A-82.

11. Nov 18 - Ground targets were again attacked today. Capt Morall and the squadron struck at gun positions, troops and rail transportation. A locomotive and four cars were definitely destroyed and the tracks cut but no results were observed at any of the other targets. In the late afternoon, Capt Bronson and the men destroyed four M/T and five buildings on the same type mission.

12. Nov 19 - Today we flew the most individual sorties for any one day during the past two months. Three missions were flown for a total of 48 sorties. The weather was CAVU and the first bunch of planes with Lt Anderson leading were off by 0825. Col Grossetta took the second off at 1230 with Major Locke taking the squadron up on its last at 1530. Seven towns were bombed with excellent results and a number of gun emplacements silenced. Lt Tomlinson, smiling, genial "Tom", who has been with the organization since OTU days, was lost to the 512th today. He flew straight into the ground and exploded after he had been hit by flak.

13. Nov 21 - Three new pilots joined our ranks yesterday. They are Lt Lloyd W. Johnson, Lt D.E. Mitchell and F/O Thomas Norris. Lts J.C. Brown and Draney took off at 0930 on Weather Recon. The first mission for the squadron was a leaflet one. Bombs containing safe conduct, news and warnings to surrender leaflets were dropped at Saarlautern, Saarbrucken, Forbach and Saargemund. Another was flown giving close support to our troops. Napalm, frags and 500 lb bombs were carried by the 16 a/c and two towns were hit.

14. Nov 25 - Four eight ship missions were flown today in support of the Third Army. Our planes were in the air continuously all day. Lt Downey nosed his plane over and ruined the prop but was not injured. It happened while he was preparing to take off on the first mission. All a/c dispatched returned safely and the results in general were fair.

15. Nov 26 - The last mission for the month of Nov was flown on this date. It was Armed Recce with Major Locke leading. Four buildings were destroyed, three locomotives, four M/T probably destroyed and two more locomotives were damaged.

16. The enlisted men of the squadron held a dance at the NCO Club on Nov 27th. French girls and WACS from Chalons and Reims attended. Due to a mix up in schedules, the hall in Reims had been let to some other organization and our officers had to postpone their party on the 29th. 1st Lt Lawrence Poth of the 438th Fighter Group now stationed at A-69, visited Lt Cockins, Sq Ass Intell Officer.

17. During the month of Nov, twenty-one operational missions were flown, sixteen of which were Ground Support. The moral of the Squadron remained at a high level in spite of poor flying conditions and inactivity. The following statistics were compiled by Sq S-2.

	<u>Destroyed</u>	<u>Probably</u>	<u>Damaged</u>
M/T -----	11	4	1
Armored Vehicles and Tanks ----	13	0	15
Locomotives -----	2	5	3
RR Cars -----	4	0	0
Gun Emplacements -----	12	0	0
Dumps -----	0	1	0
Factories and Misc Bldgs -----	11	10	0
RR Cut -----	3	1	0
Command Posts -----	1	1	0
Towns Attacked -----	22	0	0

A. Changes in Organizations:

1. None.

B. Strength, Commissioned and Enlisted:

Date	Officers	Enlisted Men
30 Nov 44	66	244
31 Dec 44	63	249

C. Movements:

1. None.

D. Casualties:

1. The 512th Fighter Squadron suffered six casualties during December. They were as follows:

1st Lt Arner M. Douglas	Dec 2	MIA	} Crashed into a mountain near Sedan, France, due to low clouds. Were getting headings from Ripsaw attempting to land at A-82.
2nd Lt Thomas Harkinson	Dec 2	MIA	
2nd Lt Thomas Armstrong	Dec 2	MIA	
2nd Lt Donald Crevier	Dec 24	KIA	Crashed near Rouen, France, after his compass went out.
2nd Lt Quentin Eymer	Dec 27	MIA	Hit by flak near Bastogne. Ship spun in.
F/O William T. Norris	Dec 30	MIA	Hit by flak near Bastogne. Failed to reassemble after dive bombing attack.

E. Decorations:

Major Jack R. Bronson-----	Distinguished Flying Cross
Captain John W. Mullaney-----	" " " " " " " " " " " " " " " "
Captain Creighton A. Smith-----	" " " " " " " " " " " " " " " "
Captain John Marusiak, Jr.-----	" " " " " " " " " " " " " " " "
Captain Jesse U. Underwood-----	" " " " " " " " " " " " " " " "
Captain Edward F. Mayne-----	" " " " " " " " " " " " " " " "
Captain William Anderson, Jr.-----	" " " " " " " " " " " " " " " "
Captain Donald D. Tomlinson-----	" " " " " " " " " " " " " " " "
1st Lt William C. Braxton-----	" " " " " " " " " " " " " " " "
1st Lt James C. Brown-----	" " " " " " " " " " " " " " " "

F. Operations and Narrative:

1. December proved to be a month in which the 512th Fighter Squadron showed the quality of its men and planes. The Nazis made their breakthrough on Dec 16 and on 23 Dec the organization working with the 101st A/B Controller, attacked German Armor and concentrations of supplies, troops and guns. Six days of continuous clear weather was just the Christmas present the "Basher" Squadron wanted and got, much to the regret of the enemy. During the 31 days of Dec only 18 were flyable but in that period 49 missions were flown (one, a weather mission) for a total of 370 sorties; all of these were Ground Support for the XX Corps, the VIII Corps, and on one day, the 29th of Dec, we supported the III Corps.

2. Dec 2---Col Bratton, RAF Group Cap't. W. du Bake, and another RAF official visited Squadron Operations. Captain Bronson and seven other pilots took off on the first mission of the month. Lt Douglas and the second mission were up a short time later. The weather closed in a little after noon and 13 of the planes were forced to land at A-82. Three, Lts Douglas, Harkison and Armstrong on the second mission crashed into a mountain near Mohlines, France while getting compass headings from Ripsaw. Major Locke, Lt William Anderson, Jr., left to visit the front today.

Dec 5-----Following two days of inactivity caused by rain, the squadron took off at 0930. Lt Booth led the 8 plane formation bombing through an overcast with good results according to the controller. Eight more planes took off, but were recalled due to bad weather. Major Locke and his party returned from a visit around Metz and Strassbourg.

3. Dec 6---With Captain Akin in charge, the Basher Squadron was off at 1510 with 14 A/C. Two failed to make it to the air due to mechanical difficulties. Five towns were attacked in conjunction with the XX Corps bridghead drive near Saarlautern. Four were left burning and our men claimed one locomotive, one railroad car and 5 M/T's destroyed, and 8 M/T's damaged, Major Locke, Captain William Anderson, Jr., and Lt A. S. Brown left on the first leg of their 30 day leave at home in the States.

4. Dec 7---Three of our officers received promotions today. Captain Wright was promoted to Major, while Lts Douglas and Tomlinson received promotions, posthumously to Captain.

5. Dec 8--- The 225th Mission was flown this date. Captain Bronson and 12 pilots went out to support the XX Corps.

6. Dec 9---One mission took off at 1450 with Lt Booth in command. After bombing Dillingen, Germany with Napalms and 500 pounders, the planes strafed and destroyed one gun emplacement.

7. Dec 10 and 11th---Operationally, things were at a standstill on these two days awaiting a break in the weather. On the former day Lts Yarger and Stang left for the States and the Officers held a Jam Session at the Club with Sgt Kyes and his orchestra, 406th's own, during the evening. The NCO club had a party on the latter day.

8. Dec 12th--The break in the weather came today at 1100 and we were able to get two missions up before dark. Captain Marall led the first 8 ship formation and bombed the town of Schwalbach, Germany also strafing artillery and troop positions. Two of our a/c were damaged by flak. Captain Akin and his men contacted Chasefarm who directed them to bomb an enemy strong point. The target was destroyed. Lts Braxton and Schlotman started back to the good old U.S.A. today.

9. Dec 14th---2nd Lt F. E. Parker joined our ranks today. In spite of bad flying weather two missions were flown.

10. Dec 15th---A weather Recon flight of two ships was flown by Lt Gowdy and Lt Whicker. A locomotive and 2 rr cars were destroyed on the only mission to take off. Captain Bronson, Lt Baldwin, Lt Draney, and Sgt Denison drove to the front lines near Saarelautern. Captain Bronson reported that the troops in that sector liked the work of the Basher Squadron who seemed to be out there more than any other. Sgt Denison met his brother, who is an artilleryman, while there.

11. Dec 16th---For the first time this month we were able to put three missions into the air. The weather was 10/10 with haze below but rapidly clearing over the target so that at 1025 Lt Booth and the pilots were able to take off. Captain Marall with 8 A/C took to the air a couple of hours later, followed by Captain Akin's crew at 1420. A town was bombed with fair results, troops were attacked, M/T's were strafed with no observed results and a factory destroyed.
12. Dec 17th---The squadron was up early, the first ships being dispatched at 0845 with Lt Booth at the helm. Captain Akin led the only other mission up at 1255. Both supported Gingerbread of the XX Corp and claimed a town, pillbox, CP and 2 houses destroyed besides many enemy guns damaged. During the day a meeting of the Section heads was held. Captain Bronson complimented all the men on their fine work and stressed the necessity of all personnel catching the liberty run truck from Paris, on time. Lt Diamanti and Lt Porter received congratulations on having made 1st Lt.
13. Dec 18 thru 22nd---Although anxious to fly in support of our troops which were putting up such a heroic fight north of Luxembourg, the organization was grounded for the period because of the bad weather. At this time all personnel were ordered to carry their arms and wear helmets. A number of night alerts were sounded when enemy a/c made their appearance near the field and we were strafed one night without damage to the installations or personnel. Lt Cox made a special trip to A-82 to get his plane so that it would not fall into the hands of the enemy.
14. Dec 23rd---On this first of five clear cold days we flew three missions in support of the 101st Airborne Division cut off in Bastogne, Belgium with good results. 2 Armored Vehicles, 4 guns and 29 M/T's were destroyed during the day while 10 M/T's were damaged.
15. Dec 24th---Off to an early start, the squadron was able to get off on 5 missions. 8 M/T's were destroyed while 7 were damaged along with 7 tanks. A number of towns were also attacked. Lt Crevier's compass went out on the second mission and although attempts were made to guide him in, he crashed near Rouen and was killed.
16. Dec 25 thru 27th---As on the previous days we supported the 101st A/B again and we were up on a record of six missions which we equaled on the following two days (the 26th and 27th). On these 18 missions large amounts of enemy armor, M/T's, guns and supplies were knocked out by the aggressive action of our pilots. All this was accomplished in spite of large flak concentrations by the enemy. On the 27th, Lt Eymer was hit by flak and while attempting to belly in, he nosed over at 500 ft., after going out of control, and went straight in.
17. Dec 29th---After one day of badly needed rest for plane upkeep and repair we flew two missions on this date with excellent results. 11 Tanks were destroyed.
18. Dec 30th---Captain Bronson changed his Captain's bars for a Major's leaf today. Three missions were flown all in support of the 101st A/B. Five tanks were destroyed along with a number of M/T's and more were damaged. F/O Norris on the third mission of the day failed to reassemble with the squadron following a dive bombing attack on a woods just northeast of Bastogne and is missing in action.

19. Dec 31st---The old year was ushered out with poor flying weather but eight planes with Captain Marall leading went out. The bombing was carried out from 10,000 ft. through the overcast with no observed results.

20. For the five day period ending 27 Dec, during the height of the German offensive the statistics for this Squadron were as follows:

	<u>Des</u>	<u>Prob</u>	<u>Damaged</u>
Armored Vehicles and Tanks	36	1	34
M/T's	84	2	24
Gun Emplacements	16	0	2
Troop Concentrations	4	0	0
Dumps	2	1	0
Factories and Misc Bldgs	2	0	0
Towns Attacked	11	0	0
CP's Attacked	1	0	0

21. Statistics for the month of December are as follows:

	<u>Des</u>	<u>Prob</u>	<u>Damaged</u>
E/A (Air)	0	0	2
Locomotives	3	0	1
RR Cars	8	0	0
M/T's	89	0	45
Tanks & Arm'd Vehicles	52	5	46
H/D Vehicles	2	0	0
Bridges	0	0	1
Factories & Misc Bldgs	9	0	3
CP's & Pill Boxes	4	0	0
Towns Attacked	9	3	10
Boats & Barges	0	0	4
Gun Emplacements	24	0	11
Troop Concentrations Attacked	6		
Dumps	1(ammo)	1(fuel)	

Total Missions flown-----49 (one of which was a weather mission)
 Total Sorties-----370
 Flying days-----18

CARL MATTHEWS, JR.,
 Captain, Air Corps,
 Historical Officer.

A. Changes in Organization:

1. None.

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 Dec 1944	63	249
31 Jan 1945	58	251

C. Movement:

1. Jan 31, 1945, the Air Eschelon left for the new base at Y-34 (Metz). In spite of icy roads the convoy reached its destination without mishap about 1600 hrs. Temporary quarters in the billet area were provided for the men that nite. The move was completed 2 February 1945 when weather finally permitted the A/C to take off from A-80 and land at the new field.

D. Casualties:

1. The only casualty during January occurred 2 January when Lt Didias crashed near Neufchateau and is MIA. Lt Didias was flying Basher Blue Two in dropping Napalm on a target approximately ten miles North East of Bastogne, Belgium, when after making his run, Lt John N. Balog noted he was in trouble with a large hole in the middle of his right wing and the left aileron loose and damaged. Lt Balog could not make radio contact so he called to Blue Leader that he was flying back with Lt Didias. Lt Didias seemed to be having difficulty keeping his plane under control and was gradually losing altitude. The time was 1250, altitude 3,000 feet and he was flying a course of 235 degrees. In about 5 or 6 minutes Lt Didias' plane went over on its back, then crashed nose first, exploding and burning on impact.

E. Decorations:

Captain Fred C. Marall-----Purple Heart

Captain John H. Akin-----Air Medal, 1st OLC
Lt Oscar F. Baldwin-----" " " " " " " "

Lt William A. Anderson-----Air Medal
Lt John N. Balog-----" " " " " " " "
Lt Emerson J. Berial-----" " " " " " " "
Lt Fred V. Brandt-----" " " " " " " "
Lt George Y. Chin-----" " " " " " " "
Lt Harold E. Crocker-----" " " " " " " "
Lt Richard W. Dean, Jr.-----" " " " " " " "
Lt Leo J. Didas-----" " " " " " " "
Lt Hodge W. Doss, Jr-----" " " " " " " "
Lt Arnold K. Maloney-----" " " " " " " "
Lt Donald S. Pratt-----" " " " " " " "

Lt Charles F. Ashton-----1st OLC
Lt Elton F. Bacon-----1st OLC
Lt Lemar M. Caselli-----1st OLC
Lt Forest B. Claxton-----2nd OLC
Lt Harold D. Cox-----1st OLC
Lt Donald J. Crevier-----1st OLC
Lt Quentin G. Eymer-----1st OLC

Lt Raymond R. Francis-----1st, 2nd OLC
 Lt Kenneth C. Gowdy-----1st, 2nd OLC
 Captain Fred C. Marall-----4th OLC
 Lt Walker A. Diamanti-----5th, 6th OLC
 Lt Melvin I. Byerly-----3rd OLC
 Lt William A. Cunningham Jr.--5th OLC
 Lt Mark E. Darrough, Jr.-----4th OLC
 Lt Henry M. Deja-----4th OLC
 Lt Thomas J. Downey-----1st OLC
 Lt Edmund E. Volts-----4th OLC
 Lt Donald G. Whicker-----4th OLC
 Lt Robert R. Kranz-----6th OLC
 Lt John S. Kozlowsky-----6th OLC
 Lt John C. Anderson-----6th, 7th OLC
 Lt Robert M. Draney-----9th, 10th OLC
 Major Jack R. Bronson-----16th OLC
 Lt William C. Braxton-----13th OLC
 Lt Alan J. Stang-----11th OLC
 Lt John B. Yarger-----10th OLC
 Captain William Anderson Jr.--17th, 18th OLC
 Captain Arner M. Douglas-----16th, 17th, 18th OLC
 Lt Everett E. Booth-----8th, 9th OLC
 Lt James C. Brown-----13th OLC
 Captain Donald D. Tomlinson---14th OLC

F. Operations and Narrative:

1. The month of January was a comparatively quiet one for the 512th Fighter Sq. Due to the poor flying weather only a total of 22 missions were flown and one Weather Recon mission was made.

2. Three ground cooperation missions were flown composed of 8 a/c each. On the first mission, Lt Francis flying "I" had his wing damaged by a falling bomb and was forced to land at A-82. Results for the day were fair with two tanks and one M/T destroyed and 6 tanks and SP guns damaged. This was on January 1st.

3. January 2nd--Only one mission took off this day, late in the afternoon. Lt. Booth led this one of eleven a/c. Lt Cox failed to become airborne. The flak encountered, when a supply dump, M/T's and a town were attacked, was intense and accurate, causing the loss of Lt Didas. The dump was hit a number of times causing fires and was probably destroyed, and a number of M/T's were also put out of action.

4. January 5th--After a period of bad weather, it finally cleared sufficiently for the planes to take off. Only one ground cooperation mission was flown. It was 1400 hours before this one could be dispatched and poor visibility prevented observation of the attacks.

5. January 8th--The weather closed in again preventing operations until the 10th. Lts Downey and Horne left on the first leg of their journey back to the States.

6. January 10th--Major Bronson and Lt Booth each led a mission during the afternoon. The former took off at 1225 and the latter at 1530, attacking and destroying a number of M/T's and causing extensive damage to a town.

7. January 13th--Lt J.C. Anderson and Lt Diamanti left yesterday for the States. Captain Marall and his pilots hit a large motor convoy on the first mission of the day, with no observed results and Major Bronson's crew attacked a town, and in close support, a strong point in a woods marked by phosphorous smoke.

8. January 14th--Lt Booth and Captain Akin led one mission each in cooperation with the III Corps, attacking tanks and gun positions. One gun position was definitely destroyed, one probably and a number of gun positions and M/T's were damaged.

9. January 15th--Results were excellent on the one mission under Captain Marall's leadership. One of our A/C was destroyed by flak, this plane being flown by Lt Bacon, and another of our A/C, with Lt Mitchell at the controls, had to belly in for a landing but both pilots escaped injury. Lt Bacon was forced to bail out over friendly territory and subsequently returned safely to the Squadron. Twenty-two M/T's, ten RR cars, and eight buildings were destroyed in the day's operations as well as 15 M/T's damaged.

10. January 16th--For the fourth straight day the weather was sufficiently clear to allow flying. Taking full advantage of it, Major Bronson and 3 flights of planes took off to conduct Armed Recc in front of the Third Army. Shortly after this mission had touched down at the home base, Lt Booth with 3 more flights took off again in the same manner on the same type mission. The 512th claimed 9 M/T's and 7 RR cars destroyed 4 RR lines cut and a large number of RR cars and M/T's damaged.

11. January 21--Although only one mission could be flown the results were gratifying. Major Bronson took off with 16 A/C under his command and destroyed a supply dump, blocked both ends of a tunnel full of railroad cars and cut the tracks in three places.

12. January 22--In the biggest day of the month for this Squadron, Major Bronson and Captain Marall on their respective missions hit a M/Y at Clotte, Germany and a motor park. 28 M/T's, 3 RR cars, 6 buildings, a storage tank and a roundhouse were totally destroyed, and 82 M/T's and 25 RR cars were damaged.

13. January 23--Bad weather prevented any flying but a number of the Officers in the Squadron received the good news of their promotion. These were Lt Booth, promoted to Captain, and 2nd Lts Deja, Whicker, Byerly, Cunningham, Darrough and Volts, all promoted to 1st Lts.

14. January 24--The target for this day was a large RR Bridge between Trier and Coblenz. Loaded with 1,000 pound bombs, Lt Booth along with four flights dive bombed the target from East to West along its length. The Shorts landed in the M/Y, a number made direct hits on the structure and the longs damaged the West appr oach and possibly blocked the RR Tunnel.

15. January 25. One weather Recon by Lts Whicker and Parker, one Escort mission and one Armed Recce were flown. One B-17 was uneventfully escorted by four of our planes. 12 A/C led by Captain Marall destroyed 8 M/T's and 3 A/V's.

16. January 29--During the bad weather lull, January 27th, Lts Cunningham, Volts and Darrough left for a seven day leave in England. On the 28th, Sgts W.L. McAfee and W.E. Perrow were started on their way toward the States for a ten day leave at home. Today, two Armed Recce missions got off the ground but the weather the target was poor. On the first, Captain Booth and his crew were forced to bomb thru the overcast of 1 0/10. The second was more fortunate and 15 M/T's were destroyed.

17. The following statistics on operational claims show that in spite of poor flying conditions which allowed only a total of 22 missions, some of which were flown in far from ideal weather, the overall results were good.

OPERATIONAL STATISTICS

	<u>Destroyed</u>	<u>Probable</u>	<u>Damaged</u>
Locomotives	0	0	4
RR Cars	20	0	45
M/T's	98	0	144
A/V's and Tanks	7	0	6
Bridges	1	0	0
Factories, misc. Bldgs.	15	0	0
Dumps	2	1	0
Guns	1	1	8
Towns Attacked	3		
Strong Points Attacked	1		
RR Cut	11		
M/Y Attacked	2		

CARL T. MATTHEWS, JR.
Captain, Air Corps,
Historical Officer.

A. Changes in Organization:

1. None.

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted</u>
31 Jan 1945	58	251
28 Feb 1945	52	250

C. Movement:

1. The 512th had just finished setting up and had run two missions when orders were suddenly received to proceed immediately to Y-29 at Asch in Belgium. With everyone putting his shoulder to the wheel, all equipment except the little to be brought with the ground Eschelon was packed and ready to go in short order. At 0700 on 6 Feb all men of the Air Eschelon and their equipment were on quartermaster's and the organization's trucks ready to go. At 1630 the convoy arrived at the new base without mishap after an interesting drive thru historic towns which mean much to our Squadron, such as Bastogne and Houffalize in Belgium. Tents were set up at once in our assigned area and "K" ration suppers were eaten. Feb 7 and 8th were again rainy with clearing weather on the latter day. During this period additional tents were erected for all personnel and line tents put up. The move was completed on the 8th when the squadron planes flew in and the ground Eschelon arrived.

D. Casualties:

1. Six flying Officers were lost to the Squadron in February. These were as follows:

- (a) Capt E.E. Booth, MIA, Feb 2. While strafing a Nazi held town, Capt Booth's aircraft suddenly caught on fire at 300', immediately going into a half roll and straight into the ground. The plane exploded when it hit and no parachute was seen.

- (b) Lt K.A. Maloney, MIA, Feb 13. Flying Blue 2 on Lt Draney's wing, Lt Maloney failed to reassemble after dive bombing a road bridge at Zieverick, Germany and a low level strafing attack on a M/T immediately afterward in the same vicinity.

- (c) Lt A.B. Ford, MIA, Feb 22. He was flying number 3 position in Yellow flight on a combination dive bombing and escort of B-26's. On the return flight a number of ME109's jumped a flight of P47's that were behind and below. Lt Ford peeled off with the rest of Yellow flight and got into the scrap. That was the last time he was seen.

- (d) Lt F.B. Claxton, MIA, Feb 24. Lt Claxton was flying Number 3 position in Blue Flight on an Armed Recce Mission over Germany. A live train was spotted at Wohwinkel, just East of Dusseldorf and Blue Flight went in to bomb. There was an explosion in the yards when someone in blue flight bombed. Lt Claxton called in to squadron leader Capt Wm Anderson, Jr just after his bomb run and said he was hit and was bailing out. His plane was on fire and Lt Yarger called to him to bail out; he answered that he wanted to get above the clouds. Above the overcast the plane started to nose down at about 2,000 feet and a chute was seen to open. Capt Anderson saw the aircraft and chute on the ground about 100 yards apart and believes he is all right. He landed about 4 miles North of Wohwinkel, Germany.

(e) Captain John H. Akin, KIA, Feb 25. Capt Akin was hit while making a straffing pass near the town of Altrath, Germany. He called out that he was hit bad and was going home. Lt Cunningham picked him up at 6,000 ft and accompanied him. Flak thru the right wing had severed the aileron control causing it to buffet and made control of the plane extremely difficult. Unable to land Capt Akin climbed to lose airspeed. He jettisoned the canopy and slowed down to 150 MPH. His plane evidently stalled and fell off into a diving spiral to the right and at 5,000 ft. he jumped clear. For reasons not entirely clear his chute failed to open. He bailed out about 6 miles SW of Diest, Belgium.

(f) Lt H.M. Deja, KIA, Feb 27. Lt Deja and Lt Porter took off from Burtonwood, England on a ferry job to AAF Site Y-29. Enroute they became separated and at no time was there radio contact. Lt Deja's body was found at Mons, Belgium just West of Leige on the 19th of March.

E. Decorations:

1. Air Medals and Bronze Oak Leaf Clusters in recognition of meritorious achievement while participating in aerial flights in the European Theater of Operations:

Major Jack R. Bronson-----17th and 18th OLC
 Captain Fred C. Marall-----5th and 6th OLC
 Captain John H. Akin-----2nd and 3rd OLC
 Captain E.E. Booth-----10th and 11th OLC
 1st Lt O.F. Baldwin-----2nd and 3rd OLC
 1st Lt Robert M. Draney-----11th OLC
 1st Lt W.A. Diamanti-----7th and 8th OLC
 1st Lt Robert R. Kranz-----7th and 8th OLC
 1st Lt John S. Kozlowsky-----7th OLC
 1st Lt Jimmie D. Porter-----5th OLC
 1st Lt John J. Schlotman-----6th and 7th OLC
 2nd Lt Charles F. Ashton-----2nd OLC
 2nd Lt E F Bacon-----2nd OLC
 2nd Lt Lamar M Caselli-----2nd OLC
 2nd Lt F.B. Claxton-----3rd OLC
 2nd Lt Harold D Cox-----2nd OLC
 2nd Lt Raymond R Francis-----3rd OLC
 2nd Lt Kenneth C Gowdy-----3rd OLC
 2nd Lt Melvin I Byerly-----4th OLC
 2nd Lt W A Cunningham, Jr---6th and 7th OLC
 2nd Lt Mark E Darrrough-----5th OLC
 2nd Lt Henry M Deja-----5th OLC
 2nd Lt Edmund E Volts-----5th and 6th OLC
 2nd Lt Charles N Horne, Jr--5th and 6th OLC
 2nd Lt William A Anderson---1st OLC
 2nd Lt John N Balog-----1st OLC
 2nd Lt Fred V Brandt-----1st OLC

E. Decorations (cont'd)

2nd Lt George Y. Chin-----1st and 2nd OLC
 2nd Lt Harold E Crocker-----1st OLC
 2nd Lt K.A. Maloney-----1st OLC
 2nd Lt Donald S. Pratt-----1st OLC
 2nd Lt Lloyd W Johnson-----Air Medal and 1st OLC
 2nd Lt Robert C Didier-----Air Medal
 2nd Lt Donald E Mitchell-----Air Medal
 2nd Lt Earnest M Sprouse-----Air Medal

2. Bronze Star Medals in recognition of meritorious service in connection with military operations against the enemy:

S/Sgt James A Hodgkins
 S/Sgt Jack K Kyes
 S/Sgt Frank M McCorkle

F. Operations and Narrative:

1. Although bad weather marked February as a characteristic winter month on the Western Front, the 512th Fighter Squadron on 14 flyable days chalked up 36 missions flown against the enemy. Many of these were on days when cloud and poor visibility prohibited observation of the results of attacks. In view of this, the positive claims were exceptionally good. The high morale of the pilots was shown when in air to air combat, 6 enemy aircraft were destroyed and 7 damaged for a loss of only one Basher Squadron airman. In addition, 7 locomotives, 109 RR Cars, 57 M/T's and 12 A/V's were destroyed along with 9 locomotives, 389 RR Cars and 188 M/T's damaged. The 512th Squadron as a whole proceeded through another month of war with flying colors and high morale.

2. Feb 2---The flight Eschelon arrived at Y-34, some taking off from A-80 on a mission and landing at the new base upon its completion. Captain Booth led the latter group but failed to return with the Squadron. Sixteen aircraft took off on the second jab at the Nazis with Lt Draney flying number 1 red. (NRO). The ground eschelon also arrived and brought news that the squadron had been awarded the Presidential Unit Citation along with the rest of the 406th Group for smashing a huge convoy between Chateaux and Issouden, France, on 7 September 1944 during the headlong retreat of the Nazis across France toward the Belfort Gap.

3. Feb 8---Clearing weather permitted ferrying of the squadron aircraft from Y-34 at Metz to Y-29 in Belgium. The Air eschelon arrived two days previous and all was in readiness when the flight eschelon touched down at the new base. The planes were immediately loaded and at 1015 the only mission permitted by the break in weather took off with Major Bronson at the helm. A commendation from Brig. Gen. O P Weyland was received citing the fine job this organization had done while with the XIX TAC.

4. Feb 10---By 1500, the sky had cleared sufficiently for an armed recce mission to take off under Capt Akin's direction. A tank park was bombed but 10/10 to 7/10 weather prevented observation of the results.

5. Feb 11 - With a 500 pound under each wing, 12 a/c took to the skies at 0915. Lt Baldwin flew number one position. Three direct hits destroyed a bridge at Buin, Germany.

6. Feb 13 - Two missions were flown this day. Lt Maloney was lost on the second of these. Misc M/T and RR rolling stock was attack with fair results.

7. Feb 14 - Between 0845 and 1725, the Basher Sq. flew five missions of eight ships each with particularly good results tabulated on the first led by Lt O. F. Baldwin. On this mission, two M/Ys were attacked, resulting in the destruction of a live locomotive and damage to 260 railroad cars. Two 512th pilots, Lt Byerly and Lt Whicker, were forced to bail out over friendly territory due to flak damage to their planes. Both returned safely.

8. Feb 16 - FO Fouts and FO Brauch joined the organization. Two D/B and Armed Recce Missions took off during the afternoon. Results were poor.

9. Feb 21 - Capt. Wm Anderson, Jr., Lt J. C. Brown and Lt J. B. Yarger rejoined the squadron after 30 days at home in the States. The two missions flown were led by Capt Akin and Lt Draney.

10. Feb 22 - This was the day all Officers and men were waiting for. Although only one 16 a/c mission was flown, it was one of the most successful of the month. Carrying two 500 pound bombs, the planes took off about noon on a combination Dive Bomb and Escort Mission to the Eastern part of the Ruhr. The B-26s were escorted in by the squadron with no enemy a/c encountered and in the target area four railroads were cut. On the way back however, a large number of ME-109s attempted to jump the bombers but were engaged by the 512th pilots. When the count was finally taken, it showed 5 enemy planes destroyed and seven damaged for a loss of one of our own piloted by Lt Ford.

11. Feb 23 - The Basher Squadron received a commendation from the XXIX TAC for the fine job accomplished on this date. Lt Baldwin took off with the first 12 ships at 0815. On this mission, Lt Claxton scored two direct hits on the abutment of a railroad bridge while Lt Baldwin cut the tracks on the approach. Shortly after, a train and 40 cars loaded with new M/Ts was spotted. Diving to the attack, Blue and Yellow Flights put six bombs directly on the target with the balance near misses. A through straffing followed completing the job in which the entire train and it's cargo of 80 M/Ts were either destroyed or damaged severly. The second mission under the leadership of Capt Akin was equally as successful. Attacking a M/Y with 125 railroad cars on it's sidings, the squadron put all it's bombs in the yard but two, cutting the main tracks in three places and destroying or damaging 61 box cars. To finish off right, 12 light flak guns were also destroyed as well as a number of M/Ts. Not to be outdone, Capt Marall took the last mission up at 1400 and achieved even better results. A live engine and fifty cars loaded with M/Ts, tanks and ammo were located in a M/Y. The squadron put all their bombs in the yard with six direct hits on the train. Two ammo cars exploded, the tracks were cut in many places, 25 RR Cars were destroyed, 20 M/Ts and Armored Vehicles were definitely destroyed as was the locomotive. One bomb demolished a building in the yard and when the runs had all been made a number of fires were burning. A locomotive and eight RR Cars were straffed in the vicinity, stopping the train and damaging the cars. Before returning to base, a motor park was located containing about 200 M/Ts. Since all bombs had been expended a through straffing attack was carried out resulting in at least 100 M/Ts damaged. Maj Locke, Lt. Stang, Lt Braxton and Lt

Schlotman returned from the U. S. today. The last leg of their journey was completed by C-47 which landed at Y-29 during the afternoon. Seven pilots were notified of their promotion, these were E.E. Booth to Captain; Lts DeJa, Whicker, Byerly, Darrough, Volts and Wm Anderson to 1st Lt.

2. Feb 24 - Flying three Armed Recce Missions, the 512th attacked rail and motor traffic with fair success. On the second mission of the day, Lt Braxton was reported missing in action.

13. Feb 25 - Three missions were again flown thanks to the excellent weather. M/Y's were attacked ahead of our advancing armies.

14. Feb 27 - Major Bronson, Capt Marall and Lt Draney left for a 30 day leave in the States. Late in the afternoon Capt Wm Anderson, Jr, took off with 8 a/c on a Armed Recce Mission.

15. Feb 28 - The 512th kept four ships in the air all day, the first taking off at 0720 and the last at 1540. Nine missions were flown including a Fighter Sweep with eight ships. On the fifth, Lt Cox destroyed a FW-190 in aerial combat.

16. Feb was a mile stone in the history of the 51 2th Fighter Squadron. Flying for the first time as a member of the XXIX TAC and over some of the densest flak area in the world, the pilots of this organization kept up the fine record started in England and built up all thru France. The Operational Statistics are as follows:

	<u>DEST</u>	<u>PROB</u>	<u>DAM</u>
E/A (Air)	6	0	7
Locomotives	8	0	9
RR Cars	109	0	399
A/V & Tanks	12	0	1
M/T	57	0	188
H/D Veh.	6	0	5
Factories & Misc			
Bldgs	9	1	0
RR Cut	19	0	0
Gun Emplacements	12	0	6
Dumps	0	0	1
Bridges	1	1	1
M/Y Att.	13		
Towns Att.	3		

A total of 36 missions were flown as following:

Armed Recce -----	26
Close Coop. -----	8
Fighter Sweeps -----	1
Escort & D/B -----	1

CARL T. MATTHEWS, JR.
Captain, Air Corps,
Historical Officer.

A. Changes in Organizations:

1. None.

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
28 Feb 1945	52	250
31 Mar 1945	57	248

C. Movement:

1. None.

D. Casualties:

1. Lt Wm A Cunningham, MIA, 14 March 1945. Hit by flak about 25 miles E and NE of Cologne, Germany, Lt Cunningham bailed out over enemy territory and was seen to land safely.

2. Lt Vern J. Hendershott, MIA, 28 March 1945. Lt Hendershott's plane was severely damaged by attacking E/A and he safely parachuted to safety behind the Nazi's lines near Munster, Germany. He was subsequently rescued by our rapidly advancing troops and was last reported in an American Evacuation Hospital, slightly injured.

E. Decorations:

1. Bronze Star Medals in recognition of meritorious service in connection with military operations against the enemy were awarded to the following:

Captain J. H. Farrar
S/Sgt Robert Floberg
S/Sgt Alfred Harms
S/Sgt Wm Paradis

S/Sgt Albert Reiger
S/Sgt Israel Schiffman
S/Sgt Joseph R. Gates

F. Operations and Narrative:

1. During the month of March, a total of 53 missions were flown by the 512th Fighter Squadron, 38 of which were Armed Recce, 10 Ground Cooperation, 2 Escort and one fighter sweep. The weather showed much improvement over the previous month accounting for the increased activity. In aerial combat our pilots downed five Nazi planes for the loss of one and destroyed 8 more on the ground. M/Y's were the principal targets during this 31 day period and many RR cars were destroyed and RR's cut. Living conditions were generally improved at Y-29, additional portable houses were erected and furniture brought in.

2. March 1--On the first mission of the month, eight of our planes encountered 10 enemy aircraft, mixed ME109's and FW190's. In the ensuing battle, five of the Luftwaffe were destroyed and four damaged. Capt Wm Anderson, Operations Officer, became separated from his wingman on the first break, in which he suffered some battle damage, but Lt J.C. Brown came to his assistance. A few seconds later, six E/A jumped them again but skillful teamwork and water injection saw them safely back to base. Lt Parker knocked down one FW190 and damaged another, both which were confirmed by Lt Kranz. Both Lt Volts and Lt Didier chalked up an ME109 destroyed (the latter also damaged one), each confirming the other's. Lt Casselli bagged a

FW190 which Lt Volts witnessed. Lt J C Brown damaged two E/A and Capt Anderson confirmed this. The squadron was credited for another, when one ME109 shot down a comrade and in turn was shot down by Lt Volts. Lts Orr, Lawler, Marshall and Lewis joined the Organization.

3. On March 3, Lt Col Vinzant took command of the 512th Fighter Squadron and Major Locke was transferred to XXIX Tac Air Command. Four missions were flown with M/Y's and gun positions the main targets.

4. Six days of bad weather kept all a/c grounded until March 9th when two armed Recce missions were lead by Capt Anderson and Col Vinzant. On the 5th, Lt Dean's records were transferred to a General Hospital where he has been confined since receiving a flak shoulder wound while on a mission in February.

5. The technique of using snoops to locate good targets for the Squadron and keeping it in sight was first tried by the Basher Squadron on the 13th. Lt Braxton and Lt Schlotman flew as snoops while Lt J C Brown led the squadron formation of 12 a/c.

6. March 14th--Snoops were again used on both missions. On the second, Lt Cunningham was reported MIA after safely parachuting behind German lines. Results of these two armed Recce missions under the leadership of Col Grosetta and Capt Anderson were fair.

7. March 15th--One escort mission was flown with Col Grosetta again at Red #1 position. The bombers were escorted to the Neunkirken, Hamburg area with no enemy opposition. Four new pilots joined the ranks of the 512th. They were Lts Edstrom, Payne, Hendershott and Hodel. Five veteran pilots of the organization were elevated in rank. First Lts Baldwin, Braxton, J C Brown and Yarger were made Captains while 2nd Lt Cox received his silver bars.

8. The yellow nose planes of the Basher Squadron added more enemy a/c destroyed and damaged to their rapidly growing total on the 17th. On the 350th operation since entering combat in the ETO less than a year ago, and the second of three missions flown during the day, a Nazi airfield was attacked resulting in the destruction of 8 enemy aircraft and six damaged, all on the ground. All were confirmed. It was learned this date that Lt H M Deja was definitely killed in action. His grave was found near Mons, Belgium.

9. March 24th--In support of the Trans-Rhine airborne operations, the 512th Sq. took off at 1000 to silence gun positions in the drop area. Col Grosetta led the 12 a/c, with Capt Anderson at Yellow #1 and Col Vinzant at Blue #1. Two other missions were flown with the enemy rail communications heavily hit.

10. On March 28th, approximately eight FW190's and four ME109's attacked Blue Flight which was bombing at the time. Hit and run tactics were used by the enemy. Lt Hendershott, flying Blue 4, received damage to his plane and was forced to bail out, however three of the enemy were damaged by Red Flight which dove in to attack them. Lt Volts damaged one, while Lt Cox claimed damage on two more.

11. The following operational statistics showed the effect of more and better flying weather. Morale remained at a high level, partly due to the increase in activity and partly due to improved recreational facilities.

C L A I M S

OPERATIONAL STATISTICS FOR THE

MONTH OF MARCH

	<u>DESTROYED</u>	<u>PROBABLY</u>	<u>DAMAGED</u>
E/A (G)	8	0	7
E/A (A)	5	0	4
LOCOMOTIVES	14	0	37
RR CARS	349	5	249
A/V & TANKS	2	0	2
M/T'S	61	0	104
Bridges	1	0	0
GUN EMPLACEMENTS	30	0	10
DUMPS	1	0	0
FACTORIES & MISC. BLDGS.	43	4	6
ROADS CUT	3	0	0
RR CUT	50	0	1
VESSELS	0	0	0
H/D VEHICLES	2	0	0
M/Y ATTACKED	40	0	0
A/D ATTACKED	3	0	0
TROOP CONCENTRATIONS ATTACKED	4		
TOWNS ATTACKED	3		

CARL T. MATTHEWS, JR.,
Captain, Air Corps,
Historical Officer

A. Changes in Organization:

1. None

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 Mar 1945	57	248
30 Apr 1945	52	249

C. Movements:

1. The 512th made its first move into Germany, on April 15. At 0730, four GMC's with 14 men on each and many truckloads of equipment left Y-29 at Asch, Belgium and arrived safely at 1300 hours at Y-94, just NE of Munster in Germany. The Air Eschelon made the Rhine crossing at Wesel and were able to see for themselves the destruction inflicted on the enemy. Two days later on the 17th, the flight and ground echelons followed, completing the move.

D. Casualties:

1. 1st Lt Alan J. Stang, MIA, April 9th, 1945. Lt Stang was hit by flak while making a strafing pass on enemy M/T's just 14 miles SSE of Brunswick, Germany. He flew straight in according to Lt Elton F. Bacon who witnessed it, and caught fire. The plane was scattered over a hundred yards and no chute was seen to open.
2. Pfc. D. G. Dellinger, drowned in the river at Handorf, Germany, 18 April 1945.

E. Decorations:

Bronze Star Medals were awarded the following enlisted men:

S/Sgt Edward M. Carter	S/Sgt Merriel R. Taylor
S/Sgt Richard S. Hamburger	S/Sgt Ralph L. Vittum
S/Sgt Robert P. Kinyon	S/Sgt Benjamin F. Wilper
S/Sgt Henry M. Pieracini	S/Sgt Anthony S. Della Ventura
S/Sgt Wilbur R. Shirey	

Lt Richard W. Dean, Jr., was awarded the Purple Heart medal for wounds received 22 February 1945. Medal was awarded on 9 March 1945.

F. Operations and Narrative:

1. The highlights of April were; the move to Y-94 and the squadron's first contact with the SHAEF non-fraternization policy; three highly successful attacks on enemy air fields resulting in the destruction of 67 assorted enemy a/c and 22 damaged.

2. The 512th along with the other squadrons of the 406th Group moved into their new quarters in the town of Handorf, Germany, after forcing the civilians to move elsewhere. Located just a mile from the airfield it proved highly satisfactory with the only complaint being made about the German sanitation system.

3. Four new pilots joined the Squadron during the month. April 19th, Lts Edward K. Slavín and Raymond C. Kirwen came in while on April 23, Lts Donald G. Gorman and Joe H. Ferrill were added to our roster.

4. With Lt Col Vinzant leading, the second mission on the 7th of April attacked an enemy airfield accounting for 13 aircraft destroyed and 4 damaged. The next day another attack was made hiking the squadron total by 20 enemy a/c destroyed and 2 damaged.

April 17th was the biggest day of all. On two missions, 34 enemy a/c were destroyed and 16 were damaged. The following claims of enemy planes destroyed and damaged on the ground were confirmed:

	Destroyed	Damaged
Lt Col Vinzant	12	0
Capt Baldwin	10	2
Capt Yarger	2	2
Lt Whicker	2	0
Lt Doss	3	0
Lt Bacon	3	0
Lt Lewis	4	2
Lt Edstrom	0	2
Lt Orr	3	2
Lt Crocker	0	1
Lt Sprouse	5	2
Lt Cox	4	0
Lt Schlotman	1	0
Lt Brauch	3	1
Lt Chin	4	0
Lt Francis	2	0
Lt W. A. Anderson	4	4
Lt Didier	2	1
Lt Porter	2	1
Lt Darrrough	2	0
Lt Marshall	1	0

5. The following statistics reflect the rapid disintegration of the German Army and lack of targets:

OPERATIONAL STAT
Month of April, 45

	<u>Destroyed</u>	<u>Damaged</u>
E/A (G)	67	22
Loco's	3	17
RR Cars	42	45
M/T's	30	29
Gun's	15	6
Dumps	2	0
Hangars	1	0
Factories and Misc. Bldgs.	23	2
Bridges	1	0
RR cut	2	0
Enemy A/F attacked	5	
M/Y attacked	3	
Towns attacked	8	
Total Missions	<u>29</u>	
Gd Cooperation	18	
Armed Recce & DB	10	
Leaflet	<u>1</u>	

CARL T. MATTHEWS, JR.,
Captain, Air Corps
Historical Officer

A. Changes in Organizations:

1. None.

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
30 April 45	52	249
31 May 45	51	236

C. Movement:

1. None

D. Casualties:

1. Lt Donald L. Haley, 18 May 1945, while on a training flight about 10 miles due East of Rheine, Germany. Lt Ashton and Lt Haley were on an instrument flight when they became separated during a turn. Lt Haley failed to return to base and it was learned that he had crashed.

E. Decorations:

1. Two 512th Fighter Pilots, received high awards posthumously this month.

They were:

Capt Arner M. Douglas-----The Silver Star
 Lt A. J. Stang-----The Distinguished Flying Cross

F. Operations and Narrative:

1. The Nazis surrendered unconditionally 8 May 45, just one year since the 512th became operational in the ETO. Only two days were flyable during those eight days but the organization gave a good account of itself in keeping with the fine record it has set during the year 1944-1945. A vigorous training program was embarked upon, a half day being given to flying and half to ground training. Seventeen EM's of the squadron had over the necessary 85 points for discharge and many more Officers and EM's were sweating more information on discharges.

2. During May, 1st Lt John S. Kowalosky was promoted to Captain, and the following 2nd Lts were promoted to 1st Lt: Frederick Borman, Richard W. Dean, Jr., Robert C. Didier, Francis E. Parker, and Donald S. Pratt. F/O's C.G. Brauch, Don P. Fouts, and C.B. Payne were promoted to 2nd Lts.

CARL T. MATTHEWS, JR.,
 Captain, Air Corps,
 Historical Officer

512th Fighter Squadron
Unit History (June 1945)

A. Changes in Organizations:

1. None

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
31 May 1945	51	236
30 June 1945	55	238

C. Movement:

1. The 406th Fighter Group upon cessation of hostilities in the European Theatre of Operations, prepared for its move from site Y-94 at Handorf, Germany, to its present base, site R-56, Nordholz, Germany. On 5 June 45 the air echelon of the 512th Fighter Squadron arrived at Nordholz, covering the 150 or so miles in approximately seven hours. The ground echelon arrived on the 8th, completing the move.

2. After moving into the prescribed living quarters, and setting up the Operational sections, the 512th then began, as far as is known, its occupational duties.

D. Casualties:

1. None.

E. Decorations:

1. One 512th Fighter Squadron Pilot received a high award during the month of June. Captain J. C. Brown, Operations Officer received the Distinguished Flying Cross.

F. Operations and Narrative:

1. There was one promotion during the month of June. F/O Clyde B. Payne, who joined the organization at Handorf, Germany, was commissioned a 2nd Lt.

2. The month of June saw a continuation by the 512th Fighter Squadron of the Training Program put into motion by 9th Air Force after the unconditional surrender of the enemy the previous month. For the Pilots, the program embraced the various types of training plans. For the enlisted men as well as all personnel, a ground training program began. This includes certain and necessary hours of lectures, discussions and plans and training. I and E schooling began with a good noticeable number of personnel in attendance.

3. On 16 June 1945, at an impressive review and ceremony, the 406th Fighter Group was officially given the Distinguished Unit Badge, previously awarded for meritorious service against the enemy. At the same time, Bronze Star medals were officially presented to eight enlisted men, who had been awarded this medal previously. Captain Brown also received the DFC at this time, all the awards and presentations being made by General Nugent, commanding General of the XXIX Tactical Air Command."

CARL T. MATTHEWS, JR.,
Captain, Air Corps,
Historical Officer.

512th Fighter Squadron History (July 1945)

A. Changes in Organizations:

1. None.

B. Strength, Commissioned and Enlisted:

<u>Date</u>	<u>Officers</u>	<u>Enlisted Men</u>
30 June 1945	55	238
31 July 1945	43	211

C. Movement:

1. None.

D. Casualties:

1. None.

E. Decorations:

1. The following Officers received the Silver Star for gallantry in action against the enemy in aerial flight:

William Anderson, Captain, CO
J. C. Brown, Captain, Operations Officer
Donald G. Whicker, 1st Lt.

2. The following Officers received the Distinguished Flying Cross for extraordinary achievement in aerial flight against the enemy.

John H. Akin, Capt.
Everett E. Booth, Jr., Capt.
John B. Yarger, Capt., OLC
W. A. Anderson, 1st Lt.
Charles F. Ashton, 1st Lt.
Elton F. Bacon, 1st Lt.
Emerson J. Berical, 1st Lt.
George Y. Chin, 1st Lt.
Harold D. Cox, 1st Lt.
Wm A. Cunningham, 1st Lt.
Richard W. Dean, Jr., 2nd Lt.
Kenneth C. Gowdy, 1st Lt., OLC
John S. Kozlowsky, 1st Lt., OLC
Robert R. Kranz, 1st Lt., OLC
Donald E. Mitchell, 1st Lt., OLC
John J. Schlotman, 1st Lt., OLC
Edmund E. Volts, 1st Lt., OLC
Donald G. Whicker, 1st Lt.
Lamar M. Casselli, 1st Lt.

3. The following named enlisted men were awarded the Bronze Star Medal during the month of July:

T/Sgt J. G. Wolds
T/Sgt J. W. Fuller
T/Sgt D. N. Beerworth
S/Sgt G. F. Hansen
S/Sgt W. Tryka

F. Operations and Narrative:

1. The 512th Fighter Squadron completed its second month of aerial and ground training with flying colors. Opening up of furloughs to England and Southern France helped keep up moral to the previous high level.

2. In an impressive ceremony and review, the Oak Leaf Cluster to the Presidential Unit Citation was awarded to the organization on July 21 by General Stearly of the Ninth Tactical Air Command. Capt William Anderson, Jr. and Capt J. C. Brown received Silver Stars at that time while a number of the Officers received their Distinguished Flying Crosses. Five enlisted men received Bronze Star Medals at the same ceremony.

3. First Lieutenant John J. Schlotman was promoted to Captain this month.

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