

-12-

DECLASSIFIED  
NND 745005  
Authority  
By CEC NARA Date 9/27/10

OIETH OIAJX V OIKNG NR 1/7 OP

T

FROM KINGSCLIFFE 7/1715A

TO OIAJX ATT'N A-2

TO OIETH ATT'N A-2

QOX

CONFIDENTIAL SENT IN CLEAR

OIKNG J5D

#### SUMMARY MISSION REPORT

- A. 20TH FIGHTER GROUP MAJOR R. P. MONTGOMERY, LEADING
- B. 38 P-38'S, 12-55TH, 11-77TH, 15-79TH. UP 0952, DOWN 1420.  
2 - MANSTON, 1- NEPOL, 1 - RIDGEWELL, 3 - HONINGTON
- C. 3 -1 - OIL COOLER, 1- ENGINE TROUBLE, 1- ELECTRICAL SYSTEM.
- D. PENITRATION AND TARGET SUPPORT - F.O. 215.
- E. THRU G. NIL.
- H. 1-0-1 1 ME 109 DESTROYED - LT. W. B. TAYLOR  
XXXXX  
1 ME 109 DAMAGED - LT. STOCKTON AND CAPT. JACKSON.  
at 26,000
- I. GROUP MADE LANDFALL IN AT WESTHOOFD AT 1050 AND MADE A 3 MINUTE  
ORBIT BEFORE PROCEEDING TO R/V WITH BOMBERS OVER TRIES AT  
27,000'. at 1137 ESCORTED BOMBERS TO TARGET WHERE GROUP ARRIVED AT 1144,  
THENCE TO VICINITY OF DOUAR WHERE GROUP STARTED HOME AT  
1250, MAKING LANDFALL OUT IN VICINITY OF OSTEND AT 1300,  
AT 16-19 THOUSAND FEET. AT 1140 IN VICINITY OF WORMS WHILE  
GROUP WAS AT 28,000 FEET, THREE ME 109'S APPROACHING  
FORMATION FROM 4 O'CLOCK BELOW AND BOXXX LOBBING ROCKETS AT BOMBER  
WHERE BOUNCED BY LT. TAYLOR'S FLIGHT, LT. TAYLOR CLAIMING  
ONE DEDTROYEDXXXX DESTROYED AND CAPT. JACKSON AND LT.

STOCKTON CLAIMING ONE DAMAGED. THIRD 109 ESCAPED DIVING -13-  
AWAY. 2 FW 190'S WERE OBSERVED TRAILING FORMATION NEAR  
SEADANXXX SEDAN AT 1235. NO OTHER ENEMY AIRCRAFT WERE  
SEEN. LT. STOCKTON WHILE FLYING ALONE AT 18000 FEET <sup>AT 10 O'CLOCK</sup> TO  
A BOX OF B-24'S, 500 FEET BELOW HIM NORTHWEST OF THE  
TARGET AT 1230 WAS FIRED UPON BY A B-24 TAIL GUNNER, SUSTAIN-  
ING STRIKES ON HIS WING. FLAK WAS INTENSE AND A CG URATE AT  
26000 FEET OVER TARGET AREA, MEAGER AND INACCURATE OVER  
AACHEN. A STRAIGHT VERICAL STREAM OF BLUE SOXXX SMOKE  
WITH A LAGE XXX LARGE PUFF ON TOP AT 30000 FEET WAS  
OBSERVED IN CENTER OF TARGET AREA. ROCKETS FIRED BY 109'S  
LEFT BLUISH GRAY TRAIL. WEATHER: 10/10TH OVER ENGLAND,  
TOP 10,000 FEET: 9/10 TO 10/10THS OVER CONTINEENT, TOP 10  
TO 12,000 FEET. R/T GOOD.

BT

AS FOR R

TOD 1809A MC

OIWTH R.....

IMI WA BOMBERS IN 8TH LINE IN I. K

DE IN LINE 8 LAST WORD SH

CC IN LINE 8 LAST WORD SHOULD READ BOMBERS

IN THAT LINE IMI WA LOBBING PLS

REPEAT LINE 8

FORMATION FROM 4 O'CLOCK BELOW AND LOBBING ROCKETS AT BOMBERS

TOEWTH R.....1814A MA AR E MCZ

F.O. No. 215

No. \_\_\_\_\_

CONFIDENTIAL, in the clear, PRIORITY

FROM: HQ. 20th Fighter Group.

TO: VIII Fighter Command, Attn: A-2.  
 67th Fighter Wing, Attn: A-2.

MISSION SUMMARY REPORT

Not to be Teletyped	To be Teletyped
a. Description of Unit	a. <u>55th</u>
b. No. of A/C taking off Time up & down giving type of A/C	b. <u>12</u> Up <u>0950</u> Down <u>1410</u> <u>Mauston</u>
c. No. of A/C returning early, giving Type of A/C	c. <u>nil</u>
d. Type of Mission or in case of Bomber Support, Type of Escort provided (F. O. No.)	d. <u>Rambrod - 5150</u>
e. Number of A/C lost due to: (1) Enemy Aircraft (2) A.A. Fire (3) Accidents or Material Failures (4) Causes unknown (List as NYR unless known to be lost) giving type of A/C	e. (1) (2) (3) (4)
f. Information on airplanes crashed in England or seriously damaged. Cat. A, AC, B, E, Missing, Crashed.	f.
g. Personnel Casualties, No. Missing, Wounded.	g.
h. Tentative Claims against enemy A/C (1) Destroyed (2) Probable (3) Damaged	h. (1) Destroyed <u>109. St. WB Taylor</u> (2) Probable (3) Damaged <u>109 St. Stockton Jackson</u>
i. Brief description of Operations (1) Weather (2) Ftr. Operation Approx No. & Type (3) AA General & Location, Type intensity accuracy meager, Moderate, Intense. (4) Information on airplanes lost or in distress, pilots seen to bail out. (5) Observations of outstanding importance to include any enemy tactics & equipment not previously noted, unusual enemy air ground or sea activity (6) Information on Comparative performance between friendly A/C & enemy A/C by Type. Altitude. (7) Any tactical highlights	i.

NOTE: Report to be chronological, times & locations of rendezvous, arrival & departure from enemy territory, turning points encounters, other principle phases.

PLACE TIME HEIGHT

15

MISSION SUMMARY REPORT

7 JANUARY 1944  
FO #215  
ESCORT MISSION  
2 BELLY TANKS

- A. 55TH FIGHTER SQUADRON CAPT. MCAULEY LEADING
- B. 12 P-38'S UP WITTERING 0950 10 DOWN WITTERING 1410  
2 DOWN MANSTON
- C. NIL
- D. RAMROD FO #215
- E. THRU G. NIL
- H. 1 ME-109 DESTROYED LT. W. B. TAYLOR  
1 ME-109 DAMAGED CAPT. JACKSON AND LT. STOCKTON.
- I. SQUADRON MADE LANDFALL IN 1054 26/27,000 FT. R/V WITH 55TH  
GROUP JUST AFTER MAKING LANDFALL. R/V WITH BOMBERS 1120 AS  
BRIEFED. KEPT ALTITUDE TO TARGET VICINITY. IN VICINITY OF  
WORMS (NEAR TARGET) 3 ME-109'S IN VEE CAME FROM EAST, BELOW  
AND SLIGHTLY BEHIND OUR FORMATION BUT ON LEVEL WITH BOMBERS.  
LT. W. B. TAYLOR'S FLIGHT TOOK A BOUNCE, WHILE LT. SERROS'  
FLIGHT COVERED THEM. NO. 3 IN FLIGHT OF 109'S LEFT IMMEDIATELY  
AND LT. TAYLOR TOOK THE #2 MAN AND FIRED SEVERAL BURSTS.  
ME-109 EXPLODED AND SPUN DOWN. CAPT. JACKSON AND LT. STOCKTON  
TOOK THE LEAD MAN IN THE VEE AND GOT SEVERAL HITS. THESE  
109'S HAD BEEN LOBBING ROCKETS AT BOMBERS. ROCKETS LEFT A  
BLUE-GREY SMOKE. SQDN REPORTED SEVERAL SMOKE SIGNALS VERY  
NARROW COLUMNS, RISING TO ABOUT 30,000 FEET OVER TARGET.  
THERE WER NO FLASHES - BUT AT 30,000 FEET A LARGE PUFF OF  
BLUE-GREY SMOKE WOULD TOP-OFF THE COLUMN.

SQUADRON OVER TARGET 1144 HOURS AT 27,000 FEET. STAYED FOR ABOUT 10 MINUTES AND LEFT AREA. PICKED UP BOMBERS AGAIN JUST WEST OF TARGET AND ESCORTED THEM AT 19,000 FEET UNTIL 1225 HOURS. MADE L/F OUT 1306 HOURS AT 16,000 FEET VICINITY OF OSTEND. FLAK INTENSE AND ACCURATE OVER TARGET. FLAK MEAGER AND INACCURATE OVER AACHEN. WEATHER 10/10 ALL THE WAY. SPOTTY OPENINGS VICINITY NORTH OF TARGET. CONTRAILS AT 27,000 FEET NOT PERSISTENT.

LT. STOCKTON REPORTS BEING FIRED UPON BY A B-24, MARKED WITH CIRCLE ON FIN AND RUDDER, COMING OUT OF TARGET. HE WAS LOST OVER TARGET AND STARTED FOR HOME ALONE. HE WAS FLYING 18,000 FEET AND THE BOMBERS WERE 17,500 FEET. AFTER FLYING WITH THEM FOR SEVERAL MINUTES AND TURNING HIS BELLY TO BOMBERS SEVERAL TIMES TO IDENTIFY HIMSELF, ONE B-24 TAIL GUNNER FIRED SEVERAL BURSTS AT HIM. HITS WERE MADE ON OUR A/C. TIME 1230 HOURS. LT. STOCKTON LATER JOINED WITH P-47'S AND CAME OUT WITH THEM. HE HAD SEVERAL FLAK HOLES IN HIS WINGS ACQUIRED OVER THE TARGET.



## MISSION SUMMARY REPORT

January 7, 1944

- A. 77th Fighter Squadron, 20th Fighter Group. Major Montgomery leading.
- B. 11 up at 0953. 7 down at Kingscliffe at 1420. 1 down at Wittering.  
1 down at Mepol.
- C. 1 down at Ridgewell.
- C. 1 - Oil Cooler.
- D. Penetration and Target Support. Field Order No. 215.
- E. Nil.
- F. Nil.
- G. Nil.
- H. Nil.
- I. In at 1056 at 27,000 feet on course. Orbited about three (3) minutes after crossing coast. Flying top cover to 55th Fighter Group. Flew parallel to bombers for awhile before R/V at 1132. Started weaving over bombers - 2 boxes of B-17's of 1st Division. Escorted bombers over target area. Smoke trails seen in sky over target area believed to be markers. Flak on bombers moderate and accurate to height but off to side. Several bursts of rockets seen. These had a gray smoke trail as they came up through overcast. Bombs seen to fall. Group swung out to avoid flak in target area. Four (4) single engined bogies seen to east and high in this area. Bombers made turn at target and Squadron stayed over 2 boxes until vicinity of Douar leaving about 1250. P-47's R/V with bombers approximately as briefed. Several P-47's seen low trailing P-38. One P-51 seen near formation. P-51's seen going out overhead in Sedan area. Flew over two straggling B-17's and three P-38 on single engine. Near coast one more P-38 went on single engine. Blue No. 2 ran out of oxygen and blue flight dropped down to 12,000 feet in vicinity of East of Sedan. Headed on course 320°. Shortly after two (2) FW 190's approached below and after passing under blue flight swung around and trailed flight for about ten (10) minutes. Saw river believed to be Sambre through break in clouds and flak began in this area. Lt. Baker's ship got a flak hit on left spinner in this vicinity. Flak heavy and accurate. Out between Dunkerque and Ostend at 1300 at 18,000.

Weather - 10/10 over England at 10,000 feet. Overcast 9 - 10/10 at 10,000. Overcast from 4,000 to 11,000 over England on return.

18.  
MISSION SUMMARY REPORT

7 January, 1944

- A. 79th F. Sq. 20th F. Cp. 1st. Lt. Lindol F. Graham leading.
- B. 17 P 38s (including 2 relays); Up 0954; Down 1420; 2 down at Wittering and 3 (including 2 relays) down at Honington.
- C. 2 P-38s : 1 engine trouble; 1-electrical system.
- D. ~~None~~ Ramrod:target support; 8 FC F.O. 215.
- E. None
- F. None
- G. None
- H. None
- I. (1) Weather 10/10s cover over continent; target and channel; 3 cloud layers from 3000 ft. to 12,000 ft.
- (2) Very few E a/c seen and only Me 109s and Fw 190s. No attacks made on our planes or on bombers. 5 P-38s on single engine flew formation back with straggling bomber and covered by about 10 P-38s. Bombers were in good formation. No bombers seen in trouble. Stragglers were protected and returned safely.
- (3) Accurate, intense, concentrated flak in target area; predicted type at times definitely aimed at fighters; Height 26,000 ft.
- (4) Stragglers escorted safely home; one B-17 believed to be from Box 1-2 at 1155 was heard to call for fighter protection stating it was being attacked by 6 s. e. E a/c. Group leader could not contact or find bomber.
- (5) None
- (6) None
- (7) None

19

TELEPHONE FLASH REPORT

F.O. 215.

DATE 7 JANUARY 1944.

(Not to be teletyped)

(Not to be teletyped)

a. Designation of Unit	55th. Fighter Squadron.
b. Time of Landing	1410
c. Aircraft NYR (State if believed Lost)	
d. Estimated Claims	Lt. Taylor Destroyed 1 Probable Lt. Stockton Damaged 1 Capt. Jackson.
e. Brief description of Mission	Landfall 26,000 feet. 1054. 3v-109's seen near Worms at 1140 bounced by Taylor's flight from 28,000 feet. Fighters over target.
f. Weather - Battle damage	10/10 all the way at target 5 to 6 minutes early. R/vd.



20

## TELEPHONE FLASH REPORT

F.O. 215

DATE 7 JANUARY 1944.

(Not to be teletyped)	(Not to be teletyped)
a. Designation of Unit	77th Fighter Squadron.
b. Time of Landing	1420
c. Aircraft NVR (State if believed Lost)	
d. Estimated Claims	Destroyed      Probable      Damaged
e. Brief description of Mission	On course 27,000 feet. 360 turn after crossing coast. R/V point on time joining bombers 10 minutes early. Started with bombers till 1250 out at 20,000 feet. Ostend 1320.
f. Weather - Battle damage	10/10 at 10,000 feet. 9/10/10 at 11,000 feet.

21-

## TELEPHONE FLASH REPORT

F.O. 215DATE 7 JANUARY 1944.

(Not to be teletyped)

(Not to be teletyped)

a. Designation of Unit	79th Fighter Squadron.
b. Time of Landing	1425.
c. Aircraft NYR (State if believed Lost)	
d. Estimated Claims	Destroyed      Probable      Damaged
e. Brief description of Mission	As planned and on time. Very few aircraft. No attacks, seen on bombers.
f. Weather - Battle damage	10/10th at 12,000 feet.

22  
**SECRET**

For Mission file  
FO.215

HEADQUARTERS  
20th Fighter Group, Army Air Forces  
AAF Station F-367 APO 637 U.S. Army

(E-1)

319.1

9 January 1944.

SUBJECT: Tactical Commander's Report, Field Order #215, Headquarters VIII  
Fighter Command, dated 7 January 1944.

TO : Commanding General, 67th Fighter Wing, AAF Station F-372, APO 637  
U. S. Army.

In compliance with VIII Fighter Command Memo 35-3, Sec. V, per 12,  
dated 23 August 1943 the following Tactical Report is submitted covering the  
mission of 7 January 1944 as per Field Order No. 215, target area support for  
B-27's and B-24's.

1. Track Flown.

- a. 0943 All squadrons started engines.
- b. 0951 77th Squadron led by Major Montgomery took off followed  
by the 79th Squadron. The 55th Squadron at AAF Station Wittering took off  
at the same time and rendezvoused over Kingscliffe.
- c. 1054 Set Course.
- d. 1033 Landfall out English coast.
- e. 1054 landfall in Dutch Coast vicinity of Westcoofd at 26,000  
feet.
- f. 1057 Orbited three minutes in this vicinity with 55th Fighter  
Group. This orbiting was carried out because the bombers were three minutes  
late.
- g. 1132 Rendezvoused with bombers at 28,000 feet over Treis.
- h. 1144 Arrived at target.
- i. 1150 Group left bombers in vicinity of Boisal and proceeded to  
home.
- j. 1200 Landfall out vicinity of Calais at 19,000 feet.
- k. 1900 All airplanes of Group on ground at home base or close  
vicinity.

2. Description of Rendezvous. When the group arrived over the Dutch  
coast the 55th Fighter Group intercepted us. Both groups orbited for a  
period of three minutes to enable us to make rendezvous with bombers at  
scheduled location since the bombers were three minutes late. The rendez-  
vous was made with the bombers at 1132. There were only two C/S of bombers  
in the vicinity, and they were presumed to be ours. Several miles to the  
rear were approximately three other combat wings of bombers. The 55th  
Group did a 180 degree turn and joined them. The two wings (consisting of  
about 60 bombers) which we were escorting were flying in two tight boxes at  
about 25,000 feet over a solid undercast which was about 12,000 feet.

**SECRET**

SECRET 23

Their formation was well in order, on course, and approximately on time. Radio contact was made with the bombers to our rear, but we could not contact the ones we were escorting. Squadrons took their prearranged positions and began to weave.

3. Strategy Employed.

a. Group Commander leading the 77th Squadron took a position above and toward the front portion of bombers with the 79th Squadron covering the starboard flank and the 55th Squadron the port flank at an altitude of 27,000 feet and approximately 2,000 feet above the bombers.

b. After the bombers dropped their bombs and set course for home four of our P-38's had engine trouble and were forced to feather an engine. These four were placed underneath the lead bombers along with two straggling P-17's from a formation that had preceded us. They stayed together in a reasonably tight formation, and we were able to cover them as well as the two boxes of bombers.

c. On the route home several combat wings of bombers angled in from the south and joined up with our boxes. They were believed to have been bombers from the preceding task force.

4. Tactics Employed. The enemy did not seem to be present in any great numbers. Only three enemy fighters were reported in our vicinity. These three approached the bombers from four o'clock and below. They proceeded to lob rockets at the bombers but were unsuccessful. One flight of P-38's bounced them from above and behind. One Me 109 dived for the ground immediately; one was shot down, and the other soon dove away.

5. Formation Used. The four ship V was used until altitude and aid channel were attained. Flights then loosened up into line astern with two flights on a line. Squadrons were flown line abreast and stepped up away from the sun. Over the bombers squadrons took preassigned areas and set up a weave with two flights of four each weaving together.

6. Analysis of Tactics Used by Friendly and Enemy Fighters.

a. Three Me 109's approached the bombers from 7 o'clock low and proceeded to lob some rockets at the bombers. They were attacked by a flight of four lightnings led by Lt. Taylor, 55th Squadron. One Me 109 split-8'd; one exploded from Lt. Taylor's fire, and the other was damaged.

b. Friendly P-47's were observed flying over us at an altitude of about 28,000 feet in V flights of four. No other aircraft were observed.

7. Tactics Used Against Anti-aircraft Fire. When bombers approached target the group moved well out on the right and left flanks of the bombers to clear the anti-aircraft fire. The anti-aircraft fire was moderate in intensity.

8. Use of Communications and Malfunctions of such Equipment.

a. Inter plane communication was excellent.

b. C channel was rather poor and very cluttered up.

2. SECRET

SECRET 24

g. Contact could not be made with 55th Fighter Group or the bombers to which we were assigned.

d. The relay ships could not be contacted and, therefore, were not used.

e. D Channel was weak and contact difficult to establish.

f. Radio discipline of the group was poor.

9. Description of Effect of Equipment Failure on the Conduct of the Mission. Four ships encountered overheated engines and were forced to feather them. The oil was believed to have congealed in the radiators in some cases, to have leaked in others. These ships were formed into a lame duck flight with two B-17's. They stayed under the bombers, and we were able to furnish protection for them as well as for the two boxes of bombers above them. We stayed with the bombers an extra half hour before withdrawing thereby escorting them almost to the coastline.

10. Weather.

a. We climbed through breaks in the overcast arriving on top about the time we made landfall out of England. The rest of the trip was made over a solid undercast which was about 12,000 feet.

b. On returning home most of us encountered a thick overcast which we let down through to an altitude of 2,000 feet over the field. Visibility here was about two miles.

11. Difficulties Encountered and Suggested Remedies. The difficulties encountered consisted mostly of engine trouble at altitude. We attributed this to an oil of too high viscosity which caused congealing at extremely low atmospheric temperatures. We expect to remedy this in the future by using a lighter oil.

*Robert P. Montgomery*  
ROBERT P. MONTGOMERY,  
Major, Air Corps.  
Executive.

SECRET

DECLASSIFIED  
NNP 745005  
Authority  
By GEC NARA Date 9/27/11



