

S E C R E T

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

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

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

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

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

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

For the Commanding Officer:

*Claydon S. Gember*

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

Incl: Diary and supporting documents.

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

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

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

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

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

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

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

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

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

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

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

Day Events

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

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

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

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

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

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

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