



AAHS Celebrates Cable Airport's 80th Anniversary

On Saturday, September 13, the AAHS HQ crew enjoyed some beautiful SoCal flying weather at Cable Airport (KCCB), "the world's largest family-owned public-use airport," for a day of fun and festivities as the airport marked its 80th year of operations.

At right, the Society's spankin' new "event tent" makes its public debut. (Jerri Bergen photo.) Among the afternoon's treats were formation fly-bys and rides in various airplanes. In the pix below, AAHS's ace volunteer Heather Wilson scored a flight in the CAF Inland Empire Wing's vintage Harvard Mk II, decorated as a Marine Corps SNJ.

According to warbirdregistry.org, the "SNJ" was delivered to the RCAF on May 13, 1941. Assigned RCAF serial number 3832, Canadian pilots trained in it for the next 19 years. Stricken off charge in 1960, with a modernized canopy installed at some point, it remains a long-serving veteran of the airshow circuit.

(Left) Heather preflights with her pilot/chauffeur; (Center) Taxiing out, in the background; ("D-Day Doll" (42-68830) in the background; (R) Ready for action from the back seat. Check six, Snoopy! →



[Link to a printer friendly version]

USAAF Fighters vs. the Me-262

Every so often, we take a peek at our "found while looking for something else" digital cache. Sometimes we remember to go back and revisit or refile the really good ones, but many end up in the "filed and forgotten" category. One of these latter items we recently came across was "USAAF Aerial Victory Credits Over Me-262 German Jets." posted some time ago by the Air Force Historical Research Agency. Just for giggles, we saved the downloaded pdf file as an Excel spreadsheet which, after much more fiddling than anticipated, enabled sorting and refining of that data. We can't vouch for the accuracy or completeness of it but based on the data presented here are a few statistical tidbits:

In total, 156 USAAF pilots were credited with destroying 140 Me-262s, having engaged the German jets on 42 occasions between 28 Aug 1944 and 26 Apr 1945. Of the 140 aerial victories, 117 were one-time claims by individuals. Another 19 were shared by two pilots. Only three were credited with multiple Me-262 kills—1st Lt. Urban Drew bagged a pair on 7 October 1944, the second American success against the newly introduced jets. (Two 78th FG pilots had shared the first kill on 28 August.) Capt. Donald M. Cummings repeated the trick on 25 February 1945, while Capt. Robert S. Fifield followed with singles on consecutive days, 3-4 March.

Seeking some detail behind these numbers, we broke out Osprey Publication's *Allied Jet Killers of World War 2* (Aircraft of the Aces #136.) As with all their aviation-related numbers, this one contains beautifully done profiles of selected aircraft. Among them is a port side view of "Ben" Drew's P-51D (44-14164) "Detroit Miss." One thing we did with the aforementioned spreadsheet was to sort by the type aircraft flown when claiming a "kill." By the time Me-262s were encountered in appreciable numbers, all Eighth Air Force fighter groups save the 56th had converted to P-51s, so we knew the great majority of claims would've been made by Mustang pilots. But near the top of the rather short P-47 sorting results appeared Urban Drew's name. Hmmm, we thought, what else might be questionable?

For openers, the sort by group output showed the 77th FS being with both the 15th and 20th groups. Since the 15th served strictly in the Pacific, the 20th must be correct. That can be confirmed easily enough, but how to check on other pieces of data? Within the list of sources for the AHRA listing is *Credits for the Destruction of Enemy Aircraft in Air-to-Air Combat, World War 2, Victory List No. 5*, by Frank J. Olynyk. That spurred another foray, this time into the garage and boxes of books that were never unpacked after the latest move—which was 13 years ago.

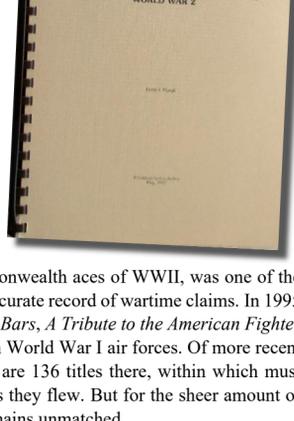
Frank Olynyk's Contributions to Aviation History

For those too young to know the story, Frank Olynyk spent years combing through administrative records and combat reports in U.S. and European archives. A blurb in the Fall 1977 AAHS newsletter noted that a group of members, including Olynyk and Bill Hess, "are involved in projects involving fighter operations and aces." They were "doing their research on a co-op basis and sharing costs" of microfilm purchases. Interested members were invited to join in the effort. "Hopefully, this will all contribute to more new and unusual articles for the Journal."

Apparently it did, at least to some extent. But the larger result was Olynyk's series of self-published compilations of every recorded air-to-air claim—destroyed, damaged, or probable—made by pilots of a particular air service during a particular time frame. Among his other accomplishments, Frank John Olynyk earned a PhD in computer science in 1969. Back then there was no such thing as a desktop computer, much less a tablet or I-pad. The computer *was* the desk, and a hefty one at that. That smartwatch on your wrist has more computing power. Olynyk sorted his results by various criteria; date, name, unit, and so forth. Long since out of print, these "victory lists" are highly prized by aviation history enthusiasts—if/when they can be found.

Olynyk's "books" were little more than reproduced computer printouts in "comb" bindings. Our ETO copy, and others in the series, came from the gift shop in the American Fighter Aces Association's HQ, which at the time was out at nearby Falcon Field, in Mesa, Ariz. Friends of the Association got a 10% discount. Olynyk's No. 5, ETO victories, listed for \$60 which, even with the discount, was not an insignificant chunk of change. But there was nothing quite like those books anywhere else. So far as we know, there still isn't.

We did say *quite* like those books. A number of works have appeared over the years detailing the scores of hundreds of fighter aces of many nationalities. *Aces High*, by Chris Shores and Clive Williams, which covers RAF and British Commonwealth aces of WWII, was one of the first (1966) to delve deeply into contemporary records in an effort to establish an accurate record of wartime claims. In 1995 Olynyk parsed his earlier works and added Korea and Vietnam to produce *Stars & Bars. A Tribute to the American Fighter Ace, 1920-1973*. Norman Franks, et. al., have done the same in several volumes on World War I air forces. Of more recent vintage are the aforementioned *Aircraft of the Aces* series. At latest count there are 136 titles there, within which must surely be represented every air force ever to produce an ace, and the aircraft types they flew. But for the sheer amount of categorized data relating to the destruction of enemy aircraft in the air, Olynyk remains unmatched.



Some Drawbacks

Even if one is fortunate enough to possess or obtain one of Olynyk's books, the shortcomings inherent in any large paper record are quickly apparent. In the case that brought on this rabbit hole excursion in the first place, the types flown by the claiming pilots are presented, right down to the model and block number if known. But there is no equivalent for the types claimed destroyed or damaged, thus stymieing our search for Me-262 shootdowns. Buoyed by our (relatively) easy decipherment of the AFHRA file, we disassembled the ~850 pages (front and back) of the ETO list for scanning. As an aside for those who may wish to scan printed text to word-searchable format, we highly recommend first scanning at relatively high resolution *then* running the resulting file through OCR rather than scanning to OCR from the git-go. That'll require a little extra effort, but will avoid the random bolding of characters and font size changes that can otherwise occur.

It should be obvious, but taking apart one of these comb binding numbers is a hell of a lot easier than putting it back together! In any event, we performed the scan/OCR drill without undue difficulty. Converting directly to Excel was a definite no-go, and copying/pasting a few lines at a time didn't work much better. With enough manual tweaking it could probably be done, but the time and effort required would be far in excess of what we'd be willing to invest. But OCR worked as advertised, so it's possible to pinpoint the 261 Me-262 instances (a near coincidence, eh?) which pop out in the "by date" column. Refining the search to "Me-262 dam" (damaged-130) and "prob" (probable-19), leaves us with 112 Me-262s claimed downed in the ETO.

That's almost 30 fewer than the 140 listed in the AFHRA file, but 12 MTO Me-262 kills are included in that total. Interestingly, eight of those are shown as claimed by the 31st (5) and 332nd (3) groups on 24 March 1945. This jibes with Olynyk's numbers from his MTO edition (No. 6), which adds another six Me-262s damaged and a couple of probables on that date, with a damaged Me-163 *Komet* thrown in for good measure.

Which brings up another point. While the Me-262 was far and away the most numerous of the German jets encountered, it wasn't the only type the Luftwaffe managed to get into service in the last year of the war. The Me-163 *Komet* rocket interceptor and Arado 234 bomber also saw limited action. In addition to the American claims, *Allied Jet Killers* states that RAF pilots knocked down 37 jets, most of them Me-262s, with a handful of Arado 234s and a couple of Me-163s also in the tally. Olynyk's ETO list shows seven *Komet*s bagged by U.S. pilots, along with eight Ar-234s. At the end of the war, the Russians even got in a few licks, including an Me-262 kill by Maj. Ivan Kozhedub, the Soviet (and therefore Allied) ace-of-aces.

No matter how it's sliced and diced, conclusions based on data extracted from combat reports are only as valid as the data itself. As anyone who's studied the matter even briefly knows, after action accounts were subject to all sorts of errors and honest mistakes, compounded in some cases by exaggeration or outright fabrication. When actual losses can be reasonably ascertained for comparison, inflation of claims in the 25-30% range seems to be fairly common, and 50% or greater is not unheard of. Nonetheless, it's quite fascinating when the names of both victor and vanquished in some one-on-one aerial duel can be determined.

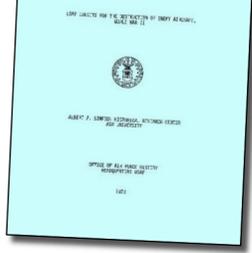


In Conclusion

Frank Olynyk's efforts represent a unique aviation history database. If we can summon sufficient energy and motivation, we may scan his other offerings that we acquired back when. Whether what we got was all that were then available, or if those missing were simply not of interest at the time, we don't recall. Meanwhile, some related AFHRA publications should be noted. "Aerial Victory Credits Over Me-262 German Jets" is attached as annex to this issue of *FlightLine*. In 1962 AFHRA, then known as the Historical Division, put together *A Preliminary List of U.S. Air Force Aces, 1917-1953* (Historical Study No. 73.) The culmination of Project ACE, the paper was the Division's effort to "count each victory that (1) was gained by the pilot of a single-place fighter or reconnaissance plane while he was a member of the Army Air Forces and while he was serving with anAAF organization; (2) was won in air-to-air action against an enemy plane that was manned and armed, or that normally could be expected to be manned and armed; and (3) was awarded, recorded, or mentioned in the best official source available for data pertaining to the specific credit, under consideration."

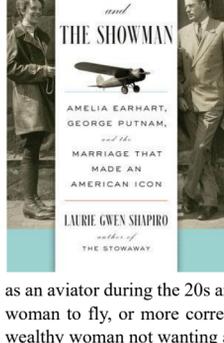
Research in accordance with these criteria "produced a substantial number of names that had not appeared previously on lists of World War II aces. It also resulted in larger scores than had been attributed to some persons. On the other hand, in some cases it resulted in lower scores or the omission of the names of persons who hitherto had been regarded as aces. The purpose was not to find as many—or as few—aces as possible. Instead the major objective was to record for each and every person all the credits—no more, no less—that had been officially awarded to him."

This study was followed in 1963 by *USAF Credits for the Destruction of Enemy Aircraft, Korean War* (Study No. 81) and *U.S. Air Service Victory Credits, World War I* (No. 133) in 1969. In 1978 came *USAF Credits for the Destruction of Enemy Aircraft, World War II* (No. 85.) In acknowledgement of how things were done in those days, two ladies were recognized for "keyponing of the data cards," while two others "provided typing services." All these publications, which range in size from around 50 (WWI and Korea) to almost 700 pages for the World War II compilation, can be downloaded at no charge from the AFHRA website. Scan quality varies from good to barely useable, with the computer printouts in the World War II number being so poor that OCR is practically worthless. We've spiffed up Historical Studies Nos. 73 and 85 to the greatest extent possible for future posting in AAHS's digital library. →



Book Reviews

We try to tip off *FlightLine* readers on newsworthy aviation-related happenings or to aviation history publications of which they may not be aware. If you've recently acquired a new aviation book, or even a magazine if it's of particular note, share your evaluation of it with your fellow enthusiasts. Send comments to: flightline@aahs-online.org We'll publish your thoughts in the next number. →



The Aviator and the Showman: Amelia Earhart, George Putnam, and the Marriage that Made an American Icon

By Laurie Gwen Shapiro; Viking, 2025; 495 pages, available in print or electronic form.

In this well researched biography, Laurie Gwen Shapiro provides new views into the lives of Amelia Earhart and her promoter, husband, George Putnam. By providing background on both of their families and early lives, she provides context to the development of their main accomplishments together in the 1920s and 30s. For example, while it is perhaps well known that Earhart was a tomboy as a youth, what is less known was their her father struggled with alcoholism. This likely accounted for her aversion to alcohol throughout life and thus her strong worries about the navigator on her final flight, Fred Noonan. This sort of detail from Shapiro's background research offers a great depth not present in many other descriptions of Earhart.

While this biography covers Earhart and Noonan's disappearance over the Pacific, that is not the primary focus of this work. Rather the majority is spent discussing Earhart's growth as an aviator during the 20s and 30s. One of the first major flights covered is her recruitment by Putnam to serve as the first woman to fly, or more correctly, be flown, over the Atlantic. How this came about is a fascinating story of one elderly wealthy woman not wanting another woman, whom she regarded as crass, to be the first.

Her fame from this flight then launched Earhart on a series of record setting flights which were aggressively promoted by Putnam. As this point in time, George Putnam was well known for promoting stunts of all sorts in order to sell books published by his family's publishing house, G. P. Putnam's Sons. Shapiro describes his many successes in this as well as the sort of risks he was willing to have people undertake in pursuit of best sellers

Shapiro treats the personal lives of both Earhart and Putnam in a sympathetic light, covering Putnam's previous marriage to an heiress and his early infatuation with Amelia Earhart. Ultimately this and other factors led to his divorce and marriage to Earhart. The loss of his wife's money led both Putnam and Earhart to be increasingly dependent on income from her flying records and subsequent publicity and lecture series.

Earhart had of course wanted to fly herself across the Atlantic since her 1927 flight, as a passenger. Her final achievement of this in 1932 is the subject of his own chapter. At the time these was risky flights, without the benefit of modern navigation aids like GPS or even well established locator beacons. As is clearly described, Earhart had great courage in facing such risks and a rather fatalistic attitude.

As she realized she was becoming older, and perhaps not the best suited for these record flights, she conceived the idea to have one last great flight to cement her legacy and hopefully put her and Putnam on a firmer financial footing. This would be an around the world flight near the equator: a harder way than previous around the world flights such as Post's in 1930.

Given the extensive background developed in this biography, Shapiro is able to provide a good sense of Earhart's attitude toward the risks of this flight as well as her seemingly careless pilot attitude about the navigational challenges and radio requirements entailed. Despite warnings from her closest woman pilot friends, Earhart chose to proceed with this flight flying to the east, even with it being harder to find Howland Island in this direction.

Shapiro also follows up on impact of the loss of Earhart and her Electra on the lives of Putnam and Earhart's descendants. While Earhart does unnecessarily inject some comments from a modern politically correct perspective, is not too overbearing. This fascinating story is told overall in a compelling manner which keeps one reading.

The book has 36 pages of black and white photos (I don't believe there are any original color photos of Earhart), extensive notes, bibliography and a nice index. It should serve as an excellent research resource. →

Reviewed by Peter N. Steinmetz
AAHS #20946

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ANNEX to FlightLine No. 25-11

USAAF Aerial Victory Credits Over Me-262 German Jets

DATE ddmmyyyy	NAME	CREDIT	FTR GP	FTR SQ	Theater	Aircraft Flown
28081944	2 Lt Manford O. Croy Jr.	.50	78 FG	82 FS	ETO	P-47
28081944	Maj Joseph Myers	.50	78 FG	82 FS	ETO	P-47
07101944	Maj Richard E. Conner	1.00	78 FG	82 FS	ETO	P-47
07101944	1 Lt Urban L. Drew	2.00	361 FG	375 FS	ETO	P-47
15101944	2 Lt Huie H. Lamb Jr.	1.00	78 FG	82 FS	ETO	P-47
01111944	1 Lt Walter R. Groce	.50	56 FG	63 FS	ETO	P-47
01111944	2 Lt William T. Gerbe Jr.	.50	352 FG	486 FS	ETO	P-47
06111944	Capt Charles E. Yeager	1.00	357 FG	363 FS	ETO	P-51
06111944	1 Lt William J. Quinn	1.00	357 FG	374 FS	ETO	P-47
08111944	1 Lt James W. Kenney	1.00	357 FG	362 FS	ETO	P-51
08111944	2 Lt Anthony Maurice	1.00	361 FG	375 FS	ETO	P-47
08111944	1 Lt Ernest C. Fiebelkorn Jr.	.50	20 FG	77 FS	ETO	P-51
08111944	1 Lt Edward R. Haydon	.50	357 FG	364 FS	ETO	P-51
08111944	1 Lt Richard W. Stevens	1.00	364 FG	384 FS	ETO	P-51
18111944	2 Lt John M. Creamer	.50	4 FG	335 FS	ETO	P-47
18111944	Capt John C. Fitch	.50	4 FG	335 FS	ETO	P-47
09121944	2 Lt Harry L. Edwards	1.00	352 FG	486 FS	ETO	P-51
22121944	1 Lt Eugene P. McGlaulin	.50	31 FG	308 FS	MTO	P-51
22121944	2 Lt Roy L. Scales	.50	31 FG	308 FS	MTO	P-51
13011945	1 Lt Walter J. Konantz	1.00	55 FG	338 FS	ETO	P-51
14011945	1 Lt Billy J. Murray	1.00	353 FG	351 FS	ETO	P-51
14011945	1 Lt James W. Rohrs	.50	353 FG	351 FS	ETO	P-51
14011945	1 Lt George J. Rosen	.50	353 FG	351 FS	ETO	P-51
15011945	1 Lt Robert P. Winks	1.00	357 FG	364 FS	ETO	P-51
20011945	1 Lt Dale E. Karger	1.00	357 FG	364 FS	ETO	P-51
20011945	2 Lt Roland R. Wright	1.00	357 FG	364 FS	ETO	P-51
09021945	1 Lt Johnnie L. Carter	1.00	357 FG	363 FS	ETO	P-51
09021945	Capt Donald H. Bochkay	1.00	357 FG	363 FS	ETO	P-51
09021945	1 Lt Stephen C. Ananian	1.00	339 FG	505 FS	ETO	P-51
15021945	2 Lt Dudley M. Amoss	1.00	55 FG	38 FS	ETO	P-51

DATE ddmmyyyy	NAME	CREDIT	FTR GP	FTR SQ	Theater	Aircraft Flown
21021945	1 Lt Harold E. Whitmore	1.00	339 FG	361 FS	ETO	P-51
22021945	Capt Gordon B. Compton	1.00	353 FG	351 FS	ETO	P-51
22021945	2 Lt Charles D. Price	1.00	352 FG	486 FS	ETO	P-51
22021945	Maj Wayne K. Blickenstaff	1.00	353 FG	350 FS	ETO	P-51
22021945	1 Lt Oliven T. Cowan	1.00	365 FG	388 FS	ETO	P-47
22021945	1 Lt David B. Fox	1.00	366 FG	391 FS	ETO	P-47
25021945	Capt Donald M. Cummings	2.00	55 FG	38 FS	ETO	P-51
25021945	2 Lt John F. O'Neil	1.00	55 FG	38 FS	ETO	P-51
25021945	Capt Donald E. Penn	1.00	55 FG	38 FS	ETO	P-51
25021945	1 Lt Milliard O. Anderson	1.00	55 FG	38 FS	ETO	P-51
25021945	2 Lt Donald T. Menegay	1.00	55 FG	38 FS	ETO	P-51
25021945	1 Lt Billy Clemmons	1.00	55 FG	38 FS	ETO	P-51
25021945	1 Lt Carl G. Payne	1.00	4 FG	334 FS	ETO	P-51
01031945	1 Lt Wendell W. Beaty	1.00	365 FG	358 FS	ETO	P-51
01031945	1 Lt John K. Wilkins Jr.	1.00	2 AD		ETO	P-51
02031945	1 Lt Theodore W. Sedvert	1.00	354 FG	353 FS	ETO	P-51
14031945	1 Lt Charles R. Rodebaugh	1.00	2 AD		ETO	P-51
19031945	Maj Niven K. Cranfill	1.00	359 FG	368 FS	ETO	P-51
19031945	Capt Robert S. Fifield	1.00	357 FG	363 FS	ETO	P-51
19031945	Maj Robert W. Foy	1.00	357 FG		ETO	P-51
19031945	Capt Charles H. Spencer	1.00	355 FG	354 FS	ETO	P-51
20031945	1 Lt Robert E. Irion	1.00	339FG	505 FS	ETO	P-51
20031945	1 Lt Vernon N. Barto	1.00	339 FG	504 FS	ETO	P-51
21031945	Capt Edwin H. Miller	1.00	78 FG	83 FS	ETO	P-51
21031945	1 Lt Richard D. Anderson	1.00	361 FG	375 FS	ETO	P-51
21031945	2 Lt Harry M. Chapman	1.00	361 FG	376 FS	ETO	P-51
21031945	1 Lt John A. Kirk III	1.00	78 FG	83 FS	ETO	P-51
21031945	1 Lt Robert H. Anderson	1.00	78 FG	82 FS	ETO	P-51
21031945	2 Lt Walter E. Bourque	1.00	78 FG	82 FS	ETO	P-51
21031945	Capt Winfield H. Brown	.50	78 FG	82 FS	ETO	P-51
21031945	1 Lt Allen A. Rosenblum	.50	78 FG	82 FS	ETO	P-51
22031945	Capt William J. Dillard	1.00	31 FG	308 FS	MTO	P-51
22031945	2 Lt John W. Cunnick III	1.00	55 FG	38 FS	ETO	P-51
22031945	1 Lt Eugene L. Peel	.50	78 FG	82 FS	ETO	P-51
22031945	2 Lt Milton B. Stutzman	.50	78 FG	82 FS	ETO	P-51
22031945	Capt Harold T. Barnaby	1.00	78 FG	83 FS	ETO	P-51
24031945	2 Lt Charles V. Brantley	1.00	332 FG	100 FS	MTO	P-51
24031945	1 Lt Roscoe C. Brown	1.00	332 FG	100 FS	MTO	P-51
24031945	1 Lt Earl R. Lane	1.00	332 FG	100 FS	MTO	P-51
24031945	Col William A. Daniel	1.00	31 FG	308 FS	MTO	P-51

24031945	1 Lt Forrest M. Keene Jr.	1.00	31 FG	308 FS	MTO	P-51
24031945	1 Lt Raymond D. Leonard	1.00	31 FG	308 FS	MTO	P-51
24031945	Capt Kenneth T. Smith	1.00	31 FG	308 FS	MTO	P-51
24031945	2 Lt William M. Wilder	1.00	31 FG	308 FS	MTO	P-51
25031945	1 Lt Eugene H. Wendt	1.00	479 FG	434 FS	ETO	P-51
25031945	Maj George E. Bostick	1.00	56 FG	63 FS	ETO	P-47
25031945	2 Lt Edwin M. Crosthwait Jr.	1.00	56 FG	63 FS	ETO	P-47
25031945	Capt Raymond H. Littge	1.00	352 FG	487 FS	ETO	P-51
30031945	1 Lt Patrick L. Moore	1.00	55 FG	343 FS	ETO	P-51
30031945	1 Lt Carroll W. Bennett	1.00	339 FG	504 FS	ETO	P-51
30031945	Capt Robert F. Sargent	1.00	339 FG	504 FS	ETO	P-51
30031945	Lt Col John D. Landers	.50	78 FG		ETO	P-51
30031945	2 Lt Thomas V. Thain Jr.	.50	78 FG	84 FS	ETO	P-51
30031945	1 Lt Kenneth J. Scott Jr.	1.00	361 FG	376 FS	ETO	P-51
30031945	1 Lt James C. Hurley	1.00	352 FG	328 FS	ETO	P-51
30031945	2 Lt John B. Guy	1.00	364 FG	383 FS	ETO	P-51
31031945	1 Lt Marvin H. Castleberry	1.00	2 AD		ETO	P-51
31031945	1 Lt Harrison B. Tordoff	1.00	354 FG	353 FS	ETO	P-51
31031945	1 Lt Wayne L. Coleman	1.00	78 FG	82 FS	ETO	P-51
31031945	Capt William T. Bales Jr.	1.00	371 FG		ETO	P-47
04041945	1 Lt Robert C. Coker	.50	339 FG	504 FS	ETO	P-51
04041945	Capt Kirke B. Everson Jr.	.50	339 FG	504 FS	ETO	P-51
04041945	Capt Nile C. Greer	1.00	339 FG	504 FS	ETO	P-51
04041945	2 Lt Robert C. Havighurst	1.00	339 FG	504 FS	ETO	P-51
04041945	Lt Col George F. Ceuleers	1.00	364 FG	383 FS	ETO	P-51
04041945	1 Lt Michael J. Kennedy	.50	4 FG	334 FS	ETO	P-51
04041945	1 Lt Harold H. Frederick	.50	4 FG	336 FS	ETO	P-51
04041945	1 Lt Raymond A. Dyer	1.00	4 FG	334 FS	ETO	P-51
04041945	Capt Harry R. Corey	1.00	339 FG	505 FS	ETO	P-51
04041945	1 Lt John W. Haun	1.00	324 FG	316 FS	ETO	P-47
04041945	1 Lt Andrew N. Kandis	1.00	324 FG	316 FS	ETO	P-47
05041945	Capt John C. Fahringer	1.00	56 FG	63 FS	ETO	P-47
07041945	1 Lt Hilton O. Thompson	1.00	479 FG	434 FS	ETO	P-51
07041945	Capt Verne E. Hooker	1.00	479 FG	435 FS	ETO	P-51
08041945	1 Lt John J. Usiatynski	1.00	358 FG	367 FS	ETO	P-47
09041945	2 Lt James T. Sloan	1.00	361 FG	374 FS	ETO	P-51
09041945	Maj Edward B. Giller	1.00	55 FG	343 FS	ETO	P-51
10041945	Capt Gordon B. Compton	1.00	353 FG	351 FS	ETO	P-51
10041945	1 Lt Harold Tenenbaum	1.00	359 FG	369 FS	ETO	P-51
10041945	2 Lt Walter J. Sharbo	1.00	56 FG	62 FS	ETO	P-47
10041945	Capt John K. Hollins	1.00	20 FG	79 FS	ETO	P-51
10041945	Capt John K. Brown	1.00	20 FG	55 FS	ETO	P-51

10041945	1 Lt Willmer W. Collins	1.00	4 FG	336 FS	ETO	P-51
10041945	2 Lt John W. Cudd Jr.	.50	15 FG	77 FS	ETO	P-51
10041945	F.O. Jerome Rosenblum	.50	15 FG	77 FS	ETO	P-51
10041945	1 Lt Keith R. McGinnis	1.00	55 FG	38 FS	ETO	P-51
10041945	2 Lt Walter T. Drozd	1.00	15 FG	77 FS	ETO	P-51
10041945	2 Lt Albert B. North	1.00	15 FG	77 FS	ETO	P-51
10041945	1 Lt Robert J. Guggemus	1.00	359 FG	369 FS	ETO	P-51
10041945	1 Lt Charles C. Pattillo	1.00	352 FG	487 FS	ETO	P-51
10041945	Lt Col Earl D. Duncan	.50	352 FG	328 FS	ETO	P-51
10041945	Maj Richard G. McAuliffe	.50	352 FG	328 FS	ETO	P-51
10041945	1 Lt Kenneth A. Lashbrook	1.00	55 FG	338 FS	ETO	P-51
10041945	Capt Robert W. Abernathy	1.00	353 FG	350 FS	ETO	P-51
10041945	1 Lt Jack W. Clark	.50	353 FG	350 FS	ETO	P-51
10041945	2 Lt Bruce D. McMahan	.50	353 FG	350 FS	ETO	P-51
10041945	1 Lt Wayne C. Gatlin	1.00	356 FG	360 FS	ETO	P-51
10041945	1 Lt Joseph W. Prichard	.50	352 FG	487 FS	ETO	P-51
10041945	2 Lt Carlo A. Ricci	.50	352 FG	487 FS	ETO	P-51
10041945	Capt Douglas J. Pick	.50	364 FG	384 FS	ETO	P-51
10041945	1 Lt Harry C. Schwartz	.50	364 FG	384 FS	ETO	P-51
16041945	1 Lt Vernon O. Fein	1.00	368 FG	397 FS	ETO	P-47
16041945	1 Lt Henry A. Yandel	1.00	368 FG	397 FS	ETO	P-47
16041945	Maj Eugene E. Ryan	1.00	55 FG	338 FS	ETO	P-51
17041945	1 Lt James Zweizig	1.00	371 FG	404 FS	ETO	P-47
17041945	Capt Jack A. Warner	1.00	354 FG	356 FS	ETO	P-51
17041945	Capt Roy W. Orndarff	1.00	364 FG	383 FS	ETO	P-51
17041945	Capt Walter L. Goff	1.00	364 FG	383 FS	ETO	P-51
17041945	F.O. James A. Steiger	1.00	357 FG	364 FS	ETO	P-51
17041945	1 Lt John C. Campbell Jr.	1.00	339 FG	503 FS	ETO	P-51
18041945	Maj Ralph F. Johnson	1.00	325 FG	319 FS	MTO	P-51
18041945	Capt Charles E. Weaver	1.00	357 FG	362 FS	ETO	P-51
18041945	Maj Donald H. Bochkay	1.00	357 FG	363 FS	ETO	P-51
19041945	Lt Col Jack W. Hayes Jr.	1.00	357 FG	363 FS	ETO	P-51
19041945	Capt Robert S. Fifield	1.00	357 FG	363 FS	ETO	P-51
19041945	1 Lt Paul N. Bowles	1.00	357 FG	363 FS	ETO	P-51
19041945	1 Lt Carroll W. Ofsthun	1.00	357 FG	363 FS	ETO	P-51
19041945	Capt Ivan L. McGuire	.50	357 FG	364 FS	ETO	P-51
19041945	1 Lt Gilmon L. Weber	.50	357 FG	364 FS	ETO	P-51
19041945	1 Lt Robert DeLoach	1.00	55 FG	338 FS	ETO	P-51
19041945	2 Lt James P. McMullen	1.00	357 FG	364 FS	ETO	P-51
24041945	Capt Jerry G. Mast	.50	365 FG	388 FS	ETO	P-47
24041945	2 Lt William H. Myers	.50	365 FG	388 FS	ETO	P-47
25041945	1 Lt Richard D. Stevenson	.50	370 FG	402 FS	ETO	P-51

25041945	1 Lt Robert W. Hoyle	.50	370 FG	402 FS	ETO	P-51
26041945	Capt Robert W. Clark	1.00	50 FG	10 FS	ETO	P-47
26041945	Capt Herbert A. Philo	1.00	27 FG	522 FS	ETO	P-47

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