C O N F I D E N T I A L

HEADQUARTERS
EIGHTH FIGHTER COMD.
REGISTRY No. 60235-G
COPY No.
A-2

ENCOUNTER REPORT

CAPTAIN JOSEPH T. McKEON

a. Combat
b. 16 August 1944
c. 77th Ftr Sq, 20th Ftr Gp
d. 0945 - 1000
e. Vic of Mulhausen
f. Very hazy, vis poor
g. Me 109 - FW 190
h. One (1) Me 109 dest
One (1) FW 190 dam
i.

I was flying as Red Ldr at 27,000 ft when I called in a gaggle of about 45 E/A to Gp Ldr just as they passed underneath us at from 1 to 2 o'clock to us. Gp Ldr made a right turn after them in order to identify them. My radio reception was very poor and I hadn't the slightest idea as to what was going on. The distances between flt's opened up at such a rate that I thought something was up. I also noticed tanks being dropped, so I dropped mine meanwhile noticing a formation of bogies flying on our right side climbing. I then looked back over my shoulder and noticed the sky full of A/C which I knew couldn't be all ours. I swung around to port to a position back of the bombers. A P-51 below me was on the tail of a 109 and had it smoking very badly, and at the same time I noticed so many of them that I didn't know which of them I would pick as my first tgt. I drove up behind a formation of 109s 7 o'clock position on bombers. At the sametime I noticed bright flashes and explosions in and around the bomber formation where other enemy formations were iniating a frontal attack. I drove up right behind a 109 firing from 300 yds, closing to 150 yds noticing many strikes on wing roots and canopy. Pieces flew off E/A and as I passed over him he went down trailing smoke. I then flew over to bomber formation where 4 190s that had just dove through the bombers passed in front of me. I followed the element in a luftberry, firing short deflection shots on the rear plane. They pulled out in a power dive through which I fired continously on the rear plane, hitting but observing no substantial results. They evidently thought they had shaken me for they pulled up in a shallow turn in which I had to cut my power completely to avoid over running them. At this point, the one gun which had been firing after the other five jammed, quit. The rear plane levelled out and on spotting me along side immediately split-essed away. I left the others in a climbing turn back to the bombers where I picked up my wingman and returned home.

I claim: One (1) Me 109 dest
One (1) FW 190 dam

j.	Ser # of A/C	A/C Markings	Ammo Exp
Captain Joseph T. McKeon	44-13992	LC-C	1013 rds 50 cal.

/s/ Joseph R. Genest,
JOSEPH R. GENEST,
1st Lt., Air Corps,
Intelligence Officer.

/s/ Joseph T. McKeon,
JOSEPH T. MCKEON,
Captain., Air Corps.

A TRUE COPY.

Gerald F. Costello
GERALD F. COSTELLO,
Captain., Air Corps,
Asst A-2., 67FW.

(D-4)

C O N F I D E N T I A L

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Authority NND 745005
By JG NARA Date 3-11-11

VERFICATION OF CLAIM

"I was flying wing position for Captain McKeon w hen he made bounde on Me-109 in vicinity of Mulhausen at approximately 0950. He closed directly behind this Me-109 firing all the time. I saw strikes on e/a and the canopy s eemed to break up. As he pulled off e/a nosed over and went down trailing smoke."

Charles C. Arthaud
CHARLES C. ARTHAUD,
1st Lt., Air Corps.

Resubmitted for further assessment as pilot knows that e/a was destroyed because hits on cockpit area were numerous and accurate.