

Lt. Edward C. Jordan - The War Years

Pilot, 603rd Squadron

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Introduction

As follows is the Lt. Edward C. Jordan - The War Years story, a compilation of what I have learned over three decades about my father and during the WWII era.

For ease of use, the above [Table of Contents](#) includes active links to assist in selecting items of interest. Merely touch the line or page number to move to a section of interest.

This *Introduction* provides some background and housekeeping for this document along with its relationship with *The Jordan Story* and [Our Jordan Family Web Pages](#).

This document is part of *The Jordan Story* and is listed in its Table of Contents as an *Associated Jordan Story Document: Edward and Jeanne Jordan Story Chapter*.

In order to help preserve our Jordan family history and to make that history more widely available, [Our Jordan Family Web Pages](#) was created in the early years of the 21st century.

While quite successful in its goals, it became clear with the passage of time, that a web site with many hundreds of pages was not easy to print or to electronically download. Thus in the later part of the first decade of the 21st century, I began to compile various categories of information such as Jordan Family Address Lists, Jordan Family Census Records, Jordan Genealogy Source Records, Oscar Scholdberg's Voyages, Recollections of the Jordans and the Jordan Stories into pdf documents.

Such pdf files will make it easier to download files for preservation on our many computers and they will also allow much easier printing of pages and for studied analysis as desired. As part of this effort, a [Jordan PDF Downloads](#) web page was created. From this page, all currently available pdf's from [Our Jordan Family Web Pages](#) can be accessed.

You are encouraged to download the various Jordan, Scholdberg, and Steward pdf files, not only for your own study but to also help preserve for future generations hard to obtain data and information about our common Jordan, Scholdberg and Steward origins and history. Files are updated every once in a while, and checking about once a year is a reasonable frequency. Version dates are shown at the beginning of the [Table of Contents](#).

Note that there is also an earlier version of *Lt. Edward C. Jordan - The War Years* available on the 398th Bomb Group's web pages in their Veteran's Personal History section. However, that version has not been kept as up-to-date as the version on [Our Jordan Family Web Pages](#).

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What's New

Going forward it is intended to briefly describe what major items were added since the last version of this document.

1. 10/17/17: Miscellaneous format updates.
2. 6/5/15: Minor formatting changes and fixes of a typo's.
3. 12/7/12: Primarily formatting changes and fixes of a few typo's.
4. 1/17/12: Reorganization of previous Lt. Edward C. Jordan - The War Years story. Merging of several other related files into this story, including Lt. Edward Jordan's Mission List Table, Lt. Edward Jordan's Short Snorter, Lt. Edward Jordan's Mission List - Targets and Aircraft, Lt. Edward Jordan's Mission List - Full Crew Listing, Lt. Edward Jordan's AAF Qualification Record, Lt. Edward Jordan's Form 5's.

File Connections

As follows are other files that connect with *Historical Jordan Family Addresses*. All are available at [Jordan PDF Downloads](#) as individual pdf documents with titles and file names as listed below.

1. The Jordan Story
File: Stories_Jordan.pdf
Linkage: The Jordan Story provides a written history of the origins of our Jordan family. As part of this story there are many appendices and sections.
2. Recollections of the Jordans
File: Recollections_Jordan.pdf
Summary: Recollections of the Jordans provides a collection of short anecdotes and memories of our Jordan family.

To Be Added

1. **Ed Jordan's 398th Picture Descriptions** - In May 2002, I prepared the *Ed Jordan 398th Photo CD*, which contains scans of Ed's WWII photos with companion photo description text. Copies of this CD were made available to the 398th Bomb Group Memorial Association Archives, the 8th Air Force Archives in Savannah, and the Hertfordshire Archives in England near the old base at Nuthampstead. This document provides detailed descriptions of the photos. In the future, the text describing the photos will be added to this document.

Prelude

In the late 1980s, I decided to write the war history of my dad, Edward Jordan. Dad had died in February 1981 at age 58, several months after being diagnosed with lymphoma. His disease was not thought to be fatal and it was of great sadness to the family that he was unexpectedly taken so young. At the time Ed, or more formally Edward C. Jordan, was employed by United Airlines, Inc. and was enjoying flying the Boeing 747 weekly to Hawaii from Chicago. His passion for flying began when he was seven years old as he followed Charles Lindberg's celebrated exploits. However, it was World War II and the Army Air Corp that gave him his chance to be the aviator he always dreamed of.

After he died I began to realize that there was nothing written down about those stories he told us at the kitchen table about doing barrel rolls in Texas or B-17 missions to Berlin and Peenemunde and our memories were beginning to fade.

Thus I began to jot down what my mom, my sisters, and I remembered. I sorted through old memorabilia from the war, talked with and wrote to some of dad's war colleagues, became a member of the 398th Bomb Group Memorial Association and read every one of the articles in their quarterly, the *Flak News*. *Lt. Edward C. Jordan - The War Years* is the result of these endeavors.

Since I had few written notes from my dad on what had happened, I needed to reconstruct his history from 398th records, old letters, and conversations with some of Ed's wartime colleagues. Specifically I wish to thank Clarence King, John Hobbs, Robert Hopkins, Ed Jones, and Bill Taylor who were with Ed in the 398th in Rapid City and/or Nuthampstead. I also wish to thank Steve Llewellyn, a close colleague in Army Air Cadets in Texas Class 44-A and who went onto fly B-17s for the 381st.

My hope in making Ed's story available is to not only help preserve our memory of him and what he did but also provide to history buffs and others a sense of the times, choices, and challenges that men faced in those war years of the 1940s.

Dave Jordan

February 1, 2003

Army Air Forces Flight Training

Edward C. Jordan enlisted in the Air Force Enlisted Reserve Corp of the Army of the United States on September 24, 1942. 1st Lt. W. C. Brittain signed the enlistment at the Headquarters of Aviation Cadet Board #3.

Ed had graduated from Calumet High School in Chicago in 1940 and after graduation worked as a biller for Norway Truck Lines and later as a biller, cashier, and stenographer for Road Way Transit.

The Enlisted Reserve Corp was a way for enlistees to guide their way to a branch of service they were interested in rather than being drafted and not having a choice. In Ed's case he chose the United States Army Air Forces as a prospective Army Aviation Cadet, though acceptance was not certain. While waiting, Ed took some math courses at DePaul in Chicago and the Army also arranged for him to take various qualification tests, perhaps math and motor skills.

On February 4, 1943 the Army Aviation Cadet Corps notified 20 year old Ed Jordan they were ready for him and provided him a choice as to whether he wanted to proceed but also indicated where he was to report if still interested.

Ed was still interested and began the journey to San Antonio in March 1943 where he began a series of four 9-week courses in Army Air Cadet training. On January 7, 1944, Ed received his wings and was officially entered into active duty. The four flight training courses he took were called: 1) Pre-Flight Training, 2) Primary Training, 3) Basic Training, and 4) Advanced TE (Twin Engine) Training. For Primary, Basic and Advanced, I have the course "yearbooks" which have pictures of the men, the various bases and descriptions of some of the sessions that were held.

Pre-Flight Training at San Antonio, Texas

Ed began Pre-flight Training on March 16, 1943 at the San Antonio Aviation Cadet Center in the Army Air Forces Gulf Coast Training Center at San Antonio, Texas. During the initial week there the men were tested physically, psychologically, and mentally as to their aptitude to different types of aviation skills. The men took many kinds of tests including various motor skill tests. A Classification Board made the determination as to Pilot, Bombardiers, Navigators or other type of training going forward. On March 25th, nine days after his arrival, the Faculty Board of the Army Air Force Classification Center classified Ed Jordan as a "Pilot."

Mostly the Pre-Flight Training course consisted of classroom work such as the essentials of basic flight, navigation, and Morse code. I still have some of Ed's Morse code practice sheets. Ed graduated Pre-Flight in June 1943.

Primary at Gibbs Field, Fort Stockton, Texas

Ed Jordan began Primary Training June 27, 1943 at Gibbs Field, Fort Stockton, Texas. It was at Primary where the men first began to fly. For

Ed's class, they learned on a single engine, single wing, open-cockpit aircraft with two seats, one behind the other called the PT-19A, or Primary Trainer 19A. Various training aircraft types are shown in the October 1991 issue of the 398th's FLAK NEWS.

Ed's first flight was June 29, 1943 and lasted 24 minutes. His initial instructor's name was Mr. G.M. Holtzclaw. Ed's first logbook entry indicates that the plane was a Fairchild PT-19A Cornell Army HR175 L-440-1 located at the 9th AAFSTD (Army Air Forces Flying Training Detachment), Fort Stockton, Texas.

Ed took over the controls for the first time on July 14 for 9 minutes and he soloed on August 3rd with a 1 hour and 48 minute flight. His last Primary Training flight was on August 28 for two hours and 4 minutes. He accumulated 35 hours and 15 minutes of flying in Primary. Besides the flying, the men did calisthenics, jumped rope, swam, and marched. In his class picture, Ed has a close fitting skullcap that cover his ears, a big pair of goggles (for outside flying), a leather jacket and a white silk scarf. He graduated at the end of August 1943.

For Primary, Basic, and Advanced, Ed's class was referred to as *Cadets of 44-A*. Not all would graduate and personal inscriptions in the Primary Training Class Book, called *Solo*, showed their apprehension. There were phrases such as "Here is hoping we make it" and "More luck and a hard desire will take the game now." His buddies referred to Ed as *Bottle Cap*, although we don't know the reason.

It turns out that the term Cadets of 44-A was not limited to those that started at San Antonio. Different sections of the country were simultaneously training pilots and they also had their Cadets of 44-A, the first group destined to graduate in 1944.

Basic at Goodfellow Field, San Angelo, Texas

Ed Jordan began Basic Training at Goodfellow Field, San Angelo, Texas in early September 1943 and graduated in early November 1943. For Ed's class, the pilots flew a two-seater aircraft referred to as a BT (Basic Trainer). It is a single engine single wing aircraft with a canopy that covers both instructor and student. In Basic, the men learned to fly formations, fly at night, received training in the Link simulators, obtained parachutes, did calisthenics, ran, played sports, practiced Morse code, flew cross-country, and took class room instruction.

Ed's logbook entry indicates that the plane type was a Vultee 3S BT-13A, U. S. Army with 450 HP Pratt and Whitney Engines. We have a late-1970s picture of Ed standing in front a BT at an air show in Du Page County, Illinois.

Ed's first flight as a student was September 4, 1943 for 48 minutes and he took over the controls on September 9th for 30 minutes. On September 21st he began cross-country flights to other towns and on October 5th, Ed soloed for 2 hours and 53 minutes including a cross-country flight between Cisco-Hamilton-IP. He began night flying on October 6th. His last Basic Training flight was October 28, 1943. Ed accumulated 50 hours and 14 minutes of daytime solo flying and a little over 9 hours of

nighttime solo flying. Ed's instructor was Lt. Bickham and Ed was in the 3rd Squadron, Flight B.

In his graduation picture, Ed has on a flat rectangular hat (called a Garrison Hat) with a metal insignia similar to a small plane. He also has on a set of earphones, leather jacket and a white silk scarf. Most of the signatures and short notes to Ed are all in the J's, K's and L's (e.g., Jones, Lewellyn) and are probably due to alphabetical groups of men being together. The written notations from friends in the Basic Training Class Book called *CAVU Forty Four-A*, express a sense of confidence that they will make it through training.

In 2008, after many years of trying to discover its meaning, Hal Weekley of the 398th clued me in as to the meaning of *CAVU*. It is an acronym for *Ceiling And Visibility Unlimited*.

Advanced Training at Lubbock Army Air Field, Texas

Ed Jordan began Advanced Training at Lubbock Army Air Field, Lubbock, Texas in early November 1943 and graduated in January 1944. It was officially called the Army Air Forces Advanced Pilot School (Twin Engine). Here Ed learned to fly the twin-engine Cessna AT-17. This aircraft looks like a small DC-3 with additional windows above the pilot and behind. At Advanced Training, there was more physical training, running, calisthenics, and LINK trainers. At the end of the Advanced Training, the pilots won their wings and entered active duty. During the three flight schools, Ed accumulated a little over 225 hours of flying as pilot. His instructor was Lt. Dyas.

Ed's picture in the class book *Wings Aloft-44A* is in full uniform with his wings and tie. There are no signatures or writing in his book as possibly they were handed out after graduation and everyone had dispersed. There is a picture of Ed with his 3rd Provisional Training Squad, 2nd Element. He has on a parachute, leather gloves, zip-up boots and a cap.

Salt Lake City, Utah

On January 8th, the day after graduation, Ed was assigned to the Second Air Force, 18th Replacement Wing, at the Salt Lake Army Air Base effective January 21, 1944. Different men were assigned to different locations. During his time off, Ed married in Marfa, Texas and returned with his wife to Lubbock for a week to relax. Then while in Salt Lake, on January 23rd, he was classified as a 1022 Bomber Pilot TE. A 1022 is the MOS (Military Occupational Specialty) for a twin-engine pilot, which at the time were B-25's and B-26's.

During his time in Salt Lake, he received Altitude, Combat Crew, and Low Pressure Chamber, Malaria Control, and Discipline Training. He qualified with a Colt 45 pistol with a score of 70%. Besides the additional training, part of the purpose of being there was as a staging area as the Army Air Corp sorted out which new pilots would be assigned to which groups. There was no flight training for him in Salt Lake.

On February 3rd, effective the following day, Ed and three friends from his Lubbock Class of 44-A, Jerry Jans, Ed Jones, and Clarence King were assigned to the 398th Bomb Group at Rapid City and all eventually to the 603rd. Another friend of Ed's from the *Cadets of 44-A*, Steve Lewellyn was assigned to the 381st. The story of how the four were assigned to the 398th and the 603rd is covered in Clarence King's December 2003 letter. The only other aviation cadet I am aware of from the Lubbock Cadets of 44-A assigned to the 398th is Keith Anderson, though there are probably others.

Rapid City, South Dakota

The 398th Bomb Group began arriving in Rapid City in June 1943. In February 1944 there was a need for additional co-pilots due to some losses, thus the assignments from the *Cadets of 44-A*.

On February 6th, Ed was issued his B-4 bag, Aviator Kit, A-9 helmet, B-6 helmet, B-7 goggles, A-10 Oxygen Mask, B-3 Jacket, A-10 gloves, A-6 shoes, A-3 trousers, C-2 vest, and parachute and on February 8th, Colonel Hunter assigned Ed to the 603rd Squadron.

Ed's first flight in the B-17 was on February 19th. He flew as "rated personnel, non-pilot" for two hours and two landings. I think what this means is that he was a "rated" pilot, but that he did not pilot the plane. Most likely he went up with a pilot instructor and another co-pilot to "look over their shoulders" to get an overview of what flying the B-17 was like and what would be expected as co-pilot in a few days.

February 23rd 1944 was Ed's first flight in the B-17 as a co-pilot. It was for 3:15 hours and four landings. It must have been an exciting day for him. He flew a B-17F. His instructor was Lt. Nelson.

At some point, Ed was assigned as co-pilot to the Robert (Bob) Hopkins' crew. He and the Hopkins' crew along with the whole 398th then trained together throughout March 1944 as the pilots practiced flying tight formations, the navigators and bombardiers practiced navigational and bombing runs and the gunners practiced shooting at various targets. On March 11th, Ed moved up from the B-17F to the B-17G.

On March 23, Ed received eight hours of Medical Training, Basic Sanitation, 1st Aid, Global Sanitation and Hygiene, and Altitude Training. The next day he received two hours of Chemical Warfare Training. On March 30th, the Hopkins' Crew was designated Crew 65 of 72 Crews in the 398th Air Echelon to England. And on March 31, 1944, Ed was classified as a 1024 Pilot. A 1024 is the MOS (Military Occupational Specialty) for a 4-engine pilot, which at the time were B-17's and B-24's.

I am not sure of the difference between his previous 1022 and this new 1024 classification. Ed's last training flight in Rapid City was on April 3rd. Between February 19th and April 3rd Ed accumulated 74:35 hours as co-pilot in the B-17. He was trained and ready to go to war.

Flight Training Recollections

As follows are a few personal recollections from my family about those times.

1. My mom said that before Ed went to Pre-Flight training in 1943, he took a refresher course in Algebra and Geometry at a school in downtown Chicago, thought to be DePaul. Dad had taken business courses in high school since his father had thought it was good preparation for him. However he took the Algebra and Geometry refresher courses because he wanted to make sure he did well in flying school. He did well and had an easier time than many college students in the flight school mathematics courses. Mom also recalled that while waiting to be accepted into Pre-Flight training, he went somewhere in the Chicago area to take a test, perhaps a math test but it could also have been some of the psychological and motor tests. Apparently, he did well and this led to the February 1943 letter accepting him into the Aviation Cadet Center in San Antonio.
2. Dad recalled that while in Texas that he and the crew were sitting under the wing of an aircraft one afternoon to get out of the sun. Along came a big hairy tarantula and although they were tough Army Air Force men, they quietly and quickly decided not to tangle with the tarantula so they moved elsewhere.
3. Dad mentioned that when he was learning to fly in Texas that he lost his rosary beads and wallet in the desert when he flew upside-down during barrel roll practice. This must have been the open cockpit PT-19A he flew from Fort Stockton. What a find if his wallet were to show up someday from that dry Texas desert.
4. Dad is shown in a few old pictures with a silk scarf. Daughter, Claudia says mom still has an old silk scarf.
5. Ed and Jeanne were married on January 9, 1944 at the Army Air Base Chapel in Marfa, Texas two days after Ed graduated in Lubbock from Army Air Cadets. Claudia recalls them talking about how it snowed in Texas on their wedding day and how the bus they were on broke down. Claudia also thinks mom still has the bride and army uniform groom that was on the top of their wedding cake. Claudia also recalls that in the late 60s, mom pulled her wedding dress out of a box. It was made of washable satin (or silk) and had covered buttons many down the back and on both sleeves. She could still get in it then.
6. During the training in Rapid City, Bob Hopkins mentioned that they would practice formation flying including having the wings aligned with other aircraft on the turns. One day he said he and Ed buzzed Mount Rushmore. That must have been a sight.

Rapid City to Nuthampstead

The 398th was part of the Eighth Air Force that was formed in January 1942 and was commanded by General Jimmy Doolittle. There were four squadrons in the 398th and they were the 600th, 601st, 602nd, and 603rd. Ed Jordan was in the 603rd.

By April 1944 the 398th had completed training and was ready to transfer to England. Seventy-two B-17 aircraft and 720 men were to fly over and crews were numbered 1-72 and the Hopkins' crew was No. 65. A listing of that crew follows.

One gunner was bumped from every crew to add various senior officers or key ground personnel. Those bumped along with additional equipment came over on the USS Wakefield. The crew member bumped from the Hopkins' Crew was Sgt. Roy Nutter and the person added was Major Judson Gray, the 603rd Commanding Officer. Having the Major along in the cockpit was an opportunity for Ed to learn from a higher-level officer. While I initially thought that Judson Gray would have bumped Ed for some flying time, Ed's Individual Flight Record for the flight over did not show any time as "Rated Time non-pilot." Thus, while it is possible Major Gray may have flown, if he did so he must have swapped with Bob Hopkins' thus giving Ed the opportunity to get in as much time as possible in the cockpit.

The first crews left Rapid City on April 7, 1944 with about ten crews flying out per day. The first step was to fly to Grand Island, Nebraska. The Hopkins' Crew left for Grand Island on Wednesday, April 12th. It took them 3 hours and 10 minutes. This appears quite a long time given the distance and perhaps they had trouble along the way. According to Clarence King, "on landing at the airport there was some trouble getting the tower on Hopkins' radio and with this distraction they made a "Hot Landing" and locked up the brakes and flat spotted the tires.

At Grand Island, the Hopkins' crew along with other crews stayed about a week to get organized and equipped. Then they continued with the long flight to England with various stops along the way for gas, food and sleep. Below is my reconstruction of the dates and places for the Hopkins' Crew.

- April 12: Rapid City, South Dakota to Grand Island, Nebraska
- April 19: Grand Island, Nebraska to Grenier Field, Manchester, New Hampshire
- April 21: Manchester to Goosebay, Labrador
- April 22: Goosebay, Labrador to Keflavik, Iceland
- April 24: Keflavik, Iceland to Nutscorner, Ireland
- April 25: Nutscorner, Ireland to Nuthampstead, England

On Wednesday the 19th, the Hopkins' crew flew from Grand Island to Grenier Field in Manchester, New Hampshire. The flight took them 7:45 hours. Here they rested on Thursday.

On Friday the 21st their last day in the States, the Hopkins' crew flew to Goosebay, Labrador for food, fuel and sleep. The flight took them 6:00 hours.

On Saturday, the 22nd, the Hopkins' crew flew to Keflavik, Iceland. The flight took them 9:15 hours. They then rested for a full day in Keflavik on Sunday.

On Monday, the 24th the Hopkins' crew flew from Keflavik to Nutscorner, Ireland for more food, fuel and another overnight stay. The flight took them 5:45 hours.

On Tuesday, the 25th the Hopkins' crew the final leg from Nutscorner, Ireland to Nuthampstead, England. The flight took 5:45 hours. They had reached their destination and joined the earlier 398th arrivals in their new home. All in all, including the short flight to Grand Island it took them 39:25 hours to reach Nuthampstead from Rapid City.

Nuthampstead was a farming area and town in the East Anglia section of England. The area is relatively flat and an airbase had been built there early in the war and used for American P-38 fighters. The runways were then lengthened in early 1944 to handle the pending arrival of the B-17 heavies. The area is about 20 miles south of Cambridge and about 40 miles north of London. It was to be the 398th's home for the next year from April 1944 to May 1945. It was an exciting time for all with the 398th's arrival and while most would do their duty and return home unharmed, some would become prisoners-of-war, some would be killed in action and some would be injured.

Original Crew 65

Original Crew 65 from Rapid City								The data was obtained from the the 3/30/1944 Roster of the Flight Echelon of the 398th Bomb Group for original Crew No. 65 from Rapid City.	
1	Pilot	P	1st Lt	1024	Robert L. Hopkins	Hoppy	PW		0670546
2	Co-Pilot	CP	2d Lt	1022	Edward C. Jordan	Ed		Note Ed Jordan was the only 2nd Lt.	0706190
3	Navigator	N	1st Lt	1034	Anthony J. Jellen	Bud			0801132
4	Bombardier	B	1st Lt	1035	David B. Moore	Whitey			0735333
5	Engineer	E	T Sgt	748	Walter G. Armstrong				33365393
6	Radio	R	T Sgt	757	Raymond C. Gibeau				37220236
7	Aft-Gunner	AG	S Sgt	748	William J. Germiller	Bill			32449064
8	1-Gunner	1G	S Sgt	747	James F. Hochadel	Jimmy	KIA	In August Bob Hopkins was shot down and became a POW. On the same flight James Hochadel was Killed in Action.	15324387
9	3-Gunner	3G	S Sgt	612	Raymond A. Vicha	Ray			37312855
10	603rd Squadron Commander		Major	1024	Judson F. Gray		KIA	Judson Gray was killed in action on May 24, 1944.	0390538
*	Gunner				R. E. Nutter	Roy		On the flight over, one person was bumped to allow movement of various parties such as Squadron Commanders, Crew Chiefs and so on. The bumped parties then came over by ship and joined their original crews later. For Crew No. 65, Judson Gray, the 603rd Squadron Commander bumped R. E. Nutter.	

The Missions

Lt. Edward Jordan's Mission List

Ed Jordan brought home a typed 5"x8" card showing his 398th missions. These are listed below and mission locations are as written on the card. In some cases I have added place names in parenthesis that are the official 398th mission target for that day. In these cases, Ed's listing may be a more specific area than the official 398th target or in some cases a secondary target that the 603rd or Ed's aircraft targeted.

- May 9, 1944: St. Dizier, France
- May 11, 1944: Bettembourg, Luxembourg (Sarreguemines)
- May 19, 1944: Berlin, Germany
- May 23, 1944: Woippy, France (Saarbrücken)
- May 25, 1944: Nancy, France
- May 28, 1944: Ruhland, Germany
- June 3, 1944: Manihen, France
- June 5, 1944: Trouville, France
- June 12, 1944: Lille, France
- June 15, 1944: Bordeaux, France
- June 21, 1944: Berlin
- June 24, 1944: Crepy, France (Belloy-sur-Somme)
- June 25, 1944: Toulouse, France
- July 6, 1944: Cauchie D'Ecques, Fr
- July 7, 1944: Leipzig
- July 8, 1944: Fresnoy, France
- August 1, 1944: Melun/Villaroche, Fr
- August 3, 1944: Saarbrücken, Germany
- August 4, 1944: Peenemünde
- August 6, 1944: Brandenburg, Germany
- August 8, 1944: Bretteville LeRabet, France (Couvincourt)
- August 11, 1944: Brest, France
- August 16, 1944: Delitzsch, Germany
- August 24, 1944: Kolleda, Germany
- August 25, 1944: Neubrandenburg, Germany
- August 26, 1944: Gelsenkirchen, Germany
- August 30, 1944: Kiel, Germany
- Sept 3, 1944: Ludwigshafen, Germany

Typed on the back of the Ed's 5"x8" card referred to above was the following sentence:

"As of 20 June 1944, additional number of Sorties credited is TWO as determined by TWX 1st Bombardment Division, U-997-E dated 20 June 1944."

When Ed Jordan started, the crews needed to fly 25 missions. But in June the number of missions was upped to 30 for lead crews and 35 for others, but a pro rata occurred for those original crew members at 28 for lead crews and 32 for the others. The policy was also set that original crew members of an original lead pilot would be the same as the original lead pilot, even though those crew members went on to other crews or in cases of co-pilots went on to have their own crews. Thus since Ed started with Bob Hopkins, Ed's number of missions was set at 28.

This whole area is confusing and different 398th'ers recall different explanations of how the missions were pro-rated. The explanation above is one such explanation.

Lt. Edward Jordan's Mission List Table

Rapid City to Nuthampstead

398 th Mission	ECJ Mission	Date ¹	Mission	Pilot Co-Pilot	Result s	Off	Attack	Lost	Flyin g Time
		13 Apr 1944	Left Rapid City, South Dakota with the 398th ²	Hopkins Jordan					
		13 Apr ³ to 19 Apr 1944	Grand Island Nebraska	Hopkins Jordan					
		21 Apr 1944	Left Grenier Field, Manchester, NH.	Hopkins Jordan					
		21 or 22 Apr 1944	Landed and Re-Fueled in Goose Bay Labrador	Hopkins Jordan					
		23 Apr 1944	Landed and Re-Fueled in Keflavik, Iceland	Hopkins Jordan					
		24 Apr 1944	Landed and Re-Fueled in Nutscorner, Ireland	Hopkins Jordan					
		25 Apr 1944	Landed at Nuthampstead, England Station #131	Hopkins Jordan					

Notes

1. The dates were determined from notations on Ed Jordan's personal calendar and information from Bob Hopkins. It is not always clear if a date such as April 23, Iceland meant they arrived that date, or left that date or both. Logbooks of the flight would help. However, to a large extent the dates are narrowed down to within a day.
2. The January 1990 Issue of FLAK News, the 398th Association publications provided information on who was in the original crews from Rapid City. Ed Jordan was in the Robert Hopkins Crew No. 65.
3. Estimated arrival date. It appears the group spent about 7 days in Grand Island as a staging depot and a time for final good-byes to loved ones and friends. Ed's wife, Jeanne, went back to Chicago from Rapid City. However, Lois Lewellyn traveled to Grand Island to visit her husband Steve. Jeanne said she wished she had gone also to Grand Island when she heard about Lois. Steve Lewellyn was not in the 398th, so it appears a number of different Bomb Groups collected there.

Missions 1-10

398 th Mission	ECJ Mission	Date	Mission	Pilot Co-Pilot	Results	Off	Attack	Lost	Flying Time
3		8 May 1944 ⁴	Berlin, Germany						
4	1	9 May 1944 ⁵	St. Dizier, France	Hopkins Jordan ⁶	Good	24	24	0	6:30
5	2	11 May 1944	Bettembourg, Luxembourg (Sarreguemines) ⁷	Hopkins Jordan	Fair	28	25	0	6:30
8	3	19 May 1944	Berlin, Germany	Hopkins Jordan	Fair	36	35	1	11:15
11	4	23 May 1944	Woippy, France (Saaarbrucken)	Hopkins Jordan	Unob. (PFF) ⁸	26	25	0	7:30
13	5	25 May 1944	Nancy, France (Nancy/Essey), France	Hopkins Jordan	Excellent	26	26	0	7:00
15	6	28 May 1944	Ruhland, Germany, Dresden on small calendar ⁹	Hopkins Similar (CA) Jordan (FC)	Poor	19	18	0	
21	7	3 June 1944	Manihen, France	Hopkins Jordan	Unob. (PFF)	32	32	0	4:30
24	8	5 June 1944	Trouville, France	Hopkins Similar (CA) Jordan (FC)	Unob. (PFF)	37	37	0	5:45
30	9	12 June 1944	Lille, France (Lille-Nord, France)	Hopkins Wagner (CA) Jordan (FC)	Fair	36	35	0	5:15
32	10	15 June 1944	Bordeaux, France	Hopkins Jordan	Excellent	50	48	0	8:00

Notes

4. Ed listed "Spare" on his small calendar. 398th Records also show him as co-pilot in the Hopkins Crew for that day. However, he did not list this as a mission. It is possible they took off and went into a holding pattern to see if other planes were unable to create the 603rd Formation. If all was ok, they probably returned to base.
5. Ed has listed Sottevast, France on May 6, 1944 on his Army Air Force Qualification Record but not on his typed index card of missions. Bob Hopkins does not list this mission and Ed would have flown with Bob. The Sottevast mission was the first mission of the 398th. Is it possible this mission was scrubbed or that the Hopkins crew had to turn back before it left England?
6. Ed Jordan flew his initial missions with Bob Hopkins. According to Bob, Ed needed to give up his co-pilot seat whenever the Squadron Commander or the Operations Officer flew as lead with Hopkins. Bob said Ed then went to the tail gunner position to provide

information to Bob about who was in and out of formation. It is still being worked out when this happened. The first known case was May 28 when Simeral/Hopkins lead the 398th Bomb Group that day.

7. The non-parenthesized cities are those listed by Ed Jordan on his index card of missions. Cities in parenthesis are those shown in the official 398th list of combat missions from the 1989 book, "Remembrances" by Allen Ostrom. In some cases the names are similar but a little different. In others they seem very different. It is possible that where Ed's are different it is because he had to go to a secondary target. This sometimes occurred if a plane or a group couldn't release its load. Further research is needed to completely verify the differences.
8. Specially equipped B-17s, called Pathfinder Fortresses, were equipped with radar for targeting through heavy cloud cover. These planes flew in the lead and others dropped their payload when this plane did. The results were thus "unobserved." PFF could be an abbreviation for Pathfinder Fortress.
9. On May 28, 1944, 398th Mission No. 5, Ruhland Germany was the assigned target. The Lead aircraft of the wing (306th BG) had a PFF failure and Meissen was bombed instead. Simeral/Hopkins lead the 398th that day. Ed had written Dresden on his small calendar. Dresden is about 10 miles from Meissen so Ed probably just wrote down the name of the larger city. Ruhland, the primary target was written on his official index card and is still the official 398th target for May 28.

Mission 11-19

398 th Mission	ECJ Mission	Date	Mission	Pilot Co-Pilot	Results	Off	Attac k	Lost	Flying Time
36	11	21 June 1944	Berlin, Germany	Sleaman Jordan	Fair	37	36	1	9:30
39	12	24 June 1944 ¹⁰	Crepy, France (Belloy-sur-Somme)	Sleaman Jordan	No Bombin g	48	0	0	5:00
40	13	25 June 1944	Toulouse, France	Sleaman Jordan	Good	36	35	1	10:30
43	14	6 July 1944 ¹¹	Cauchie D'Ecques, France	Davidson Jordan	Fair	36	36	1	
44	15	7 July 1944	Leipzig, Germany ¹² Petro-Chemical Factory	Spitzer Jordan	Good	37	36	2	
45	16	8 July 1944	Fresnoy, France (Humieres-Fresnoy, France)	Spitzer Jordan	Fair	24	24	4	4:45
59	17	1 Aug 1944	Melun/Villaroche, France (Villaroche, France)	Magnan Jordan	Good	36	34	1	
60	18	3 Aug 1944	Saarbrucken, Germany ¹³	Jordan Ullom	Fair	37	37	0	
61	19	4 Aug 1944	Peenemunde, Germany	Jordan Kushera	Good	36	36	2	

Notes

10. Ed's small calendar indicates the 12th mission on June 23, but his index card indicates June 24.
11. Ed was promoted from co-pilot to pilot on July 1, 1944.
12. The Leipzig and Merseburg missions are discussed in the January 1992 issue of Flak News. The target was a petrochemical factory at Luena just south of Merseburg.
13. Ed was assigned his own permanent crew upon his return from his August 1st mission. He was assigned the original Lt. William F. Scott's Crew No. 66 after Lt. Scott and his co-pilot went on to other duties. August 3rd was the first time he flew with his new crew The August 3rd mission is triple underlined on his personal calendar. Possibly it is because he finally had his own crew.

Missions 20-28

398 th Mission	ECJ Mission	Date	Mission	Pilot Co-Pilot	Results	Off	Attack	Lost	Flying Time
63	20	6 Aug 1944	Brandenburg, Germany ¹⁴	Jordan Mellis	Good	36	35	1	9:30
64	21	8 Aug 1944	Bretteville LeRabet, France ¹⁵ (Couvincourt)	Newman/ Jordan ¹⁶	Poor	37	36	3	
66	22	11 Aug 1944	Brest, France	Jordan Hobbs	Good	12	12	0	
70	23	16 Aug 1944	Delitzch, Germany	Jordan Rush	Fair	37	36	0	
71	24	24 Aug 1944	Kolleda, Germany	Jordan Hobbs	Fair	37	37	0	
72	25	25 Aug 1944	Neubrandenburg, Germany	Jordan Hobbs	Good	37	37	0	
73	26	26 Aug 1944	Gelsenkirchen, Germany	Jordan Winkler	Poor	37	37	0	
75	27	30 Aug 1944	Kiel, Germany	Jordan Winkler	Unob. (PFF)	37	37	0	
76	28	3 Sept 1944 ¹⁷	Ludwigshafen, Germany Synthetic Oil	Jordan Hobbs	Unob. (PFF)	36	36	0	8:12

Notes

14. Ed was awarded the Distinguished Flying Cross with Oak Leaf cluster because of the August 6th mission where he continued on with failing engines.
15. The February 1987 and October 1987 issues of Flak News provide information about this mission. Bob Hopkins was shot down that day along with 3 other aircraft.
16. Beginning in June, Ed would periodically ride with new crews that had just arrived from the States. as the combat experienced pilot. The regular co-pilot would be bumped and an experienced pilot would fly with the crew in the co-pilot seat. This is what he did on this mission with Lt. H.H. Newman, though Ed would state pilot time on his Form 5. Perhaps this is because as of August 1 he was now a first pilot.
17. When Ed arrived, lead crews needed 25 missions for a tour and the Hopkins crew was a lead crew. Then it was decided to up the number to 30 for lead crews and 35 for other crews. He was given a pro-rated amount since the change was made after he was part way through the tour. In addition he was no longer regularly on a lead crew. He was given credit for 2 missions in the pro-rating and thus he needed to fly 28 for a total of 30.

Lt. Edward Jordan's Mission Narratives

As follows is an overview of Lt. Ed Jordan's B-17 combat tour with the 398th in Nuthampstead during WWII. As Ed did not write a diary or a book and the family didn't write down his stories, I had to collect the information from a number of sources. To do this, I talked to 398th veterans and my mom, researched the 398th Maxwell records, organized and reviewed his WWII papers, read several books by 398th authors, all the 398th diaries, and every issue of the 398th's *Flak News*. I hoped in this way to obtain an overview of what was happening in a broader sense to him and the 398th. The result follows.

Overview

On January 7th, 1944, 2nd Lt. Ed Jordan became a newly minted Army Air Force pilot having graduated that day with the *Cadets of 44-A* at Lubbock, Texas. Shortly thereafter, in early February of 1944, he was assigned to the 398th at Rapid City and specifically to the Bob Hopkins' crew. Ed flew the B-17 for the first time that month and accumulated 74:35 hours of B-17 flight time before he left Rapid City on April 12, 1944 to begin the journey to England. That flight would total 35:35 hours from Rapid City to Grand Island and on to Nuthampstead, England, all as co-pilot hours for Lt. Jordan.

To shake down the crew in England and to give Ed additional B-17 training, Ed and Bob went up many non-mission days during May and June of 1944. By late May, Ed began flying on non-mission days as "Qualified Pilot -Dual" the next step in his training toward first pilot status. On June 21st, Ed began sharing 1st pilot duties on missions and on June 23rd, 1944 Major Wagner and Captain Hopkins concurred in a formal letter that Lt. Ed Jordan had satisfactorily passed his flight check for "day and instrument flying, including emergency procedures." Ed was thus promoted to first pilot effective July 1st, 1944. Even so, Ed continued to practice on off-mission days, for example making 20 touch-and-go landings on July 1st and another 18 landings on July 3rd.

Captain Bob Hopkins was a flight command pilot, which meant that they were in the lead or near the front in the squadron formations. Because of the higher risk of loss, Flight Commanders and their crew had a lower mission allocation didn't fly as frequently per week. Many times a high ranking squadron or group officer would take the role of CA (Commander of Aircraft) and flew with a flight command pilot. In these cases, the bumped co-pilot would perform formation control in the tail gunner position. Basically formation control required the co-pilot to watch the squadron and group formations and relay information to the CA - Commander of Aircraft. In Ed's case, this occurred at least three times, the 28 May mission to Ruhland when Major Simeral was the CA, the 5 June 1944 mission to Trouville, France again with Major Simeral was the CA, and the 12 June 1944 mission to Lille-Nord with Captain Wagner as CA.

To gain more experience and because Captain Hopkins felt Ed was a gifted pilot, Bob recommended that Ed fly with other crews. He first flew with Lt. Sleaman on June 21, 24, and 25. Lt. Sleaman had just arrived

and it is possible Ed flew with him because it appears Sleaman's co-pilot was not available or a permanent one not yet assigned. In early July, Lt. Jordan flew with Captain Davidson and then two flights with Lt. Spitzer and on August 1 with Lt. Magnan. A letter from John Hobbs indicated that he and Ed were both assigned to fly with new combat crews, a process whereby the crew's co-pilot was bumped for the 1st mission and an experienced pilot or co-pilot sat in the co-pilot's seat. It is possible this took place with Lt. Magnan, but Lt. Spitzer had been the co-pilot for the Scott crew. So the only new crew, Ed might have broken in during July would have been the Magnan crew. Further research is required to verify this. On 8 August, Lt. Jordan flew as the experienced pilot with the Newman crew on their first mission.

After Ed's return from his August 1st mission, he was assigned to take over the Lt. Spitzer crew, formerly the William (Willard) F. Scott's crew. It appears that Lt. Spitzer became hospitalized for an extended period and Ed was assigned that crew. Later Lt. Spitzer returned to duty. On August 12, Ed was promoted to 1st Lieutenant. Thus Ed finished out his August and September missions with his own crew something he had been long hoping for.

In his tour, Lt. Ed Jordan completed 28 combat mission with 225 hours of combat flying from 22 April to 28 September 1944. He had accumulated 400 hours in the B-17 and 625 hours total flying time in his one year and four months of flying. During his 28 missions, he flew in six squadron leads.

Lt. Jordan's Combat Tour

As follows are short narratives of various missions and events in Lt. Edward C. Jordan's combat tour while based in Nuthampstead, England from late April 1944 until mid-September 1944. Additional information about 398th missions can be found on the 398th Missions and Descriptions web page.

Practice: 4 May 1944 - Spalding, England

2nd Lt. Ed Jordan flew as co-pilot with 1st Lt. Bob Hopkins on aircraft 42-102508 N7-J for a practice mission to Spaulding, England. Spaulding is about 50 miles north of Nuthampstead. The 398th had just arrived in April and before they joined the 8th Air Force as part of the 1st Combat Wing on missions over the continent, they went on a formal practice mission. Accompanying them were P-38s, P-51s and Spitfires and some took on the role of enemy aircraft as part of the simulation. At one time 2 P-51s completed a slow roll through the formation. And three P-38s made one head on attack then breaking down. One Spitfire followed a pursuit curve on the right side.

The Hopkins crew left Nuthampstead at 08:30 a.m. and returned at 14:00 p.m. Lt. Jordan logged 5:30 hours as co-pilot. Though flight time on the fuel Consumption Report was shown as 4:40 hours with 925 gallons of fuel expended. Perhaps these reports measures time differently.

There were two 18 aircraft groups on this mission. One designated Lead, the other Low. The formations chart is very hard to read, but it appears

that the Hopkins crew flew in the Lead Squadron as High Element Lead. The simulated bomb run was at an altitude of 9000' on a magnetic heading of 32 degrees at 11:46 1/2 a.m. with a low ceiling. Two ships collided in mid-air due to turbulence and returned to base. On the return, the formation headed to Oxford before returning to Nuthampstead.

Spare: 8 May 1944 - Berlin, Germany

2nd Lt. Ed Jordan flew as co-pilot with 1st Lt. Bob Hopkins on aircraft 42-107188 K8-G Ramp Rooster for a mission to Berlin, Germany. The target that day was a bridge and underground railway.

However, the 398th Flight Log and Interrogation Report indicate the Hopkins as "spare" as does Ed's small personal calendar. Several ships were designated "spare" that day and the Hopkins crew was not needed and returned to base.

On a mission day one or more extra B-17s would take-off and be part of the Bomb Group while they assembled, even flying to the enemy coast before turning back if they were not needed. If one of the ships in the squadron had mechanical difficulty such as a faulty oil pressure, engine not operating properly, etc. and had to turn back, the "spare" would take its place.

The Hopkins crew took off at 06:13 a.m. and landed at 9:38 p.m. Lt. Jordan logged 4:00 hours as co-pilot. Thus the Hopkins' crew flew for about four hours during assembly and then returned to base. As a result, there was no credit for a mission.

The 42-107188 K8-G Ramp Rooster was a 602nd aircraft, but perhaps in these early days of the 398th there was more interchangeability of squadron aircraft.

Mission 1: 9 May 1944 - St. Dizier, France

2nd Lt. Ed Jordan flew as co-pilot with 1st Lt. Bob Hopkins on aircraft 42-107103 K8-A *Marie Notre Dame* for a mission to St. Dizier, France. St. Dizier is about 120 miles east of Paris and about 350-400 miles southeast of Nuthampstead on a direct route. However they did not follow a direct route, but instead first flew in various circular patterns around England while they assembled and then zigged and zagged on the way to avoid giving away the intended target. The target was a twin-engine airfield.

The *Marie Notre Dame* took off at 05:52 1/2 a.m. and landed a little over 6 hour later at 12:06 1/2 p.m. Lt. Jordan logged 6:30 hours as co-pilot. The Fuel Consumption Report indicated 1500 gallons used and 6:54 hours flight time. I'm not quite sure how to interpret these differences in flight time between the various reports, but perhaps there are some differences between starting the engines, taxiing, and takeoff that apply to different situations.

The K8-A *Marie Notre Dame* was a 602nd aircraft, but perhaps in these early days of the 398th there was more interchangeability of squadron aircraft.

The 398th sent up 28 aircraft, seven of which were part of the 1st A Combat Wing and 21 were the Low Group of the 1st B Combat Wing. This Low Group was lead by Major Simeral as CA (Commander of Aircraft) with 601st Willis Frazier as the lead pilot. Hopkins flew in this Low Group as a Low Element Lead. Three spares returned as not needed and one spare filled a vacancy in the 3rd Bombardment Division, leaving 24 aircraft.

The aiming point, referred to as Maximum Point of Impact (MPI) was the dispersal area SW center of the airfield. The bomb run was at an altitude of 19000' on a magnetic heading of 313 degrees at 09:53 1/2. The Indicated Air Speed (IAS) was 150 mph, the weather was clear and the visibility very good. Eighteen ships in the main group and five in the composite group dropped 875 100 lb. bombs on the primary target and one ship attacked a target with the 3rd division. One aircraft reported fuel dump blown up over target. On the return, at 10:56 hours, 20 miles off of Dunkirk, large fires were reported by four crews. No aircraft were attacked in the 398th group.

Mission 2: 11 May 1944 - Bettembourg, Luxembourg (Sarreguemines)

Ed flew with the Bob Hopkins' crew on aircraft 42-107053 N7-M. They took off at 14:45 and landed at 21:29. Lt. Jordan logged 6:30 hours as co-pilot.

Mission 3: 19 May 1944: Berlin, Germany

Lt. Jordan logged 11:15 hours as co-pilot.

Mission 4: 23 May 1944: Woippy, France (Saaarbrucken)

Lt. Jordan logged 7:30 hours as co-pilot.

Mission 5: 25 May 1944: Nancy, France

Lt. Jordan logged 7:00 hours as co-pilot.

Mission 6: 28 May 1944: Ruhland, Germany

Lt. Jordan logged 9:00 hours as co-pilot.

Mission 7: 3 June 1944: Manihen, France

Lt. Jordan logged 4:30 hours as co-pilot.

Mission 8: 5 June 1944 - Trouville, France

On this mission, the pilot was Lt. Bob Hopkins and Major Simeral was aboard as the CA - Commander of Aircraft. They had responsibility as 398th Low Group Lead. Lt. Ed Jordan flew in the tail gunner position to provide formation control to Major Simeral. Lt. Jordan's time was listed as 5:45 hours "TG Rated Personnel, non-pilot." They flew B-17 44-6083 N7-V, the *Betsy Ross*.

Mission 9: 12 June 1944 - Lille, France

Lt. Jordan logged 5:15 hours as co-pilot.

Mission 10: 15 June 1944 - Bordeaux, France

He logged 8:00 hours as co-pilot.

Mission 10: 21 June 1944 - Berlin

Lt. Jordan logged 9:55 total hours, 5:00 as co-pilot and 4:55 as 1st pilot. With both pilot and co-pilot they would many times take 15 minutes turns flying the plane.

Mission 12: 24 June 1944 - Crepy, France (Belloy-sur-Somme)

Lt. Jordan logged 5 hours total, 2.5 as co-pilot and 2.5 as 1st pilot.

Mission 13: 25 June 1944 - Toulouse, France

Lt. Jordan logged 10:10 total hours, 5:05 as co-pilot and 5:05 as 1st pilot.

Mission 14: 6 July 1944 - Cauchie D'Ecques, France

Lt. Jordan logged 4:15 hours at 1st pilot.

Mission 15: 7 July 1944 - Leipzig, Germany

The 398th part of the 7 July 1944 mission to Leipzig, Germany consisted of 37 aircraft. Of these, 36 were able to reach the target and then two aircraft were lost; the bombing results were considered good. 2nd Lt. Jordan flew as co-pilot with 2nd Lt. Spitzer's crew this day. Lt. Jordan logged 8:45 hours total, 4:00 as 1st pilot and 4:45 as co-pilot.

An excerpt from the July 1990 *Flak News* for this mission is as follows:

The target was an oil refinery at Leipzig and the 398th led the Division with Gen. William M. Gross commanding the massed formations from the right seat in Captain Gene Douglas' lead 600 aircraft.

In the deputy lead plane was Col. Frank P. Hunter, 398th CO, and pilot Norm Rudrud.

The flight to the target was more or less uneventful, but as expected the flak became intense as we approached the target.

Just after the bombs were dropped and they were turning for home, the Robert Folger crew was hit under the top turret platform and a fire started in the bomb bay. The Folger crew was eventually forced to land in enemy territory near Halle and crew members were taken to German Prisoner of War camps.

All the missions to Leipzig and the Leipzig area are discussed in the January 1992 *Flak News*. An excerpt is as follows.

But for the 398th this little suburban city to the west of Leipzig will forever epitomize all that was fearful, and dangerous, and deadly on those combat tours.

Merseburg was usually a 10-hour mission, up to seven hours on oxygen, and fraught with simple dangers like fatigue, cold, hunger, fear and anoxia. And these compounded by hundreds of 88 and 120 mm. flak guns on the ground and the Luftwaffe elite in the air.

In 13 group missions to this area over a period of eight months, 13 B-17's were shot down with a loss of 43 men killed in action. The most frequent target of the bombardiers was the Leuna petro-chemical works to the south of downtown Merseburg. This

sprawling series of factories was the leading producer of oil and gasoline products for Hitler's war machine. And people like Luftwaffe Gen. Adolph Galland readily admit that it was this denial of fuel that hastened the war to a merciful conclusion.

It was the 603rd that was hit the hardest, losing no less than 10 of the 13 that went down. Five came on one mission - November 21, 1944.

And it was not only in the air that danger lurked. Captured air crewmen were not popular either with German civilians and with at least some elements of the military. The co-pilot on the Robert Folger (603) crew, Raymond C. Hopp, was reportedly shot by a SS officer after bailing out. Two crewmen, John Quinn and John Paris, eventually managed to escape while on a forced PW march.

Additional details for the various missions to Leipzig and Merseburg can be found in the July 1990 and January 1992 Flak News and on the 398th Missions and Descriptions page.

Mission 16: 8 July 1944 - Fresnoy, France

Lt. Jordan logged 4:30 hours total, 2:15 at 1st pilot and 2:15 as co-pilot.

Leave: July 23 – July 29, 1944

Captain Robert Hopkins and 2nd Lt. Ed Jordan were granted a 7 day Leave of Absence beginning July 23, 1944. This is when Ed, probably Bob Hopkins and some of the original crew visited Scotland and in particular Edinburgh. Ed stayed at the Red Cross Hotel.

Mission 17: 1 August 1944 - Melun/Villaroche, France

Lt. Jordan logged 5:45 hours, 3:00 as 1st pilot and 2:45 hours as co-pilot

Mission 18: 3 August 1944 - Saarbrücken, Germany

Lt. Jordan logged 6:10 hours total, 3:05 as 1st pilot and 3:05 hours as co-pilot.

Mission 19: 4 August 1944 - Peenemünde

The 398th made two missions to Peenemünde, Germany. These were on July 18 and August 4, 1944. 1st Lt. Ed Jordan's mission there was on the August 4, 1944. Lt. Jordan logged 8:30 hours as 1st pilot. His co-pilot was 2nd Lt. F. J. Kushera, Jr.

An excerpt from the *Flak News*:

The V-2 was 46 feet long and weighed 13 metric tons. It carried a half-ton of high explosives. Launched from Peenemünde, Germany, its rocket engines carried it 65 miles into space before its guidance system directed it to its target.

Germans sent their V-1 Buzz Bombs over East Anglia toward London and quite often these bombs came over the 398th Station 131. One of the Buzz Bombs came down about a mile from the field in the summer of 1944 and on December 14 a V-2 hit the

base only 200 yards from the 603rd bomb dump and left a tremendous crater.

Additional details for these missions can be found on the 398th Mission: 18 July 1944 page and the 398th Mission: 4 August 1944 page.

Mission 20: 6 August 1944 - Brandenburg

The 398th August 6th 1944 mission was to Brandenburg. Lt. Ed Jordan logged 9:40 hours, 4:50 hours as 1st pilot and 4:50 hours as co-pilot.

For this mission Lt. Edward Jordan was awarded his first Distinguished Flying Cross. See also 398th Bomb Group DFC Citation List - transcripts of some 398th DFC and OLC for DFC citations.

Headquarters 1st Bombardment Division

Office of the Commanding General
APO 557

4 September 1944

GENERAL ORDERS

No. 304

Awards of Distinguished Flying Cross Section I

Awards of an Oak Leaf Cluster to Distinguished Flying Cross Section II

I. Under the provisions of the Army Regulations 600-45, 22 September 1943, as amended and pursuant to authority contained in letter, HQ Eighth Air Force, File 200.6, 4 August 1944, subject, "Awards and Decorations", the DISTINGUISHED FLYING CROSS is awarded to the following named Officers and Enlisted man.

EDWARD C. JORDAN, 0-706190, Second Lieutenant, Air Corps, United States Army. For extraordinary achievement while serving as Pilot of the leading airplane of a bombardment squadron of B-17 aircraft while on a bombing mission over Germany, 6 August 1944. On this date an engine of the airplane which Lieutenant Jordan was piloting almost completely lost its power due to mechanical failure. All attempts to regain maximum efficiency of the engine failed. Demonstrating great determination, Lieutenant Jordan maintained his lead position in the formation and continued on the flight to the important objective. Upon reaching the Initial Point, the bombing run was initiated and bombs were released with a high degree of success. The return journey was accomplished and Lieutenant Jordan expertly landed his plane in England without further damage or injury to the crew. The courage, coolness and devotion to duty displayed by this officer reflect the highest credit upon himself and the Armed Forces of the United States. Entered military service from Illinois.

At Ed's February 9, 1981 funeral mass I read the above citation for Ed's Distinguished Flying Cross awarded for his August 6th mission to

Brandenburg. It moved us all, especially the pilots in the front pew. I also shared that years later, as a commercial pilot for United, that he would pray on those long night flights above the clouds with the sun coming up when all was quiet and peaceful. Bob Roth followed me with the poem, "High Flight" by John Magee, which opens, "Oh! I have slipped the surly bonds of earth."

We are fortunate that Lt. Charles J. Mellis who flew with Lt. Jordan that day wrote about this mission in his diary. See 2nd Lt. Charles J. Mellis, Jr.'s Diary for August 6, 1944.

Additional details for this 398th mission can be found on the *398th Mission: 6 August 1944* web page.

At Ed's February 9, 1981 funeral mass I read the above for Distinguished Flying Cross citation awarded for his August 6th mission to Brandenburg. It moved us all, especially the pilots in the front pew. I also shared that years later, as a commercial pilot for United Airlines, that he would pray on those long night flights above the clouds with the sun coming up when all was quiet and peaceful. My then brother-in-law, Robert Roth followed me with the poem, *High Flight* by John Magee, which opens, "Oh! I have slipped the surly bonds of earth."

As follows is 2nd Lt. Charles J. Mellis, Jr.'s Diary Entry for August 6, 1944 in its entirety.

August 6, 1944 – Sunday [Mission #21: Brandenburg]

Today I rode with Jordan – a checked out co-pilot who picked up a crew. All went well until we reached altitude. Oh yes, we had to lead the low element (high group), as the element leader aborted and we were #2. The spare took our right wing. Then when we reached altitude & got over Germany, we lost all the boost on #3. All we could get out of it was 17 or 18 inches [of manifold pressure]. We kept in formation (so to speak) & went on to the target, dropped our bombs and stuck with the formation. It [#3 engine] went out an hour before the target which was Brandenburg, just south of Berlin. When we got to low altitude over the North Sea we heard the engine ticking, & figured a cylinder head had blown. We debated feathering up, but decided not to. I was a little afraid of it – I was afraid of getting the whole thing in my face. But we got back safely & found a piece of the exhaust stack a foot long had broken & was laying in the cowling, causing the rattle, or ticking noise. I was glad to be back.

[Pilot Log entry]

Mission: Station 131, England to Brandenburg, Germany and return

Aircraft: B-17G

Time: 9 hours 40 minutes

The above was transcribed from the Lt. Charles J. Mellis Jr's Diary by his son Gordon Mellis in 2007.

Mission 21: 8 August 1944 - Couvincourt

Lt. Ed Jordan flew on the August 8th mission to Bretteville, Le Rabet & Couvincourt France, frequently just referred to as the Couvincourt mission. It was a very difficult day for the 398th.

The following excerpt is from a Mission Report by Colonel Frank Hunter. See *Flak News* October 1987, page 2.

August 8, 1944 - The wing commander turned into the bombing run and the Group took proper interval. Intense, heavy and accurate flak was encountered on the bombing run and continued for the entire run. This flak was more intense than any which has been encountered by this Organization [398th]. One hundred percent of the airplanes in the group suffered battle damage, seventy percent being serious and many were men were wounded.

This was apparently a very difficult day. According to the *Flak News* February 1987.

While flying in close support of Allied landing troops that day and the B-17s were forced to make their long bomb run over occupied territory instead of over liberated territory, therefore the heavy and accurate flak fire. This long run over enemy territory and its consequences happened shortly after General McNair and many other Americans were killed by B-26 bombs dropped during their bomb run near the front lines.

On this mission:

Captain Major Wagner, Jr. who had been the 603rd CO for only two months and his lead crew piloted by Captain Robert (Bob) Hopkins were shot down. Those two along with F.J. Kushera, V. Wernecke, Tom Stitz, W.J. Germiller, R.C. Gibeau, and J I. Werner survived the bailout and did Prisoner of War time. Killed in their chutes were C. Arnold and J.F. Hochadel.

Several of this crew were part of Bob Hopkins' Rapid City crew of which Ed Jordan was an original member. Ed felt very bad about Bob and his friends getting shot down and also that Jimmy Hochadel was killed.

Ed wrote in his August 8th letter to Jeanne:

...Honey I want you to remember this date and someday I will tell you all about it. I [...] a souvenir from the Jerries. It isn't much but I'll never forget it. ... I didn't fly my own crew today but went out with a new crew to check them out.

Lt. Jordan flew that day with the Newman crew in the co-pilot seat for that crews' first mission. This was part of standard 398th procedure to bump a new crews' co-pilot and put a combat experienced pilot there instead to guide them through all the steps of the mission their first time out. Lt. Jordan logged 4:40 hours as 1st pilot with none as co-pilot. Thus

it appears, that while he was in the co-pilot seat, he was in effect performing as 1st pilot that day.

We are fortunate that Bill Frankhouser of the Newman crew wrote about this incident in his book, *World War II Odyssey* in Chapter XIV: The First Combat Bombing Mission - Bretteville Le Rabet, France, August 8, 1944.

Additional details for this 398th mission to Couvincourt can be found in the February 1987 and the October 1987 *Flak News* and on the *398th Mission: 8 August 1944* web page.

As follows is Bill Frankhouser's Chapter XIV in its' entirety.

World War II Odyssey

XIV. The First Combat Bombing Mission

Bretteville Le Rabet, France, August 8, 1944

By Bill Frankhouser Navigator, 603rd Squadron

Scuttlebutt, always available and at no charge, from our friends in the replacement crews indicated that two missions flown by the 398th BG on July 24 and 25 to St. Lo on the Cherbourg peninsula in support of Allied ground troops following D-Day had been truly "milk runs," with virtually no effective fire from the Germans. On the sunny morning of August 8, Captain Bill Scott from the 603rd Squadron Operations came to our tent and said we were to go that day on our first mission, which would be another milk run to Caen to support ground troops.

We were collectively relieved on this choice because other recent 398th missions had been to targets with massive flak defenses like Munich and Merseburg. Someone even said, "Well, we won't need flak jackets or helmets today." Our co-pilot, Paul, was assigned to another crew, and an experienced co-pilot (whose name has been forgotten) was assigned to fly with us.

As we approached the target area at about 14,000 feet altitude, multitudinous tracers were reaching toward us and many small flashes and shell bursts appeared below our formation. I thought, well, they are shooting only small-caliber weapons that can't touch us. Suddenly, the picture changed. Now, larger bursts from shells directly within our squadron formation appeared and I could smell the acrid smoke from the burning powder explosives.

Then several things happened in quick succession. A one- to two-inch diameter hole opened in the aluminum hull close to my right-side gun, and small metallic shavings were propelled inward. This was my first realization that we really were in combat. The Germans were shooting big guns and the plane's hull offered no protection!

The co-pilot yelled when a piece of flak struck and lodged in his flying boot. I suddenly was unable to see. I wiped my hand over

the goggles and saw a red smear. My God, I thought, blood! Realizing that I was still able to move, I looked around and determined that the hydraulic lines on the bulkhead below the pilots' compartment had been severed, and red hydraulic fluid was spewing all over the place.

Then, I heard the pilots discussing how to feather No. 3 engine which had been disabled by flak. Meanwhile, Whit had opened the bomb-bay doors, and now I was watching the lead ship for the bomb drop. That ship suddenly heeled over as the bombs came out and it disappeared from the formation. As the bombs exited our plane, it lurched upward—my first experience of that comforting leap in the flight path.

Next, I learned that we were not able to stay within the group formation for the return journey because of the feathered engine. I now would have to find the base at Nuthampstead by myself. Thank heavens for a clear day! Although the weather had benefited the German flak batteries, it also made pilotage navigation easy for me. I sighed in relief when we saw the large water tower near Nuthampstead. Landing without brakes because of the loss of hydraulic fluid was sort of anticlimactic after those other episodes.

When we cut engines at our hard stand, Gino Franceschini, my navigator friend who already had flown a few missions, came strolling over to our plane to congratulate us on our first mission. He said, "Well, that was another easy one."

I was too dumbfounded to respond. Then he smiled and said, "No, that was rough and much worse than my other missions."

After examining the many holes in our fuselage and a shattered windshield, I was comforted somewhat to learn that this mission indeed had been a rough one. Gino's co-pilot, Phil Brusseau, commented that "those who talk about an easy mission after they get back are hypocrites."

The 398th BG lost three planes on that mission. These were the lead Hopkins crew in our squadron and the Blackwell and Baker crews. The lead crew also included our squadron CO, M. Wagner (flying as Command Pilot) and our squadron's lead navigator, V. Wernecke. Ike Cassuto, a navigator friend of mine, had parachuted from the Blackwell plane, was picked up by British troops, and was back to Nuthampstead within a few days.

Ike told me that he had landed in a hedgerow, not knowing whether he was near Allied or German front line troops. He had just discarded his parachute when a voice (sounding British) said, "Hey Yank, is that you?" He replied and was taken away by British troops. When he returned to Nuthampstead he had an invoice from the British for two days of meals and lodging.

From "World War II Odyssey" by Bill Frankhouser, pages 81-84.
Published by Hamilton's, Bedford, VA, 1997, ISBN
1-883912-03-2.

Interpretive Notes:

The unknown experienced co-pilot was Lt. Ed Jordan. Ed Jordan took over Captain Bill Scott's Crew 66 on 3 Aug 1944 when Bill became Assistant Group Operations Officer.

The sentence, "That ship suddenly heeled over as the bombs came out and it disappeared from the formation" refers to the Hopkins' ship, with Wagner as Commander of Aircraft (CA).

Mission 22: 11 August 1944 - Brest, France

Lt. Jordan logged 5 hours total, 2:30 as 1st pilot and 2:30 as qualified pilot dual.

Mission 23: 16 August 1944 - Delitzch, Germany

Lt. Jordan logged 8:30 hours total, 4:15 as 1st pilot and 4:15 hours as co-pilot. The Jordan Crew official photograph was taken after this mission. In the National Archives the photo is mislabeled the JORDON crew.

Mission 24: 24 August 1944 - Kolleda, Germany

Lt. Jordan logged 9:45 hours total, 4:55 as 1st pilot and 4:50 as qualified pilot dual.

Mission 25: 25 August 1944 - Neubrandenburg, Germany

Lt. Jordan logged 9:50 hours total, 4:55 as 1st pilot and 4:55 as qualified pilot dual.

Mission 26: 26 August 1944 - Gelsenkirchen, Germany

Lt. Jordan logged 6:15 hours total, 3:15 as 1st pilot and 3:00 as qualified pilot dual.

Mission 27: 30 August 1944 - Kiel, Germany

Lt. Jordan logged 8 hours total, 4:00 as 1st pilot and 4:00 as qualified pilot dual.

Mission 28: 3 September 1944 - Ludwigshafen, Germany

Lt. Jordan logged 8:50 hours, 4:25 as 1st pilot and 4:25 as qualified pilot dual.

Nuthampstead Recollections

Following are some of Lt. Ed Jordan's recollections about his days at Nuthampstead, the war and his missions.

1. Ed told us he would get up early whenever there was a bombing mission even if he wasn't going because there was good food available, including real eggs.
2. Ed, a Roman Catholic throughout his life, went to Holy Communion before each of his missions.
3. Ed complained about his cold feet on the long missions in the B-17, even though he wore heavy insulated boots.
4. Ed told us that he didn't see an enemy fighter for his first five missions. Then he saw five coming right at him. However, they were closing so fast and went by so fast there was little time to even think about it.
5. Ed told us that some of the missions were very long. Data from his Individual Flight Records show a number of missions were 8-12 hours, the longest being the mission to Berlin on May 19, 1944 at 11:15 hours. Some of this time was spent in waiting for all the planes to take-off and then circling around England getting first the squadrons and groups together and then the groups into wings with other groups. If the weather was cloudy or foggy it made this more difficult and time consuming.
6. Ed said they had to stay in tight formation, wing tips overlapping as the Messerschmitts would try to fly sideways between the B-17s.
7. Ed told us he was always disappointed that he didn't get to fly a mission on D-Day. That day he was Officer of the Day¹ instead.
8. Ed told us that sometimes they would drop the bombs in the ocean after an unsuccessful mission when they couldn't drop the bombs on the target.
9. Ed would talk about how they would drop 100 pound and 500 pound bombs. In those days they could only carry a few thousand pounds of bombs.
10. On the August 8th mission to Couvincourt, Ed was hit in the foot with was piece of flak. We are fortunate that Bill Frankhouser wrote about this incident in his book, World War II Odyssey in Chapter XIV. The First Combat Bombing Mission -Bretteville Le Rabet, France, August 8, 1944. Ed alludes to this incident in his letter to his wife Jeanne that he has a souvenir from the Jerries and will tell her about it sometime. He kept it and I remember touching and feeling it as a boy. It is an irregular rectangular solid about 2 inches long. I still

¹ Officer of the Day, at least as regards the effort of the 398th Bomb Group at Nuthampstead (and probably most other Army Air Bases at the time) included patrolling the area around the planes and so on, checking on the guards of the airplanes and seeing that they perform their duties.

have it along with other items packed away. Also packed away is a small piece of flat burned bent steel. I don't know the story about that though, but it could be from the same incident.

11. Later in life Ed would never eat cream tuna with the family. It's one of the few creamed dishes I liked, but dad must have gotten too much of it during the war or had a bad experience with it. He also loathed chopped beef on toast.
12. Ed said that once when he came back from a mission there were over 400 holes in his plane. They were patched up and they went out again. The B-17 was a pretty tolerant and forgiving plane. The 400 holes appears a bit high, but 30-40 is not uncommon. Perhaps we have remembered incorrectly.
13. Ed Jordan flew 28 missions. Originally he was to fly 25, but with long-range fighters (P-51s) and some of Europe in Allied hands, in late June 1944 they increased the required tour to 30 for lead crews and former members of lead crews. Since he was part way done with the 25, he was given a pro-rated credit for two.
14. I recall that dad told us he was about to fly his 29th but they called him back from the aircraft and indicated that he had done enough. Why he was set to go with a 29th mission is not known as both he and the system kept careful tabs of these counts. Unfortunately, he doesn't mention this in his letters or at least the ones I've seen and it is possible I have recollected incorrectly.
15. Ed told us he volunteered as a base censor. As censor it was his duty to read the men's mail back to their moms, wives, and sweethearts. He had a razor knife and if the men said too much information about what was going on during their missions he would cut it out. Of course, the advantage of the assignment was that he could approve his own letters home.
16. One of the mysteries Ed could never figure out was that his Grandfather John Page (formerly John Pajewski) said that one of Ed's missions was to his hometown. My research indicates that John's hometown was born in Melencz a small town near Marienburg, which is about 30 miles southeast of Danzig, now Gdansk.. However, the 398th Mission list doesn't include Danzig or anyplace around it but perhaps further research will turn up something.
17. On an identification card, it was indicated that Ed had a scar at the corner of his left eye. It is believed this is was from the firecracker incident when he was a kid.
18. Mom recalled that Ed was known as *Steady Eddie* by his war-time colleagues. Perhaps this was because he was by nature someone who was reliable, careful, and methodical and someone you could depend on.

Letters

Contemporary Letters from 398th Colleagues

To obtain further information about Ed's wartime experiences, letters and questions were sent to some of Ed's 398th colleagues. Three letters are as follows.

The Robert Hopkins Letter

San Diego, California 92111

Feb. 2, 1989

Dear David,

First of all, please give my warmest regards to your mother when you see her. She was right on your dad and I not flying many missions together. I am pretty sure it was only five [ten, see note 1 below]. As a flight commander, I flew the lead aircraft on all my missions and my co-pilot's seat was always occupied with the mission commander, usually the Squadron C.O. or operations officer or one of the group staff. Therefore your father flew those five missions in the tail gunner's position and kept myself and the mission commander informed of the status of our formation. After talking with our Squadron Operations officer, we agreed that your father should be checked out and given his own crew as soon as possible. Your father was a natural and gifted pilot. I think it took 2 flights to do the job. You will note on the attached mission list that he flew with his own crew on Group Mission No. 15 on May 28, 1944 [see note 2 below].

Your dad probably told you that I was shot down on the August 8 mission and wound up in Stalag Luft One. Naturally I left behind all my records. Forty years later (1984) I attended my first 398th reunion in Rapid City, S.D. There I met my navigator who gave me a list of all the 398th missions. I was able to take this list and match it with my Form 5 (Flying Time Record) and figure out which missions I flew on. Such targets as Berlin, Munich, Bordeaux, Toulouse, and Brandenburg I hadn't forgotten.

I can only think of a couple of things that I remember and that your dad probably told you about. On the Berlin mission of June 21 we saw about 30 German fighters attack the group in front of us just as 4 American P-51s attacked them. Those 4 P-51 guys scattered German fighters all over the place. A short time later just east of Berlin as we were turning on the bomb run there was a B-17 doing loops. Each time at the top of the loop a guy would bail out. The centrifugal force of the lower part of the loop pinned them to the floor. I'm sure we counted 7 chutes. On the Brandenburg mission of August 6, we were briefed to make a left turn immediately after bombs away. Having noticed that the 2 or 3 groups in front of us were being hit by very accurate flak, I elected to make a small right turn instead. Sure enough the flak meant for us went around to the left where we were supposed to be. A short time later I made a left turn and rejoined the bomber stream.

The next story your dad didn't know about although he was on the mission. On June 25 we bombed. After bombs away we flew west to the French Coast line and finished the flight over the Atlantic Ocean. As was the normal procedure for the lead aircraft, I was on auto-pilot. With a warm sun shining on me, the steady drone of the engines and with nothing to do, I dropped off to sleep. A little later when I awoke, I discovered that Col. Similar was also asleep. Needless to say I didn't mention it to him or any one else for years.

I wish I could remember more. Why, I don't know, but prison camp had more impact on me, apparently, because I remember more about that than combat.

Your dad joined us in Rapid City. He came in with two of his classmates: Jans and Jones [also Clarence King]. They can probably help you identify and find your dad's crew members. I got re-acquainted with Ed Jones at the 50th anniversary of the B-17 in Seattle, Washington in 1985. He told me then that your dad had passed away. So, I assumed they probably have corresponded with each other over the years. I'm sure he will be able to help you some.

[On May 24, 1944], Jerome T. Jans was shot down over Berlin with Brodin's crew and our Squadron Commander Major Judson Gray. Jans [and two others] survived. Both Jans and Jones are listed in the 398th directory.

When you talk to your mom, ask her to look for your dad's Form 5's for combat flying time. I'm sure it's with your dad's records someplace.

The next reunion that you attend inquire about the video that was telecast nationally on D-Day 1984 (the 40th anniversary). Its title was "All Those Fine Young Men." It includes actual combat film by the 8th A.F. and is narrated by several of the participants. You'll want to make a copy (I have one).

Roger Freeman is an outstanding historian of the 8th A. F. and has written several books on it. One of which is "The Mighty Eight." Another good book is titled "One Last Look." My daughter has my copy and I can't remember who wrote it.

I'm about run down now so I'll sign off. I'd like to hear how you're doing with your research. If I can be of any more help to you, let me know. I hope we meet at one of the reunions.

Sincerely,

Bob Hopkins

P.S. I visited your father and mother in Chicago about 1949 or 1950 about the time I graduated from Millikin University, Decatur, Illinois. I was recalled to active duty in 1951 and retired from the USAF June 30, 1973.

Interpretive Comments:

Bob's recollection about Lt. Ed Jordan flying in the tail gunner position because the Squadron CO bumped him doesn't match with Ed's Individual Flight Records (Form 5's) or the 398th data records. According to the 398th data records, Ed flew 10 missions with Bob Hopkins through June 15, 1944. On three of those missions, 28 May, 5 June, and 12 June, there were CAs - Commanders of Aircraft listed on the Hopkins aircraft. These were Major R.K. Simeral, Squadron CO on 28 May and 5 June and Captain M.C. "Buddy" Wagner, Jr, Squadron Operations Officer on 12 June. On those days, Ed would have performed formation control duties in the tail gunner position for the CA. The 398th load lists show him in the tail on 28 May, and Ed's Form 5s for 5 June show Ed in the Tail Gunner position. However, he was the co-pilot and thus it appears those the Form 5's sometimes record hours as co-pilot even though one may not have not actually flown in the co-pilot seat. There were also days Hopkins flew and Ed didn't. And it is possible there are some discrepancies in the 398th data in listing the CAs.

The records appear to show that it took a bit longer than Bob recollected before Ed was promoted to pilot. On June 21st, Ed began sharing 1st pilot duties on missions and on June 23rd, 1944 Major Wagner and Captain Hopkins' concurred via letter that Lt. Ed Jordan had satisfactorily passed his flight check for "day and instrument flying, including emergency procedures." Ed was thus promoted to first pilot effective July 1st, 1944. See Lt. Ed Jordan's Mission Information section.

The John Hobbs Letter

1427 Ocean Pines
71 Club House Drive
Berlin, MD 21811

September 13, 1989

Dear David,

I am a little slow answering you letter. We were away for several weeks. I am the John Hobbs of the Cullinan crew, but I am not in that picture. The only one I recognize other than your father is "Rush" standing on the extreme left, who was probably co-piloting.

Your father and I left Rapid City as co-pilots and soon after arriving in combat were out of a job since Hopkins and Cullinan were lead pilots. Another ranking officer flew with them in place of a co-pilot. The two of us were the first two co-pilots checked out as combat airplane commanders. We then flew new crews on their 1st mission leaving the new co-pilot on the ground.

I do remember that your dad got his own crew but my memory fails me as to who was on that crew.

I flew most of my missions breaking in new crews (no easy task), but finally substituted for one airplane commander for a number of missions to finish my tour.

I was on 13 missions with your father but I never flew with him in the same plane. And I don't have any mutual combat stories that I can remember.

Enclosed is a photocopy of our mission 26 August 1944 which shows the formations with both your dad's and my plane.

Sorry I can't be of more help.

John

Interpretive Comments:

The 398th data shows John Hobbs flew four missions as co-pilot with Ed Jordan. These were: 11 August 1944 - Brest, 24 August 1944 - Kolleda, 25 August 1944 - Neubrandenburg, and 3 September 1944 - Ludwigshafen.

The Bill Taylor Letter

2009 Huasna Rd.
Arroyo Granda, CA 93420
August 15, 1992

Dear David,

Please accept my sincere apology for not having answered your letter sooner, and thanks for the crew picture and other very interesting and noteworthy data you included with your picture.

David, we did meet in a breakfast line at the reunion in San Diego. I was honored to meet Ed's widow and son and I am sorry that we were not able to sit down and talk at length and become better acquainted. I was able to spend some time with Ed Jones and his wife but I believe that Ed informed me at the time that you and your mother were not available at that time because, as I remember, you were meeting with other family members or friends, be that as it may, let's hope there will be another opportunity.

I appreciate your sincere pride in what your dad accomplished in his lifetime. I had not known that he flew with United Airlines, but as I remember him I'm sure he proved to be a very valuable asset to United Airlines. I wish my association with your dad had been much closer and my memory was much better than it is to be able to add to what you already know about his wartime activities.

I'll re-read your letter as I am writing and try to comment where appropriate. I think first I should explain that I was a bombardier on a crew consisting of W.L. Scott (P) and E.W. Spitzer (CP). My crew proceeded to Nuthampstead in the same time frame as your dad and my crew's first mission was on 13 May 1944. After approximately 10 missions, as best as I can recall, my pilot, Scott, had to leave the crew and assumed an administrative job. My group then assumed that our co-pilot, Spitzer, would become pilot and take command of our crew. However, he had to be relieved from the crew for physical reasons (an

operation of some sort, I believe) and we then were a crew without regular crew assigned pilots.

Unfortunately, though we flew with fine able pilots, it was somewhat bad for crew integrity that we never knew who would be in command on our next mission and in fact we on my own crew became fair game to fly with other crews as needed. I do know that you're dad was our pilot on the last mission, 3 September 1944, but I honestly can't tell you how many missions he may have been our pilot.

Comparing the mission lists you sent your dad's missions with my mission list I note that we flew on the same missions on days as follows: 25, 28 May; 3, 5, 12, 15 June; 6, 7, 8 July; 3, 6, 11, 16, 30 August and 3 September. I can only verify that your dad was our pilot on 3 September. I just can't remember how many of the other dates he may very well have been our pilot also. It was unfortunate our crew was placed in a position of uncertainty as to our integrity as a crew for the last half of our tour. I tried to hold the listed men together as a crew and they became extremely anxious when there was a possibility, when we only had a few missions left, that I was to be assigned another crew as "lead" bombardier. They got assistance from the flight surgeon in negotiating that.

You'll note, David, that the crew list of the 3 September mission, which was my last mission, shows me flying as navigator and Cross flying as togglier. Usually I was a bombardier but on this mission, when it was planned that all bombs would be dropped when the lead aircraft dropped, a bombardier wasn't needed and our gunner, Cross flew in the nose and "toggled" the bombs when the lead aircraft dropped. So I got one mission under my belt as navigator. The crew complement you see listed as of 3 September could very well have been pretty much the same on which dates of I have previously noted that your dad and I flew. I just don't have records and cannot recall

Thank you very much for the crew picture. The names from top L to R are Lt. Donald Rush (CP), Lt. W. William Taylor (B), Lt. John Naioti (N), and your Dad. Bottom L to R are T/Sgt C. L. Self (ENG), T/Sgt. S. J. Gresh (RO), S/Sgt. R. L. Morley (BTG), S/Sgt. J. D. Herman (TG) and I remember the face but can't recall the name of a the next gunner. Gresh died a couple years ago. Cross, listed on the 3 September crew, was killed in a private plane crashed shortly after the war. By the way, my rank was listed wrong on the 3 September mission as I was a first lieutenant by that time.

A friend, Dick Cowler, who was a tail gunner in the 390th B.G., and I made a trip to England in May of this year and looked up our base. If you have been to Nuthampstead you know there is not much left to be seen there. However my friend's base at Framingham had the control tower intact and other miscellaneous buildings and the local Memorial Association there had made a wonderful museum of the control tower. A young gentlemen of that English Memorial Association, named Merryn Wilson, is quite a devoted historian and sent me the papers I have enclosed. It is quite extraordinary that he sent this information on

remembering our talking together and my mentioning the date of my last mission, September 3, 1944. And low and behold there was your dad's name as pilot on my last mission. So you never know when you might come across additional data to fill in memory gaps. He advised me that the source of the information is 16 mm microphone rolls which may be purchased from Maxwell Air Force Base at \$20 per roll. Each film contains approximately 2000 intelligence documents and he listed the rolls pertaining to the 398th B.G. Group and dates of coverage. If you are interested the address is:

Department of the Air Force
Headquarters United States Air Force Historical Record Center
Maxwell Air Base, Alabama 36112-6678

If you weren't aware of those films, and I wasn't, he relates that they contain a wealth of information as you can see by the sample he sent me. They even have narratives from crew members. I couldn't get the full sheet of the aircraft and crew of the 3 September mission on copier I used, but you can see where they should be overlapped. David, I'm sorry that I haven't been able to tell you more but I do remember your dad as an excellent pilot, a true gentleman and an outstanding officer. I'm sorry we didn't get to know each other better but I do respect your maintaining a fond memory of your father and if at any time I can try to help fill in spaces, please call me. Please give my best wishes to your mother.

Very truly yours,

Bill Taylor

Interpretive Comments:

Ed Jordan flew as co-pilot with the original W.L. Scott crew and E.W. Spitzer as pilot on 7 July and 8 July 1944. E.W. Spitzer may have also flown other missions with this crew. On 3 August 1944, Ed was assigned as pilot to this crew and flew most of his August missions with them.

The Clarence H. King Letter

December 2003

Dear Dave,

Looking thru the "Flak News" I saw your name and thought you might like to have these pictures of your parents.

They were taken in Rapid City, South Dakota.

Your Dad, Jerome Jans, Ed Jones and myself went to Salt Lake City from Lubbock Texas and from there to the 398th at Rapid City.

It seems they lost two crews so they took the co-pilots from the Squadron commanders to replace them. We four became the co-pilots for the squadron commanders.

This resulted in early promotions for each of us. The position called for 1st lieutenants. As soon as we had 90 days as 2nd Lt. we were promoted.

A little tale about your Dad after he became a Pilot. He came back from a mission on 3 engines. The next mission he came home on 2 engines. It seems the next one he only had one engine fully operational. The other pilots were kidding him, asking what he was going to do on the next mission. His answer, "Glide it Home".

The four of us survived the war.

Clarence King

Trenton, Mich

Interpretive Comments:

On 17 January 1944 there was a 603rd crash on a nighttime training flight. It then appears there was a desire to expand the 603rd and four openings were created by moving out the four co-pilots of four 603rd Squadron Commanders already at Rapid City. These four Squadron Commanders were Brodin, Lassegard, Hopkins, and Davidson. Jans, Jones, Jordan, and King then just newly commissioned officers out of Lubbock Air Cadet school and awaiting assignment in Salt Lake became their replacement co-pilots. The four new co-pilots were assigned as follows. Jerome Jans was assigned as co-pilot to the Unite Brodin crew, Ed Jones to the Leroy Lassegard crew, Ed Jordan to the Bob Hopkins crew, and Clarence H. King to the James G. Davidson crew.

Of the four original co-pilots from the four 603rd Squadron Commanders, two became pilots with new crews and two were assigned co-pilots on other crews. The original co-pilot on the Hopkins crew was Steve Cullinan who became the pilot of another/new crew. The other assignments are not known.

I believe what Clarence King meant by being early promotions was that the increased responsibility of being on a Lead Crew led to the early promotions, although the 398th Original Crew list only shows Jones and Jordan as 1st Lieutenants as their final rank. Ed Jordan's promotion to 1st Lieutenant was 12 August 1944. All became 2nd Lieutenants on 7 January 1944 in Lubbock when they graduated from Air Cadets.

Ed Jordan became a Pilot (promoted from Co-Pilot) 30 June 1944. He received his own crew, the original Scott Crew on 3 August 1944. It is thought that the story about the engines was probably for missions during August. Ed received the DFC for his 6 August 1944 mission when he continued on after losing one engine and loss of power in another.

2nd Clarence H. King Letter

Summer 2004

Dave,

In answer to your questions about the lost crews. This happened before we were sent to Rapid City.

The unknowns in the [Air Cadet] Graduation [Photo]

Back Row Pictures

#3 is me, C.H King [His full name is Clarence H. King.]

#5 is "Father Kime" Called this after the "Doctor" giving "Short Arm" inspection told him he should have been a preacher. The nickname stuck during training. [His full name was Carlton W. Kime.]

Front Row

#2 is Kingdom. He has a large scar on his cheek from an automobile accident. [His full name was Edwin G. Kingdom.]

#9 Maynard Kent woke up every morning in cadets sitting up in bed and saying in a loud voice "It's not worth it, It's just not worth it!"

#15 may be Kiedel. He was a big tall fellow. I cannot be sure. [His full name was Arthur Kiedel, Jr.]

The kidding on the engines out story took place in August.

The 90 days in the 2nd Lt. grade before promotion was a requirement not when we got promoted.

Another short story.

When we left Rapid City for England we first flew to either Grand Island or Lincoln Nebraska. I am not sure which as our plane went to both. On landing at the airport there was some trouble getting the tower on Hopkins' radio with this distraction they made a "Hot Landing" and locked up the brakes and flat spotted the tires. The tires on the plane had to be changed so they laid over an extra day.

When we went to takeoff, the pre-flight inspection showed a damaged upper surface on one wing. It looked as if it had been hit all over with a ball peen hammer. Or a knot in a tie down rope whipping in the wind could have done it.

We had to fly to another airport for the change that's where I get confused with the two airports. It took about a week to fix.

When we started our missions, the number was 25. When we started bombing France it was changed to 30 (shorter missions). After the invasion it was changed to 35 (safer missions??). That's where the description comes from. I also flew 33 missions.

C. King

Insert

You mentioned Steve Llewelyn at Lubbock. A Llewelyn and a Lippart flew some missions together. Things happened so they were split and put with other pilots. Ask Llewelyn for details.

Interpretive Comments:

I have added the names Clarence King identified to the 7 January 1944 Class 44-A photo.

The data I have for the Hopkins' Crew shows they left Rapid City on 13 April 1944 and arrived in Grand Island, Nebraska the same day. I thought they along with the 398th stayed about a week at a staging area for the upcoming long flight to England. My interpretation of Clarence King's

paragraph is that the Group/603rd Squadron flew into Grand Island, Nebraska and that is where the Hopkins plane flat tired and where the Davidson's aircraft's wing got pitted. Davidson and crew must then have flown to Lincoln for repairs.

There are varying interpretations of the number of missions. Another is that Lead Crews only need to fly 25.

Steve Llewelyn was in Air Cadets with the other four in Lubbock. He was with Ed Jordan in Salt Lake City while awaiting assignment. He was assigned to the 381st Bomb Group.

Excerpts from 1944 Letters Home

Ed Jordan left Chicago for the Army Air Cadets in San Antonio in March 1943. He then started a series of letters to his fiancé and future wife, Jeanne which fortunately have been preserved. There are 9 letters/ telegrams from June 1943 until December 1943 while Ed was in Air Cadets. It would seem there should be more; and perhaps some are missing. These are followed by seven letters at various stopovers on his flight to England in April 1944. These are followed by 80 letters (79 numbered) from his time in England from April to September 1944. Jeanne, of course, wrote many letters also during this timeframe. However, it is unknown if they have been saved.

For my 55th birthday, mom made copies for me of ten of them given my interest in Ed's war history. At the time, I was trying to build a chronology and story of what happened to dad during those times and there were a number of questions that mom and I were trying to sort out. These included when he got his own crew, whether it coincided with being a 1st Lieutenant, why he got the various medals, including the oak leaf cluster for his Distinguished Flying Cross. The letters contain many personal items between them and which have been excluded from the notes below. A number of years later, mom gave me all the originals letters which I have scanned for posterity and future transcriptions.

The following excerpts were taken from the original ten letters mom (Jeanne) initially provided me. These were written to her by then Lt. Ed Jordan from Station 131, Nuthampstead, England. The excerpts focus on missions, promotions, and colleagues in Ed's B-17 398th Bomb Group. Salutations, closings and personal writing to Jeanne have been excluded. Lt. Jordan was one of the Station 131 censors and was thus able to censor his own letters. On the front of each envelope, he would write: "Censored by Lt. Edward C. Jordan."

Some spelling and punctuation changes have been made to the original letters to provide the correct spelling of participants names and to make them easier to read. Brackets with dots [...] indicated words or letters that I couldn't decipher.

Letter 43: August 2, 1944 Wednesday 9:45 p.m.

Well I have some good news for you tonight. Well I finally got a crew of my own. They are really a swell bunch of boys and I think we will get along o.k. It is Lt. Scott's crew and I guess if you look in the Squadron book you will find [them]. I will have a picture of [.....] of us and send it [.....]. [Juys just told me about it yesterday when I got back from you know where.

You asked about Major Gray and Brodin, well they are both dead. We still don't know about Jerry though.

Interpretation

The mission Ed referred to from the day before would have been the August 1 mission to Mellun/ Villaroche, France. Thus the date he was assigned his own crew would have been August 1, 1944. The date he

would have first flown with the new crew would have been the August 3rd mission to Saarbrucken, Germany. We all treasure a permanent team to bond with and do things with and thus one can sense his excitement about having a regular crew to work with and hang around with. Ed had previously been with the Hopkins crew as co-pilot in May and June, then flew with a variety of crews during July and was hoping to pick up a crew of his own after his promotion to pilot on 1 July 1944.

During the May 24th mission to Berlin both Major Judson L. Gray, 603rd Squadron Commander and Major Unite L. Brodin of the 603rd Crew 61 were killed in action. Ed Jordan was not on that mission. Jerry is Jerome (Jerry) Jans who survived that mission.

Letter 46: August 7, 1944 Monday 8:45 p.m.

That was a nice article in the Southtown honey. Dave Hall, our Public Relations Officer, sent it in. He wanted the name of a small paper cause the Trib and Times wouldn't print it. They get too many of those things. It really isn't much honey cause all the flying personnel get them but it really does thrill the home town folks. I'm due for another cluster now. I wish they hadn't put co-pilot in there though cause I'm a First Pilot now.

Interpretation

I have a few articles from Chicago newspapers but they are for Ed's Distinguished Flying Cross that was awarded for the August 6th mission.

Ed was promoted from Co-Pilot to Pilot 1 July 1944. He became a 1st Lieutenant on August 17th, 1944.

Ed received another Oak Leaf Cluster for his Air Medal on 5 August 1944.

Letter 47: August 8, 1944 Tuesday 8:40 p.m.

Honey I want you to remember this date and someday I will tell you all about it. I [...] a souvenir from the Jerries. It isn't much but I'll never forget it.

I didn't fly my own crew today but went out with a new crew to check them out.

Interpretation

8 August 1944 was the 398th mission to Couvincourt, France. I believe the souvenir is a small piece of flak about four inches long and about 1/2 inch in diameter. The exploding flak fragment penetrated Ed's aircraft and as I recall either came in under his boot or had bounced around and hit him in the boot. It's quite heavy given the size and could really have hurt given the velocity.

The crew Lt. Jordan flew with was the Newman Crew. It was their first mission and Ed bumped their co-pilot to inaugurate them to combat and mission procedures on their first mission.

See Chapter XIV. The First Combat Bombing Mission - Bretteville Le Rabet, France, August 8, 1944 by Bill Frankhouser - contains information about Lt. Jordan as pilot with Lt. Frankhouser on 8 August 1944.

Letter 53: August 16, 1944 Wednesday 9:00 p.m.

Got five letters from you today and you made me happy after a very hard day. ...but I guess you just can't realize what goes on here. This isn't a picnic Jeanne, it's rough and I do mean it. I sure don't enjoy going on these missions and the things that happen don't help the nerves much. Also I have to tell you some sad news. It just almost broke my heart that day and I doubt if I will ever forget it. We lost one of our very best friends honey – I suppose you already guessed. Yes, it was Hoppy. I have good hope for him and also Brigs and the boys.

Bud Jellen finished today and will be going home soon. Whitey has a few more to go and so does your husband.

Interpretation

After the August 16 mission to Delitzch, Germany, they took a crew picture of Ed and his new crew. In this picture Ed is on the right side standing in the back in his Mae West and has somewhat of an impatient scowl on his face. Lt. John Naioti (N), a very large guy, is standing next to him. Mom told me that Ed said it was a very rough and long mission and that the sun was in his eyes the whole way back.

Bob Hopkins was shot down on August 8th. He did bail out and was in a Prisoner of War Camp. Mom and I spent time with him at the 398th Reunion in San Diego in 1991.

Whitey is David B. Moore, bombardier on the Hopkin's original crew and Jellen is Anthony (Bud) Jellen on the Hopkins' original crew.

Letter 54: August 17, 1944 Thursday 9:00 p.m.

Well darling today I can tell you some good news that you have been after me about for a long time – yep I made it – it's 1st Lt. Jordan now.

Interpretation

The records show that Ed became a 1st Lieutenant on August 17th, 1944.

Letter 55: August 18, 1944 Friday 9:00 p.m.

I received that clipping out of the Southtown in today's letter and I want you to know that I know that fellow. I went to school with him and we graduated the same time. If you look in my class book you will see him.

That's the deal the way it reads in the article. They raised the number soon after I got here but I have to do two less than he had cause I was pro-rated a couple for how many I had in when the new law went in. I

didn't fly as much as he did at first cause I was with Hoppy and on a lead crew is only flown occasionally. So you see how things are.

Interpretation

This excerpt explains one discrepancy in Ed's mission list. He showed 28 named missions but 30 missions was the new norm. On the back of his mission list is the following note: "As of June 20, 1944, additional number of sorties credited is TWO."

Thus this letter clarifies that he was credited with 30 missions. He flew 28 and was credited with two more on a pro-rated basis. Originally as part of a lead crew, he had to fly 25 missions and they upped the number in mid-June for everyone going forward. Since Ed had flown ten missions by June 20 from the beginning of May he was pro-rated two.

Letter 56: August 19, 1944 Friday 9:10 p.m.

Enclosed is a picture of my crew. I know I look kinda droopy but it was a long one and I sure was tired. I can't give you the names now but will later.

Herb doesn't know what a good deal he has being able to come home every nite. I wish I could do it.

Interpretation

The picture most likely is the August 16, 1944 photograph of Ed and his new crew by his B-17. Ed's the one in the Mae West.

Herb was Ed's brother. He flew B-24s or B-25s, but he never had to go overseas.

Letter 61: August 25, 1944 Friday 8:40 p.m.

Got to apologize for not writing last night but you see honey it just couldn't be helped and I know you will understand. I was a very busy man yesterday and also today but I just couldn't go two days in a row without writing.

I'm so glad you got to go to the lake for your vacation. You know I haven't been swimming since I was in Fort Stockton and that's been over a year ago.

Interpretation

Ed flew to Kolleda, Germany on August 24th and Neubrandenberg, Germany on August 25th. These were long flights and they were back-to-back days, which was unusual. No wonder he skipped writing on the 24th.

Letter 62: August 26, 1944 Saturday 9:45 p.m.

Well had a long busy day again and I was so glad I went to communion this morning. I think it sure helped me a whole lot.

I know you enjoy yourself with Jane and Mary and the rest of the people at Air Associates.

Well I hope it won't be too long now – my navigator John Naioti finished today. He sure was a happy boy when we finally landed. I guess I will be too on that last one.

Interpretation

Ed flew to Gelsenkirchen, Germany on August 26th. It was the third consecutive mission day for Ed and all to Germany. John Naioti was the navigator from Scott's original crew that Ed picked up on August 1st.

Mom worked at Air Associates in Chicago.

Letter 75: September 11, 1944 Monday 10:15 p.m.

That isn't a big bear in that picture – that's John Naioti, he was my navigator and a swell boy. They don't come any better than John honey and he is happily married. He used to play football with a Professional team. Don Rush just rode with me that day – he wasn't[next line cut off on xerox]

Johnny Hobbs rode with me most of the time and he is really swell. He and I made a perfect team.

Well we're all through darling so you don't have to worry much anymore. I'm sweating out my orders now. See honey how our prayers please don't stop now honey cause we still need them – okay.

Dave Hall is going to take my picture and send it to the Southtown so it may be there by the time I get home.

Interpretation

Lt. Dave Hall was the 398th Publicity Officer and also in the Photographic Unit and also the Intelligence Unit.

Lt. John Hobbs was Ed's colleague and co-pilot on several missions.

Ed's last mission was on September 3rd to Ludwigshafen, Germany, the day after his 22nd birthday. It's surprising that he waited until the 11th to say that he was all done, but perhaps there were some issues on the official mission count that needed to be worked out.

Various Excerpts from other Letters:

One early letter mentions that Bob Hopkins went out to help Ed shoot landings. Bob felt Ed was a good pilot and worked to help him gain experience so he could have his own crew later on.

Ed mentioned that he took a trip to Piccadilly Circus in London and that he went to visit the Castle in Edinburgh Scotland. This was in the middle of July when Ed had several weeks off for relaxation.

Ed wrote to Jeanne to send fudge. He was always hungry. Jeanne would send brownies but no fudge. She said it wouldn't keep, but the real reason

probably was the sugar rationing. Ed wrote her that someone else got fudge and it kept.

Ed smoked a pipe during the war. He liked a special blend of tobacco called Regimental Mixture which mom sent because he couldn't get it there.

One letter mentioned that Rich St. Denis was over there. I asked mom how Rich and Erma St. Denis fit into their group of friends. Mom said that Herb Jordan and Rich St. Denis became friends as teenagers at a place they worked together in Chicago, possibly while they were in high school. They did not go to the same high school but met through work. Originally Herb met his future wife Dorothy at a dance at St. Sabina's. After Herb and Dorothy started going together they would try to fix up each other's friends. There were many group dates where they would all go out together. Eventually they got mom and dad together. Rich St. Denis dated a number of Dorothy's friends. But during the war Erma was engaged to someone else. After the war, Herb and Dorothy got Rich and Erma together.

Steve Lewellyn mentioned in the letters went through cadets and graduated with Ed in Lubbock, Texas. They were both initially sent to Salt Lake City for future assignment; both bringing their new wives and sharing a duplex to save expenses. Lois was from the south side of Chicago and that along with the fact that Steve and Lois were married one day after the Jordans helped cement the friendship. Steve and Lois were married at the University of Chicago where they both had attended.

In February 1944, Ed was assigned to the 398th in Rapid City. Steve was assigned to the 381st and mom thinks he went to New Mexico for B-17 training. Ed did meet up with him in Grand Island, Nebraska where the groups went as part of staging to England. Jeanne didn't go to Grand Island but Lois Lewellyn did. Ed had decided it was best if mom went home to Chicago after the group left Rapid City, but mom was disappointed when she heard Lois was going to Grand Island for a week. While on a combat mission from England, Steve was shot down and was interred in a German POW camp. After the war, Steve had a photography business. The couples remained in touch for many years through Christmas card notes.

Questions for Mom:

- What plane did Herb Jordan fly. B-24 or B-25
- Cottage referred to
- Mom's Lake Vacation
- Who is Janice?
- Who is Jackie?

Rest and Relaxation (R&R)

Ed, like many of the men took day trips from Nuthampstead to London to see the sights. Usually though, around the middle of their tour, the men were given a week's pass. On July 23rd, 1944, Captain Robert Hopkins and 2nd Lt. Ed Jordan were granted a 7-day Leave of Absence beginning July 23, 1944 and ending July 29th. It was during this period that Ed went to Edinburgh, most likely with Bob Hopkins and others from the 398th.

In his letters home, he mentioned that he visited Piccadilly Circus in London and the castle in Edinburgh, Scotland. In his memorabilia were postcards sets of Westminster Abbey and Edinburgh, Scotland. He also brought home a Programme from a play for 21 July 1944 at the Royal Theatre in Edinburgh. The play was "In the Cool of the Evening" though this was a couple of days before his leave began. He did fly 2:30 hours that day, so perhaps he and Bob had to fly to Scotland for something and got an early start.

Lt. Edward Jordan's Short Snorter

The *Short Snorter* tradition began in the 1920s as aviators meeting up or traveling together would sign a currency. Tradition has it that "if you signed a short snorter and that person could not produce it upon request, they owed you a dollar or a drink (a "short snort")." Typically these bills were produced from everyday wallets and are not typically in pristine condition.

The tradition continued at Nuthampstead during the 398th's time there in 1944 and 1945.

Below are scans of pilot Lt. Ed Jordan's *Short Snorter* and the 398th men who signed it, perhaps while having a drink at the Officer's Club or the Woodman Inn.

These scans were obtained from the Edward C. Jordan's 398th Photo CD.

Lt. Ed Jordan's Short Shorter



Lt. Ed Jordan's Short Snorter

	Short Shorter		Ed Jordan kept a one dollar silver certificate during the war which he called a "Short Snorter." Crew members and friends signed the bill and the names and how they fit in to the 398 th are indicated below.
	Left side of Bill		
1	Bud Jellen	Bud	Anthony J. Jellen - 603rd - Original Navigator on Hopkins' Crew 65
2	D. B. Moore	David	David B. Moore - 603rd - Original Bombardier on Hopkins' Crew 65
3	Robert Hopkins	Bob	Robert (Bob) L. Hopkins - 603rd - Pilot Crew 65
4	R. C. Gibeau	Ray	Raymond C. Gibeau - 603rd - Original Engineer on Hopkins' Crew 65
5	Carl Krecklow		Carl W. Krecklow - 603rd - Original Navigator on Kirkland C. Krueger's Crew 69
6	Victor E. Stoll		Victor E. Stoll - 603rd - Pilot Crew 63
7	Steve Cullinan		Steve Cullinan - 603rd - Pilot Crew 67
8	Steve Gresh		Gresh - Steve J. Gresh - 603rd - Original Radio Operator on Scott's Crew 66, later flew with Ed Jordan's crew. Signature is very hard to read and may not be Gresh.
	Right side of Bill		
1	Bill Engel		Bill Engel - 603rd - Pilot Crew 59
2	Bill Taylor		Bill Taylor - William P. Taylor - 603rd - Original Bombardier on Scott's Crew 66, later flew with Ed Jordan's crew.
3	John Baker		John Baker - John M. Baker- 600th- Pilot Crew 8
4	John Hobbs		John Hobbs - 603rd - Original Co-Pilot on Cullinan's Crew 67. Flew as co-pilot with Ed Jordan during August and September.
5	D.R.J Gerber		D.R.J Gerber - Unknown at this time who this is. However, it might be actually be two different men: D.R.J. and another fellow named Gerber as the ink seems slightly different on the Gerber script. The 2009 398th Flak News Taps list does show a Tom Gerber.
6	J.G. More 60403 41		J.G. More 60403 41 - Unknown at this time who this is.
	Back of Bill		
1	J. F. Naioti	John	John F. Naioti - 603rd - Original Navigator on Scott's Crew 66, later flew with Ed Jordan's crew. Generally Ed Jordan's navigator during August 1944.

Interview with Lt. Edward Jordan

398th Bomb Group Pilot

603rd Squadron, Eighth Air Force

Interviewer: Jordan Family

Interview conducted at
Charles J. Jordan's Home
Santa Fe Springs, CA., October 19, 1944

A Note from his son, Dave Jordan

On October 19, 1944, 1st Lt. Edward C. Jordan was on furlough after completing 28 B-17 missions with the 398th Bomb Group during WWII. He had begun flight training in Texas as an air cadet in March 1943 and received his wings at Lubbock, Texas on January 7, 1944. In February 1944, he was assigned to the 398th as a new co-pilot with the Lt. Bob Hopkins' Crew. And in April 1944, that crew and the entire 398th flew to their overseas base in Nuthampstead, England from Rapid City. During the summer of 1944 Ed became a 1st pilot and received his own crew.

After Ed's return to the States in late September 1944 he first went to Chicago to see his wife and her family for a few weeks. They then traveled by train to California for requested R&R in Santa Monica. However, before reporting to Santa Monica, Ed and Jeanne visited his mom and dad in North Hollywood and celebrated their previous wedding with many Jordan relatives who were unable to attend. One relative, his Uncle Chuck Jordan had his own phonograph record-making machine, one of the few ways to make home recordings in the days before tape recorders. On October 19, 1944, the family interviewed Ed about some of his war experiences.

Although the recording is a bit scratchy and hard to hear in parts, as follows is a transcription of the phonograph record made that day. Included are extended periods for passages that could not be understood and occasional questions marks "?" after some guessed words. I have also provided some commentary or interpretation in brackets [...]. It should be recognize that like most of us, when we talk the result is not always grammatically correct, in complete sentences or as organized as if we sat down to write it out.

This recording is one of the earliest 398th audio records and it has been included in our 398th Timeless Voices Project to provide as complete an oral history as possible of our 398th veterans.

Dave Jordan
May 2007, updated July 2009

Transcription of Lt. Edward C. Jordan's Phonograph Record Recording

Time: 0:0

(Return from England and off to R&R)

This is Lt. Eddie Jordan. The date is October the 19th, 1944. This is my aunt with my lovely little wife Jeanne. Just got back from England.

On a 27-day furlough. Finished 28 missions over there. Left on September 21st. Back in the States since the 24th. Flew back by plane, the C-54. Saw quite a bit over there. Oh yes, I got a Distinguished Flying Cross. In fact I have two of them.

Spent 2 1/2 weeks in Chicago. Went around and saw all the sites. Then we had to change and came out to California. Spent another week with my mom and dad in North Hollywood. And we were taken all over out in California, the "Land of Golden Opportunity" they say. Still looking for the gold. On this map, that Chuck's house right now. What's the name of this place. Santa Fe Springs. Lots of oil wells around. He doesn't own any though. Well tomorrow we're going to Santa Monica, a little rest for about two or three weeks. ... the same. ... looking yourself at the B-17? ... You hope.

Time: 2:21

(Ed begins talking more about being overseas)

Well it's pretty rough over there. Well around the first mission, but after that, wish I hadn't been over there. repeat?? They try to hit you too.

Time: 2:32

(audio becoming easier to understand)

Roughest mission I had over there was on August the 8th. [There are numerous articles and entries about this famous mission on the 398th web site]

I had thirty holes in my plane. Got hit myself at 6 o'clock. [Ed was hit in the bottom of his boot that day with a piece of fast moving flak that penetrated the aluminum skin of his aircraft.]

And the crew I went over with got shot down that day. [This was the Bob Hopkins' Crew.]

Well we got down to southern France one day. I saw Spain, the Pyrenees, been over Berlin twice, past Sweden, over Denmark, all the way to Poland, Czechoslovakia, flew over Paris, saw the Eiffel Tower.

Well I got 5th stockings? or sightings?, for a total [I had trouble understanding what this was about, and there were several words I couldn't understand.]

Went up to Scotland for a 7-day leave in July. Very nice up there. Saw two little feautres? [Also I believe he said something about arches.]

So you can thank the Americans again. [Seems like something must be missing before he said this.]

Visited London. Saw the Piccadilly Circus. Saw Westminster Abbey, the Red Lion Inn where Charles Dickens wrote Tale of Two Cities. Saw Big Ben.

Time: 3:44

(other side of the record, sound is much clearer)

Here we are on the other side now [They flipped the phonograph record over to record on the flip side.]

Probably his wife Jeanne: Eddie, what was your most challenging experience while you were fighting? Lt. Edward Jordan: Now, I'll tell you now.

Lt. Edward Jordan: Now, I'll tell you now.

Well one day [thought to be 26 August 1944 on a mission to Gelsenkirchen - see below] we were over Northern Germany. Up pretty high there and two engines quit on me. Had to turn around and come back. Dropped our bombs out there. And tried to hold our altitude. Wasn't much good. Lost about 10,000 feet right away. Got on the radio and called up a couple of fighter pilots. Got P-51s over there. They circled high around us. Looked us over good. Finally they came on and said: "Big Friend, this is you Little Friend calling you. You in much trouble down there."

Lt. Edward Jordan: "Yeah, I am". Told them to [come] along with us, watch us, see if we had to ditch in the North Sea. So they stayed around with us until about 20 minutes from the coast. And they dropped the tanks and left us. Well, we were in pretty bad shape. Losing altitude all the time. Down to 7000 feet and we came over our home field [Nuthampstead].

It was covered with fog. Didn't have any instruments. We let down through the fog [pretty risky without instruments] and we moved? to circle right out and came right in on the runway. Let our wheels down while? in the final approach and land?

Wife: Are you glad to be home?

Ed: Sure enough you know it.

Mother: I have to tell you ??? My little boy, my Hero

Wife: Aren't we all though.

Mother: Glad to be home?

Ed: You can say that again.

Time: 05:29

End of recording related to the War.

Two Engine Loss Story

I'm not sure on what day or mission, Ed's lost two engines story occurred. However, there are several clues that may help in a more in-depth analysis. First, he states it was a mission to Northern Germany. Second, Ed was the pilot, so probably it was after August 1, 1944. Because of the ambiguous wording on whether he dropped the bombs at the target it is not clear if it would be an official mission for him, but for working purposes I will assume it is on his mission list. He probably landed late, so it might be useful to check the 398th Flight Log landing times for Ed's missions to Northern Germany in August and September. In addition, his situation might have been referred to in a 603rd Mission Day Overview Report.

I also recall that Charles King, a fellow 398th pilot who wrote in one of his letters to me that Ed brought home a plane with one engine out, then next time two engines out, then three engines out and kidded him about what he would do with 4 engines out. Ed's answer was he'd glide in. 1st Lt. Edward C. Jordan's August 6th mission appears to be the one with one engine out. So if the sequence is correct, the story probably occurred after August 6, 1944.

The Gelsenkirchen Mission: In 2009, in going through 398th records, I found that Lt. Ed Jordan lost two engines before the target on the 26 August 26 1944 398th mission to Gelsenkirchen, Germany. Gelsenkirchen is in Northern Germany and is about 80 miles southeast of Amsterdam and 80 miles south west of Bremen. The 398th records show that Lt. Jordan dropped his bombs at 51° 30' N and 08° 00' E. This is on the north coast of Germany near Wilhelmshafen and Jadebusen (Jade Bay) near the North Sea.

The 398th formation that day came in north of the target and turned around to the south. Lt Jordan's bomb location on a Target of Opportunity is north of the flight track so it appears he turned north after he lost the two engines. The records do not indicate but it is possible that with two engines out, Ed could not keep up with the formation and turned north to the North Sea to be away from enemy fighters and flak and not over occupied land.

Records do show that he landed first at Nuthampstead, 15 minutes before the first aircraft in his 603rd Squadron and 3 minutes before any aircraft in the 398th Lead Group. It is likely he let off flares and came in first with emergency equipment waiting on the ground. Once he was out of the way, the other 398th aircraft then began landing at about one minute intervals. Some weather information does indicate there were low cirrus clouds but details on fog and ceiling were not found.

It is likely that this August 26th mission to Gelsenkirchen is the one he referred to in the interview above given that he had two engines out, it was over northern Germany and he did return over the North Sea.

Dave Jordan
May 2007, updated July 2009

Notes

The audio is from an original phonograph record made on October 19, 1944 shortly after Ed's return to the USA. The first 3m 45s are scratchy and may be difficult to understand. After that the recording is clearer.

1. Lt. Edward Jordan was initially a Co-pilot with Robert Hopkins' 603rd Crew and later Pilot of his own 603rd Squadron crew.
2. The above transcription was provided by Dave Jordan, son of Edward Jordan, 603rd Squadron in May 2007.
3. The transcription was obtained from an audio file.
4. Punctuation, grammar and minor word changes may have been made to improve readability.
5. Additional information may be shown in brackets [].

Promotions, Awards and Decorations

Promotions

Ed Jordan graduated from Army Air Cadets on January 7, 1944 as a 2nd Lieutenant. Later he received the following ratings and promotions.

- January 23, 1944: Qualified as a 1022 TE Bomber Pilot
- June 23, 1944: Recommended as a 1024 4-Engine Bomber Pilot, effective July 1, 1944
- August 1, 1944: Assigned the Lt. Scott Crew
- August 12, 1944: Promoted to 1st Lieutenant
- August 17, 1944: Qualified as a 1091 Bomber Pilot B-17

It is hoped to understand a little more about what the designations 1022, 1024, and 1091 mean and whether I am interpreting this data correctly.

Awards and Decorations

Ed Jordan received eight awards and decorations for his time in the 398th. These were:

1. The Eastern Theater Operations Ribbon and Bronze Battle Star - May 6, 1944
2. The Air Medal - May 27, 1944
3. The Oak Leaf Cluster for Air Medal - June 30, 1944
4. The Bronze Battle Star - July 19, 1944
5. The Oak Leaf Cluster for Air Medal - August 5, 1944
6. The Oak Leaf Cluster for Air Medal - August 22, 1944
7. The Distinguished Flying Cross - September 4, 1944
8. The Oak Leaf Cluster for Distinguished Flying Cross - September 9, 1944

At the 1991 San Diego 398th Reunion, Bob Hopkins explained that the *Eastern Theater Operations Ribbon* was awarded to everyone in a certain battle. He mentioned that the *Air Medal* was given after six missions, and that the *Oak Leaf Cluster for the Air Medal* was given every six missions after that. The dates the medal and clusters were given are delayed so it is hard to match with the mission list. Ed flew 28 missions and he received the *Air Medal* and three *Oak Leaf Clusters for the Air Medal*, which would be correct for 28 missions. The *Oak Leaf Cluster for the Distinguished Flying Cross* is given instead of a second DFC.

The Officer's Manual states that the *Distinguished Flying Cross* is awarded to an individual who distinguishes himself by heroism or extraordinary achievement while participating in aerial flight. The DFC is a four-blade propeller on a bronze cross pattée. On the reverse side are engraved the grade, name and organization of the recipient with the date of the award. The ribbon's stripes are blue, white, blue, white, red, white, blue, white and blue. Ed was awarded the *Distinguished Flying Cross* on

September 4, 1944 for his 398th August 6th Mission to Brandenburg in which he continued on after having lost engine power and maintained his lead in formation. Ed received the *Oak Leaf cluster for the Distinguished Flying Cross* on September 9th while serving as Pilot of a B-17 airplane on a number of combat bombardment missions over Germany and German occupied countries from 6 May 1944 to 3 September 1944.

The Officer's Manual states that the *Air Medal* is awarded to a person who distinguishes himself by meritorious achievement while participating in aerial flight. This decoration is awarded in those cases where the act of meritorious service does not warrant the award of the *Distinguished Flying Cross*. The *Air Medal* is a pendent from a ribbon striped with the Air Corps colors of blue and gold. The pendent is a fleur-de-lis that surmounts a compass rose. In relief on the rose is a swooping American eagle with lightning bolts clutched in his talons. As mentioned above, Ed was awarded the *Air Medal* on May 27th, 1944 and subsequently three associated *Oak Leaf Clusters*.

On Ed's and other men's Awards list, the term *Bronze Star* was sometimes used instead of *Bronze Battle Star*. This has led to some confusion in interpretation. After much research it has been determined that he received the *Bronze Battle Star*, given for participation in certain battles. Ed's initial *Bronze Battle Star* was for participation in the *Eastern Theater of Operations*, and the 2nd *Bronze Battle Star* for participation in the air battle in France after D-Day.

Awards of the Distinguished Flying Cross

4 September 1944

Headquarters 1st Bombardment Division
Office of the Commanding General

APO 557

4 September 1944

GENERAL ORDERS
No. 304

Awards of Distinguished Flying Cross Section I

Awards of an Oak Leaf Cluster to Distinguished Flying Cross
Section II

I. Under the provisions of the Army Regulations 600-45, 22 September 1943, as amended and pursuant to authority contained in letter, HQ Eighth Air Force, File 200.6, 4 August 1944, subject, "Awards and Decorations", the DISTINGUISHED FLYING CROSS is awarded to the following named Officers and Enlisted man.

EDWARD C. JORDAN, 0-706190, Second Lieutenant, Air Corps, United States Army. For extraordinary achievement while serving as Pilot of the leading airplane of a bombardment squadron of B-17 aircraft while on a bombing mission over Germany, 6 August 1944. On this date an engine of the airplane which Lieutenant Jordan was piloting almost completely lost its power due to mechanical failure. All attempts to regain maximum efficiency of the engine failed. Demonstrating great determination, Lieutenant Jordan maintained his lead position in the formation and continued on the flight to the important objective. Upon reaching the Initial Point, the bombing run was initiated and bombs were released with a high degree of success. The return journey was accomplished and Lieutenant Jordan expertly landed his plane in England without further damage or injury to the crew. The courage, coolness and devotion to duty displayed by this officer reflect the highest credit upon himself and the Armed Forces of the United States. Entered military service from Illinois.

By command of Major General WILLIAMS

BARTLETT BEAMAN
Brigadier General, U. S. Army,
Chief of Staff

OFFICIAL:
ROBERTS P. JOHNSON, JR.,
Lieut. Colonel, A.G.D.,
Adjutant General

Awards of the Distinguished Flying Cross

9 September 1944

Headquarters 1st Bombardment Division
Office of the Commanding General

GO 557

9 September 1944

GENERAL ORDERS
No. 317

II. Under the provisions of the Army Regulations 600-45, 22 September 1943, as amended and pursuant to authority contained in letter, HQ Eighth Air Force, File 200.6, 4 August 1944, subject, "Awards and Decorations", an OAK LEAF CLUSTER is awarded to the following named Officer, for wear with the DISTINGUISHED FLYING CROSS previously awarded.

EDWARD C. JORDAN, 0-7061990, 1st Lieutenant, 603rd Bombardment Squadron, 398th Bombardment Group (H), Army Air Forces, United States Army. For extraordinary achievement while serving as Pilot of a B-17 airplane on a number of combat bombardment missions over Germany and German occupied countries from 6 May 1944 to 3 September 1944. Home address: North Hollywood, California.

By command of Major General WILLIAMS

BARTLETT BEAMAN
Brigadier General, U. S. Army,
Chief of Staff

OFFICIAL:
ROBERTS P. JOHNSON, JR.,
Lieut. Colonel, A.G.D.,
Adjutant General

Return to the States

Ed finished his last combat mission on September 3rd, 1944. He then awaited orders to return. During this time he and his buddies would go to the movies and play games, such as shuffleboard. Previously, he had written Jeanne to go ahead and buy the fur coat that he wanted her to have.

While his missions were over, he still flew a few times at Nuthampstead. On September 5th for 4 hours and on the 10th for 45 minutes. Perhaps he was checking out new pilots or perhaps they just let him go up a few last times in Nuthampstead.

On September 15th Colonel Hunter wrote that 1st Lt. Edward Jordan had completed 30 missions (it was really only 28, but it was pro-rated from 30 so perhaps they wrote 30) and Colonel Hunter recommended him as a flight instructor. Records show Ed left England by air on the 19th and arrived on the 23rd at Washington National Airport. Though these dates don't precisely match the departure dates of September 21 on a C-54 with an arrival of September 24 stated on his audio recording. Perhaps he meant arrival in Washington on the 23rd and arrival in Chicago on the 24th by train. Overall, he was overseas just under 5 months.

He then traveled to Chicago via the train. Grandpa and Grandma Filipek drove mom to the train station, and even though it was only late September, Jeanne wore her fur coat. She says she will never forget the moment she saw Ed with his pipe getting off the train. She hugged him for so long.

After Ed's return to the States, he was given R&R leave and was then to report to Santa Monica, California on October 20th. He and mom traveled to California by train in early October 1944. They had a delayed wedding party at his parent's home in North Hollywood with dad's California relatives. The house had a badminton court in the backyard. One of the days they went to Knott's Berry Farm in California with dad's relatives.

Dad's Uncle Chuck had a phonograph recorder (they didn't have tape recorders then) and recorded a phonograph record where Ed talks about the war. In one part, Ed talks about how the P-51s protected him and the other B-17s. He referred to the P-51's as the "Little Friends" and the B-17 as the "Big Friends." He also mentions that it was "pretty rough" over there. After reading some of the detailed diaries and mission reports I can understand. It's pretty clear that the people back in the States didn't realize how terrifying the missions were. Enemy fighters closing at high speed would be shooting right at you, flak was exploding all over, planes all around you were being blown out of the sky and the flak was poking holes all over your plane.

After visiting the relatives, they traveled to the Santa Monica AAF Redistribution Center where Ed was due October 20th. There they met up with Anthony Jellen and his wife. Anthony Jellen was the Navigator on Bob Hopkins' original Crew 65. We still have a picture of their stay. On the 26th, Ed was transferred to Lockbourne AAB in Columbus.

On November 2nd 1944, Ed reported to Lockbourne in Columbus, Ohio and began a 9-week B-17 Instructors Course that he finished in mid-January 1945.

On March 15th, 1945, Ed was transferred to the Boca Raton Army Air Base in Florida. From the end of March until early May he trained new B-17 pilots. On March 29th he flew five hours in a B-24, the only time he flew in that plane and on May 11th 1945, he flew 5 hours in a B-17, the last time he flew in that plane which did so much for his life and his career. On May 15th he was transferred to the Fort Sheridan Separation Center in Illinois where he was discharged from the Army Air Corp on May 31, 1945. He was awarded early discharge on points even though the war was still on in Japan. He had 71 total points. These were totaled as: (26 months of service x 1) + (5 months overseas x 1) + (8 decorations x 5).

Jeanne says they still hear from friends they made in Pompano Beach where they rented a lovely unit on the beach. The friends were Bob Hurley of Cleveland Ohio and Bob Davis of Rochester. Bob Hurley became an air traffic controller and Ed met him once on a flight there.

After return to Chicago in late May 1945, Ed went looking for a job with the airlines, as he wanted to continue to fly. He made a list of all the airlines in Chicago and picked United Air Lines first because they had the nicest looking building at Midway Airport at the time. United hired him immediately. He told us they almost jumped over the desk they were so happy to get new hires. He began June 1, 1945, the day after his honorable discharge and left for training the next week and mom followed a week later.

Epilogue

Ed's wife Jeanne sent the following letter to the 398th Bomb Group Memorial Association after Ed's death in February 1981.

May 8, 1982

Dear Mr. Hilliard,

I am writing to officially inform you of my husband's death so that you can make mention of it in a subsequent newsletter of the 398th Bomb Group.

1st Lt. Edward C. Jordan 0706190

603rd Squadron

398th Bomb Group

Died February 5th, 1981 of cancer (Lymphoma) after a short illness. Age 58.

I am sending the following short history to Group Historian Jack Wintersteen as it may be of interest to some as Ed never stopped flying and made it his career and only job.

Ed served as co-pilot and first pilot on the B-17 from April to September 1944. He was discharged in May of 1945 and on June 1st he traded his uniform and wings for those of a commercial pilot with United Air Lines.

He served eight years as a co-pilot and over 27 years as Captain. During those 35 years he was checked out and licensed to fly the DC-3, 4, 6, 7 and the DC-10. Also, the Convair 340, the Caravelle 210 (his favorite), the Boeing 707 and 720. The last four years of his life he flew the wide bodied 747 on a Honolulu run. In all, he logged nearly 24,000 hours of flight time.

Had he lived, he would have retired this coming September, age 60, becoming No. 1 on United's Seniority List – a goal he didn't achieve.

It is with regret that he will not be at the Memorial Reunion to represent his crew. I am sure that in spirit he will. He had always planned on going back to Nuthampstead and was always grateful to the Air Force for giving him the opportunity to fulfill his dream and goal of a flying career. Ed was a dedicated soldier, pilot, husband and father and a success at all.

Sincerely,

Jeanne C. Jordan

Appendices

Four appendices follow.

1. **ECJ Mission Chart - Targets and Aircraft** - table of all 28 Lt. E.C. Jordan combat missions from 9 May to 3 September 1944 showing targets and aircraft numbers and names
2. **ECJ Mission Chart - Full Crew Listing** - table of all 28 Lt. E.C. Jordan combat missions from 9 May to 3 September 1944. Lt. Jordan flew with a variety of pilots and later had his own crew. Compiled by Dave Jordan.
3. **ECJ AAF Qualification Record** - AAF Record that followed Ed Jordan from Air Cadet Training to Discharge. Contains personal information and dates of promotion and awards.
4. **ECJ WWII Form 5's** - Form 5's for E.C. Jordan'AAF Training, Missions, and Instruction.

ECJ Mission Chart - Targets and Aircraft

Date	ECJ	398	Target	B-17 Serial No.	Pilot	Co-Pilot
5/4/44		0	Practice: Spalding, England	42-102508 N7-J	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/8/44	Spare	3	Berlin	42-107188 K8-G <i>Ramp Rooster</i>	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/9/44	1	4	St Dizier, FR	42-107103 K8-A <i>Marie Notre Dame</i>	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/11/44	2	5	Sarreguemines, FR	42-107053 N7-M <i>Esquire</i>	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/19/44	3	8	Berlin	42-107223 N7-S	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/23/44	4	11	Saarbrucken	42-102508 N7-J	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/25/44	5	13	Nancy/Essey, FR	42-102570 N7-F	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
5/28/44	6	15	Ruhland	42-107138 N7-T <i>WITKA TANKA TON</i>	Hopkins, R.L., 1Lt; High Grp Lead	Simeral, R.K., Maj (CA) Jordan, E.C., 2Lt (FC)
6/03/44	7	22	Manihen, FR	42-102599 N8-U	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt
6/05/44	8	24	Trouville, FR	44-6083 N7-V <i>Betsy Ross</i>	Hopkins, R.L., 1Lt; Low Grp Lead	Simeral, R.K., Maj (CA) Jordan, E.C., 2Lt (FC)
6/12/44	9	30	Lille-Nord, FR	42-107186 N7-L	Hopkins, R.L., 1Lt; Low Group Lead	Wagner, Jr., M.C., Capt (CA) Jordan, E.C., 2Lt (FC)
6/15/44	10	32	Bordeaux, FR	42-102508 N7-J	Hopkins, R.L., Capt	Jordan, E.C., 2Lt
6/21/44	11	36	Berlin	42-97789 N7-H	Sleaman, H.J., 2Lt	Jordan, E.C., 2Lt
6/24/44	12	39	Crepy, FR	42-107053 N7-M <i>Esquire</i>	Sleaman, H.J., 2Lt	Jordan, E.C., 2Lt
6/25/44	13	40	Toulouse, FR	42-102553 N7-K <i>Lil 8 Ball</i>	Sleaman, H.J., 2Lt	Jordan, E.C., 2Lt
7/6/44	14	43	Cauchie D'Ecques, FR	42-107223 N7-A	Davidson, Jr., J.G., Capt; Low Grp Lead	Jordan, E.C., 2Lt
7/7/44	15	44	Leipzig	42-102562 N7-G <i>Knock Out</i>	Spitzer, F.W., 2Lt.	Jordan, E.C., 2Lt
7/8/44	16	45	Humieres-Fresnoy, FR	44-6083 N7-V <i>Betsy Ross</i>	Spitzer, F.W., 2Lt.	Jordan, E.C., 2Lt
8/1/44	17	59	Villaroche, FR	43-37874 30-W <i>Georgia Peach</i>	Magnan, M.W., 2Lt	Jordan, E.C., 2Lt
8/3/44	18	60	Saarbrucken	42-107053 N7-M <i>Esquire</i>	Jordan, E.C., 2Lt	Ullom, R.E., 2Lt
8/4/44	19	61	Peenemunde	42-102568 N7-N	Jordan, E.C., 2Lt	Kushera, Jr., F.J., 2Lt
8/6/44	20	63	Brandenburg	42-107053 N7-M <i>Esquire</i>	Jordan, E.C., 2Lt	Mellis, C.J., 2Lt
8/8/44	21	64	Couvincourt, FR	42-107053 N7-M <i>Esquire</i>	Newman, H.H., 1Lt	Jordan, E.C., 2Lt

Date	ECJ	398	Target	B-17 Serial No.	Pilot	Co-Pilot
8/11/44	22	66	Brest, FR	44-6083 N7-V <i>Betsy Ross</i>	Jordan, E.C., 2Lt	Hobbs, J.O., 2Lt
8/16/44	23	70	Delitzsch	43-37982 N7-K <i>Bebe</i>	Jordan, E.C., 1Lt	Rush, D.E., 2Lt
8/24/44	24	71	Kolleda	42-107053 N7-M <i>Esquire</i>	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt
8/25/44	25	72	Neubrandenberg	42-107053 N7-M <i>Esquire</i>	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt
8/26/44	26	73	Gelsenkirchen	42-107053 N7-M <i>Esquire</i>	Jordan, E.C., 1Lt	Winkler, R.A., 2Lt
8/30/44	27	75	Kiel	42-107078 N7-U <i>Ole Blood-'N'-Guts</i>	Jordan, E.C., 1Lt	Winkler, R.A., 1Lt
9/3/44	28	76	Ludwigshafen	43-38091 N7-L	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt

ECJ Mission Chart - Full Crew Listing

The table below is an image copy from my *ECJ Crew Mission List* file. The table shows dates, aircraft, and crew for all missions Lt. Edward C. Jordan flew. The orientation is landscape to widen the columns. If printing, this is the best orientation. If viewing in pdf, the table can be rotated and enlarged.

Lt. E.C. Jordan's 398th Bomb Group - 603rd Squadron Combat Missions

ECJ 398	Date	Target	B-17 Serial No.	Pilot	Co-Pilot	Bombardier	Navigator	Engineer/TTG	Radio OP/Gunner	BT Gunner	L. Waist Gunner	R. Waist Gunner	Tail Gunner
0	5/4/44	Practice: Spalding, England	42-102508 N7-J	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Armstrong, W.G., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Germiller, W.J., S/Sgt	Nutter, R.E., S/Sgt	Vicha, R.A., S/Sgt
Spare	5/8/44	Berlin	42-107188 KB-G Ramp Booster	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., S/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Vicha, R.A., S/Sgt	Nutter, R.E., S/Sgt	Cross, A.B., S/Sgt
1	5/9/44	St Dizier, FR	42-107103 KB-A Marie Made Dame	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., S/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt	Stizzo, S.P., Sgt	Vicha, R.A., S/Sgt
2	5/11/44	Sarrenguemines, FR	42-107053 N7-M Esquire	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., S/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt	Marchant, C.A., Jr, Cpl	Vicha, R.A., S/Sgt
3	5/19/44	Berlin	42-107223 N7-S	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., S/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt	Gaynor, J.L., SSgt	Vicha, R.A., S/Sgt
4	5/23/44	Saarbrücken	42-102508 N7-J	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt	Nutter, R.E., S/Sgt	Vicha, R.A., S/Sgt
5	5/25/44	Nancy/Essey, FR	42-102570 N7-F	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt	Wentz, A.E., S/Sgt	Vicha, R.A., S/Sgt
6	5/28/44	Ruhrland	42-107138 N7-T High Grp Lead WTKA TAMKA TOW	Hopkins, R.L., 1Lt High Grp Lead	Smeal, R.K., Maj (CA) Jordan, E.C., 2Lt (FC)	Moore, C.C., Capt	Wernecke, V, 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Vicha, R.A., S/Sgt	Nutter, R.E., S/Sgt	Jordan, E.C., 2Lt (FC)
7	6/03/44	Manchen, FR	42-102599 N8-U	Hopkins, R.L., 1Lt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt		Vicha, R.A., S/Sgt
8	6/05/44	Trouville, FR	44-6063 N7-V/Betsy Boss	Hopkins, R.L., 1Lt Low Grp Lead	Smeal, R.K., Maj (CA) Jordan, E.C., 2Lt (FC)	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt		Vicha, R.A., S/Sgt Jordan, E.C., 2Lt (FC)
9	6/12/44	Lille-Nord, FR	42-107186 N7-L Low Grp Lead	Hopkins, R.L., 1Lt Low Grp Lead	Wagner, J., M.C., Capt (CA) Jordan, E.C., 2Lt (FC)	Moore, D.B., 1Lt	Jelen, A.J., 1Lt Wernecke, V, 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt		Vicha, R.A., S/Sgt
10	6/15/44	Bordeaux, FR	42-102508 N7-J	Hopkins, R.L., Capt	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt	Nutter, R.E., S/Sgt		Vicha, R.A., S/Sgt
11	6/21/44	Berlin	42-97789 N7-H	Stelman, H.J., 2Lt	Jordan, E.C., 2Lt	Haas, J.R., 2Lt	Allare, J.E., 2Lt	Davis, E.B., S/Sgt	Iono, G., S/Sgt	Roark, H.L., Sgt		Weber, L.S., Sgt	Adkins, R.A., Sgt
12	6/24/44	Crocy, FR	42-107053 N7-M Esquire	Stelman, H.J., 2Lt	Jordan, E.C., 2Lt	Haas, J.R., 2Lt	Allare, J.E., 2Lt	Davis, E.B., S/Sgt	Iono, G., S/Sgt	Roark, H.L., Sgt		Weber, L.S., Sgt	Adkins, R.A., Sgt
13	6/25/44	Toulouse, FR	42-102553 N7-K/L/J/B Bul	Stelman, H.J., 2Lt	Jordan, E.C., 2Lt	Haas, J.R., 2Lt	Allare, J.E., 2Lt	Davis, E.B., S/Sgt	Iono, G., S/Sgt	Roark, H.L., Sgt		Weber, L.S., Sgt	Adkins, R.A., Sgt
14	7/8/44	Cauchie D'Esques, FR	42-107223 N7-A	Davidson, J., J.O., Capt, Low Grp Lead	Jordan, E.C., 2Lt	Moore, D.B., 1Lt	Jelen, A.J., 1Lt	Germiller, W.J., T/Sgt	Gibson, R.C., T/Sgt	Hochstetler, J.F., S/Sgt		Nutter, R.E., S/Sgt	Wentz, A.E., S/Sgt
15	7/7/44	Leipzig	42-102562 N7-G Knock Out	Spitzer, F.W., 2Lt	Jordan, E.C., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt		Clifford, J.J., S/Sgt	Herman, J.D., S/Sgt
16	7/8/44	Humbert-Frenoy, FR	44-6063 N7-V/Betsy Boss	Spitzer, F.W., 2Lt	Jordan, E.C., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt		Cross, A. S/Sgt	McGinty, M.J., S/Sgt
17	8/1/44	Villancho, FR	43-37824 SQ-W General Beach	Magnum, M.W., 2Lt	Jordan, E.C., 2Lt	Brown, D.E., 2Lt	Ferraris, W.J., 2Lt	Lewis, Daniel J., Cpl	Konopik, M., Sgt	Conant, A., Cpl	Long, D.J., Cpl		Hammer, M.B., Cpl
18	8/3/44	Saarbrücken	42-107053 N7-M Esquire	Jordan, E.C., 2Lt	Ulforn, R.E., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Cross, A.B., S/Sgt		Clifford, J.J., S/Sgt
19	8/4/44	Peenemünde	42-102568 N7-N	Jordan, E.C., 2Lt	Kushera, Jr., F.J., 2Lt	Lundy, D.M., S/Sgt, Foggyler	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Cross, A.B., S/Sgt		Clifford, J.J., S/Sgt
20	8/8/44	Brandenburg	42-107053 N7-M Esquire	Jordan, E.C., 2Lt	Meills, C.J., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Cross, A.B., S/Sgt		Clifford, J.J., S/Sgt
21	8/8/44	Couvincourt, FR	42-107053 N7-M Esquire	Newman, H.H., 1Lt	Jordan, E.C., 2Lt	Whitacker, W.D., 2Lt	Frankhouse, W.L., 2Lt	Harrington, C.F., S/Sgt	Herman, W., T/Sgt	Kernitz, S., Sgt	Kucharski, S.J., Sgt		Herbst, J., Sgt
22	8/11/44	Brest, FR	44-6063 N7-V/Betsy Boss	Jordan, E.C., 2Lt	Hobbs, J.O., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Cross, A.B., S/Sgt		Herman, J.D., S/Sgt
23	8/18/44	Dalitzsch	43-37862 N7-K/Babe	Jordan, E.C., 1Lt	Rush, D.E., 2Lt	Taylor, W.P., 2Lt	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Clifford, J.J., S/Sgt		Herman, J.D., S/Sgt
24	8/24/44	Koldeb	42-107053 N7-M Esquire	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt	Cross, A.B., S/Sgt, Foggyler	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Baker, H.B., T/Sgt	Moxey, R.L., S/Sgt	Clifford, J.J., S/Sgt		Herman, J.D., S/Sgt
25	8/25/44	Neubrandenburg	42-107053 N7-M Esquire	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt	Cross, A.B., S/Sgt, Foggyler	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Clifford, J.J., S/Sgt		Kilgus, R., S/Sgt
26	8/26/44	Gedankrichen	42-107053 N7-M Esquire	Jordan, E.C., 1Lt	Winkler, R.A., 2Lt	Cross, A.B., S/Sgt, Foggyler	Nalset, J.F., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Clifford, J.J., S/Sgt		Atchison, B.U., S/Sgt
27	8/30/44	Kiel	42-107078 N7-U/Oh Blood-W-Gals	Jordan, E.C., 1Lt	Winkler, R.A., 1Lt	Cross, A.B., S/Sgt, Foggyler	Taylor, W.P., 2Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Clifford, J.J., S/Sgt		Herman, J.D., S/Sgt
28	8/31/44	Ludwigshafen	43-38091 N7-L	Jordan, E.C., 1Lt	Hobbs, J.O., 1Lt	Cross, A.B., S/Sgt, Foggyler	Taylor, W.P., 1Lt	Self, C.L., T/Sgt	Greth, S.J., T/Sgt	Moxey, R.L., S/Sgt	Atchison, B.U., S/ Sgt		Herman, J.D., S/Sgt

Lt. E.C. Jordan Combat Missions Notes

1. The above table lists Lt. E.C. Jordan's 28 combat missions along with three designated non-combat missions or activities. The three designated non-combat missions were: 1) 4 May Practice Mission, 2) 8 May 1944 - Berlin as a Spare but not needed, and 3) 1 Sept 1944 - aborted mission to Ludwigshafen, see below.
2. Lt. E.C. Jordan was originally with the Hopkins crew. He then flew with several different pilot's, helped break in new crews, and finally had his own crew.
3. CA: Commander of Aircraft. Generally a Captain or Major who had responsibility for the Squadron or Group.
4. FC: Formation Control. When a CA was aboard the usual Co-Pilot flew in the tail gunner's position and relayed observations to the CA.
5. Three times (28 May, 5 and 12 June), Lt. E.C. Jordan flew when CA's were aboard.
6. The records for the three CA flights had E.C. Jordan in tail gunner position one time and the other two times as Co-Pilot. However, he was most likely in the Tail Gunner Position as Formation Control for all three CA missions.
7. Lt. E.C. Jordan took over the original Scott/Spitzer crew on 3 August 1944.
8. After 15 June, Lt. E.C. Jordan flew several missions to help break in new crews. For example, the Newman crew on 8 August.
9. The Mellis Diary for 1 September 1944, a 603rd co-pilot indicated they turned around west of Paris due to bad weather at the target which was Ludwigshafen.
10. Lt. E.C. Jordan had 5:10 hours that 1 September 1944 so he was probably on his way to Ludwigshafen also. Since no bombs dropped It was not an official combat mission.
11. E.C. Jordan completed his 28 required missions on 3 September 1944.
12. 13 September 1944: E.C. Jordan officially completed tour of duty.
13. The above information was researched and compiled from the 398th BG Maxwell AFB microfilm by Dave Jordan in October 2008.
14. Last update of ECJ Missions Table: 11/17/2017

File Information

Master File Name: ECJ Crew Mission List

Author: Dave Jordan

Creation Date: October 2008

Modified: 11/17/2017

ECJ AAF Qualification Record

This document lists much history related to Edward C. Jordan's Army Air Force career. Places and exact dates are shown along with medals and promotions.

The transcription with notes is shown first. A scan of the original document follows. However, the orientation is landscape in order to fill the page.

If printing the scanned document this is the best orientation. If viewing in pdf, the table can be rotated and enlarged.

Army Air Force Qualification Record

General Information		
Name: Edward Charles Jordan	Serial Number: 0706190	
Birth Date: 2 Sep 1922	Place of Birth: Illinois ¹	
Race: White	Marital Status: Married	
Religion: Catholic	Dependents: Wife	
Height: 5' 7 1/2"	Weight: 132	Sports: Basketball
Color Hair: Brown	Color Eyes: Brown	Blood Type: AB
	Parents Extraction	Parents Nationality
Father	Irish ²	Born in USA
Mother	German	Born in USA

Emergency Address	
Name: Mrs. Jeanne C. Jordan	Relationship: Wife
Street Address: 8243 S. May, Chicago, Illinois	

Education				
Level	Name of School	Years Attended	Date Graduated	Major Subject
HS	Chicago, Illinois ³	4	1940	Commercial

Civilian Experience			
Dates	Name, Place and Nature of Industry	Monthly Salary	Position and Description of Duties
September, 1940- April 1941	Norway Truck Lines, Chicago, Illinois, Motor Transportation	\$100.00	Biller: Type Freight bills on billing machine
April 1942 ⁴ - March 1943	Road Way Transit Company, Chicago, Illinois, Motor Transportation	\$160.00	Cashier, Stenographer, Biller: Took and transcribed dictation, deposited money, kept accounts and records of business, typed freight bills.

1. Actual address at time of birth was 3714 W. 62nd Street, Chicago.
2. Father's extraction was Swedish and English on his father's side and Scottish and Irish on his mother's side.
3. School was Calumet High School.
4. Probably was 1941.

Army Air Force Qualification Record

Duty Information	
Duty or Service: AC ⁵ (Air Corp)	
Date E.A.D ⁶ : January 7, 1944	Authority: Lubbock Texas, SO1, Par.2 January 7, 1944
Date of Active Service: January 7, 1944	Permanent Address or Place from which ordered to E.A.D: North Hollywood, California ⁷

Commission & Appointment Data				
Component	Service	Grade App'd	Date Commissioned	Commissioned From
A US	AC (Air Corp)	2nd Lt	January 7, 1944	AFFS ⁸

Promotion Record			
Grade	Date		
A. U.S.	Effective	Rank	Orders
1st Lt.	August 12, 1944	August 12, 1944	Par. 4, SO #217, HQ 8th AF, August 12, 1944

Foreign Service			
Country	Approximate Dates	Service	Station
England ⁹	April 21, 1944	AC (Air Corp)	Station #131
Return from Overseas (Reason)			
Completion of Operational Tour in ETO ¹⁰ (Eastern Theater Operations)			

5. AC stands is Air Corp.
6. E. A. D. stands for Entered Active Duty.
7. Ed's parents address in California. However, they moved there after Ed entered the Service and he never lived there.
8. Not sure what AFFS stands for.
9. Ed was stationed at Nuthampstead, England. He was a member of the 1st Air Division, 8th Air Force, 398th Bomb Group, and 603rd Squadron.
10. ETO stands for Eastern Theater Operations

Army Air Force Qualification Record

Specialized Training				
Place	Length of Course	Successful Completion		Description
		Yes or No	Date	
San Antonio, Texas	2 1/4	Yes	June, 1943	Pre-Flight (Pilot)
Ft. Stockton, Texas	2 1/4	Yes	August, 1943	Primary
Goodfellow Field, Texas	2 1/4	Yes	November, 1943	Basic
Lubbock, Texas	2 1/4	Yes	January , 1944	Advanced TE ¹¹

Recommended for Duty or Qualified			
102212	Bomber Pilot	TE ¹³	January 23, 1944
1024	Bomber Pilot	Four Engine ¹⁴	June 24, 1944
1091	Bomber Pilot	B-17 (See Promotion Record above) ¹⁵ Par 3, SO #96, N9 AAF STA 131, 17 Aug 1944	August 17, 1944

11. TE stands for Twin Engine.

12. These numbers, such as 1022, appear to represent a job classification number. The number 1024 appears to be a B-17 pilot.

13. TE is Twin Engine.

14. This date appears to be the date that Ed was recommended for promotion to pilot from co-pilot. The official date appears to be July 1, 1944.

15. This date appears to be the date that Ed was recommended for promotion 2nd lieutenant to 1st lieutenant. Possibly it was official on the same day.

Army Air Force Qualification Record

General Remarks	
Item	Date
Malaria control and discipline lecture completed	January, 1944
45 Caliber Pistol ¹⁶ 70% Score	January, 1944
Qualified physically for combat crew training and combat crew duty	Feb 8, 1944
8 Hours Medical Training, Basic Sanitation, 1st Aid, Global Sanitation and Hygiene, and Altitude Training	March 23, 1944
Completed 2 hrs Chemical Warfare Training	March 24, 1944
Altitude Classification 29th Alt Training Unit, Type I	No date given
Certified and qualified in MOS ¹⁷ 1022 for more than past 30 days	No date given
6 Hours of Combat Crew Training (Med Sec.)	No date given
2 Hours of Low Pressure Chamber	No date given
AGO-Pass #1177067 ¹⁸	

Personnel Orders	
Ratings and Flying Status	Date
Pat 1+2 PO 12 AAFCTC Randolph Field., Texas	December 20, 1943
PO 12 AAFCTC (Pilot, Flying Status)	February, 1944

Air Crew Data	
Pilot Engine Qualifications	Basis of Qualification
2-Engine	Advanced TE
Type	Approximate Dates
Trainers	June 1943-January 1944
Flying Hours	Date
250-500 ¹⁹	April 13, 1944

16. Ed told me the 45 Caliber was extremely heavy and that he couldn't hit "the broad side of the barn" with it.

17. Not sure what MOS stands for.

18. Not sure what this is.

19. These flying hours must have included some bomber pilot experience.

Army Air Force Qualification Record

Chronological Record of Military Experience				
Dates	Organization and Location	Position and Description of Duties	Perf Rtg	Occupational Code and Title
January 7, 1944 - March 16, 1943	Advanced Cadet Training (Pilot)	Flying Hours: 225		
February 8, 1944	603rd Squadron, 398th Bomb Group	Co-Pilot: 30 Hours		OC625
March 31, 1944	AAB ²⁰ Rapid City, South Dakota	Co-Pilot (signed by) Major J. E. Gray	VS ²¹	Pilot 1024
April 1, 1944- June 30 1944	603rd Squadron, 398th Bomb Group, Station #131, England	Co-Pilot (signed by) Capt. M. C. Wagner	Ex ²²	Pilot 1024
July 1, 1944- September 15, 1944	603rd Squadron, 398th Bomb Group, Station #131, England	Pilot (signed by) Major J.B. Miller	Ex	Pilot 1091

Army Air Force Qualification Record

Awards and Decorations	
Item	Date
Authorized ETO (Eastern Theater Operations) Ribbon and Bronze Star ²³	May 6, 1944
Awarded Air Medal GO ²⁴ #419, Headquarters 8th Air Force, APO-634 dd	May 27, 1944
Awarded Oak Leaf Cluster for Air Medal, GO #137, Headquarters 1st BD ²⁵ , APO-557	June 30, 1944
Authorized Bronze Star ²³ , Letter ETOUSA ²⁶ 200.6	July 19, 1944
Awarded Oak Leaf Cluster for Air Medal, GO #223, Headquarters 1st BD, APO-557	August 5, 1944
Awarded Oak Leaf Cluster for Air Medal, GO #268, Headquarters 1st BD, APO-557	August 22, 1944
Awarded Distinguished Flying Cross, GO #304, Headquarters 1st BD, APO-557	September 4, 1944
Awarded Distinguished Flying Cross, Oak Leaf Cluster GO #317, Headquarters 1st BD, APO-557	September 9, 1944

20.AAB is Army Air Base.

21.VS is probably “Very Swell”

22.On Ed's and other men's Awards list, the term Bronze Star was sometimes used instead of Bronze Battle Star. This has led to some confusion in interpretation. After much research it has been determined that Ed received the Bronze Battle Star, given for participation in certain battles. Ed's initial Bronze Battle Star was for participation in the Eastern Theater of Operations, and the 2nd Bronze Battle Star for participation in the air battle in France after D-Day.

23.Ex is presumed to be Excellent.

24.GO is General Order.

25.BD is probably Bombardment Division.

26.ETOUSA is Eastern Theater Operation of USA.

AAF Qualification Record - Scans

Scans of the Edward C. Jordan's original Army Air Force Qualification record which were transcribed above follow. If viewing in a PDF reader, these page can be rotated for easier viewing.

1. LAST NAME JORDAN	MIDDLE NAME CHARLES	SERIAL NUMBER 0706190				
2. BIRTH DATE 2 Sep 1922	4. PLACE OF BIRTH Illinois	6. RACE W				
7. MARITAL STATUS Married	9. DEPENDENTS Relationship: Wife No. 1	10. PARENTS EXTRACTION OR NATIONALITY Father: Irish U. S. Citizen: Born Mother: German U. S. Citizen: Born				
8. RELIGION Catholic	11. HEIGHT 5'7 1/2"	12. WEIGHT 132				
13. COLOR HAIR Brown	14. COLOR EYES Brown	15. GLASSES (Reason) Brown				
16. EMERGENCY ADDRESS FULL NAME: Mrs. Jeanne C. Jordan RELATIONSHIP: Wife STREET ADDRESS: 8243 S. MAY, Chicago Ill. CITY: STATE:						
17. EDUCATION Level: HS Name of School: Chicago, Ill. Years Att'd: 4 Date Grad.: 1940 Major Subject: Commercial Degree:						
18. SIGNATURE OF OFFICER <i>Edward C. Jordan</i>						
19. OFFICIAL SIGNATURE OF CLASSIFICATION OFFICER <i>John J. ... 155 A60</i>						
20. DUTY ARM OR SERVICE AC						
21. DATE E.A.D. 7 Jan 44	AUTHORITY Lubbock, Texas, SO/Par. 2	23. DATE OF ACTIVE SERVICE 7 Jan 44				
22. PERM. ADDRESS OR PLACE FROM WHICH ORDERED TO E.A.D. (City & State) North Hollywood, California						
24. LIMITED SERVICE (Details)						
25. RETIRED (Reason)						
26. RETURN FROM OVERSEAS (Give Exact Reason) Completion of Operational Tour in ITO						
27. COMMISSION & APPOINTMENT DATA						
Component	Arm or Serv.	Grade App'd	Date Comm.	Comm. From	Discontinued	Grade, Date & Reason
A US	AC	2d Lt	7 Jan 44	AFPS		
(B) PREVIOUS APPOINTMENTS NOT CONTINUED, OTHER BRANCHES ARMED SERV. & FOREIGN MIL. ESTAB.						
28. PROMOTION RECORD (From Date Present Appointment — See 27(A))						
GRADE			DATE			
R. A. Perm. Ret.—N. G.	AC — '36	A. U. S.	AC — '42	Other	Effective	Rank
		1ST LT			12 AUG. 1944	PAR. 4, SO/Par. 2, HQ 8TH AF, 12 AUG. 44

1. LAST NAME JORDAN	MIDDLE NAME CHARLES	SERIAL NUMBER 0706190				
2. BIRTH DATE 2 Sep 1922	4. PLACE OF BIRTH Illinois	6. RACE W				
7. MARITAL STATUS Married	9. DEPENDENTS Relationship: Wife No. 1	10. PARENTS EXTRACTION OR NATIONALITY Father: Irish U. S. Citizen: Born Mother: German U. S. Citizen: Born				
8. RELIGION Catholic	11. HEIGHT 5'7 1/2"	12. WEIGHT 132				
13. COLOR HAIR Brown	14. COLOR EYES Brown	15. GLASSES (Reason) Brown				
16. EMERGENCY ADDRESS FULL NAME: Mrs. Jeanne C. Jordan RELATIONSHIP: Wife STREET ADDRESS: 8243 S. MAY, Chicago Ill. CITY: STATE:						
17. EDUCATION Level: HS Name of School: Chicago, Ill. Years Att'd: 4 Date Grad.: 1940 Major Subject: Commercial Degree:						
18. SIGNATURE OF OFFICER <i>Edward C. Jordan</i>						
19. OFFICIAL SIGNATURE OF CLASSIFICATION OFFICER <i>John J. ... 155 A60</i>						
20. DUTY ARM OR SERVICE AC						
21. DATE E.A.D. 7 Jan 44	AUTHORITY Lubbock, Texas, SO/Par. 2	23. DATE OF ACTIVE SERVICE 7 Jan 44				
22. PERM. ADDRESS OR PLACE FROM WHICH ORDERED TO E.A.D. (City & State) North Hollywood, California						
24. LIMITED SERVICE (Details)						
25. RETIRED (Reason)						
26. RETURN FROM OVERSEAS (Give Exact Reason) Completion of Operational Tour in ITO						
27. COMMISSION & APPOINTMENT DATA						
Component	Arm or Serv.	Grade App'd	Date Comm.	Comm. From	Discontinued	Grade, Date & Reason
A US	AC	2d Lt	7 Jan 44	AFPS		
(B) PREVIOUS APPOINTMENTS NOT CONTINUED, OTHER BRANCHES ARMED SERV. & FOREIGN MIL. ESTAB.						
28. PROMOTION RECORD (From Date Present Appointment — See 27(A))						
GRADE			DATE			
R. A. Perm. Ret.—N. G.	AC — '36	A. U. S.	AC — '42	Other	Effective	Rank
		1ST LT			12 AUG. 1944	PAR. 4, SO/Par. 2, HQ 8TH AF, 12 AUG. 44

FOLD ON THIS LINE

Country or Department <i>England</i>	Appoint. Incl. Dates <i>21 Apr 44</i>	Army or Service <i>AC</i>	Maximum Grade <i>Station # 131</i>	Station or Reason for Residence
---	--	------------------------------	---------------------------------------	---------------------------------

NAME & PLACE OF SCHOOL OR STATION	Length of Course	SUCCESS COMPT		DESCRIPTION OF COURSE
		Yes or No	Date	
San Antonio, Tex.	2 1/2	Yes	Jun 43	Pre-Flight (Pilot)
Ft. Stockton, Tex.	2 1/2	Yes	Aug 43	Primary
Goodfellow Fld. Texas	2 1/2	Yes	Nov 43	Basic
Lubbock, Texas	2 1/2	Yes	Jan 44	Advanced TE

31. LANGUAGES (F—Fluently P—Passably)			
Language	Speak	Write	Translate

32. RESERVE—N. G. ACTIVE DUTY (Enter Description of Duties in 39)			
(A) ACTIVE DUTY TOURS		(B) C. C. G. DUTY	
<input type="checkbox"/> 2-Week Tours	<input type="checkbox"/> 4-Week Tours	<input type="checkbox"/> 6-Week Tours	No. Months
MILITARY STATUS		CIVILIAN STATUS	
STATION AND PLACE		STATION AND PLACE	

33. RECOMMEND FOR DUTY OR QUALIFIED IN RA. O. S.	
(C) THOMASOW ACT (Incl. Dates)	A. OR S.
(D) SPECIFY OTHER (Incl. Dates)	A. OR S.

1022 Bomber Pilot TE 23 Jan 44 SSC
 1024 Bomber Pilot *FOUR ENG-24 June 44*
1091 BOMBE PILOT B-17 (SEE 28) 17 AUG 44
SANM

34. REMARKS (Refer to Paragraph No.)
8 Wks. High Top, Basic Squadron, 1st and (33) PAR 3, SO 896, HQ AAF STA 131, 17 AUG 44
 Altitude Classification 29th Alt Training Unit, Type I. *R.D. Hunter Capt. N.C.*
 Qualified physically for combat crew training and combat crew duty. 2-8-44
 Certified Performing & qualified in MOS 1022 *AGO-PASS # 1177067*
 For more than past 30 days *John H. Hunter / 15/1 A Co*
 Completed 2 h. Chemical Warfare Instruction. 3-2-4-44
 Malaria control & discipline Lecture completed Jan 44
 PERSONNEL ORDERS: RATINGS, FLYING STATUS
 AAF CFTC POL 2 -2/44 (Pilot, Flying Status)
 PRT 1st 2 POL 2 AAF CFTC *Remondolph Field, Tex 20 Dec 43*

35. PERSONNEL RECORD		36. QUALIFICATION RECORD	
Rating	Remarks	Rating	Remarks

RELIGION: METHOD—AMERICAN SAILS BOOK CO. INC., NIAGARA FALLS, N. Y.
 scanned

1. LAST NAME JORDAN		FIRST NAME EDWARD		MIDDLE NAME CHARLES		2. SERIAL NUMBER 0706190		20. DUTY ARM OR SERVICE AC	
35. AIR CREW DATA									
(A) FLYING STATUS		(B) DATE OF ACTIVE SERVICE		(C) FLYING RESTRICTIONS		(D) TYPE EXPERIENCE & TYPE EQUIPMENT		APPROXIMATE INCL. DATES	
Date		Reasons		Date		TRANSPORT		AREA	
Over 4-Engine		Advanced TD		12/4/44		Trainers		JUN 3-30 1944 USA	
2-Engine									
1-Engine									
36. CIVILIAN FLYING EXPERIENCE									
TYPE EQUIPMENT		H. P.		HOURS		NATURE OF ACTIVITY			
37. AIR FORCE SPECIALTIES									
P		SP		CP		GP		LP	
SVP		SSVP		BP		SBP		TO	
A0		SA0		T0		NAV.		BDR.	
CHR.		ARRR.		WEA.		ERGR.		COR.	
PHOTO.									
38. CHRONOLOGICAL RECORD OF MILITARY EXPERIENCE (Check, Brief Summary of any Exhibited Experience)									
APPROXIMATE INCL. DATES		TYPE & NUMBER OF ORGANIZATION AND LOCATION		POSITION & DESCRIPTION OF DUTIES (Check, Type Equipment & Approx. Flying Hours Where Applicable)		PERFORMANCE RATING		OCCUPATIONAL CODE & TITLE (AR 603-95)	
16 Mar 43 - 7 Jan 44		AVN Cadet Training		S-GE 31		FLYING HRS 225		08005	
8 Feb 1944		603 Sq. 398 B. G.		Co Pilot		30 hrs		Pilot 1024	
31 Mar 44		AAS Rapid City S. Dakota		Co Pilot		Maj J. F. GRAY		Pilot 1024	
1 Apr 44 - 30 June 44		6222 3702 Sta 134, England		PILOT		CAPT M.C. WAGNER		Pilot 1024	
1 July 44 - 15 SEP 44		60859398009 STA 134, ENG		PILOT		MAJ J. B. MILLER		Pilot 1024	

FOLD ON THIS LINE

MIL. DATES & MONTHLY SALARY ON LEAVING	NAME, PLACE AND NATURE OF INDUSTRY, PROFESSION OR BUSINESS	39. CIVILIAN EXPERIENCE (Begin With Last And List Next Recent 4 Employers or Last 10 Years, Whichever Is Last)	POSITION HELD & DESCRIPTION OF DUTIES	OCCUPATIONAL CODE & TITLE (AR 605-95)										
Apr 1942 March 1943	Ed. W. Transit Company Chicago Illinois	Cashier. Stenographer: <u>Miller</u> . Took and transcribed Dictation, deposited money, kept accounts and records of business. Typed freight bills.		01.371										
\$160.00	Motor Transportation			01.188										
Sep 1940 Apr 1941	Overwalk Truck Lines Chicago, Illinois	Billie: Type freight bills on billing machine.												
\$100.00	Motor Transportation													
Missions														
<p>4. Marty - St. Germain, France 9 May 44 - St. Germain, France 11 May 44 - Bellevue, Lux.</p>														
<p>40. SPORTS (P - Participant; XL - Excel; C - Catch)</p>														
(P) Basketball														
<p>41. ACTIVE HOBBIES</p>														
<p>42. ORGANIZATIONS & SOCIETIES; SPEC. ACCOMP.; AWARDS & DECORATIONS</p>														
<p>6 May 44 Authorized ETO Ribbon & Bronze Star AWARDED AIR MEDAL GO #419, Hq 8th AF, APO-634 dtd 27 MAY 44 AWARDED OAK LEAF CLUSTER FOR AIR MEDAL GO #137, Hq 1st BD, APO-557, 30 JUNE 44 AWARDED OAK LEAF CLUSTER FOR AIR MEDAL GO #223, Hq 3rd BD, APO-551, 5 AUG 44 AUTH. BRONZE STAR, LETTER ETOUSA 200.6 19 JULY 44 AWARDED OAK LEAF CLUSTER FOR AIR MEDAL GO #168, Hq 1st BD, APO-557, 22 AUG 44 AWARDED OAK LEAF CLUSTER FOR AIR MEDAL GO #204, Hq 1st BD, APO-557, 4 SEPT 44 AWARDED DISTINGUISHED FLYING CROSS, GO #311, Hq 1st BD, APO-557, 9 SEPT 44 AWARDED DISTINGUISHED FLYING CROSS, OAK LEAF CLUSTER, GO #311, Hq 1st BD, APO-557, 9 SEPT 44</p>														
<p>43. QUALIFICATIONS IN AREAS</p> <table border="1"> <thead> <tr> <th>WEAPON</th> <th>COURSE</th> <th>QUALIFIED</th> <th>SCORE</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>45 Cal Pist C</td> <td></td> <td>M Km</td> <td>70%</td> <td>12 Feb 44</td> </tr> </tbody> </table>					WEAPON	COURSE	QUALIFIED	SCORE	DATE	45 Cal Pist C		M Km	70%	12 Feb 44
WEAPON	COURSE	QUALIFIED	SCORE	DATE										
45 Cal Pist C		M Km	70%	12 Feb 44										

ECJ WWII Form 5's

The Form 5's are the official records of an aviator's flight time. Recorded are aircraft type and hours in various flight positions. Ed Jordan's WWII Form 5's are separated into various categories based on aircraft and location.

Form 5's

1. **Ed Jordan's Form 5's for Air Cadet Primary Training:**
PT-19A Primary Training in Fort Stockton, Texas,
2. **Ed Jordan's Form 5's for Air Cadet Basic Training:** BT-13A
Basic Training in San Angelo, Texas,
3. **Ed Jordan's Form 5's for Air Cadet Advanced Training:**
AT-17 Advanced Training in Lubbock, Texas
4. **Ed Jordan's Form 5's for B-17 Training in Rapid City**
5. **Ed Jordan's Form 5's for B-17 Training in Rapid City and
Flight to Nuthampstead England**
6. **Ed Jordan's Form 5's at Nuthampstead**
Includes all combat flights
7. **Ed Jordan's Form 5's at Lockbourne, Ohio**
8. **Ed Jordan's Form 5's at Boca Raton, Florida**

Edward C. Jordan's Form 5's

Air Cadet Primary Training at Fort Stockton - June-August 1943

The following Form 5 for Lt. Edward C. Jordan's PT-19A Primary Training in Fort Stockton, Texas for June, July, and August 1943 is a single page. It shows accumulated hours for his flights there. Individual flights and times are available from his log book. Primary Training is where Ed had his first flights in the Army Air Corp. He did have a few private lessons in Chicago previously

Air Cadet Primary Training at Fort Stockton - June-August 1943

INDIVIDUAL FLIGHT RECORD STUDENT

WAR DEPARTMENT
AAF FORM NO. 55
APPROVED DEC 7 1942

(1) SERIAL NO. 16129882 (2) NAME JORDAN, EDWARD C. (3) RANK A/C (4) AGE 21
 (5) PERS. CLASS 62 (6) BRANCH 1st Corps (7) STATION Ft. Stockton, Texas
 (8) ORGANIZATION ASSIGNED 9th AAFPTD
 (9) ORGANIZATION ATTACHED
 (10) FLYING CLASSIFICATION Student Pilot U.S. Elementary Sch. (11) RATINGS & DATES
 (12) TRANSFERRED FROM 9th AAFPTD, Ft. Stockton, Texas (13) FLIGHT RESTRICTIONS
 (15) TRANSFERRED TO Goodfellow Field, San Angelo, Texas (14) TRANSFER DATE September 1, 1943

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.
						NO.	TYPE	NO.	TYPE		
											(17) <u>June, July, August</u> MONTH <u>19 43</u>

DAY	AIRCRAFT TYPE & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD				STUDENT FIRST PILOT TIME SF (SOLO)				NON-PILOT DUTY				SPECIAL INFORMATION			
				DAY		NIGHT		DAY		NIGHT		OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	OVER 400 H.P.	UNDER 400 H.P.								
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		
Successfully completed Primary Flying Training at this station. Transferred to AAFPTD.																			
Dual before solo								8:32											
Total dual								29:52											
Total solo								35:15											
Total time								65:07											

"Certified Correct"
Fred L. Wupper
 Fred L. Wupper, 1st Lt. A.C.
 Operations Officer

COLUMN TOTALS (41) TOTAL STUDENT FIRST PILOT TIME (42) TOTAL STUDENT PILOT TIME
 (36) THIS MONTH (37) PREVIOUS MONTHS THIS F. Y.
 (38) THIS FISCAL YEAR (39) PREVIOUS FISCAL YEARS
 (40) TO DATE 35:15 65:07

DO NOT WRITE IN THIS SPACE	AIRCRAFT		LAND		CARD NO. 4					CARD NO. 5					CARD NO. 6				
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		

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Edward C. Jordan's Form 5's

Air Cadet Basic Training at San Angelo - Sept to Oct 1943

The following Form 5 for Lt. Edward C. Jordan's BT-13A Basic Training in San Angelo, Texas for September to October 1943 is a single page. It shows accumulated hours for his flights there. Individual flights and times are available from his log book.

Air Cadet Basic Training at San Angelo - Sept to Oct 1943

WAR DEPARTMENT
AAF FORM NO. 55
APPROVED DEC 7 1942

INDIVIDUAL FLIGHT RECORD STUDENT

(1) SERIAL NO. 16129882 (2) NAME JORDON, EDWARD CHARLES (3) RANK A/C (4) AGE 1922
 (5) PERS. CLASS 62 (6) BRANCH AAF (7) STATION Goodfellow Field, Texas
 (8) ORGANIZATION ASSIGNED FTC 32nd FT Wing (9) ORGANIZATION ATTACHED FTC 32nd FT Wing
 (10) FLYING CLASSIFICATION Student Pilot, US Basic School (11) RATINGS & DATES
 (12) TRANSFERRED FROM Goodfellow Field, Texas (13) FLIGHT RESTRICTIONS
 (15) TRANSFERRED TO LAPS, Lubbock, Texas (14) TRANSFER DATE November 3, 1943

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.
						NO.	TYPE	NO.	TYPE		

(17) MONTH September
October 1943

DAY	AIRCRAFT TYPE, MODEL & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD				STUDENT FIRST PILOT TIME SF (SOLO)				NON-PILOT DUTY				SPECIAL INFORMATION			
				DAY		NIGHT		DAY		NIGHT		Obs.	OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT	
				DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	OVER 400 H.P.	UNDER 400 H.P.								
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		
BASIC TIME TO DATE																			
	BT-13A	179		33:31		50:14		6:25					14:35	9:01	11:00				
This student has completed the prescribed course at the AAF Pilot School (Basic), Goodfellow Field, Texas.																			
"Certified Correct" NEIL LAMONT, Major, AG, Director of Flying.																			
COLUMN TOTALS			179	33:31	50:14	6:25					14:35	9:01	11:00						
(41) TOTAL STUDENT FIRST PILOT TIME (42) TOTAL STUDENT PILOT TIME																			
(36) THIS MONTH				50:14				83:45											
(37) PREVIOUS MONTHS THIS F. Y.				35:15				65:07											
(38) THIS FISCAL YEAR				85:29				148:52											
(39) PREVIOUS FISCAL YEARS				85:29				148:52											
(40) TO DATE				85:29				148:52											
DO NOT WRITE IN THIS SPACE	AIRCRAFT		LAND		CARD NO. 4					CARD NO. 5					CARD NO. 6				
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		

Edward C. Jordan's Form 5's

Air Cadet Advanced Training at Lubbock Nov to Dec 1943

The following Form 5 for Lt. Edward C. Jordan's AT-17 Advanced Training in Lubbock, Texas for 4 November to 7 January 1944 is a single page along with the signed back page. It shows accumulated hours for his flights there. Individual flights and times are available from his log book. The AT-17 was a twin engine aircraft.

Air Cadet Advanced Training at Lubbock Nov to Dec 1943

WAR DEPARTMENT
AAF FORM NO. 55
REVISED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD STUDENT

(1) SERIAL NO. **16129882** (2) NAME **JORDAN, EDWARD CHARLES** (3) RANK **A/C** (4) AGE **21**
 (5) PERS. CLASS **62** (6) BRANCH **Air Corps** (7) STATION **Lubbock Army Air Field**
 (8) ORGANIZATION ASSIGNED **AAFPCFC** **FTC** **33rd FTW** **3rd PTS**
 (9) ORGANIZATION ATTACHED
 (10) FLYING CLASSIFICATION **Student pilot** (11) RATINGS & DATES
 (12) TRANSFERRED FROM **LAAP, Lubbock, Texas** (13) FLIGHT RESTRICTIONS
 (15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	CLASS.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			

(17) **4 Nov**
MONTH **7 Jan** 19**43-44**

DAY	AIRCRAFT TYPE, MODEL & SERIES	LANDINGS	STUDENT CO-PILOT TIME SC	STUDENT DUAL TIME SD		STUDENT FIRST PILOT TIME SF (SOLO)		NON-PILOT DUTY					SPECIAL INFORMATION				
				DAY	NIGHT	DAY	NIGHT N OR NI	OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT				
													OVER 400 H.P.	UNDER 400 H.P.			
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
	Dual			24:25													
	Solo			52:25													
	Total			76:50													
	Instrument			16:55													
	Link			10:25													

CERTIFIED CORRECT:
D.C. Thompson
D.C. THOMPSON,
Capt., AG
Operations Officer

COLUMN TOTALS (41) TOTAL STUDENT FIRST PILOT TIME (42) TOTAL STUDENT PILOT TIME

(36) THIS MONTH **76:50**
 (37) PREVIOUS MONTHS THIS F. Y. **148:52**
 (38) THIS FISCAL YEAR **225:42**
 (39) PREVIOUS FISCAL YEARS
 (40) TO DATE **225:42**

AIRCRAFT	LAND	CARD NO. 4					CARD NO. 5					CARD NO. 6						
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35

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Edward C. Jordan's Form 5's

B-17 Training at Rapid City AAB - February to March 1944

The following Form 5s for Lt. Edward C. Jordan's B-17 Training at Rapid City, South Dakota are for February and March 1944. The forms now show flights and hours for individual days of the month. Individual flights and times are available from his log book. Ed's first flight in the B-17 was on February 19, 1944 and his first flight as co-pilot was on February 23, 1944.

B-17 Training at Rapid City AAB - February to March 1944

AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0706190 (2) NAME JORDAN, EDWARD C. (3) RANK 2nd Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AIR CORPS (7) STATION AAB, RAPID CITY, S.D.
 (8) ORGANIZATION ASSIGNED 2nd 46 398 603 ATTACHED FOR FLYING
 (9) ORGANIZATION ATTACHED AIR FORCE COMMAND WING GROUP SQUADRON DETACHMENT
 (10) PRESENT RATING & DATE 1st Lt., 7 Jan 44 (11) ORIGINAL RATING & DATE None
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS _____
 (15) TRANSFERRED TO _____ (14) TRANSFER DATE _____

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			
..

(17) MONTH FEBRUARY 19 44

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. INCL. IN 1ST PIL. TIME S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION						
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT			
									X								OVER 400 H.P.	UNDER 400 H.P.		
18																				
19	B-17-F	2								2:00										
20	"	1								5:00										
23	"	4																		
26	G-1A																		2:00	
27	B-17F	1																		
COLUMN TOTALS										6:45									7:00	2:00

CERTIFIED CORRECT:
Meyer C. Wagner, Jr.
 MEYER C. WAGNER, JR.
 Capt., Air Corps,
 Operations Officer

OTHER THAN PILOT TIME

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
	6:45	7:00	7:00
(38) PREVIOUS MONTHS THIS F. Y.			65:07
(39) THIS FISCAL YEAR			71:52
(40) PREVIOUS FISCAL YEARS			7:00
(41) TO DATE	65:07		71:52

AIRCRAFT	NL	CARD NO. 1					CARD NO. 2					CARD NO. 3							
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

DO NOT WRITE IN THIS SPACE

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B-17 Training at Rapid City AAB - February to March 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-706190 (2) NAME JORDAN, EDWARD C. (3) RANK 2nd Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AIR CORPS (7) STATION AAB, RAPID CITY, S.D.
 (8) ORGANIZATION ASSIGNED 2nd (9) ORGANIZATION ATTACHED ATTACHED FOR FLYING
 (10) PRESENT RATING & DATE 7 JUN. 44 (11) ORIGINAL RATING & DATE None
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS _____
 (14) TRANSFERRED TO _____ (14) TRANSFER DATE _____

DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			
												(17) MONTH <u>MARCH</u> 19 <u>44</u>

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL AIRCRAFT	
									X									OVER 400 H.P.
4	B-17F	1			5:45													
5	"	1			3:45													
6	"	1			1:15													
7	"	1			4:00													
8	"	1			3:30								1:00					
8	"	1			5:00				3:00									
11	" G	1			3:00													
12	" "	1			5:00													
16	"	1			3:00													
18	"	1			2:00													
19	"	1			5:10													
22	"	1			6:00													
23	"	1			4:00													
26	"	1			1:45													
26	"	1			1:45													
29	"	1			2:00													
31	"	1			3:00			1:00					1:00	4:00				

CERTIFIED CORRECT:

MEYER C. WAGNER, JR.
 MEYER C. WAGNER, JR.,
 Capt., Air Corps,
 Operations Officer

COLUMN TOTALS	59:55	1:00
---------------	-------	------

(37) THIS MONTH	1:00	59:55 60:55
(38) PREVIOUS MONTHS THIS F. Y.		71:50 293:20
(39) THIS FISCAL YEAR	1:00	131:45 293:20
(40) PREVIOUS FISCAL YEARS		
(41) TO DATE	65:07	131:45 293:20

AIRCRAFT	NL	CARD NO. 1					CARD NO. 2					CARD NO. 3							
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
B-17F	6					21													
B-17G	12					32			1					1	4				

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Edward C. Jordan's Form 5's

Flights to Nuthampstead, England - April 1944

The following two Form 5s are for Lt. Edward C. Jordan's B-17 flight from Rapid City, South Dakota to Grand Island, Nebraska on April 12 and the flight from Grand Island on April 19 to Nuthampstead arriving April 25, 1944. In addition, there were also two B-17 training flights on April 2 and 3 at Rapid City. Details of the flight over are shown in the Rapid City to Nuthampstead Chapter.

Flights to Nuthampstead, England - April 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **Jordan Edward C** (3) RANK **2nd Lt** (4) AGE **1922**
 (5) PERS. CLASS **18** (6) BRANCH **Air Corps** (7) STATION **Grand Is. Nebr.**
 (8) ORGANIZATION ASSIGNED **2nd** (9) ORGANIZATION ATTACHED **2nd 21st 242nd AAF BU(SB)**
 (10) PRESENT RATING & DATE **Pilot 7 Jan 44** (11) ORIGINAL RATING & DATE **None**
 (12) TRANSFERRED FROM **Rapid City, S.D.** (13) FLIGHT RESTRICTIONS **None**
 (14) TRANSFERRED TO **AAF Grand Is. Nebr.** (14) TRANSFER DATE **4-12-44**

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	44
						NO.	TYPE	NO.	TYPE					
												Apr	19	44

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL IN 1ST PIL. TIME)	COMM. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL AIRCRAFT	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
12	B-17G					3:10												
COLUMN TOTALS						3:10												

CERTIFIED CORRECT

DOUGLAS H. KELLAR,
Major, Air Corps,
Operations Officer.

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
	3:10		3:10
(38) PREVIOUS MONTHS THIS F. Y.			131:45
(39) THIS FISCAL YEAR		1:00	134:55
(40) PREVIOUS FISCAL YEARS			
(41) TO DATE	65:07	1:00	134:55

AIRCRAFT	NL	CARD NO. 1					CARD NO. 2					CARD NO. 3						
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
B-17G						03												

DO NOT WRITE IN THIS SPACE

ECJ PIF scanned

Flights to Nuthampstead, England - April 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

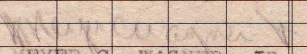
(1) SERIAL NO. 0-796190 (2) NAME JORDAN, EDWARD C. (3) RANK 2nd Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AC (7) STATION 131 APO 557
 (8) ORGANIZATION ASSIGNED 8th 1st B Div 1st Combat 398 603 ATTACHED FOR FLYING
 (9) ORGANIZATION ATTACHED Pilot 7 Jan 44 AIR FORCE COMMAND WING GROUP SQUADRON DETACHMENT
 (10) PRESENT RATING & DATE None (11) ORIGINAL RATING & DATE SAME
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS NONE
 (14) TRANSFERRED TO _____ (14) TRANSFER DATE _____

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			

(17) MONTH APRIL 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMM.D. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
																OVER 400 H.P.	UNDER 400 H.P.	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
2	B-17G	1				3:30												
3	"	1				3:25												
19	"	1				7:45												
21	"	1				6:00												
22	"	1				9:15												
24	"	1				5:45												
25	"	1				3:30												

CERTIFIED CORRECT:

 MEYER C. WAGNER, JR.,
 Capt., Air Corps,
 Operations Officer

COLUMN TOTALS	39:10		
(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
39:10			39:10
(38) PREVIOUS MONTHS THIS F. Y.		1:00	134:55
(39) THIS FISCAL YEAR			173:05
(40) PREVIOUS FISCAL YEARS	65:07	1:00	
(41) TO DATE			173:05

DO NOT WRITE IN THIS SPACE	AIRCRAFT	NL	CARD NO. 1				CARD NO. 2				CARD NO. 3							
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
	B-17G				39													

E.C.J. PJF

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Edward C. Jordan's Form 5's

Nuthampstead Flights - May to September 1944

The following five Form 5s are for Lt. Edward C. Jordan's time in England including his 28 combat missions. The Form 5's are for May through September 1944. His mission dates are listed in the Missions Chapter. In addition to his missions there were a number of training flights. His first mission was 9 May 1944 to St. Dizier, France and his final was on 3 September 1944 to Ludwigshafen, Germany. Ed was then ferried back to the USA in mid-September 1944. Details of Ed's mission are shown in The Missions Chapter.

Notes

May 1944: Qualified Pilot Dual - Keith Anderson indicated this is training while in left seat. In Ed's case, for the days 29, 20, and 31 it would mean he was with a First Pilot, probably Bob Hopkins, but training to be a First Pilot and performing some of the First Pilot actions.

July 1944: P-AI and QD-AI - Keith Anderson indicated that the "I" was instrument time.

Nuthampstead Flights - May 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

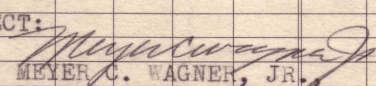
INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-796190 (2) NAME JORDAN, EDWARD C. (3) RANK 2nd Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AC (7) STATION 131 APO 557
 (8) ORGANIZATION ASSIGNED 8th 1st B Div 1st Combat 398 603 ATTACHED FOR FLYING
 (9) ORGANIZATION ATTACHED Pilot 7 Jan 44 AIR FORCE COMMAND WING GROUP SQUADRON DETACHMENT
 (10) PRESENT RATING & DATE SAME (11) ORIGINAL RATING & DATE
 (12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS NONE
 (15) TRANSFERRED TO (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	DAY	19	44	
						NO.	TYPE	NO.	TYPE							
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. INCL. IN 1ST PIL. TIME S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL OD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION					
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
																	OVER 400 H.P.	UNDER 400 H.P.	
18	B-17G	1				8:20													
2	"	1				5:20													
4	"	1				5:30													
5	"	1				1:15													
8	"	1				4:00													
9	"	1				6:30													
10	"	1				4:30													
11	"	1				6:30													
17	"	1				2:40													
19	"	1				11:15													
22	"	1				1:00													
23	"	1				7:30													
24	"	1				1:50													
25	"	1				7:00													
27	"	1				3:15													
28	"	1				9:00													
29	"	1				1:30	1:45												
30	"	1				1:45	1:45												
30	"	1				3:30													
31	"	1				3:15													
COLUMN TOTALS						88:40													

CERTIFIED CORRECT:

 MEYER C. WAGNER, JR.
 Capt., Air Corps,
 Operations Officer C

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
			98:55
(38) PREVIOUS MONTHS THIS F. Y.			173:05
(39) THIS FISCAL YEAR		1:00	272:00
(40) PREVIOUS FISCAL YEARS			160:35
(41) TO DATE	XXXXX 225:45	1:00	432:35

DO NOT WRITE IN THIS SPACE	AIRCRAFT		NL	CARD NO. 1				CARD NO. 2				CARD NO. 3							
	19	20		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
	B-17G	20			89	10													

ECJ PIF

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Nuthampstead Flights - June 1944

WAR DEPT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-796190 (2) NAME JORDAN, EDWARD C. (3) RANK 2nd Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AC (7) STATION 131 APO 557
 (8) ORGANIZATION ASSIGNED 8th sq B Div 1st Combat 398 (9) ORGANIZATION ATTACHED
 (10) PRESENT RATING & DATE Pilot 7/Jan/44 (11) ORIGINAL RATING & DATE SAME
 (12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS NONE
 (14) TRANSFER DATE (15) TRANSFERRED TO

DO NOT WRITE IN THIS SPACE											
PERS CLASS	RANK	RTC	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.
						NO.	TYPE	NO.	TYPE		
											(17) MONTH <u>June</u> 19 <u>44</u>

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. INCL. IN 1ST PIL. TIME S	COMM. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION					
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL AIRCRAFT			
									TG	X						OVER 400 H.P.	UNDER 400 H.P.		
18	B-17G	1																	
19	"	1																	
20	"	1																	
21	"	1																	
22	"	1																	
23	"	1																	
24	"	1																	
25	"	1																	
29	"	1																	

CERTIFIED CORRECT:

Meyer C. Wagner, Jr.
 MEYER C. WAGNER, JR.,
 Capt., Air Corps,
 Operations Officer

COLUMN TOTALS

32:40 2:30 19:50

5:45 :45

:30 1:00

(42) TOTAL STUDENT PILOT TIME

(43) TOTAL FIRST PILOT TIME

(44) TOTAL PILOT TIME

(37) THIS MONTH

19:50

55:00 55:00

(38) PREVIOUS MONTHS THIS F. Y.

1:00

272:00 434:35

(39) THIS FISCAL YEAR

20:50

327:00 489:35

(40) PREVIOUS FISCAL YEARS

160:35

160:35

(41) TO DATE

225:45

20:50

487:35 489:35

AIRCRAFT	NL	CARD NO. 1					CARD NO. 2					CARD NO. 3							
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Nuthampstead Flights - July 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-796190** (2) NAME **JORDAN, EDWARD C.** (3) RANK **1st Lt** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **AIR CORPS** (7) STATION **131**
 (8) ORGANIZATION ASSIGNED **8th 1st B. Div 1st Combat 398th 603rd**
 (9) ORGANIZATION ATTACHED
 (10) PRESENT RATING & DATE **Pilot, 1/7/44** (11) ORIGINAL RATING & DATE **SAME**
 (12) TRANSFERRED FROM
 (13) FLIGHT RESTRICTIONS **NONE**
 (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.	(17) MONTH	19	44
						NO.	TYPE	NO.	TYPE						
													July		

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL TIME) S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	OTHER CREW & PASSENGERS	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
									P-AI	X						OVER 400 H.P.	UNDER 400 H.P.	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-17G	20					2:20											
3	"	18					:45 :45						:45					
5	"	1					2:00											
6	"	1					4:15											
7	"	1			4:45		4:00											
8	"	1			2:15		2:15											
14	"	3									2:15							
17	"	1					:45											
17	"	1					:30											
18	"	1			:30													
19	"	2			1:30		1:30											
20	"	2			1:00		1:00											
21	"	1			2:30													

CERTIFIED CORRECT:
Harvey H. Latson, Jr.
HARVEY H. LATSON, JR.,
 Captain, Air Corps,
 Operations Officer.

COLUMN TOTALS		12:302:00	18:05	:15	2:15	:45
(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME			
(38) PREVIOUS MONTHS THIS F. Y.		18:05	0:15	32:35	0:45	
(39) THIS FISCAL YEAR		18:05	0:15	32:35	0:45	
(40) PREVIOUS FISCAL YEARS		20:50	0:45	487:35	4:15	
(41) TO DATE		38:55	1:00	520:10	5:00	

DO NOT WRITE IN THIS SPACE	AIRCRAFT		CARD NO. 1								CARD NO. 2					CARD NO. 3				
	19	NL	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	

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Nuthampstead Flights - August 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-796190 (2) NAME JORDAN EDARD C. (3) RANK 1st Lt (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AC (7) STATION 131 APO 557
 (8) ORGANIZATION ASSIGNED 8th 1st B Div 1st Combat 398 (9) ORGANIZATION ATTACHED 603
 (10) PRESENT RATING & DATE Pilot 1/1/44 (11) ORIGINAL RATING & DATE SAME
 (12) TRANSFERRED FROM PILOT 1/1/44 (13) FLIGHT RESTRICTIONS NONE
 (14) TRANSFER DATE _____ (15) TRANSFERRED TO _____

DO NOT WRITE IN THIS SPACE												
PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMM. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT	
																	OVER 400 H.P.	UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-17G	1				2:45	3:00											
3	"	1				3:05	3:05											
4	"	1					8:30											
5	Link																1:00	
6	B-17G	1				4:50	4:50											
8	"	1					4:40											
11	"	1				2:30	2:30											
16	"	1				4:15	4:15											
18	"	1				1:00												
24	"	1				4:50	4:55											
25	"	1				4:55	4:55											
26	"	1				3:00	3:15											
30	"	1				4:00	4:00											

CERTIFIED CORRECT:

Harvey H. Latson
HARVEY H. LATSON,
 Capt., Air Corps,
 Operations Officer

COLUMN TOTALS		14:55	47:55	83:05
(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME	
(38) PREVIOUS MONTHS THIS F. Y.				
(39) THIS FISCAL YEAR				
(40) PREVIOUS FISCAL YEARS				
(41) TO DATE	225:45	86:50	603:15	5:00

DO NOT WRITE IN THIS SPACE	AIRCRAFT		CARD NO. 1								CARD NO. 2					CARD NO. 3				
	NL		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Nuthampstead Flights - September 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

0-706190

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **AC** (7) STATION **131 APO 557**
 (8) ORGANIZATION ASSIGNED **8th 1st B Div 1st Combat 398** (9) ORGANIZATION ATTACHED **603**
 (10) PRESENT RATING & DATE **Pilot 1/7/44** (11) ORIGINAL RATING & DATE **SAME**
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS **NONE**
 (15) TRANSFERRED TO _____ (14) TRANSFER DATE _____

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.	(17) MONTH
						NO.	TYPE	NO.	TYPE				
													Sept. 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMM'D. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION					
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	OTHER CREW & PASS'GR	INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT			
																OVER 400 H.P.	UNDER 400 H.P.		
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
1	B-17G	1				2:35	2:35	2:35											
3	"	1				4:25	4:25	4:25											
5	"	1				1:00	1:00	1:00						1:00					
10	"	1				1:00	1:00	1:00						1:00					

CERTIFIED CORRECT:

HARVEY B. LATSON, JR.,
Capt., Air Corps,
Operations Officer

COLUMN TOTALS				8:00	9:45	1:00	1:00
				(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME	
(37) THIS MONTH				9:45	1:00	17:45	17:45
(38) PREVIOUS MONTHS THIS F. Y.				66:00	0:15	115:10	115:40
(39) THIS FISCAL YEAR				75:45	1:15	132:25	133:45
(40) PREVIOUS FISCAL YEARS				20:50	0:45	487:35	489:35
(41) TO DATE				225:45	2:00	621:00	623:00

DO NOT WRITE IN THIS SPACE	AIRCRAFT		CARD NO. 1								CARD NO. 2				CARD NO. 3			
	19	NL 20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Edward C. Jordan's Form 5's

Lockbourne AAB - Sept 1944 to March 1945

The following five Form 5s are for Lt. Edward C. Jordan's time at Lockbourne AAB, Columbus, Ohio, now Rickenbacker Air National Guard Base. The Form 5's are for September 1944 through part of March 1945. After his return from England in late September, Lt. Jordan was assigned to Lockbourne AAB for B-17 instructor training. But before getting started he and his wife Jeanne traveled to California for R&R leave to be with his parents. Upon their return they moved their things to Ohio.

Ed had no flying time during October or November, presumably he was in classroom training. There were a number of flights in December and January and some he may have been practicing providing training as part of the course. He completed the course around January 11, 1945. It then appears he had no flying time until he was transferred to Boca Raton at the end of March to provide instructor training.

Note: There was no Form 5 for February 1945.

Lockbourne AAB - September 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. 0-706190 (2) NAME JORDAN EDWARD C. (3) RANK 1st Lt. (4) AGE 1922
 (5) PERS. CLASS 01 (6) BRANCH AAF (7) STATION Lockbourne AAB
 (8) ORGANIZATION ASSIGNED _____ (9) ORGANIZATION ATTACHED AAF
 (10) PRESENT RATING & DATE Pilot 7 Jan 1944 (11) ORIGINAL RATING & DATE P 7 Jan 1944
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS None
 (14) TRANSFERRED TO _____ (14) TRANSFER DATE _____

DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO.	YR.
						NO.	TYPE	NO.	TYPE			

(17) MONTH Sept 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COM.M.D. PILOT CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW & PASSENGER	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT	
									FAI	R	Pass						OVER 400 H.P.	UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
CORRECTED COPY																		
"CERTIFIED CORRECT"																		
JOHN J. HURLEY Major, A.C. Base Operations Officer																		

COLUMN TOTALS		(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH				
(38) PREVIOUS MONTHS THIS F. Y.			75:45 1:15	133:25 1:45
(39) THIS FISCAL YEAR			75:45 1:15	133:25 1:45
(40) PREVIOUS FISCAL YEARS	225:45		20:50 1:45	489:35 4:15
(41) TO DATE	225:45		96:35 2:00	623:00 5:00

DO NOT WRITE IN THIS SPACE	AIRCRAFT		CARD NO. 1				CARD NO. 2				CARD NO. 3							
	NL		20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Lockbourne AAB - Oct to Nov 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st. Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **AAF** (7) STATION **Lockbourne AAB**
 (8) ORGANIZATION ASSIGNED
 (9) ORGANIZATION ATTACHED **AAF** **AAETTC** **76th** **2112th** **AAF Base Unit** **Section H**
 (10) PRESENT RATING & DATE **Pilot 7 January 1944** (11) ORIGINAL RATING & DATE **P - 7 Jan. 1944**
 (12) TRANSFERRED FROM
 (13) FLIGHT RESTRICTIONS **None**
 (14) TRANSFER DATE

DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	
						NO.	TYPE	NO.	TYPE				
												October	November
												1944	

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL TIME) S	COMM. PILOT C CA	CO- PILOT CP	QUALI- FIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OPER CREW PASGR	INSTRU- MENT I	NIGHT N	INSTRU- MENT TRAINER	PILOT NON-MIL AIRCRAFT		
									PAI	RP	PASS					OTHER ARMS & SERVICES	INSTRU- MENT I	NIGHT N
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
NO FLYING TIME THIS STATION THIS MONTH (OCTOBER AND NOVEMBER)																		
"CERTIFIED CORRECT"																		
ROBERT J. LOHRY 1st. Lt., AC Asst. Operations Officer																		

COLUMN TOTALS

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(38) PREVIOUS MONTHS THIS F. Y.		75:45	1:15
(39) THIS FISCAL YEAR		75:45	1:15
(40) PREVIOUS FISCAL YEARS	225:45	20:50	1:45
(41) TO DATE	225:45	96:35	2:00

DO NOT WRITE IN THIS SPACE	AIRCRAFT		CARD NO. 1				CARD NO. 2					CARD NO. 3							
	19	NL	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Lockbourne AAB - December 1944

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **C-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st. Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **AAF** (7) STATION **Lockbourne AAB**
 (8) ORGANIZATION ASSIGNED _____
 (9) ORGANIZATION ATTACHED **AAF AAFPTG 78th 2114th AAF** **Base Unit Section II**
 (10) PRESENT RATING & DATE **Pilot 7 January 1944** (11) ORIGINAL RATING & DATE **P - 7 Jan. 1944**
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS **None**
 (14) TRANSFER DATE _____

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	44
						NO.	TYPE	NO.	TYPE					

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CROW PAS AI	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT	
									PAI	RP	PASS						OVER 400 H.P.	UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
4	B-17 F	1				3:00					1:30							
5	B-17 F	14				3:20					1:40			1:50				
6	B-17 F	1				3:00					1:30			2:20	3:00			
8	B-17 E	1				2:15					2:15			2:15		1:15		
11	B-17 E	14				2:30												
12	B-17 F	1				1:45					1:45			1:45	1:45	1:45		
15	B-17 G	14				2:30								2:30				
16	B-17 F	1				2:05					2:05							
20	B-17 F	1				2:30												
18	B-17 F	1				3:45								1:00	3:45			
23	B-17 G	1				6:30								2:30				
21	B-17 G	1				2:30								1:15	2:30	1:45		
28	B-17 E	1				2:30										1:50		
29	B-17 F	1				2:10										1:35		
"CERTIFIED CORRECT"																		
JOHN J. HURLBY Major, A.C. Base Operations Officer																		
53																		
COLUMN TOTALS		40:20					10:45			11:55 13:30 7:10								

(42) TOTAL STUDENT PILOT TIME **40:20** (43) TOTAL FIRST PILOT TIME **10:45** (44) TOTAL PILOT TIME **40:20**

(37) THIS MONTH		75:45	1:15	133:25	:45
(38) PREVIOUS MONTHS THIS F. Y.		75:45	1:15	173:45	:45
(39) THIS FISCAL YEAR	225:45	20:50	:45	489:35	4:15
(40) PREVIOUS FISCAL YEARS	225:45	96:35	2:00	663:20	5:00
(41) TO DATE					

DO NOT WRITE IN THIS SPACE	AIRCRAFT	NL	CARD NO. 1				CARD NO. 2				CARD NO. 3							
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

ECJ PIF

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Lockbourne AAB - March 1945

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **AAF** (7) STATION **Lockbourne AAB**
 (8) ORGANIZATION ASSIGNED _____
 (9) ORGANIZATION ATTACHED **AAF COMMAND 76th Wing 2114th AAF Base Unit**
 (10) PRESENT RATING & DATE **Pilot 7 Jan 1944** (11) ORIGINAL RATING & DATE **P 7 Jan 1944**
 (12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS **None**
 (15) TRANSFERRED TO _____ (14) TRANSFER DATE _____

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	45
						NO.	TYPE	NO.	TYPE					
												March	19	45

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL-TIME) S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	OTHER CREW PASSENGER	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
									PAT	HP Pass						OVER 400 H.P.	UNDER 400 H.P.	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
NO FLYING TIME THIS STATION THIS MONTH																		
"CERTIFIED CORRECT"																		
SIDNEY P. LANGFORD 1st Lt., A.C. Asst Operations Officer																		

COLUMN TOTALS		(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME PAT	(44) TOTAL PILOT TIME CPAQD AI
(37) THIS MONTH			76:40	1:15
(38) PREVIOUS MONTHS THIS F. Y.			76:40	1:15
(39) THIS FISCAL YEAR			20:50	:45
(40) PREVIOUS FISCAL YEARS	225:45		97:30	2:00
(41) TO DATE	225:45			670:25

DO NOT WRITE IN THIS SPACE	AIRCRAFT	NL	CARD NO. 1				CARD NO. 2				CARD NO. 3							
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

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Edward C. Jordan's Form 5's

Boca Raton AAF - March to May 1945

The following 3 Form 5s are for Lt. Edward C. Jordan's time at Boca Raton Army Air Field (AAF), now part of Boca Raton Airport. The Form 5's are for March 1945 through part of May 1945. Ed was assigned to Boca Raton March 24, 1945.

Presumably the flights shown are with co-pilots he was training. It appears they took turns flying which was the norm.

In May after the war ended in Europe, Ed had the opportunity to separate from Service which he took. His last B-17G flight was on May 11, 1945. He and Jeanne then drove back to Chicago and he was discharged at the end of May and he began his United Air Lines career on June 1, 1945.

Boca Raton AAF - March 1945

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **Air Corps.** (7) STATION **BRAAF, Boca Raton, Fla.**
 (8) ORGANIZATION ASSIGNED **AAFTC** **3501st AAF Base Unit**
 (9) ORGANIZATION ATTACHED **Air Force** **Command** **Wing** **Group** **Squadron** **Detachment**
 (10) PRESENT RATING & DATE **Pilot 7 Jan 1944** (11) ORIGINAL RATING & DATE **Same**
 (12) TRANSFERRED FROM **LAAB Columbus, Ohio** (13) FLIGHT RESTRICTIONS **None**
 (15) TRANSFERRED TO **BRAAF Boca Raton, Fla.** (14) TRANSFER DATE **24 March, 1945**

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	45
						NO.	TYPE	NO.	TYPE					

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO. PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION						
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	Crew & Pass'gr	INSTRUMENT 1	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT			
									27	28	29						30	31	32	33
18			21																	
28	B-17F	18				1:40														
28	B-17C	18				1:50														
29	B-24L	1				5:00														
COLUMN TOTALS						7:30														

CERTIFIED CORRECT

Kenneth V. Gurney
KENNETH V. GURNEY
 Capt., A.G.
 Operations Officer

(37) THIS MONTH	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
			7:30
(38) PREVIOUS MONTHS THIS F. Y.			180:50
(39) THIS FISCAL YEAR		76:40 1:15	188:20 2:30
(40) PREVIOUS FISCAL YEARS	225:45	20:50 1:45	489:35 4:15
(41) TO DATE	225:45	97:30 2:00	677:55 6:45

DO NOT WRITE IN THIS SPACE	AIRCRAFT		NL		CARD NO. 1						CARD NO. 2						CARD NO. 3					
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36				

354:45 EC5 PIA

Scanned

Boca Raton AAF - April 1945

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **Air Corps** (7) STATION **BRAAF Boca Raton, Fla.**
 (8) ORGANIZATION ASSIGNED **AAFTTC 3501st AAF Base Unit**
 (9) ORGANIZATION ATTACHED
 (10) PRESENT RATING & DATE **Pilot 7 Jan. 1944** (11) ORIGINAL RATING & DATE **Same**
 (12) TRANSFERRED FROM
 (13) FLIGHT RESTRICTIONS **None**
 (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS. CLASS	RANK	R.G.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	45
						NO.	TYPE	NO.	TYPE					

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMM. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT			OTHER ARMS & SERVICES	OTHER CREW PASSENGR	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT	
									PAI								OVER 400 H.P.	UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
2	B-17G	1				2:40	2:20											
3	B-17G	1				2:30	2:30											
6	B-17F	1				2:30	2:30											
7	B-17G	1				2:30	2:30		1:00					1:00				
9	B-17G	1				2:30	2:30											
11	B-17G	1				2:40	2:40		1:20					1:20				
12	B-17G	1				1:00	1:00											
13	Link																	1:00
16	B-17G	1				2:30	2:30											
17	B-17G	1				2:30	2:30											
18	B-17G	1				2:30	2:00	1:30				1:30	1:30	1:30				
19	B-17G	1				2:30	2:30					1:30	1:30					
20	Link																	1:00
24	B-17F	1				2:30	2:30							1:00				
25	B-17F	1				2:35	2:30											
26	B-17F	1				2:30	2:35											
30	B-17G	1				1:40	1:40							2:00				

CERTIFIED CORRECT

John E. Asmusen
 JOHN E. ASMUSSEN
 Capt., A.C.
 Operations Officer

COLUMN TOTALS	35:35	34:45	1:30	1:50	1:00	8:50	1:50	2:00
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(37) THIS MONTH	35:15	1:50	70:50	1:00
(38) PREVIOUS MONTHS THIS F. Y.	76:40	1:15	188:20	2:30
(39) THIS FISCAL YEAR	111:55	3:05	259:10	3:30
(40) PREVIOUS FISCAL YEARS	225:45	20:50	489:35	4:15
(41) TO DATE	225:45	132:45	3:50	7:45

AIRCRAFT	NL	CARD NO. 1					CARD NO. 2					CARD NO. 3					
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34

390:20 ECJ PIF Scanned

Boca Raton AAF - May 1945

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

INDIVIDUAL FLIGHT RECORD

(1) SERIAL NO. **0-706190** (2) NAME **JORDAN EDWARD C.** (3) RANK **1st Lt.** (4) AGE **1922**
 (5) PERS. CLASS **01** (6) BRANCH **Air Corps** (7) STATION **BRAAF Boca Raton, Fla.**
 (8) ORGANIZATION ASSIGNED **AAF TTC 3501st AAF Base Unit**
 (9) ORGANIZATION ATTACHED _____
 (10) PRESENT RATING & DATE **Pilot 7 Jan 1944** (11) ORIGINAL RATING & DATE **Same**
 (12) TRANSFERRED FROM **BRAAF Boca Raton, Fla.** (13) FLIGHT RESTRICTIONS **None**
 (15) TRANSFERRED TO **Ft. Sheridan, Ill.** (14) TRANSFER DATE **15 May 1945**

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP		SQUADRON		STATION	MO. YR.	(17) MONTH	19	45
						NO.	TYPE	NO.	TYPE					

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT		RATED PERS.			NON-RATED		SPECIAL INFORMATION				
							DAY P	NIGHT P N OR NI	NON-PILOT		OTHER ARMS & SERVICES	CP AT & QD AT	INSTRUMENT I	NIGHT N	INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT		
																OVER 400 H.P.	UNDER 400 H.P.	
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	B-17G	1			2:30		2:30											
2	Link															1:00		
5	B-17G	1			2:15		2:15											
8	AT-11	1				1:35												
9	B-17G	1			2:30		2:30											
11	B-17G	1			2:30		2:30							4:00				
12	Link															1:00		
COLUMN TOTALS					9:45	1:35	9:45							4:00		2:00		

CERTIFIED CORRECT
John E. Asmusen
JOHN E. ASMUSSEN,
 Captain, A.C.,
 Operations Officer.

**Closed - Honorably Discharged
 Separation from Service.**

(37) THIS MONTH	9:45	20:05			
(38) PREVIOUS MONTHS THIS F. Y.	111:55	259:10			
(39) THIS FISCAL YEAR	121:40	279:15	3:30		
(40) PREVIOUS FISCAL YEARS	225:45	20:50	1:45	489:35	4:15
(41) TO DATE	225:45	142:30	3:50	768:50	7:45

DO NOT WRITE IN THIS SPACE	AIRCRAFT	NL	CARD NO. 1						CARD NO. 2				CARD NO. 3					
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

BCJ PIF

Scanned