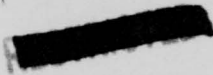


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SO-41-395-H1
APRIL 1944

SECRET



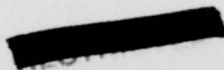
DECLASSIFIED
DOD DIR 5200.9

395TH FIGHTER SQUADRON
368TH FIGHTER GROUP
APO 595, U S Army
Station 404

Historical Clerk
S/Sgt Ernest C. Dennis

Squadron Historian
THEODORE P. SKALKO
2nd Lt, Air Corps

DECLASSIFIED
DOD DIR 5200.9



I. Negative.

II. STRENGTH, COMMISSIONED AND ENLISTED

1. At beginning of Period
 - OFFICERS39
 - ENLISTED MEN 246
2. Net Increase
 - OFFICERS..... 3
 - ENLISTED MEN..... 4
3. Net Decreased.
 - OFFICERS 0
 - ENLISTED MEN..... 4
4. End Of Period
 - OFFICERS.....42
 - ENLISTED MEN.....246

III. USAAF Station 404, Chilbolton.

IV. Captain James W. Goodwin, Operations Officer did not return from a Fighter Sweep into enemy territory. At or about 1930, 22 April 1944 our Squadron was bounced by 18 E/A near Eisaffthal. In the resulting dog fight, two planes were seen to go into the ground, one a P-47, the other a PW 100. A parachute was seen to open, however identity of parachutist undiscovered. Our Captain is at present being carried as Missing In Action.

V. Negative

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OTHER EVENTS

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1249

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S E C R E T

APRIL 1944

1. A mission was scheduled for this morning to escort medium bombers on an attack on Marshalling Yards with Namar to be the principal target. Poor weather resulted in scrubbing the mission.
Every morning or afternoon a sport news discussion sponsored by the S-2 department is to be held in the pilots room. It's conducted on a Forum Basis and it's intention to keep all of us abreast of new developments in the world.
S/Sgt E. C. Dennis transferred from the Orderly Room to the S-2 Department of this Squadron. His was a welcome addition to our happy little family and he has already proved his usefulness.
2. Major H. R. Quimby and Captain Malcolm Smith drove to Bristol to pay a visit to Lt David O'Keefe who is in a hospital there. Dave was a Flight Leader in our Squadron until the Medics discovered he had T.B. They took a map signed by all of the officers of this Squadron of the mission flown during which Captain Montag shot down two enemy aircraft.
Major J.S. Harris Executive Officer of our Squadron was appointed to investigate an accident involving Sgt D. T. McMurray. This was a motorbike accident which took place off the Base. Copy of orders pertaining to this matter is attached.
S/ Sgt Raymond F. McConnell on Detached Service for the purpose of attending an Ordnance Waterproofing School, Copy of orders attached.
New list of promotions came out today brought out smiles on many faces and stripes on many arms. These were all EM promotions, copies of orders attached.
More EM on Detached Service to RAF Anti-Gas School, Cpl George B. Bauder and Cpl John T. Connolly drew this assignment. We added three EM to our Squadron as a result of their transfer from the Service Squadron attached to our Group. These were Cpl S. Baker, Cpl Donald W. Young, Pvt Frank Scarabino, Welcome Mem.
3. Wing called in and released Group until noon today. For the past three days the weather has been unsuitable for flying of any kind. This afternoon Pilots spent most of their time in Ground School, Subjects covered were, Current Events and Combat Orders. After school the pilots had their usual games of "Gin Rummy"
4. Due to bad weather pilots were released until tomorrow morning, the usual "Gin Rummy" games were indulged in, so all together it was a pretty quite day.
5. Today we were informed that we were to be released from Operations until April 8th, in the meantime the pilots are undergoing intensive training in preparation for the various types of flying they will be called upon to do.
The ground Officers were in the Major's Office where the Squadron personnel was divided into two echelons, The Air Echelon and Ground Echelon. The preparation is made in anticipation of any orders to move rapidly at any time with a minimum of confusion and disorder.
6. Practice reconnaissance missions to be flown on the deck have been planned by Captain Fred J. Hamm S-2 Department Head. Pilots have flown these missions and have been interrogated by Captain Hamm upon their return from their observations. This practice will stand them in good stead in their strafing activities in the near future.
The enlisted personnel has been busy servicing in keeping the planes in good flying condition because weather permitting the planes are in the air every day. Pass privileges are such now that none of us can sleep off the Base nights as a result there's a definite limitation on our activities, still the thought of a

bath or shower in Winchester has it's refreshing aspects.

7. There is some talk of moving to an air strip which means a return to life in the raw. This morning all available personell went over to the range to fire Carbines and individual weapons, war is upon us. Tomorrow our release from "Ops" is ended and back we go again to mission flying. The weather is still pretty poor so flying has been restricted to weather hops.
8. The release from "Ops" brought our squadron into action again. Our boys flew as escorts to B-26s which were bombing Marshalling Yards at Hasslet. To top it off our men also carried two 250lb G.P. bombs and dive bombed the target themselves. It's a versatile type of flying our pilots are called upon to do. No more had they returned from this mission than a warning order came through for a repeat performance on the same target. However this mission was scrubbed. Lt Albert Kleinklaus had the most exciting experience and still did not know how it occured. His plane had several holes in one wing and was minus a cowling and some fairing after his return from the mission. It is attributed to flak because no E/A were encountered during the mission.

In the evening a dance was held at the Officers Club for all Officers on the Base. The 395th was well represented and was conspicuous by it's refined and well behaved manner. Women from ATS And WRENS Camps were imported by truck with a sprinkling of a few civilian girls. The orchestra was exceptionally good and has a novel manner of ending it's sets. Almost all had an enjoyable evening.
9. Easter Sunday in the E.T.O. It was not the type of day on which a great deal of Finery would be worn. It was a rather gloomy depressive day with a sprinkling of rain. Most of the enlisted men and Officers alike started the day by going to the chapel to give our thanks to our God in our individual ways.

A mission was to be flown this afternoon into France to strafe military trains. This was to be a new type of mission for our pilots but the 395th was to fly top cover for the other squadrons. When the announcement of the assignment came at briefing our boys could not conceal their disappointment. The mission was scrubbed due to poor weather.
10. We were awakened at five AM this morning which is a very early hour in any man's language. Take off time was set for 0615. The Group was going to a strip at Abington where they were to practice in conjunction with the Airborne Squadron assigned to our Group. The squadron took off once, Blew to the strip but couldn't land there because the field was weathered in. They returned to this field, Later in the afternoon they took off for the strip again and were able to land the second time. From all reports the Airborne Squadron was right on the ball because they went right to work serviced our planes and the squadron took off again and came home. This practice is invaluable for all concerned.

1st Lt Norman Schulte who is hospitalized dropped in for a short visit. He is being fattened up for an operation shortly.
11. It's getting so that when we are allowed to sleep until seven o'clock, we consider this a pleasure. What a change from our old civilian feelings on this score.

The same sort of mission was planned for today as for yesterday. The Squadron got off the ground about 0830 this morning and headed for the strip at Abington. They are to be there all day taking off and landing and giving the Airborne Squadron practice in serving the planes and needs of the Pilots

S E C R E T

Lt Irwin Pascal has acquired a "long haired Dachshound" which is being raised in a fashion not prescribed by dog experts. Lt Pascal feels the pup should be allowed freedom of movement and expression. It sure has taken advantage of it's master's generosity and it's expressions can be found everywhere. It's little things such as this which add joy to a somewhat dreb day at times.

The daily current events discussion is going along in fine style and all seem to enjoy taking part in it. A carryover of this discussion resulted in a married men's conference shortly after engaged in by Lt's Gamble, Kik, Williams, Fay, Skalko. That's the beauty of being an American, give one a sentence, a soap box and an audience and you have a full time Forum on your hands.

Captain Henry J. Mazur former member of the 396th Squadron and of late Group Operations joined our squadron as of this date. He assumed the position of Assistant Operations Officer. He is a darn good man and a welcome addition to any unit.

It was a tired bunch of pilots who came home late this afternoon as they had put in a total of some five hours flying time in the Abington area. That's all of this sort of practice.

12. Up at 0530 again this morning, Briefing took place on covering our Bit Friends who were to bomb Schweinfurt and other industrial targets in Germany. Take off time scheduled for 0930 was moved up to 1130 because of inclement weather. The Squadron took off to make R/V. weather and visibility over the continent was such that the Group was recalled after reaching a point near Laege. The bombers continued on their course through heavy cloud coverage on instruments. Another routine mission.
13. Today everyone is restricted to the limits of the Base. This restriction is supposed to be a temporary one. The practice our pilots had on the strip at Abington will come in handy today. Two bombing missions are on schedule on Noball targets. They took off from our field bombed one target returned to Abington refueled and rebombed, however the weather was such that the attack on the second target was called off. The pilots all reported good hits in the first area hit. Last night after ground school the EM had a beer party. Ground school covering all essential subjects has been held every evening. Major Harris, Lt Coburn, Captain Mumaw have been acting as instructors.
14. This morning a Fighter Sweep mission was scheduled. The usual Group Briefing was done away with and all information was relayed via phone by the conference method. It all worked smoothly. The pilots came back from the strafing mission with claims of six destroyed locomotives and general shooting of Military Trains. No damage suffered by any of our planes. These missions hold a great appeal for our men because it gives all of them an opportunity to exercise their trigger fingers. Captain Smith turned in a probably destroyed E/A on the ground on an airdrome near Bambrari. Orders came through assigning two new pilot officers to our squadron. They are 2nd Lt Homer E. Hayes and 2nd Lt John A. Rathbone Jr. At present they are included in the group undergoing further training before going into combat flying.
15. The mist was down to the ground when we awakened this morning, No flying for certain. The morning was spent on ground school mainly tank recognition and current events discussion. In the afternoon the pilots went to the line and worked on their planes, waxing them, taking care of them. Captain Marshall Mumaw off on DS to an OTU Center where he will instruct as well as select future pilot replacements for this Group. He Doesn't relish leaving combat, but the job he is to do is also important to the future success of this Group.

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16. Sunday started for most of us by going to the Chapel. We were on release so our Major permitted the men to engage in various activities. Some of the men played baseball, some basketball, others ping pong and still others just relaxed. This Sunday was somewhat like the Sundays we knew as civilians, quiet and restful.
17. The mission for today was scrubbed again due to weather. The pilots went to work on their planes and engaged in some ground school. Non flying days makes time pass so much slower.
18. Most of the day has been spent preparing for a dry run of our anticipated move into action. All equipment and personnel are to be divided as they would normally be and the rehearsal will tend an attempt to eliminate confusion and disorder ~~at~~ at a later time.
The zero hour for the mission of today was set up to 1500. Take off time 1718. Our Squadron is to act as top cover on a dive bombing mission on a Marshalling Yard. The target for today-Monceau Sur Sambrie.
At about 2000 our boys started coming back from their mission. The long daylight hours make it possible for late return from a mission.
Lt George Hughes spotted five warships heading towards the Enemy Coast which gave us an opportunity to turn in a hot nes flash to Group Headquarters. The mission for today turned out to be a milk run too, No flak, No enemy Fighters, No nothing.
This evening the U.S.O. staged a Booms a Daisy show for the EM, the first of it's kind of entertainment found a receptive audience and evident reactions were those of satisfaction. The officers will be the audience for tomorrow's evening performance.
19. Today's mission was to escort our "Big Friends" out after they completed their bombing of industrial targets in Germany. There should be enemy Aircraft to contend with, still lately they just havn't been coming up?
R/V was made with the bombers on course and on time. Throughout the entire mission nothing of any interest was observed. No Flak, No E/C, nothing but a few contrails at a level some 10,000 feet above that flown by our Squadron.
At 1530 Squadrons were briefed for a dive bombing mission on the Criel Marshalling Yards. This is an old target for our pilots. At 1610 a stand by order came through. Might well turn out to be a scrubbed mission because of the weather. So our planes took off started to set course and were recalled. The weather was rapidly closing in and had they completed the mission they would have had to land at another field.
The ESO Troupe playing "Booms a Daisy" visited our pilots ~~shhak~~. One of the ladies took a fancy to our pup "Flak", but being the men around here t at we are we didn't offer the pup to her. who knows someday it may make good eating.
20. This morning we slept until 0900 AM per the Major's orders. This was an order easy to obey. As a result our breakfast bar was worked for a time until all of us were fed. As we are on "Release" for maintenance and training the rest of the day was spent flying short missions of practice. A smoke mission was flown this A.M. by some of the pilots while others are doing the same this afternoon. Some ~~of~~ of the pilots have a Link schedule to adhere to where they co time to learn to master instrument flying.
2nd Lt. Oswald Doria our Personnel Equipment Officer has acquired the nickname of "Dingy" for obvious reasons. He's a godd fellow.
There is no question abut it any longer, officers and EM who join this Sqdn soon acquire a sort of distinct personality of their own pick to our squadron. It's a fairly simple matter to distinguish a member of our squadron from those of other squadrons or Group, whether this is good or bad, time will tell.

S E C R E T

At last official confirmation from the "Victory Credits Board" came through on Captain Thomas Montag's two destroyed ME 190's. That makes it official for Monty was only going to claim one destroyed E/A.

21. We are working a full day now that we are on "Ops" again. Briefing was at 0700 this morning, the mission to bomb Marshalling Yards at Hasslet. Lt Williams couldn't get rid of his belly tank approaching the target so he had to turn back with Lt C. Gamble turning back with him. They were chased to the Channel by two E/A, but no fight ensued. The rest of the Squadron dropped their bombs on Hasslet without incident. Its Midlam & Allen jettisoned one each due to improper functioning of their releases.

T/Sgt William T. Shires is lost to our Squadron as a result of accumulative illness. A punctured ear drum other bodily difficulties hospitalized him and as a result he has been transferred out. A good many of the EM will hate to see him go.

Cpl Bauder and Cpl Connelly are on DS attending RAF Anti-Gas School at Hollestone Camp Salisbury. Our Squadron should be a well educated in all versions of war and tactics on the basis of training not only offered to them but also presented to them.

It A. Kleinklaus couldn't get to the target so he picked out a RR yard and plastered it. Our boys must all be Republicans, they hate to waste or bring back bombs.

22. This morning our Group dive bombed the Yards at St Gehesliam. This was the first time they had ever carried 2X1000 pound bombs and some difficulty was encountered taking off with the additional load of a belly tank. Then too some mechanical difficulties were encountered with the bombs themselves, with fins dropping off and other little things. All will profite by this experience, that is the air personnel as well as the ground personnel.

Captain M. Smith aborted after reaching the French Coast so he picked out the nearest A/D, pointed his nose at it and let go.

Our Major went out and got himself another locomotive today which makes the third one for him so far. He is really spoiling for a fight and the first Jerry he sees better see him or it's going to be just too bad.

This afternoon really turned out to be a show. The Group was on a Fighter Patrol and while deep in enemy territory got tangled up in a dog fight near Bonn. Total results of this action is as follows: Captain Thomas Montag got a destroyed FW 190. This one shouldn't be hard to confirm as Monty took a picture of the Jerry sitting in his parachute. Captain Roy L. Bowlin is claiming a destroyed FW 190. Lt Richard Kik, Lt Clarence Staton, and Major Quimby are claiming damages to E/A.

Flight Officer Edgar M. McCrone brought home a badly shot up plane. Captain Leary of Group who was flying with us came back with many evidences of having been shot at.

The sour note in the whole picture is that our Operations officer Captain James W. Goodwin didn't come back. We are all keeping our fingers crossed but the news we have now is far from encouraging.

23. Sunday may be the Sabbath for many but for our Squadron it's a day of work. This morning our Squadron flew top cover to the other two Squadrons who dive bombed the Charleroi Marshalling Yards. The results were fair to good with one flight mission the target completely. They did however plow some farmer's field. No flak, No E/A, nothing much more than a dry run.

As of today Captain James W. Goodwin is carried as Missing in Action. It's a pretty rough deal to someone of his calibre. Here's hoping it was his chute which was seen to open.

The afternoon brought another Fighter Sweep as our mission. Take off time 1621 and the boys are not expected back until around 2000. The patrol in the Nordhorn area was a dry run. No E/A, very little flak, just like a Sunday afternoon.

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S E C R E T

RIDE IN AN AUTOMOBILE IN THE STATES EXCEPT that over enemy territory anything can happen.

24. Today we have two "Visiting Firemen" our title for visitors from another group flying with us. They are Major Shook and Captain Freemantle. They represent the 404th Fitr Gp. This afternoon's mission is a rough one for firemen in combat. Unfavorable weather kept up on the ground this morning but this afternoon take off was set for 1334 and off they went. We are tobring back "Big Friends" returning from attacking targets in Germany. R/V with the bombers 1520 over Thalfang. Return home was uneventful except th t 2 P-51s Bounced one flight of our squadron and we in turn bounced 2 P-38s. Our pilots saw a direct A/A hit on a B-24 which broke up into pieces. No parachutes were seen to come out.
25. This mornign we had a 0730 briefing for a dive bombing mission on Malines Marshalling Yards. 16 tons of bombs will greet the people in and about that location as of 1020 this morning.
We are looking for a Wing inspection in the meantime and a lot of dust is flying about in preparation for it.
Captain Thomas N. Montag, Red Flight Leader and out leading pilot is our new Operations Officer. It coundn't happen to a nicer fellow. Incidentally with all his other accomplishments "Nellie" is probable the best hog caller in the ETO.
Lt Robert C. (Horsby) Fay has discovered a method of beating the slot machines in the Officers club. His hauls of recent days has been good, say two or three pounds per day. He is now known as "Shady" Fay.
The overcast over the continent prevented the Group from bombing the briefed target so they dropped bombs on targets of oppertunity. Our boys hit two A/D one at Boxyde and the other at Ostend-Middlekirk. Some just jettisoned their bombs in the Channel. Boy wouldn't the Republicans just love to hear the latter juicy campaign stuff??
In the afternoon we were released until daybreak. GOOD DEAL.
26. Briefing was at 0700 this AM for a dive bombing mission on Marshalling Yards at Louvain. After the Squadron had taken off the mission was scrubbed and the controller is going to send the Group to targets of oppertunity.
The P.M. found us all released fro training. Preparations are ~~bing~~ being made for a 3 day patrol mission scheduled by wing.
27. It was 0630 this morning a hurried breakfast, a hurried trip to the pilots shack and a run to the line. Take off was 0750, they were airborne at 0756. Our pilots are flying a one hour patrol over an area covering Stark Point then they will be relieved for three hours then resume the patrol again. The visiting firemen who came here to fly three ~~me~~ combat missions are probably downhearted over this war. Our squadron flew four missions parrolling the Area in and about Stark Point. From all reports there is quite a bit of activity there of a war like nature, Destroyers Cruisers, Transports, landing barges just littered the water, Something is going to happen somewhere soon. Some of our pilots logged nine to ten flying hours which is a lot of flying time in one day. Finish of the day came at 2200 which included a stretch of night flying.

S E C R E T

27 April 1944 Cont'd

We have a new Engineering Officer as of today, 1st Lt Ralph Buchman. He is a transfer from 71st Fighter Wing.

28. 0845 was take off time this morning as our Squadron will only fly three missions today on the patrol. In addition some of our boys are out practicing laying smoke screens. I wonder why?
 Major Henry R. Quimby "Our Chief" has finally decided to take a day off. Relaxation is something he hasn't had much of since we've landed in the E.T.O. Day in to night out he has been the first man to the line and last one off. He needs the rest if only for a day.
29. Up at 0400, a rush to the line and the first take off at 0545. The pilots blew their regular patrol missions, the last mission being at 1745. After the last mission Wing called us and we were released from "Ops" until monday morning. These last three days of "Patrolling" have in some sense of the word been more arduous than combat flying. The "Release" from this type of mission has been welcomed by all.
 This day also brought us two additional pilots, 2nd Lt Wm Dimar and 2nd Lt K. Doescher.
30. Payday! Tis a magic word. That's today. Sunday the Sabbath is with us again. Those who wanted to go to Church did so, the rest slept until nine o'clock.
 The rest of the day was spent on ground training, packing, meetings and the usual hustle and bustle which goes with preparations for moving.
 Landing Strip here we come.