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ORDERS

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RESERVICES  
HEADQUARTERS  
IX TACTICAL AIR COMMAND

AFG 395 U S Army  
1 June 1944

SPECIAL ORDER)  
MEMORANDUM.....(3)

1. Under the provisions of AF 419-200, 15 March 1943, the following named men, 109th Tac Bomb Sq, 38th Tac Bomb Gr are transferred to the Air Corps, and 109th Tac Bomb Sq, 37th Tac Bomb Gr. No travel involved.

Pvt Glendale B Robinson 39554471 (305)  
Pvt Johnnie H Graft 39328903 (542)

2. The following named men, 219th Med Disp (Avn), Sta 449 are transferred in gr, AF orgs and sta indicated. TRN by AF, all soft or rail. 60-136 P 431-02 A 212/40425. AUTH: T X IX AFSC 123170.

Sgt Earl J Schwartz 32178382 (502) 564th Sig A Co Sta 408  
Cpl Herman H Stein 39278225 (855) Hq 4 Hq Sq IX AFSC Sta 470  
Tec 5 Henry (M) Misaerville 31179811 (855) Hq 4 Hq Sq IX AFSC Sta 470  
Pfc Gordon W Padike 36557111 (811) 39th Field Hosp Sta 519

3. Pfc Manuel J Gomez, 32697712 (809), 211th Med Disp (Avn) Sta 449 is transferred in gr, AF 564th Sig A Co, Sta 408. No travel involved. AUTH: T X IX AFSC 123170.

4. The following are directed. TRN by AF, all soft or rail. 60-136 P 431-02 A 212/40425.

	FROM AND STA	TRND TO, ST, P
S/Cpt James S Davis	370th Fighter Bomber Gr	365th Fighter Bomber Gr
12029660 (416)	Sta 406	Sta 407
Pvt Peter J Flynn	219th Med Disp (Avn)	211th Med Disp (Avn)
12129779 (473)	Sta 449	Sta 408
Pvt Roy Gibson	219th Med Disp (Avn)	211th Med Disp (Avn)
35261159 (473)	Sta 449	Sta 414
Pvt Melvin (M) Levine	219th Med Disp (Avn)	211th Med Disp (Avn)
32965115 (855)	Sta 449	Sta 414
Pvt Verne R McDaniel	371st Fighter Bomber Gr	365th Fighter Bomber Gr
39536481 (911)	Sta 415	Sta 408

5. 1st Lt JAMES P BROWN, 01634564 31. C, who reported to this sq in compliance w/ AF 16, 30 & 110, 1st Ninth Air Force, and 19 May 1944 is assigned to 365th Fighter Bomber Gr, Sta 408. TRN by AF, all soft or rail. 60-136 P 431-02 A 212/40425.

6. 1st Lt JAMES S BROWN, 0250856 AC, is held for assignment w/ 395th Fighter Bomb Sq, 36th Fighter Bomber Gr, Sta 408, and P 12th Replacement Control Depot, Sta 594, c/o 2 June 1944. TRN by AF, all soft or rail. 60-136 P 431-02 A 212/40425. AUTH: Ltr File 210.25 AFSC, Subj: Relief from Active Duty of Officer for non-assignable Assignment Detail, No LTC, dated 27 April 1944.

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SO No 4), HQ IX Tactical Air Command, 1 Jan 1944 and 10

7. S/Sgt William R. Kelly, Jr., 32179053 (772), 35001 Madison St, 3rd New Zealand PWS, is listed in AF HQ IX Air Defense Command, Ste 405. 101 AF HQ, all left or well. SO-138 P 431-04 A 21/40423. Ref: TX IX AFSC 43740.

8. Pvt John J. Purciel, 35019941 (448), HQ 4th AF, IX Air Com is listed in 71st Sig Cn Bn, 3rd AF. No record, no travel records.

9. 1st Lt George A. Myers, 01553523 3rd Dept, who reported to this in compliance w/ par 12, SO No 442, HQ ADA, dated 23 May 1943, is listed in 90th Fighter Bomber Group, Ste 551. IIN by AF, all left or well. SO-138 P 431-04 A 212/40423.

(Travel directed is pursuant to the auth contained in AFHQ ADA, 3 May 1943)

By command of Major General [Signature]

J. C. [Signature]  
Brig Gen, AFHQ  
Chief of Staff

OFFICIAL:

*Henry L. Taylor*  
HENRY L. TAYLOR,  
Lt Col., AGC,  
Adjutant General

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

APO 595, U. S. Army  
6 June 1944.

SPECIAL ORDERS )  
:  
NUMBER.....64 )

1. Having been asgd this org per par 9, SO 46, Hq IX TAC dtd 4 June 1944, 1st Lt /4622/ MAURICE KING, O1553390, Ord Dept, is further asgd Hq 368th Ftr Bomber Gp and aptd Gp Armament and Ordnance Officer, vice 1st Lt JOHN E. NICOLEY, O864201, transferred.

2. Captain ROBERT G. BERGMAN, O567206, AC <sup>15</sup> aptd Gp Chemical Warfare Officer (AD) and Gp Photo Officer (AD) vice 1st Lt JOHN E. NICOLEY, O864201 transferred.

3. Having been asgd this org per par 6, SO 46, Hq IX TAC dtd 4 June 1944, the following named O's are further asgd 395th Ftr Bomber Sq:

1st Lt /1151/ MERRON W. L. ELLIOTT, O664153, AC  
1st Lt /1052/ JAMES H. IVEY, JR, O665803, AC.

4. Having been asgd this org per par 1, SO 39, Hq IX TAC dtd 28 May 1944, 2nd Lt /3542/ ROSS P. SEACON, O1554920, Ord Dept, is further asgd 396th Ftr Bomber Sq.

By C of Col MEYERS:

MAURICE D. POWELL,  
1st Lt, Air Corps,  
Asst Adjutant.

OFFICIAL:

*Maurice D. Powell*  
MAURICE D. POWELL,  
1st Lt, Air Corps,  
Asst. Adjutant.

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R E S T R I C T E D

HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

APD 595, U. S. Army,  
1 June 1944.

SPECIAL ORDERS)

NUMBER 61)

E X T R A C T

1. Under the provisions of AR 615-5, 30 Jun 1943 and upon the recommendation of their Orgn Comdr, the following named Em, 395th Pitr Bomber Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (756) Stewart W. Simpson 36395286

TO BE STAFF SERGEANT (TEMP)

Sgt (862) Raymond W. Tucker 14182087  
Sgt (511) Ralph J. Petro 36444310  
Sgt (747) Charles Richards 32505614  
Sgt (750) John A. Bomboe 35514777  
Sgt (750) Edmund L. Spalding 35496279  
Sgt (747) Herman Birk 32466428  
Sgt (750) Daniel E. Mohn 33366288

TO BE SERGEANT (TEMP)

Cpl (911) Carl E. McCoy 32746646  
Cpl (911) Earl B. Bailey 17033424  
Cpl (932) Alton A. Davidson 17110757  
Cpl (405) Harry A. Ostrosky 13061888

TO BE CORPORAL (TEMP)

Pfc (405) Walter S. Plummer 31180115  
Pfc (555) Joseph C. Cardwell 34709495  
Pfc (747) Joseph E. Surat 32409111  
Pfc (747) George Hutchinson 35263621  
Pfc (932) Donald A. Huntley 35631600

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (345) George Simpson 31268713  
Pvt (911) Charles C. Sulhy 33798756  
Pvt (747) Peter E. Boland 12020798  
Pvt (060) Herbert L. Reed 6537125

\* \* \* \* \*

By O of Col MEYERS:

OFFICIAL:

/s/ Maurice D. Powell  
1st Lt, AC, Asst Adj.

MAURICE D. POWELL,  
1st Lt, AC,  
Asst Adj.

*John R. Elliott*  
JOHN R. ELLIOTT, Capt, AC

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FROM HQ IX FIGHTER COMMAND

TO CO, IX T/C  
CO, 71ST FW  
CO, 84TH FW  
CO, 100TH FW  
CO, 103RD FW  
COs, 371, 48, 366, 368, 365, 347, 370, 363, 354, 362, 358, 36, 373,  
406, 50, 402, 474, and 405 WITH BOMBING GROUPS

ROUTINE

CONFIDENTIAL-SENT IN THE CLEAR-AUTHORITY MAJ GENERAL CURSADA

ADV HQ IX FIGHTER COMMAND  
APO 638, U.S. ARMY  
8 JUNE 1944

THE FOLLOWING MESSAGE HAS BEEN RECEIVED FROM THE COMMANDING GENERAL  
NINTH AIR FORCE AND APPLIES TO THE 365TH, 366TH, AND 368TH WITH/B GROUPS.  
THE SPIRIT WITH WHICH THESE GROUPS ACCOMPLISHED AND PERFORMED THEIR MISSION  
REFLECTS GREAT CREDIT TO THEM AND I AM MOST GRATEFUL FOR THEIR EFFORTS.  
IT IS POSSIBLE IF NOT PROBABLE THAT THEIR EFFORTS WERE IN A LARGE PART  
RESPONSIBLE FOR THE ATTACK ON ONERA BEACH CONTINUING. HISTORY MAY SHOW  
THAT THEY SAVED THE DAY. QUOTE FOR SEVENTH JUNE GROUPS OF YOUR COMMAND  
FURNISHED CLOSE CONTINUOUS SUPPORT TO THE ONERA BEACH HEAD OFF. THE  
SITUATION THERE WAS CRITICAL DUE TO THE RECURRENT ATTACKS AND CONTINUOUS  
SUPPORT RENDERED BY YOU RESTORED A DELICATE SITUATION. PLEASE PASS MY  
PERSONAL CONGRATULATIONS TO THE GROUP COMMANDERS CONCERNED FOR THEIR  
FINE WORK - DIRECTION. UNQUOTE.

-----CURSADA-----

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R E S T R I C T E D

SO 153

Hq ETOUSA

1 June 1944

E X T R A C T

\* \* \* \* \*

4. Announcement is made of the temp promotion of the following O, Ninth AF, to the gr indicated in AUS w/rank fr date of this order:

2d Lt to 1st Lt

Robert Miller, O-690143, AC  
Joseph S. Nolan, O-902337, AC

\* \* \* \* \*

By command of General EISENHOWER:

R. B. LOWE,  
Brigadier General, GSC,  
Deputy Chief of Staff.

OFFICIAL:

(Seal)

R. B. Lovett,  
Brigadier General, USA,  
Adjutant General.

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*John R. Elliott*  
JOHN R. ELLIOTT,  
Captain, Air Corps,  
Adj., 395th Ptr Bombr Sq.

R E S T R I C T E D

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3-2  
34 History

R E S T R I C T E D

HEADQUARTERS  
AAF STA 569

SPECIAL ORDERS )  
NUMBER 37 )

APO 149 U.S. Army  
13 June 1944

\*\*\*\*\*

5. The following named EM are held fr asgmt Repl Pool,  
Sg "C" 13th RCD, asgd WF o/a 14 June 1944 to origins and stas as  
indicated. Rats in kind will be furn by QM while traveling: TDM  
by rail or GBT. Auth: Memo 35-138 Ninth Air Force 24 April 1944.

\*\*\*\*\*

T/Sgt William T. Shires Jr, 14070554 750 335th Ptr Sq, 385th Ptr Gp  
AAF Sta 404

\*\*\*\*\*

(Travel directed is pursuant to the auth contained in  
Ltr, Hq AFHQUSA, 3 Nov 1943).

By order of Major TAYLOR:

GEORGE A. MARIER  
WOJG, USA  
Adjutant

OFFICIAL:

/s/ George R. Marier  
GEORGE R. MARIER  
WOJG, USA  
Adjutant.

A TRUE EXTRACT COPY:

*Oswald Doria*  
OSWALD DORIA  
2D Lt Signal Corps  
Asst. Adjutant.

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*5-2*  
*History*

R E S T R I C T E D

HEADQUARTERS  
AAF STA 569

APO 149 U.S. Army  
15 June 1944

SPECIAL ORDERS )

NUMBER 39 )

\*\*\*\*\*

8. The following named EM are reld fr asgmt Repl Pool,  
Sg "C" 13th BCD, asgd WF o/a 15 June 1944 fr AAF 569 to orgns and stas  
as indicated. Rats in kind will be furn by 2<sup>nd</sup> while traveling. TRN by  
rail or GWT. (Perm c of sta) 60-136 P 431-02 A 217/40425

\*\*\*\*\*

S/Sgt Nathan C. Gould 16014070 395th Ptr Sq., 368th Ptr Sp AAF 404

\*\*\*\*\*

(Travel Directed is pursuant to the auth contained in Ltr, Hq,  
WFOUSA, 3 Nov 1943).

By order of Major TAYLOR:

JOHN C. MITCHELL  
1st Lt., Air Corps  
Asst Adjutant.

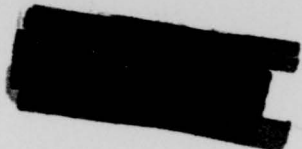
OFFICIAL:

/s/ John C. Mitchell  
1st Lt., Air Corps  
Asst Adjutant

A TRUE COPY:

*Oswald Doria*  
OSWALD DORIA  
2D Lt Signal Corps  
Asst Adjutant.

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SO-FI-395-H1  
1 Jul 1944

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SQ-F1-395-71  
JULY 1994

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[REDACTED]

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395TH FIGHTER SQUADRON  
368TH FIGHTER GROUP  
APO 595  
SHIP # 3  
NORMANDY, FRANCE

dup 59

Historical Clerk:

S/Sgt Ernest C. Dennis

SQUADRON HISTORIAN:

THEODORE F. SKALKO  
2nd Lt., Air Corps

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DOD DIR 5200.9

[REDACTED]

## SQUADRON HISTORY

JULY 1944

## I. Negative

II. STRENGTH, COMMISSIONED ENLISTED

1. At beginning of Period		
OFFICERS	- - - - *	- - - - - 52
ENLISTED MEN	- - - - -	- - - - - 252
2. Net Increase		
OFFICERS	- - - - -	- - - - - 5
ENLISTED MEN	- - - - -	- - - - - 5
3. Net Decrease		
OFFICERS	- - - - -	- - - - - 2
ENLISTED MEN	- - - - -	- - - - - 6
4. End of Period		
OFFICERS	- - - - -	- - - - - 55
ENLISTED MEN	- - - - -	- - - - - 251

III. On July 2, 1944 B Eschelon departed Chilbolten for the Marshalling Yards for a SOS to France. This move was accomplished by Secret Orders. B Eschelon arrived at Strip No. 3 Cardonville, France 3 July 1944 0845. The Squadron movement was complete.

IV. On 8 July 1944, our Squadron led by Col. Quimby was attacking enemy troop concentrations and Bridges South of St Lo. At about 1700 just after attacking a bridge Lt. Irwin M. Pascal called over his radio that he was on fire and was bailing out. He was seen to leave his plane, his parachute opened and he landed in the vicinity of Le Beny Bocage. He is being carried as M.I.A.

V. On 2 July 1944, Lt. General Brereton presented the Distinguished Flying Cross to Major Henry R. Quimby, our Commanding Officer and to Captain Thomas N. Montag, our Operations Officer. This presentation was made on Strip Number 3 in Normandy located near Cardonville.

Award to pilots for the Month of July 1944:

2nd Lt., Joseph F. McMillian	Air Medal
2nd Lt., Kenneth R. Snyder	Air Medal
2nd Lt., Louis L. Vieck	Air Medal

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DISTINGUISHED FLYING CROSS

CAPTAIN THOMAS W. MONTAG, 368TH FIGHTER GROUP.  
FOR EXTRAORDINARY ACHIEVEMENT WHILE PARTICIPATING IN AERIAL  
FLIGHT AGAINST THE ENEMY IN THE EUROPEAN THEATER OF OPERATIONS  
ON 25 MARCH 1944. WHILE SERVING AS PILOT OF A P-47 ON AN ESCORT  
MISSION, HE, WITH ONLY THE SUPPORT OF ONE OTHER FIGHTER ENGAGED  
MORE THAN TWENTY ENEMY FIGHTERS AND WAS SUCCESSFUL IN THE DES-  
TRUCTION OF TWO. HIS CALLANT ACHIEVEMENTS REFLECT HIGH CREDIT  
TO HIMSELF AND TO THE SERVICE.

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DISTINGUISHED FLYING CROSS

MAJOR HENRY R. QUINBY, 366TH FIGHTER GROUP,  
FOR OUTSTANDING ACHIEVEMENT AS SQUADRON COMMANDER  
FROM MARCH TO MAY 1944. MAJOR QUINBY HAS REPEATEDLY  
LED THE PILOTS OF HIS SQUADRON WITH HIGH DISTINCTION  
IN NUMEROUS DEEP PENETRATION BOMBER ESCORT AND DIVE-  
BOMBING MISSIONS OVER ENEMY TERRITORY.

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S O A D R O N H I S T O R

C U R R E N T E V E N T S

## SQUADRON HISTORY

## CURRENT EVENTS

July 1944

1. The new month was ushered in with a rain shower so although we were on a one hour alert from 0900 nothing came through. It's for sure that so far our stay in France has been more or less a picnic, whereas we used to fly five missions per day in the U.K., two are the most we've been getting in here.  
The rest of the day continued to be uneventful too with rain beating down steadily to forestall any flying. We've had too many days such as this and the inaction is getting our pilots down.  
At present we are waiting for three things in terms of importance, regularity of mail, Payday and B Eschelon.
2. Sunday dawned with an alert at 0700 but throughout the morning nothing developed. Routine duties were carried out.  
Major Weiler acquired several assistants in Captain Mazur and Lt Pascal for a little indiscretion. This little detail will keep idle hands out of mischief for a week.  
The afternoon brought a Presentation Ceremony presided over by General Brereton. It was of special significance to our squadron because Major Quimby and Captain Montag were among the recipients of the Distinguished Flying Cross. That makes two awards for each of them as they are both wearing the Air Medal.
3. We used to think it rained in England but this country gets its share of it too, as a matter of records that's about all the weather has consisted of since our arrival. There's one consolation, it can't last forever.  
Today it rained the whole forenoon which prevented flying but hadn't any effect on our going over to the Orderly Room to be paid. Takes more than a little bad weather to do that. It too is a good morale builder. Around here there isn't any place to spend it yet it makes for a nice feeling. Who knows some day we might spend it yet.  
The afternoon brought a discussion among the pilots on tactics led by Major Quimby. Our Chief is a man who keeps abreast of many things and does not like to go into a situation unprepared, as a military leader, he never permits himself or his squadron to lag. Lt Skalko gave a discussion on the disposition of the German Air Force which was in correlation with the topic of Major Quimby's session. After this session, the boys went back to their poker game. This game didn't last long because a dive bombing mission came up. The target for the Day.... a gun position on a strip near Lessay. The ground forces have started a push down the coast and we are going to help them in their progress.  
The mission was successful in that the strip briefed was plastered well but no gun emplacements were seen. The Controller called in bogies which our squadron investigated but they turned out to be friendly aircraft.

CURRENT EVENTS  
July 1944

After this mission we were kept on alert until 2130 when we were released until daylight.

The troops headed by Lt O. Doria arrived late in the afternoon to further swell our ranks. When the trucks and drivers arrive we will again be at full strength. Army life is amazing in that for several weeks we've been operating as a Squadron minus half our personnel yet there hasn't been any noticeable lack of coordination. These things just further illustrate that things can be accomplished when they have to be with what is on hand if the purpose is result enough. Well We'll see what is accomplished from hereonin.

4. This is a great day in America, here it's just another day. Guns are fired here to serve a purpose other than a commemoration of the past. So let it be.

Briefing at 0630 for a dive bombing mission which turned out to be a glide bombing mission because of poor weather. Major Quimby led the squadron and after hitting the target went looking for ground targets. He found a truck although lately his fancy has run to jeeps and knocked it off the road as per usual.

After this mission we were on standby for further missions.

Some of the enlisted personnel have made a few tactical errors with the results that most of them met Court Martial Boards. In most cases they have been old offenders who place their personal desires before duty and must suffer the consequences. Several instances have been unfortunate but sentiment cannot play too important a part in the interpretation of direct orders.

Lt. Howard Jensen is on DS to Group as assistant operations officer. This change means that "Good Heavens" will not get to fly as much combat as he usually wants to, but such is war. A personal desire must frequently be subordinated to the good of all.

This day brought a number of promotions to EM and these can be found in Orders attached.

The mysterious "Capt Mims" has been transferred to the 397th. I wonder if they'll ever see him. Apparently General "Q" is the only one who knows who he is.

Sgt Murphy and Sgt Galloway accompanied Pvt's Palma, Cortez and De Los Reyes to England where they were sworn in as citizens of the U.S.A. This event has been one the last three named EM have been looking forward to for some time.

Lt Forest Midlam returned to our squadron after having been on DS to Middle Wallop Censorboard Control School for several weeks. He prefers combat flying to a desk job and who can blame him.

CURRENT EVENTS  
July 1944

5. Briefing at 0815 for a dive bombing mission on a road bridge and thereafter an armed recon. One flight went down on the bridge and missed it completely, then Captain Montag went down on it and got two direct hits on it destroying it. The squadron went looking for other targets but didn't find anything of any importance so they peppered a wooded area which looked as a likely gun emplacement and came back.
- Lt Gamble really had himself flight on this mission. He was hit by the first burst of heavy AA and his plane vertical and horizontal tail surfaces were punctured pretty badly. To top it all off one 500 pound bomb hung up so he was a busy little man for a few minutes. He regained control of his plane, got rid of the bomb and made a safe landing home. It's little things like this which make pilots bald-headed.
- Although we were alerted for another mission our squadron did not take off again today.
- The rest of the B Eschelon dribbled in and now the 395th is a complete family once again. Reorganization and uniting will necessitate several days and we'll be going full blast again. Look out you Hun.
- Lt Joe William's sweating period came to an end when he received word from his wife that he is the father of a baby girl. Now he's awaiting a letter with full details concerning the Blessed Event.
6. Missions scheduled for today were all scrubbed because of rainy weather. On the surface it would appear that it would bring a day of relaxation, but oh no. The rest of the trucks, trailers and personnel pulled in today and there was plenty of work for everybody. One Brock House Trailer was tipped over while disembarking from the LST on the beach and hampered Major Quinby's program. So with one trailer in good shape the work began anyway. The S-2 trailer was dug in, holes were dug for poles and the tented room has been started. Captain Montag hoisted his weight to pound nails on a very precarious perch but amere 15 feet above the ground to him is nothing compared to the thousands of feet he's been up in the clouds. Same law of gravity applies here to, apparently.
7. The squadron flew two missions today. One early in the morning and one late in the afternoon. The first mission was a dive bombing mission of three strong points none of which were clearly marked. In other words our pilots went out to hit whay they could see so they did it. The second mission was to hit troop concentrations moving along roads south of the Bomb Line. The troops weren't there so our boys hit a large woods which had been briefed as a secondary target. Results here could not be discerned although these woods are supposed to house troops, equipment and ammunition.
- These missions have not been coming out of a clear sky as it were. As a matter of fact these past few weeks have been the rainiest we've seen, yet let the rain stop for a minute, comes briefing and off our boys go again.

CURRENT EVENTS  
2 July 1944

The time between missions has been spent constructing a Briefing and a Interrogating tent between two Brockhouse Trailers of which one is being repaired. From all indications it's really going to be something when it is completed. Right now the S-2 trailer is planted firmly and a canvas top extending 15 feet over and beyond it has been put in place. The chief is waiting for the other trailer to be repaired and then the whole project can be finished off.

It's a case of a big man and a little car. Major Quinby has acquired a small right hand drive car once possessed by the Germans and uses it around the field. With the exception of stalling in large mud puddles and having two large holes in the radiator it's quite a car, it says here.

8. In India the rains came and went away but here apparently they came to stay. Everyday it sprinkles at some time or another, usually just before a mission, in between missions or after a mission.

We flew two missions again today which seems to be the order of the day. The first mission of the day was to bomb strong points which were marked by Artillery. Reports were that results were excellent so everyone was pleased. Our boys can really hit a target if they see and know what they are to go after. This was a morning mission.

The second mission was a late afternoon one taking off about 1634. The objectives were to be troops and bridges and our boys generally plastered the area in and about St. Martin with indefinite results.

One of the Varsity Team didn't come back from this mission. Lt I.M. (Win) Pascal had to bail out of his plane near Le Beny Bocage. The cause is unknown, all we know is that Win said his ship was on fire and he was going over the side. His chute was seen to open and he landed safely in enemy held territory. Win should be alive although probably in enemy hands most of us are wagering he'll be back with us before long. Well we'll keep our fingers crossed and hope for the best.

9. It rained again today but, it has everyday. The morning began with an 0630 briefing but this mission was scrubbed. Then a flash came in with a report of 100 plus tanks roaming around the bomb line, so our boys went out to get them. Our Squadron found a few of them and banged up some trucks for the mornings effort.

Promotions came out today and Lt Schofield and Lt Doris are sporting white bars. It's been a long sweat for "Dingy".

The weather closed in and from all indications flying for the day is out of the question due to an overcast and rain.

10. It was a six thirty briefing this morning to look for a Panzer Division presumed to be in an area bounded by St. Lo., Marigny, Canisy, Torigny and St Lo. again. Our Squadron led by Captain Montag went out bombed up with

CURRENT EVENTS  
July 1944

2x500 bombs per plane. Although they orbited six or seven times they could not pick any signs of the enemy so they bombed bridges, gun positions and crossroads. There's a lot of light ack,ack in this region according to physical evidence brought back by Captain Montag, Lt Williams and F/O Rife. Incidentally F/O Rife has had an interesting career over here. He joined the Canadian Air Force flew operationally here with them then transferred to the American Air Force as a T/Sgt. Now a Flight Officer he has come up the long and hard way and we in this Squadron are happy to include him in our family.

1100 brought a hurried briefing for an unknown target. However with a ceiling of 1200 feet the individual Squadron C.O.'s were not about to risk the task. A steady drizzle set in and put an end to all speculation as to whether or not a mission would be flown. So far it has rained every day since we've been here.

11. It was up at 0500 for briefing and while we were eating breakfast the mission was scrubbed. There wasn't as much resentment as one would think because the cooks really put out a breakfast. Eggs sunny-side up, sausage and coffee is a darn good way to start a day. Some of the pilots went back to bed others figured as long as they were up they might as well stay up so they busied themselves on the line.

At noon a mission was called and this one was flown, but it was not the one briefed. The controller took a hand in the affair and set our squadron after targets of opportunity which is a haphazard set up at best. Upon returning from this mission, ball games were started, a horseshoe game got going and everyone waited for another mission to be called.

Yes indeed right at supper time a ground support mission was scheduled. Briefing was done, maps put in shape, all preparations were made - the mission was scrubbed. This is a very upsetting proposition but it's all part of the game. Finally in the evening a release until July 13 came thru so we got to look forward to a day of ease.

12. We were on release from "OPS" all this day which gave the line men additional time to bring their planes up to par, made possible numerous checks and generally eased up the pressure they usually work under.

The pilots got a chance to clean up their tents, wash clothing, wash themselves, play horseshoes, set up a volley ball net, play a game of softball with the enlisted men, on the whole a most pleasant day.

Work on the S-2 tent sponsored by Major Quimby has been progressing to the finishing stage and it is really something to behold. Here in a farmer's field with less to work with than at established we've accomplished much more than could be believed possible. It has meant much improvising working with inferior tools and material, yet we've all enjoyed doing the work and everyone has pitched in. We'll just get

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nicely set and we'll move again - it always happens.

I think the general feeling among us all is that we prefer being here than in England. The pilots no longer have to sweat out the channel which is a load off their minds. Too we are right where we can see and hear what is taking place which seems to bring the time we'll all go home much closer. We slept 28 in a Cabin coming over and I'll bet most of us will settle for standing room only going back.

Tomorrow we go back on "Ops" again and another week will pass before we draw another release.

13. Back on "Ops" again this morning with an early mission scheduled but held off until the afternoon. In the meantime the S-2 tent was completed with the combined efforts of the pilots, enlisted personnel, it is really something to behold.

We are now commanded by a Lt Colonel. The glad news came through today and Major Quimby exchanged his gold oak leaves for silver ones - on him they look good.

At 1459 our squadron led by Capt Montag took off on it's lone mission of the day for one of their longest jaunts since we've been here. The targets were a Marshalling yard and a double span bridge along the Seine River. The bridge was already clattered when our squadron got there so they added a finishing touch to it by hitting the North end of the bridge. Then they went along the tracks east and west of the bridge spotting 400 plus goods wagons and gave them a pasting which should make Hitler a little unhappy. They did all this with very poor weather in places 10/10 clouds coverage. The squadron returned intact without suffering any damage to the planes which could be called unusual, because the area covered is supposedly fat with enemy fighters and ack-ack. After interrogation and critique the boys went to supper anticipating a mission which usually comes while we are at the supper table. For a change - we ate supper in peace without interruption. Fried Spam..

After supper we drew a release until daylight so the officers played softball against an enlisted men's team from the Armament department. For what might be called a pleasant interlude the officers won a game.

Tomorrow is another day.

14. We got up at a civilian hour this morning and were waiting around for a mission which was planned to bring us over the target at noon. S-2 got all maps ready, everything was in fine shape when another briefing was called and an entirely different target was set up. Religious scruples be darned the first target is an artillery position in a church 8 minutes from our strip here. The second target is a crossroad in the same area and the boys are out now giving these targets a going over.

Col Quimby led the squadron on this mission and although he and his flight dropped bombs in the front yard of the church, the church was still standing when they departed. The other two flights hit the crossroad and Lt McMilliam says his two 500 pounders hit directly on the target. The boys ran

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into a lot of light and heavy flak but none was tagged.  
Good Show.

Before the 1st flight was down from it's mission, the original mission was called for briefing. The second mission got underway about 1300 this time led by Captain Montag. This mission was a longer run with an objective of railroads running between Manners and Bernay. Lt Kik couldn't get off the ground and Lt Le Loup aborted so only ten of our planes got over the target area. From all reports this was a generally clobbered up area when our boys left what with railroad tracks, Marshalling Yards and goods wagons serving as targets. These are the two missions of the day and if the weather holds up we should get another.

15. The mission scheduled for today was another long run compared to the ones our squadron has been flying of late. After briefing we were on standby because of unfavorable weather. It's not much fun just hanging around waiting for the weather to break so a ball game was called between Mumaw's Regulars and Mumaw's Castoffs. Captain Elliott is the manager and sponsor of the latter mentioned team and does a little pitching on the side. Mumaw's Regulars won after a well played game which helped the passage of time.

After supper anticipating that the mission would be scrubbed most of the Pilots went to movies and elsewhere. When at 1900 the mission was called, everyone was rounded up and inasmuch as the briefing was done earlier there was no need for another one. A Flight of P-51's from a nearby strip acting as top cover picked our Group up over the strip and headed out to blast a bridge at Monte Gaissacourt. No flak at the target area although they ran into plenty of it on the way back. Lt Garry and Lt. Huff came home with damaged airplanes but suffered no injuries themselves. The observations our Squadron turned in should be a great help to higher Headquarters, because our boys have done a grand job along this line all along. At 2330 we called it a day after Interrogation and Critique.

Col Quimby led the Group on this mission and after bombing orbited the target area to observe results of the Group's bombing. It's work like this which makes possible accurate as well as definite reporting of accomplishment.

The "Chief" Austin was returned to him today all painted with OD colors and a big Allied Star on the top. This is now his Staff car and more or less replaces the jeep which hereto forsovered as the main means of transportation.

16. Throughout the day not much of anything took place. We anticipated a mission all day but it was not until late afternoon that even a faint suspicion of a mission began to dawn upon us.

It seemed like a typical Sunday in the states. It was a warm peaceful like day with serenity the prevailing theme. We laid about in the sun, took showers and finally got a softball game going with the Officers of the Service

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Team and won handily.

Shortly after the supper hour our squadron was called out to reattack last night's target. The weather had been holding up this mission all day but it was supposed to be cleared up. When our boys got there 10/10 cloud coverage prevailed so targets of opportunity were selected. One flight dropped 8 bombs in the Marshalling yards at Argentan, another hit the Marshalling Yards at Laigle. This country of France is really taking a clobbering and has been now for several years/

After critique the weather closed in so rapidly that it was positively amazing. The fog came in and settled right down to the ground making any further flying impossible.

17. The weather is starting to let up a bit, but it's still far from presenting excellent flying conditions. In an effort to aid the Ground Forces as much and when ever possible, the pilots fly in every conceivable form of good or bad weather.

We are still on the two missions per day schedule. One of these days we'll make up for the prevalent ease which has been ours for some time. Our boys don't fly as many missions as they used to but the flak areas are much flakier then they ever were before. Today we were assigned targets T-430689, T429687. Thats the way most of our targets are tagged these days except for an occasional long and prominent target.

The targets were located N.W. of St Lo and were marked by the Ground Forces to make pinpointing possible. Reports indicate that direct hits were scored thereby eliminating artillery positions the enemy has set up. We were informed that shortly afterwards the Ground Forces advanced some 800 yards into previously enemy held territory. After returning the pilots had their usual critique and we drew a release until daybreak.

18. 0500 was the hour of Briefing and all was hurried as this was one of those unexpected missions. It's a typical morning when the right people don't get up and the wrong ones too, the lights won't work, the jeep won't start etc. All went fairly smoothly and at 0617 our squadron was in the air heading for it's target T-971555 a bridge.

Reports from this mission were that all bombs dropped in the target area and that the bridge could not be seen for smoke and debris. The flak around targets like this one is a factor of much concern to our pilots which is understandable because they are being shot at and can't shoot back. However not one plane was touched by flak bursts.

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In the meantime Pvt W.E. Newton formerly the "Chiefs" jeep driver went down to the Beach to get a load of sand in a 2½ ton truck. The main road was blocked so he drove along a side road and right in the middle of this road hit a Tellermine. The truck received considerable damage while Pvt Newton's wounds are fairly slight and superficial. It might have been a different story had he been driving a jeep. Now it looks as though Pvt Newton will receive a Purple Heart for his wounds.

The second mission for the day rolled around late in the afternoon with bridges again as the assigned targets. T-937472 was the primary target with T-935477 as the secondary one. The weather was extremely poor for dive bombing or flying but the squadron went out just the same. Captain Montag was the only one to find the primary target and after an orbit made a direct hit upon the target. The rest of the squadron concentrated on other bridges in the vicinity. This should teach the French not to build anymore bridges and the Germans not to use them - we hope. Lt Vieck picked up a small piece of flak in his plane as a reminder that there is a war going on. Thus ended another day.

19. As of this date Captain Marshall Mumaw becomes the Assistant Operations Officer and Captain Mazur becomes Blue Flight leader. This was a switch in positions.

At 0815 briefing took place for another bridge dive bombing missions but a ceiling of 800 feet forestalled it's developments. The day was spent anticipating the mission but it did not come off.

At 1300 Captain Mumaw and Lt Le Loup were to escort the C78 to England. The C-78 was loaded with Generals and after taking off headed right out without waiting for it's escort. Because of the poor weather Captain Mumaw and flight could not find the C-78 and turned back from it's supposed escort mission.

20. This day found us released from "Ops". Everyone who could found some means of transportation of getting to nearby strips to look up friends. Others used the time to slow time new ships or supervise the doing of little additional things to their planes. The day was not particularly favorable to flying so perhaps not much was lost by the release. If this weather would only break, the Air Forces could go to work and really clobber the enemy.

Some of us took a ride to the front lines and saw enough to convince us that the Air Force is the only branch of the service for us. The foot soldier learns about hell long before he dies - that's for sure.

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21. The Germans have been favored by the weather since D-Day and today wasn't any exception. Briefing at 0800 for a mission this morning and upon it's completion, the mission was scrubbed. This sort of thing has taken place many times in the past - almost too many times as it were. The rain and mud were with us all day so nothing along the combat line could take place. While waiting for the weather to break which it didn't a lazy day was had by most. We hate to see rainy days for it means that one day more we are away from those we love.
- There's talk of 5 day leaves for flying personnel going into effect shortly which event will be welcome to all. Our boys take a terrific beating mentally and physically doing the kind of flying they do with little opportunity to cover themselves with glory as do the fighter pilots who do escort work. Yet on a comparable basis the escort fighter faces fewer dangers than our boys do. An escort fighter doesn't get fired on everyday while it's the unusual day for our boys to go by without meeting flak at each and every target. It takes all types to win this war so who's complaining?.
22. The rain and mud has come to stay to all appearances for it is here and a lot of it. The only flying which is being done around here is an occasional C-47 coming in or someone flying a cub over the field.
- A C-47 came in today bringing in mail for the first time in several days. That's something most of us can't get enough of at any one time. Almost everyone received two letters so the out going letters should be thicker than they have been.
- The sum total of the days activities outside of the usual duties could be summarized by the expression nothing.
- Four new pilots have been added to our roster fresh from Atcham. Lt's Sullivan, Smith, Earls and P/O Foltz, Welcolm men.
23. Sunday opened with a splash for the mud is still here so we started the day by getting a release until daylight tomorrow.
- The church going boys were able to go without worrying about a mission coming off in a hurry for a change. This most generally not true on sundays.
- This afternoon brought us a visitor in the person of General Royce who is making an inspection tour. So far our field has been visited by General Quesada, General Brereton, General Schramm and not too long ago Air Marshall Tedder of the R.A.F.
24. The period of inactivity came to an end with a bang. Briefing came to us at 0815 for a dive bombing mission which was scrubbed. Much grumbling and disappointment. The bang came a very important briefing for operations "Cobra". This was to be the real thing and everyone was

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hopped up - who wouldn't be with illusions of going home in several years swimming before our eyes. It was scrubbed need more be said. Boy it looked Big and we are hoping that the postponement won't be too indefinite - it looks much too good.

Then when it began to look as though we were in for another day of inactivity but it looks as if that isn't going to be true for a time now.

The first mission of the day led by Col Quirby had two targets, one a Marshalling yards at Le Mans the other an alternate target on Railroad bridge at La Flece, to boot a patrol in area 8. The boys stayed out a little too long and we were beginning to sweat them out when they started to come in. Stud, Homer, Diman and Klienklous has to land at other strips for lack of fuel. They regueled and came back to our strip without incident except for Lt Hayes who nicked his prop taking off. However his difficulty was minor and he came in without further ado.

The second mission of the day was unusual to say the least, an Escort mission no less. B-26's hit a bridge at Ambriers. R/V was off the Tip of Cherbourg, brought them down the coast then westward to the target.

25. Briefing this morning was for operation "Cobra" the all important mission about which there was so much secrecy for some time. After briefing we were on standby for our part in this operations did not come until later in the day.

From this point, we watched a procession of Airpower through the air such as few of us have had the privilege of observing before. B-24's, B-17's, B-26's, pursuit planes of every description went over for several hours on end. Their target was not too far from our strip for we could hear bombs explode and feel the earth's vibration. It was our thought that this blow by the 8th Air Force would break Hitler's back but later reports indicate that it was not as successful as might have been expected.

Just as we sat down to eat lunch a mission was called and we rushed to briefing minus our lunch. The Target selected was a fuel dump at T-458533 & T-458537. The Mission numbers are getting more peculiar if possible - this one was tagged DZK-8 Pilots returned reporting good to excellent results with no damage, to our Squadron. Only one explosion was seen to indicate any fuel dump located in the vicinity.

The next mission did not come until 2110 and it was a lulu. Bombs were 1-6 and 12 hours delayed and the planes had to take off mission or no mission for these bombs could not be defused. Due to short notice and lack of necessary bombs only nine of our planes could get off the ground.

The targets were three cross roads and for once pilots could not report results for the bombs would not explode for hours to come.

This mission ended the day for us but we are at war again. and tomorrow should bring a busy day.

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26. Our Squadron set a record of some kind today flying eleven mission continuously from 0800 until 2200 last night. The Squadron flew in flights of four every hour on the hour with Col Quimby, Captain Montag, Captain Mumaw, Lt Schulte and Lt Staton alternating as flight leaders. The morning began with weather hampering our efforts somewhat but as the day progressed, the weather improved. The targets all day varied from wooded areas, gun positions, Jeeps, buildings, cross roads, bivouac areas, churches, cargo carriers, tanks and enemy troops. Everything and anything was hit as soon as it was identified as enemy. Before the day was done Col Quimby, Lt Elliott, Lt Kesting were hit by enemy flak although serious damage was not incurred.
- Bill Garry has developed a one two punch. First he frightens enemy troops out of vehicles, strafes them then goes back and destroys the vehicle. He calls this great fun. The day's tally against the enemy was somewhat like this. Lt Staton got one jeep, Captain Montag got an armored cargo carrier damaged 3 tanks, one M/T destroyed by Captain Mumaw, Lt Caldwell got an M/T, Lt Schulte got a church, Lt Elliott a jeep, Lt Garry a armored car, Lt McMilliam a gun position, Lt Kesting one M/T.
- I'm willing to wager that the ground troops are grateful for this support which should be making their advance much easier. Captain Mumaw stated upon a return from one mission that he never saw so many fires in all his life as he did in the enemy territory during the day. We called it a day anticipating the same type of working coming up in the morning.
27. We set a record of some sort yesterday by flying eleven missions before dark but we went out today and topped that by one more mission today. Before the day was done the 395th recorded 12 combat missions. As per usual the first and last mission of the day were fairly uneventful but there was plenty of excitement in between and as usual the day started with poor weather but this factor is no longer the handicap it used to be.
- The first mission of the day led by Captain Mumaw resulted in an intersection being blown up.
- Captain Montag led the second mission which spotted a convoy of 20 plus mechanized enemy units. Net result 4 tanks destroyed, 2 M/T's and 1 staff car destroyed, 8 tanks damaged.
- The third mission was led by Lt Staton. This was the real exciting of the day inasmuch as Lt Staton and Lt Caldwell ran into FW 190's and ME 109's. "Stud" tangled with one and turned in a claim for a probable. Lt Caldwell tangled with some 8 or 9 aircraft coming out of the same patch of clouds until it looked as though he was seeing spots in front of his eyes. Working on the theory that the best defense is a good offensive Lt Caldwell fired at everything in sight. Before the encounter was over, R claimed 1 FW 190 destroyed, 1 FW 190 damaged, and 2 ME 109's damaged. This is one of the few times our flight

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have encountered enemy aircraft and as per usual the outstanding enemy tactics was to head for the clouds.

The fourth mission was uneventful and targets of opportunity were not too good. The fifth mission was so so. The sixth mission could be called the same. The seventh mission brought on the fireworks because Captain Montag and his flight ran into another Convoy. They bombed and strafed until they ran out of bombs and ammunition and they had to come home. They left a convoy of 50 plus enemy vehicles in sad shape.

Lt Stator led the 8th mission and gave us a scare inasmuch as he landed fully a half hour later after the other three pilots landed. Captain Lee Standifer took the ninth mission and bombing a target assigned by the Ground Forces scored direct hits on it. Too bad it had to be a church but Artillery positions are hit wherever they are.

The Colonel took the next mission and in the company of Lt Miller, Lt Ivey played havoc with tanks, road intersections and Motor transports.

Captain Mumaw took the 11th mission and a church took a beating again. In addition to the church this flight compiled a score of 10 M/T's destroyed, 11 M/T's damaged. It's for sure that the churches and M/T's are poor things for the enemy to hang around. The day was brought to an end by Lt Stator and his flight which turned in a report of no enemy activity. Who's Complaining?

Could be Lt Gamble and Lt Hughes who left per orders for the "Flak Farm" at Oxford for seven days rest. Or Lt Kik and Lt Nolan who are passing a five day leave in London. Maybe Captain Bowlin and Lt Allen who also drew a leave in the company of the above named officers.

28. Briefing at 0530 to escort B-26's who were scheduled to hit a bridge east of Tours. Yes indeed, in the middle of briefing the mission was pushed ahead several hours. After a very early breakfast the mission was scrubbed and our squadron was placed on a 60 minute alert.

This field is beginning to look like Mitchel Field, L.I. P-47's, P-38's, B-26's, Cubs, AT's, Oxfords, B-17's, B-24's and Spitfires and Ty horns are found all over. The air traffic over here makes one think of home. OH yes MP's too in too many places.

2nd Lt. Douglas Ballard was relieved from his position as Supply Officer and Transportation and replaced by 1st Lt Bill a casual from the U.K. What Lt Ballard's future holds only Group knows and that shouldn't be long in coming. Sherman in speaking of war knew whereof he spoke.

29. Our Group has been placed on an indefinite release for a number of reasons. A combination of twenty three missions in two days works a hardship on men, planes and supplies. To boot so many squadrons operating from one strip put it into disrepair so the Engineers had to declare it nonoperational in order to work on it.

A free day made possible a lot of sack time and working on personal items. Some of the men went about locating friends on nearby strips. The Chief went down to the front to get a foot

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soldier's viewpoint of the war. The officers Outcasts played a softball game with an EM team with the usual result - they were beaten.

30. The day of worship dawned upon us with the release still in effect. Many of the men who have been missing religious services attended for they were without an excuse of not being able to. Thusly it was a quiet Sunday morning.
- The afternoon brought with it another period of inactivity so to enlighten the dull hours softball games were begun. Mumaw's Regulars again trounced Mumaw's "Outcasts". After this game the "Regulars" accepted a challenge to play the newspaper Correspondents again they emerged victorious. Quite a day.
- It was like a Sunday in peace time, a restful day with thoughts of war far away.

31. A day of bright sun but still no flying except for the training missions scheduled for the new pilots. However it is payday and although there isn't any place to spend money we still like to get it. American pocketbooks are inadequate for carrying European money - that's for sure.
- The afternoon brought a Forum discussion led by Captain Speece Group A.L.O. The discussion was an attempt to get a better understanding of the mutual efforts on coordinated targets of the Air Forces and the Ground Forces. It was a well conducted discussion with mutual benefit I'm sure.
- At last a briefing was called on a mission to dive bomb a fuel dump at Rennes. The inactivity was beginning to become slightly boring so we were all glad to get back to work again. Col Quimby led this mission and the mission was a standpoint of the number of bombs dropped in the target area. However the flames and smoke which are usually characteristic of hitting a target such as this one would indicate that the dump was empty. Lt Kleinhaus picked up a piece of flak to remind his the Germans are still in there shooting.
- Lt Viack had himself a little experience slowtining P just before our afternoon mission took off. Coming in for a landing he didn't quite make it and P doesn't fly here anymore. Lou walked away from the crash so in some sense of the word it was a good landing.