

SECRET
 MONTHLY HISTORY
 MONTH OF JUNE

I.	Relative		
II.	PERSONNEL	COMMISSIONED	UNCOMMISSIONED
1.	At beginning of Period:		
	OFFICERS -----		59
	UNCOMMISSIONED -----		248
2.	Net Increase:		
	OFFICERS -----		5
	UNCOMMISSIONED -----		90
3.	Net Decrease:		
	OFFICERS -----		5
	UNCOMMISSIONED -----		110
4.	At end of period		
	OFFICERS -----		55
	UNCOMMISSIONED -----		228

The following have received awards in the month of June:

Distinguished Flying Cross

Captain CLIFFORD L GABLE
 2nd Lt JOHN A RUSSELL
 2nd Lt GLEN E BERGMAN
 1st Lt ROBERT D DICKS
 1st Lt WILLIAM C BIRAN
 Captain WILLIAM S GARRY
 1st Lt DALE FORTNEY
 1st Lt GRADY F LONGAR
 1st Lt ROBERT R SMITH

Distinguished Flying Cross Cluster

CAPTAIN ROY D CARLSON

AIR MEDALS

1st Lt JAMES P SPRINGS	1st Lt THOMAS F HOWE, Jr.
1st Lt ROBERT L SPRING	1st Lt ARNOLD S WATSON
1st Lt JACK E BRASS	2nd Lt IRVING D GUNNERY
2nd Lt ALVIN R WIFF	2nd Lt DONALD F ALMIRP
2nd Lt JOSEPH A FRYLL	2nd Lt GEORGE A LONG JR.
2nd Lt LEON F DOMINONI	2nd Lt JOHN W WINSWELL
2nd Lt ARTHUR J FRYLLA	2nd Lt DONALD R HILLING

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GEORGE LINSKY
cont'd of S U N

cont'd
AIR FORCE

2nd Lt James C. Clark
2nd Lt John H. Riggs
1/0 William H. Grant

2nd Lt William H. Riggs
2nd Lt William H. Riggs

BRONZE STAR

Major Ernest R. Hendleton
2nd Lt James L. Walker
S/sgt William C. ...
S/sgt ...
S/sgt ...
S/sgt ...
S/sgt ...

2nd Lt Charles ...
S/sgt ...
S/sgt ...
S/sgt ...
1/sgt ...
2/sgt ...

* * *

QUARTERLY REPORTS

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1. A cloudy morning day, just to show that European summertime is fickle -- and don't forget it. The net results: no flying and beaucoup letter-writing and rumor mongering.

Today I flew, who might be called the casual type, and heard all slicked up: it didn't take long to find out the reason, however, because the instant we turned around we saw the GI badge.

All these going-home thoughts (underlined this time) are slightly unpleasant to LT RIFE -- he intends to get married to his fiancée, a member of the Nurses' Corps, sometime this month. Here's hoping it comes off alright.

The GIs' schedules of ground-school "entertainment" have started in earnest. Recognition is now being given in hopes that the pilots will be able to give instant answers when any aircraft come towards us. So far interest has been good, especially in ferretting out such facts as Tokyo's and other Japanese aircraft compared to the good old P-51 four-seven. In the spare time spent around the pilots' room they look for pictures of the new "R" model that is slated to be used in the CBI for escort work.

At last!!!! There are we going or what are we going to do? This has been answered. At 3 PM MAJOR PHILLIPS called the whole squadron together and let them in on the big news. Here is in effect the speech he made: This Group is to be one of two occupational groups in the 47th. How will this affect the personnel? The position of the pilots has not been completely clarified, but for the time being, most of them are going to remain. Those who returned to the USA for leave will probably not come back to us but will be redeployed straight to an active theatre. Of the enlisted men, those of 80 points and over will either be sent straight home or transferred to an outfit on it's way home and be dropped off there. Naturally, it won't all be accomplished in the next week, but eventually it will be done. Others with less than 80 points may be sent to another Group to fill-up a shortage and some volunteers may be sent out to Groups going to the CBI direct or through the states. Then we come to the remainder. They will stay here and continue with their jobs how long no one knows yet.

This news rather overshadowed the canned American beer which was distributed in the evening, but couldn't take away the thrill of drinking real Budweiser after "Axis" atrocities in Metz and other horrible brews through England and the continent.

So this memorable day was ended by real discussions over good

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beer -- and what could be more pleasant??

2. The occupational Air Force settled down to work today, a little easier all around on account of "knowing." The first three men having been sent home for discharges, the top three men "high-pointers" and three more were alerted and told they would probably leave on Monday. 1/sgt Miller, 1st Jackson and Pvt Reding were very pleased -- could they catch up with 1/sgt Oner, 1/sgt Malzeck and 1/sgt Teute who left three days ago? If this rate keeps up we will be having a new Squadron in no time now.

1st Lt. W. interviewed pilots, Ground Officers and enlisted men who had special troubles or requests, and he all appreciate the sympathy that he showed and the understanding for everyone's problem. Some want to know who will go and who will stay in the middle class of 70 to 84 points, how these extra ten points will affect them (the ten on which we are so anxiously awaiting orders), others yet want to go to the CBI -- every imaginable request and the 1st Lt. treats each one as though it were the only one main problem. If questions were asked that day -- they certainly must have been beaucoup in 1st Lt. W.'s office.

Otherwise the day went much as usual with training missions and ground school classes continuing as before. The evening was wound up by a party for the enlisted men with wine being served at the mess hall area; the night before was filled with spirituals sung by various members of our erstwhile operators -- on CD to the Army.

3. Sunday again. My! but that day of rest comes around quickly these days. My ryma was pretty lazy to sack it in the morning and get up around lunch-time. What a life! The afternoon was more exciting. Some sun-bathed, others went to Nurnberg, to the sportplatz to hear G. O. G. O. and Miss G. O. sing, which was reported basically to be somewhat of a disappointment. Unfortunately, this was G. O. G. O.'s first performance overseas and her program was not too good (selection was poor for the battle-hardened Third Army) and I hope she will have a chance to learn by the mistakes here. Odd sports -- tennis, baseball and handball were played throughout the day by the hardier souls and some even took to washing. The Army makes you do many things -- doesn't it??

During the day 1st Lt. W. flew to Frankfurt and brought back 1st Lt. G. O. who was there in the hospital. We are surely glad to see him again after all this time.

1st Lt. G. O., well rested from his Paris excursion, came back

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hand in hand with his future ball and chain. Love seems to find a way even under the most complicated set-ups.

4. Monday begins another week, which will probably draw out into seeming month -- for the time since the war finished, has been going very slowly. It is a feeling felt throughout the Group -- Officers and Enlisted men -- a feeling of futility and uselessness now that the really pressing and important work is finished.

The day had little activity with those pilots and EM's who volunteered for duty in an active theatre waiting for something to come through. Those with many points waiting to go home are also sweating along with the men in the 70 to 84 bracket -- none knowing what the course of the next week or so will have in store for them. One thing for sure, you have plenty of company.....

5. To be a little different -- all that can be added to today's Squadron History is "D I T T O." Same routine, same ground school and same worries.
6. Today, exactly one year ago, the great offensive started on "Fortress Europe" with the invasion in the early hours of morning. How well our men know that for we briefed at 2 in the morning (just finished interrogation a few minutes before and the pilots had just departed for bed). The time had come finally and our Squadron was briefed on the intricate things concerned with the invasion. They did get a little too low upon approaching the beach and our Navy opened up on them with terrific "ack-ack" showing that a mighty armada had already begun its work of softening-up beach obstacles and that our troops had made a penetration. From that day on in, the actual landing on Omaha beach, the early days of Strip Three, the break-thru at St Lo, the advance into France, Belgium and Germany ---- all of this is being vividly remembered by all on this day -- the anniversary of D-Day which was proclaimed by General EISENHOWER as a holiday for the armed forces in the ETO in remembrance of the men who died to allow us on continental soil. The radio, the Stars and Stripes, Yank, and the Squadron History -- with their familiar scenes of the various places we've been too -- make most of the men sit back and think of these things again. Today, as hard reality, we will never forget those men who paid so highly for successful invasion and annihilation of the enemy on the continent and wherever they were found.

Today was also a day of leisure. Some "sacked" it but it was surprising to note the percentage of men up and around

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doing odds and ends early in the morning. Seems that the schedule acquired during combat is pretty hard to cast aside, even in the "peace-time" Army. Later on in the day groups of men left for a swim in Ansbach's one and only pool. Reports indicate that all had a swell time. Other's left on scrounging missions and came back with the Luft-waffe's best in the way of boots, head-gear, trousers, glasses and some even managed to bring back dolls. Yes, big baby dolls --- dolls that will probably decorate divans and such cozy noocks back home. To think that folks back home are worried that our boys here acquired the "Killer-Instinct." I don't think they have anything to worry about, not when dolls are brought back from a scrounging mission. Do you????

The point system has begun to take its toll of enlisted personnel in this Squadron. Sgts ONEY, TERTS and HALJECK have departed for the USA already and the second bunch consisting of Pfc WOOD, Sgt GALUBE, SGT CONNELLY and Cpl JACKSON are due to leave tomorrow morning. The 395th really is an unusual outfit for it contains many old-timers -- men who originated many fighter groups back in the states and then left to form new Groups. I believe that there will be a great turn-over in this particular Squadron when things get rolling and that many new faces will appear. The day ended uneventfully - as usual - and that's the way we in the '95th have spent our day here in the ETO on D-Day plus 365.....

7. The day began as usual -- no unusual activity at all -- just routine work being turned out. Seems that charts, diagrams, schooling and lectures are a "must" in this Army of Occupation so we are having "beaucoup" charts, schooling, and lectures.

In the way of sports, we claim to have the one and only tennis court in this vicinity and its really being used. Seems that the Medical Department wasn't doing a good business as far as sick-call is concerned and they were the ones who instigated this court. Could it be because of lack of attendance on sick-call????? Along with the volley ball courts, the base-ball diamond -- they are kept pretty busy with sprains, bruises, and the bone department. Some fellers would do almost anything.....

We also seem to possess pretty good ball players in the '95 for the Group Ball-Club has twice returned from XIX TAC as victors.

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The 395th is represented by 1LT HIBBY, S/Sgt DEILANO, S/Sgt Bastroille, S/Sgt Tribe, S/Sgt Demchuk, S/Sgt DOWNS, S/Sgt HICKMAN. These boys are good on the ball-diamond -- each has played semi-pro at one time or another. Maybe that accounts for the lack of competition.

Some of our boys are having a little trouble -- they have enough points but have been classified as essential -- that may mean anything at this stage of the game but one thing for sure -- they won't be going home for a while yet.

A long awaited Captaincy finally arrived -- still in the rumor stage. After seeing all other promotions in black and white in this history for so long ----- Congratulations, CAPTAIN SKANKO, at least we can now put some rank on the title page of this Squadron History. It is now CAPTAIN SCHOFIELD too, our adjutant and mess officer. Be there will be plenty to drink in the Officers' Club tonight. Come on over boys -- two CAPTAINS' are settin' 'em up.

It is rumored that we are going to receive more airplanes than we know what to do with. Don't know whether that's good or bad. Doesn't seem to matter one way or the other for we haven't been flying much off this base. The grass runway can be blamed on this score -- its in pretty bad condition -- especially after a rainfall and it always seems to be raining here.

Ground school for both the EM's and the Officers' along with the flying program that has been in effect for a week and a few odd days is rounding out very well. Not one of those routine things one expects in the way of training. Another day can be marked off as inactive in the way of flying -- but quite active in the way of organized training programs.

8. From all indications -- no flying today either. It's a hot sticky day and from all concerned -- probably a long one at that too. The "hand-out" last night must have been a big occasion for all seemed to drag in this morning. Let's be having some more promotions coming thru -- good excuse to overdo things at the Club -- isn't it???

Last evening saw a Group of men off swimming and I believe that pool in Ansoach will have steady customers as far as the 95th is concerned. A truck loaded with boots and odds and ends of captured enemy material came back and it was a "free-for-all" while it lasted. Seems as if the Germans are really contributing a lot of stuff as far as we are concerned. At least, when this is all over --

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I'm sure most of us will pick this up and say, "And this was picked up in etc. etc. etc...." Boy -- how I'd like to hear some of the stories about 10 years from now on how this stuff was procured especially the men who sent home rifles and bayonets. Probably would go something like this quote, And as he charge past me, bayonet flashing past my nose ---- etc etc etc.. unquote.

Today it has become quite warm and the early morning's sun-rays gave indication that it would be sticky and hot. Sure was too later on in the day. The runway was still being repaired and that didn't help matters any. The pilots are alleager to get their flying time in and up-to-date have been very unlucky. If it isn't raining -- the runways "out." Very few in the Squadron have more than a couple of hours this month -- things are really getting rough, aren't they? quite a change from combat status, eh?

A little incident today stimulated the routine in our Squadron for we were paid a visit by none other than "The WOLF-PAK LEADER" himself. Yes, COLONEL ZEMKE, my one-time C.O. way back in the States. To add a little interest, after watching the "56th" formed on paper -- watching it all thru OTU -- wondering whether all the training they received would enable them to cope with Jerry on equal terms (for they were the first F-47 Group to leave for combat from the Second Corps area) -- the "56th" came way above all expectations and has gained the reputation for breaking the back-bone of the Luftwaffe. COLONEL ZEMKE looked good for his experience (completed 2 tours and finally wound up in a POW camp) and it's a good feeling to know that men of his caliber were on our side -- not the Jerries!

Same routine predominates -- routine matters come up -- are attended to in proper fashion, and so the day goes. Classes are attended by all and its good to note that time is put to good use. The day-room is almost completed and we should have a grand-opening one of these nights. It's an elaborate set-up, so to speak, an "L" shaped affair constructed from new lumber. A number of enlisted men have volunteered their skill and the bar should be getting a lot of business soon.

Evening saw everyone cleaning up personal belongings in the area for Saturday always has been a day set aside for the Inspection parties. As the lights went out -- a radio was going softly in one tent -- some were listening to it -- some weren't -- some probably were far away from a place in Germany known as Nurnberg

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9. This morning at 0830 a little excitement was encountered for 2 flights were scheduled to leave at 0800 sharp. One was a low-level navigation mission, the other a cross-country to Criel A-81. Unfortunately, the clouds came over, started to drizzle -- and from the looks of things -- all flyers' cancelled except weatherhops to see if the weather has decided to give us a little break. The Paris and Brussels bound officers and W's are pacing back and forth, the mission pilots are doing likewise -- and if the weather doesn't break soon -- we'll have nervous conditions to cope with beside the weather.

The "morn" saw an inspection of the living area -- we're all waiting for evening to find out the results. From all indications -- things are neat. On second thought, there's a big difference between field soldiering and garrison soldiering. Now that the war's over -- we are definitely under garrison conditions so to speak.....

seems as if the rumor factory has gone into a dormant stage again. From past experience -- it's only for the time being -- when operations start again -- it'll be for bigger and better ones, I'm sure.

LTS FORNELY, BERGMAN and JEFFY were just told that they will depart for the USA in the very near future. Re-assignment after a leave will probably loose them to this organization but we're happy to see them get a chance to be home for a while.

On the going-away list we also find Cpl CHARLES MUEHLY visiting England with a Bomb Group where his services as a Photo-man will be used temporarily. We have T/Sgt Wartker promoted to Master Sgt, S/Sgt Pound being awarded the Bronze Star.

LTS COBURN and LUKER spent a week at XIX TAC on temporary duty. LT COBURN returned -- but LT LUKER is still there. "Must be ah goot dealll."

10. This morning a mission was scheduled in the way of an Air Show for the benefit of SHEAF at Frankfurt. Groups from IX and XI TAC were to participate and F-51's and P-38's and yes, Peter Four Seven's from all reports, co-ordinated well in this Air Review. Everyone was eager for this has been the first time we've flown in quite some time but even though everyone concerned was down on the line in the early hours of morning, the mission did not take off until 1132. COL CARBINE led our Group

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and reported that our Group looked well from all angles.

A number of men went in to Pilzen, Czechoslovakia (the last outpost of the Third Army) and it was good to be with people who wave at you -- smile at you -- and mean it.... The Barvarian countryside is quite colorful -- the same mountain ranges from Switzerland extend into this part of Czechoslovakia and one could see storks' nest atop of some buildings. The populous treated us very warmly and yours truly, of all things, located a distant relative way out here. I take pride in being able to speak all the Slavic languages -- but this trip showed me that I was a little rusty when it came to Czech.

Nothing unusual developed back at the base -- routine flying over the field -- a lot of men stayed down at the area for Sunday has been inaugurated as a day-off for the majority of us.

The day-room has been opened now and it does look good. The EM's have put in a lot of effort -- a council has been appointed to sort of look over things -- if everything goes good for a specified period of time -- liquor, beer, and wine will be served to all. As it is, too much freedom cannot be exercised. Everyone must stay within the limits of the Post but special treats come up now and then in the form of swimming parties, tours, shows, baseball games and such that permit our personnel to get a glimpse of the outside world. Frankly, there isn't too much to see around here anyway.

"And the rains came" seems to be quite a used verse around here. It drizzles -- the sun shines -- and it drizzles again -- putting all on an inactive status for flying is cancelled. The school system really burns up time for all. In a few weeks the courses will be completed and I imagine the second semester will come into effect.

11. Seems that the rain we encountered in Czechoslovakia finally arrived here and will stay for some time to come by the looks of things. The Officer's Club will undoubtedly do a big business evenings from now on it. With men leaving for the States, Riviera, Paris and Brussels -- this sometimes looks like a railroad station -- baggage and all. They are real lively when they leave -- but are on the quiet side for 3 or 4 days when they come back. Could be all this pent-up energy is rapidly consumed at these places of pleasure -- and if the PANZER DUSTERS' hold true to their reputation -- they also play hard.

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Some return with Sunburns -- some return with an assortment of gifts -- but the ones that don't return with any tangible evidence of having a good time (especially when they don't refer to their experiences) are the ones that worry me.....

Outside of the lecture given the pilots -- nothing unusual developed today. We are all sorry to hear that our boys are weathered in at Brussels. Looks like they will have a rough time of it over there just idly awaiting the C-47. Who's kidding --- (I'd like to be awaiting that too). Such an ordeal, hmmmnnnn.....

We have inaugurated a package-system here that should work (I hope) and from the looks of the mail room, we'll have a well-equipped veterans army back home after this is all over. The mail-rooms stacked four deep of captured enemy equipment, mostly Luftwaffe flying equipment. One fellow in the '97 has sent home a German aircraft engine piece by piece. Here again the '95 excels all -- in war -- in peace -- and in souvenirs.

And so the day ended -- uneventful -- with hopes of being able to get some flying-time in tomorrow.

12. The morning brought forth clouds, showers, and some more clouds and showers. Routine was sorted away in proper fashion and along with schooling, the day seemed to progress rather slowly.

Hope there's some mail today -- seems that all sea-going vessels are headed for the Pacific for very little mail has seeped thru. Maybe it's the AFO's fault -- could be but all are eager to receive news from home -- sure hope it comes soon.

We had a collecting party yesterday and it was for a good cause we were all informed. It's too bad a few do step out of line every so often for in the final analysis of the situation -- we do have to be reminded that we are in the Army. Tough on this.

Today, too, will be uneventful. If this keeps up much longer the old "Air Force" will come into being again for the pilots will really sweat out their flying pay. Up to day, don't think many have more than two hours this month. Just a short time ago -- pilots couldn't get enough "Sack Time." And now this ----. Things have really changed -- no doubt about it.

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13. Flying of any nature seems impossible today. The rains have really come and the ground is saturated beyond it's limit forming puddles here and there. This sort of moisture isn't any too good on a grass-strip runway we have here -- that should prohibit flying for a little while yet until the puddles are absorbed.

Very few of the pilots are around nowadays, a lecture or a meeting is about the only thing that assembles the entire squadron. And those -- aren't too frequent. A recognition class today gathered most of the pilots from their quarters and quite a number stayed on down the line to drink coffee, write letters, form little discussion groups but in a short time -- this even drifted to the four winds and the administration building was again empty with a typewriter banging off in one end of the building, a radio playing in the Communications Office, and the tinkle of medicine bottles in the Medics Room next door.

At last, the clouds broke, and the weatherman predicts flying tomorrow. The C-47 is scheduled to take-off tomorrow morning at 0600 hours for Brussels. Looks like we'll get some flying time in tomorrow -- I hope. The sun is out now and it's warm rays are absorbing all the excess moisture around the fields. If the Engineers think it won't hurt the runway too much -- we might even be able to get off a couple of flights tomorrow morning. Sure hope we do for sitting around tending to routine matters can sure get boresome after a while. Flying -- the roar of engines -- men coming in and going out -- maps, courses, headings -- buzzing are the things we thrived on for so long -- just can't seem to do without them.

So the day ended - with all looking towards tomorrow -- hoping that it will bring good flying weather.

14. Today turned out to be a very cold morning indeed. It saw some Guards in the early hours of morning actually exercising to keep warm on their Guard posts. The runway was tested at 0540 to see whether planes could be able to take-off in the morning. The C-47 left for Paris at 0600 with a load of human cargo that will do the sights there for 5 days or more. To make things even worse -- Cpl BARR (a mere 330 pounder) the biggest man in this Group was aboard and that didn't help any in getting the C-47 off this water-sogged grass strip -- that's for sure.

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The morning saw inactivity in all ranks -- outside of the inspections on the airplanes and the school -- the routine matters were sorted away in fine order. The early afternoon saw training flights and the field activities started to buzz. The rumor machine which had been working overtime ever since the war ended has "fizzed" out and no one seems to care what the future will bring. Seems as if we've been forgotten men here in Wurnberg here in more ways than one. The mails have stopped -- the total amount of campaign stars this Group is still entitled to remains unsolved -- the amount of men who have left this organization under the redeployment system is still very small -- but one of these days things should start popping around here. The critical score will be set soon and from all indications, there will be a terrific turn-over in this Squadron in the way of new faces and personalities. I wouldn't be surprised if the entire Group will be reorganized -- number of planes, EC's and officers lowered -- a move to a permanent field and a quite a number of the 395th personnel sent home. That, at this moment, is too far-fetched -- but its too calm around here, just like a calm horizon before the storm and when things pop -- they'll really pop.

As it is, the 98th isn't a Squadron anymore as far as the men out in the line are concerned. A number of ships have come in from other groups in the ETO and this place looks more like a depot than a Fighter Squadron to me. All our men do is service these ships -- put them back into condition and eventually will crate or ship them to their destinations which may be anywhere's on the globe at this particular moment.

15. Nothing developed in the morning, but the afternoon brought about a number of training missions and from the buzzing -- warming up of engines -- pilots coming in and out -- it reminded me of the combat-days where things really buzzed all day long (anywhere's from 3 in the morning to 10 o'clock at night inclusive).

Seems that the ship Isignia on LT RIFE'S ship "JUNE BRIDE" was just a little more than just a prophecy for today saw the bride-to-be and her maid of honor. They will be married at the Riviera somewhere's around the 22nd of this month. Seems as if this romance was noticed as serious 'way back on strip Three and to Mr and Mrs RIFE (or should I say, LT'S' RIFE) go the sincere best wishes of the entire Squadron. They, in their actions, have shown everyone that

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there still are things worthwhile in life, things to think about and look forward to beside the routine the army offers us while we're here on the continent. My hat comes off to you two -- may all the little WIFE's be Fighter Pilots and Flight Nurses -- but not in the BTG.

16. Saturday -- this is "Inspection day" in the 395th and Friday evening was devoted to cutting the grass in the living area, tidying up the surrounding wooded and grass areas, adjusting the tents and attending to personal belongings -- a state of orderliness and neatness was encountered by WJCA that actually surprised him -- I'm sure. Quite a change from Strip Three where everyone had their particular fox-hole dug into the hedgerows. We now have a company street, rows of tents that house all the enlisted men and a long building in Group Headquarters area that houses the Officers of this organization. Looking back on, shall we say, "our exploits on the continent," one can readily see that no matter where and what conditions we've encountered, a state of neatness and that missing home atmosphere was always strived for.....

Seems as if the lane actually went to Paris and picked up the personnel there who have eagerly been awaiting the ride back. From the reports I get -- when LT VIBCK stepped out he was downed with many questions. Some of those ran JUDGE how's about making it one solid week, Old boy Old Boy -- after all -- we only have 6 days in Paris -- one more and it'll make a week even -- what do you say???? Unquote.. and that's the way it was there the first 15 minutes -- but some were too tired to do any talking. After all, 6 days and nights in Paris can certainly be exerting -- especially the life of a civilian -- hmmmnnnn. Was a rough war, wasn't it -- but something tells me civilian life will be much rougher -- who's kidding.

Another batch of men left for Paris and I'm wondering how long they will take to get back. Can understand it but some around here pray for good weather (but once they get into Paris or Brussels) immediately start praying for it to close in. Which do they want -- wish they'd make up their minds on one thing so we wouldn't have it drizzling one hour and sun-shining the next.

Training flights proceeded to develop on towards the afternoon and one can surmise that cross-country flights will be in full swing soon. This office has gotten to become a regular information bureau where anyone can look up any spot on the continent -- locate relatives, brothers, uncles, and yes, even aunts. Some are in the services, some as

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civilians and with the unit censorship being abolished -- letters keep pouring in that keep the S-2 personnel pretty busy checking maps, locating airports etc.

17. Last evening we were informed that "Anything Goes" an all American Musical could be seen at 7 o'clock at the Gurnberg Opera House. Your's truly attended (missed supper to do so) but it was worth-while for it did give me a glimpse of the American way of life -- stuff we've been missing. The battle-hardened Third Army was represented in force (about 1500 I should say) and when the dancing troupe appeared sparsingly clad -- it sure brought howls. Yes, that old American Spirit is there--that's for sure. The plot was pretty good -- a supposedly public enemy # 13 (quite harmless) plus a romance supplied by an Englishman (done just right for the average man here has been in England and appreciates English humor and gets a big bang out of it I'm sure) a hard nightclub songstress, a wall street manager and a social belle, plus a dancing troupe that emits with modern and semi-classic movements to change of tempo. Was an enjoyable 2 hours -- and am looking forward to more of these USO shows.

This is the day of rest and almost all of the personnel remained in the "sack" and very few appeared for breakfast. At 1000 hours a formation was called of the men who will attend the formal presentation of awards which is scheduled to take place tomorrow sometime. Everyone was told to wear their newly issued "Eisenhower" jackets and each will possess stripes and the various ribbons we've acquired. So out came the sewing kits so when we do appear "sharp" will be about the only word to describe our appearance.

The morning went fast and with men on a day-off, the area became sparsingly occupied by E's and Officers. Where they go is beyond me but very few can be found in the middle of the day. The Red-Cross is full - the movies are also full, and many, I imagine, visit others in the Group. The evening saw the official opening of the E's club and it opened with a bang. A sign -- "From beachhead to Clubhouse in one year" "Club Cosmo's" hangs over the doorway -- and in-itself, it has many a meaning. In Farmindale, where this Squadron received it's OTU training -- "Cosmo's" an Italian beer-garden usually saw most of our E's there in the evening. It brings back many a dear memory -- and whoever thought of the sign -- sure did a lot of thinking.

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18. An 8 o'clock formation was called for a number of personnel of the '95 this morning to practice for the formal presentation of awards of Silver Stars, Distinguished Flying Crosses, Air Medals, Purple Hearts, and Bronze Stars. The awards were presented later on in the day by BRIG GENERAL ROBERT L SANDERS at R-42, Gachschwabach, Germany to the following:

AIR MEDAL

1st Lt JAMES T SPRINGS
1st Lt THOMAS F HOWE, Jr.
2nd Lt LEON D COUGHERY
2nd Lt WILLIS H DUFF
2nd Lt DONALD F KING JR
2nd Lt JOSEPH A KELL
2nd Lt GEORGE A LONG Jr.
2nd Lt LEON F SCARLON
2nd Lt JOHN W RUSSELL
2nd Lt THOMAS J SHELLER
P/O JOHN S BRYAN

PURPLE HEART

1st Lt WILLIAM J WAYLAND
2nd Lt JOHN W RUSSELL

BRONZE STAR

2nd Lt JOE M WALKER
S/Sgt ARCHIE K BAILEY
S/Sgt ARTHUR O DOWNS
S/Sgt VENDEL FETZ
S/Sgt DONALD E REILLY
S/Sgt JOSEPH SURAT

Otherwise the day was quite uneventful -- few cross-country hops, low-level hops with an occasional buzzing of the field ended this day.

19. The days now are warm and visibility is pretty good hence some flying time is being procured. Many cross-country hops that actually comprise of navigation, low-level, and close-tactical training missions as it's set-up in this training program. Yes, slowly, but surely -- this is beginning to look like Westover (place where this Group originated) -- training charts, forms, and the various paper

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work connected with training for combat. With the number of planes coming in from other outfits that are leaving this theatre it sure does give our mechanics a headache for it seems that they are in somewhat of poor condition. On the other hand, many a good plane has been acquired this way. Some have a hard time of it -- pick out a good plane, stay out on the line a couple of days taking off old numbers, painting new identifications on -- and generally blitzing it up -- then they see another plane that suits their taste -- and another swap is made -- bringing on more blitzing, painting and scraping. No mentioning any names you understand -- but it's quite a task to go into operations and find out what plane belongs to who.

And so it goes here -- nothing much on what will eventually happen to the outfit or its personnel (not even any rumors) but we have accomplished a lot on the training side --- that's for sure. Wonder what we'll be doing 30 days from now??? Always a good question -- no? I can say, "Read the Squadron History" but I won't.

20. The day opened with routine which was attended to and in the course of events -- a lot of paper work is being planned. The war is ended but seems to me like the "paper-war" still persists. A cartoon in "Yank" showing a Pvt (Sad-jack in appearance) guarding a huge pile of material covered with canvass. A high ranking Officer of the Day is standing by the guard and says, "Do you know what your guarding?" The Pvt replies hesitatingly, "Is it ammunition, Sir???" The Officer of the Day, "Its mimeograph paper." And from all indications -- that pile must be right around here somewhere's.

A statement was made that the rumor factory was on the non-productive basis. I'll have to retract that statement. Today a rumor is well-established that we will move very close to the Czechoslovakian border somewhere's in the vicinity of Straubing. That base will be considered our permanent base for our occupational tour as far as the 368th Fighter Group is concerned. Excellent quarters and excellent runways are predicted. Don't believe the same personnel will stay here indefinitely for one of these days information will come in sending some home -- keeping others here -- and some may even go to the CBI direct. Along with this rumor, which came from very good sources, (ahem) another killer-diller came thru -- an occupational T.O. will be put into effect eventually after the outfit has been separated and it's personnel pulled out.

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As it is, we are well under way as far as the occupational hour is concerned with drilling every Monday, Wednesday, and Friday afternoon. Company formation is held -- the Squadron then is marched out in Company formation -- broken up into platoons -- and drill commences. Basic training -- sure enough -- and I get a bang out of it seeing some top ranking non-coms give their commands on the wrong foot etc.. etc.. This sort of stuff hasn't been a part of the Air Corps in their drive thru the continent -- but now it will be included in our daily routine. Personally, a little Marine Drill on my part (have the whole field to scatter the Squads to) will be coming off one of these days when I get the nerve. Probably will mess things up myself for "no-do for long time" and wonder if I still possess the knack of getting them together again. Time will tell. The men look good out there -- and it does make one realize that your still in the Army. and so it goes, little flying -- many training hops -- school -- lectures -- drill and then to supper. From here on in, we will be allowed to get off the post evenings and that's really something to look forward to for we've been restricted to our area and the limits of the field ever since we came in to Germany. There isn't too much around here to see but to know that after hours -- you can take-off, even though it's only for a walk off the post -- sure'll help and it should ease that "prisoned-in" feeling. Non-fraternization still exists -- but you can walk, look, but don't touch.....

21. Today, the first time since combat practically, began with a bang with maps -- courses and headings being rushed for an 8 o'clock take-off. Almost like old days, with pilots running in and out to check everything before taking-off, running in to get a plane scheduled in "ops" and then coming into S-2 and running out to the plane. As the morning hours progressed -- it even rained a bit but low-level hops on instruments were initiated to get around the weather. Many training flights got off -- came down and others were around to immediately take-off into the blue again.

(AHEM), nothing unusual developed during the day except that 2nd LT WILLIS H DUFF is now FIRST LIEUTENANT WILLIS H DUFF -- First Lt EUGEN L KESTING is now CAPTAIN EUGENE L KESTING and First Lt EDGAR M McCORONE is now CAPTAIN EDGAR M McCORONE. It's been a long time, hasn't it, and it couldn't happen to better pilots. Remember 'way back when Flight Officers were rare around here -- now they are rarer. LT DUFF made a very auspicious beginning when he was first assigned to this Group. As a matter of fact, it could be said that he created a definite impression.

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The afternoon brought forth "beaucoup" paper-work and files were checked on all flying personnel since the very beginning of combat operations. Flying time, awards in the way of D.C.'s, DFC's, SO's, IAI's, PI's, and SO's were certainly acquired in fast order. A tour could be completed in almost three months at one particular time when we were really putting in the hours and missions. Things were percolating then -- everything's changed now -- sure has.

The day edged on and at 1630 hours -- the last training mission came down and that's all the flying we had today. The form one's will back me up in saying that today has actually been an active day in this Occupational tour in the OTU. and so ended another day -- active in the way of flying, news of promotions to three of our men and I'm sure they fully understand this little saying, "All comes to thee who waits."

22. It rained all night and the heat-wave has temporarily disappeared. This morning saw a strato-cumulus at about 15 to 18 thousand feet -- visibility very good. Today should prove of comfort to all training missions, much cooler and I wonder if they'll come up to yesterday's record of 30 plane sorties with about one and a half hours of flying time. Back in the states -- this particular Group broke all records in the OTU channels -- and was claimed to be the best trained P-47 outfit to land on the British Isles. Wonder if that sort of thing will hold true here -- the best trained Occupational Group in Germany???

The day room in the EM's area is in full swing serving iced beer, drinks in the form of Brandy and wine. The spirits have been procured thru Spanish channels -- not bad at all, and the German beer tastes much better iced. Card games, reading, writing and general accumulation of H₂O is about the items of indulgence at the day room.... It certainly has aided a great deal of comfort and pleasure to our existence here in Germany.

There seems to be some effort exerted and the results show a wooden building being constructed out of new pine in the form of a mail room. It's built to specifications with a separate room inclosed so that no one can handle the mail except the mail orderlies. 'Tis a very good idea, indeed, and I hope that the interior of this building gets a lot of heavy wear and tear in the near future -- not the pace we've been keeping here recently as far as the mail is concerned.

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Thursday evening was the first time I've been off post on my own and the bicycle ride did wonders for me. There are a number of "owners" in the Squadron and 17.0 hours can see a lot of men going around and borrowing. As it is, I'm quite proud of mine -- once belonged to the Crew member of the Zeppelin in Frankfurt but since he wasn't around to make good use of same -- I took over -- naturally. The immediate areas around this field are quite scenic -- that's all. There are a number of small towns within an 8 mile area of the post and a number of smaller villages. Non-fraternization exists so my ride turned out to be just that and no more. Quite a number of men are still eager to get off the post just to see what is on the outside -- but I think that the day-room and the Officer's Club will get a lot of business thereafter.

The rumor that we will move soon has taken hold and from all reports -- we should have excellent quarters, excellent facilities for operations, and even some civilians (hope this rumor is right) to work and serve us coffee and doughnuts at the Red Cross. I may even go as far as to dream that K.I. may be eliminated with civilian help -- but it's sort of far-fetched at the present moment. In the old days, just when everything was set-up perfectly -- it was time to move again and we here have reached that stage a long time ago. The days are extra long now -- if I'm not mistaken -- today will prove to be the longest of the year. Sun will probably go down about 9:30 with light lingering on up until 11 o'clock. A funny thing about this is that during combat -- flying time was certainly put in during these days. I can remember the time 11 o'clock landings and 230 briefings were quite common. Now -- the days are long and everyone has quite a time in finding things to do in the evening.

and so ended another long day -- astronomically and otherwise.

23. Another inspection day with lot of paper work to be accomplished. It's pretty warm here now (I was given to understand that this part of the country always did have an early summer and early winter) and from all aspects of our surroundings, it surely has a good start. Swimming has been going on for almost a month now but recently we did lose use of the pool in Insbach and are on the hunt for new swimming holes. Some flying was accomplished in the way of training missions but with the way things started to buzz around

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here, our men are more concerned with other things, mainly locating the numerous fields over the continent and flying to them tomorrow (Sunday - our day-off). Later on in the day, a mission was scheduled for Sunday morning (a nine-plane mission to Oriel, north of Paris).

Maps were made up -- courses and headings plotted and roadied for an early morning take-off. The group was ferrying 25 planes down there -- looks like things are beginning to pick up. Maybe something's up -- who knows?!

24. The take-off went along as scheduled in the morning and only 8 planes took off. Weather was encountered enroute and the pilots returned with 2 hours of flying time. Otherwise, very little flying today and from all indications -- things are beginning to pop. One of our enlisted men is leaving tomorrow morning for the 362 Fighter Group and from all indications it's direct to the CBI. That's one down, two officers and two enlisted men to go. Wonder how many of us will leave. From all indications -- anything still goes, but I imagine this break-up, point-system, CBI, none, or occupation problem will be settled once and for all within the next few days. Its better that way -- no dragging out of emotions -- time to think or fret -- "Fast and Sweet" -- that's the way we like it here.

Some of the men went to Milzen yesterday and regret it immensely. The ride is one of those long and hardy types -- if you survive -- your lucky. Some of the men were fortunate to get on their bicycles and investigate the nearby countryside. Some, as I understand it, have never been off the post since we arrived here. Not that I blame them either.

Today, was one of those real hot days -- think it must have been in the ninety-plus class for perspiration ran freely.

25. Another 9 plane mission was scheduled for Oriel today and they did take-off with intentions of getting there. I'm sure they will this time -- weather or no weather -- for I saw that determined look upon the pilot's faces, and during combat days, whenever they looked like that -- usually 4 or 5 Jerries never made it back to base.

The lid blew sky-high today -- approximately 70 of our enlisted personnel, 70 points and below, are departing for the 405, 362, and the 367 Fighter Groups in the morning. Notified this afternoon -- things are really buzzing,

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men going in and out of the office, single and in pairs and in bunches, signing out, getting last-minute packages out for home. As far as we know right now -- 70 pointers and above are still staying here whether its for the Army of Occupation or for a short stay and then home. No one knows what's what yet -- and that makes for quite a sad lot of men. Pilots and ground officers haven't been, shall we say, "attacked yet" but its in the mind so look out boys. So at last, Army routine has caught up with the Fighter groups in the Third Army area and looks as if the Japs will soon be getting all of their attention.

Good luck follows -- two years of constant acquaintance in and out of combat sort of makes saying "goodbye" a difficult task -- but who knows -- maybe you'll be home before us and that is the most important thought in each of our minds at the present moment. We may even meet in the CBI somewhere's -- never can tell -- especially in the Army.

26. Last evening brought about a great indulgence at the Club and everyone was there. Wine was plentiful along with beer but Brandy was only one per person. That didn't stop some of the men from getting tight -- it's quite natural for these men have been together for 2 to 2 1/2 years -- lived with each other so long that each one seems like a brother. Of course, in the Army, one gets used to such things and it shouldn't bother you -- but it's still annoying no matter how much restraint is used. This sort of thing happened to me once before--separated from the 56th Fighter Group and the "Wolfpack" did make good without my sentimentalities but I sure would have liked to be with them. As it goes now -- many here will learn that things will never be the same around here.

At 1230 trucks pulled in along-side the group that was leaving and men and bags piled on -- some staying had tears in their eyes -- and it was a sight that I don't think I'll forget soon. Address copying has been going on ever since the orders were issued -- promises of seeing each other in the States or the CBI. The trucks departed for the 405, 367th and the 362nd Fighter Groups. We should receive some personnel from these Groups today in exchange and it should help fill the empty bunks but I think it will be a little while before the change can be wiped out completely. Over 102 men of this organization have left so far in the way of transfers, over-age, and the point-system. If this keeps up -- the tents will really be empty soon -- a ghost tent-city will remain.

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27. It started raining last night and hasn't let-up yet so the 9 o'clock C-47 take-off for Brussels is held up. Flying of all nature has ceased and rumors are flying high and mighty. Can't believe you me -- I heard them all today. Anything from individuals leaving to the outfit winding up in the Hindu plains somewhere to us going back to the States as a training Group. As it is, nothing is taken seriously until orders can be produced on the spot.

One thing that did happen -- many men were brought in from the 405th. 363, and the 367th Fighter Groups -- men with an average of 74 to 84 points inclusive. That should prove something about the critical score -- to me it don't. Right now we have a one-man enlisted department but I understand we have an addition in the person of T/Sgt Phillips of the 362nd. Come in feller -- the water may get warm in India or the CBI or then again it may form a layer of ice here in Southern Germany this winter. So come in Sgt -- we're glad to have you. After going thru a campaign with a bunch of men -- then suddenly being torn apart and shoved into new surroundings isn't at all too easy a pill to swallow -- but that's typically the Army -- isn't it? (A funny thing just happened now -- met T/Sgt Phillips just now and I think we'll do a lot together and do it well in this Occupational Air Force)...

Flying is called off today and a lecture was held this morning on the topic of "FLAK." A thorough "flip-board" system was used comprised of many charts, diagrams and cartoons (to make things interesting) and from all indications -- not only held the pilots interest but proved educational as well.

The overcast is crawling in again at lower altitudes than this morning -- all making for a very dreary day indeed. This day can be noted for it's rise in rumors -- some activity in Group Headquarters in assigning all the incoming personnel and the setting-up of the incoming personnel and their belongings. The area is starting to fill up again -- and maybe it will gain some life again during the evenings, sure hope so.

28. A dull day but aren't they all? Several men on pass to Paris took another day off voluntarily while those on pass to Brussels got another day-off because the C-47 was grounded. Some of the EM are on orders to ship out and when they learn that news, spirits are going to fall. Already there's many a new face in the old place.

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The new mess personnel are plenty on the eager side and the good food is a little on the tasty side. This condition could continue and no one would complain, I'm sure.

The weather lifted in the afternoon and the C-47 got to take-off. "Transport Pilot" WILSON is piling up flying time while the "buzz-boys" have to sit around. Rough.....

The day ended with the usual mail call with no results. This only makes five days straight without mail. That's not bad -- not good either.

29. About this time of the month we always used to wonder where next month would find us. So gave up on this too. Rumors more rumors and more rumors come up every day -- what would we do without them?

The morning opened with an overcast and since the runway was still wet from yesterday's rain -- no flying was scheduled. What to do?? Nothing! You right boy.

The communications crew is putting up a snack-bar as an annex to the "Ops" shack. Just when it's finished -- we'll move.

The afternoon opened with an announcement that 17 more men would be on their way out tomorrow. The sweating period which was supposed to have ended has started all over again and no one knows where the axe will fall next.

LT BYRICH eager for more combat received orders to report to the 48th Fighter Group. This Officer gets around. First Iceland, then Europe, and now CBI. He'll get home yet. A number of other pilots are eager to be on their way but it's not that easy. Today we added LT ROBERT HELLING who replaced LT MAGLISUM in a switch from this Group to the 362nd. Who's next? Despite all this and more, two officers, one honeymooning or trying to get married -- LT BLANCH is in HONOLULU sweating out matrimony while LT RIFE is celebrating his somewhere on the continent. This then is life, over here now -- dull isn't it??

31. This organization almost got up at 0300 hours to fly an escort mission. It seems that GENERAL BRADY is going home and due military homage was to be paid him but a wet runway prevented any take-offs.

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Today is payday which is a great day if only for that reason. In our case, money isn't any root of evil for its of no use here except to fuddle and who wants to fuddle money?

It was a dull lifeless sort of a day with the men working mainly on routine tasks. Five more months like this won't drive us completely crazy but what a wonderful next best of us will have.

* * * *