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SG-F1-395-H1
JUNE 1944

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DOD DIR 5200.9

395TH FIGHTER SQUADRON
368TH FIGHTER GROUP
APO 595
STATION 404

51

Historical Clerk:
S/Sgt Ernest C. Dennis

Squadron Historian:
THEODORE F. SKALM
2nd Lt., Air Corps

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

SQUADRON HISTORY

JUNE 1944

I. Negative

II. STRENGTH, COMMISSIONED ENLISTED

1. At Beginning of Period	
OFFICERS -----	47
ENLISTED MEN -----	251
2. Net Increase	
OFFICERS - - - - -	5
ENLISTED MEN - - - - -	5
3. Net Decrease	
OFFICERS - - - - -	1
ENLISTED MEN - - - - -	3
4. At End of Period	
OFFICERS - - - - -	51
ENLISTED MEN - - - - -	253

III. On June 12, 1944, at 1445 hours A Eschelon departed Chilbolton Station 404 for a Marshalling Area in preparation for a move to Normandie, France. This move was accomplished by Secret orders and this was a permanent change of station. On June 16, 1944 at 0645 hours A Eschelon arrived at Strip number 3, Cardonville, Normandie, France.

IV. On June 14, 1944, Our Squadron led by Colonel Frank Perego was attacking enemy motor transports in the vicinity of Caen. At about 1220 a Flight went down on an enemy convoy and was met by intense light gun fire. Lt Robert C. Fay's plane was seen to be hit, burst into flames and crash south of Caen. It is not believed that he survived this crash. He is being carried as M.I.A.

V. The following awards have been presented to the following named Officers for the month of June 1944:

2nd Lt., Diman, William C.	Air Medal
2nd Lt., Snyder, Kenneth W.	Air Medal
Plt O., Rife, Charles E.	Air Medal
2nd Lt., Hayes, Homer E.	Air Medal

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CURRENT EVENTS

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SQUADRON HISTORY
JUNE 1944

CURRENT EVENTS

- June 1. The first day of the month was ushered in with a gray sky and rain. Despite all this briefing took place for a dive bombing mission on Douvrent. Weather prevented takeoff this morning forcing postponement of the mission until the afternoon. The morning also brought in a real cement for Captain Hama, fresh from the states, Captain Clark.
- The afternoon found us still alerted for the dive bombing mission so we were standing by. Take off time was set for 1454. The boys got ready, hoisted the truck, got out to the line. At 1448 the mission was scrubbed. Sign hung out - Rain - No Game.
- The month opened with a whole list of promotions among the enlisted men. Too numerous to enumerate to here a complete list will be found on S.O. # 61 Par 1, attached herein. Nice going men.
- The first of the month brought a change in Executive Officers Major James S. Harris to Major Raymond L. Keller. Major Harris is on his way back to the states.
2. The day started with a release until noon. Moved up to 1700. It looked for a time as though it was going to be a quiet day. Lt I. J. Pascal got a softball game organized, Officers V8 ballasted men. The ball game just got underway the beginning of the third inning when announcement of briefing at 1615 came. So it was rush to briefing, to hell with the ball game, off to war again. Take off time at 1725 for a dive bombing mission on Douvrent. Fuel dump area. Well this was some show from many viewpoints. The target was blasted clear out of the picture according to reports. No flak, no enemy aircraft, but the boys came back with eight damaged planes. It appears that they went too low to drop their bombs and the resulting damage came from their own bombs and debris as a result of the explosions set off.
- The Chief, Stud, Hughes, Hayes, Pascal, Huff, Early, and Gentle all came back with marks of battle. Lt Jensen and Lt Schulte got a crack at some ground attacking and came back with a shared damaged locomotive claim.
3. Today opened with a release until daylight tomorrow morning. This inactivity gives us an opportunity to catch up on a few items neglected of late.
- The release continued through the day time being consumed by meetings on specific subjects on working on planes on the line and just ordinary routine matters.
4. Two sets of field orders came in for two different targets then both were scrubbed and we were placed on alert for a 1300 briefing. The target for today a road bridge at Souen and another road bridge near Paris. Take off at 1404 and the boys were off again to beat up more targets.
- The boys hit a road bridge in the vicinity of Souen. It was a successful mission from the Allied standpoint in as much as the less important bridge of the two was knocked out and only

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incidental hits were scored on the main target. The #1 at the target really got in some hits so rim damage on at least five lanes in our squadron. As Lt C. W. "Jeep" Allen so aptly put it "You've got to be a cool as a cucumber to fly these missions". Where the heck is this "M" Day. Let's go.

5. Briefing at 0715 for another glide bombing mission on another bridge. We could now be called "Gabby's Bridge Busters". Take off delayed one and one half hours because of poor weather so the boys are sitting it out for the time being.

Well we have never seen a day quite like today. Three alerts, three releases, three different times they were all dressed and the last time they were all sitting in the cock its when the mission was scrubbed. Bless Bess I we had many more days the "Wheels" would have a bunch of nervous in the service pilots. I'll say this, had our boys taken the 1900 mission this night, it would have been the best dressed squadron ever to fly over the Continent. Our Boys had eaten or partially eaten supper when they were called for the mission and as a result were dressed for dinner. That's the way of life something new, something different, while on this subject Capt in P. Clark S-2 introduced a new game of cards Russian Black Jack. For a quick way of losing a lot of money I've never seen it's equal unless it's the old Red Dog game we played in the states. All in all most of us were glad to call it a day at 2000.

6. The lay down is on. It was up at 0230 for those who were able to sleep, most of us were kept awake by the roar of planes overhead all evening.

Our Squadron is bombing a bridge at St Saviour on the Cherbourg Peninsula. The "Paddle Feet" have started to work on the Continent and our Group will be in the air to help pave the way to the path of all of us, "Victory and Home".

Just to demonstrate the ironies of life I'll cite an example. Lt "Bingy" Doris our Personnel Equipment Officer is sewing a jacket with needle and thread while a few miles away men are dying with guns in their hands.

It's a good thing the party scheduled for last night was cancelled because a big head would not go well with a "Big Day" It's a crime in a way to call it off after collecting a lot of Pounds for beer, wine, whiskey and women, but I don't think anyone regretted it.

It was a long day for us and no feeling. Up at 0230 in bed at 0430. Our Squadron hit three targets and carried fragmentation bombs for one of the first times we have used this type of bomb. St Saviour, Bois de Pallatte and targets of opportunity were the order of the day. Total accomplishment, Six heavy AA guns destroyed. 5 M/T's destroyed and a wonder are known to be a storage place for M/T's prepared beautifully. Lt Kik is trying to fight a one man war. Each day he goes out, he goes down or up on anything which moves. For a little man he has a lot of fighting spirit in that frame of his. All by his lonesome he got the 5 M/T's. The weather was far from good and we are hoping it improves.

Our organization has been enlarged with the addition of two more officers, 1st Lt's Marion W.L. Elliott and James M. Ivay, Jr

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shouldn't take them too long to get into the swing of things. Right now they are attending our "Hobart School" which is headed by Capt. in H.L. Howlin, a Pilot Lt. Col. from this Squadron.

7. This day started for us at 0530 and during the course of it we had three briefings, three missions, three critiques. The days of scrubbing missions is all over, because our boys are flying with a 1000 foot ceiling and strafing and dropping frag bombs with a speed of 200 MPH. There's no question of accuracy because our boys are going to zero altitude to make certain their targets and no more can be asked of our pilots that's for sure. During the day 15 of our planes came back with battle damage from light to medium bomb frags.

The "Chief" and his flight ran across a convoy of 50 plus MT's and they shot everything at them but their hydraulic fluid. Our Major is a workhorse and he doesn't spare himself although he has a lot of other duties which he carries on in addition to his flying.

Lt. Kik is still in the air hitting anything and everything and today he came back from knocking off another convoy of 12 MT's.

T/Sgt Hayes, Electrician in command the proud father of a son by daughter. This much married squadron so far as it's home production is concerned, so far has concentrated on producing daughters only. Many of our boys have heard from home the ipso facto "It's a Girl". Sgt Hayes promptly ordered a bomb with that message to Herr Hitler but it's my thought that the Jerries didn't stop to read the message on the bomb as they saw it tumbling down. Why?

8. There's a war going on for sure, what with briefing at 0230. The schedule for today calls for patrolling the bomb line area. The first two missions were uneventful and our boys kept asking "Where is the Luftaffe?".

QM Supply came through with some sets and in between missions the boys can get in some sack time.

Our boys flew three missions today and were waiting on a fourth one but the weather closed in and they could not very well take off in a downpour.

Today's missions were decidedly on the quiet side compared to the previous days of war. Nothing was found to bomb or shoot up so our boys acted as the cover in the beach area. Early morning briefing coming up again.

9. It was up again at 0230 for the pilots and personnel of this squadron. After briefing and all necessary preparations were made, the mission was scrubbed because of extremely poor weather. The whole day it rained alternately hard then slowed up but at no time was it fit to fly in.

The whole day we were on an hour's alert but no developments to 1700. Time was taken up listening to Bob Hope and Bing Crosby recordings, Chess games, sack time accounted for the rest of the day.

We received notification of appreciation from Higher Hq for the commendable work done on "D" Day and following days by our Group and its individual squadrons. Good Show.

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10. 0230 is getting up there is getting to be a hole around here. Release until daybreak means just that. Three missions again today patrolling the beachhead area. From 0230 to 0330 makes for a long day but the foot soldiers across the Channel could say the same thing. Our boys are in there knocking off everything on the other side which moves on any road beyond the bomb line. For the second time ME 190's were spotted but no encounter took place. They stick their nose out of the clouds then right back in again so it doesn't give our boys much of a chance. Our own Navy gave us more hell than an enemy did this day. Beginning with the first mission they threw everything but the starboard deck. It's rough enough to fight the enemy and then to have the additional worry and uncertainty of not knowing what our own forces are going to do. Those Navy battles better get on the recognition wall quick like or we'll have some awful barroom brews some place one day. Captain Lee M. Standifer formerly of the 366th F.B. this day was assigned to our Group and more in particular our Squadron.
11. 0200 AM again today for the same patrol mission. The first one brought some action but there wasn't anything our boys could do about it. The "Chief" and Garry knocked off 10 ME's between them which isn't a bad morning's work. Lt Huff, Hughes, and a Miller had their airplanes shot up particularly Lt Miller who really had a scare. His plane was so shot up that one time he was all for jumping out but couldn't get the canopy open so he made it home. There is no definite conclusion as to what hit him but a good chance a Jerry Night Fighter sneaked up on him and peppered him because it doesn't appear possible for 70ms stuff to reach 13,000 feet which was the altitude he was flying. Two more patrol missions were the order of the day but the weather socked in so we went on a 5 minute alert. The pilots sat in their airplanes from 1300 to 1700 before we were placed on an hour alert. Then at 1800 we were released until daybreak such is war.
12. The war goes on and we continue to get up at 0330. This however was a profitable mission because the boys turned in some excellent hot news, which should generate a warm reception for cart in enemy tanks heading toward Green. Major Guisby, Captain Monteg, Lt Stetson, Lt Garry, Lt Hughes ganged up to destroy 10 enemy ME's. Lt Garry caught 40 plus Buns and 5 trucks on a road and greeted them with 50 caliber bullets so early in the morning. After a number of dry runs a Reconchon departs this morning. The big question is, when will we see them again? 0845 the Squadron took off on it's second patrol mission. The weather being what it is I expect we will have four missions before the day is done. We did. It was 0130 before the boys hung up their flying equipment for the last time. There wasn't anything of any particular interest occurring so far as this Squadron was concerned. The pilots continued to beat up anything and everything which moved beyond the bomb line. The Chief continues to take a ribbing about the horse he shot up by mistake, this day it was

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The Colonel who ribbed him again on this subject.

Word came through that we were released until 1300 the following day. A welcome rest indeed.

Alerted the previous night, A (Advanced) Eschelon left Chilbolton in two sections, the trucks, jeeps and equipment departing at 0900 and the personnel at 1530 by CM trucks. Authority for the move was from M.C. I.T.C. Salisbury District and all was accomplished with a minimum of complications since the eschelon had been on the one alert for several weeks.

The trip was uneventful but for the difficulty in locating the Marshalling Area. It was 2330 before this problem was overcome. After a late supper everyone was billeted in pyramidal tents. Two purple alerts were sounded during the sleeping hours.

13. The release until 1300 gave everyone a much needed rest period. We all came down to the line at 1000 which is quite a bit different from coming down at 0200.
- The afternoon went by quite uneventfully although our Squadron was on a one hour alert. It came at 1730 just as most of us were at the supper table. Takeoff 1821 for another patrol mission over the beachhead. The policy of shoot everything spotted beyond the bomb line continues. Two convoys were spotted and strafed and some 25 MTs will not convoy any more enemy goods towards Caen. The Chief got 7½ - the ½ a Motorcycle with a sidecar.
- Lt Schulte and Lt Jensen were forced to land on the SLS on the Continent, because their airplanes were shot up and they couldn't make it home. All's well that ends all.
14. Briefing was moved up to 0400 this morning and at 0432 our boys took off to patrol the beachhead again. After their release from patrol they beat up trucks destroying all told some nine of them, plus a bus and several jeeps. Two of our boys got battle damage from that machine gun nest south of Caen again but came home in good shape.
- At 0948 they took off for the second time to resume their patrol. This time it was a different story because Lt Early's plane was so badly damaged he was forced to make a crash landing. Lt Gamble came into the shack with tears in his eyes, perfectly understandable because he and the rest of us lost a friend, Lt Robert C. Fay. Bob's plane was hit south of Caen by AA and crashed in flames. Back in the states Lt Gamble, Lt Kik, Lt Fay and Lt Skalko and their wives had many pleasant evenings together. Happy landings Bob, we'll miss you.
- We were awakened after another purple alert and told to prepare to move out. Coffee was hurriedly doled out at 0300 and the Group entrucked for Southampton, The Embarkation Point.
- Processing entailed much waiting and sitting about, so the time left was spent sunning in the deck, eating at two mobile G.I. kitchen's and napping in the trucks. At 2200 we left the assembly area for LSI # 16, boarding at 2245. Blankets were issued and everyone curled up to sleep where they could find a place to do so. Two more Purple Alerts.

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15. At 0600 LBI # 16 slid down the silent waited for 15 minutes to join the rest of the convoy then set sail for France. It was a beautiful day for a boat ride, the Channel was calm and placid and littered with Allied Ships of various descriptions. A Echelon anchored in the bay off the shore about 2000, after 12 hours of crossing and wading ashore. This morning take off was at 0645 with plans to operate from a strip on the other side. The boys were gone from time of take off until 2300. They took along mess kits, canteens, and prepared to eat K rations. They did. They returned home with various enemy souvenirs such as water bottles, cartridges and helmets. From all reports we are in for a rough life once we land there. There is a persistent rumor that A echelon is lost some where on the beach-head. Looks like Major Rice's Raiders are in for some fun before they settle down. Lt Caldwell washed out an airplane in a taxing accident which resulted in injury or fatality to some of the Engineering personnel on the strip.
16. The weather didn't let us today. All of our Squadron was on the ground until late afternoon when they flew another patrol mission with the Chief leading. Their reports of this mission were routine with many an observation because the weather was extremely poor. Then again take off at 2130, imagine and a return shortly before midnight, no patrol was flown on this mission because the Controller turned the Squadron back before Landfall is was made over the Beach-head. That ended the day for us.
17. It was briefing at 0500 again this morning with takeoff at 0645. Our Squadron will land at a strip on the Beach-head, fly one mission from there and return here. The boys on the ground are packing their belongings for the last time on this side of the Channel for tomorrow in the Bay. A echelon has finally been located after their disappearance several days none knew where they were. B echelon remains behind to follow the rest of the Squadron in a few days. The 37th Fighter Squadron is off to war on enemy territory. What next? The A Echelon slept in until about 1000 when the gang assembled for a formation called by Major Keller. The enlisted men spent the remainder of the day erecting pup tents for the pilots expected to arrive on the 17th. Garages were cleared of brush and the work of setting down continued. The evening was highlighted by the arrival of mail - a joyous event.
18. Most of the housekeeping was completed this day, with most of the work consisting of landscaping and other refinements. The sections began to function with S-2 and S-3 working in Grou's tent. The enlisted men began to search a field for souvenirs and rounded up the usual assortment of enemy helmets, weapons, documents, etc., S-2 covered interrogation of all transit pilots landing at the strip. The night continued all across from the din of a chachach and Jerry engines. The Squadron is becoming

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accustomed to the cannonading and some of the boys are sleeping throughout the show.

19. M/Sgt P. J. Miller and I flew over this morning in B-26 loaded with supplies and equipment for our squadron. It's a grand feeling to be in the air and I'm around to see your own squadron flying cover. When the Major suggested flying me over I thought he was kidding but it turned out he wasn't. The B-26 flew at 3000 feet with a balloon barrage at 7000 feet the weather and visibility poor, but the trip was uneventful. It's another case of ignorance being blissfulness because for experienced pilots the above conditions represents a rough time, but for us it was a pleasant trip.

After landing all of us went to work, digging trenches, setting up pyramidal tents and making the area generally livable. We have to hand it to the Major for anticipating coming events. When we began preparations for the move, The Chief insisted upon transporting cots and pyramidal tents at the expense of leaving other equipment behind. These two items certainly have contributed immeasurably to our comfort.

There isn't anything in the way of pleasure or recreation to be found hereabouts, but it doesn't matter as we are all perfectly willing to go to bed at the end of the day. As soon as the weather breaks we'll all be losing a lot of sleep so we may as well get all we can while we can.

War is pretty unreal when one stops to think about it. Here we are situated in an orchard with horses grazing in front of our tents, airplanes dispersed all about us yet only a few miles from our field I found a cemetery where some six hundred Allied soldiers are being prepared for burial. In walking about these buried bodies, I couldn't help but feel that after all life is but a vague indistinct substance. It's a definite certainty that over here it is cheap but some have to die so that others may live.

20. This day brought us more activity mainly centering about reorganizing and coordinating all matters pertaining to smooth squadron functioning. While some of the pilots flew several short missions the rest of them continued to dig trenches and erect tents.

B Echelon is still at Chilbolton but we anticipate they will be on their way to join us soon. In the meantime, Lt Schulte Martin and Garry are acting as ferry pilots bringing additional equipment, food and most of our mail.

Speaking of food we're being led K and C rations and all statements to the contrary, they aren't bad at all. No one has to leave the mess tents hungry and no one is expecting steak dinners so what more can one ask. I'll wager that letters are going home saying, this morning we had two cans for breakfast, three cans for lunch one large can and one small can for supper. However food is food canned or uncanned.

I'll not discourse at great length on our latrine set up but it's going to be some source of amusement and story telling for most of us in years to come. It started out on a very crude

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plan but several touches suggested by Major Quimby have given it a honey tang. One can't beat American ingenuity. It's one of our national characteristics.

21. Up at 0520 for a ground support mission which didn't materialize. The weather has been pretty poor forcing our pilots to stay on the ground. After briefing the mission was scrubbed and the boys went back to the sack.

The afternoon brought a lot of pick and shovel activity for all of us as an order came out from Group that all personnel were to sleep underground. Everyone came forth with his own interpretation of the order but none got away from digging. Some dug trenches in their tents and sunk their bed rolls into these holes. The Chief, Month and Mumaw really are "Fat" having a deluxe proposition in the ditch behind their tent. It was a tired Squadron which went to bed last night.

This field war area on is presumed to be a hot spot and all sorts of preparations and precautions have been taken. For the last few nights have been very quiet ones.

2. Briefing at 0930 for a bridgebusting mission which didn't come off because of poor weather again. The boys scheduled to fly are standing by while the rest of them have to pitch in and dig and move tents, judged inadequate.

Our Squadron flew three missions before bedtime at eleven PM. This makes the third different target at sack. First two bridges of a railroad junction NW of Vire. One bridge was demolished, the railroad junction damaged and one bridge was missed entirely. The second target was a power plant at St Lo which gave all indications of having been struck before. Not much to report here. The third target was an observation tower with railroad guns as an alternate target. This was a fairly unsuccessful mission all told the nearest hit being some 25 yards short.

Major Quimby destroyed two trucks and one jeep while Lt Kik got one truck for the days strafing activities.

23. After the last mission all of us went right to bed because we anticipated an early mission. However, we slept until 0800 and at 0830 the squadron was placed on a half hour alert.

Of late the Squadrons in our Group have been operating individually working over strong-points and other targets of vital interest to the Ground Forces.

Major Quimby led the Squadron on a dive-bombing raid on the Nante Marshalling Yards and reported excellent results. All but a few bombs landed in the target area doing the necessary damage.

The second mission brought a run into Cherbourg where a strong-point was bombed and destroyed. Our pilots are becoming very accurate at all types of bombing using a different technique on different targets.

Our social life is nonexistent over here. We work, we sleep, we eat and we dig. Surprisingly enough I've never seen

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The morale of the Squadron at a higher peak. Everyone seems to find enough to do and our only complaint is that we don't get a lib regularly enough. This a lib business is an extremely important item in our life. The more we get the better we like it.

14. We were released until 0830 this morning and then we were assigned a strong point south of Cherbourg. F/T was 1130, bomb load 2x100 and reports indicate excellent bombing results. The boys are in the groove again and are hitting targets assigned with deadly accuracy.

After this mission we were placed on a 60 minute alert awaiting further orders.

Now that we are fairly settled here at Cardoville everyone is taking his attention to individual needs such as bathing, laundry and other little comforts we've gone without for several days. A helmet is substituting for a bathtub and so on as it is it can be done with little difficulty. Hundreds of gallons gasoline makes a good cleaning fluid if you don't mind the smell another smell being so many other's isn't going to make any difference.

While sitting around waiting for a mission the pilots baked in the sun, layed on their backs and just slept. Lt Joe Williams is waiting out a baby these days so he is especially anxious to receive a lib. Joe figures if all goes well and it's a boy, they'll meet over on this side soon y.

All afternoon we waited for a mission and finally at 1400 we were given two targets to go after - one a supply dump the other an artillery dump. When Major Quisby went down to work the target for the rest of the Squadron, he didn't find anything which resembled the target's briefing. The controller was called and he sent the boys after targets of opportunity. The Major and Lt Kleinklaus took a convoy of 5 AFVs and blasted them off the highway. The rest of the Squadron hit what appeared to be a barracks area and generally splattered it. After this mission we drew a release until daybreak.

15. 0630 brought a briefing for a 1000 lb bomb attack one mile north of the harbor of Cherbourg on a mill dam. Lt Stanton's bomb was seen to hit directly upon the target and bounce off. The cliff and surrounding area was pounded but it seemed that other methods and techniques will have to be used to destroy this type of target.

The boys took off again at 1030 with Reg bombs to bomb two woodst areas indicated by Command. Targets such as these are difficult to find because of their small size and the boys can be well camouflaged so very easily. Reports after the attack revealed excellent results as the areas were well strafed as well as bombed. No Flak, no E/A, no nothing.

After this mission our group drew a release until Tuesday.

16. The release until daybreak this morning was strengthened by a steady down pour of rain. Some of the pilots stayed in the area, some engaged in a pinacole game, something new others read or just laid about. A few of the boys went out and investigated

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the German installations not far from here and some back loaded with souvenirs of their trip. Most of these will probably have to be thrown away when we move again for lack of room.

27. The rain stopped this morning but our squadron didn't do any flying. The strip here hasn't held up too well so the Engineers had to tear the wire netting up and smooth the strip using gin. As a result planes couldn't take off or land. We had no official release so everyone found something to do to pass the time away.
- In the afternoon C47's brought in many of the Ground Echelon personnel. They landed at another strip and were trucked over here. A few more days and our Squadron will be a whole unit again.
- At 1215 most of us were in our sacks when a lone German raider came over and dropped a bomb which landed on us here. The Ack Ack opened upon him so he didn't stay around too long, but just long enough to cause a lot of scurrying around in tents looking for helmets and weapons.
- The rain let up and with it brought the return of Captain Bowlin, Lt Huff, Lt Garry and Lt Schultz who had flown heavy trips to the UK. They brought back with them planes which had been modified as well as loose equipment for our Squadron.
28. As of 0900 this morning our Squadron was placed on a one hour alert. The strip is still being worked on so it doesn't look as though there will be much flying done today.
- Sgt Pedersen and SFC Parr arrived yesterday afternoon and this morning staged an impromptu breakfast of pancakes, bacon and coffee for us. Quite a relief from the ration breakfast we've been getting. As soon as the rest of our mess personnel gets here our meals should definitely improve.
- The afternoon brought a patrol mission with a load of 2x500 pound bombs. Our area covered was from St Lo to Grandville back to St Lo. Targets were those to be found on secondary roads in this area with three alternate targets set up. After patrolling the area without any visible targets, Major Quinby selected the fuel dump, an alternate target and the squadron destroyed this target.
- After this mission, a small steak and wine dinner was held in our own mess area. An earlier collection and Padre Cleary's French provided the food and wine. For those for whom there wasn't any steak left, ham was provided, Who's complaining?
29. Briefing at 0620 with the target set up as pinpoint gun emplacements. This mission is a coordination of Air and Ground Forces. Major Quinby again led the Squadron as they took off heading for St Lo. Apparently there isn't any scarcity of targets as our squadron was assigned two primary targets and two secondary ones. Reports from this mission indicate successful bombing on the part of our boys. The primary target was well bombed and done

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of the secondary targets was hit. The bombing was done by two flights of six airplanes.

This mission was the only one for the day for us because on returning we remained on an alert which never materialized. The rest of the day was spent reading, lying around and used as a general clean up period.

30. A briefing set for 0830 didn't come off because the weather socked in. The other two squadrons went out, couldn't find their targets, so they jettisoned their bombs south of the bomb line. We were placed on a two hour alert without any action all morning.

The one mission of the day flown had as its objective the network of roads at Aurney. When our Squadron sighted its target it already had been smashed out of existence. According to reports what used to be Aurney is nothing but a skeleton. Our Squadron went out to hit a road some ten miles from Aurney with some degree of success. These days squadrons are only putting up eight planes whereas we used to put up sixteen plus two reserves.

After this mission a release until 0900 of the next day was in effect. It was just as well because the weather socked in again and made flying impossible.

Pay Day did not materialize now being postponed indefinitely. Some of the boys have found places to spend money so at the present time they are awaiting out pay day.

So ends another month in the STO - this time coming to a close for us in France. How many more faces us, none knows? NOT TOO MANY WE HOPE.