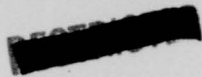


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395TH FIGHTER SQUADRON
368TH FIGHTER GROUP
APO 595
STATION 404

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DOD DIR 5200.9

Historical Clerk
Cpl Dux H. Schneider

Squadron Historian
Theodore F. Skalko
2nd Lt, Air Corps



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**Never Saw A German.
Shot Two Down**

WHEN Capt. Thomas Montag, of Ohio, U.S., took off yesterday with the U.S. Air Force in his regular position as flight leader in a group of Thunderbolts he had never seen a German plane. On his return from escorting Marauders over the Hirson yards he had not only seen plenty of them but had personally destroyed two.

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S E C R E T

I. ORGANIZATION.

A. Changes in MOS and Squadron strength as effected by Table of Organization 1-27, dtd. 22 December 1943 and Army Air Force Regulation 35-46, Dtd. 11 December 1943.

<u>OLD T/O</u>	<u>AAF REG.</u>	<u>NEW T/O</u>
<u>OFFICERS</u>		
0141 Radio Officer (s)	0141 Radar Officer Air	Not Authorized
1010 Pilot	1055 Fighter Pilot (SE)	
1011 Flt Commander	1055 Fighter Pilot (SE)	
1021 Sq Commander	1055 Fighter Pilot (SE)	
2021 Executive Officer	2120 Administrative Officer	
7542 Engineering Officer	4823 Eng Officer, Aircraft	
7530 Armament Officer	4822 Armament, Chemical Off.	
Old T/O Strength	39	
New T/O Strength	51 - A difference of 12 Additional Pilots.	

ENLISTED MEN

121	822	Not Authorized
245	931	
309	650	
501	405	
502 Intelligence Clerk		631
504	900	901
513 Ap Inspector	750 Ap Inspector	752 AP Line Chief
519	144	
664	663	
675	521	
751	750	
888	862	
928	014	
929	345	
816		502
		542 Comm Chief
Old T/O Authorized Strength	252	
New T/O Authorized Strength	245	
Plus	5 EM Armament Combat Team	
Plus	1 EM Cook for Combat Unit	
Plus	1 EM Cook's Helper	
Total	252	

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II. STRENGTH, COMMISSIONED, ENLISTED

1. At beginning of period.

OFFICERS -----	39
ENLISTED MEN -----	252
2. Net Increase.

OFFICERS -----	1
ENLISTED MEN -----	0
3. Net decrease.

OFFICERS -----	1
ENLISTED MEN -----	5
4. End of period.

OFFICERS -----	39
ENLISTED MEN -----	246

III.

- a. This Squadron arrived at Station 486, Greenham Common on January 13, 1944 at 0500 hour.
- b. Departed Station 486 Greenham Common in two eschelons for Chilbolton Station 404. The advanced eschelons departed March 14, 1944 and the move was completed March 15, 1944. This was a permanent change of Station accomplished per Secret Orders which are attached to record.

IV. Negative.

V. Negative

VI. OTHER EVENTS, March 1944

1. The first of the month came in with a bang when Lt P.B. Martin was forced to belly land while slow timing one of our newly acquired airplanes. This incident caused by the failure of a shrink strut to function was handled by Lt Martin in a perfect fashion. By a strange coincidence, Lt Irwin M. Pascal has a similar experience in the same plane several weeks ago.
2. Captain Marchall Mumaw participated in the first mock dive-bombing mission of this Group led by Lt Col., Meyers. Five other pilots from the other two squadrons participated in this mission. Its main purpose was to familiarize pilots with Techniques and methods used in combat dive-bombing. Our pilots have been happily slow timing their airplanes, preparing them for operational use which they hope is not too far in the near future. There has been some scrambling for lucky numbers, lucky signs, ect. Before too long we should see favorite names and favorite expressions and caricatures appearing on the cowlings of our planes.

3. The third day of this month brought back our commanding officer Major Henry R. Quimby and Captain Thomas N. Montag from their borrowed missions. They had been attached to the 56th Fighter Group for a week in which they flew operationally over enemy territory with enemy opposition to face for the first time with the above Group. The three missions they participated in where contact with enemy aircraft was pedding gave them material with which they regaled to the other pilots in the form of stories of what they saw and heard. The appetites of our pilots are sharply whetted for action now.
4. At eight o'clock in the evening a Squadron Party was held by the enlisted men of the Squadron in the Sergeants mess, to which the Officers were invited and attended. A G.I. Service Band supplied the music for dancing. A number of girls from the surrounding neighbourhood were invited and arrived to make the party a great success, and it was obvious that a good time was had by all.
5. Lt Richard Kik was grounded as a result of the reoccurrence of old pains, symptoms of appendicitis. Fortunately, after a few days of observation in the hospital an operation was not needed. He may well go along into operation on one of the first missions which he feared he would miss.
6. Lt Forest Midlam suffered a mild concussion as a result of a freak accident while bicycling. It appears that the flashlight holder slipped from its position, fell between the spokes of his front wheel and tossed Forest for the well known "WToss". At first it was feared his injuries were more serious but he is recovering in fine shape.
7. This squadron lost one of its Flight Leaders when the Medics discovered that 1st Lt David O'Keefe has Tuberculosis. Dave had a cold for months which he could not seem to get rid of. It was a severe blow to all of us. Rest and care will fix him up but this outfit will miss him and his wisecracks and spirit, life and antics.
8. Today our pilots were officially notified that they were on "OPS". It is the goal they are and have been working towards and from now on they are out to prove their classification of "Combat Pilots".
A practice mission for this morning was scrubbed after an early morning briefing.
The group was placed on alert for a practice sweep into enemy territory this afternoon which too was scrubbed because of inclement weather. Everyone is raring to go.
Lt Jensen had a little excitement today when his engine caught on fire after landing. The flames were put out without a great deal of damage to the plane and no injury to the pilot.
9. Today S/Sgt E.P. Winnicki became the proud father of an 8½ pound daughter; the cable he received was so worded that for a time he feared he was the father of eight one half pound daughters.
11. Captain Malcolm Smith returned from attending a Bombing and Strafing School which lasted three weeks. He was greeted with the news that his wife had given birth to a baby girl on Feb 29. His problem is now to celebrate the lady's birthday since it legally occurs but once every four years.
12. Routine Day.

13. Captain James Goodwin replaced Captain Roy Bowlin as new Operations Officer. He is a former member of the 395th Fighter Squadron.
14. First combat mission into enemy territory flown this day, an uneventful fighter sweep. Upon their return to the field, our boys landed "hot" due, probably, to unfamiliarity with the field, and the excitement of the mission.
15. Biggest piece of news was our move to Chilbolton from Comms. The Squadron was alerted for a mission, but it was scrubbed due to poor weather. Our new location has brought the necessity for adjustment to new establishments. Right now everything is slightly chaotic, but a few days will see order and a well organized squadron again.
16. Our Squadron has gone to war! A second mission was flown today deep into enemy territory. Because of mechanical difficulties, only eight of eighteen scheduled planes took part. It was an uneventful mission and all our pilots returned safely.
17. Our squadron today flew a mission of a different type. They acted as close cover to B-26's, which were to bomb railway yards at Fareil in enemy territory. It was a beautiful flying day and those pilots left behind did not like it one bit.
In the area all enlisted men and officers are trying to make their living quarters a little more livable and comfortable. Every move means leaving old comforts and conversions and starting anew. As yet we have not had movies or any activities along the recreational line though it should not be long now - we all hope.
Three officers in our squadron will be eligible for the Air Medal as a result of ten successful operational missions over enemy territory. They were Major Quimby, Sqdn CO., Captain Bowlin and Captain Montag.
18. Our pilots today flew an area patrol mission supporting and escorting groups of Marauders and Bostons. The take off brought into light an unnecessary accident when a G.I. truck ran into Flight Officer McCrone's plane as it was taxiing out to the runway. The only damage to the plane was a damaged propeller. Flight Officer McCrone's dignity also suffered considerably by this incident.
Lt Donald Huff did not return with the squadron and we were apprehensive until he called in and informed us that he had propeller trouble and had to turn back after orbiting in enemy territory some three times.
Captain Roy L. Bowlin left on DS to go to Italy where he will observe and participate in dive bombing missions with groups operating in that theatre.
19. This day our pilots flew another area patrol. They did run into a lot of flak and some of them came back in a flak happy mood.
20. Today our planes escorted B-26's which were attacking Criel for Second time. It was another milk run. The most exciting event of the whole mission according to our Major was that he saw the Eiffel Tower.
21. Our pilots' shack is rounding into shape nicely. A radio, victrola, reading stand, kitchenette, card tables and a ping-pong table in the making, add to the relaxation of our pilots.
22. Our EM are beginning scrap books of clippings in the newspaper of the exploits of our pilots. Because of the scarcity of newspapers all the clippings are becoming as valuable as rare stamps.

23. This day 1st Lt Irwin W. Pascal and 2nd Lt Albert Kieinklaus had their first glimpse of an enemy A/C, which was attacking a straggling bomber. They fired several bursts at it but the range was too great and the E/A disappeared before they could close in for a fight.
24. Our squadron flew top cover while the two squadrons dive-bombed St. Martin airdrome, Bernay. No flak, No E/A, no nothing.
25. The 395th flew one of its deepest penetrations into enemy territory to escort B-26's bombing Hieron. Captain Thomas N. Montag (Nellie) drew first blood when he destroyed two Me 109's near Bernaville. He was returning home after the mission when he spotted E/A attacking the B-26's from the rear. A total running battle time of some four minutes and 1060 rounds of ammunition accounted for 2 E/A. There was no holding the excitement when the boys returned home. "Nellie" took a lot of ribbing and now is officially called "Ace" Montag.
26. The Sabbath is upon us but no rest for the wicked, for a dive-bombing mission was scheduled for this afternoon. The mission was a success in that 14 out of 16 bombs carried were dropped in or about the target area. The A.A. got pretty heavy about the time the last flight got prepared to attack. No casualties on other enemy action.
27. Today we flew into a different direction escorting VII Air Force heavy bombers. The flight went into Southern France and it was necessary for our pilots to fly two missions in their escort work. The first was uneventful in every aspect.
28. The mission for today was scrubbed, after several delays. The field looked like a Depot with some twenty B-24's intermingled with some P-47's. They were weathered in and decided to land here rather than attempt to reach their home base, most of them have taken off this afternoon.
29. The mission scheduled was scrubbed again and pilots were released for training and maintenance. All of them was busy waxing and cleaning their planes as the Major insists on clean airplanes and too its to the Squadrons advantage to have them that way.
30. We were still on release so the morning was spent in Ground School work. In the afternoon back to polishing and cleaning planes. Special Service has provided our EM with footballs, softballs, gloves etc., so in leisure moments American sports are indulged in. At this Base we have had few social or recreational activities because the work has been such that not too much time has been spent for these activities.
31. Payday! It is here again and none too soon, the limit of our credit has been reached and now we will all have cash to play around with for a time.
This morning our pilots acted as top cover for a dive-bombing mission into France. The two Squadrons which were to do the dive-bombing, returned with their "Babies" because the weather over the continent prevented them from finding the target and bomb. The mission scheduled for this afternoon which was to be a repeat of this morning's mission was also scrubbed.

It has been a busy month and none of us are sorry to see it come to an end. Our score against the enemy - Two Fighters destroyed. on our part no hits, no runs, no errors against us.

VII. MISSION REPORTS

14 March 1944

- A. 368th Fighter Group, 395th Fighter Squadron
Lt Col Meyers Leading.
- B. 16 P-47's, time up - 0755
Time down-0935
- C. Nil
- D. Rodeo (Field Order No 78)
- E. Through H. Nil
- I. (1) Made landfall 0835 at 20,000 feet over FeCamp area.
because of solid overcast observation was negligible.
No flak of any kind seen or enemy aircraft.
- (4) Solid overcast 3,000 feet; Air-ground visibility nil;
Air to air visibility good. Cirrus at 20,000 feet with
slight icing.
- (6) Radio loud and clear.

16 March 1944

- A. 395th Fighter Squadron, Major John Hessler leading.
- B. 13 P-47's.
- C. 5 (one rough engine, one loose cowling, three inoperative belly tanks)
- D. 8.
- E. through J. Nil
- K. Flak at landfall in at 28,000 feet - scattered and not intense: about 20 bursts low and trailing. Flak at Dieppe at 12,000 feet about 600 feet behind the formation.
- L. Clouds 2,000 to 6,000 feet 9/10 veerage. Second layer 7,000 to 10,000 solid. Rime Icing at 6,000 feet. Over Channel clear with slight cumulus at 4,000 to 5,000 feet. Over continent clear up to 35,000 feet. No persistent contrails.
- M. Nil
- N. Nil
- O. 1130.

P. 1355.

Q. 10 miles N/E of Ostend at 1214.

R. Le Treport at 1259.

S. Nil

March 17, 1944

A. 395th Fighter Squadron, Major Frank Perego leading.

B. 18 P-47s.

C. Nil

D. 18.

E. through J. Nil

K. Flak at Hornoy, 13000 feet, black bursts, sparse. Formerie, 13000 feet, sparse and inaccurate. Nogent, 12000 feet, sparse. Dieppe, 15000 feet, intense brown and orange bursts, heavy.

L. Generally hazy over England. Clear over Channel. Alto-cumulus from 5000 to 7000 feet, 5/10 coverage over the continent. No icing anywhere on route.

M. Nil.

N. Nil.

O. 1338.

P. 1630.

Q. Eight miles North of Dieppe at 1430.

R. Dieppe at 1530.

S. Dungeness at 1412.

March 18, 1944.

A. 395th Fighter Squadron, Major Frank Perego leading, F.O.# 88.

B. 16 P-47s.

C. Nil.

D. 16.

E. Nil

F. Nil.

G. 1 P-47 NYR.

- H. 1 P-47, Flak hole in wing.
- I. Nil.
- J. Nil.
- K. Moderate flak 14,000 feet near Nuncq.
Intense flak 14,000 feet near Hasdin.
- L. 9/10 Coverage over England.
Clear over Channel.
7/10 Cirrus over Continent at 10,000 feet.
- M. 1716.
- N. Nil.
- O. 1434
- P. 1726.
- Q. Cayeux, 1507.
- R. Berck-sur-Mer, 1613.
- S. Nil.

March 19, 1944

- A. 395th Fighter Squadron, Lt Col Gilbert L. Meyers leading.
- B. 16 P-47s.
- C. throught J/ Nil.
- K. Moderate near Dunkirk.
- L. Scattered clouds 4000 feet over England. Second layer base at over 20,000 feet. Channel hazy at 6,000 feet. Over continent visibility excellent, slight Cirrus overcast at 25,000 feet.
- M. 12,000 feet.
- N. Nil.
- O. 1645.
- P. 1850.
- Q. 4 Miles north of Le Touquet at 1728.
- R. Berck at 18,000.
- S. Dungeness at 1721.

MISSION REPORT20 March 1944

- A. 395th Fighter Squadron, Lt Col Gilbert L. Meyers leading.
- B. 16 P-47s.
- C. 2 returned early (1 radio bad and prop out) (1 escort).
- D. 14.
- E. -K Nil.
- L. 4/10th s clouds over England at 5,000 feet. Channel clear. Over Continent, patches of cumulus at 5,000 feet.
- M. 14,000.
- N. Nil.
- C. 0814.
- P. 1051.
- Q. 1901 Criel.
- R. 0954 Criel.
- S. Hastings 0840.

March 22, 1944.

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col Gilbert L. Meyers leading.
- B. 18 P-47s of the 395th Fighter Squadron.
- C. Nil.
- D. Circus.
- E.- H Nil.
- I. Left Bosted 1340, made Landfall in 7 miles south of The Hague at 22,000 feet at 1430: R/V with Task Force of B-17s (Triangle Marking) over Nijkerk. Proceed north approximately 30 miles, then west and made landfall-out over England at 1535, 22,000 feet altitude and proceeded to manston, arriving 16.35.
 - 1. Nil
 - 2. Moderate flak encountered from Rotterdam, The Hague, and Utrecht.
 - 3. Nil.
 - 4. Solid overcast over England at 3,000 feet. Over channel solid overcast 1000 feet. Over continent, 5/10 coverage at 10,900 feet.

MISSION REPORT CONT'D
22 March 1944 Cont'd

4. Over continent, 5/10 coverage at 10,000 feet. Air to air visibility good.
5. Two parachutists observed NW of Egmond and One H of Edan. Radio generally good.

MISSION REPORT
23 March 1944.

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col Gilbert L. Meyers leading.
- B. 16 p-47s of the 395th Fighter Squadron. Take-off 0945, landed 1239.
- C. Nil.
- D. Ramrod.
- E.- H. Nil.
- I. Took off on schedule, flew course as briefed, making landfall in at 20,000 feet, Island of Schouwen at 1050. R/V with bombers over Nijmegen at 1116 at 23,000 feet. Landfall out Schouwen at 1130.
 - 1.- 3. Nil.
 4. Hazy over England up to 6000 feet, 7/10 cloud coverage over channel. Clearly defined hazy front, 40 miles inland directly in path.
 5. Nil.
 6. Loud and Clear.

GENERAL OBSERVATIONS.

1. Very large convoy of ships 15 miles east of Bradwell Bay heading N.W
2. Yellow-nosed P-47s.
3. 40 Barges going into Bergen of Zedm, going S.E. Grid location 51°30' - 4°05' East.

MISSION REPORT.
24 March 1944.

- A. 395th Fighter Squadron, Major Henry R. Quimby leading: F.O # 103.
- B. 16 P-47s and 2 Spares.
- C. Nil.
- D. 16.
- E. Nil. Top Cover

MISSION REPORT CONT'D
24 March 1944 Cont'd

- F. Nil. Observed three 396th and 397th Squadrons. Four hits seen in the dispersal area, two hits on the railroad tracks, some in the middle of the field.
- G. Nil. to K.
- L. Hazy, scattered cumulus. England approx. 10,000 feet. Over the Channel 12,000 feet (Cirrus at 25,000'). Continent, a little hazy but generally good.
- M. Nil.
- N. E/A observed at 30,000' over Abbe heading East (One)
- O. 1437
- P. 1645
- Q. Dives-sure-Mer at 22,000' at 1519.
- R. Etretat at 20,000' at 1544.
- S. Nil.

MISSION REPORT
25 March 1944

- A. 395th Fighter Squadron, Major Henry R. Quimby leading: F.O. # 104.
- B. 16 P-47s plus 2 spares.
- C. Nil.
- D. 16'
- E - I. Nil.
- J. Captain Thomas N. Montag claims 2 Me 109s destroyed between Amiens and Bernaville. Returning home from the mission he saw these Me 109s peeling off after attacking the bombers from the rear. He dived down from 17,000 feet and closed within 50 yards and after firing upon him could not see the plane because of the smoke and debris. He then followed the other Me 190 to the deck firing upon him and saw him crash into the ground near Bernaville. These attacks took place at 1515 to 1520.
- K. Ground defenses heavy and intense A/A at Doullens.
- L. Hazy over England. Light haze over Continent. Haze over Channel. Bottom of overcast over continent 35,000 feet, top of overcast 25000'
- M. Nil.
- N. The Me 109s were gray in color with black swastikas. At least 30 planes were seen in this area.

MISSION REPORT CONT'D
25 March 1944 Cont'd

- Q. Cayeux at 1406
- R. Cayeux at 1525.
- S. Hierson.

MISSION REPORT
26 March 1944

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col., Gilbert L. Meyers and Major Frank Perego leading.
- B. 16 P-47s plus 2 spares.
- C. Nil.
- D. 16 P-47s, Frevat (Noball target A-30)
- E. 14X250 GP.
- F. Good 16x250 GP loaded; 14x250 GP on and near target; 2x250 GP jettisoned in channel. Bombing dives started at 10,000 feet diving at an angle of 50° with bombs released at approximately 3,000 feet. Majority of bombs hit directly in target area and a great deal of black smoke observed.
- G. - J. Nil.
- K. Flak came from nothern part of traget, light and heavy, moderate and intense This was accurate and firing was from 10,000 feet down.
- L. WAVU.
- M. 4,000 feet.
- N. Nil.
- O. 1513.
- P. 1735.
- Q. St Valerie en Cauxm 1555:
- R. Le Treport, 1607.
- S. Nil.

MISSION REPORT27 March 1944

- m A. 368th Fighter Group, 395th Fighter Squadron, Lt Col., Gilbert L. Meyers, leading.
- B. 16 P-47s, 395th Fitr Sq, plus 2 P-47s, plus 1 P-47 relay.
Time Up 1149
Time Down 1443
- C. Nil.
- D. Ramrod, per F.O. # 108.
- E. - H. Nil.
- I. 1. Squadron flew course exactly as briefed. Picked up first bombdr in min-channel and flew with bombers over River Loire to a point SE of Nantes where the bombers were left. Landfall in was at 1232; landfall out at 1410. Fires and smoke were observed at Nantes. Bombers were flying very loose formation with many singles and stragglers.
2. Nil.
3. Nil.
4. Solid overcast, heavy, at 6 to 7 thousand feet over England and Channel about 500 feet thick. Beneath this was a heavy haze. Hazy over France.
5. Nil.
6. Loud and Clear.

MISSION REPORT27 March 1944 # 2

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col., Gilbert L. Meyers Leading.
- B. 15 P-47s, plus 1 relay. Tim up : 1546
Time down : 1805
- C. Nil.
- D. Ramrod, F.O.# 108.
- E. - H. Nil.
- I. 1. R/V was made with the bombers as briefed and the B-24s were escorted out. LF in at Pointe de la Percee at 1525. LF out same at 1710.
2. Nil.
3. Nil.
4. Weather over Continent CAVU. Over England and Channel heavy solid overcast moving North at 0- 5,000 feet.
5. Nil.
6. Loud and Clear.

MISSION REPORT31 March 1944

- A. 39th Fighter Squadron, Lt Col Gilbert L. Meyers Leading.
- B. 16 P-47s plus one spare.
- C. Nil.
- D. Nil Top cover
- E. Nil.
- F. - K. Nil.
- L. Strate-Cumulus up to 15,000 feet over Continent 9/10, fog and haze in breaks. Over Channel and Over Continent as briefed.
- M. - N. Nil
- Ø. 0913
- P. 1113
- Q. 0952 Le Treport
- R. 1088 Berek
- S. Nil.

ENCOUNTERANCE REPORT

I was leading Red Flight on March 25, flying the No. 3 flight in our squadron which was acting as top cover for two boxes of B-26s. My altitude was about 17,000 feet.

We were on the way out and about 3 or 4 minutes past Amiens when the attack occurred. The enemy fighters were apparently flying at our altitude, in the same type of formation as we were in, and to the rear of the bombers. Well over 20 in number. The E/A began a dive and closed together, coming in on the bombers low from six o'clock. Until this happened I thought they were some of our escort. Upon seeing the first one come up on the rear of the last box of bombers and breaking down, I immediately called their position and also that Red Flight was going down.

I picked out the rear one of two in a string as my baby. By the time I got down, there were a number of them that had made passes at the bombers. I put everything forward and was catching him fast but he was headed for the deck. I closed to about 350 - 400 yards at about 1500 - 2000 feet and opened up with about 15° deflection. I kept firing and closed to about 75 of 50 yards astern. At this time a cloud of black smoke and fire came back causing the E/A to disappear in it. I was closing so fast that I then pulled up to avoid hitting him. When doing this I lost him. My No 2 man, who was with me all the time, saw him blow up.

I then put my nose down and there was the leader of the two ships string right in front of me. I got in a short burst and saw strikes before he hit the deck. I mean he really was on the floor! I was following him up and down hills trying to get a bead on him. I finally succeeded in getting in several more bursts into him seeing a lot of strikes both times before I over-

ran him. I then pulled out to the side and was trying to get back on his tail; my No 2 man on one side and I on the other. Before I could get back to get another shot he hit a tree and blew up when hitting the ground.

After finishing all of this we were between Bernaville and Doullens. We started to climb back up and were fired at by light A.A. We climbed to about 10,000 feet and came home by ourselves.

No damage was sustained by either of us.

I am Claiming two Me 109s destroyed.

THOMAS N. MONTAG
Captain, Air Corps
Flight Leader.

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CLIPPINGS

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1 2 2 3

First Blood

DAY RAIDERS MEET MORE OPPOSITION

Crews of Marauder medium bombers of the United States Ninth Air Force which continued the daylight attack on Northern France yesterday met the most intense fighter opposition encountered for several weeks.

The Marauders, escorted by Thunderbolt fighters, attacked the railway yards at Hirson, near the Belgian border, a key point for supplies moving from Paris to western Germany and the North Sea. They encountered a withering barrage of flak and, with their escorts, were engaged in fierce battles with German fighters.

Three of the Marauders are missing. Thunderbolt pilots claimed four German aircraft destroyed. The American fighter pilots reported that they could see black smoke billowing up 50 miles from Hirson.

Marauder gunners said that German fighters came down at them out of the sun at a steep angle to attack the last planes in their formation. Two enemy fighters, an Me.109 and an F.W.190, were shot down by Capt. Thomas Montag, of West Bend, Iowa.

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395TH TO HOLD
HANG UP AFFAIR

"MEN NEED IT AND DESERVE
IT" -- SAYS 1ST SGT

The 395th will hold a Squadron Party Sat. Mar. 4 in the Sgts Mess Hall.

A soldiers band called "The Royal Canadians" - consisting of 9 pieces will provide the music.

Many girls from nearby towns have consented to attend the party.

1st Sgt Calderero, who is arranging the affair said that almost the entire Squadron fund was being used to supply food, light drinks, cakes, and decorations for the affair.

THOR'S HAMMER

395TH GOSSIP

...Pvt Manley sure keeps on the ball when it comes to bawling out the boys for using too much hot water...Galaway, Smitty, and Farr will tell you that two men volunteered for K.P. Will wonders never cease?...If you want to get Sgt Pedersen mad ask him about how he got wet as a result of a booby trap devised by one of his "busom companions." This happened while he was piloting the "clipper"...Sgt Kearns, known to many as "Mother" gained his name as a result of the services to the boys in his quarters. So, if you have any money troubles, love troubles, a cold, or anything that worries you - DON'T see the Chaplain see "Mother" Kearns, he'll fix it.

MINUTE SKETCHES

1st Marchese- Constantly chasing Mastromatteo for his hyde...Pvt Baker--- thinking up practical jokes on KP and mainly hoping for a transfer to Armament...Cpl Casce Just vainly hoping...Sgt. Leaver--"Where's the poker game, fellers!" Sgt Mays-"Who's the room orderly in this barracks?"...Sgt (Galloping) Galloway-"How about doing some peeling on these spuds?"...S/Sgt Vernick- "Proying le doying."
INCIDENT: Polling is now sporting not only a fat lip but also a bandaged hand. His assailant the inimitable Herb Carp, who, while gesturing with a knife to emphasize a point accidentally went thru Pollings' hand like a hot knife thru butter.