

RESTRICTED

395TH FIGHTER SQUADRON
395TH FIGHTER GROUP
A/C 141
Strip R--42
Buchschwabach, Germany

Historical Clerk:

1st Stephen A. Marks

George H. ...

1st Lt. ...

RESTRICTED

S E C R E T

SQUADRON HISTORY
Month of MAY

I.	Negative		
II	STRENGTH	COMMISSIONED and UNLISTED	
1.	At beginning of period:		
	OFFICERS -----		61
	UNLISTED MEN -----		246
2.	Net Increase:		
	OFFICERS -----		12
	UNLISTED MEN -----		2
3.	Net Decrease:		
	OFFICERS -----		14
	UNLISTED MEN -----		6
4.	At end of period:		
	OFFICERS -----		69
	UNLISTED MEN -----		248

III. On 4 May 1945 "A" Echelon departed Y-73 for KAS at Nurnberg. The move was accomplished in the early stages via squadron transportation and the use of the C-47. Due to the condition of the runway the move stretched over a period of nine days and on 14 April 1945 our crew was operational off A-45. This is a permanent change of station accomplished by secret orders from AIA HQ.

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MONTHLY EVENTS
Month of May

S E C R E T
S U B J E C T : M I S T A K E
Month of May
CURTAIN LIFT.

1. The morning began with a release from operations for the rest of the day. It was just as well since the weather was such that combat flying would have been prohibited.

CAPTAIN CARROLL took CAPTAIN DAVIS in the "biggyback" intending to land at A42 but couldn't get in so he returned to base.

The rest of the day was very uneventful with most of the pilots remaining in the living area catering up on a lot of rest.

Conflicting rumors reach us from A42 -- we are going to live in barracks -- then tents, then barracks, then tents again. 'Tis very confusing. Really makes very little difference though we like to live as comfortably as we can at all times.

This is the start of the seventeenth month in the ATO for most of the personnel except the pilots. As we look back on it, the rough spots are almost forgotten and we think of them now as pleasant memories. Seventeen months from now it may be a different story.

2. Each morning more and more of our personnel depart at an early hour for A42. It is expected that by the 6th of this month we will be operational from there.

A 0600 briefing was held this morning with an indefinite takeoff time since the weather over the target area was pretty bad. If possible was scheduled to lead the squadron for the first time with CAPTAIN CARROLL leading a flight. While takeoff was delayed a regular old bull session developed in C-2 and many an old name was brought forth. Then LT JONES who has been on duty to the Fourth Airborne Division walked in. There aren't too many old faces around anymore so a look at one of the old boys is good for the morale.

The weather did not improve in the afternoon and after a time we drew a release from operations. So quite a few of the boys bounced off for the leather museum in Frankfurt to see what they could see. As is almost always true what was left to buy was not so good. Too many Americans and not enough articles.

A little sprinkle of rain brought the day to the end. Any day now we expect to hear that "la guerre et finis."

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SQUADRON HISTORY
Month of May
CURRENT EVENTS

3. The days are being marked off on the calendar and our Group is still trying to fly; for what, no one knows. Targets are practically non-existent and there's no point in blasting h--- out of the Russians who are most likely in the areas we are covering. Looks like a lot of long dreary days ahead of us.

We added four new pilots to our roster in the persons of LT BAIRDEN, LT COL. I-GER, LT SAGANAWA and LT HIGBY. We needed wingman that's for sure but -----.

LT DANA (Iron warrior) PORTNEY took the Squadron out this morning loaded with frags and because of the overcast was forced to drop the bomb-load. Upon his return the Squadron was released from "ops" until 1800 hours.

The afternoon weather gradually improved until eventually an armed reconce got off toward Iraque along about 1740, led by HAWKING. An overcast in the target area plus a lack of profitable targets precluded any satisfaction as far as results are concerned but the boys did damage some factory buildings with their frags and got a couple of locomotives by strafing. For most of the day the non-mission pilots amused their crew-chiefs with piggy-back rides (in our rumble-seated A-47).

A-Rations for dinner and Pork Chops for supper --- lotta life. "Das ist der Krieg" during a move. Mess started to move some of their heavy equipment.

4. The part of B echelon which came down this day had a long and very cold ride. Seems to me this time we should have some heat other than that which comes over the radio.

A echelon has A 42 all set-up and raring to go with the living area and all but the tech-site completed. It's tents for the B's but plenty of wood for making them comfortable and a pot-belly stove can make the Devil holler quits.

MAJOR SANDERSON's flying bug got the better of him today with a little instigation from LT SMITH of the Sour Lake SWIFTS. A enemy cub was forced down on a field a few miles from here in perfect shape except for gasoline. After remedying this condition and using the crank and a little prop-cranking by CAPTAIN EUGENIA (once 1st Lt) the MAJOR taxied through grass ten inches high over bumpy ground

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COMBATTION HISTORY
Month of May
COMBAT EVENTS

got airborne and landed at this strip. One hundred marks would have gotten you five hundred that he wouldn't make it but he did. To top it off he sat down to a supper of ham, beans, no vegetable coffee and cherries. Was has it's lighter moments too. Could this be done in the States? No!!! Who wants to go back to the States? Just me and a few million others -- that's all.

The pilots and the ground officers have a building which has but one disadvantage -- a heavy garlic odor. In a weeks time it will be the weakest of many other odors. That's all Brother.

S/Sgt Gaili captured a German prisoner to have the singular distinction to be one of the few men of ours to have done so. It will make a whale of a story in years to come.

AT Y 73

5. Early briefing was called and then postponed, allowing grateful pilots to "sack" it until 0545. The Squadron was scheduled to co-operate with the IX Corps in the area North of Salzburg, when Command called and asked us would we please fly escort to a portion of the dwindling G.I.F. ---- Yes, was the answer and don't laugh. It seems that some agreement was rammed down the throats of some "co-operative Jerry pilots -- we probably over-ran the field -- to fly their Me 262's back to our field, Y-73, under our "expert guidance." So we're nursemaids to the Luftwaffe -- that we were fighting a war. Well, the weather deteriorated rapidly bring in a front and beaucoup rain so the boys stood by...

Meanwhile several of the fellows took advantage of the lull to drive to a nearby suburb of Frankfurt (Offenbach) and purchase some fine leather-goods at an historic and famous old establishment (now under the supervision of the American Military Government).

AT R 42

Today was a beautiful day -- it rained from beginning to the end of it. Despite this handicap the work continued to progress with very little left to be done except for B eschelon to move in. A lot of work has been done and what was once a bare strip is now well covered. The mess hall crew continues to give out with good chow which under conditions such as A eschelon operates under is a wonderful spirit booster.

The usual scrounging is taking place here as in other sec-

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S U B M A R I N E R E P O R T
Month of May
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tions of Europe but on a smaller scale. Yesterday we picked upon airplane -- today we added a new Ford chassis. S/sgt Archie K Bailey did a grand job of jockeying the chassis in on a pretty wild ride -- he won't forget it for some time.

A little mail came in this evening but a very little of it -- wonder where the rest of it can be -- that always makes a good question.

In the late evening LT Hill arrived to take charge of his usual motor pool headaches. They are getting more so with each successive move and though LT Hill's Cowboys are doing a grand job they have little left to work with.

Thus ended another day at the new strip.....

AT Y-73

6. It was still sprinkling when we awakened this morning so no briefing. The Squadron was released until noon and subsequently until the following dawn. Weather promised better for tomorrow. In spite of the fact that over 2/3 of the Group have moved to the new field, our mess facilities conjured a most excellent menu of edibles, namely the evening meal of roast beef. Life generally continues to be horribly comfortable in our little village --- we'd prefer not to move away. Our principal pastime remains listening to BBC for successive surrender events leading to the final cessation of hostilities.

AT R-42

It was still spr'kling when we awakened this morning but as the day wore on the rain ceased. The W continued putting in finishing touches today awaiting the arrival of B eschelon.

During the day several of us had an opportunity to visit the Faber pencil manufacturing plant. Now around here instead of refilling lead pencils we'll just toss them away. I never saw so many pencils in all my life -- so I took a few.

Late in the afternoon B eschelon pulled in and it was past the chow hour before the trucks were unloaded. Now all we have to await are the airplanes and the remainder of the personnel who are scheduled to arrive tomorrow. There's very little left to do on the surface but one never knows. Life goes on from strip to strip with the question now being first when will this war end and secondly where do we go from here or don't we???

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SQUADRON REPORT
Month of May
COMBAT REPORTS

A good stack of mail came in to ease the tension on some of us who haven't been receiving any for a long time now.

News reaches us from Y 73 that a premature report of the end of the war caused some pistol and carbine shots which brought repercussions. Ah, it's a long time since the men have had close order drill and this is still the army just in case some of us are apt to forget from time to time. Ain't it the truth! As LT Col. [unclear] is apt to say -- "Hard Luck Old Man!"

Y-73

7. There just isn't any work left to do. As soon as reports of the enemy are reported capitulating, no missions are given us. A tentative patrol mission was scheduled for 1700 (with orders prohibiting our attacking any targets whatsoever -- unless bounced by the enemy -- if there are any).

Later the mission was scrubbed as expected. Training missions are being flown. Apparently the entire 8th Air Force is flying in trail on a tour of Germany. We've been buzzed continuously by everything from 1-2's to B-24's singly, in pairs, and en-masse. The radio (BBC) announces every 5 minutes that in the morning Prime Minister Churchill will come forth with the announcement ending the war.

X-42

This was the first fair weather day we've had here and it came after all the necessary work was done as could be expected. Nothing very pressing is left to be done but there are always little details. During the morning a flight of our planes from our other strip buzzed the field. The whole Squadron was due to arrive this day but the engineers have not completed the runway so it looks like another few days before airplanes will be able to land on this strip.

What our Squadron and Group can do in the way of aiding and abetting the war effort from here could make a nice question. We will see shortly -- I'm sure.

8.

Y-73

We are released. It is the first day of peace in Europe. Only training flights take to the air on this hot sunny day in May. Someone found a wine-cellar in Frankfurt and the ground crews "took to the air" also. President Truman, Mr Churchill and Marshall Stalin and His Majesty the King

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300 SQUADRON HISTORY
Month of May
GUANTANAMO

OF England all spoke and pronounced the war officially over at one minute after midnight of this day. Only excitement occurred when Lyrich and Bergman wrapped a Mercedes around a pine tree. The boys are still walking, but neither the car nor the tree will ever be the same.

R -- 42

The war is over and we hear the repetition of this statement over the radio every hour on the hour. For us as yet it is too early to rejoice for now we want to know what becomes of us.

We have an interesting situation now with half of us here and the other half at Y-73. Several more days should see us reunited and then perhaps there may be some word as to what our status is or is to be.

The work is all done around here except for the usual detail work which can usually be found to do. As a result the GIs are given a lot of time to themselves. That's all right for a few days but too many days of inactivity are going to make it rough on all of us. We are a fighting and a working outfit and we aren't used to inactivity. Bill will tell.

Y--73

9. 'Tis the "morning after." So some of the Krauts are hard to convince. We briefed a 18 plane mission at 0700 hours to visit the Milzen area -- merely "armed patrol" -- no shooting allowed. As expected, it was uneventful.

During the afternoon, just for practice and the benefit of ex-air-raid spotters, the group sent up 48 planes to Leacher Lake and return. The Group was led by Col STARKS and it looked good too and I say it with unbiased and justifiable pride.

R--42

The war is still over and you wouldn't know it. Here we are in a land of non-fraternization, miles away from wine, women, and song. It should happen to a dog -- not to us.

This morning was taken up by details of one sort and an-

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WADRON HISTORY
Month of May
CURRENT EVENTS

nothing. In the afternoon except for special details the men were given a choice of drilling or playing ball. They played ball.

After the capture of enemy ICG has been grounded by Col. RICE. "RICE" had a lot of plans which will have to wait until Col. RICE arrives and makes a decision as to what's who.

Beautiful days are upon us now which is just as well for dark and rainy days would tend to make us morbid and gloomy.

LT JOSEPH McILLIN, a pilot who was shot down over Saachen seven months ago walked in this evening. He was an M.I.A. of whom nothing was heard from for a long period of time until his brother wrote a letter informing us that he was a P.O.W. LT McILLIN has many a story to tell and though he now can look back on his experiences he does not find any pleasure in retelling those experiences. Its good to know what became of our old boys and here's hoping more and more of them walk in on us here.

Y-73

10. No field order at all today. Planes are on training flights and just sweating out the condition of our new field at R-42. Over half the organization's been there for a week now. Life is lazy and comfortable. Weather hot, sunny, and beautiful. Yours truly, LT MACKER, rode the piggy-back on a 48 plane mission to buzz the Kassel airdrome where LT COL DUNGLAS (formerly CO of our 396th Squadron) now has command of the 36th Fighter Group. P.S. - he carried 3 cameras fully loaded and took some snappy shots. LT COL CARBINE led the Group on the afternoon's mission.

LT JOSEPH McILLIN, formerly of the '95 Sqdn, dropped in for a visit on his way back to the States. For the past seven months he has been a P.O.W. at a camp near Barth, Germany. The roughest part of the ordeal was the lack of food.

R-42

The weather continued to be grand and life here on R42 is not too unpleasant. The date of our planes landing here gets pushed ahead and now they are not expected until the 13th of this month.

Strange as it may seem, there aren't any rumors regarding

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U. S. AIR FORCE
10th of May
Frankfurt

our next move. Usually we have at least a few different rumors but not having any is a trifle disappointing to say the least. Oh well, the rumor factory should go to work any day now.

This is another great day in my own life -- it makes my third birthday in the Army pretty soon I'll be drawing forty-pay.

Not much else of interest transpired hereabouts today except the routine little details which must go on.

Y-73

11. Another slow day, but sunny and beautiful for training here and there; by noon, usual Group mission, which was led by Col. [redacted] this afternoon consisted of a V of squadrons to their new field and back followed by a rat-race, buzz-job and what-not at Frankfurt

A-42

The weather continues to be so warm and beautiful. Work is down to a minimum these days with a few details here and there and an hours drill as a reminder that this is the Army and the [redacted] plenty of time to relax. The boys get their softball in either in the morning or in the afternoon which tends to make for good voluntary exercise.

The late afternoon brought forth interesting developments. [redacted] found an icehouse, [redacted] a brewery and you guessed it -- beer was had by all. Some of the men used bigger containers than others but some men have a bigger thirst to satisfy. It certainly was a treat and what's more -- it didn't cost anything.

News from the strip at Y73 has a way of not reaching us and we don't know what is going on there. Reports have it that some flying is being done but where and why we here don't know. The rest of the personnel and the airplanes should be coming in any day now.

Y-73

12. General [redacted] led an "All F A C" mission that receded the general area of Frankfurt to Darmstadt to Wiesbaden and return. We're in shape now for an all-Air-Force show. Weather continues to be beautiful and hot. Our

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SQUADRON HISTORY
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spare time is spent in sun-bathing -- got the idea from these German "health-magazines" (anyway it's a good old American custom). The usual evening-run took a group of fellows in to the Frankfurt athletic center for the last chance at the swimming pool. "From this valley they say we are leaving" tomorrow. Our most horribly comfortable existence in the luxury must cease for the present.

R-42

This is our last day of leisure according to reports for the aircraft are to land here tomorrow. Once more the roar of engines in our ears, the dust from prop-wash in our eyes will be here to remind us that we are in the air Forces.

The morning was devoted to some drill and some detail work. The afternoon brought in a little softball game to exercise the body for participants and lungs for the spectators.

Now we await the morrow.....

Y-73

13. Sunday and Mother's Day is also moving day for us. The planes left for R-42 at 1030. Only the clean-up detail remains. C-47's are ferrying the remainder of our essential personnel and equipment.

R-42

Mother's Day in Germany. The last formation was held this morning for we returned to our regular duties. At about 1100 hours the Flying Squadron led by MAJOR MUMAW started to land at this field to complete the move from Y-73. The war is done but it is anticipated that a flying program of some sort will be inaugurated. We'll see soon what it is.

LT FANFELER has returned to our Squadron. A one-time member he went to IX TAC and has returned to us again.

LT ANDERSON who mysteriously went M I A has turned up again. A broken ankle resulted in hospitalization and our

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1945

consequent loss of news of him until just lately.

LT JIM and LT WILSON took off for a rest leave at the Riviera. Lucky fellows!

At 1230 we drew a release from any operational flying until daybreak. This gave the incoming pilots an opportunity to set up their sacks and do a little unpacking.

The daylight hours were closed by taping the last remaining keg of beer before the pilots scattered to the movies, to the club, to the sack.

14. The Squadron is intact as if today with all personnel and all airplanes here. Now that we are off combat, we go on a training status. The educational and recreational programs are being set up to coincide with the flying program and it is anticipated that everyone will have enough to do.

LT KOSTINE took a twelve ship mission to Munich for the first scheduled flight of the day. In the afternoon LT WILSON took another twelve ship mission to the same area for the same training purposes. That was the flying for the day.

Little else of interest transpired throughout the day with the exception of the birth of some very interesting rumors. That's all.

15. A new operating schedule went into effect this morning affecting the entire Squadron. The schedule calls for working hours from 0700 to 1700 and 0800 to 1700 hours depending on the nature of the work involved. A PT program for the pilots went into effect this morning with LT KOSTINE directing the bending and gasping.

Two four-ship training missions were airborne for the day. That was the only flying done this morning. Later on in the day four ship missions became airborne and that about covers the flying.

In the evening I'm told a party was held and ample quantities of beer, champagne and wine were dispensed. A G.I. show, a 5-piece orchestra and the antics of the in-

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SQUADRON HISTORY
Month of May
JOHN W. WALKER

provided the entertainment for the evening, a release from "ops" the following morning prevented any hangovers from affecting any work.

16. With most talk revolving about our ultimate destination and other political whys and wherefores -- some interest had to be directed towards the fact that our Engineering Officer, CAPTAIN SUGGLES, took a ride in his "piggy-back." After supervising the building thereof, he has waited till now to get his first ride. So far, nearly all the crew-chiefs and many other members of the Squadron who would never otherwise fly have had an opportunity to take a ride in the plane that our pilots have been beating up the Germans with.

During the rest of the day, routine training flights went on, breaking in the new pilots who came too late to see combat. They'll get that before too long, I don't doubt.

17. Quite a day dawned but before I go on, I may as well tell you that in addition to the beautiful scenery and setting this base is blessed with, we have been enjoying some of the best weather that we have seen since leaving home. In contrast to the first four days of the month which brought on snow, sleet, rain, cold and general unpleasantness, we have been having since then uninterrupted sunshine and heat going up into the eighties, made to seem even worse by the high humidity (taint the heat -- its the humidity -- and how!).

We had the customary two four-strip training flights but in addition, some good news came through for some of our older boys. ALBION, DICKS, GLENN, and TOLTY are all going home and no one can say that they don't deserve it. They have all plenty of time and have seen enough combat to warrant a rest. Also, we had news that Col. SMITH, Group Deputy Commander and one time our CO, is going home and rumor has it that he is going to take his own Group to the JBI. CAPTAIN IVY too is going the way of happy men. Good luck -- all of you -- and our best wishes.

All today the men of the organization were going to the Group Dispensary to take thorough physicals to see what shape they are in after 17 months overseas.

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WARRANT COMPANY HISTORY
Month of May
1945

18. There was very little importance this eighteenth day of May. The usual training missions were flown but I guess we miss the combat, and the results of that can be seen in an anxiety to either get home or move to some place where we have a definite job to do.

We did lose some of our planes, those with rocket fittings and received some old ones in return -- old ones in pretty bad shape. There's always work and one seldom has to make it since it will invariably come knocking.

19. Another training day, with a drop in temperature and a hope that tomorrow will be better. The hopes of tomorrow are often unfulfilled. It's an unusual stretch of weather for it has been beautiful here until the rains came. War or no war there's still plenty to do and it's being done.

20. Sunday and for almost everyone, a day-off. Now that continuous operations are unnecessary, Sunday has been chosen very fittingly as a day of rest. A number of the enlisted men took a truck ride to church and saw the famed beer cellar of early Nazi fame and had an enjoyable trip in the German countryside. Their efforts to see Wehrmacht were frustrated; no one was very eager either after they were told at the gates that every known, and perhaps some unknown disease was raging among the inmates left in there.

The others went to church, stayed in bed to catch up on sleep and went to the Red Cross Club, some wrote letters and everyone just generally relaxed.

For a quiet day, however, such news of a significant nature transpired. Three new pilots were added to the roster in the persons of 1ST LT. [REDACTED], 1ST LT. [REDACTED] and 1ST LT. [REDACTED].

Late in the afternoon an order announcing promotions came out which later ended in making it fairly drunk out. 1ST LT. [REDACTED], 1ST LT. [REDACTED], 1ST LT. [REDACTED], 1ST LT. [REDACTED], 1ST LT. [REDACTED] all made the big jump from second lieutenant to first lieutenant. It was a long sweat for one or two of these pilots. MAJOR [REDACTED] certainly has given credit where it was due and in the matter of promotions he certainly has been liberal compared to one time standards.

Some more medals were added to the Glory board by CG 65.

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MONTH OF MAY
1944

Two clusters were awarded to 1st Lt. [redacted] and 1st Lt. [redacted]. The 1st Lt. was awarded to 1st Lt. [redacted] and 1st Lt. [redacted]. The pilot star medal was awarded to 1st Lt. [redacted] and 1st Lt. [redacted]. For a day or rest it was a good one. It's for more runways of this sort.

1st Lt. [redacted] was required two of what one is only needed returned today minus one of the two with a rear job. He is still highly sensitive.

The pilots returning to the States have necessitated a rearrangement of the roster and several pilots have been boosted upwards as a result. 1st Lt. [redacted] is now leading flights and 1st Lt. [redacted], better known as "The Boiy" is leading elements.

21. And an exceedingly dull day. In spite of the fact that it is May everything was clouded over and the runway was not to be used due to the rain of the night before. Everyone around here was pretty busy setting up first stages in what appears to be the beginning of another U.S. training program. Here come the days of shifts and classes.

It appears that we will all be having a very busy time when that program gets under way.

22. The rains, the clouds and ill-weather has come to stay for a time at least. While the weather interferes with flying the ground school training progresses and when it's over 'tis a bunch of intellectual pilots we'll be having.

The pilots returning home and 1st Lt. [redacted] going on leave to the Riviera have been sweating out the C-47. It finally arrived to take the pilots to Paris and tomorrow it may go to the Riviera.

Life goes on with it's little rumors to enliven or dull our spirits. 1st Lt. [redacted] is beginning to show signs of a long and arduous campaign. I'm reminded here of 1st Lt. [redacted]'s favorite expression, quote, "a tall body is oft a promise unfulfilled" unquote though in 1st Lt. [redacted] I know this to be untrue. As was fitting since the day began with the rain it so ended too.

23. More dullness and let it suffice that there was the usual run of small talk and rumors. Ground school is coming along fine with all the departments pitching in to make it as much of a success as we can.

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1. The following information was obtained from a report by the 1st Army, dated 10/10/45, and is being furnished to you for your information.

24. The following information was obtained from a report by the 1st Army, dated 10/10/45, and is being furnished to you for your information.

I must state that the above information is being furnished to you for your information and is not to be disseminated outside of your organization.

25. The following information was obtained from a report by the 1st Army, dated 10/10/45, and is being furnished to you for your information.

The following information was obtained from a report by the 1st Army, dated 10/10/45, and is being furnished to you for your information.

Everyone is still working out plans for the future. We are slowly getting to the point where we can't care whether its good or bad just as its something.

26. The training program continues from day to day with the fortress school sandwiched in here and there. The new pilots who joined us since 7-1 day have shown a lot of class in the few training flights they've flown. It's a pity they couldn't have gotten in a few more missions.

On the whole life could be more comfortable here if it always could be. The ground personnel are used to tension and are really required under combat conditions are having a hard time adjusting themselves to garrison life.

27. Sunday again, and "day-off." As last Sunday, out with a little better organization behind it all, there were some tries to be taken, but those not interested in spending the whole day out -- sacked it.

One lot went to Munich and another, under the auspices of Information and Education, went to Mauthausen, a beautiful German Gothic town, completely walled and relatively unharmed by war, though some sections definitely showed the thorough our advance through Germany has been.

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0425

S E C R E T

South of Bay
Missions

Hobbs certainly was one firm believer of impressing Nazis with the doctrines of Americanism.

28. What are we doing. Where are we going? Well, Hobbs, but nothing concrete, floating around like muck. To tell the truth, the ship is also floating back and forth from Arnberg vainly trying to get the laundry situation settled. (What a let-down from their vainglorious accounts of daring missions to the trials and tribulations of the paratrooper squadron).

Training went on as usual.

29. What? Nothing again? So it goes. Life is on a weary round and everyone is hoping that his three day pass to Brussels or Paris comes up soon. These are about all we can look forward to with eagerness and anticipation and when you see one come walk around with a self-satisfied smirk you know faced hell that he is living on the memories of his last pass.

30. A 06:30 briefing. Well, well, fancy that! Like old times, isn't it? Well, Hobbs led the first training mission north and brought them back safe and sound. To the old-timers it was easy stuff, but some of our newest boys probably found it a little difficult.

Although the weather did not look too good, it didn't look off at 4 am on the same patrol but on the way home from an uneventful flight -- all hell broke loose. The weather report probably said it was an "extremely heavy precipitation." In a break in the clouds, rain and hail, the 12 ships managed to land, but right afterwards it started pouring rain, so a good few of the pilots were drenched on their way back to the "snack." The hail, incidentally, played havoc with the Squadron for in some localities where the flights had been, hail fell as large as quarters. A snow of 2.5 inches hitting solid hunks of ice can play havoc and be a little more than a discomforting feeling for today about 12 of our ships will have to be worked on straightening all the dents the hail made. With the war over all had thought that the rough missions were done and over with -- but we see now that the weather will still have to be contended with.

31. All had gone to bed last night with hopes of awakening in the same place and not being washed out into the lake that had formed in the living area. The downpour continued all night -- all morning -- and right now it's still going strong. By the looks of things -- probably continue to go strong too for a day or two. As a result, there has

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S E C R E T

OFFICE OF THE ADJUTANT GENERAL
OFFICE OF THE ADJUTANT GENERAL
OFFICE OF THE ADJUTANT GENERAL

not seem any fixing today -- most of our efforts are diverted to school. Rumors still persist and if any attention is paid to such, one minute we'd be in the States, the next in the GRI and the third in the Army of Occupation. I'm sure an official announcement as to what will eventually become of us would be most welcome by all concerned.

The month of May was indeed a month to remember. A definite change has taken place in the Squadron for we have been in a transition period ever since the war ended. An combat air unit participating in the destruction of "Fortress Europe" since 14 March 1944 comprised of a lot of work, tension, and long hours. The educational program besides taking one's time up, from all indications, will prove beneficial; most of our instructors are well-trained in their particular lines and will do a good job in time to come.

Only time will tell whether we become a tactical outfit again, continue with our educational program (in which we have a good start) remain here as an occupational group or return to the States. Which -- is the \$64.00 question I'm sure all are eager to learn the answer of at this particular time. Time will tell and if I'm not mistaken -- it will be soon.

MISSION REPORTS

S E C R E T

MISSION OF OPT

OPERATION # 1 -- 3/45 May

- A. ON J29-4 Armed Recon to Prague -- LTC WORTHY, WINGMAN, & L GGLSY.
- B. 368th Fighter Group, 395th Fighter Squadron
12 P-47's dispatched - nil aborts
- C. 0635 - 0735 - 0810 - 0918
- D. Nil
- E. 8 x 2 x 260 Fraps - 4 as top-cover
Due to a 10/10 overcast in the target area - the squadron was vectored by OPT and dropped their bombs at an unknown position somewhere in the vicinity about 20 miles south of Prague from 11,000 feet at 800 hours.
- F. Nil
- G. Nil
- H. 10/10 stratus from 10,000 down to the deck and 4-5/10 alto-stratus from 13,000 to 20,000 feet.

WILLIAM S. FLETCHER,
1st Lt., Air Corps,
Intelligence Officer.

S E C R E T

0429

S E C R E T

MISSION REPORT

OFFFLASH # 2 - 3/45 May

- A. OO J-29-4 Armed Recon to Prague
ITS WESTING and MORGAN and CAPT CARLSON
- B. 368th Fighter Group, 395th Fighter Squadron
12 F-47's dispatched - one abort (mechanical).
- C. 1741 - 1850 - 2000 - 2105
- D. Nil
- E. 8 x 2 x 260 Frags -- 4 escort
There were no suitable targets in the entire recon area and the Squadron dropped 16 bombs on a factory at Strakonitz at 1489Z. There were 10 buildings on the site, four of which were hit and damaged. There was some smoke from two of them as a result of the strikes. No unusual activity in the area.

BY STRAFING: IT APPEARS destroyed 2 locomotives -- 16903 and of
Visek -- they were standing with steam up pointing south with no
cars attached.
- F. Nil
- G. No other RR or road traffic in the area.
- H. Generally 9/10's -- strato-cumulus from 7-15 thousand feet north
of the target area. Some few holes in the target.

WILLIAM S. PLACEN,
1st Lt., Air Corps,
Intelligence Officer.

S E C R E T

0430

SECRET

MISSION REPORT

OPERATION 1 - 2 May 1945

- A. CC 7 J29-3 -- Patrol to Hilsen
MAJOR MURPHY, LTS POLITE, BROWN, and Mongar.
- B. 368th Fighter Group - 395th Fighter Squadron
16 P-47's dispatched - one abort (engine trouble)
- C. 0910 - 1000 - 1045 - 1158
- D. Nil
- E. Patrol uneventful. Squadron flew over the area under perfect
weather conditions -- nothing to report.
- F. Nil
- G. Nil
- H. GAVN to the target - 5/10 cumulus with a top of 850 feet in
the target area.

WILLIAM S. BLAVER,
1st Lt., Air Corps,
Intelligence Officer.

SECRET

0431

MISSION REPORT

MISSION # 1 - 30/45 Day

- a. 0000 -----
- b. 395th Fighter Squad - 368th Str Gr - 12 A-47's dispatched
3 A-47's landing --- all aborts
- c. 0700 - 0930
- d. Nil
- e. Nil loading -- this was an uneventful patrol over the area
of Grunden - Rozen - Radstadt - Innsbruck.
- f. Nil
- g. Nil
- h. High cirrus at 12000 feet. low clouds below.

MISSION # 2 - 30/45 Day

- a. 0000 -----
- b. 395th Fighter Squad - 368th Str Gr - 12 A-47's dispatched
11 A-47's landing -- all aborts.
- c. 1350 - 18 0
- d. Nil
- e. Nil loading. This was the same patrol mission. South of
Grunden the Squadron was forced to fly west because of ex-
tremely heavy winds and rain. The weather socked in and
the Squadron barely made it back to base. 11 A-47's checked
in with Arch-boy on B Channel and reported that he was on
the patrol mission.
- f. Nil
- g. Nil
- h. No weather to speak of since the entire area became over-
casted with heavy winds, heavy rain and little visibility.

THOMAS F. SKANKO,
1st Lt., Air Corps,
Intelligence Officer.