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SQUADRON HISTORY
Month of November.

I. Negative

II. STRENGTH COMMISSIONED AND ENLISTED

1.	At beginning of Period:		
	OFFICERS -----	56	
	ENLISTED MEN -----	253	
2.	Net Increase:		
	OFFICERS -----	11	
	ENLISTED MEN -----	1	
3.	Net Decrease:		
	OFFICERS -----	5	
	ENLISTED MEN -----	0	
4.	At end of Period:		
	OFFICERS -----	62	
	ENLISTED MEN -----	254	

III. Negative

IV. On 7 November 1944 Flapper Squadron was divebombing a warehouse installation near Bruck, Germany. Lt Russell J Grosjean was flying wing to Major Harold P Sparks our Commanding Officer. The target was situated in a deep valley and the angle of approach was a difficult one. Major Sparks went into his bomb run and completed it successfully. Apparently Lt Grosjean peeled off and followed him down on the target. From all appearances Lt Grosjean released his bombs but did not pull out of his dive because returning pilots report a large explosion just south of the target. We haven't any actual eye-witness to the actual crashing of the plane but Lt Grosjean did not return from this mission. He is being carried as M I A since no further word has been received of him.

On 19 November 1943 our Squadron was providing support for the First Infantry Division in the vicinity of Heilstern, Germany. Booty the Ground Controller marked a target with smoke and our Squadron proceeded to bomb and strafe this target. After bombing the target, our Squadron began to form into flights again at an altitude of five to seven thousand feet. At this time a formation of twenty plus FW 190's bounced our Squadron and combat ensued. Lt Charles Earls was flying Purple Number Two position to Lt Robert Caldwell who was leading this Flight. Sometime during this combat period, which began at about 1015 hours, a FW 190 was seen on the tail of an identified P-47. Two other Groups report seeing a parachute open in this vicinity. When the Squadron returned from the mission, Lt Earls was listed as N Y R and to date no further information is available as to his whereabouts. He is now being carried as M I A.

V. The following awards have been awarded to personnel of this organization during the month of November 1944.

The Distinguished Flying Cross was awarded to Lt Robert C Fay, at present carried as M I A by this organization.

The following Officers were awarded the Air Medal during this month:

2nd Lt Robert D Dicks
2nd Lt Bryce A Ralston
2nd Lt George E Swink
2nd Lt Russell J Grosjean

The following Officers were awarded their Air Medal by General Quesada who came to this field on 27 November 1944.

2nd Lt Grodon E Mongar
2nd Lt Kenneth D Paeper
2nd Lt James E Stover

Bronze Star Medals were awarded to the following named personnel by General Quesada:

S/Sgt Allen M Olson
S/Sgt Henry C Cannon
S/Sgt Lewis B Brasell

Q U A D R O N H I S T O R Y

Current Events

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1. This dull day began with no briefing, nothing. The weather was socked in and it was useless to prepare for flying when all indications pointed to no break in the weather.

Lt Samuel R Schofield has assumed his new duties as Squadron Adjutant. This assures him of a boost upstairs eventually and it could not happen to a nicer fellow.

Colonel Gilbert Meyers, our Group C.O., has been relieved of his command and Lt Colonel Perego is temporarily in command. Lt Colonel Douglas has moved to Group Operations; Major Leary has gone to the 397th as Operations Officer, Major Hendricks has gone to Ninth TAC, Major Carbine has moved up to 397th as C.O. The Group will look like a new one if these changes continue to take place.

This is a great day in my life for three years ago after years of continued courtship, a Miss Muriel Veronica Stevens consented to become Mrs T.F. Skalko. This wasn't any easy matter either.

Last night Colonel Meyers was given a going away party at the Officers Club which must have been a dandy from all reports. Many were the haggard faces to grace and ungrace the breakfast table the following A.M. It Robert Miller has now become known as "The Dill Pickle Boy," I don't know why. All's well which ends well.

This is the beginning of the eleventh month in the ETO for this Squadron. I'll be much happier when I can write, quote, This is the last month in the ETO for this Squadron, unquote.
2. This day began like so many others have but all was well after a time. A briefing was held - everything set to go - but the mission was scrubbed and another briefing was called for still another mission. It looked like one of those, "Here we go again" things. However, the second mission got off the ground to go on a bridge-busting expedition led by Captain Bowlin who incidentally was also delegated the Group Leader.

Last evening "Crick," Lt Rife's beautiful black cocker-spaniel, was killed by an automobile. We'll miss this animal for it was such a fine specimen of an dog. War marches on.

- The Seventh Army Corp sent in a commendation to our Group for a particularly fine job done on our Ground-Support work. An interesting sidelight to this commendation is the fact that our C.O., Major Sparks was the Group Leader on that particular day. Take a nice bow, Major. Good show.

Upon the return of the Group to the Strip, reports were that one more bridge wasn't going to be crossed by the enemy for some time anyway. It's good to be back at work doing the enemy damage again.
3. Today was another good working day. The weather wasn't too good but it didn't hold up flying.

Lt W J Garry started the day by going on DS to the Transport Command for a month. His job will be to ferry P-47's wherever their ultimate destination is ordered.

The first mission of the day found the Group going after a fuel dump in enemy territory with the Panzer Dusters acting as top-cover. Reports on the return of the mission indicated that the fuel dump was found and well plastered. There was a overcast everywhere but the

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Group Leader found a hole in it and thereby made possible a successful mission.

Yours truly was taken for a ride in Y-Bar by Lt Kleinklaus. I can begin to understand why our pilots get such a bang out of buzzing --- it's great sport.

The second mission of the day began with an unfortunate incident with Lt K Snyder crashing on takeoff. All was well for he did not suffer any injuries although the plane won't fly for a time. The Group got off on the mission without further incident but could not complete the mission for the weather closed in rapidly. This brought the day to an end as far as operational flying was concerned.

Captain J R Elliott is still sweating out his orders to assume his new post as Group Executive of the 362nd.

4. Today brought some more close-support work for the 28th Infantry Division. Major Sparks led this one and left the Squadron's trademark on the town of Schmidt. From all reports, a beautiful job of clobbering was done. After this little show, Major Sparks went out with his flight and racked up five destroyed motor transports. The Germans of this generation are in for a lot of walking when this war is over, that's for sure.

The second mission was somewhat handicapped by weather so the boys dropped their bombs over enemy territory. The days of jettisoning them in the Channel are all over so that when briefed targets can not be found, the bombs still serve a useful purpose.

Lt James Ivey had himself a thrill yesterday on a rocket mission. Coming back to the field his engine conked out on him and he had to crash land a short distance from the field. Except for damaging the plane and plowing up a lot of Belgium soil, Lt Ivey was unharmed. Glad to hear it.

Lt Charles Rife is on DS to the rocket range for a few days so it's more or less of a rest for him.

5. The Sabbath came upon us with thousand pound bombs. It's been a long time since our boys have carried these babies but from all indications they'll be used quite frequently. The first mission of the day was led by Captain Mazur with the objective of destroying a rail-bridge and cutting rail lines. Weather conditions were extremely difficult and the overcast prevented divebombing so our boys resorted to big bomber tactics and dropped them straight and level. NRO results according to reports.

Three new pilots have been added to our roster in the person of Captain Noriega, Lt Scott and Lt Hord. They look like pretty good boys and we are glad to get them. Lot of new faces around here these days.

6. Last night the Ground Officers were moved into the quarters with the pilots consolidating living arrangements. With the exception of Captain Haywood, Lt Schofield and Lt Luker, who are living in a trailer, we are all set for the winter. We'll be spoiled for sure now what with flushing toilets, steamheat, windows of real glass, doors and sinks. I still don't believe it.

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This was a beautiful day in the ETO. I wonder what it was like in Chicago. Taking full advantage of the weather our Group swung in to action again. Carrying two five hundred pound bombs again the pilots went out to work on the Green System of railways. The first mission found our Squadron clobbering away at railroads East of Duren. The flak was ours today but good as Lt Nolan will testify. Flying Captain Bowlin's airplane, he received a direct hit on the span of a wing forcing him to belly-land at Strip 92. Anyway, to get down is our motto and we look for Lt Nolan to rejoin us tomorrow. "Tough Blonde" Joe is having trouble with his feet but that factor doesn't keep him on the ground.

The second mission found our Squadron flying top-cover to the Group and our boys had little to report on return with the slight exception of some 25 flak positions. At one time in England, we had a lecture by a Flak Officer from Command who said, "Flak can't hit you." He's been reading the wrong summaries for our money. Things really snafued in a hurry in the afternoon and Col Schneider found himself forced to do the interrogation which from all reports he handled capably. I must have a short talk with him and remind him to remember whose job he is bucking for. Seriously, he and Sgt Marks have been doing a grand job of late for which I'm grateful. That's all.

7. Lt Caldwell and Lt Hayes returned from their flak leave having had a darn good rest.

Lt Rife who was on DS to the rocket range also returned bringing the Squadron up to full strength again.

The morning brought a briefing but weather held up the take-off until noon. Then with Major Sparks leading his Squadron again off they went to clobber away at Jerry. In years to come when Major (Pappy) Sparks is resting comfortably in front of his fireplace, his feet in slippers resting on a hassock, his faithful wife knitting in a rocking chair nearby, he can reflect on the fact that when he picked a mission it was never a milk run.

The Squadron returned from this mission reporting good results on the briefed target. There wasn't any flak or any other unusual activity yet one pilot was listed NYR. Second Lt Russell Crosjean, a recent addition, did not pull out of his divebomb run and from all reports plowed into the side of a hill. This is a pretty rough deal for he was coming along in fine shape. Young, eager with all attributes of a fine pilot, he was caught short before he had an opportunity to blossom forth. Good luck fellow wherever you are.

There wasn't any further flying for it was too late after the critique on the mission. Tomorrow is another day.

8. The morning broke with a briefing and a mission into the area South of Duren to hit two bridges again. Led by Captain Bowlin, the Squadron got off the ground in good shape. Over the target area, a 10/10's overcast prevented an attack on the briefed target. Picking up a Marshalling yard as a target of opportunity the Squadron clobbered it destroying a locomotive. Red Flight led by Lt Jensen picked up another locomotive and destroyed it by strafing.

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The first mission was no sooner on the ground then a briefing was called for a second mission. Take-off time was set and all preparations were made only to have rain and snow set in, as a result at 1500 we drew a release until daybreak. This about took care of the Squadron's activities for the day.

Lt Bergman, a recent addition, is going around with a puffed-out chest as a result of word from home that on October 18 his wife gave birth to a baby boy. Nice work boy.

9. Captain Mumaw returned to us from DS in Paris to resume his duties as Operations Officer.

Lt Kenneth Snyder left this morning to go on duty with the Fifth Army where he will work in a tank as a Ground Controller. This assignment can be a hot one.

A 0700 Briefing took place for a Group mission. Originally scheduled as a 16 ship Squadron it is more unusual for us to put more than 12 airplanes on any one mission. Take-off was set ahead from 0830 to 0930, then to 1030 and then standby. The hours went by and nothing constructive took place except Captain Mumaw's effort to fix the door leading to this building.

In the meantime, Lt Garry, who is on DS, dropped in to pick up some mail -- vain effort. Lt Garry had a few stories to tell about his experiences so far as a ferry pilot.

Rumor has it that a big fire in the States has destroyed a large amount of mail headed for the ETO. I don't know where these rumors begin but after not getting any mail for a time, most of us believe any kind of rumor.

Out of the clear and in the midst of a standby, our Squadron was alerted to escort B-26's back from enemy territory. No buzz.

Tobacco Road days are with us again. It rains, stops for a time, then rains again. This morning began with a briefing which was in vain. Another briefing also proved futile and so it went. There wasn't any use in sweating out a take-off for the weather didn't let up.

Each evening the usual celebration of Captain Elliott's departure takes place to no avail. By the time the orders come through Captain Elliott and friends will be worn out.

The great event of the day was a significant change in the bomb line. The bomb line has been static for too long. I would like to see it beyond Berlin then I would start making wagers on the final day of the war. This is as good as any time to mention a wager between Captain Clark and Lt Doria. The wager hinged on the war ending on October 15th and for every day beyond that day that the war lasted, Captain Clark was to pay Lt Doria a hundred francs per day. We now have two nervous Officers in the Group. Lt Doria is sweating Captain Clark out while Captain Clark is sweating a rise in the market price of lambs, sheep and wool. Captain Clark says he has made bad bets before but I'll wager none as bad as this one.

10. The same mission which has been on schedule for the past two days was briefed again today to no avail. After the fruitless briefing the usual sweating out period began to last until a release from came from "Ops" at 1500.

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The pilots who aren't on schedule can do pretty much as they please with their time while those on schedule have to remain on alert in the Pilot's room. A radio, card games, reading and a warm fire help to pass the time away.

Lt Howard (Good Heavens) Jensen is off on a 7 day leave to a rest home in England. His long DS in Group "Ops" prevented him from taking advantage of any privileges and cut down on his combat flying but he's back in good form right now.

Very little excitement these days but when things get a little on the dull side the Squadron dogs chip in to liven things up. "Punk" steals a chicken from the mess-tent or "Jet" Yellow Flight's dog, falls into a flour barrel. Life goes on.

11. The morning began with a meeting at the Briefing Tent which was of interest to all. Lt Colonel Perego announced that he was to remain with the Group as Commander. This is a good way to begin any morning for those of us who have known Colonel Perego for over a year now know that a better selection could not have been made.

At 1300 hours all the C-2 Officers met in a meeting at Group where-in they were informed of great developments to come and to make plans to meet them. From all indications it's the biggest thing which has to make its mark over here.

At 1445 our Squadron took off on the long delayed mission. Before most of the planes cleared the runway, the mission was scrubbed and they were all called back. They came back, got comfortable and at 1445 were ordered to take off again. It was then 1515. Things like this happen ever so often to keep things humming.

The Squadron returned from its mission after a somewhat hectic trip in the foul weather with little news of consequence. It was just a long hard ride.

We added two more pilots to our roster in the persons of Lt Springs and F/O Russell. Some of the older pilots may get a chance to go home - - - we hope.

Twenty-six years ago today the World War I came to an end. It will be a great day when we can proclaim the end of this war.

12. The day opened with a 0930 Briefing but the mission was scrubbed before it was airborne. At 1100 we were released from combat operations until daybreak. As a result the rest of the day was devoted to the training of the new pilots and rocket missions. Lt Forest Midlam is really a "hot-rock" with rockets. On yesterday's mission he got a direct hit on the target which is darn good shooting.

Lt Edgar "Pat" McCrone took off today for a 3 day DS tour on the rocket range. Lt Kenneth Snyder who is on DS to an Armored Column may well be having himself a hot time right about now.

Lt Paeper had himself a close call while on a rocket firing mission. The range was socked in so on the way back to the base the boys engaged in a little buzzing. The buzz-job had Lt Paeper run smack through a tree. This could have been a serious accident but good fortune smiled on this pilot this day. Now a combination of pilots are contributing a sum of money to the kitty, as a warning that our C.O. does not object to buzzing but to the way it's done.

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13. Lt Kleinklaus is on his way home to join our other pilots who have completed their operational tour. Al has done his share and he is in need of a good long rest from combat. Long Island sure would look good to a lot of us now.
- If the weather would only let up it sure would make for a shorter war. A 0900 briefing was just a dry-run for showers set in forestalling flying. At 1130 a release from "Ops" came in thereby cancelling all prospects of any combat flying. In the afternoon, the pilots were shown combat films followed by a lecture by two civilian representatives from the rocket range who gave them a lot of poop on these weapons.
- The only event of interest scheduled for this evening is a big pinochle game for those who play it. This has supplanted all other card games so far as this Squadron is concerned. That's all.
14. These days continue to be long and dull -- too much of both. The mornings begin with a briefing -- the mission is scrubbed right after the briefing, then the release comes through and that's all. From here-on in the day dragged -- no more could be said of it. No constructive work except paper work has been accomplished so far this week.
- The night life in Bruxelles is getting to some of the Enlisted Men. Cpl Fountain and Cpl Daniels have found out that if one wishes to dance one must pay the fiddler. Oh well, there are more privates in the Army than noncom's anyway.
15. Same old story today -- nothing doing. The morning began with a release at least making unnecessary sweating out a mission.
- We got three more pilots today in the persons of Second Lt's Jetty, Hellwig, and Hoade. Core on in boys, the water is getting warmer. All in all that makes seven pilots in traing now in our Squadron. It looks like a new outfit already.
16. Today is the day of the "Big Push." All morning long the Big Bombers have been going overhead in the direction of the Reich. The Medium Bombers followed the heavies and at 1300 the fighter bombers which is us went into action. This is the third "Big Push" for our Group and no one is anticipating any picnic. Give them hell boys and let's get going home.
- The one and only mission of the day was led by Major Sparks. Flying in very poor weather our Squadron of 16 airplanes took off to work with Booty, the Ground Controller, First Infantry Division. Lt Le Loup was forced to abort because of a rough engine and shortly afterwards Lt Nolan came back with a rough engine. Sitting on the ground for a long time doesn't do our airplanes any good and a mission of this sort finds Lt Buchman, our Engineering Officer, in a very sweating mood. The mission on the whole was a fair or poor one from all reports in that not much was accomplished. Still it's a morale booster for the Ground Forces to see our pilots out there trying to do their best to help. A release from "Ops" came in while the Squadron was still in its landing traffic pattern cancelling all other flying for the day.
17. Rain ushered in the morning so again today our Group could not do much to aid the Push as the day went by the rain increased thereby making flying impossible. A release at noon put an end to all thoughts

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of flying.

Lt William Garry, our DS pilot, stopped in for a visit enroute ferrying a P-51. Lt Eger "Pat" McCrone returned from DS to the rocket range after a stay of almost a week.

The afternoon brought back school days for the pilots. The replacements went up to Group to take recognition tests on aircraft while the others listened to lectures from Lt Buchman and Captain Mumaw.

In the meantime, Lt Schofield and Lt Nolan rounded up some steak for a feast tomorrow night as more or less a celebration in honor of the departure of two of our pilots Captain Staton and Lt Kleinklaus. It's still raining.

Lt Hayes and Lt Diman emerged from the shavetail class this evening when orders came through promoting them to 1st Lts. They worked hard and well and the promotion was in recognition of their abilities.

18. The weather broke again today and our Squadron went back to war. The first mission of the day was led by Captain Bowlin in support of the First Infantry Division in and around Gressnick. The Squadron got some twelve direct hits on the town of Heistern which from all reports disturb their Chamber of Commerce no end. Then Captain Bowlin lined up behind some Allied tanks and aided them in blasting at unseen targets. Our Captain has a wonderful analytic mind and he doesn't need to be told what to do when a situation arises. Lt Ivey then took his flight on a strafing mission and destroyed five M/t's and one jeep. Lt Fortney on his first combat mission racked up one destroyed M/T which is a good way to start a career. Lt Hayes got himself several, Lt Ralston one, and our good Lt Ivey the remaining one.

We added another new pilot to our roster in the person of Lt Binter. This past week we've been getting a lot of new pilots. I could stand a replacement for myself any day now.

In the evening a steak dinner was held in the pilots room. The pilots, the ground Officers, three newspaper Correspondents and the Group wheels, Major Carbine and Captain Crisp all attended. After a good hearty meal, Major Sparks acting as toastmaster introduced the guests of the evening who responded with short excellent replies. The pearls of wisdom which drooled from their lips would make a good news-reel and all enjoyed the excellent quibbling. There were some red faces testifying to the fact that blushing is still a good old American characteristic. So ended a good day.

19. There was nothing unusual about the way this day began to indicate that anything unusual would transpire. We all slept until the breakfast hours, came down to the line in a leisurely fashion, went to briefing in a leisurely manner, we were only scheduled to fly the one mission so no one anticipated any action. The Squadron led by Captain Major flew to Heistern, contacted Booty, bombed a target and from there on in things began to happen. Just as our pilots were forming up after bombing they were bounced by twenty plus FW 190's. It was some show while it lasted from all reports. Lt Joseph Williams, a real old timer, destroyed two FW 190's, Lt Caldwell destroyed one and damaged another, Lt Diman destroyed one and Lt Ralston, a recent replacement, sent one down in smoke. Incidentally, Lt Ralston really found out what combat is like for he brought home a plenty beaten-up airplane. Captain

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Noriega flew his first combat mission today which is really the hard way of gaining combat experience but from all reports he did well. Lt Fortney had a cylinder blow in his engine and after a hectic flight landed at A 93 at Liege. He credits Lt Ivey with doing an excellent job of escorting him there for his airplane was blanketed by oil making it impossible to see. The sour note of the whole affair is that Lt Charles Earls did not return from this mission and at present is being carried as MIA. No one can definitely state what happened to him but there are reports from other Groups that a P-47 was seen to go down in this vicinity. There are also reports that a parachute was seen to open so we are all hoping that Chuck was in it. Young, eager, and easy to get along with, Lt Earls was coming along in fine shape and he will be missed. Take good care of yourself Chuck -- we'll be looking out for you some day. From the standpoint of winning the war, we got the best of the enemy today but we don't like to pay a price no matter how negligible. So ended another day.

20. No news of Lt Earls this morning but we are still hoping for the best. The morning broke with rain and it continued to do so all day preventing flying of any kind. From a practical standpoint not much of anything was accomplished.

A rumor came through which had everyone buzzing around here. The rumor was that our Forces had broken through way beyond the bomb line and it had us thinking of the break-through at St Lo. However, later news dispelled the story as purely rumor making for a great deal of disappointment all around. That is the way of life over here.

All in all a pretty dull day.

21. The dull days are still upon us since the weather shows no signs of a break of any kind. Several days of good weather would make an appreciable difference in the course of this war since the Ground Forces could certainly use Air Support.

Our Squadron was scheduled to fly in support of Booty again today and a briefing was held for this purpose. However, we had to wait our turn since the other two Squadrons had not flown a mission in rotation. The day went by and although we remained on a one-hour alert, no combat mission was flown. Instead our Squadron concentrated on training flights for we have many new pilots to be trained before they are scheduled for a combat mission. As a result of this training, at least some constructive accomplishment was noted for the day.

22. This morning it was raining but we were awakened at 0630 for a 0715 briefing. While the rain pittered and pattered on the tent, the briefing continued. The weather officer came through with the announcement that the weather would not permit flying today. At about 0950 an announcement came from Group that we were released from "Ops" for the day.

The release and the rain combined to make any and all flying untenable so the flying personnel relaxed for the rest of the day.

The evening brought a dance at the Officer's Club with women being imported from Bruxelles and local towns nearby. From all reports those

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who stayed had a good time those who couldn't connect hit the sack.

23. Thanksgiving Day in Belgium!!! The mess personnel worked all night preparing the turkey and everyone agreed that their efforts were not in vain. White meat, cranberry sauce, carrots and peas, mashed potatoes, sweet potatoes, gravy, peaches and short cake made quite a meal. I'm certain no one had a complaint to offer after it was all over. There wasn't any flying scheduled for the weather did not permit it so from this aspect it was more or less a dull day. Then the evening brought a dessert in the form of a good mail haul for a change. We have not been receiving too much mail of late so it was gratifying to have it come on an appropriate day.
24. No briefing, no nothing for from early dawn it was evident that weather would not permit flying operational missions. Receiving word that General McCauley and General Quesada are to put in an appearance shortly, it was decided to put the pilots room in better shape. Captain Mumaw and company got to work painting, cleaning and putting eye-wash into shape. Too, more furniture was found and more homey touches are being added. The late afternoon added two new pilots to the roster in the persons of 2nd Lts Koenig and Marsch. This makes about ten pilots we have added in the past week or so -- and still they come. We are anticipating more changes in personnel and positions with possibly more pilots going home shortly. I'm going to sit tight until they send in a replacement for me and then my shout of joy will be heard around the world.
25. Our pilots went back to work today again for the First Infantry Division. Shortly before scheduled take-off time, it began to rain and it began to look as if we were in for a full day of rain again. The rain let up, our boys boomed to their planes and off to war they went. Upon their return our pilots reported that two small towns in Germany can be added to the JABO list. Germany is rapidly becoming a rural area for her towns and cities are gradually but surely being clobbered to pieces. Captain Mazur led the first mission of the day while Lt Miller took the Squadron out on the second one into the same area. At present the work is slightly routine for our boys are hitting targets unspecified for Booty and not moving objects which provide a little more excitement. The days being as short as they are our Squadron just manages to squeeze in two missions per day. This is so much better than just sitting around trying to sweat out the weather. Captain Bowlin and Lt Rife flying the C-78 flew Captain Staton on one of his laps homeward bound. Life goes on.
26. At 0730 briefing for a renewal of efforts in Booty's behalf. Take-off was delayed several times because of poor weather but at 1115 the Squadron was airborne. Captain Mumaw was in the saddle again rolling up more combat time of which he had plenty of now. Again our Squadron hit a designated target for Booty with excellent results reported. Captain Mumaw picked up an artillery position which he reported to Booty who in turn assigned the 397th to blast it. Lt Wayland was baptized

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by flak again for about the fourth time while Lt Caldwell mingled with heavy flak and brought back souvenir of their accuracy.

The old faces disappear each day now. It Rife got his orders today to go before a Board of Medics to have his status defined. His old wound is giving him trouble especially when he wears a parachute and as a result he has been grounded. Captain Bowlin is leaving shortly to go to Marmite where he will work with radio. They keep going and coming every day.

Major Sparks was to lead the afternoon mission but Col. Douglas decided to go out again so our Major sidestepped gracefully. This second mission called for the elimination of another village which was accomplished successfully. Other than this not much else of interest developed.

27. The mission for this morning was not airborne until 1203. Lt Smith was forced to abort due to a prop failure resulting in only eleven airplanes completing the mission. Working with Booty again, our Squadron hit the town of Geicht with 500 pound bombs and frags destroying a factory and starting fires in the area. A recce after the bombing produced no further action.

The afternoon brought a presentation ceremony as various men were honored as recipients of the Distinguished Flying Cross, The Bronze Star Medal and the Purple Heart. General Quesada, General Kincaid and General McCauley presided over the ceremonies. The latter three mentioned gentlemen conducted a tour of the Group as well as the 365th Fighter Group which is operating on the other side of the field. Apparently everything was satisfactory for no adverse comments were made.

Another month is rapidly drawing to a close. Por Que?

28. Despite inclement weather our Group is doing much more flying than was anticipated. An Eskimo School for replacement pilots has been inaugurated for the recent additions have been coming directly to our Group without benefit of combat training. It takes a little training before these pilots can be sent into actual combat and expected to perform capably. Lt Jensen and Lt Diman from our Squadron have been assigned as instructors to this school temporarily taking them off combat status.

We flew one mission today again supporting Booty who is operating around Langerwehe. The Squadron led by Lt Miller again hit assigned targets with excellent results. As yet Jerry has not been presenting many targets but when he does, it's going to be too bad. Lt Hays received his baptism under fire when his plane was clobbered by heavy AA. Instead of pennies from heaven over here -- it's flak but it doesn't necessarily come from heaven.

Although our Squadron was scheduled for another mission, the weather socked in grounding all further flying. Captain Mumaw called a pilots meeting which killed the afternoon. A release from "Ops" put an end to further activity for the day.

29. We are still flying missions for the weather though not perfect is good enough. There are delays in take-offs, etc., but the minute

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it is possible our Squadron is airborne.

The only mission of the day turned out to be an escort job to B-26's hitting Limburg -- sounds smelly. Not since Strip 3 on the beach have we had this sort of mission but it was a milk run all around. Our pilots could not observe any results for the B-26's did their work through an overcast. Hit them when they aren't looking. The boys were down on the ground by 1700 and 1800 we called it a day. So much for today.

30. Today's the day -- right -- it's pay day. No one is complaining about it either. Money isn't everything but it certainly helps. In terms of importance, money is probably third to mail and cigarettes.
- The first mission of the day was airborne at 1030, led by Colonel Douglas. Somewhere in Germany they spotted twenty plus tanks and vehicles and really clobbered them. Interesting sidelight is that no one seems to know where all the clobbering took place. It's nice to hear that Jerry is coming out of the woods again if only long enough to offer a target. Keep coming Heine, we'd like to make this a shorter war with your cooperation. Lt Bergman was baptized today by flak, the padre will have another steady customer at Sunday services.
- The second mission of the day was led by Captain Mumaw and resulted in bombing targets for Organ and Ballard. Booty, First Infantry Division Controller, didn't have any targets to offer so our Squadron was available to other Controllers in the area. The town of Gey received bouquets from heaven in the form of 16 x 500 pound CP Instantaneous nose - 1/40 tail fuse bombs. There's more where these came from. Eighteen hours saw the end of the days activities.
- Our EM and Officers are certain now of wearing at least two overseas chevrons on the sleeves of their blouses with the beginning of this month. One year in the ETO is in the bag. Now everyone would like to be going home for Easter for Christmas is out of the question. Golden Gate by '48.

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S Q U A D R O N H I S T O R Y
O f I n t e r e s t
Month of November

This month we said goodbye to Captain Clarence Staton and Lt Albert H Kleinklaus, both of whom left us to return to the Zone of the Interior, or, to be more precise, to the United States; they had completed their tour of duty in the E.T.O. Though everyone was sorry to see them go, they have certainly earned the rest they will get and we can wish them the very best of luck and a Happy Christmas back home.

Official word has come through that Lt Curt C Doescher who was lost on the 29 May 1944 is a Prisoner of War. This confirms the rumors that we have heard to that effect for quite some time now.

The Squadron area now has received the 395th touch and one can hardly recognize the area for the debris has been cleared, doors and windows inserted, roofs patched up, and most important of all, it now does contain inhabitants. The two most important items of progress has been setting-up the Mess Hall in quite spacious quarters for it feeds all the Officers in Group, '95th E.M.'s and any transients that happen along. The other item of importance has been the operation of the shower room. It's refreshing atmosphere is something to really treasure. All in all, the missing home element has been applied and it has done much in the way of boosting morale to a higher plane.

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C-O-P-Y

HEADQUARTERS
NINTH AIR FORCE
Public Relations Office

APO 696, U. S. Army.
28 October 1944.

MEMORANDUM:

TO : Major General E. R. Quesada, Commanding General,
IX TAC.

1. In line with the recently inaugurated Public Relations policy of bringing outstanding combat pilots to Paris for special interviews at SHAEF press conferences, you may be interested to know that Major Harold P. Sparks, of the 368th Fighter Group, made an extremely interesting presentation a few days ago.

2. The American Press Summary for 25 October 1944, which touches only the highlights, states that a feature article by Mr. O'Reilly on Major Sparks' combat experiences as a member of the IX Tactical Air Command, was the top story inside in the New York Herald Tribune, dated 24 October. Undoubtedly other important metro olitan dailies also used the article, although specific reports have not as yet been received.

WILLIAM P. NUCKOLS,
Colonel, Air Corps
Public Relations O.

C-O-P-Y

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HEADQUARTERS V CORPS
United States Army
Office of the Commanding General
APO 305

9 November 1944

Dear Pete:

Just a note to tell you how much I appreciate the generous effective support your people rendered to the 28th Infantry Division during the period 2 November - 8 November.

The Air Forces under your command met all of our requests cheerfully and played a highly important part in stopping and breaking up the concentrations and attacks of strong German forces on the 28th Division front. I am very grateful. Best of luck and all good wishes.

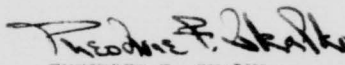
Sincerely,

L. T. GEROW,
Major General, U. S. Army.

P. S. All this was done under very adverse weather conditions.

TO: Maj Gen E.R. Quesada,
Hdqtrs, IX Tactical Air Command,
APO 595, U. S. Army.

A TRUE COPY:


THEODORE F. SKALKO,
1st Lt., Air Corps.