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S E C R E T

SQUADRON HISTORY
Month of S E P T E M B E R

P R E F A C E - - -

A. ORIGINAL DESIGNATION AND CHANGE -----

1. This organization was designated as the 395th Fighter Squadron, unit of the 363th Fighter Group.
2. Unit was to be known as 4911 F per par 17, SO # 343, Hq, AAB, Mitchel Field, Nev, dtd, 12 December 1943. Copy of SO not available.
3. The designation of this unit was changed to 395th Fighter Bomber Squadron per letter, Hq, Ninth Air Force Subject: Designation of Fighter-Bomber Groups, dtd 20 May 1944. Copy ltr not available.
4. The designation of this unit was changed back to 395th Fighter Squadron per ltr, subject: Designation of Units, Hq, Ninth Air Force (rear) dtd, 13 June 1944.

B. EFFECTIVE DATE OF ACTIVATION -----

1. Effective date of activation, 1 June 1943 at Westover Field, Massachusetts per par 1., GO 48, Hq, I Fighter Command, Mitchel Field, New York, dated 2 June 1943. Copy of SO not available.
2. Effective date of organization, 3 June 1943 at Westover Field, Massachusetts, per par 3 and 6, Hq, 363th Fighter Group, Westover Field Massachusetts, dtd 3 June 1943. Copy of SO not available.

C. ORIGINAL CADRE AND FILLERS -----

1. Original source from which cadre personnel was obtained was from the 326th Fighter Group. Later fillers came from units under 1st, IXth, XIXth TACS. Recent fillers have come from 48th Fighter Group, 405th Ftr Gp, 362 Ftr Gp, 367th Ftr Gp, 371th Ftr Gp, and the 36th Ftr Gp.

D. RESUME OF MOVEMENTS FROM TIME OF ACTIVATION UNTIL JOINING UNDER XIIIth TACTICAL AIR FORCE.

1. Original cadre moved from Westover Field, Massachusetts to Orlando, Fla., per Special Order 153, Hq, Air Defense Wing, dtd 5 June 1943. Departed base 3 June 43.
2. Moved from Orlando, Fla., to Westover Field, Mass., per SO 153, Hq, Air Defense Wing, dtd 5 June 1943. Departed Orlando, Fla., 5 July 1943.

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(Cont)

4. Moved from Westover Fld, Mass., to Farmingdale, Army Air Base, Republic Field, Farmingdale, L.I., N.Y., per Special Order # 281, per 4, Mas, Army Air Base, Westover Fld, Mass. Departed Westover Fld, 23 August 1943.
5. The organization moved to Suffolk, New York from Farmingdale, New York per Mitchell Fld SO 278 per 13, dtd 2 October 1943. This change of station was for the purpose of obtaining aerial Gunnery Missions. Departed from Farmingdale, N.Y., 4 October 1943.
6. Left Suffolk to return to Farmingdale per Mitchell Fld, N.Y., SO 291 dtd 18 October 1943. Departed Suffolk 20 October 1943.
7. Left Farmingdale N.Y. for McArthur Field, NY per New York Fighter Wing Circular 55-19. This was a training movement. Departed Farmingdale 3 November 1943.
8. Moved from McArthur Fld for Farmingdale N.Y. per Telephone call from New York Fighter Wing. This was a return to temporary station from a training movement. Departed from McArthur Fld 8 November 1943.
9. The organization moved from Farmingdale Air Base per WD 370,5 (17 Nov 43) CB*SE*11, Movement Orders, Shipment 4911F. This was a permanent change of Station. Departed from Farmingdale 20 December 1943, arrived Camp Miles Standish, Bolton, Mass., 20 December 1943.
10. The organization departed from Camp Miles Standish, Mass., per Secret Orders, for Boston Port of Embarkation. This was a permanent change of Station. Departed from Camp Miles Standish 28 December 1943. Boarded U.S.S. Argentina 28 Dec 43.
11. Disembarked at Courock, Scotland, 12 January 1944. Arrived at Greenham Commons 13 January 1944. This was a permanent change of station accomplished by Secret Orders.

First Station in the European Theater
Of Operations.

1. This Squadron arrived at Station 486, Greenham Commons on 18 January 1944 at 0500 hours.

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2. Departed Station 488 Cranham Common in two echelons for Chilbolton, Station 404. The advanced echelon departed March 14, 1944 and the move was completed March 15, 1944. This was a permanent change of station accomplished per Secret Orders (SO unavailable).
3. On June 12, 1944 at 1405 hours, A echelon departed Chilbolton, Station 404 for a Marshalling Area in preparation for a move to Normandy, France. This move was accomplished by Secret Orders and was a permanent change of station.
On June 18, 1944 at 0845 hours, B echelon arrived at Strip # 3, Cardonville, Normandie, France.
4. On 2 July 1944, B echelon departed Chilbolton for one Marshalling Yards for SOS to France. This move was accomplished by Secret Orders. B echelon arrived at Strip # 3, Cardonville, France, 3 July 1944 at 0845 hours. The Squadron movement into France was completed.
5. On 23 August 1944, A echelon departed Strip # 3 by truck for the Airrome at Chartres. This move was accomplished per order of the Commanding General, Ninth Air Force. This was to be a permanent change of station, and at 0700 hours, 25 August 1944, B echelon departed Strip # 3 for Chartres to complete the move of the entire Squadron. The pilots made the trip by airplane, the ground personnel departing by truck. By 30 August 1944, the move was completed and all personnel and equipment were established at the Chartres Airrome.
6. On 11 September 1944 A echelon moved to A-89, Iacon-Athies, France.
7. On 25 September 1944, A echelon departed this Strip, A-89, for Le Coulet. The move was made with Squadron Transportation facilities, and as a result meant breaking down personnel and equipment into smaller units for shipment. This movement was made per VOCCO, and is to be a permanent change of station. On 28 September, 1944, personnel and equipment were dispatched to the air strip at Cheveres, A-84 per VOCCO. This order cancels the original order on the move to Le Coulet, Belgium. The Strip A-84 at Cheveres, Belgium is a permanent change of station.

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8. On 1 October 1944, the second part of A echelon departed Strip A-69 for Strip A-84 at Chevres, Belgium. This move was made with the Squadron Transportation facilities, and is a permanent change of Station.

On 2 October 1944, B echelon departed Strip A-69 to complete the organizational move to Strip A-84 at Chevres. A small detail of two officers and several enlisted men remained behind to supervise the cleaning detail.

9. On 24 December 1944, the transfer from IX TAC to XIX TAC made necessary a change in locations. Per orders of XII TAC via teletype, our new location was to be the strip at Esosay, (A-79). "A" echelon departed for this strip on 24 December 1944. On the 25 December 1944, A echelon departed A-79 for A-68 at Juvincourt. The succeeding days brought the remainder of the personnel to this location. Every indication points to this being but a temporary change of station and we are anticipating another move in several days. Pursuant to GO # 302, dated 27 December 1944.
10. The 1st of January 1945 found A echelon entrucked for Y-34 at Metz, accomplishing the move via M and Squadron Transportation. The 5th of January brought the consolidation of the Squadron as B echelon arrived on this date. This is a permanent change of Station. The move was accomplished per VOCC, Commanding General, XIX Tactical Air Force.
11. "A" echelon departed Y-34, Metz, for Y-74 near Frankfurt. The move began on 12 April, 1945, and was completed by 15 April 1945. The move was accomplished with Sq Transportation, M trucks and C-47's. This is a permanent change of stations by SO.
12. On May 4 1945 A Echelon departed Y-73 for R-42 at Nurnberg. The move was accomplished in the early stages via Sq Transportation and use of the C-47's. Due to the condition of the runway, the move was stretched over a period of nine days, and on 14th May 1945, our Group was operational off R-42. This was a permanent change of station accomplished by Secret Order, XIX TAC.
13. Per orders (VOCC) XII TAC ltr dated 26 Jul 45, our Group was ordered to move to R-68. This move was accomplished as in the past in two echelons. A echelon departed R-42 on 2 August 45 and was followed by B echelon on 11 Aug 45. A small clean-up force remained at R-42 and by 15 Aug 45 all personnel were on this base. The move was accomplished via the Sq's transportation and is a permanent change of station.

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PART I
ORGANIZATION AND CURRENT STATUS

S E C R E T

395TH FIGHTER SQUADRON
SQUADRON HISTORY MONTH OF SEPT '45

I. ORGANIZATION:

The current tables of organization under which this unit is operating with change:

T/O 1-27 dtd 22 Dec 43, C-1 Dtd 26 Feb 44, C-2 Dtd 1 Dec 44. Authorized to use Col 57, T/O 1-27 per GO # 64 Hq, Ninth AF, dtd 20 March 44. Authorized augmented Officer Strength per GO # 223, Hq, Ninth AF, dtd 14 Sept 44. Increase in PFC grades per ltr, Hq, ETUSA, SG 220 2 LP, dtd 17 Dec 44.

Latest change in T/O strength, ltr, Hq, XII TAC, Subject, Organizational Order # 2, 1 Sept 1945, (loss of 2 EM and 18 Combat pilots) totalling 39 Officers, 245 EM.

II. STRENGTH:

COMMISSIONED AND ENLISTED

1. At beginning of Period:		
	OFFICERS -----	45
	ENLISTED MEN -----	252
2. Net Increase:		
	OFFICERS -----	3
	ENLISTED MEN -----	32
3. Net Decrease:		
	OFFICERS -----	8
	ENLISTED MEN -----	149
4. At End of Period		
	OFFICERS -----	39
	ENLISTED MEN -----	125

III MOVEMENT: Nil.

IV CASUALTIES: Nil

V AWARDS and DECORATIONS: Nil.

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SQUADRON HISTORY
395TH FIGHTER SQUADRON

N A R R A T I V E (Part II)

This month might be termed the beginning of the end. The 395th Fighter Squadron was all but deactivated for over a hundred enlisted personnel packed up and were off to the ZOI this month. The men were flown to England and from all indications, no box-car rides, no Replacement Centers on the continent, excellent passage should be obtained from England, maybe even one of the queens to go back on.

An Exposition we held in Copenhagen this month and since it was an Exposition to demonstrate Allied Air Power, the Ninth, as well as the Eighth Air Forces participated and the RAF also flew in this show-mission for that city. The 395th dispatched 13 planes led by CAPTAIN MILES, our operations officer. The show opened the Ground Exposition held there and LT DUFF and S/Sgt WILKINS were on hand to answer all questions on the P-47 at the Exhibition Stands where the various planes were displayed. This might be the last show of this sort for all but eight of our planes are in storage now, mainly, a serious shortage of personnel.

The training program was slowed up considerably by the weather. The average time was far below last months' and if this month was a preview of a winter in Germany, there won't be much more flying until next February or March. The "twin-engine" boys that came in haven't checked out yet but we have hopes of getting them off in the "Bolt" in another month.

The enlisted personnel may have dropped off but the officer personnel has increased about ten over the TO strength. All the ground officers have started home and their jobs have been given to the pilots. I didn't know there were so many ground-jobs!!! The Squadron, as far as the pilots are concerned, is back to its "pre-war style," pilots running the Squadron.

There is every indication that another list will come out at the beginning of October and when this happens there just will not be anyone left. As it is, the enlisted personnel that can be termed "old-timer" one who has been with the organization since activation of the 395th, can practically be counted on the hands, and MAJOR LUMAW, our CO, is the last Officer present who went thru the RTU. In fact, there are only three (3) Officer Personnel who went thru the RTU training -- Group Commander COL FERRECO, Major BARE, 395 Squadron Commander, and Major LUMAW our Squadron Commander. These three hold the honor of being the last flying-blood in the 368th Fighter Group.....

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SQUADRON HISTORY
Month of S E P T E M B E R

1. Saturday morning saw the usual inspection of the living area and all in the Squadron have their quarters spic and span now. Some quarters are even boasting rugs on the floor -- some furniture adopted and home-made, and in these instances, uniformity has been overlooked for great effort has been made to make the room boast of the missing "home-atmosphere."

Today saw low-level, medium and high altitude missions taken off and the flying turned out to be just routine training missions of old. Many of the new pilots (twin-engine) and single engine are getting into swing of things and some have even gone on routine flights. Another day in the ETO of the Occupational branches. Rumor seems to dominate all conversations here -- it is hinted thru very authoritative sources, of course, that many here will be departing soon. Sooner the better.

2. A day of rest for all except the men holding down each department at the line. Very little flying is being accomplished during the week-ends---a few ROR's and that's all.

Most of the personnel of the post slept late today for it is a day of rest to all. Early noon saw crowds readying themselves for an afternoon along the Danube and it seems that the men do alright there. Many contacts have been made with the civilian population which includes all sorts of nationalities in the DP and German population. Straubing is a town situated on the Danube and History shows us that because of this fact, it has survived thru the years for as a water-route for the grain-producing Bavaria, the only link on the East-West trade route to the Orient, it can be linked with towns as Regensburg, Vienna, Austria, Augsburg and Munich. It has prospered well because of its geographic location and all of the Munich bound goods must pass thru Straubing, hence forth, it has retained some of the art that Munich stands for in Bavaria. The town itself presents only a few historical spots but the romantic Blue Danube "Strauss's version" not blue in color at all, has done much in glorifying it's riverbanks.

3. No flying today because of inclement weather and the grounded planes received much maintenance. Captain ROY D CARLSON, formerly, "Ops" Officer in the Squadron, is on the way to the ZOI and is now MAJOR ROY D CARLSON. Also on the promotion-list can be found (Second Lt to First Lt) JOE M WALKER: both under SO # 244, Ninth Air Force. Under SO # 228, dtd 16 Aug, 44, Ninth Air Force, FRANK C GILKES, LYNN R HAGE-LEISTER, WILLIAM W HIGBY, CHARLES E RIFE are now all FIRST LIEUTENANTS. Congratulations.....

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SQUADRON HISTORY
Month of S E P T E M B E R

4. Today saw navigation flying at medium and level altitudes and during the day much acrobatics have been accomplished in the air. First LT HUGGELISTER was appointed Tech Supply Officer, LT ANDRUS as Unit Fire Marshall, LT RIGBY as Armament and Ordnance Officer, LT COFFINGER as Personal Equipment Officer and LT MELLWIG as Venereal Disease Control Officer.
5. Flying today was procured in the way of Interception and Navigation. Very little activity today otherwise and evening did see the crowds at the showers readying themselves for an evening AT STRAUBING.

LT RIFES' Bronze Star finally came thru on orders for his services with the Fourth Armored Division in the break-thru. Paper-work finally caught up with LT RIFE but he is now in the ZOI.
6. No flying today for the weather was poor but there is much on the rumor side with the statement that another list is in the making for a return to the Zone of Interior. Rumors of this sort come along at this stage of the game almost daily and it takes an expert to be able to tell whether there is logic, whether it has bases, whether it will come out or not. This one on a big shipment leaving in a few days is one of those with the "Blue Ribbon" on it -- an approved one at that.
7. Today opened with low-level navigation and Special Orders promoting many of our men. Three S/Sgts, nine Sgts, and four Cpls were made today and it was noted that many of the departments had men in it raised to Section Chief. That rumor of a big shipment leaving and these Special Orders go hand in hand almost.
8. Medium altitude navigation can be chalked up today on our Squadron's flight to Copenhagen as an Air Review. An assortment of B-26's, B-17's, P-51's and P-47's flew as an Air Show over Copenhagen -- a means of demonstrating Air Might the democratic way. LT DUFF and S/Sgt MATTHEWS have gone up to Copenhagen on the Exposition to be held there for the general public. Quite similar to the one held in Paris -- crowds viewing the various planes, the pieces of machinery that won the war in the air over the continent.

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SQUADRON HISTORY
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Many questions will be asked and LT DUFF and S/Sgt MATTHEWS are well suited for the job. Hope they bring back some post-cards like I asked them to.

9. Today's flying consisted of routine flights in our area and much Fighter Instrument time. The rumor came true -- SO # 112 brought excitement and joy to well over a hundred of our men for it has announced a final return to the ZOI for them. It really is big -- a big slice of our organization left on that order -- there will not be many left here to "Keep them Flying."
10. Because of inclement weather -- no flying today. Early morning saw crowds of dressed-up, going-home enlistedmen eagerly awaiting the transport planes that would take them to the AAF/ET Reinforcement Depot and on their first leg home. Patience seemed to run out when mid-day appeared and no planes but after dinner, a few planes circled and everyone had a smile upon his face. "So near and yet so far" was the general topic of conversation at the dinner table. The lucky ones were the '95 and '97 and they did get off that day. Sixteen hundred hours saw a disappointed crowd at the Headquarters tower and all returned to the barracks when it was sure no more planes would arrive today. All looked forward towards tomorrow and many prayed for good flying weather, I can assure you.
11. Today brought a very low-ceiling and many clouds and Fighter Instruments and medium altitude was procured in the way of flying. The morning and afternoon still saw eager Enlisted Men all over the Group and Hanger area waiting for the transport planes to arrive. Many were sitting on pins and needles and just couldn't keep still. Can not blame them either. Just a few clouds in the way of them setting off on their homeward ride out of the Army.
12. Medium and Low Navigation plus Close and Tactical Formations comprised today's activities in flying and an eager crowd still waited for that ride-home -- discouraged a bit because of the long wait but eager never-the-less. It wasn't long before formations of ships arrived and carried the rest of the men off and did the base seem lonely then. A good-sized chunk of manpower had been lost to the redeployment and fellows from 83 down were very unfortunate for this prevented their return. Considered essential to "Ops" of an Occupational Air Unit -- their move out of the ETO was held up until next month with the fact that quotas had been filled at the ports.

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SQUADRON HISTORY
Month of S E P T E M B E R

The Group is very sparingly manned and replacements should be pouring in every so often to keep the operational efficiency up to par. At least, we expect that.

13. Today's flying consisted of Navigation at medium altitude and the problems of interception were also procured. Flying isn't what it used to be for we only have a handful of Engineers left -- not enough to maintain a good-sized training program. Things are really on the quiet side and should be that way for a long time to come. Captain THEODORE F SKALHO transferred to Hq, XII Tactical Air Command to resume his respective duties there as Historical Officer but with his training in I and E he may find himself doing other work. LT FORTON is now Intelligence Officer for the 395th Fighter Squadron. Come in Lt., the Water's fine.
14. No flying today -- rain and low-ceiling prohibited all aspects for flying. Much has been done today in the way of maintaining our ships for our large and spacious hanger permits 8 ships in at one time so that the various departments can go to work on them along with the crew-chiefs. Along with keeping the elements out of the fine and mechanized parts of the F-47 the hanger also permits us to pool our specialists and much more work can be turned out.
15. Saturday morning and the usual morning inspection found all in order and the quarters in excellent condition. The new men, just a handful, seem to be on the ball and have followed suit with the mop and broom profession. Friday evening saw them in preparation and it looks like they'll make out alright here.

The afternoon was considered an afternoon off and saw most of the men trying desperately to get off the post and see what's of interest in Straubing. Believe its the scenic mountains around here that brings about that urge.....
16. Sunday and what a day. Sunshine galore, warmth, gayety plus GI-clad individuals running off the post for a day away from the barracks. Two and a half-ton trucks pull out regularly and it isn't hard to get a ride in or out at your convenience. They tell me the frauleins go in for "spatzering" and that helps to pass the time away -- doesn't it? Almost like civilian days at home -- but let me assure you -- not quite.

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SQUADRON HISTORY
Month of S E P T E M B E R

17. Usual Monday Blues -- back to routine and many long faces can be seen around here for we learned from Group that no new shipments of personnel would leave until the beginning of next month. Morale is on the low-side, especially with the 80 plus pointers. An additional 8 points will be calibrated on the service records and that should do much to alleviate the pains and worries -- but with no one leaving for sometime yet -- the additional 8 points don't really matter. It seems that the Armored, the Infantry, and the Artillery are down to 70 pointers and below in their re-deployment program and here we have men sitting with 83 points (an additional 8 giving them over 90) and they still are here.

Navigation in medium and low level brackets was accomplished today but outside of that -- nothing eventful.

18. This morning saw low level navigation in the form of flying and flights of our took off at one time. The Engineering section is doing wonders in keeping them flying with the limited personnel and a commendation had been received on the Copenhagen Air show. The flight there proved uneventful and from all indications -- it was quite a spectacular sight to see the entire group in the air again -- the peel-up and the landing upon return from Copenhagen. Almost like old times -- almost.
19. This morning saw interception as far as flying goes -- nothing but routine flights but orders did come out appointing LT PONTON the Squadron Intelligence Officer and Historical Officer. On the same orders, LT KLUMPP became SQUADRON MESS and INSPECTING OFFICER. LT DARLING was appointed SQUADRON QM SUPPLY OFFICER and GRAVES REGISTRATION OFFICER.
20. Today's weather could only be flown on instruments and some time had been procured on same. LT WALKER, our Engineering Officer left for Stuttgart and may be lucky in going with the 371st Fighter Group and find eventual passage to the States with them.
21. Today, like yesterday, was a very poor day for flying but instrument time was obtained in the way of flying. LT ANDRUS was appointed Squadron AAF Aid Society Officer, LT POWERS as I and E Officer, and LT ANDERSON as Squadron Court of Inquiry Officer. Not much of anything here lately -- very much on the dull side with routine being sorted away in proper fashion.

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SQUADRON HISTORY

Month of S E P T E M B E R

22. The weather isn't holding out very good here -- seems like Bavarian Fall has set in and we will not procure good flying weather until spring. 2nd Lt M.W. ANDERSON was promoted to 1st LT per SO # 228, Ninth Air Force, 15 Aug 45. LT PONTON was appointed Squadron Sponsoring Officer, LT GILKES as Transportation Officer, LT POWERS as Squadron Postal Officer, and Soldier's Savings Officer, and Soldier Voting Officer.
23. A day of rest for all except the various departments that have one man on for emergencies that can arise. Very much on the dull side and all within the higher point bracket are very eager to start on that homeward side -- but soon.
24. Another week in the ETO with nothing but a dull outlook and a little flying was done in the way of navigation. All were glad when the day ended to be able to return to the barracks to read, write, see a movie or catch up on sleep.
25. Today saw navigation, medium and low in the way of flying. Weather has turned for the worst and it's really chilly now. Very little activity of any kind anywhere on the post.
26. Instrument flying was obtained today -- and the overcast and rain even limited that. LT DARLING was appointed Squadron Custodial Officer and the activities on the line were high-lighted by cleaning parties. The hanger was put into epic and span condition along with the various departments stopping work at 1300 hours so that combined efforts would produce results.
27. No flying today and is it cold. The distant hills can not be seen because of the haze -- only prisoner-of-war members can be seen to be moving around actively -- most likely -- to keep warm.

Very little activity here today but our newly-installed "Coffee Shoppe" in the hanger sure does come in handy for hot coffee and doughnuts pick you up, warm you up and you go right back refreshed.

Rained all afternoon and one can see that there isn't much to look forward to here except good cold weather and probably snow in early December.

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SQUADRON HISTORY
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28. Today brought rain showers and cold weather. No flying was procured but much has been done in the way of ground-training. "OFS" gave a lecture on RESTRICTED LOW-FLYING AREAS and defined and explained Memo 50-7, XII TAC, 24 Sept 45 on low altitude courses for we now have many new pilots in the Organization and trained and capable pilots are few.

Looks like winter has set in here and will stay but definitely. Rumor has it -- everyone in the high-point bracket always has an ear peeled in this direction -- that a list will be out within five days redeploying men to the States. Sure hope this is true for this list should contain my name and no explanation is necessary on how bad the average American wants to go home.

29. The weather is still bad and it doesn't look like it will get better. Today's flying consisted of formation flying but most of the time in the air was spent checking the weather from here to Frankfurt, Munchen and around the home base. Very few participated in this and most of the planes were put to bed early and the line personnel began to filter out towards the barracks in the early afternoon. Nothing eventful today.

30. The end of the month and it was spent in the barracks area, in Straubing or any nook the men could find. Still a cold dreary day and much rumor as to when a shipment will leave came about all day long. Many opinions on the matter -- no one with any definite information. As this month closes -- it can be surmised as a very dull month, very little activity in the way of flying due to the weather and a terrific change in personnel. The Squadron seemed to lose it's life when over 100 personnel in the 84 and 100 bracket left. This may not be an official end to the 395th of the 368th Fighter Group, but it certainly has had its best part extracted -- will struggle along until dissolved. The word "finis" could be written right now for as an active Air Unit in the drive across the continent it thrived, just as the pancreas gland, each individual adding his efforts for a general purpose of licking the enemy and going home. Now, everything is in the dormant stage -- the high pointers waiting to go home -- the lower pointers biding their time when they too can take passage home, just a dreary outlook highlighted when orders come thru sending you home.

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SQUADRON HISTORY
Month of S E P T E M B E R

PART V

NON-COMBAT OPERATIONS

A briefing was held, maps made and a take-off on 19 September to Copenhagen in an Air Review. The Air Force Exhibit, similar to that was held in Paris, opened with an presentation of all the planes in the ETO which had won the battle in the air and subdued the enemy.

Twenty-four planes from our Group participated, eight from our Squadron and the first stop was at Kessel (R-18). The entire Group stayed for the night and next day at 1300 hours take-off came about in an well-co-ordinated plan to present America's Air Power over Copenhagen and officially open the exhibit.

Our Group, incidentally, arrived first and after a few orbits lead the show from R/V on the continent to Copenhagen flying at an altitude of about 2000. The mass of air power consisted of P-51's, B-17's, B-24's and B-24's. The flight otherwise was uneventful, but it was good to get into the air again en masse. Time down was at 1850 hours -- a five and a half hour flight -- one of the longest this Squadron has made.

WILLIAM R. HUNTON,
2nd Lt., Air Corps,
Intelligence Officer.

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395TH FIGHTER SQUADRON
Office of the Operations Officer

30 September 1945

TRAINING ACTIVITIES FOR THE MONTH OF SEPTEMBER (Source:
Operations)

FLYING TRAINING PROGRAM -----

1 September -- Low & Medium Altitude Navigation
4 September -- Medium Altitude Navigation - Acrobatics
5 September -- Interception Navigation
7 September -- Low Altitude Navigation
9-8 September -- Medium Altitude Navigation -
11 September -- Fighter Instrument - Medium Altitude Navigation
12 September -- Medium & Low Altitude Navigation - Interception Nav.
13 September -- Close & Tactical Formation
14 September -- Medium & Interception Navigation
17 September -- Medium & Low Altitude Navigation
18 September -- Low Altitude Navigation
19 September -- Interception Navigation
20 September -- Fighter Instrument
21 September -- Fighter Instrument
24 September -- Medium Altitude Navigation
25 September -- High & Medium Altitude Navigation
26 September -- Fighter Instrument

GROUND TRAINING PROGRAM FOR PILOTS

1 September -- Drill & P.T.
3 September -- P.T.
4 September -- Medical & Orientation
5 September -- P.T. & Sq. Administrative Duties
7 September -- Navigation
8 September -- P.T. & Drill
10 September -- Aircraft Recognition & P.T.
12 September -- P.T.
14 September -- P.T.
15 September -- P.T. & Drill
17 September -- P.T.
18 September -- Customs & Courtesies of Sq.
19 September -- Sq. Administrative duties & P.T.
21 September -- Tactics & P.T.
22 September -- P.T. & Drill
24 September -- P.T.
25 September -- Customs & Courtesies of the Service
26 September -- Sq. Administrative duties & P.T.
28 September -- Tactics & P.T.
29 September -- P.T. & Drill

GROUND TRAINING FOR EM AND GROUND OFFICERS

1 September -- P.T. & Drill

SECRET

(Cont from page 1, Training Activities for the Month of Sept.

3 September -- P.T.
4 September -- Medical & Orientation
5 September -- P.T.
6 September -- Orientation
8 September -- P.T. & Drill
10 September -- Aircraft Recognition & P.T.
12 September -- P.T.
14 September -- P.T.
15 September -- P.T. & Drill
17 September -- P.T.
18 September -- Customs & Courtesies of the Service
19 September -- P.T.
21 September -- P.T.
22 September -- P.T. & Drill
24 September -- P.T.
25 September -- Customs & Courtesies of the Service
26 September -- P.T.
28 September -- P.T.
29 September -- P.T. & Drill

SECRET

(6)

S E C R E T

395TH FIGHTER SQUADRON
Office of the Armament-Ordnance Officer
APO 374, US ARMY

30 September 1945

ARMAMENT-ORDNANCE ACTIVITIES FOR THE MONTH OF SEPTEMBER

About seventy per cent of the Armament Department's personnel left on the long trek home in the month of September. Approximately fifty per cent of the remaining personnel have over the required ASR score of eighty so we hope that in the near future there will be another sharp reduction in the personnel.

There were some ratings passed out the fifteenth of this month and T/Sgt Mc Laughlin was given the job of Department Chief as well as the E/Sgt rating. S/Sgt Zandaroski was raised to assistant Department Head and to the grade of T/Sgt. S/Sgt Isenberg who is our Inspector, was promoted to the grade of T/Sgt. Sgt Cook was promoted to S/Sgt while Cpl Farley and Cpl Coker were promoted to Sgt.

All of the carines that we had carried for the past fourteen months were turned into Ordnance for storage. I have yet to find anyone crying over the loss of that piece of equipment.

The Ordnance Department also had some ratings this month as Cpl John Tolbert and Cpl Hotetz were both promoted to the grade of Sergeant, while PFC David Goldstein made Cpl and Pvt Summers was promoted to Pfc.

All in all -- a very dull month -- little or no activity outside of keeping the department going and the little work being accomplished on the eight remaining planes that get into the air whenever weather permits.

William W. Higby
WILLIAM W. HIGBY,
1st Lt., Air Corps,
Armament-Ordnance Officer.

S E C R E T

395TH FIGHTER SQUADRON
Office of the Engineering Officer
APO 374, US Army

30 September 1945

ENGINEERING ACTIVITIES FOR THE MONTH OF SEPTEMBER

We bid most our old pals and buddies goodbye. Those lucky rascals are now on their way home and the few of us who were left behind are sweating out our turn. A few most welcomed replacements arrived and have been familiarizing themselves with their new duties ready to take over when the older fellows leave.

Operations have continued in the usual style despite the depleted personnel. This has been made possible by all the fellows' close cooperation and good spirit and keeping to the grind stone.

S/Sgt CHARLES MATHEWS is back in the harness again after spending a fortnight in Copenhagen. A high light of the Air Force Exhibit was a visit by King CHRISTIAN and his QUEEN. But according to MATHEWS, the Women are "Cream and Honey."

In accordance with Group policy all but 10 operational aircraft have been put in storage. This will enable the pilots to maintain flying time. Those planes in storage are pre-flighted every other day by the ground crew assisted by a half dozen pilots.

A new L-4J has been acquired and the L-4B transferred to the 44th M.R. & R at Strip R-44.

Almost everyman in the Department, including old and new, are thankful for the additional stripe.

Sgt ROBERT SCHILK became the Department's new engineering clerk. S/Sgt LEONARD GRUZSKA and Sgt JOHN REINHART have tried dashing their brains out against these P-47's but in vain they both are still around.

With the departure of LT JOE WALKER, we have a new officer in charge. LT W.L. ANDERSON will keep things on the beam and running smoothly.

T/Sgt "Pinky" Olson has returned after 19 days with the Air Force show in Paris. Looks a little more haggard and worn but much wiser in experience. Frankly, he says, "There's nothing like it, and we all agree. T/Sgt Harriger is the new Maintenance Chief and T/Sgt's Allen OLSON and VERNON POWERS and our newer addition, S/Sgt Barth are the three flight chiefs.

Maurice W. Anderson
MAURICE W. ANDERSON,
Engineering Officer.


395TH FIGHTER SQUADRON
Office of the Personnel Equipment Officer

30 September 1945

ACTIVITIES OF PERSONNEL EQUIPMENT

This department like all others in the Squadron was placed under the supervision of a flying officer. LT HAROLD CRUICK-SHANK returned to the ZOI and LT WALTER T COPPINGER replaced him as department head. The department had no enlisted men prior to September 17th. At that time S/Sgt JACK FLYNN was assigned to this activity. He is fully qualified for the job and excellent in his work.

New airing racks were built and installed for twenty B-26 parachutes.


WALTER T COPPINGER,
2nd Lt., Air Corps,
Personnel Equipment Officer.

S E C R E T

395TH FIGHTER SQUADRON
Office of the Operations Officer
APO 374, US Army

30 September 1945

ACTIVITIES FOR THE MONTH OF SEPTEMBER

Training within the Squadron for the Month of September has been accomplished according to Memo 50-3, Hq, Ninth Air Force, dtd 21 June 1945.

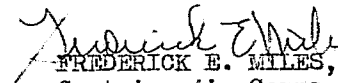
On 18 September, eight planes from this Squadron, in conjunction with a total of 24 planes from the Group, went to R-12 at Kassel and remained over night. The next day we took-off and participated in an Aerial Review over Copenhagen, Denmark. The mission was a long one with this Squadron remaining airborne five hours and thirty minutes.

During the remainder of the month we participated in routine training flights consisting of low level navigation, fighter instrument and interception problems.

Our training program fell off to practically nothing as we lost most our mechanics and crew-chiefs. We therefore decided to fly one mission of four ships daily and leave the remainder of the time for maintenance. We also put all planes in temporary storage except for eights.

We received two new pilots this month and the C-47 pilots still are sitting on the ground waiting to check out in the P-47. The AT-16 has been out of commission all month and the new pilots could not be checked out.

Ground training has been going according to schedule and the Squadron pilots have been getting their physical training in the form of soft-ball, playing on several occasions, double headers.


FREDERICK E. MILES,
Captain, Air Corps,
Operations Officer.

S E C R E T

S E C R E T

395TH FIGHTER SQUADRON
Office of the Squadron Commander
APO 374, US Army

30 Sept 45

ACTIVITIES OF SQUADRON S-1 for Month of September 1945

The shipment of men during this month who were ZI'd from the 395th Fighter Squadron, included three men from S-1. They were as follows: S/Sgt Dale Shedenhelm, S/Sgt John Totter, and Sgt E. Fountain.

After the above shipment, S-1's personnel clerk and payroll clerk were transferred from S-1 to Group S-1 for Group consolidation. Up to date, this left the 395th First sergeant and file clerk to remain in the Squadron.

Every indication points to another shipment in early October and that should bring about a complete change of personnel in the Squadron as well as the entire Group.

All records are checked continuously to insure quick and proper passage for all personnel leaving the Squadron. Every effort is made to have all records available at a moments notice and in such order, that replacement detots will not separate our men to further paper work, thereby, holding up their passage to the LI.

This next shipment should see the bulk movement of men for the last time and shipments of troops from thereon in give us every reason to believe that it will be on a much smaller scale.

Harold C. Powers
HAROLD C. POWERS,
1st Lt., Air Corps,
Adjutant.

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395TH FIGHTER SQUADRON
OFFICE OF THE TECH SUPPLY OFFICER
APO 374, U. S. Army

30 September 1945

ACTIVITIES FOR THE MONTH OF SEPTEMBER 1945

September served to be a month of changes in all departments and Tech Supply certainly had its share of them.

S/Sgt JOSEPH BLOCHIC is the only "old-timer" left, and ever though he has that "rocker" on his arm now, he's sweating out those shipping orders. T/Sgt Smith, S/Sgt Anderson, and S/Sgt Roe are well on their way to the "I" by now and those of us remaining aren't just a little envious.

Even LT JOE WALKER made the "team" and was replaced by 1LT L. R. HAGEMASTER who with Cpl C. L. HILLY, Pfc JJ GLEASON, and Pfc CE LISCOU (borrowed from Sheet Metal) now make up TECH SUPPLY. All of us are pretty well occupied with learning the business and complying with all the new "poo" from XII TAG and Air Force.

The loss of Sgt R. K. SWINK to engineering made the turn-over complete, and it looks as though the worst is yet to come sometime in early October -- more shipping lists.

Lynn R. Hagemaster
LYNN R. HAGEMASTER,
1st Lt., Air Corps,
Tech Supply Officer.

S E C R E T