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SQUADRON    HISTORY  
MAY 1944

MISSION    REPORTS

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395TH FIGHTER SQUADRON  
Office of the Intelligence Office.

APO 195, U S Army  
1 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No 29, 5-1-44
- B. 16 P-47s plus 2 spares ( Spares returned early)
- C. Nil
- D. 16 P-47s: Time 1022, St Ghislen,
- E. Nil
- F. Bombing results were excellent, railway sheds were destroyed and only a few misses outside target area were observed. One Airplane dropped it's bombe on A/D at Vitry-en-Artois and building was damaged.
- G. K. Nil
- L. From Channel to approximately 2° 50 minutes latitude 10/10 coverage at 5,000 feet with cirrus at 20, 00 feet. Generally clear over target though hazy with about 4 miles visibility.
- M. Time Up 0915 Time Down 1145
- N. Landfall In South of Harellet 15,000 feet at 0958.  
Landfall Out Berck at 16,000 feet at 1055
- O. Nil
- P. Very Pronounced jamming over target area.
- Q. Silver planes in horseshoe dispersal area north of runway on Vity-en-Artois A/D 1035 at 15,000 feet. One pilot noted a very large busy Marshalling Yards at Valenciennes which apparently had never been bombed.
- R. Nil
- S. Nil
- T. 395th served as top cover and encountered 10/10 overcast making it impossible to observe ground activity on course up. As wether cleared target was picked up, successfully bombed and squadron returned home flying north of route as briefed. There was a tremendous amount of general air activity but no bandits were observed.

FRED J. HANN  
Captain, Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
1 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 30, 5-1-44.
- B. 16 P-47s plus 2 spares (Nil)
- C. Nil
- D. 18 P-47s, Arras Marshalling Yards, 1856
- E. 36 x 1000 G.P. bombs Loaded, 32 x 100 G.P. Bombs dropped on target 4x1000 G.P. Bombs dropped in channel.  
Altitude at start of dive 10,000 feet  
Angle of Dive 45°  
Altitude at release 3,500 feet
- F. Bombing results in general were scattered, approximately 20 bombs were in the target area and the remainder were short on in the town on the North Side.
- G. \* K. Nil
- L. Weather over target generally clear though hazy, we t of target 9/10 coverage at 5,000 feet.
- M. Time Down 1906 Time Up 1800
- N. Landfall In South of Berck at 9,500 feet at 1841  
Landfall Out South of Berck at 11,000 feet at 1911
- O. Nil
- P. Clear were briefed as Casey as control but were controlled by Snack Bar.
- Q. Nil
- R. Nunck - Heavy, Moderate, Accurate to altitude but trailing  
Berck - light, Meager, Inaccurate.
- S. Nil
- T. Flight was flown generally as briefed but approximately 5 minutes behind schedule. Target had been bombed by proceeding Group effectively.

FRED J. HALL  
Captain, Air Corps  
Intelligence Officer.

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
2 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 31, 5-2-44.
- B. 16 P-47s, No Spares
- C. 3 Abortions - One Oil leaks - One oil pressure high - One Generator out
- D. 13 P-47 over target Aulonye at 1259
- E. 16 2x500 G.P. Bombs loaded - 12 2x500 G.P. bombs dropped on target  
4 2x500 Jetisoned in Channel.  
Altitude at start of Dive 11,000 feet  
Angle of Dive 70°  
Altitude at release 2,000 feet
- F. Accuracy of bombing was excellent, but because of tremendous amount of previous bomb damage it is difficult to assess results. Particularity since shed which was primary target had already been demolished. It is estimated bombs dropped were directly in the target area.
- G. - K. Nil
- L. Scattered clouds at 2000 feet 5 to 6/10 coverage over target.
- M. Time Up 1150 Time Down 1422
- N. Landfall In 6 Miles south of Berck at 11,000 feet at 1232  
Landfall Out 6 Miles south of Berck at 10,000 feet at 1332
- O. Nil
- P. Clear
- Q. Nil
- R. Nil
- S. Nil
- T. Major ~~observation~~ observation was unanimous of the pilots that the yards appeared to have been put out of operations by previous bombings.

FRED J. HARM  
Captain, Air Corps  
Intelligence Officer

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
2 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 32, 5-2-44
- B. 16 P-47s plus 2 spares ( Spares returned early)
- C. Nil
- D. 16 P-47s , Top Cover
- E. Nil
- F. See Narrative
- G - K. Nil
- L. Over Channel Cavu. Over Continent Cavu
- M. Time Up 1800 Time Down 2026
- N. Landfall In 1827 as briefed at 15,000 feet  
Landfall Out 1925 at Camiers at 16,000 feet
- O. Nil
- P. Good
- Q. Airplane on a small field west of Lilliers time 1920 altitude 18,000'
- R. Roubaix Heavy, Intense, Inaccurate  
A/D Merville Light, & Heavy , Intense , Inaccurate
- S. Nil
- T. Mission generally flown as briefed. Our Squadron acted as top cover. First Squadron bombing seem to be very inaccurate, reports indicating that bombs landed in the residential area outside o target. The Second Squadron bombing got two hits on shed (Locomotive) and the building to the North east of it. Series of hits were seen in the yards proper and the building N.W. of the locomotive shed was struck. No unusual ground or Channel activity. A train presumably freight was seen going North on the R/R from Camiers. About 30 plus cars. Time 2020. Our Squadron altitude 16,000'

THEODORE F. SKALKO  
2nd Lt., Air Corps  
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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
5 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 33, 5-5-44
- B. 16 P-47s plus 2 spares ( Spares returned Early)
- C. Nil
- D. 16 P-47, Somoin, 0958
- E. 36x500, On Target 29x500, Jettisoned 4x500 in Channel by spares, One dropped unarmed on runway due to mechanical failure, one dropped in field in France  
Altitude at start of dive 12,000 feet  
Angle of Dive 60°  
Altitude at release 3,000 feet
- F. Bombs results were excellent, practically all bombs fell directly in target area and six known hits were observed on Engine Shed.
- G. - K Nil
- L. Solid overcast from E/C to target, target 6/10 coverage with scattered clouds at 6,000 feet
- M. Time Up 9093 Time Down 1125
- N. Landfall in 4 miles south of Bolonge 10,000 feet at 0942  
Landfall out Le Touquet at 11,000 feet at 1015
- O. Nil
- P. Clear
- Q. Convoy of approximately six trucks on road north of Hasdin at 1001 A/D at Vitery-en-Artois reported no bomb damage.
- R. Bologne, Sparce, Light, Inaccurate, Le Touquet Sparce , Light , Inaccurate
- S. Nil
- T. Flight was flown as briefed, heavy clouds over Continent made it difficult to locate target, but cloud opening was found over target area. One bomb as noted was dropped unarmed on our runway due to mechanical failure.

FRED J. HAMM  
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Intelligence Officer

395th Fighter Squadron  
Office of the Intelligence Officer

APO 595, U S. Army  
7 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 34, 5-7-44
- B. 16 P-47s plus 2 spares, Spares returned early
- C. Nil
- D. 16 P-47s, Namur, 1355
- E. 32x500 B.P. Bombs loaded. 28x500 dropped on target. 2 Jettisoned in Channel one two minutes from target, one in farmers field.  
Altitude at start of Dive 9,500  
Angle of Dive 45°  
Altitude at release 2,400
- F. The pilots report that with the exception of the jettisoned bombs and two others one of which landed in a field and the other in the river the rest all landed in the target area. The locomotive shed was seen to be hit directly. Rolling stock cars were seen to be going in all directions from hits, tracks were hit.
- G. - K. Nil
- L. Over Channell CAVU. Over Continent 5/10 to 10/10 coverage, overcast at 10,000 feet. 5/10 coverage over target. One flight dive bombed through a rain storm
- M. Time Up 1225 Time Down 1520
- N. Landfall In - South of Boulogne at 10,000 feet at 1300  
Landfall Out - Berck at 12,000 feet at 1425
- O. Nil
- P. Clear. From a point near Charleroi to the target a German voice was heard constantly on Channel "A". Reception was very clear and the only spoken word understood was "Achtung"
- Q. Reports indicate that all Marshalling Yards on the route back were crowded with activity, freight cars were observed in them all. The one particularly pointed out was the Marshalling yards at Valenciennes. This was on the return trip at an altitude of 12,000 feet at about 1410 through breaks in clouds.
- R. Nil
- S. Nil
- T. The mission was flown as briefed. From the French coast to the target the weather was such that observations were difficult because of a 5/10 to 10/10 coverage. Lt Martin of this Squadron reports that he took pictures with his camera of the flight ahead of him bombing. These should indicate the effectiveness of the attack. The other observations of interest have been noted above.

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
8 May 1944

MISSION REPORT

- A. 39th Fighter Squadron, Mission No. 35, 5-8-44
- B. 16 P-47s plus 2 spares (Spare returned Early)
- C. Nil
- D. 16 P-47s, Top cover , 1732
- E. Nil
- F. First Squadron bombing were short on hits on bridge and tracks, second Squadron bombs apparently fell in the water. One hit was possibly made on the bridge.
- G - K. Nil
- L. Scattered light cumulus at 5000' over Continent up to target where there was a solid overcast to the east.
- M. Time Up 1609 Time Down 1905
- N. Landfall In South of Le Touquet at 1652 at 15,000'  
Landfall Out South of Le Touquet at 1809 at 15,000'
- O. Nil
- P. Good
- Q. On the road running S.E from Schilet and NE of Prome there are approximately 10 Flak towers.
- R/ Namport, Heavy, Intense, Inaccurate.
- S. Nil
- T. The flight was flown as briefed except that the attack was made approximately 13 minutes early. As reported the bombing results did not appear sufficiently accurate to have destroyed the bridge. One pilot claims he saw one direct hit on the bridge, but this is not substantiated by the comms.

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Captain, Air Corps  
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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
9 May 1944

MIS SION REPORT

- A. 395th Fighter Squadron, Mission No. 35, 5-9-44
- B. 16 P-47s plus 2 spares ( Spares returned early)
- C. Nil
- D. 16 P-47, Calais, 1057
- E. 36x1000 G.P. bombs Loaded - 32x1000 G.P. Bombs dropped on target  
4x1000 jettisoned in Channel by spares.  
110,000 to 1000 feet at release, 60°
- F. All bombs fell in the immediate target area though it is questionable as to how many were direct hits however, beyond doubt the guns were neutralized for a short period at least. It is estimated that 18 bombs fell within 300 feet of the perimeter of the gun emplacement.
- G. Nil
- H. Three P-47s
- I - K. Nil
- L. Cavu
- M. Time Up 1000 Time Down 1200
- N. As Briefed 10,000 feet + 1055 - Calais on deck at 1103
- O. Nil
- P. Jammed
- Q. There was little opportunity for observations no one could report any accuracy the results of the B-26 bombing or the amount of Flak engaging the Bombers. Huge sheets of flames were seen resulting from the B-26 bombing.
- R. Light Flak from all around Target. Heavy from the Target.
- S. Most of the Squadron Fired guns while bombing, results unknown.
- T. Mission was flown as briefed. R/V was made with bombers and were escorted to target without any event. After B-26 had bombed our Squadron went in and bombed the target with an assesment of good. After bombing B-26 were escorted home without further event.

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2nd Lt., Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, US Army  
9 May 1944

MISSION REP RT

- A. 395th Fighter Squadron, Mission No. 36, 5-9-44
- B. 16 P-47s plus 1 spare (Spare returned early)
- C. Nil
- D. 16 P-47s Noball south of Hazebrouck, Time 1708
- E. 34x500 loaded, 28x500 dropped in woods. 2x500 jettisoned in Channel.  
Altitude at start of dive 11,000 feet  
Angle of Dive 50°  
Altitude at release 2,000 feet
- F. The majority of bombs fell in the wooded area, but the woods was so large and dense that it was impossible to access the damage, if any, to installations.
- G - K. Nil.
- L. Cavu
- M. Time Up 1614 Time Down 1814
- N. Landfall In Boulogne at 11,000 feet 1655  
Landfall Out Le Touquet at 9000 feet at 1715
- O. Nil
- P. Clear
- Q - T. Nil

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395TH FIGHTER SQUADRON  
 Vice of the Squadron Commander

APO 595, U. S. Army  
 10 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No 38, 5-10-44
- B. 16 P-47s plus 2 spares, Spares returned early
- C. Nil
- D. 16 P-47s over Cambria at 1628
- E. 32x1000 G.P. Bombs loaded. 32x1000 G.P. Bombs dropped on target  
 None Jettisoned.  
 Altitude at start of dive 10,000 feet  
 Angle of Dive 60°  
 Altitude at release 3,000 feet
- F. Several hits were observed on target K. which is a bridge, general comment on bombing stated a wide dispersion of hits. Hits were seen in and about the choke point striking tracks, but the general opinion is that the target is not destroyed. The target listed as H. which is a bridge is said to have had a number of hits upon and about it. Some bombs were seen to go into the viaduct area and several were seen off the target entirely. The locomotive work shop was hit several times.
- G. - K. Nil.
- L. Over Channel Strato Cumulus at 8,000 feet. Over target Cavu. From the Coast to a point in and about 25 miles cirrus at 10,000 feet.
- M. Time Up 1524 Time Down 1742
- N. Landfall In Lt Touquet at 9,000 feet at 1608  
 Landfall Out Berck at 12,00 feet at 1650
- O. Nil
- P. Clear
- Q. Nil
- R. Northwest of Cambria - Moderate, Light, Inaccurate.  
 St Pol - Heavy, Moderate, Inaccurate.
- S. Nil
- T. Mission was flown as briefed. Bombing discussed under appropriate heading. Number of old craters were seen about the bridge which was to be attack. General feeling of the bombing of our target was fair.

THEODORE F. SKALKO  
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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APD 595, U S Army  
11 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 40, 5-11-44
- B. 16 P-47s plus 2 spares (Spares returned early)
- C. Nil
- D. 16 P-47, Escort
- E - J. Nil
- K. One B-17 was seen to be in distress near Ostend at about 15,000' badly shot up. One crew member bailed out before the shit hit the coast. The pilots report that in the woods near signey a parachute was seen to open in the field. This must have been a member of the B-26 crew as no other A/C was in the vicinity.
- L. Over Channel, Haze from 10,000 feet to deck. Over Continent, haze same level Overcast at 19,000' . (High Cirrus) Another layer at 20,500 to 21,000' Visibility.Poor.
- M. Time up 1819 Time Down 2140
- N. Landfall In - at 1920 on course at 16,000'.  
Landfall Out- South of Nieuport at 2041 at 12,000'.
- O. North of Forland at 1905 12,000'
- P. A great deal of interference on Channel A.
- Q. Nil
- R. Ostend - Heavy, Intense, Accurate.
- S. Nil
- T. R/V was made inland before R/V point was reached. From this point onward the bombers were escorted to the target. No one could report on bomb results because the visibility was extremely poor because of the haze. A great deal of smoke was seen in and about the target area. Two B-17s stragglers were seen, one was escorted out and the other made LFO on apparently one engine. There was a report of some 30 plus Bogies in the target area which never came close enough to be identified. What flak there was was being thrown at the heavy and medium bombers. The haze prevented any accurate observations.

THEODORE F. SKALKO  
2nd Lt., Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
12 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 41, 5-12-44
- B. 16 P-47s plus 2 spars (Spares returned early)  
Dropped bombs in Channel
- C. One Abortion, Tank Out.
- D. Nil
- E. Will be discussed in narrative
- F. F. Nil
- G - K. Nil
- L. Over Channel haze from 10,000' to deck. Over Continent haze from 15,000' to deck. High cirrus from 18,000' 1 to 2/10 coverage. Visibility poor.
- M. Time Up 1056 Time Down 1355
- N. Landfall In - on course at 1146 at 15,000'  
Landfall Out - South of Le Touquet at 1315 at 18,000'
- O. Nil
- P. Clear
- Q. Nil
- R. Nil
- S. Nil
- T. Our Squadron flew top-cover on this mission. Pilots report that in their opinion the bridge was knocked out before course was set for alternate target. We had reports of these hits being seen on the South end of the Bridge. The alternate target appears to be other than the one briefed. The railroad yards north of the river were bombed instead and tank cars and other freight cars were struck. One pilot reports seeing flames about 800 feet in height from this target. Great deal of smoke was also evident. No ground activity. A convoy was called in at 1145 by Arcade Squadron to the controller. It was heading towards Le Harve.

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2nd Lt., Air Corps  
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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
19 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 42, 5-19-44
- B. 15 P-47s, Nil. Nil.
- C. Nil
- D. 15 P-47s-Cambria-Epoigny A/D 2025
- E. 30x1000 G.P. Bombs loaded. 29x1000 dropped on target. 1x1000 jettisoned in Channel. Altitude at start of dive 10,000'  
Angle of Dive 60°  
Altitude at Release 2,500
- F. Bombing was affected with scattered results largely due to unfavorable weather. 3 bombs fell far outside immediate target area. 1 direct hit claimed on hangar on east side of field. 4 bombs fell in town North of field.
- G - K. Nil
- L. Solid overcast going up to 9,000 feet over target also heavy haze.
- M. Time Up: 1918 Time Down: 2130
- N. Landfall In: Le Touquet at 2005 at 11,000 feet  
Landfall Out: Le Touquet at 2043 at 10,000 feet
- O. Nil
- P. Sharp shrill whistle in radio, apparently signal.
- Q. Nil
- R. Nunc- Heavy, Meager, Inaccurate. Le Touquet-Heavy, Meager, Inaccurate
- S. Nil
- T. Nil

FRED J. HANN  
Captain, Air Corps  
Intelligence Officer

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
20 May 1944

MIS ION REPORT

- A. 395th Fighter Squadron, Mission No. 43, 5-20-44
- B. 15 p-47s , Nil, Nil.
- C. 1 P-47 Radio Out.
- D. Escort
- E. - K. Nil
- F. Haze up to 16,000' Vixibility Poor, Clouds at 12,000'
- M. Time Up: 0842 Time Down: 1120
- N. Landfall In: FE'CAMP, 0932, 20,000 Feet  
Landfall Out: FE'CAMP, 1005, 20,000 Feet
- O. Between Fe'Camp and River Seine, 0935 at 20,000'
- P. Radio consistant jamming throught flight
- Q. Nil
- R. Fans, Heavy, Intense, Inaccurate
- S. Nil
- T. R/V with bombers made three minutes early and escorted to target. Flak encountered over Paris but apparently was fired at Bombers. Observation poor due to Adverse weather.

FRED J. HALL  
Captain, Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APC 595, U. S. Army  
20 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 43, 5-20-44
- B. 16 P-47s plus 1 Spare (Spare returned early)
- C. Nil
- D. Tournai, 1809 , 16 P-47s
- E. 34x1000 G.P. bombs loaded, 32x1000 dropped on target. None jettisoned  
2x1000 brought back to base.  
Altitude at start of dive 12,000 feet  
Angle of dive 60°  
Altitude at release 3,000 feet
- F. Practically all bombs fell on tracks center of Marshalling Yards N. . of  
choke point. One hit causing a very large explosion with flames, was observed  
North central section of yards
- G. - K. Nil
- L. Thick haze up to 11,000 feet 7/10 cloud coverage at approximately 7,000 feet
- M. Time Up 1912 Time Down 2120
- N. Landfall In - Le Touquet at 12,000 feet at 2000  
Landfall Out - Le Touquet at 12,000 feet at 2036
- O. Nil
- P. Clear
- Q. Nil
- R. Leille, Heavy, Intense, Accurate. Lielle Vendeville, Heavy Intense, Accurate  
Boulogne, Heavy, Intense, Inaccurate. Le Touquet, Heavy, Moderate, Accurate  
to altitude.
- S. Nil
- T. Nil

FRED J. HANN  
Captain, Air Corps  
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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
21 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 45, 5-21-44
- B. 16 P-47s plus 2 spares, Spares returned early
- C. Nil
- D. Fighter Sweep
- E. Nil
- F. Nil
- G. 1 P-47 - Captain Malcolm A Smith O-25580
- H - K Nil
- L. Solid overcast up to 19,000 feet
- M. Time Up 1041 Time Down 1315
- N. Landfall In Le Harve 1125 at 13,000 feet  
Landfall Out St. Valery 1235 at 12,000 feet
- O. Nil
- P. Clear
- Q Nil
- R. Nil
- S. Lt Eugene L. Kesting strafed a train near Nouvers with unobserved results.
- T. Flight penetrated blying extremely adverse weather to Approximately Vendome area. Such planes that were able to get below the overcast followed R/R but failed to find any trains.

THEODORE F. SKALKO  
2nd Lt., Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595 U. S. Army  
22 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 40, 5-22-44
- B. 16 P-47s plus 1 spare, spare returned early.
- C. Nil
- D. 16 P-47s, Escort
- E - K. Nil
- L. Over Continent 4/10 coverage with slight haze. Cloud base at 4,000 feet
- M. Time Up 1518 Time Down 1650
- N. Landfall In - Cd. Antifer at 1554 at 15,000 feet  
Landfall Out - Cd Antifer at 1609 at 15,000 feet
- O. Cd Antifer at 1555 at 15,000 feet
- P. Clear
- Q - S. Nil
- T. Bombers were sighter at approximately time of landfall in, two wide orbits were completed over target area. It was impossible to observe bomb results because of smoke over target area.

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APC 595, U. S. Army  
24 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 47, 5-24-44
- B. 16 P-47s plus 2 relays
- C. 1 Engine trouble 3 escorts returned with it. One Super-Charge out 1 escort return with him.
- D. 10 P-47s, Nil, Nil
- E. - K. Nil
- L. On Seper te report
- M. Time Up 0720 Time Down 1020
- N. Landfall In Etretat at 0805 at 15,000 feet  
Landfall Out North of Dieppe at 0935 at 5,000 feet
- O. Over Bonne Bosq at 23,000 feet at 0813
- P. Good
- Q. Large operational R/R/ Bridge 3 miles south of St Valery-en-Caux
- R. North of Beaudvais , Heavy, Intense, Moderately accurate
- S. 1 Locomotive destroyed Fontaine-le-Bun. 1 Locomotive destroyed 4 miles west of Abbeville. 1 locomotive damaged 8 miles N.W. of Beauvais. 1 Truck destroyed vicinity of Poix. 3 locomotives destroyed along the R/R running NW from Berny towards Le Treport. 2 Locomotives damaged on same route.
- T. Landfall in was made north east of route as briefed a little ahead of schedul bombers were picked up and escorted to Etretat without incident. At this point bombers dispersed and larger constriation of flak was observed at bombers from Paris area. Flight continued northerly route at altitude to Gisors where they let down to 8,000 feet to look for strafing targets. First target observed was a train with smoke coming from stack in the cut. It is beleived this train was a trap because when the pass was made unusually severe constriation of flak were fired at out aircraft, but without inflicting damage From here to landfall out strafing was effective as above.

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395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
25 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 48, 5-25-44
- B. 16 P-47s plus 2 spares, 3 ares returned early
- C. Nil
- D. 16 P-47, Hasslet, 1118
- E. 18x1000 G.P. Bombs loaded. 16 x1000 G.P. bombs dropped on target  
2x1000 jettisoned in Channel, Nil  
Skip bombing from an altitude of 11,000 feet to 50 feet.
- F. Reports indicate that both enterances were knocked out. some question of the bridge being demolished although some eight hits are claimed. Pilots report that there were several hits undet the bridge with the bombs skipping along the water and exploding further along in the water. One flight missed the target comp etly.
- G. - Y. Nil.
- I. Over Channel ~~GVU~~. E/C to a distance of about 60 miles inland, heavy overcast with 8 to 9/10 coverage at 10,000 feet. Over target overcast of about 7/10 coverage. However there was a large break in the clouds.
- M. Time Up 1004 Time Down 1325
- N. Landfall In - Nieuport at 1051 at 11,000 feet  
Landfall Out - South of Blankenberghe at 1205 at 11,000 feet.
- O. Nil
- P. Clear
- Q. Convoy of 21 plus unidentified vessels heading due South 10 to 12 miles off the coast of Blankenberghe. 4 Large tugs seen in the harbor at Knocke. Some E/A were called in at Ghent and were under observation by our Squadron but did not make any suspicious moves, were presumed to be friendly A/C escorting "Big Fishes".
- R. Hasslet, Light, Moderate, Ina ccurate. Ghent, Heavy, Meager, Inaccurate  
Sas-Van Ghent, Heavy Meager, Inaccurate.
- S. Nil
- T. Mission blown as briefed. All events of interest covered under appropriate headings. The opinion of the pilots is that skip bombing is not an effective method of going after bridges because of their tendency to skip along until they strike a surface to explode against.

THEODORE F. SKALCO, 2nd

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

AFPO 595, U. S. Army  
26 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 49, 5-26-44
- B. 16 P-47s plus 2 spares ( 1 spare returned early)
- C. Nil
- D. 17 P-47s, Fauville, A/D/, 1934
- E. 36x1000 G.P. Bombs loaded , 32x1000 dropped on target.  
3x1000 jettisoned in Channel, 1x1000 jettisoned over England  
Altitude at start of Dive 9,500 '  
Angle o Dive 65°  
Altitude at release 3,500'
- F. The pilots report that with the exception of two bombs all the rest of the bombs fell into the area and the general feeling is that the S.E. dispersal area is in ruins. They all claimed the bombing results were excellent and left nothing to be desired. The two bombs that did not fall in the dispersal area fell into the field west of the area.
- G. \* K. Nil
- L. Over Channel solid overcast which continued to a point 20 miles of target on the continent Over target CAVU.
- M. Time Up. 1537 Time Down 1735
- N. Landfall In - South of Fe Camp at 1615 9,000 feet  
Landfall Out - On course at 1647 at 9,000 feet
- O. Nil
- P. Clear
- Q. One pilot report that he thought he saw four planes in one of the two fields N.W. of the runways.
- R. Le Harve , Heavy, Moderate, Inaccurate/ Elbeub, Heavy, Moderate, Inaccurate
- S. Capt Montag and Lt Hughes claimed a destroyed truck and a damaged train in the vicinity of Lou Viers. Lt Kik claims a destroyed truck in the region near Bourgtheroulde.
- T. Due to the overcast the Squadron found itself south of briefed course but was able to spot the target in time to successfully complete the mission. The pilots were very enthusiastic about the bombing results and feel the mission was one of the most successful flown. With the exception of the strafing claims notrf no other activity of interest took place.

THEODORE F. SKIAGO, 2ND Lt

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U S Army  
27 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 51, 5-22-44
- B. 16-P47s plus 2 spares, spares returned early.
- C. Nil
- D. 16 P-47s, Top Cover
- E. Top Cover
- F. There is some question as to bomb results. Our pilots report that there was some hits in the southern portion in the target area, some in the northern portion and a wide dispersion of bombs east and west of the target. There was smoke and flames observed in the target area. I think general opinion prevails that bombing results were poor.
- G. - K. Nil
- L. Pilots report the beginning of a haze at 6,000' over Base. Over Channel and Over Continent and over target area.
- M. Time Up : 1753 Time Down 2050
- N. Landfall on course 15,000' at 1845.  
Landfall Out: South of Dieppe at 10,000 feet at 1930
- O. Nil
- P. Clear
- Q. One pilot reports that there were 20 plus E/A at either one of the two a/d Montdier or Roye-Amy. Another pilot reports that on the field between Montdier and Moreuil has 6 E/A dispersed.
- R. Marger A/D, Heavy, Moderate, Inaccurate. Newfthatel, Light and heavy, Moderate Inaccurate. Criel A/D Heavy, Moderate, Inaccurate.
- S. Major Henry R. Quimby claims a damaged locomotive at Grandvilliers and he also claims another at Greocur-le-Grande. Lt Schulte claims damage to freight cars on the same car. Lt Doescher destroyed a baboose on the same train. The first train had about 20 plus cars while the second was composed of only 8 cars. Lt Caldwell and flight claim a damaged freight cars near Argueil.
- T. Vital information is covered under appropriate headings. No e/a or unusual ground activity observed. NOTE: One Pilot reports that he saw two large oil storage tanks at Breteuil.

THEODORE F. SKALKO  
2nd Lt., Air Corps

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
28 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 52, 5-28-44
- B. 16 P-47, Nil, Nil
- C. Nil
- D. 16 P-47s, Escort
- E - K Nil
- L. Hazy over Base CAVU over Channel Cumulus with base at 9,000' tops at 12,000' 6/10 coverage over target.
- M. Time Up: 1811 Time Down: 1949
- N. Landfall In: 1900 On course at 14,000 feet  
Landfall Out: 1907 On course at 14,000 feet
- O. Hastings, 1840 12,000 feet
- P. Clear
- Q - S. Nil
- T. R/V was made in time. The squadron proceeded on a 180 degree course escorting boxes of A-20s. About 40 miles along this course it was decided this must be the wrong bombers and the squadron changed its heading to make landfall as briefed. At Landfall a combat wing of A-20s were picked up and escorted to Beachy Head. Some pilots report that they believe they saw smoke and flames over the target.

FRED J. HANN  
Captain, Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence OfficerAPO 5 5, U. S. Army  
29 May 1944MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 53, 5-29-44
- B. 16 P-47s plus 2 spares plus 1 relay, 1 spare returned early, 1 took up radio relay.
- C. Nil
- D. 16 P-47s, Escort
- E. Nil
- F. Nil
- G. 7 NYT, 8 other Fields, 1 MIA
- H J Nil
- K. 1 P-47 engine failure from this squadron. Lt Curt C. Doescher pilot bailed out over enemy territory.
- L. Over Base haze to 7 or 8,000 feet. Clear over Channel Haze up to 18,000 feet over Continent.
- M. Time Up 1022 Time Down Supplementary Report
- N. Landfall In : 1137 South of Egmond at 22,000 feet  
Landfall Out: 1320 South of Egmond at 17,000 feet
- O. Nil
- P. Clear
- Q - S Nil
- T. Reports indicate that R/V was not made due to the fact that the bombers were an hour early. Squadron flew to a point over Hanover patrolled this area and returned. Lt Curt C. Doescher is reported to have bailed out over enemy territory due to a prop or engine trouble. Nothins of any interest to report at this particular point. Supplementary report will follow as soon as possible.

THEODORE F. SWALKO  
2nd Lt., Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
29 May 1944

SUPPLEMENTARY MISSION REPORT

- M. Time Down
- Q. Three of our Pilots while flying over Ziekerzee at an altitude of 23,000' at about 1200 claim they saw six explosions which caused geysers of water to rise in the air, saw smoke and explosions. At this time there were no other aircraft in this vicinity and the only sea vessels visible were sailing boats. No flak being fired.
- T. The report of the pilots coming in later add nothing to the earlier reports. Four Planes were forced to land at Seething at 1415. Four at Chippenmonger at 1415. Three other landed at Greenham Commons about 1430. They all returned to this Base. The following information is on the MIA pilot Lt Carl G. Doescher. He was seen to land in a field, but did not rise apparently stunned from the contact. His element leader reports that he cleared his plane safely. Nearest town on the map where he landed is Recke, Germany. 7 degrees 45 minutes Longitude 52 degrees 21 minutes Latitude.

THEODORE F. SKALKO  
2nd Lt., Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
29 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 54, 5-29-44
- B. 16 P-47s, Nil, Nil.
- C. Nil
- D. 16 P-47s, 1903, Airdrome at Kerlin Bastard.
- E. 31 x1000 G.P. Bombs loaded, 30x1000 dropped on target. 1x1000 jettisoned in Channel.
- F. Bombing results appeared excellent. Runway hit, SW dispersal area was hit numerous times. One gun position was probably silenced.
- G. Nil
- H. 1 category A. (50 Cal in horizontal stabilizer)
- I - K Nil
- L. Semi heavy haze over Channel. Tremendous thunderhead over E part of Brest pen from 10,000 to 25,000 feet
- M. Time Up 1744: Time Down 2025
- N. Landfall In : 11,000' Paimpol at 1938  
Landfall Out : 11,000' Paimpol 1918
- O. Nil
- P. Clear
- Q. Nil
- R. Heavy and light, intense and accurate over target and ten miles N of Target
- S. Nil
- T. As noted the bombing results appeared to be very good on spite of the unusually intense amount of flak encountered. This flak continued from target to approximately ten miles North.

FRED J. HALL  
Captain, Air Corps  
Intelligence Officer

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U. S. Army  
30 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 56, 5-30-44
- B. 16 P-47s plus 2 spares, spares returned early
- C. Nil
- D. 16 P-47s, Escort
- E & K. Nil.
- L. Over Base Clear. Over Channel Hazy. Over Continent cloud layer at 17,000' at landfall in, slight haze over target.
- M. Time Up: 1000 Time Down: 1300
- N. Landfall In: Cabourg 1058 at 15,000 feet  
Landfall Out: Cabourg 1158 at 15,000 feet
- O. 1029, Beachy Head, 12,000 feet
- P. Clear
- Q. Two E/A on A/D at Vervillet. Convoy of 18 ships (Presumably friendly) 15 Miles south of Selsey Bell.
- R. Nil
- S. 1 Locomotive hauling passenger train destroyed by Major Quinby and Lt Huff 11 Miles south west of Chartres.
- T. R/V was made with bombers at Beachy Head but only one combat wing (36) was picked up. Bombers were escorted as briefed, Impossible to observe bombing results.

FRED J. HAMM  
Captain, Air Corps  
Intelligence Officer.

395TH FIGHTER SQUADRON  
Office of the Intelligence Officer

APO 595, U/ S. Army  
31 May 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 58, 5-31-44
- B. 16 P-47s plus 2 spares plus 1 relay, Spares returned early.
- C Nil
- D. Nil
- E - K. Nil
- L. Haze over Base. Haze over Channel. Thunderhead up to 35,000 feet over Continent.
- M. Time Up 0933 Time Down 1225
- N. Landfall In: Knocke, 1037, at 25,000 feet  
Landfall Out: Knocke, 1052 at 25,00 feet
- O. Nil
- P. Clear
- Q - S Nil
- T. At Knocke vast numbers of B-24s were observed coming in from the north. Our Squadron flew approximately 25 miles with these bombers towards R/V as briefed. In the vicinity of Aeltre the bombers flew east then north aborting because of bad weather. Our Squadron returned to their base.

THEODORE F. SPALKO  
2nd Lt., Air Corps  
Intelligence Officer