



MISSION REPORT

OPSFLASH # 1 - 1 March 1945

- A. 00 # J29-2 - Langenselbold Oil Storage (T103) and Reccy. CAPTAIN IVEY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
14 P-47's dispatched - nil aborts
- C. 1036 - 1055 - 1130 - 1200 - 1308
- D. CAPTAIN GARRY who was scheduled to lead the Mission crashed on take-off with no injury to himself. The airplane was sent to the Service Team. LT FORTNEY was airborne but was sent back to the field to even up the flight.

FIRST LT HUGH P MATHEWS, Blue Flight Leader, did not return from this mission. He was pulling out of his dive-bomb run when he was attacked by 4 FW 190's and these enemy aircraft were seen to score hits on his aircraft. He was last seen with his airplane smoking, left wing on fire, in a slow spiral going thru the overcast. He did state over the R/T that he was bailing out and although several of his flight tried to follow him down, we have no report that he did bale out. This took place over Langenselbold which is at M958747. The pin-point of his location is probably slightly west of the target area. Time last seen was about 1135 hours.

As a result of the dogfight - our claims are as follows:

Captain IVEY	One FW 190 destroyed
Lt WILLIAM C DIMAN	One FW 190 destroyed
Lt GLENN M BERGMAN	One Me 109 Destroyed
Lt LEWIS L VIECK	One FW 190 destroyed
Lt ROBERT D ANDRUS	One FW 190 damaged

- E. 14 x 2 x 500 RDX Ins - 1/40  
Captain GARRY'S bombs stayed with his plane when he crashed. LT FORTNEY'S bombs were dropped on the bomb disposal strip for the Group at U8451. He dropped them safe but one did explode.

The actual 28 bombs which were carried on the mission only 8 were dropped on the designated target at M958747 and the other 20 were jettisoned over this area as a result of the dogfight which ensued after blue flight was attacked. BOMBING RESULTS, if anything, were poor with only one direct hit reported on RR tracks at M962748. Nil on strafing.

1) 15 FW 190's and Me 109's were encountered over Langenselbold M958747. These were all light-blue in color with the FW being long-nosed. The combats ranged from 6000-2100 feet. Apparently these E/A had taken off from nearby fields since they were climbing when first observed. They did not bounce the entire Squadron but only the one flight but ensuing bouncing resulted as the dogfights progressed. Reports indicate enemy pilots were aggressive and one exception -- very capable. No unusual tactics other than turning

(over)

MISSION REPORT

OPSFLASH # 2 - 1 March 1945

- A. 00 J29-2 Langenselbold Oil Storage (T103) and Reccy  
Captain Jensen leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched - nil aborts
- C. 1444 - 1505 - 1540 - 1550 - 1627
- D. Nil
- E. 16 x 2 x 500 RDX Inst - 1/40  
All bombs in target area  
Due to the fact that the target was attacked thru a hole  
in the cloud, there is some controversy as to which one  
of two targets it is. Some of the pilots maintain that  
it was a M/Y at M545475 while several others maintain  
that it was at M642435. The bombing results are report-  
ed to be good with two fires started, tracks cut in 4  
places, choke point at the NE end of the yards destroyed  
and three buildings destroyed. There is no claim on the  
200 G/W's which were the original target. Nil on strafing.
- F. 1) Nil  
2) M565485 - intense, inaccurate, light  
M632425 - Intense, inaccurate, light
- G. Weather made observations impossible
- H. 10/10 - 3000-6000 -- 7/10 12,000 -- 10 mile visibility  
where there was hole.

THEODORE F SKAIKO,  
1st Lt., Air Corps,  
Intelligence Officer

MISSION REPORT

OPSFLASH # 1 - 2 March 1945

- A. 00 # AVT - 1 - Armed Reccy to Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ship flights - Captain IVEY leading
- C. 0716 - 0800 - 0845 - 0915 - 0941
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
Targets were those of opportunity and all bombs in target area. Four bombs at 12490 starting a fire in the woods and damaging 4 M/T's. Four bombs went at 11478 causing damage to 2 M/T's and a large trailer. This latter target was strafed causing further damage but since no flame or smoke took place we are not claiming any destruction. No other strafing.
- F. 1) Nil  
2) Nil
- G. A controller who calls himself "Dolan" is located at 10060.
- H. Weather extremely poor. Clouds reaching from 6000' to the ground. 9/10 visibility below - 4 miles, on top unlimited.

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OPSFLASH # 2 - 2 March 1945

- A. 00 # AVT 1, Armed Reccy to Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ship flights - LtALDRIDGE leading
- C. 0748 - 0830 - 0910 - 0920 - 0951
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. The only controller who could be raised was RIPSAW # 3 and he had no targets to offer. After conducting a Reccy and not observing any ground movement of any kind, LT ALDRIDGE found 15 G/W's at 13680 and bombed these missing them completely. Nil on strafing.
- F. 1) Nil  
2) Nil
- G. No controller could be raised at this time and no targets could be found. Poor mission.
- H. Weather extremely poor. Clouds reaching from 6000 feet to the ground - 9/10 visibility below 4 miles, on top unlimited.

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

MISSION REPORT

OPSFLASH # 3 - 2 March 1945

- A. 00 # AVT 1, Armed Reccy to Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ship flights, Lt DIMAN leading
- C. 0825 - 0900 - 0955 - 1000 - 1024
- D. One P-47 Cat "A" Light AA
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. Lamphood sent our Squadron to L1982 where it is reported that there is at least a Panzer Division located in the wooded region at this point. The only claims that this flight is making is for damage to 3 heavy tanks. This attack was curtailed since the flight was running low on gas and one man's plane was damaged and LT DIMAN chose to escort him home. Nil on strafing.
- F. 1) Nil  
2) L1882 - moderate, accurate, light
- G. This flight worked with Lamphood. I turned in a Flash report on a Panzer division located at L1982 observed from 4,000 feet at 1000 hours. The pilots report that the area is loaded with troops, tanks, M/T's and equipment of all sorts.
- H. Weather extremely poor. Clouds reaching from 6,000 feet to the ground 9/10 visibility below - 4 miles on top unlimited.

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OPSFLASH # 4 - 2 March 1945

- A. 00 # AVT 1, Armed Reccy, to controller (Fairfield)
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ship flights, LT HAYES leading
- C. 0858 - 0945 - 0950 - 1005 - 1028
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. This flight bombed a target of opportunity at L275610. They found 2 tanks, light, and 15 M/T's in the town on the main street and really clobbered them. The bombs were direct hits and we are claiming 2 light tanks, 15 M/T's and 8 houses destroyed with damage to at least 6 more houses at Eisenschmitt. Nil on strafing.
- F. 1) Nil  
2) L265610 - Light, weak, inaccurate
- G. Seascope could transmit but could not receive. For a target of opportunity, the results of this mission were excellent.
- H. Weather extremely poor. Clouds reaching from 6,000 to the ground 9/10 visibility below 4 miles, on top unlimited.

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

MISSION REPORT

OPSFLASH # 5 - 2 March 1945

- A. 00 # AVT - 1, Armed Reccy to Fairfield
- B. 395 th Fighter Squadron, 368th Fighter Group  
4 ship flights, one abort (generator out) Captain Ivey lead.
- C. 1048 - 1115 - 1145 - 1215 - 1237
- D. Nil
- E. 4 x 2 x 500 RDX - Inst - 1/40  
All bombs in target area with the exception of two which were dropped safe at the strip S of the base here for that purpose. Fairfield smoked L118978 (Bassem) with 4 bursts of white phosphorus and the flight bombed its target. NRO results since the tgt was supposed to consist of troops and supplies but the controller reported excellent results and was well pleased with the cooperation. BY STRAFING: Capt IVEY and his two men found 5 horse-drawn gun carriages going up hill in a NE direction and destroyed them. He states that a most gruesome scene of blood and destruction was created. He is now known as "Blood and Guts Ivey." There were at least 5 German personnel destroyed who were driving these carriages. The guns towed by these carriages could not be accurately described but they were reported to have been light and it can be assumed that they too were destroyed. TALLY: 5 horse-drawn carriages, 5 horeses, 5 guns and 5 personnel destroyed and one town clobbered fro the controller.
- F. 1) Nil  
2) Nil
- G. This flight worked with Fieldfare and had an excellent mission.
- H. 8000-3500 overcast, Unlimited above, 5 miles below - 10/10.  
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OPSFLASH # 6 - 2 March 1945

- A. 00 # 6 - 2 March 1945 - Armed Reccy to Fieldfair
- B. 395th Fighter Squadron - 368th Fighter Group, Maj Mazur leading 4 ship flight.
- C. 1118 - 1200 - 1230 - 1235 - 1315
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All in target area. This flight bombed the town of Duedesfeld L281675 claiming a destruction of 2 M/T's starting 3 fires and destroying at least 10 buildings and cutting a road in this town. Nil on strafing.
- F. Neuheilback - L160685, weak, light, inaccurate
- G. This flight contacted Razoredge but he did not have any tgts to offer. This was the mission in which I made an error in reporting since I orginally reported the flak position for the target position. The bombing was done east of the Kyle River.
- H. 8000-2000 - 9/10 unlimited above - 4 miles vis. below.

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

MISSION REPORT

OPSFLASH # 7 - 2 March 1945

- A. OO # AVT - 1, Armed Reccy to Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ship flights, Lt DIMAN leading
- C. 1152 - 1220 - 1250 - 1305 - 1344
- D. One P-47 Cat "A" light AA
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. Target was one of opportunity and was a Radio tower located at L295805. This is claimed as destroyed since the tower was seen to collapse after the bombing. BY STRAFING: A light tank was damaged on the road in the same vicinity.
- F. 1) Nil  
2) L2260 - moderate, light, accurate.
- G. The only controller this flight could contact was Lamp-hood but he had no targets to offer which were not over-casted.
- H. 7000-2000 feet - 9/10 - rain - visibility one mile

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OPSFLASH # 8 - 2 March 1945

- A. OO # AVT 1, Armed Reccy, controller Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 ships disptchd, LT HAYES leading
- C. 1218 - 1310 - 1320 - 1325 - 1354
- D. One P-47 Cat "A" Light AA  
All bombs in target area. Target was one of Opportunity and 4 bombs were dropped in the town of Spang at L2454 damaging one building. Four bombs were dropped on a gun position at L2058 - with NRO results. Nil on strafing.  
L2357 - moderate, accurate, light.
- F. L2462 - moderate, accurate, light
- G. No controller contacted with the exception of Ballard who asked for a Reccy for Flak which this flight performed.
- H. 9000-2000 - 9/10 - ice at 6500 - visibility one mile.

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

MISSION REPORT

OPSFLASH # 9 - 2 March 1945

- A. 00 # AVT - 1, Armed Reccy to Fairfield (controller).
- B. 395th Fighter Squadron - 368th Fighter Group  
4 ships dispatched - Captain IVEY leading.
- C. 1415 - 1445 - 1530 - 1545 - 1604
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. This flight contacted Fairfield who sent them to RIPSAW who directed them to L1973 and instructed them to bomb Murlenbach which they proceeded to do. As a result of the bombing - we are claiming 3 medium tanks destroyed and at least 3 houses destroyed. Nil on strafing.
- F. 1) Nil  
2) L1973 - Light, weak, inaccurate
- G. Nil
- H. 11,000 to 1,000 feet - 10/10 overcast - holes in overcast, snow flurries - one mile visibility.

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OPSFLASH # 10 - 2 March 1945

- A. 00 # AVT - 1, Armed Reccy to Fairfield
- B. 395th Fighter Squadron, 368th Fighter Group  
4 P-47's dispatched, nil aborts, CAPTAIN JENSEN leading.
- C. 1643 - 1745 - 1747 - 1752 - 1817
- D. Nil
- E. 4 x 2 x 500 RDX - Inst - 1/40  
This flight contacted RIPSAW # 2 who put them on a Foxhunt. Upon his instructions on a heading of 070 degrees, ten thousand feet, 210 MPH they dropped their bombs at L5040, (Fohren); thru an overcast. After flying a few minutes they came to a hole and looking down could see that a large fire was flaming and burning in what must have been their target. The controller reported the excellent results. No strafing -- all bombs in target area.
- F. 1) Nil  
2) Nil
- G. This flight worked with Jnnkbox and Ripsaw # 2.
- H. 9000 feet to the deck - 10/10 rain and snow - visibility above 15 miles - below one mile.

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

MISSION REPORT

OPSFASH # 1 - 3 March 1945

- A. 00 # CHP-1, Support Mission - CAPTAIN IVEY leading
- B. 368th Fighter Group, 395th Fighter Squadron  
4 P-47's dispatched, nil abortive
- C. 0737 - 0800 - 0825 - 0900 - 0930
- D. Nil
- E. 4 x 2 x 500 RDX - Inst - 1/40  
All bombs in target area. This flight worked with Fieldfare. Two bombs were dropped at L1983 attacking two tanks as a target and since the top of one tank was blown off we are claiming one medium tank destroyed. No claim on the other. At L2179 a locomotive and 15 G/W's were attacked with 6 bombs as a result we are claiming a locomotive destroyed, 10 G/W's damaged and the track cut in 3 places. This was a stationary target heading North. This target was also strafed but we are not making any additional claims. TOTAL TALLY: One medium tank destroyed, one locomotive destroyed, 10 G/W's damaged. Nil on strafing.
- F. 1) Nil  
2) L2481, light, moderate, inaccurate
- G. 15 assorted M/T's were observed from 6,000 feet at 0825 at L2803 but were not attacked since positive identification could not be made. Controller here was Fieldfare.
- H. Scud to deck, 2500-6000 - 10/10 - visibility above unlimited - below one mile.

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OPSFASH # 2 - 3 March 1945

- A. CHP-1, Close Support Mission - Lt Aldridge leading
- B. 368th Fighter Group, 395th Fighter Squadron  
4 P 47's dispatched. Nil aborts.
- C. 0811 0850 0900 0920 0958
- D. Nil
- E. 4x2 x500 RDX Inst. 1/40.  
All bombs in target area. Fieldfare was contacted, he turned the flight over to Ripsaw2, who directed them to L105970 and asked them to attack this town. The target was marked by 4 bursts of white smoke. As a result of the bombing, we are claiming 3 M/T's destroyed and 3 buildings destroyed. BY STRAFING: 2 M/T's destroyed and 6 damaged at L115965. At L1495 - 3 horse drawn carts and 4 troops were destroyed and at L1297, one wagon and one German soldier were destroyed. TOTAL TALLY: Bombs, 3 M/T's and 3 buildings destroyed; STRAFING, 4 carts, 3 horses, 5 troops destroyed.
- F. Nil
- G. This flight worked with Fieldfare and Ripsaw # 2.
- H. 5/10 - 3500-4000 visibility unlimited above - 15 miles below.

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

MISSION REPORT

OPSFLASH NO. 3, 3 March 1945

- A. CHP-1, 4 plane close support mission, Lt DIMAN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
4 P-47's dispatched, nil abortive.
- C. 0853 0920 0925 0950 1027
- D. Nil.
- E. 4 x 2 x 500 RDX GP Inst 1/40  
All bombs in target area. This flight was sent to Ripsaw 2 by Fieldfare. 2 bombs were dropped at L 243780, and 6 at L 215778, all with NRO.  
BY STRAFING: One locomotive about to pick up 8 G/W's was strafed and destroyed, it blew up, at L213787. 2 tanks were damaged at L 208757 and 2 M/T's destroyed at L 213787, all the above by Lt DIMAN. Lt HOADE destroyed a staff car and damaged a tank at L 212763. He also killed the crew of the tank who had dismounted and were running down the road. Lts FOLTZ and ONNUSEIT strafed a number of large wagons in the woods at L 215770, hitting about 5 with NRO.  
TOTAL TALLY: BOMBS: NRO.  
STRAFING: One locomotive destroyed, 3 tanks damaged, 2 M/T's destroyed, and one staff car also destroyed. The crew of one German medium tank killed.
- F. 1) Nil  
2) L2379: weak, inaccurate, heavy  
          moderate, inaccurate, light  
      L2381: moderate, inaccurate, light.
- G. There was a large number of vehicles and horse drawn wagons in the woods around L 2379, well camouflaged and keeping well to the sides of the roads. The pilots recommend this more as a strafing than bombing target due to the good dispersion. The flight was vectored to the target by Ripsaw 2.
- H. 6/10 broken clouds, 3,500 to 6,000 feet, visibility above good, below 10 plus miles.

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

MISSION REPORT

OPSFLASH # 4 - 3 March 1945

- A. 00 # CHP-1, Close Support Mission - LT HAYES leading
- B. 368th Fighter Group, 395th Fighter Squadron-4 Ships - nil
- C. 0934 - 1000 - 1020 - 1050 - 1117
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs at L185696 after a group of vehicles with no claims. BY STRAFING: Between L1627 and L1270 - 2 M/T's destroyed, one half-track and trailer destroyed, 2 guns on carriages damaged, and one large trailer damaged.  
TOTAL TALLY: BY BOMBS - 0  
BY STRAFING: 2 M/T's, 1 1/2 track and trailer destroyed, 2 guns on carriages and one large trailer damaged.
- F. 1) Nil  
2) Nil
- G. There is a great deal of enemy activity above Densborn L1970 and a great deal of enemy equipment camouflaged on the roads and in the woods. Our flights are being briefed on this fact and will attack when they reach the area. RIPS AW has been notified of this condition. This flight worked with Fieldfare and Ripsaw # 2 and Razor Blade.
- H. 6/10 coverage, 1800-5000 visibility above unlimited, below 10 plus miles. Clouds moving in.

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OPSFLASH # 5 - 3 March 1945

- A. 00 # CHP-1, Four Ship Close Support Mission, Cpt IVEY leading.
- B. 368 Ftr Group-395 Ftr Sq - 4 ships dispatched, nil aborts
- C. 1040 - 1105 - 1120 - 1145 - 1215
- D. One P-47 Cat "A" due to light AA fire
- E. 4 x 2 x 500 RDX - Inst - 1/40  
8 bombs at L2170 on a concentration of vehicles with the following claims. Three 1/2 tracks destroyed, one large tank destroyed, one large tank damaged. This same concentration was strafed with no additional claims.
- F. 1) Nil  
2) L1970 - light, moderate, accurate
- G. This target was called in to CAPT IVEY by LT HAYES who had been working in this section. Fieldfare was the controller.
- H. 9/10 - 4-8000 visibility unlimited above, 1 mile below - snow.

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

MISSION REPORT

OPSFFLASH # 6 - 3 March 1945

- A. OO # CHP 1, Four Ship Close Support Mission - LT ALDRIDGE leading.
- B. 368th Ftr Gp - 395th Ftr Sq - 4 P-47's dispatched - nil aboftive.
- C. 1134 - 1205 - 1315 - 1330 - 1344
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. This was a "FOXHUNT" with Junkbox as a controller. On a heading of 65 degrees, 10,000 feet, 210 MPH. All bombs were dropped at L0340 thru an overcast. NRO on results.
- F. 1) Nil  
2) Nil
- G. Nil
- H. 10/10 8500-2000 - CAVU on top - 3 miles on the bottom.

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OPSFFLASH # 7 - 3 March 1945

- A. OO # CHP 1, Close Support Mission - LT DIMAN leading.
- B. 368th Ftr Group, 395th Ftr Sq - one abort - radio out and one escort.
- C. 1204 - 1220 - 1315 - 1330 - 1346
- D. Nil
- E. 4 x 2 x 500 RDX Inst - 1/40  
All bombs in target area. Four bombs at U8354 - safe. LT DIMAN and his wingman tagged on to LT ALDRIDGES' flight in the foxhunt mission and dropped their four bombs at L3040 with NRO results.
- F. Nil
- G. Nil
- H. 10/10 - 8500-2000 CAVU on top, 3 miles on the bottom.

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

MISSION REPORT

OPSFASH NO. 8, 3 March 1945

- A. O.O. No. CHP-1, close support mission, Lt HAYES leading.
- B. 368th Ftr Gp-395th Ftr Sqdn- 4 P-47's dispatched, nil abort.
- C. 1235 1340 1345 1350 1407
- D. Nil.
- E. 4 x 2 x 500 RDX GP Inst 1/40  
All bombs in target area. This was another Foxhunt with Saw-mill as the controller, on a heading of 050° at 10,000 ft 210 MPH. All bombs were dropped on an unidentified coordinate. Lt HAYES did report that they passed beyond the overcast and could see that the target was a small village with a M/Y in it but the bombs were about 300 yards short. However, the bombs did cut the road at the southern entrance to the village. He stated that another "3" count would have put them right on the target.
- F. Nil.
- G. Sawmill did the controlling.
- H. 10/10 from 9,500 to 1,000', CAVB above, no report below.

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OPSFASH NO. 9, 3 March 1945

- A. O.O. No. CHP-1, close support mission, Maj MAZUR leading.
- B. 368th Ftr Gp-395th Ftr Sqdn-4 P-47's dispatched, nil abort.
- C. 1515 1545 1600 1635 1721
- D. Nil.
- E. 4 x 2 x 500 RDX GP Inst 1/40  
All bombs in target area. A concentration of enemy vehicles were found at L 1973 and by bombing the following claims are made; 17 M/T's consisting of trucks, armored cars and half tracks were destroyed. 18 horse-drawn field pieces which looked like the old French "75" were destroyed.  
BY STRAFING; One medium tank blown up and destroyed and 2 medium tanks damaged. 3 M/T's destroyed and 8 damaged. One armored car and one staff car destroyed, 10 horse-drawn carriages destroyed and 10 small gun carriers were strafed and damaged. These gun carriages are somewhat larger than our jeeps.
- F. Nil.
- G. Beeshat, Fieldfare and Flabby had contact with this flight during the mission. This was a banner day for Maj MAZUR, Lts VIECK, SPRINGS AND FORTNEY.
- H. 4,000 to 10,000' overcast, 9/10, visibility 15 plus miles above, 4 miles below.

THEODORE F. SKAIKO,  
1st Lt., Air Corps,  
Intelligence Officer.

MISSION REPORT

OPFLASH NO. 10, 3 March 1945

- A. O.O. No. CHP-1, close support mission, Lt DIMAN leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
4 P-47's dispatched, nil abortive.
- C. 1629      1655      1700      1735      1810.
- D. Nil.
- E. 4 x 2 x 500 RDX Inst 1/40  
All bombs in target area. All the bombing was done in and  
about L 2174. By bombing we are claiming 4 M/T's destroyed  
and 7 damaged.  
BY STRAFING: 10 M/T's destroyed, 8 M/T's damaged, 2 horse  
drawn carriages destroyed and 2 gun-positions strafed and  
damaged.  
TOTAL TALLY: Bombing: 4 M/T's destroyed, 7 M/T's damaged.  
Strafing: 10 M/T's destroyed, 8 damaged,  
2 horse-drawn carriages destroyed, 2 gun-positions  
damaged.
- F. 1) Nil.  
2) Nil.
- G. There seems to be a great deal of traffic between Dansborn  
L 1969 and Merlenback L 1973. The direction of movement is  
north, and Ripsaw is aware of it.

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

MISSION REPORT

WEATHER RECONNAISSANCE: 5 March 1945.

- A. Weather Reccy for Ripsaw into the Bomb-line area. Capt JENSEN leading.
- B. 395th Fighter Squadron, 368th Fighter Group, 2 P-47's dispatched, nil abortive.
- C. 1445 1612
- D. Nil
- E. Nil
- F. Nil
- G. Captain JENSEN contacted Ripsaw at 1450 and with Lt HOADE covered the area from Saarlauten to Echternach to Bittburg, to Felm, to west of Mayen to Wittlich. Along this route he called in the weather to the controller until he was released at 1530. Immediately upon landing a full weather report was turned in to the Group Weather Station. No information of value to report.
- H. Group weather bureau.

THEODORE F. SKAIKO,  
1st Lt., Air Corps,  
Intelligence Officer.

MISSION REPORT

OPSFLASH NO. 1, 9 March 1945

- A. O.O. No. FMA-1, 4 plane close support mission, Capt IVEY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
4 P-47's dispatched, nil abortive.
- C. 1942 1020 1052.
- D. Nil.
- E. 4 x 2 x 500 RDX Inst 1/40  
Due to the overcast all bombs were jettisined safe at U 8351.
- F. Nil.
- G. Capt IVEY contacted Kittenface, and Ripsaw, but due to weather conditions could not render any support. He did turn in a weather report to Ripsaw from the region in which he was flying. This was at L 4080. The furthest east that the flight flew was reckoned as Adenau, L 4249. No observations to report.
- H. 10/10, 3500 to 4000 feet. Visibility CAVU above, no report below.

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

## MISSION REPORT

OPSFLASH # 2 - 9 March 1945

- A. 0 # FMA 1, Group Support for 12th Corps - LT DIMAN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
8 P-47's dispatched - One P-47 returned due to icing.
- C. 1349 - 1530 - 1545
- D. Nil
- E. 8 x 2 x 500 RDX Inst - 1/40  
2 x 2 x 500 TNT's  
Two TNT's were jettisoned at U8353 by the pilot who returned. All rest of the bombs are in the target area. LT DIMAN contacted RIPSAN who turned the Squadron over to Junkbox who in turn put them on a foxhunt. On the last heading of 65 degrees, 10,000 feet, 210 MPH, 1510 hours -- all bombs were dropped on Wittlich L 3954 with NRO results since the bombing was done through an overcast and the controller did not report any results.
- F. 1) Nil  
2) Nil
- G. Ripsaw called in two Allied Jet Jobs south of Wittlich at 1455 but our Squadron did not observe them. No other information to report.
- H. 10/10 from 3,000 to 5,000 feet, with icing at 4,000 feet. CAVU above, no report below.

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

MISSION REPORT

OPSFLASH NO. 1, 10 March 1945

- A. O.O. No. J 29-6, Armed Reconnaissance mission, Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
12 P-47's dispatched, nil abortive.
- C. 1250    1315    1415    1500    1530
- D. Nil.
- E. 12 x 2 x 500 TNT GP Inst 1/40  
Two bombs were brought back and jettisoned at U 8353 since the electrical system on one pilot's ship was out and he was unaware of the fact that his bombs had not released upon the target. The target in this case was selected by Maj CRISP and it was decided to be a factory at Kamberg at M 3889. 22 bombs were released at this point and any claims that we make we are willing to share with the 396th. Our pilots report that many good hits were observed on the factory which is located in a north eastern section of the town. Two fires were observed. The main road from the center of the town was reported to be cut and the general area smoking and burning.  
NIL STRAFING.
- F. Nil.
- G. Too far out of range to work with any controller.
- H. 800 - 7,000 feet, 10/10. Visibility 10 miles. This target was attacked through a hole which closed rapidly.

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

MISSION REPORT

OPSFLASH NO. 2, 10 March 1945

- A. O.O. No. P&PW, 4 plane leaflet mission, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
4 P-47's dispatched, nil abortive.
- C. 1513 1535 1611 1640 1650
- D. Nil.
- E. 4 x 3 x leaflet bombs, consisting of:

12 x FP  
7 x ZG 61  
1 x ZG 90  
8 x ZG 108

Ripsaw #5 was contacted and Capt JENSEN would call in the desired coordinate and Ripsaw would vector him to it. Following is the disposition of the various types of leaflets:

2 x FP, 2 x ZG 61, 2 x ZG 108 at L 3821  
2 x FP, at L 5347  
2 x FP, 2 x ZG 61, 2 x ZG 108 at L 5047  
2 x FP at L 7159  
2 x FP, 2 x ZG 61, 2 x ZG 108 at L 4657  
2 x FP, 2 x ZG 108, 1x ZG 61, 1 x ZG 90 at L 4133

- F. Nil.
- G. The leaflet bombing was done through an overcast but Capt JENSEN commented that Ripsaw #5 did an excellent job of vectoring.
- H. 10/10, 5,000-7,000 feet; 6/10, 3,000-4,000 feet; visibility 10 miles.

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

MISSION REPORT

OPFLASH NO. 1, 13 March 1945

- A. O.O. No. --- (Alert Flight), 4 planes, Lt JOHNSON leading.
- B. 1136 1233
- C. through F. Nil.
- G. The alert flight was contacted by Ripsaw 5 as soon as it was airborne and from the field the pilots flew to a point north of Toul then to Verdun, then west of Verdun, orbitting in this general area. Investigation of bogies reported turned out to be P-51's or other friendly aircraft and at 1210 Ripsaw 5 released our flight.
- H. Haze up to 4,000 feet. Visibility, 15 miles.

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

MISSION REPORT

OPSFLASH NO. 2, 13 March 1945

- A. O.O. No. J 29-8, bombing at Weisbaden, followed by an armed reecy. Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.
- C. 1349 1403 1430 1515 1551
- D. One P-47, Cat "A", due to heavy anti-aircraft fire.
- E. 16 x 2 x 500 TNT GP Inst 1/40  
All bombs in target area. 28 bombs were dropped at target number 2 at M 366632. The pilots report that the concentration of hits were excellent from north to south, and east to west, with but two bombs landing out of the target area. One of these bombs landed in the town, started a fire in the town, and the other cut a railroad track just south of the target. The reports otherwise would indicate that the primary target was damaged fairly extensively but the pilots refuse to claim any buildings, etc. destroyed since they stated that accurate observations could not be made because of the smoke and the dust from the bombs exploding.

The pilots who had bomb hang-ups found a train with goods-wagons at Q 639829 and scored 4 direct hits. This train did not have a locomotive but about 10 of these cars were flat cars with about 3 M/T's loaded on each. Because of the direct hits scored and 3 large fires we are claiming 3 G/W's destroyed, the tracks cut in 4 places, 10 M/T's destroyed and 10 others damaged. We are not segregating our bombing and strafing claims on this target since these men also strafed on their bombing run and made succeeding strafing passes.

At R 131940 fifteen G/W's without a locomotive were spotted on the railroad lines and strafed. It was not until after the strafing that the flight discovered that this train consisted of flat cars loaded with lumber and open cars which seemed to be loaded with coffins. Obviously some damage was created but we are not making any claims because of the nature of the target.

CORRECTION: I neglected to state that at Q 639829 by strafing our pilots claim 6 G/W's destroyed and 6 more damaged.

TOTAL TALLY: BOMBING: 3 G/W's destroyed, tracks cut in 4 places, and 2 M/T's destroyed. Primary target excellently bombed.  
STRAFING: At Q 639829, 6 G/W's destroyed, 6 damaged, 10 vehicles destroyed, 10 damaged.

(Mission report continued on other side)

MISSION REPORT

OPSFLASH NO 3, 13 March 1945

- A. O.O. No. J 29-8, Bombing and Armed Recce. Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
16 P-47's dispatched, nil abortive.
- C. 1645 1723 1745 1829 1900
- D. 1 P-47, Cat "A", but it is thought that the damage incurred may be due to his own bomb blast since he pulled out fairly low, and there was no flak at this particular target.
- E. 16 x 2 x 500 TNT GP Inst 1/40  
All bombs in target area. 22 bombs at L 5901, target consisting of about 30 G/W's.  
10 bombs at Q 5991, Ottweiler, a target consisting of 2 sections of about 40 G/W's, 20 of which were flat cars with 3 M/T's loaded on each.  
On the first target as a result of direct hits we are claiming tracks cut in 4 places, 10 G/W's destroyed and 10 G/W's damaged. On the second target we are claiming 45 M/T's destroyed, 35 G/W's and flat cars destroyed, and the tracks cut in at least 3 places. The basis for these claims is that there were 24 fires observed consuming this train and the various explosions which took place would indicate that apparently some of these G/W's were loaded with gasoline since the flame they gave forth was that of a gasoline fire. These claims are made as a result of bombing and strafing since the nature of the target makes it difficult to concisely differentiate between the two attacks. When our Squadron first arrived in the area over the second target two small fires were observed at the southern edge of the target and one fire at the northern edge, otherwise I would claim the entire target.  
TOTAL TALLY: 45 M/T's destroyed, tracks cut in seven places, 45 G/W's and flat cars destroyed, and 10 G/W's damaged.
- F. 1) Nil  
2) L 6784: moderate, inaccurate, heavy  
L 6959: weak, inaccurate, light.
- G. After our Squadron was airborne Ripsaw 5 ordered them to forget their primary target and proceeded to give them high priority targets. Our claims here would indicate that these high targets were successfully attacked.
- H. Haze, 2,500'. Visibility into sun  $\frac{1}{2}$  mile, out of sun, 2 miles. Low scud moving in from north.

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

Mission Report ( cont'd )

- F. 1) Nil  
2) Weisbaden: moderate accurate heavy  
Kaiserlautern: weak inaccurate heavy  
Q 639829: weak inaccurate light
- G. At Q 6880, Alstadt, Capt EARLY reports that there was an extremely large oil fire sending up 4 columns of black smoke to about 4,000 feet.  
At Q 8580 there was a large brown fire reported on a hill. These fires apparently were started by other attacks but I am reporting them as interest material.  
At Q 6683 there was an engine with 30 G/W's stationary but heading in an almost westerly direction. It was not attacked since some of the men were running low on gasoline, and had to return to the field.  
At Q 6683, the nearest town Mittel, had a marshalling-yard in which there were 60-70 G/W's observed. There were no locomotives but this is reported as a possible target.  
2 F 51's made unnecessary passes at one of our flights over Weisbaden.
- H. Haze up to 4,000 feet, 10 miles visibility.

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

MISSION REPORT

OPFLASH NO. 1, 14 March 1945

- A. O.O. No. J 29-8, Bombing at Friedburg and Armed Recce.  
Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 1058    1115    1145    1245    1326
- D. Nil
- E. 12 x 1 x 500 M76 (4 P-47's as top cover)  
All bombs in target area. By the Squadron Leader's admission results were not too good and it appears that the type of bomb loaded was not particularly suited to the target. One direct hit is reported in the buildings in the briefed target with one hit just west of the road which started the fire which continued for 20 minutes. One bomb struck east of the road causing a slight fire which went out rapidly and the rest of the bombs didn't seem to do much good.  
BY STRAFING: At M 1635 a locomotive hauling about 25 GW's was strafed. Lt WAYLAND is claiming a locomotive destroyed and 10 GW's damaged. Capt EARLY destroyed a lone locomotive moving SE at M 8272. Another flight leader verifies the fact that this locomotive blew sky-high. Lt HAYES caught a stationary locomotive and 10 GW's with his flight and is claiming one loco destroyed and two GW's with his mates since they were burning when he left. At Q 6683 Capt EARLY caught 2 stationary locos, is claiming one destroyed and one damaged.  
TALLY(strafing): 4 locos destroyed, one damaged, 2 GW's destroyed 10 GW's damaged.
- F. 1) Nil.  
2) Hanau; M 8371: weak, inaccurate, heavy  
M 7292: weak, inaccurate, heavy  
moderate, inaccurate, light.
- G. The pilots report that the whole Friedburg area of barracks appears to be in good condition. Although the target has been attacked several times not a great deal of damage has been done.  
At Neunkirchen, Q5982, at least 8 factories are going full blast.  
There is a M/Y near Saarbrucken and Homburg Q 3575 which seems to have over 75 GW's, no locos and no evidence of having been attacked before.  
At Q 6683, Mittel, the M/Y has 60-70 GW's, looks like a focal point of activity and looks like a good target.  
The only vehicular activity were a few individual vehicles here and there.
- H. Haze to 2000', visibility up sun 5 miles, down sun 10 miles.

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

MISSION REPORT

OPSFLASH NO. 2, 14 March 1945

- A. O.O. No. J 29-8, Armed Recce and divebombing the Frankfurt Supply Depot at M 668748. Lt Col DOUGLAS leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, one abortive (belly tank failure), and one P-47 escorted him home.
- C. 1449    1458    1515    1615    1652
- D. One P-47, Cat "A" due to enemy gunfire.  
3 FW 190's destroyed, one Me 109 destroyed, one Me 109 damaged. Col DOUGLAS is claiming the first three victories, Lt JEWKES the last victory and the damaged E/A.
- E. 12 x 1 x 500 M76 Inst. (4 P-47's acted as top cover)  
The escorting pilot aimed his bomb for a M/Y which he missed but did destroy a house at L 7828. The other 11 bombs were dropped in the target area. Reports indicate that about 5 bombs landed in the immediate target destroying two buildings and starting two fires. On the whole bombing results were just fair. Nil Strafing.
- F. 1) At 1545, at about 7,000 feet, and west of Frankfurt, 50 plus Me 109's and FW 190's were observed apparently forming up. The dogfights took place over M 5447, Gr. Gerau. All the FW 190's were short-nosed, painted grey and blue, the Me 109's were likewise (dirty grey and blue). The enemy pilots were extremely unaggressive with the possible exception of one. They displayed no tactics other than turning, diving and climbing. They jettisoned either belly-tanks or bombs over Frankfurt. The white flares which have indicated in the past the presence of enemy aircraft were noted again today going up to about 8,000 feet.  
2) L 7828: weak, inaccurate, light.  
Frankfurt: moderate, accurate, heavy.
- G. No other information than that covered in "F". On this particular mission F/O RUSSELL'S performance was excellent in view of the fact that his guns would not fire.
- H. Haze up to 5,000'. Some stratus at 11,000', vis 1½ to 6 miles.

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

MISSION REPORT

OPSFLASH: Alert Flight. 14 March 1945

This was an alert Flight which was airborne at 1556 and was down at 1623.

Lt HAYES and Lt LAYDEN climbed up to 10,000 feet, circled the field per Lindsay's instructions and upon release, landed again.

A very uneventful proposition.

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

MISSION REPORT

OPSFASH NO. 1, 15 March 1945

- A. O.O. No. JEAB-1, Divebombing of bridge at B 929118, Volkmarsen. Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.
- C. 0937 1009 1106 1152 1217
- D. One P-47, Cat "A", due to own bomb blast.
- E. 16 x 2 x 500 1/10 1/100 ( GP bomb loading )  
All bombs in target area. The bridge was not destroyed; the results were reported as fairly poor. The nearest miss was some 10 feet from the bridge with all bombs landing in the immediate vicinity. The tracks were cut on the east approach to the bridge and one cut was reported on the west end of the bridge and the embankment was hit; there were also two track cuts in the MY east of the brige. At B 7200 a locomotive and 10 GW's were observed heading west and and was attacked by Lts JEWKES AND DUFF. The claims from this strafing attack is one locomotive destroyed, 2 GW's destroyed since they were burning and one GW damaged. At G 3836 a locomotive heading south with about 6 passenger cars was strafed with claims of two passenger cars damaged.
- F. Nil.
- G. One of the locomotives attacked was camouflaged with green and brown paint - this is the first instance I have noted of this being done.  
At G 9290 at least 10 balloons were observed protecting the Eder Dam. They were observed from 10,000 feet and were reported as being at a very low altitude. They were cylindrical in shape, some white and some yellow in color.  
At R 2592 in a pine forest, 6 buildings which looked like hangars camouflaged to correspond with the forest, were observed from 8,000' at 1150.  
In the area around Korbach B 8098 at least 5 trains were observed heading N and W but they were not attacked since the Squadron was running low on gas.
- H. Heavy haze up to 1,000 feet, visibility up sun 2 miles, down sun 10 miles.

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

MISSION REPORT

OPSFLASH NO. 2, 15 March 1945

- A. O.O. No. JEAB-1, Divebombing of bridge at B 929118. Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 1358      1414      1525      1622      1645
- D. Nil.
- E. 16 x 2 x 500 GP 1/10 1/100  
All bombs in target area. The bombing results here too were reported to be poor for the bridge was not destroyed. There were two cuts about 200 yards W of the bridge on tracks and two cuts on the E of the bridge on tracks. Some of the bombs struck the east embankment doing some damage there. Nil on strafing.
- F. 1) Nil.  
2) Nil.
- G. No information of any kind to report.
- H. Haze up to 4,000 feet. Visibility: up sun, 2 miles,  
down sun, 10 miles.

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

MISSION REPORT

OPSFLASH NO. 3, 15 March 1945.

- A. The alert flight, Lts JEWKES and HAYS were airborne at 1745 and were instructed by Lindsey to go to the bridgehead area since bandits were reported there. They flew there, investigated, did not find anything, and were released by Lindsey, landing at 1825.

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

MISSION REPORT

OPSFLASH NO. 1, 16 March 1945

- A. O.O. No. JEAB-2, dive bombing mission on bridge at Volkmarshen, B 929118. Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.
- C. 0736 0815 0845 0945 1054
- D. 1 P-47, Cat "A" due to light anti-aircraft fire.
- E. 16 x 2 x 500 GP 1/10 1/100

31 bombs in target area. The bridge was not destroyed. The bombing results were as follows: it was reported that the tracks were cut in 2 places on the eastern approach to the bridge. There is an extremely large crater on the western bank.

There was a repair locomotive at the east approach to the bridge and another at the west approach to the bridge with about 10 repair cars attached to it. As a result of the bombing 4 of these repair cars were destroyed.

BY STRAFING: At this same location, the squadron went to work, destroyed the locomotive at the east approach to the bridge, destroyed the locomotive at the west approach to the bridge and damaged 6 repair cars.

At G 8498 a locomotive and 8 GW's heading southwest were attacked. As a result of this attack the locomotive was destroyed and the 8 GW's damaged.

At G 7069, 15 cars and a locomotive at each end was observed. The hung-up bomb was dropped at this point, destroying three of these, since they burned. A continued strafing attack destroyed both locomotives and damaged the other 12 cars.

At G 8836 two locomotives were found at the turntable steamed up and about 40 cars in the same area. This area looked as though it was worked over once before, but all our claims concern equipment that was untouched. The two locomotives were destroyed and at least 20 cars damaged.

At G 7474 a locomotive with 5 passenger cars was seen heading into the town from a north-westerly direction. This target was attacked and the locomotive is claimed to be damaged.

- F. 1) Nil.
- 2) G 7069: weak accurate light.

(mission report continued over)

(mission report continued)

- G. Interesting to note that the primary target was already under repair after the attack of yesterday.  
At G 7069, in the wooded area, 20 long flat buildings were observed which gave the appearance of possibly being a barracks area. They were camouflaged in a green and brown color.  
The railroad lines in the entire area give forth with a good deal of activity.
- H. Visibility: into the sun, 4 miles; out of the sun, 10 miles.

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

MISSION REPORT

OPSFLASH NO. 2, 16 March 1945.

- A. O.O. No. JEAB-3, 16 ship mission in the Remagen bridgehead area.  
Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron.  
14 P-47's dispatched, nil abortive.
- C. 1249      1328      1350      1430      1522
- D. Nil.
- E. 6 x 2 x 500 GP 8-15 sec delay  
8 x 2 x 500 GP Inst 1/40  
All bombs in target area, targets in this case being tanks and MT's.  
20 bombs at F 7245, making possible the following claims:  
4 MT's destroyed, 4 small tanks damaged, 3 railroad cars damaged, 2 MT's destroyed.  
8 bombs at F 7438 with the following claims: 4 MT's destroyed, 2 armored cars destroyed, 2 medium tanks destroyed, 6 MT's damaged.  
BY STRAFING: F 7245: One small tank destroyed.  
F 7946: 2 small tanks destroyed, one small tank damaged.  
F 7246: One medium tank damaged, one MT damaged.  
F 6943: One MT destroyed.  
F 8440: 8 MT's destroyed, one horse-drawn vehicle destroyed, 2 horses killed, 2 MT's damaged.  
F 7257: One MT destroyed.  
F 7342: 8 MT destroyed.
- F. 1) Nil.  
2) F 6244: moderate inaccurate light.
- G. Sweepstakes was contacted, professed no knowledge of our mission and turned our Squadron over to Marmite. Marmite asked our Squadron to reconnoitre the area, and targets they located were those of opportunity. The pilots report that the area they attacked make for ideal strafing attacks but did not merit bombing attacks. This information was relayed to Marmite over the air.
- H. 4/10, 5/10, 4500-5000 & 13000-14000'. High cirrus layer, vis 4 miles.

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

MISSION REPORT

OPSFLASH NO. 3, 16 March 1945.

- A. O.O. No. JEAB-3, 16 ship mission in the Remagen bridgehead area. Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.
- C. 1731 1802 1820 1912
- D. Nil.
- E. Nil.  
Capt JENSEN contacted Sweepstakes who tried to turn him over to Marmite. However Capt JENSEN insisted that his function was to work over the bridgehead and refused to do other than what the mission called for. Sweepstakes assented to this and for the remainder of the flight the bridgehead area was patrolled. Bondits were investigated once over Koblenz otherwise the flight was uneventfull. Upon being released at 1819 the Squadron returned home.
- F. Nil.
- G. Nil.
- H. Layers of clouds from 5000 to 6000 feet, 10,000 to 11,000 feet, 14,000 to 18,000 feet, 6/10 coverage. Visibility, 20 miles.

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

MISSION REPORT

OPSFLASH NO. 1, 18 March 1945

A. O.O. No. J 29-4, dive bombing attack on Butzbach Ordnance Depot and Barracks. Capt EARLY leading.

B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.

C. 0725 0800 0815 0845 0941

D. Nil.

E. 16 x 2 x 500 M76 Incendiaries.  
All bombs in the target area. The pilots report that the target was destroyed beyond a doubt. All three buildings were hit and were left burning. One flight strafed the most easterly building since there was an attempt by the enemy to put the fire out and they prevented this.

BY STRAFING: At G 6317 a locomotive with about 10 cars going south was strafed and hits were scored upon the locomotive. At M 8095 a locomotive hauling 11 cars going south was strafed and the locomotive was destroyed since it blew up. At G 6324 a locomotive with 20 cars heading north was destroyed.

F. 1) Nil.

2) Giessen : moderate inaccurate light  
          :       "               "       heavy  
Weisbaden:       "               "       heavy.

G. Vehicular traffic was not noted in the area, but the usual rail activity was noted, observed and attacked.

An ammunition dump was spotted SW of the target in the wooded area about 100 yards long and 50 yards wide with doorways leading to underground storage. It was observed at 0815 from deck level.

Flying over Bingen one of the pilots reports that the river at this point is clouded over by smoke pots.

H. Overcast from 5500 to 6000', 10/10, from here to the Rhine. Target area: 2/10, 5500 to 6000', hazy clouds from 8000 to 12000' with coverage of 1/10. Visibility into sun, 2 miles; out of sun, 6 miles.

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

MISSION REPORT

OPSFASH NO. 2, 18 March 1945

A. O.O. No. "P & PW", 4 planes, Lt VIECK leading.

B. 368th Fighter Group, 395th Fighter Squadron,  
4 P-47's dispatched, nil abortive.

C. 0951 1018 1057

D. Nil.

E. Each aircraft was loaded as follows:

Frontpost --- 3  
ZG 90 ----- 1  
ZG 112 ----- 1  
ZG 113 ----- 1  
ZG 118 ----- 1

Since the area was overcast Ripsaw was contacted and vectored the flight to each coordinate. The same load was dropped at each of the following coordinates.

L 6142  
L 6922  
L 6824  
L 8031

F. Nil.

G. Nil.

H. 9/10, 5500 to 7000'. Unlimited visibility above, 4 miles below.

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

MISSION REPORT

OPSFLASH NO. 3, 18 March 1945

- A. O.O. No. J 29-4, Werheim Military installation, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, 1 abortive with rough engine, 1 escort.
- C. 1051    1123    1215    1235    1311.
- D. Nil.
- E. 12 x 2 x 500 500 M76 incendiaries.  
4 bombs were jettisoned at U 8353 by the returning planes.  
5 bombs dropped N of Giessen when a P-51, silver in color and with allied markings attempted to bounce one flight.  
8 bombs were dropped at G 0405 scoring 4 direct hits on a factory at Denbach.  
7 bombs were dropped at F 9908 at Bansbch, the target being a factory. One hit was scored on the factory.
- F. 1) Nil.  
2) Nil.
- G. An overcast covered the primary target which could not be located, so targets of opportunity were attacked.
- H. Strato-cumulus, 8/10, 4000 to 8000 feet, visibility 5 miles out of the sun, 1 mile into the sun.

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

MISSION REPORT

OPSFLASH NO. 4, 18 March 1945

- A. O.O. No. J 29-10, Ground Support for the 4th Armored Division.  
Capt IVEY leading.
- B. 368th Fighter Group, 395 Fighter Squadron,  
8 P-47's dispatched, nil abortive.
- C. 1428      1450      1500      1545      1618
- D. Nil.
- E. Nil.  
BY STRAFING: Capt IVEY's flight: at L 8929 to L 9230; 8 MT's  
destroyed, 5 MT's damaged, 14 horse drawn vehicles  
destroyed.  
Lt WAYLAND's flight: at L 8729, 5 MT's destroyed,  
17 horse drawn vehicles destroyed, 34 horses and  
at least 15 personnel killed.
- F. Nil.
- G. They were unable to contact Seascout but did contact Liver who  
gave them these targets; this area is alive with enemy activity  
but all controllers are aware of this fact and other groups are  
working in this area.  
The point at Bingen which was reported earlier as having  
been covered by smoke pots is now reported as being a pontoon  
bridge which is not completed. It is sections 2/3 from the  
north bank, 1/3 from the south bank. Capt IVEY did not observe  
any activity and did not attack the target for that reason.
- H. 9/10, 4500 to 6000 feet. Visibility 2 miles.

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

MISSION REPORT

OPFLASH NO. 5, 18 March 1945.

- A. O.O. No. J 29-10, Ground Support mission for the 4th Armored Division. Lt DIMAN leading.
- B. 368th Fighter Group, 395th Fighter Squadron, 8 P-47's dispatched, nil abortive.
- C. 1453 1508 1515 1550 1628
- D. 1st Lt. WALTER R. JOHNSON, Red Flight leader, did not return from this mission. His a/c was hit by machine gun fire from a half track, and he was seen to bail out, land safely, and run into a wooded area. A fix taken on his position by Ripsaw was given as L 8026, nearest town Schmidhachbach, south of Kirn. This action took place at 1550.
- E. Nil.  
STRAFING: Lt DIMAN's flight: 15 MT's destroyed, 3 horse drawn vehicles destroyed, one half track destroyed, one staff car destroyed, and at least 5 personnel killed.  
Lt JOHNSON's flight: 4 MT's destroyed, one MT damaged, 2 horse drawn vehicles destroyed and one camouflaged tank was left smoking.
- F. 1) Nil.  
2) There was a great deal of light flak in that territory. It was intense and accurate, but it all came off the vehicles attacked.
- G. This flight worked with Ripsaw and Ironclad.  
As reported earlier this area is filled with enemy activity but all the controllers are aware of this fact and many groups are operating in this area.
- H. 9/10, 4500 to 6000', visibility 2 miles.

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

MISSION REPORT

OPSFLASH NO. 6, 18 March 1945

- A. O.O. No. J 29-10, Ground Support mission for the 4th Armored Div. Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron.  
8 P-47's dispatched, nil abortive.
- C. 1711 1735 1748 1817 1856
- D. Nil.
- E. Nil.  
STRAFING: Capt JENSEN's flight: M 1635, 1 MT destroyed.  
L 1115, 8 horse drawn vehicles destroyed, and a short distance from this point 2 horse drawn vehicles and one man destroyed.  
Capt EARLY's flight: L 1424, 3 ammunition trucks blown up, 8 horse drawn vehicles destroyed, 4 MT's damaged.
- F. 1) Nil  
2) As reported before, not from any stationary positions but from vehicles attacked a lot of it, not accurate on this particular mission.
- G. This flight worked with Wilburn.  
A great deal of our own equipment and panels were observed at and around M 1632.
- H. 8/10, 5000 to 6000 feet. Visibility 1 mile.

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

MISSION REPORT

OPSFLASH NO. 1, 19 March 1945

- A. O.O. No. J 29-4, dive bombing mission, Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
16 P-47's dispatched, nil abortive.
- C. 0716      0740      0800      0915      0948
- D. Nil.
- E. 8 x 2 x 500 GP Inst 1/40 also 8 x 2 x 500 M76 Incendiaries.  
All bombs in target area. The reports from this mission indicate that the results are more than gratifying. The area underwent a terrific devastation apparently as a result of armament stored in the target area which was detonated as a result of the bombing. Capt EARLY reports that 15 to 20 buildings were destroyed, 5 were left burning and nothing but walls were left standing. A terrific explosion was witnessed and the smoke in the area was white from the fire and black from the bombs.  
BY STRAFING: At M 6688, 2 separate trains with about 30 cars were standing still heading north when attacked. We are claiming 2 locos destroyed and 8 cars destroyed. At M 6230 a loco and 12 cars headed SW were attacked. We claim a loco damaged and hits on the 12 cars. At M 7736 a loco and 6 passenger cars heading SW was attacked and we claim the loco destroyed and the 6 cars damaged. At M 5592 a loco with about 8 flak cars and one loco with 8-10 cars were facing NE when attacked. The flak cars had 2 turrets each on them which were firing when attacked and we are claiming 2 locos destroyed, 8-10 cars damaged and 6 flak cars destroyed as they were in flames and guns silenced. At M 6485 a loco and 16 cars heading SW was attacked. The loco is claimed destroyed and 10 cars damaged. At M 6947 in a M/Y area we are claiming 2 locos damaged, and one loco destroyed, and though about 20 cars were strafed, we are making no claims. At M 6370, 1 loco damaged heading SW with 10 cars.
- F. 1) Nil  
2) Bad Homburg: Moderate, inaccurate, light.  
                  "                  "                  heavy. (Also 5 bursts red flak)  
M 6947: Moderate, inaccurate, light.
- G. At M 6947, in the M/Y, at least 200 cars observed and at least 3 locos working. They have also 20 flak cars in the same region.  
The city of Hanau is reported covered by smoke as though from recent bombing.
- H. CAVU except for very light stratus at 14,000 feet.

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

MISSION REPORT

OPSFLASH NO. 2, 19 March 1945

- A. O.O. No. J 29-4, dive bombing mission, Capt JENSEN leading.  
Target: M 668748.
- B. 368th Fighter Group, 395th Fighter Squadron,  
14 P-47's disptchd., nil abortive.
- C. 1134 1213 1243 1358 1437
- D. One P-47, Cat "A" due to small arms fire.
- E. 7 x 2 x 500 GP Inst 1/40  
7 x 2 x 500 M76 Incendiaries.  
All bombs in target area. This is reported to be one of the finest dive bombing missions by our Squadron. Of the reported 24 buildings in the area at least 15 are said to be destroyed. The pilots report that nothing but walls are left standing in the area with 2 large fires in the western portion of the target area and the whole area lit with grey and black smoke.  
BY STRAFING: At H 3715 a loco hauling 25 cars going in a northerly direction was attacked. The loco was destroyed. At M 9129 a loco with 10 plus cars was observed going in a NW direction when it was attacked. The loco was destroyed and 5 cars damaged. At H 2527 a loco with 12 cars was standing still when attacked, and the loco was damaged.
- F. 1) Nil  
2) M 668748: Moderate, inaccurate, light  
H 2527: Small arms fire, accurate.  
Between Frankfurt and Hanau: Moderate, inaccurate, heavy.
- G. The railroad traffic in the area still appears to be very active, with many targets available. At H 3712 a train of about 20 cars no loco, was observed. It was loaded with junk of all descriptions, airplane wings, wrecked automobiles, etc. It was subordinated to more important targets.  
While our Squadron was flying at 13,000', between 1350 and 1406 hours, a rasping noise jammed all channels. The jamming started west of Limbourg and continued to the Moselle River.  
At 1410 our panels were observed at L 8953. At 1315 from altitudes of about 7000' at H 4314 south of Fulda, about 25 buildings were seen which appeared to be barracks.
- H. 3/10, 4-5,000', haze to 4,000', a milky haze at 13,000', with visibility 10 miles.

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

MISSION REPORT

OPSFLASH NO. 3, 19 March 1945

- A. O.O. No J 29-4, dive bombing mission, Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
14 P-47's dispatched, nil abortive.
- C. 1557    1625    1630    1745    1821
- D. Nil.
- E. 7 x 2 x 500 GP Inst 1/40  
7 x 2 x 500 GP I/10 1/100  
One 500 GP Inst and one 500 GP 1/10 were jettisoned at U 8353 since the pilot made a run on the target, his bombs did not release and he was not aware of this fact till he returned to base. 26 bombs in target area. Results at best were poor with but one bomb landing in the designated target and the rest of them landed in the target designated as #3. The latter target was well clobbered but no fires or visible damage could be reported.  
STRAFING: H 3103, one loco destroyed in the M/Y. There were about 30 cars in the yard not attacked; at H 1402 a collection of a loco and 6 cars together headed south were attacked: the loco was destroyed, the cars damaged. Bandits were called in and that stopped all strafing.
- F. 1) Col. DOUGLAS called in E/A but nothing developed.  
2) Between Frankfurt and Hanau: weak, inaccurate, heavy.
- G. Town of Fulda reported on fire.
- H. 8/10, 13,500 to 16,000'. Visibility on top 10 miles, below haze cut it down to 2 or 3 miles.

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

MISSION REPORT

OPFLASH NO. 1, 20 March 1945

- A. O.O. No. 29-7, dive bombing mission, target at M 795900, Capt IVEY leading the 395th and the 397gh.
- B. 368th Fighter Group, 395th Fighter Squadron, 16 P-47's dispatched, nil abortive.
- C. 0720 0750 0810 0845 0944
- D. Nil.
- E. 16 x 2 x 500 GP Inst 1/40  
All bombs were in the target area, but unfortunately none of them were dropped on the designated target. The town of Dietesheim M 8070 was leveled but the briefed target was untouched. The pilots reported that they did not take into account the wind which accounted for the poor results.  
STRAFING: At M 8863 a loco drawing about 10 passenger coaches and going NW was attacked and the loco was damaged and 2 coaches were damaged. At M 8348, 15 cars, no loco, were strafed, no claims being made. At M 7972 a loco and 20 cars heading E was strafed. The loco is claimed damaged.
- F. 1) Nil.  
2) M 8750: Intense, inaccurate, light.  
M 8860: Weak, inaccurate, heavy  
" " " light.
- G. At M 775695 there are about 6 flat cars which are either flak cars or are carrying tanks.  
At M 7750, in the woods, one of the pilots reports that there are about 50 buildings laid out in a neat pattern which might make a possible target. This observation was made from 8,000' at 0845.  
The rail traffic seems to be just as active as it has been all through the week.
- H. Target area: 10/10, 6,000 to 6,100'. Visibility unlimited, but the weather is reported to be closing in.

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

MISSION REPORT

OPSFLASH NO. 2, 20 March 1945

- A. O.O. No. J 29-9, dive bombing at Aschaffenburg, AFV Depot.  
Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
15 P-47's dispatched, nil abortive.
- C. 1111 1158 1205 1258 1336
- D. 1 P-47, C&t "A", due to heavy anti aircraft fire.
- E. 15 x 2 x 500 GP 1/10 1/100  
30 bombs in target area. Reports are the basis for reporting the bombing results as excellent. 2 flights attacked the eastern portion of the target and 2 flights attacked the western portion of the target. Of the 4 buildings on the east side of the target the 2 extreme ones are claimed destroyed, the 2 center ones damaged. Of the 3 buildings in the western portion of the target the small square building was destroyed, the long building next to it was damaged and the lone large building was destroyed.  
The only strafing done here was a strafing pass made by an element against some light gun positions, but no claim is made.
- F. 1) Nil  
2) Worms; M 4515: moderate, accurate, heavy  
weak, inaccurate, light.  
M 978528: weak, inaccurate, light.
- G. At 1245 from about 6,000' at M 3781, a loco and about 35 plainly marked hospital cars were observed entering Idstein.  
The M/Y at M 978527, which is Aschaffenburg, has over 200 cars in it but no locomotive activity, as the iplots report.  
Beginning at a point M 5248 on the river about 20 barges were observed on both banks of the river from 12,000' at 1210. No activity about these barges.
- H. Target area: 2500 to 4000', 6/10: 15,000', 8/10. Visibility about 15 miles.

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

MISSION REPORT

OPSFASH NO. 3, 20 March 1945

- A. O.O. No. J 29-7, dive bombing at M 797678. Capt IVEY leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
14 P-47's dispatched, nil abortive.
- C. 1525 1550 1555 1645 1731
- D. 1 P-47, Cat "A", due to heavy anti aircraft fire.
- E. 14 x 2 x 500 GP 1/10 1/100  
All bombs in the target area. The pilots report that about 5 hits were scored in the briefed area with no claims being made as to buildings destroyed since the attacked target area was covered by smoke. One bomb landed in the town of Dietesheim, M 8070, destroyed a house in that town and no other hits recorded. General concensus of opinion is that bombing results at best were fair.  
No strafing.
- F. 1) Nil  
2) M 8862: Moderate, accurate, heavy.
- G. At the time of this mission no railroad activity of any kind was observed. At the Rhein Main Air-drome M 8161 from about 5000' at about 1600 hours, 4 FW 190's were observed on the ground. 2 were located at the northern edge of the field in a wooded area, and 2 were located in the southwestern part of the field in a wooded area.
- H. Target area: 6-7,000', 3/10. Cirrus at 15,000'. Visibility unlimited.

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

MISSION REPORT

OPSFLASH NO. 1, 21 March 1945

- A. O.O. No. J 29-8, bombing mission on rail lines east of Ascheffenburg, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 0805    0826    0830    0948    1033
- D. 2 P-47's, Cat "AC"  
One, piloted by Lt DUFF, made a crash landing at the field here. This was due to light AA.  
One P-47 belly landed at M 3671 as a result of heavy flak, piloted by Lt JETTY. This action occurred at about 0850. Some "Cub" pilots were seen to land and to assist him out of the cockpit and on this basis we are assuming that he is safe.
- E. 16 x 1 x 500 GP 1/10 1/100  
One dropped on take off. 4 dropped at M 5215, armed with NRO since the flight went to the assistance of the plane which was damaged. 5 bombs dropped at point # 10, cutting the tracks at N 022400 and N 025415 and N 023405. 6 bombs were dropped at point # 9, cutting the tracks at N 080570 and N 106580 and one closing this end of the tunnel at N 160590.  
BY STRAFING: In a small M/Y at M 8738, targets some 7 locos, 2 locos destroyed, 3 locos damaged. At M 8240, one MT destroyed. At M 9224, a loco hauling 20 cars was attacked, and the loco was destroyed and 10 cars damaged. At M 9035, small M/Y, one loco destroyed, one switch engine destroyed and 20 cars well strafed and damaged.
- F. 1) Nil.  
2) M 4525 : weak            accurate    heavy  
         moderate        inaccurate   light  
      N 022400: weak        inaccurate   light  
         N 160590: weak        accurate    light  
         M 8240 : weak        accurate    light
- G. The whole target area gave much indication of railroad activity again, but the Squadron had already done more strafing than its fuel supply warranted and could not do any more. The railroad activity consisted of locos switching, apparently in preparation to hauling trains. There was jamming on all channels on the radio beginning at 0825 and ending at 1005 over Neunkirchen. It took the form of the noise of an electric razor and was bad at 10,000', hardly noticeable at lower altitudes. Many of our troops were observed going in an easterly direction at M 0830.
- H. Target area: high clouds, 10 mile vis. Further N, 9/10, 3-5,000'.

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

MISSION REPORT

OPSFLASH NO. 2, 21 March 1945.

- A. O.O. No. J 29-8, bombing mission on railroads, targets 9 and 10.
- B. 368th Fighter Group, 395th Fighter Squadron, Capt EARLY leading. 16 P-47's dispatched, nil abortive.
- C. 1213 1245 1255 1330 1418
- D. Nil.
- E. 16 x 1 x 1000 GP 1/10 1/100  
All bombs in target area. There were 7 bombs at target 9, and 9 bombs at target 10. Claims are, tracks cut at N 126580, one direct hit in the mouth of the tunnel at N 165598, two hits in the M/Y at N 168598, cutting the tracks and destroying 5 cars and one oil tanker.  
BY STRAFING: One MT and one horse drawn vehicle at M 7536.
- F. 1) Nil  
2) N 0045: Moderate, inaccurate, light.
- G. Nil.
- H. 5-6000', 3/10, 10 miles visibility.

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

## MISSION REPORT

OPSFLASH NO. 3, 21 March 1945

- A. O.O. No. J 2908, bombing mission on railroads, targets 9 and 10  
Capt IVEY leading.
- B 368th Fighter Group, 395th Fighter Squadron,  
16 P-47's dispatched, nil abortive.
- C. 1535 1600 1610 1645 1803
- D. Nil.
- E. 16 x 1 x 1000 GP 1/10 1/100  
All bombs in target area. 8 bombs were dropped at N 140580 and  
N 130580, cutting the tracks in both places. There were several  
near misses at this point also. The other 8 bombs were dropped  
at M 730475 and M 759409, cutting the tracks at 2 places and  
destroying one loco.  
BY STRAFING: Between the points of <sup>M</sup> 750410 and M 780420  
a string of about 20 locos and 40 cars of various descriptions  
were found. Some of these looked as though they had been worked  
over before, but our pilots are claiming damage to 2 engines and  
14 cars. At M 770420 one pleasure car destroyed. At M 790380  
five box cars were damaged by strafing.
- F. 1) Nil  
2) M 690460: weak, inaccurate, heavy.
- G. The only observation was on that which was made yesterday and  
that is the M/Y at M 690460 has 100 plus box cars in it which  
could make a good alternate target one day.
- H. CAVU.

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

MISSION REPORT

OPSFLASH NO. 1, 22 March 1945.

- A. O.O. No. J 29-8, Rail-cutting mission, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron.  
16 P-47's dispatched, 1 abortive due to hydraulic system being out. He was escorted by 1 P-47.
- C. 0653      0730      0820      0845      0924
- D. Nil.
- E. 16 x 1 x 1000 GP 1/10 1/100  
Two bombs were jettisoned at U 8253. The abort and the escort.  
8 bombs were dropped at target #11 and 6 dropped at target #12.  
2 possible track cuts are claimed at M 902198 and one possible track cut at M 652018. Following are Strafing Claims:  
Lt WAYLAND's flight: At M 953180, a loco plus 10 passenger cars was travelling north when attacked. The loco was destroyed and 4 cars are claimed damaged. At M 7410 a loco and 3 cars were heading in an easterly direction when attacked. The loco was destroyed. At M 8510, a loco and 8 cars were travelling north when attacked. The loco was destroyed.
- F. 1) Nil.  
2) Nil.
- G. When our Squadron was over the target area, Ripsaw 5 contacted our leader, instructed him to ignore the target and vectored him to Wiesbaden to investigate bandits. The investigation was completed with negative results and the Squadron proceeded to return to the original target.
- H. Milky haze to 5,000'. Visibility, 5 miles.

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

MISSION REPORT

OPSFLASH NO. 2, 22 March 1945.

- A. O.O. No. J 29-8, Rail cutting mission, Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
14 P-47's dispatched, nil abortive.
- C. 1039      1110      1115      1200      1244
- D. Nil.
- E. 8 x 1 x 1000 GP, 8-10 sec delay  
6 x 1 x 1000 GP, Inst 1/100  
All bombs in target area. 2 Inst and 4 delayed at target #12,  
4 Inst and 4 delayed at target 11. A near miss was scored at  
M 912521. At M 918118 the bridge was used as a target and the  
bridge fill was knocked with possible damage to the bridge.  
Nil Strafing.
- F. 1) Nil, except as entered in "G" below.  
2) M 6706: weak inaccurate light.
- G. 2 Me 262's, dark in color, were observed from 5,000' at 1115  
bombing our positions at R 3892. They made their run and im-  
mediately flashed back over the Rhine before they could be at-  
tacked.  
30 plus enemy vehicles were observed from 1,000' at 1210  
at R 105E which were under our artillery fire and our troops  
were observed several miles east of this position. Capt  
EARLY wanted to attack this target but could not in view of  
of the attack by our own artillery.
- H. Clear, with haze at low levels. Visibility into the sun 3  
miles, out of the sun, 6 plus miles.

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

MISSION REPORT

OPSFLASH NO 3, 22 March 1948.

- A. O.O. No. 29-8, Fighter Sweep, Lt Col Douglas leading.
- B. 368th Fighter Group, 395th Fighter Squadron,  
16 P-47's dispatched, one abortive for belly tank and one  
escorted him home.
- C. 1446      1525      1600      1645      1745
- D. One P-47, Cat "A" from an explosion from a boxcar. (Lt SHELLEM)
- E. No bombs loaded.  
The Squadron went on a recce to a point west of Meiningen.  
At this point they began to work over targets of opportunity.  
At H 9009, a concentration of about 8 locos and about 15  
box cars was found and several railway guns. After 10  
strafing passes the 8 locos were severely damaged, 3 loaded  
box cars were set on fire, and the 2 railway guns were  
damaged. At H 8104 2 made up trains without locos were used  
as a target and 8 cars are claimed damaged. There were at  
least 30 cars in this vicinity. At H 8004 two made up trains  
of about 15 cars each without locos were strafed. A terrific  
explosion took place here cutting the rails, destroying at  
least 4 cars and damaging 2 others.
- F. 1) Nil.  
2) H 9923: Intense, inaccurate, light.
- G. No observations of any particular importance were noted.
- H. CAVU.

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

MISSION REPORT

OPSFASH 1, 23 March 1945

- A. O.O. No. J 29-2, Armed Fighter Sweep and Recce. Capt JENSEN  
Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 0702 0733 0836 0849 0934
- D. One P-47, Cat "A", small arms fire.  
2 FW 190's, long nosed, were encountered at 0740 at 10,000' over  
Oppenheim. Capt JENSEN is claiming one FW 190 destroyed as the  
e/a was observed to crash into the river. Lt SNYDER is claiming  
the other FW 190 destroyed since it was observed to crash in a  
field.
- E. 16 x 2 x 260 Frag bombs.  
All bombs were jettisoned over M 4539, safe, when one of the e/a  
made a pass at one of the flights.  
STRAFING: At M 6332 a loco and 12 cars standing still and  
facing south when it was attacked. The loco was damaged, one  
of the cars was set on fire, the other 11 are claimed damaged.  
At M 6325 a lone loco heading south was destroyed. At N 0656  
a loco and 10 cars heading east when attacked: the loco was  
destroyed and one car was destroyed. At N 0254 a M/Y where there  
were about 40 cars and 3 locos, the locos were damaged. At  
M 8862, on tracks and heading south, a loco and 15 cars were  
attacked. The loco and no cars was destroyed. At M 9775, two  
locos were found facing head on; both are claimed destroyed.
- F. 1) 2 FW 190's at 10,000' at 0740 in the locality of M 4539,  
south of Oppenheim. At M 0957, from 8,000' at 0830, a  
single engined aircraft was seen on this airdrome on the north  
edge of the cross-roads.  
2) M 6325: moderate inaccurate weak  
N 0254: moderate inaccurate heavy  
M 8862: moderate inaccurate light  
" " " heavy
- G. Nil.
- H. CAVU except for slight haze.

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

MISSION REPORT

OPFLASH NO. 2, 23 March 1945

- A. O.O. No. J 29-2, Armed Recce, Capt IVEY leading
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 1124 1200 1230 1350 1415
- D. One P-47, Cat "A", due to light AA fire.
- E. 16 x 2 x 260 Frag bombs  
At M 7778, 25 plus freight cars were found and at this point  
16 bombs were dropped securing at least 4 direct hits, destroyed  
5 cars and damaging 5 others.  
At M 6846 the other 16 bombs were dropped on a M/Y area where  
there were about 100 cars, destroying one and also damaging at  
least 8. Other results on this particular target are NRO since  
a P-51 made a pass at this flight and they turned and broke as  
it at first was thought to be an enemy aircraft.  
STRAFING: At M 7778 three flat cars each containing one  
MT which mounted a light machine gun were attacked and destroyed  
since they were set on fire. At M 9954 there were found at  
least 100 cars and 15 of these are claimed damaged. At M 6846  
a control tower was also damaged as well as 15 cars there by  
strafing.
- F. 1) Nil.  
2) M 6846: weak inaccurate heavy  
M 0054: weak inaccurate heavy  
moderate accurate light
- G. There were at least 8 barges on the east side of the Rhine  
river at M 4738, observed from 9,000' at 1315. There was not  
any activity observed in or about these barges at this time.
- H. Haze up to 5,000'. 5 miles vis. in sun, 10 out of sun.

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

MISSION REPORT

OPSFLASH NO. 3, 23 March 1945

- A. O.O. No. J 29-2, Armed Recce, Capt EARLY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
14 P-47's dispatched, nil abortive.
- C. 1542    1610    1620    1750    1815
- D. Nil.
- E. 14 x 2 x 260 Frag bombs.  
All bombs in target area. At # 6847 in the M/Y, at least 250 cars were observed. The bombing attack resulted in an oil fire which spread and enveloped cars in this vicinity setting fire to an ammunition train which exploded and for a period of at least 45 minutes this area burned. Apparently some of the cars contained gasoline since the resulting smoke was white and black and went up to at least 7,000'. Our Squadron is claiming 50 cars destroyed and 50 more damaged.  
STRAFING: At N 0355, 25 freight cars were attacked and 2 are claimed destroyed since they were set afire. At N 0108 15 more freight cars were found and 6 of these were claimed damaged. At N 0479, 60 freight cars and 10 flat cars which had 2 MT's each on them and 4 locos were attacked. We are claiming 4 locos destroyed, 10 cars destroyed, 20 cars damaged and 10 MT's destroyed. At N 0378 an oil warehouse was set on fire destroying the building and it is reported that it set an area of about 100 square yards on fire resulting in flames and smoke up to 3,000'.
- F. 1) Nil.  
2) N 0108: moderate inaccurate light  
M 7445: moderate inaccurate light  
weak inaccurate heavy  
M 9880: moderate inaccurate light  
M 0379: weak inaccurate light.
- G. Red panels were observed at M 5347. No other information to report other than that this appears to be one of the most destructive missions of its kind and my report here is conservative as compared to the enthusiasm of the pilots participating.
- H. Haze up to 7,500'. Vis in sun 2 miles, out 5 miles.

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

MISSION REPORT

OPSFLASH NO 1, 24 March 1945

- A. O.O. No. PFV-2, Area Patrol, Capt JENSEN leading
- B. 368th Fighter Group, 395th Fighter Squadron  
8 P-47's dispatched, nol abortive.
- C. 0546 0621 0635 0746 0826
- D. One P-47, Cat "A" due to small arms fire.
- E. Nil.  
Upon arriving in the area, Ripsaw 1, 2, 3, and 5 and Coolbreeze were contacted. 2 Me 109's which were reported to be attacking our troops were investigated, but our pilots did not observe them. At last at 0735 this flight was released by Purple flight and they went off to do some strafing. At M 6656 loco and 20 cars facing north but standing still when attacked. The loco was destroyed and no cars claimed. At M 6657, 5 locos and 15 cars were found on a siding. One loco destroyed and 2 damaged. At M 6761 a loco and 10 cars facing south but not moving was attacked and the loco was destroyed.
- F. 1) At m 6161 on the Rhine Main Airdrome in the northwest corner a single engined a/c silver in color and thought to be a P-47 was observed. This observation was made at 0745 from 10,000'.  
2) M 6161: moderate inaccurate heavy small arms fire was encountered when the various trains were attacked.
- G. Our panels and troops moving east and southeast along the roads from Gensheim M 4742.
- H. Morning haze to 5,000'. Nil vis in sun, 10 out.

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

MISSION REPORT

OPSFLASH NO. 2, 24 March 1945

- A. O.O. No PFV-2, Area Patrol, Lt DIMAN leading.
- B. 368th Ftr Gp, 395th Ftr Sq, 8P-47's dispatched, nil abortive
- C. 0656 0726 0800 0900 0943
- D. - E. Nil.  
Coolbreeze contacted. A Sqdn of P-47's, code name Novo, was doing extremely close support for our troops at M 5050. Our pilots patrolled until relieved.
- F. - G. Nil
- H. DAVU

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OPSFLASH NO. 3, 24 March 1945

- A. O.O. No. PFV-2, Area Patrol, Capt IVEY leading.
- B. 368th Ftr Gp, 395th Ftr Sq, 8 P-47's dispatched, no aborts.
- C. 0914 0945 1010 1110 1151
- D. Nil.
- E. Nil. Coolbreeze and Drynurse contacted. Patrol uneventful. Upon release from patrol, Drynurse asked our leader to strafe from NW to SE from M 4952 to M 5152. 800 enemy troops were reported in this area, and though this request was complied with, results were NRO.
- F. 1) Nil  
2) Frankfurt: weak inaccurate heavy
- G. Nil
- H. CAVU

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OPSFLASH NO 4, 24 March 1945

- A. O.O. NO. PFV-2, Area Patrol, Capt EARLY leading.
- B. 368th Ftr Gp, 395th Ftr Sq, 8 P-47's dispatched, no aborts.
- C. 1027 1055 1240 1307
- D. Nil.
- E. Nil: Patrol uneventful, and Ripsaw 5 had been contacted.
- F. 1) One FW 190 on the deck heading east M 5050 at about 1110.  
2) M 6161: weak inaccurate light
- G. The pilots report that when e/a are flying on the deck particularly over wooded areas they can be lost to sight very readily as occurred on this mission today. In the length of time it took the pilot to call in the e/a, the FW 190 scooted for the forest cover and was lost. At M 6159, 2 large explosions were witnessed in the woods at about 1230. Since no attack was being made at the point it would appear that the enemy was carrying out demolition. At M 5347(Gr Gerau) 2 enemy ambulances were seen indicating that the city is still in the hands of the enemy. Our panels seen M 5540.
- H. CAVU.

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

MISSION REPORT

OPSFLASH NO. 5, 24 March 1945

- A. O.O. No. PFV-2, Area Patrol, Lt WAYLAND leading.
- B. 368th Ftr Gp, 395th Ftr Sq, 8 P-47's dispatched, nil abortive.
- C. 1310 1330 1440 1510
- D. Nil.
- E. Nil: Uneventful patrol conducted between 9,000' and 11,000'.  
Coolbreeze and Ripsaw contacted.
- F. Nil.
- G. Two and a half pontoon bridges were observed across the Rhine .  
A smoke screen across the river at this point, M 4239, N. of  
Oppenheim. Radio jamming was reported at 10,000' from Kaiserlautern  
to the bridgehead area from 1320 to 1300 and from 1330 to 1335.  
The jamming was like that of an electric razor.
- H. 2/10 cumulus, 8-10,000', moving up from SW. Haze to 8,000'.  
Vis in sun 2 miles, out 6 miles.

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OPSFLASH NO. 6, 24 March 1945

- A. O.O. No. PFV-2, Area Patrol, Lt DIMAN leading
- B. 368th Ftr Grp, 395th Ftr Sq. 8 P-47's dispatched, no abort.
- C. 1408 1438 1615 1652
- D. Nil.
- E. Nil: Coolbreeze and Ripsaw were contacted; entire patrol uneventful.
- F. 2) M 4559: weak inaccurate light
- G. At M 455595 two dummy Ju 88's and two dummy Me 109's were observed.  
Since there was no airdrome at this particular point the dummies  
seemed pointless. At M 5662, a large oil fire was observed.
- H. 3/10, 8500 to 9000'. Vis 2 mi in sun, 6 out.

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OPSFLASH NO 7, 24 March 1945

- A. O.O. No. PFV-2, Area Patrol, Capt JENSEN leading.
- B. 368th Ftr Gp, 395th Ftr Sq. 8 P-47's dispatched, no aborts.
- C. 1600 1637 1820 1909
- D. Nil
- E. Nil. The patrol over the entire area was conducted uneventfully  
Ripsaw No 5 was contacted.
- F. 2) M 5322: moderate inaccurate light
- G. At 1720 eight white smoke markers were seen at a distance going up  
to about 15,000' and breaking into what seemed to be clusters.  
They were observed NE of Manau, and at too great a distance for  
our Squadron to make accurate observations.
- H. 1/10, alto stratus, from 9000 to 9500', vis in sun 1/2 miles out  
of sun 2 miles.

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

MISSION REPORT

OPSFLASH NO 1, 25 March 1945

- A. O.O. No. PFV-2, Armed Recce, Schweinfurt area, Capt IVEY leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
14 P-47's dispatched, nil abortive.
- C. 0623 0730 0745 0905 0941
- D. 1 P-47, Cat "A", light AA fire.
- E. 14 x 2 x 260 Frag bombs.  
All bombs in target area. 4 bombs at N 0818, with no claims.  
8 bombs at S 2596, destroying a loco. 8 bombs at S 3899, destroying a loco. 8 bombs at N 4507, damaging 30 cars.  
STRAFING: Loco and 12 cars heading east at N 0818: loco and 12 cars claimed damaged. Loco plus 15 passenger cars going NE at S 2596: the passenger cars are claimed damaged. At S 3899, previously attacked by bombing, by strafing 5 cars are claimed destroyed and 5 damaged. This train was travelling east. At N 4507, 5 steamed up locos are claimed destroyed. There about 75 freight cars ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ and 5 locos were standing originally. At N 5520 a loco and 20 freight cars travelling NE was attacked. The loco is claimed destroyed, the 20 cars damaged. At N 4603 a loco and 20 passenger cars were attacked; the loco was destroyed. At N 6420 there were at least 10 e/a scattered about the revetments including FW 190's, Me 163's Ju 87's. A pilot is claiming one FW 190 damaged.
- F. 1) The only aircraft observed were those strafed on the airdrome at N 6420, and this field gave indication of having been attacked before.  
2) N 6420: moderate inaccurate light  
N 4507: moderate accurate light  
R 5598: Mannheim: moderate inaccurate heavy  
N 4308: wead inaccurate light  
Small arms fire was picked up off the various locos attacked.
- G. At Wertheim A/d at 0835 from 9000', 25 e/a were observed at N 2532. They were reported as short and squat, black in color and might easily have been dummies. At Amorbach, N 0214, 20 assorted vehicles were observed travelling east, well camouflaged travelling along the sides of the toads, taking advantage of the tree cover and poor visibility in that sector. This observation was made at 0800 hours from 12,000'
- H. Overcast 9-10,000', 10/10 otherwise CAVU.

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

INDUSTRIAL REPORT

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MISSION REPORT

OPFLASH NO. 2, 26 March 1945

- A. O.O. No. J 29-2, Armed Recce, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
12 P-47's dispatched, nil abortive.
- C. 1424 1453 1520 1605 1650
- D. Nil
- E. 12 x 2 x 260 RDX Frag bombs, Inst 1/40  
All bombs on targets of opportunity. 2 at G 0503, destroying one MT. 10 at G 1903, destroying 3 MT's and one small tank. 2 at G 2104, destroying a house. 2 at G 3710 destroying a building. 2 at G 3111, MT as a target, but missed.  
STRAFING: One cab over engine MT at G0403 destroyed. A small car destroyed at G 0404. A horse drawn vehicle at G 3614 destroyed and 3 MT's destroyed at G 3710.
- F. 1) Nil  
2) Nil
- G. This was turned in as a flash report. Our troops and yellow panels were seen going down the Autobahn in a south easterly direction at 1535 at M 275975. There was also observed at the same time going in the same direction at G 275065. Our Squadron leader had originally contacted upon arriving in the area, Coolbreeze, Ironclad, Ponedry, and Frankness, but they had nothing in the way of targets to offer.
- H. Layers of clouds 6/10 from 4000 to 4500', from 6500 to 7500', and then there were layers above these levels. 10 plus miles visibility between layers.

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

MISSION REPORT

OPSFLASH NO. 1, 27 March 1945

- A. O.O. No. J 29-2, Armed Reconnaissance, Capt JENSEN leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
12 P-47's dispatched, nil abortive.
- C. 1409    1441    1535    1620    1656
- D. One P-47 Cat "A", due to bomb blast  
One P-47 Cat "AC", landing at Y57 due to prop failure.  
Lt ANDERSON was the pilot.
- E. 12 x 2 x 260 RDX Frags, Inst 1/40  
The disposition of the bombs: 2 at U 8353. 10 bombs at  
M 6595 in a wooded area with NRO. 12 at M 6584 per instr-  
uctions of Dumpling Brown. At this point 30 small auto-  
mobiles were found and as a result of the bombing 20  
are claimed destroyed and 10 damaged.  
BY STRAFING: In and about the roads at M 6683, 14  
MT's were destroyed, one horse drawn vehicle destroyed and  
one small car was destroyed. There was no general movement  
on these vehicles, most of them were standing still but  
facing east.
- F. 1) Nil  
2) Nil
- G. The Armed Recce was conducted as far as Giessen where  
Ripsaw 2, Coolbreeze and Dumpling Brown came in to work with  
our Squadron. There was no road movement to report other  
than the target attacked.
- H. Clouds from 2,000 to 20,000', 5/10, with rain showers,  
haze and 15 miles visibility between layers.

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

MISSION REPORT

OPSEFLASH NO. 1, 28 March 1945

- A. C.O. No. JFAB-1, A-26 Escort, Capt JENSEN leading
- B. 368th Fighter Group, 395th Fighter Squadron  
14 P-47's dispatched, 2 abortive, 1 cylinder head temperature,  
1 inoperative belly tank.
- C. 0901 0940 1015 1115.  
R/V was made with the A 26's at 1000 hours at 17,000' at  
the target area at 0042. Our Squadron was 5 mins. late  
at R/V point since Lindsey recalled them and Capt JENSEN  
decided to fly the mission anyway.
- D. Nil.
- E. Nil.  
The A 26's were picked up and brought back to R/V at L 8032  
until all stragglers and all formations had completed their  
mission. The last box of A 26's was left at 1050 at R/V  
and our Squadron returned to base.
- F. 1) Nil  
2) Nil
- G. The A 26's did their bombing from 17,000' through clouds,  
and as a result nothing could be reported on the results.  
About 5 or 6 minutes after the bombers then had completed  
their bombing they apparently dropped "window". Controllers  
contacted on this mission were Ripsaw 2, 5, and Gunpost.
- H. 10/10, 800 to 3,000'. Above 3,000' clear to the Rhine.  
In target area 6/10 in layers from 3,000' to 20,000',  
towering cumulus, 15 mile visibility.

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

MISSION REPORT

OPSFASH NO 2, 28 March 1945

- A. O.O. No J 29-7, Armed reconnaissance in Dassel area.  
Lt HAYES leading
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, 2 aborts, one rough engine and one  
belly tank failure, accompanied by 2 escorts.
- C. 1506 1626 1630 1715 1802
- D. One P-47 not yet returned. 2nd Lt THOMAS F. LAYDEN was last  
seen at 1640 at 2,000' between G 8523 and H 2050. Noone seems  
to be able to give any explanation for his disappearance  
since he was not seen after his first strafing pass.
- E. Nil bomb loading.  
Between the points of G 8523 and H 2050 on all roads leading  
east from Giessen wehl ober 500 assorted trucks, vans, jeeps,  
horse drawn vehicles and enemy personnel was observed.  
As a result of strafing attacks we are claiming 62 MT's  
destroyed, 9 damaged, 2 jeeps destroyed and at least 25 personnel.  
This target was reported by Gunpost and Dumpling. The flight  
leaders on this mission were Lt FORTNEY, Lt MCCRONE and Capt  
MILLER.
- F. 1) Nil  
2) At G 8622 a flak train of at least 14 cars was reported.  
There was no locomotive attached and at the time only  
moderate, inaccurate flak was reported.
- G. This was not turned in as a flash report since other Squadrons  
were working in the area and since the controllers were aware  
of the targets.
- H. 6/10, 3-6,000' hight cirrus at 15,000', haze above the layer  
Vis in sun  $\frac{1}{2}$  mile, out 1 mile.

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

MISSION REPORT

OPSFLASH 1, 30 March 1945

- A. O.O. No. JEAB-1, Escort to B 26's and A 26's, target, fuel dump at Ebbenhausen. Lt. HAYES leading.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, 2 abortives ( 1 belly tank, 1 escort )
- C. 1352 R/V 1430 leave bombers 1505 1557
- D. Nil.
- E. No bombs carried. The Squadron made R/V with the bombers who were 2 minutes late over Laacher Lake. Bombers fired red flares - recognition was good. Contact on R/T was delayed due to too much chatter on C channel. About the vicinity of M 8595, east of Bad Nauhm, visual contact with the bombers was lost in 10/10 clouds. Ground controller Gunpost said that the bombers did a 180 and were returning. Squadron relocated bombers and escorted them back.
- F. 1) Nil  
2) Nil
- G. Our panels seen in towns: Bad Nauhm (M 7298) and Friedburg (M7394)
- H. 5-6/10, Stratus, 3500-4500, generally N of the Moselle river. 10/10, 6500-18,000 generally S of the Moselle river.

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

MISSION REPORT

OPFLASH NO. 1, 31 March 1945

- A. O.O. No J 29-4, Armed Recce, Eisenach to Bamberg. Maj Mumaw  
Lts. SMITH, RIEMANN and McCRONE.
- B. 368th Fighter Group, 395th Fighter Squadron,  
16 P-47's dispatched, nil abortive.
- C. 0706 0810 0900 1001
- D. Nil
- E. 8 x 2 x 260 Frags Inst  
2 x 2 x 500 gp RDX Inst 1/40  
6 ships as escort  
All bombs in the target area. 8 frags dropped on m/y  
at Eisenach (H 8168). 4 GP bombs dropped in same area,  
which was also strafed. Good hits were obtained on 3  
trains (total about 40 cars, locos with steam up pointed  
west). Claim: 2 locos destroyed and 1 loco damaged, 3  
cars destroyed and 8 damaged, tracks cut in 3 places.  
Fires were started, which spread rapidly, resulting in a  
large explosion. 8 frags were dropped in the m/y at Gotha  
(J 0964) on 3 trains of 60 cars standing there pointed  
west with steam up. Good fires were started destroying  
50 of the cars. The trains were also strafed and the locos  
destroyed.  
STRAFING: One loco destroyed at H 9464; it was going  
east with 2 cars, and one loco destroyed at H 8765 (small  
switch engine)
- F. 1) Nil  
2) Schweinfurt: moderate accurate heavy  
Eisenach (H 8168) meager inaccurate heavy
- G. The controller Gunpost lost the flight before they reached  
Eisenach. Two trains of heavily loaded cars were seen at  
edge of airdrome west of Schweinfurt. Concrete revetments  
containing stacks of supplies were seen in a small valley  
north of Eisenach at H 8169, appeared never to have been  
touched. There was no road traffic in the recce area and  
no railroad traffic south of Schweinfurt. 30 plus un-  
identified MT's were observed at 0900 from 7,000' going  
into Miltenburg at N 1024.
- H. CAVU over target. 10/10 overcast south of Eisenach, tops  
5,000'. 7 to 8/10 overcast west of the area with tops at  
5,000'.

WILLIAM S. BLAGEN,  
1st Lt., Air Corps,  
Ass'nt Intelligence Officer.

MISSION REPORT

OPSEFLASH NO. 2, 31 March 1945

- A. O.O. No. J 29-4; Armed Recce, Eisenbach area, Lts HAYES, BERGMANN, RIEMANN, HAYS.
- B. 368th Fighter Group, 395th Fighter Squadron  
16 P-47's dispatched, nil abortive.
- C. 1152      1245      1330      1432
- D. 3 P-47's dispatched received Cat "A" damage  
1 P-47 Cat "AC", due to light flak  
Lt WILLIS DUFF bellied in on Y 64, having an oil leak due to light flak, category unknown.
- E. Squadron carried no bombs.  
STRAFING: A train consisting of Loco and 15 flat and 5 box cars loaded with 30 plus mixed MT's, guns and light armored vehicles, headed south at N 7155. It was completely destroyed. There were at least 3 big explosions and the entire train burned as if it were loaded with ammunition. (Lt HAYES first shot the engineer and then concentrated on the loco. Another train of 20 cars headed south at N 6848 was well strafed. Loco was destroyed, 6 oil cars left burning and 3 flat cars carrying one MT each were all left burning.
- F. 1) Nil  
2) N 7155 and 6848: meager very accurate light
- G. About 10 e/a were seen on the a/d west of Schweinfurt. Our troops seen going southeast from Berka H 6564 to Marksuhl H 6962. A column of about 200 friendly vehicles moving east along the river to the E from Freudenburg, N 2234. About 20 - 30 enemy vehicles seen moving north and south in the vicinity of N 7560.
- H. 8/10, strato cumulus, 3500 - 8500' over the whole area of the target.

WILLIAM S. BLAGEN,  
1st Lt., Air Corps,  
Ass'nt Intelligence Officer

MISSION REPORT

OPSFLASH NO. 3, 31 March 1945

- A. O.O. No. J 29-4, Armed Recce, vicinity of Eisenach, Lts McCRONE, WAYLAND, DICKS.
- B. 368th Fighter Group, 395th Fighter Squadron  
12 P-47's dispatched, no aborts.
- C. 1600      1645      1740      1834
- D. Nil.
- E. Nil. The Squadron flew the entire recce area above an overcast, and found no holes through which to operate.
- F. 1) Nil  
2) Nil
- G. Nil.
- H. 10/10 Strato cumulus with tops varying from 9 to 12,000'.

WILLIAM S. BLAGEN,  
1st Lt., Air Corps,  
Ass't Intelligence Officer..