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SQUADRON HISTORY

MISSION # 415-16.....Armed Recce.....

The month started off with Easter Sunday armed reconnaissance. The pilots were briefed to recon the Heustadt-Bamberger-Gemund area. Capt. Ostow was to lead the first mission for the day. Only 8 of the 12 pilots were loaded up with 2 x 500 pounders each, the other 4 being used as top cover. Flying the recon area as briefed, they spotted freight cars on the railroad between Schweinfurt and Bamberg. After bombing with fair results, the boys found the gasoline dump east of Ebrach. They strafed the 15 gas tanks, exploding 2 of these and getting a 3rd one to burn. They also strafed some vehicles and destroyed a locomotive before setting course for home.

The second mission was led by Maj. Crisp on the same recon. When the squadron arrived in the target area, 3 Me 262 jets were encountered south of Wurzburg, but no combat ensued. The enemy planes were below, orbited, then headed northwest. Some of the top cover came down to give chase but the jet jobs got away swiftly. Our troops were approaching Wurzburg from the south. The bombs had to be jettisoned because the M/A were in the vicinity, but they found some M/Ts which they strafed. The weather was becoming worse when this mission returned so no other missions were scheduled for the day.

There was no flying on the 2nd. At first we were released until 1400, then bad weather prevented flying. It was a very uneventful day.

MISSION # 417.....Route Recon.....1 FW-190 Probably Destroyed....

In the morning of the 3rd, the weather wasn't too good. A briefing was held in the morning for an escort but this was scrubbed and another mission was scheduled for escort to the RAF bombers, but this too, was scrubbed. Group Ops received a mission for the squadron to perform a route recon in the Nordhausen-Helldorf area. The take-off was to be as soon as possible, with Capt. Ostow leading. The pilots were set and went out to their planes. While flying in the vicinity of Halle, 3 FW-190s were seen. Lt. Ross, Capt. Ostow, and Lt. Soderlund in turn went after one. Each got many strikes on this 190 and considered the aircraft probably destroyed from the amount of hits. They expected the enemy plane to go down, but its pilot was very experienced as manifested by his evasive tactics. The fight progressed over the town of Halle itself, where Capt. Ostow saw single engine A/C on both sides near the town. In the afternoon, Lt. Cox came back from the Riviera all set to get into the swing of things after his hospitalization.

MISSIONS # 422, 49.....Escort, Armed Recon.....

Briefing was called for 1000 on April 4th. It was to be an escort for mediums with a target in the town of Gallsheim. Capt. Peterson led this one. The A/C pointed out the bombing changes in the area. There were various estimates of the number of

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SQUADRON HISTORY

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MISSION 300 to 307.....Continued.....

The 1st mission for the day was led by Capt. Ostuw. They were requested to bomb Gorbun. The enemy aircraft, 3 or 4 B-17s on 1 July were strafed and damaged on the strip east of Gorbun. About 3 miles southeast of Stalocistok, Gorbun was hit by 1000 lbs. of bombs. The target was about 800 American PWs. The ground controller immediately. The last mission for the day was led by Capt. Ostuw. The ground controller requested the town of Bisfeld to be bombed. After the bombing, the boys were told over the R-1 that artillery observers reported very good results. There was some scattered enemy road traffic which they went after on the way home to complete the day's operations for the squadron. On the way home, they flew over our new fields south of Frankfurt.

MISSION 308 to 310....Armed Recce in Front of Third Army.....

The briefing on the 11th was at 0800. It was for an armed recce in the Badfeld-Gera-Gochwitz-Plauen area. One of the other squadrons was to work north and the other south of our area. Capt. Reinthal gave a summary of enemy aircraft activity, especially on the deck in the Third Army area. Primarily, the squadron was to search for rail and road traffic. Capt. Fourtwright told us very possible movement to the south since the enemy was trying to get supplies, men and equipment into the redoubt area of southern Bavaria. Our armies were continuing to make good progress.

Capt. Ryerson led the first mission. When they arrived over the town of Gera, about 20 miles north of the western tip of Czechoslovakia, the squadron bombed the marshalling yard in the northern part of the town. Its locomotives and cars got a direct hit on 2 locomotives in the yard, and with the bombing of the area, they also destroyed or damaged 20 out of 100 freight cars. In the Gera area, there was very good hunting with all the enemy equipment on the roads and railroads. When the Thunder was used, the tally was 10 locomotives destroyed, 20 PWs and other assorted vehicles destroyed, plus damage to other. Heavy flight destroyed 20 locomotives while heavy flight destroyed 2000 lbs. of vehicles and heavy flight destroyed 2000 lbs. of a train of such on our left exploding. It was a very fruitful mission.

The next mission was led by Maj. Crist. They flew the recce and bombed the town of Wersoy. After this they strafed and destroyed 4 locomotives and worked over the area generally west and northwest of Plauen. One train carried 20 PWs on flat cars which the boys destroyed, plus making a couple of 1000 lbs. of bombs in the area which were giving them trouble. The last mission was led by Capt. Ostuw. When they arrived in the recce area, the recall was given because bad weather was expected to soon in the area. After bombing Munchen-Bernsdorf, they set course for home and were down by 0811.

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SQUADRON REPORT

MISSIONS # 611, 612, Escort.....

Both missions on the 12th were escort missions. The first briefing was held at 0800. The squadron, led by Capt. [redacted], was to rendezvous with A-26s over Sarrebourg, and then head west on the way to and over the target at [redacted] in south of Bavaria, east of Lake Constance. To bring the boys up to date with what the ground forces were doing, the AIG pointed out the bombing only a few miles from [redacted] as a security measure was imposed on German military movements. The Germans closed up to the Gulser Zee and the British were almost up to the north coast. P-47s orbited over Coburg until it decided to surrender, and it did. The planes took off and rendezvoused with a force of A-26s as ordered, took them to the target, which they hit with good results, then escorted them home to friendly territory.

The other escort mission was led by Capt. [redacted]. The target for these bombers was in the town of [redacted]. When the boys arrived at the rendezvous point, near Frankfurt, they had to stay under the clouds. Calling the bombers, they were above the squall and setting out on course. Eddie [redacted] then took the boys through the multi-layered overcast and met up with the bombers near [redacted]. After the bombing, they escorted the A-26s. Making some observations, they saw our troops moving eastward. Capt. [redacted]'s flight stayed with the cripples until the controller sent word of them. Each had one engine out.

In the morning, some of the squadron's [redacted] men left for Y-12 via C-47 to help in the preparation of the base which was to be operational by the 15th.

MISSIONS # 613.... Armed Recce... Lt. Wilcox Gets An Arrow PCB.....

The shocking and tragic news of the death of our President and Commander-in-Chief came over the radio very early on the 13th. There wasn't a man who didn't feel the terrible loss. It was bitter news.

The day's mission was for an armed recce in the Halle-Dessau Torgau area. There were no definite targets. The latest news from the front was the Fifth and First Armies either up to or across the Elbe River, with latest bombing about 50 miles from Berlin. The better weather wasn't expected until the afternoon.

Back in the squadron, the pilots waited for take off time to be called in. It finally came in for [redacted]. Maj. [redacted] and the boys went out to their strips and prepared to taxi down to the runway. The weather was poor in the target area. Carrying 1745 bombs, they found what they believed to be the marshalling yard at Penig, northwest of Chemnitz, and bombed it. A locomotive exploded and many cars were left burning. After strafing, they got 3 more locomotives and some vehicles, including gasoline trucks. South-east of the bombed yard, Lt. Wilcox caught an enemy aircraft later identified as an Arrow [redacted]. As he bounced to check [redacted], the enemy aircraft bellied-in into an open field as the men ran into the woods nearby.

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Squadron History

18th Air Corps, etc.....continued.....

18. Micox wanted to make sure of the destruction, so he started the enemy aircraft which burned as a result. Our troops were seen outside of the town of Altenburg, about 20 miles north of Leipzig.

In the evening, all pilots' baggage was ready for the morning's trucking to Y-78, as was other equipment from each detachment and the personnel scheduled to leave for the new base in the morning of the 14th.

The squadron was released from operations for the 14th. The convoys left for Y-78 early in the morning. At the Runklitz Rhein-Flain field, the advance party was working continuously so that the operations could start on the 14th. Maj. Kernli was in charge of the men. The village of Zepelinheim was evacuated to accommodate the group and our squadron had quarters ready in the houses. At Y-78 the preparation for the move of the rest of the men and equipment continued and at Y-78 every thing was being readied to accept the planes on the 15th.

MISSIONS # 314, etc.....Planes Arrive at Y-78...Escort and Armed Recon.....

At Metz, the squadron was briefed on April 14th for an escort mission with mediums, after which the boys were to land at the new base, Y-78. They accomplished the mission with Maj. Cris. leading. This was Lt. R.R. Sharp's first operational mission with the squadron. In the early afternoon, the non-operational airplanes were ferried in and the planes returning from the mission landed at 1808. There was a mission awaiting when they arrived. Capt. Ostin was to lead the first mission from our first German base. They briefed to attack the Karlsbad Airbase in Czechoslovakia. The APO was ready with his prop that there may be a few patrols looking out the enemy near Berlin opposite the Ninth Army. They took off and headed out on course. The weather was pretty bad as they flew eastward. About 10-15 miles west of Dresden, the fighters plus found many vehicles. They destroyed about 45 assorted vehicles, including half tracks and horse drawn equipment on the roads and in a couple of T parks. Another 10 vehicles were damaged. All planes returned at 241 after this eventful mission. Some of the pilots hadn't seen their quarters yet, which everyone was moving so up and all wanted to get there as soon as possible. During the afternoon, C-47's were bringing in most of the other men who left Y-78 after the planes took off. This brought us to the 7th Field located on the continent since our landing on Normandy. The enlisted men occupied the homes on Kapitan Fleming Strasse and the officers were in the homes on Kapitan Strasser Strasse in Heppelmeim, only a mile east of the field.

The operations, intelligence, personnel equipment, pilots' room and Doc Cox's Dispensary were located in the one building on our site now on the line, the other departments were set up in pyramids opposite this building handy to the dispersal areas, the mess was a nice walk from here and the orderly room and supply were set up in the living area.

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MISSIONS - 012 - 01.....Continued.....

The missions for the day were to be aimed toward the area around Hilsen for the squadron was advised of the high probability of finding the Hilsen Airfield and were to attack it. The mission was to be carried out by the squadron of 12 aircraft. When they arrived over the target, the aircraft were so ordered as to be too low to be hit by anti-aircraft fire. They then proceeded to attack the airfield. They continued to attack the area. After straggling and destroying a number of locomotives and vehicles, the squadron attacked the airfield west of Prague and destroyed 7 Ju 52 and damaged 7 other aircraft airplanes in the night.

Maj. Criss led the second mission. They attacked over the Hilsen Airfield passing close to it, but didn't trust the area as the 1st. They too, continued westward toward Prague and destroyed much individual activity in the area between Hilsen and Prague. Three days destroyed 12 locomotives plus some other target items. The way home to the camp was the way they were flying over Hilsen again. This was Maj. Boer's first mission since he came back to the squadron after his leave. The third mission was led by Lt. Col. [Name] and worked over the same sector as Hilsen. Destroyed 12 locomotives, 12 vehicles, and destroyed 12 locomotives. Lt. Col. [Name] and Capt. [Name] led the first mission. They attacked over the airfield in the late afternoon, burning and destroying several planes.

MISSIONS - 013, 014, 015.....Aimed toward..... [Name].....

The 1st mission was aimed toward the area between Charnitz and [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles. The second mission was aimed toward the area between [Name] and [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles. The third mission was aimed toward the area between [Name] and [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles.

After the first mission, the squadron was ordered to [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles. The second mission was aimed toward the area between [Name] and [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles. The third mission was aimed toward the area between [Name] and [Name]. The mission was to be carried out by the squadron of 12 aircraft. They attacked over the area and destroyed several locomotives and vehicles.

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RUSSIA S... ..

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The first mission... ..

On April 21st, the objective... ..

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The second mission was led by Capt.

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MISSION # 129.....Aimed Recon.....

The first mission was led by Capt. "Bull" Peterson. These boys worked east of Chumani looking for vehicles, some on first pass they destroyed approximately 20 vehicles of all types and damaged 20 of them. It rained during the mission, but they were able to get in. A few trucks went into a house which was set ablaze. Capt's airplane was hit by AAA and the pilot was forced over the wire when he landed.

The weather became worse after the second mission. The ceiling lowered and operations were called off. We received 2 new pilots in the afternoon - 1st Lt. Eugene Stolligson and Robert J. Cole.

MISSION # 130.....Aimed Recon.....

On the 13th, the boys were briefed and told. Operations were to be in the Pilsch, Pilsch, Pilsch area. The 1st Lt. told the boys that they were to remain. The 1st Lt. Army's divisions were being shifted around and heading southeastward in Savakia. Capt. Bert Longary led the mission. They were airborne at 0600. It rained during the mission. They were able to get in. A few trucks went into a house which was set ablaze. Capt's airplane was hit by AAA and the pilot was forced over the wire when he landed.

The second mission was oriented but didn't take off because of the weather. A release came in that night. Capt. Peterson, a pilot's meeting, then announced the operations to First Lieutenant of 1st Lt. Hunter - 1st Lt. Cole, Stolligson, Young, Bennett, Hollman, Miller, Kothart, Brizewald, Tumbert, Whelan, and Chandler. The 1st Lt. was going to come over the wire with all these promotions. A release came in for the 1st Lt. and the boys all attended. Some of the boys were shown along with some of Doc's history scenes of the squadron. There was some local flying in the late afternoon for the new pilots assigned. Word came down from Camp Case at Pilsch, IA since June 1944, that was a 1st Lt. from the 1st Hospital. He had been a POW since the area was liberated on the 10 April. Following is a V-mail which 1st Lt. Pace sent to our CO, dated 10 April.

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Lt. Jace's letter:

Dear Sir:

I was liberated by American soldiers at 1000, 10 April. I've been in a German hospital since I was shot down and have recovered from surgery very nicely.

I will try my best to get back to the group before going home. Please tell all the boys "hello".

I have seen you overhead many times and wished that I could have been with you instead of in the ground.

I hope to see you all soon.

Yours truly,
Robert M. Jace

MISSION # 881-5 C....Armed Recce...Avarusby Gen. Neyland.....

At the first briefing on April 20th, the squadron learned that it had an armed recce in the vicinity Regensburg, Ingolstadt area. The SAC mentioned the proximity of Russian and American troops, expecting a link up very soon. Capt. Clark gave the radio recognition signals to the pilots in case the squadron flew over an area up north along the battle line where some Russian equipment might be seen. Our two A-1's were fighting in Berlin. The weather wasn't expected to be too good in the target area during the morning, so no definite take off time was given. After the briefing, the squadron went to their respective sites. I release came in until noon. Waiting for the take off, it finally came in for 1015. Maj. Baer led the squadron. They came upon the marshalling yard at the northwest part of Munich which was full of freight cars and locomotives. They couldn't observe any results but most of the 8 frag bombs were put into the yard. The other 4 bomb-up ships put theirs into the marshalling yard at Freising, starting a fire in a warehouse. South of Ingolstadt they destroyed 3 locomotives and damaged 15 others. When the boys came home, they also reported the Munich area as very active.

Lt. Lloyd Gardner was assigned to the squadron this day, giving us another pilot. At 1300, Gen. Neyland, our SAC Commanding General, presented medals to the officers and enlisted men. Pilots received air medals, D.F.C.'s, Silver Stars, and the Bronze Star Medal was awarded to the enlisted men. Included among the pilots were Lt. Baer, and Capt. Herchner who received their Silver Stars. D.F.C.'s and D.F.C.s were pinned on Capt. Olson, Loughey, and Ito. Prisoner of War Strickland, Johnson, Dixon, Duncan, Hansen. Some of the Air Medals were given to Ito, Jones, Huff, Brewer, Soderlund, Sneed, Hunt. P/Sgt. Nichols, P/Sgt. Shelton, S/Sgt. Stage and Pvt. Kohler were among those receiving the Bronze Star. After supper the squadron officers played the enlisted men in a softball game, the officers winning 6 - 5.

MISSION # 881-5 C....Armed Recce...Lt. J.H. Sharp MIA.....

April 24th brought a 1000 briefing for armed recce in the same area as Munich, yesterday. The 4 ships bombed up were carrying 4 x 500 lb. frag bombs each, and 4 were to be escort.

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SQUADRON MISSIONS

MISSIONS # 531-533.....Continued.....

There was no word yet about the link-up between the Americans and Russians. The first mission was led by Capt. Ostow. 3 of the ships bombed a marshalling yard 3 miles south of Ingolstadt, then destroyed 2 locomotives by strafing, while 2 others bombed camouflaged coaches on the railroad between Landsnut and Regensburg. The remaining 3 ships bombed other camouflaged coaches and a couple of train cars a little further south. Strafing other rail targets, they destroyed 4 locomotives then got 2 vehicles on the roads.

The second mission was led by Capt. Myerson. When they arrived in the Recco area, the towns of Ebenhausen and Pass, about 3 miles south of Ingolstadt, were suspected of being large military establishments. They bombed the town of Ebenhausen then went down to strafe a well-covered revetment which were under open. It was necessary to get at them through the woods. 3 of these exploded and a 4th one blasted debris up to about 7,000 feet. The pilots said it was the largest they had ever seen. Lt. Jack W. Sharp, one of the twins, was caught passing over this and it hit his plane, causing it to snap a few times then fluttered down to earth north of Pass where it exploded when it hit Cox's Holman. He managed a 10-kill on the ground west of Ebenhausen. A picture of the scene of this area the boys had reported vehicles. This was a very successful mission, but lost Lt. J. H. Sharp, one of the "Twin" boys.

The third mission was to be led by Capt. Leary, but his transport was out and he had to return to base right after take-off. Lt. Jones took over the squadron. They worked south of Landsnut on the railroad and I/Ts. One of the trains they caught had vehicles on fire cars. The locomotive and 2 of the vehicles were destroyed. The other I/Ts were scattered. Coming home, they passed near the target hit on the previous mission when an explosion took place down there. Some fires were still going. After supper, critique ended the day.

MISSIONS # 534-536...Area of Recco...Cooperation...8-8-43 on the Ground.....

It was a 4-day briefing on the 8th. The squadron was to continue on armed reconnaissance with 10 frag. bombs in the Pilsen, Prague, Karlsbad area. The HQ gave the first Russian coastline which followed the American from Passau down to Chebnitz then cut over southeast to Prague. There was no link-up announced yet, but the news on the 8th made it official with the link-up area near Forau. The pilots were briefed not to operate east of Prague or north of the log between Prague and Karlsbad. Capt. Leary led the first mission. They flew out to the area and bombed 2 active factories about 10 miles west of Pilsen. Continuing on their reconnaissance they worked over rail and road activity, destroying 11 locomotives, 6 of which were in the Gultz marshalling yard.

The next mission was led by Capt. Leary. They went out to their airplanes and talked out when Spout Jones called and told of a request for help by the III Corps. The planes were halted on the field and the mission changed. They were to go to the Regensburg

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SQUADRON HISTORY

MISSIONS - 557-558.....Continued.....

Munich area and contact the controller. After taking off and arriving in the area, 3 ships bombed up and a with rockets, they contacted the III Corps and referred them to one of the divisions. The squadron ended its working about 18 miles north of Ingolstadt, where the division, thought to be the 1st Airborne, requested the knocking out of artillery pieces which were giving them trouble. The bombs were put into the town of Iringhausen upon request. The rockets were fired into areas which were suspected and intonitz where a fire was started.nitz was well raised by snatching their positions in there. After pulling a recce. of the roads south of this area for the controller, they returned home.

The last mission for the day was different, too. Group called for the squadron to attack the Weiding Airfield, about 10 miles west of Linz, Austria. 100 single-engine fighters were reported on this field. Lt. Jones led this one. When they started to peel off, the also opened it with both heavy and light guns. The frags were dropped on the field with results of 3-3-13 single engine aircraft. A fire was also started in the northwest corner. The boys couldn't get a very good count on the number of planes in the field but an estimate was 30 seen. The planes were down from this mission at 2030.

At approximately 2230, an attack on our base by a lone single engine enemy aircraft was quite a surprise. He fired a short burst on to the southeastern part of the field but there were no casualties. The Jerry got away immediately and headed east. Earlier in the day, word came through that Its. Fox, Miller and Schnedler were going on DS to be Tactical Air Liaison Officers.

MISSIONS - 557-559....Armed Recce, Some Close Coordination....

April 25th's first briefing took place at 0545. The squadron was to work towards the Munich area, contacting the III Corps on entering his vicinity. The GIC mentioned armored spearheads hitting out for the Austrian frontier. The French and the Seventh Armies linked up south of Stuttgart forming a pocket there. A spearhead bombline went into Austria opposite the town of Linz. Russians were last reported about 70 miles from there.

Capt. Ostow led the first mission. When they arrived in the area, the ground controller asked them to work south of his area since there were no definite targets. The 3 ships with the bombs went after a train which was carrying vehicles on flat cars. They destroyed 10 M/Ts with the bombs then strafed and destroyed its locomotive south of Pfaffenhoefen. After this, they continued on and found other Jerry M/Ts and locomotives to get after.

The next one for the day was led by Capt. Ryerson. This was the first operational mission for Lt. Noble. Bombs and rockets were carried. All the bombs were put into the Kitzseeon Marshalling yard, east of Munich, getting good hits on what appeared to be supply stacks. The 10 rockets were lobbed at freight cars in the Pkt. Schwaben marshalling yard. Enemy tracked vehicles were seen in the Ebersberger Forest, about 10 miles east of Munich. O

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SQUADRON HISTORY

Missions # 687-509.....Continued....

Our troops were crossing the Danube in the vicinity of Abbach, about 40 miles northeast of Ingolstadt. The weather wasn't too good when they were in the target area.

The third and last mission for the day was led by Maj. Baer. The take off was held up a little while because of the weather but the mission was cleared for operations. Working with one of the divisions, they bombed the town of Lauern, south of the Danube, about 18 miles east of Ingolstadt. Others bombed and fired their rockets at Baden, a little west of Lauren. Some rockets were also fired at tanks in Vonberg, 11 miles east of Ingolstadt. Enemy soldiers were trying to blow up a bridge at Volburg so the squadron went down to strafe them. However, the bridge was finally blown in front of our troops by the Germans as the squadron left the area. This was Lt. Stoll-Ros's first operational mission with the squadron.

Earlier in the day, Pts. Fox, Miller and Schneider left for KIA ENG. Capt. Ross Smith was assigned to the squadron.

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The briefing on the mission was for a place in the Rhine area. The weather wasn't expected to be good, though, so no definite take off time was given. The pilots returned to the squadron side down in the line of Capt. Betsch and Hauptmann Betsch. They waited and waiting out no take off time was given. In the end, the mission was called off and the pilots went out to the planes. However, the take off was delayed because of the weather. The mission was called off and the pilots were ordered to return to base as soon as possible to rest on the airfield southwest of Rheinhausen, where the squadron was based. All the pilots were given the information for the mission and the briefing was given. Expecting the weather to be poor at the base at the time of the mission, they were given the call sign of R-1, northwest of Rhine, in case they were diverted to it. They immediately got out to the planes and went out on the mission. The weather was poor in the target area. They got to the airfield, bombed the area and received damage to aircraft, and set a hangar on fire and some buildings on fire. There was a report of a plane on fire, too. The pilots were then diverted to R-1, but had to land at R-2, just east of R-1, because of an accident at R-1. The weather was poor at our base. Lt. Fox and Miller were ordered to stay at our base. They remained at this base until the next morning.

Pts. Fox and Miller returned to the squadron from KIA ENG since there were no assignments for them. They came back with word that Lt. Schneider went to work with the Air Division piloted at the 15th Armored Division. Two new pilots were assigned - Capt. Otis J. Foster and 1st Lt. Grant E. Higgins.

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11-11-44...Weather for 1000...Aired Recce...

On the 11th, briefing was held at 0800 for airdrop recce in the Pilsen, Pisek, Wallein area, looking for rail traffic. The planes weren't back from 10-11 yet but were expected soon. Weather wasn't very optimistic so no definite take off was given. The HQ didn't have much news. The deadline went down to Munich. Back in the squadron, the pilots waited & take off. The planes came in from 11-12 at 0804. The weather didn't become any better. News came of the pending move to the new base at R-13 at Zuchschwabach, about 7 miles southwest of Bamberg. There were no missions all day due to the weather. It was announced over the radio that Germany wanted to surrender to the U.S. & Britain only, but this offer couldn't be accepted because the enemy had to surrender unconditionally to the three major allies.

At 0815 on the 11th, the squadron was briefed to recce the area scheduled for the 12th. The Seventh Army was closing in on Munich, and there were all sorts of rumors about the war in Europe, all refuted. Capt. Longmire led the squadron on this mission. They worked in the Pilsen area. About 10 miles northwest of Pisek they bombed and strafed a train carrying 10 vehicles, destroying the locomotive, 2 W/Ts and damaging the other 10 vehicles. They also bombed some freight cars and another train. The locomotive of this second train was destroyed by strafing. The rockets were fired at a train south of Pisek and into a marshalling yard just east of Strakonitz. Still another train was caught and its locomotive destroyed near Strakonitz. The boys also saw many civilians on the roads in the area blown over.

The weather was becoming worse to operate in. In the afternoon, which brought a release at 1600 with no other mission flown. Three new pilots were assigned this day - and Lt. Emanuel Souding, Earlton A. Peckstone, Curtis P. Dryden, and Lt. Norman was transferred from the squadron, effective this day.

The last day of the month brought a 0800 briefing. The airdrop recce was to be in the Domlice - Pilsen - Pisek area. A secondary target, the W/T park in Susice, was given in case there were no targets to hit. The 11th told of the advances by the Seventh Army into Austria, southeast of Munich. Radio reports mentioned American troops entering Munich. The 11th Airborne Division was waiting for the infantry to catch up to it before rushing ahead into Austria from a point northwest of Linz. Lt. Jones was leading. When they came upon the marshalling yard at Pilsence, about 10 miles north of Pilsen, most of the bombs and rockets were put into it with very good results, destroying 3 locomotives, 10 box cars and damaged many others. A little to the east of this, 3 W/Ts were destroyed and damaged 2 locomotives. (First operational mission for Lt. Carder)

The second mission for the day was a leaflet dropping one, 4 ships led by Maj. Baer. There were 7 points to drop them over, towns generally to the north and northeast of Munich. The mission was accomplished and on the way home they saw our troops approaching the Isar River between Freising and Neusburg.

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S. ABRAHAMSON

MISSING - 101-100.....Continued.....

The other aircraft were held up and finally released due to the weather. Capt. Johnson flew it. Col. Sorrell flew the R-48 in it and returned with a description of the enemy's new base.

The squadron's 10th month in the air has come to a close. We moved into Germany and set up in the province of Baden-Wuerttemberg. The 10th month was filled with missions to the Czech, Bulgarian and Austrian frontiers, then flew over Czech and Austrian territory. The Russians and Americans landed in the city of Munich was practically in American hands and the Nazis had very little of Germany. Our planes hit the Luftwaffe in the air during the 10th and downed a number of them by burning the engines and causing the aircraft to crash. We lost one of the 10th month, Jack J., who was downed near the attack on the German headquarters in Bavaria. The Nazis were being pushed in front of our aircraft and hit hard by our bombs striking and destroying many locomotives and vehicles. The night continued as Jerry was getting down on his knees as the Allied forces were completing the battle for Germany.