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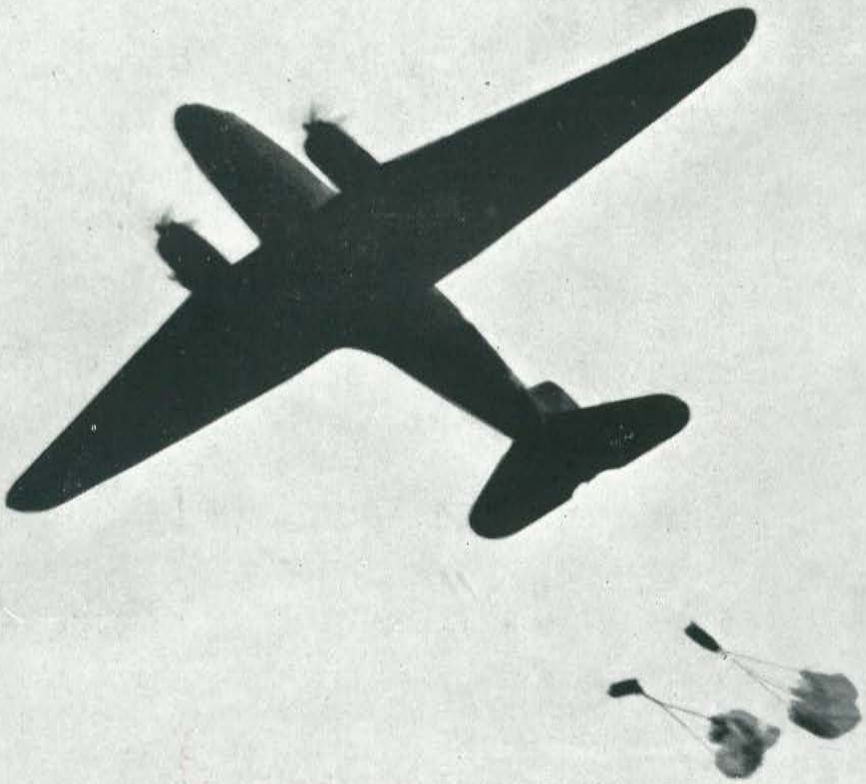
BACK LOAD

SOUTH CAROLINA · MISSOURI · NORTH CAROLINA · INDIANA · CALIFORNIA · AUSTRALIA · NEW GUINEA · NETHERLANDS EAST INDIES · PHILIPPINES ·
A True Record of
Historic Days spent
in the
Southwest Pacific
by

BACK LOAD



". . . DROP MISSION . . ."

BACK LOAD

FEBRUARY 1943–JUNE 1944

433RD TROOP CARRIER GROUP

NEW GUINEA

Set up, printed and bound in Australia by
Halstead Press Pty Ltd, 9-19 Nickson Street, Sydney
1945

This book is dedicated to every member of the Group, past and present—to those of our comrades who gave their lives doing what they believed in, to our families, sweethearts, and friends, and to those of us who want to remember a job well done.

LT. COL. CECIL B. GUILE.

TO THE OFFICERS AND MEN OF THE 433RD TROOP CARRIER GROUP

This book marks a milestone in the history of our Group. Much has been accomplished; but the job has merely begun.

As your Commanding Officer there is one thing I must say: The excellent records that were built up in the period of training and in the months of combat duty, and the contributions we have offered to the final victory were made by the concerted effort of every man concentrated into a single mass of cooperation.

The men who fly the planes, the men who cook, the men who drive the motor vehicles, the men who keep the planes flying—every single one of you has my utmost thanks and admiration.

This book will serve as a lasting monument to a work well done—a ceaseless effort in which we all can take extreme pride. And in future years when the show is ended and we are enjoying the fruits of our labors in the Southwest Pacific, BACK LOAD will serve as a constant reminder that the men of the 433rd Troop Carrier Group wrote a most important page in the story of our nation.

CECIL B. GUILE,
Lt. Col., Air Corps, Commanding.

GENERAL OF THE ARMY DOUGLAS A. MACARTHUR,
Supreme Allied Commander of the Southwest Pacific Area.

GENERAL OF THE ARMY HENRY H. ARNOLD,
Commanding General of the U.S. Army Air Forces.

LT. GEN. GEORGE C. KENNEY,
Commanding General Far East Air Forces.

Lt. Gen. George C. Kenney, Allied Air Commander in the Southwest Pacific, characterized the New Guinea operations as more remarkable than the Nazi conquest of Crete by air. "Our main reliance was upon standard cargo planes, chiefly C-47's. They ran on schedule. Many of the pilots had never seen the north side of the mountains when they were first called upon to undertake this job. They certainly delivered the goods."—*Airview,* November 1943.

MAJ. GEN. ENNIS C. WHITEHEAD,
Commanding General 5th Air Force.

BRIG. GEN. PAUL H. PRENTISS,
Commanding General, 54th Troop Carrier Wing.

BRIG. GEN. WARREN R. CARTER,
Former Commanding General, 54th Troop Carrier Wing.

LT. COL. JOSEPH A. ANDERSON,
Executive Officer.

STAFF OFFICERS

Back Row (left to right): Maj. Alfred J. Wulff, Chaplain Richard K. Orr, Lt. Robert E. Lavin, Capt. Joe E. Stokely, Maj. Guy W. Cramer, Capt. James J. Sullivan, Capt. Levi L. Marcum, and Maj. Torkel Holsoe.

Front Row (left to right): Maj. Erwin Baird, Lieut. Col. Cecil B. Guile, Lieut. Col. Joseph A. Anderson, Maj. Edgar W. McNeil.

Group Headquarters, Nadzab.

This is the autobiography of a group of Americans banded by fate to do a job.

Here is the story of a Troop Carrier Group, the largest in the world—Lieutenant Colonel Guile's 433rd.

Troop Carrier is, and has been throughout this war, an integral part of the Army Air Forces. When invasions have been made in various theaters of operations and paratroopers and airborne infantry had to be flown in, in advance of the other invasion forces, when reinforcements were imperative, when ammunition or engineering equipment were running low, when wounded had to be evacuated, or when General Patton suddenly needed maps of Germany during his rapid advance, Troop Carrier was called upon—and came through. In spite of being the youngest organization in the Army Air Forces, Troop Carrier has established an enviable record, which has been acclaimed and commended by all Allied Armed Forces which Troop Carrier has so faithfully served.

A Troop Carrier Group is not gathered in one fell swoop; it is a continuous process. So to you, past and present members of the group, and to you, our families and friends, we present the 433rd Troop Carrier Group as we were and as we are. . . .

IT ALL BEGAN WHEN . . . MAJOR CECIL B. GUILE arrived at Florence Army Air Base, Florence, S.C., on February 9, 1943. He was agreeably surprised to learn of the progress made by the embryo 433rd Troop Carrier Group which he was to command. Capt. Edgar W. McNeil, who eventually became S-1, had arrived from Stout Field, with four 2nd Lts.—Ebaugh, Estes, Hucker, and O'Shea who have played an important part in the group as squadron adjutants—and set to work. Major Richard Mayer was on hand with 1st Lts. Harris and Holsoe and 2nd Lts. Gable, Ader, Enochs, Early and Fach, all of whom have done their bit as Staff officers throughout the history of the group. S/Sgt. Barnhill and Cpl. McCranor were the lone enlisted men occupying the barracks.

Maj. Edgar W. McNeil, Personnel.

The next day Col. Shugart, Base C.O., signed the order that gave us life and Major Guile officially took command. Late that evening the true cadre of officers and 174 enlisted men all of the 63rd Group arrived in a rainstorm from Victorville, Cal. Major Guile then and there displayed the forethought and consideration that has made him admired by us all. He stayed up until 2 a.m. supervising the chow and the assignment of men to quarters. The creamed chicken was enjoyed by all.

Maj. Erwin Baird, Operations.

Officers and enlisted men alike had some of their happiest days at Florence. "Southern hospitality" was the true order of the day with organized parties for all a weekly occurrence. Florence womanhood was in flower and several permanent friendships were formed. The group's playboy and most eligible bachelor, Lt. Collas G. Harris, from "Virginia, suh", succumbed to the wiles of a southern belle and led her to the altar a few months later.

Among the cadre officers were Major Smith, Capt. Busse, Capt. Baird, and Lts. Bonner, Flanigan, McDonald, Gerlach, Head, Adams, and Willingham. Taking their places in group headquarters and in the squadrons they established an efficient military program to take care of the many problems of activation.

With new men arriving the commanding officers found that the four 1st Sgts.—McMahon, Flake, Sherman, and Griffin—could handle most of the swirling red tape coincident with classification, placement, assignment, and training. The several hundred new men arriving daily were no doubt impressed with the efficiency of Sgt. Duncan MacGregor who, early established himself as official greeter and back slapper.

Maj. Alfred J. Wulff, Supply.

Our two planes were kept busy with enlisted men and officers alike lining up for the next ride in order to collect flying pay. The 70th Squadron undertook the important task of feeding the entire group in a mess hall four miles from the collective group and squadron headquarters. Sex lectures and gas mask drills were seemingly the most important parts of the training, for the men were given a liberal dose of each. Capt. Guy W. Cramer joined us to become Group Surgeon. 1st Lt. Irwin D. Arbesman was also assigned, but he had to chase us all the way to Sedalia, Mo., before "reporting as ordered, sir"; our medics staff was now complete. Our pleasant sojourn at Florence was to end abruptly. It seemed like everybody in Florence, including the waiters at the Colonial Hotel, knew we were to move before Major Guile was informed. But eventually travel orders were issued, and one rainy night we embarked on our first cross-country trip by train for Missouri.

MISSOURI MUD . . .

For five days our caravan chugged through the back country, whistle stops, and freight yards before coming to the Sedalia Army Air Base, at Warrensburg, Missouri. The base, we discovered, was not in Sedalia, not in Warrensburg, but next to the thriving community of Knobnoster. Confusing, isn't it?

Major Torkel Holsoe, Intelligence.

Mud was our welcoming mat and the mat of welcome remained for our stay in Missouri. Oh yes, we arrived in the rain.

The first thing done was to assign an area to each squadron with individual mess halls, day rooms, and orderly rooms. The areas had been left in disrepair, and it was several days before our landscape artists had built wooden sidewalks, filled in washed-out roads, and thoroughly "G.I.'d" all the buildings to make them tenable.

By April 1st we had grown into a full-fledged Air Corps group with almost 1,000 members. We also had nineteen planes, which pleased the several hundred members of the flight echelon who were eager to start their training in the C-47's. At this time we had to reorganize under a new T.O., and Capt. Wulff became Adjutant, Capt. McNeil, S-1, Major Mayer, S-2, Capt. Busse, S-3, Lt. Stults, S-4, Lt. Mize, and Lt. Stokely, Engineering and Communications Officers.

Then came the Glider Detachment to give us trouble. The pilots did not like to tow gliders, and the engineers said it was hard on the planes. There were not enough details to keep the glider men busy. They remained with us until we moved to Baer Field, but we kept a few of them as mementos. Lt. R. J. Wicker of the 70th was the prize example.

We were fortunate those first few months. Officers and enlisted men got promotions as the T.O. allowed. It was at Sedalia that Lt. Archibald, recent A.G., O.C.S. graduate, began the reclassification and reassignment of personnel that became known as the "Archibald shuffle". Lt. Haines came in from Harvard to become Asst. Stat. Officer to Lt. Sullivan.

Capt. James J. Sullivan, Adjutant.

When we were ready to leave Sedalia all key positions in group headquarters and in the squadrons were filled. Despite the drain of personnel for cadres for two new groups, O.C.S. and A.S.T.P., the 433rd was becoming a well-balanced combat team of young Americans led by Captains Baird, Bonner, Flanigan, and McDonald as Squadron Commanders.

While at Sedalia the real training began. The pilots flew 'round the clock each day and a more eager beaver bunch could not be found. However, Wing, a consistent kill-joy, placed a number of obligations on the group which hampered the actual training and the checking out of pilots. Our planes and pilots were made to operate the "milk run" from Sedalia to Alliance, Neb., to Stout Field, Indianapolis, Ind., and Patterson Field, Dayton, Ohio. In addition, for several weeks we furnished planes to Westover Field, Mass., for participation in the training of the airborne engineers. This was good training for checked-out pilots, but for the bulk of the pilots who had just arrived from transition schools, it meant inactivity and ground details.

Maj. Guy W. Cramer, Flight Surgeon.

An experience cherished by all, and especially by headquarters men, was our excursion to Ft. Leavenworth, Kan. Here we joined forces with the 70th Squadron. For three days we fired at rain-obscured targets with Springfield rifles. For three days we worked targets. For three days we plowed through calf-deep Kansas mud and for two nights we camped under the rain-laden clouds in hay-blanketed pup tents. It was on this trip that part of our convoy took a detour, got lost, and "the army" was conducted through the campus of a school for wayward girls. It took a few minutes to unravel the transportation problem but quite a few to get the G.I.'s away from the wanton women who stood at windows and waved as though they had not seen men for a long time. While it was far from being a picnic we did gain valu-

able experience in pitching tents, clearing areas, learning camouflage, and shooting under the worst conditions.

New arrivals at Sedalia were a daily occurrence. Chaplain Orr and Lts. Watkins and Reiter were among the Sedalia joiners. In an effort to round off the rough edges the departments started classes in departmental procedure. The Communications boys really kept on the ball and attended classes conducted six hours daily. Instructors were the boys themselves. Every afternoon the code keys clicked away at a merry clip and the remaining members of group became "dit-dah" happy.

Capt. Richard K. Orr, Chaplain.

Intelligence and Operations personnel attended a four weeks' course with four hours of classes every afternoon. Exams were given at the end of each week, causing much sweating and many headaches. However, a great many valuable things were learned.

Capt. Charles E. Enochs, Intelligence.

The A.S.T.P. program came to the fore at this time, and like a tidal wave swept a great many of the enlisted men before it. All staff sections suffered losses. One of the requirements for this schooling was 115 on the Army General Classification Test and the possibilities of this program looked very favorable. Later reports showed, however, that the men did not get the breaks which were expected, and some were yanked out of college and placed in the infantry.

The first bit of sadness to hit the group came with the suddenness of a gasoline explosion. Just at dusk on April 16th a 67th Squadron plane, piloted by Lts. Henry J. Trawinski and Ross L. Livasy, Jr. and with Pvt. Phillip H. Bacon as crew chief, was making a practice landing, when a plane from the 68th Squadron made a simultaneous approach. The tower operator, confused by the two planes, gave incoherent signals which caused the aircraft to collide about a hundred feet above the strip. The 67th plane exploded in mid-air, instantaneously killing all. The 68th plane, which had several passengers aboard, landed safely although both props were knocked off in the collision. It was a sad mission for the officers to deliver this news to the relatives, including Lt. Livasy's bride of two weeks.

The Camden Maneuvers, scheduled for North and South Carolina, came on May 21st and our planes were called upon to participate. This was the final test given the 403rd Troop Carrier Group, which was to precede us to the Southwest Pacific. General Marshall, General Arnold, and many other dignitaries were on hand to watch the paratroop dropping and glider invasion. Our air crews gained valuable experience, and the opportunity to familiarize themselves

with the delicacies of "K" rations. As a result of this maneuver we increased the number of our aircraft from 25 to 40.

On May 29th the group was ordered to Laurinburg-Maxton Army Air Base, Maxton, North Carolina. On the same day the air echelon was attached to the Tennessee Air Support Command, with Headquarters at Lebanon, Tenn., for maneuver operations and logistics for a period of 21 days.

The ground echelon received the uninteresting job of moving most of the materiel and policing the area at Sedalia. On June 7th all work was finished and the personnel boarded the train for Maxton.

On June 1st the flight echelon, using C-47's and C-53's, flew to Maxton, where it stayed for a couple of days before flying to Sturgis Army Air Base, Sturgis, Kentucky, which was to be our base during the Tennessee Maneuvers. While at Maxton officers and enlisted men lived a rugged existence in two isolated barracks at the back end of the field.

When the air echelon left for Sturgis two headquarters enlisted men were left at Maxton, Cpl. Rampil, a radio operator, was assigned to the short handed 70th Squadron, and Pvt. Bartel was made watch dog for the new area. The two lived alone, had their own jeep--on which 600 miles was recorded without ever leaving the base, and they were the sole customers of the branch P.X. When they learned of the ground echelon's departure for Maxton the two headquarters men really began to sweat. Rations had to be obtained for 800 men, arrangements for transportation had to be made, trains met, and the trucks directed to the right areas. All of this was done in less than six hours.

We were not very happy about leaving Sedalia. In spite of the rather unpleasant impression we received on our arrival, we had grown to like the place. The squadrons, with their fine day rooms, made the headquarters men feel cheap as they had to sneak into these rooms in order to obtain cold cokes. However, as there were four squadron day rooms, there was usually a place to stay for a while before being thrown out. After that, the same procedure could be tried in the others. The base had an excellent movie theater, a large P.X., and there were numerous U.S.O. places in Sedalia and Warrensburg which did a good job of entertaining the men. Knobnoster boasted a bowling alley and Salvation Army Clubroom. Of course some of the men preferred to paint the town red by going to The

Major Joe E. Stokely, Communications.

Capt. Irwin D. Arbesman, Dentist.

High Hat Club near Warrensburg, the Green Pastures, Missouri Inn, or the Bothwell Hotel in Sedalia. Needless to say, the red paint was used lavishly.

Capt. Levi L. Marcum, Engineering.

NAIVE STURGIS . . .

THE flight echelon had an interesting arrival at Sturgis Army Air Base, Sturgis, Ky. The natives of the vicinity had never seen a plane, or so it seemed, for when the first ones arrived every one and his cousin streamed out to the base to have a picnic on the airfield. When the planes began disgorging jeeps and equipment their amazement was complete. One old timer summed it up with a loud—"Gol durn it".

While all this was going on, Major Mayer went around talking about security and Army Regulation 380-5. It took more than two weeks before the populace was sophisticated enough not to turn their heads and yell when a jeep went by.

Major Arthur C. Swanson, Operations.

Sturgis A.A.B. was new and ill-equipped. Everything from cots to rations had to be obtained from Camp Breckinridge. The personnel at Breckinridge made everything available to us and cooperated whole-heartedly. Every evening all available transportation was used for the expeditions to Camp Breckinridge, Sturgis, Morganfield, and Henderson, where the men found their particular type of entertainment. And by the way, the W.A.C.'s were pretty nice too, especially the tall blonde in the duplicating section. With the usual finesse of the Air Corps many Sturgis hearts were left fluttering.

Capt. Richard N. Satterfield, Operations.

The maneuvers at Sturgis brought out both our strong and weak points. During the first couple of days confusion reigned due to a lack of space, over enthusiasm, and overlapping functions among various departments. Busiest were the Communications, Intelligence, Operations, and Engineering personnel. The unusual was a daily occurrence. Innumerable times T.A.S.C.O. cancelled well laid plans and replaced them with operations originally scheduled for the following week. However, it was good experience for all departments, who soon

found their proper limitations so as not to impose on the work of other departments. The squadrons put in a good deal of flight time and the experience gained in glider work and paratroop operations was invaluable. Many problems were planned as tests in dead-reckoning navigation. The pilots were briefed by the Intelligence Officers on the routes and location of drop fields of which aerial photos were made available by T.A.S.C.O.

Lt. Jack Ader, Operations.

By the middle of June the flight echelon returned to Maxton. After we almost had settled down to more operational training a new call came for the flight echelon to go to Sturgis on July 8th for additional maneuvers with the 506th Paratroop Regiment. The 506th was later cited for its work in taking Sicily.

Capt. William E. Scott, Operations.

It was on our second trip to Sturgis that Major Guile, Lt. Stokely, T/Sgt. McAninch, S/Sgt. Sylvester and Sgt. Rampil conducted the first air-ground radar experiments for the group. We were veterans, and the performance we made was something of which we could be proud. Our pilots were now expert paratroop droppers, and could drop them on fields not much larger than a postage stamp. It was gratifying for us to receive a commendation from the Tennessee Air Support Command for our good work.

Lt. John R. Watkins, Ordnance-Transportation.

SUMMER IN CAROLINA

THE ground echelon had been at Maxton since the first part of June and it had everything running smoothly when the air echelon finally returned from its two maneuvers at Sturgis. By the latter part of July the entire group was together again. At this point Lt. Edmond H. Heisler joined the group as Assistant Communications Officer.

The pilots began serious training in formation and low-level flying, rendezvous problems, and numerous paratroop droppings. On the brighter side of the training program were the cross-country

navigational flights over the week-ends, which always were extremely successful in providing the most direct route to the Stork Club in New York or that date with the girl in Chicago. However, these flights were of great benefit to all personnel in the group. They gave a lot of the men an opportunity to get fast transportation to their home towns while going on leave. We knew that our weeks were numbered and our overseas shipment orders were just around the corner. With this in mind, our Commanding Officer, Major Guile, initiated a program which was aimed at giving each member of the group a leave.

Lt. Lawrence W. Archibald.

W/O Harold A. Rausch, Engineering.

One Saturday morning the headquarters men arranged a trip to Myrtle Beach, South Carolina. We loaded a lot of food into our planes as well as great quantities of beer and soft drinks and off we went on the 80-mile flight to the beach. No doubt this was the pioneer air picnic; as usual—the 433rd had set a precedent. At the beach we were made welcome at the U.S.O. Club, which was equipped with table tennis and other recreational facilities. Just outside of the U.S.O. was the beach. There was a lot of swimming done as well as sun-bathing, so that when the mess call sounded both the solid and especially the more fluid food were enjoyed. After lunch volleyball games and makeshift games of water polo were played. When time came to dress, some of the excursionists had difficulty. After all, standing on one leg, on a wet, slippery, wooden floor and trying to put on trousers is not an easy matter—especially after the liquid nourishment had been assimilated. The planes were late in getting to Myrtle Beach that afternoon to take us back to camp and so we had an opportunity to inspect the B-26's based there. The after dark take-off was something new to the bulk of the men, and all, the old 63rd veterans and the rookies, were thrilled by the sweep out over the ocean and the pin-pointed towns. It was a beautiful night. A tired but satisfied gang returned to Maxton.

Lt. Irvin I. Reiter, Engineering.

Maxton was the scene of the 70th Squadron's most spectacular airplane accident. In the inimitable words of Lt. Maidenburg, "2nd Lt. Richard

Senter who thought the C-47 was a P-38 and tried to prove it, was on a problem one day which involved meeting two other planes at Lake Waccamaw, N.C. Well, Lt. Senter got there ahead of time and decided to give the natives and honeymooners (this lake was a honeymoon haven) a thrill. He buzzed the lake once. He buzzed it a second time and then a third. But this time he buzzed a little too well. His left prop hit the water and flew off. Lt. Senter pulled the plane into a steep climb to get over the trees at the edge of the lake, and then he turned to get back into the lake. The plane mushed; it came down on one house; and it ripped off the roof much as Sitting Bull ripped off the scalp of Custer's orderly. Then the plane hit a hotel and knocked out enough of the corner of the building to reveal a young woman in the bathroom. Finally the ship settled wearily on a clump of pines, but not before the remaining engine had fallen out and on to a honeymooner's car, completely burying it. Later it was found that this 1922 model auto was valued at 800 dollars, American. After the plane settled down on the trees it burst into flame. Some brave people standing around started tossing dirt on the plane and smothered the fire just long enough for Lts. Senter and Talman (co-pilot) and crew chief T/Sgt. John Urbanek to get out. No one was injured except for a few scratches."

Lt. Harry E. Cramer, Jr., Technical Supply.

Lt. Edmond H. Heisler, Assistant Communications Officer.

Lt. Robert E. Lavin, Statistics.

The Group Intelligence Section got busy. Not knowing in which direction the group was destined to go, the department started a collection of maps of the entire world. It was a daily occurrence for Railway Express to bring large boxes of maps weighing several hundred pounds. Cpl. Brodmerkel was his usual self—packing, unpacking, repacking, etc., for days without end. The further training of new men kept that section busy throughout the Maxton period.

Big jobs also fell on S-1 and S-4. Wills, powers of attorney, allotments, insurance, and many other personal details had to be made up. Capt. McNeil was disheartened when a man's record had been completely prepared for overseas service and he then was inconsiderate enough to get married so that all his papers had to be changed. Love!

S-4 had to outfit all officers and enlisted men with necessary field equipment including blankets, bed rolls, shelter halves, mess kits, and leggings. Capt. Steil and Sgt. Moore showed their ability to get quite a bit more material than was authorized. All equipment was then marked and numerous inspections held to see that everything was in good shape.

Lt. Robert L. Garrett, Supply.

It was while we were at Maxton that the Medical Department turned its attention to the serious business of preparing the personnel for the disease-ridden Southwest Pacific. Capt. Cramer and the Squadron Flight Surgeons gave us daily lectures for two weeks on tropical medicine. It was a daily occurrence to see long lines of men at the dispensary waiting for the needle. Cpl. Dixon punched more holes than a sub-machine gun on rapid fire. As usual one poor joker lost his W.D.A.G.O. Form 81, shot record, and had to take all the shots over again—cholera, typhus, tetanus, etc.

Capt. Arbesman and eight dentists worked daily on the teeth of every man in the group. Everybody had to be pronounced dentally perfect before getting a furlough, and besides it was a good way to get a day off. "Doc" Arbesman did a splendid job and could feel gratified by knowing that when we left for overseas duty we were one of the best equipped groups to tackle "bully beef" and "K" rations.

During the last two weeks at Maxton every member of the group went to the firing range to qualify in firing the carbine, sub-machine gun, pistol, or all three. We did a lot of shooting, and the results were above average. Among the top scorers were the two officers of group headquarters who are not authorized weapons, namely our Flight Surgeon Capt. Guy W. Cramer, and Chaplain Richard K. Orr.

Lt. Henry R. Cox, Jr., Classification-Mess.

Lt. Howard R. Schueler, Assistant Adjutant.

OUR LAST FLING . . .

On August 1st the group moved to Baer Field, Fort Wayne, Ind. It was the first time that the whole group was moved by air. The first plane to arrive was piloted by Capt. Cahan and contained headquarters personnel. Each squadron flew in a com-

pact formation spacing the arrivals at Baer Field by two hours to allow for transportation for the baggage and personnel to the barracks. It was swell to see the planes arrive at Baer Field in perfect formation, the base personnel were were duly impressed, despite Capt. Harley's famous peel off!

Lt. James W. McNally, Special Services.

The work at Baer Field was interesting and instructive. We all realized that our time for departure was close at hand and acted accordingly when on pass.

As soon as we arrived our planes were turned over to the Air Service Depot for a complete check-up. There they were taken apart, examined and put together again. Auxiliary gas tanks were installed in preparation for the long flight from the States to Hawaii. After this was done the planes were turned over to the squadrons, and the crew chiefs and other engineering personnel started their inspections. Every bolt, assembly, cable, and instrument was checked carefully. The sea rescue equipment, such as the dinghy, Mae Wests, radio and other items, was tested and repacked. This was done in a methodical business-like manner because everybody knew that if the equipment was not in tip-top shape it would mean the plane and its crew might not reach its destination. The planes were test-hopped and further adjustments were made.

Lt. Norman Levine, Medical Administration.

All flying personnel attended lectures on what the Baer Field Commandos thought was operational procedure. The classes were given to one squadron at a time and lasted a week. Many of the instructors were introduced as Southwest Pacific veterans. Since our arrival in New Guinea we have come to the conclusion that these so-called veterans, who spoke so authoritatively about the tribulations over "there", knew no more than what they had been told, while fat-catting in Sydney or Brisbane. The horror stories they told could have scared Boris Karloff.

Lt. Clyde W. Elliott, Statistics.

While we were at Baer Feld personnel were transferred and reclassified, and a number of new men were assigned to the group. We said good-bye

to many a buddy including Cpl. Ralph Vento of Brooklyn, and Pvt. "I've been wronged" Garrity. Since Major Smith had left us at Maxton to be assigned as Commanding Officer for a newly activated group, Major McNeil had been our Group Executive Officer. Major Baird was now relieved of his duties as C.O. of the 67th Squadron and took over the duties of Executive Officer. Capt. Willie C. Head, who was Squadron Operations Officer, assumed the duties of Squadron Commander of the 67th.

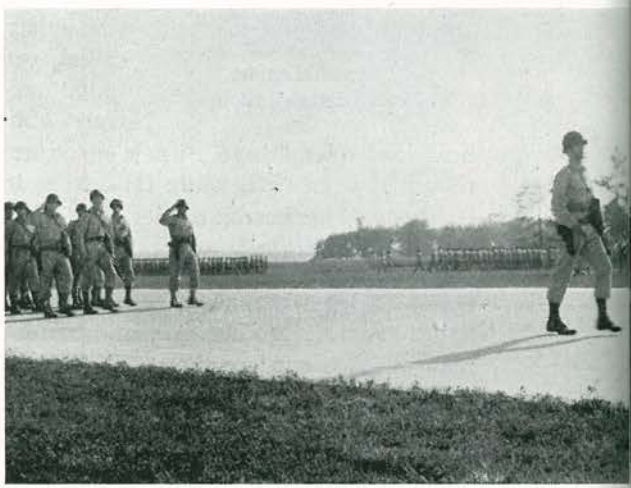
Capt. Busse, who had been Group Operations Officer since activation, was transferred to the 63rd Group, and Capt. George M. Cahan was transferred from the 70th Squadron to succeed Capt. Busse.

Everyone had to go through processing and checking of equipment again. In our spare time we attended lectures and saw training films which we already knew by heart.

Among the strange things that happened at Baer Field, all flying personnel were equipped with sheepskin winter flying suits as if making them ready for a flight over the North Pole instead of to the Southwest Pacific. On arrival in Brisbane all this equipment was turned in. Snafu'd again.

The Supply Section had a busy time. On July 19th an advance echelon, consisting of Capt. Karl T. Steil, Sgts. Moore and Rice, and Supply Officers and personnel from the squadrons had arrived from Maxton and begun the task of assembling, crating, and marking all equipment. The sub-depot at Baer Field, especially the sweater and slacks brigade, gave invaluable help. As soon as most of the materiel had been loaded on freight cars and headed West, another advance echelon consisting of Capt. Steil, Lts. Reiter, Watkins, and Galusha, and Sgts. Cartwright, Moore, and Rice went out to San Francisco to complete the assembling of supplies there. Arrangements were made there for jeeps, trucks, ambulances, tugs, and other necessary rolling stock—we would not have to walk! Our equipment was loaded on several freighters and a fond farewell was said. It was rather unfortunate that we were not able to get all our supplies on the same boat, because we later found that our equipment, which had been placed on eleven different boats, was unloaded at five harbors along the eastern shores of Australia and New Guinea, ranging from Sydney to Dobodura.

67th Squadron.



68th Squadron.

The 67th Squadron was the first to leave Fort Wayne for Hamilton Field, California, on August 12th. Major Baird led this first flight of thirteen planes. The 68th, 69th, and 70th were quick to follow in the slip stream of the 67th with a sprinkling of headquarters officers accompanying each squadron. These departures were punctuated by three-day lapses with the last squadron taking off on the 21st. Lt. Col Guile was among the last to leave. His, was the dream crew of the group. His co-pilots were Capts. George M. Cahan and James A. Harley. Capt. Joe E. Stokely, Group Communications Officer, was radio operator, Lt. Levi L. Marcum, Group Engineering Officer, took over as crew chief, while Lt. Alphonse F. Trezza was added as navigator. Upon Col. Guile's departure Major McNeil became Commanding Officer of the ground echelon. This was the end of the group as a unit until January 1944.

Immediately upon the departure of the flight echelon the ground echelon had to move to the other side of the street at Baer Field in order to make room for the 434th Troop Carrier Group, which was moving in for processing.

While at Baer Field Col. Guile saw to it that every man in the group received the best deal possible, as he had done numerous times in the past. Quite a few men received furloughs while others spent time at home on week-end passes. Three-day passes were a dime a dozen and when special 6.00 a.m. passes were issued to married men—weren't we all! Sgt. Taber met his "Heavenly" Beverly while there. However, those who lived too far away and could not get home still had a fine time in the friendly town of Fort Wayne. Such places as the 113 Club, Hofbrau, Hitching Post, Gunner's, Berghoff Gardens, and the Indiana, Keenan, Allen, and Anthony Hotels became nightly roll call centers for both officers and enlisted men. Not knowing when we were to leave, each night was the occasion for a farewell party. Many an officer and his wife will remember a certain party at the Hitching Post.

Baer Field had good recreational facilities, a fine P.X. with a cafeteria attached, and a barber shop where a hair cut could be had in four hours flat! Despite the out of the way location of the W.A.C. area the girls could not complain of neglect. Again the 433rd took care of its share. The gals behind the counters in the P.X. were an eyeful, and many a G.I. and officer bought more toilet articles than they could possibly use. It's remarkable what a well filled sweater can do for business—isn't it?

69th Squadron.

70th Squadron.

Rumors, as usual, were rife as to our final destination, but only among ourselves. In town we were especially careful to keep our lips zippered, and we kept our eyes and ears open for the loose-mouthed who might give away any information as to why we were at Baer Field. We soon found out that we were "innocents abroad", and that the people of Fort Wayne knew more about the things in store for us than we knew ourselves. No date in Fort Wayne was complete without two or three rumors. Favorite spooning and rumor spot was West Swasey Park.

September 7th was the great day. At about noon the 69th and 70th Squadrons lined up in the main street. Shortly thereafter, headquarters, the 67th, and the 68th followed suit. The band played and the Base Commander threw us a salute as we marched by with straight backs, in perfect cadence, and looking very brave. The men sang the traditional Air Corps songs, even though their exuberance was forced. Each man had conflicting feelings about our moving. We were glad that the training was over and that at long last we were on our way. However, many of us had that choking feeling of despair because of the thought that we would not see our families and friends for a long time. Our spirits rose somewhat when we saw that the train which was going to take us across the continent was made up of Pullman cars.

WESTWARD BOUND . . .

WEIGHTED down with full field equipment (Air Corps style), and feeling very much like infantrymen, we started our trip across the continent. As G.I. troop trains go, this was a pleasant trip. We saw our beautiful country and had good food, with ice cream served frequently. During the trip the news of Italy's unconditional surrender came, and morale jumped sky high.

Quite a few of us were on our longest railroad ride and were getting our first glimpse of the "Golden West". Our Pullman cars were fairly comfortable despite the fact that they, and we, were overburdened with equipment which had to be shifted

Mrs Guile at Baer Field.

". . . oh what a beautiful morning. . . ."

nightly when bedtime arrived. The usual fortunes were made and lost en-route. Chess, checkers, and map games consumed quite a bit of our time. Many new games were also invented.

We made an average of one stop per day and this time was utilized for calisthenics. A watchful eye had to be maintained by those in charge in order to keep up with the few men obsessed with an exploratory urge. Denver was our first important stop and, as usual, the Red Cross girls were on hand with a cold drink, cigarettes, and doughnuts. As much as we hate to disillusion the Red Cross, the main lure was not the refreshments. A few days later we crossed the Great Salt Lake, and everyone was duly impressed. The train seemed to be allergic to salt water; first we would go forward ten yards and then retreat twenty. After repetition of this procedure some ten or more times, we wondered whether the engineer was afraid of what was on the other side. It was while crossing the lake that Sgt. Budish made his famous oration entitled "I'd Walk Across". Five days after our departure from Baer Field we arrived at Camp Stoneman, Pittsburg, Cal. The camp was immense, and getting from one end to the other was quite a journey. This discovery was made on the long walk to our barracks.

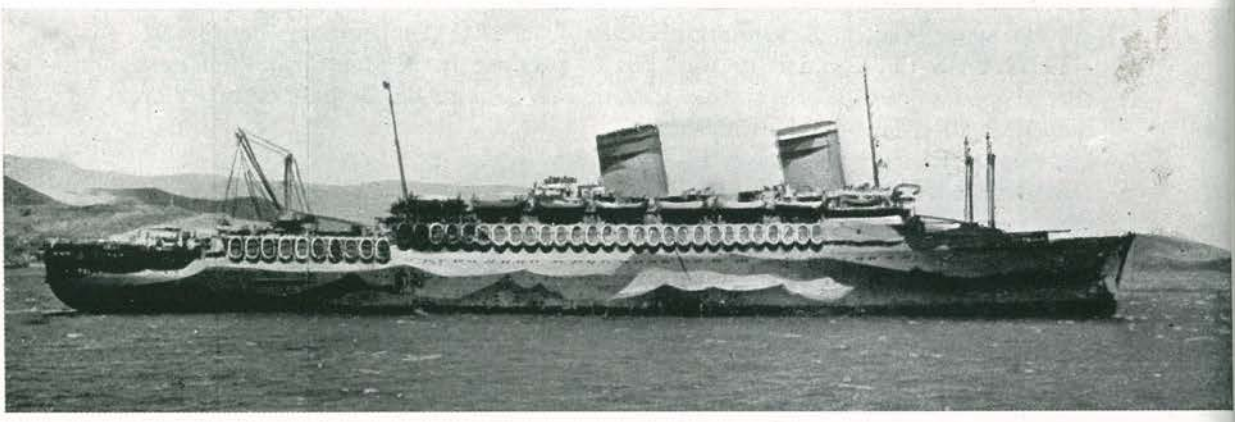
As soon as we arrived at Stoneman we were marched from the platform to an open space where we removed our packs and leggings. We were headed for the physical examination which we had heard was tough, the physical which would decide if we were physically fit to go overseas and do the job for which Uncle Sam had trained us. When we came to a door in a big H-shaped building we saw the sign "Medical Examination Headquarters For All Incoming Personnel" —THIS WAS IT! Each of us was told to produce his shot record. We knew that a good soldier always carried it with him, but to the despair of many of the G.I.'s they found that they had left the record in their fatigues when they changed to sun tans just before their arrival. Sgts. McCranor and MacGregor became the heroes of the day when they produced the service records which could verify that the

Tennessee Maneuvers.

Capt. Jim Mize.

immunization had already been accomplished. The first doctor was comfortably seated in a wicker chair and asked a question or two. The line just moved by him—almost without stopping. The next production line doctor examined hearts. Having approached the stethoscope to within six inches of the man, he would command "next". So it went on, and before we knew it we were outside and had been judged physically fit. Most disappointed boy was "Atlas" Kvapil.

While at Baer Field most of the members of the group had homes or relatives in the Chicago area, but at Stoneman all of a sudden everyone seemed to have a dying grandmother or a sister with a new addition to the family located in California—an excellent excuse for a pass. In a desperate bid for a pass one of the boys presented the San Francisco address of a Lt. Comdr. Since that time the telephone directory has been his favorite volume. Since all of us were not fortunate enough to have relatives in San Francisco, we had to be contented with the gambling casinos of Pittsburg. The Mexicans and the frontier bars were a novelty. As a matter of fact, it was the most wide-open town many of us had ever visited. One of the interesting jobs for some of the officers was to serve as M.P.'s with arm band and paraphernalia which allowed them to walk in and out of all the bars. Naturally they tried not to be absent when the fights were at their best. An unusual feature of the base was the odd names of the post theatres—"Wake", "Midway" and "Bataan".



U.S.S. "West Point".

September 24th was the day. Ready to leave bright and early, we ran into the usual army routine of "hurry up and wait". We spent about four hours playing cards, ball, and ogling the P.X. girls. One of them was presented with a nude "Kewpie" doll covered with the names of about twenty of the headquarters E.M.—All choice spots were initialed.

The cry of "This is it, men" started off the long and tiring march to the dock. The men were burdened with full field equipment, something they had

never carried before. In addition to that, when boarding the ship each man had to carry his "A" bag in which he had packed his possessions, issued and personal. Higher headquarters, as usual, messed up by directing that only a few articles be placed in the "B" bags which were to be stored in the hold of the ship.

A large side-wheeler, formerly the S.S. "Catalina", an excursion boat in more peaceful days, carried the group down the Sacramento River and across San Francisco Bay.

San Francisco put on an imposing show for us. The bay was aglow, and a few landmarks such as the "Bridge" and Alcatraz were visible. After much straining the "Catalina" was berthed. We hooked on our equipment, slung our "A" bags, and tramped on to the dock. Then we just waited.

Having crossed to the imposing bulkhead we learned it was the U.S.S. "West Point", formerly the ocean liner "America", and the pride of the U.S. Merchant Marine. Each man responded to his last name with his first name and middle initial, then climbed the gang plank. The men then followed the G.I.'s designated as guides to their quarters. At this point the few remaining doubters knew that they were really going overseas.

". . . Geronimo. . . ."

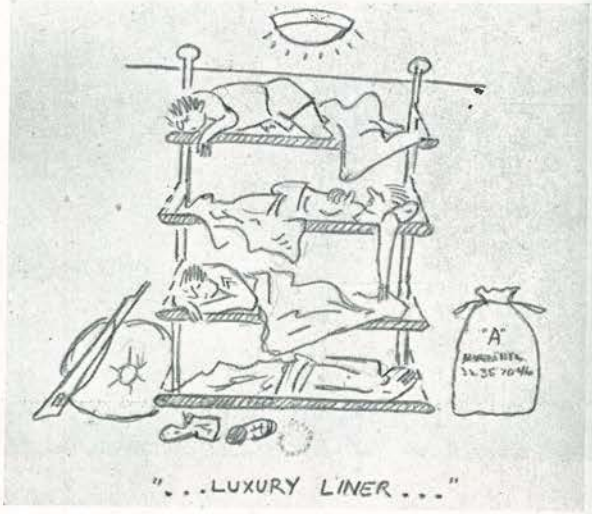
SHELLBACKS ALL . .

LATE in the afternoon of September 25th the whistles of the "West Point" gave forth a few long blasts and the ghost-like ship was slowly pushed by the tugs out into the open waters of San Francisco Bay. As we gathered momentum the crowded harbor gave us a farewell of whistles, blasts, and shouts, and the crews of the freighters joined in the festivities. The Golden Gate slowly slipped to the rear, and gradually sank below the horizon amid a bursting sunset. None of us could have asked for a more impressive and lasting farewell.

While it was a relief to be on the ship after the long and hard trek, the sight that greeted the men was disheartening. Those who had never experienced the strange feeling of being penned-up were soon to learn its effects. All of the quarters were overcrowded. Staterooms had bunks in tiers of four, and companionways were stacked three high to the ceilings. However the group personnel were lucky as both officers and enlisted men had the best available quarters, none living lower than the main deck. During the day cool breezes entered the portholes, that were not jammed shut, and this made life comparatively pleasant even though everyone was crowded.

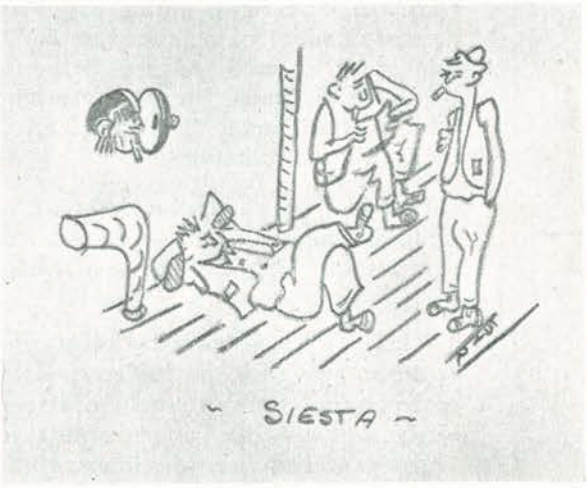
Nights on board ship were pretty bad. A naval duty officer saw to it that all portholes were closed after sundown. The men were forced to live and attempted to sleep in surroundings that were odoriferous and stuffy. Never before had so many men been placed in so small an area and with so little ventilation. At sundown the "smoking lamp was out" automatically.

Prize feature of the journey was the mess situation. Ridicule has been, and still is, poked at G.I. food, but the enlisted men aboard the "West Point" had worse meals than Sgt. Baker's "Sad Sack" ever had to contend with. Not only was the food prepared in a most unappetizing manner, but it was also extremely meager in quantity. Perhaps if there had been three meals a day the men would have been more content, but the eight hour wait for food plus having to stand up while eating it made chow time a drudgery. After several complaints were made to the Ship Commander by Major McNeil, Commanding Officer of the ground echelon, the quality and quantity of the food



were slightly improved—beans for breakfast were eliminated.

The officers felt rather uncomfortable when served good food, knowing that the food for the enlisted men was not satisfactory. The only way they could help out a little was to smuggle out apples and oranges from the mess, and make purchases for the men in the ship's store. Mr Houle, our Red Cross representative, was a welcome visitor to the enlisted men's quarters almost daily.



However, all was not bad on the trip, and there were some very pleasant times. We were blessed with a calm and serene voyage, thus giving the men an opportunity to spend most of their time on deck. During most of the day the decks were jammed with sun bathers, card players, rail hangers-on, and the unforgettable Pocket Book fanatics. The opportunity to get outside the stuffy cabins was welcomed by all. Many men spent all of their days, except for chow times, on deck, and some slept on deck at night. The coolness of the nights was a welcome relief. We know that our life on the trip to the "down under" was probably a better one than the average G.I. spends, but if anyone had told us so at the time, he would have suffered a horrible death. We dreamed of fresh water showers, army food, wide open spaces, and the smile of a pretty girl. Cramped in those crowded quarters we came to know each other's idiosyncrasies and habits better than ever before, and despite our wails of woe there were enjoyable moments. Although the upper deck was off-limits to enlisted men one cannot bridle thoughts, and there were thoughts aplenty. Our grasshoppers' view sufficed.

The Red Cross distributed to each man a little "ditty-bag" containing a deck of cards, soap, wash cloth, a Pocket Book, and other small items of personal equipment. Coca-cola was available for those who wished to "sweat out" a line for a couple of hours. Many a G.I. made a fortune selling from a jug of coke. Ice cream and P.X. supplies were obtained through the cooperation of an engineering outfit's 1st Sgt.

On the day we crossed the Equator the usual ceremony took place. The sailors and a few of the army officers

who had never crossed that imaginary line, in other words the "pollywogs", dressed in silly looking costumes, had to undergo the ordeal of being dunked in a large tub of water. After suffering this and other ingenious tortures they were considered initiated into the "Ancient Order of the Deep", and were officially termed "Shellbacks". By proxy, all of us were considered "Shellbacks", and received cards verifying it.

Crossing the International Date Line confused us a bit. We went to sleep on Thursday night and awoke Saturday morning. No one was bothered by the fact except Capt. O'Shea of the 70th Squadron who could not celebrate his first wedding anniversary.

The 433rd was lucky to have sailed on a luxury liner. Since we were not retarded by a slow moving convoy we were able to make the trip in a shorter space of time than originally envisaged by members of the group. Within two weeks we had sighted the Australian coast; the first land to be seen during the journey. It had been an uneventful trip, with no enemy ships sighted. The periodic life boat drills were considered routine matters after the excitement of the first one.

When we sailed from the States there was some doubt in the minds of the men concerning our destination. When we received pocket book guides on Australia we knew we were Sydney bound. Other outfits received booklets on New Guinea, but strangely enough we did not get them.

After coming in sight of land the ship followed the Australian coastline for awhile, and then suddenly the houses in the outlying districts of a city appeared. We saw a clean, orderly, picturesque city, and we were not disappointed. It had been fall in the U.S. when we left, and we arrived during Australia's springtime when nature was in its glory.

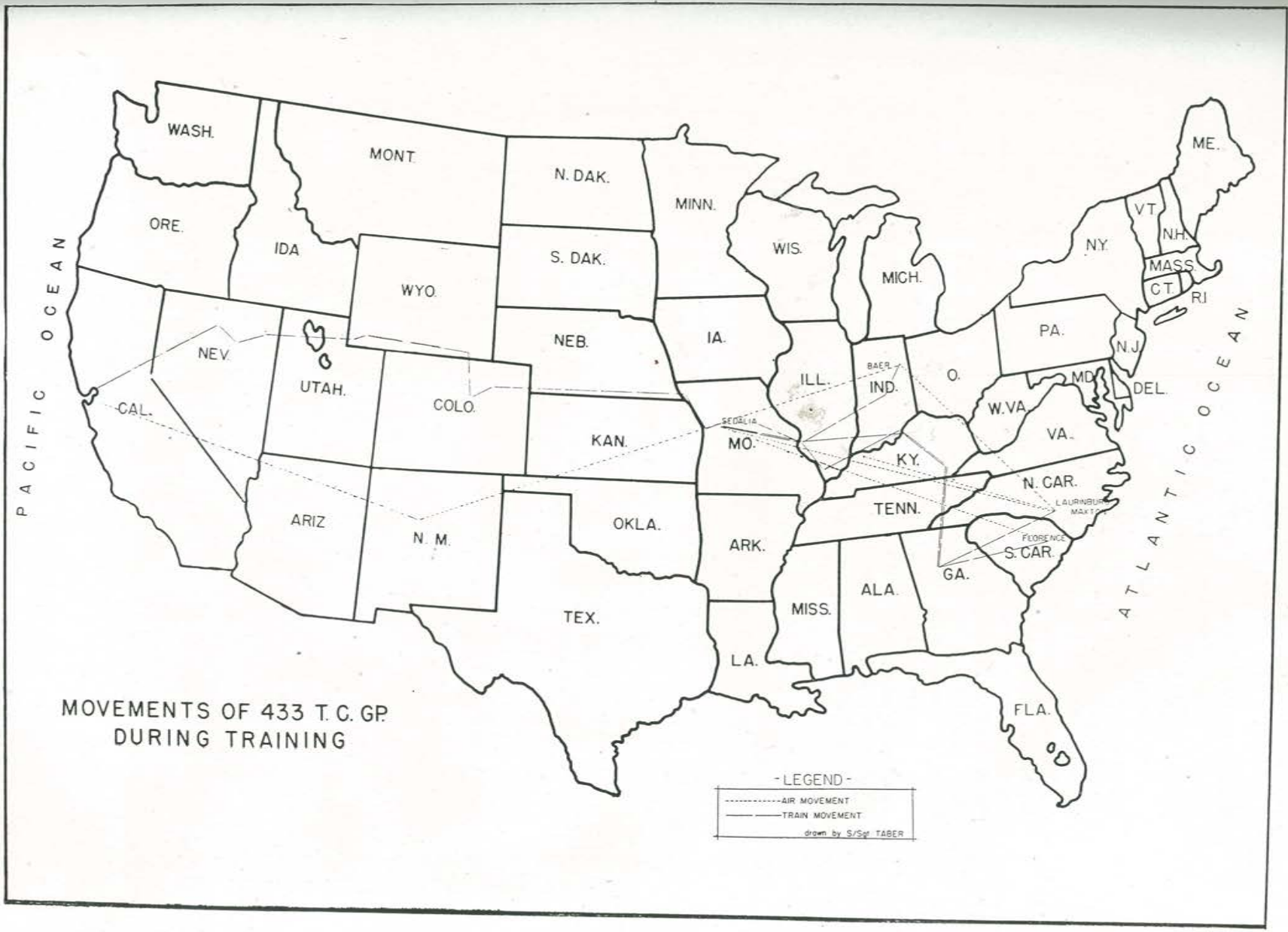
DOWN UNDER . . .

We entered Sydney Harbor and slid through the submarine nets which were guarded by small harbor craft. The great structure that is held in such esteem by the Australians, the imposing Harbor Bridge, loomed in the background.

Lt. Posie F. Cooper, Jr., Engineering.

The trip up the harbor was a revelation. We glided by little grass-covered knolls, excursion boats, ferries, ship yards, and many an Allied warship at anchor. When the "West Point" edged its hull against the dock there were ships of all the nations

Lt. Gerald L. Biehn, Operations.



MOVEMENTS OF 433 T. C. GP.
DURING TRAINING

around her. Tied up at the dock near us in Woolloomooloo were Greek and Fighting French freighters. The 433rd had come to assume its role with our Australian Allies in the Southwest Pacific Area.

On October 10th we docked at Sydney. We had high hopes of getting off the "West Point" early in the day, but the brass hats came through with their usual muddled plans and we waited for hours while most of the ten thousand troops departed through a lone gangway. Along about 4.00 p.m. the men became desperately hungry. This was remedied by meat-loaf sandwiches and apples. The bulk of the time waited was spent throwing cartons of cigarettes to the Aussie kids playing around the ship in skiffs. Finally, at about 5 o'clock, we hustled off the boat and piled into double-decked busses, reminiscent of New York and Chicago, which took us through the well populated and decorative streets of Sydney to the railroad station. There we received our first impression of the Australian railroad cars. Carrying all of our baggage, we piled into some small compartments which probably had been the latest fashion during the time of our grandparents. Our destination was Warwick Farm, an old race track, which had been taken over by the U.S. Army for the staging of troops.

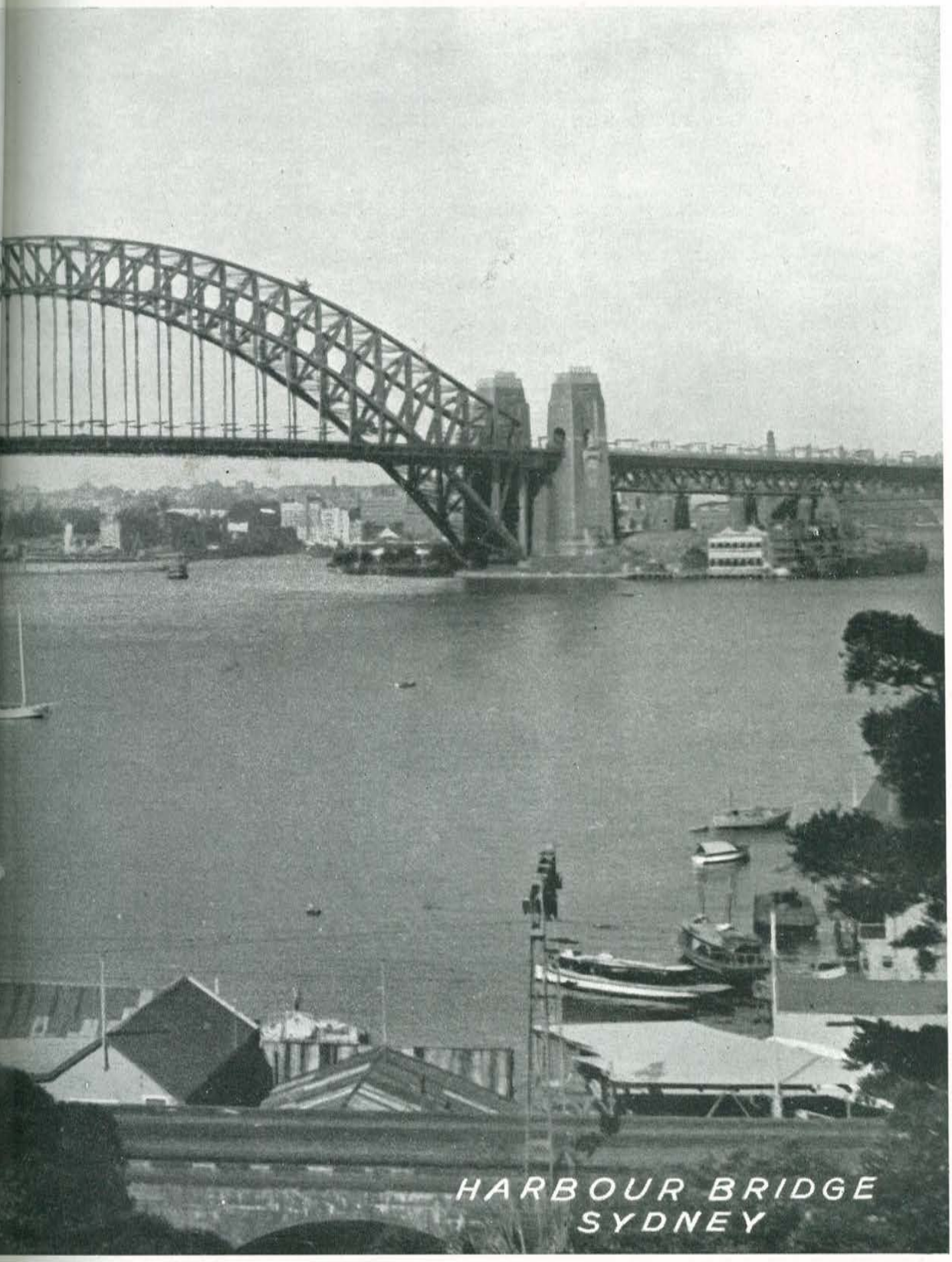
Sydney Harbor as seen from the Bridge.

The journey out to Warwick Farm was something few of us will ever forget. All along the route people were lined up waving, cheering, and greeting us with the "Victory V" and "Thumbs Up" signs. The population, especially the women, seemed to be glad we were there. After such a royal welcome we felt like heroes coming to the aid of the Aussies.

In true 433rd fashion it rained on our arrival at Warwick Farm. After hiking against traffic on the wrong side of the road for a good mile through pitch dark country, the sight that greeted us was far from encouraging. There were long rows of muddy company streets, and sitting in lakes of water were empty tents with flaps rolled up. It was about 8.30 when we arrived, but it was after midnight before we scraped together or swiped enough cots and blankets from an airdrome outfit that had travelled with us from Stoneman. All sorts of jokers were milling around searching for food, cots and other essentials. Quite a few of us finally flopped into bed on an empty stomach, thoroughly worn out, and with our spirits at a very low ebb.

Arriving at Sydney in October we figured that the weather would be like April in Jacksonville, Florida. During the day time this calculation checked, but during the evenings it felt as if we were in Northern Canada. Wearing all

Circular Quay, as seen from the Harbor Bridge.


HARBOUR BRIDGE
SYDNEY

available clothing and sleeping under five blankets we still shivered. They say it never freezes in Sydney, but you can't prove it by us.

The following days were spent in making the camp site a little more livable. After a few dreary days life was not too uncomfortable. It was at Warwick Farm that we started learning how to rough it, and how to hate mutton and lamb. It looked as though the Aussies had unloaded all their excess mutton on the U.S. Army. Our first thought upon arriving was to get our clothes washed. To some of us it was a great shock to learn that if you wanted clean clothes you had to wash them yourself. It did not take long, however, to learn even if the water was temperamental; sometimes hot, sometimes cold, and then quite suddenly—no water. Ever since Warwick Farm we have washed our own clothing, so if we have not learned anything else overseas we will still be able to make some woman a good housewife when the shooting is over.

After a few days' restriction, which restricted very few of us, we received passes to the nearby town of Liverpool and to Sydney. After two long weeks on the ocean everyone was eager to get to town. Our first venture among civilians was at Liverpool. The town was less than a country mile from the ever open gate, and the men came and went as they pleased. Fatigues in Liverpool were a common sight. Good beer, food, milk, and ice cream were found in abundance. The townspeople were amazed and amused at our capacity for "styke and eyegs". We were all highly impressed by the clean, neat and well-kept homes and gardens and the friendliness of the people.

Bondi Beach.

Aerial view of Sydney Harbor.

Circular Quay, Sydney.

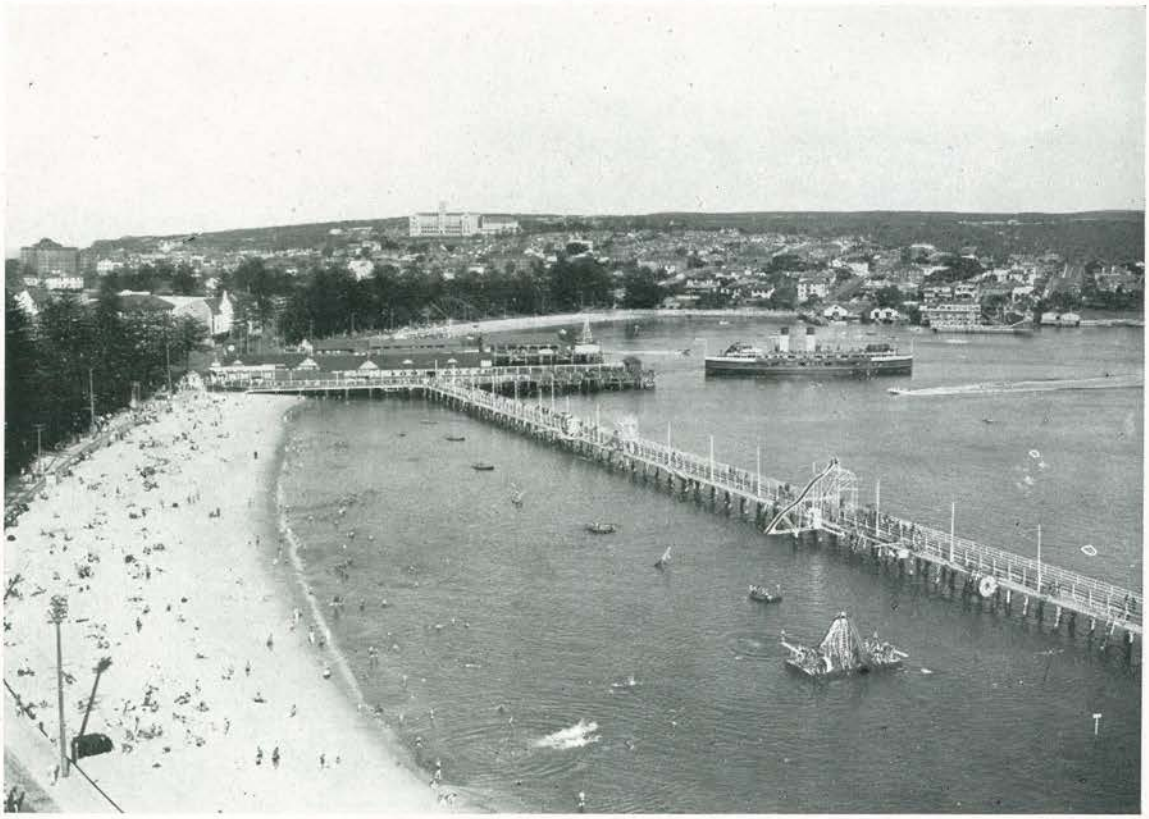
Martin Place, Sydney.

Macquarie Street, Sydney.

Central Railway Station, Sydney.

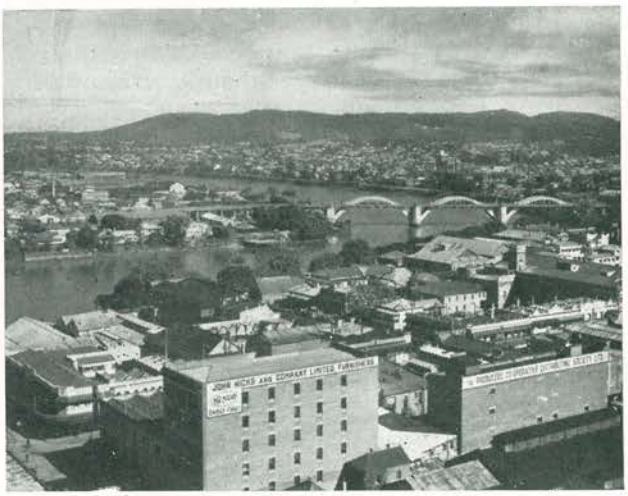
Elizabeth Street and Hyde Park, Sydney.

Entrance to Sydney Harbor, Manly in foreground.



Manly Pool, Sydney.

We had read about Sydney's large size, friendly people, and scenic wonders, but there was quite a bit of doubt in our minds as to whether it could measure up to our large American cities. However, the few doubters were soon disappointed, and Sydney proved to be on a par with, if not better than, Ft. Wayne in its attractiveness as a source of recreation. Of course we had our difficulties with the left-handed traffic. The big difficulty encountered by the bulk of the men was in looking to the left instead of to the right when stepping off the curb. This caused some narrow escapes and verbal outbursts.



Brisbane.

While at the "Farm" we exchanged our American money at the P.X. for its Australian equivalent. From then on we had to struggle with pockets full of shillings, florins, threepences, tuppences, and pennies. Most of the men were stumped when they priced an article and received a reply of "ninepence hapenny" or "three bob". The matter of counting one's change was a problem in itself and most of the men accepted what was offered at face value. Poker games were played on the basis of "big ones and little ones", with many a big and little one passing hands.

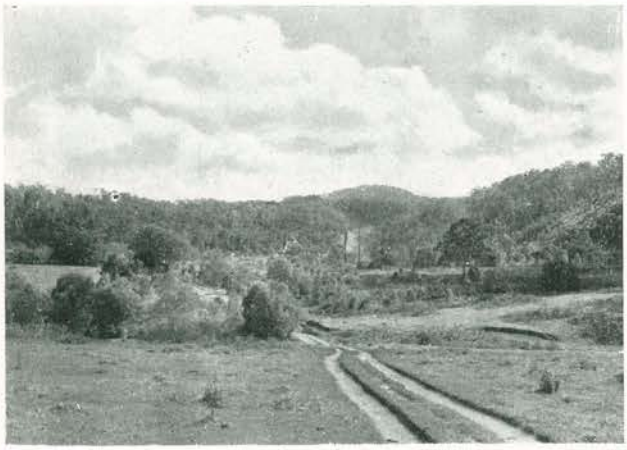
Food was the thing most sought after when the men arrived at Wynyard or Town Hall stations after the half-hour electric train ride from Warwick Farm. Although the Australians had strict rationing and a price ceiling on each meal, a person was still able to satisfy a hearty appetite by eating in more than one place. As expected, our trip on the "West Point" had also built up a great thirst, and the pubs and hotels were added to the "must visit" lists. With a

Brisbane.

Brisbane.

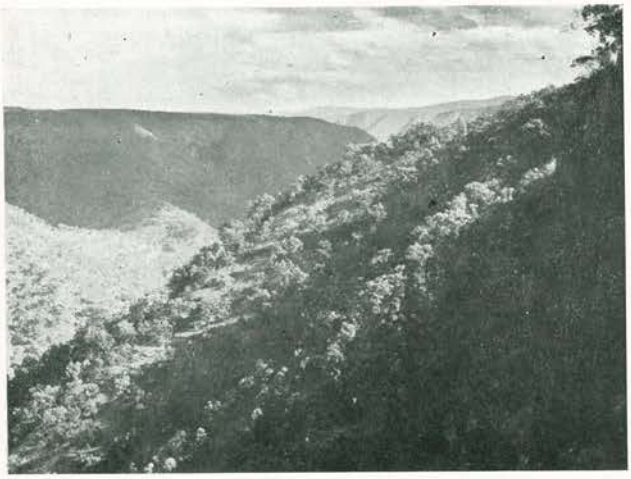
very few exceptions the public bars closed at 6.00 p.m. This led to a mad rush to get into town before that time. Experience soon taught us that Australian brew is stronger than American beer. . . . Hic!

Sydney had been aptly named "the woman capital of the world". Judging from what we saw we were in full agreement. It outdoes Washington, D.C., in its ratio of women to men. In all parts of town girls were numerous, frivolous, attractive, agreeable, and smartly dressed. The good neighbor policy was developed to everyone's satisfaction. The Hotel Australia was a popular meeting place as were Hyde Park, the Red Cross, the American Center, Romano's, the Roosevelt, and the Trocadero. The Australians in general welcomed us warmly and seemed to appreciate our being there. Of course there were some who resented the fact that Americans consumed so much of their rationed goods and were considered attractive by the Aussie women. In all probability the attraction was due to more than our good looks and friendly attitude. The fact that we were loaded down with money, and were not afraid of spending it, caused this open-door policy to some extent. The "sheilas" were out for a good time and we were ready, willing and able. In an effort to salvage something of their pride the Aussies took advantage of our generosity either by "bumming" cigarettes, drinks and whole meals, or by making a small "touch".



In the Lismore District, N.S.W.

We had trouble understanding the pronunciation of certain words, and in spite of their denials, some of the Aussies seem to have a Cockney accent. Before long we became accustomed to their idioms, contractions, and expressions for things which differed from our own. Petrol, ironmongery, chemist shop, stalls, and many other words became part of our vocabulary. Our ex-



Hillgrove Gorge, Armidale District, N.S.W.

Macdonald River, N.S.W.

periences with the cinema brought quite a few laughs when we discovered that the more one paid for a stall the further back from the screen was the seat. It took time—but we caught on.

Sydney also had a strong cultural interest, and many found the museums, legitimate theaters, concerts, and Botanical Gardens sources of interest and entertainment. Luna Park, the amusement center, was a novelty for some, and was the scene of quite a few battle-royals. The Taronga Park Zoo, with its unusual collection of animals—koala bears, wallabies, and others—also received heavy attention. One and all enjoyed Sydney so much that it was with regrets that we had to leave its friendly surroundings. Memories of King's Cross will remain with us all.

Not long after our arrival in Australia rumors started circulating that our flight echelon, whom we had almost forgotten, was interested in our whereabouts, and that they were stuck somewhere in the jungles of New Guinea. We also heard that our future base of operations was going to be a place about 20 miles up the Markham Valley from Lae, called Nadzab.

A few days after our arrival at Warwick Farm the advance ground echelon of 100 men was sent north by rail and then flown from Townsville to Port Moresby in order to join the flight echelon, and to take over some of the piled-up work.

The rest of the ground echelon stayed behind for a few more weeks before moving on October 23rd via railway to Brisbane in two groups. For twenty-four hours we were crowded into small Australian-British style cars. Eight men in every small six-person compartment made up the caravan. The comfortable rides in Pullman cars in the States were pleasant thoughts of bygone days.

Townsville.

Australian countryside.

Flinders Street, Townsville.

Wow! Look at Wau.

"Lae—Gusap—Gusap—Lae".

Dumpu at Shaggy Ridge.

Beginning of the end for Japan.

Kai-Kai-Kaiapit.

Mt Hagen Country Club.

How these four-wheeled, rough-riding cars ever stayed on the uneven rails around the curves is still a mystery to us.

The ride through the Australian countryside brought back memories of trips in the States. The rolling hills, large lakes, and orderly farm houses were reminiscent of the Wisconsin, Ohio, and Indiana terrain. The brilliant color of the jacaranda trees greatly impressed us, as did the wild wallabies we glimpsed in the bush. The few times we hit the coast we were able to see the Aussies' preparations against a Jap invasion which was imminent earlier in the war.

At about 8.00 in the evening on October 24th we pulled into the Brisbane railroad yards and were taken through a driving rain in trucks to Camp Muckley. Why higher headquarters always arrange movements so that troops arrive

Isn't Kerowagi beautiful?

Mt Hagen below.

Prairie—New Guinea style.

A.N.G.A.U. Headquarters—Mt Hagen.

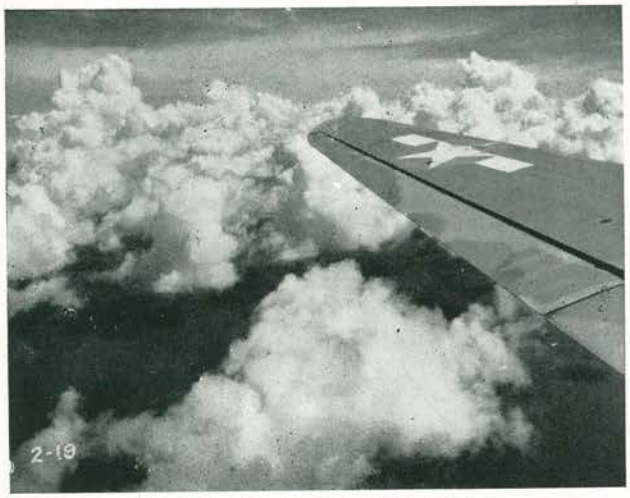
at their destinations at night is something no one can understand, but it seemed to be the custom in Australia. Oh yes, you notice—it rained.

Brisbane did not measure up with the metropolis of Sydney, but was a "fair dinkum" town. A majority of the men were able to obtain passes and spent one or two evenings in the city. From Archerfield to Brisbane was a fairly long ride, but the strange surroundings made the trip interesting.

As in Sydney we ran into the great American Red Cross. It had a beautiful, centrally located spot, and featured good music, two large dining rooms, pretty girls, good food, and last but not least, good old American bottled coke. The streets and shops were very "American". On every block could be found a milk bar, and the theaters were playing the very latest Hollywood pictures. One thing that amused us all was the street car fare of—one penny.

After two days some of our planes arrived, and the ferrying of ground personnel to New Guinea began. Col. Guile and Lt. Maidenburg had joined us in Sydney, and while in Brisbane they made arrangements for the move by air of the entire ground echelon, except for a small rear clean-up and loading detail. It took 74 plane loads to move the group.

On October 30th the men left Brisbane. The planes landed in Townsville in order to refuel, and took off after everyone had had his last fill-up of milk, hamburgers, and peach pie at the Red Cross. It was the last milk we had for many months to come.

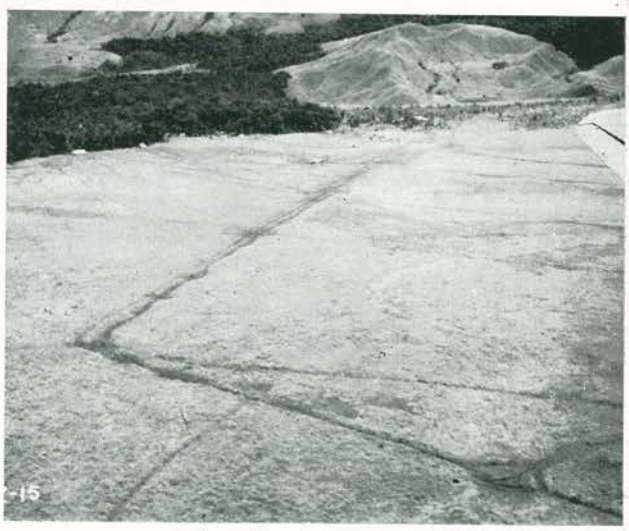


Cumulus formation—or something.

ON TO GUINEA

Our first glimpse of New Guinea was from a blue azure sky as we came in from the south over the amazing Coral Sea. The Coral Sea is a magnificent spectacle. It is a show by itself. The water is a deep blue with an

Little home in the hills.



Faita—Kunai grass centre.

underlying semblance of purple. From a plane the sea becomes one of the wonders of the world. The coral beds are, in some instances, miles long. In some spots they are well below the surface but can be seen in all their splendor through the crystal-clear water. In other places the coral breaks through and the icy blue simmering waters break over it and cause the oddest-shaped whitecaps imaginable. These whitecaps dance and twist to a strange rhythm all their own—a rhythm as distinctive as a dance by Zorina or Astaire. Beating the Japanese Imperial Fleet in these waters showed the mastery of American seamanship and navigation to the world.

After a few hours of flight the horizon appeared darker. This was the island of New Guinea. When our planes approached nearer we could see that behind a misty veil lay the towering mountains and the river valleys which were to be our home for a year or more.

As we flew along slightly off shore we observed the native huts built on stilts in the water. The planes circled Port Moresby, that strategic prize which the Japs had hoped to wrest from Allied hands, swooped low over the myriad of tents and dusty roads, and finally settled on one of the airstrips. We alighted and were surprised to find that the climate was not as oppressive as we had been led to expect. A part of the first group continued their journey northward the next day, but others remained for a week or more.

The stay at Moresby was a gradual introduction to New Guinea for us. We were required to sleep under mosquito nets and to take our atabrine daily. "Be wise, atabrinize", became the cry of the medics. It was a long, hilly hike to the mess hall, and we soon learned that the climate did not

Hills . . . Hills . . . Hills.

Burning Hills—Markham Valley.

High on a windy hill . . .

permit a very ambitious physical program. The food was not bad, due to the fact that planes were able to bring in fresh food from the mainland. It was at Moresby that most of us had our first introduction to that delicacy of overseas menus—bully beef.

There was little work at Moresby for the skeleton crew of headquarters men who forwarded reports of two of the squadrons to the main part of the group, which was then working out of Nadzab. The 68th and 69th Squadrons did not make the switch from Moresby to Nadzab until January 12, 1944. While at Moresby the rear echelons were loaded down with all sorts of tales about the life at Nadzab. Stories were rampant about Japs cutting telephone wires, getting into mess lines and refusing to eat the bully beef which was dished out, and about natives who had been slaughtered by the Nips. You'd be surprised at the number of men who believed the stories.

INTO THE AIR . . .

IMMEDIATELY upon arrival from Baer Field the flight echelon was briefed at Hamilton Field for the overseas hop to the Hawaiian Islands.

The flight across the ocean was uneventful, and in many cases the planes flew over a dense cover of clouds. About 150 miles from Hawaii the cone-shaped form of Mauna Loa appeared on the horizon, and from then on it was not difficult to find the pearl of the Pacific!

The stay at Hawaii was in most cases brief, but there was still ample opportunity to see the evidences of the bombing on December 7, 1941. It was not a pretty sight—even at that late date. After the cold and dampness at Hamilton many of the air crews had developed colds, and some had to go into the infirmary at Hawaii to rid themselves of their ailments.

After an uneventful trip we landed at Brisbane, Australia a few days later and the planes were immediately turned over to service squadrons

Garoka—Hidden Valley.

which removed the extra gas tanks and de-icing equipment. We were told that we were in sub-tropic climate where it never freezes. However, the following night while we lay shivering under five blankets, this was hard to believe.

Some of our planes reported to the 317th Troop Carrier Group stationed at Townsville. Immediately they began to fly on missions across the Coral Sea to Kiriwina, Goodenough Island, Milne Bay, and Dobodura. Other planes went to Port Moresby where they flew with the 374th Troop Carrier Group. These planes flew to Tsili Tsili, Wau, and Dobodura.

Shortly after the paratroopers landed in the Markham Valley planes of the 433rd began a regular shuttle from Moresby to Nadzab. These flights consisted of flying materiel to Nadzab, then making a couple of hops hauling goods from Lae to Nadzab, and then getting back over the Owen Stanley Mountains before the weather closed in. The weather was the biggest road block we had to overcome.

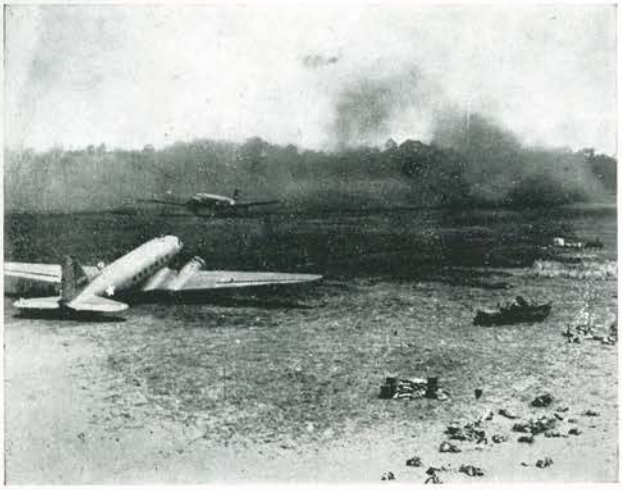
Attack on Kaiapit. Australian troops arrive at Kaiapit.

Transport being unloaded at an advanced landing ground.

The Owen Stanley Mountain country, situated between Moresby and the Markham Valley, is a conglomeration of rugged peaks reaching up to 10,000 feet. These steep slopes, with rain-forest covered sides, are not too pleasant a place to make a crash landing. Every afternoon at about 2 o'clock the clouds would build up, and in no time immense thunderheads, piling up to 25,000 feet or more, would cover the entire range. The planes had to get back before the weather closed in or R.O.N. north of the range. While our planes were stationed at Moresby, flying for the day was usually over by the early hours of the afternoon.

Typical country in the Wau-Mubo area.

In the early part of October the 70th Squadron was moved lock, stock, and barrel, to Nadzab. It was the first of our squadrons to be moved to the Markham Valley, and in the beginning it was rough going. At first they were quartered and rationed with a service group. We all know from experience that such an ar-



Dusty Nadzab Strip No. 2.

rangement is never satisfactory to all concerned. It was, therefore, a great relief when the advance ground echelon was sent up to Nadzab directly from Sydney. The 70th was the first unit of the 433rd in the Markham Valley to establish itself with its own mess.

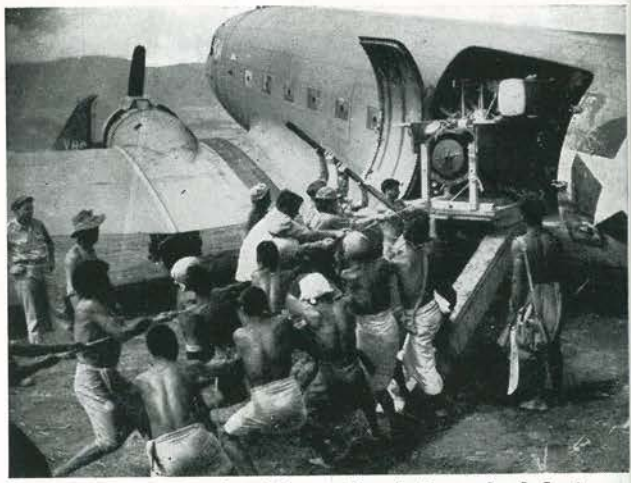
WE ENTER THE FIGHT . . .

WHEN the flight echelon arrived at Port Moresby in the latter part of August 1943 the military situation in New Guinea was none too favorable. The Allied patrol line extended from a position a mile south of Salamaua north-westerly across the coastal range and then westerly along those hills and mountains bordering the southern side of the Markham River Valley system. The Japanese still possessed Salamaua, Lae, Finschhafen, and the entire Markham Valley. The main allied base was Moresby, and the two forward bases were Dobodura, on the eastern New Guinea coast, and Tsili Tsili, just short of the advanced inland Australian patrols.

Before the 433rd arrived in New Guinea, Troop Carrier units had already flown to Wau, center of the gold mine fields, situated in the Owen Stanley Range. This place was one of the most forward outposts when the Japs tried to penetrate through to Port Moresby. While the situation was most critical, and the Japs were being held off from the strip by a small number of valiant Aussies, the Troop Carrier planes rushed reinforcements, ammunition, and rations into Wau just in the nick of time, and the Aussies were able to push the Nips back. This single action, together with the stopping of the Japs at Kokoda, was the beginning of the end for the Japs in New Guinea. Our planes participated in the supplying of Wau.

The Nips were still in the surrounding hills, and the booming of the artillery pieces along with the cracking of the machine guns served as a constant reminder that the enemy was close at hand.

During the early days of flying in New Guinea the danger from enemy attack was ever present. To forestall losses to the enemy our planes flew in a tight formation of "V's", escorted by low, medium, and high fighter cover of P-39's, P-47's and P-38's. The planes heeded to a strict schedule, leaving at a definite time to make a rendezvous with the fighters. When a transport



Equipment for the drive on Lae being unloaded at Nadzab airdrome.

was compelled to fall out due to engine trouble a fighter plane would also drop out to guard its return to Moresby.

In the latter part of August a few C-47's landed on the kunai flats near Tsili Tsili and unloaded some air engineers and equipment. As soon as the strip was burned and levelled, C-47's started shuttle flying to Tsili Tsili. The engineers built two strips, one for transports and another for fighters. The strategy behind these strips was to station fighters here so they could have longer range and protect the bombers from Moresby on their bombing missions to the Hansa Bay, Wewak, and Madang strongholds. Tsili Tsili was not a very good spot to fly in and out of. The runways were in fair condition, but there are hills at both ends of the strip which made landings and take-offs difficult. The worst factor in connection with Tsili Tsili was the proximity of the Japanese infantry. Many a time the snipers in the surrounding hills took pot shots at the men and planes, and almost every day Nip bombers and fighters came over and dropped daisy cutters and demolition bombs on what they thought were plane and personnel areas.

Old Strip No. 2 tower.

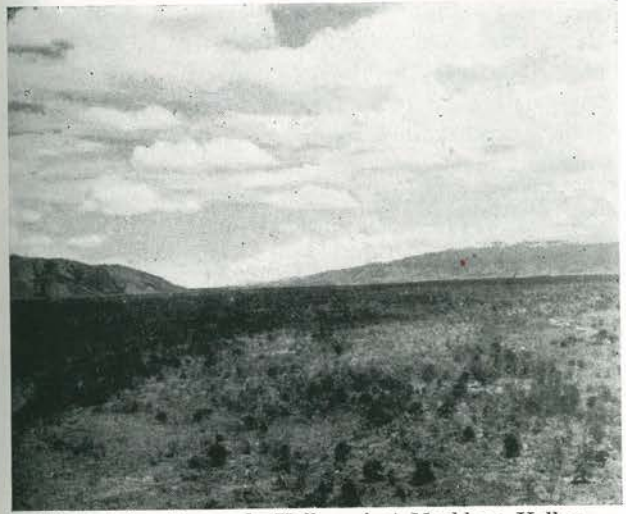
A far cry from the towers at Sedalia, Maxton, and Baer Fields.

In September 1943 Allied paratroopers, hauled in by a large number of C-47's, among which were some of ours, but not flown by our pilots, were dropped at Nadzab in the Markham Valley. This was the first time that paratroopers had been used in the New Guinea campaign, and the surprise was complete.

Simultaneously with the landing of the paratroopers, the Australian forces which had been pushing forward from Tsili Tsili arrived at Nadzab, and jointly occupied the Nadzab airstrip. This was later designated as Strip No. 2.

As soon as the first Nadzab airstrip was secured our planes helped to move the fighter units from Tsili Tsili to Nadzab, from where they soon started to operate out of the newly completed fighter strip, designated as Strip No. 1.

During the succeeding days, forces from Nadzab and others from the east closed in upon Lae from two directions. The attack on Salamaua was renewed, and Allied troops entered that deserted enemy post on September 11th. Lae fell



No, not San Fernando Valley—just Markham Valley.

Lae Harbour Road.

on September 16th. Another Australian division moved up the Markham Valley and on September 20th occupied Kaiapit, an enemy post up the valley from Nadzab. On October 2nd the veteran fighters of the Australian Ninth Division occupied Finschhafen after weeks of bitter fighting. The Aussies put on a magnificent "show".

Planes of the 433rd supported each of these rapid Allied advances. Supplies were flown by us from Tsili Tsili to Nadzab on September 7th, *less than thirty-six hours after Allied troops had occupied the strip.* Starting on September 13th our planes began to transport supplies regularly from Port Moresby to Nadzab, three days before the capture of Lae.

In support of the Australian advance up the Markham-Ramu Valley system, the "flying boxcars" flew rations, ammunition, and reinforcements from Moresby to Kaiapit, an airstrip hitherto unexplored except by aerial reconnaissance and unused by Allied planes. When the planes arrived, the Australian patrol line and the enemy were just beyond the far end of the runway.

Once this major advance through Salamaua, Lae, Finschhafen, and the Markham Valley had been accomplished, it was necessary to consolidate, to bring up the lines of supply, and to prepare bases for future operations against the strongholds of Alexishafen, Madang, and Wewak. It was largely the task of the 433rd to haul men, supplies, and ammunition for the infantry and artillery and for the ever-growing number of Allied Air Forces combat outfits.

During these months the work of our group also concentrated on bringing supplies to the Australian Seventh Division stationed at Gusap and at Dumpu from which they were battling the Japs at Shaggy Ridge. *It was the first time an infantry division had been entirely supplied and maintained by air.* In the beginning, while the situation in the Markham Valley was critical, there was a constant flow from Lae and Nadzab to Gusap. As soon as the troops were fairly well supplied with rations and ammunition, steel matting for new airstrips and gasoline for fighter planes were the order of the day. The accomplishment, of which all our air crews can justly be proud, was soon visible when several 6000 foot strips were covered with steel matting. As soon as these strips were in condition to accommodate fighters and bombers, several groups moved into Gusap and Dumpu. Due to the soft ground in the valley no

Former Jap Base—Saidor.

truck road was ever built; therefore all supplies necessary to keep fighters and bombers flying had to be brought in by our planes. Many times forward Australian patrols were without contact with their home bases. Again Troop Carrier was called on to drop rations, medical supplies, and ammunition so that they could continue their fight. These missions were particularly interesting; in many cases they involved flying in narrow valleys and skimming close to mountain ranges. When the patrols were located, parachutes with the critical supplies were dropped.

Municipal Airport—Lae.

During the first couple of months these valley missions were very exciting, as it was almost a daily occurrence that Jap fighters or bombers paid us visits. When the call of "bandits" or "bogies", (for enemy planes and unidentified aircraft) was in the air it was a matter of either getting down on an airstrip in time or buzzing the tree tops or kunai grass. Many a time the planes would fly as low as six feet from the ground, mowing the kunai grass like an automatic lawn mower.

It was on November 6th that Nadzab was first raided by enemy planes. Ten bombers escorted by six fighters, bombed Strip No. 1 and the fighter revetments. The transport strips were less than a mile distant. The Nadzab fighter patrol was out at the time of the attack, and that meant no opposition to the Nips. Some damage was caused during the raid, but not to our planes or men. One of our planes came in to land just as the enemy fighters came off from strafing the fighter strip. They made no passes at him, however, and he landed safely.

The following morning the Japanese returned, but again the 433rd escaped damage by bombing or strafing. This time the local fighter patrol was ready, and our planes attacked the enemy and downed fourteen of the eighteen Nip fighters and bombers. It was beautiful.

As the air alert system at Nadzab was improved and fighter protection strengthened, it retired to the tranquility of a rear base. Its place as an object of enemy attack was taken by Gusap, which was raided several times while our planes were on the ground there. In one raid two 433rd planes were destroyed and three were damaged. Two crew members were wounded.

During all this, we were still making numerous trips from Lae to Nadzab. Finally in January the engineers completed work on the road between

Looking South across Lae Bay.

these two points. If some energetic native should dig deep enough in this roadbed after the war, he will probably find many two and a half ton trucks buried. Vehicles disappeared in the quicksand during the construction work, and from then on they served as foundations for the road.

On November 12th 1943 the 433rd became the largest Troop Carrier Group in the world. The 65th and 66th Squadrons, with Major Marvin O. Calliham and Major Don W. Smith as Commanding Officers, were assigned to the group. They had formerly been with the 403rd Group and came overseas a few months before us, and preceded us by a month in arriving at Nadzab.

"N" FOR NADZAB . . .

When tactical units under the command of the 54th Troop Carrier Wing, to which the 433rd had been assigned, were alerted for the coordinated air attack on Nadzab on September 3rd, they were given only one day's respite from normal combat operations in which to rehearse the operation with paratroopers. Our planes, which had arrived shortly before, were assigned to the 375th Group and participated in the following day's operation. It was on September 5th that a large formation of Troop Carrier planes took off from Port Moresby, accompanied by their fighter cover, and proceeded over the Owen Stanley Mountains to the Markham Valley. Under the direct supervision of General MacArthur, approximately 1500 officers and enlisted men of a parachute infantry regiment were dropped in the broad, level, kunai grass area near Nadzab airstrip. On the following day Troop Carrier planes landed on the strip, carrying engineering personnel, who immediately started to work in order to make it an operational base for C-47's.

Thirty-six hours after the capture of Nadzab strip planes of the 433rd landed on its rough, rock-strewn surface. During the following days the transports shuttled back and forth, bringing in troops and supplies to Nadzab. The subsequent fall of Lae on September 16th is attributable in no small part to the activities of the Troop Carrier planes, part of which belonged to the 433rd.

As soon as the first squadron of the group, the 70th, moved to Nadzab, it took over the administration of Strip No. 5, which had just been scooped out of the kunai grass by bulldozers. Prior to that our planes had landed

Lower Lae Road.

on Strip No. 2 and found that strip short and too close to a one thousand foot mountain. Never has there been a dustier strip. In many instances it was so bad that the pilots could not see the wing tips of their planes.

The new strip looked good to the pilots although it was very rough. Strip No. 5 was known far and wide as a tire-buster. Big stones seemed to grow out of the ground despite constant clearing by the natives. Planes coming in with a speed of almost one hundred miles an hour had a rough time when hitting stones eight or ten inches in diameter. A pilot has to be good to avoid a ground loop when a tire blows. The taxi strip for No. 5 and the revetments were in deplorable condition —full of ruts, holes, boulders, and other obstructions. Even under these conditions the 70th and the 67th, which joined it after a short time, performed valiantly. The operations for the strip were handled from a rickety old tower and an old, dirty grass shack. The origin of the shack is doubtful, but it could easily have been an old mission house. Inside the hut, with its leaky thatched roof, Group Operations, Intelligence, and Engineering performed their duties, which included cleaning tables of thick layers of dust. Intelligence personnel whipped out their maps and kept the enemy situation up to date so that everyone could see what was going on.

The power for the tower and the building was furnished by a little gasoline engine that had to be filled every three hours, night and day. The control tower operators, who had to mount the shaky ladder to reach their post, kept the planes from running into one another while landing. One of the biggest hazards was the wind, which would shift very suddenly and two planes often could be seen coming in to land from different directions.

During the night the "C.Q." had a rough time on the line, with no lights, large rats, and eerie sounds making the job a most unwelcome one for all. Alerts were frequent during those early days. As soon as an alert was sounded, somebody would run to the ack-ack control post near Operations to find where the "bandits" had been spotted. If they were close by, this message was relayed to Group Headquarters, which in turn notified the squadrons. Thus the men back in the area were prepared to dive into their foxholes if necessary. Warnings were also frequent, but since they meant merely that unidentified planes were approaching we did not stop work.

Shell-blasted coconut grove along Upper Lae Road.

The men working on the line at

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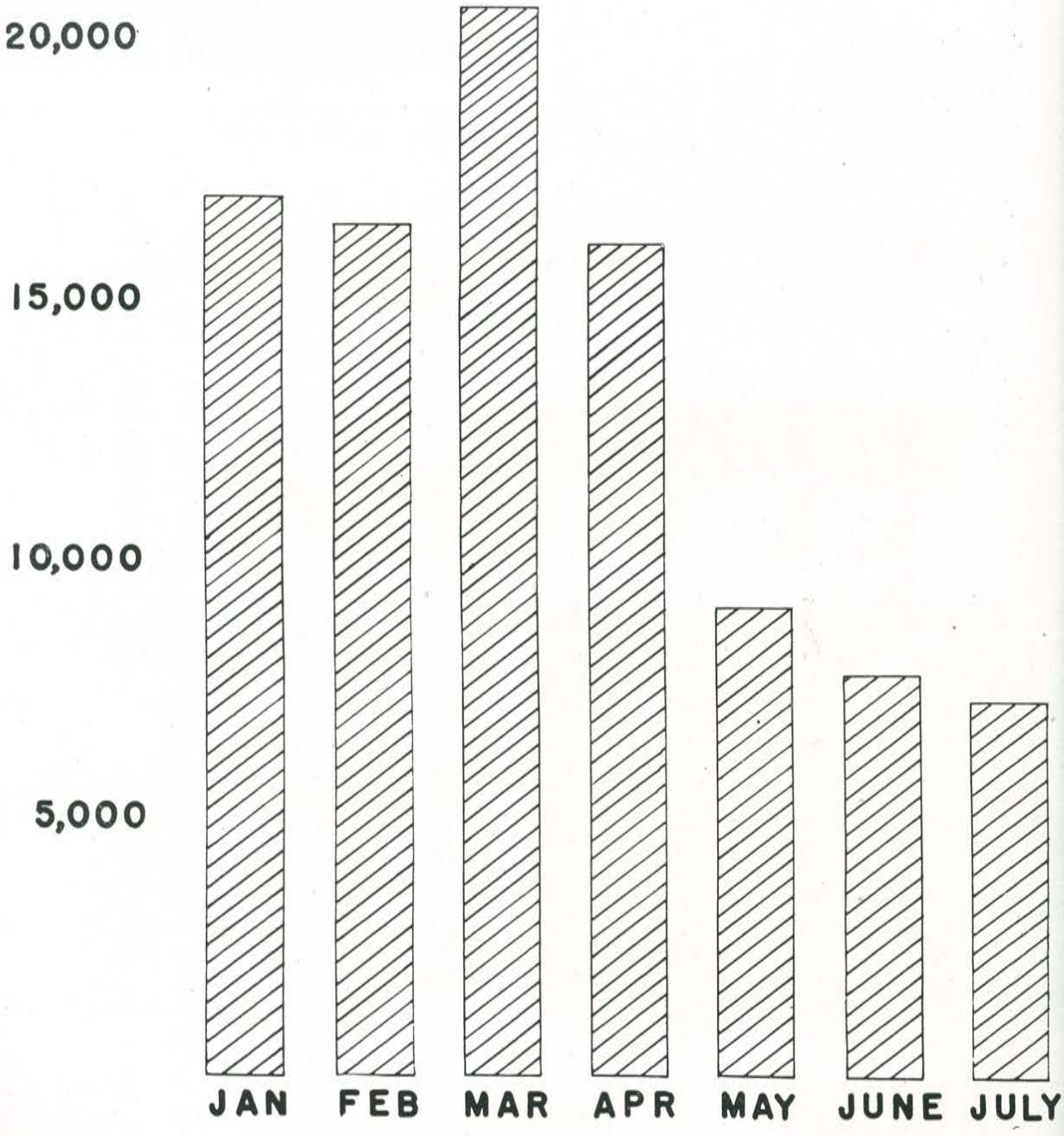

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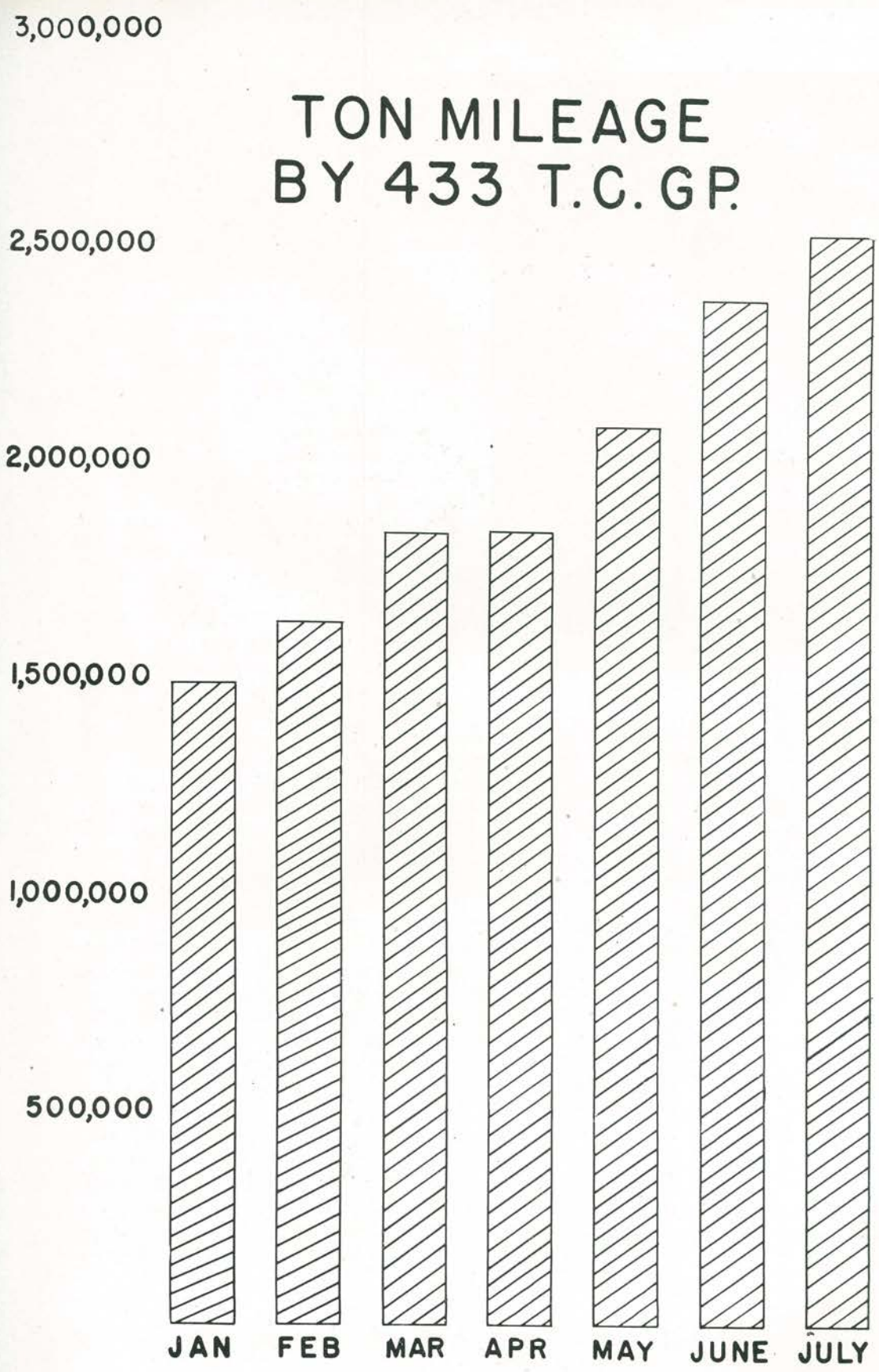


Jungle! Rough, isn't it?

Strip No. 5 were quite uneasy during an alert, because of the parked planes in the nearby revetments and the runway itself providing a good target for enemy planes. Fortunately, much to our relief, the Japs skipped our little grass shack each time they came over.

The trips during the early days of our operating in the Markham Valley were short, either to Lae or Gusap. During this period it was not uncommon for a pilot to make as many as twelve trips during a short flying day. In making that many take-offs and landings during one day there was the ever-present fear of a tire suddenly blowing. The strain on crew members was terrific.

The flights of the "flying boxcars" are not as glamorous as those of their brothers, the fighters and bombers. However, in the overall picture there is considerably more work connected with the flying of the C-47. Take-offs were always scheduled at first light, which usually meant that the stars were still shining when the planes roared down the bumpy strips, and most of the time the last landings were made with the aid of landing lights. Operations usually lasted twelve or thirteen hours a day, and since there were not enough personnel to have two shifts, most of the crews had to fly two out of every three days.

Until December, when the Lae-Nadzab Road was opened, the hauling consisted mainly of steel matting, gasoline, and rations for Nadzab. Before the opening of the road almost everything which was brought to Nadzab was flown in by 433rd planes. Lae was the Liberty ships' port and from there the "flying boxcars" flew their cargo into the valley. A common sight at Lae was a wing tip to wing tip line of twenty or more C-47's waiting for loads. If the Japs had been on the ball they could have wrecked our transport system for a week. However, our fighters were on constant patrol, and at no time did the Japs get through.

The 70th Squadron has the all-time record for a single Troop Carrier Squadron in hauling freight. For a long time the average weight hauled per day was 350,000 pounds. A record for a single day's carrying was set when 512,000 pounds were carried. Lt. Robert N. Smith hauled 67,000 pounds in one day.

PIONEERING . . .

NADZAB is located approximately twenty miles west of Lae in the Markham Valley. It is a broad valley running in an east-west direction and in most places is ten miles wide. It is bordered on the north by the Finisterre and Saruwaged Ranges and on the south by the Kratze Range, a continuation of the Owen Stanley Range. Through the southern part of this valley flows the broad, silted Markham River, with its shallow water and numerous, ever-changing sand bars. From

the mountain ranges on the north several tributaries flow into the Markham, dividing the valley floor into sections. The valley, which is as flat as a table, is largely covered by kunai grass with small patches of jungle. However, the eighteen miles east to Lae are completely jungle-clad.

The Markham Valley is one of the most beautiful valleys in the world. If it were not for the fact that it is located in such a lonely part of the world, it would draw tourists and sightseers in much larger numbers than the Shenandoah Valley. The tall, forest-covered mountains on both sides, extending down into grass-covered, precipitous foot-hills, display glorious colors in the early morning and late evening hours, when the low sun creates fantastic shadow effects on their sides.

When the first scouting party for the 433rd, consisting of Major Mayer, Intelligence Officer, and Capt. Harley, Group Liaison Officer, arrived, very few outfits had moved into Nadzab. Therefore, they had an unlimited choice for a camp site. After scouting for several hours, they found a patch of woods up against the foot-hills on the northern side of the valley, close to the place where the Erap River flows out of the mountains. A small stream running out of the foot-hills furnished sufficient water to supply the whole group, and trees and foliage gave good concealment and shade to make life safe and as cool as possible. The general terrain was slightly sloping, providing good drainage, and was elevated a few feet above the rest of the valley. Being at the edge of the valley, it had a rather secluded outlook and therefore would not be bothered by dust from future roads. Due to the foresight of the scouting party the 433rd occupied one of the best and coolest locations in the Nadzab Area.

Camp Area Road.

The aerial approach to the new area for the group was one worth remembering. Flying up the valley we seemed to be flying through a maze of valleys enclosed in one huge valley about ten miles across. Through these valleys the planes flew virtually at tree top level, skimming across knolls and statuesque solitary coconut palms, surrounded by kunai grass as tall and taller than a man. On the mountain sides we spotted a few native villages of three or four council houses of the Iroquois American Indian type. No natives were visible at any time. From the air the panorama unfurled like a travelogue of the Johnson Africa Series. The only thing missing was the giraffes.

With the trip over the "hump" a thing of the past, and with all passengers still a little green around the gills from the thought of a forced landing somewhere along the way, we swung into a beautiful valley of multi greens and browns. Through the center of this flat country

Original Nadzab Road with bad weather alternate.

we saw a sluggish, chocolate colored river wend its way. It was the Markham.

The river was of varying degrees of breadth and contained grotesquely shaped sand bars running every which way through the water. The sand bars seemed to present an effective barrier to keep the river from being navigable by anything larger than a skiff. From the air the river reminded us of the lower delta country in Louisiana.

Off to one side we spotted a rough outline of a strip with bulldozers and graders rumbling up and down. As we continued to circle, hugging the valley rim, we spotted a narrow metal strip with P-40's and P-39's in the revetments. Our circle grew smaller, and then directly before us lay a stone-covered strip with a semi-circle of revetments off to each side.

Down we came and made a smooth landing despite boulders and small mounds of dirt. We taxied to the left, and as soon as the pilot was behind the previous ship to land he cut his engines. The crew chief opened the hatch, lowered the steps, and out we went—men, barracks bags, boxes, carbines, cots, etc. We carried all our belongings off the taxiway on to the grass; no sooner were we out of the way than our planes were once more headed back to Moresby.

With the planes gone we were left in a place which seemed to be deserted except for the airstrip alongside of us, and a column of bluish-gray smoke rising from the distant foot-hills. With nothing to do and no transportation visible, we began to rummage through the area in search of anything we could find.

We discovered several well concealed foxholes, dug in a zigzag design, and a few grass-covered lean-to's. The dominating features of these emplacements were the "K" and "C" ration cans splattered around. In one of the thatched huts we found a Jap shell casing which someone had started to cut down to ash tray size. In this same hut we found the inevitable—a pin-up.

After a couple of hours we got that old feeling. Then and there we decided to dig into the cans of pork and beans, meat and vegetable stew, and "K" rations that were distributed to us at Warwick Farm. Our stomachs full, and the huts providing shelter from the sweltering sun, we were ready to stay for the night. But, this was not to be, because Lt. Enochs drove up in a two and a half ton truck plus a cloud of dust, and we piled on, headed for our new home in the jungle.

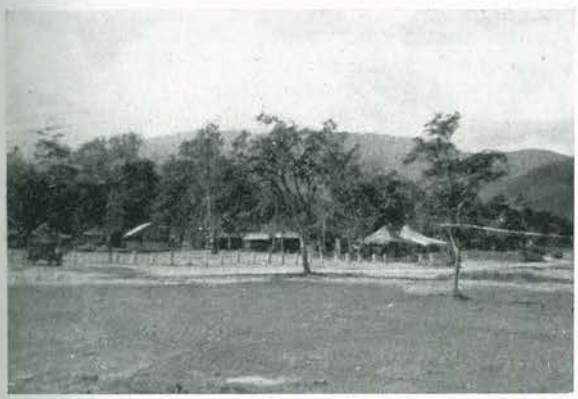
We headed in the general direction of the smoke column. We rode down the taxiway for a quarter of a mile or so

On this spot will stand the Dispensary.

"Woody" and Theriot Inc., cement layers.

until we came to an intersection where we skidded to our left. This trail led straight for the foot-hills. Few of us have ever seen a more corkscrewed road than this original Strip No. 5 road. The mud through which we plowed was never less than two feet deep, and it was a lovely, satiny, smooth mixture. This trail, about a mile and a half in length, took the side-swaying truck about three-quarters of an hour to traverse. About halfway down we met a jeep coming straight for us. We had to pull off to one side because no one in his right mind bucks a jeep; the width of the track between the two fields of man-sized kunai grass was quite small. At long last we made a right turn, and the truck stopped and backed into a solid wall of jungle. "Here we are fellows" said Lt. Enochs. But "Ye Gods", what a spot it was. We could not see two feet in front of us through the trees, grass, vines, and leaves.

We unloaded the truck, throwing everything right into the foliage, and the truck took off. The first sight of the jungle in which we had to pitch camp was disheartening. When people talk about jungle they think of an impenetrable wilderness; we know from experience that they are right. Trees and undergrowth are dense; vines hang down from all the trees and cover the ground. Some vines, covered by thorns, impede a man's progress and tear his clothes. The long hanging vines, called lawyer, are a great bother to jungle traffic, but they are extremely useful as binding material.



Volley ball court and entrance to area.

Relaxation.

We piled out of the truck and headed for the 70th mess, where we had a snappy meal of pork and beans and hot mud, sometimes jokingly called coffee. Then we really got down to brass tacks. What there were of us split into groups of four and five, and thus were established the future residents of each tent. Major Baird gave the instructions as to where we were allowed to pitch the pyramidal tents that were given to us, and everyone went to work with a will.

The clearing of the twenty foot square area for each tent took about three-quarters of an hour. Five men with axes, machetes, shovels, and what have you did the job. The setting up of the tents was accomplished quickly, and we put our bags, guns, and the cots we carried up from Brisbane, into the tents and started to make ourselves at home. Each tent was surrounded by a solid wall of jungle with just a foot path, hardly visible in the moonlight, leading from tent to tent.

The first night very few of the men slept an untroubled sleep. We had heard a story about a cook being killed by a Jap while out in the 70th latrine, and there were other rumors about the

enemy stealing food from our mess halls, getting in the early morning chow lines, etc. This was a new treatment for us. We were used to that old Army welcome, "You'll be sorry." Practically every man slept with his carbine near by, and no one laughed about it. Throughout the night we heard shots, and it was believed the Japs were in the hills behind us.

In reality, according to the Intelligence maps, the forward patrol line was about eight miles north of Nadzab, but there were Aussie troops just a few miles to the north of us who were supposed to guard against any infiltrating moves by the wily enemy.

The first morning details were handed out, and the least desirable was K.P., which someone had to pull at the 70th. Mr Rausch was put in charge of a detail to build us a latrine. Sgt. Ingram was charged with setting up a shower. The first day we had used the one belonging to a detachment of the 842nd Engineers who were camped next to us. These boys had worked their way up to this area overland after landing at Lae. They were very helpful in giving us advice about the best and most practicable ways of doing things in our new jungle home.

Capt. Harley and Lt. Scott took charge of a lumbering detail which included our 1st Sgt., Miller Keith, and a bunch of other men. This detail was gone all day, and sandwiches were brought out to them on the then extreme end of the Lae Road, which was in the process of being built by the engineers in order to give Nadzab an overland road to the sea. In Nadzab we could not go to the lumber yard when 2 x 4 was needed. We had to go out in the woods and cut the trees. When we were lucky we would get one third of the lumber milled from the logs.

Major McNeil took charge of a group of men and started clearing an area for the headquarters building. Capt. Stokely and the Communications boys (McAninch, Bohn, Carson, Treich, Gentry, and Rampil) started to set up telephone lines between the squadrons and a central switchboard in the headquarters area. This switchboard was called "Famous". Brady made sure that it was heard throughout the area. These men had never done any of this work before, but a creditable job was done. A small generator was made to work after

Lt. Revlett and his dam.

The damned dam broke last night.

a great deal of labor, and light was provided for the two pyramidal tents that made up headquarters and Communications.

Other details were found to keep the men busy. Little by little trees were felled, vines and grass cut, and shrubbery cleared, until finally light was able to penetrate to the area. Then came the hard work of making the concrete floors. All of us have the right to join the concrete mixers' union, and Major McNeil, Bartel, Whitley, and St. John can hope for honorary membership. Major McNeil took half of the men and started work on the headquarters building, with Col. Guile and Major Mayer taking the other half and beginning our mess hall. Both buildings were completed in a short while, with cement floors. The mess hall was roofed with galvanized steel sheets, and headquarters building was roofed with cut kunai grass by a group of natives loaned to us by the A.N.G.A.U. organization. Number one boy Tommy Taber, a native of the Wabash State, was in charge of the natives.

Some of the early jeep trips we took across the valley to see a movie were harrowing experiences. We wondered whether we would ever find the way back to our camp area, for the roads were very winding and getting lost was a simple matter. Cpl. "Frenchy" Theriot always gave the boys something to shout about with his driving. Soon a makeshift screen was set up about twenty feet in front of the headquarters building, and we began to have nightly movies. The shows were highly appreciated, but they had the annoying feature of being interrupted by one of two things, either the inexperienced handling of the machine by Special Services or the nightly red alerts, to which we were becoming accustomed. The Communications tent was a gathering spot each night after the show because it contained the Special Services radio. Our favorite comedienne was Madame Tokyo, who nightly warned us to leave the valley because we were to be wiped off the map the next day by the Imperial Air Force.

Ask any soldier what he wants most, after chow, and he will say it is a shower after a hot, sweaty day in the sun, jungle, dust, and mud. Nadzab had its share of all four, with plenty to spare. Before our arrival in the area the engineers had set up a dam to take care of their needs. But, with the arrival of the 433rd, the dam could not provide enough water for all of us. Details were

Whew! There's your new dam.

We built it and eat in it.

sent by the squadrons, and under the guidance of Col. Guile a dam big enough to provide water for all was constructed. Our water system has been the best in the valley since then, with the exception of a three day period in May when the dam was washed away during a heavy rainstorm. A shower was built early in November and others were built in succeeding months. Drinking water was never a problem as our water tank was filled each day and chlorinated under the direction of the medics. Cpl. Gilboe and Sgt. Shupp were the chlorine boys.

Just as our endeavors were really beginning to show results, the Japs came. We experienced our first enemy air raid on November 6th. It came early in the morning while we were working on our squadron area. When we heard the alert signal, three shots in rapid fire, we thought it was just another false alarm. The previous day a Jap reconnaissance plane had come over and took pictures for about fifteen minutes without having a shot fired at it or having any interception made on it by our missing fighter patrols. But this alert was the real McCoy, for ten bombers escorted by six fighters appeared overhead.

As the planes circled before making their bombing run, many of us ran out into the clearing to see what we could. This was the action of an inexperienced group. We had been warned by our neighbors, the engineers, to hit the foxholes when an alert was sounded; but there we were out in the open, trying to give the Nips a good target. The bombers started their run, and we watched with amazement as they made their way in. When the first bombs hit there was a mad scramble for the Communications pit, and a few of us got our heads slightly dented by diving bodies. We laid one on top of the other and huddled closer as each succeeding bomb struck. Here were a scared bunch of men!

When we sighted the Jap planes flying high overhead we wondered where our fighter patrols were. Then, when four planes approached our area at a low altitude, someone made the remark, "Ah, here come our P-39's". But as the planes passed over the area, the red ball markings of the enemy were spotted on the wings. We thanked our lucky stars that the enemy did no more than look at us, perhaps thinking of a future attack upon our area. The only damage that had been caused was down near the airstrips themselves.

Ye Olde Dispensary and Dentale-shoppe.

Gentry and the "nerve center".

After the raid we climbed out of the pit, kidded each other, and went back to work. Many foxholes were completed before the end of the day, and the few shovels we had were in constant use.

According to the consensus of opinion, Jap Intelligence now knew the exact location of the 433rd and was only waiting for us to complete our buildings before sending planes to wipe us off the map. The following day the Japs came over again and delayed our breakfast until almost noon and thus kept us under cover another full day. A few of the bolder, or foolhardy, men went out to get a better view of the proceedings, but most stayed close enough to their foxholes to get back in a hurry. It was an interesting sight to see our fighters rise to meet the enemy. All that could be seen for awhile were the dogfights and the white streams of vapor trails left behind the diving and twisting planes. But soon the falling forms of many burning enemy planes were sighted. When the remainder of the Nip aircraft had fled, our fighters did their victory rolls. By this time we had made up our minds that life in Nadzab was just going to be "hell on earth", and we wondered why we had been especially chosen to be the dead heroes.

Through all this the E.M. messed with the 70th Squadron. When the officers found out that the 69th had an excellent mess, thanks to the mess officer, Lt. Holden, former chief supervisor of the culinary features of the Hotel New Yorker, they joined up with them. Everyone, from Col. Guile down to the buck privates, sweated out the chow lines in those days.

After our mess hall was completed, Group Headquarters, the dispensary, and the chapel started to take form.

The natives were especially interesting to us in our early days in New Guinea. We eagerly watched them in their work, using vines or split pandanus roots to bind the grass to the rafters of the buildings. Small, black, and woolly haired, they are a proud and happy people. Their only dress is a colorful (often red) laplap, which is a long piece of cloth fastened at the waist in the form of a skirt. As ornaments they have a brightly colored flower or some feathers stuck in their hair or perhaps a bracelet on their arm. In the morning they are usually quite energetic, but not so after lunch, when they eat their quite varied food. The

Our Chapel.

Rugged but righteous.

main part of the meal is boiled rice, served on a large leaf; grub worms or little lizards are sometimes an added delicacy. Seasoning is provided by combing the lice from their hair into the rice. It should be added that they also eat such things as yams, potatoes, and various fruits—bananas, breadfruit, mangoes, and coconuts. One of their favorite desserts is tooth paste or shaving cream.

Although the natives appear to be working slowly, they accomplish a great deal. Their labor seems to be without much effort. However, after lunch their energy declines, as they begin to chew the drug-like betel nut with the added flavoring extracted from a gourd. They often get so dopey that it is difficult to get much work out of them. By late afternoon they are all spitting red, and the work definitely comes to an end.

During the construction process of the area, the one man who probably deserved the most individual credit was our Chaplain. Despite the fact that Chaplain Orr and his able assistant, Sgt. Malcuit, were furnished next to nothing in the way of manpower, they rapidly built one of the finest chapels to be found in New Guinea. With small details of men from the squadrons, and the help of a few natives who put on the roof, the chapel reached completion in a short time. We really felt proud when we saw the completed product. The first Sunday there was a full house.

"Painless!" said "Doc" Arbesman.

Life down on the line, along Strip No. 5, was not very pleasant. In the first place it was a one and a half mile jeep ride from our area to the strip. That ride was either very dusty or very muddy, depending on the weather of the previous twenty-four hours. Down on the strip itself we spent our time in the little, old, decrepit grass shack that must have been built for missionaries. When it rained we got soaked, for the roof was no longer water resistant. During dry weather the planes covered the office with a thick layer of dust as they moved down the taxiways or took off from the strip. But in spite of our difficulties we managed all right. The control tower was primitive; the Operations shack was primitive; and the airstrip was primitive. But this was New Guinea and not Laurinburg-Maxton.

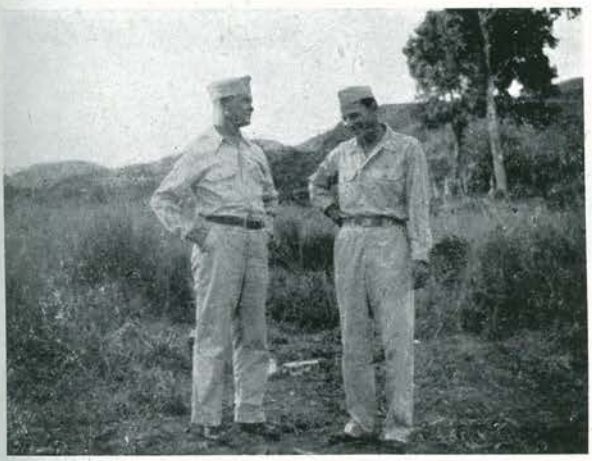
Sgt. Joe McCaffery, Cpl. E. P. Smith.

BRINGING UP THE REAR . . .

THE rear echelon, which was left behind at Brisbane, had a rugged time of it. On October 30th it was separated from the main body of the group which went on to New Guinea. During the next two weeks the men of the rear echelon policed the areas left by the squadrons and sorted and stacked the heavy equipment boxes. When this group was left behind they thought they would have a chance to enjoy further Australian hospitality. That pleasure was short lived however, as they only had two brief visits to town before their time was fully taken up by work.

The boat on which they were to come to New Guinea was an old Dutch coastal cargo vessel. Docked next to Liberty ships in Brisbane harbor it looked like a rowboat. The men boarded her on November 11th, and, as usual, it rained.

When people think of the Dutch they usually imagine everything meticulously clean. However, the men in our group know that all Dutchmen are not like that. The ship had its face cleaned every day, but below the surface it was never cleaned. The result was that the hold, in which our men were supposed to sleep, was filthy and smelled like a fish cannery. The fumes from the engine were not very pleasant either. After the first night on board nearly everyone moved his cot to the top deck and used a shelter-half for protection against the never-failing rain.



Lt. Col. Anderson and General Carter.

The trials and tribulations started on the second day of the voyage. A sudden tropical storm suddenly beat up the waters of the Coral Sea and made the little freighter act like a floating match box. The ship had a clearance of only six feet, and as the waves built up to twenty or thirty feet it acted more like a submarine than a surface vessel. It was a pale bunch of fellows who survived that first storm.

Anybody who had been on board the "West Point" thought that the food on it was the limit of culinary deficiency. They were mistaken; the mess on the Dutch boat beat the "West Point" by a long shot. Bully beef in the raw and hard tack were on the menu twice a day. Thanksgiving was celebrated with only one meal of bully beef!

In the beginning of the voyage the escort consisted of P-38's until the ship joined a convoy which was protected by destroyers and corvettes. Closing in on

La Rochelle, Sokol, Mascantonio, Pizzoferrato.

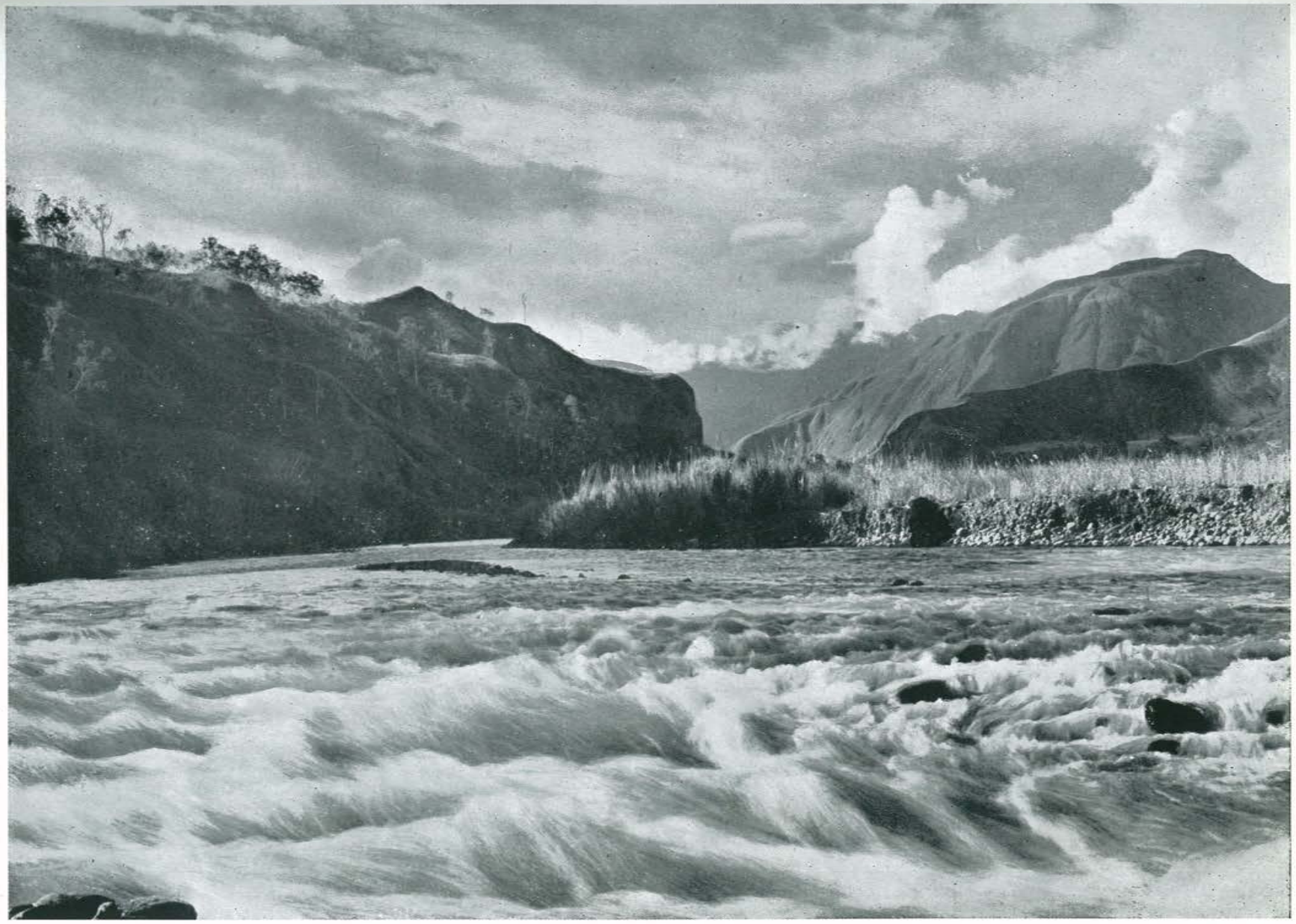
Milne Bay, the convoy split up and each boat continued on by itself. Most of them pulled into Milne Bay while the ship our men were on continued on to Oro Bay. On November 25th the men went ashore in "ducks".

Again the rear echelon had a tough break. Instead of being able to rest up a little after the very unpleasant voyage, they were immediately put on details by the base section of the transient camp. They worked at the post office, where they had a chance to fish out some of the Christmas packages belonging to our unit. And they also dug wells, unloaded boats, worked in lumber camps, and did many other odd jobs. It was a tough time, but the worst part of the situation was in going without mail from October 28th to December 10th, when some was brought down from Nadzab.

The tents occupied by our rear echelon were next to the road running parallel to the beach. Therefore, it was but a short distance to a good swim in the ocean. One of the unique things about Oro Bay was the latrines, which were built out over the water, native style. However, sometimes on stormy days the flushing of the toilets was a little too vigorous. The showers were crude too. If a fellow wanted to take a shower by himself he first had to dip out the water from a well, then balance himself while going up the ladder with the bucket, pour it in the container, and then run like the dickens to get under the shower before the last drop had run out. This procedure had to be repeated when the unfortunate "Joe" had to rinse the soap off.

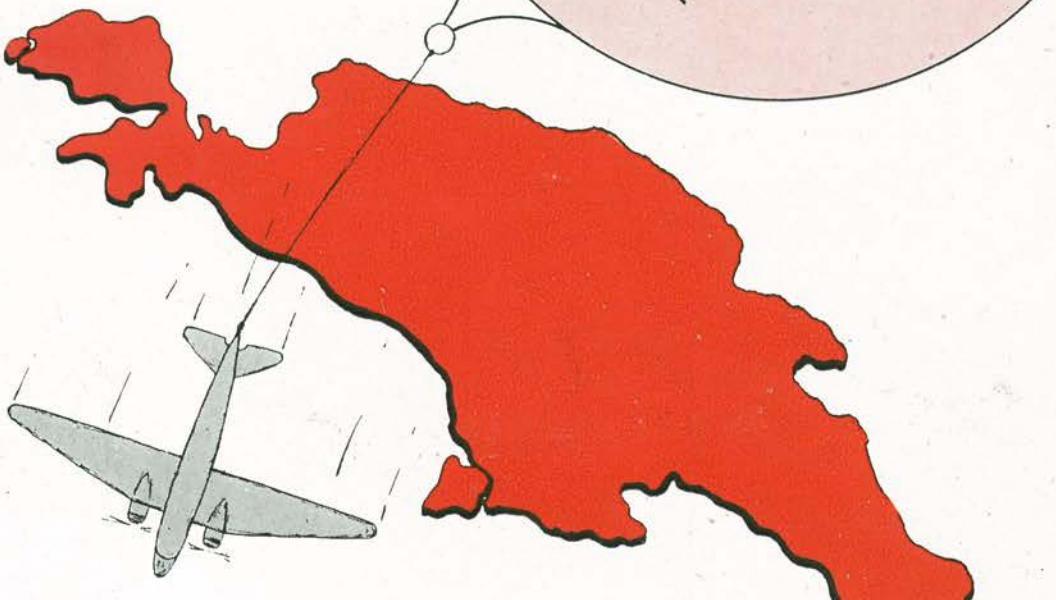
Finally our planes started to arrive at Oro Bay from Nadzab, and with each plane-load went personnel and equipment. On January 10, 1944 the last of the men were moved to Nadzab.

Strip No. 2 as it was before U.S. Engineers took over.



The swift flowing Erap River.

65th TROOP CARRIER SQUADRON



Major Marvin O. Calliham,
Commanding Officer.

Capt. Vernon E. Guess, Jr.
Executive Officer.

1st Lt. Gerald H. Farrell,
Supply Officer.

Capt. Laurence O. Fasoldt,
Flight Surgeon.

2nd Lt. Bernerd C. Mann,
Asst. Personnel Officer.

Capt. Burnell B. Marzolf,
Personnel Officer.

1st Lt. James W. Lee,
Intelligence Officer.

Capt. Malcolm J. Long,
Operations Officer.

1st Lt. Charles J. Rice,
Communications Officer.

Capt. Carl W. Anders,
Engineering Officer.

1st Lt. Raymond S. Mould,
Asst. Operations Officer.

Capt. Donald G. Anderson,
Liaison and Asst. Supply Officer.

Pilots—*Back Row (left to right):* 2nd Lt. Russell K. Rohlfsen, 1st Lt. Leon M. Bliziotes, 1st Lt. Lawrence E. Doster, 1st Lt. Robert F. Daffin, 2nd Lt. Jay D. Blom.

Front Row (left to right): 1st Lt. Charles W. Carrico, 1st Lt. Charles J. Reilly, 1st Lt. Alexander K. Morley, Jr., 1st Lt. Joe L. Hill, Jr., 1st Lt. Richard W. Lenington.

Pilots—*Back Row (left to right):* 1st Lt. Ernest A. Tripp, 1st Lt. St. Elmo Lewis, Jr., 1st Lt. George A. Kennedy, 1st Lt. Robert L. Stimson, 1st Lt. Neil C. Mulford.

Front Row (left to right): 1st Lt. Joseph Ciccarello, 1st Lt. Edward E. Ptacek, 1st Lt. Russell P. Galloway, 2nd Lt. Samuel H. Donham, 1st Lt. Robert T. Johnson.

Pilots—*Back Row (left to right):* Capt. Donald G. Anderson, Capt. Donald C. Speakman, 1st Lt. Raymond S. Mould, 1st Lt. William R. McGough, 1st Lt. Eugene G. Hagman, 1st Lt. Wilbert Turk.

Front Row (left to right): 1st Lt. Frank J. Hamsik, 2nd Lt. Charles E. Fredrick, 1st Lt. Albert A. Whitlock, 1st Lt. Donald S. Vickers, 1st Lt. John Larsen.

Pilots—*Back Row (left to right):* 2nd Lt. William W. Hamilton, Capt. Robert N. Wyatt, 1st Lt. Randolph H. Lewis, 2nd Lt. Thomas A. Herdklotz.

Front Row (left to right): 1st Lt. Jordan J. Lee, 2nd Lt. Ryland D. Phillips, 1st Lt. Ralph H. Lane, 1st Lt. Robert E. Van Valkenburg.

Pilots—*Back Row (left to right):* 2nd Lt. Richard A. Stoops, 2nd Lt. John F. Taylor, 2nd Lt. Charles E. Frederick, 2nd Lt. Wright, 2nd Lt. John Morison, 2nd Lt. William J. Connelly, Jr.

Front Row (left to right): 2nd Lt. Daris E. Magee, 2nd Lt. Marvin D. Heubner, 1st Lt. Yeager, 2nd Lt. Lenahan.

Transportation—*Left to right:* Cpl. Walter Wilson, Cpl. Charles W. Snyder, Sgt. Anderson, Pfc. Billy M. Stoner, Pvt. William E. Nelson, Sgt. Scott M. Mollett.

Communications—*Back Row (left to right):* Pvt. Thomas D. Bryant, Pvt. William E. Nelson, Cpl. James R. Otey, S/Sgt. William F. McCaffery, Sgt. Charles T. Gaynor, Pvt. Carl L. Hawkey.

Front Row (left to right): S/Sgt. Orville W. Hansen, S/Sgt. Ernest M. Tudja, Pvt. Frank Verdi, Sgt. Harold Fein.

Operations—*Back Row (left to right):* S/Sgt. Leonard Hodes, Pvt. Frederick B. Reinitz, Sgt. Otis L. Spaulding, Cpl. Lonzo E. Wilson, Cpl. Marion T. Warren, Sgt. Floyd E. Metzger.

Front Row (left to right): Pvt. Fauncey F. Beminio, Cpl. Ralph E. Henkel, Sgt. Israel Portnoy, Sgt. Edward S. Bailey.

Engineering—*Back Row (left to right):* Cpl. Thomas F. Matthews, Cpl. Andrew E. Yates, S/Sgt. Paul Kizik, S/Sgt. Donald F. Wilkinson, Pfc. Clarence G. Colby, Sgt. Louis M. Livermore, Sgt. Alfred Horin, Jr., S/Sgt. Ernest F. Coyman, Cpl. Herbert W. Yorty, Sgt. William S. Dunham, Sgt. William J. Noonan, Cpl. Ralph I. Foyer, Sgt. Joseph C. Munson, Jr., Pfc. Albert J. Dietrich, Pfc. Etler B. Davis, Cpl. James G. Taylor, S/Sgt. Edwin F. Burns.

Front Row (left to right): Sgt. Marcus F. Hilderbrand, Pvt. Leonard S. Donato, Cpl. Almer O'Neal, S/Sgt. George Noll, T/Sgt. Virgil A. Laux, Sgt. Bernard L. Skinner, T/Sgt. Wells M. Bothwell, Sgt. Norman B. Nelson, T/Sgt. J. C. Boydston, T/Sgt. Warren Mitchell, M/Sgt. Wade G. Adams, Cpl. Elza J. Cook, M/Sgt. James M. Cushman, S/Sgt. Morgan R. Ashworth, Capt. Carl W. Anders, Pfc. Archie H. Chaney, M/Sgt. William F. Chidester, Pfc. Walter J. Lucash, T/Sgt. George S. Helfer, S/Sgt. Ross K. Whynot, T/Sgt. Joseph E. Bottarini, Pfc. Charles L. Garafola, S/Sgt. Richard W. Blough, Pfc. Charles H. Clinger.

Engineering—*Back Row (left to right):* Cpl. James G. Taylor, Sgt. Arthur A. Marsh, Cpl. James E. Abell, Sgt. Abraham Prensky, Sgt. George W. Baker, S/Sgt. Jay W. Newbold, T/Sgt. George W. Curry, Pvt. Gordon P. Carl, Jr., Pvt. Henry M. Caterini.

Front Row (left to right): Pvt. Wendell R. Brinson, S/Sgt. Walter B. Kenney, Pfc. Deno S. Bliss, T/Sgt. Stanley Niewegiowski, S/Sgt. John N. Emmell, S/Sgt. Thomas Paknis, Cpl. Donald L. Brown, S/Sgt. Charles E. Hill, Sgt. William A. Ellis.

Engineering and Technical Supply—*Back Row (left to right):* Sgt. Joseph E. Napolitano, Cpl. Hubert T. Tucker, Cpl. Jacob Ames, Cpl. Edward J. Fregosi, Cpl. Harold J. Cross, Pvt. Robert H. McElroy, Pfc. Etler B. Davis, S/Sgt. Thomas H. Geoghegan, T/Sgt. Justin P. Northrup, Sgt. George E. Bishop, Cpl. Thomas D. Moore, Sgt. Walter B. Kenney.

Front Row (left to right): Cpl. Elbert L. McKinney, Sgt. Clinton G. Kerns, Sgt. Herman P. Lyda, Sgt. Joseph P. Chapman, M/Sgt. George E. Laufenberger, Cpl. Samuel Mindes, Sgt. John J. Casey, Cpl. James E. Carlton.

Supply and Intelligence—*Back Row (left to right):* 1st Lt. Gerald H. Farrell, Sgt. Joseph J. Plant, Sgt. LeRoy McLean, Pfc. Edwin S. Magrill, Sgt. Henry J. Sokolowski, S/Sgt. Robert C. Mitchell, Sgt. Wesley R. Pierce.

Front Row (left to right): Cpl. Wayne D. Reid, S/Sgt. Bob S. Earley, Pfc. Eli Bross, Pfc. Abraham L. Gitlow, 1st Lt. James W. Lee.

Communications—*Back Row (left to right):* S/Sgt. William S. Kirkham, S/Sgt. Arthur C. Whitehouse, Sgt. Neil H. Whitlock, Pfc. Don W. Diedrichsen, S/Sgt. Charles H. Griswell, Cpl. Raymond V. Grady, S/Sgt. Charles I. Selby, S/Sgt. Leonard F. Henry, S/Sgt. Frank R. Morgan, S/Sgt. Vito Rasile.

Front Row (left to right): 1st Lt. Charles J. Rice, S/Sgt. William F. McCaffrey, M/Sgt. James J. Schlegel, Sgt. Salvatore Valvano, S/Sgt. Joseph Cech, Jr., Pvt. Kenneth Weidenhopft.

Communications—*Back Row (left to right):* Sgt. Walter Gaskill, Cpl. Joe F. Drastata, Sgt. George G. Oliver, Cpl. Julian Carter, Sgt. Hyman Smith, Sgt. Joseph N. Finklestein, S/Sgt. Robert E. Kenna, S/Sgt. Robert R. Campbell, Sgt. Kurt J. Fickert, Sgt. William C. Davison, S/Sgt. Charles L. Phillips.

Front Row (left to right): S/Sgt. Edward J. Hagerty, Sgt. Richard L. Godkin, Cpl. Charles E. Baker, Cpl. Joseph V. Chrupcala, Cpl. Francis Pomponio, Sgt. Joseph W. Davis.

Medics and Orderly Room—*Back Row (left to right):* Sgt. John T. Cox, Sgt. Richard L. Moore, Sgt. Frank B. Money, Cpl. Nicholas P. Fiume, Cpl. Gordon F. Greer, Pfc. Doyle W. Frederich, Cpl. John W. Mahon, Sgt. William H. Remmey, Cpl. Isaac Campbell.

Front Row (left to right): Cpl. Robert L. McNabb, 1st Sgt. Mitchell Knittle, Cpl. Robert B. Donahue, S/Sgt. Harold Bernstein, Pfc. Edward Kime, Jr., S/Sgt. Leon J. Pietrzak, Capt. Laurence O. Fasoldt.

Transportation and Parachute—*Back Row (left to right):* S/Sgt. Andrew C. Ebert, S/Sgt. Jacob A. Martin, Pfc. Jack Kerson, Sgt. Floyd L. Kiefer, Pfc. Deamon Hearn, Sgt. Fred R. Ochsenbein, Pfc. J. R. Pierce, Pvt. Edward F. Gallagher.

Front Row (left to right): Cpl. Raymond C. Edinger, S/Sgt. Patrick F. Fitzgerald, Pfc. Cecil C. Starkey, Cpl. Edwin J. Oldham, Cpl. Jack Garber, Sgt. Eurice D. Riddle, Pvt. Thomas D. Mortakis, Pfc. Douglas L. Wells.

65th TROOP CARRIER SQUADRON

THE passing of 30 June 1944 saw the termination of one momentous year of overseas service, in active combat areas, for the 65th Troop Carrier Squadron. Our unit has been fortunate to share in the glory, the toil, the hardships, the dangers, and the victories which have attended the forward march of our arms in New Guinea during this period. It is with pride that we realize that our term of service has been concurrent with the ebbing of the flood of Nipponese conquest, that we have participated, and contributed to the Allied advance from Port Moresby to Cape Sansapor.

In this time, the 65th took part in the dropping of paratroopers in the Markham Valley, in addition to the far less glamorous, but vital, task of hauling freight and personnel over terrain impassable to overland travel. Recently, General Ennis C. Whitehead, Commanding General of the Fifth Air Force, commended the Troop Carriers, and credited them with making possible the rewinning of Wakde Island. Occasionally, we are able to witness concretely the value of our contribution. One of our planes, cooperating with other Troop Carrier units, recently saved a severed element of the infantry in the recent flare-up of fighting along the Driniumor River by dropping supplies and ammunition, when the Jap 18th Army under General Hatazo Adachi attempted to escape the noose which is inexorably squeezing out their evil lives. Performing the above in the face of combat conditions, we feel that the 65th has made a remarkable record of safety and excellent maintenance. It is worth pointing out that our unit has hauled 59,799,076 pounds of freight.

All this has exacted its toll. We have paid the price of lost comrades and aircraft. At Tsili Tsili W/O. Chick Lagana, Sgt. Harvey Boone, and Pfc. Philip Gaylo lost their lives in a bombing attack. Our other losses were sustained in the two fatal accidents suffered by the 65th. In the first crash, Lt. Paul A. Bishop

Mess Personnel—*Back Row (left to right):* Pvt. Leo E. Hasenpflug, Cpl. Glen T. Pope, Sgt. Charley J. Ruzicka, Sgt. Anton J. Kitzinger, Sgt. Wayne R. Swisher, Sgt. Paul K. Seidel. *Front Row (left to right):* 2nd Lt. Bernerd C. Mann, Cpl. John J. Dudczyk, Cpl. Dalthard L. Sigmon, Sgt. Anton Magliocco, Pfc. Sherman L. Dent, Sgt. Joseph D. Kitchens.

and F/O. Richmond C. Rosenberg were killed, while T/Sgt. William E. Farley and Sgt. Robert E. Kenna were injured. The last named recently returned to active flying duty. On 6 March plane No. 201 disappeared with 6 men, including Lts. John S. Hutchinson and Joseph P. O'Donnell, T/Sgts. Robert E. Boring and Jerry E. Reeves, and S/Sgts. Edgar A. Jones and Carl A. Laughery. Other overseas losses due to death were Lt. Harry D. Fisher and Cpl. Milton G. Bloom.

Our operations have been successful because of the high degree of leadership and skill displayed by our Commanding Officer, Major Marvin O. Calliham, of Conway, Texas, and his staff of Officers, who have ably organized and inspired the Enlisted Men under them to the utmost effort. This staff includes Captains Vernon E. Guess, Executive Officer; Burnell B. Marzolf, Adjutant; Lt. William R. McGough, Navigator and Censor; and department heads Captains Malcolm J. Long, Jr., Operations; Carl W. Anders, Engineering; Donald G. Anderson, Transportation; Laurence O. Fasoldt, flight surgeon; Lts. Joe L. Hill, Jr., Parachute; Charles J. Rice, Communications; Gerald H. Farrell, Supply and Chemical Warfare; Bernerd C. Mann, Mess; and Russell L. Sturzebecker, Special Services. Senior non-coms in charge of the same departments are: 1st Sgt. Mitchell Knittle; Cpl. Robert L. Donahue; S/Sgt. Leonard Hodes; Engineering M/Sgts. James J. Cushman, Edward J. Fiehl, William F. Chidester, and T/Sgt. Wade G. Adams, S/Sgt. Jacob Martin, S/Sgt. Leon J. Pietrzak, S/Sgt. Robert C. Mitchell, S/Sgt. Andrew Ebert, M/Sgt. James J. Schlegel, S/Sgt. Bob S. Earley, Sgt. Joseph J. Plant, and S/Sgt. Curtis W. Ricketts.

In concluding, a brief resume of squadron vital statistics, as of 30 June 1944, reveals a strength of 307 personnel, of whom the flying personnel have been decorated with a total of 106 Distinguished Flying Crosses and 89 Air Medals. Our air echelon has in the same period amassed a total of 5,597,055 cumulative combat hours in the air. The following Officers and Enlisted Men have individual combat time aggregating more than 700 hours each: Captains Donald G. Anderson and Robert N. Wyatt; Lieutenants Robert L. Becker, Lawrence E. Doster, Frank J. Hamsik, Joe L. Hill, Jr., Robert W. Hinton, Robert T. Johnsen, George A. Kennedy, Ralph H. Lane, John Larsen, Richard W. Lenington, Randolph H. Lewis, Wilbert Turk; T/Sgts. Wells Bothwell and Joseph E. Bottarini; and S/Sgt. Louis Kohl. T/Sgt. Joseph E. Bottarini has amassed the most time and leads all flying personnel in the unit in combat flying time. Since departure from the United States, the squadron has seen service at Amberley Field, Brisbane, Australia; Port Moresby, N.G.; Tsili Tsili, N.G.; Nadzab, N.G.; and Tadji, N.G.

James W. Lee,
1st Lt., Air Corps.

Sunday Services at 65th Troop Carrier Squadron Chapel.

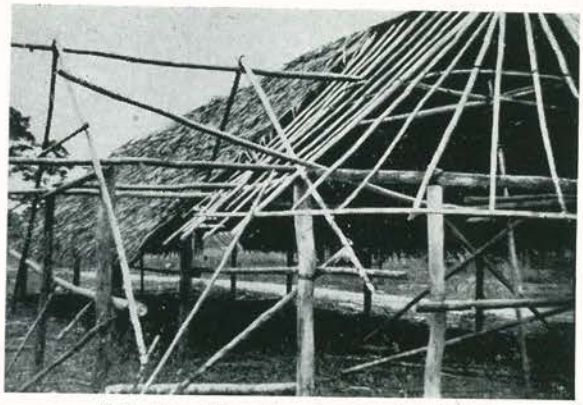
"Jungle Juice" Palace.

SYDNEY LEAVE

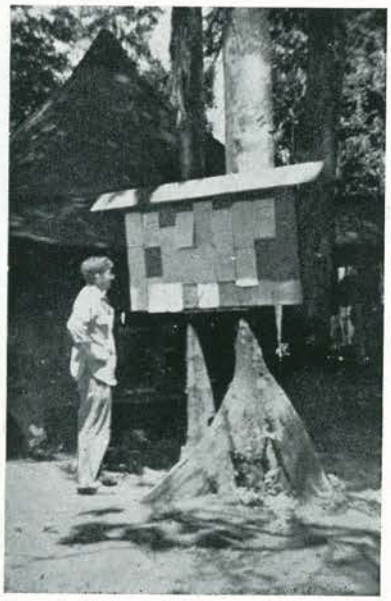
Capt. Robert N. Wyatt, 1st Lt. Joe L. Hill, Jr.,
1st Lt. William R. McGough.

AT NATIVE CHRISTMAS CELEBRATION

Capt. Robert N. Wyatt, 1st Lt. Robert W. Hinton,
1st Lt. Richard W. Lenington.



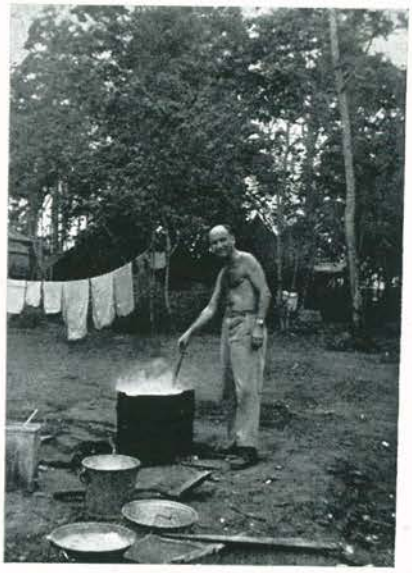
Squadron Chapel under construction.



Sgt. Tudja checks up.

Big bird in New Guinea.

Light housekeeping by Cpls. Baker and Hilderbrand.



Wash day for S/Sgt. Mitchell.

66
TROOP CARRIER
SQUADRON
"BEST G'DAMN T.C.S. IN THE WORLD"

Major Donald F. Woods,
Squadron Commander.

Capt. James B. McGillivray,
Executive Officer.

Capt. William C. Ketchersid,
Adjutant.

1st Lt. Clyde F. Muse,
Intelligence Officer.

1st Lt. Richard A. Grant,
Operations Officer.

1st Lt. Joseph Sara,
Supply, Mess, Transp. O.

Capt. Leon F. Roper,
Medical Officer.

Capt. George R. McGee,
Communications Officer.

Capt. Walter V. O'Neal,
Engineering Officer.

Capt. Marvin E. Cox,
Technical Supply Officer.

Capt. Ralph G. Osborne,
Personnel Officer.

2nd Lt. Frank Fedele,
Ass't. Intelligence Officer.

1st Lt. Benjamin H. Allen,
Ass't. Operations Officer.

1st Lt. Howard A. Shearer,
Ass't Engineering Officer.

Pilots—*Back Row (left to right):* 1st Lt. F. T. Goldstein, 2nd Lt. W. McKalip, 1st Lt. G. W. S. Johnson, 1st Lt. W. L. Littell, 1st Lt. F. G. Simpson, Jr., 2nd Lt. L. L. Perdue, 1st Lt. A. S. White, 1st Lt. G. G. Felton, 1st Lt. B. H. Allen, 1st Lt. J. A. Bailey, 1st Lt. S. Rosenfield,* 1st Lt. J. O. Post, 1st Lt. R. A. Grant, 1st Lt. E. C. Reade, Jr.

Front Row (left to right): Major D. F. Woods, Squadron Commander, 1st Lt. M. F. Yearwood, 1st Lt. J. K. Woodall, 1st Lt. J. L. Sterling, Jr., 1st Lt. L. J. Romano, 1st Lt. J. D. Ball, 1st Lt. F. S. Anders, 1st Lt. J. T. Berry, Jr.*

* Navigator.

Pilots—*Back Row (left to right):* 1st Lt. P. S. King, 1st Lt. H. Zimmerman, 1st Lt. W. J. Hare, 1st Lt. F. G. Simpson, Jr., 1st Lt. B. W. Pennypacker, Jr., 1st Lt. L. W. Voskamp, 1st Lt. J. K. Woodall, 1st Lt. S. H. Wood.

Front Row (left to right): 1st Lt. R. A. Grant, 1st Lt. M. R. Holder, 1st Lt. P. F. Jacob, 1st Lt. H. W. Strahan, 1st Lt. K. E. Dye, 1st Lt. R. V. Montgomery, Jr., 1st Lt. W. R. Skeath.

Enlisted Flight Personnel—*Back Row (left to right):* T/Sgt. T. J. Poynor, Sgt. J. K. Wendell, S/Sgt. J. A. Spencer, Sgt. J. J. Winner, Sgt. S. Schwartz, S/Sgt. N. Schulman, S/Sgt. N. S. Pearson, S/Sgt. C. A. Brown.

Front Row (left to right): T/Sgt. A. Mervar, T/Sgt. T. J. Benish, S/Sgt. P. J. Harper, T/Sgt. T. W. Braden, S/Sgt. J. G. Hoffman S/Sgt. R. K. Gomeringer, S/Sgt. J. O. Henlon, Sgt. R. L. Hibbs.

Enlisted Flight Personnel—*Back Row (left to right):* S/Sgt. J. E. Smith, Cpl. R. G. Wilson, T/Sgt. C. J. Hardy, Sgt. E. Himmel, Sgt. J. J. Link, Cpl. C. W. Dyer, M/Sgt. F. C. Suffern, Communications N.C.O., Sgt. R. L. Hibbs, S/Sgt. R. M. Sanford, Cpl. H. R. Rusczyk, Sgt. C. W. Lawther, S/Sgt. O. A. Rickert.

Front Row (left to right): T/Sgt. R. E. Farley, S/Sgt. C. E. Hall, S/Sgt. V. Arena, Sgt. A. Floyd, Sgt. B. W. Smith, T/Sgt. N. A. Wagner, Sgt. R. D. Pinotich, S/Sgt. N. S. Pearson, S/Sgt. A. Gondelman.

Orderly Room and Medics—*Back Row (left to right):* S/Sgt. C. E. Rensel, Jr., Cpl. N. E. Gomolski, Sgt. T. B. Ross, M/Sgt. S. F. Malecki, 1st Sgt.

Front Row (left to right): Pfc. T. L. Culpepper, Cpl. I. R. Goodman, Cpl. M. P. Pascucci, Pfc. D. Kirsch.

Missing from photograph: S/Sgt. M. A. Money, Sgt, C. J. Kelley and Pvt. W. F. Carpenter of the Orderly Room, S/Sgt. E. D. Pickerel, Medics N.C.O., and Cpl. L. R. Wilzbach of the Medics.

Operations and Intelligence—*Back Row (left to right):* Cpl. T. K. Stoneburner, Sgt. J. M. O'Donnell, S/Sgt. J. A. Pollaci, N.C.O., Cpl. W. L. McElveen, Sgt. E. M. Hirsch.

Front Row (left to right): Pfc. J. A. Frazer, Jr., Sgt. J. C. Barnes, S/Sgt. J. E. Cowan, N.C.O., Sgt. B. D. Dunagan, Cpl. F. S. Appel.

THE 66th Troop Carrier Squadron was activated at Bowman Field, Kentucky, 12 December 1942, less than six months after the formation of the 1st Troop Carrier Command. From there, however, it was destined to go to the Army Air Base, Alliance, Nebraska, for its initial period of operation; and on 18 December Private Kreeger, the first member, arrived alone at the first home base. On the 23rd Captain Don Smith, later to become lieutenant-colonel and to be transferred from the unit while overseas, assumed command, relieving First Lieutenant Don Woods, who reassumed command in January 1944 and sometime thereafter became a major. Other officers who were assigned to the unit during those bleak days in Alliance and have remained throughout the period of overseas operations are: 2nd Lieutenants Ralph Osborne, George McGee, James Mc Gillivray, William Ketchersid, and Marvin Cox, all of whom were later to attain the rank of Captain. It was through the vigor and initiative of these officers, with a small nucleus of enlisted men, that a smoothly functioning organization was made possible. Already by the end of 1942 the framework had been set up.

Primary work in January 1943 was the gradual reassignment of personnel and the organizing of the various departments. On the 16th the squadron received its first C-47, and on the following day the first official flight was made from the home base.

This was the beginning of a long line of biscuit bombers, destined to fill the skies of New Guinea, transporting supplies to troops. By 4 February the squadron had four planes, and two days later one of these was engaged in the first trial test in the towing of gliders. This test was fairly successful, and the glider was in the air three times that day. Not all the month, however, was devoted to work, for on the 4th the first social beer party was held—the first of a long series of busts where the fellows, mellowed by 3.2, were to join in song until the culminating party in Fort Wayne, Indiana. Though stag affairs, these were heart-warming occasions, during which both officers and men could be brought together, developing that understanding which proved so fruitful later when everyone was bound by the common bond of danger in a war zone.

March was a month of unfavorable weather conditions, and on more than one occasion the planes had to be grounded because of blinding snow storms and sub-zero weather. On the night of the 5th the thermometer dropped to 34° below zero. On the 16th high winds of great force threatened to destroy the gliders all of which had to be tied down; yet in spite of this precaution, several broke loose and were wrecked. The first edition of *Prop Wash,* the squadron newspaper, was printed on the 13th; and until January 1944 this paper continued to ap-

Back Row (left to right): Sgt. J. F. Barrilla, Cook; Pfc. I. W. Ferrell and Cpl. R. P. Sidenbender, C.W.S.

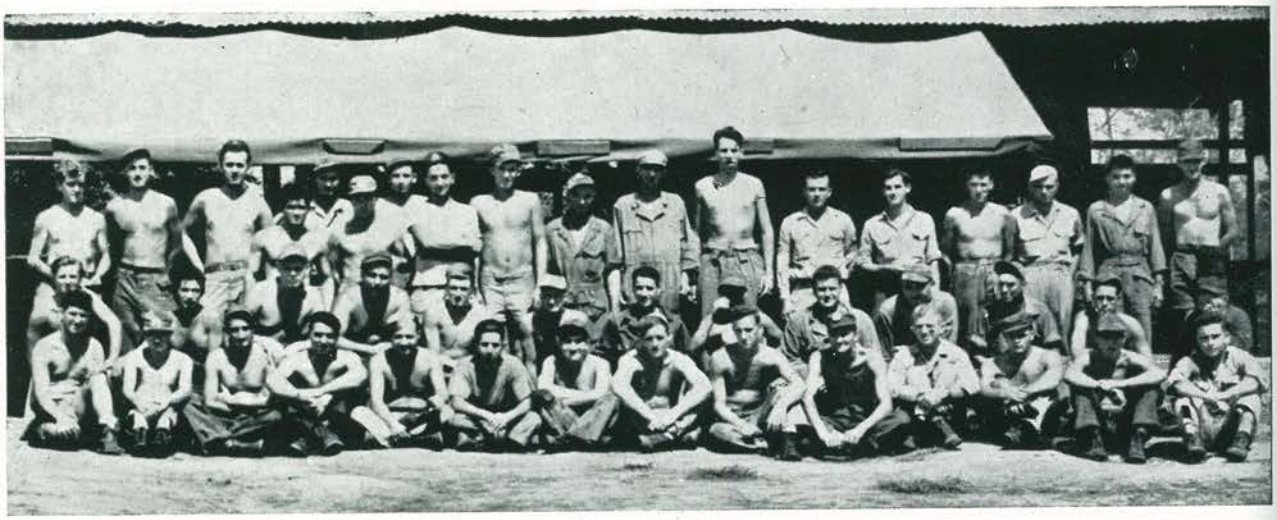
Front Row (left to right): Cpl. H. Pure, Special Services; Sgt. J. Postiglione, Armament; Cpl. M. A. Poteet, Special Services.

Communications—*Back Row (left to right):* Pvt. T. C. McGilley, S/Sgt. R. M. Sanford, Sgt. G. C. J. Wilson, Sgt. R. Youngerman, Pfc. F. A. Ford, Pfc. K. G. Ferguson.

Front Row (left to right): Cpl. T. P. Alexander, Sgt. R. H. Smithoover, S/Sgt. R. E. Baker, Cpl. D. S. Nelsen, Pfc. A. S. Calderon.

pear weekly with few interruptions. The first maneuvers in which the planes participated began on the 17th, and they worked in conjunction with airborne units. For sometime it seemed evident that the squadron would be primarily engaged in the transporting of these troops and in the dropping of paratroops; but actually the squadron was gradually to become devoted principally to transporting supplies. On the 22nd the first formation of gliders over the base was witnessed. Four days later practice runs were made for paratroop jumps, and on the 27th the first paratroop exhibition was held; even "Geronimo", the dog mascot made a successful jump.

April 1 was the beginning of additional maneuvers with paratroops, and on the 4th the advanced echelon left for North Platte, Nebraska, where squadron maneuvers were to be held for four days. This was our first and only attempt to live "in the field" in preparation for overseas service; and though the training was limited, it was at least a satisfactory experiment in adapting the men to adverse living conditions. During those maneuvers we were raided by planes of the 65th Troop Carrier Squadron in a simulated gas and bomb attack. We practiced dispersal of troops for the defense of our area and landing field. Some of the men camouflaged our equipment and area; others dug foxholes and slit trenches. On the last night three of our planes "attacked" North Platte during a practice blackout and dropped flour sack bombs. The remainder of the month, after our return to Alliance, was devoted to routine operations and work on the firing range. On the 27th after hasty preparations the advanced echelon departed by air for Pope Field, North Carolina, and on the last day of the month the



Engineering—*Back Row (left to right):* T/Sgt. J. A. Meckel, Sgt. J. J. Winner, Sgt. W. A. Stern, Sgt. I. N. DeGregorio, Cpl. C. W. Dyer, S/Sgt. D. W. Peacock, Pfc. F. D. Bays, Sgt. J. J. Trezza, Pvt. T. S. McClellan, T/Sgt. G. A. Yager, Sgt. W. G. Ivens, Pvt. J. Cohen, M/Sgt. T. E. Bragg, T/Sgt. W. S. Wainwright, Jr., Line Chief, T/Sgt. L. F. Grace, T/Sgt. R. M. Ford, Pvt. C. Chriss, Pvt. J. S. Hauser.

Centre Row (left to right): Pvt. C. C. King, T/Sgt. F. Silvestri, Sgt. D. G. Clark, Sgt. D. Roy, Cpl. H. R. Rusczyk, Sgt. L. W. Felton, Pvt. F. G. Farmer, Sgt. F. Sortino, Sgt. L. A. Wisner, M/Sgt. A. J. Skamiera, T/Sgt. O. C. Austin, Sgt. J. D. Hall, and T/Sgt. F. A. Douglas.

Front Row (left to right): Sgt. H. R. Bartholomew, Sgt. L. W. Campbell, Sgt. P. C. Wenger, Sgt. S. J. Murawski, Cpl. J. J. Jordan, S/Sgt. C. A. Brown, Cpl. K. Sober, Sgt. B. M. LaBelle, Pvt. R. A. Parker, T/Sgt. L. F. Poyner, Sgt. F. J. Brost, Sgt. K. A. Long, T/Sgt. J. E. Hallam, and Pfc. C. I. Ziegler.

Mess and Bakery—*Back Row (left to right):* Sgt. D. Lyman, Sgt. W. Blagg, Sgt. J. W. Bywater, Cpl. T. B. Mahek, Cpl. S. J. Helona.

Centre Row (left to right): Cpl. R. G. Fuller, Pvt. A. J. Foster, Cpl. E. E. Caskey, Pfc. G. T. Davey, Pfc. E. E. Hart, Pfc. J. M. Lindsey, Sgt. E. H. Seaman, Sgt. L. W. Price, Pvt. C. O. Bish.

Front Row (left to right): Pfc. T. P. Doughall, Pvt. A. Fleener, Pvt. E. W. Fitzpatrick, Cpl. H. Glass, Pfc. J. Duarte, Pfc. R. H. Hackett, Pfc. W. J. Erxleben, T/Sgt. H. M. Chiles, Mess Sergeant.

Transportation—*Back Row (left to right):* T/Sgt. W. R. Aaron. N.C.O., Pvt. E. C. Bishop, Pfc. W. Z. Massengill, Jr., Pfc. J. F. Parker, Jr., Pfc. O. R. Dahl, Cpl. E. J. Harms, Pvt. B. W. Woodie, Pfc. A. J. Borowsky, Pfc. L. J. Zavadsky, Pfc. J. J. Foster.

Front Row (left to right): Pvt. A. P. Escobar, Pfc. C. C. Sudduth, Cpl. K. Thomas, Sgt. H. E. Frantz, Pfc. S. C. Sonneborn, Cpl. J. Petrouski, Sgt. K. L. Hall, Pfc. R. W. Catron, Cpl P. J. Kiggins.

Back Row: Pvt. W. E. Chapman, Sgt. O. V. Petersen, Pfc. O. W. Hutchison.
Front Row: Cpl. J. C. Weatherwax, Pfc. H. George.

Back Row (left to right): Cpl. H. J. Bustin, S/Sgt. S. W. Jones, S/Sgt. J. L. Sims, Sgt. J. D. Almond, Pfc. A. J. Paruch, Pvt. W. F. Carpenter, Cpl. R. E. Becker, T/Sgt. J. L. Seinsheimer, Pvt. F. Sabin.

Center Row (left to right): Sgt. H. W. Kriebel, S/Sgt. J. T. Goodman, Cpl. J. P. Edberg, Sgt. G. L. Raymer, S/Sgt. G. G. Irwin, Cpl. P. N. Sheridan, S/Sgt. M. A. Money, Cpl. K. R. Felter.

Front Row (left to right): S/Sgt. J. S. Smith, Jr., Pfc. J. R. Palmer, Sgt. A. P. Kopustaitis, S/Sgt. A. L. Benjamin, Sgt. N. Block, Cpl. M. B. Harper, Sgt. J. R. Brahm, Cpl. W. G. Winget, Cpl. O. R. Willis.

"Looking down Lulu Bird Lane".

entire squadron left by train for the new station, arriving on 3 May. On two occasions during the month our planes took part in maneuvers with paratroops.

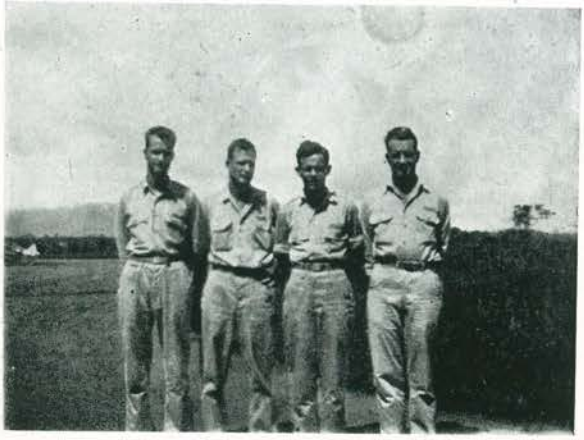
June was a month of preparations for overseas departure. Insurance and allotments had to be checked. Dental surveys and physical examinations were held. A thorough inspection of all technical training was made. All glider pilots and mechanics were transferred from the squadron, and from that time we were no longer assigned gliders. The last few days at Pope Field were concentrated upon familiarizing the men with safeguarding military information. On the 14th the advanced echelon left for Baer Field, Fort Wayne, Indiana; and four days later the entire squadron was transported by air to its new base, the final staging area. Most of the time there was spent in clothing showdowns, classification checks, extensive physical training, and crating and packing of squadron equipment. By the end of the month our planes for overseas began arriving, and by 5 July they had been inspected and properly equipped for departure. Our last squadron party, where both officers and enlisted men accompanied by their wives and sweethearts gathered, was a fitting farewell.

2nd Lt. B. L. Williams.

Pilots—*Back Row:* 2nd Lt. S. D. Dickerson, 2nd Lt. L. D. Hunnings, 2nd Lt. A. S. Krivulka.
Front Row: 2nd Lt. A. E. Ekern, 2nd Lt. D. B. Jones, 2nd Lt. L. D. Mulkins.

Pilots—*Back Row:* 2nd Lt. A. L. Moore, 2nd Lt. G. A. Hardy, 2nd Lt. J. T. Dyer, 1st Lt. J. D. Larson.
Front Row: 2nd Lt. L. L. Rader, 2nd Lt. P. B. Olsen, 2nd Lt. M. H. Roller.

Pilots—2nd Lt. S. L. Abrams, 2nd Lt. R. E. O'Malley.

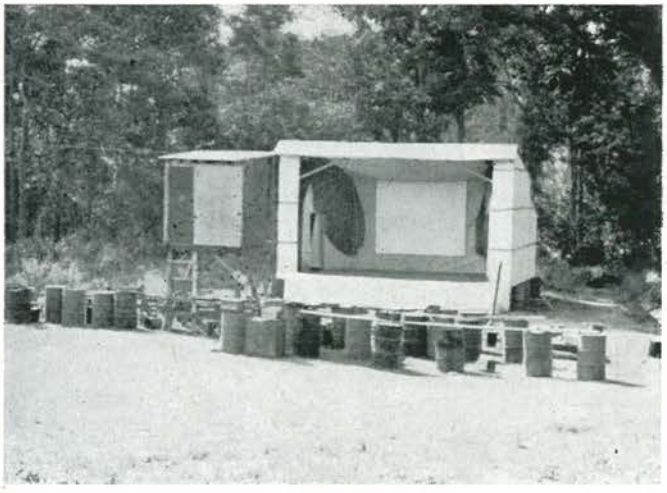


Pilots—1st Lt. A. J. Davoren, Jr., 1st Lt. J. P. Chrisman, 2nd Lt. J. M. Hudson, Capt. C. B. Rouse.

Pilots—*Back Row:* 2nd Lt. J. M. Hutto, 2nd Lt. J. H. Thornton, 1st Lt. H. M. Ditto.
Front Row: 1st Lt. H. G. Lorch, 1st Lt. T. A. Faber, Jr., 2nd Lt. M. E. Parizeau.

Officers' Club and Recreation Field.

1st Lt. Holder,
Special Services Officer.

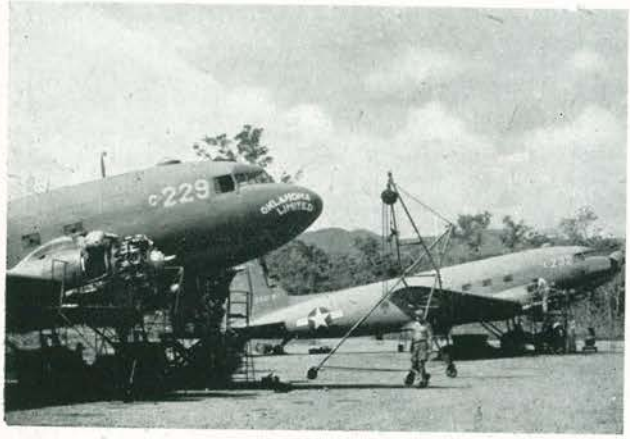


"Sad Sack Sinema".

Enlisted Men's Club.

Mess Hall and Bakery.

Orderly Room.



"On the Line".

"Residential District".

Parachute Department—"Oh for the life of a rigger".

"All the comforts of home".

Operations and Intelligence Building.

"The feminine touch".

On 5 July the air echelon departed for Hamilton Field, California, and on the 13th the ground echelon left by train for Camp Stoneman, California, port of embarkation. Having arrived there, for seven feverish days we hiked, held gas drills, turned in all overages in clothing, checked out impregnated protective clothing, practiced abandoning ship, took physicals, and packed our "A" and "B" bags. On that fateful day of 25 July, we fell in with full pack and marched through the little town of Pittsburgh, where we boarded a pleasure boat of pre-war days, from which we were transferred to an old Hawaiian ship at San Francisco. We set sail beneath the Golden Gate the next day, threw pennies into the water for good luck, and wondered what the future was to hold. Those were long, hot days upon the calm Pacific, devoted to reading, games, boxing matches, movies, and music furnished by the ship's orchestra. Upon crossing the equator, King Neptune held his court, initiating all "pollywogs" and "landlubbers" into the worthy club of "trusty shellbacks". Strange things were said and done under an equatorial sun. On 16 August we docked at Brisbane, Australia, from whence we were transported by truck to Amberley Field at Ipswich. It was not long before members of the ground crew began to leave by plane for Port Moresby, and on 12 September the remainder of the squadron set sail again, this time destined for New Guinea. By the 19th the air and ground echelons had rejoined.

The itinerary of the air echelon, which had begun on 5 July, had ended at Port Moresby on the 25th. Only three days later our planes participated in their first mission overseas—a drop in the Mubo Valley area. For those first few weeks the air echelon was under the supervision and direction of the 21st Troop Carrier Squadron, which took our planes on their first extended mission on 4 August; the objective, however, was not reached because of the presence of Jap fighters in the vicinity. Our next mission was on the 6th; our planes made trips to Goodenough Island and one to the Trobriands. Our first accident occurred on the 10th when one of our planes having collided with another transport in mid-air, was forced to crash-land in the jungles. On the 11th we made our first flight to Tsili Tsili, where for more than a month the Japs bombed and strafed. On several occasions our planes, destined for Tsili Tsili, were forced to turn back because of enemy raids.

On 5 September all our planes successfully participated in the dropping of paratroops in the Markham Valley; no planes were lost in this operation. On the 13th we landed for the first time in the Valley, and on the 25th our air echelon moved into this new area, which was to be our first overseas station. By 4 October all the squadron had been transported by air to the new base.

Operations during October became extensive, and even by the 12th our planes had hauled as much as 349,000 pounds of equipment in a single day. Dumpu, which was opened on the 9th, was to be our primary destination for many

Engineering—*Back Row (left to right):* Cpl. A. D. Demshok, S/Sgt. A. J. Lukaszewksi, Sgt. W. G. A. Burk, Cpl. J. E. Palazzo.

Centre Row (left to right): S/Sgt. H. Dollis, Sgt. G. W. Wnukowski, T/Sgt. C. E. Purvis, Cpl. Q. E. Proudfoot.

Front Row (left to right): Cpl. A. Fisco, Pvt. R. Rathman, T/Sgt. C. P. Del Villagio, Sgt. C. E. Benson, Sgt. C. K. Palman.

Engineering—*Back Row (left to right):* T/Sgt. A. Toney, Cpl. E. H. Strachan, T/Sgt. H. L. Purcell, Sgt. H. L. Daniels, S/Sgt. J. E. Smith.

Front Row (left to right): Sgt. C. W. Popleau, Sgt. W. C. Hamilton, S/Sgt. F. DeBonis, Sgt. F. Sortino, Sgt R. H. Wohlfiel.

Back Row: Sgt. W. L. Williams, Pvt. J. L. Harper, Cpl. R. F. Talford and Pvt. A. L. Glinsky—all of Transportation.

Front Row: S/Sgt. W. A. Silva, Sgt. N. E. Pleiss and Pfc. M. A. Dutko—all of Engineering.

Communications—*Back Row (left to right):* S/Sgt. D. C. McCready, S/Sgt. G. J. Travis, S/Sgt. E. J. Carbone, S/Sgt. E. F. Hubert, Jr.

Front Row (left to right): Sgt. R. V. Ripani, S/Sgt. J. J. Glatz, S/Sgt. P. Botrok, Sgt. A. A. Luebbers.

Communications—*Back Row (left to right):* Pvt. J. P. Harbin, Sgt. H. W. Williams, Sgt. G. S. Dorfman.

Front Row (left to right): Cpl. F. Tasner, Sgt. I. M. Cohen, S/Sgt. J. T. Goodman.

Back Row (left to right): Cpl. L. R. Wilzbach (Medical), S/Sgt. J. Frey (Baker), Pvt. H. R. Palmer (Mess).

Front Row (left to right): Cpl. R. H. Lewis (Mess), Pfc. S. W. Donahoo (Transportation), Pfc. D. A. Ponder, Jr. (Transportation).

months, and transport service played a vital part in bringing the campaign in the Ramu Valley to a successful conclusion. There was one air-raid during the month; enemy planes attacked on the 16th.

The largest Jap raid, in which nineteen planes participated, occurred on 7 November. Because of enemy interception one of our planes was forced to make a crash-landing on the 9th, and two men were wounded by strafing. As the line of battle gradually receded with the occupation of Lae in September, Finschhafen in October, and the landings at Cape Gloucester in December and Saidor in January, our operations proceeded without interference by the enemy, and no other planes were destroyed as a result of enemy action. Two men, however, were lost by accident. The last enemy raid, a strafing attack by eight Tony's, occurred on 15 January 1944.

By the end of March 1944 one of our planes had participated in a flight to Momote on Los Negros Island in the Admiralties. By April with the gradual increase in the amount of organizational equipment hauled it became increasingly clear that the most essential task of transports was to be the moving of airborne units. During May the air echelon was on detached service at Tadji for twenty-one days, engaged in hauling supplies to Hollandia to relieve the emergency in that area. It was through the cooperation of troop carrier units such as this one that the complete occupation of Hollandia was accomplished. Flights during July extended as far north as Kamiri strip on Noemfoor Island, and by August our planes had landed at Sansapor, the northernmost captured base in New Guinea.

Squadron accomplishments have been in keeping with the rapid progress of the war, which was accelerated at about the time we arrived overseas. On 30 November 1943, 400,000 pounds of equipment were hauled in a single day. In December our planes completed 2,184 missions, exceeding all other squadrons in the 433rd Troop Carrier Group. The month of March 1944 witnessed the largest amount of freight yet hauled by any unit in New Guinea—a total of 7,936,000 pounds. By August, because of the extension of flights, the ton-mileage had increased to 611,285. Though a "bastard" squadron, we had established an enviable record and in the period of a year had been able to make a definite contribution to the successful conclusion of the New Guinea campaign, which is virtually ended.

CLYDE F. MUSE,
1st Lt., Air Corps.

Major Willie C. Head, Jr.,
Commanding Officer.

Capt. G. E. Carpenter, Jr.,
Executive Officer.

Capt. Irvin E. Ebaugh,
Adjutant.

Capt. Collas G. Harris,
Intelligence Officer.

Capt. C. J. Beck,
Operations Officer.

Capt. Robert L. Tucker,
Supply Officer.

Capt. J. L. G. Lester, Jr.,
Flight Surgeon.

Lt. John F. Dennis,
Communications Officer.

Lt. Delbert A. Nelsen, Jr.,
Engineering Officer.

Capt. William H. Donohue,
Liaison Officer.

Capt. G. W. Beck,
Leader of Flight "A".

Capt. Jack M. Lewis,
Leader of Flight "B",

Capt. Harold L. Jekel,
Leader of Flight "C".

Capt. James H. Hunter,
Leader of Flight "D".

67th TROOP CARRIER SQUADRON

THE 67th, like the other three original squadrons, came into existence at Florence, South Carolina, and was led through the period of growing pains by Major Erwin Baird, Jr., who was universally admired and liked by all. At Baer Field, as the 67th was preparing to leave for the Combat Zone to play its part in "Rolling Toward Tokio", Major Baird went to Group as Executive Officer, and Major Willie C. Head, Jr., took over the leadership of the squadron. The air echelon of the 67th was the first of Group to fly across to the Combat Zone, and made the long trip without any mishaps. It was immediately launched, after a brief orientation period, into performing those activities for which the Troop Carrier Command has justly gained fame and glory in the Southwest Pacific Area.

The 67th with other units contributed by air transport its part to the success of the campaigns in this theater. It flew personnel, supplies, and equipment, and dropped vital emergency supplies to the spots where they were urgently needed. It evacuated wounded from the relatively primitive conditions of the front line to modern, roomy hospitals far in the rear.

The success of all campaigns in the interior of New Guinea, as measured by time and speed, can be attributed in a large measure to Troop Carrier planes. Without their efficient operation and the skill and perseverance of the pilots, the campaigns because of the forbidding terrain, lack of roads, and unfavourable weather, might have covered a period of years instead of weeks and months.

In the prosecution of this work, during its first year overseas, the squadron established an impressive record. In the twelve months from September 1, 1943, to August 31, 1944, its pilots flew 10,017 combat missions. Its planes carried 50,060,561 pounds of passengers and freight. In making 17,804 trips, they travelled 2,298,457 miles, sufficient to encircle the globe 92 times.

On certain missions the 67th played a unique and interesting role. In support of the Australian advance up the Markham Valley, 67th planes, in a special two-day mission, in September, ferried reinforcements from Nadzab to Kaiapit. When the planes arrived, the Australian patrol line, and hence the opposing Japanese, was just beyond the far end of the runway. The Australian troops descended from the planes and walked down the strip into the fight. Even before the airstrips at Momote in the Admiralty Islands and Mokmer on Biak Island were taken, they were visited by a B-17 assigned to the 69th Troop Carrier Squadron to drop ammunition and supplies. Two members of the 67th, T/Sgts. Donald Sanford and Robert McCullough, were gunners on the dropping mis-

sion to Momote. An attacking Tony was shot down by the plane, and the Jap lines were strafed to aid in the recovery of the ammunition which had been dropped on the no-man's-land of the air strip. On the mission to Biak in which 7,000 pairs of badly needed shoes were dropped, Captain C. J. Beck and Captain Collas G. Harris were co-pilot and observer. The 67th pioneered the Troop Carrier flights into Tadji and Hollandia. The three 67th planes which skirted enemy anti-aircraft positions to land at Tadji were the first large planes to land there, having been preceded by two P-38's, one of them Major Bong's. Captain C. J. Beck was co-pilot and Captain Harris an observer on an epochal flight in a C-47 to the Cyclops airstrip at Hollandia just a few days after its capture. They spent the night trying to sleep to the tune of constant machine gun and mortar fire. The trip was made primarily to ascertain the conditions of the strip and the availability of parking facilities. Conditions being satisfactory, a large Troop Carrier armada was led by the 67th into Cyclops on the day following the return of the pioneer ship.

In its overseas career, the 67th encountered the hazards of enemy attack. Planes of the squadron, when on the ground at forward bases, were on numerous occasions bombed and strafed by enemy planes. In each case 67th personnel and planes were unscathed. During a Japanese strafing raid on Nadzab, Lt. James R. Metcalf was in flight circling on the approach to land, and was shot at by two Tonys which he eluded by inspired evasive action. On several missions along the northern coast of New Guinea, squadron planes were subjected, with negligible damage, to enemy anti-aircraft fire. The only losses of planes and, in two instances, of combat crews, were through accident.

The personnel of the 67th is as representative a group of average Americans as could be found. The destiny of the squadron is in the capable hands of Major Willie C. Head, Jr., who left his work as a school principal to enlist in his country's defence. His impartial fairness and consideration for the welfare of those under his command contributes to the respect and popularity which he enjoys.

Captain George E. Carpenter, Jr., who had been before his enlistment a display specialist, is Executive Officer and, during the absence of the Squadron Commander, competently assumes the leadership of the unit. Captain Irvin E. Ebaugh, Squadron Adjutant, combines friendliness and firmness. With quiet unobtrusiveness cloaking a whimsical humor, he handles effectively the multifarious problems and functions of the Orderly Room and Personnel Department. His experience in civilian life, where he was connected with the Maryland State Headquarters for Selective Service, proved of value in carrying out his duties.

Captain Collas G. Harris brought with him into the Army the enthusiasm, energy, resiliency, and executive ability which had advanced him in civil life to the posts of Executive and Budget Officer of the National Archives in Wash-

Flight "A"—*Back Row (left to right):* 2nd Lt. Daniel P. Sheehy, 2nd Lt. Harry J. Williams, 2nd Lt. Theodore D. Keelan, 2nd Lt. Charles J. Rau, Jr., 1st Lt. George W. Ekorn, 1st Lt. James R. Metcalf, Captain George W. Beck.

Front Row (left to right): 2nd Lt. James D. Morgan, 2nd Lt. William J. Sullivan, 2nd Lt. Wilbur H. Smith, 2nd Lt. Wyman P. Woodward, Jr., 1st Lt. Gerald E. McKibben, 1st Lt. Louis E. Smith.

Flight "B"—*Back Row (left to right):* 2nd Lt. William A. Stein, 1st Lt. Paul Handy, 1st Lt. John Ladue Palmer, 1st Lt. Hamilton C. Laing, 1st Lt. Floyd C. Beebe, Captain Jack M. Lewis.

Front Row (left to right): 2nd Lt. Harry S. Peterson, 2nd Lt. Raymond T. Kelsey, Jr., 2nd Lt. Ivan C. Odom, 2nd Lt. William E. Noel, 1st Lt. Milton H. Mitchell, 1st Lt. Frank E. Griffin, 1st Lt. Frederick W. Jacobs.

Flight "C"—*Back Row (left to right):* Captain Harold L. Jekel, 2nd Lt. Major L. Kight, 1st Lt. Lester M. Mack, 1st Lt. Louis R. Ford, 2nd Lt. Dwight L. Toogood, 1st Lt. Joseph Williams, 1st Lt. Ferris R. Loveless.

Front Row (left to right): Captain William H. Donohue, 1st Lt. Henry Salz, 2nd Lt. Harry S. Patterson, 1st Lt. Matthew A. Boonstra, 2nd Lt. Theodore Casper.

Flight "D"—*Back Row (left to right):* 1st Lt. James H. Hunter, 1st Lt. David E. Edmunds, 1st Lt. Donald M. Munger, 2nd Lt. Clifford A. Dillon, 2nd Lt. Daniel S. McLaughlin, 1st Lt. Harold W. Howell, 2nd Lt. Harrison H. Mutz.

Front Row (left to right): 1st Lt. Walton F. Heley, Jr., 1st Lt. Thomas B. Brown, 1st Lt. Richard W. Gilmore, 1st Lt. Foy B. Frost, 2nd Lt. Leslie R. Galloway, 2nd Lt. John W. Glynn.

Administrative buildings at Hollandia.

ington, D.C., and Executive Secretary and Chairman of the Executive Committee of the Committee on the Conservation of Cultural Resources, Natural Resources Planning Board. His immediate command of every situation and the dispatch with which he organizes everyone to accomplish his purposes led to the affectionate bestowal of his nickname "Colonel Simon Legree".

Of the other staff members, Captain Charles J. Beck, formerly associated with a large jewelry store as a salesman, an excellent pilot, is an able and efficient administrator as Operations Officer, Captain Robert L. Tucker, a student before joining the Army, who acts as Supply, Chemical Warfare, and Mess Officer, performs his many duties with ease and assurance. Captain William H. Donohue, Liaison Officer, due to his pleasing personality and unfailing tact, finds his work greatly simplified. Prior to his entering the Army, Captain Donohue was an accountant with one of the largest electrical concerns in the States. Jovial Captain Joseph Launcelot Graham Lester, Jr., with bubbling good humour, ministers to the illnesses of the outfit and in addition, with true talent for legerdemain, "manages" numerous elusive items of supply and equipment for the use of the squadron. Lt. Delbert A. Nelsen, Engineering Officer, a former salesman, and Lt. John F. Dennis, Communications Officer, in civilian life an industrial engineer, capably direct their respec-

Squadron Area at Nadzab.

Bird's-eye View of Squadron Area at Hollandia.

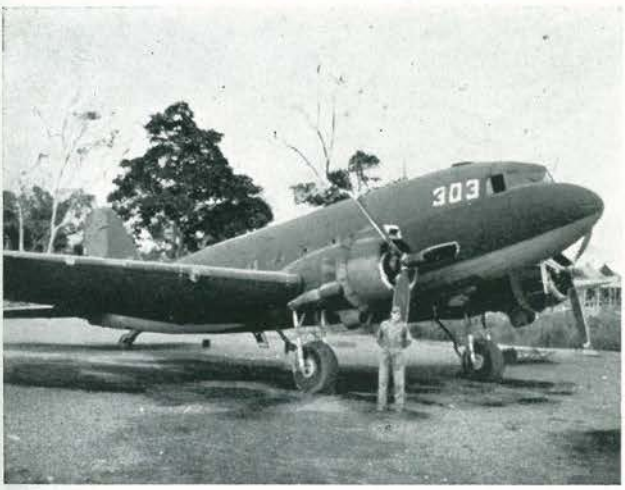
tive departments. Lt. Joseph J. Aleksa manifests remarkable patience and fortitude in his capacity as Censor. He was, before his military career began, engaged in Juvenile Delinquency work for the state of Pennsylvania. His inherent kindness and amiability, together with his sympathetic understanding have earned him the affection of the entire unit. Lt. John H. Steichen, engaged before the war in scientific farming, diligently meets and overcomes the infinite number of obstacles he meets as Technical Supply Officer.

Officers' Club at Nadzab.

Someone once observed that the two most important groups in the Army were the generals and the sergeants. The remark is, of course, an exaggeration. Nevertheless Major Head is fortunate in having a group of able sergeants as non-commissioned heads of the various departments. Representative of these are 1st Sgt. Jack W. Pritchard, and M/Sgts. Bernard G. Swift and Thomas M. Baldwin. Sgt. Pritchard demonstrates mature judgment in the tactful direction of the squadron. Swift's drive, vigorous intelligence, and insistence upon high standards of accomplishment do much to explain why the Engineering Department is considered one of the best in the Wing. Its efficiency, as measured in percentage of planes kept flyable was 87% during the first seven months of 1944. In the Communications Department, Baldwin combines an all-around mastery of the intricacies of radio code, procedure, and mechanics with the ability to manage the diverse personalities under his supervision.

Others are equally skillful, and it is a matter of pride with the squadron that each man contributes with cooperative willingness to its achievements.

CAPT. COLLAS G. HARRIS.



Plane 303, "The Bull of the Woods" with Crew Chief T/Sgt. Charles J. Doyle, holder of the best engineering record of squadron planes.

Staff and Operations Personnel—*Back Row (left to right):* Capt. C. J. Beck, Cpl. Mark E. Kevan, Cpl. James W. Broderick, Sgt. Robert Patrich, Pfc. Charles J. Kelleher, Pvt. Bernard Nelson, Pvt. Farrel S. Benson, Sgt. Richard F. Lecher, 1st Lt. Joseph J. Aleksa.

Front Row (left to right): Sgt. Adam Solan, Sgt. Bill C. Birdzell, S/Sgt. Harold T. Parker, Cpl. Eugene H. Miller, Cpl. Norbert G. Paulus, S/Sgt. James A. Lacock, Cpl. Paul S. Seaman.

Orderly Room and Medics Personnel—*Back Row (left to right):* Major Willie C. Head, Jr., Capt. Irvin E. Ebaugh, 1st Sgt. Jack W. Pritchard, S/Sgt. Donald E. Williams, Sgt. Lawrence Timothy Lipschitz, Capt. Joseph L. G. Lester, Jr.

Front Row (left to right): Pfc. Carroll H. Klinkhammer, T/Sgt. Edward J. Haecker, Cpl. Clarence F. Stephens, Sgt. Albert B. Lansberry, S/Sgt. Robert L. Couch, Sgt. Delbert R. Hubbard, Cpl. Robert E. Kellerman.

Parachute and Supply Departments Personnel—*Back Row (left to right):* Sgt. Grapple L. Smith, Cpl. Wichert T. Bruehling, Sgt. Keith G. Reinhardt, T/Sgt. John A. Severa, Cpl. Jacob D. Kendrick, Jr., Pvt. Gid B. Cox, S/Sgt. Robert G. Davis, Capt. Robert L. Tucker.

Front Row (left to right): Pfc. Robert J. Snell, Cpl. Frank J. Saffiotti, S/Sgt. Aladino F. Taddeo, Sgt. Robert A. Barth, Cpl. Walter A. Drzewiecki, S/Sgt. Walter A. Zorn, Sgt. Fred J. Kastalek.

Engineering Department Personnel —*Back Row (left to right):* 1st Lt. John H. Steichen, Sgt. Franklin F. Damrow, Cpl. Clarence H. Whitener, Sgt. Francis B. Fermano, Sgt. Lawrence L. Braud, Sgt. Joseph P. Burke, Jr., Cpl. Harvey A. Stout, Cpl. William J. Stovall, Cpl. Victor S. Vasquez, Cpl. Rolf E. Sjostrand.

Front Row (left to right): S/Sgt. Ray C. Abee, S/Sgt. Walter E. Clark, Cpl. Theron S. Hensel, T/Sgt. Rex N. Brown, T/Sgt. Robert R. McCullough, S/Sgt. Oliver E. Smiley, S/Sgt. Charles M. Brzuchanski.

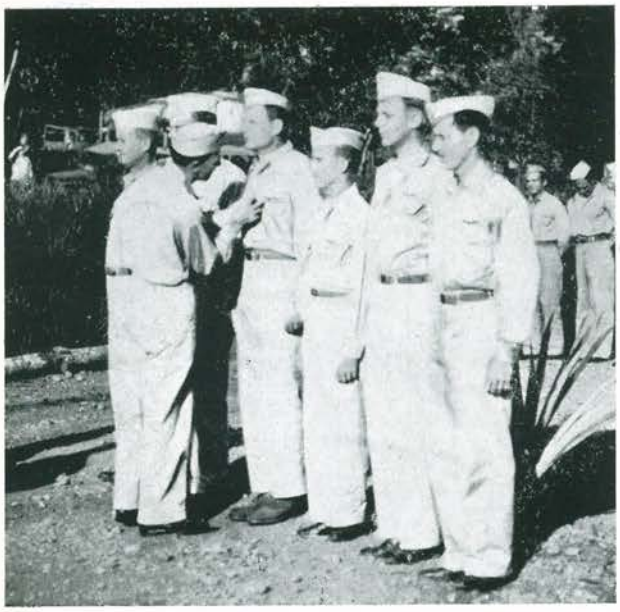
Engineering Department Personnel—*Back Row (left to right):* M/Sgt. John A. Rufer, S/Sgt. Leon P. Carle, Jr., Sgt. Carl E. Clausing, Cpl. Orville T. Young, Sgt. Robert H. Geistlinger, Cpl. Stanley E. Davis, T/Sgt. Clark W. Richards, Cpl. Merle R. Schmaling, Jr., S/Sgt. Leonard A. Baczkowski, S/Sgt. Ben Litwak, T/Sgt. Donald V. Armagost.

Center Row (left to right): 1st Lt. Delbert A. Nelsen, Cpl. Earl R. Cook, Sgt. Oliver Ivester, T/Sgt. George F. McCarron, Jr., S/Sgt. Robert J. Blake, Pfc. Stanley Olinyk, Cpl. Raymond F. Boshold, M/Sgt. Bernard G. Swift, T/Sgt. Alphonse P. Maiorino, T/Sgt. John A. Prindle.

Front Row (left to right): Cpl. John W. Vitzthum, M/Sgt. Robert G. Koch, T/Sgt. Clair L. Newell, T/Sgt. Verna G. Grady, Sgt. Willie B. Austin, S/Sgt. William E. Hicks, Jr., T/Sgt. Allen T. Gore, T/Sgt. Willard H. Patton, T/Sgt. Ralph K. Young.

Mess Personnel—*Back Row (left to right):* Sgt. Millard C. Zellner, Pvt. Norman M. Ricketts, Cpl. Hubert R. Rutledge, Cpl. Alvin C. Husby, Pfc. Robert J. Brown, Cpl. Raymond A. Baker, Sgt. Russel A. Young.

Front Row (left to right): Pfc. Bernell E. Haywood, Cpl. Patrick E. Casey, Cpl. John Sammut, Cpl. Rudolph H. Gill, Cpl. Ershel F. Warren, T/Sgt. Raymond L. Ratcliff, Sgt. Mario B. Vales.



Brigadier General Warren R. Carter decorates Lt. Col. Joseph A. Anderson, Major Erwin Baird, Jr., Capt. C. J. Beck, Capt. G. W. Beck, Capt. William H. Donohue, Major Willie C. Head, Jr.

Brigadier General Prentiss decorates T/Sgt. Rex N. Brown.

Nadzab Mail Room. Lt. Joseph J. Aleksa, Assistant S-2 and Censor. Mail Orderlies, Pfc. Charles J. Kelleher, Cpl. Mark E. Kevan.

Cpl. Aaron Tinkelman, manager of the squadron laundry.

Communications Department Personnel—*Back Row (left to right):* 1st Lt. John F. Dennis, Pfc. Thomas H. Mackey, Cpl. William E. Lisenby, S/Sgt. Robert J. Benne, Cpl. George A. Taylor, Sgt. Paul E. Gelfman, S/Sgt. Andrew Jackson Trimble, T/Sgt. Bernard G. Kobylinski, S/Sgt. Sidney Hoare.

Front Row (left to right): Pvt. Eugene R. Michaud, Pvt. Louis R. Digrandi, Jr., Pfc. Joseph R. Salerno, S/Sgt. Maurice J. Bisaccia, S/Sgt. Michael Ardita, Cpl. John J. Guyer, Sgt. Hamilton B. Moffett.

Transportation Department Personnel—*Back Row (left to right):* Pfc. Albert V. Bernard, Sgt. Herbert Foster, Jr., Sgt. Samuel C. Chase, Pfc. Lonzo Ramsey, Cpl. Jay H. Watson, Pfc. George Kiselyk, Pfc. Cornelius Witbaard, Jr., Pfc. Coley Ingram, Pfc. John J. McCafferty, Cpl. Leonard J. Cangiamilla, Pfc. Antanase J. Malhoit, Cpl. Robert Frisinger, Pvt. Isadore Lobliner.

Front Row (left to right): Pvt. Raymond W. Pantier, Sgt. Sherman Johnson, Cpl. Woodrow W. Harper, Pvt. James H. Reynolds, Cpl. Thomas I. Henshey, Cpl. Michael Korse, Pfc. Andrew R. Chomo.

Communications Department Personnel—*Back Row (left to right):* 1st Lt. John F. Dennis, S/Sgt. Thomas E. Newman, Sgt. John G. Sorbo, S/Sgt. Orrin Schommer, S/Sgt. Andrew J. Rodican, Jr., S/Sgt. Walter N. Overland, Cpl. John J. Ruane, S/Sgt. Thomas J. Fleming, Pfc. Michael C. Hanlon.

Center Row (left to right): M/Sgt. Thomas M. Baldwin, Sgt. Bernard D. Andrews, S/Sgt. A. J. Trimble, Sgt. Frank J. Markytan, T/Sgt. Noble G. Monsen, S/Sgt. Robert J. Benne, Pfc. Cleo D. Sines, Jr., Pfc. Richard W. Fahey, S/Sgt. Edward P. Lipke.

Front Row (left to right): Sgt. Melvin J. Thompson, Jr., S/Sgt. Edward R. Leahy, Cpl. Thomas I. Henshey, Sgt. Emil Sasowsky, Sgt. Clarence E. Lanier, S/Sgt. Peter P. Yenchis, Cpl. Clifford E. Trainor.

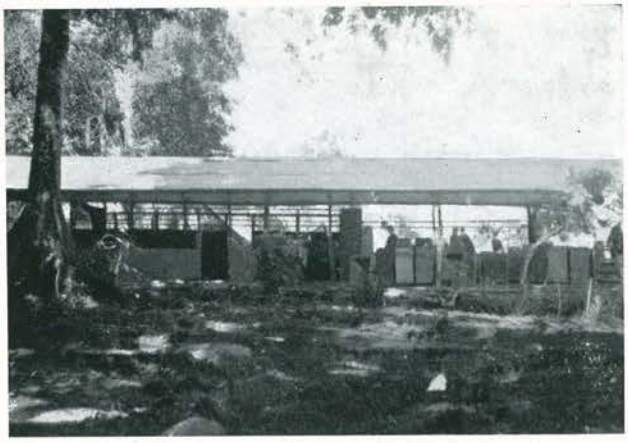
Lt. Joseph J. Aleksa,
Our good natured Censor.

Engineering Personnel—*Back Row (left to right):* Sgt. Robert L. Humphrey, Jr., Pvt. Charles M. Owens, Sgt. William J. Bulkowski, Cpl. Earcel R. Donnelly, Sgt. James R. Mills, T/Sgt. Robert A. Bates, Cpl. Elmer F. Potts, T/Sgt. Alvin G. Myers, Pfc. Henry H. Pitchford.

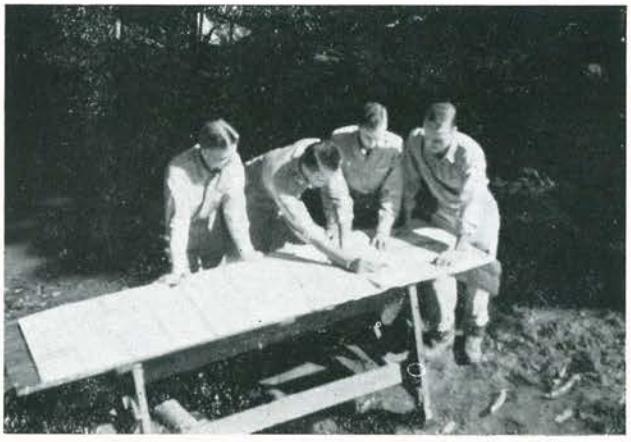
Center Row (left to right): S/Sgt. Joe B. McAdams, Pfc. Thomas J. McMenamin, Jr., Cpl. James W. Davis, S/Sgt. Daniel R. Winders, Cpl. Earl F. Boyanton, S/Sgt. Alfred B. Dellicker, Sgt. Woodrow Goins.

Front Row (left to right): S/Sgt. John J. Brophy, Sgt. Thomas G. Viglione, Sgt. Harry Brooks, Pvt. James J. Canosa, M/Sgt. George A. Devlin, M/Sgt. Arviad W. Ludwick, Pfc. Walter E. Conklin.

"The Cap'n and the Kids". Captain U.S. Algee, Pilot, 69th T.C. Sq.



Mess hall erected in record time.



Operations Officer and Flight Leaders plan a mission. Captains Jack M. Lewis, Charles J. Beck, George W. Beck, and Harold L. Jekel.

68
TROOP CARRIER
SQDN
433RD
T.C.GROUP

Major Joseph B. Bonner,
Commanding Officer.

Capt. James W. Mize,
Executive Officer.

Capt. Winston M. Estes,
Adjutant.

Capt. Robert V. Fach,
Intelligence Officer.

Capt. Richard W. Adams,
Operations Officer.

Lt. Woodrow W. Howell,
Supply Officer.

Capt. Samuel M. Finkelstein,
Flight Surgeon.

Capt. William R. Yelton,
Communications Officer.

Lt. August F. Ross,
Liaison Officer.

Capt. Edwin A. Toth,
Engineering Officer.

Lt. John J. Kavanaugh,
Special Services Officer.

Lt. William H. Schmeling,
Transportation Officer.

Lt. Elvin J. Yochem,
Navigator.

W/O. Douglas W. Greene,
Asst. Engineering Officer.

Flight Leader Capt. Clifton E. Hood—"A" Flight.

"A" Flight—*Back Row (left to right):* Capt. Clifton E. Hood, Capt. Richard W. Adams, 2nd Lt. Bill L. Dozier, 1st Lt. George D. Reichert, 1st Lt. William B. Nicholson, Jr., 1st Lt. Herbert Gabelsberg, 1st Lt. Kenneth C. Chase, 1st Lt. Richard P. Van Steenburgh. *Front Row (left to right):* 2nd Lt. Peter Forester, 1st Lt. Robert B. Johnston, 2nd Lt. Jimmie L. Riche, 1st Lt. John R. Gustafson, 1st Lt. Norman F. White.

Flight Leader Capt. Adam H. Donges, Jr.—"B" Flight.

"B" Flight—*Back Row (left to right):* Capt. Adam H. Donges, Jr., 2nd Lt. James A. Jacobs, 1st Lt. Robert B. Muir, 1st Lt. Edwin Goodlett, 1st Lt. Curtis L. Jensen, 2nd Lt. George L. Veix, 1st Lt. Richard C. Rogers, Capt. James W. Mize.

Front Row (left to right): F/O. Charles W. Mankey, 1st Lt. Harold F. Paulsen, Jr., 1st Lt. Raymond A. Priebe, 1st Lt. Neil McCarty, 2nd Lt. Richard L. Spies, 2nd Lt. Paul T. Sturges.

Flight Leader Capt. Samuel W. Fairchild—"C" Flight.

"C" Flight—*Back Row (left to right):* F/O. Lt. William A. Matter, 1st Lt. James F. Simon, 1st Lt. Robert L. Turner, 1st Lt. Harold J. Livingston, 1st Lt. Kenneth A. McClave, F/O. Joseph F. Sass, 2nd Lt. Richard A. Eldridge.

Front Row (left to right): 1st Lt. Robert E. Thomas, Major Joseph B. Bonner, 1st Lt. Lewis C. Trumbore, Capt. Samuel W. Fairchild, 1st Lt. Donald R. Denman, 2nd Lt. Jack January, Jr., Capt. James H. Harley.

Flight Leader 1st Lt. Kilburn G. Drendel—"D" Flight.

"D" Flight—*Back Row (left to right):* 1st Lt. Harold G. Wiegner, 1st Lt. Victor J. Woodworth, 1st Lt. Lloyd A. Wakeman, 1st Lt. Robert H. Shaw, 1st Lt. Joe Pate, 2nd Lt. Frederick L. Haack, 2nd Lt. Kenneth L. Sather.

Front Row (left to right): 1st Lt. Robert W. Stenglein, 1st Lt. Fredric W. Gauthier, 1st Lt. Kilburn G. Drendel, 1st Lt. John J. Kavanaugh, 2nd Lt. Homer A. Jones, 1st Lt. Lester W. Cleveland.

Orderly Room—*Back Row (left to right):* Cpl. William M. Speer, Sgt. Arthur J. Simton, Sgt. Alton A. Anderson, Pfc. William Kleeman, Sgt. Norman E. Traylor.

Front Row (left to right): Cpl. Alvin S. Dikowski. S/Sgt. David F. Richardson, 1st Sgt. Joseph A. Chickerella, S/Sgt. James Fisher, Cpl. Norman J. Cali.

Operations Department—*Back Row (left to right):* Sgt. Frank B. Hurlburt, S/Sgt. Henry E. Meadows, S/Sgt. Ralph H. Straight, Cpl. John A. Hay, Sgt. George E. Malgee, Cpl. Richard M. Sullivan.

Staff—*Center Row (left to right):* S/Sgt. Robert C. Watson, Pvt. George Fidel, Cpl. Leroy F. Murray, Pfc. John P. Vincent, Sgt. Roland E. Klawitter.

Medics—*Front Row (left to right):* Pfc. Joseph A. Chaisson, Cpl. Raymond M. Smith, Pvt. William B. Heaton, Cpl. Frank J. Blazek, Sgt. John R. Porter.

Ordnance, Chemical Warfare, Supply, Parachute—*Back Row (left to right):* S/Sgt. William E. Eyring, Pfc. Leslie A. Darrah, Pvt. John F. Giglio, Sgt. Orland D. Glass, S/Sgt. Charles A. Britten.

Center Row (left to right): Cpl. Edward H. Dupuis. Pfc. Joseph C. Constantino, Sgt. Orville P. Alexander, Pfc. Joseph J. Mancini, Cpl. Tony P. Barbaria.

Front Row (left to right): Pfc. Arthur G. Kerr, Cpl. Edward Lovinger, Cpl. Francis W. Cooper, Sgt. Barney A. Eaton, S/Sgt. Jacob A. Edgar.

Mess—*Back Row (left to right):* Sgt. Floyd R. Bergman, Cpl. Victor M. Green, Pvt. James W. Jones, Pfc. George D. Armitage, Pvt. Wilbert L. Stewart, Pvt. Edward W. Oxner.

Center Row (left to right): Pvt. Chester S. Kuzniarowicz, Cpl. Clark A. Perry, Sgt. Robert Z. Montes, Cpl. Earl R. Thomason, Pfc. Marshall J. Westbrook, Pvt. Joseph P. McMillan, Sgt. Raymond Gajewski.

Front Row (left to right): Cpl. Mario C. Garribba, Sgt. Harold L. Shores, Pvt. Walter K. Stachowicz, Pfc. Peter J. Colussy, Pvt. James R. Livingston, Sgt. Roland Goudreault, Pvt. Bernard F. Brady.

Transportation—*Back Row (left to right):* Pfc. Charles J. Green, Jr., Cpl. Donald L. Betsworth, Cpl. Paul W. Copas, Pfc. Frank T. Haber, S/Sgt. Paul S. Parks, Cpl. Claire W. Ditto, Sgt. Robert L. Shuford.

Center Row (left to right): Pfc. Lawrence J. Boone, Sgt. John J. Auer, Cpl. H. R. Park, Jr., Pvt. Joseph J. Sandala, Pfc. Winfred D. Fitzpatrick, Pvt. Jim E. Hardison, Cpl. Ellis Runyon, Jr.

Front Row (left to right): Cpl. Fern C. Lewis, Pfc. Frank Fulco, Cpl. Ernest E. Magennis, Sgt. Percy O. Clark, Cpl. Wade L. Bolton, Pfc. Gabor Szovati, Sgt. Edward D. Muckel.

Communications—*Back Row: (left to right):* Cpl. Irwin W. Beckwith, Sgt. Robert M. Wise, Sgt. Gustave R. Keller, Sgt. William J. O'Brien, Sgt. Thomas E. Graham, S/Sgt. Robert L. Kingsley, Cpl. Wilson A. Hurt, Pvt. Edward Hawk, Cpl. William E. Greenly, Jr.

Center Row (left to right): Cpl. Robert J. Patterson, Sgt. Charles R. Hansard, Cpl. Vernon D. Gibson, Cpl. Jess C. Vest, S/Sgt. Morton Brodsky, Cpl. Richard F. Grattan, Sgt. Anthony Teri, Cpl. James H. Reich.

Front Row (left to right): Pfc. Thomas A. White, Cpl. Cleo H. Voshall, S/Sgt. Edgar G. Rucker, Cpl. Forrest W. Reibe, S/Sgt. Cedric R. Whitmore, Cpl. William J. Brons, Cpl. George J. Sokol, Cpl. Jack D. Atkins.

Engineering—*Back Row (left to right):* T/Sgt. James A. Clough, Jr., S/Sgt. Arle R. Thomas, S/Sgt. Nelson Z. Mills, Sgt. Harry F. Dammers, Jr., T/Sgt. Ernest E. Caldwell, S/Sgt. Jack P. Stephens, M/Sgt. Harold A. Case, M/Sgt. Paul H. Hoelker, S/Sgt. Elmer D. Buffington, Sgt. Peter J. DeBruine, Sgt. Philip J. Kearns, T/Sgt. Karl G. Muck, T/Sgt. George A. Accamando.

Center Row (left to right): Sgt. Frank C. Mitchell, Sgt. Joseph A. Metcalf, S/Sgt. Robert. W. Harrison, Sgt. Elbert E. Trickey, M/Sgt. Jay O. Murley, T/Sgt. Ralph H. Shupe, Sgt. Richard C. DeGore, M/Sgt. Robert Blair, T/Sgt. Robert H. Ameling, Sgt. Freland D. Davis, T/Sgt. Ferdinand Pasqualoni.

Front Row (left to right): S/Sgt. George Jugan, Cpl. Henry B. Kaye, T/Sgt. Arthur R. Smith, Cpl. Theodore G. Costa, Sgt. Harry M. Lawver, Jr., Sgt. Wilmer S. Vass, T/Sgt. Edward M. Berry, S/Sgt. John V. Spoor, S/Sgt. William G. Beatty, T/Sgt. Harry C. Valentine, T/Sgt. Edward B. Davison.

Communications—*Back Row (left to right):* 2nd Lt. Clifton G. Cardwell, Sgt. John B. Hawkins, Jr., S/Sgt. Roy T. Alston, S/Sgt. Robert K. McKelvey, S/Sgt. Frank H. Walter, S/Sgt. Harold A. Wellock, S/Sgt. David W. Herber, S/Sgt. Andrew J. McKinney, S/Sgt. Gordon E. Lynn, S/Sgt. Manuel L. Pinto. T/Sgt. Joyce R. Schultz, S/Sgt. Ervin Dash, S/Sgt. Willie M. Yuen.

Center Row (left to right): S/Sgt. John F. Lindemann, S/Sgt. Frank J. Marketta, S/Sgt. Alex Kalman, S/Sgt. George C. Denham, Jr., S/Sgt. Henry J. Kuespert, M/Sgt. Kenneth C. Neal, S/Sgt. John E. Dias, Jr., S/Sgt. Max V. Pawlings. T/Sgt. Norman L. Oldford, S/Sgt. Elvon Courtney, S/Sgt. Waldo C. Ball, S/Sgt. John A. Zabowski.

Front Row (left to right): Sgt. Earl C. Adams, Sgt. Rex M. Knoblett, S/Sgt. Jack H. Burns, S/Sgt. Manuel M. Campa, Cpl. Albert J. Burke, Sgt. George G. Benda, Sgt. Nathan Gingold S/Sgt. Obie H. Young, Jr., T/Sgt. Francis J. Vetakis, S/Sgt. Leroy Stroud.

Engineering—*Back Row (left to right):* 2nd Lt. Charles G. Addis, S/Sgt. Francis L. Carberry, T/Sgt. Alfred L. Mitsven, Sgt. Juan V. Pavia, Cpl. Tim Talbot, Pvt. William M. Lasley, Pvt. Eddie E. Johnisee, T/Sgt. Lawrence J. Reynen, Sgt. John T. Ramage, Pvt. Ernest J. Wales, Jr., Sgt. Audie M. Whelan, S/Sgt. Herbert E. Hedlund, S/Sgt. Matthew F. Curry, Sgt. Walter C. Brown, Sgt. Harry F. Keuper, Cpl. Wayne L. Smith, T/Sgt. John R. Hall, Sgt. Quentin M. Tyler, Cpl. Jack C. Cawrse, M/Sgt. Lawrence W. Beihold, S/Sgt. William V. Geis, Sgt. Henry G. Edgar, Cpl. Ralph S. Trufant, Jr.

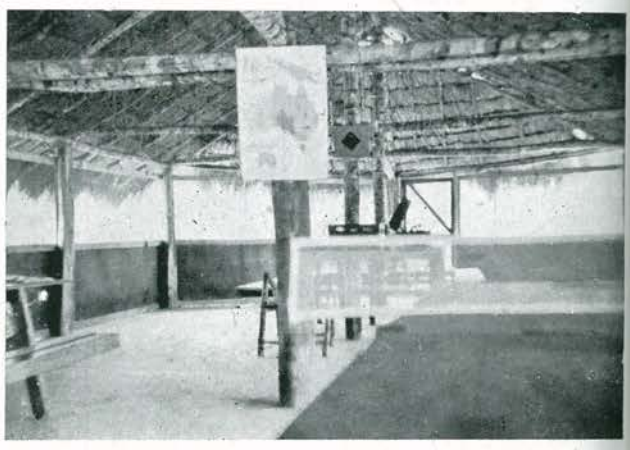
Center Row (left to right): Sgt. Charles W. Beisel, Cpl. Edward J. Olpin, Cpl. Merton T. Brown, S/Sgt. Joseph S. Nalle, T/Sgt. Harold C. Millar, Pfc. Michael J. Percopo, S/Sgt. Robert J. Raymond, Cpl. Edwin W. Place, Sgt. Arthur A. Blum, S/Sgt. Robert J. Donaldson, Pfc. William M. Dipple, Cpl. Charles R. Wilson, Pfc. Everett L. Ellis, T/Sgt. Sherrell L. Glover, M/Sgt. John H. Holl.

Front Row (left to right): Sgt. Sherley E. Tyler, Pvt. William E. Pruett, Pfc. James V. Distasio, Cpl. Adelbert T. Cassini, T/Sgt. Joseph M. Monahan, T/Sgt. Robert G. McNinch, S/Sgt. Thomas G. Papavero, Cpl. James A. Sauter, Pfc. Melvin E. Elkins, Sgt. Walter R. Erwin, Sgt. Joe G. Earnest, T/Sgt. Robert P. Corken, T/Sgt. John W. Matanowski, Sgt. Sam. K. Arnell, S/Sgt. August J. DeLaurentiis, Cpl. Thomas L. Hunley, S/Sgt. Stayman A. Buttler.

THE best of the "Biscuit Bombers" in this group, namely the 68th, would like to add its three cents worth (ours are valued more than the proverbial two) to this Year Book. Our Commanding Officer, Major Joseph B. Bonner, guides the destinies of our efforts and through his leadership we have distinguished ourselves throughout the Southwest Pacific area. Major Bonner hails from Kinston, North Carolina, was a Reserve Officer before the war and entered on active duty as a second lieutenant May 20, 1942. The Major led our air echelon in its flight overseas and one month thereafter participated in the memorable dropping of paratroopers on Nadzab. Incidentally, three of our original ships, "Steppin' Out", "Double Cross" and "Mabel" are still in operation which speaks highly of the fine work done by our mechanics. That name "Double Cross" carries an interesting tale for it was changed from "My Gal Val" when the old story occurred to W/O. Doug. Greene. Captain Winston M. Estes, Adjutant, has kept a stable hand on our activities since we were organized. Through his untiring diligence and foresight we have come far and over a rough road. The Army, never too generous in its praise, would go all out in the phrase "he's on the ball". Captain Robert V. Fach (who doesn't deny coming from the Home of the Brooklyn Bums) has kept us well informed of the progress of the war on all fronts. In addition, he has done a competent job in the unwanted task of censorship headaches. We believe he would make another good "Gabriel Heather" after listening to his talks on Sunday evenings. Some of our pilots are still growing boys, Lt. January, who hasn't reached his 20th birthday as yet, Lt. Forester just turned 20 and Lieutenants Chase, Turner and McMinn, who have a few months to go for voting age. This leads us to the thought that it's not attainment of the age of twenty-one that makes an individual a man. Other men, to mention a few, who have been outstanding in our successes and distinguished accomplishments are Captain James Mize, Executive Officer; Captain Dick Adams, Operations Officer; Captain William R. Yelton, Communications Officer and our Flight Leaders, Captain Clifton Hood, Captain Adam Donges, Captain Samuel Fairchild and Lt. Kilburn "Nip" Drendel. No biographical sketch of some of the personalities of this squadron would be complete without mention of the jovial and popular Flight Surgeon, Captain Samuel M. Finkelstein. He has not only cured our physical ills but on numerous occasions healed our mental and imaginary ailments as well.

Everyone knows a military organization is as good as its enlisted men make it. In this respect, the 68th has a capable leader, F/Sgt. Joseph A. Chickerella.

E.M. Day Room (outside).



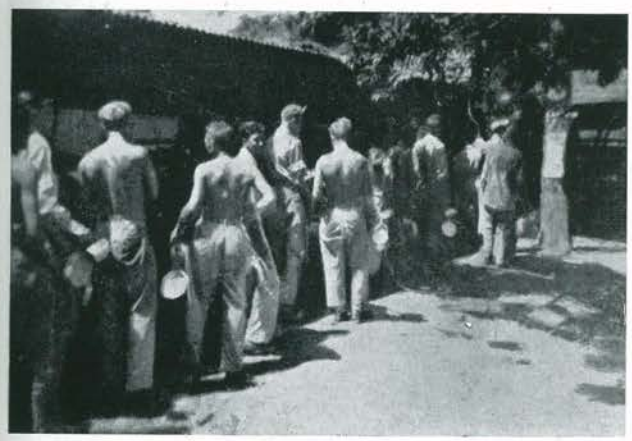
E.M. Day Room (inside).

Believe it or not we think if a popularity contest were held, it would be the first time a top kick finished among the winners.

As Al Smith said: "Let the record speak for itself". Lt. Harold Paulsen leads our squadron with 1141 total hours in the air overseas, while Cpl. "Sleepytime" Grattan is in first place with the most sack missions. Lt. Paulsen has also flown 573 combat hours, the most in our organization and Cpl. "Tail Gunner" Cali, the future Louisiana postmaster, holds the record for three day passes including his foreign service time. Among the radio operators, S/Sgt. Frank Marcketta has put in the most flight hours overseas with 1049 while T/Sgt. "Flip" Corken leads the crew chiefs with 912 hours. Sgt. "Wolf Call" Muckel plays the leading role in the Broken Hearts Club. Combat hours among the enlisted men finds "Flip" with top honors, 482 hours, while the radio operators boast of S/Sgt. Jim Fawcett with 476 hours. In order not to bore you with further statistics we will end here knowing that our achievements favorably compare with all others since our activation as an original squadron of this group. We might add S/Sgt. "Choppy" DeLaurentiis is the "Henry Kaiser" of latrine builders.

When we arrived here the sight that greeted our eyes was discouraging for we couldn't see how the task of making this a suitable living area could be accomplished. However, the first few months it looked like the Federal Housing Program had taken over. The area has now taken on the aspects of civilization with well erected buildings for all departments including an enlisted men's Day Room and an Officers' Club. We now doubt if our area could be questioned as to being the best in the group. Our inter-squadron athletic activities, which include ping pong, horse-shoe pitching, occasional swimming and the ever present poker and African dominoes are entered into eagerly and along with the movies round out our recreation and entertainment. Our softball team while not meeting with too much success in league competition has proven a formidable foe for all it encounters. The team has been handicapped in not having a diamond of its own for practise and hence has lost some heart-breaking ball games. In the present 54th Wing athletic series we look to our volley ball team to be among the winners. Our educational program is well taken care of as witnessed by the many subscriptions to the Army Institute Correspondence Courses. These lessons are supported by our ever growing library which also furnishes many pleasant hours of reading entertainment. We close this narrative of our squadron with our prayers for a speedy victory and a just and lasting peace.

CAPT. ROBERT FACH.

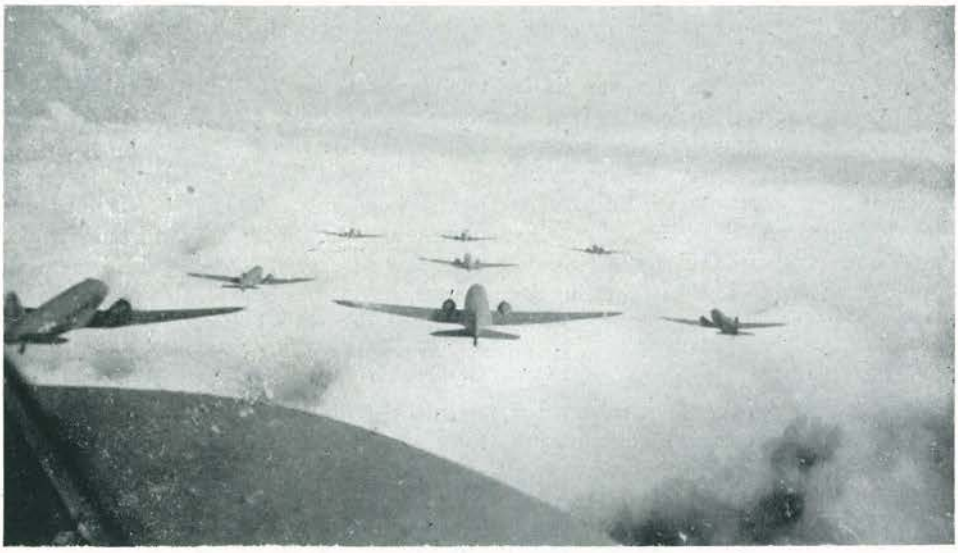


Chow Line.

Motor Pool.

FAMOUS QUOTATIONS

Cpl. Ed Dupuis	"I'd just like to see how that duty roster works".
M/Sgt. Kenneth Neal	"Now in the Old Army, etc.".
Everybody	"I haven't had a furlough in thirteen months".
S/Sgt. Alex Kalman	"Don't vorry, I could get it for you".
Sgt. Arthur Simton	"This has to get out. I need the typewriter right away".
Pvt. "Daddy" Giglio	"I know this one is true to me".
Everybody	"But I just had guard duty two nights ago".
S/Sgt. Manuel Campa	"Hey Lady!".
Lt. Edwin "Horse" Toth	"Them Ships".
T/Sgt. Ed Berry	"She could go for me".
T/Sgt. "Pooby" Hubert	"You're faded".
Everybody	"What, bully beef again?".

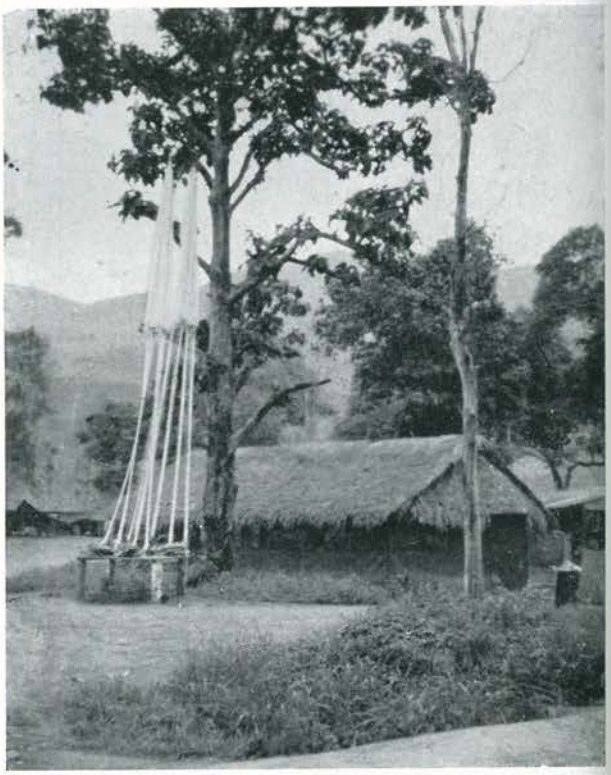


SPORTS!

FUTURE CIVILIAN OCCUPATIONS.

Cpl. "Turkey" Hurt	M.C. of the Wacky Quiz Program.
S/Sgt. "Petty" Dias	Staff Artist of the "Police Gazette".
Cpl. "Shorty" Lovinger	Eddie's Pressing and Dry Cleaning Joint.
Sgt. Charles Hansard	Ye Coffee Shoppe Proprietor.
Pfc. Joe Mancini	Bookie.
Pfc. "How'd ya call it" Constantino	Night Watchman.
M/Sgt. Robert Blair	Master Sergeant, U.S. Army.
S/Sgt. Willie Yuen	Rental of his name to the below.
Pfc. "Puny" Haber and Pfc. Mike Percopo	Yuen Laundry and Diaper Service.
Sgt. "Chef" Shores	Curb Service Diner.
S/Sgt. Hank Kuespert	Yankees 1948 Third Baseman.
Sgt. "Filibuster" Hurlburt	Senator.
S/Sgt. "It vouldn't cost you notting" Kalman	Fuller Brush Salesman.
Sgt. "Mother" O'Brien	Goodwill Hour.
Cpl. Merton "Munchausen" Brown	President of the Tall Tales Club.
Sgt. "Wrong Way" Traylor	Father to Estimated 19 Offspring.
S/Sgt. Dave Richardson	Editor of the "Hobo News".

1st Sgt. Joseph A. Chickerella.



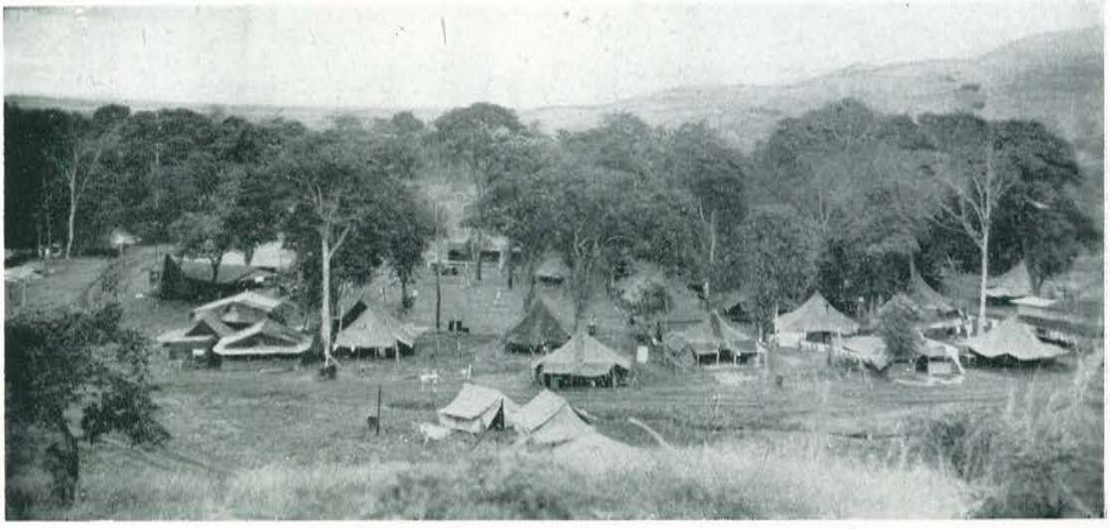
Keep 'em drying!

Mail Call!

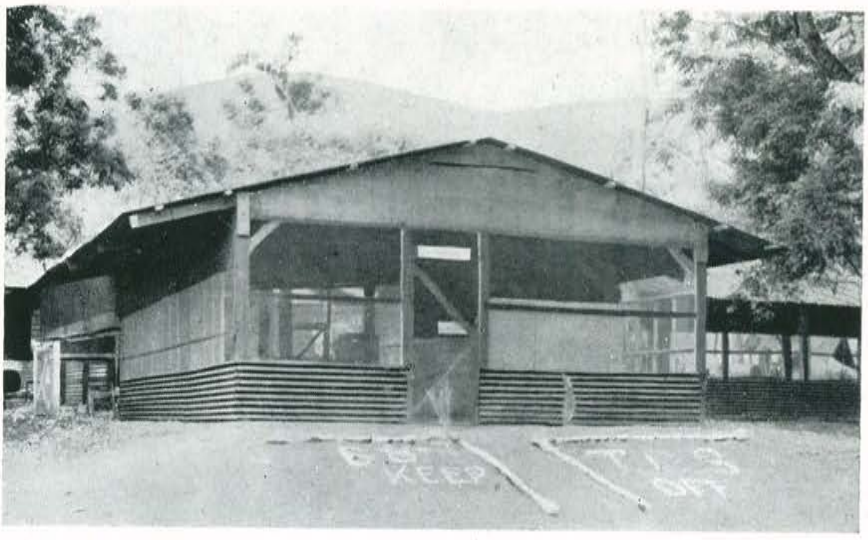
Wash Day!

Squadron Surgeons!

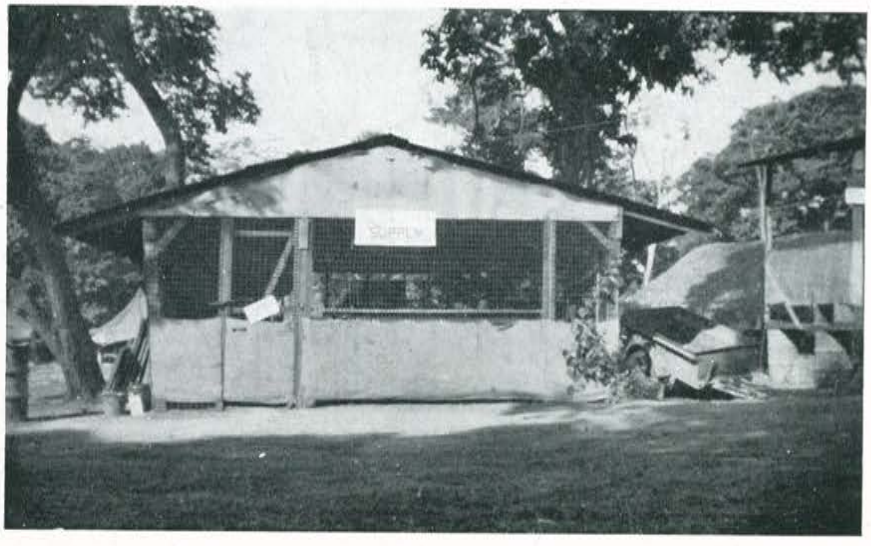
Squadron
Area.



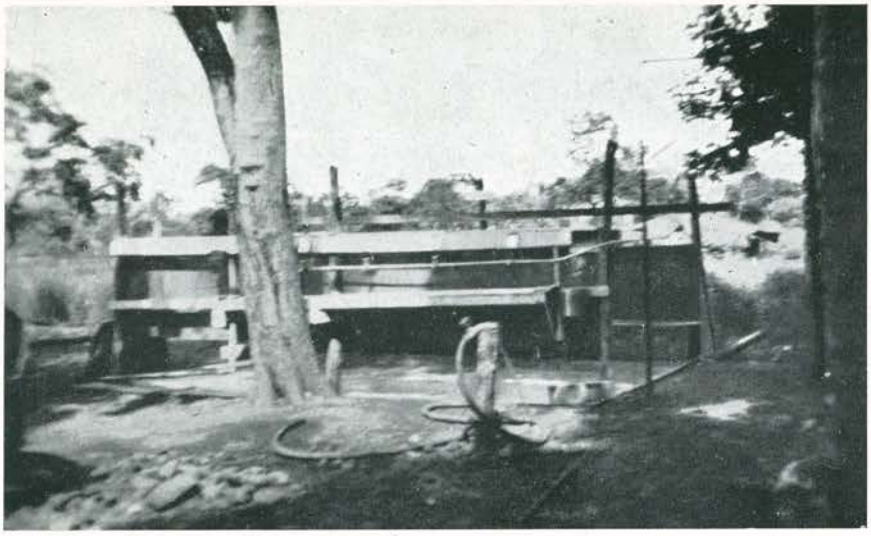
Parachute
Department.



Mess.



Supply.



"Hot" and cold shower.

Operations and Intelligence.

The Nerve Center.

G.I. Scalping.

Orderly Room.

Sgt. Harry E. Pryor, Radio Operator.

October 10, 1904—July 20, 1944.

Major Robert I. Flanigan,
Commanding Officer.

Capt. John G. Gerlach,
Executive Officer.

Lt. Ralph N. Leonard,
Adjutant.

Capt. James J. Gable,
Intelligence Officer.

Capt. Burwell Russell,
Operations Officer.

Capt. Gordon Fliegel,
Supply Officer.

Capt. William McDonnell,
Flight Surgeon.

Lt. Henry Shapiro,
Communications Officer.

Lt. Preston Weisman,
Engineering Officer.

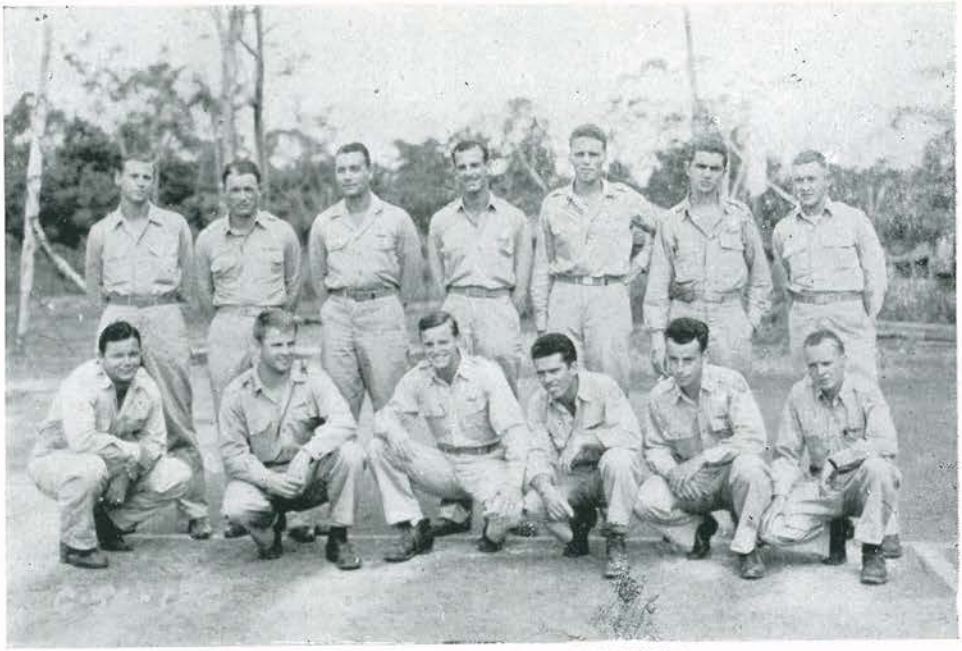
Capt. Ralph C. Alexander,
Ass't. Operations Officer.

W/O. Desmond Young,
Personnel Officer.

Lt. Edwin W. Tillotson,
Ass't. Intelligence Officer.

W/O. Chester Goldsmith,
Ass't. Engineering Officer.

Lt. Jerome Arenson,
Ass't. Supply Officer.



Flight Leader Capt. Algee—"A" Flight.

Flight "A"—*Back Row (left to right):* Lt.'s Charles McCulloch, Charles Smith, Avery Cavnar, William Skolnik, George Pines, William Haag, William Leachman.

Front Row (left to right): Lt.'s Frank Matush, William Barnes, Thomas Walmsley, Elliot Hunt, Leo Kelly, Clyde Nightingale.

Flight Leader Capt. Joseph Fentress—"B" Flight.

Flight "B"—*Back Row (left to right):* Lt. Kenneth Stormyr, Lt. Victor Fandrich, Lt. Frank Cych, Lt. Sidney Marlborough, Lt. William Colgin.

Front Row (left to right): Capt. Joseph Fentress, Lt. James Coakley, Lt. Charles Brown, Lt. George Bellis, Lt. Marion Peden, Lt. Homer Hanchey.

Flight Leader Lt. B. Cole—"C" Flight.

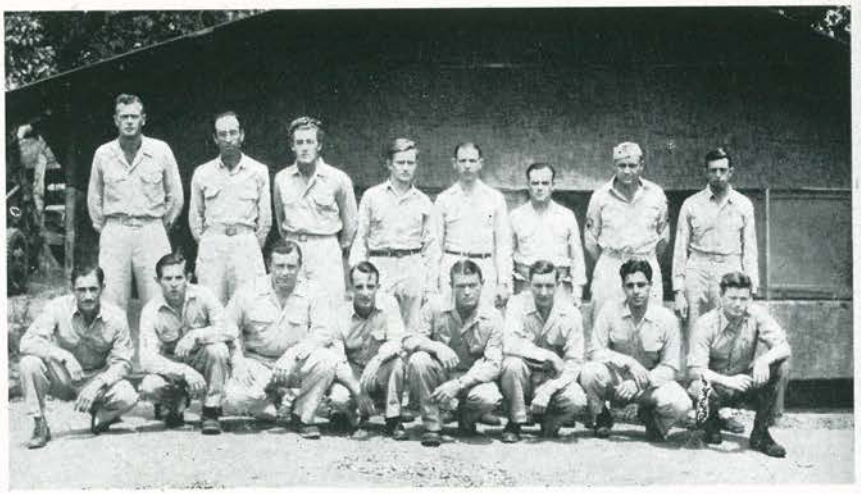
Flight "C"—*Back Row (left to right):* Capt. Ralph Alexander, Lt.'s John Coleman, Robert Ronca, Robert Biewend, Robert Hinga, Bruce Marble, James Hollaway, Benjamin Cole.

Front Row (left to right): Lt.'s Ralph Mitchell, Charles Clift, Bernard Westmoreland, Frank Amado, Ellwood Lilly, Stanley Krajewski, Ernest Woodrich.

Flight Leader Lt. M. Fishburn—"D" Flight.

Flight "D"—*Back Row (left to right):* Lt.'s Clayton Kyle, Marvin Leist, Robert Reilley, Douglas Jordan, James Liptak, Waino Thompson, Robert Dougherty.

Front Row (left to right): Lt.'s Mayhew Fishburn, George Greer, Walter Kreppel, Alfonso Perez, Edward Kinsella, Gerald Valentine.



Mess and Miscellaneous Personnel—*Back Row (left to right):* Lt. Kenneth Stormyr, Frank Caporlingua, Joseph Birmingham, John Garbacz, Clyde Crick, Harry Widener, John Kralich, Clarence Roberts.

Front Row (left to right): Harry Alperstein, Clarence Garrett, Leonidas Waggoner, Thomas Welch, William Wilson, Orland Grummert, George Hakimian, James Gallagher.

Technical Supply and Parachute—*Back Row (left to right):* Erwin Weiss, James Byers, Verl Powell, Harold Aalerud, Edward Code, Manual Stuertz.

Front Row (left to right): George Kupka, Carmine Galitri, Claude Fleming, Steve Barkoci, Aubrey Evans, Nicholas Gordan.

Communications Personnel —*Back Row (left to right):* Lt. Henry Shapiro, Paul Adams, Richard Cooper, Frederick Ruscher, William Haber, Raymond Seel, Elmer Ivie, Raymond Hayes.

Center Row (left to right): Joseph Warhola, Benjamin Roccio, Frank Muska, William Bacom, Alfred Stango, William Bair, James Springer, Abraham Eckhaus.

Front Row (left to right): Harry McLaughlin, Roman Kaczanowski, Leroy Blackstone, Anthony Fanelli, Richard Morrison, William Kiester, Herbert Beegle.

Orderly Room, Medics, and Mail Section—*Back row (left to right):* Frank Barsuglia, Francis Hoffman, James Hogle, Irving Fischer, Robert McElhaney, Robert Duran, Lt. Ralph Leonard, W/O. Desmond Young.

Front Row (left to right): Roger Spencer, Caleb Lanpher, Thomas DiLuca, Frank Drexler, James Gory, John Convertini. and Capt. William McDonnell.

Transportation—*Back Row (left to right):* Lt. Jerome Arenson, Cecil Yancey, Clifford Watson, Chester Price, George Hartsel, Jack Hays, Robert Belew, James Finch.

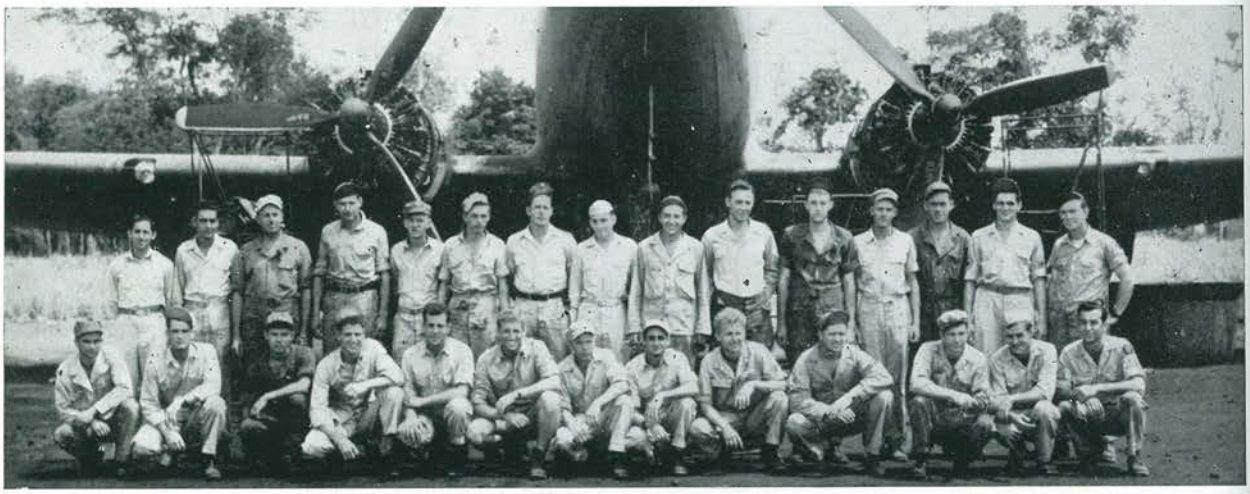
Front Row (left to right): John Hubalik, Alfred Smith, Walter Pope, Upton Funkhouser, Donald McMillan, Angelo Tringali.

Communications—*Back Row (left to right):* Albert Riddle, Robert Fry, Robert Hurley, Herbert Fell, Russell Johnson, George Price, Richard Jakucki, Alfred Baker, Robert Houghton, and George Boyle.

Front Row (left to right): Charles Keasling, Len McCarley, William Schade, Hyman Goldstein, Henry Hester, Donald Kelly, Roy Gant, Charles Hartman, and Herbert Beegle (Section Chief).

Staff and Operations—*Back Row (left to right):* Lt. James J. Gable, Sidney Thompson, Paul Beiderstadt, Kenneth Hillman, Roger Flint, Wilbur Wright, Capt. Burwell Russell.

Front Row (left to right): Glenn Schaeffer, Max Havercamp, Burton Pike, John Stano, Bernard McCanley.



Engineering—*Back Row (left to right):* Lt. Preston Weisman, Carl Routzahn, Robert Kotter, Walter Edgecomb, John Bender, Clyde Geisel, Ernest Williams, Howard Weaver, Barney Fogle, Louis Hinkelday, Lawrence Weagly, Woodrow Matthews, Arthur Waldron, Richard Dziarnowski, Paul Straugh.

Front Row (left to right): Raymond Lada, Calvin Jacobs, Carl Eisselle, Joseph Griglak, Carmen Berardesco, Raoul Alie, Theodore Oja, Adolph Giannandrea, Ernest Dvorsky, Wendell Utt, Paul Freeman, Johannes Jacobsen, Anthony Gugliotte.

Engineering—*Back Row (left to right):* W/O. Chester Goldsmith, Paul Watrous, Kenneth Waldroff, Tom Baner, Rex Wells, Dick Ament, Herb. Smith, James Huckeby, Robert Holben, Gail Sherman, Clifford Crews.

Front Row (left to right): Marquis Inge, Donald Humphrey, Nicholas Iatomase, Arthur Iler, Dominick Kasmauskas, Walter Overfield, Francis Mulligan, Richard Zabel, David Jones, Ralph Roberts, Lawrence Reinagle, Vernon Entwistle.

Elster Ratliff.

Squadron Supply—*Back Row (left to right):* Elster Ratliff, Joseph Nunes, Raymond Hammell, Eugene Malone (Ops.), William Yatro. *Front Row (left to right):* Leonard McGilvery, Harry Roberts, Charles Parrish.

Wing Championship Softball Team—*Back Row (left to right):* Lyle Felgner, James Byers, Joseph Birmingham, Robert Fry, Edward Code, Richard Cooper, William Campbell, W/O. Desmond Young.

Front Row (left to right): Dominick Lisanti, Robert Edwards, Erwin Weiss, John Mytnick, Clifford Nelson, Nicholas Gordon, Carmine Calitri, John Convertini.

Capt. Charles O. Hucker.

Sgt. Ginsberg and Cpl. Leventhal.

"Power House Gang".
Sgt. Waggoner and Cpl. Garrett.

No one will forget the experiences of our first year overseas. New members of the squadron, arriving from the States, have been deluged with tales of the days when things were really tough in New Guinea.

The somewhat inexperienced crews of the air echelon soon found in those first hectic weeks at Port Moresby, that operation from the short, narrow strips, which invariably had a cross wind, was far different from operations on long concrete runways. After spending several months in training with gliders and paratroopers, many of the pilots were quite disappointed to find that their activities would be limited to cargo hauling, but they soon got over that. Loads carried were limited only by the size of the plane. Many times, pilots have wondered who calculated the weight of a load as the plane settled perceptibly closer to the ground while crews continued to load more crates.

With the arrival of the ground echelon and the selection of a permanent area, living conditions began to improve. Being one of the first operational units to be stationed at Nadzab, we have witnessed its growth to a mighty air-base, and remaining here have watched its decline as new advances have made it a rear area.

The many months we have remained in the same place have made possible the building and enjoyment of an extensive area. Large well built administration buildings and comfortable living quarters were soon completed. An excellent softball diamond, a tennis court, and volley ball court provided recreation facilities. Entertainment of other natures was facilitated by the addition of an enlisted men's day room and an officers' club, both complete with handsome bars and dance floors.

Who will forget the rain and mud, the heat and dust, blown down tents, the broken dam, the inconveniences of operating from a distant strip, the time we almost had to abandon the area, then just completed, the daily eight mile rides to and from the line, and other discomforts too numerous to mention. As the months passed, squadron life settled down to a more or less monotonous routine; many problems of the past being solved and all but forgotten. This routine was broken at times by the flurry of activity connected with incidents

The Section Chiefs—*Back Row (left to right):* Irving Fischer, Rex Wells, James Byers, Claude Fleming, John Convertini.
Front Row (left to right): Harry Roberts, Frank Drexler, Max Havercamp, Howard Bonewitz, Bernard McCamley, Herbert Beegle.

General Carter awarding cup to Pfc. Lyle Felgner, Captain of 69th E.M. Softball Team, the Wing Champions.

such as the anniversary of activation, the presentation of awards, the bomb dump fire, the softball championship, the opening of the clubs, promotions, and a few furloughs.

Fresh meat, eggs and butter flown from Australia added variety to the meals, as did fresh vegetables obtained from native gardens.

The squadron has been fortunate in that the only accidents in which its personnel have been involved resulted in bent wing tips or pitot tubes and no casualties. An excellent engineering record and good pilots made possible the high standards of performance which have been maintained in operations from Guadalcanal to Sansapor, and Australia to the Admiralties.

The squadron's contacts with the enemy have been few in numbers for which everyone is very thankful. Notable was the attack in January during which Lt. Fishburn, through skillful flying, evaded repeated attacks by enemy fighters and saved the lives of the crew of his bullet riddled aircraft, he being the only one wounded. On the same day Cpl. Edward V. Mallon was wounded in a strafing attack.

There are many men who have joined the squadron since it has been overseas, but essentially the personnel is the same. Among those who have transferred include Capt. Hucker, our esteemed Adjutant; Capt. Manser; Capt. Lambert, Engineering; Capt. Willingham, S-3; five glider pilots who have been returned to the States, as have a number of enlisted men.

It is the expressed opinion of the Commanding Officer, Major Robert I. Flanigan, and his staff that our excellent record has not been the result of the accomplishments of any individual and that each member of the squadron can have the satisfaction of knowing that through our collective efforts we have contributed our fair share to the liberation of New Guinea.

A successful year has been completed and we all hope that before another twelve months has passed, we will again be in the United States.

CAPT. JAMES J. GABLE.

Morning Formation.

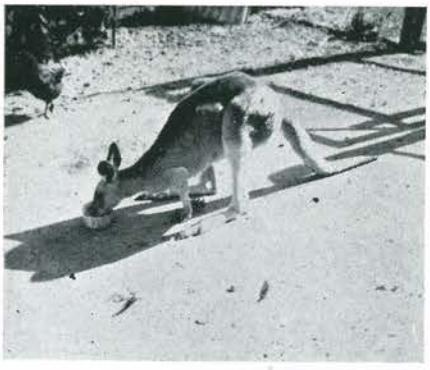
Orderly Room.

Enlisted Men's Club.

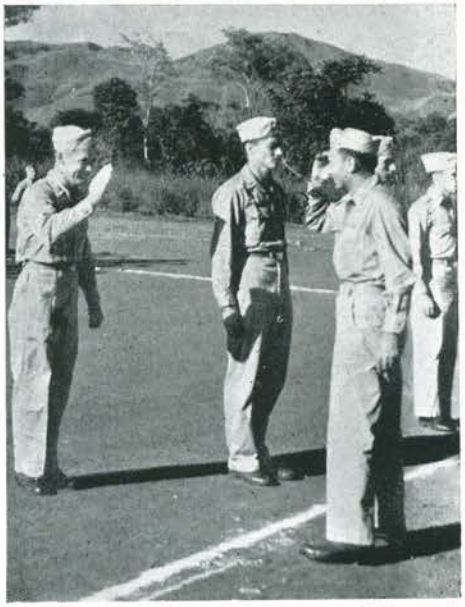
Flint, Jacobs, and Stano.

Capt. Manser and Lt. Leonard.

69th Engineering.

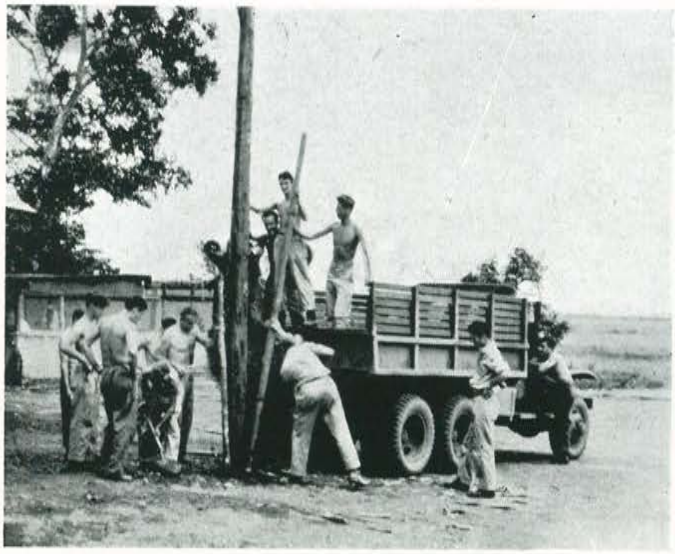


"Chow-hound".

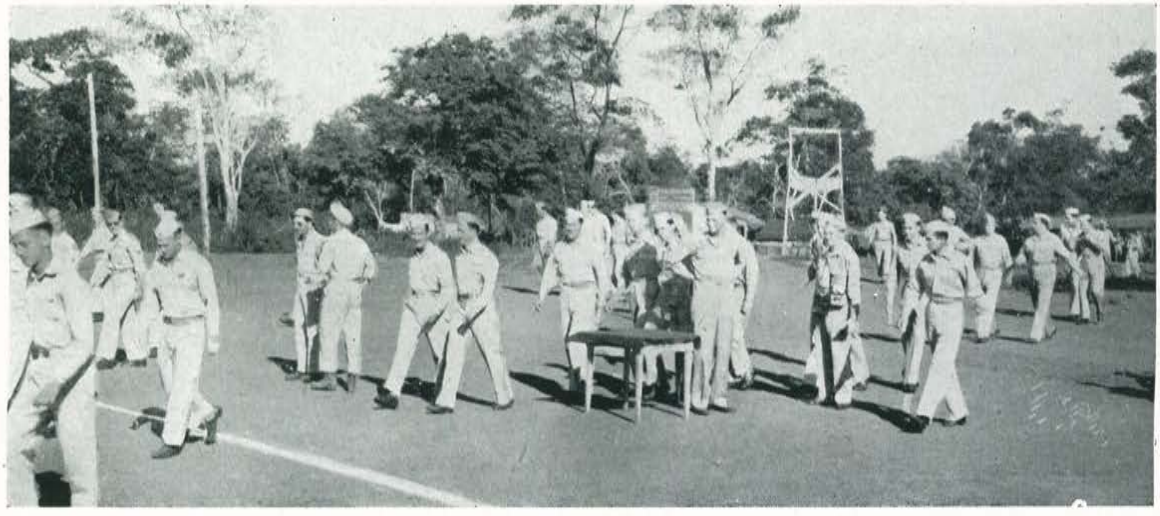


Captain Willingham, Lt. Brye, and General Carter.

Capt. Fliegel
in Sydney.

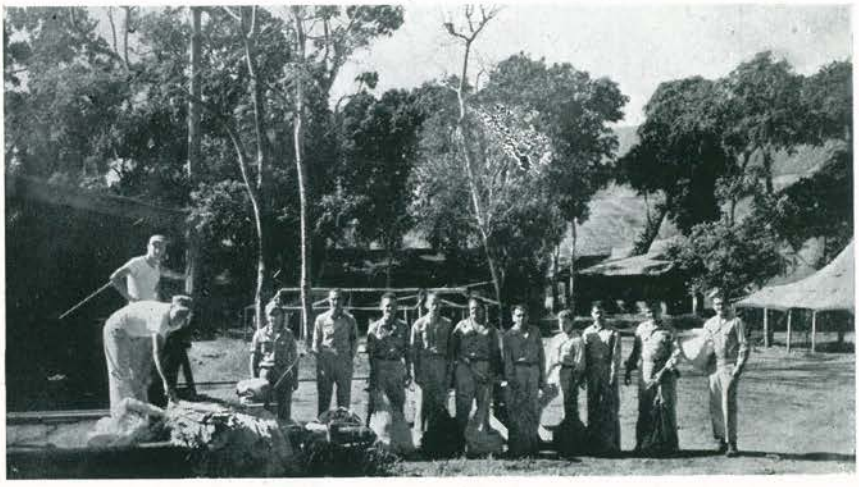


Work Detail.



"Fall-in".

Squadron Area.



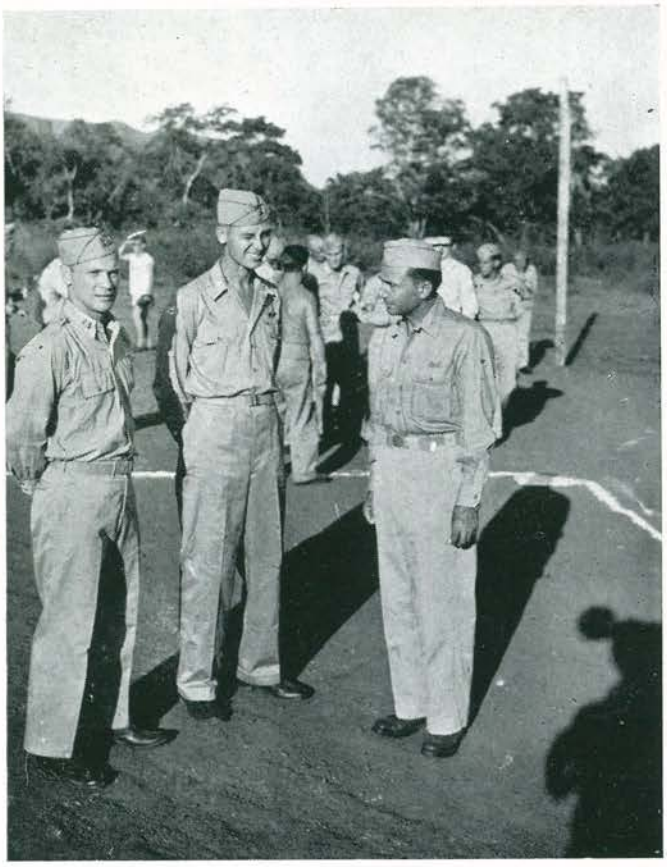
SQUADRON LAUNDRY.
NELSON & CAMPBELL,
Proprietors.

Customers: Howard Bonewitz, William Scott, William Brown, Joseph Gerhardt, John Grosjean, Frank Zygmunt, Robert Edwards, William Simonds, Joseph Skrzypinski, and Charles W. Johnston.

Supplies for the Front.

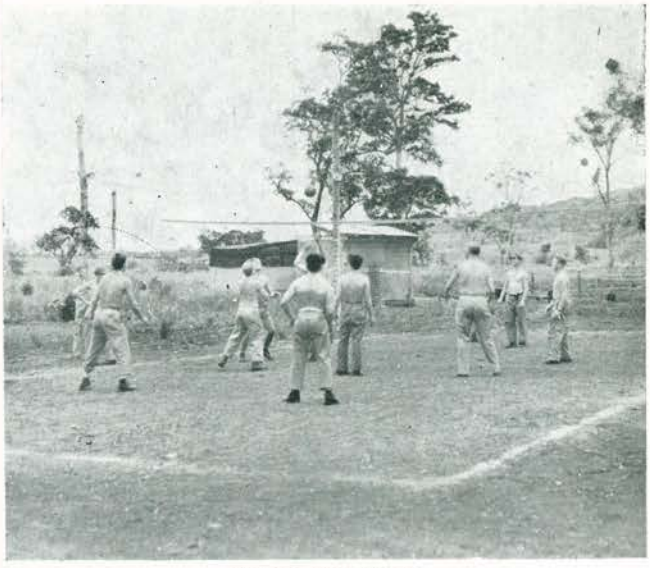
Engineering—*Back Row (left to right):* Charles Short, Clifford Johnson, Ferdinand Gritz, Glenn Hultgren, Robert Culley, Stephen Matune, Norman Lineham, Irvin Winterrowd (Technical Supply).

Front Row (left to right): Richard Meiske, James Gibson, Marion Scroggin, James Good, Anthony Puglisis, Frank Gentile, Leonard Grantham.



"Talking things over".
Captain Gerlach, Major Flanigan, and General Carter.

Sgt. Thompson's Barber Shop; customer
Lt. James Holden.



Volley Ball Game.

Capt. U. S. Algee,
Pilot of B-17, "Cap'n and the Kids".

"The First Soldier".
1st Sgt. John Convertini.

THE STAFF

Major John R. McDonald,
Commanding Officer.

Capt. M. M. DuBelko,
Operations Officer.

Capt. William J. O'Shea,
Executive Officer.

Capt. J. Josko,
Adjutant.

Capt. Ben Maidenburg,
Intelligence Officer.

Lt. Max A. Galusha,
Supply Officer.

Capt. Paul McGehee,
Flight Surgeon.

Capt. Claude Haines,
Engineering Officer.

Lt. William Meschke,
Communications Officer.

Capt. Paul Hallman,
Ass't. Operations Officer.

MEN, THIS IS IT

THIS is no attempt to write a history of the 70th Troop Carrier Squadron. Histories of military units are the same from the beginning of time down to the present. Caesar's Tenth Legion went through the same business that the 70th experienced, namely, enlistment, draft, training, paper work, combat duty, more paper work, and on, on into the night.

Jimmy Durante would feel more at home in the 70th than Karl von Clausewitz, who is quoted by everyone priding himself as a field or armchair general. For the 70th, despite its outstanding record in the S.W.P.A.—and we take a back seat to no one—remains an organization of overlong noses and screwballs.

Dating back to Lt. Glenn A. Swann, the only mess officer in the history of warfare who forgot to draw rations for 300 officers and enlisted men on maneuvers, and who once paid a lot of ration accounts out of the Group Commander's personal bank funds, the 70th has a story that puts Private Hargrove in the amateur class.

There's no need going into the cases of the elongated probosces. The nose heavy element takes it on the beak 22 hours a day and that is sufficient for anyone in New Guinea. If you are in strange company and hear one guy addressed as "Trombone", another as "Hook" or "Shovel nose" or described as the only man in the world whose smeller got a combat mission (while the rest of the body was in non-combat zone) you may be sure you're among the 70th's boys.

The 70th, of course, was an original unit of the 433rd Troop Carrier Group and it has delivered a major contribution to an outstanding record established by the parent echelon. For those who like to dabble with figures, these statistics might be mentioned:

The squadron, since its arrival overseas, has hauled 60,000,000 or more pounds of freight and personnel. Three of our pilots have personally flown more than 3,000,000 pounds in their C-47's. Thirty pilots have picked up and delivered more than 2,000,000 pounds each and the others—newly arrived—have marks of a million or thereabouts.

We could go into the matter of miles flown, but that is mere statistical hash.

Back home (as this is written) pilots who have flown 40 or 50 combat missions are being written up as super men. Let us take the case of Lt. R. N. Smith, leader of Flight III. "Trombone" Smith has flown a mere 329 combat missions. And he is not alone. Lt. G. W. Fallon has 326 to his credit, Lt. Richard I. Hart, 322 and Capt. I. W. Lovelady has 304. Lt. Kendall C. Lowry is close by with 300. But leading all in combat missions is an enlisted man, Technical Sergeant William D. Pierce who has been the aerial engineer on 340 combat missions.

Lt. Smith's Flight III has a record of some 20,000,000 pounds of freight and personnel hauled, and the other flights are very close behind.

Flight Leader Capt. D. H. Sigler, Flight 1.

Back Row (left to right): 1st Lt. Morrison, 2nd Lt. Garvin, 1st Lt. Hart, 2nd Lt. Pierson, 2nd Lt. Reed, Capt. Sigler.
Front Row (left to right): 1st Lt. Taylor, 1st Lt. Daly, 1st Lt. M. L. Smith, 2nd Lt. Waxler.

Flight Leader Capt. H. W. Wilson, Flight 2.

Back Row (left to right): 1st Lt. Futches, 2nd Lt. Lowder, 1st Lt. Wolf, 1st Lt. Harding, 1st Lt. Hayden, 1st Lt. Lowry, 2nd Lt. Joly.
Front Row (left to right): 2nd Lt. Mayer, 1st Lt. Ward, 1st Lt. Haslam, 2nd Lt. Lance.

Flight Leader Lt. R. N. Smith, Flight 3.

Back Row (left to right): 2nd Lt. Johnson, 2nd Lt. Shofstall, 2nd Lt. Overholt, 1st Lt. Myers, 2nd Lt. McPherson, 1st Lt. R. N. Smith.
Front Row (left to right): Capt. Lovelady, 1st Lt. Karahalios, 1st Lt. Fallon.

SOME MORE GUINEA GULLS

Back Row (left to right): 1st Lt. Propst, 1st Lt. Brackley, F/O. Maiwurm, 1st Lt. Connolly, 2nd Lt. Kucich.

Front Row (left to right): 1st Lt. Small, 2nd Lt. Neave, 2nd Lt. Shulock, 1st Lt. Bachman.

Lt. Anthony Karahalios, The Flying Mess Officer.

Lt. Alphonse Trezza, Squadron Navigator.

Back Row (left to right): 1st Lt. Clift, 2nd Lt. Rutherford, 1st Lt. Fraleigh, 1st Lt. Slade.

Front Row (left to right): 1st Lt. Steakley, 1st Lt. Lynch, 2nd Lt. Wysong.

Medics and Orderly Room—*Back Row (left to right):* Capt. McGehee, Cpl. Melick, Sgt. Stanley, Cpl. Schluntz, S/Sgt. Harwell, Sgt. Schwartz, 1st Lt. Josko.

Front Row (left to right): Sgt. Pilon, Cpl. Davis, 1st Sgt. Bennett, Cpl. Swartzendruber, Sgt. Karsh, S/Sgt. Bielinski.

Savannah is Five!—*Back Row (left to right):* Cpl. Swartout, Cpl. Lawrence, Pfc. Pearson, S/Sgt. Weitknecht, Cpl. Cohen, S/Sgt. Sickles.

Front Row (left to right): Sgt. Carver, Cpl. Wilson, Sgt. Auld, Sgt. Rothfeld, S/Sgt. Halfpenny, S/Sgt. Zirwes.

Lts. A. Slover, Woods, Hawley.

Lts. Gurr, Venhorst, McGinnis.

Beating the flies to the food.

But only God can make a tree.

Lt. John Clark.

Engineering—*Left to right:* Cpl. H. F. Schmidt, S/Sgt. J. W. Shisler, Pfc. J. J. Morrison, Cpl. L. J. Lesser, Cpl. J. B. Lewandowski.

Engineering—*Back Row (left to right):* Pfc. D. H. Gardner, T/Sgt. L. L. Messenger, S/Sgt. E. M. Ford, S/Sgt. L. F. Hennessey.

Front Row (left to right): T/Sgt. W. B. Huchton, M/Sgt. L. E. Galloway, S/Sgt. A. Thompson, T/Sgt. D. M. Griswold, Jr.

Aerial Engineers—*Back Row (left to right):* Capt. C. J. Haines, T/Sgt. H. H. Hettenbach, T/Sgt. W. D. Pierce, T/Sgt. R. H. Wilke, S/Sgt. J. T. Blanks, T/Sgt. M. D. Kuechle, S/Sgt. R. P. Tompkins, Sgt. H. G. Gawreluk, Sgt. A. V. D'Ambrosio, S/Sgt. T. P. Reeves.

Center Row (left to right): T/Sgt. E. A. Tatchell, S/Sgt. F. M. Workman, T/Sgt. P. E. Redmond, T/Sgt. W. C. Wallace, T/Sgt. J. F. Semmens, T/Sgt. J. R. Urbanek, S/Sgt. R. J. Hurrie, T/Sgt. R. V. Tolotti, Sgt. P. E. Robinson, S/Sgt. K. L. Buckingham.

Front Row (left to right): Cpl. R. N. Scott, Cpl. A. R. Price, Sgt. E. F. Burshell, Sgt. D. W. Kiser, Cpl. R. J. Foran, S/Sgt. M. A. Bland, S/Sgt. E. C. Vogt, S/Sgt. J. E. Cantwell, S/Sgt. J. M. DeSantis, S/Sgt. D. E. Arnold.

They Keep 'em Flying—*Back Row (left to right):* Cpl. J. Albanese, S/Sgt. J. G. Thornton, Sgt. R. M. Lombardi, Pvt. R. W. Wright, S/Sgt. P. D. McCarron, S/Sgt. C. L. Hutchinson, Sgt. C. L. Traver, Cpl. M. L. Anderson, Pvt. M. Beder, Pfc. R. J. Hiss, Pvt. M. H. Springer, W/O. W. E. Jones, 1st Lt. M. A. Galusha.

Second Row (left to right): Cpl. E. L. Sundquist, Cpl. W. E. Shadle, Cpl. T. Zimnoch, T/Sgt. H. T. Simmons, Pfc. J. Edelson, S/Sgt. H. J. Smith, Cpl. A. C. Weimer, Pfc. D. H. Gardner, Cpl. J. F. Johnson, Sgt. S. W. Skoczylas.

Third Row (left to right): Sgt. J. A. Rummerfield, Sgt. J. M. Harrell, Sgt. W. S. Lusty, Cpl. N. G. Brust, Sgt. F. S. Tebeau, Cpl. C. F. Drawdy, S/Sgt. F. Madyk, Pfc. J. J. Fragala, Sgt. L. J. Brooks, T/Sgt. A. E. Brafman, Cpl. J. J. Hennessey.

Front Row (left to right): T/Sgt. G. F. Brokhoff, M/Sgt. H. I. Ryder, M/Sgt. J. A. Sicorino, M/Sgt. H. C. Barager, T/Sgt. L. D. Gwynn, 1st Lt. D. J. Haines.

Communications' Brains—*Back Row (left to right):* 1st Lt. Meschke, T/Sgt. Steed, Cpl. Kidd, Cpl. Walrath, Pvt. Allensworth, Cpl. Casey, Pfc. Schafer, Cpl. McAuley, Cpl. Ciccotello.

Front Row (left to right): Sgt. Skelly, S/Sgt. Thomas, Cpl. Ward, T/Sgt. Reed, Sgt. Slagle, S/Sgt. Knowles.

Happiness Boys—*Back Row (left to right):* Sgt. H. P. Wallace, Cpl. Freeman, S/Sgt. Parker, Cpl. Snitofsky, Cpl. Johnson.

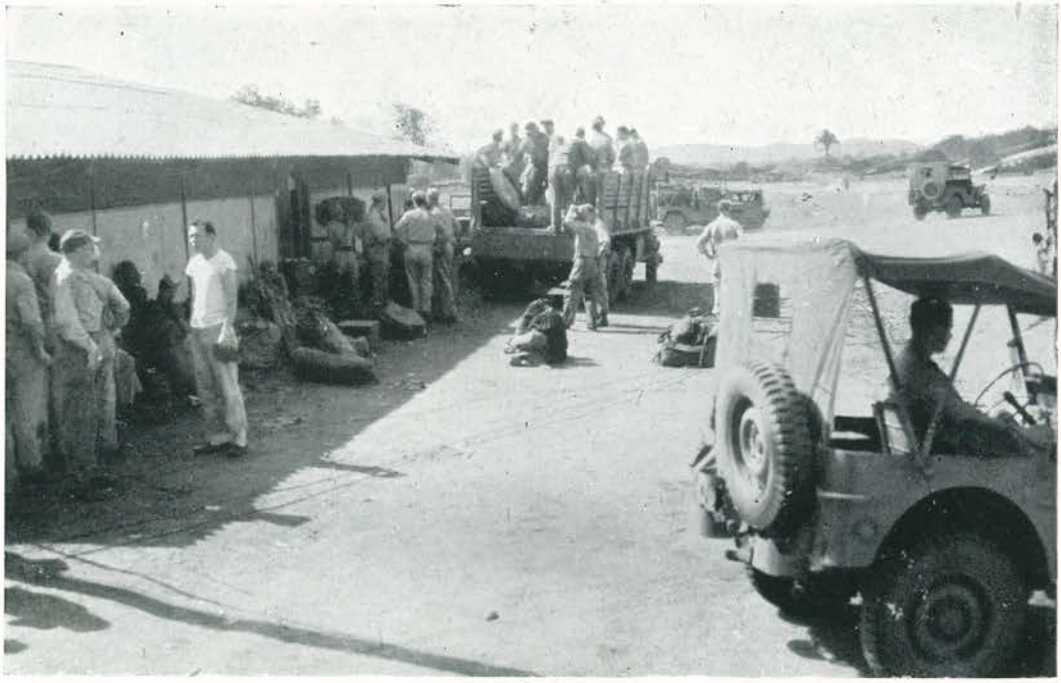
Front Row (left to right): Pfc. Edelson, Sgt. Anderson, Cpl. Carlton.

Jeep and Peep Fleet—*Back Row (left to right):* Pfc. Turney, Pfc. Pugh, Sgt. Sellers, Sgt. Richardson, Pvt. Manny, Pfc. Collins, Pvt. Forehand, Cpl. Soscia, Pvt. Poncin. Pfc. Miley, Cpl. Vaughan, Cpl. MacDonald, Pfc. Howanski, Cpl. Kindleburg, Sgt. Tatum, Cpl. Snapps.
Front Row (left to right): Pfc. Clyburn, Pfc. DeVoe, Cpl. Nordberg, Pfc. Custalow, Sgt. Peterson, Pfc. Bava, 2nd Lt. Darkenwald, T/Sgt. Newman, Sgt. Mullikin, Pfc. Wong, Pfc. Ostrowski, Cpl. Slate.

Lt. James E. Cunningham,
Personnel Officer.

Lt. Revlett,
Navigator.

Lt. Gilbert Darkenwald,
Assistant Supply Officer.



Where the hitchhikers sweat it out.

That's the AO asleep in the jeep.

How do you like our garage?

Intelligence and Operations—*Back Row (left to right):* Capt. DuBelko, Lt. Clark, Sgt. Thompson, Sgt. Michmerhuizen, Cpl. Strnad, Sgt. S. N. Pond, Capt. Hallman, Capt. Maidenburg.

Front Row (left to right): S/Sgt. Vickers, Sgt. Samuelian, T/Sgt. Larger, Pfc. Leach.

Operations and Intelligence building.

The Army travels on their work—*Back Row (left to right):* Pfc. Malmberg, Pfc. Wallace, Pfc. Jewell, Sgt. Meathenia, Cpl. Coverdale, Cpl. Childress, 1st Lt. Karahalios.

Front Row (left to right): Cpl. Hakala, Sgt. Marcello, Sgt. Richardson, Cpl. Bowden, Cpl. Hanby, T/Sgt. Placker.

Football season opens: Temperature 105.

Supply and Parachute Bn.—*Back Row (left to right):* 1st Lt. Galusha, Sgt. Guyot, Cpl. Murray, Pvt. McGuire, Cpl. Adams, Sgt. Ashcraft, Cpl. Brobeck.

Front Row (left to right): S/Sgt. Teller, Sgt. Gaston, S/Sgt. Pullem, Sgt. Gladys, S/Sgt. Hosking, Sgt. Levy.

Spark and Static Brigade—*Back Row (left to right):* Sgt. Harmon, Cpl. Sikorski, T/Sgt. Aernouts, Cpl. Gustafson, Sgt. Brehmer, S/Sgt. Staker, Sgt. Chancellor, M/Sgt. Bahr, S/Sgt. Watson, Sgt. Didocka, Sgt. Morneau, S/Sgt. Weiss.

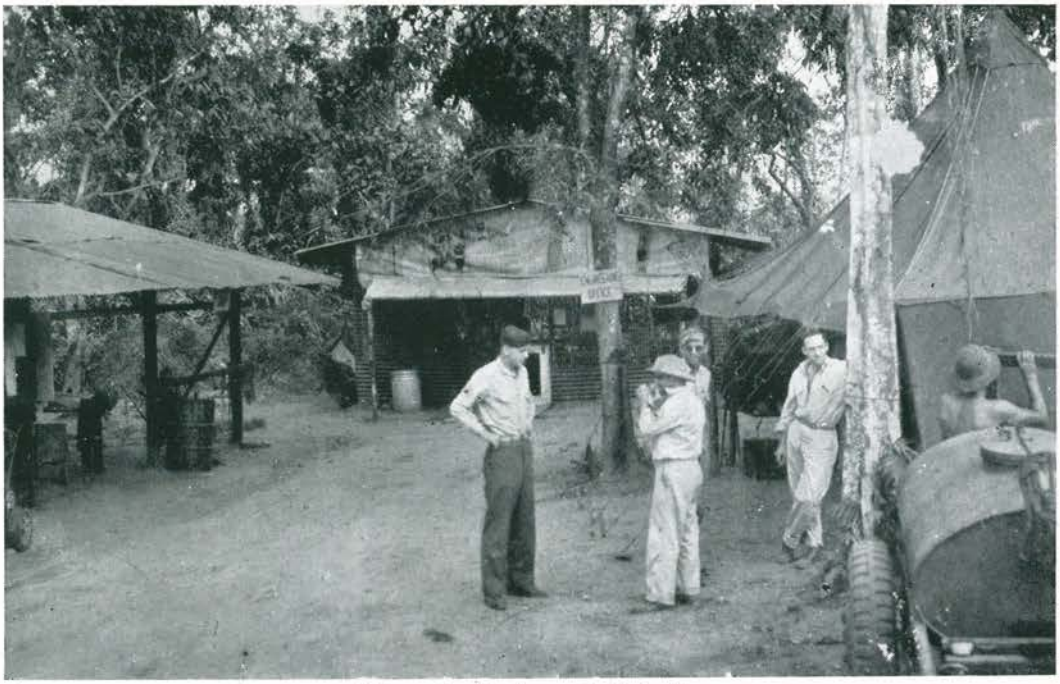
Front Row (left to right): Sgt. Hutka, Cpl. Papelian, Sgt. Bost, S/Sgt. Levine, Sgt. R. Thompson, S/Sgt. Reese, Cpl. Byrne, Cpl. Perconti.

The living area: Remember the Boy Scouts?

International Brigade—Left to right: Samuelian, Marcello, Freeman, Soscia, Melick and Snitofsky.

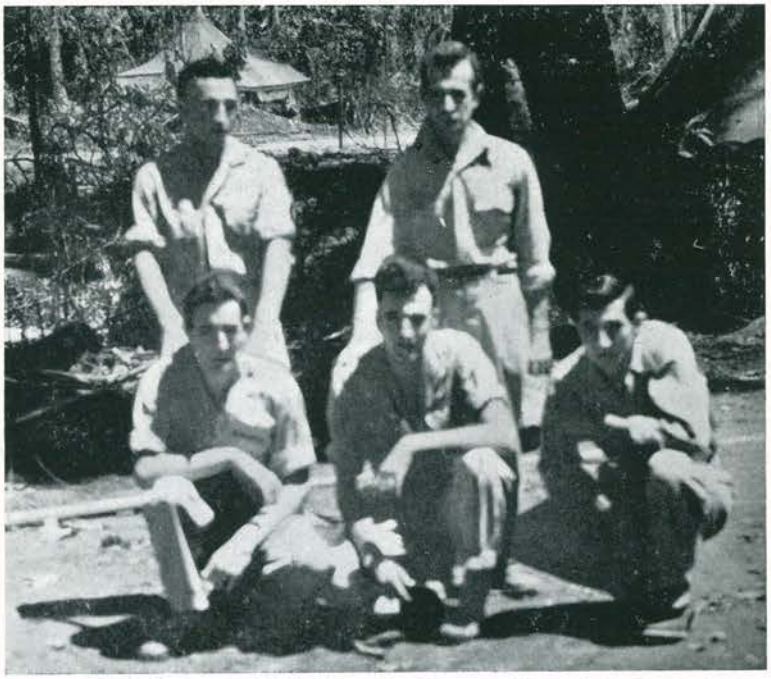
Pre-Flighters—*Back Row (left to right):* S/Sgt. C. H. Walker, T/Sgt. J. C. Nettleton, M/Sgt. D. L. Van Etten, T/Sgt. J. D. Rollins.

Front Row (left to right): S/Sgt. A. T. Poillucci, T/Sgt. R. J. Saffer, T/Sgt. W. J. Simmons.



Where the Engineers hold forth.

Business is good down at the strip.



Back Row (left to right): Pfc. Charles M. Abate, Pfc. Richard O. Mayberry.

Front Row (left to right): Cpl. Charles J. Woods, Pfc. Michael J. Clements, Pfc. Martin B. Barczykowski.

W/O. William E. Jones,
Assistant Engineering Officer.

Dispensary and a case of the "crud".

Are you looking for workhorses? Let's take a look at some of the pilots in the 70th. Lt. David P. Fraleigh, who plays a good hand of poker when he isn't flying, has flown no less than 1,100 hours in the Southwest Pacific in the matter of a year. Lt. R. N. Smith is second with 1,075, and Lt. Fallon third with 1,025. Lt. Lowry has more combat hours than anyone else in the outfit—671.

And if you don't think all this effort has been recognized, let us look at another record. Over 300 awards in the form of the Distinguished Flying Cross and Air Medal have been made to officers and enlisted men of the squadron.

The 70th is commanded by Major John R. McDonald, a native of Detroit, who, when not flying, is puttering around with ice boxes and generators and such, to the consternation of everyone. The operational end of the business is in the capable hands of Capt. M. (for Michael) M. DuBelko, better known as the "wheel". Mike was a staff sergeant pilot when he first came in contact with Lt. Col. (then Major) C. B. Guile, back in the old 63rd Troop Carrier Group.

Other flights are led by the aforementioned Lt. R. N. Smith, by Capt. Harry W. Wilson and by Capt. Donald H. Sigler, who also began as a staff sergeant pilot in the 63rd.

To mention a few more pilots, we might take a glance at Lt. Robert Downie, who was an undertaker in private life and thinks that the mortuary business beats anything to death; Capt. Lovelady who got his start along educational lines when his father ran 20 cents up to a few dollars in a crap game and thus was able to buy him necessary school books ("Ike" has been partial to the dice ever since); Lt. Gordon Gurr, who started one night on a cross country training flight to New York City, and ended up in Chicago where accidentally his bride-to-be was waiting for him to be flown back to Maxton, N.C., where they were happily married.

And then there is Lt. Harry P. Whitney, who goes by the nickname of "Pop" because he has a son bigger and tougher than his old man; and there is Capt. Paul R. Hallman, who has ron'd more in Kansas City than any other pilot in the world, merely because a girl named "Mugs" lives there. We should mention, also, Lt. Gaylord Rudd, who prefers the name "Mike" and who thinks Minnesota is the only State in the union; and Lt. Anthony Karahalios, the Maine midget, who is probably the only flying officer in the world goofy enough to volunteer to take on the job of mess officer as an additional duty.

And how could anyone forget Lt. George W. Waxler, the fugitive from the Royal Canadian Airforce, and plenty of flying time in Europe. George is one of those gentry who drives his tentmates crazy with "Tom Swift" inventions.

The list is endless. Every one of the 65 pilots have, and are contributing 100 per cent.

Let's turn now to the Ground Gremlins, who have all been awarded the Order of the Purple Shaft, some with four or five barbs.

Capt. William J. O'Shea is Executive Officer, when he isn't extolling the beauty, brains and virtues of his infant son—as yet unseen by his papa, except in pictures. Lt. William J. Josko is the Adjutant, and he likes to recall the days when as Provost Marshal he used to chase bad wimmin away from army posts.

Smallest but not least in importance is Lt. Max A. Galusha, who won the Purple Shaft with two barbs by being told to go on Sydney leave two or three

times, only to have someone change their minds at the last moment. Max is the Supply Officer and is always more than happy to hand out chewing gum and that tropical chocolate which never seems to melt, even in your stomach.

Lt. Claude Haines is Engineering Officer, and a right handsome gent, too, which can be proven with ease in that Town in New South Wales. Radar specialist and radio expert Lt. William O. Meschke is the Communications Officer. He hails from Minnesota and dreams all night about going back and opening a hardware store so he can get fishhooks at half price, he being a fisherman of the first order.

There is not much to be said about the undersigned, Capt. Ben Maidenburg, because, through the largesse of Lt. Col. Guile and Major McDonald, he has spent more time with the infantry, and on landing operations than he has in his own squadron (well, almost). The undersigned is practically an honorary Pfc. with the 41st Division, and at least a private with the 32nd.

The enlisted personnel of the 70th is just plain good. Cpl. Frank Schluntz, for instance, is not only an ambulance driver, but he drives a sharp bargain on Jap souvenirs. Many's the time he's collected 10 pounds for a piece of foolscap with some Jap writing on it. Sgt. John Marcello cooks when he isn't playing checkers. The squadron will stake him against any checker expert in New Guinea, on occasions. Rudy Melick is a medic, who prefers to cook, and may be found any night when he should be in bed, helping out the night KP's.

Cpl. Nick Soscia pilots a jeep, thinks constantly of going home to coach the Dodgers, and knows better than George Raft how to put on that slick gangster dialogue. Sgt. Roger E. Shorey, the armament boss, is always figuring out some way to make a one-man expedition against the nearest Jap outpost. Then, of course, you have the all-American team of Snitofsky, Ostrowski, Pehta, Tolotti, Bielinski, Lewandowski, Levasseur, Barczykowski, Cohen, Sicorino, Stuchl, Morneau, Michmerhuizen, Samuelian, Swartzendruber, Rouleau, and Clemente.

The 70th is a squadron of pets. Some 30 dogs are attached for quarters and rations, and there are in addition, cockatoos, canaries, flying squirrels, and what-not. Lt. Raymond Kucich is Officer in Charge of Animal Taming. If you have any troubles with pets, look up Raymond.

If you're reading this book 20 years from now, you may have some happy memories if these places are recalled as "mission stops" for the 70th: Port Moresby, Tsili Tsili, Kaiapit, Lae, Nadzab, Gusap, Finschhafen, Faita, Amami, Mt. Hagen, Kerowagi, Garoka, Wau, Bulolo, Dobodura, Milne Bay, Saidor, Madang, Cape Gloucester, Momote, Mokerang, Tadji, Hollandia, Owi, Biak, Noemfoor, Middleburg, Mar, Goodenough Island, Wakde, Kiriwina—and last, but not LEAST, Sydney.

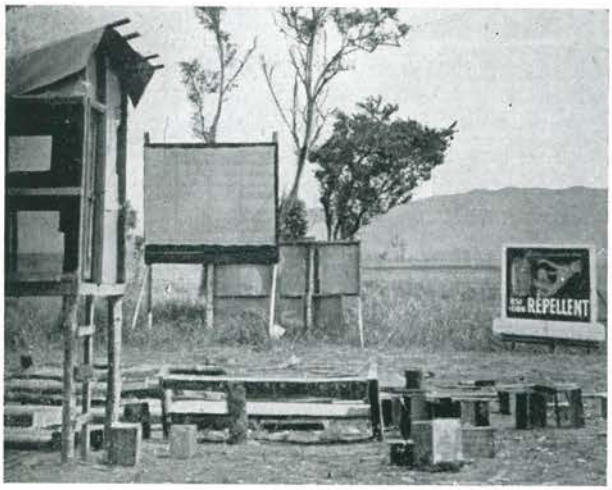
You also might like to recall the time when Lt. Bob Downie swept down over a beach in the Maffin Bay area with a sub-machine gun stuck out of the front window and later turned in a claim for one Jap killed—probably. (Don't bawl him out, Colonel, for he got it once already.)

—CAPT. BEN MAIDENBURG.

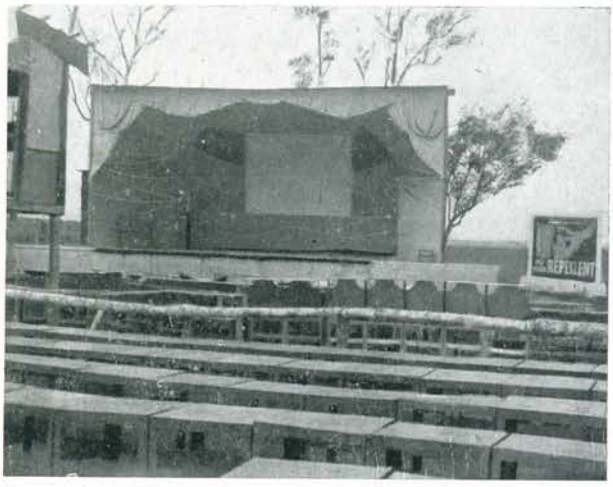
AS TIME WENT BY . . .

THE first celebration of any kind after our arrival at Nadzab was Thanksgiving. The traditional American holiday was observed in our jungle habitat with roast turkey and all the trimmings. For some of us it was the biggest and best Army meal we had ever tasted.

As Christmas drew near we all looked forward eagerly to receiving presents and cards from our friends and relatives. That boyhood desire for gifts was upon us. Some of the men were fortunate enough to get gifts from home on or near Christmas, but the the majority did not receive their packages until weeks or months later. An official announcement by General MacArthur that a large cargo ship bearing Christmas packages had been sunk, hit hard, but fortunately there were very few packages for the 433rd that did not eventually come through.



No cracks—please!



Improvement—eh?

The Christmas spirit was prevalent in Nadzab, even though we were celebrating the holiday thousands of miles from home. The Chaplain conducted a candle-light Christmas Eve service that will long be remembered by all who were able to attend. Amidst the setting of the candle-lighted altar, decorated with evergreen, we heartily sang the traditional carols and hymns led by the Chaplain. Our Christmas dinner rivalled Thanksgiving in quality and quantity. While we were all seated at dinner, the Colonel's letter of greeting was read and appreciated by all. It read as follows:

"I wish to extend to all men of the 433rd Troop Carrier Group, my most sincere wishes for a very merry Christmas. The work of everyone during the past year in establishing an enviable record should be a source of pride; a knowledge that our airplanes are making the road to Tokyo shorter.

"May God bless all of you, and see you safe in your homes next Christmas.

LT. COL. CECIL B. GUILE,
Air Corps, Commanding.

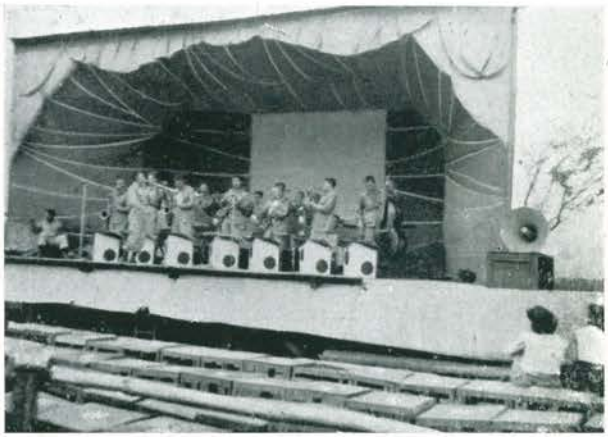
Major Mayer provided a miniature Christmas tree, complete with ornaments, which he had received from home. The Red Cross came through again and gave each man a gift wrap-

ped in Xmas paper. The Hershey bars, a delicacy in New Guinea, took top place.

While we had to forgo the usual Yuletide season parties, we did have a big time on New Year's Eve. After another super-duper dinner the enlisted men had their first alcoholic refreshment, legally, since leaving Australia. Both officers and enlisted men welcomed the New Year with long pent-up enthusiasm. Buckets were beat upon and guns fired. Even in New Guinea we had kept up the traditional spirit of revelry and good cheer.

All was not pleasure in those months following our move to New Guinea and the Markham Valley. There was plenty of hard work to be done not only on our area but also where our regular duties were concerned. Since, in the original clearing of the area, we had become adept in the use of machetes, erecting tents, and making all sort of things, this sort of work was no longer too difficult, but daily details are annoying to say the least.

Shortly after the Headquarters mess hall was completed we started expanding our area. Up to that time most of the enlisted men had been grouped in an area about one fourth the size of a city block. Getting around the area entailed climbing over numerous ropes or walking through a neighbor's tent. Several groups were politely asked to move because of the crowded condition and they pioneered in clearing an area on the other side of the mess hall ravine. As time went by more and more tents were moved across until the men were divided about equally on either side. For the relatively few men in Headquarters a tremendously large area was being used, for the officers had also fanned out from their original location.



The Paratroopers put on a Jam Session.
P.S.: Note the women in lower right!

Living on the damp ground presented many health problems, and the men began laying plans for raised wooden floors. This was a difficult thing to do, however, for every foot of the wood had to be cut by the men themselves in their few spare hours. A great deal of time was spent going out along the Lae Road, felling trees, and hauling them to the mill to be cut into 2 x 4's and 1 x 12's. Fifty per cent or more of all the cuttings were kept by the mill operators. It was not long before a few bottles of liquor or a few "quid" bought all the lumber needed—the good old black market!

"The Greatest Show on Earth".
McNally—Semmelman—Heisler.

Living quarters were further improved when screening and burlap became available, often from dubious

It's not tile but it's our shower.

sources. But we felt we had to do something to combat the numerous mosquitoes, spiders, centipedes, and snakes that made their homes with us. We had to use gas lanterns for the first few weeks at Nadzab, but Sgt. Carson and the other Communications men soon had electric lights burning brightly throughout our area.

Not content with the community shower as originally set up, some of the men secured pipe and built private showers within or adjacent to their tents. This aided the mosquito population but cut down the waiting line for a shower.

The chief materials for tent furniture were the abundant small trees just outside our tents and the boxes discarded by the mess hall and Supply. All shapes, sizes and colors.

It was not long before some of the boys thought about improving the outside appearance of their tents, and gardens of various plants and flowers were started. The "rebel" tent, Cpl. Johnson and tentmates, showed the way with vegetables and flowers.

As the area was expanded there was a constant demand for details of enlisted men. There was much work to be done, and Sgt. Bailey, the duty sergeant; became an evil to avoid. The life of a duty sergeant is no bed of roses—especially in a new area. Most of the work pertained to the clearing of brush and digging holes. Those who took part in digging those cavernous pits for the mess hall and the latrines lost track of the number dug. The biggest joke (except to the diggers) were the four soakage pits dug and abandoned because the ground refused to absorb water.

Is that Jack Benny or is that Jack Benny?

At about the time the bully beef was getting monotonous, a little P.X. was set up. It offered canned fruit, Australian chocolate bars, and cookies for sale. From then on many of the boys filled in the weak spots in their diet with food from the P.X. Coke was soon sold, and people came from all over the Nadzab area to buy it. A building shortly replaced the tent and Cpl. Musico, a tried and true Brooklynite, was installed as manager.

Shortly after that Intelligence moved its office from the line into a tremendous sidewall tent alongside of Headquarters. The half-underground and sandbagged "Nadzab Nerve Center" and the Supply tent were both located in the immediate vicinity.

The good location of Group Headquarters as well as the squadrons was soon evident when the Nadzab area began to expand. Units that did not take the trouble to clear out a wooded area found themselves under sun-soaked canvas. We were also lucky in that our area was placed to the side of the valley, for we escaped the terrific dust that arose from the roads and strips. The pre-move scouting of Major Mayer and Captain Harley had paid off.

Officers' Club.

In spite of all we had read about the humidity of the tropics, we were not uncomfortable at Nadzab. We perspired during the latter part of the morning and early afternoon, but the early mornings and evenings were pleasant. At night many men slept with blankets.

Just as we began to feel that life in New Guinea was not as rugged as pictured by the press, the Japs made another raid on Nadzab. On January 15th, as the valley lay in the grayish light of dawn, we were awakened by the sharp clatter of machine guns. Those who were lucky enough to get out of their sacks fast caught sight of three Tonys streaking in over the area. All three were spitting lead. Although part of our area was machine-gunned, there were no casualties. It all happened very fast, but when it was over we decided that we wanted no further contact with Tojo's boys—before breakfast!

On the line the Nips swept in and strafed the transport revetments and fighter strip. Some of the planes were damaged in their revetments. One 69th plane was caught in the air during the attack. Lt. Fishburn and his crew were startled by the spectacle of tracer bullets weaving a pattern a few hundred feet in front of the plane. The pilot made a quick, diving turn, and the attacking fighter passed overhead, while the radio gave a belated warning "All street cars hit the ground!"

For several nights after that we had numerous alerts but saw no enemy planes. Early one evening we were once more startled by the machine gun blasts of a lone raider which strafed the new strip. This was the last meeting between the 433rd and the enemy until the Admiralty Islands incident, when an old B-17, assigned to the 69th for supply drop missions over combat areas, was credited with downing a Jap fighter. This Flying Fortress, bearing the celebrated name "The Cap'n and the Kids", was a veteran of more than one hun-

Carol Landis—'Nuff said.

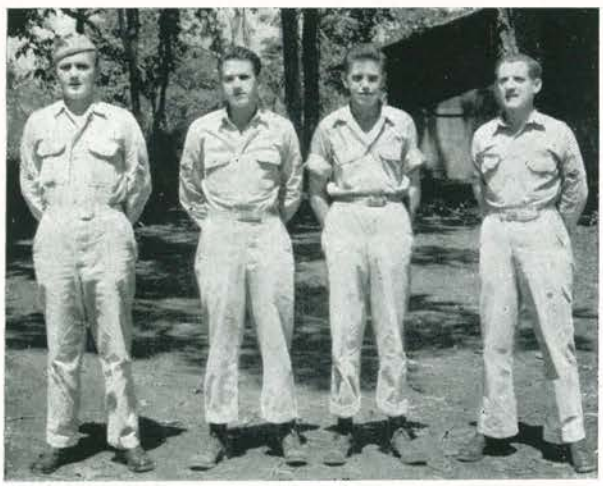
dred combat missions. It bagged the enemy plane when it was approaching its objective, Momote airstrip. A formation of four Japanese fighters made passes, but as one Tony climbed away the gunners let go and down went that Son of Heaven. The pilots, Major Abe J. Beck and F/O. Deardorff, and the entire crew were elated over their achievement, for theirs became the first Troop Carrier plane in the S.W.P.A. to be credited with downing an enemy aircraft.

The social life of the group was resumed in earnest on February 10, 1944, when we celebrated the first anniversary of the activation of the group. It was a gala occasion and was thoroughly enjoyed by all members of the group. A special dinner, at which Gen. Prentiss was a guest, was provided, and rum cokes were available for all E.M. and officers who wanted them. In appreciation of Col. Guile's splendid leadership, headquarters officers and enlisted men presented him with a scroll bearing the signatures of all. In the evening the Chaplain conducted a special service in memory of those who had passed away since activation.

Towards the end of the month our planes began operating from Strip No. 2 once more. That strip had been reconditioned and was much safer than battered No. 5, which had served us so well. Since the new strip was about eight miles across the valley from our area, the change was not very welcome to the men working on the line. Sack time after lunch was out of the question for these boys.

Operations had become easier and more interesting, and no longer were the Lae-Gusap shuttles our main flights. A day or two following each new landing the 433rd sent in planes. Many times the engineers were still working on the strip when one of our C-47's came in for landing. In some cases fighting was still taking place a hundred yards from the airstrip. Finschhafen, Gloucester, Saidor, and Momote gave our pilots combat zone flying time, for the routes to those fields went over enemy territory.

Many of the officers and enlisted men found diversity in Nadzab life by going on flights to fields visited by our planes. For a long while it was a simple matter to secure a pilot's permission to go for a ride. But when Air Freight Forwarding took over the checking out of cargo and personnel for flights, it became more difficult to get on the planes without a note from the Operations officers.



1st Sgt. Flake, Semmelman, Lorenzen, MacGregor.

Back Row: McCranor, Keith, Halcomb.
Front Row: Dixon, Shupp.

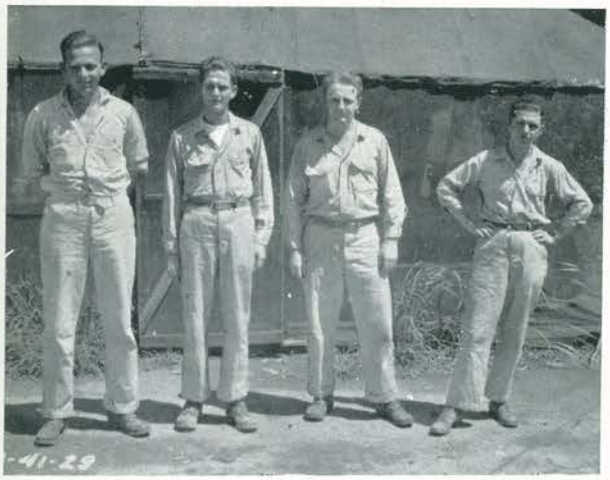
The collection of Jap and native souvenirs became one of the leading hobbies of the men, and business in these items flourished, with Sgt. Shryock and Cpl. E. P. Smith both doing a rush business. Such items as Jap rifles, machine guns, boots, wallets and flags were in demand, and some of these articles brought big prices. The Aussies and the American infantrymen profited greatly by our desire for things they picked up in battle areas. Native souvenirs were more difficult to get, and Mt. Hagen axes and Garoka spears were highly prized.

It was in the latter part of March that we had our last scare of enemy activity directed at Nadzab. According to Intelligence reports the Nips had about three hundred planes concentrated on the Hollandia airstrips. Rumor had it that many of these were transports intended for the dropping of paratroops in the Markham Valley. Excitement ran high, and there were enough alarmists so that elaborate defense preparations were made for the expected attack. Long trenches were dug on the valley side of the group area; guns had to be carried if a person went to the movie area or across the field; and everyone was assigned a definite duty. Many were on edge, but there was some disappointment when the scare passed over and nothing happened.

For months we were one of the envied outfits on the field, for group headquarters had its own laundry, managed by Baltimore's gift to the 433rd—"Smoky" Bleinberger. The drudgery of washing clothes by hand was avoided until the good fortune came to an end with the breakdown of the washing machine. Thereafter we resorted to the New Guinea laundry method, boiling clothes in a half drum over a roaring gasoline fire.

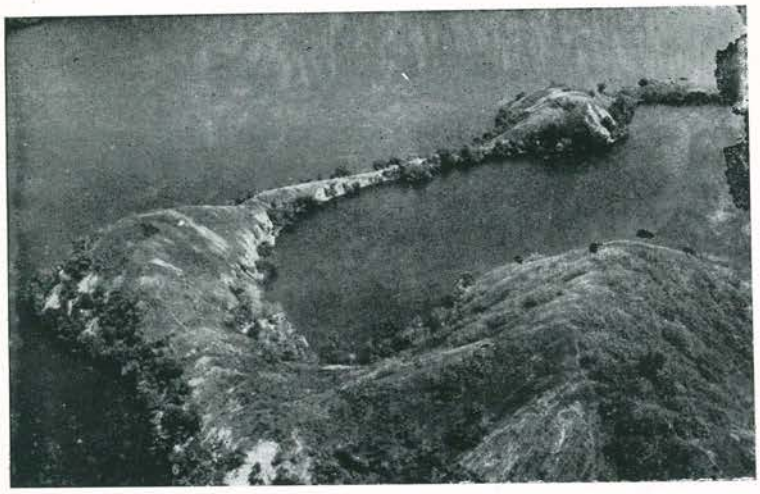
Throughout the period of our overseas service there were important changes in staff officer positions. In January Major Mayer was forced to leave the Pacific Area due to illness and left the group, with Capt. Torkel Holsoe assuming his duties. In April there were some big changes. Lt. Col. Joseph A. Anderson, formerly with the 375th, joined the group and became Executive Officer. Capt. Wulff took over Supply, and Capt. Sullivan became Adjutant. Major Baird, who had been Executive Officer, was made Operations Officer. Capt. Swanson joined Capt. Satterfield in Operations. A few months previous Capt. William E. Scofield came to the 433rd as Statistical Officer.

Seeking a place where they could enjoy good fellowship and also entertain



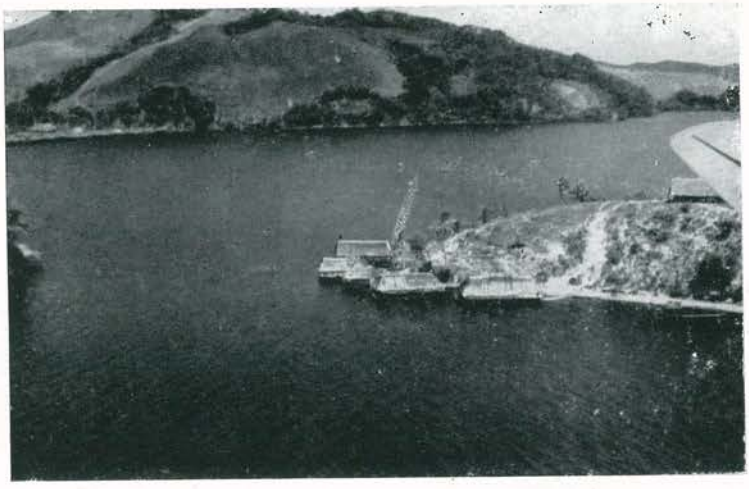
Trottnow, Raffety, Logan, Rice.

Needham, McAninch, John S. Johnson.



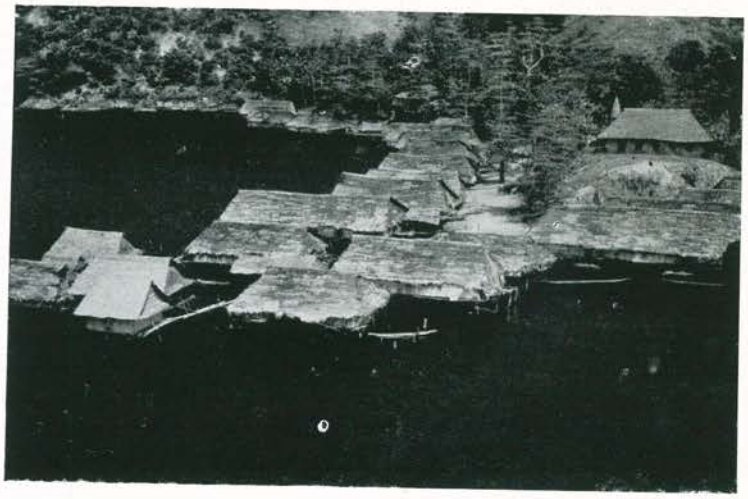
Fresh Water Haven,
Lake Sentani.

Smooth, isn't it?



Lodge on Lake Sentani,
Dutch New Guinea.

Sanitation no problem here.

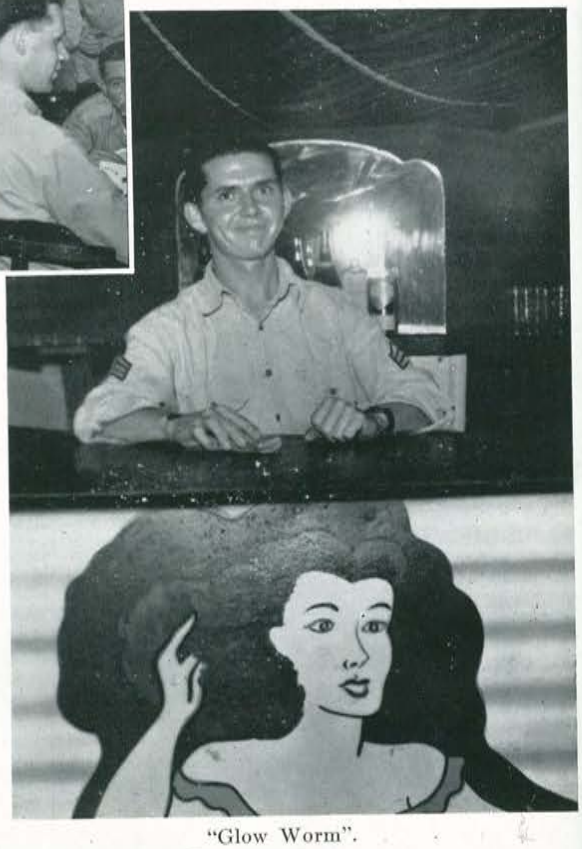


Bomb craters at Biak's Mokmer Drome.

Tadji Airstrip, Northern New Guinea.

Saturday Night.

Coleman.



"Glow Worm".

Who do you think won?

Weren't we lucky?—*Left to right:* Judith Anderson, Helen McClure, Ann Triolla, Shirley Cornell.

The Dedication Committee—*Left to right:* Helen McClure, the Troupe Accompanist, Shirley Cornell, Judith Anderson, Col. Guile, Ann Triolla.

A good neighbor, Maj. Richard Bong.

E.M. Club—Opening Night.

St. John, Taber, Hutchinson.

Vorndran, Shapiro, Freeman.

the nurses, the officers built a club a few months after we had arrived in Nadzab. Many highly successful dances and parties were held there.

The biggest news to break in the S.W.P.A. came on April 22nd when U.S. forces landed at Hollandia and Tadji. The action brought an immediate response of optimism among the men and finally ended the threat once held by the 300 or more planes which had been there.

As Nadzab grew in area and more outfits moved in, the quality of our food was steadily on the upgrade as the Quartermaster warehouse secured better supplies. We were able to get fresh meat and occasionally eggs and other foods which we had not seen for months. It was indeed a welcome change from bully beef, salmon, and dehydrated potatoes. Although we heard that combat troops received the first choice of food, it is hard to believe that their food excelled ours. In addition we had a mess fund to which everyone contributed monthly and which was used to obtain fresh vegetables, additional meat, and special treats.

Aside from the loss of Major Mayer and Capt. Cahan, who had been Operations Officer in our early days at Nadzab, group headquarters also lost other key men. In May Lt. DeBus, who had been Headquarters Detachment C.O., was called back to the U.S. for glider flying. In July three other officers left headquarters. Capt. Harley was shifted to the 68th, and Capt. O'Neal, who had served as Group Technical Inspector, went to the 66th Squadron. The wit of Capt. Scofield was missed when he transferred to Fifth Air Force to put their Statistical Department in order. Lt. Lavin took over his job and also become the C.O. of Headquarters Detachment.

We also lost men through illness contracted during our stay overseas. These included S/Sgt. Sylvester, Cpls. Boder, O'Malley, and Smith, and Pfc. Pizzoferrato, all of whom had the good fortune to go back to the States.

Enlisted men in headquarters were not very successful in their attempts to enter training that might make them officers. Back in the States a number of men were called into the Army Specialized Training Program, but after we came overseas only three men left. Sgt. McCaffrey went home to become an Aviation Cadet, and M/Sgt. Barnhill and T/Sgt. Bartel were called for training

at the A.A.F. Officer Candidate School in Australia. Besides these men who received orders to report, others had been accepted, both for Cadets and O.C.S.

It was just about the time we had stopped worrying about the enemy that we received the fiercest bombing of our stay in Nadzab. We were calmly going about our business on the afternoon of March 31st when the enemy struck. But in this case the enemy was not the Japs but some careless soldiers who had started a grass fire about a half mile from our area and next to a bomb dump. The news of the impending disaster spread rapidly, and soon after we reached our foxholes the fireworks began. Several of the larger explosions shook the earth more violently than our local earthquakes. After an hour of detonations the larger bombs had gone off and only the incendiaries remained. Those who wandered past the 69th area saw the biggest display of fireworks they had ever witnessed. It should have been saved for a gala 4th of July celebration.

Ever since the arrival of the 433rd in New Guinea the Intelligence Department tried to keep every person informed about the latest happenings on the battlefronts and at home. Via reports received daily from higher headquarters, Group S-2 typed and later mimeographed news summaries. At noon every Saturday the S-2 officers gave a fifteen minute analysis of the war news of the week. The display of maps, with all action shown in colors, served to show any observer the exact nature of the war situation in any area. Most attention of course was paid to the Southwest Pacific.

C. O. Johnson and Cornish.

In spite of this news service we were constantly subjected to a flood of rumors. If one were to believe the "authoritative" statements made by Operations, Halmahera would have been in our hands months in advance. The most persistent rumor of all was that we were supposed to be at Baer Field in November 1944. It was said that one of the men had a girl friend who worked in Base Headquarters at Baer Field, Ind., and that she had supposedly seen an order stating that barracks should be ready for the 433rd in November. Anyway it sounded good.

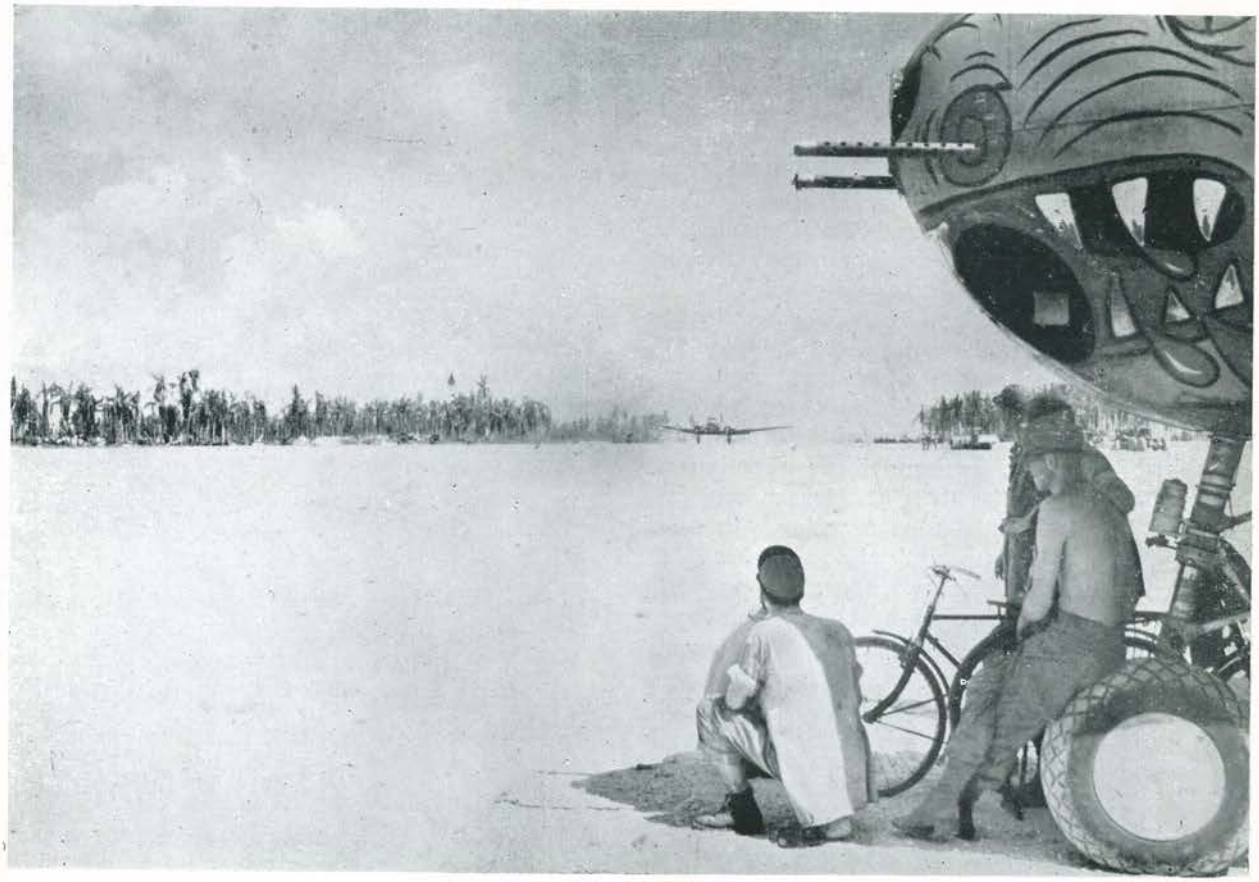
Censorship was not much of a problem after the officers and enlisted men learned what could and what could not be written in letters. Many of the rules seemed foolish, but the men were cooperative in not say-

Zichittella, Cameron, Hutton, Wall, Boehmer, Carter.

Momote in the Admiralties.

Hollandia—Japs greet the Troop Carrier.

German and U.S. nuns who were rescued by the Allies after the capture of Hollandia. During Japanese occupation the nuns were often beaten and made to work hard. One nun who asked for some flour was struck in the face by a Japanese officer. This is one of the many insults offered to them by the enemy.



First C-47 into Wakde.

ing the wrong things. If the weather or place names were accidentally mentioned the assorted censors deftly cut the words.

By February the matter of furloughs and leaves had come up for discussion, but it was many months later that most of the officers and men went down to the mainland on leave. After the first group of enlisted men left for Sydney, all leaves were cancelled. Shortly thereafter, leaves to Mackay, an Aussie spa along the northeastern Australian coast, were opened. For a time this was the only furlough area open to enlisted men. The officers were more lucky and managed to get leaves to Sydney regularly. Furloughs to Sydney opened and closed at varying intervals, but by fall not all the men had been on their long anticipated trips to Sydney or Mackay.

The mail situation for the 433rd varied. While Nadzab was a forward area we received first class mail in two weeks, but with the extension of the front lines our mail service dropped off, only to become swift once again by June, when we sometimes received letters in six days and packages in a month. Sgt. Malico, the group's mail man, was a popular man when the mail calls were heavy. The censors had an ever increasing pay load of mail to work over, and Sgt. Atkins with his daily half dozen was not much help. But at least he kept the girls in Mississippi happy—that is if there are any happy Mississippians.

Shryock, Hicks, Helmsderfer.

Aside from letter writing, card playing was one of the most popular pastimes. While some turned to bridge, gin rummy, and hearts, the largest number stuck to poker. The "Cotton Pickers' Poker Parlor" was the scene of a nightly game. Sgts. Gillespie, Goss, Hall, Raffety, and Tockerman were charter members. The officers also indulged in poker to a great extent.

Special Services kept us well supplied with magazines and books—pocket edition novels, mysteries, nonfiction, etc. Equipment for outdoor sports was also provided by Special Services, first under the direction of Lt. DeBus, then Lt. Heisler, and finally Lt. McNally. A volley ball court was set up and also a basket ball hoop. These two sports, along with horseshoe pitching, held their own until softball became the vogue around April 1st. Both the officers and enlisted men formed teams. Col. Guile never missed a game and

Back Row: Gilboe, Malico, Brodmerkel, Scott, Hoye, Rampil.

Front Row: Moore, Gentry, Theriot, Benedict, Macdonald, Cavette.

proved himself one of the best players on the field. The best games played were between the enlisted men and officers of headquarters. T/Sgt. McAninch, a crackerjack on the field, was usually on hand to quote from the book of softball rules and settled the disputes that arose. Although the officers made a poor showing at first, they bolstered their team by taking advantage "to sign up" for headquarters any new officers coming into the group who showed softball interest. Not only did the playing of softball boost morale, but it also helped in physical conditioning for the rigors of our "base commando" life.

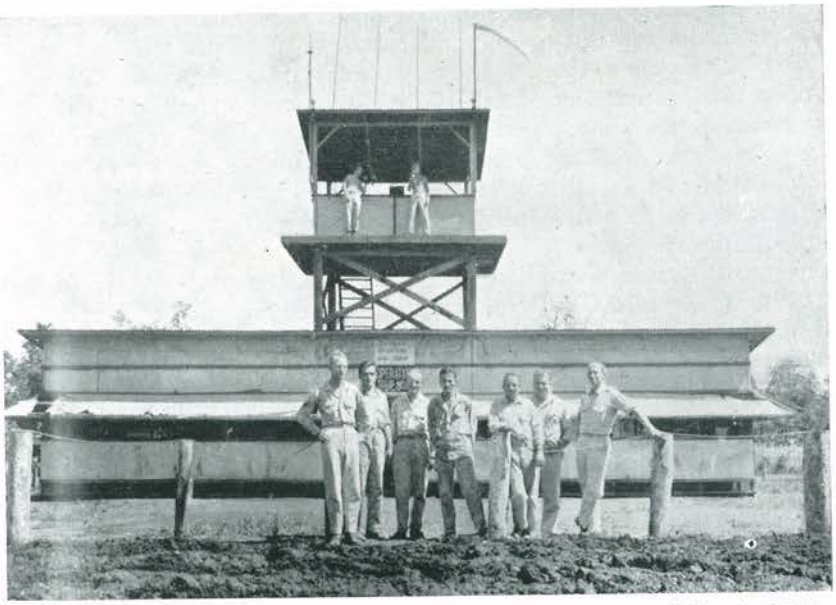
Aside from the usually crowded church services, the chapel was also the scene of the Nadzab Confab. Chaplain Orr did a splendid job in giving the 433rd some outstanding and interesting entertainment, and the programs attracted wide attention. There were weekly meetings over a period of four months. Major McCoy and Lt. Wilson of the 25th Photo Recon. Squadron gave the latest developments in combat photography in the S.W.P.A. Major Whitlock, representing the famed "Jolly Rogers", told about his experiences in flying a Liberator in the S.W.P.A. ever since the Japanese began to find opposition. Capt. Ben "Invasion" Maidenburg, of the 70th Squadron and critic of Army red tape, played the most return engagements. He drew the largest crowd of the confabs when he told of his role as an observer in the Biak Campaign.

Ingram, Tockerman, Steudel, Bohn.

Back Row: Cartwright, Budish, Hall, Gillespie.
Front Row: Goss, Voight.

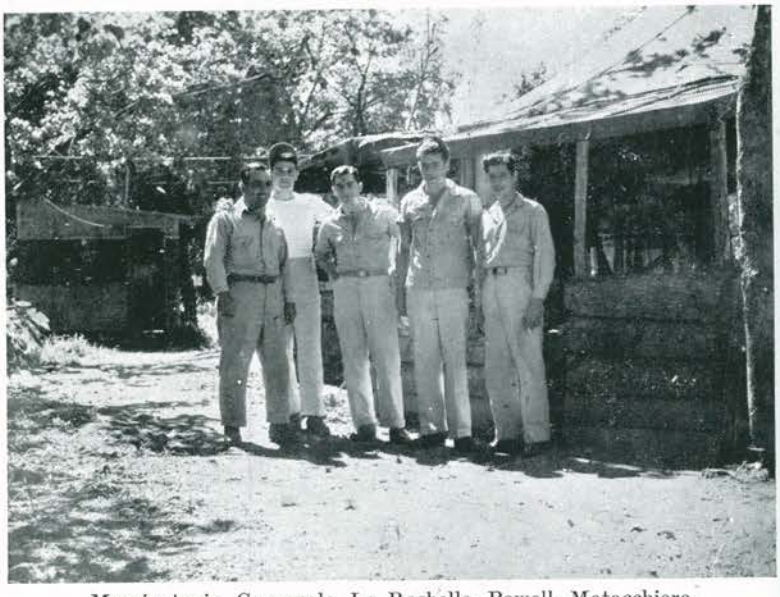
The program brought everyone from Pfc.'s to Lt. Colonels. Representing the first group was Harry Glass, former State Senator from Michigan, who urged men to get into politics. Lt. Col. Charles Mayo, son of the founder of the Mayo Clinic and Executive Officer of a station hospital in New Guinea, gave us the latest information on advances in medical science. Lt. Roscoe gave his impressions of life in the islands west and north of New Guinea, gathered from his work as a research biologist in the Dutch East Indies.

Cpl. Walter Schick, a refugee from France and a veteran of the German blitz, gave his impressions of France's downfall and his views of the war from a European point of view. Lt. "Buck" Talman gave a hair-raising description of his trek through the jungle country in New Guinea, fol-



Strip No. 2—Ingram, Lt. Ader, Switchboard Operator, Gentry, Halcomb, Keith, and Major Holsoe.

Oscar "Dutch" Sylvester.



Masciantonio, Carnevale, La Rochelle, Powell, Matacchiera.

Intelligence Office—*Left to right:* Whitley, Shryock, Helmsderfer, Rampil, Capt. Enochs.

Malcuit, Handley, J. R. Smith.

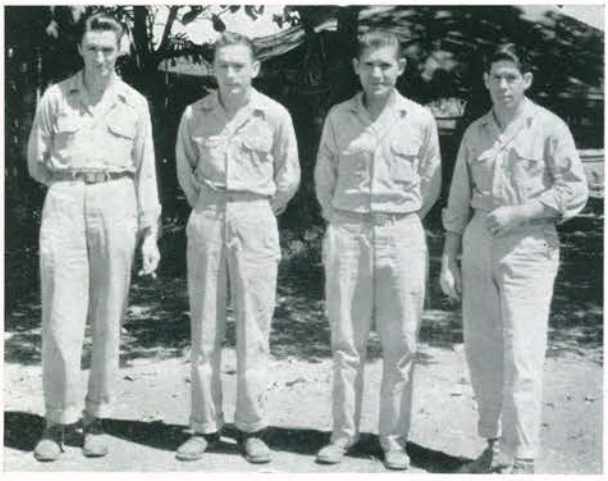
Condiotti, Musico.

lowing a crash landing. For sixteen days he and his Aussie passenger wandered through south-central Papua, finally reaching the coast and getting transportation back to civilization. He gained the questionable honor of being the first American to make the trip and return to tell about it.

Operations in New Guinea have taken our pilots to many places, some as beautiful as travellers would care to see, while others are best forgotten. In the beginning we flew almost exclusively to Lae, Gusap, and Nadzab. After the capture of Lae the place was strewn with wrecked Jap planes which created a paradise for souvenir hunters. A monument to our air power is the wreckage of the Jap steamer "Myoro Maru" or "Stinky Maru" as it is popularly called. It still lies off the end of the strip with its bow above the water.

Gusap has many strips but the one first designated to Troop Carrier was the cause of many a headache. For some unexplainable reason it ran in a north-south direction and was therefore always subject to a strong cross wind. For many months our pilots flew the Lae-Gusap shuttle many times a day. Dumpu, farther up the line, had a dirt strip which became so slippery in wet weather that our planes would slide in the mud while being pre-flighted. The 66th Squadron gained much valuable experience by carrying in all supplies to the "Diggers" stationed there.

Harry E. Johnson, Gordon, Atkins, Whitley, Edwards.



Warsek, Jeannette, Ingmire, Decker.

The trips to Garoka, Kerowagi, and Mt. Hagen were the most interesting of all the valley flights, and they revealed the mountains of New Guinea in all their beauty. The Garoka Valley has only been known to the white man for ten years, although it is one of the most densely populated areas on the island. Long before contacts with white men the natives grew all kinds of vegetables—corn, squash, sweet potatoes, lettuce, yams, and fruit—pineapple, strawberries, and lemons. The natives present a strange sight. Their only dress consists of a belt decorated with branches fore and aft. Through their noses they have pieces of mother of pearl, bones, or odds and ends. One fellow has thirty sticks and matches through his nose in porcupine style. For all their grotesqueness they were very friendly and helpful to our pilots. Mt. Hagen, our early outpost for flights, excells all places visited in climate, beauty, and vegetation. It was the favorite visiting place for anyone lucky enough to obtain the time and trans-

portation to get there. Capt. Blood of the A.N.G.A.U. rules this beautiful domain.

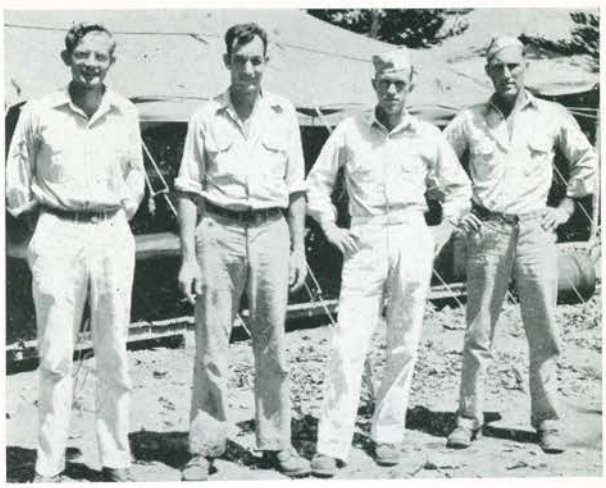
Early in 1944 our planes began going into newly taken strips, often twenty-four hours after they had been secured. As soon as Saidor was taken our planes made daily trips there despite its poor condition. The softness of the strip caused one of our planes to crack-up in landing and left Captains Enochs and "Invasion" Maidenburg, and Sgts. Bartel and Whitley stranded for a week. When they returned they told harrowing tales of the "rugged life". Momote, in the Admiralty Islands, proved to be a favorite landing spot because of the beautiful surroundings.

The first flight of U.S. planes into Hollandia was led by Major Baird, Group Operations Officer, on May 1st. The route followed was laid out by him. The approach to either Cyclops or Sentani strip was an interesting one, as the planes had to come in from the ocean over vast Humboldt Bay, with its assemblage of naval vessels and transports, and then over beautiful Lake Sentani, where numerous native huts are built out over the water. The results of Allied air power could be seen all over the Hollandia area—the wreckage of three hundred Jap planes.

Brady, Bleinberger, Carson.

One day after the landing in the Aitape-Tadji area the 433rd went in, and for many months to come there were seemingly endless flights of planes hauling gasoline to Hollandia. Tadji is one of the showplaces of New Guinea. Its magnificent expanse of coral beach, with the border of coconut palms along the shore, and the rolling surf, provide a tropical paradise setting that none who visited there will ever forget. The flight echelons of the 65th, 66th, and 68th Squadrons spent some time there.

Wakde, a coral island off the New Guinea coast, was a mass of wrecked Jap aircraft and bomb craters when we landed there. When the sun makes the coral gleam, the island can be seen from about seventy-five miles away. Much fighting was still taking place on Biak Island when the 433rd began flights to Mokmer, Sorido, and Borokoe dromes. For weeks the gunfire could be heard in the hills north of the strips. Just off the southeast coast of Biak is the coral speck called Owi. This strip will long be remembered because in the early days of its use the planes had to circle the island many times waiting for the green light to land.



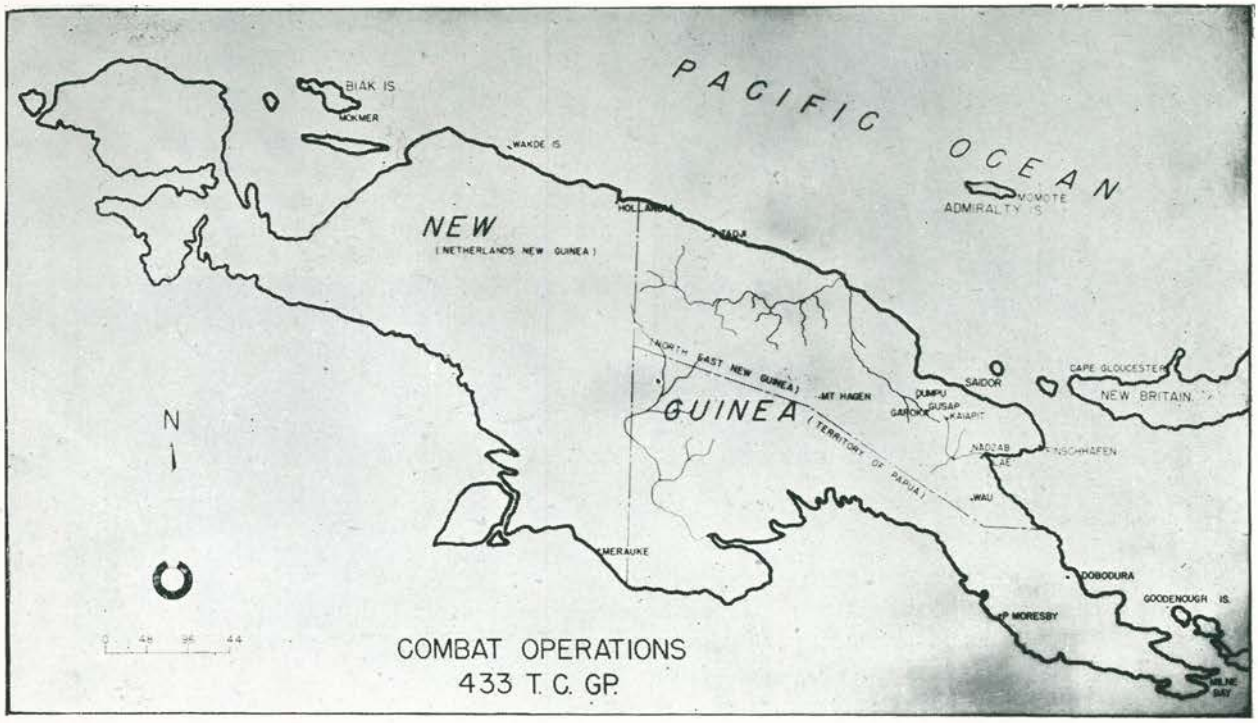
Vogt, Woodruff, Watson, Callahan.

With the construction of the movie

Cyclops Mountains—Hollandia.

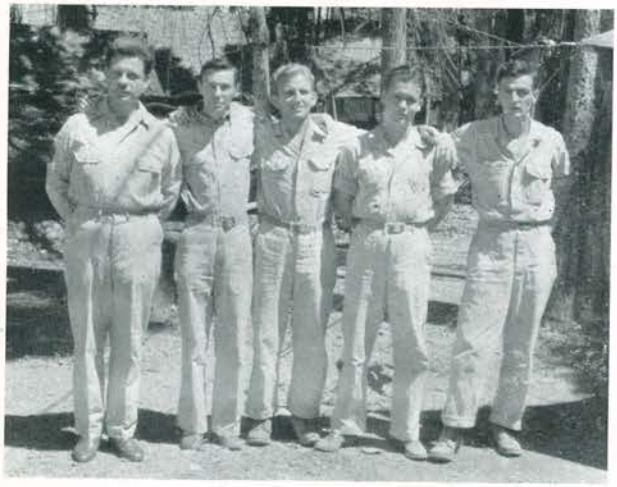
Jap last stand—Wewak.

Crowded Humboldt Bay.



"We dood it again"—Noemfoor.

Sleepy Lagoon—Tadji.



J. J. Smith, Kvapil, Tunstall, Williams, Staples.

area and the stage we were better able to enjoy the shows provided by Special Services. Metal bomb casings served as chairs, and an area was set aside for the 433rd. For our first show on the parachute-lined stage we had John Wayne, that handsome cowboy movie actor, and a couple of girls, accompanied by a swing band. This was the first entertainment by personal appearance that we had overseas, and it met with great success.

There were other U.S.O. and Special Services shows, but most of them were only mediocre. Finally, on one Sunday afternoon we had a real jam session; a paratrooper band was greeted with enthusiasm by all the swing addicts. The climax of our entertainment at Nadzab was reached when the Jack Benny-Carol Landis show came to the valley. Benny's jokes, Carol's looks, Martha Tilton's singing, and Larry Adler's harmonica playing gave us a swell show. The 8,000 or more fellows who witnessed it roared their appreciation.

The news of the long-awaited invasion of Europe on June 6th was received calmly by the 433rd. In the evening Chaplain Orr conducted services, and the hopes of all of us were aimed at the success of fellow soldiers on the battlefields of France. A few weeks after the invasion of France was announced we received the reports of the bombing of Japan by B-29's and the landing on Saipan in the Marianas. With each succeeding move the end of the war could be more clearly visualized. Life in Nadzab had become so peaceful that it seemed strange that press releases should still be by-lined: "At an advanced base in New Guinea".

Back Row: Zuk, Robertson, Werdetz, Kvapil, Malcuit.
Front Row: Staples, Dedrick, Turknett.

In accordance with the Army's plan to provide educational opportunities for all personnel, an Information and Education Section was set up in headquarters with Cpl. Rampil, already doing Group publicity and running the one man newspaper, taking charge. A daily news bulletin, "Troop Carrier Courier", was put out, a library was set up in the Enlisted Men's Club, and everyone was urged to enroll in Armed Forces Institute or college extension courses.

On July 3rd the complexion of the group changed again, as the 67th and 70th Squadrons pulled up stakes and moved to an advanced base from which their operations were to be directed. About a week later the 21st

Squadron, formerly in the 374th Group, was assigned to us for operational purposes.

July also brought into being an enlisted men's club. Although the club building was inherited from the 70th officers after their departure, our men put in some hard work to fix it up with a bar, ping-pong table, and card tables. On the opening night there was a gala party, with drinks and food available. A large

Ryan, Treich, Goddard.

cake with Col. Guile's "367" and "433rd T.C.Gp." iced on it was made by Pfc. Johnson. The Col. was presented with the top layer of the cake by a two-man delegation.

About once a month the Officers' Club had a party, and some of the nurses and Red Cross girls in the valley were guests.

During all these months overseas we became constantly better acquainted, and our personalities became generally known. Some will long be remembered. Mr. Rausch, our genial warrant officer, rose from the ranks of enlisted men while we were at Maxton, where he served for a while as 1st Sgt. of Headquarters Detachment. Preceding him was Sgt. Trottnow, whose generosity in giving out passes at Sedalia will be remembered by all the enlisted men. Among the ranks of the strictly informal acting 1st Sgts. was M/Sgt. Keith, the jovial Operations head man. He was replaced overseas by 1st Sgt. Flake, formerly the "boss" of the 68th and an "Old Army Man".

To be remembered also are the inimitable Sgt. Kvapil, Nebraska's perfect cornhusker, three-sport man Pfc. Carnevale, and ambitious Cpl. Zuk, the man of all trades and worries. Almost every man in the group was greeted upon his arrival by T/Sgt. MacGregor, the friendly sage and helper of all. S/Sgt. Bohn, Wall Street's representative, ran the Sunday musicale and the evening anchovy snack bar.

Among the tents, "Cisco's Ranch", with M/Sgt. Keith, T/Sgts. McCranor and Shupp, Sgt. Halcomb, and Cpl. Dixon, usually had a bridge game every night. Across the gully, T/Sgt. Cartwright brushed up on airplanes, while his tentmates, S/Sgt. Gillespie, and Sgts. Budish, Goss, and Voight indulged in a little poker. In "University House" Sgts. Helmsderfer, Hicks, and Shryock carried on lively discussions on any and all topics, while in the P.X. "dem Brooklyn Bums" Musico, Condiotti, Tockerman and Rampil raised a rumpus—over anything.

The crop of O.C.S. graduates who came to headquarters soon had many friends, both among the officers and enlisted men. Following the departure of Lt. DeBus, genial Lt. Lavin became Headquarters Detachment C.O. Many of the other officers will be remembered also. Capt. Satterfield was never without a witty remark, and Col. Anderson was the prime optimist for the progress of the war. Major Holsoe had a tough time of it, but he kept that gang in Intelligence on the ball.

With the summer of 1944 coming to a close, life for headquarters was progressing very smoothly. The 433rd Troop Carrier Group, under the guidance of Col. Guile, has come a long way since the days at Florence. The road has not been too difficult, despite our moaning and groaning.

The 433rd has played its role in the New Guinea Campaign to the best of its ability; we hope we shall be able to serve as well in the days to come. We all look forward to the day of victory—that happy day when we can return to those we love whether it be to Morgantown, W. Va., Edinburgh, Texas, Brooklyn, New York, Michigan City, Indiana, Cincinnati, Ohio, Shannon, Miss., Baltimore, Md., Santa Anna, Texas, Glasgow, Ky., or the Bronx.

THE "BISCUIT BOMBER"

The plane used by the Troop Carrier Command is the C-47 or "Skytrain", so called because of its employment as a troop carrier and glider tug. This transport plane is the military version of the DC-3, one of the most dependable and most widely used American commercial aircraft. The plane was developed and built by the Douglas Aircraft Company. Its size compares favorably with all military planes, except heavy bombers, and has a wingspan of 95 feet.

The normal cargo load of a C-47 is between 5,000 and 6,000 pounds. The maximum gross weight of the plane at take-off is 31,000 pounds, but it must expend enough gasoline in order to bring it down to 26,000 pounds, which is the maximum weight at landing. The normal fuel capacity is 804 gallons, which with the proper safety factor gives the plane a range of approximately 1,000 miles at a cruising speed of 140 miles per hour. The admirable design of the plane enables it to carry bulky material, such as jeeps or a 75 mm. howitzer. Twenty-two fully equipped infantrymen can be carried aside from the crew of four.

The C-47 is often used to evacuate wounded. Litters can be set up in a few minutes so it can accommodate eighteen patients. On such flights a specially trained Air Evacuation nurse and a medical assistant accompany the plane.

C-47's have supplied a number of airfields and combat units in New Guinea which were entirely dependent on air transportation for supplies and equipment. Military operations would have been almost impossible in the New Guinea Campaign without the use of cargo planes. The islands would undoubtedly have been lost without the quick air transport of infantry reserves at the critical times.

These planes have often been on supply missions on which they have dropped rations by parachute to forward patrols which otherwise had to depend on native carriers to bring up supplies. Many an Aussie patrol surrounded by enemy troops has been grateful to the C-47's for bringing them the next day's meal. For this reason they fondly named them the "Biscuit Bombers".

Before the war C-47 transport planes were used by the Dutch Airlines. They are also built under license in Russia where they are designated as PS-84's. The British also use this plane and are calling it the "Dakota".

The widespread use of the C-47 in this war attests to the efficiency of the plane, which is regarded as the "work horse" of the Army Air Forces.

THE BATTLE OF SYDNEY

THE Southwest Pacific Area has become famous for the battles of Buna, Nadzab, Hollandia, Bataan and Corregidor . . . but history is still without the gory details of the battle of Sydney.

More American airmen have seen action in Sydney than on any other "target". Most targets are usually one night stands but Sydney came in for some of the longest sustained raids of the war. The raids lasted anywhere from seven days to four months.

Although the "battle" has been long sustained, it was fought in shifts of one crew from each squadron. Coming down to Sydney for seven or ten days a certain percentage of the men became Big Time Operators (hereafter designated as B.T.O.) and spent this time accordingly. The following is a typical B.T.O. Sydney leave.

He arrives at Mascot Airdrome, Sydney, Australia, and is driven to the Leave Control Area office at the Mark Foy's building. Here he is signed in, receives a liquor ration card, an issue of cigarettes, and coupons for food and clothing. Right outside Mark Foy's entrance he runs smack into the Sydney cab driver who'll drive him to the Phillip Street Red Cross for two bob or a couple of packs of "smokes"—normal charge, one bob or one pack of smokes.

At the Phillip Street A.R.C. he signs up for a bed for the night and takes the elevator to the dorm floor. After a cool shave and a hot shower the B.T.O. is all set to prowl and howl his way through the battle area. He usually spends the first night getting the lay of the land and in doing a little "recon" work in the Hyde Park and King's Cross sections of Sydney. The first meal the B.T.O. orders in Sydney invariably includes "steak and eggs", French fries, tomatoes, plenty of milk and a dish of ice cream—and a successful try at dating the "out of the bottle blonde" waitress.

Sometime during his second day in the battle area the B.T.O. visits an "Estate Agent" and is made a sucker of (to the tune of anywhere from £5-£10 a week) for a room, or if there are three or four B.T.O.'s together they get stung (for £20) for a three-room apartment. The usual three-room apartment contains very little outside of three double-bed bedrooms. As soon as he has located his diggings he moves from the Red Cross, via taxi. The B.T.O. never walks or rides the trams or buses—he is strictly a taxi man.

In as much as the B.T.O. has only seven days he spends days three, four, five, six and seven in a state of mental and physical fatigue. A variety of night clubs do their share in making his rest complete and his wallet depleted.

The non-B.T.O. spends his leave more productively (even though he can't tell such a gory story when he returns) seeing Sydney in the sunshine as well as the moonlight.

During the daylight hours the non-B.T.O. can take a two and a half hour cruise around the magnificent Sydney harbor, visit the remarkable Taronga Park Zoo on the north shore of the harbor, stroll through the Botanical Gardens, visit the small but growing National Art Gallery located in the Domain. Sunday being an off day in Blue Law Sydney he can listen to the various speakers spouting off in the Domain, tour the city from the top of a double-decker bus and do a bit of "surfing" at Bondi, Manly, Coogee or Maroubra if the weather permits.

The non-B.T.O. (and there are twenty of him to each B.T.O.) meets the better class girls, visits typical homes in the suburbs, stays sober and will have a pocket full of memories to tell the folks when he gets back home.

S. H. R.

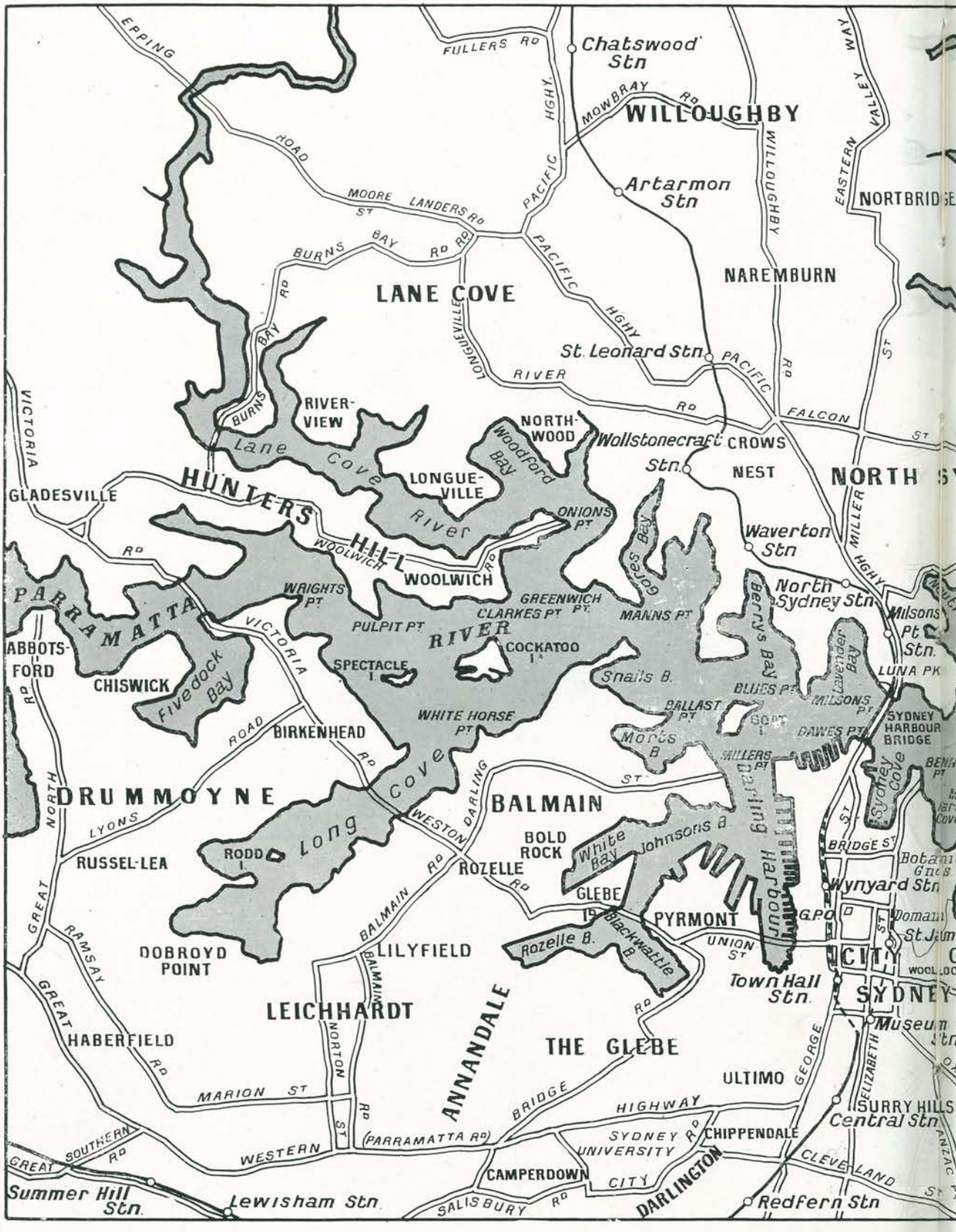
Here's where the first night is usually spent.
Dormitory—Phillip Street Red Cross.

First stop—Red Cross at Mark Foy's.
Miss Dorothy Finske—Director.

Main Dining Room—
Phillip Street
Red Cross.

Reception Desk—Pitt Street Red Cross.

Relaxation Time—American Center, Elizabeth Street.


EPPING ROAD
FULLERS RD
Chatswood Stn
MOWBRAY RD
WILLOUGHBY
PACIFIC HIGHY
WILLOUGHBY RD
EASTERN VALLEY WAY
NORTBRIDGE
Artarmon Stn
MOORE ST
LANDERS RD
BURNS BAY RD
LANE COVE
NAREMBURN
LONGUEVILLE RD
St. Leonard Stn
PACIFIC HIGHY
RIVER RD
FALCON ST
VICTORIA RD
BURNS BAY RD
RIVER-VIEW
NORTH-WOOD
Wollstonecraft Stn
CROWS NEST
NORTH SY
Lane Cove River
Woodford Bay
LONGUE-VILLE
HUNTERS HILL
ONIONS PT
Gore Bay
Waverton Stn
MILLER HIGHY
GLADESVILLE
WOOLWICH RD
WOOLWICH
WRIGHTS PT
GREENWICH PT
CLARKES PT
MANNS PT
North Sydney Stn
Milsons Pt Stn.
LUNA PK
PARRAMATTA RIVER
PULPIT PT
COCKATOO I.
Berrys Bay
Lavender Bay
ABBOTS-FORD
CHISWICK
SPECTACLE I.
Snails B.
BLUES PT
BALLAST PT
MILSONS PT
SYDNEY HARBOUR BRIDGE
Fivedock Bay
VICTORIA ROAD
WHITE HORSE PT
Morts B.
DAWES PT
MILLERS PT
BIRKENHEAD RD
DRUMMOYNE
LONG COVE
DARLING ST
BALMAIN
Sydney Cove
NORTH
LYONS
WESTON
BOLD ROCK
White Bay
Johnsons B.
Darling Harbour
BRIDGE ST
RODD I.
RUSSEL-LEA
ROZELLE RD
GLEBE I.
Wynyard Stn
Botanic Gnds
GREAT WESTERN HIGHWAY
RAMSAY
BALMAIN RD
PYRMONT
G.P.O.
Rozelle B.
Blackwattle B.
UNION ST
DOBROYD POINT
LILYFIELD
CITY
Town Hall Stn
SYDNEY
LEICHHARDT
ANNANDALE
Museum Stn
NORTON ST
THE GLEBE
HABERFIELD
MARION ST
ULTIMO
GEORGE
ELIZABETH
BRIDGE
HIGHWAY
SURRY HILLS
Central Stn
SOUTHERN RD
GREAT WESTERN HIGHWAY
(PARRAMATTA RD)
SYDNEY UNIVERSITY RD
CHIPPENDALE
CAMPERDOWN
CITY
CLEVELAND ST
DARLINGTON
Summer Hill Stn
Lewisham Stn
SALISBURY RD
Redfern Stn

BALGOWLAH
MANLY
Rd
SYDNEY
CONDAMINE ST
SEAFORTH
MANLY SWIMMING POOL
NORTH
LITTLE MANLY
Sailors Bay
MIDDLE
THE SPIT
HARBOUR
CLONTARF
REEF PT
MANLY PT
HARBOUR
DOBROYD PT
GREEN PT
Long Bay
SPIT Rd
GROTTO PT
INNER NORTH Hd
BALMORAL
BALMORAL PT
INNER MIDDLE Hd
NORTH Hd
SPIT JUNC
CREMORNE JUNC
MOSMAN
MILITARY Rd
RAGLAN ST
MIDDLE Hd
Obelisk Bay
INNER SOUTH Hd
SYDNEY
BRADLEYS Hd Rd
GEORGES Hd
CLIFTON GNDS.
Chowder Bay
GAP BLUFF
CREMORNE
Mosmans B.
Lsirus Cove
TARONGA PARK ZOO
CHOWDER Hd
Watsons Bay
Taylors B
VILLAGE PT
KURRABA PT
WUDYONG PT
Athol Bay
ROBERTSON PT
VAUCLUSE PT
Vaucluse Bay
OUTER SOUTH Hd
KIRRIBILLI PT
SHARK or STEEL PT
BRADLEYS Hd
FORT DENISON
VAUCLUSE
SOUTH HEAD Rd
MRS MACQUARIE
SHARK I
HERMIT PT
GARDEN I
CLARKE I
Diamond Bay
POINT PIPER
WOOLLAHRA PT
POTTS PT
DARLING PT
Rose Bay
Double Bay
KINGS CROSS
DARLINGHURST
NEW SOUTH HEAD
O'SULLIVAN Rd
BAYSWATER Rd
WOOLLAHRA
BELLEVUE
EDGECLIFFE
PADDINGTON
OCEAN ST
EDGECLIFFE Rd
BELLEVUE HILL
SOUTH HEAD Rd
BLAIR ST
NORTH BONDI
WAVERLEY
CAMBELL PDE
MILITARY Rd
BONDI JUNC
OLD
BONDI
Bondi Bay
BEN BUCKLER
MOORE PARK
ANZAC PDE
OXFORD
PACIFIC OCEAN

Breakfast at the American Center.

The Lounge—Pitt Street Red Cross.

Dinner Time—
Pitt Street
Red Cross.

Library-Lounge—American Center.

Sydney Leave is Finished—The Dawn Canteen,
Red Cross—Mark Foy's.

THIS IS NEW GUINEA—"GOLDEN ISLE"

THOUGH it is the scene of many major battles of World War II, and at one time had an estimated 350,000 soldiers within its boundaries, New Guinea, second only to Greenland in size among the islands of the world, has, and probably will for ages to come, remained a vast unexplored land of rugged mountains and steaming jungles.

A shipwrecked Spanish rover of the 16th century found sanctuary on the shores of New Guinea in 1526 and perhaps in thanks for his deliverance named it "Isla del Oro" or "Golden Isle". Centuries passed, however, before the natives were disturbed by traders in 1828 when the Dutch took over the western part of the island. The Germans came later, followed by the British, and by 1905 the entire island was under European rule with Australia controlling the British part, called Papua.

In 1877 gold was discovered near Port Moresby, but not in sufficient quantity to warrant extensive operations. For the next 50 years scouting parties explored small parts of the vast interior, and as they discovered only a few natives the European landlords had the idea that the interior was largely uninhabited. Those who ventured into the interior found the valleys choked with trees and the lofty mountain ranges so rugged as to be impenetrable.

In 1927 the Wau valley, inhabited by head hunters and cannibals, was the scene of the discovery of large quantities of gold. The only drawback to exploitation of this valuable mineral resource was the 30 day trek from the Huon Gulf at Salamaua to the mines. However, in 1928 the first aeroplane was flown in, and soon afterwards the airfields at Lae, Salamaua, and Wau became the busiest in the Pacific. Gold was now the backbone of New Guinea industry.

Exploration, aided by the airplane, soon brought to the fore many populated native villages. The Mt. Hagen area, which was discovered in 1933, had 250,000 to 300,000 native inhabitants who were cannibalistic at the time. Missionaries have exercised a great deal of influence over the natives, and trained them to be peaceful garden-growing citizens. Interesting customs still prevail, however. One is that the male does no work though he dominates as warrior and protector. Polygamy is prevalent and the older the wives become the more work they are required to do. An eligible bachelor dyes his hair red to signify matrimonial intentions. A child is the most valuable possession of a household and a pig runs a close second. Tools and implements are primitive, but the axes of the Mt. Hagen natives are fine examples of primitive workmanship.

There are various types of natives with strains of many Pacific tribes evident. The Papuans are short, and with their bushy hair and long noses seem to be the actual unadulterated native. In the coastal regions natives show strains of other tribes with light coloring and straighter and taller bodies.

Government of Papua and the Australian Mandate is under A.N.G.A.U. (Australian New Guinea Administrative Unit) but most of the police work is done by native police boys who are trained for 3 years in a Government operated school. They make excellent soldiers and guardians of the peace.

The war has made little difference in knowledge of New Guinea. Japs touched only the fringes of the high mountains as have Americans, and the vast spaces of the Owen Stanleys and other mountain chains remain a mystery.

This is New Guinea, our home for more than a year, but still a forbidden and largely unknown land.

"Father and Son Day"—
Mt. Hagen.

Yes, we have no bananas.

Umbriago and Friend.

"Powers Girl", Mt. Hagen.

All dressed up with no place to go.

Sunday picnic at the Mt. Hagen Fairgrounds.

Native carriers along the Kokoda trail listen to orders from "The Boss Boy" before setting out along the track. Flowers in hair are worn by most carriers.

Sanananda Area—Much has been said of the invaluable help which the New Guinea natives give the Allied troops. This picture shows natives carrying out Allied wounded and the nature of the country from which they evacuated the casualties.

IN THE JUNGLES OF NEW GUINEA

In the jungles of New Guinea,
  Where the ants and lizards play,
Where the weather in December
  Is the same as 'tis in May.
Where the sky is always cloudy
  And the grass is always green.
Where your tent is always muddy
  And your clothes are never clean.

In the jungles of New Guinea,
  Where no trains ever blow,
Where you never see white women
  And the natives wear no clothes.
Where the buzzing of mosquitoes
  Robs all men of their sleep,
Where you never see a drug store
  Though the atabrine is cheap.

In the jungles of New Guinea,
  Where it rains most every day.
Where no church bells ever ring
  For Sunday's just another day.
Where the air is always stuffy
  And your head most always hurts.
Where there's no civilization,
  And the women do the work.

In the jungles of New Guinea,
  Where the mail is always late,
Christmas cards that come in April
  Are considered up to date.
Where the sun is never shining
  And the moon's not made for love,
The sky is streaked with searchlights,
  Spotting Tojo's planes above.

In the jungles of New Guinea,
  So happy we will be,
When at last the war is over
  And our nation once more free.
Then take me back to my old home,
  The state I love so well,
For this God forsaken outpost
  Is a substitute for hell.

IN MEMORIAM

On February 9, 1944, the eve of the anniversary of the 433rd Troop Carrier Group's activation, a Memorial Service was held in our chapel for the fifteen men who had lost their lives during the year. Fifteen candles were lighted on the altar to symbolize the life of each man who had met death. Since that time, a total of sixteen men have been reported as killed, or missing in action.

As the group has worked and lived together, there has grown up a strong sense of unity and camaraderie among them that makes each loss more keenly felt. We realize that, statistically speaking, the group has been uncommonly fortunate. To have but four fatal crashes in a year and a half of flying, that then involved thousands of hours in the air and thousands of tons of freight hauled, is phenomenal. Our Operations, Intelligence and Engineering Departments, as well as our pilots, deserve the greatest praise for their attention to their own and others' safety.

However, this does little to alleviate the loss to each family which has been unfortunate enough to receive a telegram from the War Department announcing the death of a loved son, brother, father or husband.

We honor the men who have gone on, realizing that their efforts in the cause of preserving this country's honor have been as heroic as those of the men who fought to establish it in the first place.

War isn't war until we have felt loss and tragedy in sudden death and broken homes. We honor not only the men who have made the sacrifice of life, but the families of these men who have, with courage, withstood the news of tragedy.

Our tribute to these men receives its best expression in the words of a great war president, observing a similar sacrifice:

"The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us. . . ."

"The souls of the righteous are in the hands of God,
And no torment shall touch them.
In the eyes of the foolish they seem to have died:
And their departure was accounted to be their hurt,
And their journeying away from us to be their ruin;
But they are at peace."

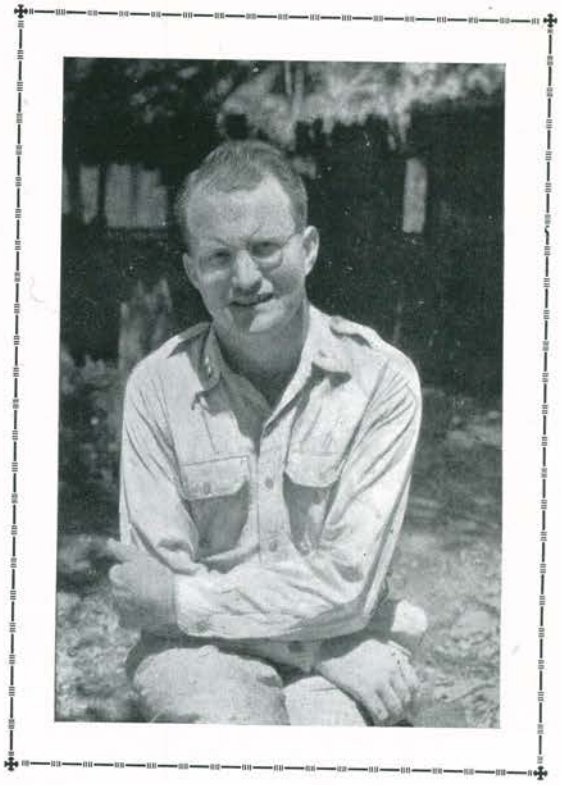
Richard K. Orr, Chaplain.

THEY LIVE IN OUR MEMORY . . .

Bacon, Philip H. (Pvt.)	67th T.C. Squadron
Bagby, Alan L. (Pvt.)*	68th T.C. Squadron
Barnes, William W. (Lt.)	69th T.C. Squadron
Berschell, Eldon F. (Sgt.)	70th T.C. Squadron
Bishop, Paul A. (1st Lt.)	65th T.C. Squadron
Bloom, Milton G. (Cpl.)	65th T.C. Squadron
Boone, Harvey J. (Sgt.)	65th T.C. Squadron
Boring, Robert E. (T/Sgt.)	65th T.C. Squadron
Bost, Donald P. (Sgt.)	70th T.C. Squadron
Bruce, Reeves M. (2nd Lt.)	67th T.C. Squadron
Bruno, Samuel A. (Sgt.)	70th T.C. Squadron
Buchanan, Ronald Y. (Sgt.)	69th T.C. Squadron
Calcaterra, Angelo E. (M/Sgt.)	66th T.C. Squadron
Chapman, —. (Lt.)*	70th T.C. Squadron
Dennis, Robert L. (Sgt.)	70th T.C. Squadron
Derrico, Patsy V. (T/Sgt.)*	69th T.C. Squadron
Dobrisky, Andrew J. (1st Lt.)	67th T.C. Squadron
Dorfman, George S. (Sgt.)	66th T.C. Squadron
Dyer, Jack T. (2nd Lt.)	66th T.C. Squadron
Edens, Eldridge S. (Pvt.)*	68th T.C. Squadron
Faust, J. A. (Lt.)	66th T.C. Squadron
Fisher, Harry D. (1st Lt.)	65th T.C. Squadron
Gaylo, Philip J. (Pfc.)	65th T.C. Squadron
Haslam, Wilson B. (Lt.)	70th T.C. Squadron
Healy, —. (Lt.)*	69th T.C. Squadron
Heinselman, Franklin N. (T/Sgt.)	67th T.C. Squadron
Helms, James H. (T/Sgt.)	66th T.C. Squadron
Hutchinson, John S. (1st Lt.)	65th T.C. Squadron
Jacobs, James A. (Lt.)	68th T.C. Squadron
Jochumsen, Vinal J. (Sgt.)	66th T.C. Squadron
Joly, David C. (2nd Lt.)	70th T.C. Squadron
Jones, Edgar A. (S/Sgt.)	65th T.C. Squadron
Josephson, —. (Lt.)*	70th T.C. Squadron
Kelly, Leo J. (Lt.)*	69th T.C. Squadron
Kelly, R. K. (Lt.)	70th T.C. Squadron
Kiester, Charles W. (S/Sgt.)*	69th T.C. Squadron
Knopeck, Stephen J. (Cpl.)	67th T.C. Squadron
Lagana, Charles E. (W/O)	65th T.C. Squadron
Laughery, Carl E. (S/Sgt.)	65th T.C. Squadron
Leist, Marvin A. (1st Lt.)	69th T.C. Squadron
Livasy, Ross L., Jr. (2nd Lt.)	67th T.C. Squadron
Lyman, David (Sgt.)	66th T.C. Squadron
McCullough, Robert R. (T/Sgt.)	67th T.C. Squadron
McDonnell, Donald H. (T/Sgt.)	67th T.C. Squadron
Meiske, Richard F. (T/Sgt.)	69th T.C. Squadron
Morrison, Russell A. (1st Lt.)	70th T.C. Squadron
Norton, —. (Lt.)*	70th T.C. Squadron

O'Donnel, Joseph P. (2nd Lt.)	65th T.C. Squadron
Oja, Theodore S. (Sgt.)*	69th T.C. Squadron
O'Shea, James J. (S/Sgt.)	67th T.C. Squadron
Plunkett, Moss A. (Sgt.)	69th T.C. Squadron
Poillucci, Arthur T. (S/Sgt.)	70th T.C. Squadron
Price, George (Pvt.)*	69th T.C. Squadron
Priebe, Raymond A. (Lt.)*	68th T.C. Squadron
Pryor, Harry E. (Sgt.)	68th T.C. Squadron
Reed, Myles V. (Lt.)	70th T.C. Squadron
Reeves, Jerry E. (T/Sgt.)	65th T.C. Squadron
Reiter, Irwin R. (1st Lt.)	Headquarters
Reynolds, Walter G. (Sgt.)	67th T.C. Squadron
Riche, Jimmie L. (Lt.)*	68th T.C. Squadron
Rosenberg, Richmond C. (F/O)	65th T.C. Squadron
Sass, Joseph F. (F/O.)	68th T.C. Squadron
Semmens, John F. (T/Sgt).	70th T.C. Squadron
Scott, Edwin F. (2nd Lt.)	67th T.C. Squadron
Staker, Frank M. (S/Sgt.)	70th T.C. Squadron
Stateler, Ralph (2nd Lt.)	67th T.C. Squadron
Tech, —. (S/Sgt.)	70th T.C. Squadron
Trawinski, Henry J. (2nd Lt.)	67th T.C. Squadron
Vagnone, Alphonse V. (Pfc.)	67th T.C. Squadron
Vondrak, Gordon G. (Cpl.)*	70th T.C. Squadron
Walmsley, Thomas O. (Lt.)*	69th T.C. Squadron
Wiese, Charles L. (F/O)	66th T.C. Squadron
Winberg, Robert F. (Lt.)*	69th T.C. Squadron
Wirth, K. E. (Lt.)	70th T.C. Squadron
Yochem, E. J. (Lt.)	68th T.C. Squadron

* Missing.



In the latter part of December 1944, we received a sad message—the news that our Chaplain, Captain Richard K. Orr, had passed away on 10th of December at the Schick General Hospital, Clinton, Iowa.

Chaplain Orr left the Group and was returned to the States in mid-October when he was stricken with an incurable disease.

He was an excellent preacher, a warm friend, a loving husband, and a devoted father. Chaplain Orr was one of the most respected and best liked man in the Group. His cheerfulness and ready smile helped us over many a tough hurdle. His Nadzab chapel, which he put up almost single-handed, was a shining example of what a man with the right spirit can accomplish.

Therefore if he needs must go,
And the fates will have it so,
Softly may he be possest
Of his monumental rest.

RICHARD CRASHAW.

SIGNIFICANT DATES IN SWPA

	1942
Japanese occupy RABAUL	23 January
Japanese occupy LAE-SALAMAUA	8 March
General MacArthur arrives in Australia	17 March
BATAAN falls	9 April
CORREGIDOR surrenders	6 May
Japanese occupy HOLLANDIA	6 May
Battle of the CORAL SEA	4-8 May
Midget submarines attack SYDNEY	31 May–1 June
Japanese occupy BUNA	22 July
Japanese occupy KOKODA	29 July
Allied landing on GUADALCANAL ISLAND	7 August
Japanese occupy MILNE BAY	26 August
Fifth Air Force established	3 September
Allies occupy MILNE BAY	7 September
Japanese halted at IMITA RIDGE (20 air miles from Port Moresby)	17 September
Allies occupy GOODENOUGH ISLAND	27 October
Japanese occupy MADANG	12 December
Japanese occupy WEWAK	18 December

	1943
Allies end BUNA campaign (began 23 July 1942)	23 January
Japanese repulsed at WAU	30 January
Sixth Army established	16 February
Battle of BISMARCK SEA	1-4 March
Allied landing on WOODLARK ISLAND	22 June
Allied landing on KIRIWINA ISLAND	24 June
Allies occupy MUNDA (Solomon Is.)	5 August
First heavy air attack on WEWAK (200 a/c destroyed)	17 August
Allied parachute landing at NADZAB	5 September
Allies occupy SALAMAUA	12 September
Allies occupy LAE	16 September
Allies occupy KAIAPIT	18 September
Allied landing at FINSCHHAFEN	21 September
Allies occupy FINSCHHAFEN	2 October
First heavy air attack on RABAUL (119 ships, 126 a/c destroyed)	12 October
Allied landing at EMPRESS AUGUSTA BAY	1 November
Allied landing on GILBERT ISLANDS	21 November
Naval battle off BOUGAINVILLE ISLAND	25 November
Allies occupy SATELBERG	26 November
Allied landing at ARAWE (New Britain)	15 December
Allied landing on CAPE GLOUCESTER	26 December

	1944
Allied landing at SAIDOR	2 January
Allies occupy SIO	16 January

Japanese attack on MERAUKE (Southern D.N.G.) repulsed	31 January
Allied landings on MARSHALL ISLANDS	1 February
Allies occupy KWAJALEIN ATOLL (Marshall Is.)	8 February
First Allied air raid on TRUK ISLAND	16 February
Allied landing on LOS NEGROS ISLAND (Admiralty Is.)	29 February
Allied landing at TALASEA (New Britain)	6 March
Allied landing on MANUS ISLAND (Admiralty Is.)	15 March
Large scale air raids on HOLLANDIA (288 Jap a/c destroyed)	29 March-1 April
Allied Naval Task Force raids PALAU, YAP, WOLEAI (28 ships, 160 a/c destroyed)	28-31 March
Allies occupy BOGADJIM	13 April
Allies occupy HOLLANDIA and AITAPE-TADJI	22 April
Allies occupy MADANG	24 April
Allies occupy ALEXISHAFEN	26 April
Allied landing on WAKDE ISLAND	17 May
Allied landing on BIAK ISLAND	27 May
Allies occupy MOKMER airdrome (Biak Island)	7 June
Allied landing on SAIPAN ISLAND (Mariana Is.)	15 June
First B-29's bomb Japan	15 June
Large fleet battle between Saipan and Philippines	18-19 June
Allied Task Force raids BONIN ISLANDS (116 Jap a/c destroyed)	23 June
Allied landing on NOEMFOOR ISLAND (Schouten Is.)	2 July
Allies completely occupy SAIPAN ISLAND	9 July
Japanese Government collapses—Tojo resigns	20 July
Allies land on GUAM ISLAND (Mariana Is.)	21 July
Allied landing on TINIAN ISLAND (Mariana Is.)	24 July
Allied landing at CAPE SANSAPOR (Vogelkop Peninsula)	30 July

BACK LOAD

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The staff of *Back Load* wishes to thank Captain Ben Maidenburg of the 70th Squadron and Lt. James J. Gable of the 69th Squadron for the ideas and time they contributed. We also wish to thank the following organizations:

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WE LOST A FRIEND . . .

MEN in uniform are supposed to be hard, bitter and toughened to tragedy—they are fictionalized as showing or feeling nothing when a close comrade is lost. That is, however, far from the truth. When a friend is lost it pains us just as much as it did in civilian life.

Yesterday we received official notification via radiogram that Capt. Charles Shelton Enochs had been killed. To all of us who have worked with him daily it was a painful blow. Everyone in the Headquarters Squadron has lost a personal friend and the entire personnel of the other squadrons have lost a comrade.

As commanding officer of the Headquarters Squadron "Charlie" Enochs was in close contact with everyone. He was a trusted and close friend of all, and through his wisdom and experience acquired while practicing law in Edinburg, Texas, helped every man who came to him with his personal problems.

Capt. Enochs was a man among men—a man admired and respected by all officers and Enlisted Men, a man who knew no dividing line—whether it be race, creed or rank. His heart was in all he did. He played hard and soldiered hard—a real man—a man we could ill afford to lose.

20 March 1945.
Sydney, Australia.

THE COLONEL AND HIS STAFF

LT. COL. CECIL B. GUILE, 427 W. Sycamore St., Mason, Mich. Our genial Group Commander, heading the largest Troop Carrier Group in the world, is a command pilot par excellence. A wizard on the ball diamond, he plays a sizzling game in left field and would put many a "pro" to shame with his slugging.

LT. COL JOSEPH A. ANDERSON, 1401 S. Fedora St., Los Angeles, Cal. As Group Executive Officer "Andy" is the Group disciplinarian. Captain for United Air Lines for ten years, he has acquired knowledge of transport aircraft exceeded by few. Definitely a family man and proud father of two beautiful daughters.

MAJOR ERWIN BAIRD, JR., Box 436 Route 2, San Antonio, Texas. Formerly an outstanding Squadron Commander of the 67th, and now a capable Group Operations Officer. One of the group's gold-brick fathers—a daughter, and the owner of Joe, the squawking cockatoo. Head of the Officers' Club.

MAJOR EDGAR W. McNEIL, Montezuma, Iowa. Primarily the Group Personnel Officer. "Mac" commanded and successfully brought the ground echelon overseas. Besides having been an excellent Executive Officer, Adjutant, and President of Special Courts Martial, at various times he is a slugger on the softball team and a conductor at song fests.

MAJOR GUY W. CRAMER, 3151 Belmont Ave., Parsons, Kan. Our Group Flight Surgeon, taking excellent care of the health of more than 2,000 men, has still found time to grow a moustache—Gable style. Doc will long remember his sixth wedding anniversary.

MAJOR ALFRED J. WULFF, 47 N. Brainora Ave., Lagrange, Ill. Formerly as Group Adjutant and later as Group Supply Officer he has done a fine job and has successfully secured urgently needed supplies and equipment which made life in New Guinea easier. And what a man!—happy father of twins, born while we were at Maxton.

MAJOR TORKEL HOLSOE, 860 Rawley Ave., Morgantown, W. Va. His Group Intelligence tent, with maps and up to the minute news, won praise by all who visited it. With news sheets and lectures, the Group was one of the best informed units in the valley. "Tork" was the Group rover boy both in the States and the Southwest Pacific. It has been claimed that he has more Australia time than New Guinea time. His ambition is to go into the lumbering business in New Guinea.

MAJOR JOE E. STOKELY, Crawford, Georgia. Running radio communications, switchboard, light and power is a job very vulnerable to criticism. However, due to Joe's efficiency everything has been running smoothly. There is just one thing we would like to know —how can you always keep your shoes shining?

CAPT. JAMES J. SULLIVAN, JR., 56 River St., Warrensburg, N.Y. An adjutant is always the target for the squadrons' dissatisfaction when unpleasant jobs go their way. Being fair and impartial, Jim kept administrative matters running efficiently and smoothly. He was always participating in social and political discussions.

CAPT. ARTHUR C. SWANSON, 2919 J. St., Eureka, Cal. The Infantry's contribution to the 433rd. "Swanny" the group Liaison Officer went through pilot training in grade. Always ahead of everybody to newly captured bases, he arranged for the first flights of our C-47's, constantly looking out for the safety of our planes and crews.

CAPT. RICHARD K. ORR, 204 Franklin St., Mt. Pleasant, Iowa. The Chaplain won everybody's admiration when, with very little help, he built the largest Chapel in Nadzab. Freest of anybody, never aroused, founder of the Nadzab Confab, bridge instructor, excellent preacher. He kept up our morale with excellent concerts on the P.A. System.

CAPT. LEVI L. MARCUM, 70 N. Harris Ave., Columbus, Ohio. Supervisor of the maintenance of over 96 airplanes, one and a half times as many as United Airlines is operating. Levi was one of the roughest and strictest officers in Group Headquarters; just ask the Squadron Engineering Officers. Another of the Group gold-brick daddies.

CAPT. CHARLES S. ENOCHS, Edinburg, Texas. Always ready with an answer to any question. Charlie had many important duties. Besides ably performing the duties of Ass't. Group Intelligence Officer, his activities also included Trial Judge Advocate and Group Gas Officer. The only question Charlie couldn't quite settle was if the Union joined Texas or vice versa.

CAPT. IRWIN D. ARBESMAN, 192 Bidwell Pky., Buffalo, N.Y. Any dentist who can keep 2,000 sets of teeth in perfect condition is a hard worker and when you at the same time enjoy yourself while sitting in the chair, it means that the man is exceptional. Doc's wit and jokes worked just as well as his many technical gadgets. "By the way, when am I going to Sydney?"—to quote the "Doc".

CAPT. RICHARD N. SATTERFIELD, 1307 McGavock St., Nashville, Tenn. As Ass't. Operations Officer, Dick's administrative duties caused him to fly less than any other pilot in Group. This however never dulled his sparkling wit. "Sack-time" or "Chow Hound" were a few of the many nicknames for Dick. Another of the Group's gold-brick daddies.

CAPT. WILLIAM E. SCOTT, Maxwelton, W. Va. A weather man has a thankless job, especially in New Guinea, where cold and warm fronts are very temperamental. "Scotty", however, ran a very high percentage on his forecasts. Besides being the Group Weather Forecaster, Scotty was also Ass't. Operations Officer and many times burned the midnight oil waiting for the next day's flight schedule.

1st LT. JACK ADER, 134-26 Jamaica Ave., Richmond Hill, New York, N.Y. Serving for more than a year as Ass't. Intelligence Officer in the 70th, he was later transferred to Group Headquarters as Ass't. Operations Officer and ably took care of the administrative work in S-3. One of the original charter members of the Hoovers' Association, founded by Capt. Ben "Invasion" Maidenburg, Jack gave valuable advice to poker players in the Officers' Club.

1st LT. LAWRENCE W. ARCHIBALD, 116 S. Grant St., West Lafayette, Ind. Most people in Headquarters juggled with figures, while Arch juggled with men. As Classification Officer he had the responsibility of keeping everybody happy with their personnel—an impossible job. His astonishing knowledge of technical facts made him an important contributor to many discussions.

1st LT. JOHN R. WATKINS, 3617 N. Stephens St., Tacoma, Wash. When you want to go somewhere you call the motor pool. And when there are no jeeps in you cuss. The recipient of this wrath was "Dick". An excellent softball catcher, Dick just couldn't get the piano off his back when running the bases.

1st LT. IRWIN R. REITER, Marion Center, Pa. As Tech Supply and Engineering Officer Irwin was kept busy furnishing supplies to the squadrons, which many times were stationed far away from Group Headquarters. His duties caused him to be the most absent officer from Headquarters. His days in San Francisco were beautiful ones.

1st LT. EDMOND H. HEISLER, 409 Benwyn Rd., Wynnewood, Pa. In addition to being Ass't. Communications Officer, an important job in any unit, Ted had many additional jobs, such as Information and Education Officer and being in charge of the P.X., with its temperamental coke machine. An excellent tennis player with no place to play in New Guinea. Ted was a hard competitor in all sports.

1st LT. NORMAN LEVINE, 1524 53rd Street, Brooklyn, New York. One of the newer members of the Group, he assisted Major Cramer in handling the many administrative details incumbent on a Group Surgeon. "Norm" was one of the star players on our almost professional softball team. One of F. & M.'s best basketball players and one of the Group's leading Brooklynites.

1st LT. HARRY C. CRAMER, JR., 904 Ferndale W., Dayton, Ohio. As Ass't. Supply Officer Harry chased all over the field trying to get supplies. He was usually successful in getting what he looked for; especially on a special mission in which he gained Carole Landis's gratitude. The veteran of our Group, Harry was in the SWPA for thirty-four months. Gosh Darn! !

1st LT. JAMES W. McNALLY, 3705 Wasatch Ave., Venice, California. When "Mac" took over Special Services there was a sudden increase of movies and USO shows, and many celebrities were brought to the Hollywood Bowl of Nadzab. Hollywood on the loose, fast talking, "Mac" won his acclaim as an expert masseur. Believe me!

1st LT. POSIE F. COOPER, JR., East Court, Rocky Mt., Virginia. After having been in this theater since shortly after Pearl Harbor, Posie came to us from wing as Tech Inspector. Posie's background and acquaintances seemed to keep him happy and comfortable in the land of the "Fuzzy Wuzzies".

2nd LT. ROBERT E. LAVIN, 1420 Chilhomee St., Knoxville, Tenn. A Statistical Officer's job is a tough one; the consolidation of reports from six squadrons will give anyone a headache. Still Bob always kept smiling. As C.O. of Headquarters Detachment he gained everybody's respect. A gay conductor at all song fests.

2nd LT. HOWARD R. SCHUELER, 2402 W. Wells St., Milwaukee, Wisconsin. Howard came to us not so long ago directly from the States and has been Ass't. Adjutant since his arrival. When receiving new officers his question invariably was, "What position do you play in softball?" The headquarters ball team benefited.

2nd LT. ROBERT L. GARRETT, Forrest Hills Apts., Augusta, Ga. As Ass't. Supply Officer and special purchasing agent Bob did a lot for Group Headquarters. He excelled as a conversationalist. He was a golf champ when in civvies.

2nd LT. HENRY R. COX, 1125 Middle St., Springfield, Ohio. "Red" came to us recently and was assigned the duties of Ass't. S-1 and Mess Officer. In spite of bully beef and canned salmon being almost the only issue from QM, the food in our mess hall had a high standard. A wizard at gin rummy.

2nd LT. CLYDE W. ELLIOT, 1726 N. Troy St., Arlington, Va. As Ass't. Statistical Officer Clyde was exceptionally well fitted for the job, having worked in a Statistical Control Unit as an enlisted man.

2nd LT. GERALD L. BIEHN, 214 E. Broad Street, Quakertown, Pa. As paper specialist with Group Operations "Beeny" took care of accidents and other reports. Although he had a tedious job, "Jerry" always smiled and was one of the friendliest officers in the Group. An ardent gin rummy and bridge player with a sure-fire winning play.

W/O. HAROLD A. RAUSCH, R.F.D. No. 2, Marysville, Ohio. Harold came with the original cadre as a S/Sgt. He was a highly esteemed 1st Sgt. at Maxton and advanced rapidly to Warrant Officer. There never was a more tireless, patient, and capable Tech Inspector. Inventor of a very ingenious washing machine, Harold was the supreme gadget maker of the 433rd.

HEADQUARTERS ENLISTED MEN

ATKINS, SAM E., Route No. 2, Shannon, Mississippi. Sammy typifies the real deep south. Known far and wide as the "Shannon Sharpie", Sam receives more mail than any three "G.I's". No court-martial is complete without Sammy's expert clerical touch.

BENEDICT, HERMAN, 2338 South Franklin Street, Philadelphia, Pa. An ex-cook who is now happy in the motor pool. "Benny" is never seen without a smile and a song on his lips. Press agent for Jimmy Durante's "Umbriago".

BLEINBERGER, ROBERT E., 2206 Chase Street, Baltimore, Maryland. No party is complete without "Smoky". Jack-of-all-trades and friend of all.

BOEHMER, ROBERT, E., 295 Main Street, Fern Glen, Pa. "Bobby" is the Group dreamer. A "windy city" trained radio operator making good in a big way. Some day "Bobby" will be coach of a high school basketball team.

BOHN, KURT K., 111 Olmstead Street, East Hartford, Conn. So much good can be said about Kurt that we don't know where to start. Lover of good music, literature and food. Kurt is our idea of the perfect "Wolf of Wall Street".

BRADY, ARTHUR R., 540 Adelia Street, El Monte, California. "Diamond Jim" is a walking store of information on the sport of kings. Equipoise, Man of War, and Pensive are among his best friends. As a sideline Jim is a radio mechanic.

BRODMERKEL, WILLIAM C., 2563 Decatur Avenue, Bronx, New York. "Merk" can stump 'em all in calculus, trigonometry and any other brain child of Euclid. "Merk" was an embryo engineer before volunteering.

BUDISH, BERNARD O., 1615 Irving Avenue, N., Minneapolis, Minnesota. "Bob" is one of those rare personalities who thinks his daughter is the most beautiful child in America. Carol needn't take a back seat either.

CALLAHAN, FRED H., Route No. 1, Ithaca, New York. Fred runs a mean tractor for the Group's Victory Garden. Fred has farmed more of the good earth than Pauline had pearls.

CAMERON, BRUCE, Bates Township, Iron River, Michigan. "Wanna buy stock in a gold mine; I'm not sellin' ". Bruce is a go-getter; he'll go and get anything.

CARNEVALE, JAMES, 126 North Prospect Street, Youngstown, Ohio. Jim Thorpe had nothing on our James. He can throw, kick, run, field and bat with the best of them. We had a winning team when Jim was manager.

CARSON, JOSEPH A., 315 West Sixth Street, Tifton, Georgia. "Colonel Carson" typifies the deep, deep south. The "Colonel" was a classmate of Brady's at Chicago radio schools.

CARTER, DOYLE, Blackwater, Virginia. Doyle is the cutest switchboard operator the "Tribune" Exchange ever had. He sleeps so soundly!

CARTWRIGHT, VERNON A., 1756½ North Mariposa Avenue, Hollywood, California. "Rah! Rah! Rah! Team!" Vernon is a former captain of the San Jose State College football team and looks every inch the part. Very few "G.I.'s" know more about a C-47 than "Vern".

CAVETTE, WALTER E., Newhouse Hotel, Salt Lake City, Utah. "Red" was a late starter with us but a long-time veteran of the Southwest Pacific. "Red" is sweating out the rotation list and a wedding.

CONDIOTTI, MAX, 805 St. Marks Avenue, Brooklyn, New York. For a time "Maxie" was a crew chief on a flying mailbag. He still dreams of his flights over the "hump".

COLEMAN, HENRY M., 1004 13th Street, Wichita Falls, Texas. We don't know much about "Hank" but we do know that he looks like a damn good guy to know.

CORFF, FRANK, 59 W. Harwood Terrace, Palisades Park, New Jersey. A brand new addition.

CORNISH, MAYNARD R., 19 Maple Street, Geneva, N.Y. Maynard is a very impressive name, but we like him better as "Pop". "Pop's" meals are fit for a king.

CREECH, SHAPLEIGH T., 1025½ West 85th Street, Los Angeles, Calif. Creech has been on DS so long we've forgotten what he looks like. He'll write "book" on any track.

DECKER, GEORGE F., JR., 2047 Yale Avenue, Maplewood, Mo. George is a comparative newcomer, but we took a shine to him right off the bat. Always wears a smile.

DEDRICK, JOHN H., 48 Green Street, Bellows Falls, Vt. "Moose" is one of those lucky boys who didn't join us until Camp Stoneman. Right now he's the boy who keeps the lights on.

DIXON, THEODORE C., Minden, W. Va. This coal miner should be playing first base for the New York Yankees. "Dix" is the best of our medics when it comes to athlete's foot.

EDWARDS, ROBERT J., Barlow, Ky. "Doc" is the boy responsible for our modern up-to-date barber shop. His future is assured . . . he's Donald Duck's understudy.

FLAKE, CHARLES W., 4759 Washington Blvd., St. Louis, Mo. "Charlie" is one of the old school. The Army is the Army and he can prove it to you. In addition to all his other abilities 1st Sgt. Flake is an artist.

FREEMAN, TOLLIE S., 1614 25th St., Bakersfield, Calif. What can you say about a man who minds his own business, does his job, and always wears a smile?

GENTRY, ROBERT H., 1008 Woodland Avenue, San Carlos, Calif. "Bob" is the boy who should get all the credit for the splendid telephone system binding the 433rd. Bob is a Scott Field alumnus. A real b.g time boy.

GILBOE, ANDREW C., White Lake, Wisconsin. Interne Gilboe is at the beck and call of every man in Headquarters. "Slow but sure Andy" can cure anything from a cut finger to a headache.

GILLESPIE, ELMER L., 411 Rawson St., S.W., Atlanta, Ga. Elmer, the "Cotton Snatcher" is the boy that makes the Eagle pay off. Elmer is equally good at making out a payroll or dealing the poker cards.

GODDARD, ALVIN C., 404 North George St., Rome, N.Y. Whoever gets "Al" to work is a better man than I am, Gunga Din. A late starter with us, "Al" has become part of us without half trying.

GORDON, CHARLES A., JR., 118 Rutherford Place, Pine Bluff, Ark. We're doing the jobs we're doing today because "Charlie" thought we were best suited for them. Oh, for the life of a Classification Clerk.

GOSS, WALTER C., 532 East Oakside Street, South Bend, Ind. "Goober Gus" is the perennial "I wanna go home" boy. "Gus" was a last-minute edition at Baer Field.

HALCOMB, CHARLES G., 301 Walnut St., Harrisonville, Mo. "Hal" is one of the hardest workers in Operations. He keeps "pluggin' " away and always gets the job done.

HALL, ARCHIBALD S., Scotland Neck, N.C. The only drafted draughtsman in Group Headquarters. Too bad we can't draft something for "Archie" to draught.

HANDLEY, ALBERT C., 716 Newchantel Ave., Burlingame, Calif. "Al" was one of the best high school sprint men. At present the Morning Report is gotten out in record time. "Al" originally hails from "Joisey".

HELMSDERFER, JOHN R., 35 Louis Avenue, Cincinnati, Ohio. From the ivy-covered halls of Yale to the vine-covered tents of Nadzab. If it weren't for Bucky Walters, John's morale and the Cincinnati Reds would be down in the dumps.

HICKS, ERNEST L., 305 Stewart Avenue, Marietta, Ga. "To stat or not to stat, that is the Statistics." Ernest is one of those rare things, a southerner who doesn't like corn-pone.

HOYE, FRED A., 152 Railroad St., St. Johnsbury, Vt. Fred is one of those lucky, lucky "Tribune" switchboard operators. The eyes and ears of the world. He's the sluggingest left-handed catcher in the Markham Valley.

HUTCHINSON, OAKLEY E., JR., 309 West 1st St., Ceredo, W. Va. A veteran of the Milne Bay pool. "Hutch" is now Group Tow-Rope Counter. After all, we need a good man to take care of our Nylon supply.

HUTTON, GERALD G., 1828 Bennett Avenue, Flint, Michigan. "Jerry" has gone up faster than a helium balloon. It is rumored that Hutton has received the Bronze Star. (Michigan papers please copy.)

INGMIRE, HERSCHEL C., 578½ West Spring St., Lima, Ohio. We're stuck for something to say but we do know that "Hersch" is a good kid, obliging, helpful and easy to get along with.

INGRAM, JOEL W., Gen. Delivery, Flat, Texas. Tall, fair, silent, handsome, conscientious worker and friend of all, is Joel. Joel keeps the paper work down at Engineering in tip-top shape.

JEANETTE, WILLIAM C., 818 18th Avenue, South, Nashville, Tenn. "Willie", too, is a rare, rare treat—a cook that smiles at breakfast time.

JOHNSON, CHARLES O., 163 Chenery St., San Francisco, Calif. Johnson No. 1 was a baker of cakes deluxe until "der tag". Now "Charlie" is walking around with plenty of spare time.

JOHNSON, HARRY E., JR., Route No. 3, Glasgow, Ky. Johnson No. 2 is the only cartographer in our little family circle. Harry wants only one thing and that's to get back to his sow, cow, plow and tobacco crop.

JOHNSON, JOHN S., JR., 3007 Columbia Avenue, Columbia, S.C. Johnson No. 3 is the boy we all envy. He's got three months on us on the rotation plan. Long, lean and lovable, that's John S., Jr.

KEITH, MILLER, Route No. 1, Aurora, Ind. Wow, what a subject to talk about. There is so much good we can say about Miller that we won't say it, but we have yet to see anyone beat him into the "chow hall".

KVAPIL, JOSEPH F., JR., Plattsmouth and Omaha, Nebraska. Inasmuch as Joe is doing the typing we can't say what we want to, but a more perfect example of a Nebraska "Cornhusker" can't be found.

LaROCHELLE, ROBERT R., 2 Bellevue St., Winslow, Maine. Bob is our language expert; he doesn't need a blue envelope to get by the censor. He just writes in French!

LOGAN, JAMES L. P., 195 Lexington Ave., Cambridge, Mass. A soap salesman who has made good as a Supply Sergeant. "L.P." knows only three words, "No, No, and No".

LORENZEN, ROLAND L., Route No. 1, Sheboygan, Wisconsin. "Junior" is well taken care of. He resides with Duncan M. MacGregor the III, Semmelman and "Short Slug" Scott.

MacDONALD, MALCOLM, 22 Charles St., White Plains, N.Y. The "Galoot" has been taking it easy since the day of his induction. At present writing he is warming the "sack" up at Hollandia.

MacGREGOR, the III, DUNCAN M., 2966 Cass Ave., Detroit, Michigan. The genial disposition of this embryo attorney made any visit to Personnel a pleasure whether it be on business or an official checkup on the welfare of the Group.

McANINCH, DON L., Pearland, Texas. McAninch of the Baer Field Whistle Fame is now one of our most popular upper three graders. For an honest and hard day's work don't look for Texas Don.

McCRANOR, WILLIAM F., 204 Maryland Avenue, Paterson, N.J. "Mac" is popular even though he comes from "Joisey". It is our humble opinion that Mac will be the Irving Berlin of this war. Get him to play his original composition "I'm Dreaming My Way Back Home".

MALCUIT, BRUCE W., 1339 Dietz Ave., Akron, Ohio. The Chaplain's right-hand man. Our inventive genius is famous for his ability in making all of the conveniences of home.

MALICO, JAMES, 45 Soundview Ave., Huntington, N.Y. This would be a sorry Group if it weren't for "Jimmy" Malico, the damn best mail man in New Guinea. Jim's a slugger on the diamond.

MASCIANTONIO, JOHN C., 1504 Wharton St., Philadelphia, Pa. "Dixie" is the one man we can honestly say hasn't an enemy in the world. "Mas" can hit any pitcher in captivity.

MATACCHIERA, FRANK P., 510 East 147th St., Bronx, N.Y. "Matty" is a radio operator par excellence. A product of the Chicago radio schools. His pin-up is "Cherry".

MOORE, DOUGLAS E., Marshall, Minn. "Percy" has collected more per diem than any six Air Transport Command pilots. We've been told that those glider pilot wings looked good on "Perc" down in Sydney.

MUSICO, JOSEPH, 81½ 3d. Place, Brooklyn, New York. Joe has more "friends" since he's been running the P.X. than a daisy has petals. One thing the "Moose" doesn't fail to do is write that daily letter to "Baby Moose".

NEEDHAM, CLYDE M., 710 Archer Ave., Monmouth, Ill. Clyde is a firm believer in capitalism. Before Uncle Sam got him he was an employee of the Standard Oil Company. At present Clyde has more points than a ration board.

POWELL, GEORGE A., Mesa, Arizona. George is that quiet type of Westerner. His opinion of Texas is the same as that of an easterner. He wouldn't take on a bet.

RAFFETY, ORA A., 1117 South 2d St., Blackwell, Oklahoma. "Raggedy Ann" plays short-stop on a "dime", but we dare you to hit one past him. His poker playing, we assure you, doesn't run into dimes.

RAMPIL, SYDNEY H., 415 Graham Ave., Brooklyn, N.Y. Radio operator turned literary man. How can I write anything bad about myself even though I am the Group "Black Sheep". I'm from Brooklyn. . . . Anybody wanna make somethin' of it?—Yeh! the Staff.

RICE, JULIAN L., 227 West 15th St., Los Angeles, Calif. The "glow worm" has jumped from Supply Sergeant to official greeter at the Officers' Club. Ever-smiling "Jake" can mix 'em with the best.

ROBERTSON, JAMES E., Sulphur Springs, Texas. "Robbie" is the typical Texan, tall, rugged, silent. Unlike most Texans he is a hard worker. "Robbie" joined us at Nadzab.

RYAN, JOSEPH M., 567 29th St., San Francisco, Calif. Always willing to lend a helping hand, a thoughtful, conscientious worker—that's Joe Ryan. Never an unkind word spoken from his lips.

SCOTT, PAUL E., 206 Station St., McDonald, Pa. "Scottie", God's gift to the women, whose ideal overseas service begins and ends at the Bondi Hotel, Curlewis Street and Campbell Parade, Sydney, Australia.

SEMMELMAN, WILLIAM A., 932 Welmington Ave., Dayton, Ohio. "Willie the weeper" is our Special Privileges kid. We like "Willie"; he's a g-o-o-o-d kid.

SHAPIRO, MARTIN, 1785 Prospect Ave., Bronx, N.Y. There isn't a movie theater in the valley that "Marty" hasn't visited. Back in the States "Marty" held the exalted position as driver for the Commanding Officer. Yes, sir—he's the Colonel's boy!

SHRYOCK, RICHARD F., 5204 Tilbury Way, Baltimore, Maryland. Famous last words, "And she had a beautiful neckline". "Dick" specializes in improving Culbertson's system.

SHUPP, RICHARD N., 22 Marlan Drive, Dayton, Ohio. "Unk" Shupp is a typical Dr. Kildare. He paints athlete's foot with a different color every day and you should see that sweet "lip brush" he grows every other month.

SMITH, JOHN J., 100 S. College St., Myerstown, Pa. A "killa dilla" when it comes to humor. Noted as the most outspoken "Senior Non-Com" in Group Headquarters. One of those who can dish it out.

STAPLES, HOWARD M., 185 North Canon St., Lynn, Mass. Talk about Brooklyn accents, you ought to hear this Boston bean eater speak. It took "Gen" a long time but she's finally got him straightened out.

STEUDEL, ROBERT W., 1317 South Oneida St., Appleton, Wisconsin. This apple knocker from Appleton is a go-getter. He runs a mean switchboard. Bob was a welcome refugee from the 65th.

ST. JOHN, GUSSIE R., Fall River Mills, Calif. "Midnight Requisitions St. John" has requisitioned everything from bolts to a tractor. "Gussie" put in some busy days when we arrived in Nadzab.

TABER, THOMAS G., 826 Cedar St., Michigan City, Ind. "My life is an open book; I love 'em all." "Clem" is like a lost sheep looking for some one to mother him since the "Tool" left.

THERIOT, HARRISON J., Box 166, Napoleonville, La. From the Mississippi Delta to the Markham Delta. The only thing missing is "those creole babies with the flashing eyes".

TOCKERMAN, GILBERT, 319 New York Ave., Brooklyn, N.Y. "Gilly" is m'boy. We couldn't say anything derogatory if we tried, but why does "Gilly" play hard to beat at the poker table.

TREICH, WILLIAM J., 251 New York Avenue, Jersey City, N.J. One of the "Hague boys" gone "legit". "Willie" is a Scott Field Radio School alumnus.

TROTTNOW, RAY E., Menno, South Dakota. He's a boy we can write a book about, but to sum up he was the damn best 1st Sergeant we ever had.

TUNSTALL, BOBBIE, 704 San Jacinto St., Crockett, Texas. If it's awake, it's not Bobbie. Bobbie left us in Sedalia and then joined us in Nadzab after his release from ASTP, Lincoln, Nebraska. Our prodigal son has returned.

TURKNETT, RAMON F., Route No. 1, Box 11, Cisco, Texas. For a dispatcher "Turk" seems to get along. The one phrase he keeps hearing in his dreams is "Hey, 'Turk', ya gotta Jeep?"

VOGT, ALLEN E., Canton, Kansas. "Sh-h-h-h, don't wake me up". We're still trying to figure out how a guy like Allen got the beautiful wife he did.

VOIGHT, RALPH J., 3833 Bangor St., Detroit, Michigan. Before his entrance into the Army Ralph was a Junior partner at Henry Ford's River Rouge Plant. He turned out the Jeeps that give you the bumps.

VORNDRAN, RICHARD R., 1535 Lowrie St., Pittsburgh, Pa. It took us a month before we got the first word out of "Dick".

WALL, CHARLIE M., Stuart, Iowa. The living chatterbox. Charlie can talk faster and say less and say it louder than any man around. He's one of the top men in the Nadzab Nerve Center.

WARSEK, PAUL, JR., 2424 T St., Lincoln, Nebraska. Paul is one of the "Up-and-over" kids. Even his pancakes taste good. As a sideline Paul likes to sketch those "great big beautiful dolls".

WATSON, WILLIAM O., Route No. 1, Etta, Mississippi. Watson is the wizard of the watch. If it stops Otis will get it to run, even if he has to hit with a hammer. Ask the man who owned one.

WEDERTZ, WILBUR R., 1413 Thull St., Burlington, Iowa. A cheery disposition is the order of the day with Wilbur. Wilbur sure does love his wife . . . three letters' worth a day.

WHITLEY, WAYNE M., Santa Anna, Texas. Heep Big Chief Cowboy. "Whit" can sure lay a neat cement floor. He worked his way up the hard way.

WILLIAMS, HARRY G., Parkersburg, Ill. Harry is one of those lucky fellows assigned to Operations. Some boys bring back liquor when on furlough, but Harry brought back a cute little pup called "Midnight".

WOODRUFF, ROBERT L., Culbertson, Nebraska. "Woodie" can do anything anytime, anywhere and do it better than anyone. How do we know? He told us so. "Woodie" came to us from the 69th.

ZICHITTELLA, TONY J., 925 North Lawndale Avenue, Chicago, Ill. "Ziggie" has Theresa on the brain. In the last year "Ziggie" has worn out three punching bags.

ZUK, GEORGE J., 155-06 Styler Road, Jamaica, Long Island, New York. George is our Bureau of Information. If it happened within a hundred miles, ask George. George is a Scott Field alumnus.

PERSONNEL ROSTER OF 65th SQUADRON

OFFICERS

Calliham, Marvin O. (Major)	Box 54, Conway, Texas
Anders, Carl W. (Capt.)	3711 Euclid Ave., Cleveland, Ohio
Anderson, Donald G. (Capt.)	503 First St., Davis, Cal fornia
Becker, Robert L. (1st Lt.)	131 Catherine St., Johnstown, Pennsylvania
Bliziotes, Leon M. (1st Lt.)	1109 E. Arlington, Gainesville, Florida
Blom, Jay D. (1st Lt.)	4857 North Seeley Ave., Chicago, Illinois
Carrico, Charles W. (1st Lt.)	125 N. 3rd St., Alhambra, California
Ciccarello, Joseph (1st Lt.)	213 Palmetto Ave., Plant City, Florida
Connelly, William J. Jr. (2nd Lt.)	501 Anderson Road, Pittsburgh, Pennsylvania
Daffin, Robert F. (1st Lt).	1629 6th Ave., East, Tuscaloosa, Alabama
Donham, Samuel H. (2nd Lt.)	518 N. 62nd St., East St. Louis, Illinois
Doster, Lawrence E. (1st Lt.)	Route No. 3, Chattanooga, Tennessee
Farrell, Gerald H. (1st Lt.)	4307 Pechin St., Philadelphia, Pennsylvania
Fasoldt, Laurence O. (Capt.)	835 Woodbine Ave., Glendale, Ohio
Frederick, Charles E. (2nd Lt.)	5534 Dunn'ng Place, Cincinnati, Ohio
Galloway, Russell P. (1st Lt.)	8868 North Clarendon, Detroit, Michigan
Guess, Vernon E. Jr. (Capt.)	914 W. 22nd St., Pine Bluff, Arkansas
Hagman, Eugene G. (1st Lt.)	123 Beechwood Drive, Youngstown, Ohio
Hall, John L. Jr. (1st Lt.)	217 Summit Ave., Memphis, Tennessee
Hall, Roland T. (2nd Lt.)	22 Bruen St., Dayton, Ohio
Hamsik, Frank J. (1st Lt.)	7536 N. Smith St., Portland, Oregon
Hamilton, William W. (2nd Lt.)	425 Congress St., Bend, Oregon
Herdkletz, Thomas A. (2nd Lt.)	249 Rice Avenue, Staten Island, N.Y.
Hill, Joe L. Jr. (1st Lt.)	3730 Summer Ave., Memphis, Tennessee
Hinton, Robert W. (1st Lt.)	Route No. 1, Fisher, Illinois
Hubbard, Thomas P. (2nd Lt.)	421 Hansford St., San Antonio, Texas
Hudgens, Don C. (2nd Lt.)	630 Kellogg Ave., Glendale, California
Huebner, Marvin D. (2nd Lt.)	Waukesha, Wisconsin
Johnsen, Robert T. (1st Lt.)	1623 8th Street, Las Vegas, New Mexico
Kelly, James B. (2nd Lt.)	249 Rice Ave., Staten Island, N.Y.
Kennedy, George A. (1st Lt.)	Box 52, Sabinal, Texas
Lane, Ralph H. Jr. (1st Lt.)	16 Old Essex Road, Manchester, Massachusetts
Larsen, John (1st Lt.)	4018 N. Le Claire, Chicago, Illinois
Lee, James W. (1st Lt.)	1525 Hyde Park, Houston, Texas
Lee, Jordan J. (1st Lt.)	East 6th St., Stillwater, Oklahoma
Lenington, Richard W. (1st Lt.)	702 S. 9th Ave., Yakima, Washington
Leonard, George H. (1st Lt.)	217 Pasadena Ave., Youngstown, Ohio
Lewis, Randolph H. (1st Lt.)	750 Baldwin Place, Norfolk, Virginia
Lewis, St. Elmo, Jr. (1st Lt.)	Court Rock, Oregon
Long, Malcolm J. Jr. (Capt.)	1445 N. Highland N.E., Atlanta, Georgia
Magee, Daris E. (2nd Lt.)	Box 203, Lomita Park, California
Mann, Bernard C. (2nd Lt.)	839 Kentucky St., Lawrence, Kansas
Marzolf, Burnell B. (Capt.)	712 St. Claire Ave., Grosse Point, Michigan
McCalin, Conald A. (2nd Lt.)	2927 N. Delaware, Indianapolis, Indiana
McGough, William R. (1st Lt.)	Shawnee Road, Route No. 1, Lima, Ohio
McGranahan, William D. (1st Lt.)	451 Earl St., Toledo, Ohio
MacGuffie, Donald H. (1st Lt.)	709 N. 5th St., Reading, Pennsylvania
Moore, John D. (2nd Lt.)	693 Hunter Ave., Columbus, Ohio
Morison, John (2nd Lt.)	101 Lincoln Ave., Syracuse, N.Y.

PERSONNEL ROSTER OF 65TH SQUADRON

Morley, Alexander K. Jr. (1st Lt.)	2615 Van Lennon Ave., Cheyenne, Wyoming
Mould, Raymond S. (1st Lt.)	2110 Amsterdam Ave., New York City, N.Y.
Mulford, Neil C. (1st Lt.)	Box 241, Williams, California
O'Grady, Harold J. (1st Lt.)	Foley, Florida
Parker, Herbert J. (1st Lt.)	1204 W. Mathews, Jonesboro, Arkansas
Phelps, Carl A. (1st Lt.)	12 McKoon St., Phoenix, N.Y.
Phillips, Ryland D. (2nd Lt.)	Rapid City, South Dakota
Ptacek, Edward E. (1st Lt.)	516 11th St., N., Nampa, Idaho
Reilly, Charles J. (1st Lt.)	P.O. Box 498, Carmel, N.Y.
Rice, Charles J. (1st Lt.)	River St., Windsor, Connecticut
Rohlfsen, Russell K. (2nd Lt.)	221 First Ave., N.W., Le Mars, Iowa
Saunders, Ivar T. (1st Lt.)	643 E. 10th St., Houston, Texas
Speakman, Donald C. (Capt.)	56 Knowlton St., Riverside, Rhode Island
Stimson, Robert L. (1st Lt.)	2076 Collingwood St., Detroit, Michigan
Stoops, Richard A. (2nd Lt.)	3639 S. Park Ave., Blasdell, N.Y.
Sturzebecker, Russell L. (1st Lt.)	267 Washington St., Royersford, Pennsylvania
Taylor, John F. (2nd Lt.)	Box 57, Santa Clara, California
TerKeurst, James A. (Capt.)	495 Central Ave., Holland, Michigan
Tripp, Ernest A. (1st Lt.)	37 Longfellow Ave., Brunswick, Maine
Turk, Wilbert (1st Lt.)	Deemer Ave., Falls Creek, Pennsylvania
Van Valkenburg, Robert E. (1st Lt.)	65 Butternut St., Warsaw, N.Y.
Vickers, Donald S. (1st Lt.)	Box 172, Sebastian, Florida
Whitlock, Albert A. (1st Lt.)	711 W. Hickory St., Arcadia, Florida
Wimbish, William G. (1st Lt.)	544 Washington Ave., Macon, Georgia
Wyatt, Robert N. (Capt.)	2315 Byrn Road, Memphis, Tennessee

ENLISTED MEN

Abell, James E (Cpl.)	823 Boulevard St., Akron, Ohio
Adams, Wade G. (M/Sgt.)	311 Willow St., Oil City, Pennsylvania
Ammann, Philip G. (Sgt.)	Ft. Lauderdale Country Club, Ft. Lauderdale, Fla.
Ames, Jacob (Cpl.)	9200 State Road, Philadelphia, Pennsylvania
Ashworth, Morgan R. (S/Sgt.)	Route No. 1, Box 119, Wheelersburg, Ohio
Bailey, Edward S. (Sgt.)	821 E. 81st St., Chicago, Illinois
Baker, Charles E. (Cpl.)	Route No. 2, Farmersville, Ohio
Baker, George W. (Sgt.)	Sylacauga, Alabama
Beaudry, Wallace A. (Sgt.)	408 Roger Williams Ave., Rumford, Rhode Island
Beminio, Fauncey F. (Pvt.)	1109 S. 3rd St., Fort Dodge, Iowa
Bixler, Harry L. (T/Sgt.)	Box 138, Mineral Ridge, Ohio
Bernstein, Harold (S/Sgt.)	1015 Washington Ave., Brooklyn, N.Y.
Bishop, George E. (Sgt.)	473 Wolcott St., Indianapolis, Indiana
Blansit, Earl D. (Pfc.)	Walnut Shade, Missouri
Bliss, Deno S. (Pfc.)	3335 N. Western Ave., Chicago, Illinois
Blough, Richard W. (S/Sgt.)	7518 N. 21st St., Philadelphia, Penna.
Bohn, August H. (T/Sgt.)	202-07 38th Ave., Bayside, L.I., New York
Bomrad, Joseph G. (S/Sgt.)	1002 Jackson St., Scranton, Penna.
Bortoli, Harry L. (Pfc.)	550 Union St., San Francisco, California
Bothwell, Wells M. (T/Sgt.)	Route No. 2, Breckenridge, Missouri
Bottarini, Joseph E. (T/Sgt.)	2711 Otis Drive, Alameda, California
Boydston, J. C. (T/Sgt.)	Rogers, Arkansas
Bozeman, J. A. Jr. (S/Sgt.)	General Delivery, Coleman, Texas
Bryant, Thomas D. (Pfc.)	467 First Ave., Upland, California
Brinson, Wendell E. (Pvt.)	Route No. 3, Bloomington, Indiana
Bross, Eli (Pfc.)	75 E. 95th St., Brooklyn, N.Y.
Brown, Donald L. (Cpl.)	Route No. 1, Asheville, N.C.
Brown, John D. (T/Sgt.)	44 Coffey St., Brooklyn, N.Y.
Buck, Arthur R. (Cpl.)	Great Bend, Penna.

Burns, Edwin F. (S/Sgt.)	9511 Alverstone St., Los Angeles, California
Campbell, Isaac (Cpl.)	145 Maine St., Nantucket, Mass.
Campbell, Robert R. (S/Sgt.)	Cool City, Illinois
Carl, Gordon P. (Pvt.)	327 Summer St., Royersford, Penna.
Carlton, James E. (Cpl.)	504 Brainard Ave., Apt. 24, Detroit, Michigan
Carter, Julian L. (Cpl.)	Anderson, South Carolina
Casey, John J. (Sgt.)	4603 S. Union Ave., Chicago, Illinois
Caterini, Henry M. (Pvt.)	2304 Charity Ave., Cleveland, Ohio
Cech, Joseph Jr. (S/Sgt.)	4025 Hill Road, Grand Blanc, Michigan
Chaney, Archie H. (Cpl.)	Route No. 2, Carroll, Ohio
Chapman, Joseph P. (Sgt.)	1809 Market St., Ashland, Penna.
Chidester, William F. (M/Sgt.)	917 Biltmore Ave., Toronto, Ohio
Chrupcala, Joseph V. (Cpl.)	58 Parker Street, Central Falls, R.I.
Clinger, Charles L. (Pfc.)	748 Thomas Ave., Columbus, Ohio
Colby, Clarence G. (Pfc.)	Highpine, Wells, Maine
Connelly, William M. (Pfc.)	1000 E. Jefferson St., Butler, Penna.
Constantinople, Vito J. (T/Sgt.)	21 S. Second Street, Meriden, Connecticut
Cook, Elza J. (Cpl.)	911 W. 18th, Tulsa, Oklahoma
Cooper, Willis W. (S/Sgt.)	4425 Harvard St., Houston, Texas
Coyman, Ernest F. (S/Sgt.)	27 Dock St., Hackensack, N.J.
Cox, John T. (Sgt.)	620 Asheboro, Greensboro, N.C.
Cromwell, George W. (Sgt.)	2516 N. Charles St., Baltimore, Maryland
Cross, Harold J. (Cpl.)	Huntington, Oregon
Curry, George W. (T/Sgt.)	Adena, Colorado
Curson, Edwin H. (Pvt.)	4767 Tampa St., Philadelph'a, Penna.
Cushman, James M. (M/Sgt.)	4523 W. Olive St., Milwaukee, Wisconsin
Dale, Richard (Pvt.)	8 Dixie Drive, Towson, Maryland
Davis, Etler B. (Cpl.)	Belzomi, Mississippi
Davis, Joseph W. (Sgt.)	901 Wabash Avenue, Vicksburg, Mississippi
Davison, William C. (Sgt.)	62 Sheldon Terrace, New Haven, Conn.
Dent, Sherman L. (Pfc.)	Route No. 2, Steele, Missouri
Diedrichsen, Don W. (Pfc.)	General Delivery, Kingfisher, Oklahoma
Dietrich, Albert J. (Pfc.)	3918 Church Ave., Brooklyn, N.Y.
Donahue, Robert B. (Cpl.)	746 11th Ave. S., Clinton, Iowa
Donato, Leonard S. (Pvt.)	138 Walnut St., Dunmore, Penna.
Dowds, Thomas H. (Cpl.)	1206 Chislett St., Pittsburgh, Penna.
Drastata, Joe F. (Cpl.)	Rt. No. 3, El Campo, Texas
Dudczyk, John J. (Cpl.)	2856 S. Tripp Ave., Chicago, Illinois
Dunham, William S. (Sgt.)	501 Campbell St., Rochester, N.Y.
Earley, Bob S. (S/Sgt.)	174 Lorish Ave., Wilmington, Ohio
Ebert, Andrew C. (S/Sgt.)	669 Nelson Place, Newport, Kentucky
Endinger, Raymond C. (Cpl.)	1045 Newton Ave., Erie, Penna.
Edington, Claire R. (Cpl.)	902 Elm St., Boscobel, Wisconsin
Eldeen, Frank W. (Pvt.)	Route No. 1, Huron, South Dakota
Ellis, William A. (Sgt.)	R.D. No. 1 Millbrook Ave., Dover, New Jersey
Emmell, John N. (S/Sgt.)	1230 Perry St., N.E., Washington, D.C.
Feihl, Edward J. (M/Sgt.)	4549 Main St., Kansas City, Missouri
Fein, Harold (Sgt.)	636 Essex St., Brooklyn, N.Y.
Fenton, Percy (Pfc.)	Clarksburg, N.Y.
Fickert, Kurt J. (Sgt.)	5 Oklahoma Ave., Huntington Station, N.Y.
Finkelstein, Joseph N. (Sgt.)	3831 Webb, Detroit, Michigan
Fitzgerald, Patrick J. (S/Sgt.)	65 LaSalle St., New York City, N.Y.
Fiume, Nicholas P. (Cpl.)	825 Locust Ave., Philadelphia, Penna.
Fogt, Darrel E. (Pfc.)	RFD No. 2, Sidney, Ohio
Foyer, Ralph I. (Cpl.)	2535 Longwood, Los Angeles, California
Frederich, Doyle W. (Pfc.)	803 E. 10th St., Pittsburg, Kansas
Fregosi, Edward J. (Cpl.)	25 Meadow St., Proctor, Vermont
Gallagher, Edward F. (Pvt.)	8636 Dreer Lane, Holmesburg, Penna.
Garafola, Charles L. (Pfc.)	173 Avenue A, New York City, N.Y.

Garber, Jack (Cpl.)	6611 17th Ave., Brooklyn, N.Y.
Gaskill, Walter (Sgt.)	157 W. Roosevelt Blvd., Philadelphia, Penna.
Gaynor, Charles T. (Sgt.)	16 Lookout St., Binghamton, N.Y.
Geoghegan, Thomas H. (S/Sgt.)	1885 Madison Road, Cincinnati, Ohio
Gibson, Robert C. (Pfc.)	Route 2, Gate City, Virginia
Gitlow, Abraham L. (Pfc.)	122 Lake St., Spring Valley, N.Y.
Glenn, James H. (Pvt.)	Route No. 2, Titus, Alabama
Givens, Julius R. (T/Sgt.)	Rt. 2, Headland, Alabama
Godkin, Richard L. (Sgt.)	1012 Crawford, Apt. 5, Houston, Texas
Grady, Raymond V. (Cpl.)	423 N. Apple St., Dunmore, Penna.
Greer, Gordon F. (Cpl.)	170 W. Hazeltine, Kenmore, N.Y.
Griswell, Charles H. (S/Sgt.)	38 Mildred Pl., N.W., Atlanta, Georgia
Gumhold, Walter J. (Sgt.)	3517 N. 37th St., Milwaukee, Wisconsin
Hagerty, Edward J. (S/Sgt.)	11 Viola St., Providence, Rhode Island
Hansen, Orville W. (S/Sgt.)	Sutherland, Iowa
Harrison, Jesse E. (Sgt.)	Rt. No. 2, Philadelphia, Mississippi
Hasenpflug, Leo E. (Pvt.)	Creighton, Nebraska
Hawkey, Carl L. (Pfc.)	New Madison, Ohio
Hearn, Deamon (Pfc.)	Rt. 2, Donalsonville, Georgia
Helfer, George S. (T/Sgt.)	87-69 109th St., Richmond Hill, N.Y.
Heffron, Paul T. (S/Sgt.)	10 Cherry Place, West Newton, Mass.
Henkel, Ralph E. (Cpl.)	2653 East 89th St., Cleveland, Ohio
Henry, Leonard F. (S/Sgt.)	R.D. No. 2, Seven Valleys, Penna.
Hernandez, Carlos R. (Pfc.)	304 W. 17th St., Bryan, Texas
Hilderbrand, Marcus F. (Sgt.)	2600 Howell Mill Road, Atlanta, Georgia
Hill, Charles E. (S/Sgt.)	6 Union St., Ft. Edward, N.Y.
Hodes, Leonard (S/Sgt.)	136 Bristol St., Brooklyn, N.Y.
Horin, Alfred Jr. (Sgt.)	Raton, New Mexico
Jackson, Leo D. Jr. (Sgt.)	General Delivery, Loa, Utah
Kalman, Newton (S/Sgt.)	1510 Unionport Road, Bronx, N.Y.
Kelly, Edwin E. (Sgt.)	Rt. 1, Decatur, Georgia
Kelly, Donald W. (S/Sgt.)	709 Hiland Ave., Caraopolis, Penna.
Kenna, Robert E. (S/Sgt.)	348 Rosehill Place, Elizabeth, N.J.
Kenney, Walter B. (S/Sgt.)	380 Concord St., Manchester, N.H.
Kerns, Clinton G. (Sgt.)	Edwardsville, Kansas
Kerson, Jack (Pfc.)	Colville, Washington
Kiefer, Floyd L. (Sgt.)	607 Fox St., Aurora, Illinois
Kime, Edward Jr. (Pfc.)	R.D., No 1, West Brownsville, Wash., Penna.
King, Woodson R. (S/Sgt.)	Rt. 1, Cedartown, Georgia
Kirkham, William S. (S/Sgt.)	Avoca, Indiana
Kitchens, Joseph D. (Sgt.)	1120 Bailey Ave., Jackson, Mississippi
Kitzinger, Anton J. (Sgt.)	1407 Division St., Evansville, Indiana
Kizik, Paul (S/Sgt.)	106 Railroad Ave., Carnegie, Penna.
Knittle, Mitchell (1st Sgt.)	R.D. No. 3, Elyria, Ohio
Koch, Eugene R. (T/Sgt.)	350 Kirby St., Los Angeles, California
Kohl, Louis R. Jr. (S/Sgt.)	3105 W. 100 St., Cleveland, Ohio
Kowalski, Alexander (Pfc.)	Freehold, N.J.
Laufenburger, George E. (M/Sgt.)	RD No. 2, East Liverpool, Ohio
Laux, Virgil A. (T/Sgt.)	Route 1, Spencerville, Indiana
Lindberg, Jack C. (S/Sgt.)	3207 Walnut St., McKeesport, Penna.
Livermore, Louis M. (Sgt.)	Roscoe, N.Y.
Lough, Jack H. (Pfc.)	1226 Alpha Ave., Clarksburg, W. Va.
Lucash, Walter J. (Pvt.)	Freeburg, Illinois
Lyda, Herman P. (Sgt.)	200 S. 39th St., Louisville, Ky.
Mabry, James C. Jr. (Cpl.)	302 Johnson St., Greenville, Miss.
Magliocco, Anton (Sgt.)	549 Texas St., San Francisco, California
Magrill, Edwin S. (Pfc.)	1799 E. 15th St., Brooklyn, N.Y.

Mahon, John W. (Cpl.)	8708 11th Ave., Inglewood, California
Marsh, Arthur A. (Sgt.)	812 Main St., Mt. Vernon, Illinois
Martin, Jacob A. (S/Sgt.)	806 Brook St., Piqua, Ohio
McCaffrey, William F. (S/Sgt.)	1136 North Ave., Elizabeth, N.J.
Matthews, Thomas F. (Cpl.)	14 Agote Court, Brooklyn, N.Y.
McChord, Howard B. (S/Sgt.)	R.R. 14, Box 76, Indianapolis, Indiana
McElroy, Robert H. (Pfc.)	RFD No. 1, Tully, N.Y.
McGee, Thomas A. (S/Sgt.)	883 Armstrong Ave., St. Paul, Minn.
McKinney, Elbert L. (Cpl.)	Rt. 1 Box 1, Fuquay Springs, N.C.
McLean, Leroy (Sgt.)	212 Delaware Ave., Albany, N.Y.
McNabb, Robert L. (Cpl.)	145 Terrace Apts., Maryville, Tennessee
Maynard, Peter K. (Cpl.)	411 E. 27th St., Sedalia, Missouri
Melms, Frederick W. (Pvt.)	4543 McPherson Ave., St. Louis, Missouri
Metzger, Floyd E. (Sgt.)	30 Grant St., Union City, Penna.
Mindes, Samuel (Cpl.)	14 Herzel St., Brooklyn, N.Y.
Mitchell, Robert C. (S/Sgt.)	3834 Estrella Ave, San Diego, California
Mitchell, Warren H. (T/Sgt.)	2031 Clarendon Ave., Bessemer, Alabama
Mollett, Scott M. (Sgt.)	Route 4 Box 216, Eugene, Oregon
Money, Frank B. (Sgt.)	Greene, Rhode Island
Moore, Elwood G. (T/Sgt.)	1949 Barrow Ave., Toledo, Ohio
Moore, Richard L. (Sgt.)	3754 Hemphill, Fort Worth, Texas
Moore, Thomas D. (Cpl.)	Route No. 2, Mt. Pleasant, Texas
Moreland, Hugh G. (Pfc.)	1300 W. 72nd St., Chicago, Illinois
Morgan, Frank R. (S/Sgt.)	1100 Bread St., Altavista, Virginia
Mortakis, Thomas D. (Pvt.)	2349 Market St., Wheeling, W. Va.
Munson, Joseph C. Jr. (Sgt.)	330 Delery St., New Orleans, Louisiana
Nally, Winnell W. (S/Sgt.)	R. No. 2, Douglasville, Georgia
Napolitano, Joseph E. (Sgt.)	404 Tremont St., Boston, Mass.
Needham, Bryce H. (S/Sgt.)	RFD No. 1, Pinnacle, N.C.
Nellesen, Alvin H. (Pfc.)	2103 Princeton Pl., Richmond Heights, Mo.
Nelson, Norman B. (Sgt.)	St. Ignace, Michigan
Nelson, William E. (Pvt.)	322½ South Hill St., Box 508, Oceanside, Cal.
Neubeck, John R. (S/Sgt.)	2916 Liberty St., Erie, Penna.
Newbold, Jay W. (S/Sgt.)	Rt. No. 3, Hertford, N.C.
Nieweglowski, Stanley (T/Sgt.)	829 N. Rockwell St., Chicago, Illinois
Nightingale, Lawrence R. (Cpl.)	RD No. 1, West Edmeston, N.Y.
Noll, George (S/Sgt.)	602 3rd Ave., Altoona, Penna.
Noonan, William J. (Sgt.)	1202 W. 6th St., Wilmington, Delaware
Northup, Justin P. (T/Sgt.)	Hilt Road, Yellow Springs, Ohio
Ochsenbein, Fred R. Jr. (Sgt.)	1810 Byers, Joplin, Missouri
Oldham, Edwin J. (Cpl.)	317 Bay St., Santa Monica, California
Oliver, George G. (Sgt.)	Culver, Kansas
O'Neal, Almer (Cpl.)	508 S. 5th St., Nashville, Tenn.
O'Neill, John W. (Pfc.)	1103 Crosby St., N. Braddock, Penna.
Osborn, Charles V. Jr. (Pvt.)	556 N. 18th St., Philadelphia, Penna.
Otey, James R. (Cpl.)	Second St., Radford, Virginia
Paknis, Thomas (S/Sgt.)	7224 S. Winchester Ave., Chicago, Illinois
Phillips, Charles L. (S/Sgt.)	201 Park Ave., N.W., Canton, Ohio
Phipps, George W. (Sgt.)	Rt. 12, Box 315, Milwaukee, Wisconsin
Pierce, J. R. (Cpl.)	Rt. 2, Steele, Missouri
Pierce, Wesley R. (Sgt.)	RFD No. 1, Caledonia, Missouri
Pietrzak, Leon J. (S/Sgt.)	2739 Florian St., Hamtrack, Michigan
Plant, Joseph J. (Sgt.)	3719 Garfield, St. Louis, Missouri
Plese, Jack J. (Sgt.)	420 Sandusky Ave., Kansas City, Kansas
Pomponio, Francis (Cpl.)	11 West Main St., Ontario Centre, N.Y.
Pope, Glen T. (Cpl.)	5885 A. Bartmer, St. Louis, Missouri
Portnoy, Israel (Sgt.)	1075 Clarkson Ave., Brooklyn, N.Y.

Powell, Kenneth U. (Sgt.)	52 So. St. Ext., Bristol, Conn.
Prensky, Abraham (Sgt.)	357 Hinsdale St., Brooklyn, N.Y.
Rasile, Vito (S/Sgt.)	Box 313, Atwater, Ohio
Reed, Richard A. (Pvt.)	1330 State St., Bettendorf, Iowa
Reed, Wayne D. (Cpl.)	Box 52, Stafford, Kansas
Reinitz, Frederick B. (Pvt.)	Spotswood, N.J.
Remmey, William H. (Sgt.)	201 Chesapeake Ave., Baltimore, Maryland
Ricketts, Curtis W. (S/Sgt.)	85 University St., Westerville, Ohio
Riddle, Eurice D. (Sgt.)	307 Patterson, Sweetwater, Texas
Ruzicka, Charley J. (Sgt.)	Rt. 5, Boliver, Missouri
Scanlan, Gerald J. (T/Sgt.)	8011 Pine St., Philadelphia, Penna.
Schlegel, James J. (M/Sgt.)	908 Wilhelm St., Defiance, Ohio
Seidel, Paul K. (Sgt.)	447 Belvedere St., La Jolla, California
Siegman, Frank T. (Sgt.)	5323 Maryland, Little Rock, Arkansas
Sigmon, Dalthard L. (Cpl.)	Route No. 2, Hickory, N.C.
Selby, Charles I. (S/Sgt.)	Redwood, Mississippi
Skinner, Bernard L. (Sgt.)	3380 Army St., San Francisco, California
Smith, Hyman (Sgt.)	1255 43rd St., Brooklyn, N.Y.
Snyder, Charles W. (Cpl.)	440 Spruce St., Missoula, Montana
Sokolowski, Henry J. (Sgt.)	433 New Castle Ave., Wilmington, Delaware
Sozanski, Stanley J. (Pvt.)	305 Pine St., Jersey City, N.J.
Spaulding, Otis L. (Sgt.)	2035 R. St., Lincoln, Nebraska
Stacey, Herman L. (Pvt.)	8 Byrnam St., Carrollton, Georgia
Starkey, Cecil C. (Pfc.)	310 N. Pitt St., Alexandria, Virginia
Stocks, John F. (Pfc.)	Salmon, Idaho
Stoner, Billy M. (Pfc.)	Rt. 4, Staunton, Virginia
Swisher, Wayne R. (Sgt.)	Onaga, Kansas
Taylor, James C. (Cpl.)	Box 245, Woodward, Oklahoma
Taylor, Sherwin C. (S/Sgt.)	Sylvania, Georgia
Thompson, Donald R. (S/Sgt.)	178 Great Road, Maynard, Mass.
Toepfer, Lewis L. (T/Sgt.)	535 W. Dayton St., Madison, Wisconsin
Tribue, Herman B. Jr. (S/Sgt.)	724 South Market, Wichita, Kansas
Tudja, Ernest M (S/Sgt).	310 Fleet St., Rankin, Penna.
Tucker, Hubert J. (Cpl.)	109 Lloyd St., Greenville, S.C.
Valvano, Salvatore C. (Sgt.)	212 8th Ave., Newark, N.J.
Varney, Raymond J. (Cpl.)	P18 Victory Dr., Washington Terrace, Ogden, Utah
Verdi, Frank (Pvt.)	1687 McDonald Ave., Brooklyn, N.Y.
Walker, Edgar E. (Sgt.)	Rt. 2, Box 460, Roseburg, Oregon
Warren, Marion T. (Cpl.)	Diehlstadt, Missouri
Weide, George H. (T/Sgt.)	3447 E. 6th St., Los Angeles, California
Wiedenhoeft, Kenneth E. (Pvt.)	2602 W. Center, Milwaukee, Wisconsin
Whiteley, Joseph E. (Cpl.)	4028 Shenandoah Ave., St. Louis, Missouri
Whitehouse, Arthur C. (S/Sgt.)	Gravel Switch, Kentucky
Whitlock, Neil H. (Sgt.)	2521 Park Ave., Indianapolis, Indiana
Whynot, Ross K. (S/Sgt.)	64 Vine St., Winchester, Mass.
Wilkinson, Donald F. (S/Sgt.)	121 E. 7th St., Muncie, Indiana
Wilson, Lonzo E. (Cpl.)	Route No. 2, Wister, Oklahoma
Wilson, Walter (Cpl.)	Mongo, Indiana
Wood, Leo A. (Pfc.)	Ave. C and 1st St., Matamoras, Penna.
Wells, Douglas L. (Pfc.)	2321 Lincoln Ave., West Lawn, Penna.
Yates, Andrew E. (Cpl.)	616½ W. 53rd St., Los Angeles, California
Yorty, Herbert W. (Cpl.)	540 Elm St., Reading, Penna.

PERSONNEL ROSTER OF 66th SQUADRON

OFFICERS

Woods, Donald F. (Major)	17 Princeton St., Rockville Center, N.Y.
Abrams, Sheldon L. (2nd Lt.)	3240 93rd St., Jackson Heights, L.I., N.Y.
Allen, Benjamin H. (1st Lt.)	706 North Sixth, Lamesa, Texas
Anders, Forrest S. (1st Lt.)	Box 62, Chouteau, Oklahoma
Ball, James D. (1st Lt.)	1741 Leighton Ave., Akron, Ohio
Berry, John T. Jr. (1st Lt.)	3933 East Burnside, Portland, Oregon
Carlyle, Charles G. (2nd Lt.)	242 West 5th Ave., Roselle, N.J.
Chrisman, Jerrold P. (1st Lt.)	R.R. No. 1, Wayland, Michigan
Cox, Marvin E. (Capt.)	509 S. Main St., Yates Center, Kansas
Davoren, Albert J. Jr. (1st Lt.)	1015 Scott St., Little Rock, Arkansas
Dickerson, Seth D. (2nd Lt.)	Sugarland, Texas
Ditto, Hubert M. (1st Lt.)	1216 Longfield Ave., Louisville, Ky.
Dye, Kenneth E. (1st Lt.)	McLean, Illinois
Dyer, Jack T. (2nd Lt.)	Lake Butler, Florida
Ekern, Arland E. (2nd Lt.)	Cameron, Wisconsin
Ennor, John T. (1st Lt.)	836 28th St., Des Moines, Iowa
Faber, Theodore A. Jr. (1st Lt.)	411 Hickory Ave., Paramus, N.J.
Fedele, Frank (2nd Lt.)	738 Desmond Court, Brooklyn, N.Y.
Felton, George G. (1st Lt.)	207 Clayton St., Macon, Georgia
Goldstein, Frederick T. (1st Lt.)	4203 160th St., Flushing, N.Y.
Grant, Richard A. (1st Lt.)	4209 46th St., N.W., Washington, D.C.
Hardy, Gene A. (2nd Lt.)	32 S. Ball St., Webb City, Missouri
Hare, Warren J. (1st Lt.)	908 Harvey St., Green Bay, Wisconsin
Holder, Maxwell R. (1st Lt.)	1808 E. 7th St., Charlotte, N.C.
Hudson, Joseph M. (2nd Lt.)	Dumas, Arkansas
Hunnings, Leon D. (2nd Lt.)	18 Wilmington St., New Bern, N.C.
Hutto, John M. (2nd Lt.)	537 McGee, Tulia, Texas
Jacob, Paul F. (1st Lt.)	305 S. Gillmor St., Baltimore, Md.
Johnson, George W.S. (1st Lt.)	1462 Marine Drive, Bellingham, Washington
Jones, Donald B. (2nd Lt.)	133 McCally, Ligonier, Penna.
Ketchersid, William C. (Capt.)	RFD 2, Spring City, Tennessee
King, Paul S. (1st Lt.)	25 Mine St., Calumet, Michigan
Knight, Henry E. (1st Lt.)	514 South 37th St., Billings, Montana
Krivulka, Albert S. (2nd Lt.)	218 Pershing Ave., Collingdale, Penna.
Larson, James D. (1st Lt.)	Rt. 5, Mt. Vernon, Washington
Leslie, Melvin J. (2nd Lt.)	1617 NW 42nd St., Oklahoma City, Okla.
Littell, William L. (1st Lt.)	Rt. 2, Clayton, Indiana.
Lorch, Howard G. (1st Lt.)	126 Prospect Blvd., St. Paul, Minn.
McGee, George R. (Capt.)	830 W. 61st St., Los Angeles, California
McGillivray, James B. (Capt.)	Clark, South Dakota
McKalip, Wallace (2nd Lt.)	110 Coleman Ave., Ashville, N.C.
Montgomery, Roy V. Jr. (1st Lt.)	1537 NE 20th, Oklahoma City, Okla.
Moore, Alva L. (2nd Lt.)	909 W. Walnut, Salina, Kansas
Mulkins, Lewis D. (2nd Lt.)	1009 W. Mineral St., Webb City, Mo.
Muse, Clyde F. (1st Lt.)	7722 Wilke St., Inkster, Michigan
Olsen, Preston B. (2nd Lt.)	148 Hampton Ave., Salt Lake City, Utah
O'Malley, Robert E. (2nd Lt.)	909 Clayton St., San Francisco, Calif.
O'Neal, Walter V. (Capt.)	Box 34, Trum Bull, Texas
Osborne, Ralph G. (Capt.)	General Delivery, Madelia, Minn.
Parizeau, Murray E. (2nd Lt.)	624 Knollwood Territory, Westfield, N.J.
Pennypacker, Brooke W. Jr. (1st Lt.)	403 Urban Ave., Norwood, Penna.
Perdue, Lorren L. (2nd Lt.)	206 S. Panama St., Montgomery, Ala.

PERSONNEL ROSTER OF 66TH SQUADRON

Post, John O. (1st Lt.)	Church St., Belford, N.J.
Rader, Leonard L. (2nd Lt.)	Box 142, Appalachia, Virginia
Reade, Edwin G. Jr. (1st Lt.)	429 Main St., Watertown, Conn.
Roller, Michael H. (2nd Lt.)	Circleville, Kansas.
Romano, Louis J. (1st Lt.)	3315 Humboldt, Denver, Colorado
Roper, Leon F. (Capt.)	1400½ Monroe St., Endicott, N.Y.
Rosenfield, Seymour (1st Lt.)	750 Empire Ave., Far Rockaway, N.Y.
Rouse, Clifford B. (Capt.)	Carrizo Springs, Texas
Sara, Joseph (1st Lt.)	Belle Mead, N.J.
Shearer, Howard A. (1st Lt.)	22 Haddon Ave., Collingswood, N.J.
Simpson, Fred G. Jr. (1st Lt.)	Matador, Texas
Skeath, William R. (1st Lt.)	335 95th St., Brooklyn, N.Y.
Stephens, Truman L. (1st Lt.)	Rt. 6, Lubbock, Texas
Sterling, James L. Jr. (1st Lt.)	812 Belleview Ave., La Junta, Colorado
Strahan, Hubert W. (1st Lt.)	2427 Washington St., Vicksburg, Miss.
Thornton, James H. (2nd Lt.)	79 Detroit St., Akron, Ohio
Turpin, William R. (1st Lt.)	Brookview Circle, Greenville, S.C.
Voskamp, Leonard W. (1st Lt.)	714 Chicago Ave., Wausau, Wisconsin
Warren, Kenneth F. (1st Lt.)	New Rockford, N.D.
White, Allen S. (1st Lt.)	205 Chicago St., Valparaiso, Indiana
Williams, Beryl L. (2nd Lt.)	Rt. 2, Cabot, Penna.
Wood, Sam H. (1st Lt.)	1713 Princeton Ave., Birmingham, Ala.
Woodall, James K. (1st Lt.)	5 Winona Ave., Montgomery, Ala.
Yearwood, Mack F. (1st Lt.)	201 W. 5th Ave., Knoxville, Tenn.
Zimmerman, Howard (1st Lt.)	Long Beach, Long Island, N.Y.

ENLISTED MEN

Aaron, William R. (T/Sgt.)	325 Choctow Trace, Grand Prairie, Texas
Alexander, Thomas P. (Cpl.)	195 Main St., Annapolis, Md.
Almond, John D. (Sgt.)	Union Point, Georgia
Appel, Franklin S. (Cpl.)	188 High St., Galton, Miss.
Arnold, Lee F. (Pfc.)	521 9th Ave., Sibley, Iowa
Arena, Vincent (S/Sgt.)	6780 Fleet Street, Forest Hills, L.I., N.Y.
Austin, Odie C. (T/Sgt.)	C/o Austin Petty, Rt. 3, Merkel, Texas
Baker, Charles G. (S/Sgt.)	Belle Center, Ohio
Baker, Robert E. (Sgt.)	RFD 2, Clyde, Ohio
Barnes, Jack C. (Sgt.)	407 E. Whittington, Greensboro, N.C.
Barrila, Joseph F. (Sgt.)	361 Adams St., Dorchester, Mass.
Bartholomew, Harold L. (Sgt.)	526 Maple St., Lock Haven, Penna.
Bays, Floyd D. (Pfc.)	Rt. 3, Elk City, Kansas
Becker, Robert E. (Cpl.)	Rt. 2, Shepperdsville, Ky.
Benish, Thomas J. (T/Sgt.)	Box 226, Irwin, Penna.
Benjamin, Adrien L. (S/Sgt.)	12 Locust Road, Ipswich, Mass.
Benson, Carl E. (Sgt.)	Carroll, Ohio
Bish, Clarence O. (Pvt.)	Star Route, Butler, Penna.
Bishop, Edward C. (Pvt.)	Tongor, N.C.
Blagg, Wayne (Sgt.)	Box 227, Thomas, Oklahoma
Block, Nathan (Sgt.)	3438 Auchentoroly Terrace, Baltimore, Md.
Borowsky, Adam J. (Pfc.)	402 E. 136th St., Bronx, N.Y.
Botrok, Peter (S/Sgt.)	4235 Williams St., Detroit, Michigan
Burk, Walter G. A. (Sgt.)	Box 431, Round Rock, Texas
Braden, Ralph W. (T/Sgt.)	2056 Sinaloa Ave., Altadena, Calif.
Bradt, Tony L. (T/Sgt.)	Rt. 1, Freedom, Oklahoma
Bragg, Theodore E. (M/Sgt.)	867 Victoria Ave., San Bernardino, Calif.
Brahm, John R. (Sgt.)	Main St., Stony Point, Rockland, N.Y.
Brost, Frank J. (Sgt.)	Gladstone, N. Dakota
Brown, Clarence A. (S/Sgt.)	Rt. 8, Box 1741, Portland, Oregon
Burton, Arnold J. (Cpl.)	4719 Colorado St., Long Beach, Calif.

PERSONNEL ROSTER OF 66TH SQUADRON

Bustin, Harold J. (Cpl.)	852 33rd Ave., Oakland, Calif.
Bywater, Joseph W. (Sgt.)	554½ W. 90th St., Los Angeles, Calif.
Calderon, Alfred S. (Pfc.)	23 N. Gateway, Toms River, N.J.
Camp, Norbert A. (Pvt.)	6231 Monroe Ave., Hammond, Indiana
Campbell, Lawrence W. (Sgt.)	110 South Ave., Canton, Penna.
Carbone, Ernest J. (S/Sgt.)	27 North St., Milford, Mass.
Carpenter, William F. (Pvt.)	304 Windsor Ave., Wilson, Conn.
Caskey, Edward E. (Cpl.)	485 Bluff St., St Louis, Mo.
Catron, Roy W. (Pfc.)	795 No. San Antonio, Pomona, Calif.
Chapman, William E. (Pvt.)	Rt. 2, Cornersville, Tenn.
Chiles, Harvey M. (T/Sgt.)	Box 4, Westminster, Ohio
Chriss, Constantine (Pvt.)	227 Beach 81st St., Rockaway Beach, N.Y.
Clark, Donald G. (Sgt.)	1015 Gostlin St., Hammond, Indiana
Cohen, Irving M. (Sgt.)	743 E. 180th St., Bronx, N.Y.
Cohen, Jack (Pvt.)	5428 Central Ave., Indianapolis, Indiana
Cowan, James E. (S/Sgt.)	706 80th St., Los Angeles, Calif.
Culpepper, Tonnie L. (Pfc.)	1204 Second Ave., La Grange, Georgia
Dahl, Orville R. (Pfc.)	Rt. 4, Box 716, Duluth, Minnesota
Daniels, Henry L. (Sgt.)	1707 Harrison Ave., Cincinnati, Ohio
Davey, Gale T. (Pfc.)	Willsville, Missouri
Davis, Floyd W. (Sgt.)	1034 E. Montecido St., Santa Barbara, Calif.
De Bonis, Frederick A. (S/Sgt.)	202 Broadway, Arlington, Mass.
De Gregorio, Italo N. (Sgt.)	1327 80th St., Brooklyn, N.Y.
Del Villaggio, Carl P. (T/Sgt.)	639 Atlantic St., Bethlehem, Penna.
Demshok, Andrew D. (Cpl.)	Lakeside, Ohio
Dills, Jay H. (T/Sgt.)	27 Pine St., Franklinville, N.Y.
Dollis, Herman (S/Sgt.)	33 S. 1st St., Brooklyn, N.Y.
Donahoo, Stanley W. (Pfc.)	Nodaway, Missouri
Dorfman, George S. (Sgt.)	66 Poningo St., Portchester, N.Y.
Doughall, Thomas P. (Pfc.)	3244 W. Flournoi, Cnicago, Illinois
Douglas, Francis A. (T/Sgt.)	82 Race St., San Jose, Calif.
Duarte, Joseph (Pfc.)	62 Van Beuren St., Newark, N.J.
Dunagan, Ben D. (Sgt.)	105 Forrest St., Milan, Tenn.
Dutko, Michael A. (Pfc.)	166 Lehi Ave., Palmerton, Penna.
Dyer, Clell W. (Cpl.)	1319 N. Shartel, Oklahoma City, Oklahoma
Edberg, Joseph (Cpl.)	434½ N. Orange Grove, Los Angeles, Calif.
Erxleben, Walter J. (Pfc.)	1723 Virginia Ave., Kirkwood, Missouri
Escobar, Antonio P. (Pvt.)	Box 19, Escobares, Texas
Farley, Robert E. (T/Sgt.)	7102 Paschall Ave., Philadelphia, Penna.
Farmer, Freilyn G. (Pvt.)	4002 E. Elm St., Wichita, Kansas
Felter, Kenneth R. (Cpl.)	9 Mason Ave., Binghamton, N.Y.
Felton, Leo W. (Sgt.)	RFD 1, Johnson City, N.Y.
Ferguson, King G. (Pfc.)	Rt. 1, Box 36, Luing, Texas
Ferrell, Ira W. (Pfc.)	Palatka, Florida
Fisco, Albert (Cpl.)	Dahl Ave., Keasbey, N.J.
Fitzpatrick, Eugene W. (Pvt.)	235 12th Place N.E., Washington, D.C.
Fleener, Arthur (Pvt.)	Beloit, Kansas
Flint, Luther E. (S/Sgt.)	Lincolnton, Georgia
Floyd, Aaron (Sgt.)	Rt 2, Cochran, Georgia
Ford, Fred A. (Pfc.)	El Dorado, Arkansas PO Box 789
Ford, Robert M. (T/Sgt.)	5 Chardiers Place, Ingram, Penna.
Foster, Archie J. (Pvt.)	PO Box 1133, Portersville, Calif.
Foster, Manville J. (Pfc.)	RFD 1, Gloversville, N.Y.
Frantz, Harold E. (Sgt.)	21 Columbia Ave., Batavia, N.Y.
Frazer, James A. Jr. (Pfc.)	310 S. Edison St., Tampa, Florida
Frederick, Gayle R. (S/Sgt)	15 Beatrice St., Buffalo, N.Y.
Frey, John (S/Sgt.)	44 6th St., Petaluma, Calif.
Fuller, Ralph G. (Cpl.)	Rt. 1, Fairbanks, Iowa
George, Herman (Pfc.)	RD 1, Urbana, Ohio
Glass, Hubert (Cpl.)	1009 E. Fairchild St., Danville, Ill.

Glatz, John J. (S/Sgt.)	58 S. 14th St., Mt. Vernon, N.Y.
Glinsky, Albert L. (Pvt.)	707 Madison Ave., Akron, Ohio
Gomeringer, Russell K. (S/Sgt.)	RFD 3, Hook Road, Salem, N.J.
Gomolski, Norman E. (Cpl.)	1306 George St., Fairlawn, N.J.
Gondelman, Abe (S/Sgt.)	325 Melwood Ave., Pittsburgh, Penna.
Goodman, Isadore R. (Cpl.)	708 S. Lawndale Ave., Chicago, Ill.
Goodman, John T. (S/Sgt.)	615 Dyer, Malvern, Arkansas
Grace, Lealon F. (T/Sgt.)	RFD 1, Delta, Iowa
Hackett, Roger H. (Pfc.)	Franklin St., East Pepperell, Mass.
Hall, Charles E. (S/Sgt.)	Box 214, Harwich, Penna.
Hall John D. (Sgt.)	Box 213, Berwick, Maine
Hall, Kenneth L. (Sgt.)	1217 S. Moniteau, Sedalia, Mo.
Hallam, John E. (T/Sgt.)	108 Murray Ave., Fairmont, W. Va.
Hamilton, William C. (Sgt.)	108 S. 7th St., Altoona, Penna.
Harbin, James P. (Pvt.)	640 Railroad Ave., Morristown, Tenn.
Hardy, Corliss J. (T/Sgt.)	123 Johns Ave., McDonald, Penna.
Harms, Elmer J. (Cpl.)	RFD 1, Winnebago, Illinois
Harper, Bruce J. (S/Sgt.)	659 Blaine Ave., Akron, Ohio
Harper, Jerry L. (Pvt.)	Rt 3, Trenton, Tenn.
Harper, Meade B. (Cpl.)	Box 252, Cannonsburg, Penna.
Hart, Ernest E. (Pfc.)	Knoble, Arkansas
Hartford, Donald S. (S/Sgt.)	4538 P. St., Omaha, Nebraska
Haska, William J. (Pvt.)	631 King St., Denver, Colorado
Hawk, Fred E. (Pfc.)	Rt. 1, Box 238A, Middlesboro, Ky.
Helm, Steve H. (S/Sgt.)	Rt. 4, Claremore, Oklahoma
Helms, James H. (S/Sgt.)	Crestview, Florida
Helona, Stanley J. (Cpl.)	Rt. 2, West Texas
Henion, John O. (S/Sgt.)	33 Dow St., Belleville, N.J.
Hibbs, Ralph L. (S/Sgt.)	731 Stuyvesant Ave., Trenton, N.J.
Himes, George R. (Cpl.)	Jefferson, Maryland
Himmel, Edward (Sgt.)	481 E. 174th St., Bronx, N.Y.
Hirsch, Benjamin (Pfc.)	924 Grove St., San Francisco, Calif.
Hirsch, Emanuel M. (Sgt.)	911 E. 178th St., Bronx, N.Y.
Hirsch, Sidney (Cpl.)	8 Boylston St., Malden, Mass.
Hoffman, Joseph G. (S/Sgt.)	1289 1st Ave., New York, N.Y.
Houser, James S. (Pvt.)	213 E. Tyler, Harlingen, Texas
Hubert, Eugene F. Jr. (S/Sgt.)	8219 Spruce, New Orleans, La.
Hutchison, Oakley W. (Pfc.)	Rt. 1, Pedro, Ohio
Irwin, George G. (S/Sgt.)	134 Railroad St., McDonald, Penna.
Ivens, Walter G. (Sgt.)	8326 N. Dwight Ave., Portland, Oregon
Jackson, James M. (Cpl.)	1730 Wicke St., Des Plaines, Illinois
James, James B. (Pfc.)	Marion, Montana
Jones, Silas W. (S/Sgt.)	Floyd, Virginia
Jordan, Jerome J. (Cpl.)	92 Goldsmith Ave., Newark, N.J.
Kelley, Charles J. (Sgt.)	611 North 9th St., Terre Haute, Indiana
Kiggins, Perry J. (Cpl.)	RFD 6 Box 538, York St., Toledo, Ohio
King, Carl C. (Pvt.)	PO Box 110, Lindsey, Ohio
Kirsch, Daniel (Pfc.)	660 Empire Blvd., Brooklyn, N.Y.
Kopustaitis, Alphonse P. (Sgt.)	209 Pine St., Elizabeth, N.J.
Kriebel, Harry H. (Sgt.)	91 Church St., Macungie, Penna.
La Belle, Bernall M. (Sgt.)	Box 591B, Rt. 1, Edmonds, Washington
Lawther, Charles W. (Sgt.)	8906 Madison Ave., Cleveland, Ohio
Lewis, Robert H. (Cpl.)	706 Xenia Ave., Dayton, Ohio
Lindsey, Jesse M. (Pfc.)	Rt. 2, Blue Mountain, Miss.
Link, Joseph J. (Sgt.)	302 Oak Ave., S. Pittsburgh, Penna.
Long, Kenneth A. (Sgt.)	514 Prince St., Beaufort, S.C.
Luebbers, Allen A. (Sgt.)	RFD 3, De Soto, Mo.
Lukaszewski, Anton J. (S/Sgt.)	1560 W. Jefferson St., Los Angeles, Calif.
Lyman, David (Sgt.)	10404 62nd Ave., Seattle, Washington
Mahek, Thomas B. (Cpl.)	24 Huntington St., Rutherford Heights, Pa.

PERSONNEL ROSTER OF 66TH SQUADRON

Malecki, Stanley F. (1st Sgt.)	178 Sussex St., Old Forge, Penna.
Marx, Cyril H. (S/Sgt.)	40 El Camino Real, Berkeley, Calif.
Massengill, William Z. Jr. (Pfc.)	412 N. 3rd St., Union City, Tenn.
McClellan, Thomas S. (Pvt.)	Hale, Michigan
McCready, Douglas C. (S/Sgt.)	671 Washington St., Winona, Minn.
McElveen, William L. (Cpl.)	Brooklet, Georgia
McGilly, Thomas C. (Pvt.)	12940 Lorain Ave., Cleveland, Ohio
Meckel, John A. (T/Sgt.)	67 2nd Ave., Secaucus, N.J.
Mervar, Anthony L. (T/Sgt.)	1236 N. Holmes Ave., Indianapolis, Ind.
Money, Mervin A. (S/Sgt.)	641 W. 105th St., Los Angeles, Calif.
Murawski, Stanley J. (Sgt.)	509 Fillmore Ave., Buffalo, N.Y.
Myers, Albert B. (Pfc.)	756 Penn St., Huntington, Penna.
Nagle, Robert J. (S/Sgt.)	36 Weaver Ave., Newport, R.I.
Nelsen, Donald S. (Cpl.)	7112 Vinevale, Bell, Calif.
O'Donnell, James M. (Sgt.)	3030 S. Gennings, Ft. Worth, Texas
Palazzo, Joseph E. (Cpl.)	3501 14th St., Gulfport, Miss.
Palman, Carl K. (Sgt.)	245 Redfield St., Philadelphia, Penna.
Palmer, Howard R. (Pvt.)	73 Elm St., Geneva, N.Y.
Palmer, John R. (Pfc.)	PO Box 830, Bluefield, W. Va.
Parker, James F. Jr. (Pfc.)	RFD 2, Shelby, Iowa
Parker, Roland A. (Pvt.)	818 E. 5th St., Shawno, Wisconsin
Paruch, Arthur J. (Pfc.)	1926 Evaline, Hamtrack, Michigan
Pascucci, Matthew P. (Cpl.)	49 Gore St., Cambridge, Mass.
Peacock, Donald W. (S/Sgt.)	702 Francis St., Waycross, Georgia
Pearson, Norman S. (S/Sgt.)	927 Bennaville Ave., Birmingham, Michigan.
Petersen, Olie V. (Sgt.)	1330 Fairmont, Ft. Worth, Texas
Petrouski, John (Cpl.)	5348 S. Union Ave., Chicago, Illinois
Pickrel, Elton D. (S/Sgt.)	705 E. Capitol St., Washington, D.C.
Pinotich, Rudolph D. (Sgt.)	549 Melrose Ave., Ambridge, Penna.
Pleiss, Norman E. (Sgt.)	RFD 1, Easton, Penna.
Poeplau, Clarence W. (Sgt.)	251 E. 135th Place, Chicago, Ill.
Pollaci, Joseph A. (S/Sgt.)	20 Cabrini Blvd, New York, N.Y.
Ponder, David A. Jr. (Pfc.)	Rt. 4, Box 45-A, Marshall, Texas
Postiglione, Joseph (Sgt.)	56-14 Van Cleel St., Corona, L.I., N.Y.
Poteet, Marvin A. (Cpl.)	210 Cacique St., Santa Barbara, Calif.
Poynor, Louis F. (T/Sgt.)	2508 Chestnut, Ft. Worth, Texas.
Price, Levie W. (Sgt.)	Rt. 4, Winfield, Louisiana
Proudfoot, Quinton E. (Cpl.)	Rt. 1, Pulaski, Penna.
Purcell, Herman L. (T/Sgt.)	Action Road, S., Chelmsford, Mass.
Pure, Herman (Cpl.)	306 S. Cleveland, Apt. 54, Memphis, Tenn.
Purvis, Clyde E. (T/Sgt.)	PO 862, Manteca, Calif.
Rathman, Rodney (Pvt.)	309 Grey St., Buffalo, N.Y.
Raymer, Grady L. (Sgt.)	Rt. 1, Joelton, Tenn.
Rensel, Clarence E. Jr. (S/Sgt.)	4633 Rolling Hills Road, Pittsburgh, Pa.
Richardson, Joseph D. (Cpl.)	3829 Marlborough, San Diego, Calif.
Rickert, Oliver A. (S/Sgt.)	Rt. 1, Verden, Oklahoma
Ripani, Raymond V. (Sgt.)	1501 N. Alden St., Philadelphia, Penna.
Ross, Raymond G. (T/Sgt.)	RFD 1, Bynumville, Mo.
Ross, Thomas B. (Sgt.)	Bertram, Texas
Roy, Donald (Sgt.)	1231 Lawrence Ave., Bronx, N.Y.
Rusczyk, Henry R. (Cpl.)	RFD 1, Wapwallopen, Penna.
Sabin, Frank S. (Pvt.)	15306 Casimir Ave., Gardena, Calif.
Sanford, Robert M. (S/Sgt.)	1726 Cottage Ave., No. 16, Indianapolis, Ind.
Schiavo, Carmel J. (Pvt.)	Rt. 1, Box 10, Hurly, Wisconsin
Schulman, Norman (S/Sgt.)	3514 Rochambeau Ave., New York, N.Y.
Schwartz, Samuel (Sgt.)	80 Washington Place, New York, N.Y.
Seaman, Edward H. (Sgt.)	RFD 1, Edgewood, Maryland
Seinsheimer, John L. (T/Sgt.)	Rose Hill & Reading Rd., Cincinnati, Ohio
Shepp, Charles D. (Pvt.)	923 E. Philadelphia St., York, Penna.
Sheridan, Paul N. (Cpl.)	7 Elm St., Thompsonville, Conn.

PERSONNEL ROSTER OF 66TH SQUADRON

Sidenbender, Raymond P. (Cpl.)	610 N. 9th St., Terre Haute, Indiana
Sidor, William E. (Sgt.)	R4 Livingston Blvd. NW, Grand Rapids, Mich.
Silva, Walter A. (S/Sgt.)	Box 233 B Homestead Rd., Cupertino, Calif.
Silvestri, Fred (T/Sgt.)	Box 143, Selleck, Washington
Sims, John L. (S/Sgt.)	Randolph, Arizona
Skamiera, Aloisius J. (M/Sgt.)	2663 Garfield, Detroit, Michigan
Smith, Bernice W. (Sgt.)	804 Liberty St., Durham, N.C.
Smith, Joseph E. (S/Sgt.)	3797 W 129th St., Cleveland, Ohio
Smith, Julian S. Jr. (S/Sgt.)	3 University Place, Lexington, Virginia
Smithoover, Robert H. (Sgt.)	206 Bell Ave., Altoona, Penna.
Sober, Kenneth, (Cpl.)	3517 Springdale Ave., Baltimore, Md.
Sonneborn, Stanley C. (Pfc.)	Warsaw, Illinois
Sortino, Frank (Sgt.)	182 Madison St., New York, N.Y.
Spencer, James A. (S/Sgt.)	Box 415, St. Charles, Virginia
Stern, Walter A. (Sgt.)	412 Horton Hy., Mineola, L.I., N.Y.
Stoneburner, Thurston K. (Cpl.)	Edinburg, Virginia
Strachan, Eugene H. (Cpl.)	Wessington Springs, South Dakota
Sudduth, Camdon C. (Pfc.)	Rt. 3, 9th St., Holtville, Calif.
Suffern, Francis C. (M/Sgt.)	558 Roe Ave., Elmira, N.Y.
Talford, Robert F. (Cpl.)	7 Westminister St., Nantucket, Mass.
Tasner, Fred (Cpl.)	281 Ridgewood Ave., Newark, N.J.
Thomas, Kenneth (Cpl.)	New Straitsville, Ohio
Toney, Anthony (T/Sgt.)	13 Charlton St., New York, N.Y.
Travis, George J. (S/Sgt.)	1230 Clay Ave., Dunmore, Penna.
Trezza, John J. (Sgt.)	1121 8th Avenue, Brooklyn, N.Y.
Wagner, Nelson A. (T/Sgt.)	152 Wilber Ave., Columbus, Ohio
Wainwright, Winfield S. Jr. (T/Sgt.)	Silverside Ave., Little Silver, N.J.
Weatherwax, John C. (Cpl.)	433E. 10th St., Long Beach, Calif.
Weiper, Albert W. (Sgt.)	1057 Marshall Ave., Cincinnati, Ohio
Wendell, James R. (Sgt.)	Windr.dge, Penna.
Wenger, Paul C. (Sgt.)	RFD 1, Dennison, Ohio
Whatley, Samuel G. (S/Sgt.)	217 Headland Ave., Dotham, Alabama
Williams, Harry W. (Sgt.)	Cowen, W. Va.
Will.ams, Waymon L. (Sgt.)	Nason, Illinois
Willis, Odell R. (Cpl.)	Island, Ky.
Wilson, George C. J. (Sgt.)	38 Fairfield Ave., Brookline, Upper Darby, Pa.
Wilson, Roland W. (Cpl.)	839 S. Main St., Bradford, Mass.
Wilzbach, Lawrence R. (Cpl.)	2072 Bickel Ave., Cincinnati, Ohio
Winget, William G. (Cpl.)	535 N. Felton St., Philadelphia, Pa.
Winner, Joseph J. (Sgt.)	4502 Loring St., Philadelphia, Pa.
Wisner, Lloyd A. (Sgt.)	7636 Highland Ave., Swissvale, Pa.
Wnukowski, George W. (Sgt.)	1115 Brewster St., Erie, Pa.
Wohlfeil, Raymond H. (Sgt.)	125 Cherry St., Etna, Pa.
Woodie, Billy W. (Pvt.)	412 N. Main St., High Point, N.C.
Yager, George A. (T/Sgt.)	Box 193, San Joaquin, Calif.
Youngerman, Robert (Sgt.)	107 Juneway, Braddock, Pa.
Zarsky, Charles W. (Pfc.)	2840 S. Grand, Los Angeles, Calif.
Zavodsky, Louis J. (Pfc.)	450 Couvery Place, Perth Amboy, N.J.
Ziegler, Charles I. (Pfc).	829 Holland Ave., Wilkinsburg, Pa.

PERSONNEL NOT PHOTOGRAPHED

1st Lt. John T. Ennor
1st Lt. Henry E. Knight
1st Lt. T. L. Stephens
1st Lt. William R. Turpin
1st Lt. Kenneth F. Warren
2nd Lt. Charles G. Carlyle
2nd Lt. M. J. Leslie
T/Sgt. T. L. Bradt
T/Sgt. J. H. Dills
T/Sgt. R. G. Ross
S/Sgt. Luther E. Flint
S/Sgt. G. R. Frederick
S/Sgt. D. S. Hartford
S/Sgt. S. Helm
S/Sgt. J. H. Helms
S/Sgt. R. J. Nagle
S/Sgt. Elton D. Pickrel
S/Sgt. S. G. Whatley
Cpl. A. J. Burton
Cpl. J. D. Richardson
Pfc. L. F. Arnold
Pfc. B. Hirsch
Pfc. J. B. James
Pfc. A. B. Myers
Pvt. N. A. Camp

PERSONNEL ROSTER OF 67th SQUADRON

OFFICERS

Head, Willie C. Jr. (Major)	50 Owen St., Ozark, Ala.
Aleksa, Joseph J. (1st Lt.)	514 W. 16th St., New Cumberland, Pa.
Beck, George W. (Capt.)	Route No. 1, Geneva, Ala.
Beck, Charles J. (Capt.)	21½ W. 27th St., Indianapolis, Ind.
Beebe, Floyd C. (1st Lt.)	Route No. 1, Crawfordsville, Ind.
Biehn, Gerald L. (2nd Lt.)	214 E. Broad St., Quakertown, Pa.
Boonstra, Matthew A. (1st Lt.)	4 Union Ave., Paterson, N.J.
Brown, Thomas B. Jr. (1st Lt.)	11 Washburn Ave., Santa Cruz, Calif.
Buck, Fay B. (2nd Lt.)	Box No. 46, Glidden, Wis.
Carpenter, George E. Jr. (Capt.)	Vergennes, Vermont
Casper, Theodore (2nd Lt.)	551 Willoughby Ave., Brooklyn, N.Y.
Chepla, William V. (1st Lt.)	950 Rondel Rd., Cleveland, Ohio
Dennis, John F. (1st Lt.)	Main St., Jewett, Ohio
Dewkett, Leroy H. (1st Lt.)	39 Humphrey St., Great Barrington, Mass.
Dillon, Clifford F. (2nd Lt.)	Bellevue, Neb.
Donohue, William H. (Capt.)	425 Roscoe St., Chicago, Ill.
Ebaugh, Irvin E. (Capt.)	16 Pennsylvania Ave., Westminster, Md.
Edmunds, David E. (1st Lt.)	3337 Euclid Hts. Blvd., Cleveland Hts., Ohio
Ekorn, George W. (1st Lt.)	Crosby, Minn.
Fiori, Edward (2nd Lt.)	27 Manor Terrace, Orange, N.J.
Ford, Louis R. (1st Lt.)	95 Kellogg St., Oyster Bay, N.Y.
Frost, Foy B. (1st Lt.)	912 N. Indiana, Oklahoma City, Okla.
Galloway, Leslie R. (2nd Lt.)	401 Spruce Ave., Garwood, N.J.
Gilmore, Richard W. (1st Lt.)	201 Jewett, Manchester, N.H.
Glynn, John W. (2nd Lt.)	750 N. Penn St., Independence, Kan.
Griffin, Frank E. (1st Lt.)	305 W. 51st St., New York, N.Y.
Grosso, Edmond V. (2nd Lt.)	The Springs, New Ashford, Mass.
Handy, Paul (1st Lt.)	674 Yale St., Akron, Ohio
Harris, Collas G. (Capt.)	RFD, Vienna, Virginia
Heley, Walton F. Jr. (1st Lt.)	34 Pleasant St., West Hartford, Conn.
Howell, Harold W. (1st Lt.)	300 Poplar Ave., Wheeling, W. Va.
Hunter, James H. (1st Lt.)	514 W. Church St., Greenwood, Miss.
Jacobs, Frederick W. (1st Lt.)	310 W. Indiana Ave., Perrysburg, Ohio
Jekel, Harold L. (Capt.)	4358 McPherson Ave., St. Louis, Mo.
Justice, Alton E. (1st Lt.)	Route No. 1, Box 635, Phoenix City, Ala.
Keelan, Theodore D. (2nd Lt.)	391 Valencia St., San Francisco, Calif.
Kelsey, Raymond T. (2nd Lt.)	1591 Mistletoe Drive, Cleveland, Ohio.
Kight, Major L. Jr. (2nd Lt.)	1102 Brambleton Ave., Norfolk, Va.
Kille, Jack C. (W/O. jg)	3158 St. Bernard Dr., Toledo, Ohio
King, Jack H. (1st Lt.)	RD No. 1 Dalton, Ga.
Laing, Hamilton C. (1st Lt.)	710 E. 117th St., Cleveland, Ohio
Lester, Joseph L. G. Jr. (Capt.)	PO Box 691, Key West, Fla.
Lewis, Jack M. (Capt.)	9045 N. Clarendon, Detroit, Mich.
Loveless, Ferris R. (1st Lt.)	Box 42, Anderson, Calif.
Mack, Lester M. (1st Lt.)	RFD No. 2, Concord Dunbarton, N.H.
Madden, William P. (2nd Lt.)	Gotebo, Oklahoma
McCullough, Robert W. (2nd Lt.)	734 California Ave., Avalon, (2) Pittsburgh, Pa.
Metcalf, James R. (1st Lt.)	19133 Mansfield, Detroit, Mich.
McKibben, Gerald E. (1st Lt.)	RFD No. 1, Continental, Ohio.

McLaughlin, Daniel S. (2nd Lt.)	106 Wyoming St., Westfield, N.J.
Merboth, Delbert H. (2nd Lt.)	1513 W. 3rd St., Hastings, Neb.
Mitchell, Milton H. (1st Lt.)	N. Montgomery St., Starkville, Miss.
Morgan, James D. (2nd Lt.)	1105 Gortland Ave., Nashville, Tenn.
Munger, Donald M. (1st Lt.)	RFD No. 4, Xenia, Ohio
Mutz, Harrison H. Jr. (2nd Lt.)	2116 Avon Ave., Maryville, Mo.
Nelsen, Delbert A. Jr. (1st Lt.)	Ideal, South Dakota
Noel, William E. (2nd Lt.)	Lexington, Kentucky
Odam, Ivan C. (2nd Lt.)	5127 Shattuck Ave., Oakland, Calif.
Palmer, John L. (1st Lt.)	213 Cornell Place., St. Matthews, Ky.
Patterson, Jerry F. (1st Lt.)	1036 23rd North, Seattle, Wash.
Peterson, Harry S. (2nd Lt.)	10 Kosta St., Worcester, Mass.
Rau, James C. Jr. (2nd Lt.)	726W. 3rd St., Long Beach, Calif.
Salz, Henry (1st Lt.)	1515 MacCombs Road, New York, N.Y.
Sheehy, Daniel P. (2nd Lt.)	107 Irving St., Jersey City, N.J.
Smith, Louis E. (1st Lt.)	1775 Linwood, San Diego, Calif.
Smith, Robert W. A. (2nd Lt.)	418 Main St., Bethlehem, Pa.
Smith, Wilbur H. (2nd Lt.)	Box 213, Mentone, Ind.
Steichen, John H. (1st Lt.)	Route No. 1, Perry, Okla.
Stein, William A. (2nd Lt.)	1118 E. 38th St., Minneapolis, Minn.
Stever, Rex A. (2nd Lt.)	408 Chapparal St., Corpus Christi, Tex.
Sullivan, William J. (2nd Lt.)	Brookline, Mass.
Toogood, Dwight L. (2nd Lt.)	RFD No. 1, Monte Vista, Colo.
Tucker, Robert L. (Capt.)	1050 State St., Rockford, Ill.
Witte, Jack A. (2nd Lt.)	4039 Swarthmore, Houston, Texas
Williams, Joseph (1st Lt.)	18 Depot St., Peckville, Pa.
Williams, Harry J. (2nd Lt.)	820 N. 6th St., Eau Claire, Wis.
Woodward, Wyman P. Jr. (2nd Lt.)	141 Greene, Augusta, Ga.

ENLISTED MEN

Abee, Ray C. (S/Sgt.)	7th & Robertson St., Radford, Va.
Anderson, E. B. (T/Sgt.)	Moscow, Kansas
Andrews, Bernard D. (Sgt.)	6648 Bedford Ave., Omaha, Neb.
Ardita, Michael (S/Sgt.)	142 Putman St., E. Boston, Mass.
Armogost, Donald V. (T/Sgt.)	Box 365, Oaskie, Minn.
Austin, Willie B. (Sgt.)	Box 91, Locust Grove, Okla.
Baczkowski, Leonard A. (S/Sgt.)	3835 E. 53rd St., Cleveland, Ohio
Bailey, Russell C. (Sgt.)	Britt, Iowa
Baker, Raymond A. (Cpl.)	RFD No. 3, Hankinson, N. Dakota
Baldwin, Thomas M. (M/Sgt.)	321 Stephen Foster Ave., Bardstown, Ky.
Banzet, Dallas D. (Pfc.)	Edna, Kansas
Bates, Robert A. (S/Sgt.)	108 Homewood Addition, Fairmount, W. Va.
Barth, Robert A. (Sgt.)	Post Office, Lydon, Lydon, Ky.
Bawinkel, Laverne G. (S/Sgt.)	German Valley, Ill.
Bell, Howard D. (T/Sgt.)	7416 Phillips Ave., Chicago, Ill.
Benne, Robert J. (S/Sgt.)	10313 Ewing Ave., Chicago, Ill.
Benson, Farrell S. (Pfc.)	101 E. 32nd St., Savannah, Ga.
Bernard, Albert V. (Pfc.)	Church St., Chisholm, Maine
Bigliazzi, Bruno (Cpl.)	88 Washington Ave., Torrington, Conn.
Birdzell, Bill C. (Sgt.)	4408 Beck, N. Hollywood, Calif.
Bisaccia, Maurice J. (S/Sgt.)	6 Van Cortland Park Ave., Yonkers, N.Y.
Blaho, John (S/Sgt.)	526 Locust St., Versailles, Pa.
Blake, Robert J. (S/Sgt.)	336 Post Ave., Lyndhurst, N.J.
Bland, Robert S. (Pvt.)	716 Hudson St., Akron, Ohio
Blank, Irving H. (Cpl.)	63-53 Haring St., Forest Hills, N.Y.
Boyanton, Earl F. (Sgt.)	Route 9, Box 182, Dallas, Texas
Braud, Lawrence L. (Sgt.)	1411 Jackson Ave., New Orleans, La.

Broderick, James W. (Cpl.)	Box 232, Chatham, N.Y.
Brooks, Harry (Sgt.)	288 Niagara St. N., Tonowanda, N.Y.
Brophy, John J. (S/Sgt.)	96 Clove Ave., Haverstraw, N.Y.
Brown, Rex N. (T/Sgt.)	Tulia Rt., Nazareth, Texas
Brown, Robert J. (Pfc.)	RFD 2, Clean, N.Y.
Bruehling, Richard T. (Cpl.)	120 Pennsylvania Ave., Peoria, Ill.
Brzuchanski, Charles M. (S/Sgt.)	2744 W. Thomas St., Chicago, Ill.
Bulkowski, William J. (Cpl.)	20 Harrison St., Washington, N.J.
Bunda, Steve J. (Sgt.)	414 2nd St., Versailles, Pa.
Burkart, Joseph (Sgt.)	182 Bennett Ave., New York, N.Y.
Burke, Joseph P. Jr. (Sgt.)	87 Putnam St., E. Boston, Mass.
Cangiamilla, Leonard J. (Cpl.)	646 Dorr St., Toledo, Ohio
Canosa, James J. (Pvt.)	108-68 39th Ave., Corona, N.Y.
Carle, Leion P. Jr. (S/Sgt.)	N. Raymond, Maine
Casey, Patrick E. (Cpl.)	Southern Hotel, South Bend, Ind.
Cawley, Lawrence R. (Cpl.)	RFD 1, Brandford, New Haven, Conn.
Chase, Samuel C. (Sgt.)	Severn, Md.
Chomo, Andrew R. (Pvt.)	227 E. Blain St., McAdoo, Pa.
Chynoweth, Stanley A. (S/Sgt.)	219 May St., Elmhurst, Ill.
Clark, Walter E. (S/Sgt.)	122 E. Emerald St., Knoxville, Tenn.
Clasen, Lester N. (Cpl.)	94 Summett St., Weymouth, Mass.
Clausing, Carl E. (Sgt.)	2007 6th St., Portsmouth, Ohio
Cline, Emerson H. (S/Sgt.)	Ashville, Ohio
Compeau, Paul B. (S/Sgt.)	Brasher Falls, New York
Conklin, Walter E. (Pfc.)	PO Box 356/405, Northern Blvd., Roslyn, N.Y.
Cook, Earl R.. (Cpl.)	Box 201, Muskegon Hghts, Mich.
Couch, Robert I. (S/Sgt.)	Windfield, Ala.
Cox, Gid B. (Pvt.)	Mouth of Wilson, Va.
Damrow, Franklin F. (Sgt.)	Route 2, Beatrice, Neb.
Davis, James W. (Cpl.)	306 Maryland Ave., Delmar, Md.
Davis, Robert G. (S/Sgt.)	129 Park Place, Macon, Georgia
Davis, Stanley E. (Cpl.)	645 S. Main St., Salinas, Calif.
Dellicker, Alfred B. (S/Sgt.)	RD, Rockport, Hackettstown, N.J.
DeLorenzo, George A. (Pfc.)	961 E. 224th St., Bronx, N.Y.
Devilin, George A. (M/Sgt.)	53 Greenville Ave., Jersey City, N.J.
DeGrandi, Louis R. Jr. (Pvt.)	124 National Ave., S.W., Grand Rapids, Michigan
Donnelly, Earcel R. (Cpl.)	Route 1, Goose Creek, Texas
Doyle, Charles J. (T/Sgt.)	Higgins, Texas
Drzewiecki, Walter A. (Cpl.)	102 Ivy St., Buffalo, N.Y.
Dubsky, Edward C. (Cpl.)	8 Henchman Terrace, Worcester, Mass.
Edgekoski, Leion J. (T/Sgt.)	Box 115, Edmond, N. Dakota
Engberg, Harold H. (Pvt.)	Trailer Haven, San Leandro, Cal.
Fahey, Richard W. (Pvt.)	232 6th Ave. S., St. James, Minn.
Farrell, William J. (Cpl.)	1209 T St., Sacramento, Calif.
Fermano, Francis B. (Sgt.)	69 Summer St., Hyde Park, Mass.
Fitzpatrick, James D. (T/Sgt.)	Garrett, Ky.
Fleming, Thomas J. (S/Sgt.)	893 Clay St., Manchester, N.H.
Foster, Herbert Jr. (Sgt.)	Route 2, Keytesville, Missouri
Frisinger, Robert (Cpl.)	Box 248, Walbridge, Ohio
Funk, Robert E. (Pvt.)	315 William St., Millvale, Pa.
Galfman, Paul E. (Cpl.)	4919 N. Troy St., Chicago, Ill.
Gamble, Paul E. (Pfc.)	546 St. Clair St., Lawrenceburg, Ind.
Gatto, Francis (Pvt.)	130 Varsella Ave., Bound Brook, N.J.
Geistlinger, Robert H. (Sgt.)	896 Georgia St., Vallejo, Calif.
Goins, Woodrow (Sgt.)	Route 2, Poteau, Okla.
Gore, Allen T. (T/Sgt.)	424 Ruxton St., Mt. Washington, Pitts., Pa.
Grady, Verna G. (T/Sgt.)	Rt. No. 2, May, Texas
Gill, Rudolph H. (Cpl.)	1436 W. 11th Place, Los Angeles
Guyer, John J. (Cpl.)	69 Clarmont Ave., Brooklyn, N.Y.
Haecker, Edward J. (T/Sgt.)	Rt. No. 6, Box 124, San Antonio, Texas

Hale, Rex B. (Pvt.)	2412 Commonwealth St., San Diego, Calif.
Hanlon, Michael J. (Pvt.)	525 Hudson St., New York, N.Y.
Harper, Woodrow W. (Cpl.)	GD, Albion, Okla.
Hatch, William E. (Pvt.)	1301 Spring, Marysville, Kans.
Hatfield, Charlie H. (Sgt.)	Sunnybrook, Ky.
Haywood, Bernell E. (Pfc.)	3909 Cornell St., St. Louis, Mo.
Heinselman, Franklin N. Jr. (T/Sgt.)	800 Dudley Ave., Vienna Wood, W. Va.
Henself, Theron S. (Cpl.)	RD No. 1, Newburg, Pa.
Henshey, Thomas I. (Cpl.)	929 South 59th St., Phila, Pa.
Hicks, Henry P. (Pvt.)	318 W. Hargett St., Raleigh, N.C.
Hicks, William E. (S/Sgt.)	265 N.W. 73rd St., Miami, Fla.
Hoare, Sidney (S/Sgt.)	1113 Plainfield Rd., S. Euclid, Ohio
Houston, Joseph P. (S/Sgt.)	1904 Pellman Place, Baltimore, Md.
Hubbard, Delbert R. (Sgt.)	RFD 1, Clare, Mich.
Huguenin, Kenneth C. (T/Sgt.)	28 W. Main St., Norristown, Pa.
Humphrey, Robert L. Jr. (Sgt.)	Mountville, Va.
Hunt, Elmer H. (Cpl.)	1905 NW 32nd St. Oklahoma City, Okla.
Husby, Alvin C. (Cpl.)	Star Rt., Suquamish, Wash.
Iaccarino, Morris F. (Cpl.)	400E. 120th St., New York, N.Y.
Ingram, Coley C. (Pfc.)	Rt. No. 3, Box 15, Warrenton, Mo.
Ivester, Oliver (Sgt.)	Route 1, Toccoa, Georgia
Jason, Jesse L. (T/Sgt.)	19 W. California St., Pasadena, Cal.
Johnson, Sherman (Sgt.)	Route 1, Ironton, Ohio
Jordon, Charles F. (S/Sgt.)	Lebanon, Missouri
Jezierski, Anthony E. (Cpl.)	4848 S. Winchester Ave., Chicago, Ill.
Karasman, Stephen A. (Sgt.)	49 Steelawanna Ave., Lackawanna, N.Y.
Kastalek, Fred J. (Sgt.)	4030 67th St., Woodside, N.Y.
Kelleher, Charles J. (Pfc.)	3904 Market St., Wilmington, Del.
Keller, Harry G. Jr. (Pfc.)	50 Central Park West, New York, N.Y.
Kellerman, Robert E. (Cpl.)	113 E. Boyd St., Butler, Pa.
Kendrick, Jacob D. Jr. (Cpl.)	1331 Powhatan St., Alexandria, Va.
Kennedy, Jack H. Jr. (S/Sgt.)	Rotan, Texas
Kevan, Mark E. (Cpl.)	3413 W. Harrison St., Chicago, Ill.
Kiselyk, George (Pvt.)	713 South 11th St., Newark, N.J.
Klinkhammer, Carrill H. (Pfc.)	Rt. No. 1, Glenhaven, Wis.
Kobylinski, Benard G. (T/Sgt.)	1201 Ave. B., San Antonio, Texas
Koch, Robert G. (M/Sgt.)	116 S., Conover St., Dayton, Ohio
Korse, Michael (Cpl.)	121 Clark Pl., Bronx, N.Y.
Kuntz, Clair E. (M/Sgt.)	1036 Kenneth Ave., New Kensington, Pa.
Lacock, James A. (S/Sgt.)	1505 7th Ave., Marion, Iowa
Lanier, Clarence E. (Sgt.)	Route No. 1, Atlanta, Kans.
Lansberry, Albert B. (Sgt.)	939 Edgemont Ave., Chester, Pa.
Lawrence, Theodore J. (S/Sgt.)	134 Miller St., Trenton, N.J.
Leahy, Edward R. (S/Sgt.)	18 West St., Marblehead, Mass.
Lecher, Richard F. (Sgt.)	827 E. Minnehaha Ave., St. Paul, Minn.
Lindley, Arthur L. (S/Sgt.)	35 Penn St., Washington, Pa.
Lipke, Edward P. (S/Sgt.)	7588 Grixdale, Detroit, Pa.
Lipschitz, Lawrence (Sgt.)	871 Parkplace, Brooklyn, N.Y.
Lisenby, William E. (Cpl.)	Woodhull, Ill.
Litwak, Ben (S/Sgt.)	52 Aldine St., Newark, N.J.
Lobliner, Isadore (Pvt.)	1429 Beachview Ave., Pittsburgh, Pa.
Ludwick, Arviad W. (M/Sgt.)	GD, Pear Valley, Texas
Mackey, Thomas H. (Pfc.)	4136 E. 138th St., Cleveland, Ohio
Mailhoit, Antanese J. (Pfc.)	38 Cedar St., Salem, Mass.
Maiorino, Alphonse P. (T/Sgt.)	50 Fair St., New Haven, Conn.
Malloy, George A. (Sgt.)	7 Chandler St., Watertown, Mass.
Margrey, Lewis F. (Cpl.)	RFD 1, Rosiere, New York
Markytan, Frank J. (Sgt.)	Howells, Neb.
Martinez, Ignacia M. (Pvt.)	708 Wright, Harlingen, Texas
McAdams, Joe B. (Sgt.)	1913 Central, Hot Springs, Arkansas

PERSONNEL ROSTER OF 67TH SQUADRON

McCafferty, John J. (Pvt.)	1050 5th Ave., Troy, N.Y.
McCarron, George F. Jr. (T/Sgt)	181 1st St., Jersey City, N.J.
McCullough, Robert R. (T/Sgt.)	524 Union St., Port Huron, Mich.
McIntosh, Kenneth B. (Sgt.)	417 5th Ave., Louistown, Idaho
McMenamin, Thomas J. Jr. (Pfc.)	609 Birmingham Ave., Woodcrest, Del.
Mesunas, Sigmond (Pvt.)	224S. 20th St., Maywood, Ill.
Michauld, Eugene R. (Pvt.)	Route No. 2, Box 67, Phoenix, Ariz.
Miles, George W. (Sgt.)	Odon, Ind.
Milless, Henry J. (Sgt.)	Route No. 2, Box 3, Rogers, Minn.
Miller, Eugene H. (Cpl.)	1341 Washington Ave., Albany, Calif.
Mills, James R. (Sgt.)	3126 Cape Henry Ave., Norfolk, Va.
Moffett, Hamilton B. (Sgt.)	Haynesville, La.
Monsen, Noble B. (T/Sgt.)	13 S. Grove Ave., Elgin, Ill.
Moseley, Charles M. (Pfc.)	215 S. Main St., Stuttgart, Ark.
Myers, Alvin G. (T/Sgt.)	GD, Uncas, Oklahoma
Nelson, Benard Nelson (Pvt.)	221 E. 18th St., Brooklyn, N.Y.
Newell, Clair L. (T/Sgt.)	Longbottom, Ohio
Newman, Thomas E. (S/Sgt.)	3327 N. 24th St., Milwaukee, Wis.
Oglesby, Joe H. (Sgt.)	218 E. Yosemite Ave., Madera, Calif.
Olinyk, Stanley (Pfc.)	2014 20th St., Altoona, Pa.
Overland, Walter N. (S/Sgt.)	233 Clinton Ave., N. Plainfield, N.J.
Owens, Charles M. (Pvt.)	Raven, Ky.
Pantier, Raymond W. (Pvt.)	413 E. 11th St., Coffeyville, Kans.
Parker, Harold T. (S/Sgt.)	University Apts., Durham, N.C.
Parry, Ethel C. (S/Sgt.)	509 Putman St., Porterville, Calif.
Patick, Phillip (Sgt.)	147 Austin St., Cambridge, Mass.
Patrich, Robert (Sgt.)	75 W. 190th St., New York, N.Y.
Patton, Willard H. (T/Sgt.)	GD, Brownsburg, Ind.
Paulus, Norbert G. (Cpl.)	Route No. 3, Versailles, Ohio
Pitchford, Henry H. (Pvt.)	139 E. Stoddar Ave., Viden, Ill.
Potts, Elmer F. (Cpl.)	1915 E. Lippincotte St., Phila., Pa.
Power, Thomas W. (Sgt.)	Allendale Ave., Billerica, Mass.
Prindle, John A. (T/Sgt.)	RD No. 2, Skaneateles, New York
Pritchard, Jack W. (1st Sgt.)	San Antonio, Texas
Rahnn, Albert J. (T/Sgt.)	1324 Thomas Ave., San Francisco, Calif.
Ratcliff, Raymond L. (T/Sgt.)	1310 Scheley Ave., San Antonio, Texas
Ramsey, Lonzo (Pfc.)	2270 Semler Ave., Hamilton, Ohio
Read, Loman B. (Pfc.)	Brookwood, Alabama
Reinhardt, Keith G. (Sgt.)	Box 53, Gutenburg, Iowa
Reynolds, James H. (Pvt.)	1308 N. Adams St., Peoria, Ill.
Rice, Donald P. (Cpl.)	37 Fairway Ridge, Richmond, Va.
Richards, Clark W. (T/Sgt.)	6 Washington Ave., Frankfort, Ind.
Ricketts, Norman M. (Sgt.)	Patomas, Md.
Rivas, Luis A. (S/Sgt.)	YMCA, Silma & Hudson Ave., Hollywood, Cal.
Rodican, Andrew J. Jr. (S/Sgt.)	28 Harrison St., New Haven, Conn.
Rodis, Joseph S. (Sgt.)	453 Luray Place, N.W. Washington, D.C.
Ruane, John J. (Cpl.)	582 River St., Mattapan, Mass.
Rubinger, Emmanuel (Cpl.)	1432 Crotona Park E., Bronx, N.Y.
Rufer, John A. (M/Sgt.)	RFD 4, Box 757, Pittsburgh, Pa.
Rutledge, Hubert R. (Cpl.)	1000 Washington St., S.W., Atlanta, Ga.
Saffiotti, Frank J. (Cpl.)	89 Wycoff St., Brooklyn, N.Y.
Salerno, Joseph R. (Pfc.)	144 Pleasant St., North Adams, Mass.
Sammutt, John (Cpl.)	157 Girard St., San Francisco, Calif.
Sasowsky, Emil (Sgt.)	262 Michigan Ave., Patterson, N.J.
Seaman, Paul S. (Cpl.)	412 S. Carlisle St., Phila, Pa.
Severa, John A. (T/Sgt.)	Rt 1, Box 36A Corpus Christi, Texas
Schmaling, Merle R. Jr. (Cpl.)	Merrybrook Lane, Stanford, Conn.
Schmitz, Matthew J. (S/Sgt.)	Tucson, Arizona
Schommer, Orrin (S/Sgt.)	520 Garfield Ave., Syracuse, N.Y.
Scolaro, Carmelo C. (Cpl.)	1116 Arnow Ave., Bronx, N.Y.

Seigel, Aaron (Pvt.)	310 Meridan Ave., Miami Beach, Fla.
Simon, Samuel J. (Cpl.)	Mt. Sterling, Ill.
Sines, Cleo. D. Jr. (Pfc.)	829 Edgewood Ave., Charleston, W. Va.
Sjostrand, Rolf F. (Cpl.)	Route 1, Box 390, Aberdeen, Washington
Smiley, Oliver E. (S/Sgt.)	440 Spruce St., Westernport, Md.
Smith, Stuart J. (Cpl.)	Mt. Desert, Maine
Smith, Grapple L. (Sgt.)	Windfield, La.
Snell, Robert J. (Pfc.)	6 Grove St., Kearney, N.J.
Snider, Chester W. (S/Sgt.)	1315 W. 3rd St., Sioux City, Iowa
Solan, Adam (Sgt.)	526 Emmett St., Scranton, Pa.
Sorbo, John G. (Sgt.)	2656 Whitney Ave., Hamden, Conn.
Spanoghe, John (Cpl.)	90 Marginal St., Chelsea, Mass.
Stephens, Clarence F. (Cpl.)	217 Auburn St., Ithaca, N.Y.
St Louis, Bernard P. (T/Sgt.)	Box 1090, Del Rio, Texas
Stout, Harvey A. (Cpl.)	Rt. No. 2, Dequeen, Arkansas
Stovall, William J. (Cpl.)	1735 Bonnycastle Ave., Louisville, Ky.
Taddio, Aladino F. (S/Sgt.)	516 Daisy St., Mansfield, Ohio
Taylor, George A. (Cpl.)	26 Mill Rd., Wilmington, Del.
Thomas, Charles J. Jr. (S/Sgt.)	4150 Elston Ave., Chicago, Ill.
Thompson, Melvin J. Jr. (Sgt.)	205½ E. Main St., Durham, N.C.
Tinkelman, Aaron (Cpl.)	1200 College Ave., New York, N.Y.
Trainor, Clifford E. (Cpl.)	609 S. Puttney Ave., San Gabriel, Cal.
Trimble, Andrew J. (S/Sgt.)	21 E. Lexington Ave., Winchester, Ky.
Turi, Theodore J. (Cpl.)	6506 Hollenbeck St., Huntington Park, Cal.
Van Horn, Clarington A. (Pfc.)	Portia, Ark.
Vales, Mario B. (Sgt.)	228 8th St., New York, N.Y.
Vazquez, Victor S. (Cpl.)	751 Forrest Ave., Bronx, N.Y.
Viglione, Thomas G. (Sgt.)	109 Portsea St., New Haven, Conn.
Vitzthum, John W. (Cpl.)	511 E. 42nd St., Baltimore, Md.
Wakefield, William C. (Pfc.)	7322 Mohawk Rd., Dallas, Texas
Walsh, Charles M. (Pfc.)	323 S. Orange Ave., Newark, N.J.
Walters, Martin L. (Sgt.)	211 High St., Circleville, Ohio
Watson, Jay H. (Cpl.)	703 Southern Ave., Elizabeth City, N.C.
Warren, Ershel F. (Cpl.)	152 E. 36th St., Los Angeles, Calif.
Welke, Robert C. (Cpl.)	2555 Marlborough, Detroit, Mich.
Whitener, Clarence H. (Cpl.)	203 Lenoir St., Morgantown, N.C.
Winders, Daniel R. (S/Sgt.)	2465 Cherry St., Dubuque, Iowa
Wilkinson, Lowell M. (Pvt.)	Route 3, Merion, Ill.
Williams, Donald E. (S/Sgt.)	222 N. La. Hope, Ark.
Witbaard, Cornelius J. (Pvt.)	1864 Lincoln Ave., Pasadena, Calif.
Wojciechowski, John A. (Cpl.)	1604 Virginia Ave., Gary, Ind.
Yenchis, Peter P. (S/Sgt.)	73 Sheridan St., Wilkes Barre, Pa.
Young, Orville T. (Cpl.)	715 9th St., Ogden, Utah
Young, Russell A. (Sgt.)	Burnt Hills, Saratoga, N.Y.
Young, Ralph K. (T/Sgt.)	Rt No. 6, Bedford, Ind.
Zellner, Millard C. (Sgt.)	1022 Knox St., Utica, N.Y.
Zorn, Walter A. (S/Sgt.)	815 4th Ave. S.E. Minot, N. Dakota

PERSONNEL ROSTER OF 68th SQUADRON

OFFICERS

Bonner, Joseph B. (Major)	120 East Blount St., Kinston, N.C.
Adams, Richard W. Jr. (Capt.)	658 Krouse Ave., Williamsport, Penna.
Addis, Charles G. (2nd Lt.)	510 East Ash St., Fairburg, Illinois
Andersen, Andrew J. (2nd Lt.)	528 East 12th St., Eugene, Oregon
Boone, James S. (2nd Lt.)	1528 Sunset Ave., Rocky Mount, N.C.
Bostwick, Fitzhugh S. (Capt.)	"Bright Tomorrow", Towners, N.Y., N.Y.
Cardwell, Clifton G. (2nd Lt.)	135 5th St., San Antonio, Texas
Chamberlain, Buford (2nd Lt.)	RFD No. 3, Chuckey, Tenn.
Chase, Kenneth C. (1st Lt.)	121 A Battes St., Fort Devens, Mass.
Cleveland, Lester W. (1st Lt.)	Route No. 1, Englewood, Marshfield, Oregon
Denman, Donald R. (1st Lt.)	3904 Waveland Drive, Des Moines, Iowa
Donges, Adam H. Jr. (Capt.)	3304 Bacon St., Vernon, Texas
Dozier, Bill B. (2nd Lt.)	P.O. 2207, Dallas, Texas
Drendel, Kilburn G. (1st Lt.)	140 Sierra St., Reno, Nevada
Eldridge, Richard A. (2nd Lt.)	1101 High Ave., Sheboygan, Wis.
Estes, Winston M. (Capt.)	211 West 12th St., Quanah, Texas
Fach, Robert V. (Capt.)	610 East 3rd St., Brooklyn, New York
Fairchild, Samuel W. (Capt.)	5 East 79th St., New York, New York
Finkelstein, Samuel M. (Capt.)	202 Callendar St., Dorchester, Mass.
Forester, Peter (2nd Lt.)	4072 Albatross St., San Diego, Calif.
Gabelsberg, Herbert (1st Lt.)	407 West Broadway, Enid, Oklahoma
Gauthier, Frederic W. (1st Lt.)	Morley, Missouri
Goodlett, Edwin (1st Lt.)	Broken Bow, Oklahoma
Greene, Douglas W. (W/O)	RFD No. 2, Leavis Lane, Godfrey, Illinois
Gustafson, John R. (1st Lt.)	5049 North Damen Ave., Chicago, Illinois
Haack, Frederick L. (2nd Lt.)	133-42 119th St., Ozone Park, New York
Harley, James H. (Capt.)	Box 171, St. George, S.C.
Hood, Clifton E. (Capt.)	1319 West Walnut St., Blytheville, Ark.
Howell, Woodrow W. (1st Lt.)	Piedmont, Alabama
Jacobs, James A. (2nd Lt.)	Route No. 4, Box 70, Morgantown, West Virginia
January, Jack Jr. (2nd Lt.)	Grapevine, California
Jensen, Curtis L. (1st Lt.)	RFD No 2, Britt, Iowa
Johnston, Robert B. (1st Lt.)	2143 Portland Ave., Shreveport, La.
Jones, Homer A. (2nd Lt.)	2787 Scarborough, Cleveland Heights, Ohio
Kavanaugh, John J. (1st Lt.)	7336 Mt. Vernon St., Pittsburgh, Penna.
Livingston, Harold J. (1st Lt.)	925 West Works, Sheridan, Wyoming
Maas, John E. (2nd Lt.)	8355 Ardsley Drive, St. Louis, Missouri
Mankey, Charles W. (F/O)	512 East Healey St., Champaign, Illinois
Matter, William A. (F/O)	1202 9th St., Lewiston, Idaho
McCarty, Neil (1st Lt.)	Aransas Pass, Texas
McClave, Kenneth A. (1st Lt.)	4259 West Broadway, Robbinsdale, Minn.
McMinn, Roland A. (1st Lt.)	917 Grand Ave., Waukegan, Illinois
Mize, James W. (Capt.)	2931 Boss Ave., Shreveport, La.
Muir, Robert B. (1st Lt.)	Longbranch, West Virginia
Newcombe, William N. (1st Lt.)	Piedmont, South Dakota
Newton, Donald G. (2nd Lt.)	Northfield, Mass.
Nicholson, William B. Jr. (1st Lt.)	5232 Willis Ave., Dallas, Texas
Pate, Joe (1st Lt.)	134 Murray St., Hot Springs, Ark.
Paulsen, Harold F. Jr. (1st Lt.)	4103 Ashworth Ave., Seattle, Washington

Phillips, Earle M. Jr. (1st Lt.)	514 Barron St., Logansport, Indiana
Priebe, Raymond A. (1st Lt.)	Box 120, Waukesha, Wis.
Reichert, George D. (1st Lt.)	204 East 2nd St., Washington, Mo.
Riche, Jimmie L. (2nd Lt.)	2829 4th St., Port Arthur, Texas
Rogers, Richard C. (1st Lt.)	2012 Spring St., New Albany, Indiana
Ross, August F. (1st Lt.)	1522 Case Ave., St. Paul, Minn.
Sass, Joseph F. (F/O)	21 Willis Road, North Arlington, New Jersey
Sather, Kenneth L. (2nd Lt.)	Round Lake, Minn.
Schmeling, William H. (2nd Lt.)	2925 North 11th St., Milwaukee, Wis.
Shaw, Robert H. (1st Lt.)	2533 B-Dwight Way, Berkeley, Calif.
Shearer, Dale H. (1st Lt.)	RFD No. 3, Sherman, Texas
Simon, James F. (1st Lt.)	Buffalo, Minn.
Sippel, Bernard J. (2nd Lt.)	50711 McCandless Ave., Pittsburgh, Penna.
Spencer, Elmer (2nd Lt.)	Route No. 1, Rigby, Idaho
Spies, Richard L. (2nd Lt.)	Graettinger, Iowa
Stenglein, Robert W. (1st Lt.)	321 Brockway Place, Saginaw, Mich.
Sturges, Paul T. (2nd Lt.)	377 South 14th St., San Jose, Calif.
Thomas, Robert E. (1st Lt.)	RFD No. 1, Erie, Illinois
Toth, Edwin A. (1st Lt.)	West Cheshire, Conn.
Trumbore, Lewis C. (1st Lt.)	452 Carlton Ave., Bethlehem, Penna.
Turner, Robert L. (1st Lt.)	RFD No. 2, Grand Saline, Texas
Van Steenburgh, Richard P. (1st Lt.)	14 Callodine Ave., Buffalo, New York
Veix, George L. (2nd Lt.)	545 North Cherry St., Ottawa, Kansas
Wakeman, Lloyd A. (1st Lt.)	Union Mills, Indiana
White, Norman F. (1st Lt.)	Brighton, Iowa
Wiegner, Harold G. (1st Lt.)	1096 Dodd Road, West St. Paul, Minn.
Williams, Lloyd E. (1st Lt.)	RFD No. 1, Seminole, Oklahoma
Wittkopp, Arno K. (2nd Lt.)	Marcus, Iowa
Woodworth, Victor J. Jr. (1st Lt.)	3706 Loveland Road, Youngstown, Ohio
Yelton, William R. (Capt.)	1417 Sherman St., Grand Rapids, Mich.
Yochem, Elvin J. (1st Lt.)	RFD No. 1, Corydon, Indiana

ENLISTED MEN

Abbott, Charles R. (Cpl.)	1018 12th Ave., Fulton, Illinois
Accomando, George A. (T/Sgt.)	246 Grove St., Lodi, New Jersey
Adams, Earl C. Jr. (Sgt.)	922 North Courtland Ave., Kokomo, Indiana
Alexander, Orville P. (Sgt.)	27 West 27th St., Indianapolis, Indiana
Alston, Roy T. (S/Sgt.)	RFD No. 1, Portales, New Mexico
Ameling, Robert H. (T/Sgt.)	934 Chicago Ave., Benton Harbor, Mich.
Anderson, Alton A. (Sgt.)	RFD No. 3, Box 205, Albert Lea, Minn.
Armitage, George D. (Pfc.)	92 Elm St., Hoosick Falls, New York
Arnell, Sam K. (Sgt.)	720 33rd St., N.E., Cedar Rapids, Iowa
Atkins, Jack D. (Cpl.)	416 Shields St., Knox, Indiana
Auer, John J. (Sgt.)	RFD No. 3, Weyauwega, Wis.
Bagby, Alan L. (Pvt.)	La Belle, Missouri
Ball, Waldo C. (S/Sgt.)	718 South Elm St., Champaign, Illinois
Barbaria, Tony P. (Cpl.)	Dickinson, Texas
Beatty, William G. (S/Sgt.)	RFD No. 1, Brookville, Penna.
Beckwith, Irwin W. (Cpl.)	27 Secret Lake Road, Canton, Conn.
Beihold, Lawrence W. (M/Sgt.)	RFD No. 1, Decatur, Indiana
Beisel, Charles W. (Sgt.)	P.O. Box 275, Quilcene, Washington
Benda, George G. (Sgt.)	47½ Shepard St., Westfield, Mass.
Bergman, Floyd R. (Sgt.)	835 Park Ave., Omaha, Nebraska
Berry, Edward M. (T/Sgt.)	Arcana Ave., Oceanport, New Jersey
Betsworth, Donald L. (Cpl.)	1624 Lunah St., Sioux City, Iowa
Blair, Robert (M/Sgt.)	Blackey, Kentucky
Blazek, Frank J. (Cpl.)	Redwing, Kansas
Blum, Arthur A. (Sgt.)	38 Garfield Pl., Hempstead, L.I., N.Y.

Bolton, Wade L. (Cpl.)	Idlewild, Tenn.
Bonney, Delmore J. (T/Sgt.)	328 North Church St., Pass Christian, Miss.
Boone, Lawrence J. (Pfc.)	General Delivery, Moline, Mich.
Brady, Bernard F. (Pvt.)	Stillwell, Oklahoma
Britten, Charles A. (S/Sgt.)	1510 Virginia Ave., Bluefield, Va.
Brodsky, Morton (S/Sgt.)	414 Joseph Ave., Rochester, New York
Brons, William J. (Cpl.)	4139 North Ashland Ave., Chicago, Ill.
Brown, Merton T. (Cpl.)	202 Montone Ave., Morristown, Tenn.
Brown, Walter C. (Sgt.)	Box 46, Voluntown, Conn.
Buffington, Elmer D. (S/Sgt.)	Stillwater, Oklahoma
Bullock, Robert S. (T/Sgt.)	RFD No. 2, Luverne, Alabama
Burke, Albert J. (Cpl.)	733 Ridge Road, Lackawanna, N.Y.
Burns, Jack H. (S/Sgt.)	4301 West 15th St., Little Rock, Ark.
Buttler, Stayman A. (S/Sgt.)	P.O. Box 596, Mapa, California
Caldwell, Ernest E. (T/Sgt.)	Box 134, New Castle, Virginia
Cali, Norman J. (Cpl.)	La Place, La.
Campa, Manuel M. (S/Sgt.)	Box 404, Kingman, Arizona
Cancello, Eugene J. (Pfc.)	RFD Box 77, Los Banos, Calif.
Carberry, Francis L. (S/Sgt.)	3218 Dartmouth Place, Holmesburg, Penna.
Carr, Frank L. (Pvt.)	210 East 19th St., New York, New York
Carter, Eugene (S/Sgt.)	Sperry, Oklahoma
Case, Harold A. (M/Sgt.)	RFD No. 1, Mt. Carmel, Illinois
Cassini, Adelbert T. (Cpl.)	372 Highland Ave., Orange, New Jersey
Cawrse, Jack C. (Cpl.)	1578 Rosewood Ave., Lakewood, Ohio
Chaisson, Joseph J. (Pfc.)	Jackman Station, Maine
Chickerella, Joseph A. (1st Sgt.)	612 Crawford St., Martins Ferry, Ohio
Christensen, Lyle A. (S/Sgt.)	Plentywood, Montana
Clark, Percy O. (Sgt.)	Star Route, Florence, South Carolina
Clough, James A. Jr. (T/Sgt.)	Queen Anne, Maryland
Coffaro, Joseph A. (Pvt.)	507 South Duke St., York, Penna.
Colussy, Peter J. (Pfc.)	413 Railroad St., Bridgeville, Penna.
Connett, Ray W. (Pvt.)	105 South 17th St., Terre Haute, Indiana
Connor, Ralph F. (Pfc.)	762 Park St., Hertford, Conn.
Constantino, Joseph C. (Pfc.)	450 Central Park, Rochester, New York
Cooper, Francis W. (Cpl.)	RFD No. 5, Box 239, Dayton, Ohio
Copas, Paul W. (Cpl.)	Greenville, Michigan
Corken, Robert P. (T/Sgt.)	4067 Paxton Ave., Cincinnati, Ohio
Costa, Theodore G. (Cpl.)	6130 Parson's Blvd., Flushing, L.I., N.Y.
Courtney, Elvon (S/Sgt.)	RFD No. 5, Paducah, Kentucky
Curry, Matthew F. (S/Sgt.)	430 Tompkins St., Syracuse, New York
Dammers, Harry F. Jr. (Sgt.)	216-24 114th Ave., St. Albans, New York
Darrah, Leslie A. (Pfc.)	16 West Harrison St., Seattle, Washington
Dash, Ervin (S/Sgt.)	456 South 60th St., Philadelphia, Penna.
Davis, Freland D. (Sgt.)	RFD No. 1, McLean, Texas
Davison, Edward B. (T/Sgt.)	11 Main St., Berlin, New Hampshire
DeBruine, Peter J. (Sgt.)	1026 Widdicomb Ave., N.W., Grand Rapids, Mich.
DeCoursey, William M. (Pfc.)	Decaturville, Missouri
DeGore, Richard C. (Sgt.)	100 Prospect St., Hempstead, L.I., New York
DeLaurentiis, August J. (S/Sgt.)	911 Jackson St., Philadelphia, Penna.
Denham, George C. Jr. (S/Sgt.)	1657 East Cheltenham Ave., Philadelphia, Penna.
Dias, John E. Jr (S/Sgt.)	15 Bentley St., East Providence, R.I.
Diffenbaucher, Warren T. (Pfc.)	RFD No. 2, Waynesboro, Penna.
Dikowski, Alvin S. (Cpl.)	405½ West Marion St., South Bend, Indiana
Dipple, William M. (Pfc.)	2245 Price St., Rahway, New Jersey
Distasio, James V. (Pfc.)	18 Edgar St., New Haven, Conn.
Ditto, Claire W. (Cpl.)	Kirkwood, Illinois
Donaldson, Robert J. (S/Sgt.)	341 River St., Hackensack, New Jersey
Dupuis, Edward H. (Cpl.)	512 N.W. Furnish St., Pendleton, Oregon
Earnest, Joe G. (Sgt.)	Logan, Iowa
Eaton, Barney A. (Sgt.)	P.O. Box 2, Seminary, Mississippi

Edens, Eldridge S. (Pvt.)	407 Holsten Ave., Elizabethton, Tenn.
Edgar, Henry G. (Sgt.)	1320 Warner St., Pittsburgh, Penna.
Edgar, Jacob A. (S/Sgt.)	RFD No. 1, Yoder, Indiana
Elkins, Melvin E. (Pfc.)	RFD No. 2, Abernathy, Texas
Ellis, Everett L. (Pfc.)	4001 East 176th St., Cleveland, Ohio
Erwin, Walter R. (Sgt.)	232 Van Buren, Midway City, Calif.
Evans, Albert (Cpl.)	149 Analomit St., East Stroudsberg, Penna.
Eyring, William S. (S/Sgt.)	214 Moffet St., Brooklyn, New York
Fawcett, James B. (S/Sgt.)	210 Front St., Mineral Point, Wis.
Fidel, George (Pvt.)	533 South 16th St., Newark, New Jersey
Fisher, James (S/Sgt.)	414 7th Ave., N.E., Puyallup, Washington
Fitzpatrick, Winfred D. (Pfc.)	360 Columbine St., Denver, Colorado
Fulco, Frank (Pfc.)	833 Juniata St., Havre De Grace, Maryland
Gajewski, Raymond (Sgt.)	409 Sweet St., Buffalo, New York
Garback, Stephen L. (Sgt.)	Box 265, Albertville, Alabama
Garribba, Mario C. (Pvt.)	1449 Nostrand Ave., Brooklyn, New York
Gayle, Robert L. (Pvt.)	2320 Prytania St., New Orleans, La.
Geis, William V. (S/Sgt.)	228 West 12th St., Connersville, Indiana
Gibson, Vernon D. (Cpl.)	RFD No. 7, Dublin, Texas
Giglio, John F. (Pvt.)	24 Bremen St., East Boston, Mass.
Gingold, Nathan (Sgt.)	1 Gale Place, Troy, New York.
Glass, Orland D. (Sgt.)	Box 45 Salina, Oklahoma
Glover, Sherrell L. (T/Sgt.)	Star City, Arkansas
Goudreault, Roland H. (Sgt.)	771 Union St., Manchester, New Hampshire
Graham, Thomas E. (Sgt.)	3019 East 97th St., Chicago, Illinois
Grattan, Richard F. (Cpl.)	117 2nd St., Watervliet, New York
Green, Charles J. Jr. (Pfc.)	1221 East 22nd St., Anderson, Indiana
Green, Victor M. (Cpl.)	Route No. 5, Box 6014, Sacramento, Calif.
Greenly, William E. Jr. (Cpl.)	810 Western Ave., Joliet, Illinois
Haber, Frank T. (Pfc.)	486 Plandome Road, Manhasset, L.I., N.Y.
Hall, John R. (T/Sgt.)	Walnut Grove, Missouri
Hansard, Charles R. (Sgt.)	3804 N.E. 34th St., Portland, Oregon
Hardison, Jim E. (Pvt.)	General Delivery, Prague, Oklahoma
Harrison, Robert W. (S/Sgt.)	RFD No. 1, Sandwich, Illinois
Hawk, Edward Jr. (Pvt.)	816 Ford St., Burbank, California
Hawkins, John B. Jr. (Sgt.)	101 City Point Road, Hopewell, Virginia
Hay, John A. (Cpl.)	1705 South Palm Ave., Alhambra, California
Heaton, William B. (S/Sgt.)	3140 D. St., Philadelphia, Penn.
Hedlund, Herbert E. (S/Sgt.)	120 South Dewey St., Victor, Colorado
Herber, David W. (S/Sgt.)	7629 Vine St., River Forest, Illinois
Hoefling, Frank W. (Cpl.)	69 East Church St., Orlando, Florida
Hoelker, Paul H. (M/Sgt.)	Custer City, Oklahoma
Holl, John H. (M/Sgt.)	1529 Maiden Lane, Springfield, Ohio
Horwitz, Louis (Pfc.)	3535 West Colafax Ave., Denver, Colorado
Hubert, Raymond H. (T/Sgt.)	1259 Caroline Ave., Mobile, Alabama
Hughes, David L. (Cpl.)	2633 Benton Ave., Granite City, Illinois
Hunley, Thomas L. (Cpl.)	810 Byrd St., Clinton, Tennessee
Hurlburt, Frank B. (Sgt.)	362 North Orlando Ave., Los Angeles, Calif.
Hurt, Wilson A. (Cpl.)	1514 Monroe St., Memphis, Tennessee
Igla, Arthur J. (Cpl.)	91 Haller St., Buffalo, New York
Imundo, Richard A. (Pvt.)	2936 Wilkinson Ave., Bronx, New York
Jaffe, Meyer J. (Sgt.)	134 Clinton St., New York, New York
Johnisee, Eddie E. (Pvt.)	1302 S. Oriole St., Venice, Illinois
Jones, James W. (Pvt.)	1082 Eddie Ave., S.E., Atlanta, Georgia
Jugan, George (S/Sgt.)	6809 Madison St., Guttenberg, New Jersey
Kalman, Alex (S/Sgt.)	30-53 35th St., Astoria, L.I., N.Y.
Kaye, Henry B. (Cpl.)	6804 19th Ave., Brooklyn, New York
Kearns, Philip J. (Sgt.)	Fitchburg, Mass.
Keller, Gustave R. (Sgt.)	6115 Magazine St., New Orleans, La.
Kerr, Arthur G. (Pfc.)	147 Spruce St., Rumford, Maine

Keuper, Harry F. (Sgt.)	RFD No. 1, Ionia, Missouri
Kingsley, Robert L. (S/Sgt.)	511 Diehl Ave., San Leandro, Calif.
Klawitter, Roland E. (Sgt.)	139 East Florence Ave., East Toledo, Ohio
Kleeman, William (Pfc.)	5941 Addison St., Philadelphia, Penna.
Knoblett, Rex M. (Sgt.)	811 South Madison St., Robinson, Illinois
Krieger, Fred (Cpl.)	923 51st St., Brooklyn, New York
Kuespert, Henry J. (S/Sgt.)	1122 Jones St., Little Rock, Arkansas
Kutzenco, Harold (Pvt.)	1002 Chandler Ave., Linden, New Jersey
Kuzniarowicz, Chester S. (Pvt.)	1031 North Paulina St., Chicago, Illinois
LaBella, Marion (Pfc.)	Box 341, Houston, Penna.
Lanham, John (Cpl.)	RFD No. 2, Auburn, Illinois
Lasley, William M. (Pvt.)	3224 Campbell St., Kansas City, Missouri
Lawver, Harry M. Jr. (Sgt.)	2212 Gramercy St., Torrance, Calif.
Lewis, Fern C. (Cpl.)	328 North Walnut St., Wichita, Kansas
Lindemann, John F. (S/Sgt.)	511 East 2nd St., Delphos, Ohio
Livingston, James R. (Pvt.)	704 Harrison St., Vincennes, Indiana
Lovinger, Edward (Cpl.)	1360 Emerson St., N.E., Washington, D.C.
Lynn, Gordon E. (S/Sgt.)	120 Grace St., Jersey City, New Jersey
Magennis, Ernest E. (Cpl.)	812 Jennings Ave., Santa Barbara, Calif.
Malgee, George E. (Sgt.)	64 West Main St., Williamson, New York
Mancini, Joseph J. (Pfc.)	3409 Bank St., Baltimore, Maryland
Marcketta, Frank J. (S/Sgt.)	13 Orchard St., Millburn, New Jersey
Matanowski, John W. (T/Sgt.)	609 19th Ave., N.E., Minneapolis, Minn.
McKelvey, Robert K. (S/Sgt.)	6426 Marquette St., St. Louis, Missouri
McKinney, Andrew J. (S/Sgt.)	367 8th Ave., New York, New York
McMillan, Joseph P. (Pfc.)	175 Durham St., Mt. Airy, N. Carolina
McNinch, Robert G. (T/Sgt.)	194 Box Ave., Buffalo, New York
Meadows, Henry E. (S/Sgt.)	Poteet, Texas
Metcalf, Joseph A. (Sgt.)	1848 West Gaulbert Ave., Louisville, Ky.
Meyer, Herbert C. (Sgt.)	4837 East 86th St., Garfield Heights, Ohio
Millar, Harold C. (T/Sgt.)	692 Nash Road, North Tonawanda, New York
Mills, Nelson Z. (S/Sgt.)	132 North St., Newburgh, New York
Mitchell, Frank C. (Sgt.)	8718 Marks St., New Orleans, Louisiana
Mitsven, Alfred L. (T/Sgt.)	Box 235, Bode, Iowa
Monahan, Joseph M. (T/Sgt.)	133 Laurel Ave., Ben Avon, Pittsburgh, Penna.
Montes, Robert Z. (Sgt.)	540 South Bernal Ave., Los Angeles, Calif.
Mortensen, Arne C. (T/Sgt.)	259 Louvaine Drive, Kenmore, New York
Muck, Karl G. (T/Sgt.)	308 Landon St., Buffalo, New York
Muckel, Edward D. (Sgt.)	35 West 27th St., Northampton, Penna.
Murley, Jay O. (M/Sgt.)	Minooka, Illinois
Murphy, Roe J. (Pfc.)	East Bend, North Carolina
Murray, Leroy F. (Cpl.)	1615 East Lycoming St., Philadelphia, Penna.
Myshrall, Thomas A. (S/Sgt.)	156 South St., Dover-Foxcroft, Maine
Nalle, Joseph S. (S/Sgt.)	77 Middle St., Geneva, New York
Neal, Kenneth C. (M/Sgt.)	1418 Kayton Ave., San Antonio, Texas
Nelson, Harold (Sgt.)	827 North 8th St., Estherville, Iowa
O'Brien, William J. (Sgt.)	2105 Burr Ave., Bronx, New York
Oldford, Norman L. (T/Sgt.)	66 Glenville Ave., Allston, Mass.
Olpin, Edward J. (Cpl.)	167 80th St., Brooklyn, New York
Oxner, Edward W. (Pvt.)	86 Neptune St., Lynn, Mass.
Papavero, Thomas G. (S/Sgt.)	1406 South Beulah St., Philadelphia, Penna.
Parisano, Domenic J. (Pvt.)	1724 Tasker St., Philadelphia, Penna.
Park, H. R. (Cpl.)	Bruning, Nebraska
Parks, Paul S. (S/Sgt.)	West Manchester, Ohio
Pasqualoni, Ferdinand (T/Sgt.)	195 Arch St., Hamden, Mass.
Patterson, Robert J. (Cpl.)	1906 42nd St., Camden, New Jersey
Pavia, Juan V. (Sgt.)	Anthony, New Mexico
Pawlings, Max V. (S/Sgt.)	1306 Thorn St., Utica, New York
Percopo, Michael J. (Pfc.)	223 Sullivan St., New York, New York
Perley, Kenneth E. (S/Sgt.)	St. David's Lane, Schenectady, New York

Perry, Clark A. (Cpl.)	Purchase St., Middleboro, Mass.
Pinto, Manuel L. (S/Sgt.)	155 Broad St., Valley Fall, R.I.
Place, Edwin W. (Cpl.)	Box 221, Damariscotta, Maine
Porter, John R. (Sgt.)	Lincoln Ave., Mars, Penna.
Pruett, William E. (Pvt.)	652 Camilla St., Memphis, Tenn.
Ramage, John T. (Sgt.)	Box 323, Woodsboro, Texas
Raymond, Robert J. (S/Sgt.)	309 Lorraine St., Bellmore, L.I. New York
Razzoog, George E. (Cpl.)	1217 Sigsbee St., S.E., Grand Rapids, Mich.
Reibe, Forrest W. (Cpl.)	608 East Block St., Eldorado, Arkansas
Reich, James H. (Cpl.)	5724 Solway St., Pittsburgh, Penna.
Reynen, Lawrence J. (T/Sgt.)	4165 South Menlo, Los Angeles, Calif.
Richardson, David F. (S/Sgt.)	2031 Harmon St., Ridgewood, L.I., New York
Rivell, Russell R. (S/Sgt.)	125 Daly St., Philadelphia, Penna.
Rucker, Edgar G. (S/Sgt.)	RFD No. 1, Box 303, Gresham, Oregon
Runyon, Ellis Jr. (Cpl.)	Hill St., Sidney, Ohio
Sandala, Joseph J. (Pvt.)	202 Ashburton Ave., Yonkers, New York
Sarver, William L. (Cpl.)	1306 North Parkerson Ave., Crowley, La.
Sauter, James A. (Cpl.)	776 Atwells Ave., Providence, Rhode Island
Scavone, Joseph Jr. (Cpl.)	20 Melrose St., Brooklyn, New York
Schultz, Joyce R. (T/Sgt.)	RFD No. 1, Walkerton, Indiana
Scoggins, Benjamin R. (Sgt.)	Route No. 3, Town Creek, Alabama
Scott, J. D. (Pfc.)	Lexington, Tenn.
Shores, Harold L. (Sgt.)	General Delivery, Eva, Oklahoma
Shuford, Robert L. (Sgt.)	RFD No. 6, Box 354, Statesville, N. Carolina
Shupe, Ralph H. (T/Sgt.)	RFD No. 1, Fries, Virginia.
Simton, Arthur J. (Sgt.)	2180 Holland Ave., Bronx, New York
Slotkin, Abe. A. (Pfc.)	102 West 16th St., Bayonne, New Jersey
Smith, Arthur R. (T/Sgt.)	Chalmers, Indiana
Smith, John H. (Sgt.)	413 Ballard St., Ypsilanti, Michigan
Smith, Raymond M. (Cpl.)	Ethel, West Virginia
Smith, Wayne L. (Cpl.)	RFD No. 1, Eldorado, Illinois
Sokol, George J. (Cpl.)	1629 Woolsey St., Schenectady, New York
Speer, William M. (Cpl.)	318 First St., Apollo, Penna.
Spoor, John V. (S/Sgt.)	521 South Maple St., Monticello, Indiana
Stachowicz, Walter K. (Pvt.)	259 East Main St., Chicopee Falls, Mass.
Stephens, Jack P. (S/Sgt.)	857 Fraser St., S.E., Atlanta, Georgia
Stewart, Wilbert L. (Pfc.)	RFD No. 1, Chireno, Texas
Straight, Ralph H. (S/Sgt.)	916 South Port St., Elmira, New York
Stroud, Leroy Jr. (S/Sgt.)	1217½ East 61st St., Los Angeles, Calif.
Sullivan, Richard M. (Cpl.)	623 North 13½ St., Terre Haute, Indiana
Szovati, Gabor (Pfc.)	1014 Spruce St., Paulsboro, New Jersey
Talbot, Tim (Cpl.)	360 40th St., San Bernardino, Calif.
Teri, Anthony (Sgt.)	206 Middleton St., Brooklyn, New York
Thomas, Arle R. (S/Sgt.)	Dighton, Kansas
Thomason, Earl R. (Cpl.)	13 West Grand Ave., Alhambra, Calif.
Traylor, Norman E. (Sgt.)	RFD No. 1, Virden, Illinois
Trickey, Elbert E. (Sgt.)	Route No. 1, Cabot, Arkansas
Trufant, Ralph S. Jr. (Cpl.)	15 Dowses St., Everett, Mass.
Tyler, Quentin M. (Sgt.)	15614 Myrtle Ave., Harvey, Illinois
Tyler, Sherley E. (Sgt.)	Windsor Heights, West Virginia
Valentine, Harry C. (T/Sgt.)	Fairfax, South Carolina
Vass, Wilmer S. (Sgt.)	1717 Wiltshire Blvd., Huntington, W. Va.
Vest, Jess C. (Cpl.)	Box No. 1, Amsterdam, Idaho.
Vetakis, Francis J. (T/Sgt.)	312 Main St., Gallitzin, Penna.
Vincent, John P. (Pfc.)	3411 Argyle Ave., Erie, Penna.

PERSONNEL ROSTER OF 68TH SQUADRON

Voshall, Cleo H. (Cpl.)	2538 Patricia Ave., Los Angeles, Calif.
Wales, Ernest J. Jr. (Pvt.)	P.O. Box 620, Loranger, La.
Walter, Frank H. (S/Sgt.)	29 Elmwood Ave., Belleville, New Jersey
Watson, Robert C. (S/Sgt.)	Corydon, Indiana
Wellock, Harold A. (S/Sgt.)	3324 DeLavall Ave., Bronx, New York
Westbrook, Marshall J. (Pfc.)	Box 33, Omega, Georgia
Whelan, Audie M. (Sgt.)	2809 West 8th St., Los Angeles, Calif.
White, Thomas A. (Pfc.)	124 Crestmont Terrace, Collingswood, New Jersey
Whitmore, Cedric R. (S/Sgt.)	Walnut St., Gurden, Arkansas
Wilson, Charles R. (Cpl.)	2518 Prosser Ave., West Los Angeles, Calif.
Wise, Robert M. (Sgt.)	Greenville, Michigan
Wisniewski, Frank (Pvt.)	546 East 138th St., Bronx, New York
Young, Obie H. Jr. (S/Sgt.)	1205 Payne Ave., Dunbar, West Virginia
Yuen, Willie M. (S/Sgt.)	1421 Mason St., San Francisco, Calif.
Zabowski, John A. (S/Sgt.)	349 Elm St., Pittsfield, Mass.

PERSONNEL ROSTER OF 69th SQUADRON

OFFICERS

Flanigan, Robert I. (Major)	562 S. Norton St., Tucson, Ariz.
Alexander, Ralph C. (Capt.)	1030 W. Franklin St., Richmond, Va.
Algee, Ulysses S. (Capt.)	1501 Rosario St., Laredo, Tex.
Amado, Frank B. (F/O)	85 W. Springfield St., Boston, Mass.
Arenson, Jerome B. (1st Lt.)	937 S. 20th St., Newark, N.J.
Barnes, William W. (2nd Lt.)	1207 W. Michigan St., Jackson, Mich.
Bellis, George R. (2nd Lt.)	10 Lusk St., Johnson City, N.Y.
Biewend, Robert E. (1st Lt.)	600 Irwin Ave., Albion, Mich.
Brown, Charles C. (1st Lt.)	Mannsville, N.Y.
Brye, Carroll J. (1st Lt.)	603 Morrill St., Sarasota, Fla.
Cavnar, Avery N. (1st Lt.)	145 E. Park Pl., Oklahoma City, Okla.
Clift, Charles D. Jr. (1st Lt.)	2724 10th Ave., S. Birmingham, Ala.
Coakley, John J. (1st Lt.)	11 Bowen Ave., Medford, Mass.
Cole, Benjamin H. (1st Lt.)	RFD No. 2, Westminster, S.C.
Coleman, John C. (2nd Lt.)	319 Delaware Ave., West Pittston, Pa.
Colgin, Billy S. (1st Lt.)	4221 Bryn Mawr, Dallas, Texas
Cych, Frank (1st Lt.)	99 Mohy St., Buffalo, N.Y.
Daugherty, Robert W. (2nd Lt.)	748 Brawley Ave., Meadville, Penn.
Fandrich, Victor W. (2nd Lt.)	593 S. Washington St., Denver, Colo.
Fentress, Joseph M. (Capt.)	416 Nedgeworth St., Greensboro, N.C.
Fishburn, Mayhew W. (1st Lt.)	2548 E. 3rd St., Tucson, Ariz.
Fliegel, Gordon H. (Capt.)	1031 Linndrive, Cleveland, Ohio
Gable, James J. (Capt.)	382 Pine St., Akron, Ohio
Gerlach, John G. (Capt.)	Shullsburg, Wis.
Goldsmith, Chester S. (W/O)	RFD No. 3, Oxford, Ohio
Greer, George C. (1st Lt.)	Seaton, Ill.
Hanchey, Homer L. (2nd Lt.)	43 Pation Delion, Ft. Myers, Fla.
Hinga, Robert E. (1st Lt.)	14528 Strathmoor, Detroit, Mich.
Holloway, James T. (2nd Lt.)	Box 435, White Wright, Texas
Hunt, Elliot R. (2nd Lt.)	502 Main St., Winsted, Conn.
Jordan, Douglas C. (1st Lt.)	2710 Gould St., Dallas, Tex.
Jury, Ben E. (1st Lt.)	Rural Route 1, Owasso, Okla.
Kelly, Leo J. (2nd Lt.)	Rising City, Neb.
Kinsella, Edward T. (2nd Lt.)	56 Ogden Ave., Dobbs Ferry, N.Y.
Krajewske, Stanley P. (1st Lt.)	1455 Boulevard West, Hartford, Conn.
Kreppel, Walter C. (2nd Lt.)	58 Moonachie Rd., Hackensack, N.J.
Kyle, Clayton L. (2nd Lt.)	917 S. 22nd St., St. Joseph, Mo.
Laired, William O. (1st Lt.)	RFD No. 2, Box 419, Houston, Tex.
Leist, Marvin A. (1st Lt.)	Ottosen, Iowa
Leonard, Ralph N. (2nd Lt.)	57 E. 57th St., New York, N.Y.
Lilly, Ellwood C. (2nd Lt.)	10414 Wood Bridge St. N., Hollywood, Calif.
Liphart, Max P. (2nd Lt.)	415 Division St., Salem, Oregon
Liptak, James S. (1st Lt.)	634 8th Ave., Iron River, Mich.
Marble, Bruce L. Jr. (1st Lt.)	500 Ray St., Bakersfield, Calif.
Marlborough, Sidney C. Jr. (1st Lt.)	5322 Camp St., New Orleans, La.
Matush, Frank J. (1st Lt.)	920 N. 7th, Temple, Tex.
McDonnell, William A. (Capt.)	88 Jefferson St., Providence, R.I.
McCormick, Edward (1st Lt.)	Webster City, Iowa

PERSONNEL ROSTER OF 69TH SQUADRON

McCulloch, Charles H. (1st Lt.)	349 Virginia Ave., Welch, W. Va.
McNew, John P. (1st Lt.)	RFD No. 4, Carthage, Missouri
Mitchell, Coy V. (2nd Lt.)	RFD No. 9, Topeka, Kansas
Mitchell, Ralph J. Jr. (2nd Lt.)	2915 Farris Ave., Fresno, Calif.
Nichols, Gerald D. (1st Lt.)	Fairbank, Iowa
Peden, Marion W. (2nd Lt.)	4171/2 Bell Ave., Greenwood, Miss.
Perez, Alfonso E. (2nd Lt.)	2635 Arvia St., Los Angeles, Calif.
Pines, George C. (1st Lt.)	Salem, Missouri
Reilley, Robert J. (1st Lt.)	1817 Hickory St., Houston, Texas
Ries, Donald M. (2nd Lt.)	4011 50th Ave., N.E., Seattle, Wash.
Roehl, Lorenz F. (2nd Lt.)	RFD No. 1, Hamler, Ohio
Ronca, Robert F. (F/O)	1212 Harding Blvd., Norristown, Pa.
Russell, Burwell A. (Capt.)	Waverly, Georgia
Selley, Robert L. (1st Lt.)	3562 Zumstein Ave., Cincinnati, O.
Shapiro, Henry (1st Lt.)	Irondale Road, Mine Hill, Dover, N.J.
Skolnik, William (1st Lt.)	1355 E. 63rd, Chicago, Ill.
Smith, Charles P. (1st Lt.)	Independence, Va.
Stormyr, Kenneth B. (1st Lt.)	7903 14th Ave., Brooklyn, N.Y.
Thompson, Waino K. (1st Lt.)	312 N. Henry St., Madison, Wis.
Thornton, Aggie M. (1st Lt.)	205 E. Tate, Brownfield, Texas
Tillotson, Edwin W. (2nd Lt.)	505 S. Murtland Ave., Pittsburgh, Pa.
Valentine, Gerald T. (1st Lt.)	790 Ross Ave., Abilene, Texas
Walmsley, Thomas O. (1st Lt.)	144 Bidwell Ave., Staten Island, N.Y.
Weisman, Preston H. (1st Lt.)	2029 E. Newport, Milwaukee, Wis.
Willingham, Charles M. (Capt.)	7728-A Cannon Ave., University City, Mo.
Westmoreland, Bernard E. (2nd Lt.)	2132 Grand Ave., Everett, Wash.
Winberg, Robert F. (2nd Lt.)	29 Kings Parkway, Baldwin, N.Y.
Woodrich, Ernest M. (1st Lt.)	3708 N. Va. St., Oklahoma City, Okla.
Young, Desmond J. (W/O)	Box No. 468, Eureka, Calif.

ENLISTED MEN

Aalerud, Harold S. (Sgt.)	24 Bird St., Cambridge, Mass.
Abbey, Harold F. (Sgt.)	RFD No. 3, Kemp, Texas
Adams, Paul E. (Pvt.)	1436 Allen Ave., S.E., Canton, Ohio
Alexander, John D. (Sgt.)	1611 31st St., Washington, D.C.
Alie, Rauol N. (Cpl.)	40 Hough St., Dover, N.H.
Almy, Norman F. (Cpl.)	103 Bogman St., Providence, R.I.
Alperstein, Harry (Cpl.)	310 E. 56th St., N.Y., N.Y.
Ament, Richard G. (Pfc.)	219 Caldwell Ave., Wilmerding, Pa.
Anderson, William L. (Pvt.)	263 Euclid Ave., Akron, Ohio
Bair, William S. (S/Sgt.)	830 N. Lime St., Lancaster, Pa.
Baker, Alfred J. Jr. (Cpl.)	1601 Hakesley Place, Baltimore, Md.
Baner, Thomas J. (Sgt.)	Garfield Arms Hotel, Chicago, Ill.
Barkoci, Steve (Cpl.)	Box 184, Mingo Jct., Ohio
Barsuglia, Frank J. (Cpl.)	2737 N. Gratz St., Phil., Pa.
Baze, John H. (M/Sgt.)	RFD No. 3, Neosho, Mo.
Beegle, Herbert F. (M/Sgt.)	Jerome, Penn.
Belew, Robert H. Jr. (Pfc.)	1104 Jackson, Wichita, Kansas
Bender, John F. (Sgt.)	Crystal Falls, Michigan
Berardesco, Carmen A. (Sgt.)	16 North Elm St., Wallingford, Conn.
Bermingham, Joseph T. (Pfc.)	2332 Newbold Ave., Bronx, N.Y.
Biederstadt, Paul J. (Pfc.)	152 Russell Rd., Bremerton, Wash.
Blackstone, LeRoy (S/Sgt.)	133 Memorial Dr., Apt. 469, Atlanta, Ga.
Blake, Albert R. (Pfc.)	Star Route, Bebee, W. Va.
Bonewitz, Howard L. (S/Sgt.)	360 Palmer St., Wooster, Ohio
Bowman, Frank T. (Sgt.)	520 S. University Ave., Peoria, Ill.
Brown, Thomas A. Jr. (S/Sgt.)	Rt. No. 1, Smithville, Miss.

PERSONNEL ROSTER OF 69TH SQUADRON

Brown, William E. (S/Sgt.)	Banks, Alabama
Buchanan, Ronald Y. (Cpl.)	127 Ellicott St., Rochester, N.Y.
Byers, James F. Jr. (S/Sgt.)	445 20th Ave., N. East, St. Petersburg, Fla.
Callahan, Cornelius B. Jr. (Pfc.)	63-53 60th Place, Ridgewood, L.I., N.Y.
Calitri, Carmine (Pfc.)	104-31 41st Ave., Corona, Queens, N.Y.
Campbell, William H. (Pfc.)	Middleburg, Va.
Cannon, Frederick C. (S/Sgt.)	919 Maggard St., Iowa City, Iowa
Caporlingua, Frank (Cpl.)	5912 8th Ave., Brooklyn, N.Y.
Cecil, Lawrence C. (T/Sgt.)	Star Route, Culbertson, Neb.
Clubb, Bert H. (Cpl.)	2305 York St., Chattanooga, Tenn.
Code, Edward F. (Sgt.)	37-18 28th Ave., Astoria, N.Y.
Convertini, John A. (1st Sgt.)	602 East Third Ave., Columbus, Ohio
Cooper, Richard A. Jr. (Sgt.)	P.O. Box 42, Albertson, N.Y.
Crews, Clifford V. (Sgt.)	3706 E. Third St., Dayton, Ohio
Crick, Clyde A. (Sgt.)	1745 Davidson Ave., New York, N.Y.
Culley, Robert E. (T/Sgt.)	R.R. No. 1, Mt. Vernon, Ind.
Cumbo, Farley C. (Pfc.)	Haysi, Va.
Davis, Raymond E. Jr. (T/Sgt.)	57 Revere St., Portland, Maine
Deastis, Dominick (Pvt.)	62 N. Vale Ave., Dobbs Ferry, N.Y.
Derrico, Patsy V. (T/Sgt.)	16 La Salle St., Rochester, N.Y.
Diluca, Thomas (Cpl.)	510 E. Haines St., Phila., Pa.
Donathan, Ike S. Jr. (S/Sgt.)	Gen. Del., Moffett, Okla.
Donohue, Bernard F. (S/Sgt.)	36-20 168th St., Flushing, Queens, N.Y.
Drexler, Frank C. (S/Sgt.)	1012 Drackert St., Hammond, Ind.
Duran, Robert E. (Sgt.)	1224 N. 12th St., Albuquerque, N.M.
Dvorsky, Ernest F. (Sgt.)	2821 S. Avers Ave., Chicago, Ill.
Dziarnowski, Richard C. (T/Sgt.)	18 Horoner Ave., Chucktowaga, N.Y.
Eckhaus, Abraham (Sgt.)	1536 51st St., Brooklyn, N.Y.
Edgecomb, Walter C. (T/Sgt.)	Portland St., Great Works, Maine
Edwards, Robert R. (Cpl.)	41 Coe Ave., Portland, Conn.
Eissele, Carl W. Jr. (Cpl.)	5507 Benton Hts. Ave., Baltimore, Md.
Engle, Roy A. (T/Sgt.)	320 High St., Meyersdale, Pa.
Entwistle, Vernon L. (T/Sgt.)	Indian Mills RFD No. 2, Vincentown, N.J.
Evans, Aubrey L. (Sgt.)	RFD No. 2, Frisco City, Ala.
Everingham, Arthur M. (Sgt.)	4413A Hunt Ave., St. Louis, Mo.
Fanelli, Anthony G. (Sgt.)	772 44th St., Brooklyn, N.Y.
Felgner, Lyle G. (Pfc.)	538 Winchester Ave., St. Joseph, Mich.
Fell, Herbert Jr. (S/Sgt.)	1305 Taylor Ave., Idaho Falls, Idaho
Finch, James L. (Pfc.)	2608 Main, San Diego, Calif.
Fischer, Irving (S/Sgt.)	187th Beach 80th St., Rockaway Beach, N.Y.
Fleming, Claude C. (T/Sgt.)	3109 Central Ave., Ashland, Ky.
Flynt, Roger W. (Cpl.)	1148 15th Ave., Laurel, Miss.
Fogle, Bernard D. (Sgt.)	119 W. 4th St., Frederick, Md.
Freeman, Paul L. (Sgt.)	RFD No. 4, Vinita, Okla.
Friedl, Ernest C. (S/Sgt.)	3136 11th St., Port Arthur, Texas
Fry, Robert N. (Sgt.)	529 High St., Keokuk, Iowa
Funkhouser, Upton A. (Pvt.)	Rowlesburg, W. Va.
Frank, George H. (Pfc.)	1118 Maple Ave., Rocky Ford, Colo.
Galkowski, Robert J. (Pfc.)	4325 Jacob St., Wheeling, W.Va.
Gallagher, James J. (Sgt.)	819 Chelton Ave., Germantown, Pa.
Gant, Roy K. (S/Sgt.)	1442 Cordell Ave., Columbus, Ohio
Garbacz, John W. (Sgt.)	145 Grant St., Depew, N.Y.
Gardner, Edward D. (T/Sgt.)	Stamping Ground, Ky.
Garrett, Clarence S. (Cpl.)	396 Carey Ave., Wilkes Barre, Penn.
Geisel, Clyde H. (Cpl.)	103 E. Maine St., Union Town, Pa.
Gentile, Frank S. (Pfc.)	652 Elm St., Buffalo, N.Y.
Gerhardt, Joseph S. (Sgt.)	5911 48th St., Seattle, Wash.
Giannandre, Adolph (S/Sgt.)	167 Maine St., Tottenville SI, N.Y.
Gibson, James C. (T/Sgt.)	Cleveland Ave., Kings Mountain, N.C.
Gildermeister, Alfred (Sgt.)	1424 S. 19th St., LaCrosse, Wis.

Ginsberg, Abraham (Sgt.)	2072 Davidson Ave., Bronx, N.Y.
Goldstein, Hyman (Cpl.)	3801 18th Ave., Brooklyn, N.Y.
Good, James H. (Sgt.)	RFD No. 1, Irwin, Pa.
Gordan, Nikolas (Pfc.)	3806 Parrish Ave., East Chicago, Ind.
Gory, James D. (Pvt.)	Sherman, Miss.
Grafe, William J. (S/Sgt.)	38 51st St., West New York, N.J.
Grant, Clifton E. (Cpl.)	38 Bramhall St., Portland, Me.
Grantham, Leonard E. (S/Sgt.)	304½ Burlington Ave., Logansport, Ind.
Griglak, Joseph A. (Sgt.)	137 East Ave., Mt. Carmel, Pa.
Gritz, Ferdinard W. (T/Sgt.)	Stratford, Conn.
Grosjean, John W. (Cpl.)	1517 61st St., Kenosha, Wis.
Grummert, Orland W. (Cpl.)	RFD No. 1, Plymouth, Neb.
Gugliotte, Anthony G. (T/Sgt.)	Benson St., W. Haverstraw, N.Y.
Haber, William J. (Sgt.)	3114 Cedar St., Phila., Pa.
Hakimian, George (Sgt.)	2216 12th St., Troy, N.Y.
Hammell, Raymond W. (Pfc.)	847 Monmouth Rd., Union, N.J.
Hanvey, Joseph M. (S/Sgt.)	143-51 230th St., Laurelton, L.I., N.Y.
Harlan, William J. (T/Sgt.)	1443 Ridge Ave., Zanesville, Ohio
Haralson, James H. (Sgt.)	General Delivery, Hickory Valley, Tenn.
Hartman, Charles E. (Sgt.)	Hendricks, Pa.
Hartsel, George E. (Pvt.)	RFD No. 1, Avon Lake, Ohio
Havercamp, Max D. (S/Sgt.)	2306 N. 7th St., Terre Haute, Ind.
Hayes, Raymond T. (Sgt.)	906 Prospect Ave., Scranton, Pa.
Hays, John C. Jr. (Pfc.)	RFD No. 2, Hunt Rd., Sharpsburg, Pa.
Heien, Maynard F. (Cpl.)	Cusick, Wash.
Henson, Ralph E. (Sgt.)	314 Park St., Elgin, Ill.
Hillman, Kenneth V. (Pvt.)	71 Cushman Road, Scarsdale, N.Y.
Hinkeldey, Louis (Pfc.)	16 E. Madison Ave., Collingswood, N.J.
Hoffman, Francis C. (Pvt.)	1100 N. Booth St., Dubuque, Iowa
Hogle, James W, Jr. (Pvt.)	386 Myrtle Ave., Bridgeport, Conn.
Holben, Robert J. (Sgt.)	RFD No. 1, Dimondale, Mich.
Houghton, Robert C. (Pvt.)	Whitney Point, N.Y.
Hubalik, John (Pfc.)	5237 S. Seeley Ave., Chicago, Ill.
Huckeby, James T. (T/Sgt.)	RFD No. 1, Henshaw, Ky.
Hultgren, Glenn R. (T/Sgt.)	413 Sibley Ave., N. Litchfield, Minn.
Humphrey, Donald C. (M/Sgt.)	Webster, N.Y.
Hurley, Robert E. (Sgt.)	31 Glover Ave., Quincy, Mass.
Iatomase, Nicholas (Cpl.)	207 Washington St., Newburgh, N.Y.
Iler, Arthur H. (S/Sgt.)	River St., Avon, N.Y.
Inge, Marcus W. (Sgt.)	RFD No. 2, Rogers, Tex.
Ivie, Elmer C. (S/Sgt.)	1926 Benton Ave., Granite City, Ill.
Jacobs, Calvin E. (Cpl.)	318 N. Main Springfield, Mo.
Jacobsen, Johannes J. (Sgt.)	Box 220, Lake View, Mich.
Jakucki, Zigmund L. (Sgt.)	1150 Lansdowne Ave., Camden, N.J.
Johnson, Clifford E. (S/Sgt.)	1806 Baker, Everett, Wash.
Johnson, Frank E. (Pvt.)	20 Arbor St., Lynn, Mass.
Johnson, Russell A. (Cpl.)	711 Ada, Muskegon, Mich.
Johnston, Charles W. (Sgt.)	101 W. Hallam Ave., Washington, Pa.
Jones, David O. (Cpl.)	331 Sylvan Ave., Bessemer, Ala.
Kaczanowski, Roman J. (Sgt.)	5201 S. Bishop St., Chicago, Ill.
Kasmauskas, Dominick (Sgt.)	2-8 Norris Lane, Great Neck, N.Y.
Keasling, Charles T. (Cpl.)	Rt. No. 3, Greenville, Tenn.
Kelley, Donald P. (Cpl.)	612 Himrod Ave., Youngstown, Ohio
Kiester, Charles W. (S/Sgt.)	547 Hawthorne Ave., Kittaning, Pa.
Knott, Alvin H. (Sgt.)	2108 West Leo St., Louisville, Ky.
Koesler, Anton M. (T/Sgt.)	Rt. No. 1, Muenster, Texas
Kralich, John B. (S/Sgt.)	1523 Colorado Ave., Black Eagle, Mont.
Kotter, Robert E. (Pfc.)	802 Catherine St., Metropolis, Ill.
Kucinski, George J. (Sgt.)	1704 Grand Ave., Racine, Wis.
Kupka, George C. (Pvt.)	4117 W. 25th Pl., Chicago, Ill.

Kurkian, James (Cpl.)	2 Brook Ave., Binghamton, N.Y.
Lada, Raymond F. (Sgt.)	122 Yale Terrace, Linden, N.J.
Lanpher, Caleb E. (Sgt.)	163 Augusta, Pontiac, Mich.
Leventhal, Morris (Cpl.)	230 W. 108th St., N.Y., N.Y.
Lineham, Norman F. (T/Sgt.)	27 Stewart St., Providence, R.I.
Lisanti, Dominick J. (Sgt.)	126 W. Third St., Cumberland, Md.
Love, Charles F. Jr. (S/Sgt)	149 S. Eagle Rd., Manoa, Pa.
MacMillan, Donald F. (Pvt.)	364 Old Country Road, Mineola, N.Y.
Malone, Eugene J. (Cpl.)	3001 Kentucky Ave., Baltimore, Md.
Martinez, Arthur M. (Pvt.)	436 N. Freson St., Los Angeles, Calif.
Matthews, Woodrew W. (Cpl.)	63 Madison St., Roanoke Rapids, N.C.
Matune, Stephen M. (Pfc.)	1785 E. 32nd St., Lorain, Ohio
Mayer, Zoltan S. (S/Sgt.)	245 Zolton St., Woodbridge, N.J.
McCamley, Bernard J. (S/Sgt.)	923 Prospect St., Flint, Mich.
McCarley, Len W. (S/Sgt.)	Box 480 Monroe, La.
McElhaney, Robert J. (Cpl.)	270 S. Mercer St., Greenville, Pa.
McGilverey, Leonard D. (Cpl.)	Oquawka, Ill.
McLaughlin, Harry H. (S/Sgt.)	5339 Beeman St., Dallas, Texas
McRae, George J. (T/Sgt.)	5500 Brooklyn Ave., Seattle, Wash.
Meiske, Richard F. (T/Sgt.)	RFD No. 3, Taylor, Texas
Meyer, Kenneth R. (Cpl.)	Witten, S.D.
Midgley, Robert C. (T/Sgt.)	16 Hendricks Ave., Staten Island, N.Y.
Miller, Charles C. (Cpl.)	493 Myrtle St., Phil., Pa.
Miller, Conard H. (Cpl.)	Star Motor Route, McLean, Texas
Miller, William J. (Sgt.)	312 23rd Ave., N. Minn. Minn.
Morrison, Richard I. (S/Sgt.)	RFD No. 2, Marshall, Wis.
Morrow, James V. (Cpl.)	1397 Obrig Ave., Gunnersville, Ala.
Mulligan, Francis L. (T/Sgt.)	503 Maine St., Belpre, Onio
Muska, Frank R. Jr. (S/Sgt).	RFD No. 1, Rockport, Texas
Nelson, Clifford A. (Pvt.)	1450 28th Ave., San Francisco, Calif.
Nunes, Joseph (Sgt.)	266 Wyckoff St., Brooklyn, N.Y.
Obenauf, Richard D. (Cpl.)	Berlin Center, Ohio.
Oja, Theodore S. (Sgt.)	Box 95, Iron, Minn.
Overfield, Walter C. Jr. (Pfc.)	36 E. Oakwood Place, Buffalo, N.Y.
Parrish, Charles C. (Pfc.)	330 N. 5th St., Hamilton, Ohio
Penkala, Joseph E. (S/Sgt.)	208 Winters Ave., Hazelton, Pa.
Petersen, Wesley H. (Cpl.)	10810 S. Troy St., Chicago, Ill.
Pike, Burton G. (Cpl.)	General Delivery, Bradford, Vt.
Pope, Walter R. (Pfc.)	RFD No. 2, Greene, N.Y.
Powell, Verl (Sgt.)	803 N. Morgan St., Rushville, Ind.
Price, Chester O. (Pfc.)	General Delivery, Jones, Okla.
Price, George (Pvt.)	41 West 72nd St., N.Y., N.Y.
Puglio, Dominick A. (Cpl.)	515 E. Bloomfield St., Rome, N.Y.
Pugl'si, Anthony V. (Sgt.)	553 Nott St., Schenectady, N.Y.
Ratliff, Elster S. (Cpl.)	RFD No. 1, Pideville, Ky.
Reed, Cleon M. (Cpl.)	General Delivery, Tacoma, Wash.
Reinagle, Lawrence L. (Sgt.)	RFD No. 1, Mingo Jct., Ohio
Riddle, Albert H. (Cpl.)	RFD No. 1, Mt. Pleasant, Texas
Roberts, Clarence H. (Cpl.)	RFD No. 1, Morra, N.Y.
Roberts, Harry W. (S/Sgt.)	Post Office Box 642, Windsor, Vt.
Roberts, Ralph J. (S/Sgt.)	Trevose, Pa.
Roccio, Benjamin (S/Sgt.)	Felton Ave., Box 38, Chester, Pa.
Routzahn, Carl E. (Cpl.)	6137 Yinger, Dearborn, Mich.
Ruscher, Frederick W. (S/Sgt.)	219 Poplar St., Bellview, Ky.
Schade, William H. (Sgt.)	4248 Agnes Ave., N. Hollywood, Calif.
Schaeffer, Glenn M. (Sgt.)	505 Hand Ave., Lancaster, Pa.
Schon, Joseph (Pvt.)	Mercer, North Dakota.
Scott, William C. (Pfc.)	RFD No. 2, Statesville, N.C.
Scroggin, Marion L. (Cpl.)	907 Tarkington St., Harlan, Iowa
Seel, Raymond L. (S/Sgt.)	80 W. Grand St., Elizabeth, N.J.
Sherman, Gail W. (M/Sgt.)	1008 Mt. Vernon Road, Newark, Ohio

Short, Charles W. (Cpl.)	RFD No. 1, Coopersville, Mich.
Simonds, William A. (Cpl.)	520 9th St., S.E. Washington, D.C.
Sinclair, Zoe A. (Pfc.)	2227 J. St., Sacramento, Calif.
Skrzypinski, Joseph (Cpl.)	32 W. Oakland St., Toledo, Ohio
Smith, Alfred P. (Sgt.)	RFD No. 1, Middletown, Va.
Smith, Herbie C. (Sgt.)	RFD No. 2, Box 99-A, Plant City, Florida
Spencer, Roger L. (Sgt.)	RFD No. 3, Pomeroy, Ohio
Springer, James O. (S/Sgt.)	817 N. Virginia, Terrell, Texas
Stango, Alfred T. (Sgt.)	1609 S. Broad St., Philadelphia, Pa.
Stano, John J. (Cpl.)	Iselin, Pa.
Stone, Ernest G. (Sgt.)	190 Cadwell Road, Pittsfield, Mass.
Straughan, Paul E. (T/Sgt.)	1601 S. 11½ St., Terre Haute, Ind.
Stuertz, Manuel (S/Sgt.)	1127 N. 7th St., Lincoln, Neb.
Swanson, Barry E. (Cpl.)	261 Willow St., New Haven, Conn.
Syrock, Claude E. (Sgt.)	RFD No. 2, Box 132, Van Buren, Ark.
Thompson, John S. (S/Sgt.)	16 Home St., Neptune City, N.J.
Thompson, Sidney E. (Pfc.)	RFD No. 2, Litchville, N.D.
Tocket, Neilo J. (Sgt.)	491 Broad St., Penargyl, Pa.
Tringali, Angelo (Pfc.)	4613, Leman Ave., Detroit, Mich.
Underwood, Roy J. (M/Sgt.)	106 W. Hart, San Antonio, Texas
Urban, Robert J. (Cpl.)	Butler Ave., Sciotoville, Ohio
Verna, James J. (Pvt.)	RFD No. 1, Box 162, Wheaton, Ill.
Vocaturo, Joseph (Sgt.)	319 Washington Ave., Nutley, N.J.
Waggoner, Leonidas J. (Sgt.)	c/o Miss Treadway, 4518 Drexel Blvd., Chicago, Ill.
Waldron, Arthur E. (T/Sgt.)	Genesee St., Onerde, N.Y.
Warhola, Joseph (Sgt.)	160 Basalyga St., Jessup, Pa.
Watrous, Paul J. (Cpl.)	200 S. Franklin St., Whitewater, Wis.
Watson, Clifford D. (Pfc.)	Central, Ind.
Weagly, Lawrence K. (Cpl.)	RFD No. 4, Maryville, Tenn.
Weaver, Howard B. (Pvt.)	RFD No. 1, Wheatland, Mo.
Weiss, Erwin F. (Cpl.)	RFD No. 4, Bay City, Mich.
Welch, Thomas B. (Pvt.)	Savage, Maryland
Wells, Rex C. (M/Sgt.)	511 2nd Ave., S. Charleston, W.Va.
Widener, Harry S. (Sgt.)	230 Jefferson St., Paulsboro, N.J.
Williams, Ernest H. (Sgt.)	3602 Ave. J., Brooklyn, N.Y.
Williams, Ray W. (S/Sgt.)	320 Vintage Ave., Winston-Salem, N.C.
Wilson, William O. (Cpl.)	RFD No. 2, Yantis, Texas
Winterrowd, Irvin G. (S/Sgt.)	750 W. Chestnut, Freeport, Ill.
Woldruff, Kenneth W. (S/Sgt.)	123 W. Logan St., Clarinda, Iowa
Wright, Wilbur B. (S/Sgt.)	3007 Semmes Ave., Richmond, Va.
Yancey, Cecil F. (Pfc.)	1706 Homewild St., Jackson, Mich.
Yatro, Norman (Pvt.)	1418 Prospect Ave., Bronx, N.Y.
Zabel, Richard S. (Pfc.)	3718 West Berteau Ave., Chicago, Ill.
Zygmunt, Frank J. (Pfc.)	112 Hemlock St., Wilkes Barre, Pa.

PERSONNEL ROSTER OF 70th SQUADRON

OFFICERS

McDonald, John R. (Major)	210 Highland Ave., Highland Park, Mich.
Bachman, Clayton G. (1st Lt.)	321 9th Ave., South, St. Cloud, Minn.
Brackley, Kenneth F. (1st Lt.)	333 Colusa Ave., Berkeley, Calif.
Clark, John H. (2nd Lt.)	839 Thorne Ave., Fresno, Calif.
Clift, Oscar Q. (1st Lt.)	1309 Ocean Drive, Corpus Christi, Texas
Connolly, Owen F. (1st Lt.)	110 Bedford St., Lexington, Mass.
Cunningham, James (2nd Lt.)	618 E. 2nd, Belvidere, Ill.
Daly, Arnold J. (1st Lt.)	742 S. Beech St., Casper, Wyoming
Darkenwald, Gilbert M. (2nd Lt.)	3009 Sheridan Ave., Davenport, Iowa
Downie, Robert C. (1st Lt.)	410 North St., Meyersdale, Penna.
DuBelko, Michael M. (Capt.)	P.O. Box 805, Graham, Texas
Fallon, Gerald W. (1st Lt.)	204-58 45th Drive, Bayside, L.I., N.Y.
Finkler, Floyd H. (F/O)	178 Daisetta, Texas
Fraleigh, David P. (1st Lt.)	RFD No. 1, Red Hook, Dutchess County, N.Y.
Futchs, Richard H. (2nd Lt.)	RFD, Chadbourne, North Carolina
Galusha, Max A. (1st Lt.)	326 Wakeham St., Santa Ana, Calif.
Garvin, William P. (2nd Lt.)	120 Lincoln Highway, Vallejo, Calif.
Gurr, Gordon (1st Lt.)	142 Wilson Ave., Salt Lake City, Utah
Haines, Claude J. (1st Lt.)	Mt. Morris, Penna.
Hallman, Paul R. (Capt.)	706 Hope St., Austin, Minn.
Harding, Chester K. Jr. (1st Lt.)	1147 Park Blvd., Baton Rouge, La.
Hart, Richard I. (1st Lt.)	433 Gregg St., Shillington, Penna.
Haslam, Wilson B. (1st Lt.)	7039 S. Oakes, Tacoma, Washington
Hawley, Donald C. (1st Lt.)	1421 Boren Ave., Seattle, Washington
Hayden, Elmo F. (1st Lt.)	4766 North Amherst, Portland, Oregon
Huttle, Frank G. (F/O)	187-06 122 Ave., St. Albans, L.I., N.Y.
Irving, William E. (1st Lt.)	631 Albin St., Teaneck, N.J.
Johnson, Robert A. (2nd Lt.)	904 E. Anaheim, Long Beach, Calif.
Joly, David C. (2nd Lt.)	1785 San Carlos Ave., San Carlos, Calif.
Jones, William E. (W/O)	129 Coalrun St., Ranshaw, Penna.
Josko, William J. (1st Lt.)	33 Palm St., Springfield, Mass.
Karahalios, Anthony (1st Lt.)	25 Shawmut, Lewiston, Maine
Kucich, Raymond A. (2nd Lt.)	1126 Spy Run Ave., Fort Wayne, Indiana
Lance, Cleston A. (2nd Lt.)	PO Box 112, Cove, Arkansas
Little, George F. (1st Lt.)	427 W. Main St., Laurens, S.C.
Lovelady, Isaac W. (Capt.)	5800 N.W. 54th, Oklahoma City, Okla.
Lowder, James E. (2nd Lt.)	Mt. Valley, Hot Springs, Arkansas
Lowry, Kendall C. (1st Lt.)	R.R. Loami, Illinois
Lynch, Cornelius V. (1st Lt.)	44 Coss St., Fall River, Mass.
Maidenburg, Ben (Capt.)	814 W. 3rd St., Marion, Indiana
Maiwurm, James F. (F/O)	Shreve, Ohio
Mayer, Glenn W. (2nd Lt.)	406 S. Yale, Albuquerque, New Mexico
McGehee, Paul D. Jr. (Capt.)	4 Durham Road, Bronxville, N.Y.
McGinnis, Thomas L. (1st Lt.)	R.R. No. 1, Sycamore, Kansas
McPherson, Paul (2nd Lt.)	N. 3rd St., No. 19 Lockhart, S.C.
Meschke, William O. (1st Lt.)	520 3rd Ave., S.W., Rochester, Minn.
Morrison, Russell A. (1st Lt.)	Box 446, DeLeon, Texas
Myers, James A. (1st Lt.)	1606 Francis Ave., Elkhart, Indiana

PERSONNEL ROSTER OF 70TH SQUADRON

Neave, Charles B. (2nd Lt.)	1026 Milton Ave., Janesville, Wis.
O'Shea, William J. (Capt.)	1573 Ulster St., Denver, Colorado
Overholt, Claude (2nd Lt.)	519 Haines St., Kane, Penna.
Pierson, Ralph E. (2nd Lt.)	315 E. Kenwood Ave., Decatur, Ill.
Propst, Roy N. (1st Lt.)	P.O. Box 88, McCloud, Calif.
Reed, Myles V. (2nd Lt.)	100 Aberneth Drive, Trenton, N.J.
Revlett, Harold B. (1st Lt.)	Breman, Kentucky
Rudd, Gaylord J. (1st Lt.)	4101 18th Ave., Minneapolis, Minn.
Rutherford, Edmund J. (2nd Lt.)	Euclid, Minnesota
Shofstall, John D. (2nd Lt.)	315 N. Gulley Road, Dearborn, Mich.
Shulock, Nick (2nd Lt.)	Box 192, United, Penna.
Sigler, Donald H. (Capt.)	835 S. Menlo Ave., Sioux Falls, S.D.
Slade, Walter J. (1st Lt.)	Bay Shore Blvd., Rochester, N.Y.
Slover, George H. (2nd Lt.)	Box 374, Paducah, Texas
Small, Lewis P. (1st Lt.)	RFD No. 1, Litchfield, Maine
Smith, Marvin L. (1st Lt.)	707 Oakhill Ave., Jackson, Mich.
Smith, Robert N. (1st Lt.)	373 4th St., Manistee, Michigan
Steakley, George D. (1st Lt.)	2041 N. 9th St., Abilene, Texas
Taylor, Harold B. (1st Lt.)	11701 Lowe Ave., Chicago, Ill.
Trezza, Alphonse F. (1st Lt.)	2214 Morris St., Philadelphia, Penna.
Venhorst, Francis G. (1st Lt.)	1447 1st Ave., E., Cedar Rapids, Iowa
Ward, Charles F. (1st Lt.)	190 Oak St., Indian Orchard, Mass.
Waxler, George W. (2nd Lt.)	1208 Jefferson St., Lawrenceville, Ill.
Whitney, Harry P. (1st Lt.)	807 Thayer Ave., Ashtabula, Ohio
Williams, Walter P. (1st Lt.)	1501 Canterbury Road, Raleigh, N.C.
Wilson, Harry W. (Capt.)	Hollis, Okla.
Wolf, Arthur S. (1st Lt.)	218-04 132nd Rd., Springfield Gardens, L.I., N.Y.
Woods, John B. (1st Lt.)	Box 97, Mankins, Texas
Wysong, James N. (2nd Lt.)	Palouse, Washington

ENLISTED MEN

Abate, Charles M. (Pfc.)	4 Hall St., Lawrence, Mass.
Adams, Carroll D. (Cpl.)	904 Arsenal Ave., Fayetteville, N.C.
Aernouts, Raymond J. (T/Sgt.)	1566 Hamilton Ave., Grand Rapids, Michigan
Albanese, John (Cpl.)	112 E. White St., Champaign, Ill.
Allensworth, Marion D. (Pvt.)	600 Front St., Middleport, Ohio
Anderson, Malcolm L. (Cpl.)	1817 E. 83rd St., Los Angeles, Calif.
Arnold, David E. (S/Sgt.)	Valley View Road, Minneapolis, Minn.
Ashcraft, Ruel R. (Sgt.)	679 Capp St., San Francisco, Calif.
Auld, Robert C. (Sgt.)	227 N. Market St., Shawnee, Okla.
Bahr, Robert J. (M/Sgt.)	3027 W. Bliet St., Milwaukee, Wis.
Barager, Harry C. (M/Sgt.)	Granite Falls, Minn.
Barczykowski, Martin B. (Pfc.)	307 Paderewski Dr., Buffalo, N.Y.
Bava, Vito A. (Pfc.)	328 E. 14th St., Chicago Heights, Illinois
Beder, Mac (Pvt.)	1244 Grant Ave., New York
Bennett, Gordon (1st Sgt.)	2104 Rockmoor, Austin, Texas
Berschell, Eldon F. (Sgt.)	RFD No. 2, Nashua, Iowa
Bielinski, Edward J. (S/Sgt.)	630 Dundaff St., Dickson City, Pa.
Bland, Mortimer A. (S/Sgt.)	683 Juniper St., N.E., Apt. B1, Atlanta, Ga.
Blanks, James T. (S/Sgt.)	710 Arlington Ave., Greensboro, N.C.
Bost, Donald P. (Sgt.)	1112 Bessica St., Wilkinsburg, Penna.
Bowden, Melvin A. (Cpl.)	Boston, Pennsylvania
Bradley, Leland H. Jr. (Sgt.)	1703 Main St., Knoxville, Iowa
Brafman, Alexander E. (T/Sgt.)	18 E. 199 St., c/o Fainglas, New York, N.Y.
Brehmer, Bernhardt W. (Sgt.)	142 Skillmen Terrace, Saddle River, N.J.
Brobek, Charles E. (Cpl.)	Route No. 1, Richwood, Ohio
Brokhoff, George F. (T/Sgt.)	931 Pottsville St., Mechanicsville, Penna.

PERSONNEL ROSTER OF 70TH SQUADRON

Brooks, Leonard J. (Sgt.)	Moriah, New York
Bruno, Samuel A. (Sgt.)	160 Sycamore St., Pittsburgh, Pa.
Brust, Neil G. (Cpl.)	634 S. Savage St., Baltimore, Md.
Buckingham, Kenneth L. (S/Sgt.)	5215 Bosworth Ave., Baltimore, Md.
Butterman, Arthur (Pfc.)	31 Main St., Tarrytown, N.Y.
Byrne, Robert F. (Cpl.)	Laclede, Missouri
Cantwell, Jack E. (S/Sgt.)	574 Centennial Ave., Trenton, N.J.
Carlton, Charlie S. (Cpl.)	Route No. 2, Halifax, Va.
Carver, Chadwick J. (Sgt.)	RFD No. 1, Frederickstown, Ohio
Casey, James J. (Cpl.)	558 W. 184th St., Los Angeles, Calif.
Chancellor, Fred N. (Sgt.)	Route No. 1, Fordson, Georgia
Childress, Albert E. (Cpl.)	Route No. 1, Hot Springs, Arkansas
Cicotello, Paul J. (Cpl.)	1103 Lincoln Ave., Portage, Penna.
Clemente, Michael J. (Pfc.)	27 Sickles St., New York, N.Y.
Clyburn, Thomas J. (Pfc.)	Cliff Top, West Virginia
Cohen, David (Cpl.)	2198 Cruger Ave., Bronx, New York
Collins, Richard S. (Pfc.)	5627 Fleming Ave., Oakland, Calif.
Coughlin, Charles E. (S/Sgt.)	7657 S. Morgan St., Chicago, Ill.
Coverdale, James E. (Cpl.)	240 S. 8th St., Noblesville, Ind.
Custalow, Jacob V. (Pfc.)	Sweethall, Virginia
D'Ambrosio, Alphonse V. (Sgt.)	Fitch St., North Haven, Conn.
D'Amico, Dominic F. (Cpl.)	751 Metropolitan Ave., Brooklyn, N.Y.
Davis, Nolen (Cpl.)	44 Lincoln Ave., Pontiac, Mich.
DeSantis, Joseph M. (S/Sgt.)	Fonda, New York
DeVoe, Melvin R. (Pfc.)	52 Main St., Port Washington, N.Y.
Didocka, Joe (Sgt.)	R.R. No. 1, Vermont St., Westville, Illinois
DiDonato, Louis M. (S/Sgt.)	6920 Ft. Hamilton Parkway, Brooklyn, N.Y.
Dotts, Jonathan D. (Sgt.)	Highland St., Avis, Penna.
Drawdy, Charles F. (Cpl.)	611 N. Main St., Graham, N.C.
Edelson, James (Pfc.)	2912 168th St., Flushing, N.Y.
Foran, Russell J. (Cpl.)	573 Cambridge St., Worcester, Mass.
Ford, Edgar M. (S/Sgt.)	Hanover, Md.
Forehand, Luther O. (Pvt.)	Redlands, San Bernardino, Calif.
Fragala, Joseph J. (Pfc.)	98 Park St., Lawrence, Mass.
Frieman, Jack (Cpl.)	866 Broadway, Bayonne, N.J.
Galloway, Lee E. (M/Sgt.)	Box 222, Highlands, Texas
Gardner, Damon H. (Pfc.)	310 35th St., N.E., Cedar Rapids, Iowa
Gaston, Henry A. (Sgt.)	10 South Kirklyn Ave., Upper Darby, Penna.
Gawreluk, Harry G. (Sgt.)	92 South Side Ave., Sommerville, New Jersey
Gibson, Flavius M. (M/Sgt.)	1915 S. 2nd St., Louisville, Ky.
Gladys, Edward R. (Sgt.)	328 Fairfield Ave., Johnstown, Pa.
Griswold, Don M. Jr. (T/Sgt.)	596 W. North St., Geneva, N.Y.
Gustafson, Gordon A. (Cpl.)	319 E. 29th St., Erie, Penna.
Guyot, Douglas E. (Sgt.)	1224 S. Homan Ave., Chicago, Ill.
Gwynn, Lawrence D. (T/Sgt.)	502 S. Cherokee, Hennessey, Okla.
Hakala, John A. (Cpl.)	Box 58, Embarrass, Minn.
Halfpenny, Philip A. (S/Sgt.)	Rosewood Ave., Lewiston, Penna.
Hanby, Harry B. (Cpl.)	245 Copeland Ave., Lyndhurst, N.J.
Harmon, William H. (Sgt.)	3 Mountain Ave., Greenville, S.C.
Harrell, James M. (Sgt.)	312 Van Ave., Shelbyville, Ind.
Harwell, Russell L. (S/Sgt.)	Mooresville, North Carolina
Hennessey, John J. (Cpl.)	12 Chapman St., Binghamton, N.Y.
Hennessey, Leo F. (S/Sgt.)	243 East St., Attleboro, Mass.
Hettenbach, Harold H. (T/Sgt.)	3308 Mt. Vernon Ave., Evansville, Ind.
Hiss, Robert J. (Pfc.)	300 Charles St., Plymouth, Ind.
Hosking, Ronald G. (S/Sgt.)	239 Ney St., San Francisco, Calif.
Howanski, Peter (Pfc.)	11 Pleasant St., Maynard, Mass.
Hoy, Harold E. (Pfc.)	RFD No. 3, Bellefonte, Penna.
Huchton, Walter B. (T/Sgt.)	General Delivery, Muenster, Texas
Huntzinger, Sidney A. (M/Sgt.)	General Delivery, Flagler, Colo.

Hurrie, Robert J. (S/Sgt.)	53 Crescent Ave., Dorchester, Mass.
Hutchinson, Charles L. (S/Sgt.)	1762 S. Park Ave., Buffalo, N.Y.
Hutka, Joseph T. (Sgt.)	16 Kirby St., East Port Chester, Connecticut
Jennings, Fred T. (S/Sgt.)	505 E. Walnut St., Salina, Kansas
Jewell, George P. (Pfc.)	Fair St., Carmel, New York.
Johnson, Donald E. (Pvt.)	374 S. Pearl St., Galesburg, Ill.
Johnson, John F. (Cpl.)	207 Trade St., Burlington, N.C.
Karsh, Norman (Sgt.)	2076 Daly Ave., Bronx, New York
Kidd, Jay T. (Cpl.)	Route No. 2, Huntersville, N.C.
Kindleburg, Lewis A. (Cpl.)	Box 253, Wingdale, New York
Kiser, Dexter W. (Sgt.)	2909 Whiting Ave., Charlotte, N.C.
Knowles, Lemuel A. (S/Sgt.)	Norris City, Illinois
Kuechle, Melvin D. (T/Sgt.)	11 Schuele Ave., Buffalo, N.Y.
Larger, Urban B. (T/Sgt.)	RFD No. 1, Fort Loramie, Shelby County, Ohio
Lawrence, Wilbur V. (Cpl.)	49 Kenneth St., Hartford, Conn.
Leach, Gailard W. (Pfc.)	RFD No. 2, Jerusalem, Ohio
Leibengood, Edwin F. (Pvt.)	543 Chestnut St., Waukegan, Ill.
Lesser, Leonard J. (Cpl.)	193 Columbia St., Brooklyn, N.Y.
Levasseur, Russell J. (Cpl.)	835 Cottage St., Pawtucket, R.I.
Levine, Morton (S/Sgt.)	1255 Stratford Ave., New York, N.Y.
Levy, Donnie G. (Sgt.)	Box 32, Yucca, Arizona
Lewandowski, Joseph B. (Cpl.)	217 Porterfield St., Pittsburgh, Pa.
Lombardi, Ralph M. (Sgt.)	517 S. Main St., Sharon, Mass.
Lunsford, Robert J. (Pvt.)	434 W. 9th St., New Port, Ky.
Lusty, Walter S. (Sgt.)	837 Lake St., Salt Lake City, Utah
MacDonald, Joseph K. (Cpl.)	Garside Ave., Mountainview, N.J.
Madyk, Frank (S/Sgt.)	Box 255, Pennsylvania
Maitland, John L. (Sgt.)	370 N. Mam St., Wellsville, N.Y.
Malmberg, Harry K. (Pfc.)	64 West 165th St., Bronx, N.Y.
Manny, John C. (Pvt.)	332 W. Franklin St., Naperville, Ill.
Marcello, John T. (Sgt.)	1813 Morris St., Phila., Pa.
Mayberry, Richard O. (Pfc.)	713 South 9th St., Cambridge, Ohio
McAulay, John J. (Cpl.)	10 Bartlett Terrace, Boston, Mass.
McCarron, Peter D. (S/Sgt.)	Sherburn, Minn.
McClement, James M. (S/Sgt.)	Hawk Run, Penna.
McGrath, John J. Jr. (Pfc.)	517 McKean St., Phila., Penna.
McGuire, Cornelius S. (Pvt.)	5116 Ogden St., Phila., Penna.
McMillian, Arthur G. (Cpl.)	RFD No. 1, Cana, Virginia
Meathenia, L. A. (Sgt.)	605 S. Wall St., Chamrock, Texas
Melick, Rudolph (Cpl.)	1208 South Wayne Ave., Dayton, Ohio
Messenger, Loren D. (T/Sgt.)	Eustis, Nebraska
Michmerhuizen, Maurice E. (Sgt.)	248 James St., S.E., Grand Rapids, Michigan
Miley, Arthur G. (Pfc.)	Orbisonia, Penna.
Miller, Charles W. (Pfc.)	RFD No. 2, St. Clair, Mo.
Morneau, Lionel C. (Sgt.)	312 Coos St., Berlin, N.H.
Morrison, John J. (Pfc.)	1 Puritan Ave., Dorchester, Mass.
Morrow, Neil V. (Cpl.)	108 N. Sherman St., Okmulgee, Okla.
Mulliken, Russell W. (Sgt.)	Route No. 2, Inola, Okla.
Murray, Frank J. (Cpl.)	135 Belmont Ave., Newark, N.J.
Nettleton, John C. (T/Sgt.)	Route No. 1, Capron, Illinois
Newman, Albert J. (T/Sgt.)	379 N. Main St., Wilkes Barre, Penna.
Nordberg, Ernest B. (Cpl.)	810 E. 4th St., Duluth, Minn.
O'Donnell, William J. (Cpl.)	784 Lakeview Ave., Birmingham, Mich.
Ostrowski, Bernard W. (Pfc.)	646 E. 6th St., New York, N.Y.
Papelian, Charles (Cpl.)	1555 Fulton Ave., Bronx, New York
Parker, Cecil M. (S/Sgt.)	Gen. Del., Jacksboro, Tenn.
Pearson, Charles A. Jr. (Pfc.)	Route No. 1, Nashotah, Wis.
Peck, James C. (Cpl.)	309 Crain Ave., Kent, Ohio
Pheta, Richard W. (Pfc.)	40 Durgin St., Rochester, N.Y.
Perconti, Michael H. (Cpl.)	5145 Melrose St., Chicago, Ill.

Peterson, Clinton D. (Sgt.)	Loa, Utah
Pierce, William D. (T/Sgt.)	Route No. 2, Manchester, Okla.
Pilon, Harold L. (Sgt.)	208 Woodside Ave., Essexville, Mich.
Placker, Robert M. (T/Sgt.)	RFD No. 2, Horse Cave, Kentucky
Poehls, Ewald M. (Cpl.)	Clinton Hotel, Colo. Springs, Colo.
Pogue, Raymond M. (Sgt.)	906 Fifth N.E., Ardmore, Okla.
Poillucci, Arthur T. (S/Sgt.)	1 Clapp Ave., Wappingers Falls, New York
Poncin, Lawrence G. (Pvt.)	8051 S. Halsted St., Chicago, Ill.
Pond, Lawrence C. (Sgt.)	20 Botolph St., Melrose, Mass.
Pond, Sidney M. (Sgt.)	115 Main St., Easthampton, Mass.
Price, Alvin R. (Cpl.)	Poynor, Missouri
Pugh, Lindell E. (Pfc.)	Route No. 1, Box 192, Spanaway, Wash.
Pullem, Norman H. (S/Sgt.)	1110 S. 26th St., Louisville, Ky.
Redmond, Philip E. (T/Sgt.)	RFD No. 2, Westport, New York
Reed, Jake O. (T/Sgt.)	Route No. 5, Gainesville, Georgia
Reese, Jack E. (S/Sgt.)	612 Spruce St., New Castle, Penna.
Reeves, Thomas P. (S/Sgt.)	1535 Taylor Ave., Camp Taylor, Ky.
Richardson, Carl W. (Sgt.)	Vernal, Utah
Richardson, Richard (Sgt.)	123 Drace St., Rochester, Mich.
Robinson, Philip E. (Sgt.)	39 Richardson Ave., Wakefield, Mass.
Rollins, John D. (T/Sgt.)	Hermanville, Miss.
Ronald, Roy V. (Cpl.)	123 W. 7th St., Uhrichsville, Ohio
Rothfeld, Daniel J. (Sgt.)	820 E. 10th St., Brooklyn, N.Y.
Rouleau, Armand J. (Sgt.)	207 Pine St., Lewiston, Maine
Rummerfield, James A. (Sgt.)	86 S. Stout St., Blackfoot, Idaho
Ruud, Harry H. (Cpl.)	Route No. 2, Twin Valley, Minn.
Ryder, Harold I. (M/Sgt.)	221 Marathon Ave., Dayton, Ohio
Saffer, Robert J. (T/Sgt.)	118 38th St., Union City, N.J.
Sampalis, Nick (Sgt.)	540 W. 63rd St., Chicago, Illinois
Samuelian, Varoujan (Sgt.)	108 Dexter Ave., Watertown, Mass.
Schafer, Frederick P. III (Pfc.)	Grandview Ave., N. Caldwell, N.J.
Schluntz, Frank C. (Cpl.)	Huntley, Nebraska
Schmidt, Henry F. (Cpl.)	Cedar Lake, Denville, N.J.
Schwartz, Leo S. (Sgt.)	328 E. 9th Ave., Homestead, Penna.
Scott, Robert N. (Cpl.)	3091 N.W. 1st St., Miami, Fla.
Sellers, Meryl J. (Sgt.)	852 N. Market St., Loudenville, O.
Semmens, John F. (T/Sgt.)	Martha Rd., Harrington Park, N.J.
Shadle, Walter E. (Cpl.)	1507 N. 5th St., Harrisburg, Pa.
Shisler, John W. (S/Sgt.)	55 Blymer St., Delaware, Ohio
Shorey, Roger E. (Sgt.)	93 Grove St., Dover, N.H.
Sickles, Clyde R. (S/Sgt.)	RFD No. 1, Belle Vernon, Penna.
Sicorino, John A. (M/Sgt.)	6433 Mardel St., St. Louis, Mo.
Sikorski, Paul V.J. (Cpl.)	173 Steamboat Road, Great Neck, L.I., N.Y.
Simmons, Henry T. (T/Sgt.)	12 McDonald St., Saugerties, N.Y.
Simmons, William J. (T/Sgt.)	115 Lowell Ave., Utica, N.Y.
Skelly, Eugene C. (Sgt.)	102 Gravling Ave., Narberth, Penna.
Skinner, Harold C. Jr. (Sgt.)	5139 Delancey St., Phila., Penna.
Skoczylas, Stanley W. (Sgt.)	20 Kirby Ave., Lackawanna, N.Y.
Slate, Kenneth M. (Cpl.)	General Delivery, Jacksboro, Texas
Smith, Harry J. (S/Sgt.)	Minvielle Blvd., Geanerette, La.
Smith, Ian D. (Pfc.)	2712 Morgan Ave., Bronx, N.Y.
Snapps, Walter L. (Cpl.)	Route No. 1, Box 566, Monroe, Wash.
Snitofsky, Elliot (Pvt.)	2712 Cruger Ave., Bronx, N.Y.
Soscia, Nicholas E. (Cpl.)	7013 11 Ave., Brooklyn, N.Y.
Springer, Murray H. (Pvt.)	1865 E. 18th St., Brooklyn, N.Y.
Stagg, Duke G. (Pvt.)	509 Southern Ave., Hattiesburg, Miss.
Staker, Frank M. (S/Sgt.)	117 N. Randall Ave., Madison, Wis.
Stanley, Reese S. (Sgt.)	14 Schell Ave., Macon, Ga.
Steed, William E. Jr. (T/Sgt.)	518 W. 26th St., Pine Bluff, Ark.
Stormont, Leslie E. (Cpl.)	RR No. 1, Cedarville, Ohio

Strbak, Joe M. (Cpl.)	85 S. Liberty St., Blairsville, Pa.
Strnad, Joseph E. (Cpl.)	2438 S. 61st Court, Cicero, Ill.
Stuchl, Milo J. (Cpl.)	Abie, Nebraska
Sundquist, Ehard L. (Cpl.)	Route No. 1, Box 91A, Sturgeon Lake, Minn.
Sutherland, Mason D. (Pfc.)	910 Maple St., Parkersburg, W. Va.
Swartout, Glenn M. (Cpl.)	112 S. Occidental Blvd., Los Angeles, California
Swartzendruber, Maurice E. (Cpl.)	940 S. 5th St., Louisville, Ky.
Tatchell, Elmer A. (T/Sgt.)	Orville Howard, Forrestville, N.Y.
Tatum, William R. (Sgt.)	411 Hawkins Ave., Stanford, N.C.
Tebeau, Frank S. (Sgt.)	10 Eaton St., Reading, Mass.
Teller, William F. (S/Sgt.)	New Baltimore, Mich.
Thomas, Vincent (S/Sgt.)	Box 166, Laurel, Indiana
Thompson, Abe (S/Sgt.)	General Delivery, Comanche, Okla.
Thompson, Nathan S. (Sgt.)	235 S. Mountainview Rd., Elmonte, Calif.
Thompson, Roy (Sgt.)	71 E. 16th St., Paterson, N.J.
Thornton, John G. (S/Sgt.)	73-20 177th St., Flushing, N.Y.
Tolotti, Robert V. (T/Sgt.)	728 Oak St., N.W., New Philadelphia, Ohio
Tompkins, Ralph P. (S/Sgt.)	2005 W. Saratoga St., Baltimore, Md.
Traver, Carlton L. (Sgt.)	RFD, Staatsburg, N.Y.
Turney, William D. (Pfc.)	RFF No. 2, Box 148, Apollo, Penna.
Uher, John C. (Pvt.)	2927 E. 117th St., Cleveland, Ohio
Urbanek, John R. (T/Sgt.)	5339 Broad St., Pittsburgh, Penna.
Van Dyke, John W. (Cpl.)	R. No. 3, Marion, Michigan
Van Etten, David L. (M/Sgt.)	2509 Williamson Ave., Jackson, Miss.
Vaughan, William R. (Cpl.)	Route No. 2, Seminole, Okla.
Vickers, Chester E. (S/Sgt.)	Niobe, New York
Vickers, Harold E. Jr. (S/Sgt.)	39 Dellwood Rd., Worcester, Mass.
Vineyard, Leo P. (M/Sgt.)	Valles Mines, Mo.
Vogt, Edward C. (S/Sgt.)	1190 Mt. Hope Ave., Rochester, N.Y.
Vondrak, Gordon G. (Cpl.)	8412 Madison Ave., Cleveland, Ohio
Waldinger, Joseph M. (Sgt.)	620 Brooklyn Ave., New Hyde Park, N.Y.
Walker, Charles H. Jr. (S/Sgt.)	39 Autumn St., Lynn, Mass.
Wallace, Albert J. (Pfc.)	Route No. 2, Box 92, Kimbolton, Ohio
Wallace, Hampton P. (Sgt.)	1223 N. Madison St., El Dorado, Ark.
Wallace, William C. (T/Sgt.)	Route No. 1, Baxter, Tenn.
Walrath, Theron M. (Cpl.)	37 Wills St., Gouverneur, N.Y.
Ward, Oma L. (Cpl.)	224 S. Pear, Pauls Valley, Okla.
Watson, Bob (S/Sgt.)	Hermleigh, Texas
Weimer, Alexander C. (Cpl.)	5538 35th St., Milwaukee, Wisconsin
Weis, Emil E. Jr. (S/Sgt.)	1719 E. 67th St., Chicago, Ill.
Weitknecht, Walter W. (S/Sgt.)	Route No. 4, Bethlehem, Penna.
Westberg, Carl R. (Pvt.)	606 3rd Ave., Charles City, Iowa
Wilke, Raymond H. (T/Sgt.)	Route No. 1, Leigh, Nebraska
Wilson, Vernon O. (Cpl.)	Box T. 243, Ozona, Texas
Witter, Edwin A. (Cpl.)	1917 Thomas Ave., Charlotte, N.C.
Wong, Suey Y. (Pfc.)	995 N. Ventura Ave., Ventura, Calif.
Woods, Charles J. (Cpl.)	307 Hanover St., Manchester, N.H.
Workman, Francis M. (S/Sgt.)	General Delivery, Rigby, Idaho
Wright, Robert W. (Pvt.)	95 Cushing Place, Buffalo, N.Y.
Zaure, Gilbert L. (Pfc.)	8650 77th St., Woodhaven, N.Y.
Zimmer, Gerald H. (Sgt.)	235 Fillmore St., Dayton, Ohio
Zimnoch, Thaddeus (Cpl.)	763 Boulevard, Bayonne, N.J.
Zirwes, Howard J. (S/Sgt.)	717 Superior Ave., Sheboygan, Wis.

SONG OF THE TROOP CARRIER

When the last bloody sword has been broken,
When the saga of war has been told,
When the last of the heroes is cited,
I shall tell you a tale of the bold.

I shall sing a song of the transports,
The sturdiest ship in the sky.
And I'll sing you a song of the warriors,
Who ask nothing more than to fly.

Unarmored, unarmed, overladen,
Their mighty grey wings take the air,
Thru storms, the unknown, the moon's hush,
With freight that must always get there.

Huggin' the hills and the valleys,
Vaulting the cliffs and the trees,
Dodging the weather—the Zeros;
Honor the youngest of these.

Aching to fight—but quite helpless,
Yearning for speed that's not there,
Clumsy with freight—out of balance,
Chained to the flight of despair.

You can't slug it out with a Mitsu,
You can't run—you haven't the speed;
So it's hide in the trees or the weather,
But take it thru—stick to the creed.

The wounded on board are your cargo,
You're shackled to rudder and wheel,
No chutes, no belts, and no life rafts,
You'll slam thru to hell if you fail.

For the engines on board for a Lightning
Are grounding a fighter tonight,
While a dozen or twenty-odd Zeros
Will live till she's back in the fight.

Take it thru! Take it thru! is your war cry.
To hell with the flak in your way.
To hell with the Nip and the weather,
Your number was called yesterday.

You're living because you've been lucky,
But possibly—could it be so,
Some bright angel rides there beside you?
Ride her boy, win, place or show.

This is the song of the Troop Carrier,
Weary many a mile.
A song of the crews that ride them
Down into hell with a smile.

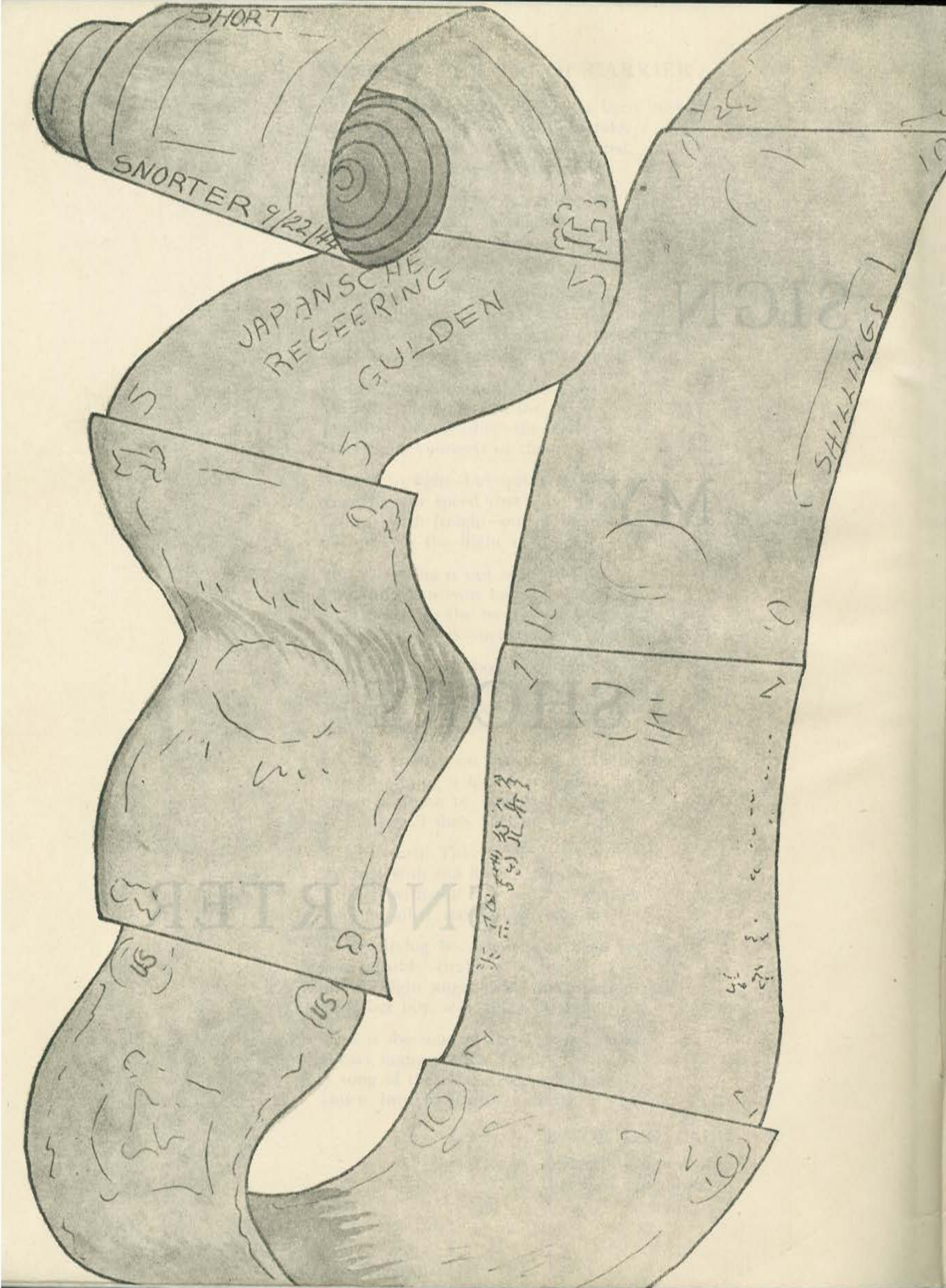
MAJOR J. H. PAUL,
Formerly assigned to
the 65th Squadron.

SIGN

MY

SHORT

SNORTER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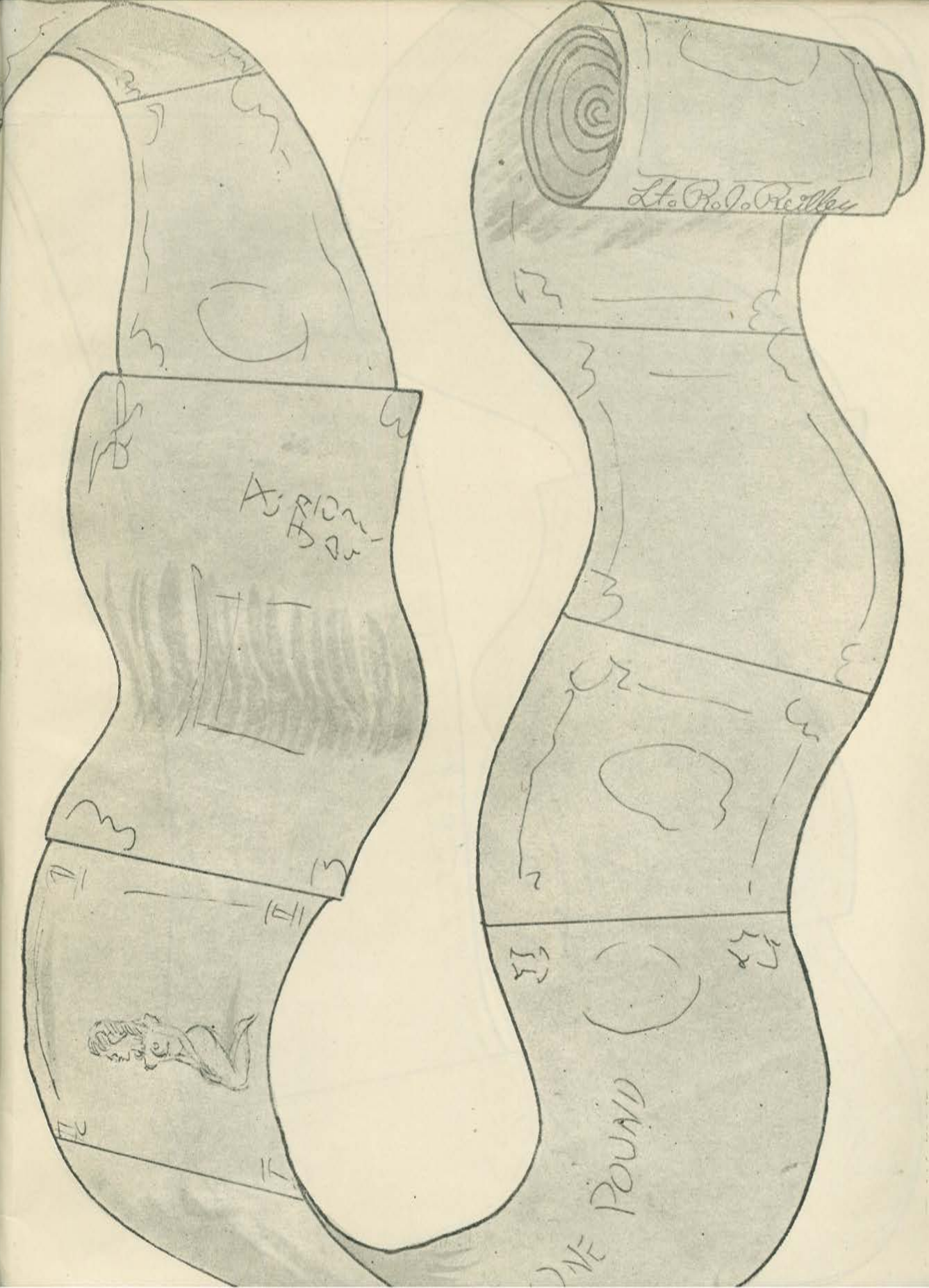
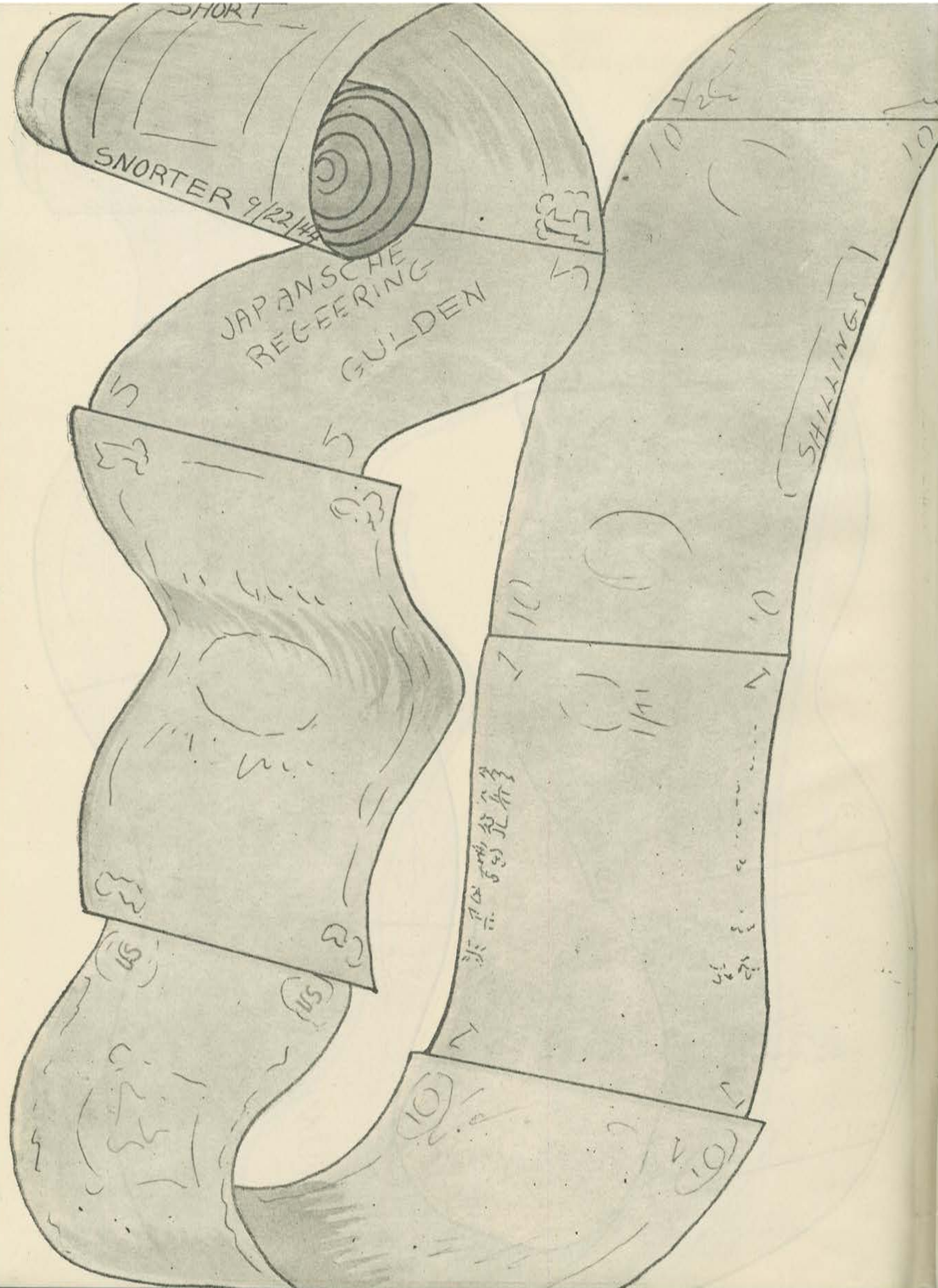
REGEERING
GULDEN
SHILLINGS


Lt. R. I. Reilley
ONE ROUND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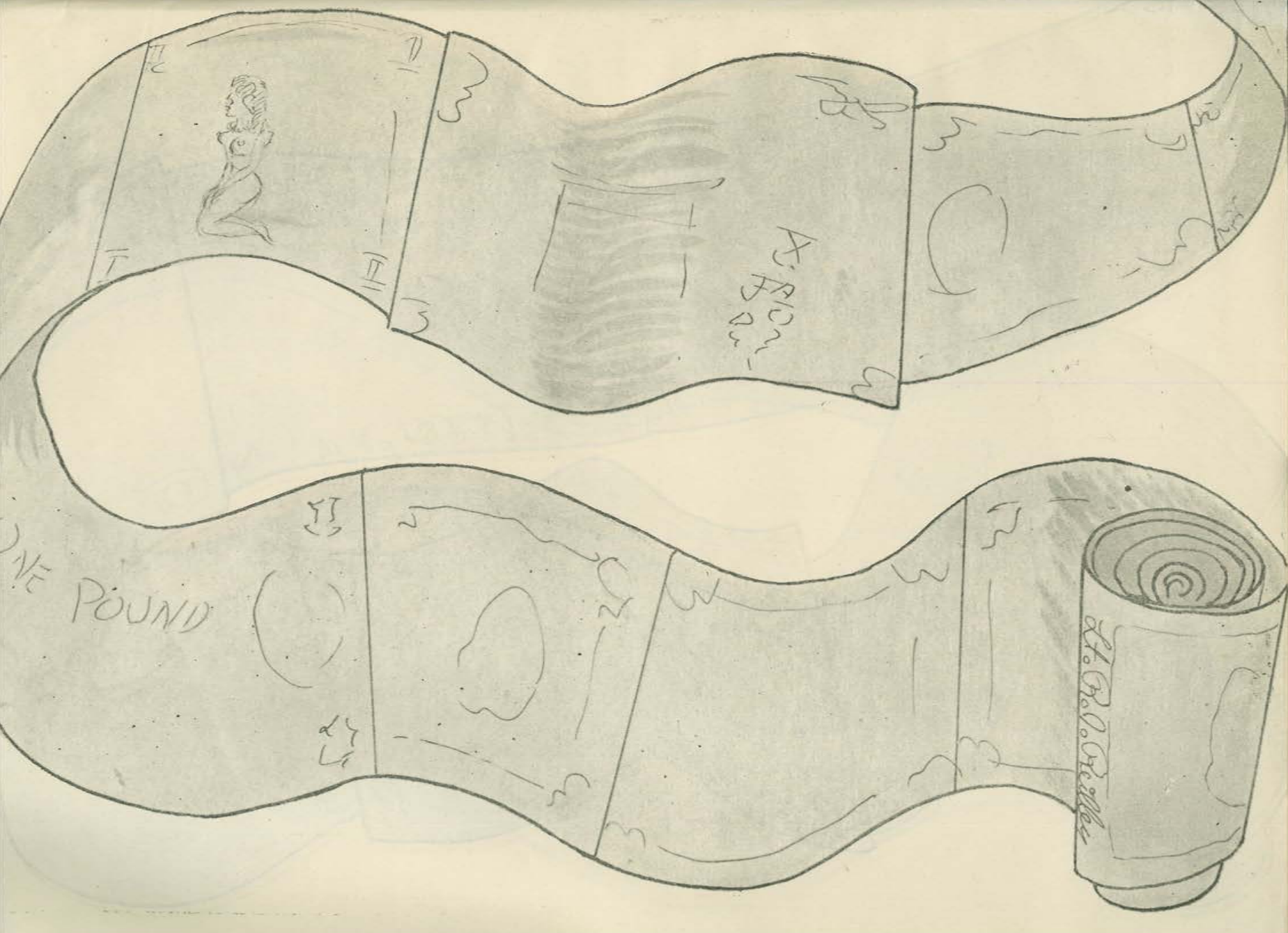
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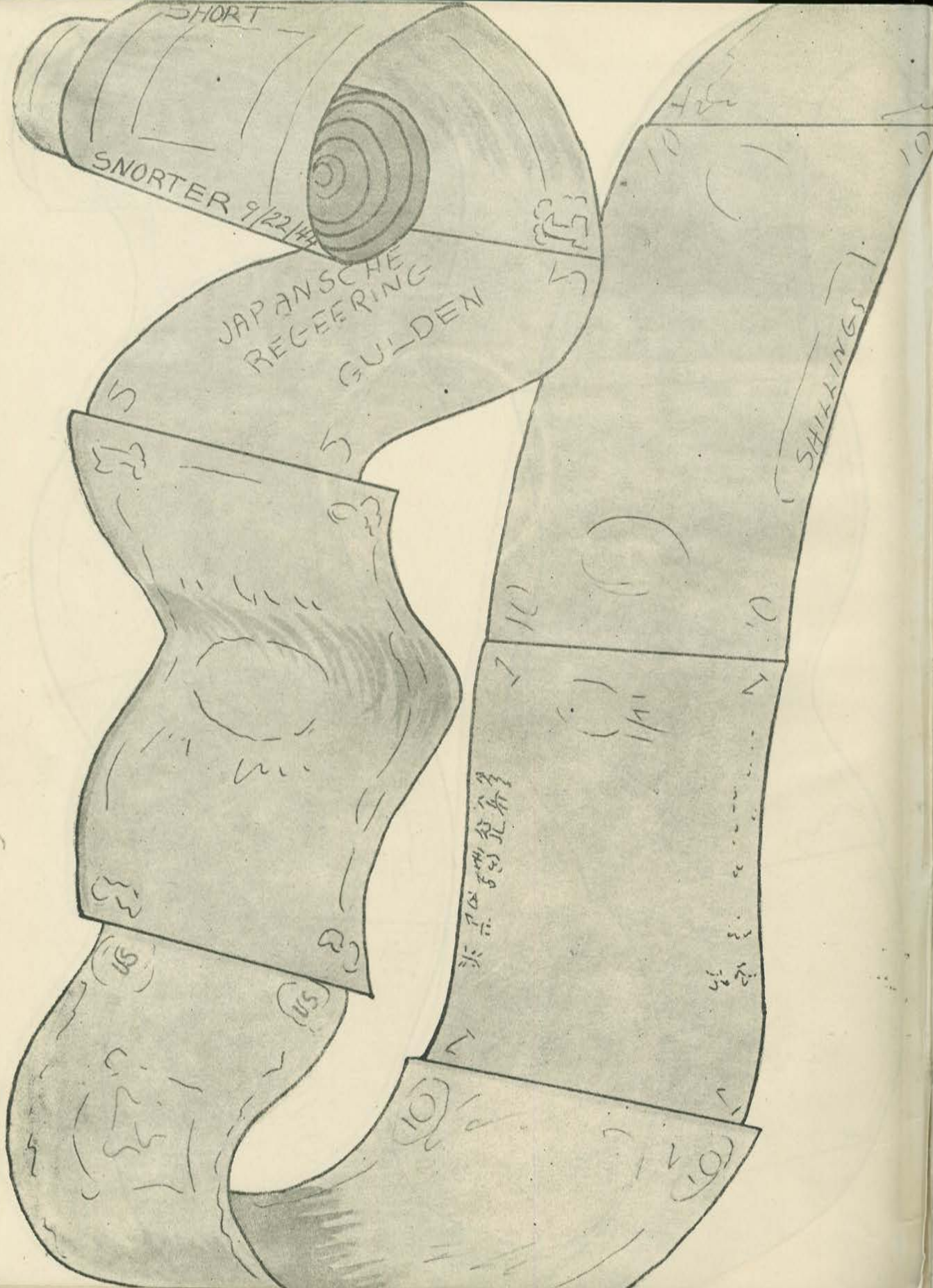
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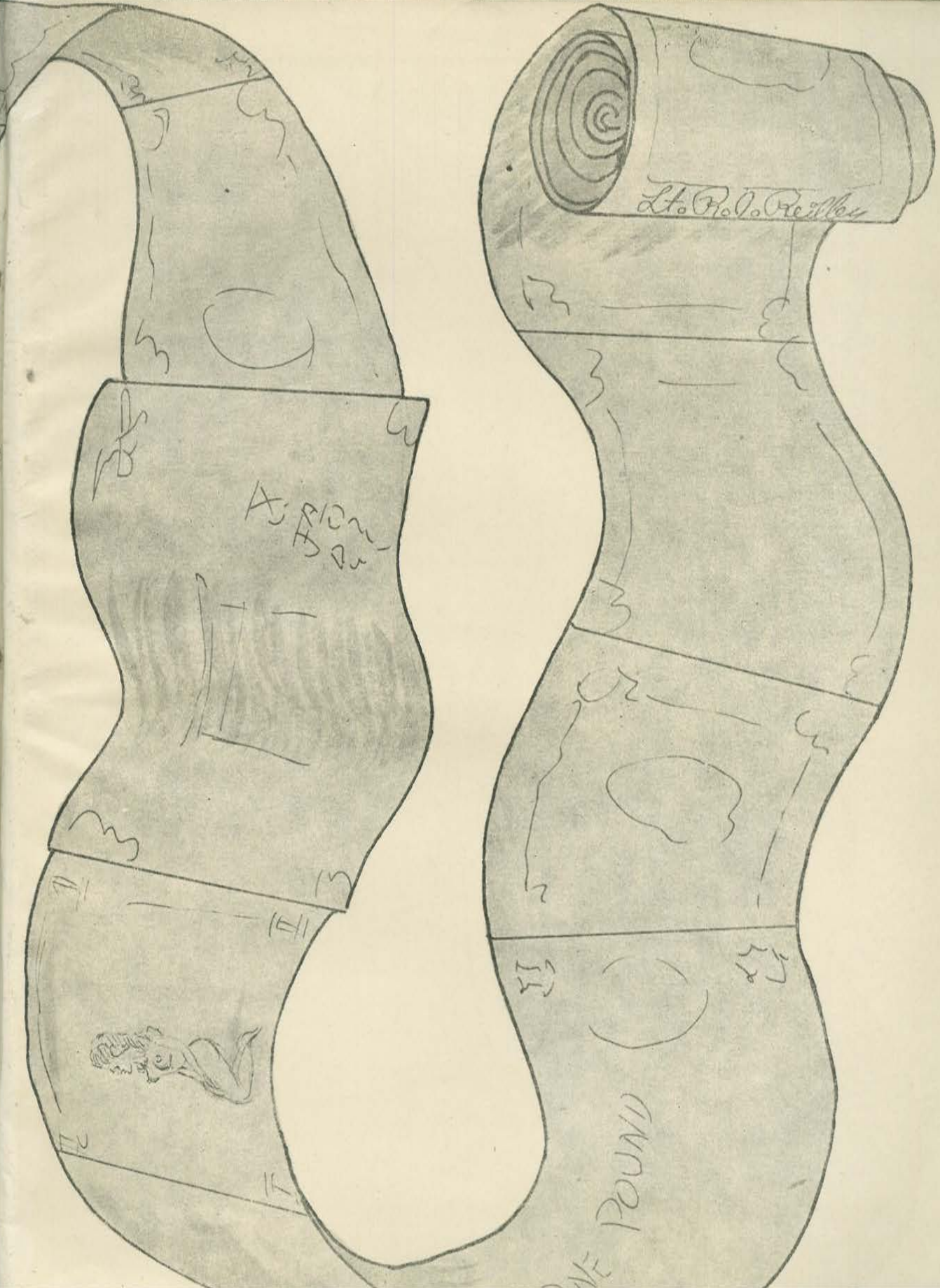
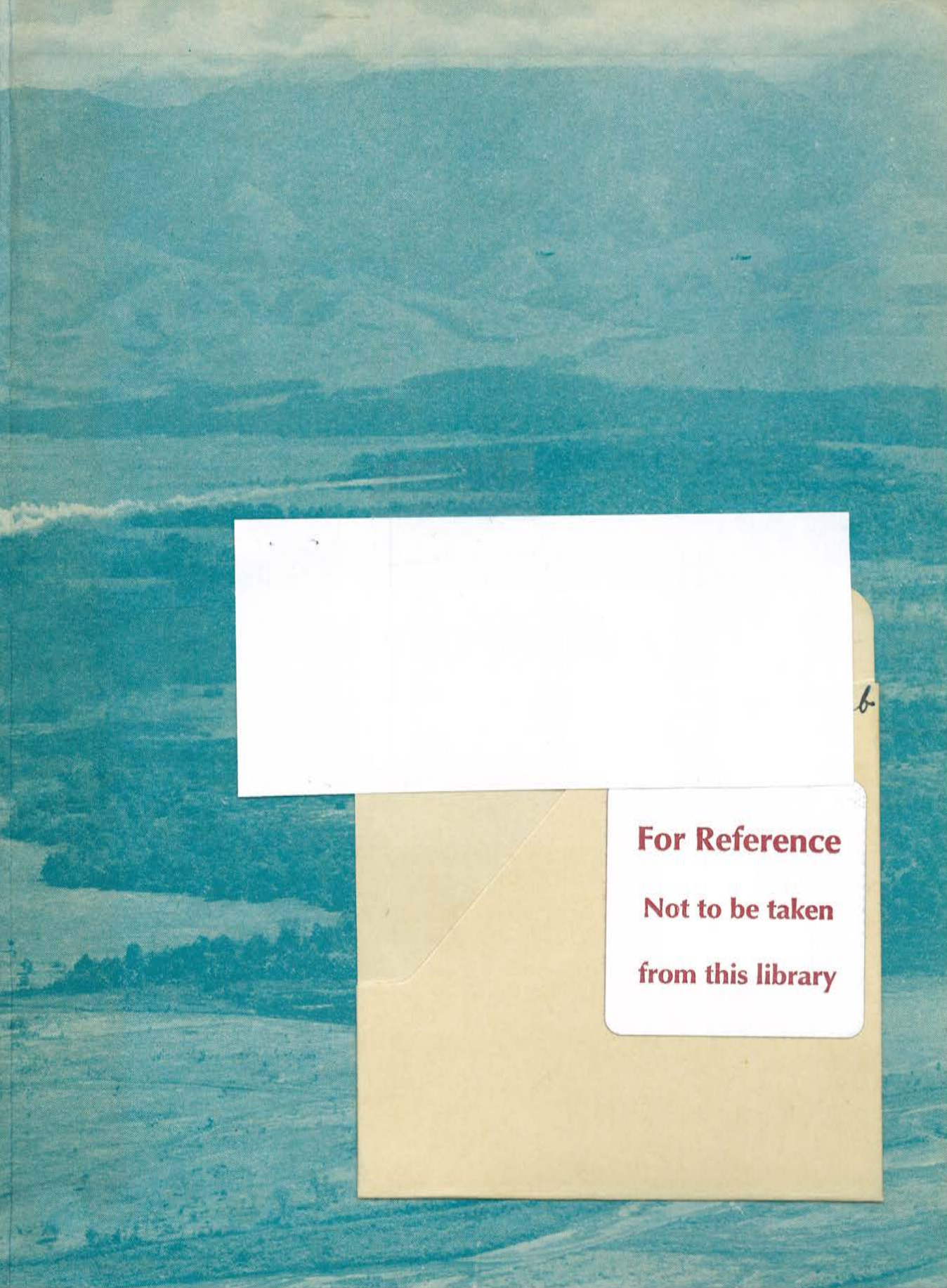

Lt. R.O. Reeves
ONE POUND

U.S. Army air forces. 433rd troop carrier group

"

T.a.R.



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