

1946

From Dobodura to Okinawa: history of 308th Bombardment Wing

Robert R. Herring

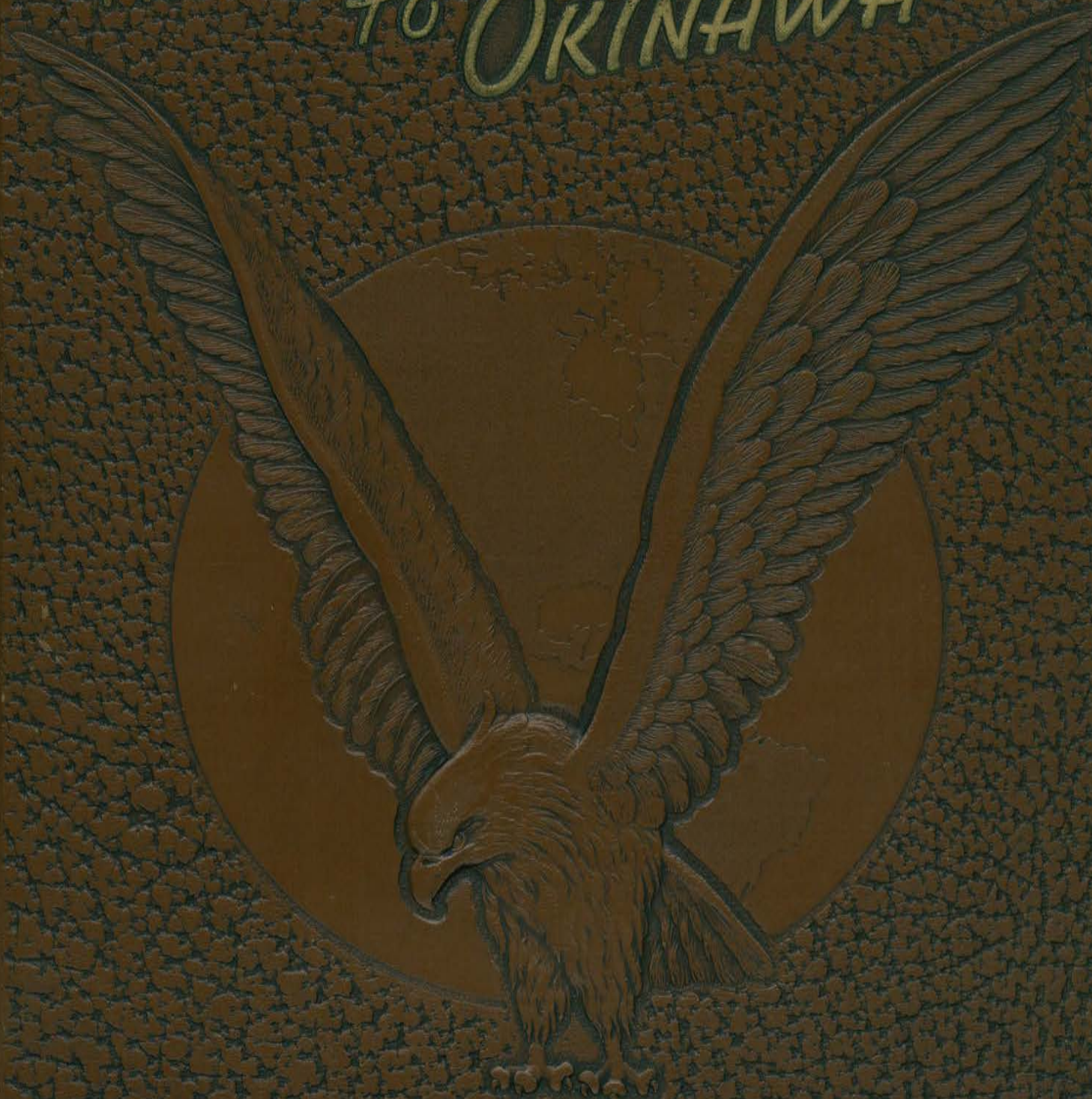
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FROM DOBODURA
TO OKINAWA



HISTORY OF 308th BOMBARDMENT WING



In Memoriam

Officers and Men of the
308th
Bomb Wing Headquarters and
Headquarters Squadron

Major Arthur P. Gorman

Lt. Creighton D. Bickley

Lt. Kenneth R. Nelson

Pfc. Clinton E. Ott

Pfc. Johnnie Singleton

Pfc. Robert Bellar



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THE 308th BOMBARDMENT WING

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General George C. Kenney
Lt. General Ennis C. Whitehead
Brigadier General Frederic H. Smith, Jr.
Brigadier General D. W. Hutchison

Diagrammatic map showing 308th Bomb Wing operational bases and cones of attack operations, from Dobodura to Okinawa.

Narrative account of operations commanded by the 308th Bomb Wing, from March 1943 to August 1945, with a description of the occupation of Korea, September 1945.

200 strike photos illustrating the combat operations described in the narrative.

308th Bomb Wing Personnel: names and photos of officers and men, beginning with Chief of Staff, Col. Dean, A-1, A-2, A-3, A-4, and other staff and Headquarters Squadron sections.

Eight pages of local color photos: an informal pictorial story of Wing personalities in their natural settings, from Dobodura to Seoul.

Honor roll of tactical air units and service units commanded by the 308th Bomb Wing since Dobodura, with a letter of appreciation from the Commanding General.

Roll of all officers and men who have served with the 308th Bomb Wing Headquarters and Headquarters Squadron since its activation, with names, rank, and home addresses.

308th Bomb Wing's Warbook

Editor:	Lt. Col. Robert R. Herring
Managing Editor:	Capt. Warren D. Cheney
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HEADQUARTERS
FAR EAST AIR FORCES
OFFICE OF THE COMMANDING GENERAL

To: Officers and Men of
the 308th Bombardment Wing (H)

1 October 1945

Congratulations to the officers and men of the 308th Bombardment Wing for the magnificent manner in which they have conducted the many and vital combat operations assigned to them.

When the full history of the air war in the Pacific has been recorded, the achievements of the 308th Bombardment Wing in spearheading the majority of 5th Air Force campaigns, from Dobodura to Okinawa, will remain as models of aggressive efficiency worthy of emulation by future Air Task Forces.


GEORGE C. KENNEY
General U.S.A.
Commander
Allied Air Forces



**HEADQUARTERS
FIFTH AIR FORCE
APO 710**


10 September, 1945.

TO : 308th Bombardment Wing (H).

It is a pleasure to extend greetings to the officers and men of the 308th Bombardment Wing (H).

The 308th is to be commended for the magnificent manner in which it has distinguished itself as the assault Air Force unit at Dabodura, Wadke, Leyte, and Lingayen. Each of these operations was a decisive thrust forward to our Ckinawa bases from which Japan was beaten into surrender.

The spirit and aggressiveness displayed at all times by the officers and men, combined to make the 308th Bombardment Wing one of the outstanding units under my command.


ENNIS C. WHITEHEAD
Lieutenant General, USA
Commanding.



HEADQUARTERS
308TH BOMBARDMENT WING (H)
APO 712

25 September 1945

To the Officers and Men of the 308th Bombardment Wing and All
Tactical Air Units which took part in the Wing's Operations:

The long list of 308th Bombardment Wing combat operations, to which this Year Book is eloquent testimony, reflects a degree of loyalty, teamwork, and unselfish devotion to duty of such high order, it is a deep personal satisfaction to me to have been privileged to serve as its commanding officer.

During the Wing's operations there were many grim days when our planes were obliged to take the air repeatedly outnumbered by enemy aircraft. The men in the planes and the men on the ground met tests of endurance and fortitude which tried their patience and courage to the breaking point. Yet, they met those tests unfalteringly, refused to be daunted by a numerically superior foe.

The fighting spirit and combat know-how which the Wing developed set a standard for operational effectiveness that won the respect and admiration of the entire AAF, a standard that was splendidly maintained throughout the long combat history of the Wing. Air-ground operations were brought to a new high in efficiency. Enemy shipping was smothered and sunk with a speed which exceeded the most optimistic estimates. Japan's extensive network of air bases was progressively rendered impotent. Nip airplanes were driven from the air over every target until their only tactic was the sporadic, ineffectual Kamikaze strike. In the final phase of the war, the intensity of American air power rose to such a terrific pitch the Japanese were pounded beyond human endurance, their capitulation constituting the supreme achievement of AAF men and the planes they flew.

Thus, of our gallant airmen who did not come back, we may say, the time they bought with their lives saved thousands of fellow soldiers who would have been lost in the final great invasion of Japan. Because of them and their comrades in the air who carried on, the enemy was forced to surrender before the huge invasion force was launched. Their deeds in speeding the final defeat of the world's last despot nation will never be forgotten, their record will forever remain bright on the historic walls of American Democracy.

D. W. Hutchison

D. W. HUTCHISON
Brigadier General, U.S.A.
Commanding



HEADQUARTERS V FIGHTER COMMAND
APO 710

6 September 1945.

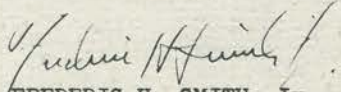
To the Officers and Men of the 308th Bomb Wing:

It is both an honor and a pleasure to have included in your pictorial-historical book a message from one who had the great privilege of being associated with your headquarters in its early days.

The record which you have established from Dobodura to the Japanese Empire will stand always as an example of fortitude, spirit of the offensive and military ability. That you have spear-headed so many of the campaigns of the Fifth Air Force is not by chance, but by your proven ability to accomplish successfully the difficult tasks set for you.

On the occasion of the publishing of your memorial book I desire to wish happiness and prosperity to all of you in the years of peace which you have earned.

Sincerely,


FREDERIC H. SMITH, Jr.,
Brigadier General, U.S.A.,
Commanding.



.....
·
· HONOUR ROLL
·
· and
·
· SERVICE STARS
·
·

HONOR ROLL

Of Tactical Air Units Which Participated In Combat Operations Commanded By The

308th BOMBARDMENT WING

FIGHTER GROUPS:

8th (P-38)
18th (P-38)
35th (P-47-51)
49th (P-38; P-40)
58th (P-47)
348th (P-51)
475th (P-38)

MEDIUM BOMBER GROUPS:

3rd (A-20; B-25)
22nd (B-25; B-24; B-26)
38th (B-25)
312th (A-20)
345th (B-25)
417th (B-25; A-20)

HEAVY BOMBER GROUPS:

43rd (B-24)
90th (B-24)
380th (2 sqdns only—B-24)
494th (B-24)

RECONNAISSANCE SQUADRONS:

17th (B-25)
82nd (P-51; P-40; P-39)
110th (P-51; P-40; P-39)

NIGHT FIGHTER SQUADRONS:

418th (P-61)
419th (P-61)
421st (P-61)
547th (P-61)

PHOTO SQUADRONS:

8th (F-5; P-38)
25th (F-5; P-38)
26th (F-5; P-38)

3rd AIR COMMANDO GROUP:

3rd AC Sqdn. (P-51; C-47)
4th AC Sqdn. (P-51; C-47)

TROOP CARRIER GROUPS:

39th (C-47)
318th (C-47)
375th (C-47)

LIASION SQUADRONS:

25th (L-5)
157th (L-5)
160th (L-5)

NAVY AND MARINE CORPS:

VMF 115 DSMC
VMF 211
VMF 218
VMF 313
VMF (N) 541 DSMC
VB 117 USN (PB4Y)

24th MAG (SBD)
32nd MAG (SBD)

SERVICE STARS

308th BOMBARDMENT WING (HEAVY)



1. PAPUAN



2. BISMARCK ARCHIPELAGO



3. NORTHERN SOLOMONS



4. NEW GUINEA



5. SOUTHERN PHILIPPINES (LEYTE)



6. LUZON



7. WESTERN PACIFIC



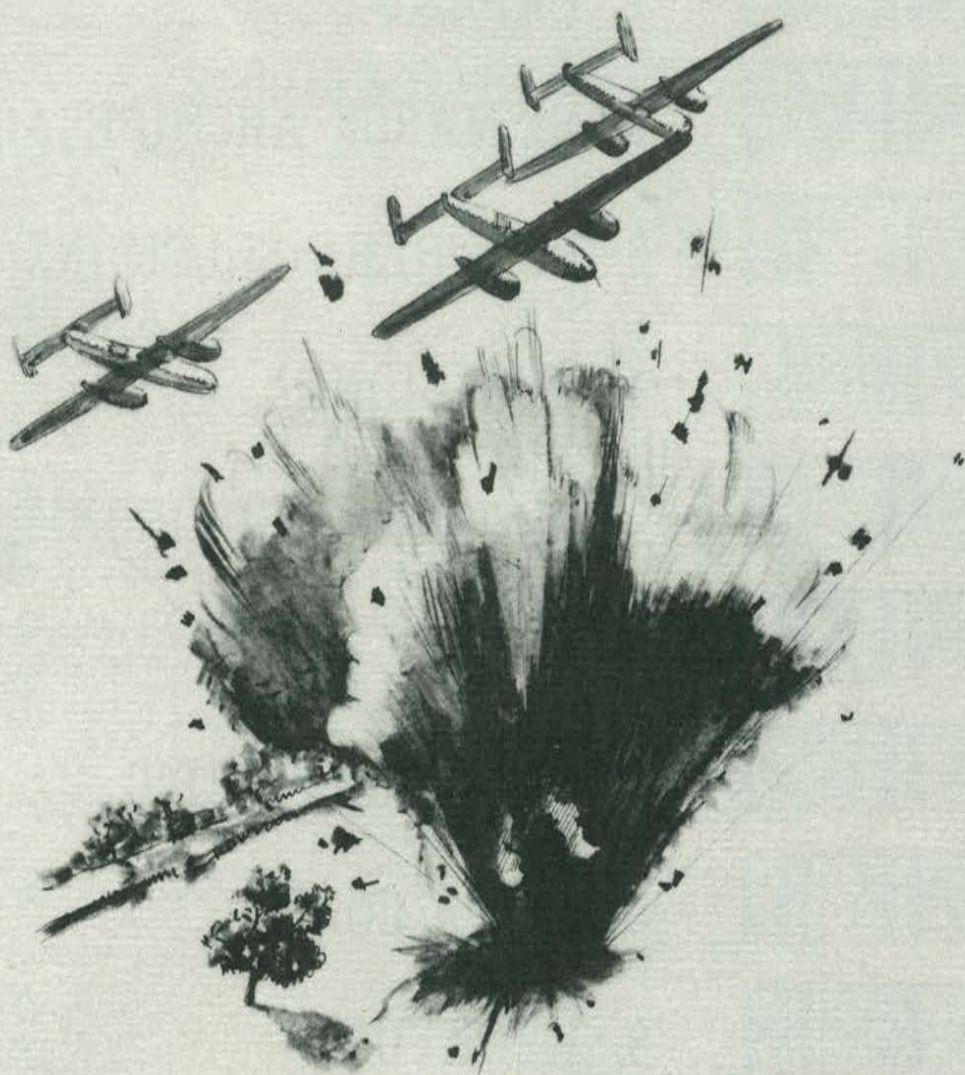
8. CHINA COAST



9. RYUKYUS

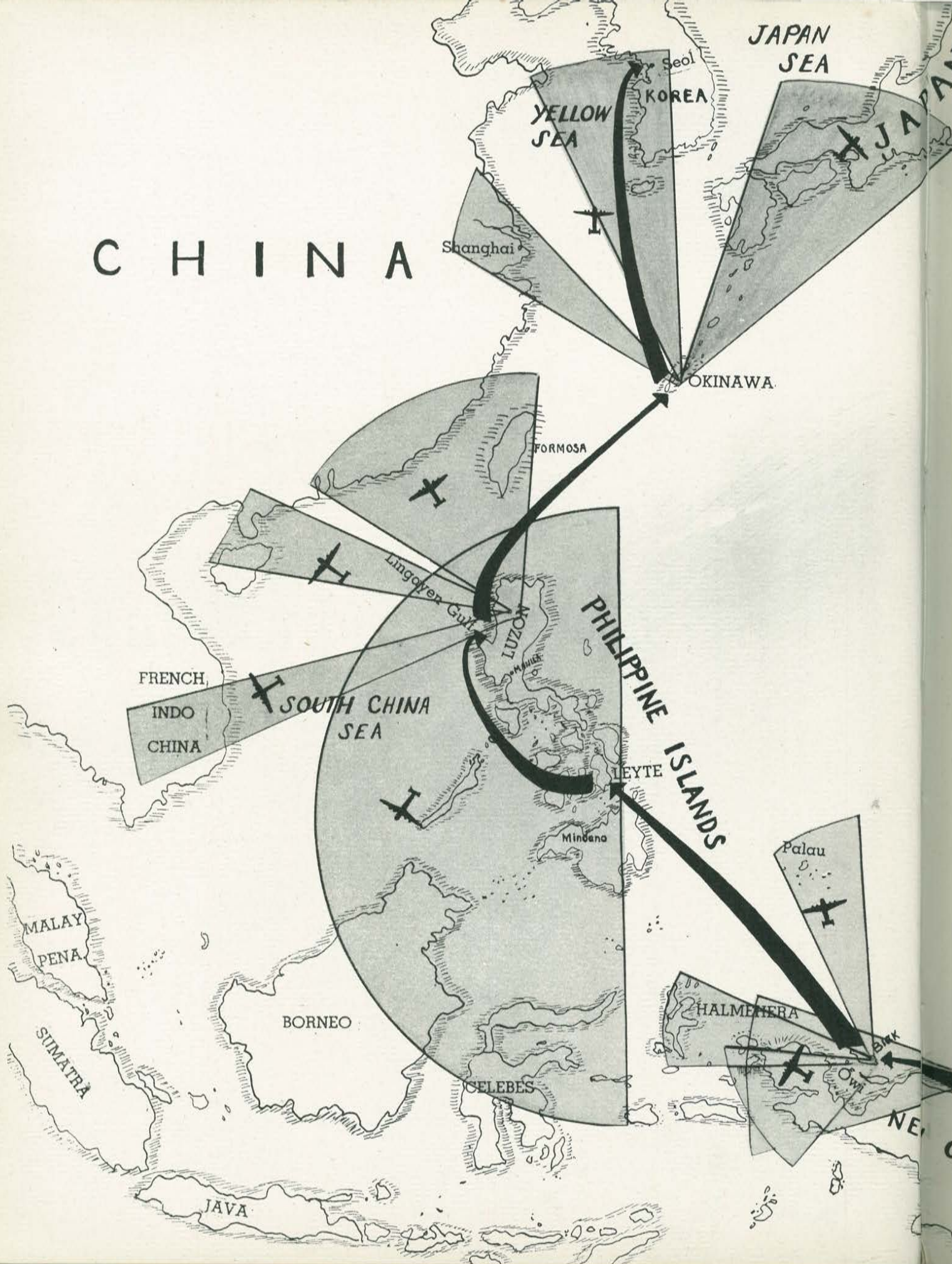


10. AIR OFFENSIVE, JAPAN



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: COMBAT OPERATIONS
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C H I N A



PAN

PACIFIC OCEAN

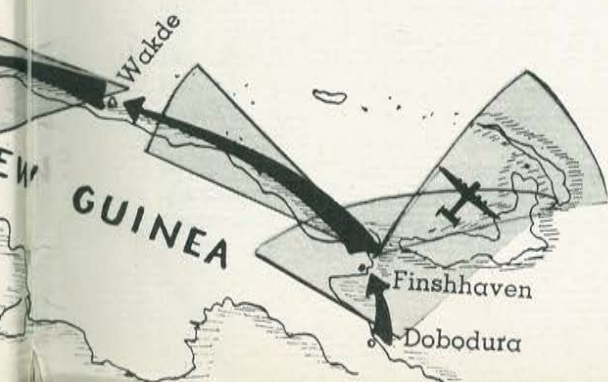
MARIANAS

WAKE

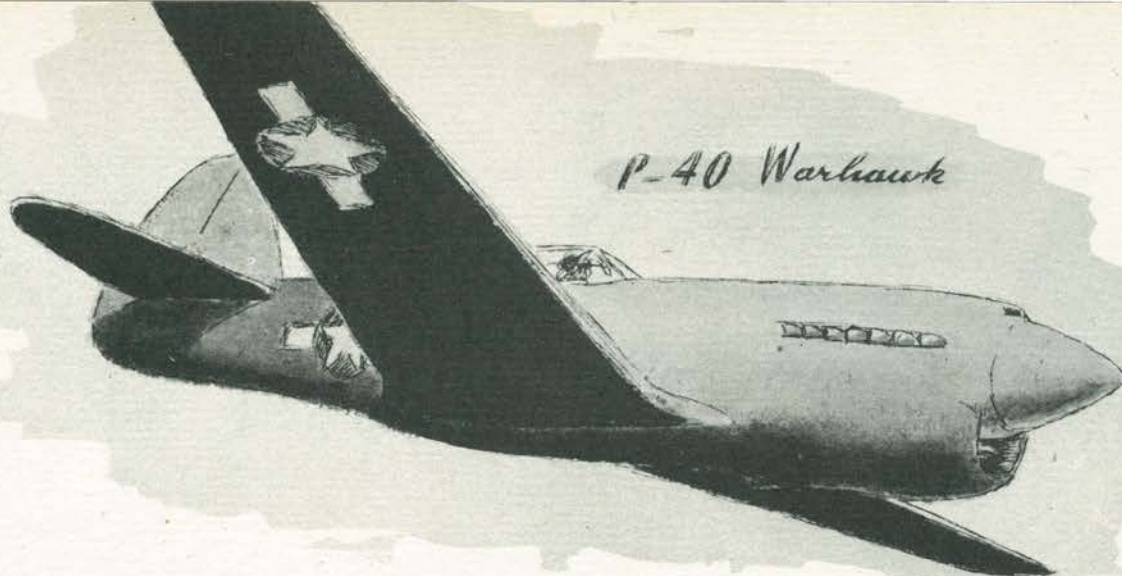
CAROLINE ISLANDS

MARSHALL ISLANDS

GILBERT ISLANDS



SOLOMON ISLANDS



IN the dark Pacific days of 1942, when the last free areas of the waters of the Far East were shaking before the onslaught of the Japanese hordes, allied heroes stood as bright symbols of freedom at every scene. They were so few, and yet, to them we owe so much. For from their beginning there grew a force such as the World has never seen. Like a giant storm, it grew in mas-

siveness and intensity until it threatened the whole Japanese nation with complete annihilation. There was greatness in that growth, for these heroes of ours became teams of fighting men. Teams which went forth into battle as the individuals of such a tremendous scene. There were Infantry Divisions of great fame, Artillery Battalions equally brilliant, landing forces, Air Commands, and Naval Units dashing about the Pacific. Each must have its saga of glory, but there is one which you and I know, as the men who made the team. It is the story of our team which I account that you may remember again the heart-aches and sorrows yet the greatness and the joy of our part in the Victory which we hope may bring much to the World.

In the dark days, though, which shortly preceded the birth of the 308th Bombardment Wing, all was darkness, and the fate of Australia itself, reprieved by the battles of the Coral Sea, Milne Bay, the Kokoda Trail, and the Bismarck Sea, still balanced precariously. In the autumn of 1942, plagued with the obstacles of vast distances, of adverse climate and terrain, of debilitating disease, and of a savage enemy, the little forces of the West battled for New Guinea. Had all of these odds been faced by well equipped ground, air, and

naval forces, the struggle must still have been a bitter one. But to wage this uneven war against a prepared enemy with the pittance of strength allotted to the Pacific theater demanded from general officer to private the quintessence of bravery, daring, and improvisation—and this for a defensive stand only. Only a few dared think in terms of the attack, but to these men we owe the birth of our great offensive.

It was obvious to the commanders who possessed the faith and courage to plan at a time so full of discouragement the framework for a long range counter-offensive, that novel applications of the basic principles of warfare would be demanded. Attacking frontally and individually the island and jungle fortresses of the enemy would quickly grind away their tiny forces of men and material. Instead, there was conceived a master plan of movement, of by-passing, and of new-style envelopment to employ in our favor the factor of distance, at once Japan's weakness as well as our own. This strategy called for the severing of enemy lines of communications, the sudden concentration of small but powerful forces at vital spots along these supply routes, and the continued blockade of Japanese garrisons once they had been isolated. Just as a badly outweighed football team bases its attack upon speed and precision, so did the coaches of the Allied military team build their own armed plays upon these two fundamentals. And for our own lightweight team of the Southwest Pacific great emphasis was placed upon air power, the forward pass of war.

The victories at Buna and Gona in November and December of 1942 were accomplished with valuable assistance from the small but slowly growing Fifth Air Force, but it was necessary for our aircraft based at Port Moresby to fly over peaks of the Owen Stanley Range towering to 12,000 feet, a dangerous task because of ever-treacherous weather. In January of 1943, however, an airbase was established at Dobodura on the northeastern



New Guinea mask

coastal area of New Guinea, a move which affected greatly both operational and command functions. To maintain effective liaison with General Headquarters, with the Navy and with the Australian Imperial Forces, it was necessary for Lt. General George C. Kenney to continue the Headquarters of his Fifth Air Force at Brisbane, Australia. Advance headquarters had early been established at Port Moresby with Maj. General E. C. Whitehead in command, and from here all operations had stemmed until the construction of the Dobodura airfield. This base eliminated the hazardous flight over the mountains and provided an operational site valuable for close support and shipping sweeps, but it was impracticable for its operations to be directed at long distance from Port Moresby. In this situation General Kenney developed his plan for an "Air Task Force." Always to be located at an advanced base, it was to be a streamlined, purely operational organization freed from all nagging administrative responsibilities to concentrate its entire effort upon directing the airpower in support of a given operation. The new task force was to be skeletonized, consisting merely of a permanent core of directing talent to which would be attached the combat and service units required for each operation. After the completion of a major assignment these combat and service units could be returned to the operational control of their parent organizations, and the task force proper would go "out of operation" to rest and to prepare for its next campaign.

Such was the background for the activation of the "Buna Air Task Force" on 5 March, 1943, at Dobodura, Papua, under the command of Col. (now Brig. Gen.) Frederick Harrison Smith, Jr., of Washington, D. C. Staff and operations personnel supplied from the advance echelon of Fifth Air Force at Port Moresby arrived at Dobodura on this same date and established the organization's first camp on the bank of the Somboga River. Within two days the headquarters was in operation, troops were billeted, and the surrounding area was

being plotted for incoming combat and service units. The first tower and base operations' building were located on the No. 4 (Horanda) strip, the 49th Fighter Group moved in and became the first tactical unit under the new task force's control.

Only the day before the activation of the new command there had been concluded the Battle of the Bismarck Sea. In this epic engagement lasting from 1-4 March, 1943, every flyable aircraft in New Guinea (178 of them) had been called into action to repel a strong Japanese convoy heading for Lae and Salamua with a full division of enemy soldiers and their equipment. At the end of the action the entire naval force of three light cruisers, seven destroyers and twelve merchant ships had been sunk, conversations with enemy naval officers following the surrender of Japan indicate that twenty-nine vessels were lost in this engagement, and all doubt concerning the efficacy of land based aircraft when pitted against naval vessels had been dispelled. The original plan had been to activate the new command on March first, but with the advance information on the enemy force, Colonel Smith and his staff, Major Frank Coleman (now Lt. Col.) Operations, Captain Robert R. Herring (now Lt. Col.) Intelligence, and Captain Norman D. Klitnick (now Lt. Col.) Signal Communications, were held back to assist in the battle. Using for the first time, mass low-level attack against shipping, full realization of the tremendous striking power was graphically shown in this attack. Many future attacks by this headquarters were based upon the lessons learned in the Bismarck Sea.

During the engagement the uncompleted airstrip at Dobodura was used for staging purposes to allow for two attacks by the aircraft in one day. The staging was made possible by the task forces service unit, Major Jerry Dunkelberger (now Col.) and the 480th Service Squadron. With the tremendous effect of this battle and the opening of the new command, the offensive was under way.

Empowered to make and execute its own

decisions, the new task force lost no time in justifying its creation. Defensive fighter patrols were immediately established to afford maximum protection to the new base and to Australian and American ground forces operating to the west, and most of this responsibility was placed with the 49th Fighter Group. How well it accepted the challenge is told in its record of 160 enemy aircraft destroyed during March, April, and May of 1943, while losing only seven pilots during the same three months. In these early days at Dobodura, fighter pilots had little trouble in finding combat, for the enemy was making every effort to destroy our new foothold on the north shore of New Guinea and the shipping which supplied it. Realizing that the allies must be expelled from New Guinea and the Solomons, the Japanese gave up his plan of invading Northwest Australia and concentrated his efforts in sustained operations from Rabaul and Wewak. Again and again he tried without success to smash our small air arm. During the months of April, May, and June the Japanese executed twelve large scale daylight raids and some twenty-five night attacks. The results achieved were in no degree commensurate either with his large scale of effort or with the losses which the enemy suffered, for only three allied ships were sunk and our personnel casualties were less than twenty. The effect of the growing power of the Buna Air Task Force (later called the First Air Task Force) began to show in the desperate efforts of the Japanese. He turned his wrath upon us and called us the "Dobodura Butchers."

Not only were American and Australian ground forces protected from enemy air attack, but they were provided with substantial support by bombers of the task force in their drives against Lae and Salamaua and later in their fighting around Saidor. Perhaps even more valuable than either of these two forms of assistance, however, was the frequent dropping of supplies to forward units. These "drops" were executed by transport aircraft of the 375th Troop Carrier Group operating

from Dobodura strips between August and December of 1943, and only by those of you familiar with the dense jungle growth of New Guinea can this service be evaluated. Many of the positions of greatest strategic importance were virtually inaccessible to supply-bearers, and at best a limited quantity of supplies could reach them by this primitive method. In contrast, the effectiveness of air supply may be indicated by one sample of hundreds of similar performances: On 2 September, 1943, aircraft from one of four squadrons of the 375th Group dropped forty-five tons of food, ammunition, and equipment to ground forces engaged in the attack against Lae and Salamaua.

The capture of these two villages culminated weeks of incessant air attacks and a major drive by Australian and American ground forces acting in co-ordination with the air task force, and the final phase of the campaign followed carefully the broad strategy established for the Allied counter-offensive. One Australian brigade from Wau and an American regiment from Buna feinted toward Salamaua, drawing a large number of the Japanese defenders to this point. While this diversion was in progress, our amphibious force dashed across Huon Gulf and landed at Hopoi, twenty miles from Lae. At the same time 1500 paratroopers from planes dropped down upon Nadzab on the enemy's flank, being assisted by the laying of a smoke screen, and strafing attacks by bombers and fighters. Converging American forces took Salamaua on 11 September, 1943, and Lae fell three days later to Australian forces. So vigorously was the attack pressed upon Lae by our bombers that these Aussie troops explained their inability to enter the town more promptly as having been caused not by enemy opposition but by the continuing bombardment of our Fifth Air Force planes.

As the facilities at Dobodura were expanded, our bombing program grew apace, and a variety of targets fought for priority. Among the enemy bases and airdromes in New Guinea, New Britain, the Bismarck Arch-



New Guinea mask

ipelago, and Northern Solomons which began to feel the weight of our growing power were Wewak, Hansa Bay, Madang, Alexishafen, Saidor, Cape Gloucester, Gasmata, Arawe, Talasea, Kavieng, the Admiralties, and Rabaul. Several strikes were of outstanding importance. On 17 August a low level attack on Boram (Wewak) airstrip caught 100 planes aligned wingtip to wingtip and left the drome a shambles. On the same day, between thirty and fifty fighters and light bombers were caught on the ground at nearby Wewak. After these two blows the enemy strips in this area of New Guinea declined in importance, and the enemy began diverting many of his planes from New Guinea to Rabaul. The latter base had been developed into Japan's "Southern Bastion of the Empire", and naval and air installations rivalled one another in importance. Through its harbor moved a majority of the waterborne supplies destined for the forward battle areas, and from its airdrome came many of the air attacks against our growing bases.

At the beginning of October, 1943, our own airpower had reached sufficient strength for a showdown battle over this great enemy base. The decision to attack Rabaul with destructive force clearly demonstrated in itself the basic difference in the military philosophies of the two armed camps which faced each other across the Bismarck Sea. Both the Japanese and ourselves possessed at least the same capability to attack, but the enemy was satisfied merely to fritter away his planes in harassing raids. On the other hand, American planes struck with full power in a series of seven raids beginning on 12 October and ending on 2 November. Rabaul never recovered from the damage inflicted during these decisive twenty-two days. In the air and on the ground the Japanese lost 480 planes, compared with our own losses of 16 fighters and 14 B-25's. (10 crews were later rescued.) The following enemy naval vessels were sunk: one heavy cruiser, two light cruisers, six destroyers, eleven cargo vessels of 2500-700 tons, forty-three merchant vessels of 100-500 tons,

and seventy miscellaneous small craft. Incalculable damage was also wreaked upon harbor, airdrome, and supply facilities. For the American forces this was something greater than a material victory, however. It represented the spirit of the counter-offensive and the coming of age of our air arm in its first and successful attack upon a truly major base of the Japanese Empire.

One of the truly great attacks of the war was planned for 2 November, 1943, using 75 B-25s and 84 P-38s. The attack bombers went down into Rabaul Harbor on the deck after the shipping. Smoke was laid on both sides to blanket the shore based Ack-Ack and 65,000 tons of Japanese cargo vessels went to the bottom. Unit Commanders had conferred with the Task Force staff for weeks prior to the big attack over a relief model of the harbor made by two Disney artists. The attack was another great example of effective low-level attack in split-second timing and the application of theory of superior fire power. One brilliant young leader Major Raymond Wilkins shall live always for that day in which he gave his life protecting other planes. He received the Congressional Medal of Honor.

From this it must not be inferred that the enemy failed to react in some measure. In moves which showed a strange combination of the urge to save face and to emulate American tactics he struck back on 15 October against Allied shipping in Oro Bay. The attacking force of about two dozen divebombers and forty to fifty fighter planes was detected by radar in sufficient time for our command to dispose three of our own fighter squadrons at high altitude to meet enemy fighters and three others at medium altitude to handle the bombers. In the combat which followed, American flight and element formation tactics again proved infinitely superior to the individual efforts of Japanese pilots and to the maneuverability of their planes. Forty-seven enemy aircraft were definitely destroyed, and our own losses were three fighter aircraft and one merchant vessel. In this air battle the rather

recently arrived 475th Fighter Group earned a Presidential Unit Citation by scoring thirty-six definite kills and eight probables. Two days later the Japanese sent out their own version of a fighter sweep to the Buna-Oro Bay sector and once more received a bad trouncing. A third effort raised Japanese losses for the three days to 150 aircraft, and the enemy then reverted to his former policy of slow wastage.

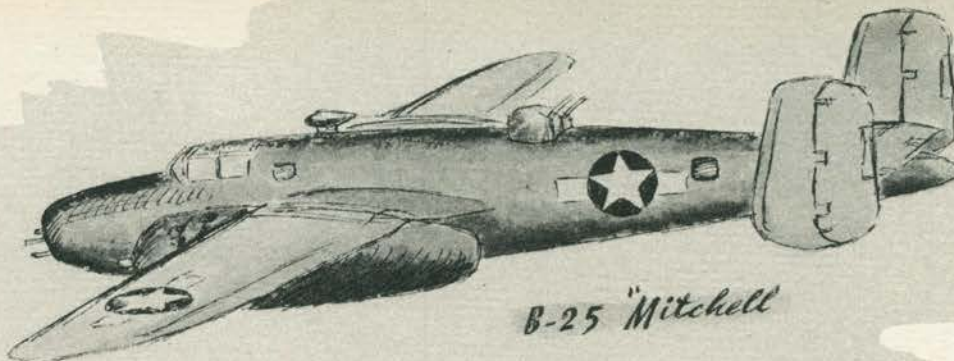
The neutralization of Rabaul set the stage for a series of amphibious landings on the island of New Britain shortly thereafter. Preliminary to the amphibious assault proper against the Arawe coast on 15 December, 1943, enemy airstrips and supply concentrations on New Britain were subjected to heavy attacks, and the landing itself was given direct support by B-25 aircraft airborne over the beachhead. By means of a novel system of gridding K-18 photographs these bombers were speedily dispatched by our support air party controller to any point at which important resistance was being offered. Both the controller system and the bombing-strafting support were eminently successful in this operation.

Next on the counter-offensive timetable was the enemy base of Cape Gloucester at the northwestern extremity of New Britain, and here the 308th Bombardment Wing was entrusted with the task of providing full air support for the assault by the 1st Marine Division. For the eight days preceding the invasion, a carefully prepared plan of softening-up was executed by our forces which consisted of ten squadrons of B-24s, nine squadrons of B-25s, two A-20 squadrons, and one squadron of B-26 aircraft, all covered by eight fighter plane squadrons. While bombers saturated airdromes, bivouac and supply areas, and defense positions, attack aircraft searched the sea for enemy shipping. In addition to providing protection for the bombers, the fighter aircraft also actively entered the offensive against both land and seaborne reinforcements of the Japanese. Two missions daily were scheduled on each of the eight days for

all aircraft available, and this heavy preliminary program was maintained up to the very morning of the landing by the Marines on 26 December, 1943. At this point the direct air support phase began as B-24s in direct coordination with naval shellfire loosed their bombloads upon the ridge which commanded the landing beaches. Then, as the Marine-filled assault craft lunged for the shore, our B-25s and A-20s bombed and strafed the beaches until the incoming troops were a scant one hundred yards away. Other medium and light bombers had meanwhile arrived with their gridded oblique photographs, and the coordinated direct support of the landed forces again was effected as successfully as at Arawe. Shared with the naval vessels which had collaborated in the preliminary bombardment was a laudatory report from 1st Marine Division Headquarters that of some 10,000 Jap defenders, 2,000 had been found dead, while the remainder were forced to flee to the hills; only one gun larger than 13 millimeter remained serviceable. The Marines went ashore standing up.

From Cape Gloucester the 308th Bombardment Wing shifted its air striking power in support of the landing at Saidor, New Guinea, on 2 January, 1944. Here was displayed again the strategy of the new type envelopment used in conjunction with air power. United States ground forces quickly secured the beachhead at Saidor and began an offensive to meet Australian troops driving north from their base at Finschhafen. The junction of the two forces at Yagomai, fifteen miles southeast of Saidor on 10 February effectively amputated the Japanese bases on the Huon Peninsula. Together with the Arawe and Cape Gloucester victories, the successful Saidor operation secured for the Allies the control of Vitiaz Strait between New Guinea and New Britain. The way was now clear for the dash up New Guinea.

Although the original designation of the organization had been the "Buna Air Task Force", this name had been changed soon



after activation to the "First Air Task Force". On 1 February, 1944, the Table of Organization of a heavy bombardment wing was provided, and the task force was re-designated as the "308th Bombardment Wing (Heavy)". Also on 1 February, 1944, Col. Dwight Divine II of Orlando, Florida, was appointed Commanding Officer of the new 308th Bombardment Wing, succeeding Brig. Gen. Smith who had departed for the United States on 12 January, 1944.

In the recitation of outstanding operations and victories there is a tendency to overlook the steady, prosaic work of aircraft which patrolled the sea for Japanese shipping and the labors of other planes which laid the groundwork for future large scale operations with reconnaissance as meticulous as it frequently was dangerous. The sea sweeps at first were conducted only during the day but the successful use of flares and the introduction of electronic devices soon deprived the Japs of the safety of the night, and our attack bombers hunted on a twenty-four hour schedule. The total effect of this combination of surveillance and attack cannot be measured even to this day when complete victory over Japan has for some time been ours. The tonnage of ships and barges destroyed tells only a part of the story—the remainder appears in the history of malnutrition, disease, and growing graveyards of Japanese garrisons who waited vainly for medicines, food, and personnel replacements. The grisly evidence of cannibalism in the rear of our blockade tells the same tale.

It was mainly to extend the range of our overwater patrols and this to intensify our interdiction that the campaign for the Admiralty Islands was undertaken. Shortly before this operation the 308th Bombardment Wing had been directed to supervise the establishment of air bases at Cape Gloucester, Saidor, and Finschhafen. The latter location was selected as the new organizational command post, and the advance echelon moved into Finschhafen on 20 February. Small advance parties were also sent to Saidor and to Cape

Gloucester, remaining at these two locations mainly to direct engineering work and rejoining the organization at Finschhafen once the strips had been placed in operation.

On 29 February, 1944, only nine days after our advance echelon reached Finschhafen, the first of two landings was made on Momote Island in the Admiralties by troops of the U.S. 1st Cavalry Division. Three ships had recently deposited a number of Japanese troops there and more were obviously destined. A strong operational base would prove invaluable to the Japanese in protecting his Rabaul and Wewak shipping routes. We began to attack heavily prior to the landing, but the Japanese remained strong and our small force found itself surrounded in a small perimeter fighting for their lives. In this critical situation the airpower of the 308th Bombardment Wing again proved itself by striking every enemy target which the Division Commander requested and keeping our beleaguered invaders supplied with food, medical supplies, ammunition, and even with mortars until material could be landed on the beachheads. This same assistance was rendered to pockets of our troops isolated from time to time in the Cape Gloucester fighting. Although the major accomplishment of our organization at Finschhafen was airborne supply, the 308th Bombardment Wing also directed the fighter cover for the two Admiralty Islands landings and for a short time sent out attack planes against Japanese lines of communication along the northern New Guinea coast. The relinquishing of this responsibility to other organizations provided a breathing spell for our task force, and its duties were comparatively light during the remainder of its Finschhafen residence.

There was to be no such period of rest for the enemy, however, and after six weeks of careful preparation, the Allied coaches presented on 22 April, 1944, the next in their series of precision plays—the Hollandia operation. Expecting this blow to fall upon either Wewak or Madang—and the Allied bombardment of this area had been intended to create

this belief—the Japanese strengthened their garrison at the expense of the Hollandia-Aitape sector. The result for the enemy was doubly disastrous. Our three landings were made against light opposition, and enemy troops upwards to 60,000 were effectively trapped between Aitape and Saidor. Although the 308th Bombardment Wing did not participate in the Hollandia-Aitape operation, the latter campaign set the stage for our next two ventures a Wakde Island and at Biak and Owi Islands.

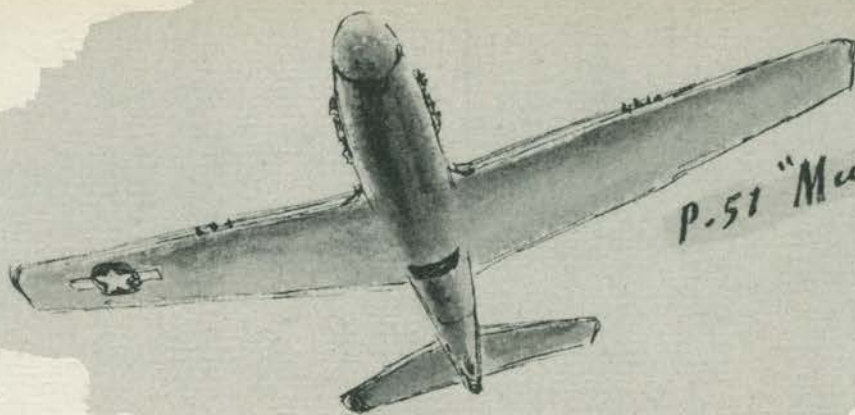
Coinciding with the date of the opening of the Hollandia-Aitape operation, 22 April, 1944, was the appointment of Col. (now Brig. Gen.) David William Hutchison of Madison, Wisconsin, as the Commanding Officer of the 308th Bombardment Wing, succeeding Col. Dwight Divine II.

By this time the Allied counter-offensive was in full gear, well ahead of schedule. Next in its path lay the Japanese defense line which stretched from the southern islands of the Dutch East Indies to the Celebes and thence through the Halmahera group to the Philippines. To break this chain and again to extend our bomber range it was essential that we obtain new airbases to the west. Those selected were on Wakde, Biak and Noemfoor Islands and at Cape Sansapor, the latter in north-western New Guinea. The importance of Wakde Island during the related sub-operations lay in its location about 130 miles west of Hollandia and in its coral airstrip. Once seized, it was planned to base fighter planes here to assist directly in covering the main landings and to protect preliminary bombing strikes. A small advance echelon of the 308th Bombardment Wing landed one day behind the infantry at Wakde on 19 May, 1944, and established a temporary camp the same day. With all enemy resistance apparently eliminated the infantry departed the island. Then came night, and then came the Japs. At 0545 on the morning of 20 May, they had succeeded in infiltrating our positions and then launched their attack against the area guard-

ed by the 303rd Airdrome Squadron. Soldiers of this attached unit wiped out the attacking force, killing five enemy officers and forty-one enlisted men, but suffered casualties of one officer and three enlisted men killed and ten enlisted men wounded. The infantry returned the next day but failed to round up all of the enemy, and sporadic fighting continued the following night. Ten more of the enemy were accounted for by air corps personnel, but our units also lost one officer and one enlisted man in this night's fighting.

At Wakde the law of compensation quickly became evident in that an island small enough to be captured without great effort was also small enough to be an excellent target for enemy bombs. Before the Japanese had been cleared from the island, engineers had begun the work of revamping the airstrip, and on D-plus 4 the runway was operational and transports and fighters had begun to land. To all of this, the enemy's air reaction was prompt, heavy, and effective. It is agreed by all veterans of the Wing that the Japanese bombing at Wakde was the heaviest of any of our operations. Virtually any bomb which hit upon land did damage, so closely were men and equipment packed on the little island. As an example, a single enemy night raider dropped twelve fragmentation bombs, six on either side of the strip, and destroyed or damaged eighty-two of our aircraft. Although casualties among the personnel of our attached units ran high, it was amazing that none of our own 308th personnel was either killed or wounded, especially in view of the fact that many earned decorations for acts of heroism in succouring the wounded of other units.

During the time that activity was centered at Wakde, another task force containing the second advance echelon of the 308th Bombardment Wing was steaming toward Biak Island in the Schouten Group just to the north of New Guinea and 200 miles west from Wakde. This force landed on 27 May, and three days later the advance air task force party went ashore. It soon became evident to our party that things



P-51 "Mustang"

were not going well on Biak Island, particularly from the Air Forces point of view. The Noemfoor Island invasion on 2 July and the objectives of the capture of Biak had been the rapid development of airstrips to support the Sansapor landings on 30 July, to permit neutralization of enemy bases which might hinder our projected Morotai operation scheduled for 15 September, 1944, and to lend immediate aid to our ground forces on Biak Island itself. From a highly catacombed series of Biak's cliffs poured enemy fire so strong as to prevent organized traffic along the narrow coastal route and any effective work on the three proposed Biak airstrips. In the meantime, days went fleeing by while our infantry conquered one by one the obstinate caves.

This led to the inspection of nearby Owi Island for possible airfield sites. Air Engineers of the Wing followed a regimental combat team to this island and there, on top of rugged bluffs, was found a coral plateau ideal for our use. Construction was promptly begun, and the first of two strips was finished in sufficient time for Owi-based planes to supply valuable direct support to the ground forces on Biak by blasting out infantry pockets flanking our positions and artillery emplacements controlling the air strips. The extermination of enemy troops in the caves was an arduous task, however, and took from the last week in June until 22 July on which date the Ibdi pocket was wiped out by eight B-24s which dropped 32 tons of bombs squarely upon it.

Once again the Japanese tried to rush reinforcements into position at the last moment by a Tokyo Express of one cruiser and five destroyers. With only eight B-25s the 17th Recco Squadron sank three ships, damaged two others and turned the force back.

Meanwhile the amphibious assault upon Noemfoor Island had been driven home against only slight opposition on 2 July. Fighter aircraft of the Wing covered the landing and our then small force of bombers was alerted should close support be required. On the two succeeding days the fighters also

covered the dropping of paratroops to reinforce Kamiri Airdrome which had been captured on the first day.

As the Biak strips were completed in July, the strength of the aircraft under control of the 308th Bombardment Wing grew more and more powerful. The addition of a heavy Navy patrol squadron and an AAF long range night reconnoissance squadron extended the perimeter of our reconnaissance activities to Yap Island on the northeast, to Mindanao on the northwest, the Celebes, on the west, and Ceram to the southwest. All told, the area included the amazing total of about 500,000 square miles. By working out a pattern of search sectors, however, this vast expanse of water and its host of Japanese island bases were inspected regularly and carefully. Few were the enemy movements, covert or otherwise which were not detected and halted by indefatigable sleuth planes. In preparation for the approaching landings in the Cape Sansapor area of New Guinea there now began a series of destructive strikes against the Japanese dromes of Manokwari, Ransiki, Moemi, Wareu, Sawate, Sagan, Otawiri, and Utarom. Steady pressure was exerted to keep them completely unserviceable and thus to deny to the enemy their use even as staging bases. But it would have been unwise to confine our attacks to this neighborhood and thus to "telegraph" to the Japs our coming "Sunday punch". Interspersed were raids against such far-flung targets as Yap Island, the Palau Islands, the Netherlands East Indies, and as a final deceiving but also very damaging touch we threw our entire power against the major Japanese airdromes of Miti, Lolobata, and Galela in the Halmahera Islands. Again the enemy was caught off balance; at the first two dromes there was no aerial opposition, while at Lolobata the enemy's planes were caught in the act of taking off. Our fighter cover at the latter base definitely destroyed fifteen of twenty-eight enemy planes which had the questionable good fortune to become airborne, and the B-25s and B-24s scored excellent results with

their low and high level specialties. Also man-handled in the pre-Sansapor blows were the oil fields and airfields at Boela. This combination of careful checkmating again proved its value when the landings at Mar, Amsterdam Island Middleburg Island, and at Sansapor on 29 and 30 July were successfully accomplished, again under the protection of the Wing fighter planes and against minimum resistance.

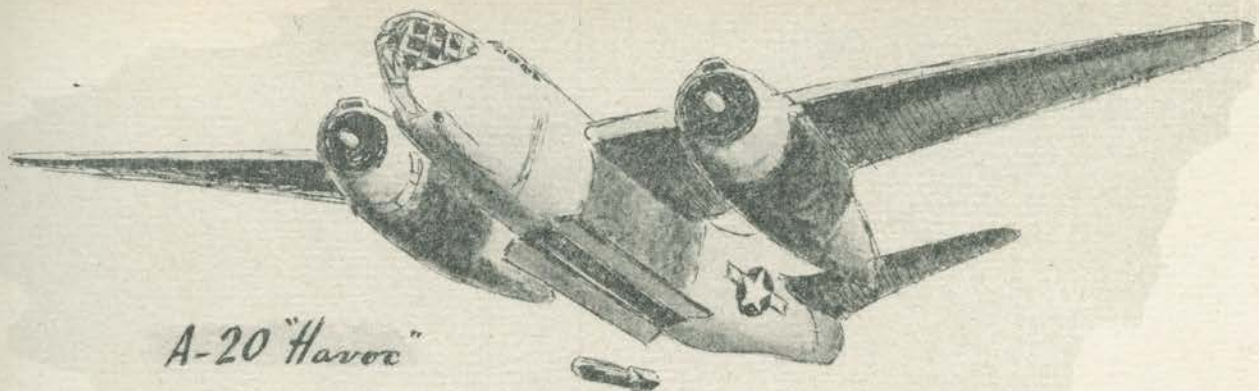
Following the seizure of these new bases, attacks began upon a variety of targets with the outright objective of complete destruction. For the time, feints were no longer necessary. Seventy tons of five hundred pounders and six tons of two hundred and fifty pounders completely covered the runways and dispersal areas at Galela Airdrome, and a few days later the Boela installations in the East Indies to the south of Sansapor were again belayed. Back again to the Halmahera's Lolabata 'drome went the bombers two days later to remove more planes from the enemy order of battle. Nor was shipping neglected. While B-24s coursed south to bomb Liang airbase in the Ambon area, our B-25s skipped over to Wasile Bay in the Halmaheras for a highly successful attack against a variety of vessels there. Long range night reconnaissance planes also prowled the shipping routes between Lembah Straits and Manado in the northeast Celebes, Palaus, and, at long last, the Philippine Islands themselves. The 63rd Bomb Squadron on one of these nocturnal sweeps became the first unit of the United States Army Air Forces to bomb enemy installations in the Philippines since the fatal surrender day of 6 May, 1942, when its planes attacked Davao jetty and Sassa airdrome.

This attack on a Philippine target was an historic event which spiced even the steady diet of victories accomplished during the forty-eight days in which the 308th Bombardment Wing was in control of operations for the Owi-Biak area. On forays from these two islands twenty-eight enemy planes had been shot from the sky, fifty-five had been destroyed on the ground, and many more had been dam-

aged. Nine freighters and freight transports of 1000-7000 tons had been sent to the bottom, and there had also been sunk twenty-one freighters of 500-1000 tons, 23 luggers of 100-500 tons, and 68 barges and other small craft. Also reported as "probably destroyed" were thirty-five miscellaneous ships, while 220 others were known to have sustained damage. In addition, much very real harm had been done to airdrome facilities, supply depots, barracks, ammunition caches, and to enemy ground forces and their fortifications.

As previously mentioned, the Owi-Biak operation ended for the Wing on 8 August, 1944, and the entire organization departed for Hollandia three days later. The ensuing rest period was partly in recognition of the high pitch to which the heavy operational program had been keyed and partly due to the impact of scrub typhus (Tsutsugamuchi) upon our headquarters personnel. In all, twenty-six individuals had contracted this dangerous tropical disease which frequently sent fevers raging to 106 degrees. Other units also suffered, and hospital facilities were so crowded that it was necessary for medical personnel of the 308th to remain at hospitals to insure constant care for our own soldiers who had been infected by the typhus mite. The organization was very fortunate, however, and suffered not a single fatality.

At Hollandia a very serviceable camp area was established at the Ebeli coconut plantation, about three miles west of Hollandia airstrip. Generally untouched by bombing, the area provided a reasonable amount of shade and several buildings which were suitable for headquarters purposes. Following two weeks of rest, the 308th Bombardment Wing on 3 September again went into operation, this time directing the activities of a maximum of three combat groups, and from 3-30 September routine strikes were run daily against the nearby enemy airdromes in Dutch New Guinea. Operational control of the Hollandia area was relinquished to the commanding officer of the 312th Bomb Group on the later



date, and preparations were begun for what probably was to be the most exciting and important of all of the operations in the history of the First Air Task Force—the reconquest of the Philippines.

Every single piece of work, every mission, every operation between the heartaches of early New Guinea and the latest victories of Biak and OWI had been pointed to a single objective—the coming battle for the Philippines. Here the same basic strategy of previous campaigns would hold, but here we were aiming at the complete destruction of both the enemy air force and all of the enemy who chose to remain in the Philippines, or were forced to remain there. It was essential for this operation that neither the landing areas nor even the island selected for attack be hinted to the Japanese. This preserved the element of surprise, but it also meant the absence of bombardment preparation which had proved so salutary in previous landings. The reestablishment of the Army Air Forces on Philippine soil thus went unprecedented by any panoply of air strength. Instead, the vanguard of the Fifth Air Force in the personnel of the 308th Bombardment Wing rode into White Beach at Tacloban on 22 October, 1944, and there debarked in the presence of two L-5s and one L-4, all three discreetly crated.

The landing and the normal confusion of a new beachhead were not unusual for the next three days, and the Sixth Army quickly expelled the Japanese beyond sniper range. But at this point all similarity to any previous operation ceased. All attention, regardless of the urgency of other tasks, was involuntarily fixed upon the progress of the single airstrip under construction. The deadline for its completion was 27 Oct., on which date the first P-38s were to land and take over from carrier aircraft the protection of the beachheads. Work was proceeding beaverishly on the morning of 24 Oct. when a message was received from the United States Fleet stating that its carrier units were under attack by Japanese naval vessels, that their planes would be forced to

land at Tacloban strip, and that most of them were short of gasoline, bombs, and ammunition. Although the runway was unserviceable by any standards, it still was to be preferred to a crash landing in the sea, and very shortly the first Navy planes appeared. The next two hours witnessed amazing accomplishments amid chaotic confusion. Portable communications equipment was established on the beach, but considerable trouble was experienced in contacting the milling aircraft. Amid the waving of white flags to indicate rough spots and obstacles, many proceeded to land at will, so desperate was their fuel situation. Some pilots successfully brought their planes to rest, while others crashed on the soft, uneven surface of the strip, and trouble was compounded by planes landing one upon another. And yet for every contingency there were specialists available to pull away a broken plane, to defuse bombs in a burning aircraft, to load with gas, and ammunition the survivors of the melee. Planes were landing at the rate of one every two minutes, and at the height of the confusion Jap strafers roared down upon the strip. Still the work madly continued, and at the end of two hours fifty-nine planes were ready and were taking off for more combat. Truly the feats of these two hours represented a miracle—an American miracle of ingenuity, of courage, and of frenzied, sweating effort. But even after its accomplishment, the demands upon engineers, service squadrons, and supply men did not cease for an instant. Work upon the strip was quickly resumed, and soon the laying of steel matting began. All during the night this work continued at an unrelenting pace, while on either side of the runway service troops and Navy crew members repaired and readied their planes throughout a night of Japanese air attacks.

It had been fully realized that the Japanese would defend the Philippines to the utmost. The departure from the policy of keeping all landings within range of land based cover aircraft was felt by air forces to be ill advised. However, the presence of Third Fleet

and its carriers was considered by high commands as adequate for preparation of the beach, support to the ground forces and cover against enemy air action.

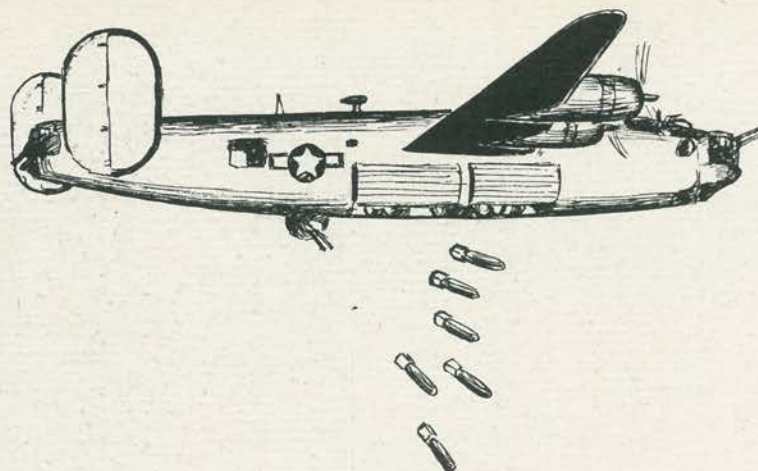
But the situation became critical when the Japanese fleet approached from three directions on 23 October, in an attempt to destroy the beachhead force. Suicide attacks had already become a problem and the increasing opposition by Japanese Ground forces were creating a heavy need for air strength. The absence of land based support was sorely felt.

When noon of 27 October approached, the last of the steel matting was bolted into place at the same time as the first P-38 of the 49th Fighter Group entered the Tacloban traffic pattern. These were the first planes of the United States Army Air Forces to land on Philippine soil for two and one-half years, and they were cheered to an echo by the dead-tired troops who had somehow finished in the nick of time their airstrip. Within an hour after landing the little band of Lightnings had been serviced and had taken off on their first mission, and before it had been completed six Japanese planes were shot from the sky. On the following day the 308th Bombardment Wing and these P-38s under its control had been assigned joint responsibility of controlling the skies above the Leyte beachhead. This was to be the first duty of the air task force; others included the provision of air support for ground units of the Sixth Army, the establishment of night fighter patrols, the flying of courier aircraft, and the air protection of our motor torpedo boats.

Although badly outnumbered by enemy aircraft based on scores of nearby dromes, the planes under the command of the Wing fought gallantly to repel the numerous air raids which the Jap, again belatedly, unleashed. The high point of his aerial attacks was reached on the night of 2 November when from the time the first red alert was sounded at 1830 until the following morning at 0830 there were thirty-five individual alerts. Gradually with

the acquisition of more fighter planes, daylight raids became too costly for the enemy, and his forays were confined chiefly to dusk and dawn sneak attacks. The completion of a second strip at Dulag about 20 November also helped the strained operating situation at Tacloban considerably and made room for more fighter planes and a few bombers.

With the land battle going in favor of American forces from the very beginning, the Japanese began the task of reinforcing their troops by sending convoys into Ormoc Bay on the western coast of Leyte Island. There were three main efforts on 10 November, 7 December, and 11 December—all costly investments. The attempted reinforcement on 7 December, 1944, coincided with our own "end run" around the southern coast of Leyte and subsequent amphibious landing three miles south of Ormoc Bay by the 77th Division. The presence of the two convoys so close to one another touched off a series of remarkable air battles on that day, all of which our planes won by lopsided margins. Our own convoy made its landing successfully, while our attack aircraft annihilated the Japanese collection of six large transports, four destroyers, and three destroyer escorts. On 11 December the next enemy convoy was first observed to the northwest of Leyte Island, and an attack was immediately directed by our headquarters. On that afternoon two troopships, a tanker, and two destroyers were either sunk or left in a sinking condition, and the hunt was resumed on the following morning. Of the remaining six vessels, one destroyer was sunk, two merchant vessels were severely damaged, and another destroyer was also hit. Once more, as had been the case in all of our campaigns, the ability to sever the enemy's lines of communications while safeguarding our own played a major part in the victorious conclusion of the Battle of Leyte Island. In all, during the period in which the 308th Bombardment Wing was in control of operations at Leyte (27 October-16 December) a total of 124 ships and barges was destroyed by its air-



craft and 127 others were damaged. Included in the total of those definitely sunk were one light cruiser, eight destroyers, three destroyer escorts, and nine large merchant vessels.

The score of our victories against enemy planes during this period was perhaps even more impressive, 375 of the Emperor's "Wild Eagles" having been definitely dispatched and thirty-six more having been probably destroyed. By the time the 308th Bombardment Wing relinquished control of Leyte air operations on 15 December (although actual direction was retained until 26 December), definite air superiority had been achieved, and our own installations on Leyte Island and shipping offshore had suffered no substantial damage from enemy air-attack. Excellent fighter protection had also been provided for the convoys which executed the landing at Mindoro Island on 15 December and which thereby won control of important (and dry) bases for future blows at the Clark and Manila air centers.

No account of our operations at Leyte Island would be completed without a passing comment upon the weather encountered there. During the first twenty-four days of our occupancy the island rainfall totalled thirty inches, or the equivalent precipitation received in an entire year in the Middle West of the United States. In addition to the discomfort and illness this wet weather caused among personnel, its effect upon the few roads of the vicinity was to turn them into endless quagmires. This created a definite transportation crisis which in turn affected adversely all of our own operations, and those of the combat and service units under our operational control.

Soon after the establishment of United States forces on Mindoro Island the final reduction of the Japanese airpower on Luzon Island was begun. The first of these raids was directed against the airdromes surrounding Manila on 23 December, and these installations and their satellite fields together with those of the Clark Field group were attacked continuously through the first ten days of the

New Year. This series of raids definitely ended Japanese airpower in the Philippines. A majority of the airborne interceptors, none too eager for combat, were destroyed by our fighter cover, and numerous planes on the ground were rendered useless by fragmentation bombs. In addition, these powerful strikes completely disorganized whatever service and supply system the enemy still possessed.

Although only a few of these strikes were directed by our task force, the results dovetailed nicely with the next operation of the 308th Bombardment Wing in support of air activity following the initial landing on the Lingayen beach on 9 January, 1945. The loading of personnel and organizational equipment was completed on New Year's Eve at Leyte Harbor, and our journey to Lingayen Gulf was completed without enemy interference. While our vessels were standing offshore waiting to unload, several Japanese planes attempted to attack units of the convoy, but the dense smoke screen produced by the assembled ships prevented the enemy from inflicting serious damage. Our own personnel and equipment were unloaded on the evening of 11 January, 1945 and were transported to the camp area about one mile east of the town of Binmaley near Dagupan.

Engineers of the air task force immediately began the rehabilitation of the former Japanese landing strip situated on the coast at the outskirts of Linayen town, and the first missions were flown from it on 17 January, 1945.

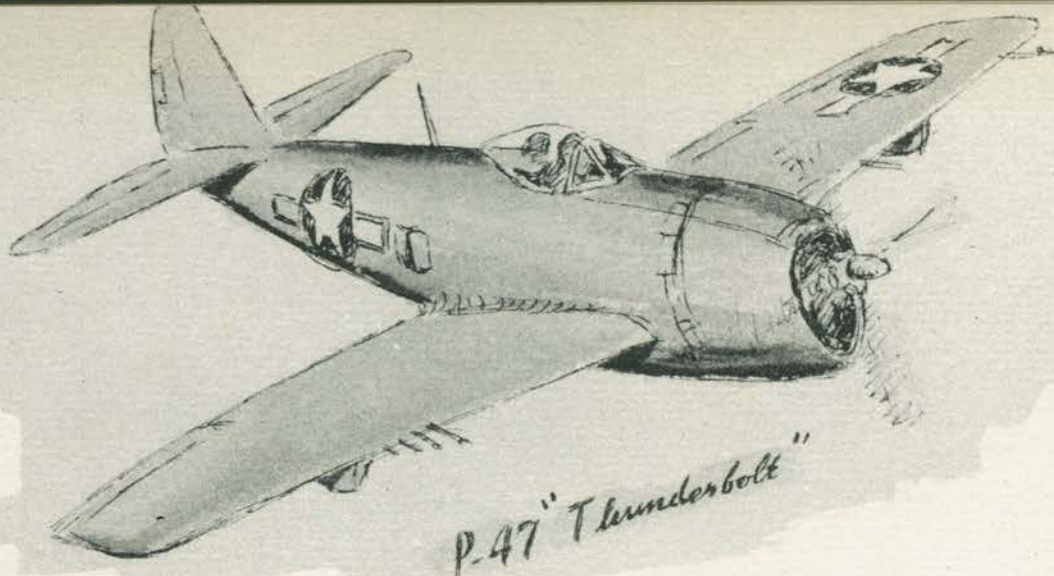
While airdrome squadron personnel had been completing the strip, ground troops of the XIV Corps had been driving south across the Central Plain of Luzon. By 17 January, the date on which the first missions were flown from the Lingayen airstrip, these troops had advanced to Camiling. Six days later San Miguel and Bamban were occupied, and on 29 January Clark Field and Fort Stotsenburg had fallen to troops of the 37th Division. Most of the air support for the XIV Corps was directed by the 310th Bombardment Wing based

on Mindoro Island, but several missions were sent by the 308th against the Japanese positions in the mountains west of Fort Stotsenburg. Virtually all of the ground support supplied by the 308th Bomb Wing, however, was rendered the I Corps and affiliated USAFIP and various guerilla units in the area of North-central and Northern Luzon. The majority of these strikes began against prepared enemy positions in the high ground around Rosario to which the enemy had retreated following the initial landings. As the enemy slowly withdrew to his stronghold of Baguio, this summer capital of the Philippines became a prime target for all types of aircraft under our control. To the east, the 25th and 32nd Divisions had early been bogged down in sanguinary fighting as they attempted to force Balete Pass, gateway to the Cagayan Valley. For these two Divisions, and later for the relieving 37th Division, hundreds of close support missions were also flown. Guerrilla targets, as might be expected, were numerous and widespread but centered for the most part to the west of Cervantes and south to Manakayan and in Northern Luzon along the Cagayan River which during most of the Luzon campaign served as the boundary between Jap-free territory on the west and Jap-controlled territory to the east. The Cagayan Valley itself was the storehouse for the enemy forces fighting in the mountains to its south and west, and thousands of sorties were dispatched against supply dumps, barracks and other personnel areas, bridges, and miscellaneous installations constructed or utilized by the enemy in the Valley.

Although fighter aircraft had previously been used for fire and glide bombing, notably at Biak Island, their chief duties had been to intercept enemy air attacks, to escort our own bomber aircraft in strikes on Jap installations, or to search out enemy planes in provocative fighter "sweeps". In the battle for Luzon, however, enemy aircraft were so rare as to rank as curiosities, and all fighter planes in this operation were called upon to carry bombs to

earn their keep. This enabled the 308th Bombardment Wing to have upon call in excess of 500 bomb carrying planes during most of the Luzon operation. The short distances from Lingayen strip to the ground support targets—between 50 and 200 miles—permitted fighter planes to be used against these objectives and freed long range bombers for use against targets on Formosa and along the China Coast. That the desired result of bringing maximum fire power to bear against the enemy was realized is attested by over 15,000 tons of bombs and napalm expended by planes of our air task force from 17 January through 28 May, 1945, or a daily average in excess of 100 tons. A substantial portion of these totals went into the direct support of ground units. In strafing attacks, many of which followed the close support bombing of enemy positions, our planes also expended nearly eleven million .50 calibre machine gun shells and over 86,000 twenty millimeter cannon shells.

For this type of bombing it was imperative that the Wing maintain effective liaison with Sixth Army, USAFIP, and guerilla headquarters. Many of the targets were so close to our own lines that failure by pilots to recognize the exact target areas could easily result in heavy casualties among our own troops instead of the enemy. Accordingly, detailed maps, photographs, and written instructions were supplied to combat groups prior to each mission, and the Support Air Party units (Air Force Officers attached to ground troops for the function of guiding or assisting planes by radio control in the location of their targets) were as completely informed regarding the composition bomb load, and time of arrival of the attack planes. Not only did this careful preparation save casualties on our own side, but it increased greatly the effectiveness of our own bombing. One of the most common methods employed in designating a target was to have our own artillery mark the area with white phosphorous or colored smoke shells until the flight leader was positive of the target. On several missions enemy batteries at-



tempted to confuse our pilots by firing smoke shells simultaneously with those from our own guns, but this trickery was circumvented by having the pilot request a definite number of shells spaced at definite time intervals. Numerous commendatory messages were received from the ground forces during the course of the Luzon operation concerning the excellence of support bombardment and strafing accomplished by planes under our operational control and which followed the safeguards just described.

In addition to striking Japanese front line positions and communications and facilities in Northern Luzon, our task force planes carried the attack to the enemy's crown colony of Formosa on numerous fighter sweeps and bombing attacks, most of the latter being against the numerous industrial alcohol plants so important to the aviation fuel and high explosives industries. It has been estimated that over sixty percent of the alcohol capacity of Formosa was rendered inoperative by the attacks of our bomber planes during the period of the Luzon operation. The fighter sweeps were also productive, accounting for the definite destruction of sixty-eight planes, in the air, the probable destruction of twelve others, and the damaging of six more. Bomber and fighter aircraft under 308th control also destroyed forty-three planes on the ground, probably destroyed five, and damaged forty-four more.

In addition to these strikes, aircraft of the Wing smashed at Canton and Hong Kong, the storehouses of the Jap armies in South China, and isolated them as bases. An effective sweep was maintained day and night over the shipping routes and the rich prizes in the N.E.I. were at last completely shut off to conquering Japan.

Philippine constabulary and guerrilla forces benefited from the presence of our transport planes as well as from the aircraft which gave them front line support. These delivery trucks of the air performed for our Allies a variety of special delivery services includ-

ing the carrying of food, ammunition, weapons, medical supplies, and various other items. Deliveries were made by landing upon emergency cargo parachutes, or, if they were strongly packed, by dropping them "free".

These were the outstanding activities directed by the 308th Bombardment Wing while it was based at Lingayen. When on 28 May the task force went out of operation to prepare for its next operation on Okinawa Island it could look back upon a series of definite accomplishments which had begun with the Japanese enemy firmly in control of Luzon Island and which had ended with the depleted enemy forces retreating to their last stronghold, the mountains, effectively cut off from what remained of their once widespread caches of food and supplies long since burned and battered by our bombers and our fighter planes.

When the advance echelon of the 308th Bombardment Wing reached Okinawa on 16 June, 1945, most of the enemy resistance had been overcome and work was progressing on a series of airdromes designed to support one of the greatest concentrations of airpower ever assembled. Organized resistance had officially ended before the remainder of the organization arrived on 25 June to assume control of a substantial number of planes which soon would be available for tactical work against enemy shipping, communications, personnel areas, fortifications, and airbases in the Japanese homeland. Within a week the camp area had been completed, an excellent headquarters building erected, and preparations made for operation proper.

From the outset the Okinawa operation was peculiar in many respects. From an organizational aspect there was an unusual situation which existed by virtue of the 308th Bombardment Wing acting not only as the advance echelon of the 5th Air Force but of the Far Eastern Air Forces as well. All land based aircraft on the island base were thus brought under the operational control of the Wing. Aircraft of the Navy, Marines, Thir-

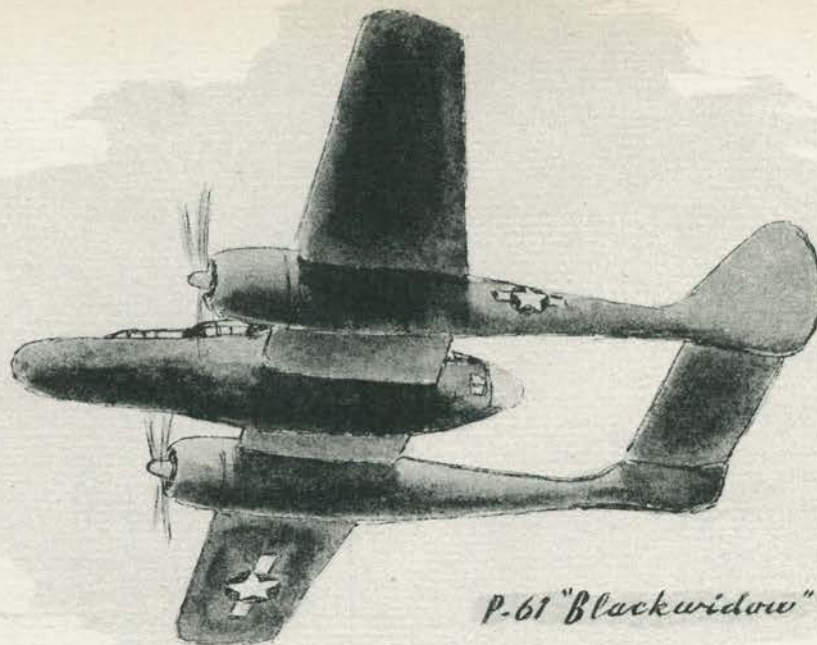
teenth Air Force, Seventh Air Force, and Fifth Air Force, comprised the force, operating from eight airdromes, which reached seven hundred sorties a day before the end of the War. Nightly reports were sent to the headquarters of General MacArthur, General Kenney, General Spaatz, General Wedemeyer, Admiral Nimitz and Admiral Halsey. For a short time this placed heavy demands upon operations personnel, but after the 7th Air Force had had an opportunity to establish itself this strain was relieved. Although the first mission was actually flown under our control by planes of the 35th Fighter Group on 28 June, our official period of operation did not begin until 3 July, and it was not until 13 July that three more Fifth Air Force squadrons came under our control. With the exception of one photographic squadron and one fighter squadron, the remainder of our combat units were not added to the 308th control roster until 26-28 July.

For the fighter planes, sweeps and cover missions predominated, but with a steady increase in the enemy order of battle there was little opposition from enemy fighter aircraft, and the few missions conducted by the enemy were night affairs usually directed against shipping. It is generally believed, and since confirmed, that the enemy during this period was following a strict policy of conservation to have available a maximum number of planes for use as suicidal units against our invasion forces. At any rate, our planes destroyed in the air only fourteen enemy aircraft of all types, probably destroyed two others, and damaged one other plane. Only three enemy planes were definitely destroyed on the ground, there were two "probables" reported, and one claim for damage was entered. More plentiful than aircraft were the merchant vessels upon which Japan relied for the major part of her transportation, and these were frequently used as targets of opportunity by fighter planes with or without bombs. Seventy-eight vessels totalling 36,000 tons were destroyed from 3 July-6 August by fight-

er planes and 204 others estimated to weigh 129,000 tons were damaged. By this date the Tsushima Straits between Japan and Korea had been closed to enemy shipping. Japan was severed from her Empire. Bombs played a minor part in the fighter aircraft problem during the Okinawa operation, and planes under our control dropped only 151 tons of bombs and 59 tons of napalm.

For the remaining days of the War, units of the command attacked a wide variety of targets ranging from the major classifications of airdromes and shipping to railroad yards, industries, urban supply concentrations, barracks facilities, and miscellaneous military installations. The tonnage of bombs and napalm dropped amounted to 415 tons, during about ten days. Like their fighter brothers, the bombers had relatively good luck in hunting both merchant and naval vessels and sunk forty ships aggregating 73,400 tons and damaged twenty-two more having a combined tonnage of 44,300. Only one real naval vessel, a destroyer escort, was sunk by planes of the command during the Okinawa operation, but the list of vessels damaged by the combined efforts of fighters and bombers included one battleship, one aircraft carrier, three "jeep" carriers, an escort carrier, one light cruiser, two destroyers, and one destroyer escort.

The end of the Okinawa operation for the 308th Bombardment Wing coincided almost exactly with the attack upon Hiroshima with the first atomic bomb, and our organization shared with the rest of the world, military and civilian alike, the amazement over its power for destruction. Thereafter most in the line of ordinary warfare was anticlimax, but we were still prepared to begin intensive training for our next operation in the event that the Japanese should fail to surrender. With the rest of the world the 308th Bombardment Wing waited for their fateful decision and experienced all of the thrills and discouragement occasioned by the first false peace rumor on the evening of 12 August. Standing figuratively on one leg, the organization waited patiently



P-61 "Blackwidow"

and accepted quietly the official ending of the war when it finally came.

Plans had already been completed for the invasion of Japan, and again the 308th Bombardment Wing had its major role as an Air Task Force. We were to land with the I Corps on the right flank of the operation as the supporting air command. Following the surrender of the Japanese Imperial Forces an inspection was made of the beach areas of southern Kyushu to determine the extent of preparation. Severe shortages in ammunition, fuel and food were found; the Japanese could not plan a sustained operation. So they had planned a complete suicide of Kamikaze forces. Approximately 3,500 airplanes were to attack in waves of 500 every 30 minutes until expended; following this, hundreds of suicide boats and human torpedoes were to attack. We would have lost many lives in the landing under such an attack, but it would not have stopped the relentless advance of our forces.

With the acceptance of the surrender terms on 15 August by Emperor Hirohito, one thought stood uppermost in the minds of all men of the Wing, to return home at last. All sat impatiently on Okinawa awaiting the formal signing of the Peace in Tokyo. In a few days, however, we learned that our job was not yet complete. We were suddenly called the Fifth Air Task Force and designated as the occupation Air Command for Korea.

On 6 September, 1945, an advance echelon of Colonel William E. Dean, Chief of Staff, Lt. Colonel Robert R. Herring, Intelligence, and Lt. Gerdine arrived at Kinpo Airdrome with General Harris and his advance party. Following a welcome ceremony by the Japanese Military Governor and the Military Commanders, the party was escorted to the capital city of Seoul. Interrogations followed for two days, then on 9 September, General Hodge, U.S. Military Governor of Korea, accompanied

by Admiral Kinkaid and General Hutchison accepted the formal surrender of the Japanese in the Government Palace. Additional personnel of the Wing came in and occupied the modern buildings of the Keijo Imperial University.


In the meantime, the veterans of the 308th Bombardment Wing were being sent home. More than half left from Okinawa prior to the move up, others would leave shortly. The War was over at long last.

This account of the accomplishments of the First Air Task Force is lacking in many ways. It does not picture the continuous battle of supply which was fought by wing personnel to keep their command in fighting trim; it does not portray the difficulties of signal communications, the building of a thriving community from jungle growths, the bad food, the swarms of mosquitoes and ants, the thousands of heartaches, which you endured as men of the 308th; nor does it picture the comradeship formed under the threat of violent death, it does not portray the pride of success felt by each officer and man; the fun of leaves in Australia, the amusing associations with the natives about our bases, or the feeling of all men for their team. Instead it shall recall for you the actions and dates that you may remember in years to come the scenes as they rolled about us and feel again the glory we knew.

The World smiles now in pride over the greatness of the Victory, but one day ahead the men and women of this Earth must learn to fear man-made power and submit to the sacrifices necessary for the control of such devices. I wonder how far we are from that great day of enlightenment? I feel confident that the men of the 308th will go forth as greater men for their experiences in a World which still has much to learn.

RABAU L





NOVEMBER 2, 1943

FOREWORD

In the space of twelve minutes a formidable Japanese sea and air armada, in the powerful, well-organized, well-defended stronghold of Rabaul, was attacked and decisively defeated.

Never in the long history of warfare has so much destruction been wrought upon the forces of a belligerent nation so swiftly and at such little cost to the victor.

In Twelve Minutes . . . The Fifth Air Force

Destroyed or damaged . . .

114,572 tons of enemy shipping

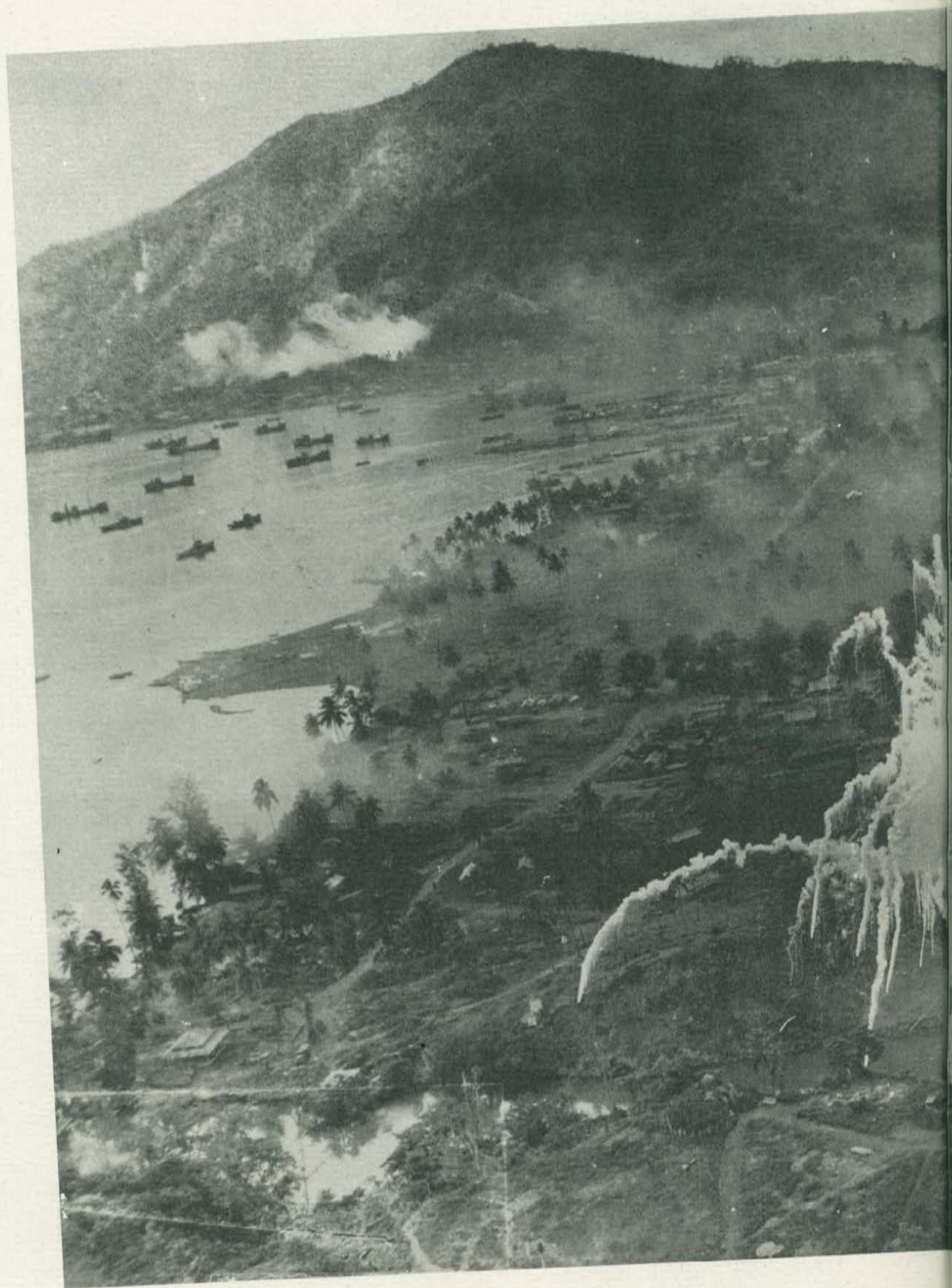
Destroyed . . .

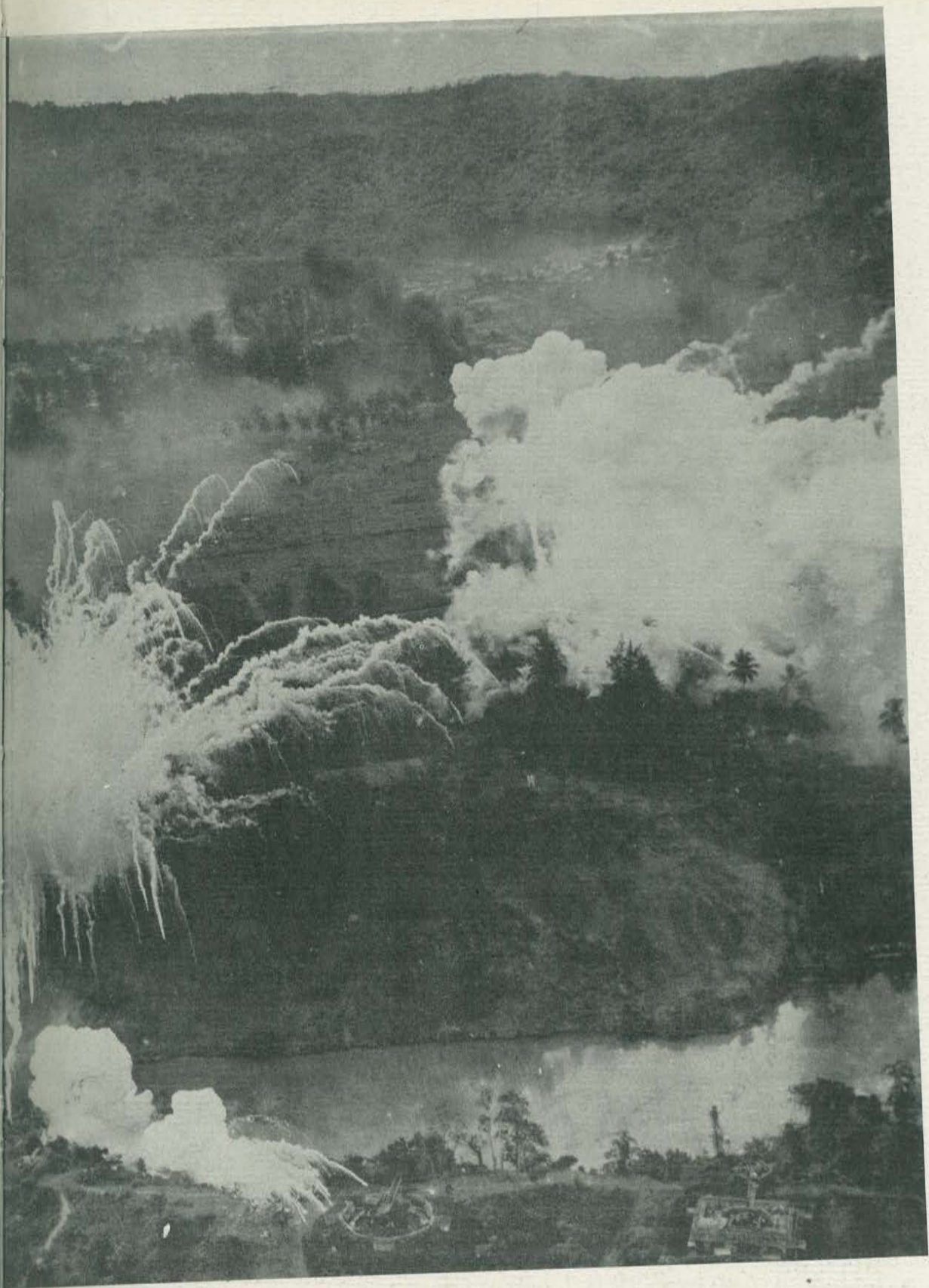
69 enemy aircraft in combat

Destroyed . . .

16 enemy aircraft on the ground

This was accomplished for the loss
of nine American bombers and ten
American fighters.







NEARNESS OF THE FOE: "Attacking below masthead height, we loosed our bombs from less than fifty feet against all enemy merchantmen which were the objectives of this squadron." (From narrative report by Lieutenant Rix Rutland.)

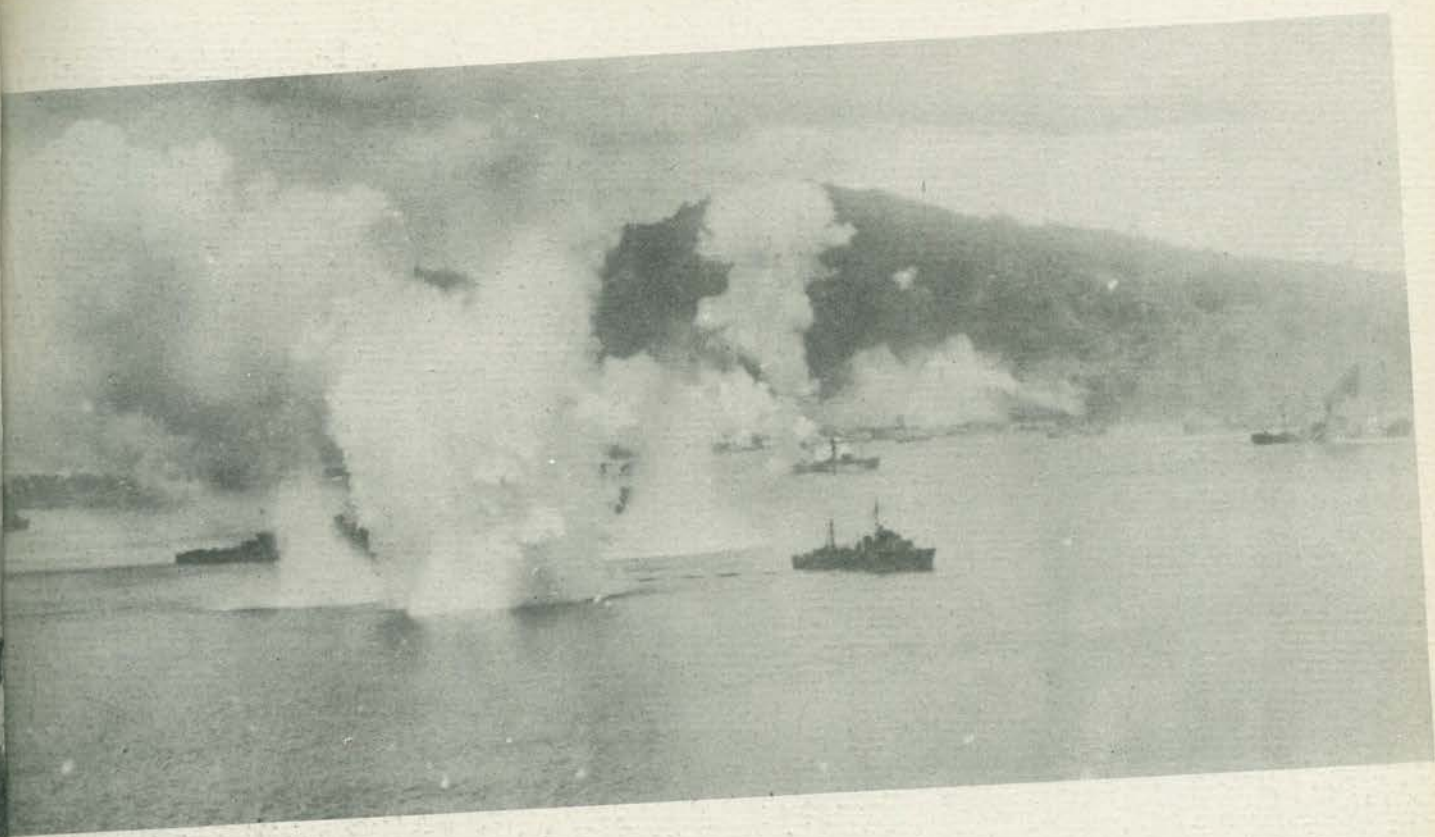
AUXILIARIES ATTACKED: Twenty-one 500-ton naval auxiliaries of a type not seen before in the Southwest Pacific are subjected to a strafing and bombing attack in these pictures. The target is obscured by an exploding bomb which scored a near miss. Past experience in mast-height bombardment has proven near

misses of this frequently result in destruction or severe damage to the objective. The bomb, with delayed fuse, burst within the vessel or goes below the water-line and explodes under the comparatively fragile plates.

"This was undoubtedly one of the most effective strikes ever planned and executed in this theater. Although almost no sinkings are actually claimed in the results above, most of the vessels hit were undoubtedly left in sinking condition." (From the official report of the Intelligence Officer of one of the attack Squadrons.)







MAST-HEIGHT TACTICS: In these pictures, the destructive effect of low-level attack is graphically illustrated. These photographs show the blasting of more than 10,000 tons of Japanese shipping.

Preceded by hundreds of rounds of machine gun fire, which has neutralized enemy antiaircraft batteries aboard the vessels, the airmen are comparatively free to select their own point for attack.

"Our flights were perfectly coordinated and while the harbor itself was so small, precision runs were almost impossible, the attack was followed according to plan.

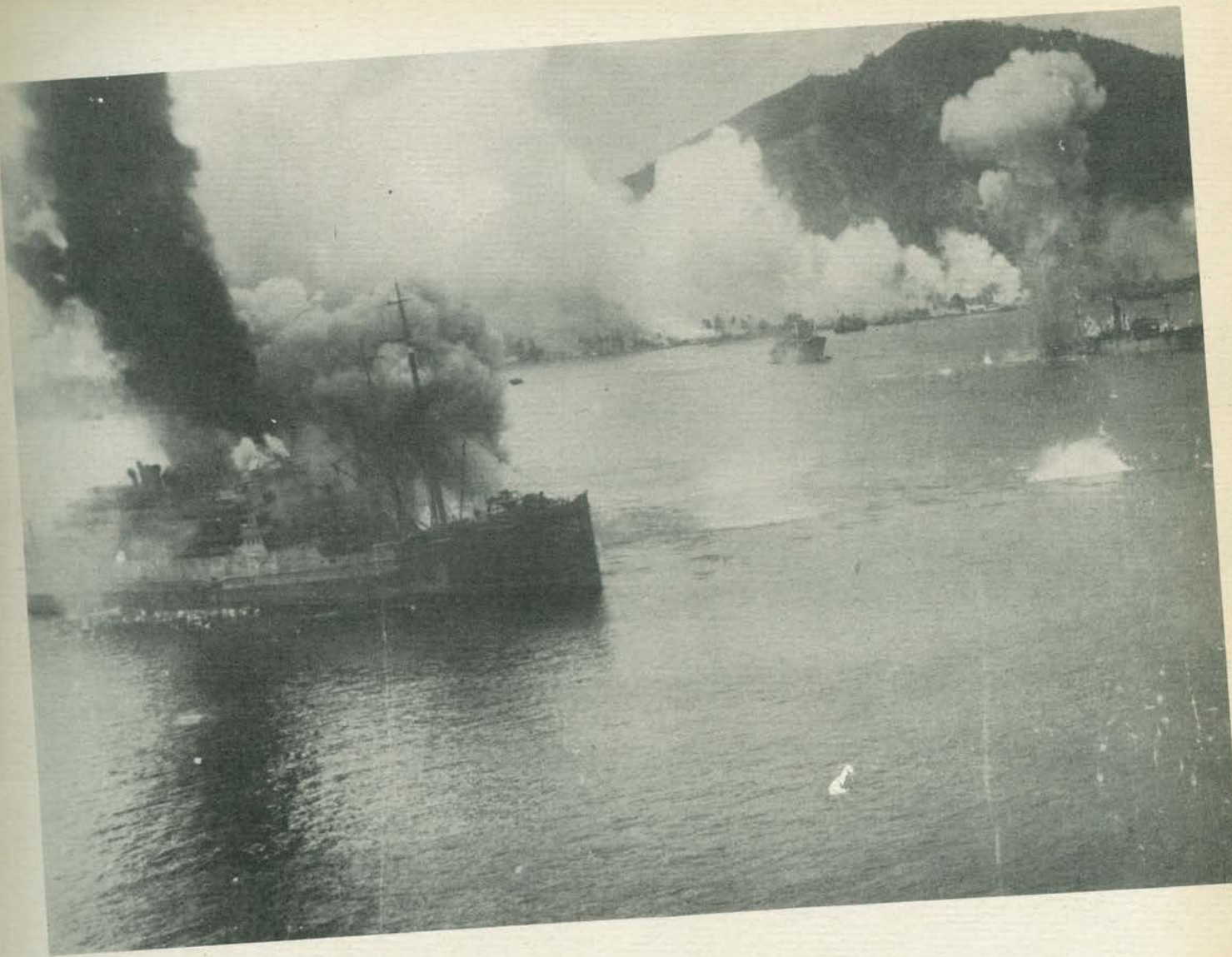
"None of our echelons reported heavy return fire except from the maneuvering warships. The Nip seemed bewildered by our heavy concentrations of forward firepower. Some gunners saw Japs hiding behind their armor plating making no effort to return fire." (From report by Maj. John P. Henebry, Commander of the Simpson Harbor force.)

FREIGHTER HAMMERED: A 3,800-ton freighter reels under the impact of a 1,000-pound bomb planted.

"My airplane attacked a freighter from mast height dropping one 1,000-pound bomb. We scored a direct hit on the stern and my gunner reported debris filled the water and sky almost immediately. We strafed antiaircraft positions near Vulcan crater, a radar station, and three Zekes and four medium bombers which we found on Vunakanau air-drome." (From narrative report by Flight Officer K. R. Ladd.)

BOMB-BLASTED HARBOR: "On this run I crossed the bow of a cruiser that was firing salvos at the second wave of airplanes. Fire from the tender was heavy and accurate. My right engine was hit by a 20-millimeter shell." (From narrative report by Capt. Richard Ellis.)





(At left) **ANOTHER VICTIM:** Included in the toll of nearly 115,000 tons of Japanese merchant marine and warship power sunk or damaged in Simpson Harbor 2 November was this 3,800-ton freighter-transport shown as it received a direct hit amidships. Dropped at mast-height, the bomb blew debris high and started a large fire revealed vividly in these photographs.

"I began my run immediately after we entered the harbor area, strafing the ship heavily. I believe some fires started before I dropped my bombs. I pulled up sharply directly amidships, and dropped one 1,000-pound bomb. The objective broke into flames immediately and appeared to be seriously damaged if not sinking." (From narrative report by Maj. John P. Henebry, commander of the Simpson Harbor force.) This photograph was made by a member of Major Henebry's flight who followed him into the target area.

TWO VESSELS ABLAZE: From the tail camera of a Mitchell bomber flying at mast-height the blasting of two Japanese merchantmen is brought into sharp focus. Scoring a direct hit on a 10,400-ton transport of the Hakone Maru class the attackers have left it listing and burning.

In the right background, a cone of smoke rises from the stern of a 3,800-ton freighter.

"We came low over the hills in a formation of planes echeloned slightly to the rear. From ship, shore, and aircraft were everywhere flame and smoke, exploding bombs, fire where . . ." (From narrative report by Lt. Henry B. Rust.)

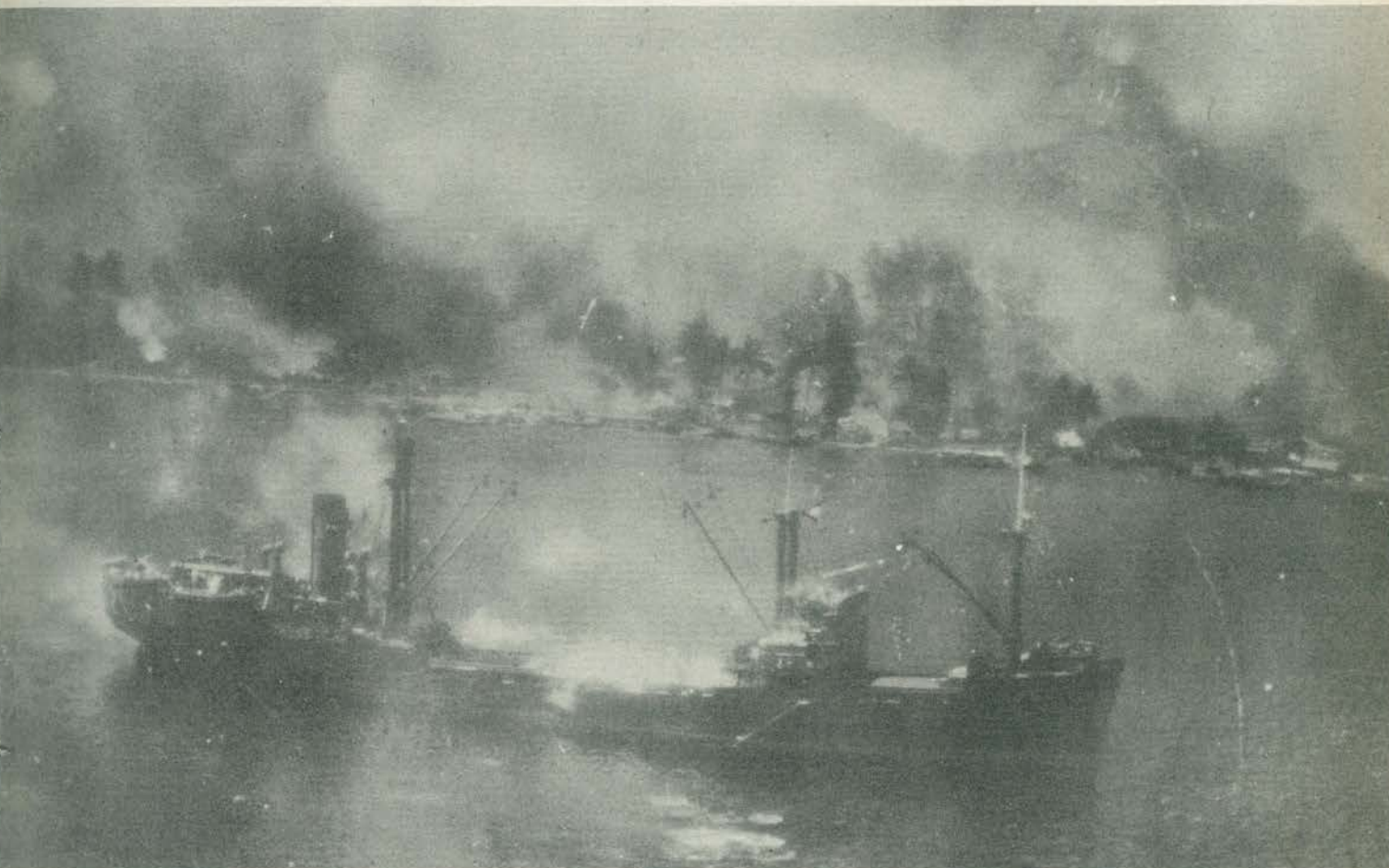


DESTRUCTION — AND DEFENSE: While two ships blaze in the background, a heavy cruiser of the powerful Nachi class maneuvers in the foreground. The cruiser, later damaged and possibly sunk, was one of more than a dozen war vessels assembled in Simpson Harbor.

"I moved into close formation with Major Henebry as we started our run on a 10,000-

ton transport. We dropped two 1,000-pound bombs on this vessel, one of which the gunner reports landed in number 2 hold. The whole side of the vessel appeared to blow out and fire could be seen to spread over the ship and water." (From narrative by Flight Officer Harold Prince.)

STRAFING A FREIGHTER50 Cal.



.50-CALIBER VICTORY: In the final stages of the concentrated strike, Mitchells, their bombs already dropped on shipping targets against this freighter of the 1,900-ton Gosei Maru class.

Flying three abreast, the B-25s levelled their guns against the freighter while three twin-turrets covered the escape from the area.

In the background, the town can be seen burning and smoking furiously.

The outstanding feature of the strafing at-

tack is the great destructive effect of forward firepower even against the steelplating of merchantmen.

Originally utilized only as antiaircraft neutralizers it was found the forward guns were invaluable in destroying deck cargo, in piercing oil lines and, in some cases, even penetrating to the boilers and furnaces.

As this photograph illustrates, inflammable cargo in the hold amidships of the Gosei Maru has been set ablaze by strafing.





THE ENEMY'S BEST: Three of the most effective units of Japan's merchant marine are shown.

At left is a 3,800-ton freighter-transport. In the upper picture, a near miss explodes to starboard and in the lower photographs, the geysers and smoke of a second bomb obscure the ship.

At right is a 10,000-ton tanker of the Nippon Maru class, one of the largest of the foe's fleet tankers.

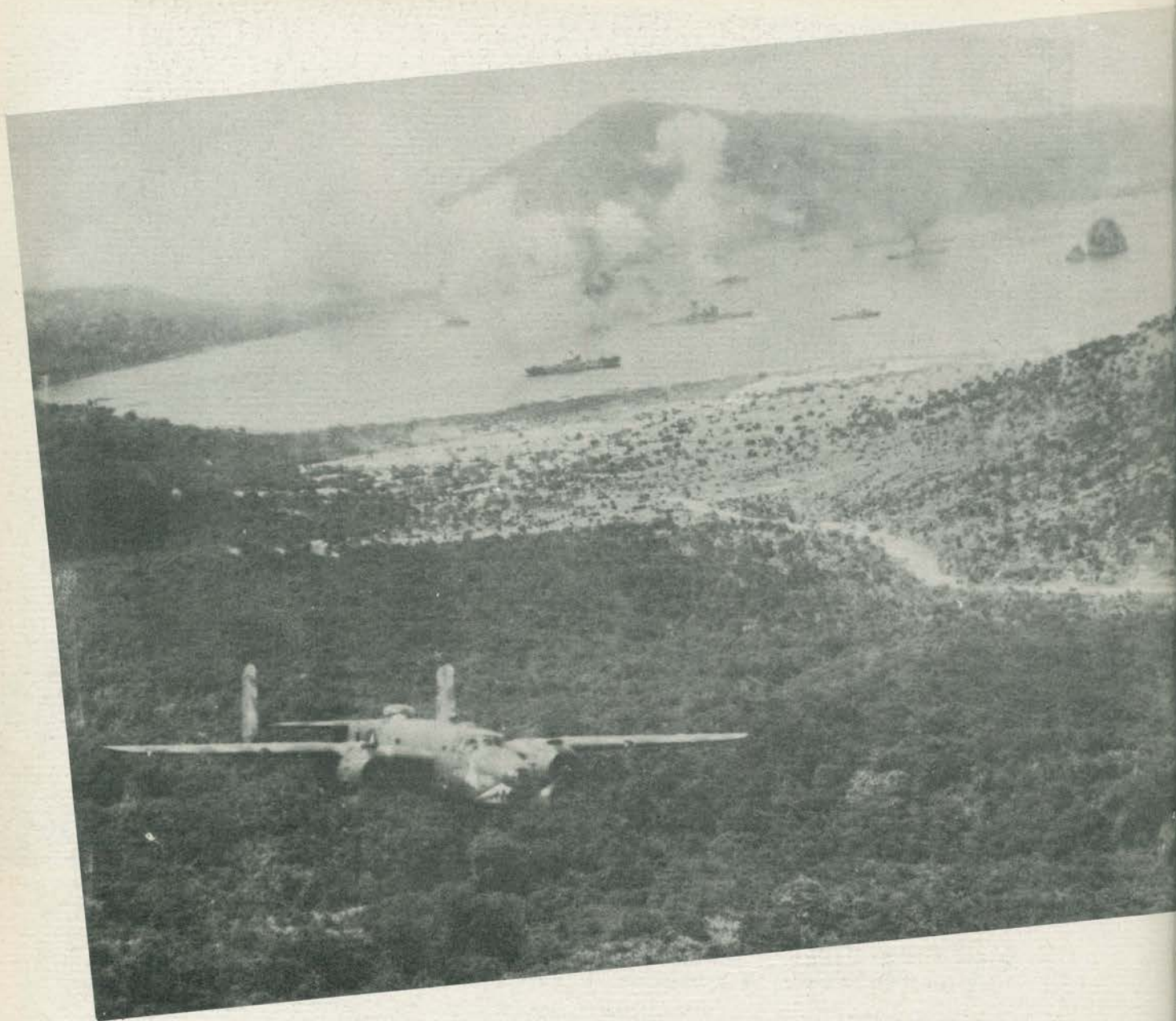
In the background is the 8,500-ton tanker Naruto. The 8,000-to 10,000-ton vessel is regarded as the enemy's most effective merchant marine weapon for the supply of outlying bases.

"We saw a large, undamaged freighter-transport directly in our line of flight. We had begun violent evasive action immediately after entering the harbor and now we dropped lower, all the time skidding violently. It was my idea that the ack-ack on the ships was firing over us because we were so low and they aimed directly at us. I could not strafe this vessel, but straightened out just before

reaching it and, at my signal, the co-pilot dropped two 1,000-pound bombs, the second by accident. The first hit squarely into the ship at the waterline (confirmed by my wingman) while the second bomb skipped over and exploded just beyond the transport. The vessel was later beached." (From Capt. Harvey Minor.)

WARSHIP POUNDED: Note the "beehives" in the picture as a Mitchell wings away after attacking a minelayer. The Volcano isles in Simpson Harbor are, in reality, the center of the antiaircraft defenses for the shipping concentrations. In the background, burning ships may be seen.

"I attacked a destroyer from bow to stern, dropping a 1,000-pound bomb. The destroyer was bracketed by the missile. I strafed both the destroyer and a transport beyond it." (From narrative report by Lt. Jack S. Saunders.)



HUGGING THE TREETOPS, WE ESCAPED . . .

ESCAPE — AND RUN: A Mitchell bomber, winging over the caked lava and bush slopes of Vulcan volcano, speeds out of Simpson Harbor.

"Hugging the treetops, we escaped from Simpson Harbor to the southeast. Vulcan vol-

cano, lined with antiaircraft guns, and heavy cruisers in Simpson Harbor and Keravia Bay kept up steady fire. Eight Zeros attempted to intercept us near Vunakanau airdrome." (From narrative report of Flight Officer Jack K. Harrison.)



The Japanese occupied Rabaul on 23rd January, 1942, and made it their most southerly base of real importance in their advance towards Australia. By October 1942, the volume of Japanese shipping at Rabaul had become immense, the town was one huge stores depot and the area was No. 1 priority target of great importance to the Allies.

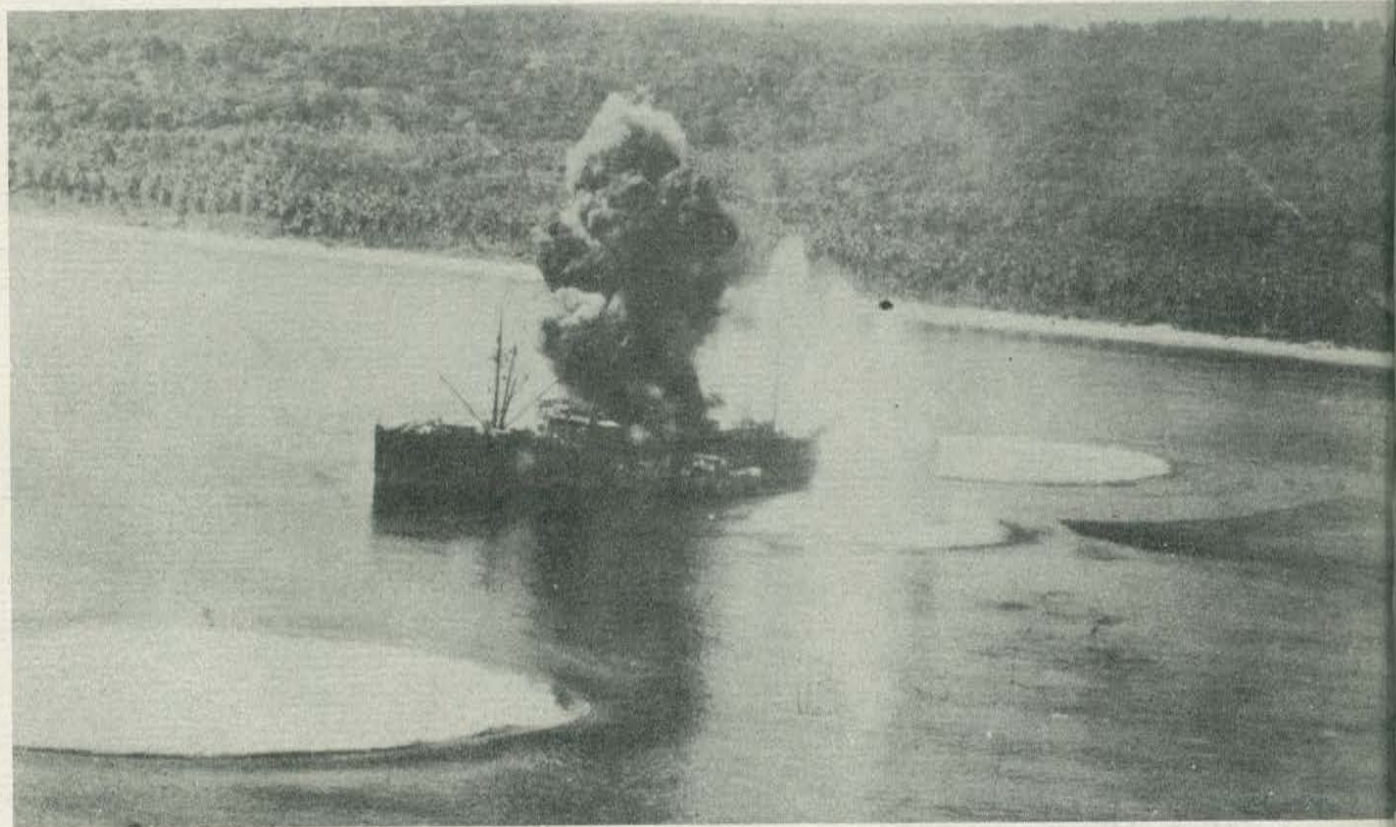
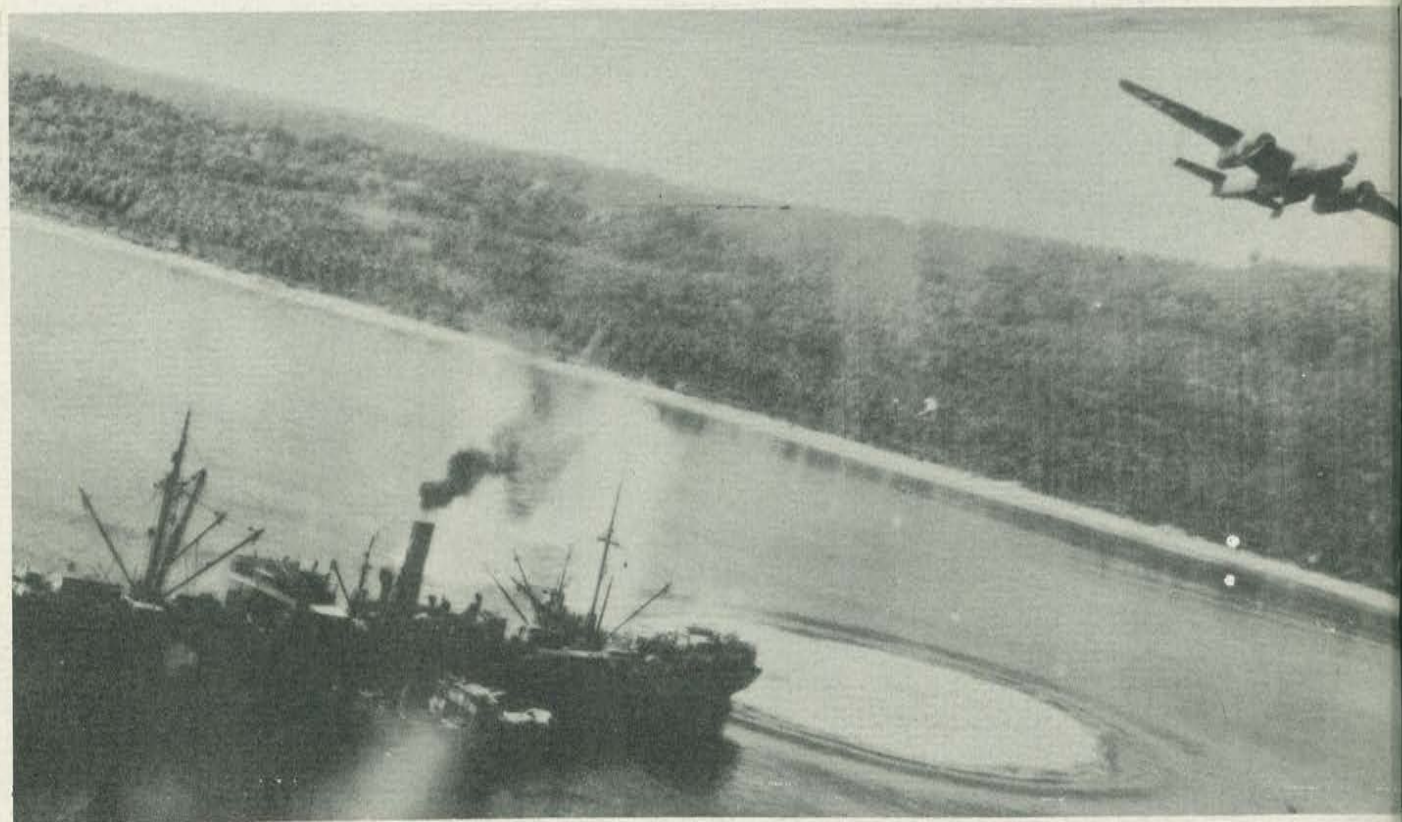


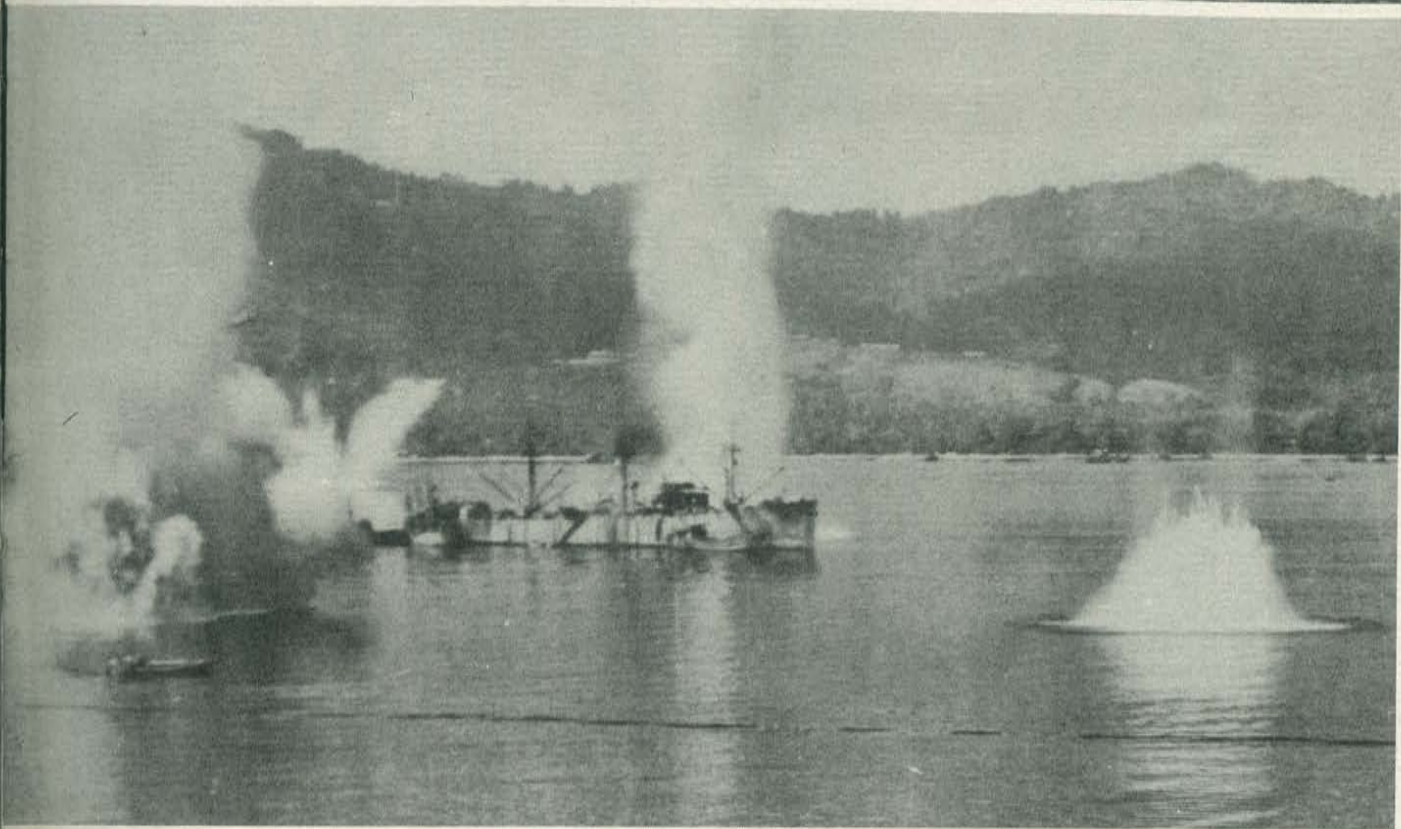
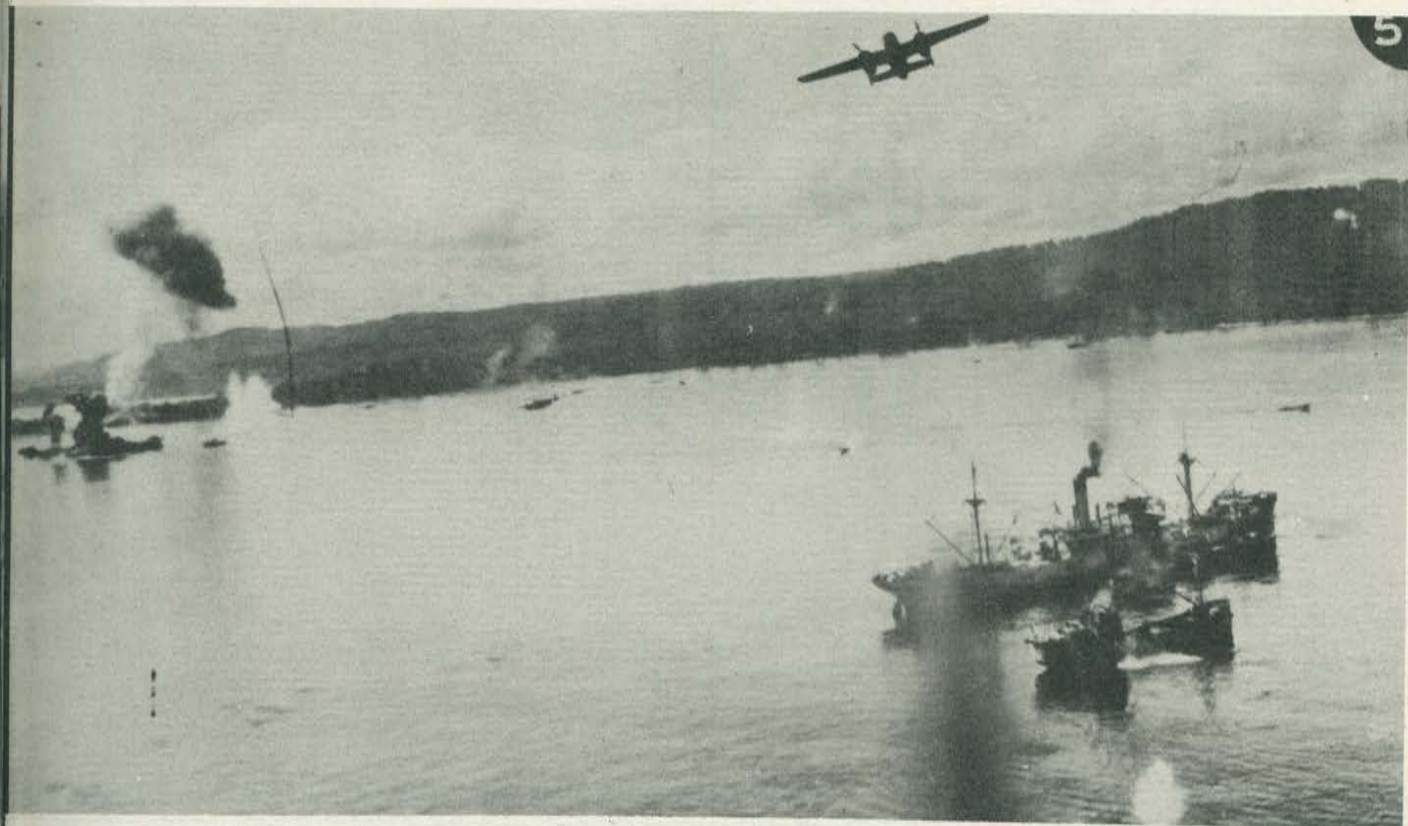
In November 1942, the Allied Air Forces struck, first at shipping, then the airdromes and, finally Rabaul Town, inflicting enormous losses to the enemy, of ships, aircraft and stores. The vertical shot over the harbour and town (left) taken in June 1943, shows portion of the shipping and the town intact. The other vertical taken in October 1944, shows complete lack of shipping and the town almost without one building left standing.

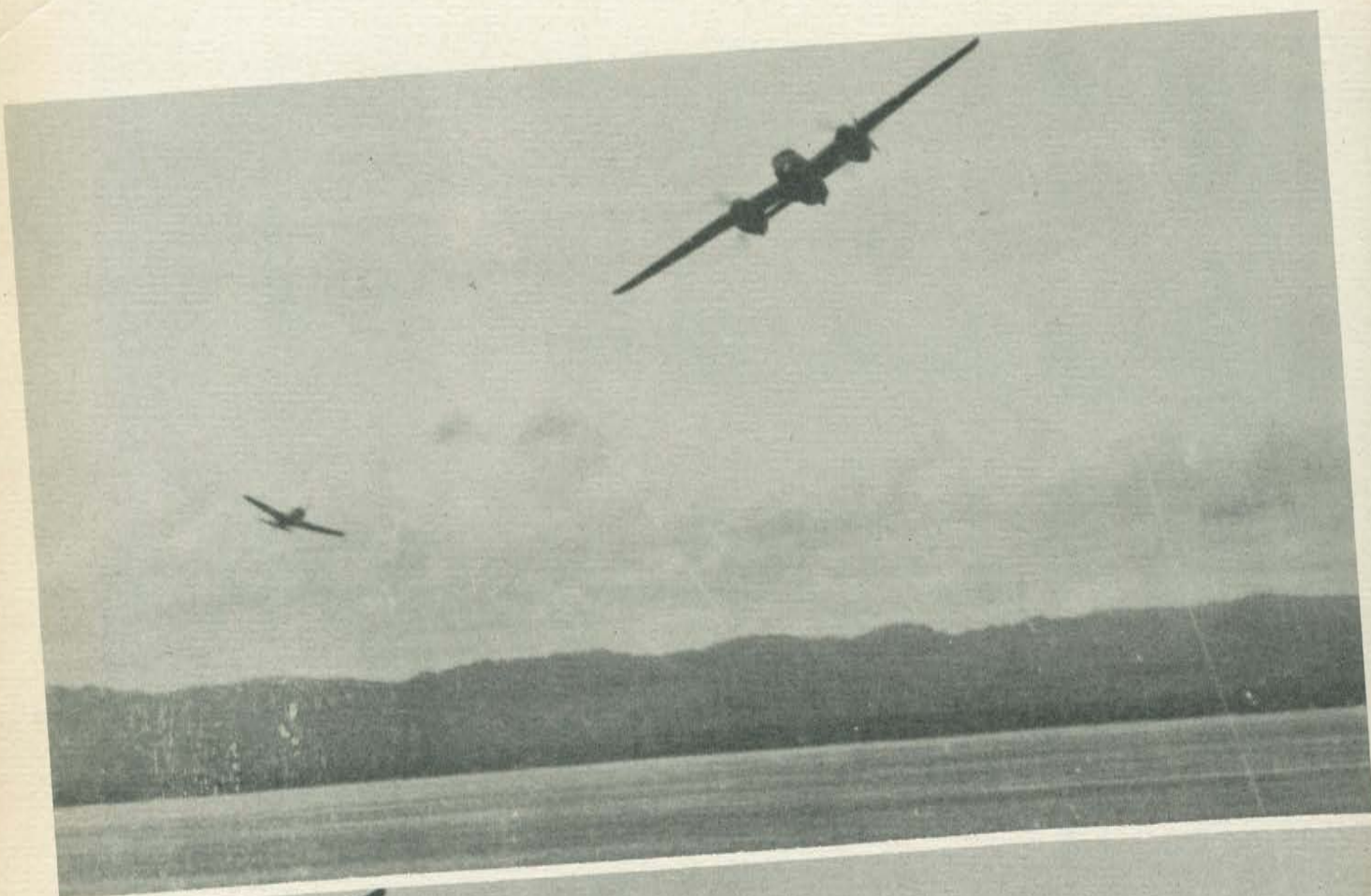


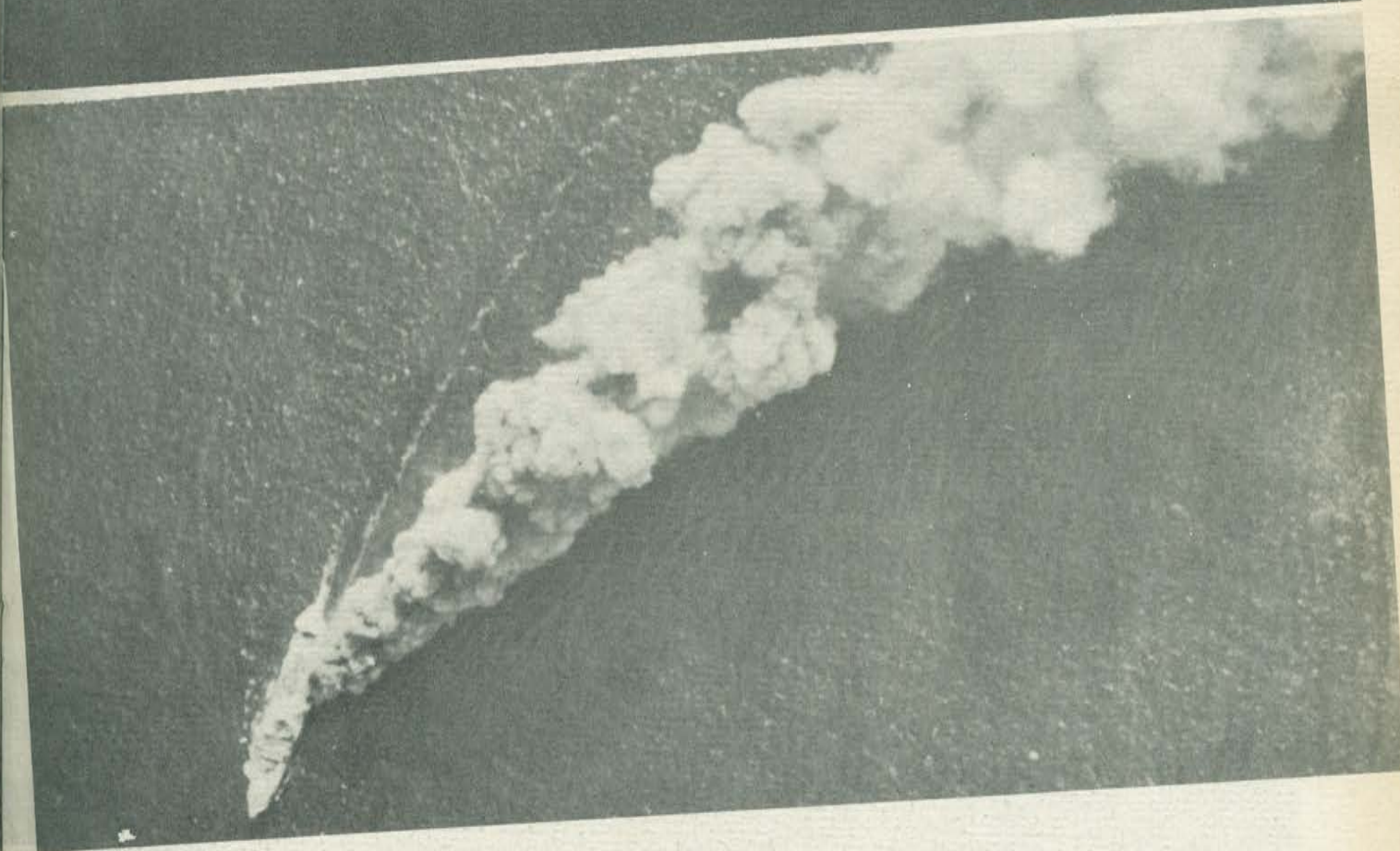
SHIP KILLER



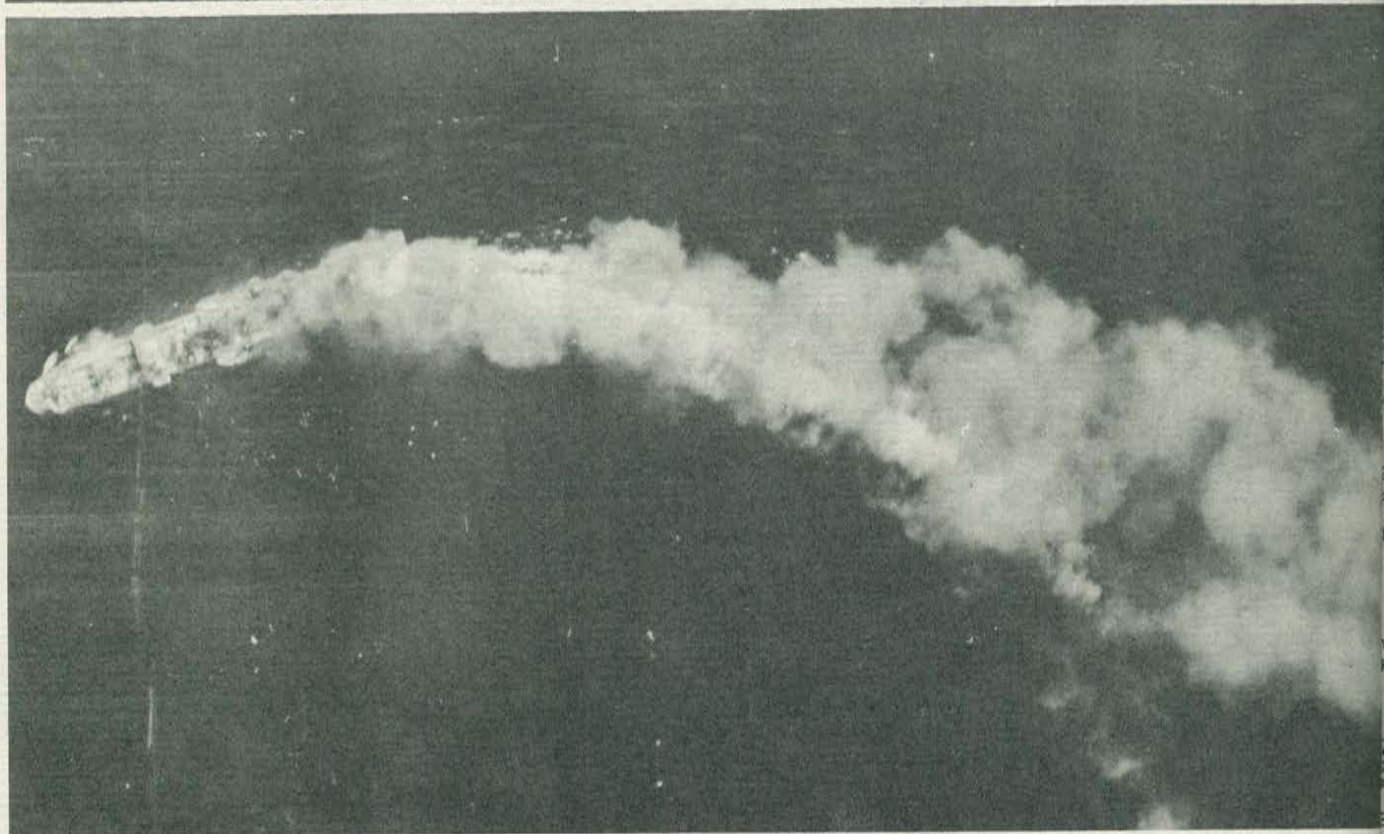
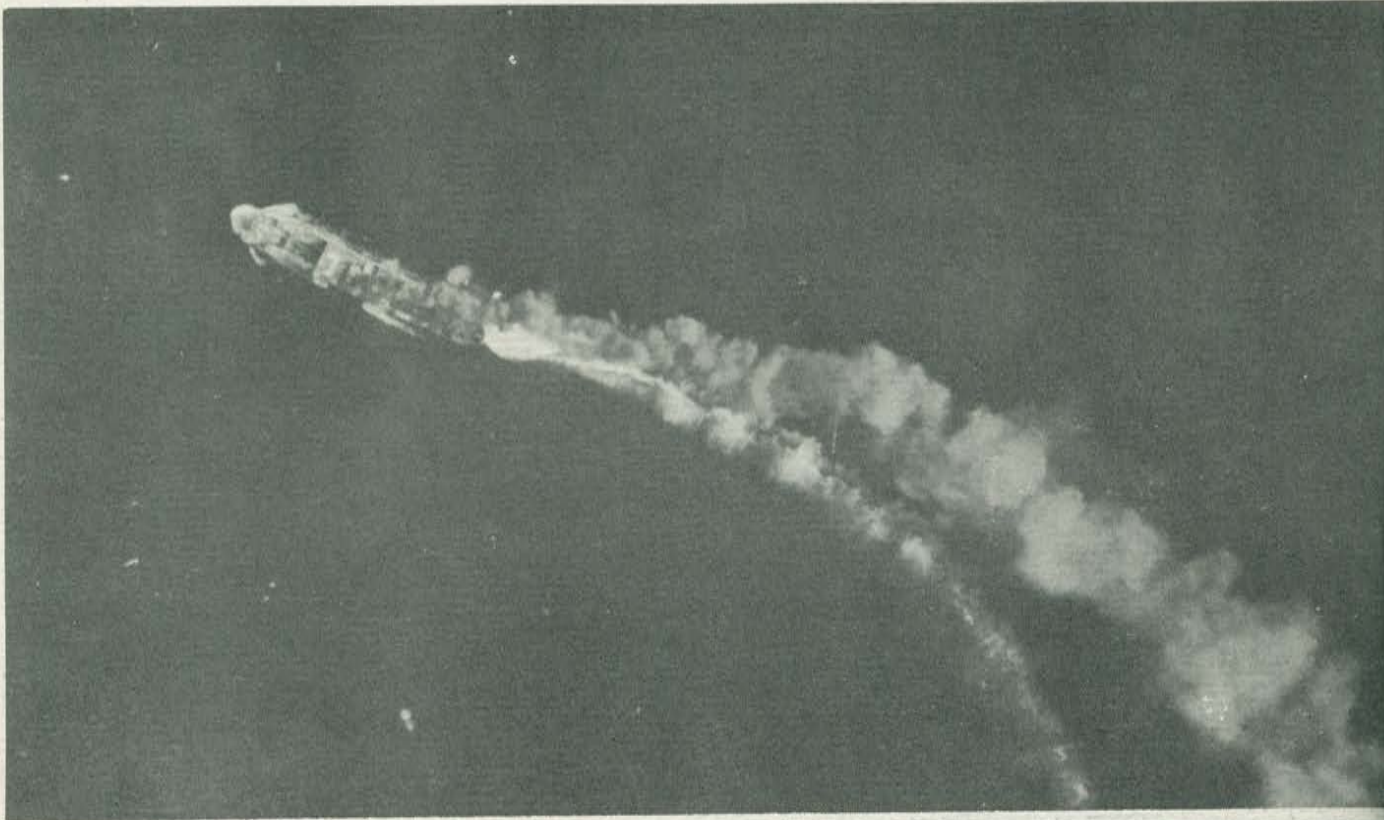




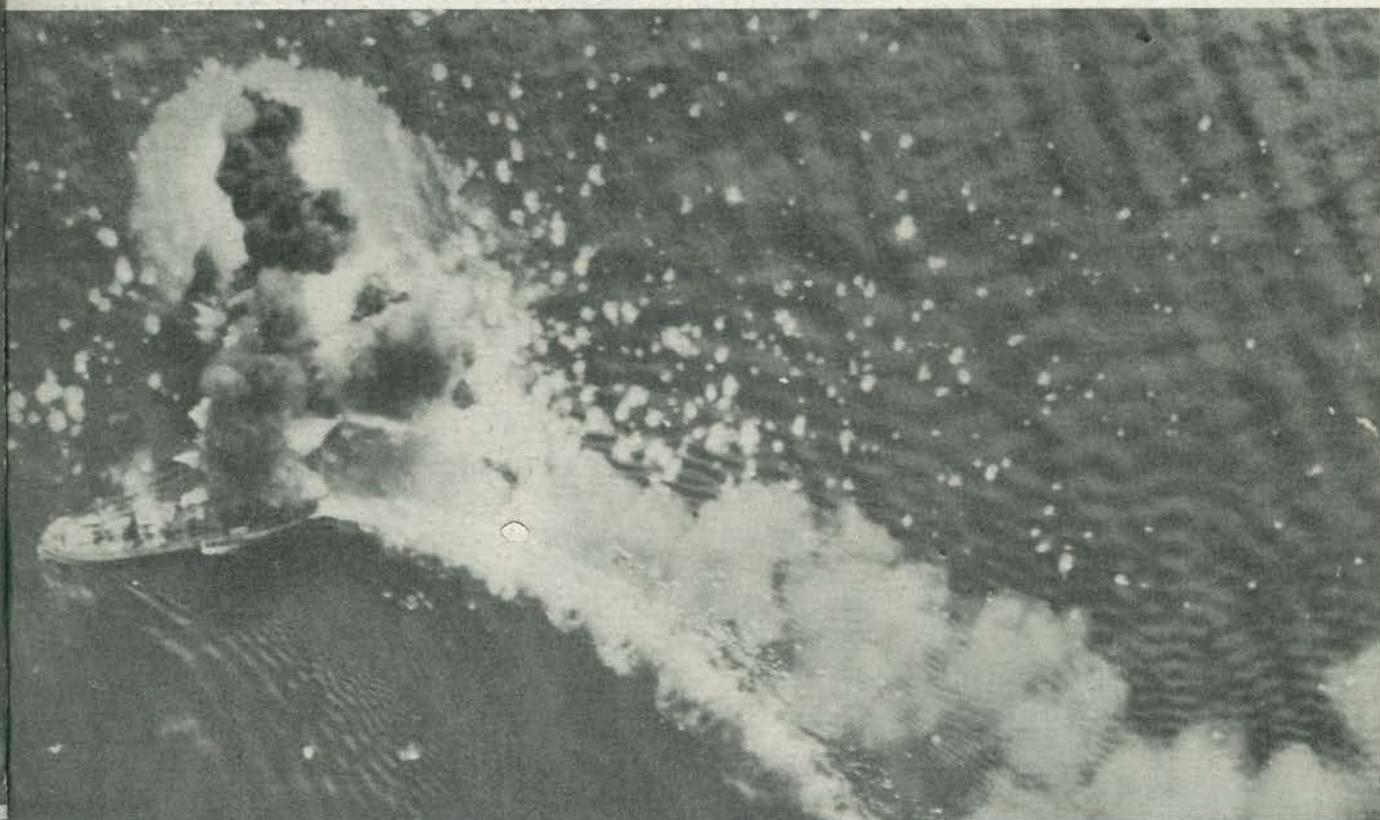




Convoy off Finschhafen (3-3-43)



Wewak Convoy

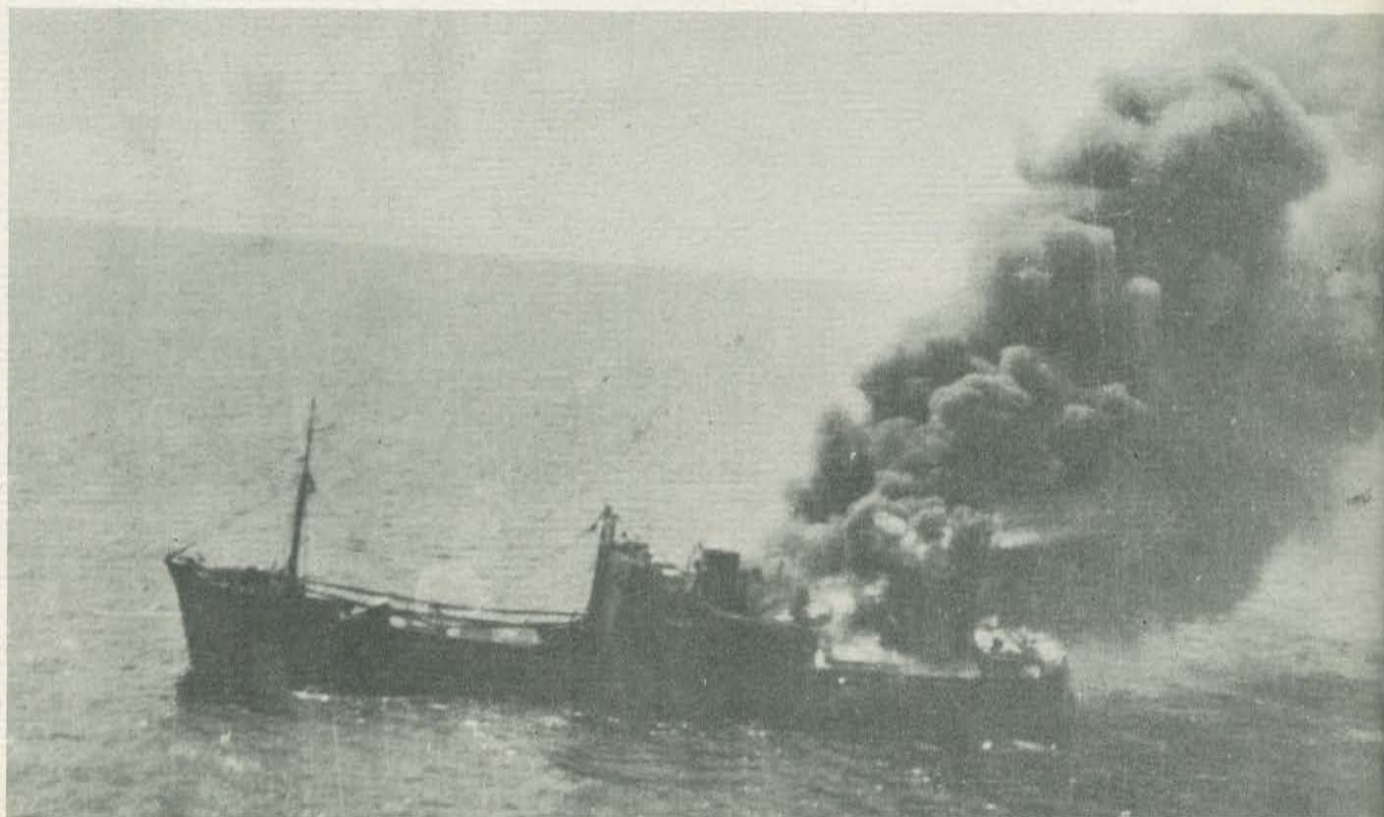




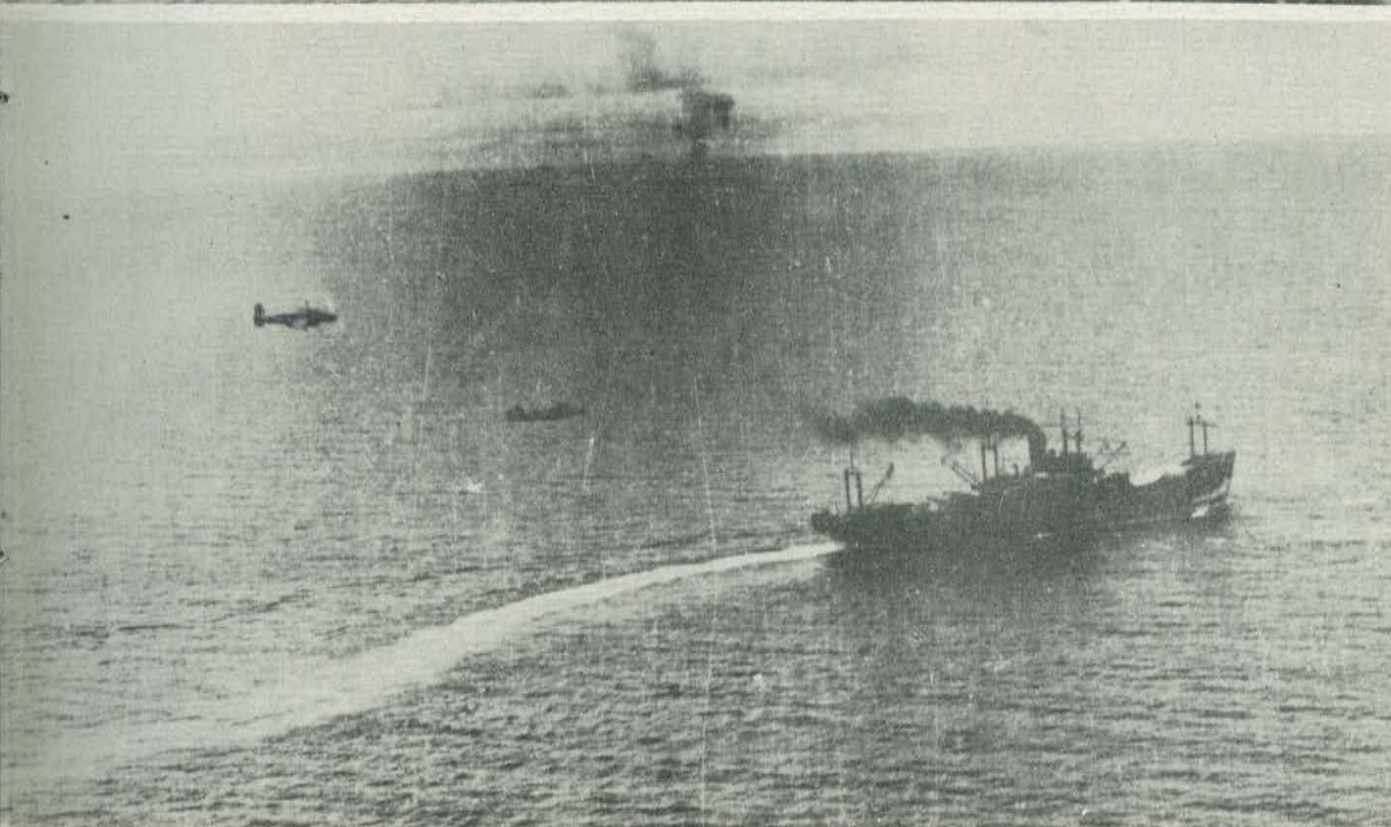
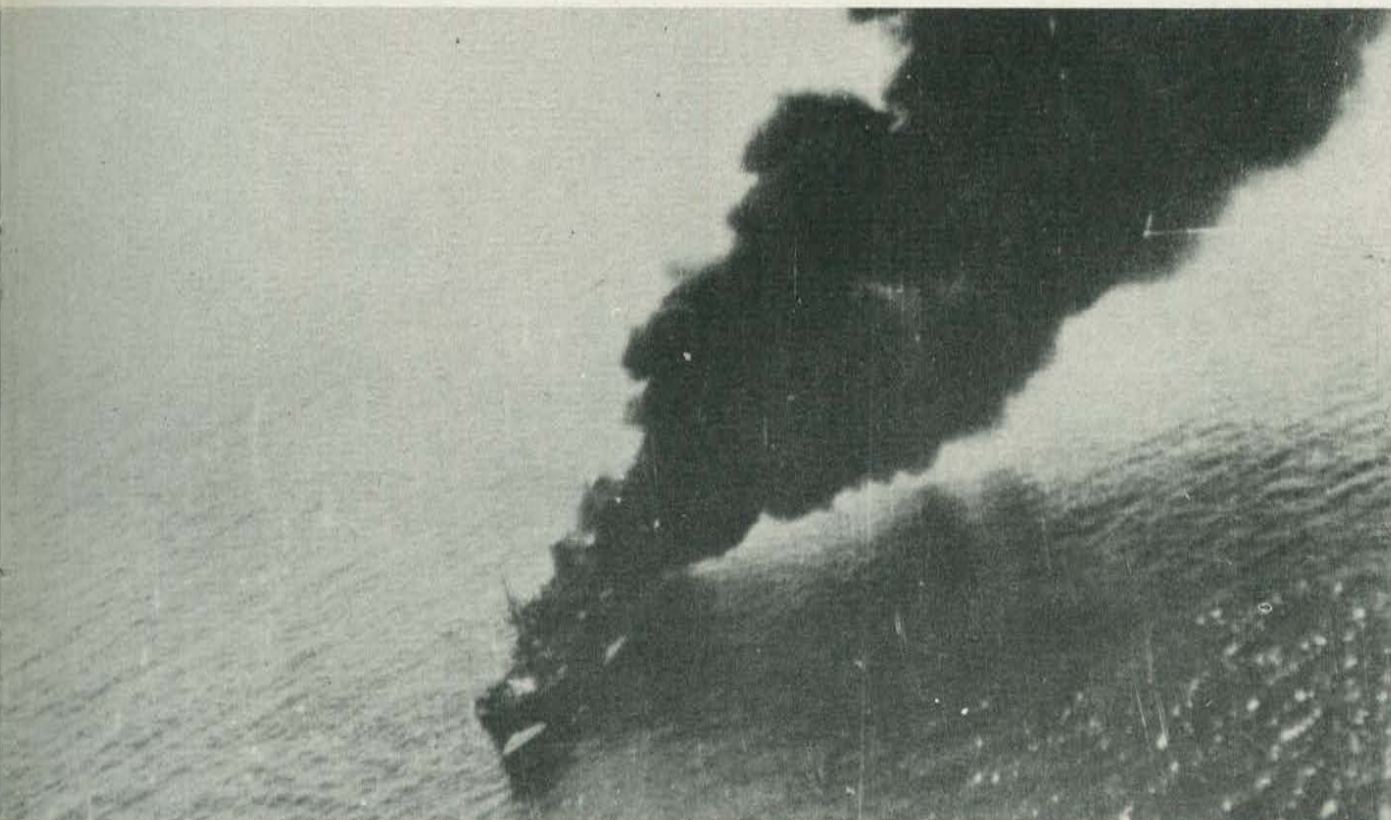
Jap Destroyer



Convoy off Finschhafen (3-3-43)

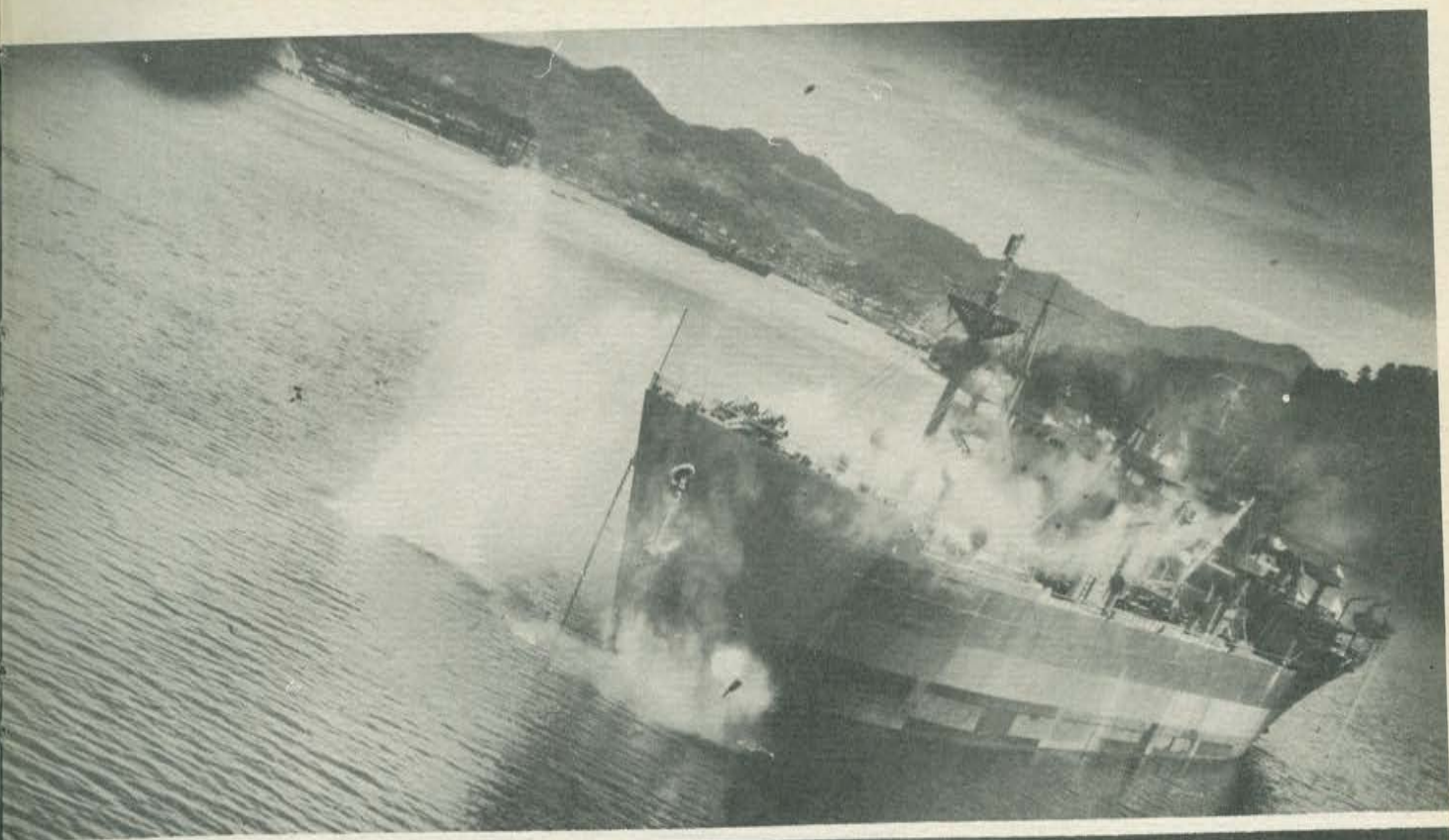


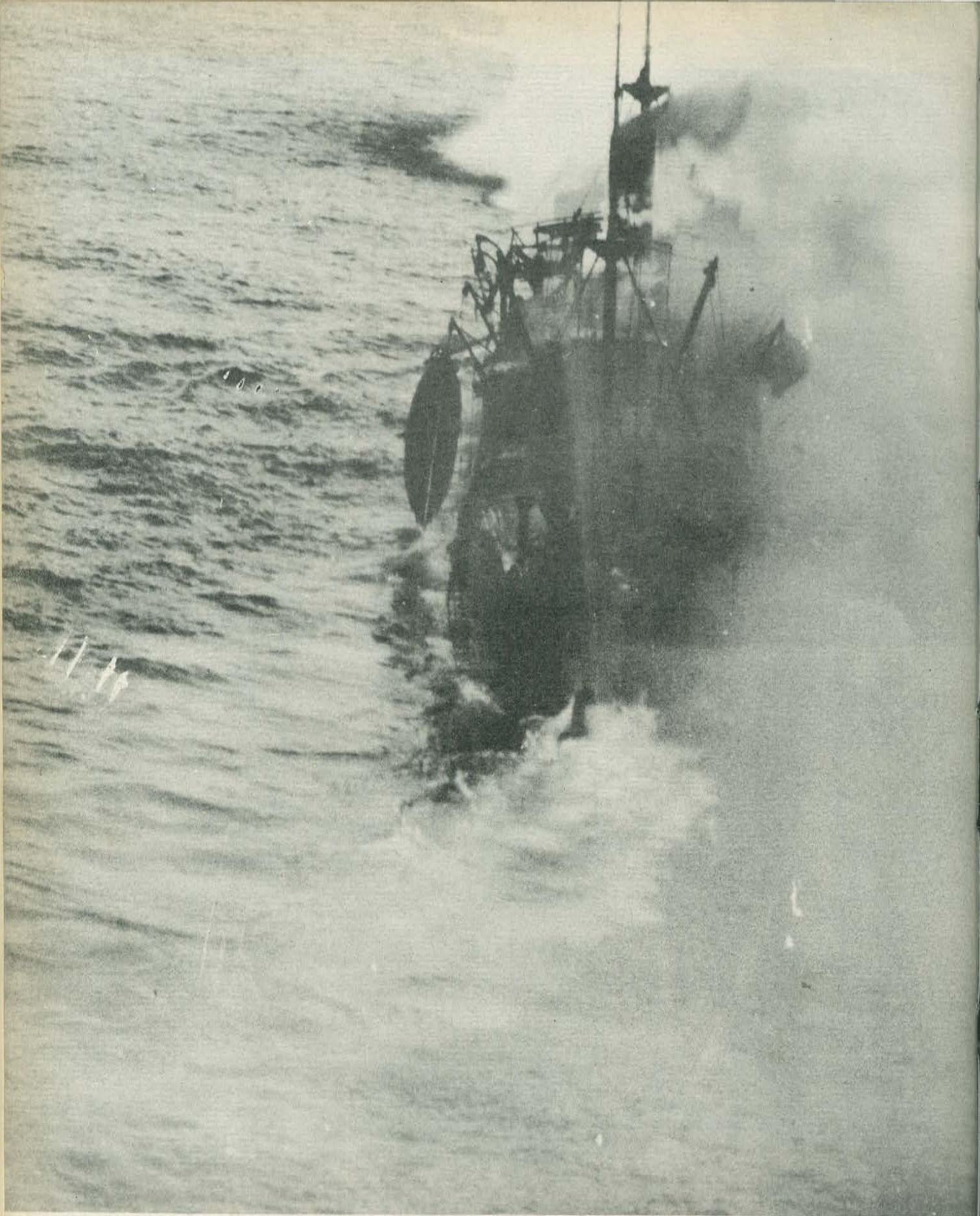
Convoy via Lae



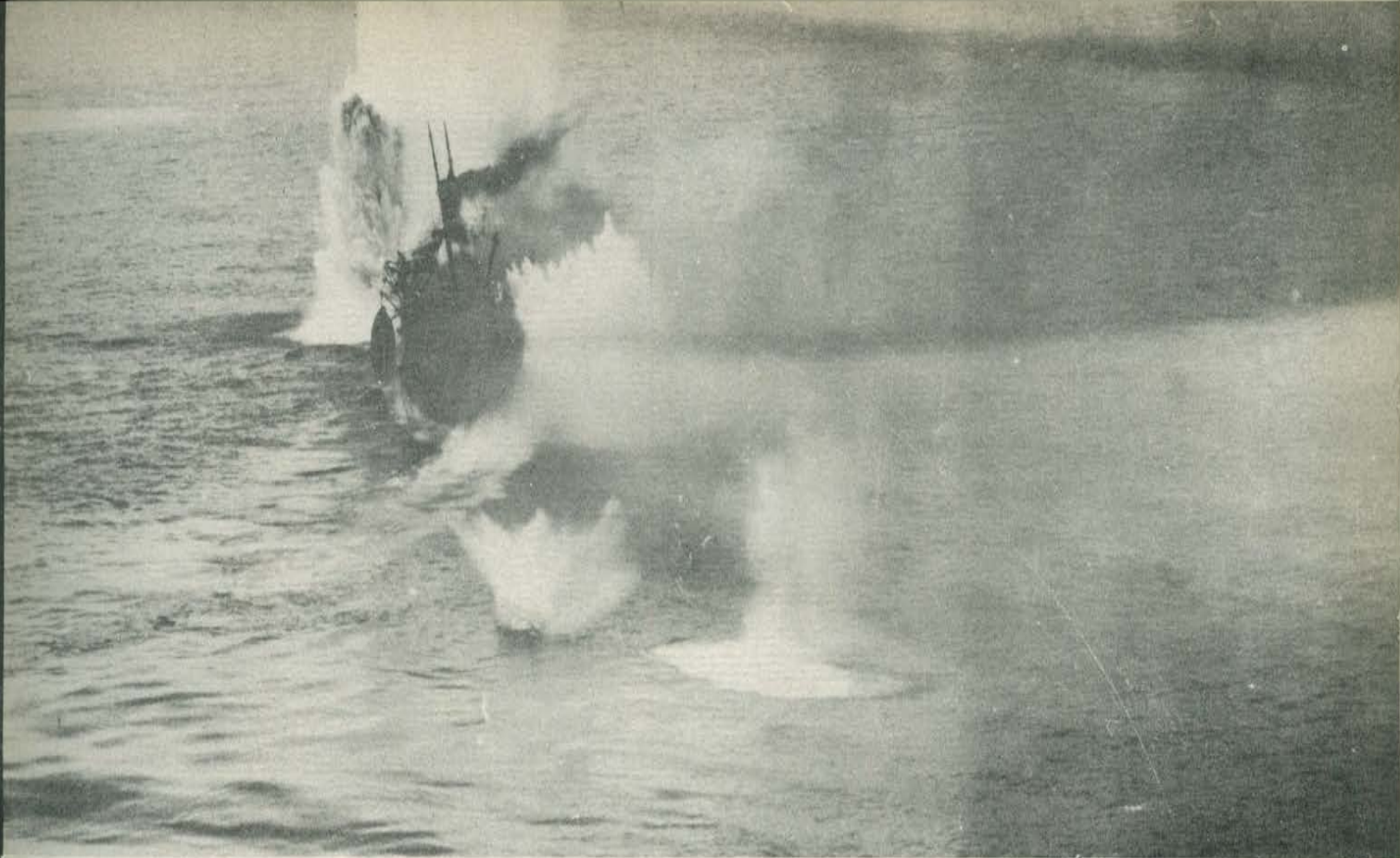
Convoy nearing Lae (3-3-43)



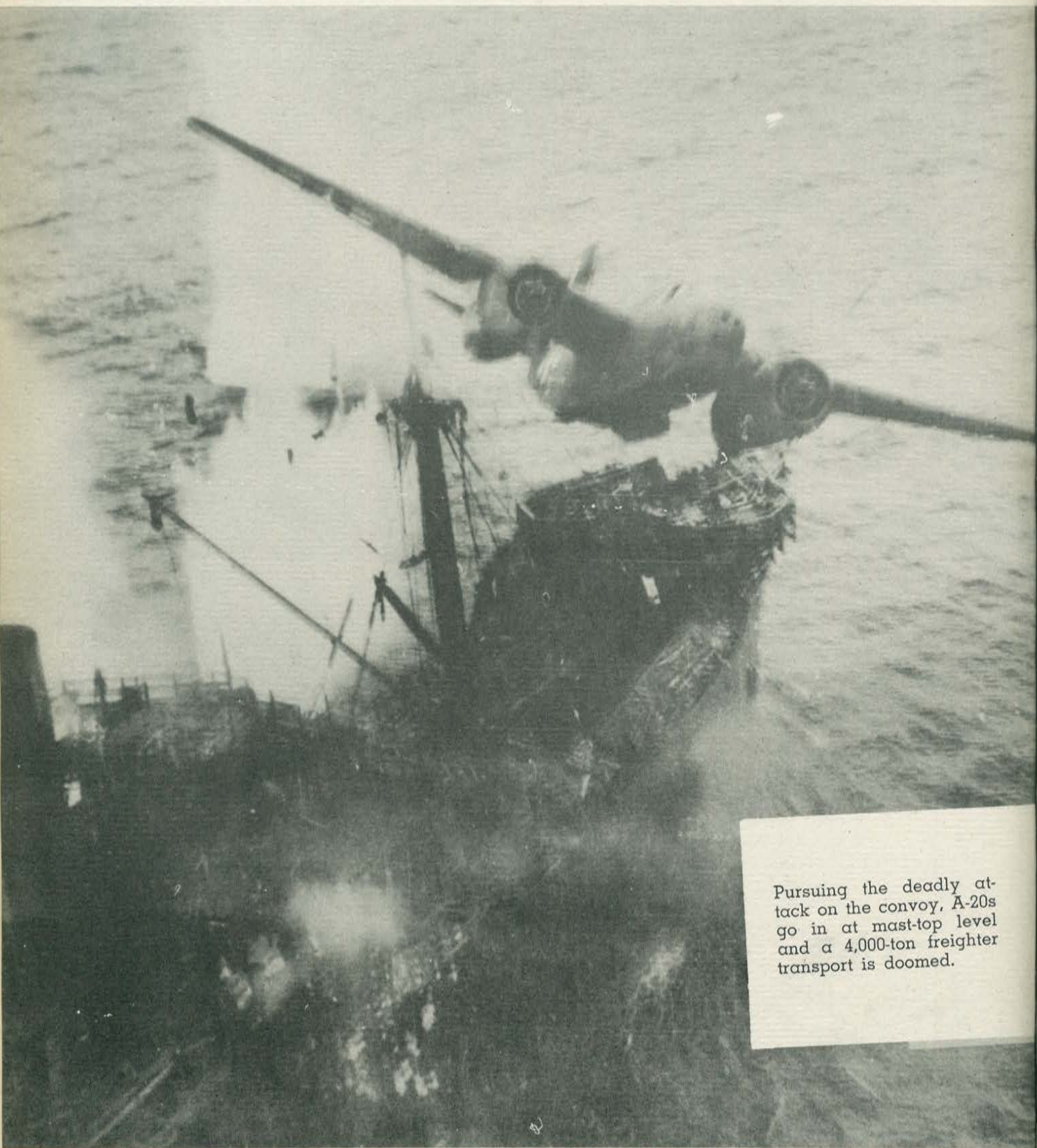




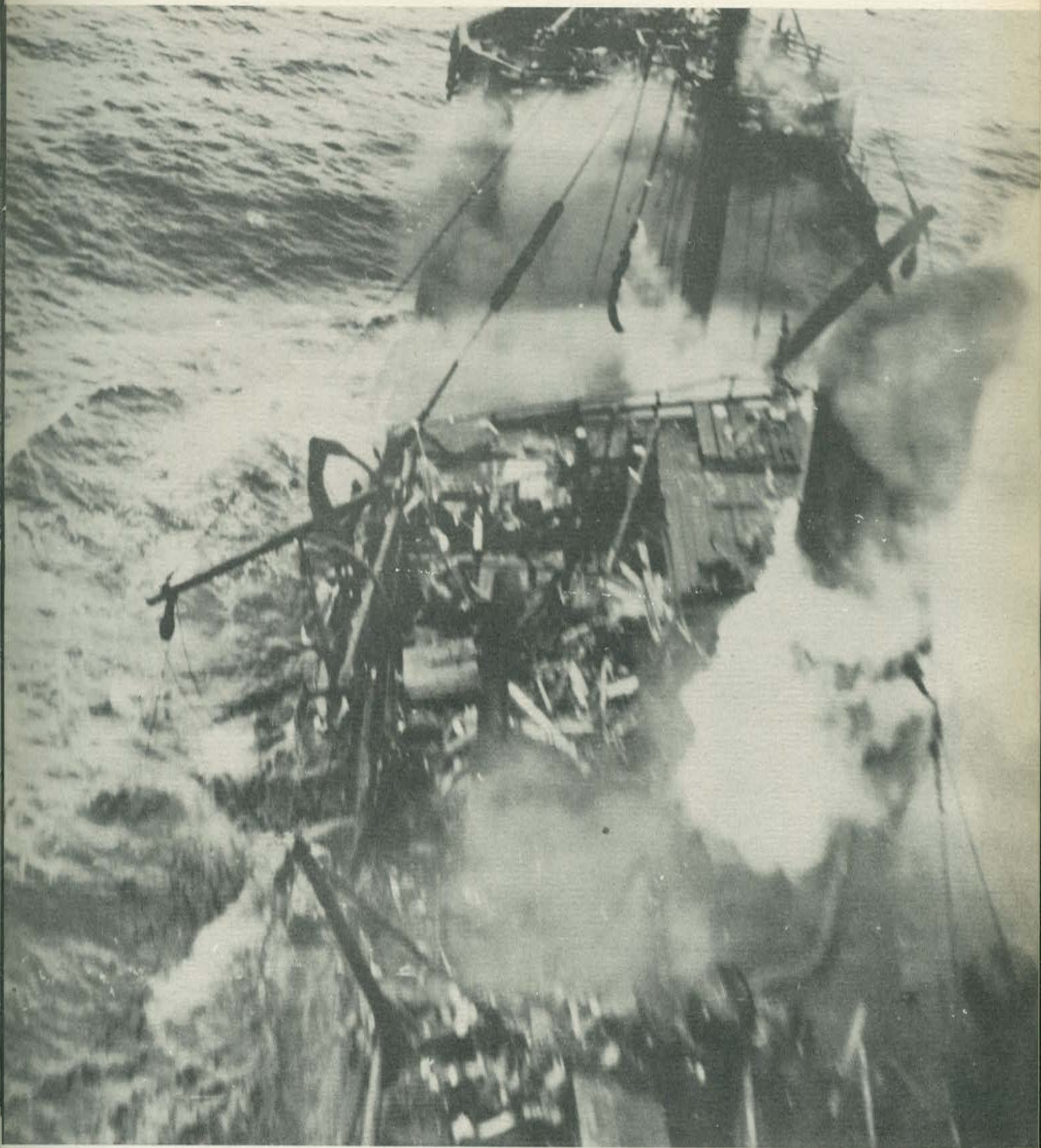
The blazing ship becomes a funeral pyre. Note life boat dangling useless from davits.



More bombs burst around the transport, helpless under the blistering A-20 and B-25 blasts.



Pursuing the deadly attack on the convoy, A-20s go in at mast-top level and a 4,000-ton freighter transport is doomed.



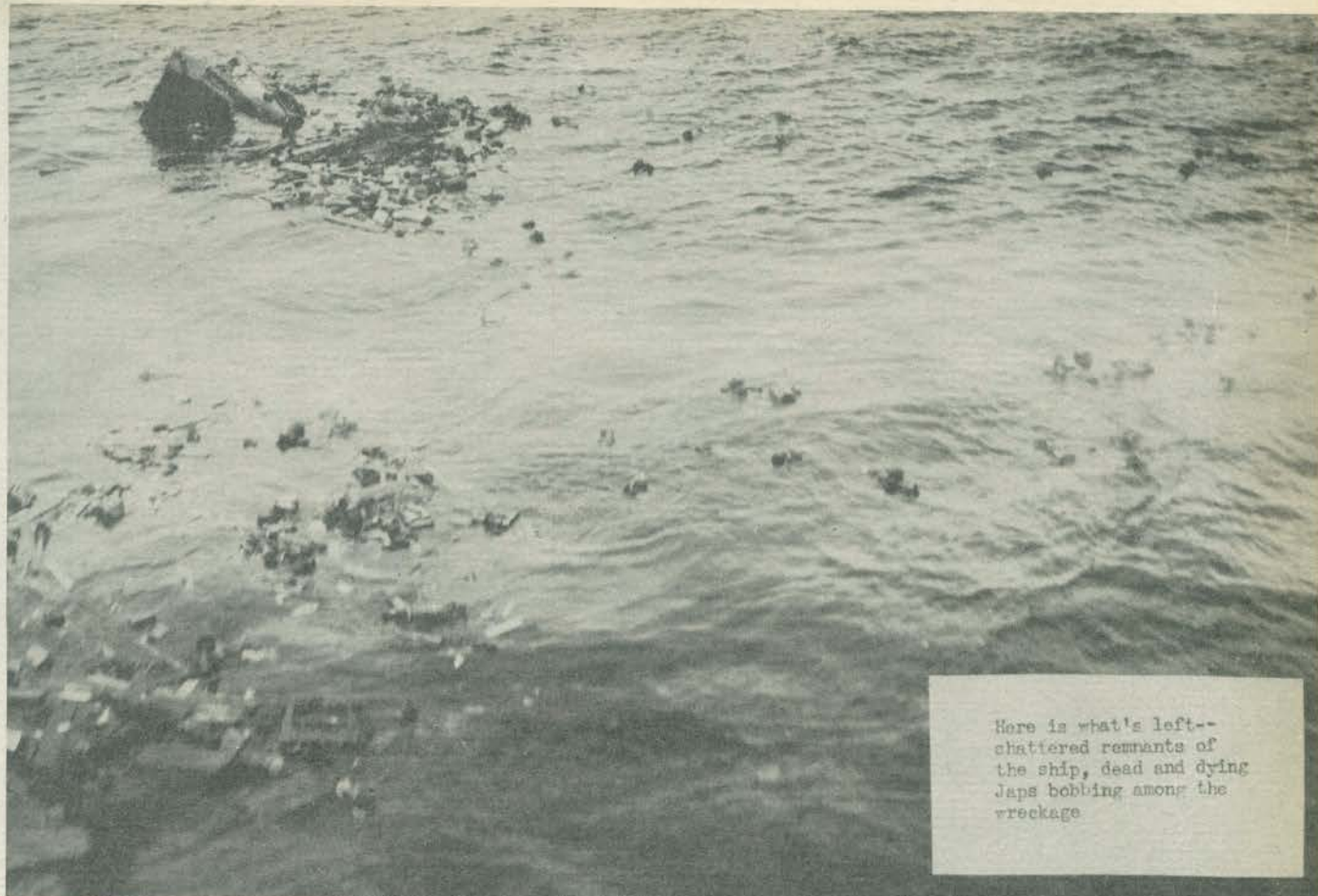
This close-up of the transport shows death and destruction and silent A/A guns.



Transport Burning





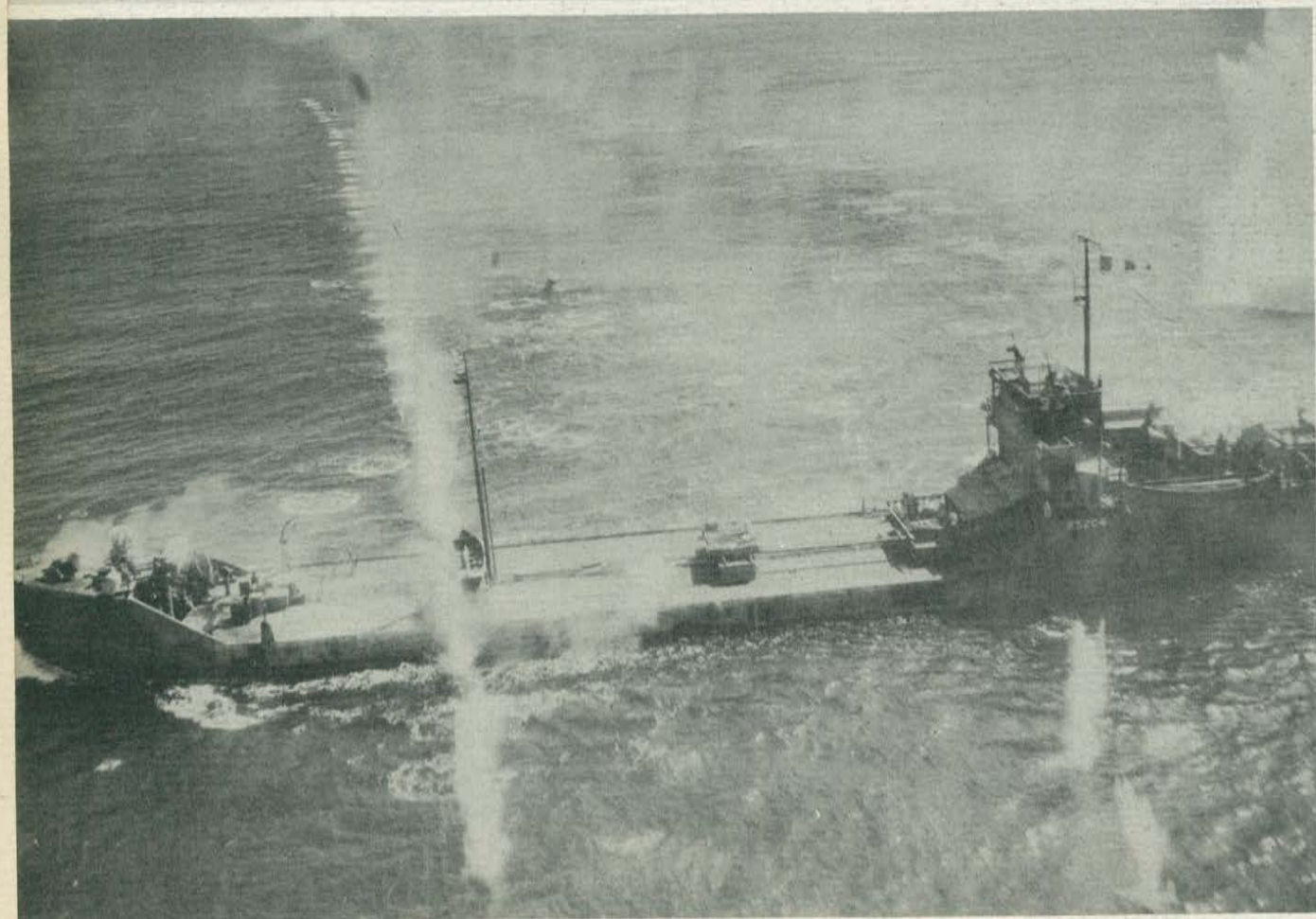
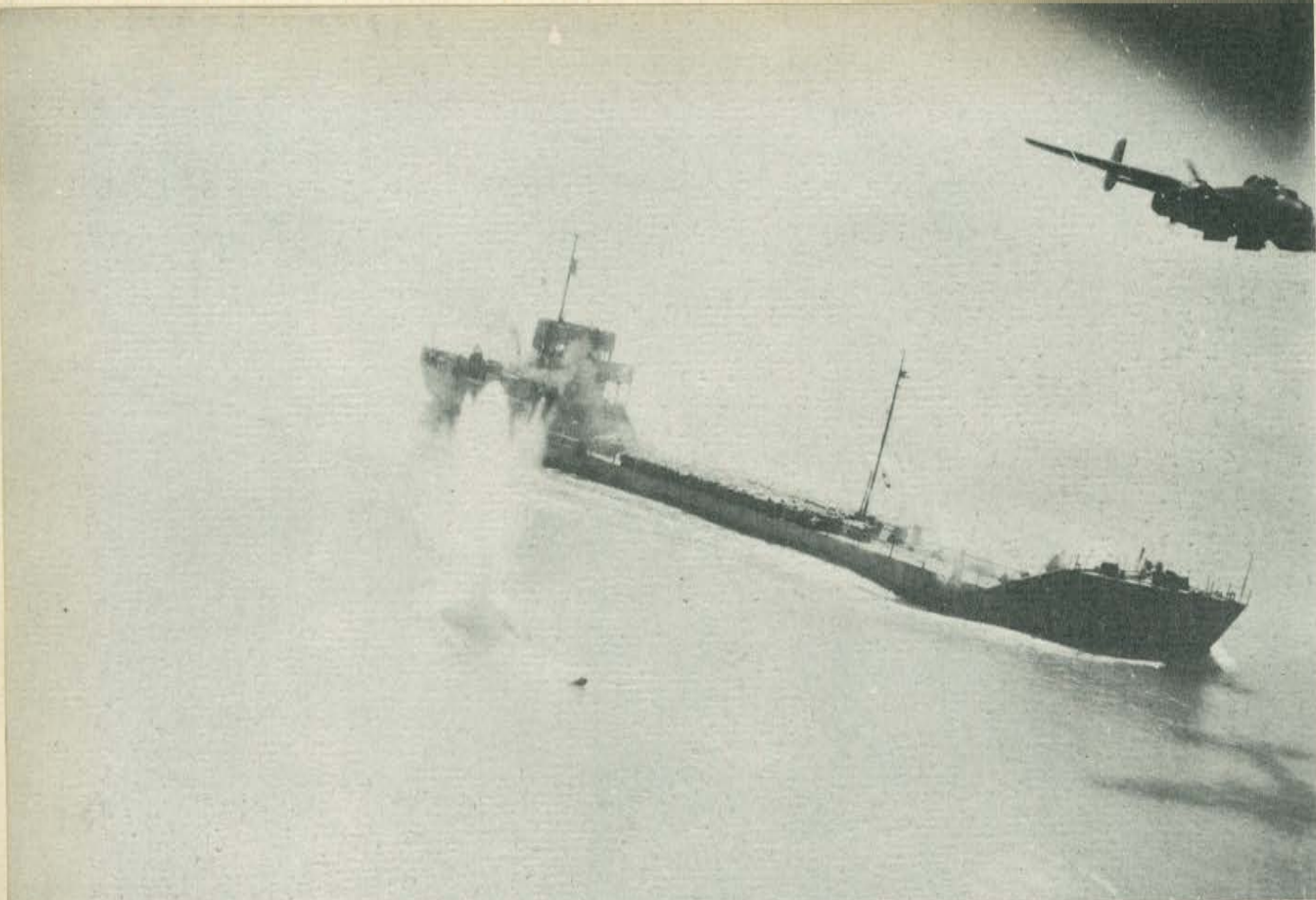


Here is what's left--
chattered remnants of
the ship, dead and dying
Japs bobbing among the
wreckage.



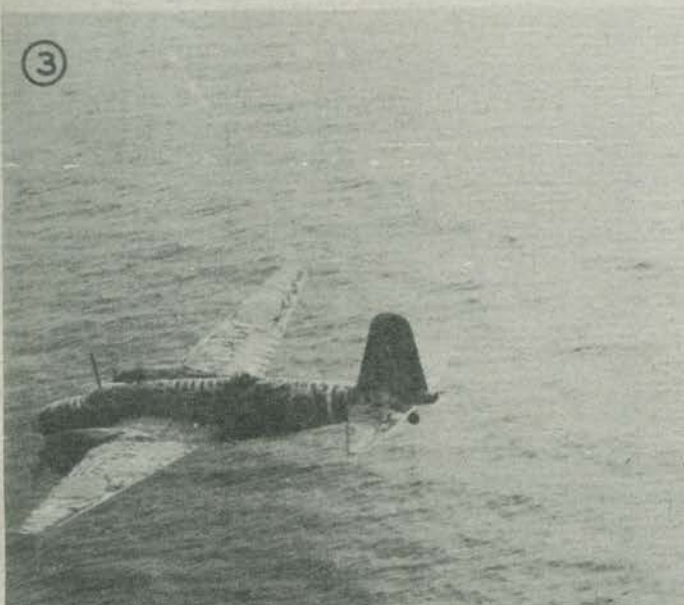
This broader view
portrays eloquently
the fate of the
convoy, its cargoes,
troops and crews.

This broader view portrays eloquently
the fate of the convoy, its cargoes,
troops and crews.



ONE SALLY FEWER

PHOTO REFERENCES - 4M.56J-1(2-0-33,34,35,40) 25-FEB-44.



This Sally got mixed up with a B-25D over the East Bismarck Sea.

The main features of the scrap were:-

Low altitude throughout, at 300 ft.

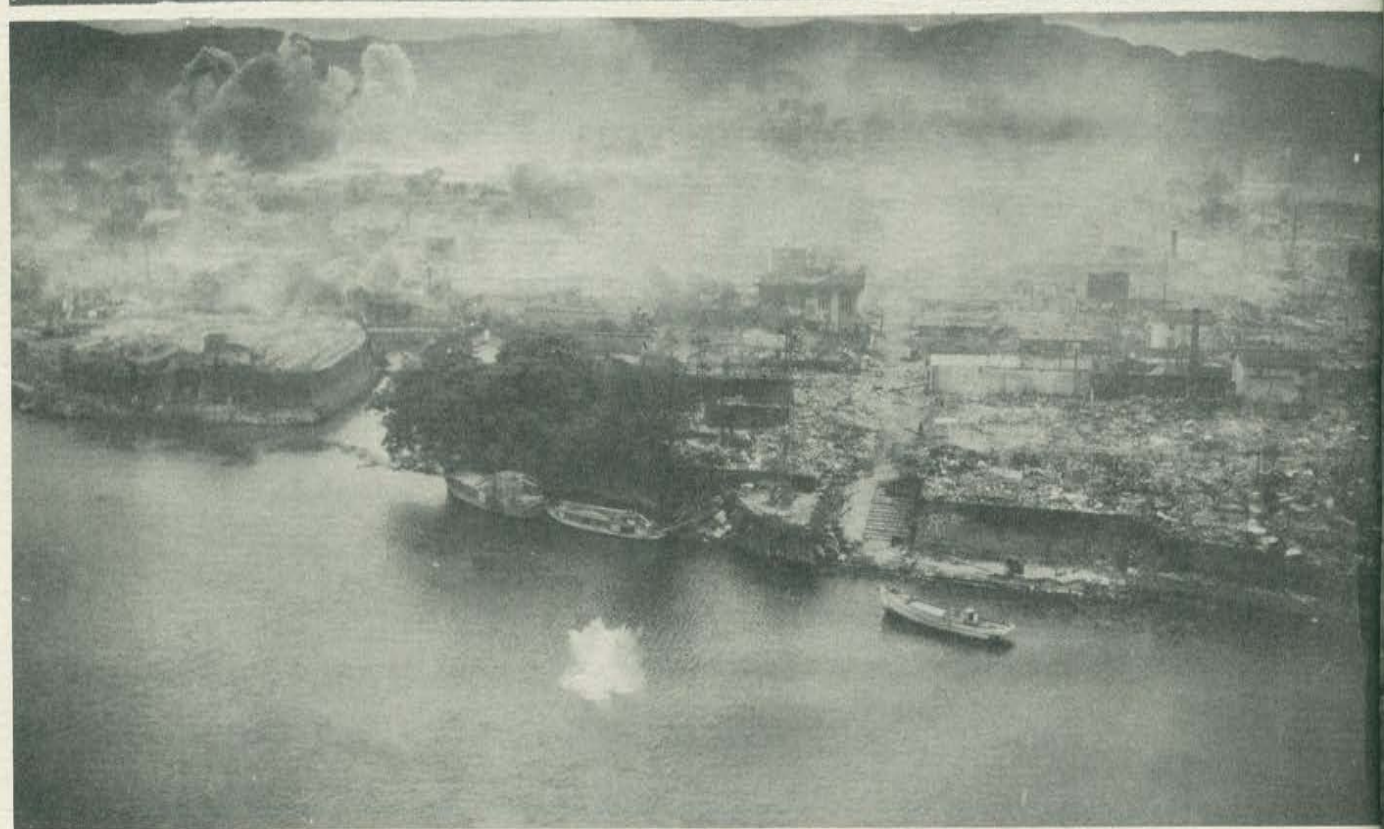
Four minutes from first sighting to curtains.

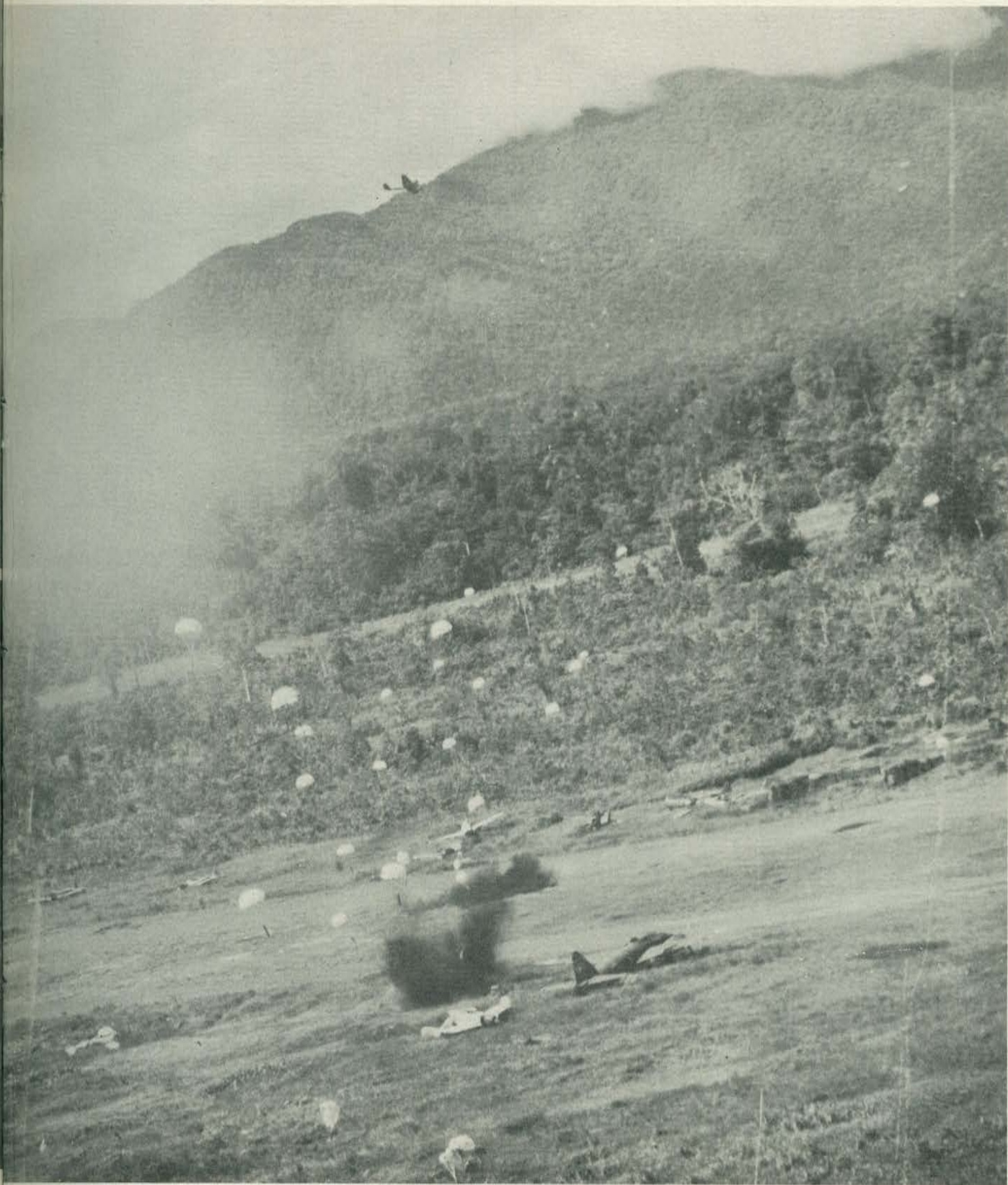
Seven passes by B-25D during which every gun contributed to a total of 2400 rounds of 50 calibre ammunition.

Sally scarcely deviated from her course or level, got back only 50 rounds without scoring.

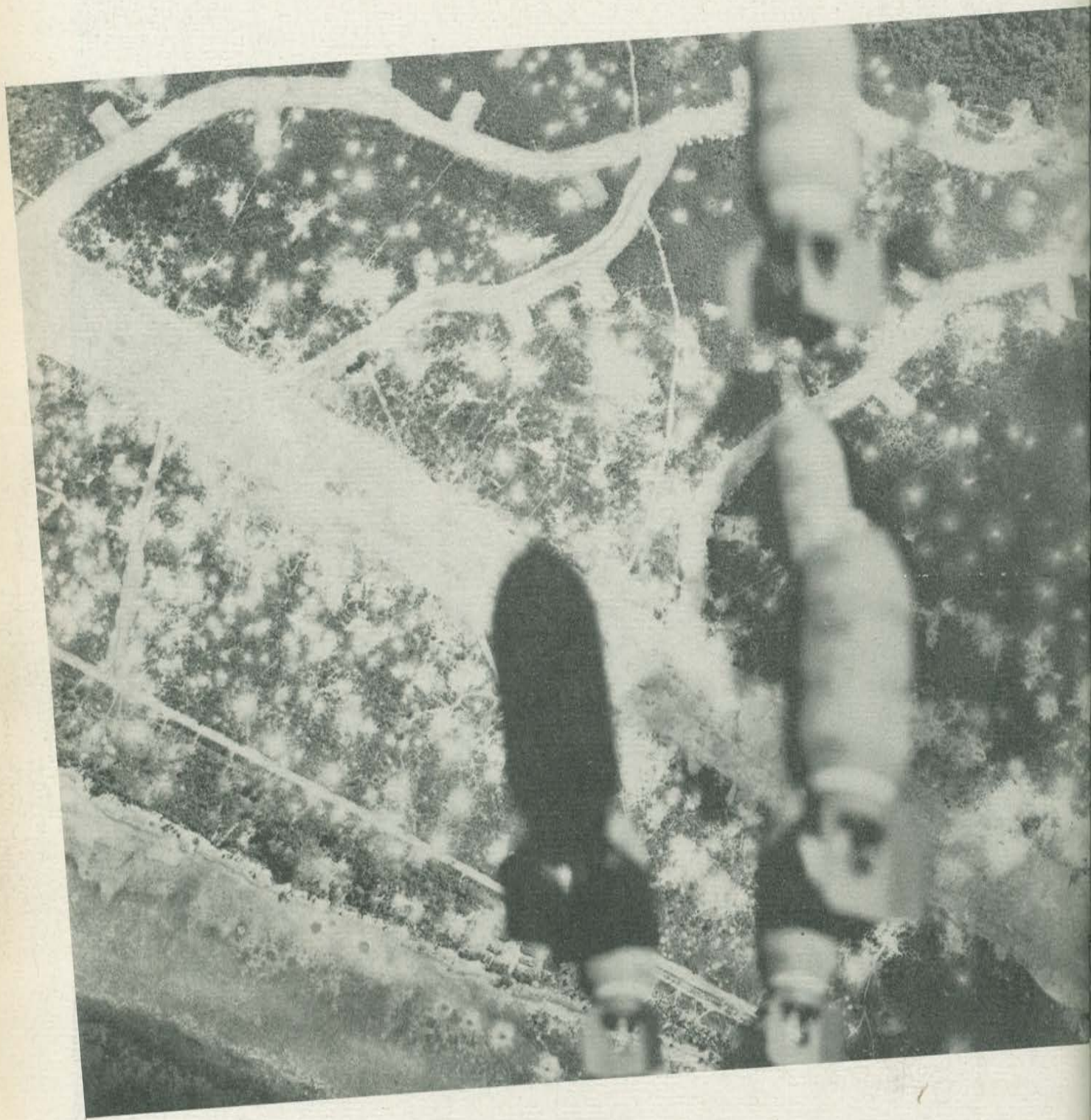
There's a photographic lapse between photos No. 3 and 4, which would have depicted Sally with both engines blazing and a good fire at the base of the wing.

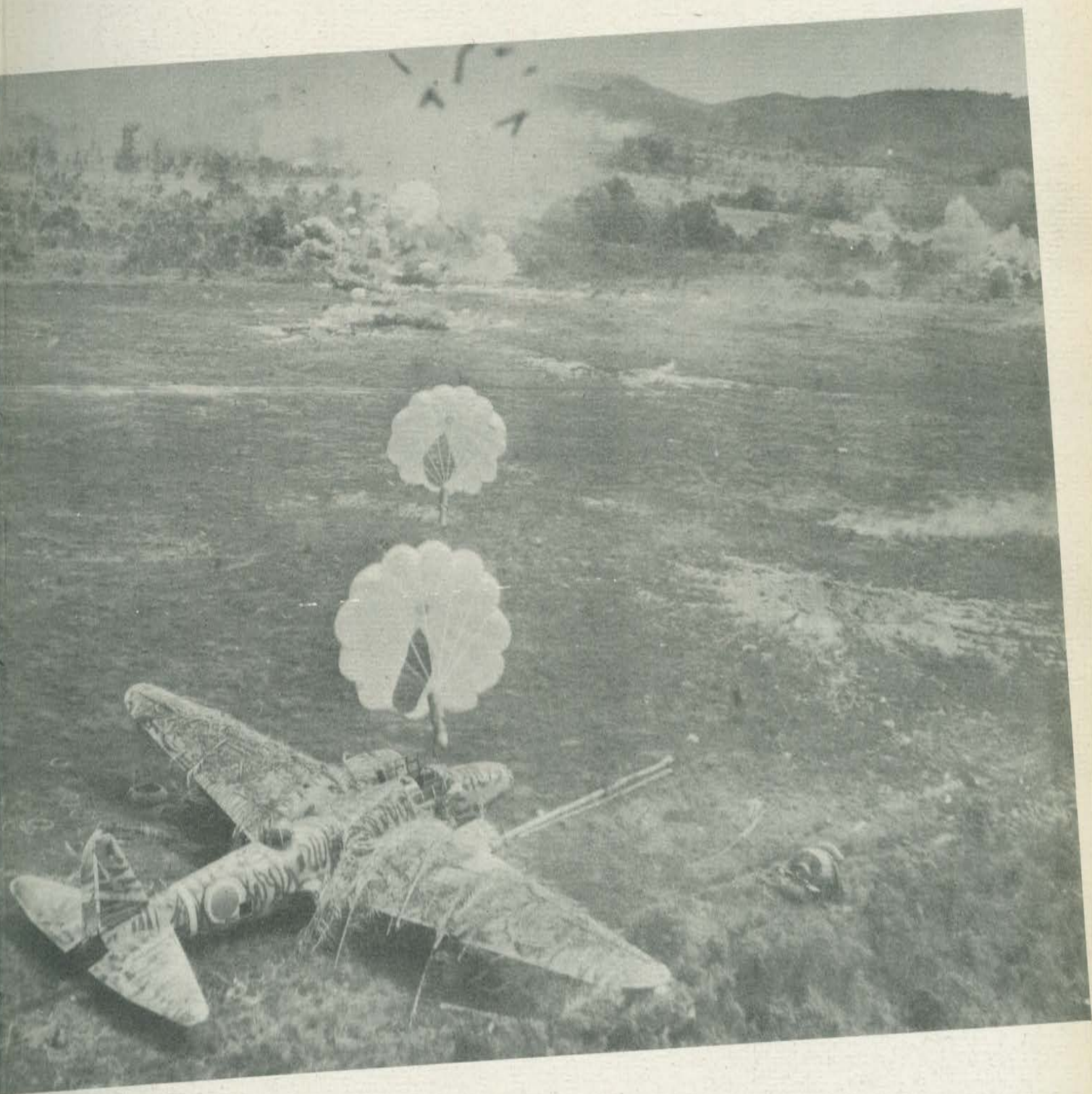
B-25D's pilot made two mental notes for future references. Don't let a pass place you where the Jap can pull up and ram you. Don't forget how near the deck is in low level combat.





May 27, 1943 Lae Terrace







Salamance New Guinea



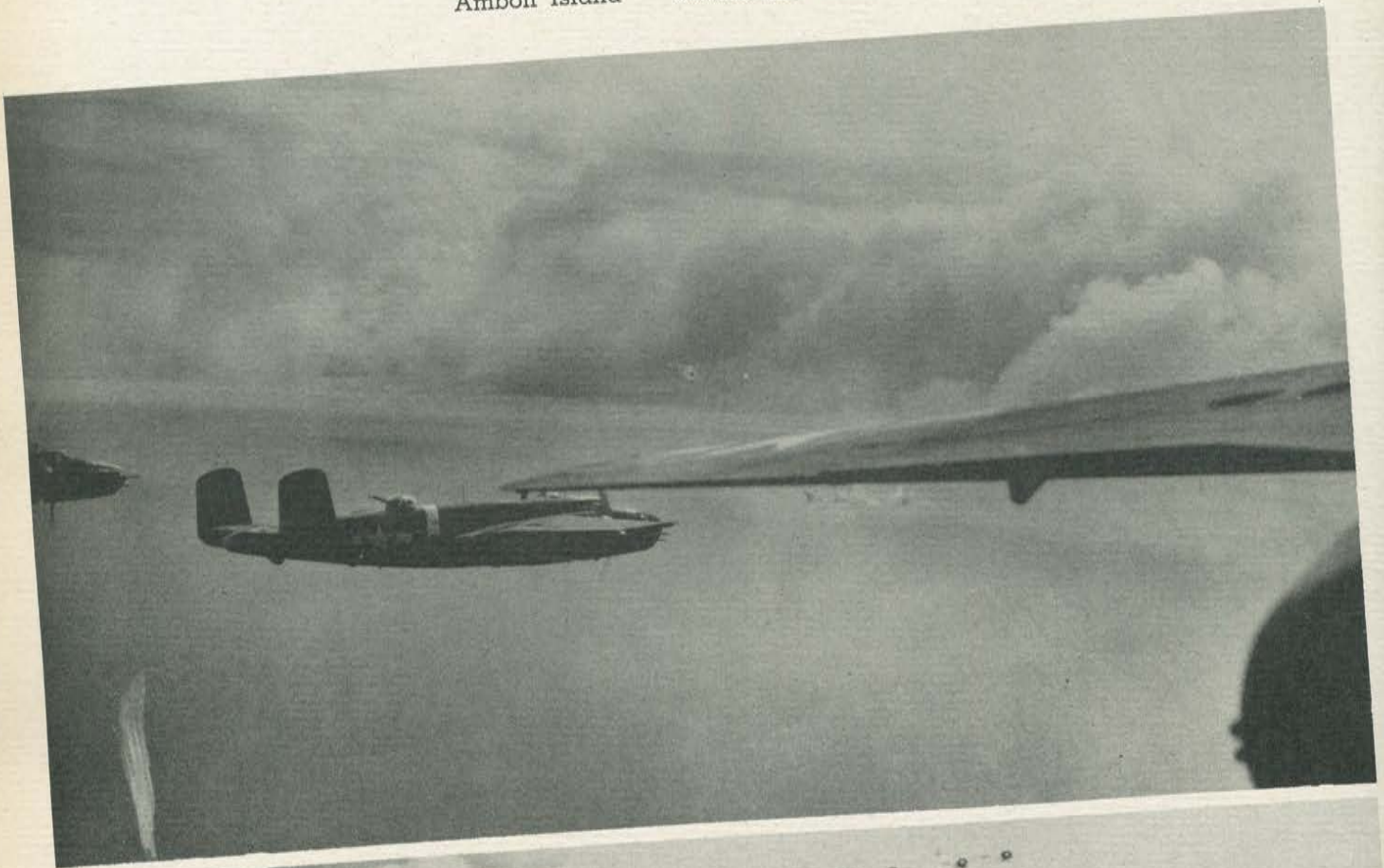
Dagua 3 Feb. 44



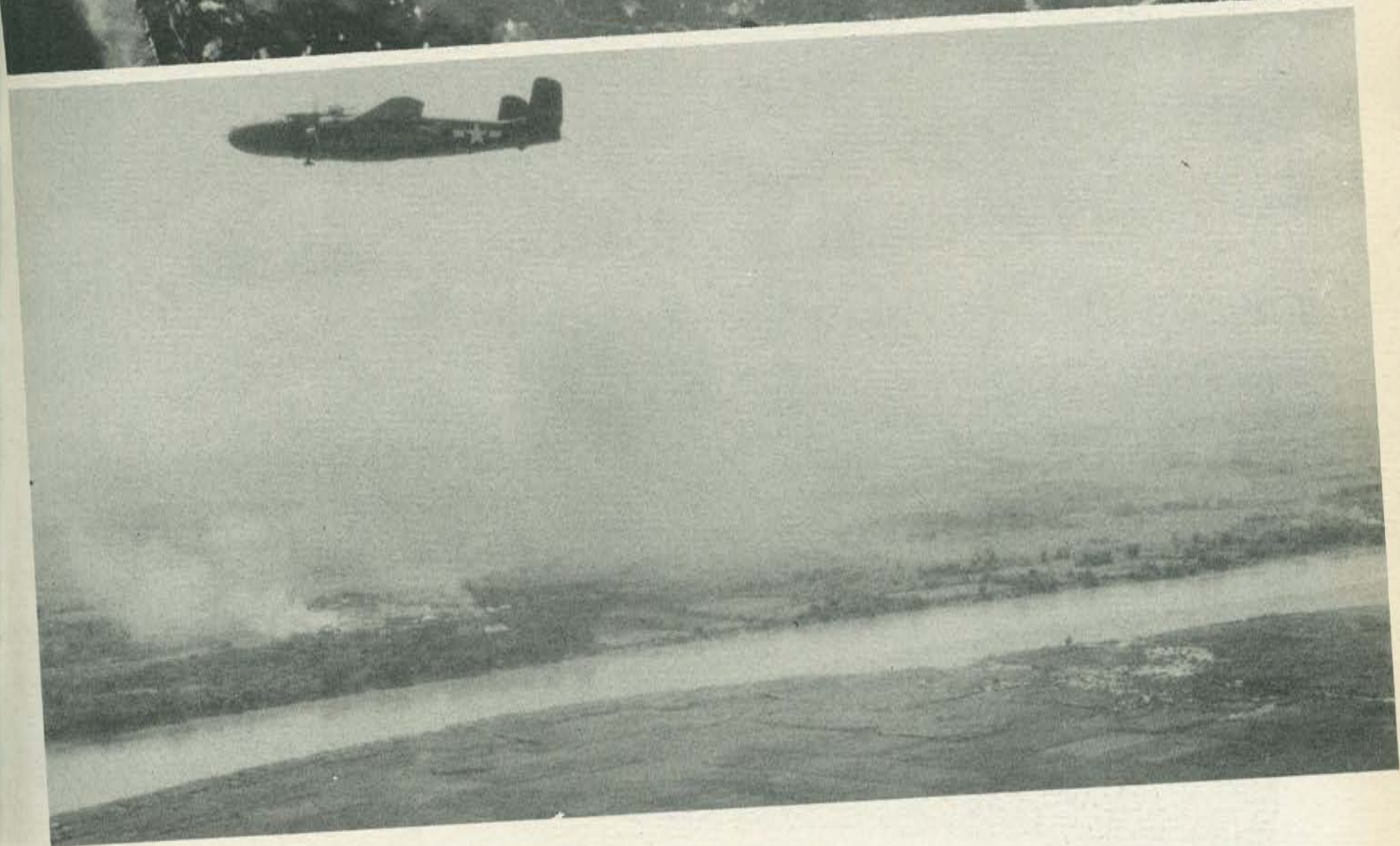


Dagua 3 Feb. 44

Ambon Island Netherland Indies



B-24s over The Halmaheras

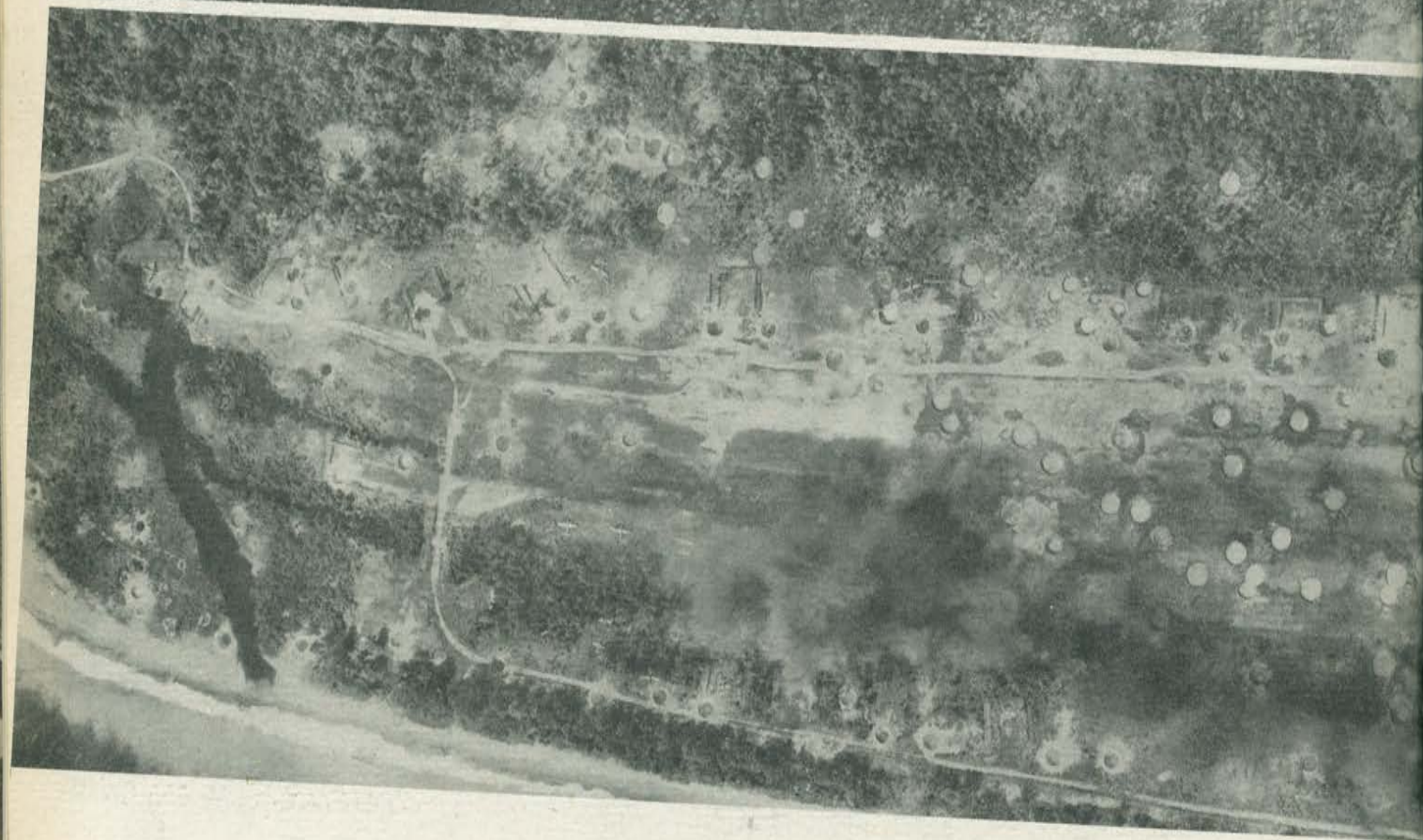


Taddowe



Salamancae New Guinea



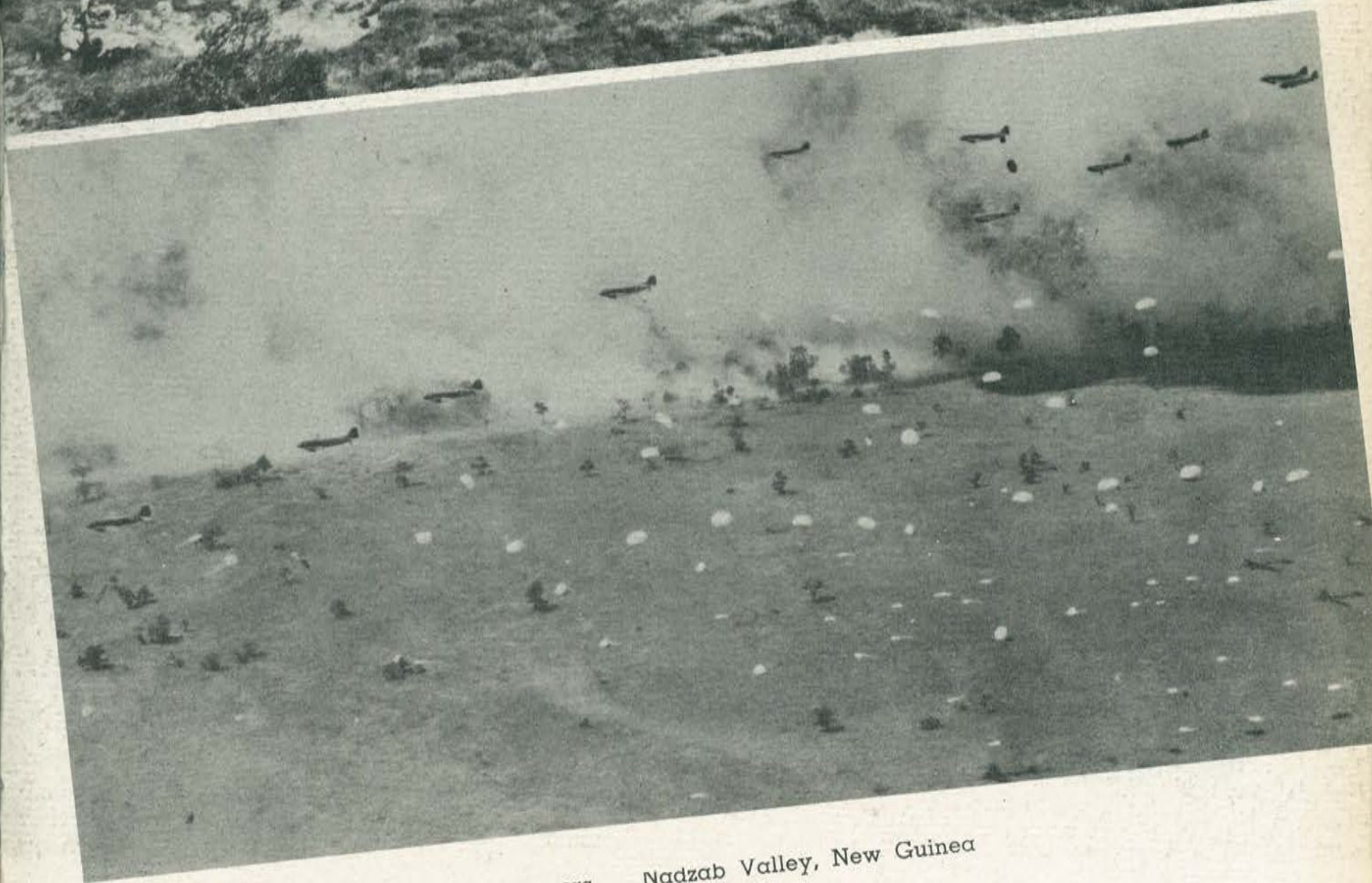




A Jap air strip after "treatment"



B-24s hit A/A at Madang, New Guinea



Paratroopers Nadzab Valley, New Guinea



HOLLANDIA
30 MARCH 44

BOMB PATTERNS

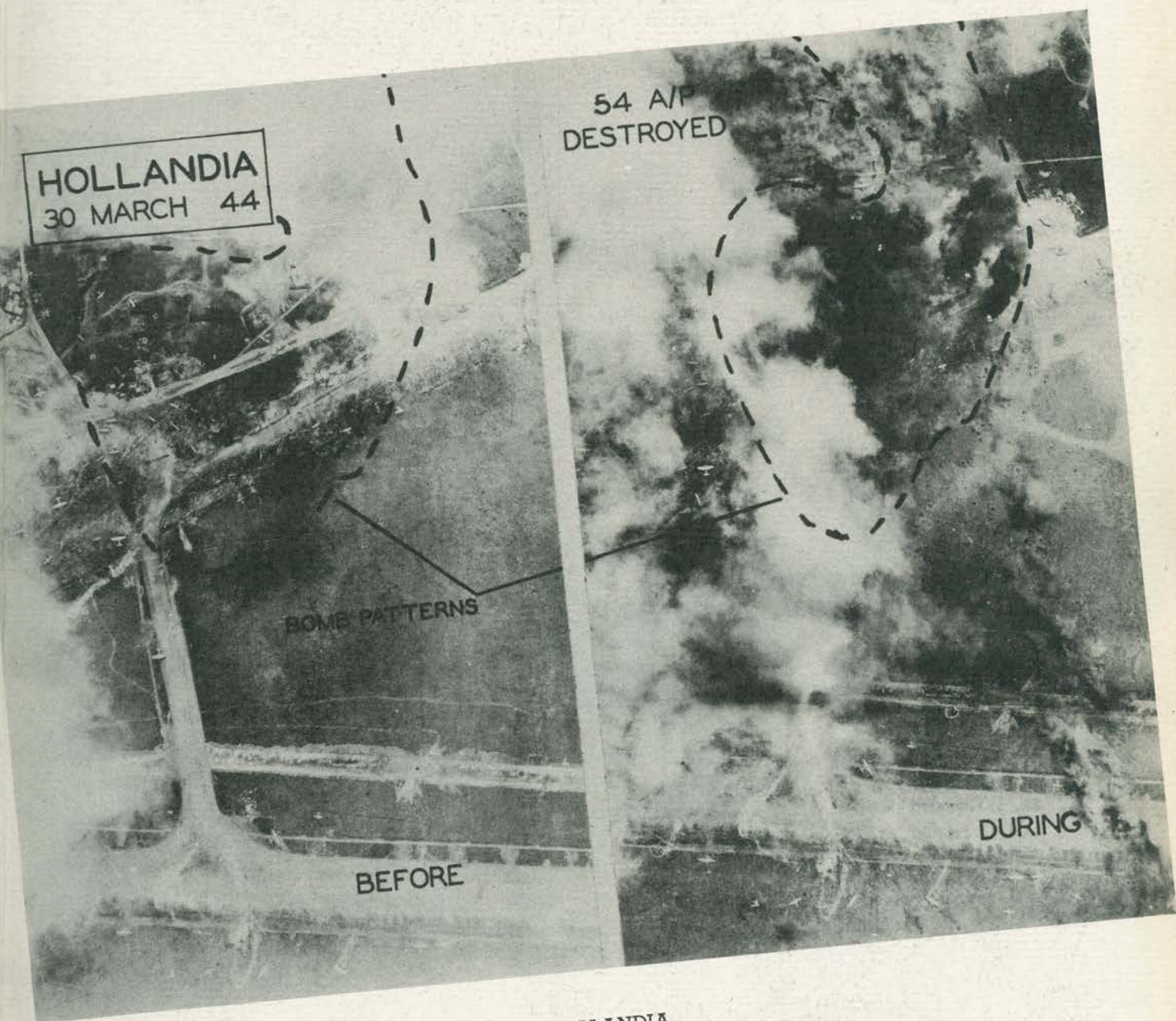
BEFORE

26 A/P
DESTROYED

DURING

HOLLANDIA

HOLLANDIA ... NEW GUINEA

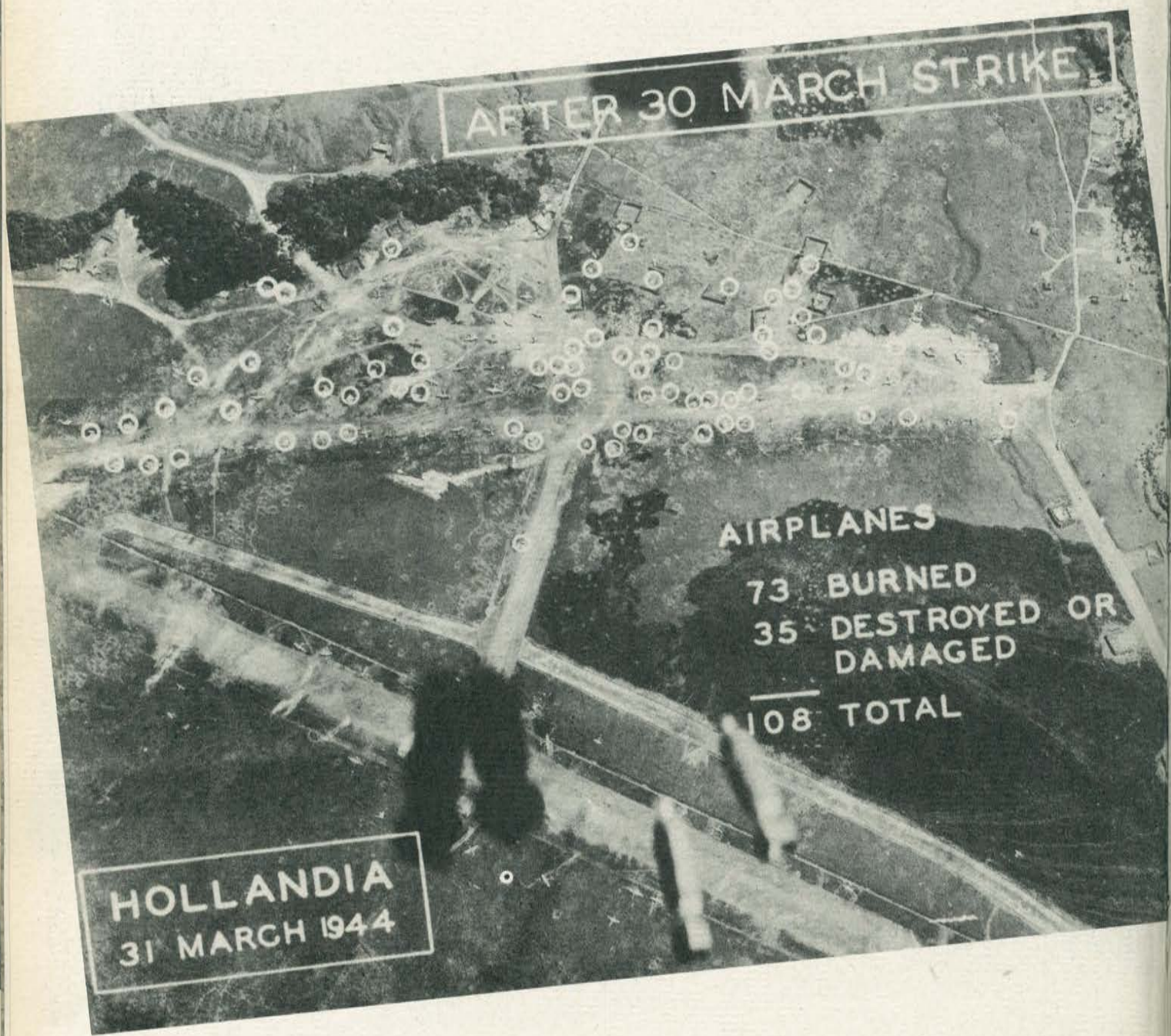


HOLLANDIA

AFTER 30 MARCH STRIKE

AIRPLANES
73 BURNED
35 DESTROYED OR
DAMAGED
108 TOTAL

HOLLANDIA
31 MARCH 1944





Hollandia 31 March 44



B-24s over Biak

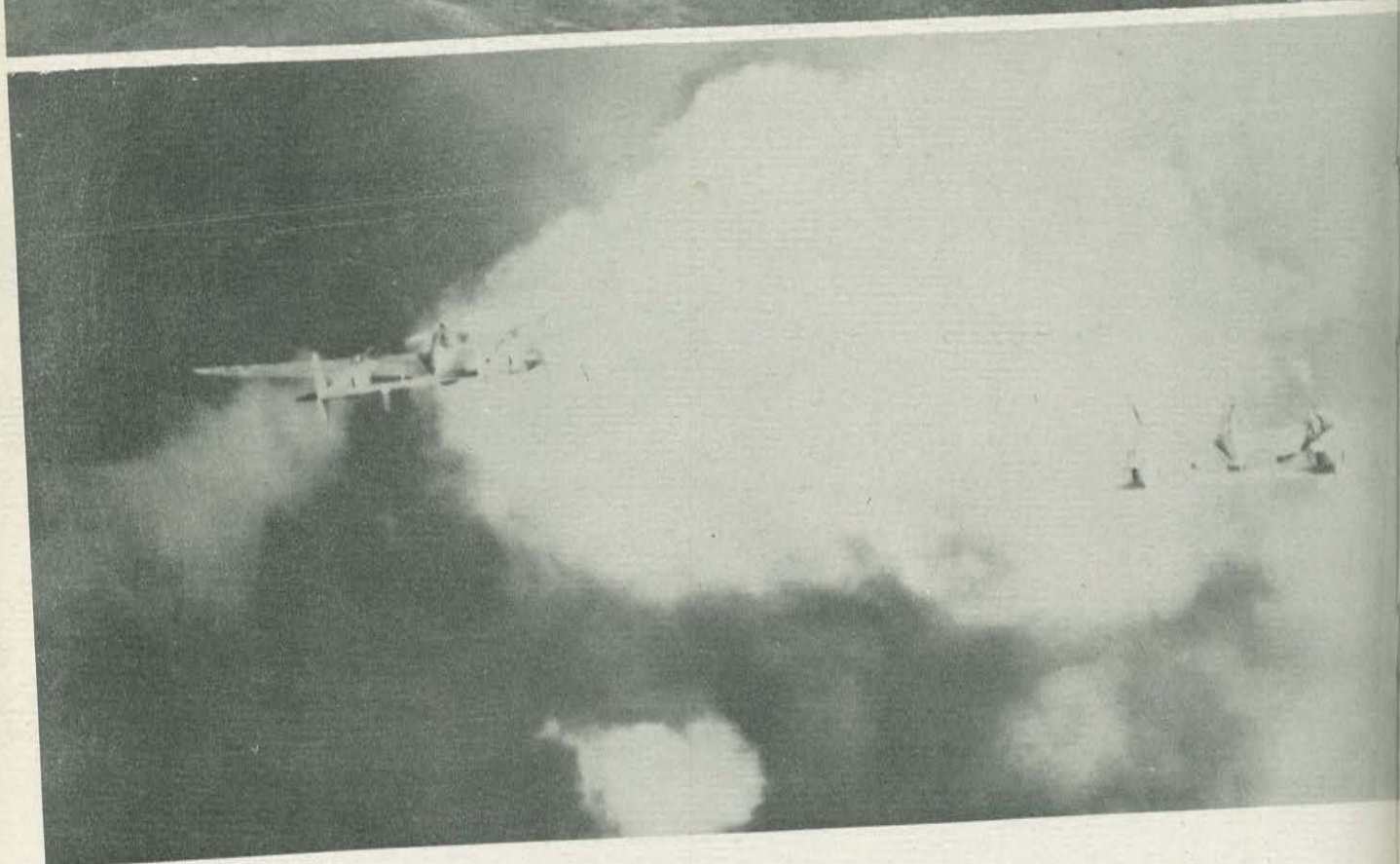
CYCLOPS-SENTANI
DURING STRIKE
31 MARCH 1944

BOMB PATTERN

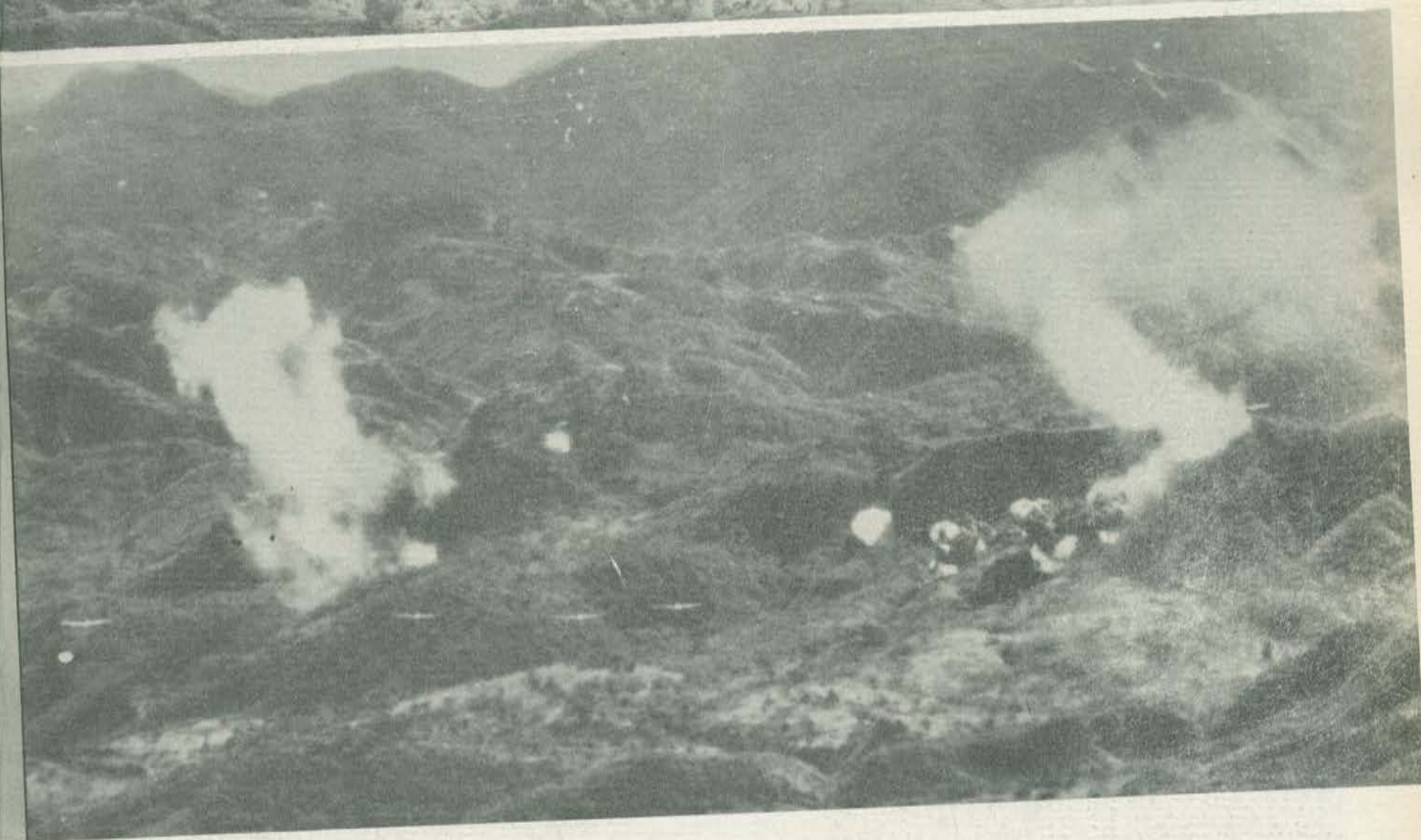
CYCLOPS

SENTANI

Cyclops — Sentani



Waves of Fighters burn-out enemy positions in front of our forces.



Antipols during strike fighters and firebombs



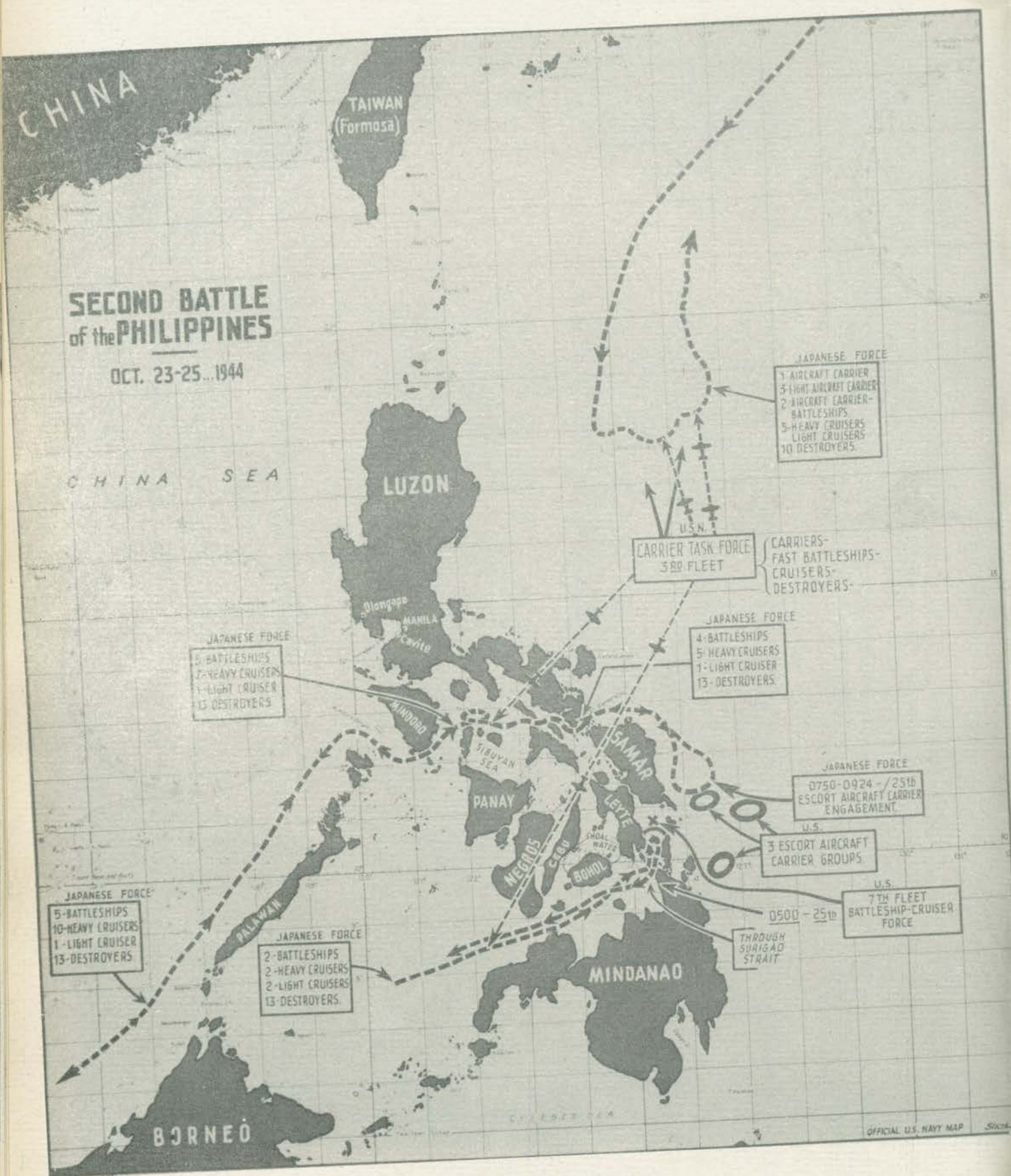
A firebomb in trees



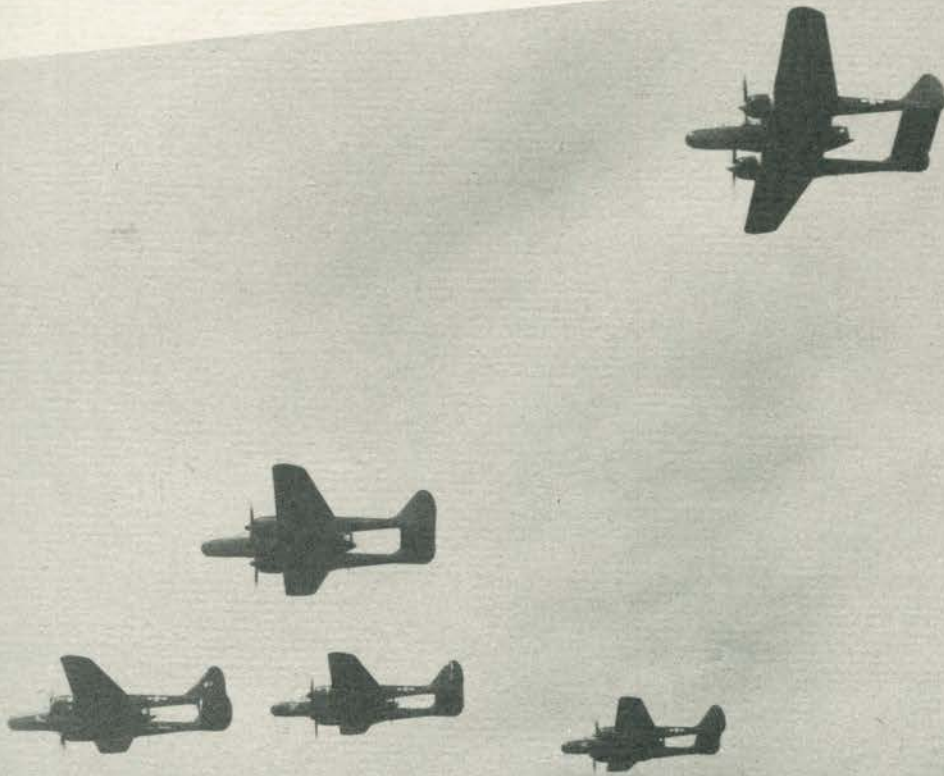
Soe

SECOND BATTLE of the PHILIPPINES

OCT. 23-25... 1944



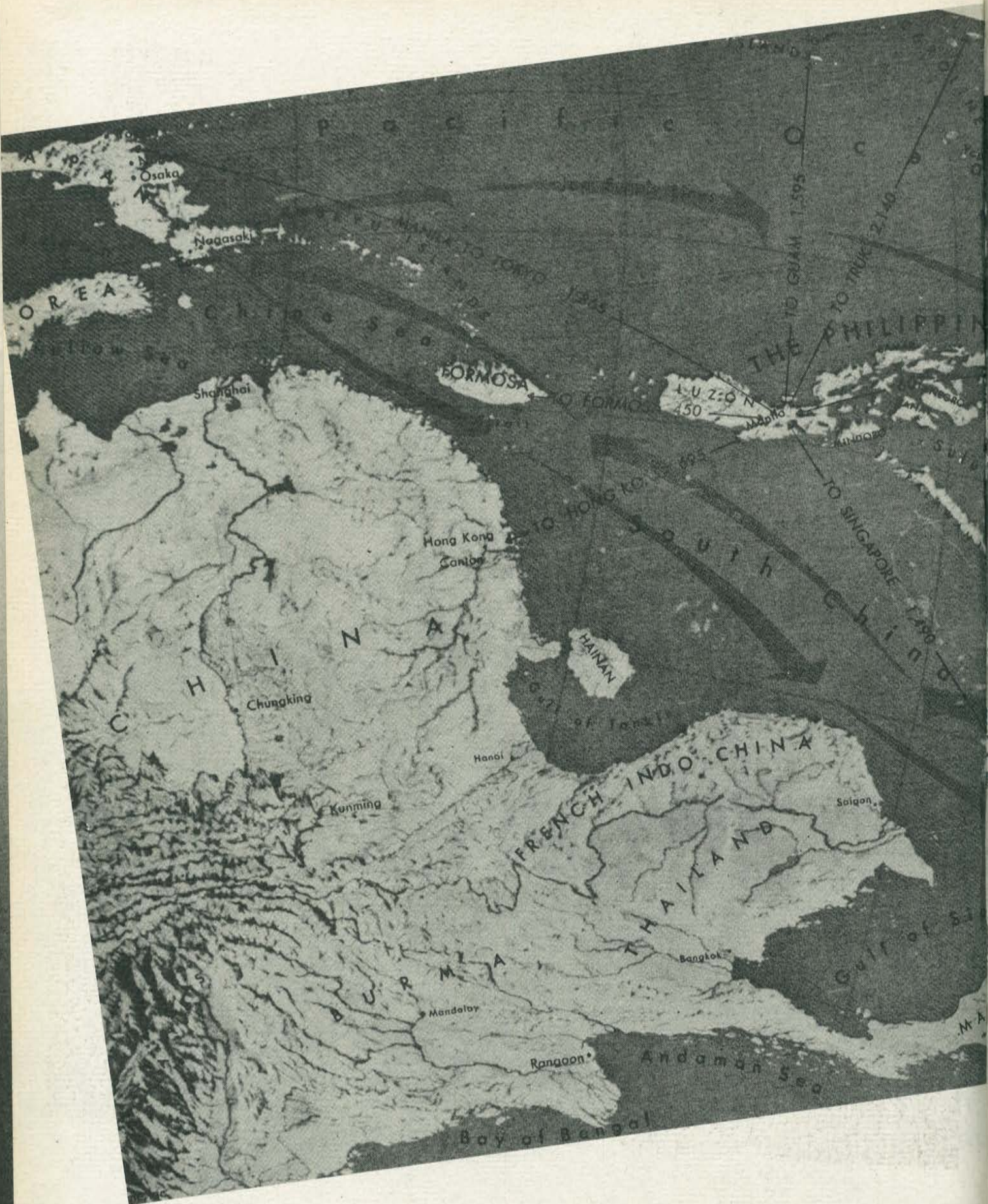
547th Night Fighters—P-61s



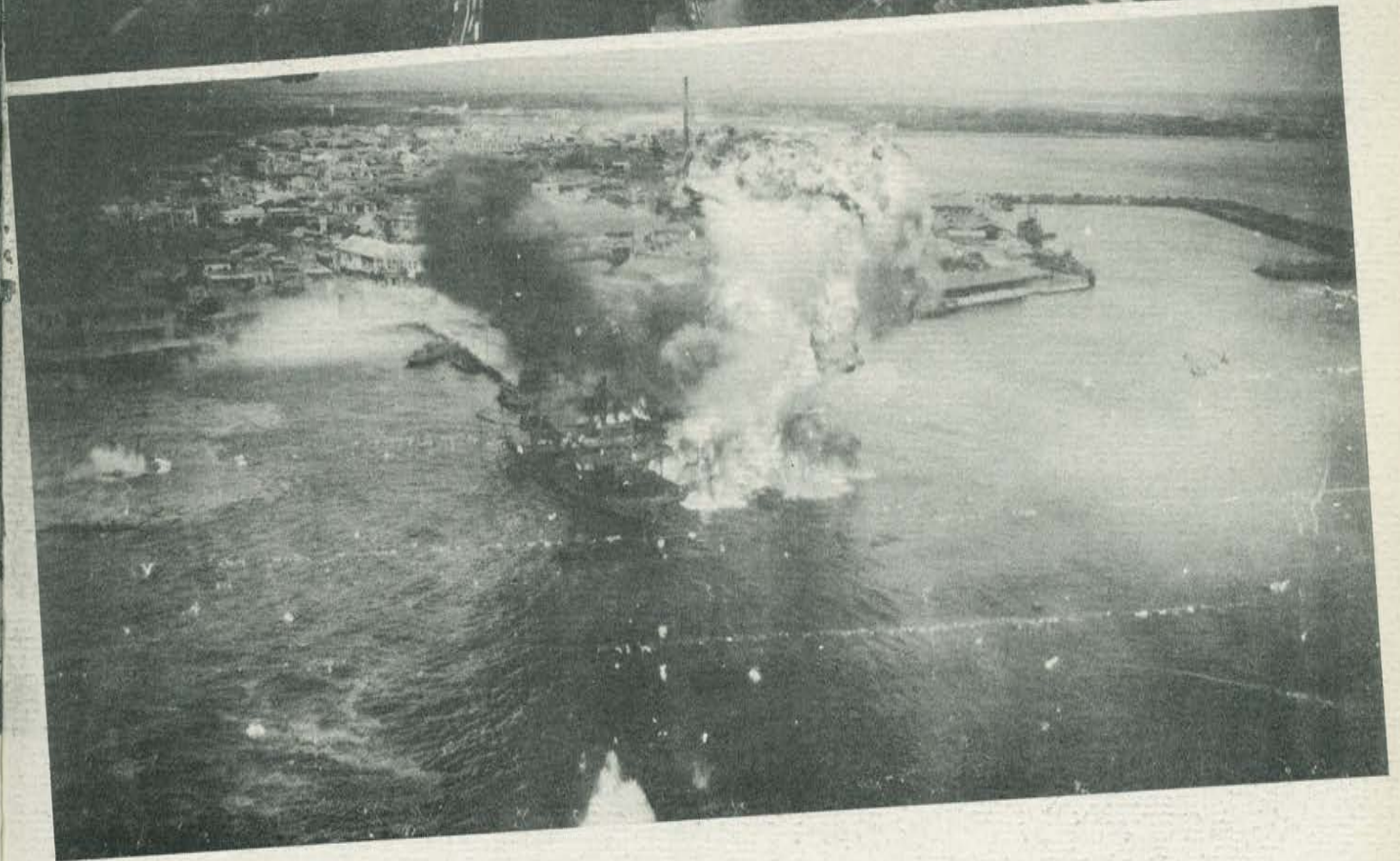
C.O. of the 49th Fighters Group over Lingayen
Gulf, Luzon, P. I., May 28, 1945







Karenko RR Formosa

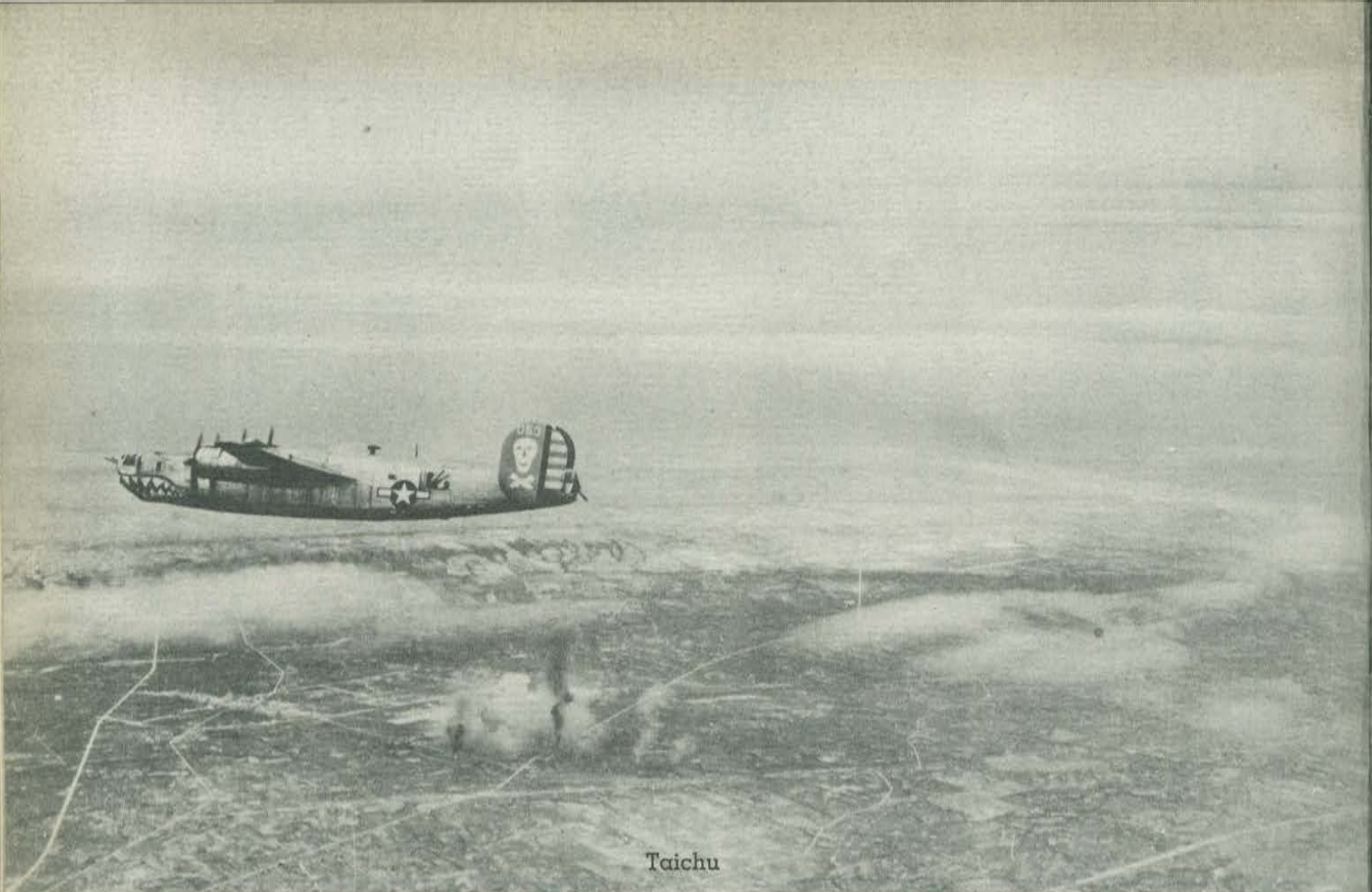


Formosa

FORMOSA...







Taichu



Saigon



B-24s over Formosa



Byoritsu Oil Refinery

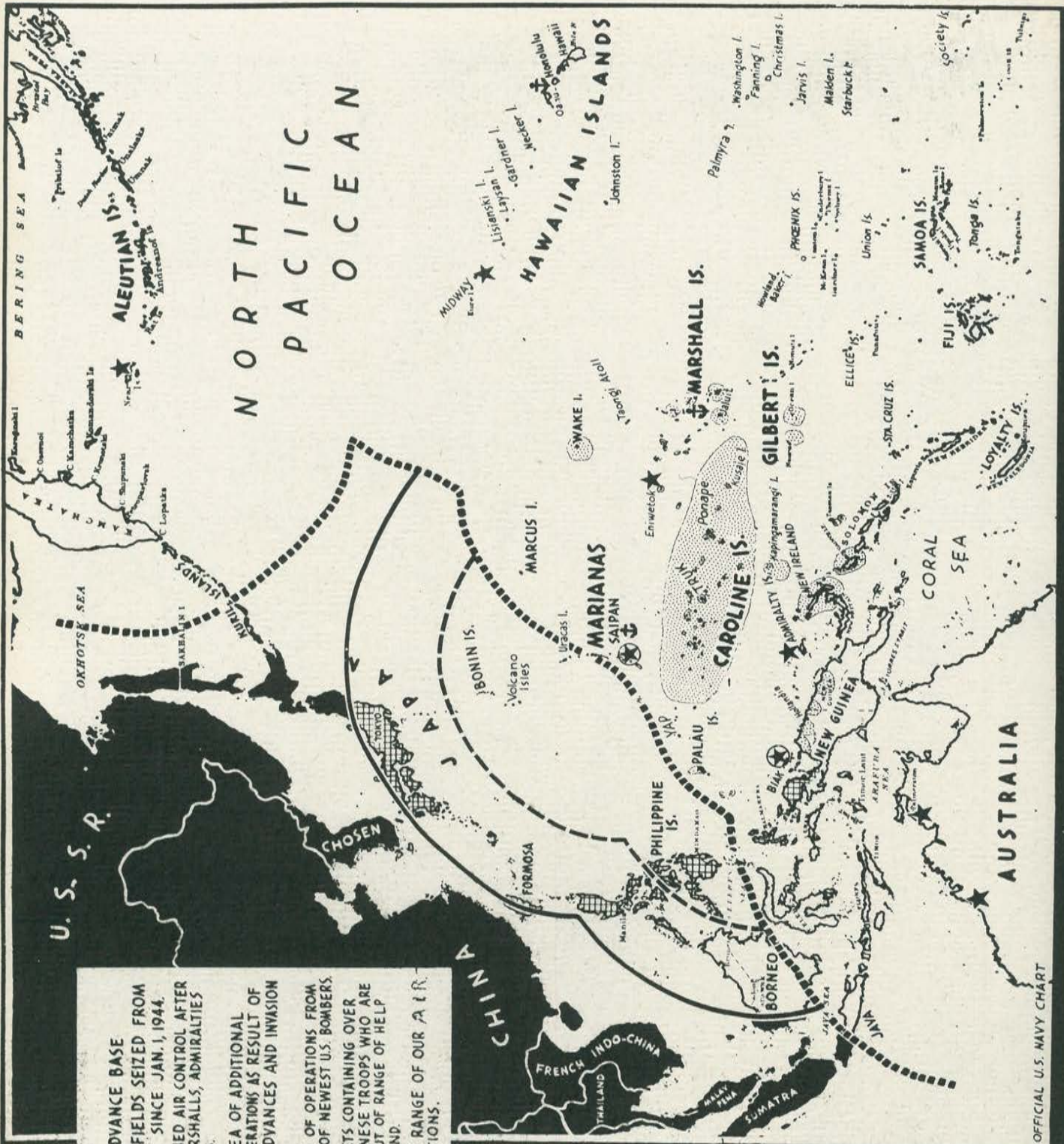


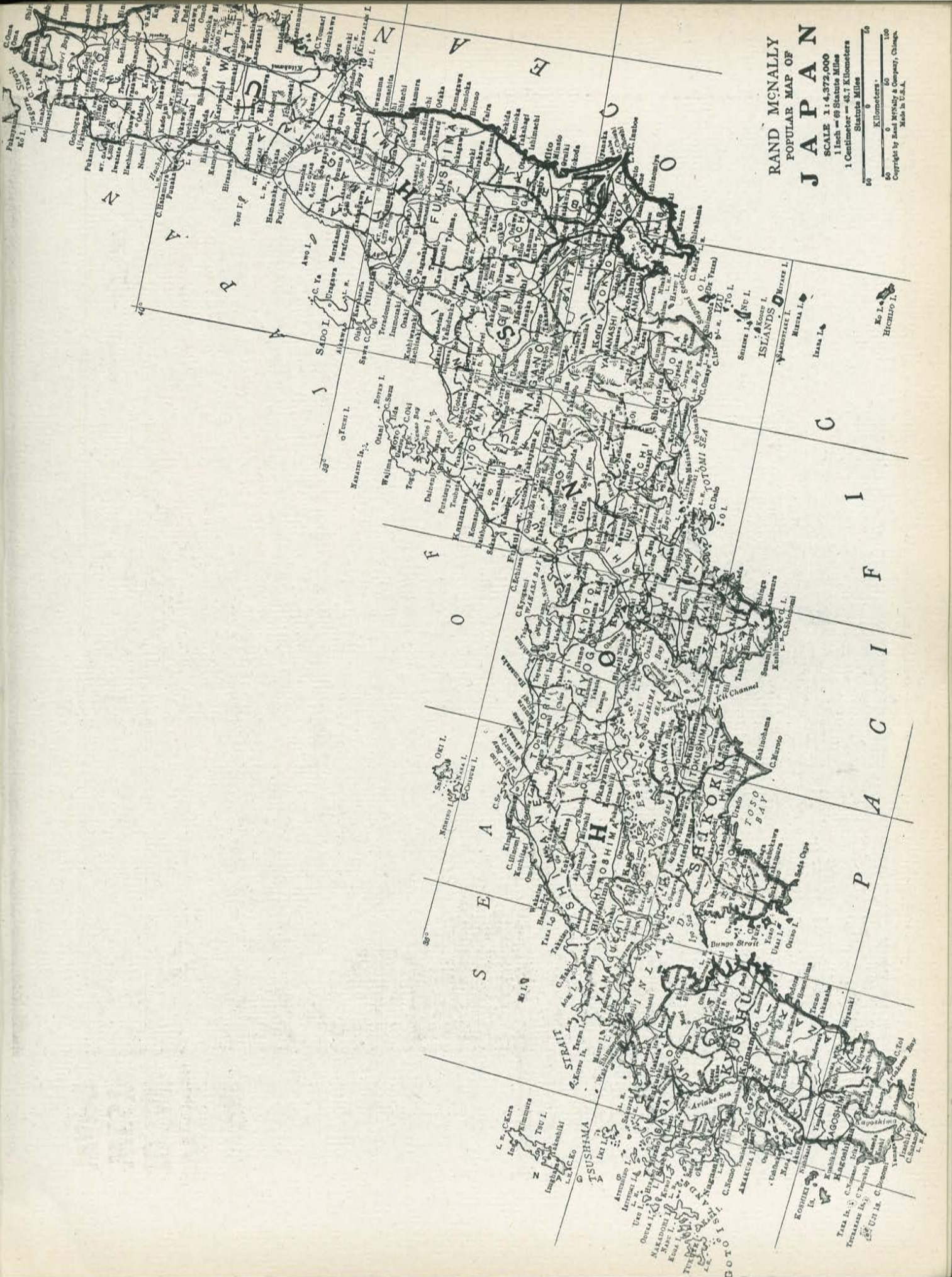
Amahai, 21 Dec. 43

NAVAL ADVANCE TO THE WEST- WARD

EXPLANATION —

- ★ ALLIED AIR ADVANCE BASE
- ☆ FORWARD AIR-FIELDS SEIZED FROM THE JAPANESE SINCE JAN. 1, 1944.
- EXTENT OF ALLIED AIR CONTROL AFTER SEIZURE OF MARSHALLS, ADMIRALTIES AND ALEUTIANS.
- EXTENT OF AREA OF ADDITIONAL ALLIED AIR OPERATIONS AS RESULT OF NEW GUINEA ADVANCES AND INVASION OF MARIANAS.
- POSSIBLE RADIUS OF OPERATIONS FROM PACIFIC BASES OF NEWEST U.S. BOMBERS.
- ISOLATED POCKETS CONTAINING OVER 200,000 JAPANESE TROOPS WHO ARE PRACTICALLY OUT OF RANGE OF HELP FROM HOMELAND.
- ▤ AREAS WITHIN RANGE OF OUR AIR FLEET OPERATIONS.





RAND McNALLY
POPULAR MAP OF
JAPAN

SCALE 1:4,372,000
1 inch = 69 Statute Miles
1 Centimeter = 43.7 Kilometers
Statute Miles
Kilometers

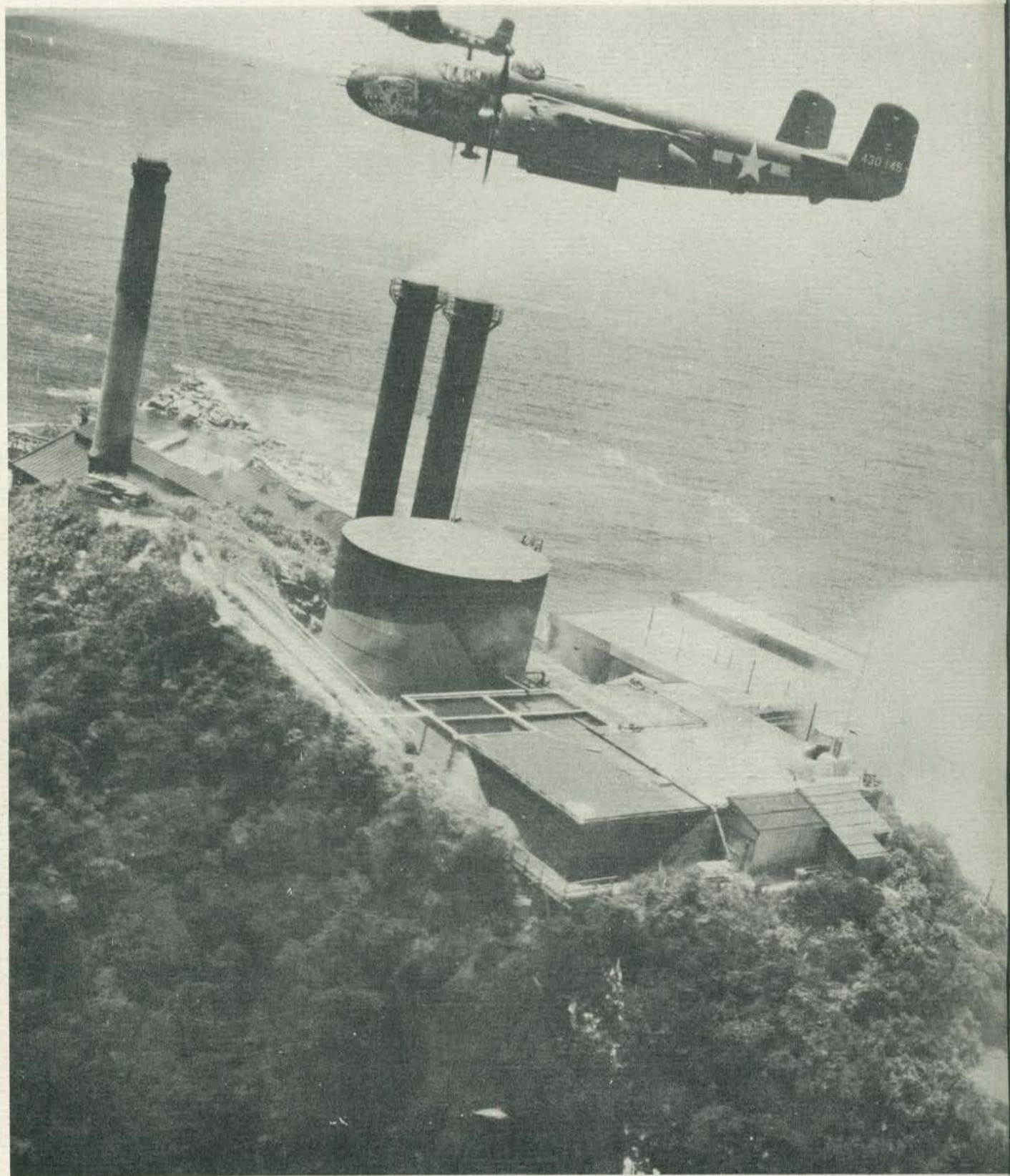
Copyright by Rand McNally & Company, Chicago
Made in U.S.A.



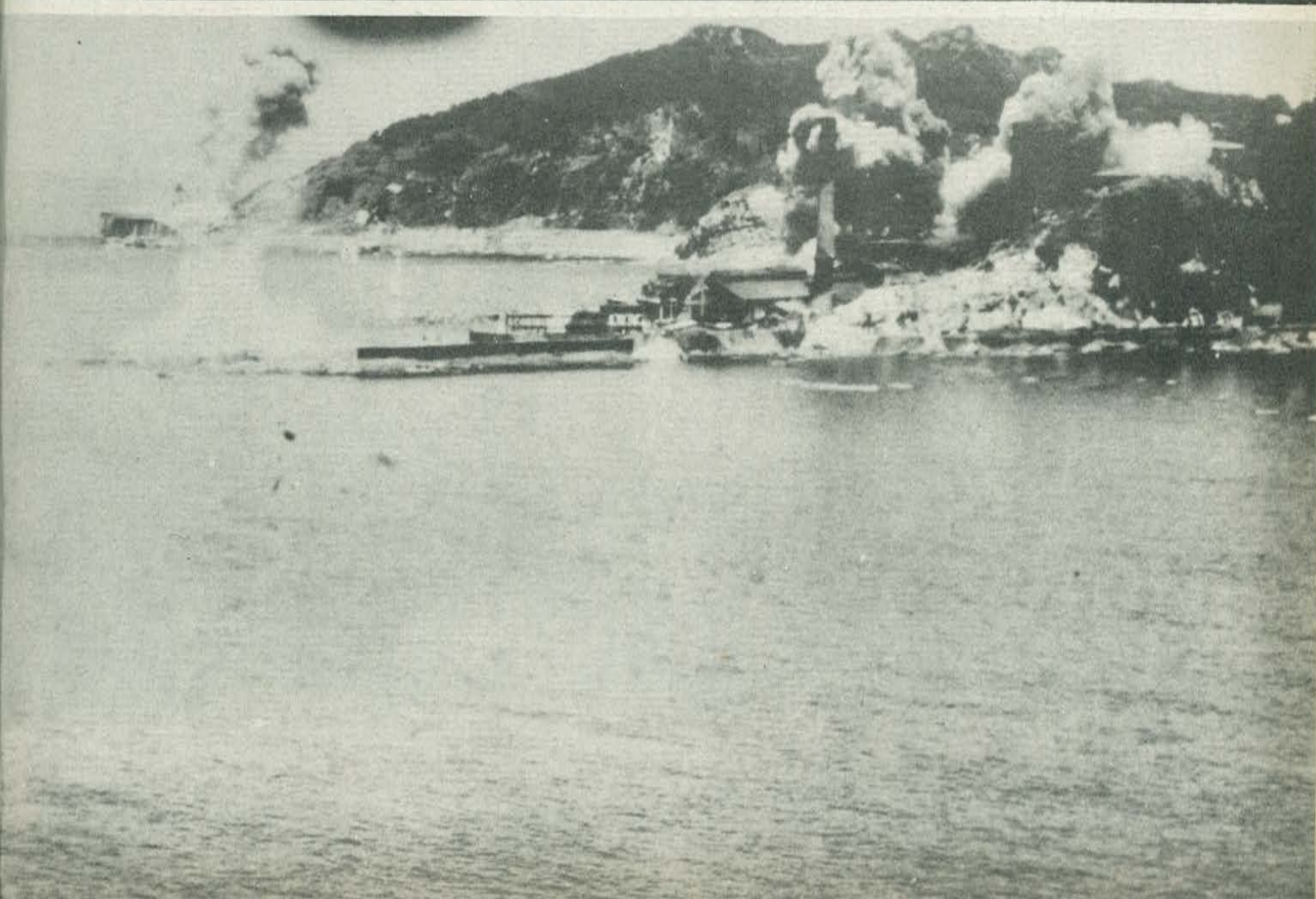
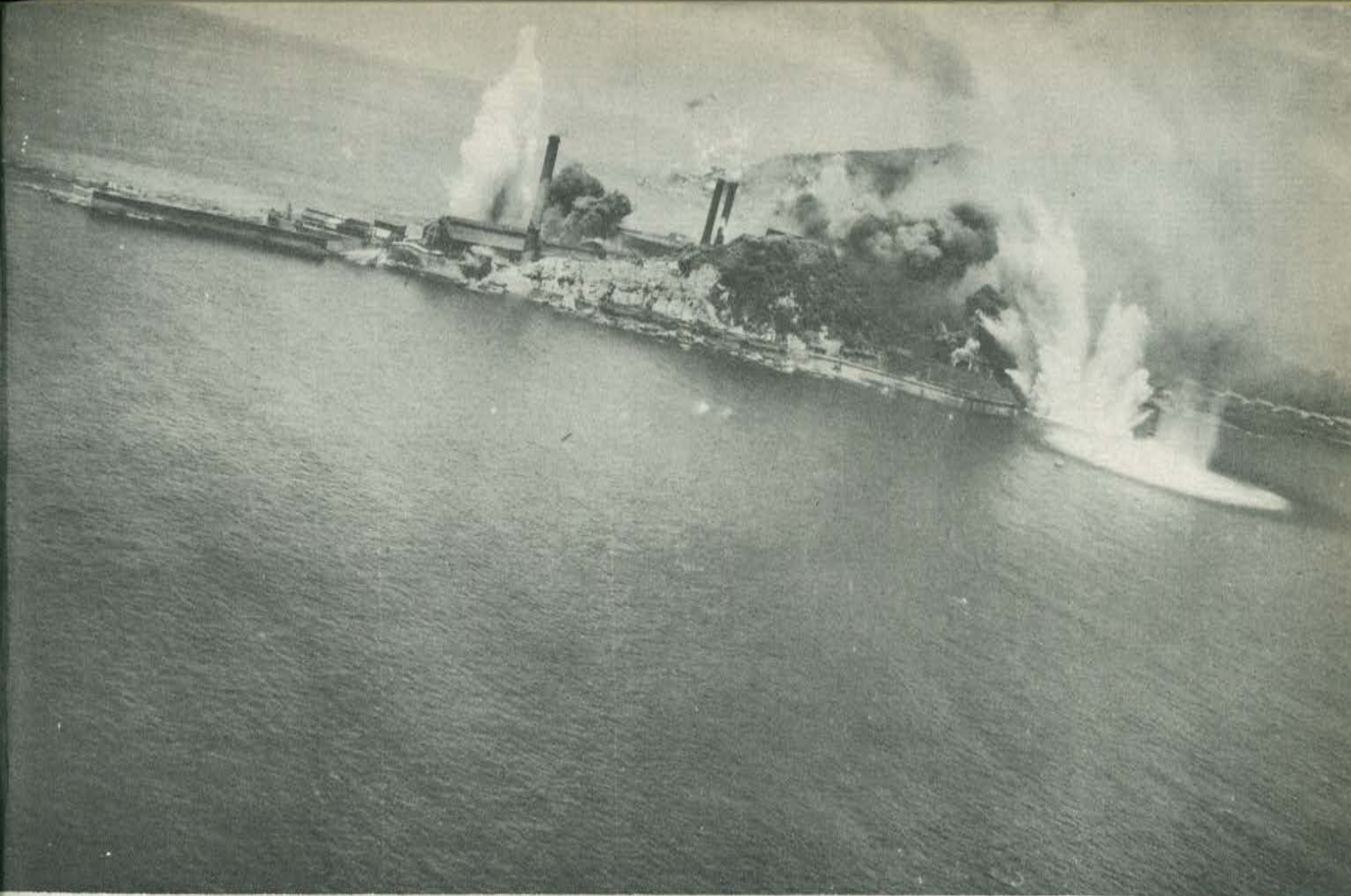
Jap Carriers at Sasebo

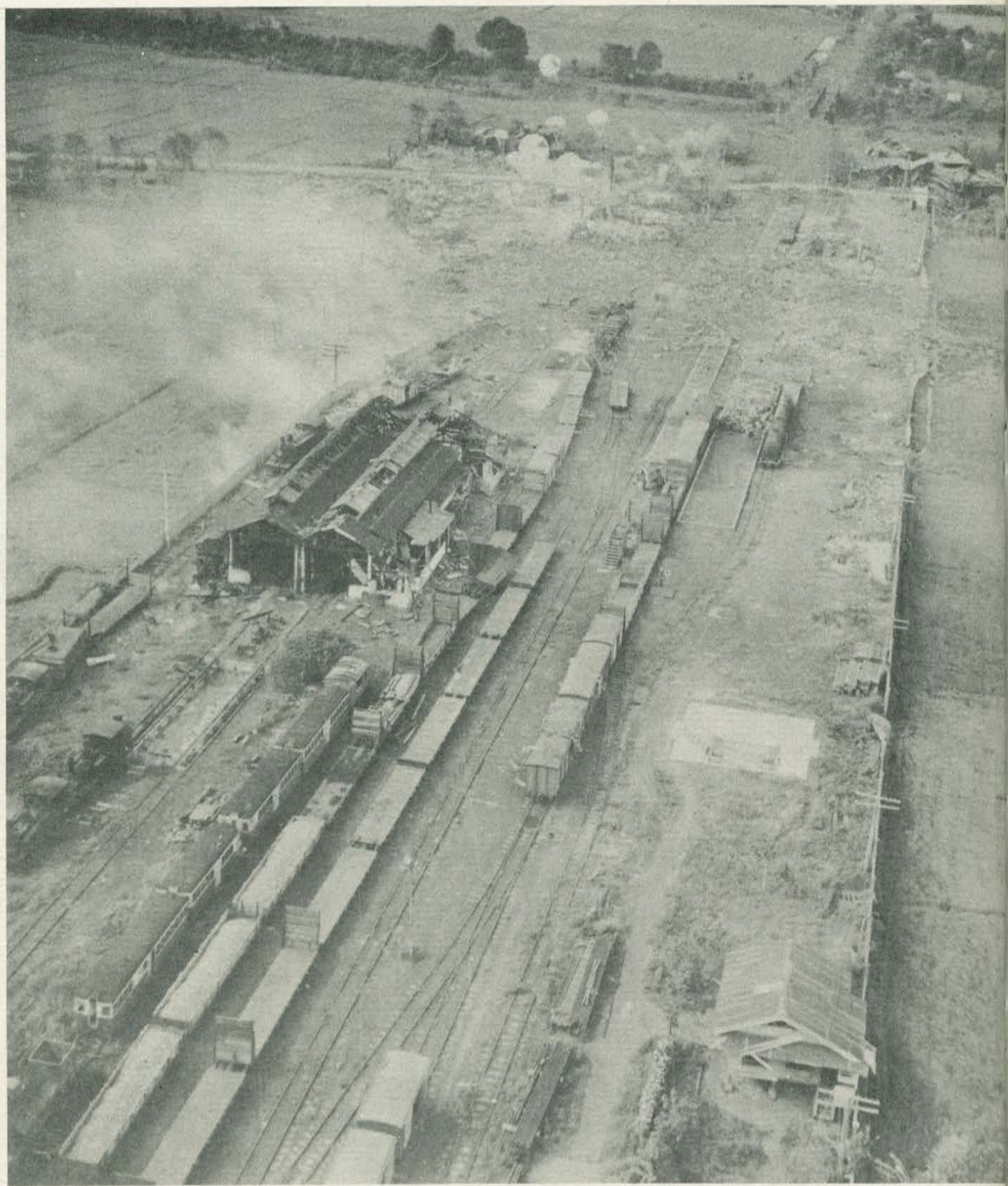


B-25s over Japan

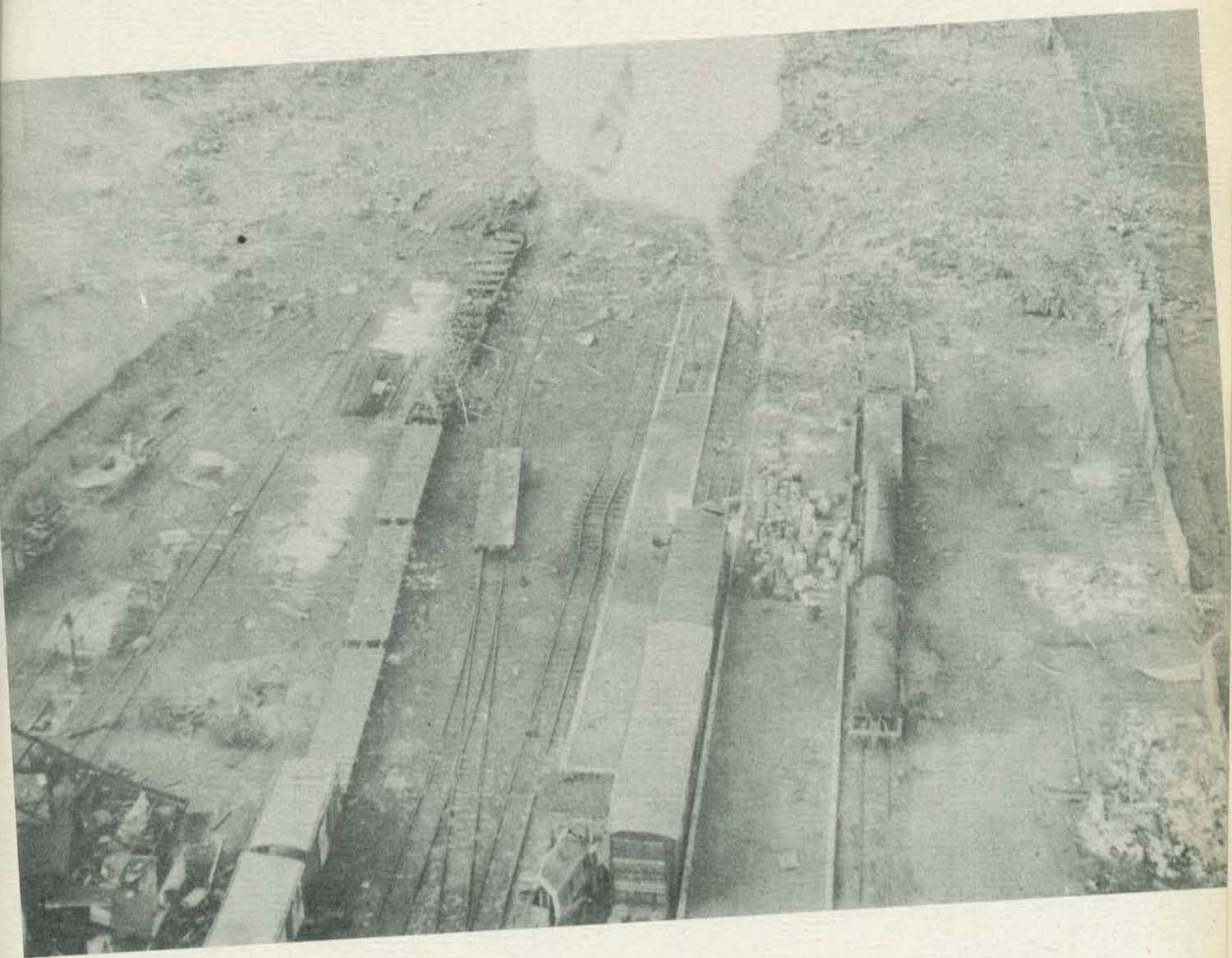


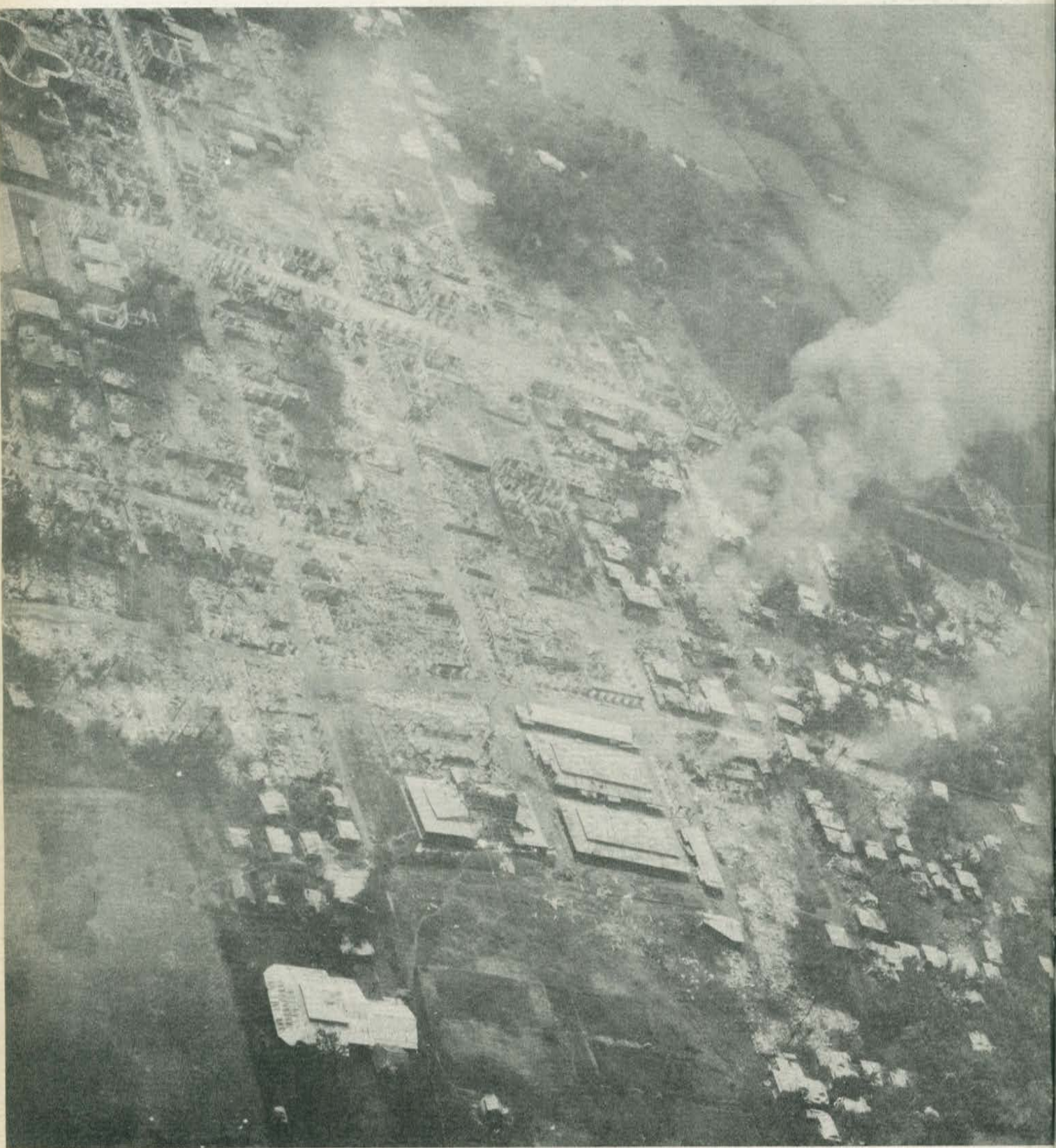
Koyagi Shima





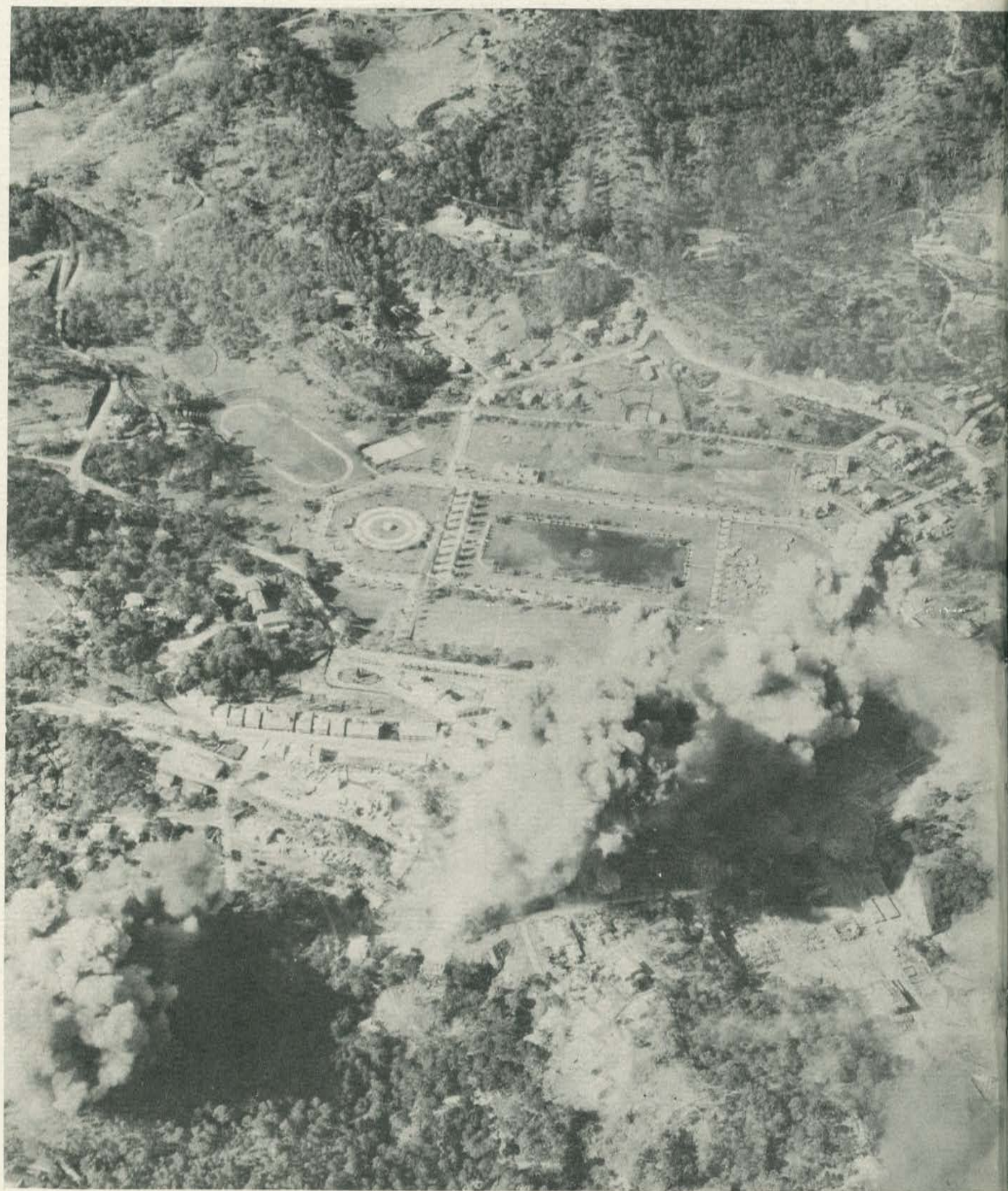
RAILROAD YARDS







Cabanatuan

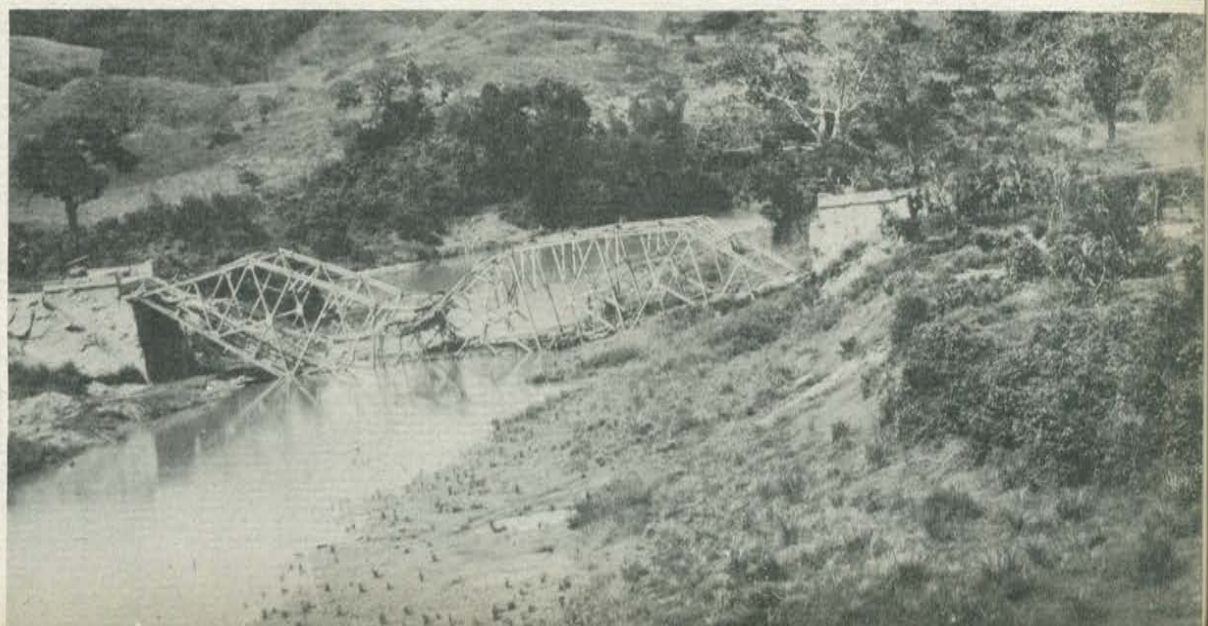
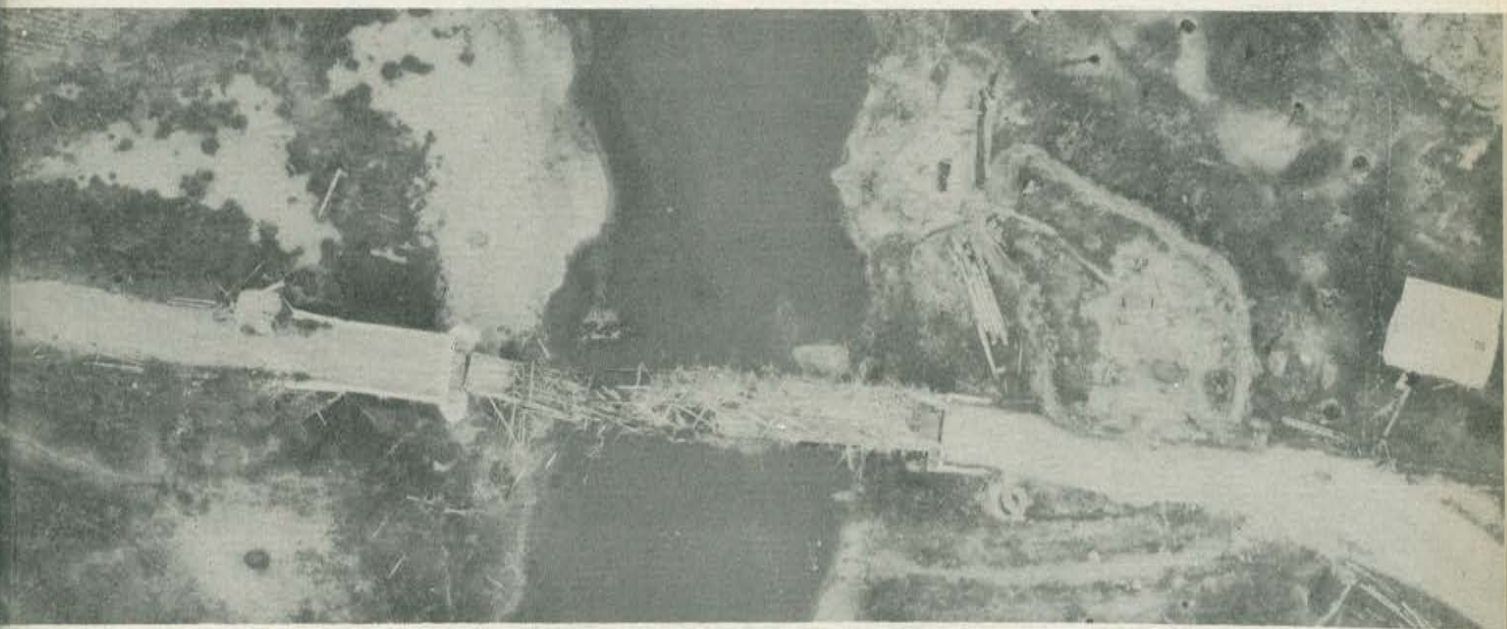


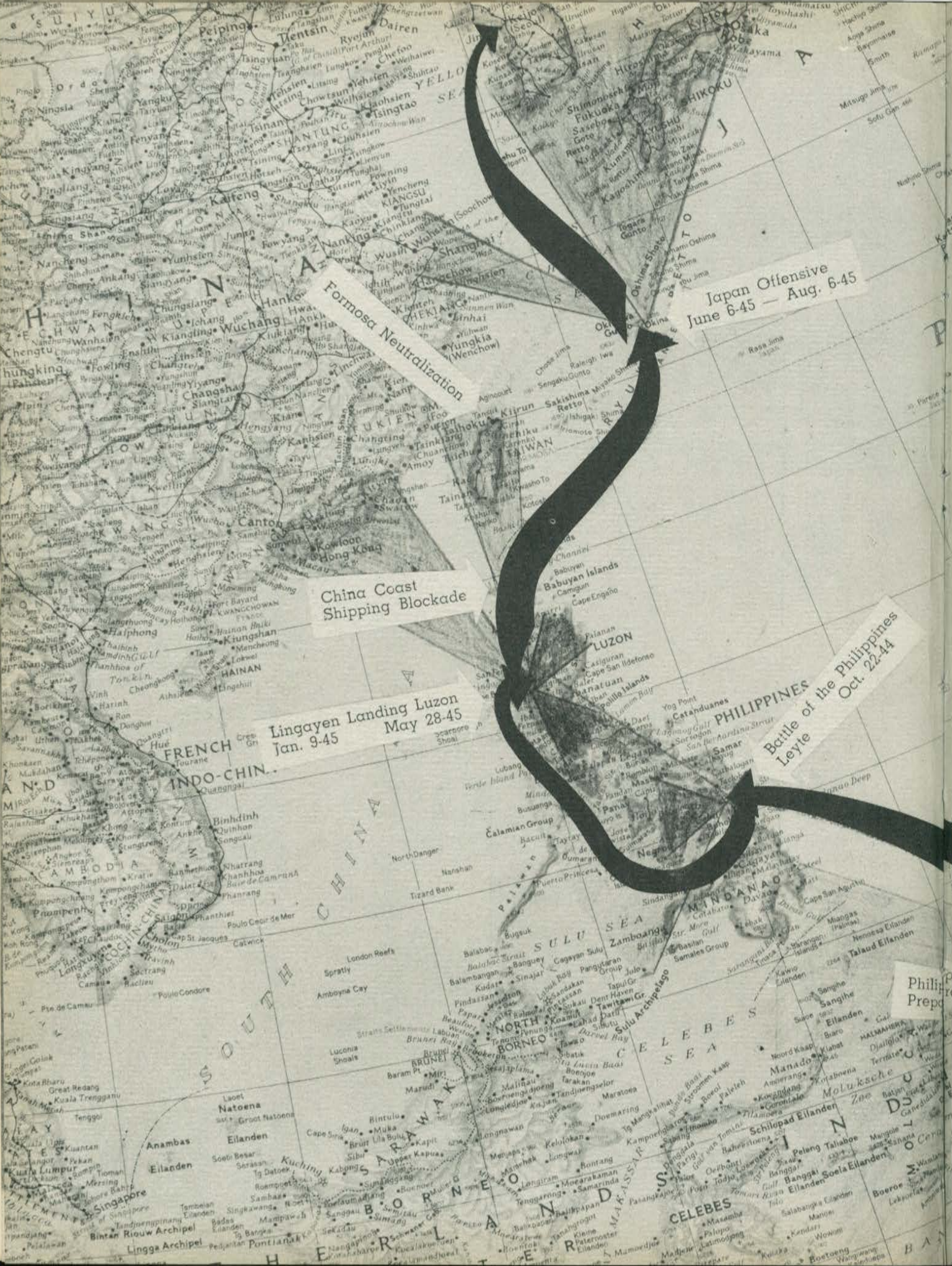


Sendai, Kyushu



BRIDGES...





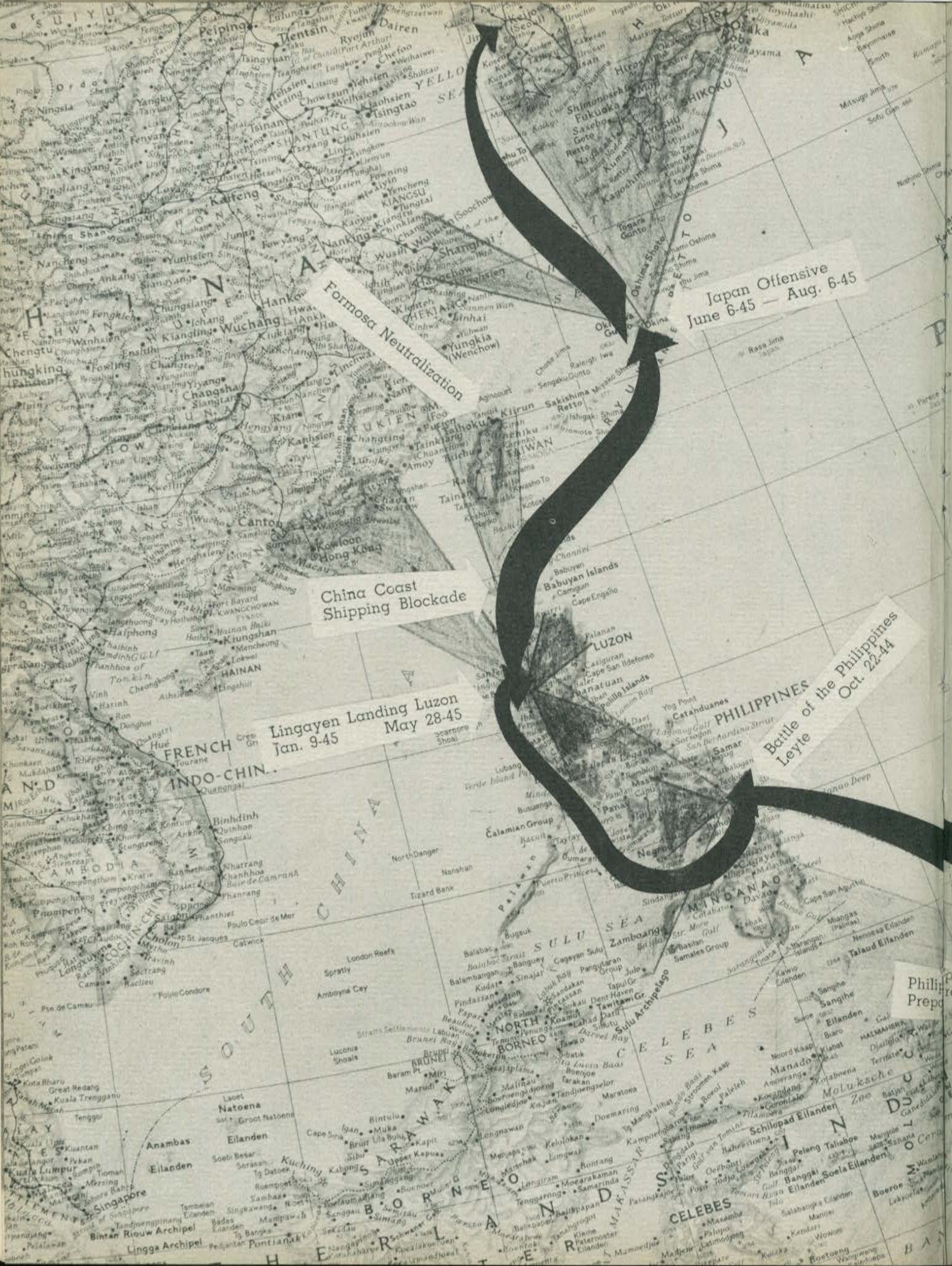
Formosa Neutralization

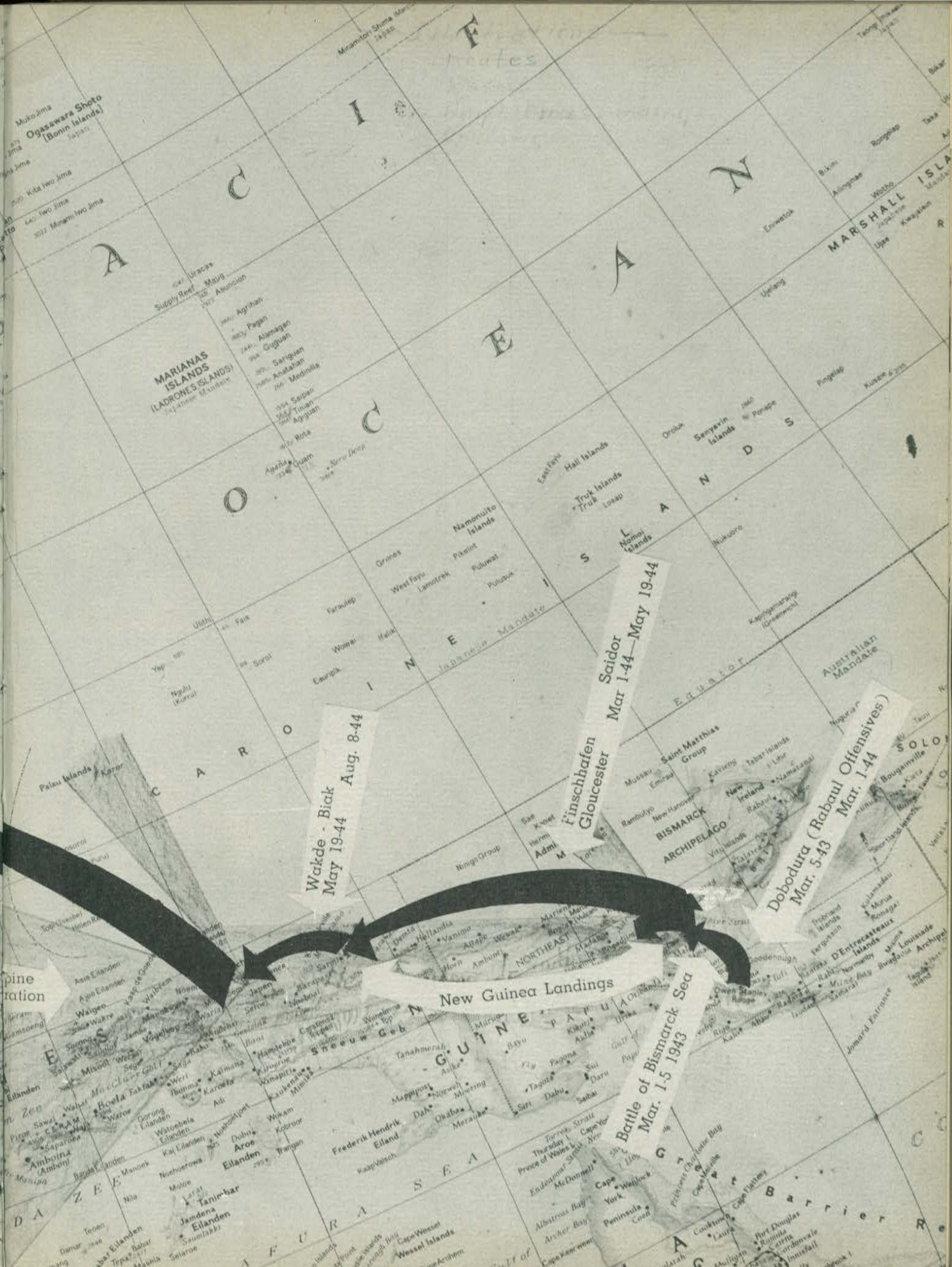
Japan Offensive
June 6-45 - Aug. 6-45

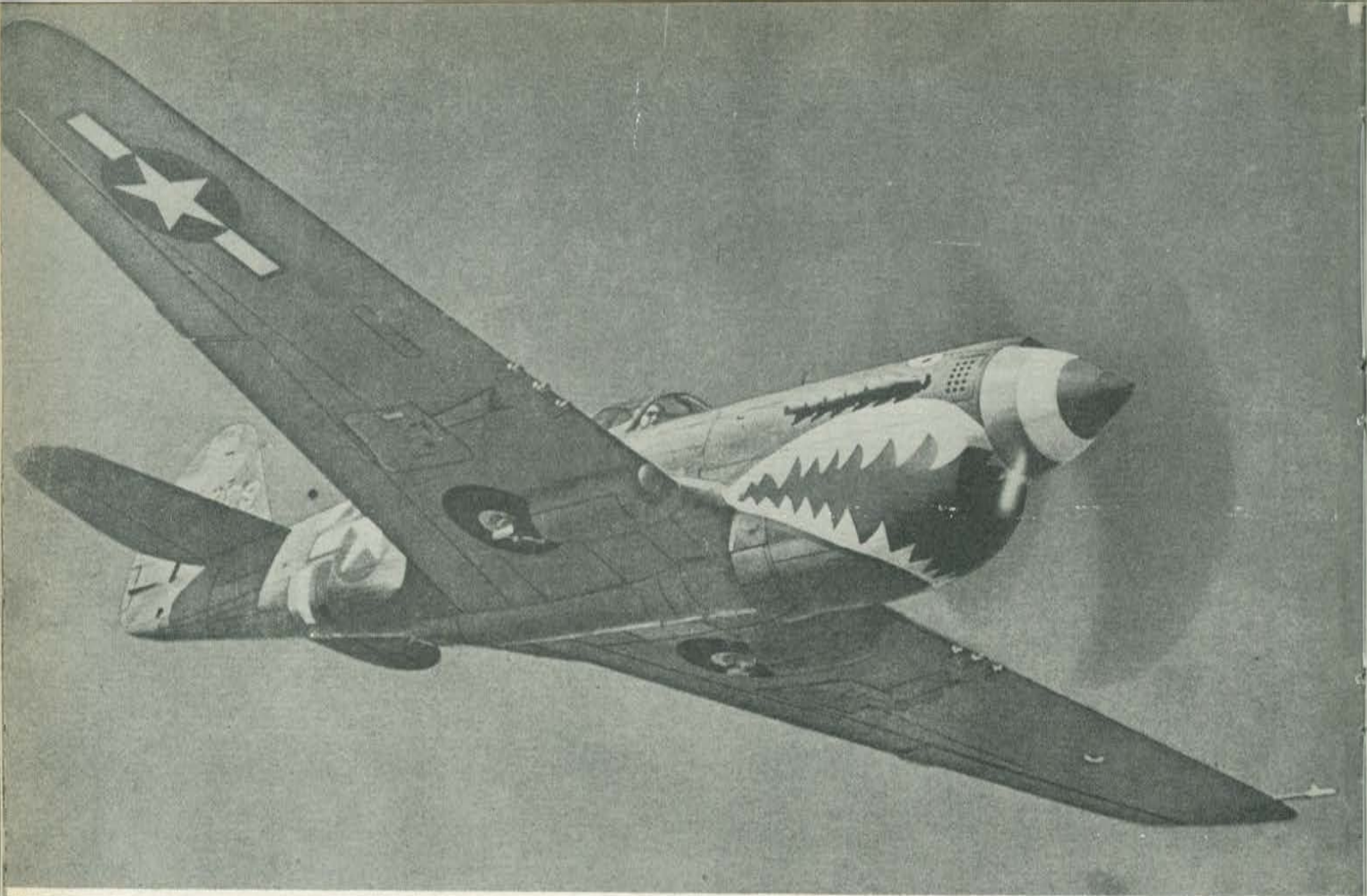
China Coast
Shipping Blockade

Lingayen Landing Luzon
Jan. 9-45 May 28-45

Battle of the Philippines
Oct. 22-44
Luzon







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308th BOMB WING
PERSONNEL
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.....

Staff



Col. William E. Dean
Chief of Staff



AC of S, A-1
Lt. Col. R. L. Sinton



AC of S, A-2
Lt. Col. R. R. Herring



AC of S, A-3
Col. E. W. Richardson



AC of S, A-4
Lt. Col. L. A. Tockstein

GENERAL STAFF



Lt. Col. P. G. Pratt



Lt. Col. H. J. Heuer



Lt. Col. M. K. Bitts



Lt. Col. R. J. Erfle



Maj. E. B. Thomas

SPECIAL STAFF



Maj. F. F. Glomb, Jr.



Maj. D. A. Dodge



Maj. H. J. Johnson



Capt. E. F. Dooley

A-1



Lt. Col. Russell L. Sinton



Left to right, back row:
S/Sgt. Henry F. Pettit, Pfc. John Don-
oway.

Seated, L to R:
T/Sgt. Clarence S. Sharp, T/Sgt.
Arlind F. Blome, T/Sgt. Salvatore
Cappitelli, T/Sgt. Bernard L. Como.

A-1 Section, Back row:

Sgt. Tony Kajkowski, Sgt. Charlie
Capt. William E. Stanger, 1st Lt.
Charles H. Eyster, Pfc. David Baker,
Pfc. David Reichard, T/Sgt. Robert P.
Barrett.

Front Row:

Sgt. Jack Silver, S/Sgt. Dick, Sgt.
Donald H. Rekdahl, Sgt. Jack V. Mat-
tola, T/Sgt. John Traxler.





Lt. Col. Robert R. Herring



L. to R.: Lt. Donald Lester (NLO),
Major Dudley G. Ferguson, Capt. Wil-
liam C. Linton, Jr.

Back Row: 1st Lt. Charles H. Pletcher,
Capt. Herbert M. Thompson, Major
Byron R. Cutcheon, Capt. Wilmer F.
Aist.

Front Row: Pfc. Daniel A. Wolf, Cpl.
Richard A. Fargo, Sgt. Clifford Santi,
Sgt. Maurice J. Terman.



Left to right, back row: 1st Lt. Alex-
ander Efthim, Cpl. John W. Spencer,
Cpl. T. E. Stafford, Pfc. Victor Weisman,
S/Sgt. Sidney A. Emeson.

Left to right, front row: 1st Lt. Clyde
R. Gallas, S/Sgt. Jack Lester, Capt.
James G. Hensel, Pfc. David Lockspeis-
er, Cpl. Harold L. Covey.

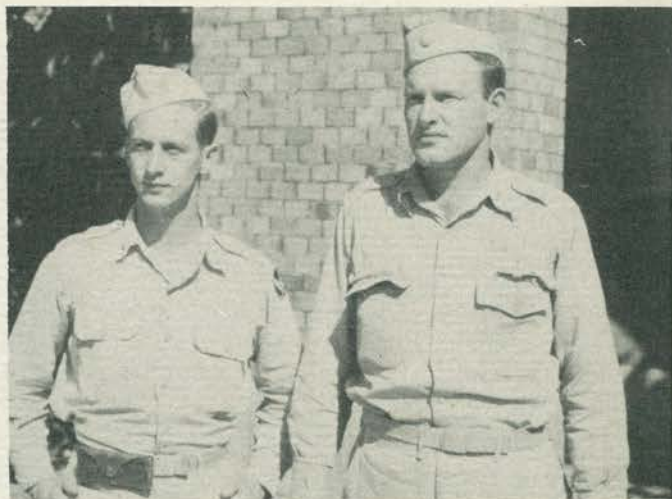
A-3



Col. Elmer W. Richardson



A-3 Duty Section: 1st Lt. Fred Larkin, Capt. John W. Cody, Capt. Marshall Shantz, 1st Lt. Arthur L. Cocherell, Cpl. Donald E. Burke, Cpl. Charles F. Bittinger, Sgt. Edgar F. Bailey.



Major William A. Shomo, Major Van N. Backman



Left to right: Pfc. Richard A. Griffin, S/Sgt. John R. Hardy, M/Sgt. William F. Peterson, Pfc. Steve Kpzelka, Pfc. Manfred Gundell, Pfc. Donald M. Brayden.



Left to right: Sgt. Arthur E. Dussault, S/Sgt. Edward R. Pfau, M/Sgt. Richard Guunewald, T/Sgt. Joe Siudela, S/Sgt. Eugene M. Davis.

A-4



Lt. Col. Lester A. Tockstein



Lt. Clyde B. Dixon

A-4 Section: S/Sgt. Tim O'Brien, 2nd Lt. Robert Dnuboff, Cpl. Hale McBroom, M/Sgt. Myron Myhre, 1st Lt. Richard Miller.



A-G



S/Sgt. John G. Leonard, Cpl. James R. Head, Pfc. Irvin G. Alsdorf, Capt. Keith W. Frank, Capt. Robert V. Fellhauer.



Major F. F. Glomb, Jr.



Left to right, back row: Sgt. Gerald E. Wilbur, S/Sgt. George Tudan, Front row, M/Sgt. Edward E. Salata, Sgt. Harry Wyshynski.



Left to right: Cpl. Archie W. Lindsay, Pfc. William Alcorn, Pfc. Charles E. Pepper.

Signal Office



Left to right, back row: Sgt. Theodore Costa, T/Sgt. John W. Hahn; Front row: Sgt. Guy A. Danella, T/Sgt. Edward M. Stasiak, Cpl. Howard G. Knepper.



Lt. Col. Henry J. Heuer

Left to right: 1st Lt. Marcus R. Baldwin, Capt. Louis B. Knecht, Major John Fox, 1st Lt. Gordon Evert.



Left to right: Lt. Howard Gittinger, Lt. Floyd M. Bailey, Lt. Simpson Link, Lt. Joseph F. Tewey, Jr.

Engineer



Lt. Col. Max K. Bitts



Left to right: Capt. Philip Dizerega, Lt. Col. Max K. Bitts, Major Edmund B. Flynn.

Left to right: Pfc. Charles B. Schaeffer, Sgt. Virgil R. Stoner, Pfc. Frank K. Watkins, Pfc. George P. Katsulas.



Quartermaster

Capt. John B. Rogers, Capt. George L. King



Lt. Col. Raymond J. Erfle



Sgt. H. M. Wilby

Ordnance

Lt. Robert J. McKee, Pfc. A. L. Slusser



Major Ellwyn B. Thomas

Surgeon



Lt. Col. Perry G. Pratt

S/Sgt. Clem L. Powers, Capt. Raymond A. Schroeder, Pfc. Henry Metrick



Major Dwight A. Dodge

Chemical Warfare



Cpl. Allan Frank, Capt. John Runnels, Pfc. James W. Reynolds

Special Service



Capt. George M. Leathurby

Sgt. Robert F. Fray, Cpl. Max M. Michelow, Cpl. Richard P. Mudgett



Capt. John Zitello

Statistical



Pfc. Edwin W. Holub, Pfc. Silvio Zani, S/Sgt. Burce Bullok, T/Sgt. Robert N. Womack.

Chaplain



Major Howard J. Johnson (Chaplain)

Pfc. Don G. Lence, Capt. John T. Cul-
len (Chaplain)

Staff Office



Lt. Park L. Gerdine

Pfc. Hal C. Laughlin, Sgt. James J.
Rogers

Headquarters

Squadron

Headquarters

Capt. Emmett F. Dooley



ORDERLY ROOM

Cpl. Thomas A. Jamail, F/Sgt. William J. Fitzpatrick, Sgt. Harry B. Freeman, Pfc. Robert E. Burton.

UTILITIES

Left to right, back row: Pfc. Joe A. Arnold, F/Sgt. Ivan L. Quandel, Pfc. Luther B. Laws, Pfc. Thomas G. Eichman. Front row: Pfc. Frank R. George, Pfc. Vincen Pusateri, Cpl. Reuben London, S/Sgt. Don Schlensker.



ELECTRIC SHOP

Pfc. Anthony Custara, Pfc. Webster D. Byers, Pfc. Carl J. Carlson, Pfc. Francis H. LaPine, Pfc. Thomas A. Almond.

Supply



2nd Lt. Charles E. Steele

Cpl. Quentin R. Tilt, Pfc. George A. Strawkas, Sgt. Phillip Wechsler, Cpl. Alva G. Lindsay.

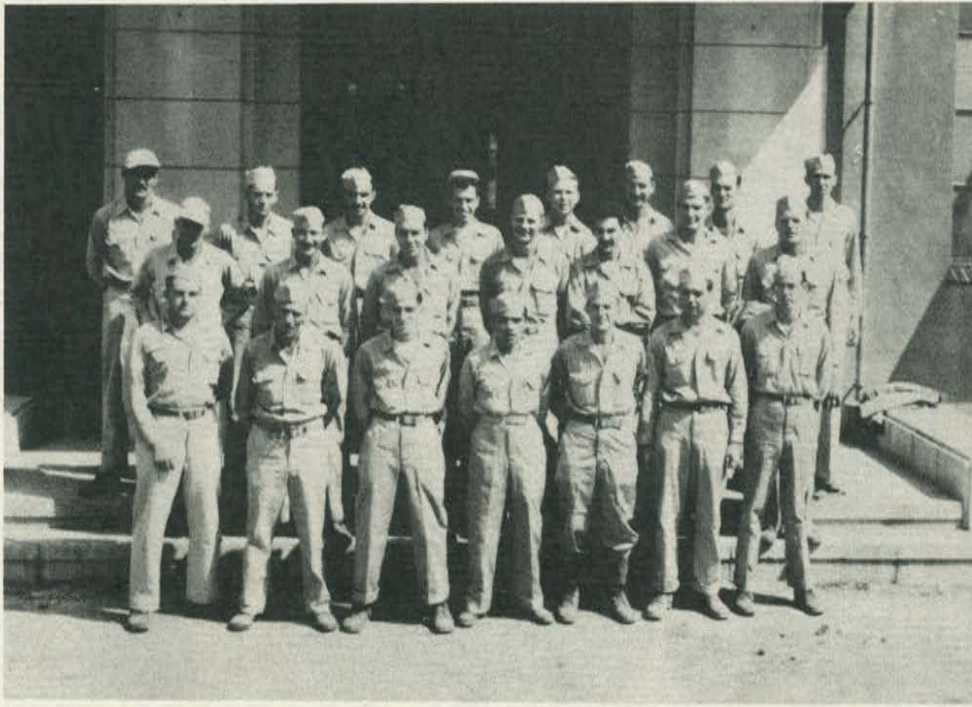
Dispensary



Capt. Bates B. Estes

Lt. Efthim (Patient), Sgt. Jack A. Morseman, Pfc. Olin E. Stonecipher, Cpl. Leo M. Berg, Pfc. E. J. Hayes.

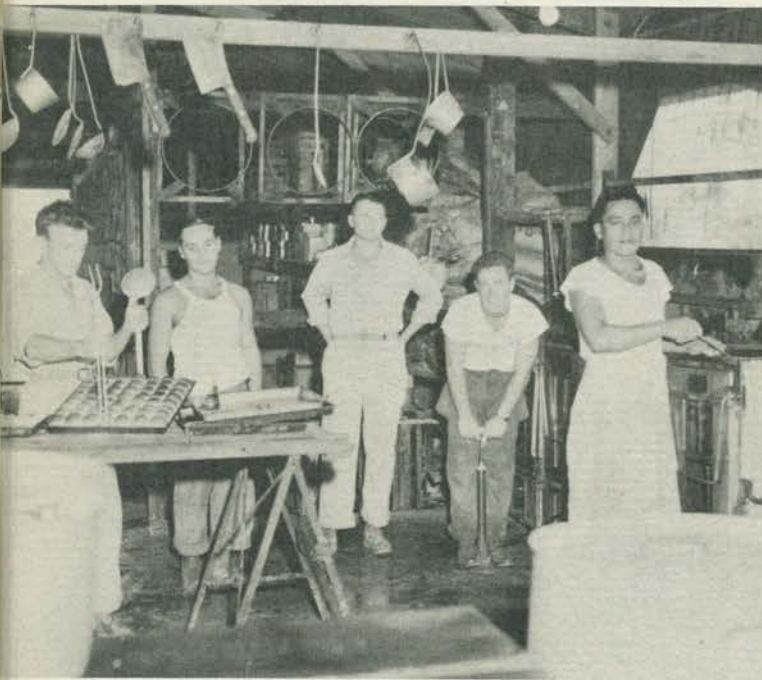
Squadron Personnel



Motor Pool



Mess Hall



Pfc. Paul Wack, Pfc. Marvin C. Bentz,
Cpl. Stanley Johnson, Pfc. George Her-
bert, Cpl. Averado Martinez.



Pvt. James C. Rogers, S/Sgt. A. B. San-
tillanez, Pfc. J. C. Miller, Pfc. Andy
Yuschak, Pfc. Jacob N. Smiley.



Lt. Col. Raymond J. Erfle, Mess Officer



Pfc. Robert F. Lewis, Pfc. Delmar L.
Moltz, Pfc. Acie Craig.

308th HQ & HQ SQUADRON . . .



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Attached Units

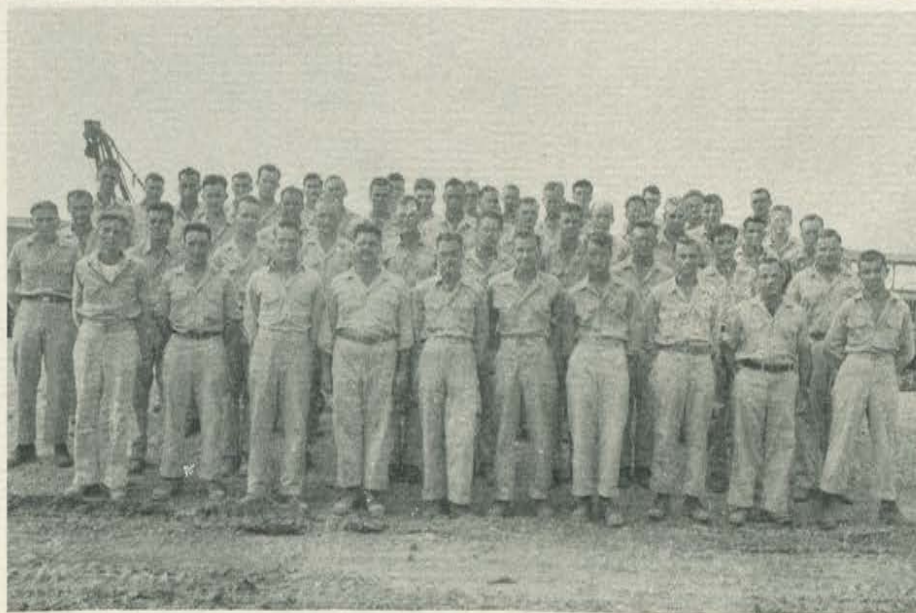
1946 Engineer Avn. Utilities Co.



Army Postal Unit No. 712



466th Signal Construction Co.



1936
M. P. Co.



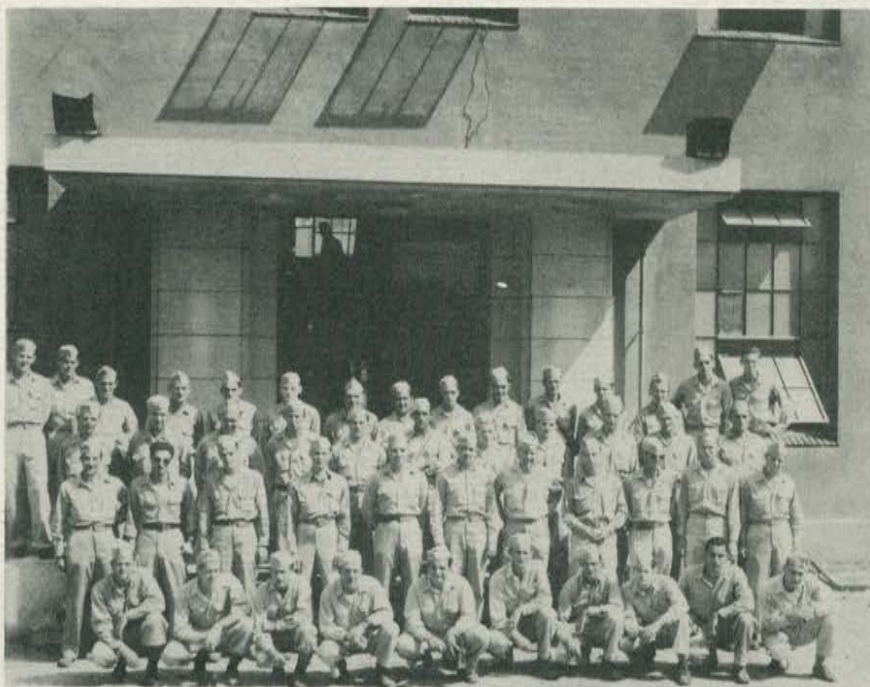
1st Radio Sq.

11th Special
Service Co.



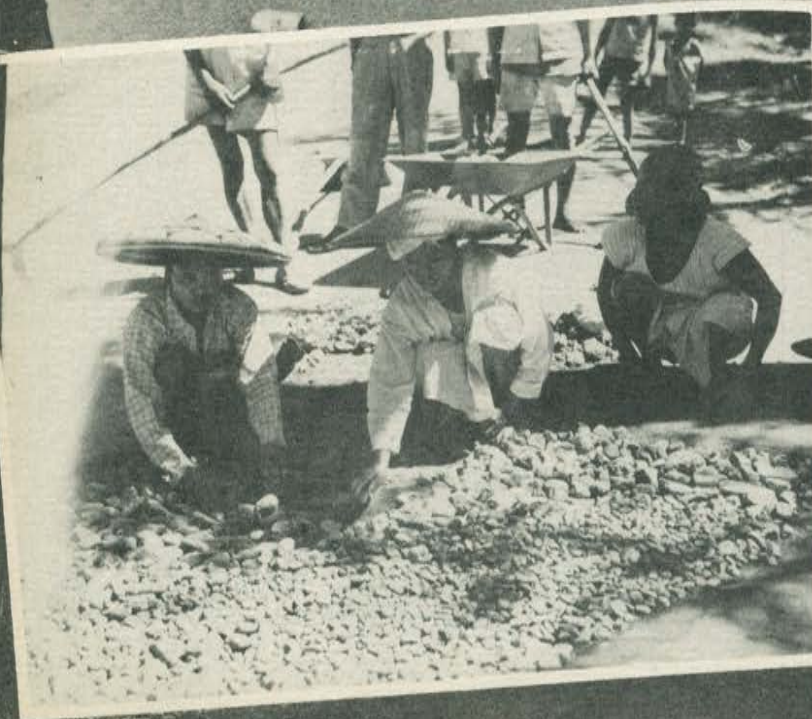
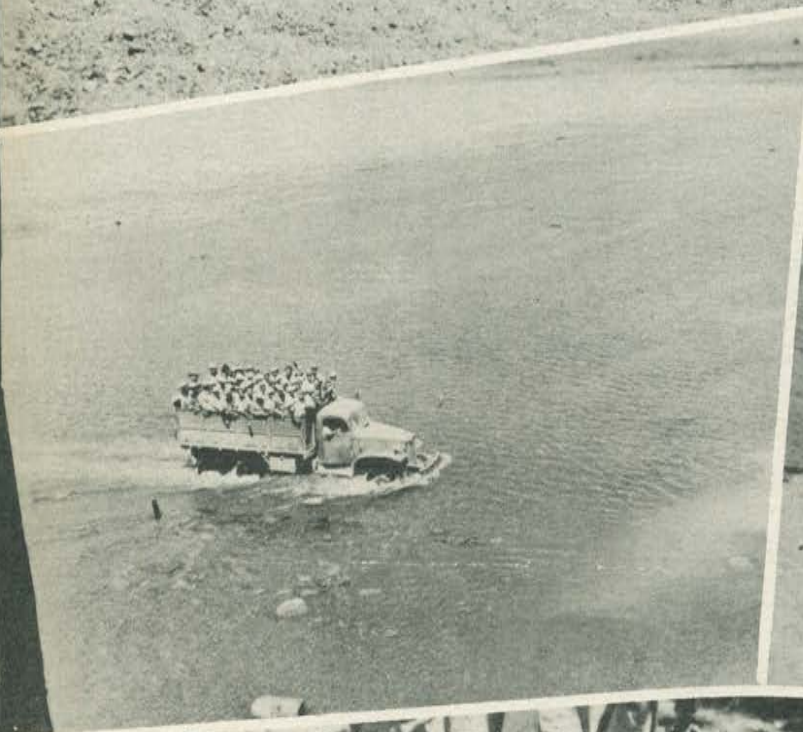
3rd
Weather Station
20 Weather Sq.

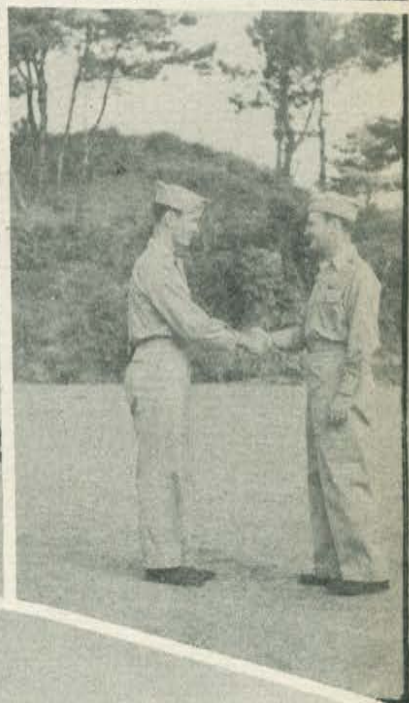
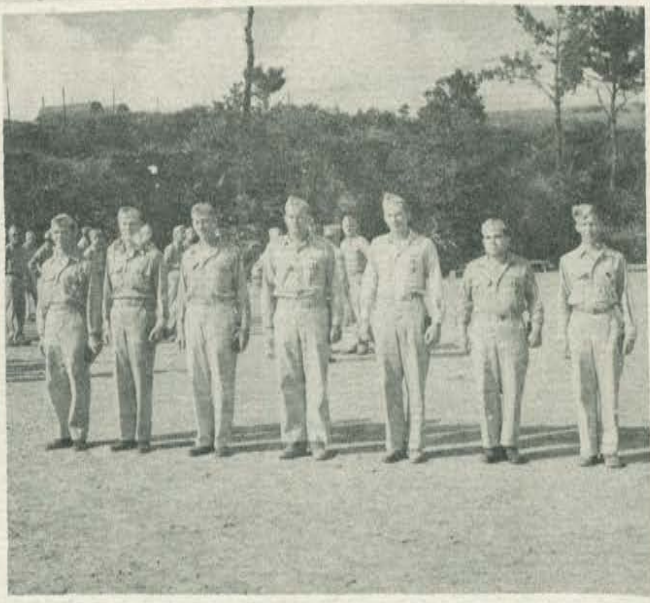
1717th Signal Co.



Bomber Communication Team No. 3





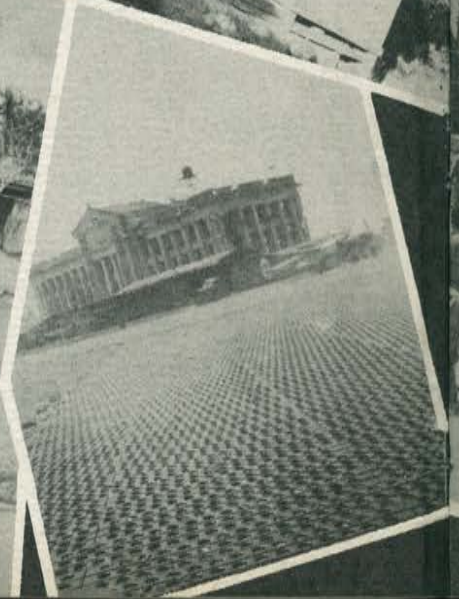
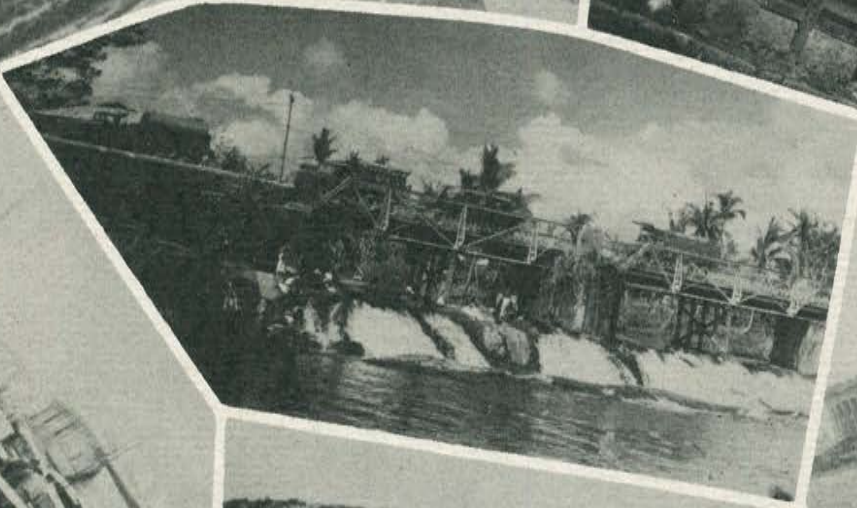
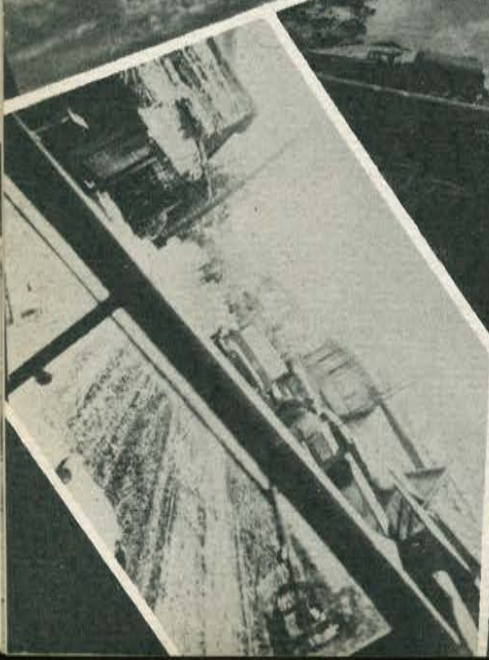
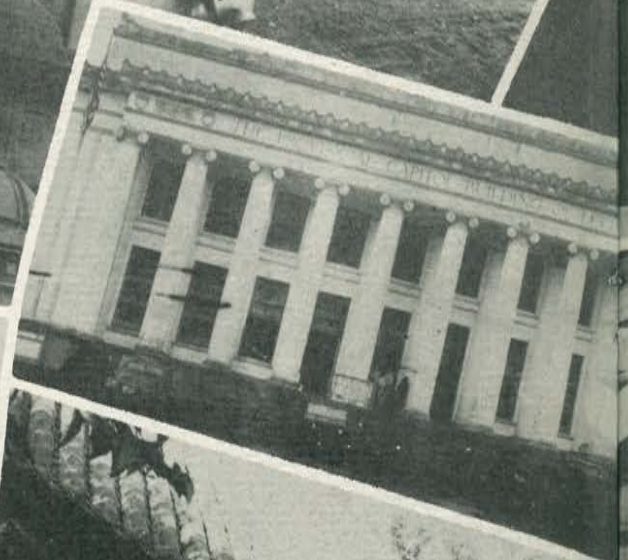
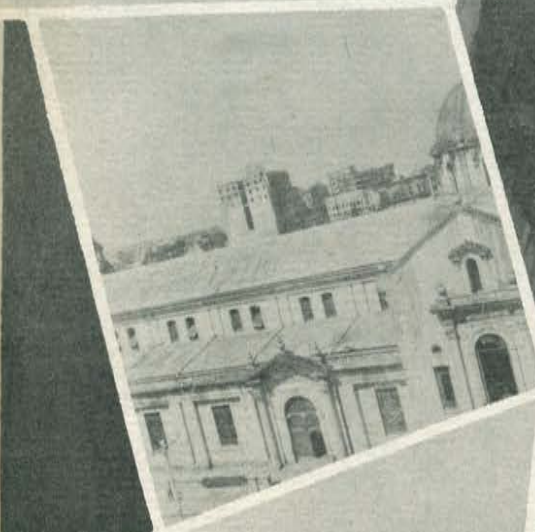






Photos of
 First Air Task Force
 Airmen who eluded Jap
 would-be captors for
 one year on New
 Britain Island. Camera
 and Radio were dropped
 to them prior to rescue.



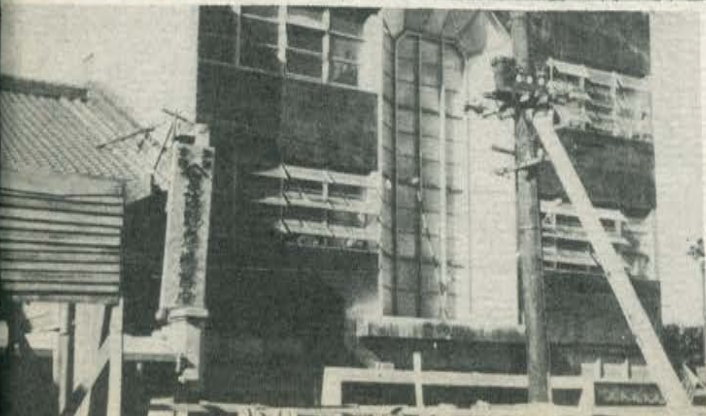
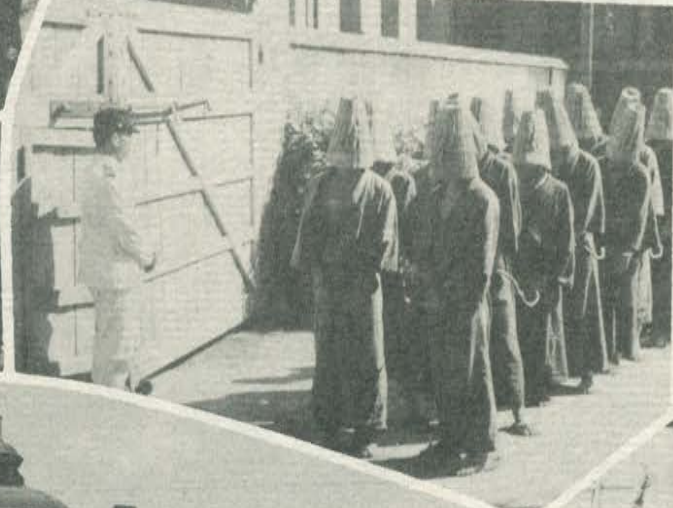














HEADQUARTERS
308TH BOMBARDMENT WING (H)
APO 712

27 September 1945

To the Officers and Men of the
1717 Signal Service Company Wing
466 Signal Heavy Construction Company (Aviation)
1946 Engineer Aviation Utilities Company

It is a distinct pleasure to write a word of appreciation of the magnificent manner in which you officers and men performed the many difficult and trying tasks which have been so vital to the successful operation of the 308th Bomb Wing.

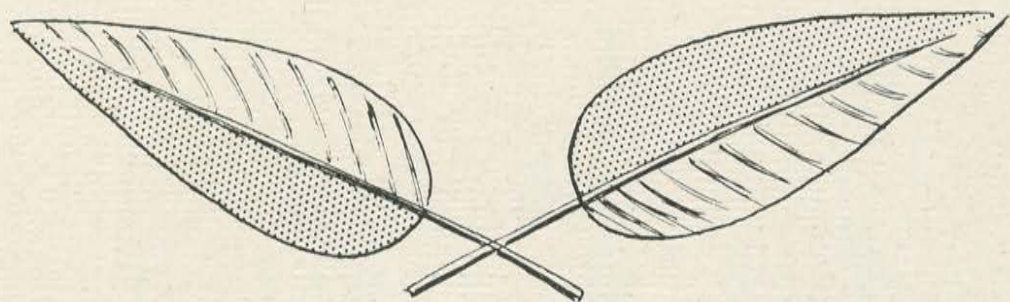
Under heavy opposition from both ground and air at Leyte the signal companies established radio communication with Fifth Air Force Headquarters within half an hour after debarking. Night after night, the wire sections worked on or near Tacloban strip when it was the primary target of the enemy. Telephone operators had the record of never leaving their posts in an air raid; communications were maintained throughout the campaigns from New Guinea to Okinawa without a break despite enemy bombardment and typhoons.

The 1946 Engineers distinguished themselves by the highly efficient manner in which they prepared Laoag as a forward air base. With their only entry being by air, they worked with a minimum of equipment and built a temporary strip suitable for fighters and transports in three days. Five weeks later they completed a 5000 foot all-weather strip with taxiways and hardstands, built all necessary airdrome facilities to provide the Wing with a fighter base most vital to the prosecution of the Northern Luzon campaign. At Okinawa they set up the Wing Headquarters with dispatch, built access roads and cleared areas for 16 tactical units in record time.

Without the high devotion to duty which you men displayed throughout the period of your attachment to the Wing, it would have been impossible for us to operate with the efficiency which won the 308th Bomb Wing the high place it has been accorded in AAF history.

D W. Hutchison

D. W. HUTCHISON
Brigadier General, U.S.A.
Commanding





ROSTER

"In the compilation of the following names and addresses every effort was made by the editorial staff to insure that no one was omitted or inaccurately listed. However, due to the inadequacy of records, field conditions, and various other factors it will be impossible to guarantee that all names and addresses are accurately listed."

OFFICERS WITH 308th AT END OF HOSTILITIES

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED 308
COMMANDING GENERAL				
Hutchison, David W., Brig. Gen., Commanding Gen.			RFD 1, Middleton, Wisconsin	Apr. 44
EXECUTIVE				
Dean, William E., Colonel, Executive Officer			345 Brahan Boulevard, San Antonio, Texas	Dec. 44
A-1				
Sinton, Russell L., Lt. Col., Assistant Chief of Staff			Llewellyn, Pennsylvania	Oct. 43
Lewis, Alfred W., Major, Assistant A-1			1026 South 40th St., Birmingham, Alabama	Jul. 45
Stanger, William E., Captain, Assistant A-1			General Delivery, Driggs, Idaho	Nov. 44
Eyster, Charles H., Jr., 1st Lt., Assistant A-1			426 Sherman Street, Decatur, Alabama	Jun. 45
A-2				
Herring, Robert R., Lt. Col., Assistant Chief of Staff			Ranger, Texas	Dec. 43
Cutcheon, Byron R., Major, Assistant A-2			3427 Viburnum Drive, Madison, Wisconsin	Jun. 43
Byron, Roger, Major, Assistant A-2			Orwingsville, Kentucky	Sep. 43
Ferguson, Dudley C., Major, Assistant A-2			919 Electric St., Scranton, Pennsylvania	Jul. 43
Aist, Wilmer F., Captain, Assistant A-2			Jessup, Maryland	Feb. 44
Hensel, James G., Captain, Assistant A-2			7106 Rhodes Street, St. Louis, Missouri	Jul. 43
Huber, Roman W., Captain, Assistant A-2			Cashton, Wisconsin	Jun. 45
Thompson, Herbert M., Captain, Assistant A-2			1026 Eighth Avenue, Antigo, Wisconsin	Jun. 45
Galles, Clyde R., 1st Lt., Assistant A-2			1220 Blair Mill Rd., Silver Springs, Maryland	Sep. 44
Martinez, Glenn D., 1st Lt., Assistant A-2			Guam	Dec. 44
Pletcher, Charles H., 1st Lt., Assistant A-2			Shattuck School, Faribault, Minnesota	Aug. 43
A-3				
Richardson, Elmer W., Col., Assistant Chief of Staff			3670 Highland Avenue, Beaumont, Texas	Mar. 45
Backman, Van N., Major, Assistant A-3			Fifty Lakes Route, Pine River Minnesota	Jun. 44
Danvers, Wallace M., Major, Assistant A-3			1437 N. W. 40th St., Oklahoma City, Okla.	Jan. 45
Hagan, Crandall H., Major, Assistant A-3			1531 Lorimer Rd., Jacksonville, Florida	Feb. 45
Shomo, William A., Major, Assistant A-3			Hutt Post Office, Westmoreland Co., Pa.	May 45
Cody, John W., Captain, Assistant A-3			648 Ninth Street, Tell City, Indiana	Jan. 45
Shantz, Marshall B., Jr., Captain, Assistant A-3			New Hartford, New York	Jun 45
Wallace, Robert N., Captain, Assistant A-3			1510 Columbus, Muskogee, Oklahoma	Jan. 45
Cocherell, Arthur L., 1st Lt., Assistant A-3			609 West Osborne Street, Sandusky, Ohio	Jan. 45
Erickson, Arthur F., 1st Lt., Assistant A-3			509 Kingsland Ave., Lynhurst, New Jersey	Aug. 44
Freedman, Stanley A., 1st Lt. Assistant A-3			2232 Channing Way, Berkeley, California	Oct. 44
Lake, Milo G., 1st Lt., Assistant A-3			Burchard, Minnesota	Jun. 45
Larkin, Fred S., 1st Lt., Assistant A-3			207 Poplar Street, Merrill, Wisconsin	May 45
Lowry, Andrew W., 1st Lt., Assistant A-3			9 Summer Street, Methven, Massachusetts	Jan. 45
Shattuck, Roger W., 1st Lt., Assistant A-3			155 E. 72nd Street, New York, New York	May 45
Turner, Robert W., Jr., 1st Lt., Assistant A-3			226 Bluff Street, Council Bluffs, Iowa	May 45
A-4				
Tockstein, Lester A., Lt. Col., Assistant Chief of Staff			2300 Center Avenue, Bay City, Michigan	Apr. 44
Lewallen, Nuel E., Captain, Assistant A-4			811 South Fifth Street, Waco, Texas	Sep. 43
Miller, Richard, 1st Lt., Assistant A-4			240 Central Park South, New York, New York	Jun 45
Dixon, Clyde B., 2nd Lt., Assistant A-4			79 W. 2nd, North Provo, Utah	Nov. 44
Knuboff, Robert, 2nd Lt., Tech Supply Officer			40 Johnson Avenue, Brooklyn, New York	Aug. 45
AG				
Fellhauer, Robert V., Captain, Assistant Adjutant			606 Jefferson, Clinton, Missouri	Jul. 43
Frank, Keith W., Captain, Assistant Adjutant			749 N. Cincinatti, Tulsa, Oklahoma	Jun. 45
Johnson, Maurice B., 2nd Lt., Assistant Adjutant			Route 1, Box 168, Omak, Washington	Jun. 45
AA				
Groff, Albert H., Major, AA staff Officer			5222 Cedar Ave., Philadelphia, Pennsylvania	Jul. 45
Spivey, Samuel P., Major, AA Staff Officer			Box 23, Mystic, Georgia	Jul. 45
AIR LIAISON				
Lonigan, Walliam I., Lt. Col., Liaison Staff Officer			Box 270 Grants Pass, Oregon	Jul. 45
Hann, Dan G., Major, Air Liaison Officer			3903 Bluestone Rd., Cleveland Heights, Ohio	Aug. 45

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED	308
Lingo, Jack W., Major, Air Liason Officer			305 Federal Bldg., Pierre, South Dakota	Jul. 45	
Vogel, John E., Major, Air Liason Officer			239 E. Torrence Road, Columbus, Ohio	Jul. 45	
CHAPLAINS					
Johnson, Howard J., Major, Wing Chaplain			5311 Whitesettlement Road, Ft. Worth, Texas	Oct. 43	
Cullen, John T., Captain, Assistant Wing Chaplain			338 Locust Street, Janesville, Wisconsin	Feb. 45	
CHEMICAL WARFARE					
Dodge, Dwight A., Major, Chemical Warfare Officer			Nemours, West Virginia	May 44	
COMMUNICATIONS					
Heuer, Henry J., Lt. Col., Signal Officer			Trenton, Illinois	Feb. 44	
Fox, John C., Major, Asst. Communications Officer			5514 Mont Clare Street, Chicago, Illinois	Jul. 45	
Lineham, Thomas V., Jr., Major, Asst. Com. Officer			1008 S. Dakota Ave., Tampa, Florida	Nov. 44	
Brooks, Edgar D., Captain, Asst. Com. Officer			1053 W. 6th St., Santa Anna, California	Feb. 45	
Knecht, Louis B., Captain, Asst. Signal Officer			434 N. Vista St., Los Angeles, California	Jan. 44	
Bailey, Floyd M., 1st Lt., Radio Officer			463 Bowen Terrace New Farm, Brisbane, Queensland, Australia	Feb. 45	
Baldwin, Marcus R., 1st Lt., Assistant Wire Officer			Coraopolis, Pennsylvania	Jul. 45	
Evert, Gordon L., 1st Lt., Message Center Officer			102 South Street, Ridgway, Pennsylvania	Sep. 44	
Linke, Simpson, 1st Lt., Radar Officer			1701 E. 5th Avenue, Knoxville, Tennessee	Aug. 45	
Gittinger, Howard, Jr., 2nd Lt., Signal Supply Officer			Olivedell Plantation, Lake Providence, La.	Jul. 45	
Tewey, Joseph F., Jr., 2nd Lt., Radar Officer			4209 Ivanhoe Ave., Baltimore, Maryland	Aug. 45	
ENGINEERS					
Bitts, Max K., Lt. Col., Wing Engineer			7733 45th Ave., N. E. Seattle, Washington	May 44	
Flynn, Edmund B., Major, Assistant Air Engineer			38 Estes Street, Lynn, Massachusetts	Jul. 45	
Dizerega, Philip B., Captain, Assistant Air Engineer			2112 Huidekoper Place, N. W. Wash., D. C.	Apr. 44	
FINANCE					
Wright, Gordon L., Jr., 2nd Lt., Staff Finance Officer			311 Brush Creek, Kansas City, Missouri	Aug. 45	
HQ SQUADRON					
Dooley, Emmett F., Capt., Hq. Squadron Commandant			1629 Ardath St., Wichita Falls, Texas	Apr. 45	
Steele, Charles E., 2nd Lt., Squadron Supply Officer			Wapanucka, Oklahoma	Aug. 45	
INSPECTION					
Snyder, Raymond, Major, Air Inspector			8115 Oakwood Street, Jacksonville, Florida	Aug. 45	
Shelley, John F., WOJG, Tech Inspector			Box 747, Riverton, Wyoming	Aug. 45	
JUDGE ADVOCATE					
Elliott, Norman J., 2nd Lt., Staff Judge Advocate			70 Remsen, Brooklyn, New York	Jun. 45	
MEDICAL					
Pratt, Perry G., Lt. Col., Wing Surgeon			851 Nigara, Denver, Colorado	Jun. 44	
Estes, Bates B., Captain, Assistant Staff Surgeon			3561 Bluebonnet, Corpus Christi, Texas	Feb. 44	
Leland, Raymond I., Captain, Sanitary Engineer			820 W. Sheridan Road, Chicago, Illinois	Apr. 44	
Schroeder, Raymond A., Capt., Food & Nur. Officer			115 W. Blvd., North Columbia, Missouri	Apr. 44	
ORDNANCE					
Thomas, Ellwyn B., Major, Ordnance Officer			2001 W. 78th St., Los Angeles, California	Dec. 44	
McKee, Robert J., 2nd Lt., Assistant Ordnance Officer			532 Green Bay Wisconsin	Jun. 45	
QUARTERMASTER					
Erfle, Raymond J., Lt. Col., Wing Quartermaster Officer			1536 E. Wyhsam St., Philadelphia, Pa.	Sep. 44	
King, George L., Jr., Captain, Asst. Wing Quartermaster			Westpoint, Georgia	Mar. 44	
Rogers, John B., Captain, Asst. Wing Quartermaster			Bigfoot, Texas	May 45	
SPECIAL SERVICES					
Leathurby, George M., Capt., Wing Special Serv. Off.			183 Golden Gate Ave., San Francisco, Calif.	Apr. 44	
STATISTICAL					
Zitello, John, Jr., Captain, Wing Statistical Officer			2084 W. 93rd St., Cleveland, Ohio	Dec. 44	
WEATHER					
Barad, Morton L., Captain, Weather Officer			178 Stagg Walk, Brooklyn, New York	Dec. 44	

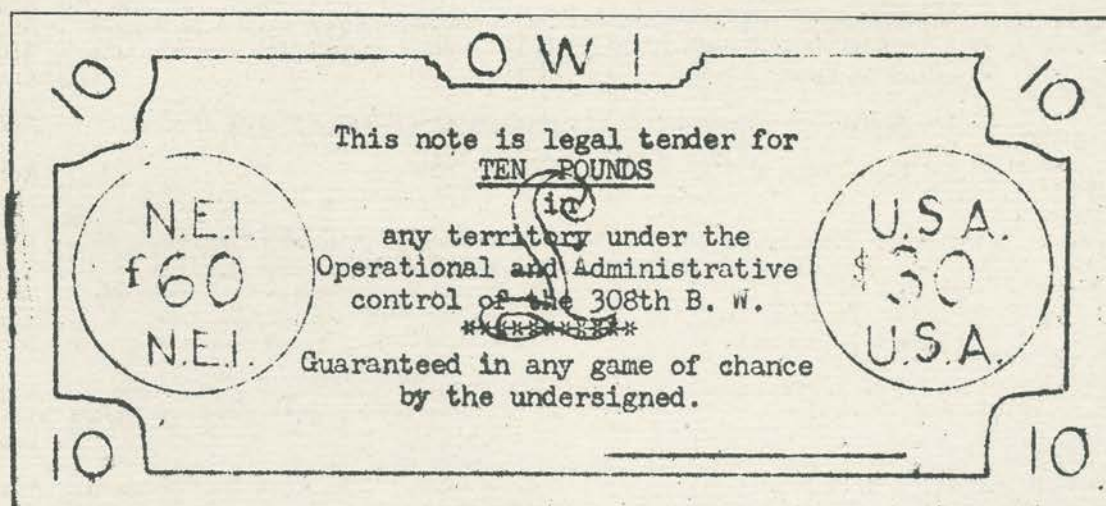
ENLISTED MEN WITH 308th AT END OF HOSTILITIES

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED 308
A-1				
Barrett, Robert P., T/Sgt., Adm. Spec.			75 Hill St., Nanticoke, Pennsylvania	Aug. 45
Blome, Arlind F., T/Sgt., Adm. Spec.			Route 2, Box 227, New Braunfels, Texas	Aug. 45
Cappitelli, Salvatore V., T/Sgt., Adm. Spec.			718 Bloomfield St., Hoboken, New Jersey	Jun. 45
Como, Bernard L., T/Sgt., Clk. Typist			Patterson, Louisiana	Jul. 45
Marram, William H., T/Sgt., Adm. Spec.			Box 531, Pleasanton, California	Feb. 44
Penny, Roy J., T/Sgt., Adm. Spec.			4409 Washington Ave., Houston, Texas	Jul. 45
Sharp, Clarence S., T/Sgt. Clk. Typist			1018 Perry Street, Richmond, Virginia	Jul. 45
Pettit, Henry F., S/Sgt. Adm. Spec.			Hickory Street, Seaford, New York	Jul. 45
Chazan, Stanley, Sgt., Clk. Gen.			33 Willet Street, New York, New York	Aug. 45
Clyburn, Howard M., Sgt., Clk. Typist			213 S. Parkway Drive, Eldorado, Arkansas	Feb. 44
Kajkowski, Anthony T., Sgt., Clk. Typist			4 Reese Street, Plainsville, Pennsylvania	Feb. 44
Mottola, Jack V., Sgt., Classification Spec.			6162 Allston St., Los Angeles, California	Aug. 45
Rekdahl, Donald H., Sgt., Clk. Gen.			4945 Pennsylvania Ave., Minneapolis, Minn.	Aug. 45
Silver, Jack, Sgt., Clk. Gen.			1618 N. 53rd St., Milwaukee 8, Wisconsin	Aug. 45
Strickman, Louis, Sgt., Clk. Gen.			427 Broad Avenue, Albany, Georgia	Aug. 45
Baker, David, Pfc., Public Relations Spec.			117 W. 95th Street, New York, New York	Aug. 45
Conaway, John R., Pfc., Clk. Typist			1210 17th Street, Moline, Illinois	May 45
Reichard, David W., Pfc., Clk. Gen.			707 East Illinois Street, Urbana, Illinois	Jun. 44
A-2				
Buechel, Charles A., T/Sgt., Adm. Spec.			6734 Reynolds Street, Pittsburg, Pennsylvania	Feb. 44
Emeson, Sidney A., S/Sgt., Intelligence Spec.			1576 Meade Street, Denver, Colorado	Feb. 44
Lester, Jack M., S/Sgt., Clk. Typist			781 Laurel Avenue, St. Paul, Minnesota	May 45
Santi, Clifford J., Sgt., Intelligence Spec.			2829 17th Street, Santa Monica, California	Feb. 44
Terman, Maurice J., Sgt., Intelligence Spec.			c-o Dr. Frank Fitzgerald, London, Ohio	Feb. 44
Covey, Harold L., Cpl., Clk. Gen.			Pritchard, Colorado	Feb. 44
Fargo, Richard A., Cpl., Intelligence Spec.			61 Genesee Street, Attica, New York	Dec. 44
Martin, Samuel, Cpl., Clk. Typist			1402 Croes Avenue, Bronx, New York	Feb. 44
Spencer, John W., Cpl., Clk. Typist			420 High Street, Morgantown, West Virginia	Dec. 44
Laska, Charles A., Pfc., Clk. Typist			1421 North Osborne Ave., Youngstown, Ohio	Jun. 44
Lockspeiser, David, Pfc., Clk. Typist			3634 Frazier Street, Pittsburg, Pennsylvania	Dec. 44
Weisman, Victor, Pfc., Clk. Gen.			617 Mifflin Street, Philadelphia, Pennsylvania	Dec. 44
Wolf, Daniel A., Pfc., Clk. Typist			61 West 87th Street, Uptown, New York	Sep. 44
A-3				
Gruenwald, Richard J., M/Sgt., Adm. Spec.			12 Meadow Street, Amsterdam, New York	Feb. 44
Peterson, William F., M/Sgt., Adm. Spec.			5909 Central Street, Kansas City, Missouri	Jul. 45
Siudela, Joseph M., T/Sgt., Adm. Spec.			634 Delaware Avenue, Glassport, Pa.	Feb. 44
Davis, Eugene N., S/Sgt., Airplane Engine Mech.			122 Mayfield N. E., Grand Rapids, Michigan	Feb. 44
Hardy, John R., S/Sgt., Clk. Typist			933 N. 5th Street, Reading, Pennsylvania	Feb. 44
Pfau, Edward R., S/Sgt., Clk. Typist			339 Jackson Street, Missoula, Montana	Feb. 44
Schlensker, Donald C., S/Sgt., Adm. Spec.			224 River Lane, Rockford, Illinois	Aug. 45
Bailey, Edgar F., Sgt., Clk. Gen.			1537 N. Serrano Avenue, Los Angeles, Calif.	Aug. 45
Dussault, Arthur F., Sgt., Clk. Typist			197 Parkdale Avenue, Buffalo, New York	Feb. 45
Bittinger, Charles F., Cpl., Clk. Typist			RFD 1, Benedict, Nebraska	Sep. 44
Burke, Donald E., Cpl., Clk. Gen.			1804 S. Ardmore Ave., Los Angeles, Calif.	Aug. 45
Brayden, Donald H., Pfc., Clk. Typist			55 Concord St., Maynard, Massachusetts	Oct. 44
Griffin, Richard A., Pfc., Clk. Gen.			128 Floral Avenue, Dayton, Ohio	Feb. 44
Gundell, Manfred, Pfc., Clk. Typist			619 W. Olney Road, Norfolk, Virginia	Jul. 44
Kozelka, Stephen, Pfc., Clk. Gen.			6224 N. Albany Avenue, Chicago, Illinois	Jun. 44
A-4				
Myhre, Myron L., M/Sgt., Adm. Spec.			1785 Alamitos Ave., Apt. 3, Longbeach, Calif.	Aug. 45
O'Brien, Timothy W., S/Sgt., Supply Technician			155 10th Ave., San Francisco, California	Aug. 45
Mullins, Jasper E., Sgt., Clk. Typist			415 E. 2nd, Parryton, Texas	Feb. 44
McBroom, Hale H., Cpl., Supply Clerk			Lathan, Missouri	Aug. 45
Pangerc, Raymond J., Pfc., Clk. Typist			1238 High Street, Pittsburg, Pennsylvania	Aug. 44
Vaughn, Curtis A., Pfc., Clk. Typist			Route 1, Danville, Virginia	
AA				
Lesnau, Norman A., S/Sgt., Clk. Typist			13803 Linnhurst Ave., Detroit, Michigan	Jul. 45
Bisson, Maynard J., Sgt., Radar Operator			Route 1, Box 156, Ridgefield, Washington	Jul. 45
AG				
Salata, Edward E., M/Sgt., Adm. Spec.			1002 E. Broadway, Streator, Illinois	Jun. 45
Pruzinsky, Joseph C., T/Sgt., Clk. Typist			282 Logan Street, Bridgeport, Connecticut	Aug. 45
Leonard, John G., S/Sgt., Message Center Clerk			6619 N. 13th St., Philadelphia, Pennsylvania	Sep. 44
Tudan, George, S/Sgt., Adm. Spec.			1035 Adeline, Detroit, Michigan	Jun. 45
Wilbur, Gerald E., Sgt., Clk. Typist			208 W. Lynde St., Watertown, New York	May 45
Wyshynski, Harry, Sgt., Clk. Typist			1034 Fox Street, New York, New York	Jul. 45
Head, James R., Cpl. Clk. Gen.			Lamar, Arkansas	May 45
Lindsey, Archie W., Cpl., Message Center Clerk			Gillette, Wyoming	Feb. 44
Miller, Eugene J., Cpl., Clk. Gen.			964 E. 22nd St., Patterson, New Jersey	Jul. 45
Naylor, James E., Cpl., Clk. Gen.			Route 1, Beeville, Texas	Feb. 44
Phelan, John J., Cpl. Clk. Gen.			3 Hathaway St., Worcester, Massachusetts	Jul. 45

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED 308
AIRCREW				
Alcorn, William T., Pfc., Clk. Gen.			242 El Cajon, Modesta, California	Oct. 44
Alsdorf, Irvin G., Pfc., Clk. Gen.			3540 Gordon, Overland, Maryland	Feb. 44
Pepper, Charles E., Pfc., Mimeograph Operator			32 Poplar Street, Melrose, Massachusetts	Jun. 44
AIRCREW				
Grove, Melvin K., S/Sgt., Aerial Engineer			272 Walton Street, Lemayne, Pennsylvania	Feb. 44
Powell, Ray E., S/Sgt., Airplane Engine Mech.			521 N. 5th Street, Sunbury, Pennsylvania	Feb. 44
Gallas, John O., Sgt., Airplane Main Mech.			167 Franklin Street, Standord, Conn.	Mar. 45
Mathes, William K., Sgt., Airplane Main Mech.			Cape May Court House, New York	Feb. 44
Swiderski, Bernard, Sgt., Airplane Main Tech.			Route 2, Box 35, Onamia, Minnesota	Aug. 44
Borio, Charles, Cpl., Airplane Main Tech.			RD 1, Pheonix, New York	Feb. 44
Dalmasso, Joseph, Pfc., Radio Repairman			Norris, Illinois	Aug. 44
Foreman, Fayburn B., Pfc., Radio Operator Mech.			1511 Euclid Ave., Steubenville, Ohio	Dec. 44
Musco, Nunzio, Pfc., Radio Operator (HS)			59 Stone Street, Newark 4, New Jersey	Sep. 44
AIR ENGINEER				
Stoner, Virgil R., Sgt., Draftsman			304 Jennings Ave., Scottsdale, Pennsylvania	Feb. 44
Katsulas, George P., Pfc., Clk. Typist			Peabody, Massachusetts	Aug. 44
Schaeffer, Charles B., Pfc., Draftsman			RD 2, Apollo, Pennsylvania	May 45
Watkins, Frank K., Pfc., Construction Foreman			10 Collins Ave., Amesbury, Massachusetts	Oct. 44
CHAPLAINS				
Lence, Donald G., Pfc., Clk. Typist			719 N. Bridge St., Carbondale, Illinois	Sep. 44
CHEMICAL WARFARE				
Frank, Allan, Cpl., Toxic Gas handler			30 Clifton Place, Brooklyn, New York	Sep. 44
Reynolds, James W., Pfc., Clk. Typist			326 W. Cedar Avenue, Vinton, Virginia	Sep. 44
COMMUNICATIONS				
Thompson, Richard H., Sgt., Clk. Gen.			2727 W. Linden St., Nashville, Tennessee	Aug. 45
ELECTRIC SHOP				
Almand, Thomas A., Pfc., Electrician			Box 1, Lexington, Georgia	Oct. 44
Byers, Webster D., Pfc., Electrician			Route 7, Box 3996, Sacramento, Calif.	Dec. 44
Custara, Anthony S., Pfc., Electrician			461 Oak St., Scranton, Pennsylvania	Jan. 45
LaPine, Francis H., Pfc., Electrician			Route 3, Brighton, Michigan	Feb. 44
FLIGHT				
Dency, Emmett D., S/Sgt., Airplane Engine Mech.			Box 2201, Wink, Texas	Aug. 45
Deneve, Alphonso J., S/Sgt., Airplane Engine Mech.			Box 478, Billings, Montana	Aug. 45
Desensi, Joseph J., S/Sgt., Aerial Engineer			515 W. Petersmith, Ft. Worth, Texas	Aug. 45
Dudley, Delmar J., S/Sgt., Aerial Engineer			4859 West End Ave., Chicago, Illinois	Aug. 45
Chiechlowski, C. S., Sgt., Airplane Maint. Mech.			2731 W. 15th Place, Chicago, Illinois	Aug. 45
Dula, Joseph J., Sgt., Airplane Maint. Tech.			204 Chestnut Street, Johnston, Pennsylvania	Aug. 45
Wrikht, G. W., Sgt., Aerial Engineer			Route 1, Kaufman, Texas,	Aug. 45
INSPECTION				
Martens, Ernest A., M/Sgt., Adm. Spec.			1043 Hawthorne Street, Crete, Nebraska	Aug. 45
Berger, Julius, Pfc., Airplane Armorer			Harrison Street, Englishtown, New Jersey	Aug. 45
JUDGE-ADVOCATE				
Kallich, Edward, S/Sgt., Adm. Spec.			2149 79th Street, Brooklyn, New York	Jul. 45
Gallo, John F., Sgt., Clk. Typist			1315 Lexington Rd., Louisville 4, Kentucky	Jul. 45
MEDICAL				
Powers, Clement L., S/Sgt., Adm. Spec.			56 Mt. Kemble Ave., Morristown, New Jersey	Feb. 44
Morseman, Jack A., Sgt., Medical Tech.			Box 186, Route 1, San Diego, California	Jul. 44
Slape, Raymond L., Sgt., Clk. Typist			Route 4, Springdale, Arkansas	Aug. 45
Berg, Loe M., Cpl., Medical Corpsman			6557 S. E. 70th Ave., Portland, Oregon	Jul. 44
Hayes, Basil F., Pfc., Medical Corpsman			5953 Rawls Ave., Indianapolis, Indiana	Jul. 44
Hayes, E. J., Pfc., Sanitary Technician			Wakenda, Maryland	Jul. 44
Metrick, Henry, Pfc., Dental Technician			1248 South Albany, Chicago, Illinois	Feb. 44
Stonecipher, Olen E., Pfc., Medical Technician			1311 3rd Street, Wichita Falls, Texas	Feb. 44
MESS				
Santillanez, Apolonio B., S/Sgt., Mess Sergeant			608 Sullivan Street, Miami, Arizona	Sep. 44
Cook, George E., Sgt., Cook			Elysburg, Pennsylvania	Oct. 44
Johnson, Woodrow G., Sgt., Cook			Aberdeen, Idaho	Mar. 45
Vosburgh, Charles I., Sgt., Cook			319 S. Nevada, Colorado Springs, Colorado	Aug. 45
Johnson, Stanley G., Cpl., Cook			170 O. Street, Salt Lake City, Utah	Feb. 45
Jones, Alton, J., Cpl., Cook			331 Highland Blvd., Gloucester, New Jersey	Aug. 45
Klevorn, Bernard J., Cpl., Cook			4353 Penrose Street, St. Louis, Missouri	Apr. 45
Martinez, Everado J., Cpl., Cook			5500 W. Main Street, Hollydale, California	Jul. 44
Merriman, Joe W., Cpl., Cook			Route 1, Garland, Texas	Jul. 44
Bent, Marvin C., Pfc., Cook			Circle, Montana	Jun. 44
Craig, Acie E., Pfc., Cook			Box 452, Ashdown, Arkansas	Jun. 44
Diaz, Isaac D., Pfc., Gen. Duty			547 S. Concord St., Los Angeles, California	Oct. 44
Hayes, Leslie C., Pfc., Cook			RFD 3, Camden, New York	May 45
Herbert, George C., Pfc., Baker			151 Ogden St., Newark, New Jersey	Jul. 44
Miller, J. C., Pfc., Cook			102 Grand St., Sand Springs, Oklahoma	Oct. 44
Moltz, Delmar L., Pfc., Baker			Route 4, Box 86, Sequin, Texas	Feb. 44
Newton, Malcolm M., Pfc., Gen. Duty			34 Seward Street, Dansville, New York	Jun. 44
Smiley, Jacob, Pfc., Cook			1914 75th, Brooklyn, New York	Apr. 45
Wack, Paul F., Pfc., Baker			Box 74, Norway, Iowa	Jul. 44

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED 308
Rogers, James P., Pvt., Cook			Elgin, Texas	Jul. 45
Yuschak, Andy, Pvt., Cook			Box 64, Whitney, Pennsylvania	Jul. 45
MOTOR POOL				
Braffet, Martin J., Sgt., Auto Equip. Operator			Paw Paw, Illinois	Aug. 45
Peterson, Harold L., Sgt., Auto Equip. Operator			219 Laurel Street, Minneapolis, Kansas	Aug. 45
Rabel, Albert R., Sgt., Auto Equip. Operator			Route 4, Box 70, Cuero, Texas	Aug. 45
Rinker, Roy V., Sgt., Auto Equip. Operator			Bloomdale, Ohio	Aug. 45
Russell, Homer B., Sgt., Auto Equip. Operator			4333 Brown Street, Dallas, Texas	Aug. 45
Smith, Jasper C., Sgt., Auto Equip. Operator			214 Loring Place, Sumter, South Carolina	Aug. 45
Dubach, Philip M., Cpl., Dispatcher			1515 Washburn Avenue, Topeka, Kansas	Jun. 45
Wingenter, Arthur V., Cpl., Auto Equip. Mechanic			4811 N. Hopkins, Milwaukee, Wisconsin	Feb. 44
Winn, Tony J., Cpl., Auto Equip. Mechanic			Box 177, Brookston, Texas	Oct. 44
Broesamle, Frank L., Pfc., Auto Equip. Mechanic			Bison, South Dakota	Feb. 44
Cano, Leocadio T., Pfc., Gen. Duty			318 N. Illinois Street, Mercedes, Texas	Oct. 44
Carlson, Carl J., Pfc., Auto Equip. Mechanic			Box 2-11, Route 5, Duluth, Minnesota	Feb. 44
Cleveland, John J., Pfc., Auto Equip. Operator			1023 E. 28th St., Minneapolis, Minnesota	Aug. 45
Duvall, Bruce M., Pfc., Auto Equipment Operator			c-o Mt. Ararat-Dairy-Farms, Post-Deposit, Md.,	Feb. 44
England, Ernest J., Pfc., Auto Equip. Operator			2245 Milton Ave., Solvay, New York	Aug. 45
Kiefer, Raymond C., Pfc., Auto Equip. Mechanic			Melrose Star Route, Roseberg, Oregon	Jun. 44
Leatherman, Orville J., Pfc., Auto Equip. Operator			2362 Wayne Street, Toledo, Ohio	Oct. 44
Lewis, Robert F., Pfc., Auto Equip. Mechanic			RFD 1, Warners, New York	Jun. 44
Marinella, John A., Pfc., Auto Equip. Mechanic			1005 Lincoln Ave., Pittsburg, Pennsylvania	Feb. 44
Miller, William L., Pfc., Clk. Gen.			9510 Baring Cross, Los Angeles, California	Feb. 44
Moore, Gilbert C., Pfc., Auto Equip. Mechanic			Munson, Pennsylvania	Oct. 44
Murry, Junior, Pfc., Auto Equip. Operator			Route 1, Tunnelton, West Virginia	Aug. 45
Nowicki, Anthony E., Pfc., Clk. Gen.			10950 Ave. "M," Chicago, Illinois	Oct. 44
Semans, Charles H., Pfc., Auto Equip. Mechanic			219 W. Third Street, Mansfield, Ohio	Sep. 44
Sharpe, Wallace E., Pfc., Auto Equip. Mechanic			4243 Mary Ellen, N., Hollywood, California	Feb. 44
Wettach, Frederick, Pfc., Auto Equip. Mechanic			614 N. Main Street, Uhrichsville, Ohio	Aug. 44
Setterlund, Joe G., Pvt., Dispatcher			2309 E. St. Francis Ave., Milwaukee, Wis.	Feb. 44
ORDNANCE				
Belinsky, Isadore I., H/Sgt., Adm. Spec.			158 Eva Street, St. Paul, Minnesota	Feb. 44
McNaught, Douglas, S/Sgt., Ordnance Supply Tech.			3829 Cessna Drive, Wichita, Kansas	Aug. 45
POOL				
Lee, Philip, T/Sgt., Airplane Engine Mech.			Route 1, c-o Richard L. Lee, Herndon, Va.	Aug. 45
Hale, William F., S/Sgt., Airplane Engine Mech.			Edwardsville, Virginia	Aug. 45
Odd, Ray S., S/Sgt., Adm. Spec.			Kaysville, Utah	Aug. 45
Boyer, William W., Sgt., Clk. Gen.			8 Corey Street, Trumansburg, New York	Aug. 45
Burgess, William J., Sgt., Clk. Gen.			Box 41, Kingstree, South Carolina	Aug. 45
Devery, James R., Sgt., Clk. Gen.			7919 S. Elizabeth Street, Chicago, Illinois	Aug. 45
Donlin, Robert H., Sgt., Clk. Gen.			Main Street, Adams, New York	Aug. 45
Memmerly, Frederick R., Sgt., Clk. Gen.			124 Pleasant Street, Olean, New York	Aug. 45
Henderson, James R., Sgt., Clk. Gen.			320 Society Avenue, Albany, Georgia	Aug. 45
Jones, Omar L., Sgt., Clk. Gen.			1209 Wood Street, Big Spring, Texas	Aug. 45
King, Turner, Sgt., Clk. Gen.			725 N. Cleveland Street, Amarillo, Texas	Aug. 45
Nickles, Moody O., Sgt., Clk. Gen.			12th & Katherine Street, Metropolis, Illinois	Aug. 45
Gallant, Leo O., Pfc., Airplane Engine Mech.			528 Western Avenue, Lynn, Massachusetts	Aug. 45
Lee, Thomas E., Pfc., Airplane Engine Mech.			Route 2, Brookneal, Virginia	Aug. 45
PUBLIC RELATIONS				
Traxler, John N., Jr., T/Sgt., Public Relations Spec.			3901 Randall Street, St. Louis, Missouri	Aug. 45
QUARTERMASTER				
Scherer, Fred M., Sgt., Clk. Typist			Fornfelt, Missouri	Aug. 45
Wilby, Hugh M., Sgt., QM Supply Technician			927 Hopple Street, Ft. Myers, Florida	Jul. 44
SIGNAL				
Hahn, John W., T/Sgt., Wire Technician			Rosedale Street, Richmond, Kentucky	Feb. 45
Stasiak, Edward M., T/Sgt., Adm. Spec.			1412 Dakota Avenue, Flint, Michigan	Jun. 45
Costa, Theodore J., Sgt., Clk. Typist			566 Shelton Road, Ridgewood, New Jersey	Mar. 44
Danella, Guy A., Sgt., Clk. Typist			1610 Gibson Road, Attica, New York	Mar. 44
Knepper, Howard G., Cpl., Clk. Typist			400 E. King Street, Garrett, Indiana	Sep. 44
SPECIAL SERVICES				
Michelow, Max M., Cpl., Entertainment Spec.			2210 Taylor Street, Wichita Falls, Texas	Aug. 45
Mudgett, Richard P., Cpl., Adm. Spec.			22 Cresent Avenue, New Brighton, Staten Island, New York	Feb. 44
SPECIAL STAFF				
Gay, Laurence W., M/Sgt., Adm. Spec.			5 Craigie Circle, Cambridge, Massachusetts	Aug. 45
Rogers, James J., Sgt., Stenographer			1412 George Street, Chicago, Illinois	Jun. 44
Laughlin, Hal C., Pfc., Clk. Typist			Burton, Ohio	Jun. 44
HEADQUARTERS SQUADRON				
Fitzpatrick, William J., F/Sgt., Adm. Spec.			Route 5, Murfreesboro, Tennessee	Dec. 44
Quandel, Ivan L., F/Sgt., Adm. Spec.			Box 128, Depew, Oklahoma	Aug. 45
Freeman, Harry B., Sgt., Slk. Typist			Waynesboro, Minnesota	Sep. 44
Mahnken, Frederick M., Sgt., Detail Sgt.			General Delivery, Newport Beach, Calif.	Sep. 44

SECTION & NAME	RANK	DUTIES	HOME ADDRESS	DATE JOINED 308
Odom, Perry, Sgt., Supply Clk.			1530 Rhode Island Avenue, Northeast Washington, D. C.	Aug. 45
Wechsler, Phillip, Sgt., Supply Clk.			708 Carolina Ave., South Roanoke, Va.,	Aug. 45
Weil, Harold B., Sgt., Clk. Gen.			283 Lora Avenue, Youngstown, Ohio	Aug. 45
Woltman, Henry J., Sgt., Supply Clk.			Glen Rock, Illinois	Feb. 45
Heverly, Charles L., Cpl., Supply Clk.			62 Seuben Street, Corning, New York	May 45
Jamail, Thomas A., Cpl., Clk. Typist			4209 Bell Avenue, Houston, Texas	Jun. 45
Lindsay, Alva G., Cpl., Supply Clk.			1310 Albermorle Street, Brunswick, Georgia	Aug. 45
Longon, Reubon, Cpl., Barber			1318 N. New Hampshire, Los Angeles, Calif.	Aug. 45
McGraw, Arthur P., Cpl. Gen. Duty			517 W. 56th Place, Chicago, Illinois	Aug. 44
Arnold, Joe A., Pfc., Gen. Duty			Route 1, Lafe, Arkansas	Oct. 44
Burton, Robert E., Pfc., Mail Clerk			608 Guilford Ave., Greensboro, N. C.	Jun. 45
Eichman, Thomas G., Pfc., Gen. Duty			503 Pine Street, Mahanoy City, Pa.	Feb. 44
George, Frank R., Pfc., Gen. Duty			235 W. 67th Street, New York, New York	Aug. 44
Johnson, Samuel J., Pfc., Gen. Duty			Middlesex, North Carolina	Aug. 44
Laws, Luther B., Pfc., Carpenter			Box 211, W. Hillsboro, North Carolina	Feb. 44
Matykiewicz, Henry V., Pfc., Plumber			5750 S. Talman Avenue, Chicago, Illinois	Feb. 44
Morales, Jimmy M., Pfc., Gen. Duty			13203 Fillmore St., Pacoma, California	Jul. 44
Pustari, Vincen, Pfc., Gen. Duty			841 Latrop Ave., Forrest Park, Illinois	Jun. 44
Smatana, Joseph E., Pfc., Gen. Duty			Box 105, Coral, Pennsylvania	Oct. 44
Stanczyk, Frank S., Pfc., Gen. Duty			6260 W. Addison Street, Chicago, Illinois	Dec. 44
Strawkas, George A., Pfc., Supply Clk.			109 S. Emmett, Virden, Illinois	Feb. 44
Tilt, Quentin R., Pfc., Supply Clk.			231 Arthur Street, Hillside, New Jersey	Feb. 44
Traxler, Raymond H., Pfc., Supply Clk.			326 N. Sheridan Road, Waukegan, Illinois	Feb. 44
STATISTICAL				
Womack, Robert N., T/Sgt., Adm. Spec.			2720 Carpenter Street, Dallas, Texas	Sep. 44
Bullock, Bruce H., S/Sgt., Adm. Spec.			25 Barnes Street, Gouverneud, New York	Aug. 45
Holub, Edwin W., Pfc., Clk. Typist			Box 54, Weimar, Texas	Aug. 44
Zani, Silvio J., Pfc., Clk. Typist			75 Fountain Street, Medford, Massachusetts	Aug. 44



We, the former members of the 308th Bomb Wing, salute those listed below who are now serving with the Wing Headquarters in Korea.

OFFICERS

ENLISTED MEN

DETACHMENT C

OFFICERS OF THE 308th BOMB WING

ENLISTED MEN—HEADQUARTERS 308th BOMB WING

PRESENT AND FORMER MEMBERS OF THE
1717th SIGNAL SERVICE COMPANY (WING)

ROSTER OF PRESENT AND FORMER MEMBERS OF THE
466th SIGNAL HEAVY CONSTRUCTION COMPANY (AVN)

ROSTER OF PRESENT AND FORMER MEMBERS OF THE
1946th ENGINEER AVIATION UTILITIES COMPANY

ROSTER OF PRESENT AND FORMER MEMBERS OF THE
712th ARMY POSTAL UNIT

ROSTER OF PRESENT AND FORMER MEMBERS OF DETACHMENT C
(HEADQUARTERS 308th BOMB WING)

Allbright, London K., 1st Lt., 823 E. Fajunga Ave., Burbank, California
 Anders, Reubin, 1st Lt., 4404 Edmonson, Dallas, Texas
 Aszman, Burton H., Major, 53 Maple Avenue, Rahway, New Jersey
 Bates, Aubrey A., 1st Lt., 4941 Pine Street, La Mesa, California
 Blumenthal, David H., 2nd Lt., 702 Ridgeway, Hamilton, Ohio
 Bradbury, Jack E., Capt., 11 W. Church Street, Brazil, Indiana
 Brandon, John A., 1st Lt., 812 E. 2nd Street, North Platte, Nebraska
 Brockman, Seymour J., 1st Lt., 708 S. New Hampshire, Los Angeles, California
 Brown, Richard L., Capt., Box 476, Blythenville, Arkansas
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