

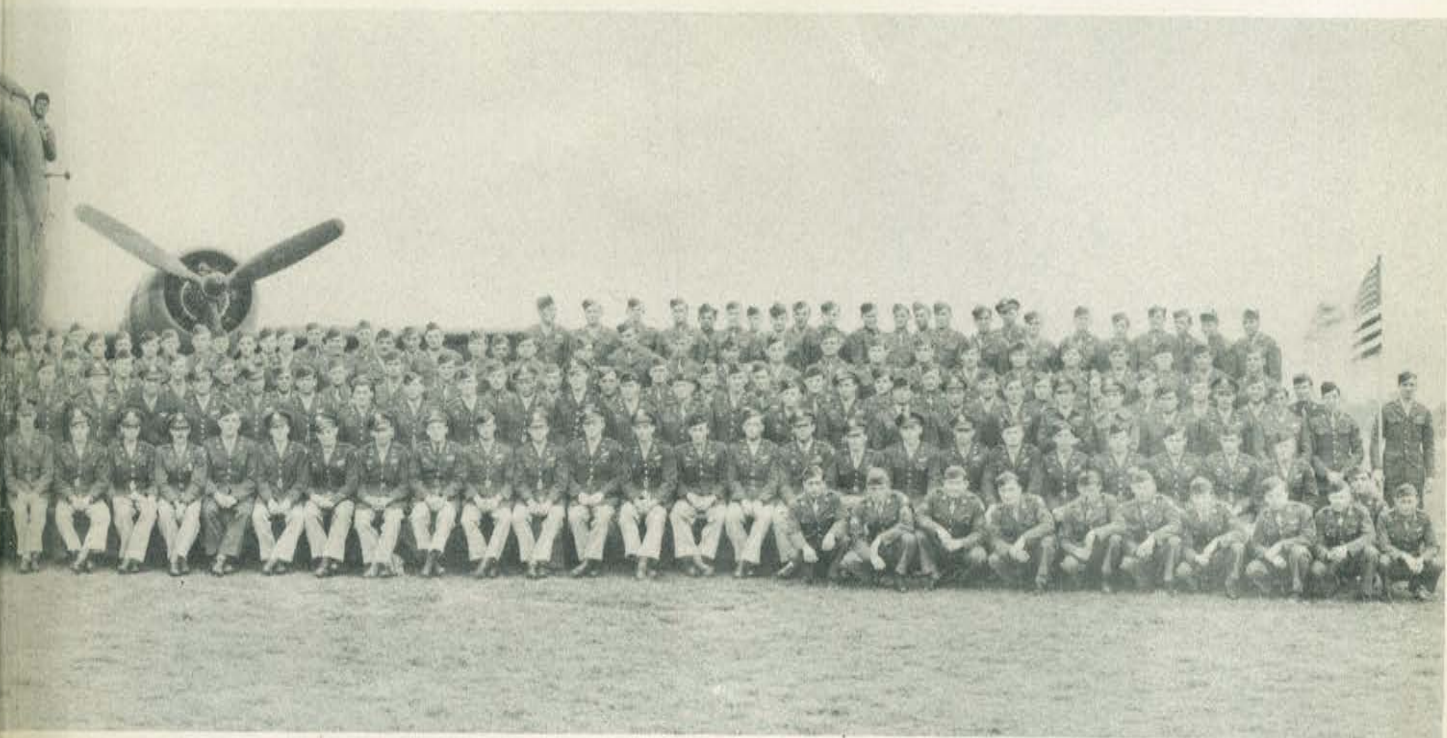


Troop

Carrier

Squadron







DEDICATION

This album is respectfully dedicated to the members of the Seventy-Fourth Squadron who were killed in the service of their country. They are First Lieutenant Ralph C. Lungren, Second Lieutenant Leo G. Fitzpatrick, First Lieutenant Weber, Second Lieutenant Link, Second Lieutenant St. Clair X. Hertel, Second Lieutenant T. O. Ahmad, Flight Officer Hore, Flight Officer Bean, Flight Officer William A. Heelas, Flight Officer Leonard O. Hyman, and Captain Harry Bruce. Individual pictures of these men are not available except in the minds of the men who knew them, may this album help perpetuate their memory.



FOREWORD

FOREWORD

Any similarity between this book and an official Army Historical Report is coincidental and unintentional. The written portion is merely intended as an outline for your reminiscing. Plenty of space has been left between the lines for your individual reading. The photographs form a more complete story. If anyone's picture does not appear, I apologize for that omission. It has been our intention to picture everyone and at least indications of most of the Seventy-Fourth Squadron's activities. The contribution of pictures and material by Major Edward Kaminski and Mr. Tom Towers made this album possible. I'm sure this Album will help you remember an outfit it would be hard to forget.

Carl W. Boswell



THE SEVENTY FOURTH TROOP CARRIER SQUADRON ITS ORIGIN AND EARLY DAYS

This squadron was activated as the fourth unit of the Four Thirty Fourth Troop Carrier Group on February ninth, nineteen hundred and forty three, at the Army Air Base, Alliance, Nebraska. The first commanding officer was Captain Frank R. Parker, Jr. Of the original cadre only Major Kaminski, Captain Frank C. Gready and Captain Theodore R. Walter remained with the Seventy Fourth for the overseas trip. The original cadre consisted of five officers and thirty-five enlisted men. Paul L. Melimchia was the First Sergeant. A cadre was furnished for the Squadron in two parts on dates of May twenty-eighth and July second, nineteen hundred and forty-three.

The unit participated in its first field problem with the Airborne Infantry at Alliance, Nebraska. This exercise consisted of a "Mock Invasion" of Denver, Colorado, on July fourth, nineteen hundred and forty-three. The unit was part of a thirteen-ship group formation which dropped paratroopers of the Five

Hundred and First Parachute Regiment on the old municipal airdrome outside of Denver. The event was sponsored by the Denver Chamber of Commerce, which made elaborate plans to entertain the flyers. This pleasure was never realized as the Fifty-Third Troop Carrier Wing ruled that aircraft would not remain in Denver over night.

Another simulated tactical mission was performed by the Squadron on August the eleventh and twelfth, nineteen hundred and forty-three. Operating from the Army Air Base, Alliance, Nebraska, the flying personnel dropped paratroopers and towed gliders on the Fort Robinson Military Reservation, seventy miles northwest of the home base. Much valuable information was gained by all who participated and the Squadron was commended by higher headquarters for a job well done.

The last two days in August nineteen hundred and forty-three were spent in the open country outside of Hot Springs, South Dakota. This was a planned bivouac. All members of the Squadron slept under tents, took long hikes in the field and participated in camouflage practice.



Lt. Col. Ralph I. Streat
Squadron Commander

Maj. Edward J. Kaminski
Operations Officer





Top, Left to Right: Capt. Benson Ozer, Engineering Officer; 1st Lt. Robert B. Neil, Supply Officer; W/O Harry F. Schroeder, Asst. Engineering Officer; Capt. James W. Tierney, Communications Officer; 1st Lt. Marion C. Huggett, Radar Officer; Capt. David J. Kull, Glider Officer; Capt. James H. Gray, Jr., Flight Surgeon; 2nd Lt. Minont, Mess Officer. Second Row: Capt. Theodore R. Walter, Adjutant; Maj. Charles N. Zenos, Executive Officer; Lt. Col. Ralph L. Streat, Sq. Commander; Maj. Edward J. J. Kaminski, Operations Officer; Capt. Carl W. Boswell, Intelligence Officer.



Capt. Edward P. Kocel
Liaison & Asst. Operations Officer



1st Lt. Alfred J. Lowry
Asst. Engineering Officer



1st Lt. John W. Pulley
Special Equipment Officer



Capt. Arnoldo D. Ochoa
Squadron Navigator



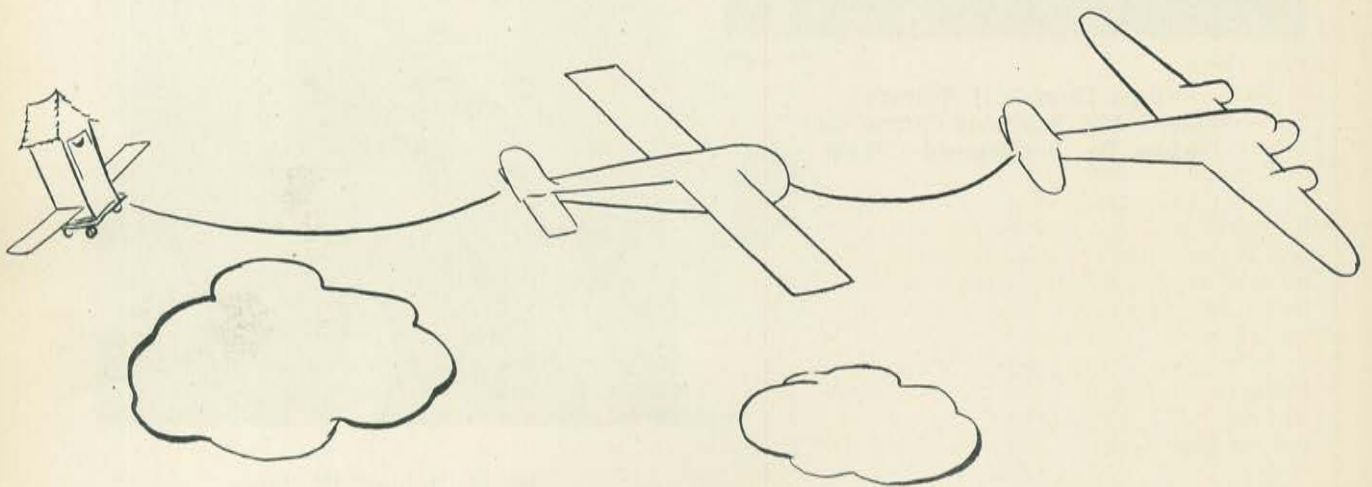
Capt. Thomas H. Towers
Group Public Relations Officer and
Former Sq. Intelligence Officer



1st Lt. Roland W. Miltz
Former Asst. Operations Officer



Capt. James G. Sparks
Former Asst. Sq. Operations Officer





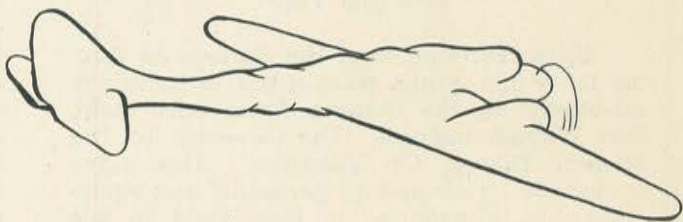
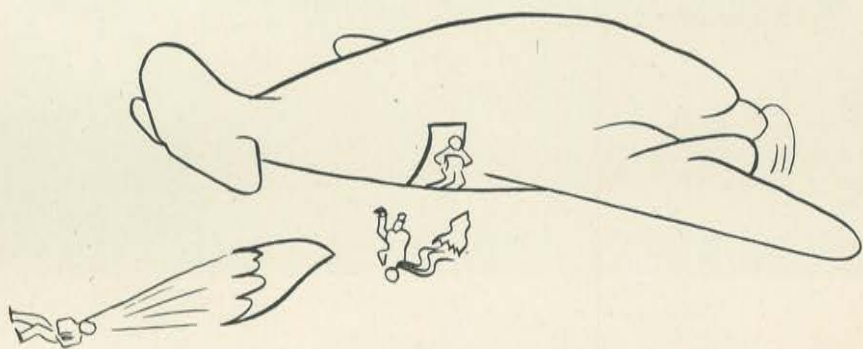
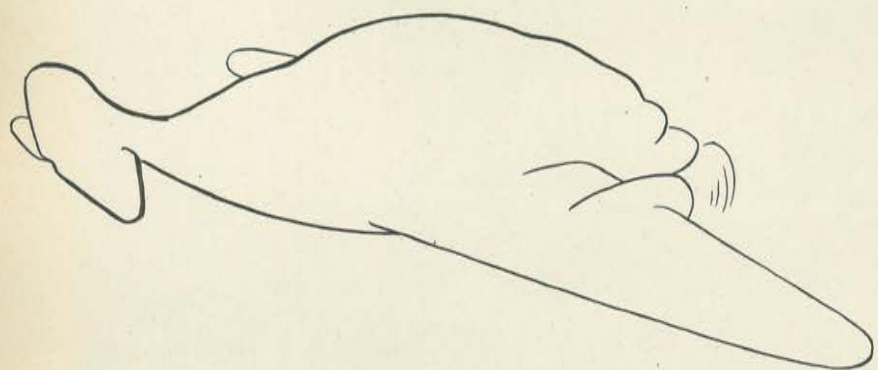
THE BIG TRIP

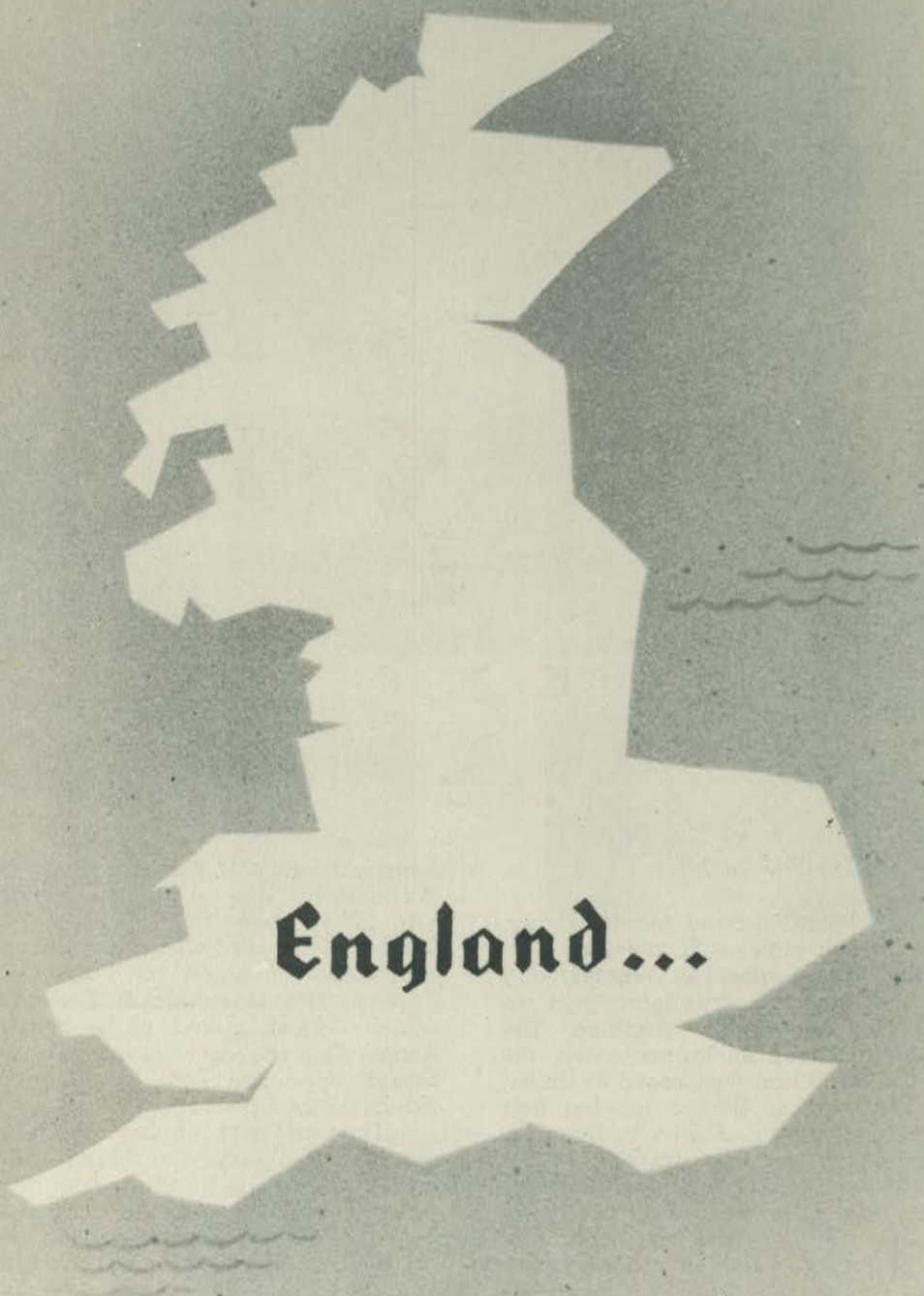
Upon returning from Hot Springs on August thirty-first, plans were made to leave immediately for the Staging Area, Baer Field, Fort Wayne, Indiana, "The Gateway To The Eastern Theater Of Operation". This move was made by air and all personnel and equipment was transported to Baer Field in this manner. On September seventh, nineteen hundred and forty-three, the final contingent of men arrived in Fort Wayne from Alliance, Nebraska.

The entire month of September nineteen hundred and forty-three was utilized in the repair and overhaul of the aircraft; the issuance of special equipment and clothing to the personnel; and short leaves and furloughs for as many as possible.

On September twenty-seventh, nineteen hundred and forty-three at approximately six o'clock P.M., Major Frank Parker was admitted to the Station Hospital, Baer Field, for

observation. His illness at the time was undiagnosed by the medical staff of the hospital. This was approximately fifteen hours before the scheduled take-off for a Squadron overseas assignment. Acting on orders from First Troop Carrier Command Headquarters, Stout Field, Indianapolis, Indiana, Captain Ralph L. Streat, Squadron Operations Officer assumed command of the unit. First Lieutenant A. E. Robinson was appointed Operations Officer. At eight-thirty on September twenty-eighth, nineteen hundred and forty-three, the thirteen C-47's of the Squadron took-off from Baer Field on the first leg of the journey that was to take the air echelon to three strange continents. Approximately one hundred and four officers and enlisted men, under the command of Captain Charles B. Ritter, the Executive Officer, comprised the ground echelon. The latter division departed Baer Field on September the thirtieth, nineteen hundred and forty-three, for the port of embarkation, Camp Kilmer, New Jersey.





England...

THE NEW HOME



THE NEW HOME

The Air Echelon arrived at Newquay, England on October eighteenth, nineteen hundred and forty-three, after an eighteen-day air journey that was ten days more than expected due to non-flyable weather. The Ground echelon arrived at approximately the same time. The Squadron was based at United States Army Air Forces Station number four hundred and eighty-eight, Fullbeck, England. It was more aptly described by one of the Squadron wits as our "Tin Pneumonia Valley Home". This base was steeped in mud and confusion. The weather was miserable and flying was impossible. The only thing worth remembering at Fullbeck was John Ramsey's stove.

On November the eleventh, the entire Air Echelon, including the Squadron's thirteen airplanes, departed Fullbeck for Welford Park, England. The purpose of this move was of a tactical nature. Combat flying crews were to

work with units of the One Hundred and First Airborne Division on practice paratroop jumps and glider tows. The Squadron remained at Welford Park for two months and on January fifth departed again for Fullbeck. While at Fullbeck First Lieutenant A. E. Robinson, Operations Officer, asked to be relieved of his duties. This request was granted and Captain Streat appointed First Lieutenant Edward J. Kaminski as Operations Officer.

The months of January and February were spent at Fullbeck. On March fifth, another move was initiated and the unit again packed its bags and moved by air and truck to Aldermaston England. By comparison the facilities at Aldermaston were wonderful. This was reflected in Squadron morale.

At Aldermaston intensive training was undertaken in preparation for D-Day and the landing on the shores of France. Night flying formations and dawn glider drops were practiced until the unit's flying personnel reached an all time high in operating efficiency.



The Troops in Operations at Fullbeck, England



At Fullbeck Operations a Briefing is about to be



A Welford Shanty



Frozen English Fog



"Big Dog" Kaminski Aldermaston, Operations



Aldermaston Operations Sgts. Kingston, Szkotnicki, and Miller



Operations Personnel at Aldermaston Sgts. Olah, Szkotnicki, Kingston, Speisman, Bryan, and Miller



More Operations Capt. Kocel, Maj. Kaminski, and Lt. Miltz



The warm day in England, Capt. Towers, Lts. Bash, Leonard, and Ramsey



Aldermaston, Lt. Matten, Col. Streat, Capt. Ninegar, Lt. Calvani, Maj. Kaminski, Lts. Von Gray and Kluchka. Kneeling, Lts. Robinson, Link, and Eckert.



The Airraid Shelter — Leonard, Lowry, Boswell, Miltz, Kocel, and Ramsey



Aldermaston — Kaminski, Pierce, Eckert, and Kluchka



The circle on the map of England indicates the location of Aldermaston



Tom Towers relaxes before the camera



Serious training began. A 434th Group formation loaded with Paratroopers for a practice drop over Southern England



They approach the drop zone



They jump from the lead ships



They're all out and at the right place



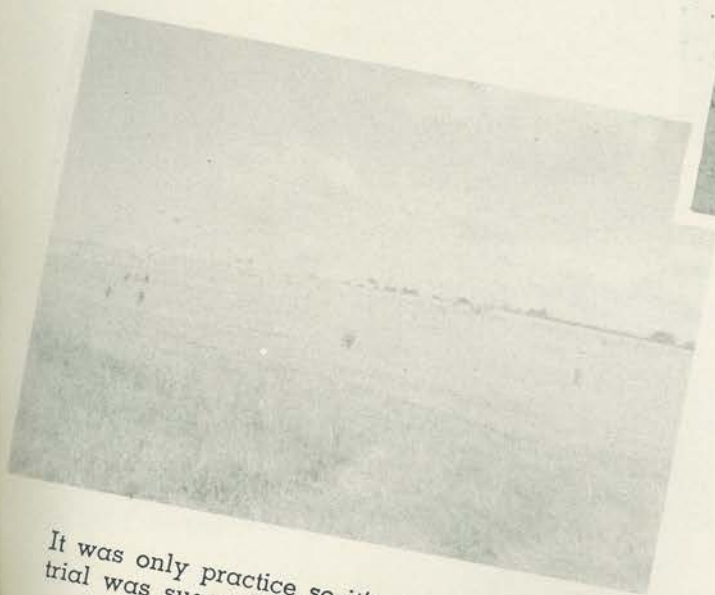
The concentration is at the smoke signal



They begin to assemble



Chutes from the last element settle to the ground



It was only practice so it's all over. The trial was successful



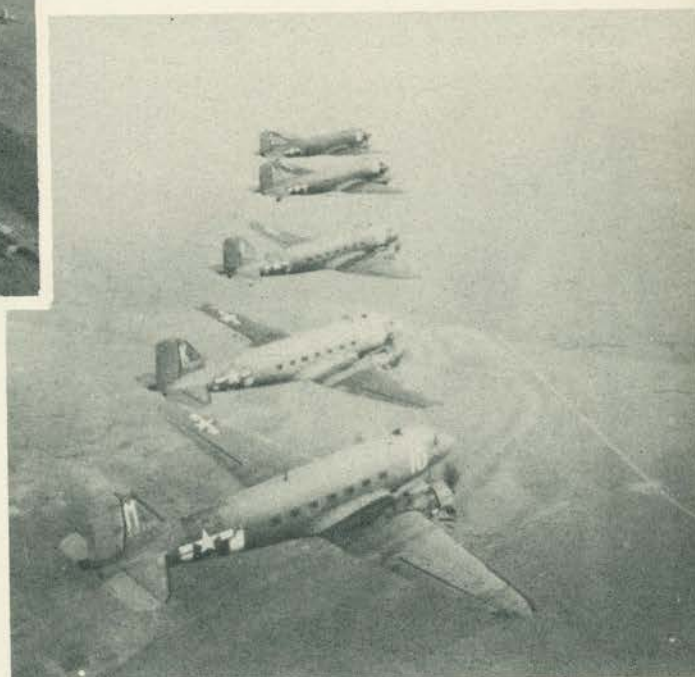
The CG4A is given a workout



Devlin and Stoner check out the flying boxcar



Horsa Gliders are marshalled at Aldermaston



They trained until they flew like this

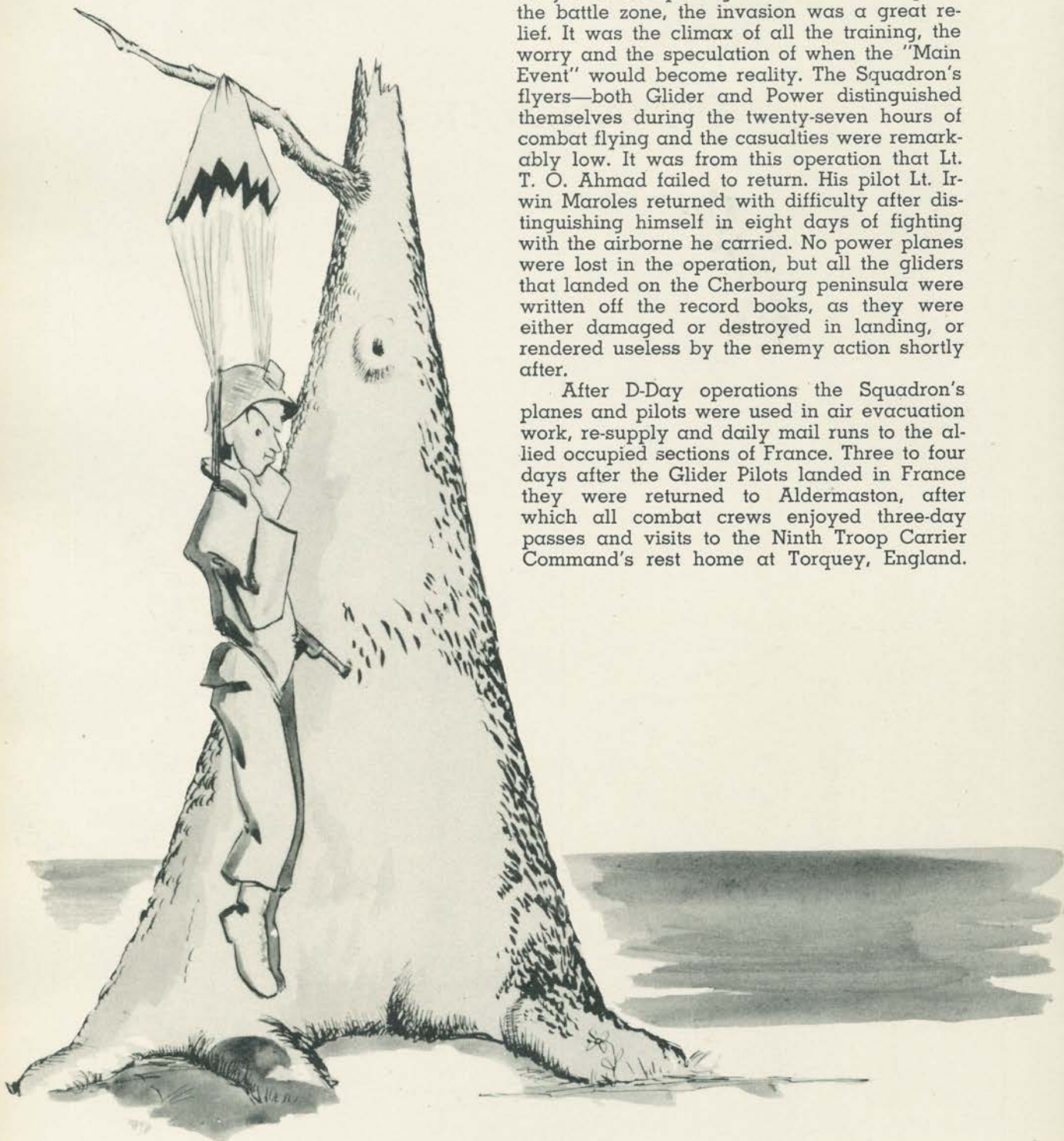
D-DAY
NORMANDY FRANCE



D-DAY NORMANDY FRANCE

Finally on June sixth, nineteen hundred and forty-four the big day arrived. To most of the men who would be called upon to do the job of transporting the Airborne Troops to the battle zone, the invasion was a great relief. It was the climax of all the training, the worry and the speculation of when the "Main Event" would become reality. The Squadron's flyers—both Glider and Power distinguished themselves during the twenty-seven hours of combat flying and the casualties were remarkably low. It was from this operation that Lt. T. O. Ahmad failed to return. His pilot Lt. Irwin Maroles returned with difficulty after distinguishing himself in eight days of fighting with the airborne he carried. No power planes were lost in the operation, but all the gliders that landed on the Cherbourg peninsula were written off the record books, as they were either damaged or destroyed in landing, or rendered useless by the enemy action shortly after.

After D-Day operations the Squadron's planes and pilots were used in air evacuation work, re-supply and daily mail runs to the allied occupied sections of France. Three to four days after the Glider Pilots landed in France they were returned to Aldermaston, after which all combat crews enjoyed three-day passes and visits to the Ninth Troop Carrier Command's rest home at Torquey, England.





Col. Wm. B. Whitacre shoulders the responsibility of leading Troop Carrier into France



Lt. May and Brig. General Pratt of the Airborne look over the Glider that is to carry them into Normandy



Lt. May, Gen. Pratt, Lt. Col. "Mike" Murphy, and Lt. Butler pose with the fatal first Glider



The crew of the lead ship of the Normandy Invasion—Gen. Beach, Col., Whitacre, Maj. A. E. Robinson, Lt. Don Caldwell, T/Sgt. Leslie M. Wiser, Sgt. Cox, S/Sgt. Earl L. Fisher



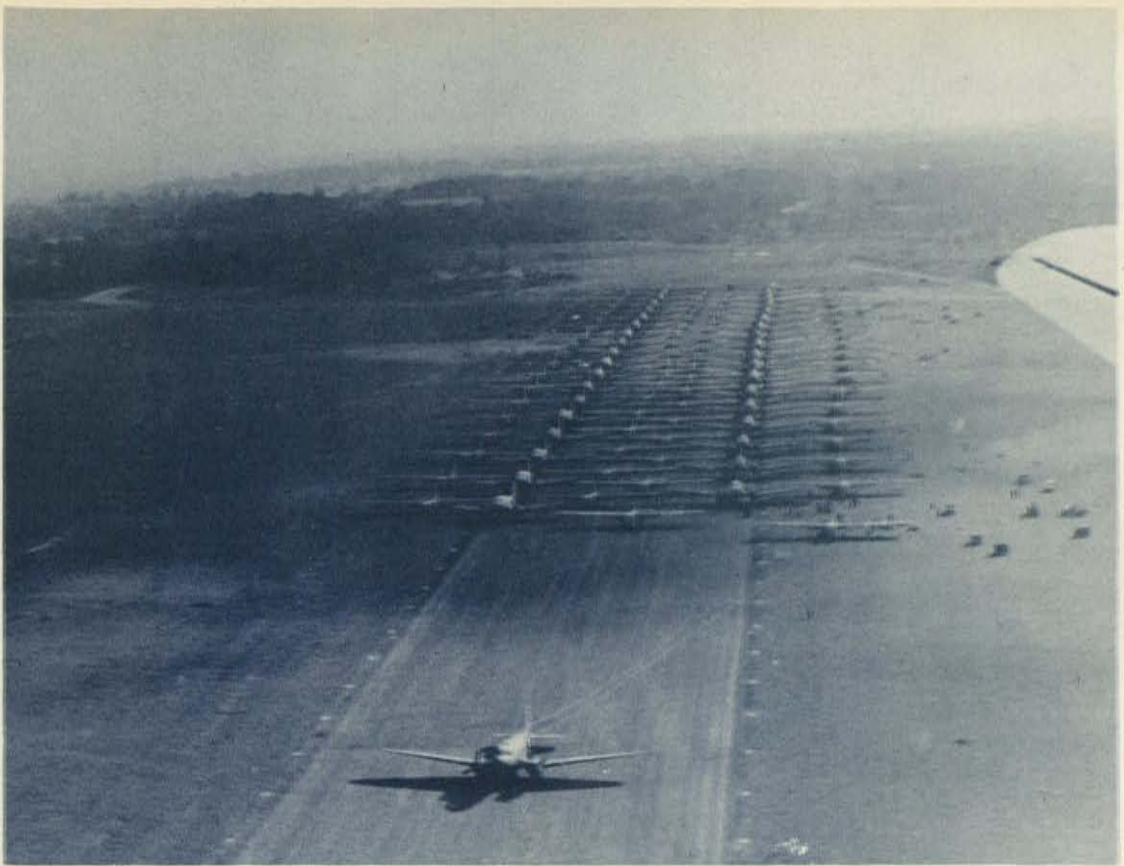
Power and Glider crew together



The High Command was happy over preparation progress. Sir Stafford Leigh-Mallory, Col. Wm. Whitacre, Lt. Gen. Louis Brereton, Brig. Gen. Beach, Maj. Gen. Paul Williams



The Horsas are ready to go



They crossed the Normandy Beach



The giant Glider trains passed over Normandy fields



They set down



The ground invasion hit Omaha Beach



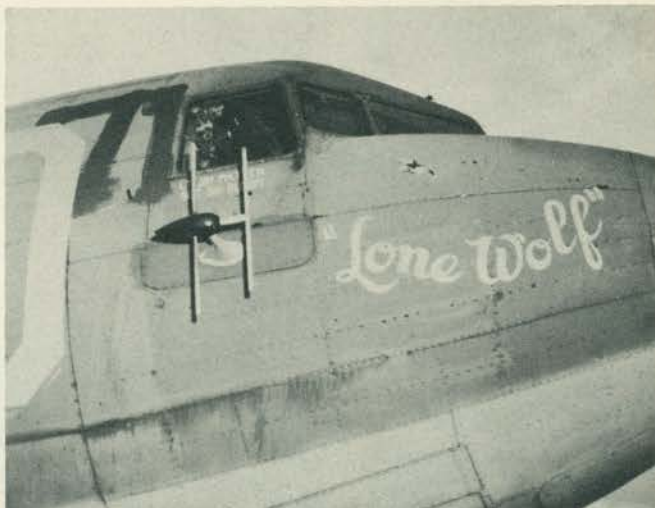
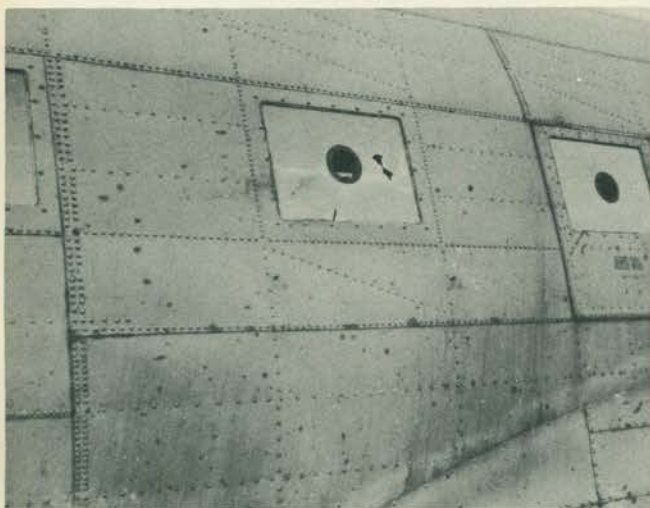
The beach was firmly established



Jim Durden hops a ride back to England



Glider pilots march out—with prisoners



74th ships picked up a few scars



"Blackie" Batlan returned looking like a Hollywood product



The Glider pilots returned happy with their accomplishments



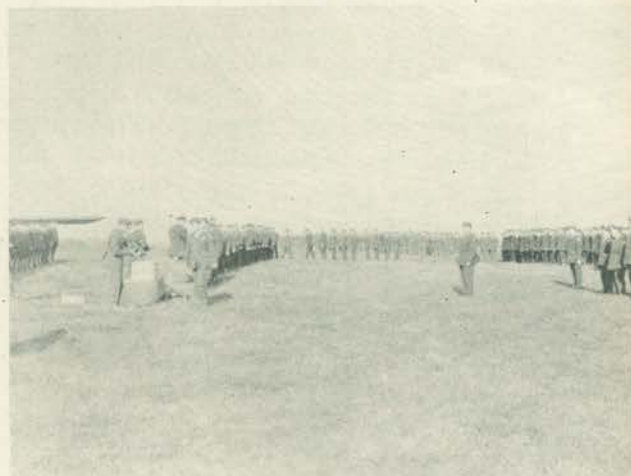
The 101st Airborne was decorated — Maj. Gen. Taylor, Lt. Gen. Brereton, Gen. Eisenhower



The Generals review the troops



The ceremony continues



Gen. Williams presents Air Medals to the 434th

HEADQUARTERS NINTH AIR FORCE

GENERAL ORDER
NUMBER 212

APO 696 US ARMY
23 August 1944

BATTLE HONORS

1. Under the provisions of Section IV, circular 333, War Department, 1943, the following units of the IX Troop Carrier Command are cited for outstanding performance of duty in action against the enemy. The citation reads as follows:

* * * *

"The 434th Troop Carrier Group. For outstanding performance of duty in action against the enemy on 5, 6, and 7, June 1944. On these dates members of Group Headquarters and of the 71st, 72nd, 73rd, and 74th Troop Carrier Squadrons of the 434th Troop Carrier Group completed 132 Powered Aircraft Sorties and 132 Glider Sorties in the troop carrier spearhead of the Allied Invasion of the European Continent. Notwithstanding the fact that all of the unarmed and unarmored aircraft of the 434th Troop Carrier Group were flown at minimum altitudes and air speeds, under unfavorable weather conditions over water, and into the face of vigorous enemy opposition, with no possibility of employing evasive action, their gliders carrying essential infantrymen and urgent supplies were accurately released over pinpoint objectives. The outstanding courage skill and fearless initiative demonstrated by all of the personnel of the 434th Troop Carrier Group, both individually, and as a closely knit combat team, contributed immeasurably to the success of the European Invasion and materially accelerated the collapse of the enemy forces on the Normandy coast. The Victorious exploits of the 434th Troop Carrier Group are exemplary of the highest traditions of the Army Air Forces."

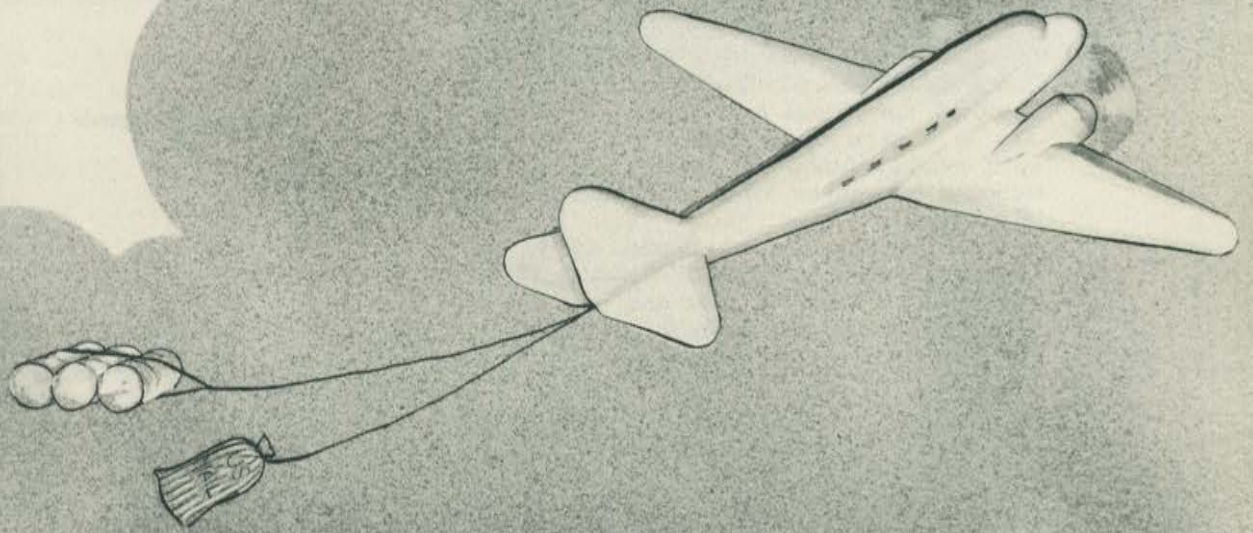
* * * *

By Command of MAJOR GENERAL VANDENBERG

Official-

H. F. CARTER
LT. COL. A. G. D.
ASST. ADJ. GENERAL

U. H. STRAHM
BRIG. GENERAL
CHIEF OF STAFF



RESUPPLY AND DRY RUNS

RESUPPLY TO FRANCE AND DRY RUNS

Approximately two months after D-Day, preparations were again initiated for another Airborne Operation against the enemy in France. These plans were subsequently abandoned when the fast moving American Armored Spearheads captured and held the areas that were marked as airborne objectives. In the meantime the announcement was made public that Troop Carrier and the Airborne Infantry were to be placed under the unified command of Lieutenant General Lewis H. Brereton, formerly Commanding General of the Ninth Air Force. This move was viewed by the Squadron personnel as one that would bring increased activity to Troop Carrier units and better understanding and efficiency in tactical operations.

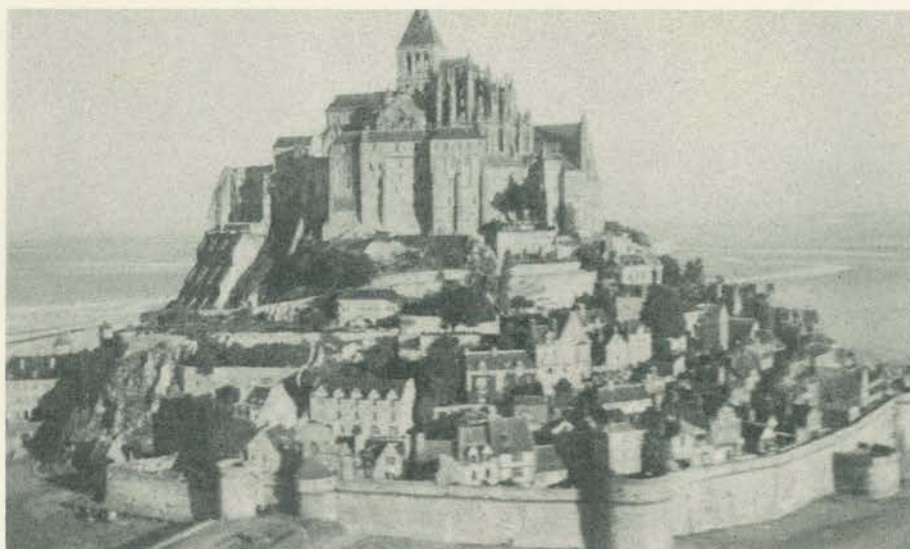
During the middle of August another Airborne Operation was planned with a view to cutting off the retreating German Armies who were going as fast as Allied Dive Bombers would permit in the general direction of the Siegfried Line. Crews were briefed; the Airborne Units were practically on the verge of boarding the planes and gliders; everything was in a state of readiness; but again the swift moving American Armies reached the airborne objectives and the mission was "Scrubbed."

The Combat Crews relaxed again, but there was a feeling among all flyers that their combat days were not over and once again they would be called upon to spearhead an offensive against the enemy.





"Little Dog" Pierce and Jungle
Joe Leszcz load their .45 for
France re-supply



This castle could be seen going into Normandy



The "Troops" are greeted by the French. Lt. Leo G. Fitzpatrick, later killed in action is second from the right



Lt. Lowry rests on French soil



Lt. Miltz feels France



Lts. Jim Powell and Ray Huges carry the mail



Missions were occasionally brightened by an "Air Evac" nurse



The "Little Soldier" Dept.



Capt. Towers was measured for a portable foxhole. This day he found a need for one. Capt. Wade later killed in Holland is second from left.



The "Gas House" gang at a French Air Strip



Glider Pilots got C-47 co-pilot time. Lts. Stoner and Van Pelt flew with Col. Streat and Lt. Pearson



Re-supply stopped and ships were loaded for a mission. T/Sgt. "Pop" Taylor inspects the job



Crews are briefed by Col. Whitacre, but at the last minute the mission was "scrubbed"



Gliders and planes are marshalled



This is what was left of Le Bourget, Paris, France



Re-supply began again





HOLLAND

Finally on September the seventeenth the blow came. This was no dry run and there were no retreating German Armies to chase. The enemy lines had stiffened along the banks of the various canals and waterways in Holland and Northern Belgium and an Airborne Operation was planned to hold the important road junctions in and around the towns of Eindhoven, Nijmegen, and Arnhem in Holland so that General Dempsey's Second British Army could move unopposed to the northern limits of Holland and thus isolate a large section of the German Army. The Squadron's combat crews flew on four successive serials in the same number of days. The first day was devoted to a paratroop, the next two were glider assignments, and the fourth was a resupply mission.

The second glider serial on the third day of the operation was flown in extremely bad weather and throughout most of the journey to the landing zone the gliders had no visual contact with the tow planes. Despite the poor flying conditions, 85% of the gliders made the landing zone and touched down safely. This

mission was marked however by tragedy. First Lieutenant Ralph C. Lungren and Second Lieutenant Leo G. Fitzpatrick, pilot and co-pilot of aircraft G-George were lost. The pilots of the Squadron will never forget this mission nor will they soon forget "G-George", and the manner in which this ship went down. In contrast, no glider pilots were listed as "Casualties" and all returned to base within ten days of their departure.

Following the Holland Airborne Operation, the power crews devoted most of their time to flying freight re-supply missions to the continent. At regular intervals the Squadron would be called upon to fill aerial evacuation commitments, but not all freight flights necessarily included evacuation of wounded. Bad weather limited the frequency of flights and many planes had to turn back after several hours of flight in the direction of the continent. This manner of operation continued for several months until about the middle of December when a "Stand By" order was flashed to the Squadron from Group Operations. Another combat mission seemed to be in the offing.



The Paratroopers of the 101st Airborne move to Aldermaston and set up a tent city

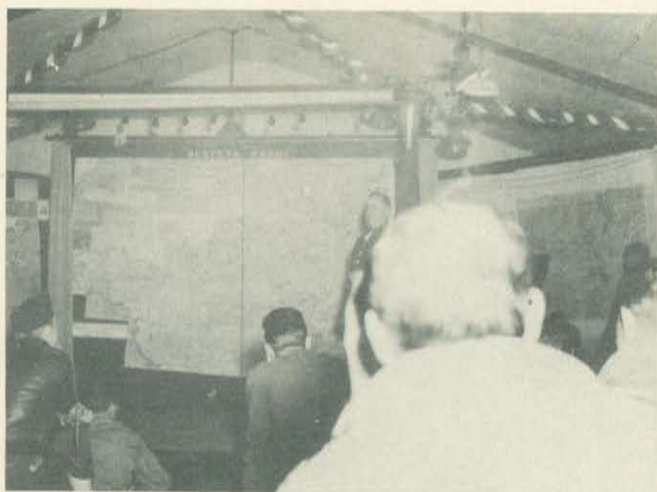
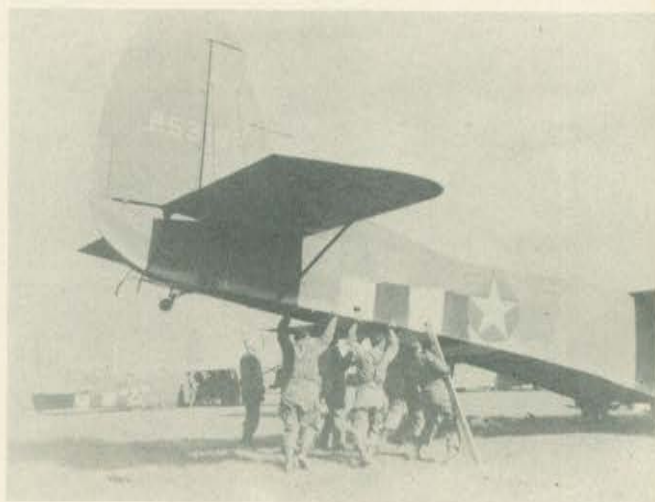




They provide their own dinner music



The Gliders were loaded and decorated



Col. Whitacre again briefs the crews



Col. Parkinson adds the details



The Airborne talks it over



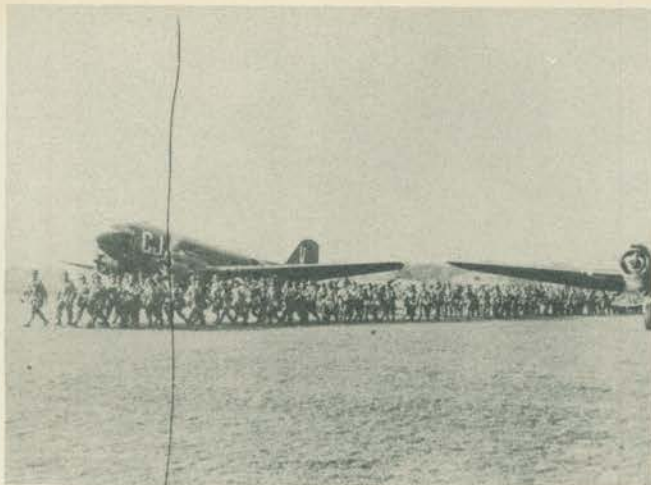
General "Nuts" McAuliffe talks to the pilots who flew his men



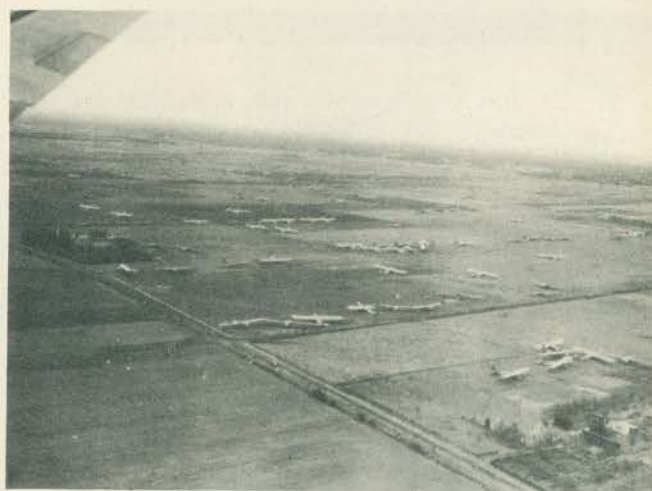
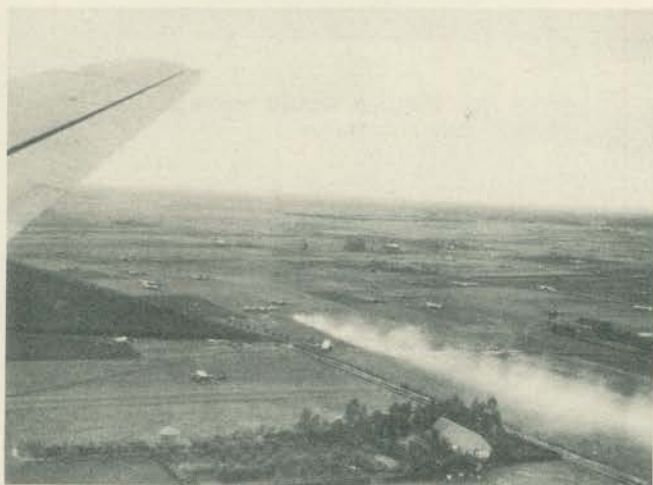
The Airborne marched to the planes



Col. Whitacre and Gen. McAuliffe had a last minute talk



Col. Whitacre checked the course with his navigator Capt. Davis



In spite of weather and enemy opposition, the Gliders set down at the right place





Lt. Joe Laszcz made the turn after dropping the Troopers



Lt. Roy Meyers would make a good Flak suit salesman



It was a rough trip. Geo. Kluchka's ship was forced down at Brussels and he was lucky to get there



All the ships but one came back as cocky as ever



BASTOGNE

BASTOGNE

In the meantime, the German Army fighting against the First American Army Units on the Western Front made a substantial breakthrough and the First Army under Lieutenant General Hodges was forced to take cover and retreat.

Finally after much plan and preparation and many cancellations, the Squadron's flyers took to the air on a combat re-supply mission to Bastogne, Belgium. The date was December the twenty-third, nineteen hundred and forty-four. Major E. J. Kaminski, who was acting Squadron Commander in the absence of Major Ralph Streaan who was on an aerial trip to Rome, Naples and Cairo, led the Squadron on two of the three missions executed. Major Streaan returned in time to lead the Squadron on the last flight the twenty-sixth of December.

The re-supply missions took on added significance when it was learned that one of the trapped units at Bastogne was the One Hundred and First Airborne Division. This unit was pulled out of a rest camp in France and rushed to the front lines in order to check the German advance along important road junctions in the Bastogne sector. The One Hun-

dred and First Airborne Division was well known to all of the Squadron combat personnel. Part of this division was dropped by the Squadron's flyers in Normandy and Holland. No aircraft or crews were lost on these missions. Several planes received some battle damage, but none of too serious a nature.

On January first, nineteen hundred and forty-five, Major Streaan was promoted to the rank of Lieutenant Colonel, and he immediately made efforts to step up the discipline of the Squadron. Highlighting the sweeping reforms that were initiated as of January first, was the transfer of the popular and capable Captain Fred A. "Little Dog" Pierce to the Seventy Second Squadron. Pierce had been one of the mainstays of the Seventy-Fourth since its inception and his loss was keenly felt by all the officers and enlisted men. This move was co-incidental with the transfer of Captain Harry Bruce from the Seventy-Second to the position of Assistant Operations Officer and Liaison Officer in the Seventy-Fourth Squadron. This action removed Capt. David Whitmore from the position of Liaison Officer and he was made an official Flight Leader in the Squadron.

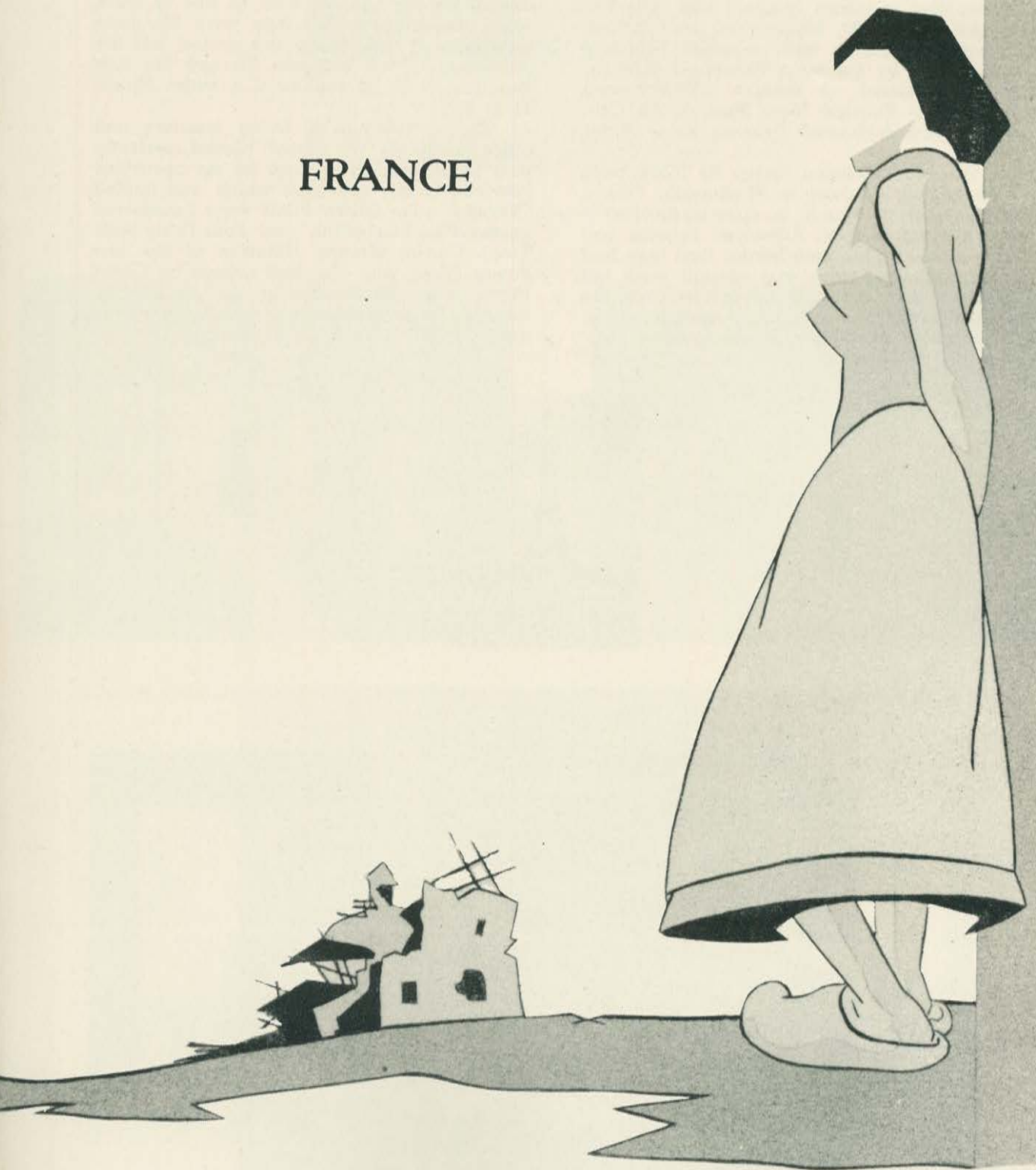


The 434th made pictorial history as well as relieving the 101st Airborne Division



Vital supplies floated to the ground

FRANCE



FRANCE

As usual many rumors, some of them quite accurate, were thoroughly circulated well in advance of official notification that the Four-Thirty-Fourth was to move to France. That notification was received and Captain Harry Bruce with three enlisted men left on February twenty-third, nineteen hundred and forty-five for Air Strip A-80, Mourmelon, near Reims, France. These men were followed February twenty-sixth by the main Advanced Echelon, which consisted of thirteen Officers and twenty-eight Enlisted Men. Most of the Officers in the Advanced Echelon were Glider Pilots.

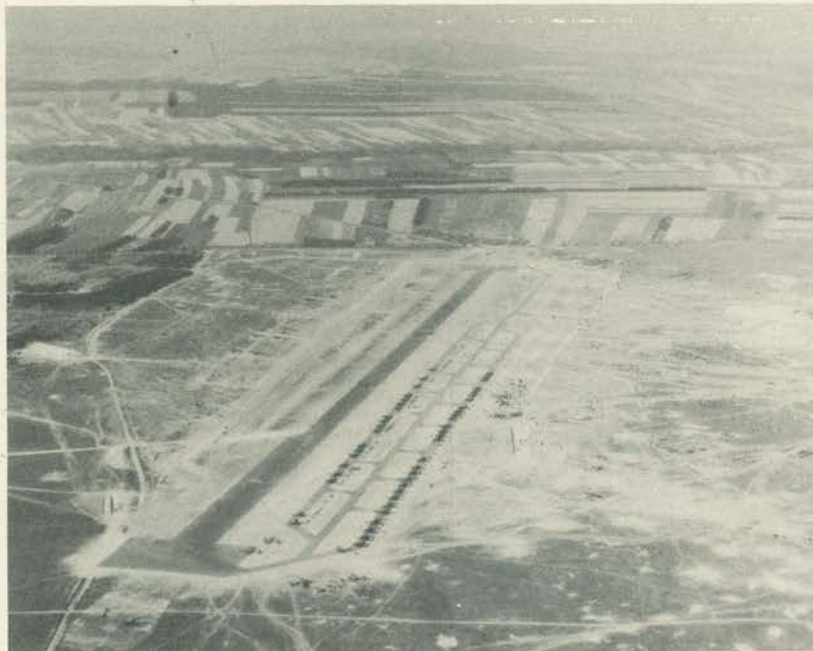
The Main Echelon began its move from Aldermaston, England to Mourmelon, France the eleventh of March. In spite of the fact it was obvious that the Advanced Echelon had been manually laboring harder than they had since induction, there was enough work left to make everyone fully appreciate even the canvas cots, when they found time for them.

Sanitary facilities were the greatest prob-

lem. Medical regulations, to say nothing of common decency, prohibited the use of the "Bath Rooms"? in their original form. With German Prisoners of War for the dirty work, Captain (Doc) Gray was able to provide at least adequate facilities.

Living quarters were provided to almost everyone's satisfaction. Although it was necessary for the Enlisted Men to live in tents, some would argue that they were the more fortunate. It was during this period that the occupants of the barracks learned the true significance of "If you build a better Mouse Trap, etc."

The completion of living quarters and office facilities was timed almost perfectly with notification to prepare for an operation. Previous to this operation which was named "Varsity", the Glider Pilots were transferred to the Four-Thirty-Fifth and Four-Thirty-Sixth Troop Carrier Groups. Nineteen of the new Power Pilots, who also had ratings as Glider Pilots, were transferred to the Four-Thirty-Seventh Troop Carrier Group where they were used as Glider Pilots for Operation "Varsity."





We moved into rat infested barracks last occupied by Germans



A better example of the new barracks



An old stable became the Mess Hall



Smilinich and Teidelman pose in front of their new home



Transportation was a problem. Tareh, Teidelman, and Awe repair the communal bicycle



This was Engineerings new home



Army Air Forces did a thorough job on the line when Mourmelon was occupied by the Germans



The circle indicates the location of Mourmelon on the map of France



Capt. Boswell set up a pilots lounge and briefing room



Intelligence Sgts. Ed Green and Jack Horton kept the situation map up to date for the inquisitive Troops



While the base was being made livable, personnel visited nearby Reims and Paris. This is the Reims Cathedral before the war



The Reims Cathedral with sand bag bomb protection



One mode of travel in Paris



The Opera, Paris, France



Grand Hotel, Paris



A Paris street with the Opera background



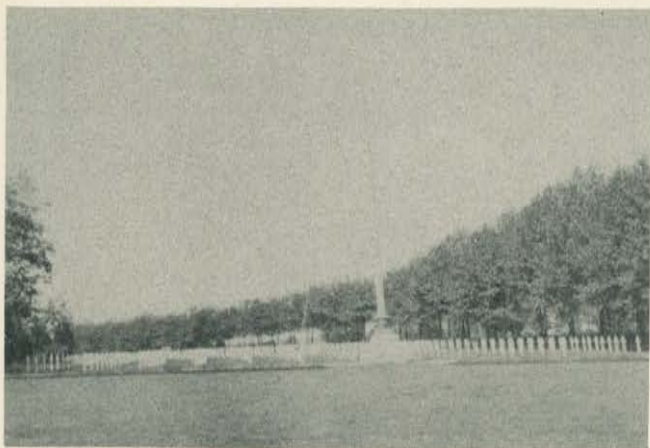
Lt. Ramsey found his way to Paris



And found time for some sight-seeing



Sgt. Kuntz did some sight-seeing



Men from World War I at Belleau Woods



The Arc, Paris



No explanation necessary



Spring came and with it horse shoes

RHINE CROSSING



RHINE CROSSING AT WESSEL

A four A.M. March twenty-third, nineteen hundred and forty-five, combat crews were briefed by Squadrons for the first time. From the briefing crews went directly to their planes. Mission "Varsity" was to cross the Rhine River north of the Ruhr Valley and drop personnel of the Seventeenth Airborne Division in the vicinity of Wessel, Germany.

The mission was highly successful from every point of view. Specifically, Troop Carrier delivered its men to the right place at the right time, and in general, it began the end for Germany. In coordination with the

A LOOK AT GERMANY AND POST WAR SIGHT SEEING

With the return of the Glider Pilots to the organization a housing problem presented itself. By choice they were housed in tents that were previously occupied by personnel of the One Hundred and First Airborne Division. One spot quickly found was for the Hohhman business enterprise—their absence was noticed.

After Operation "Varsity" the Squadron was busier than ever. During this period Troop Carrier really justified its existence. Our planes followed the Ground Forces in their advance clear across Germany with gasoline and rations, sometimes landing within four miles of the front lines. The month of April set a record for hours in the air. By the twentieth some of the pilots had logged one hun-

Rhine crossing in the North the Allied Armies began to move rapidly along the entire front. The rest is a better written history. As for the Seventy-Fourth Squadron, there were no personnel casualties among the Power Pilots and crews. Equipment damaged was soon repaired.

Our Glider Pilots, who for Operation "Varsity" were transferred to other organizations, did not fare so well. Two of them, Flight Officer Leonard O. Hyman and Flight Officer William A. Heelas were killed when their glider crashed on take-off. Many of the others have gruesome tales to tell of "Burp Gun Corner."

dred hours. This period was also marked by tragedy. Captain Harry Bruce was killed in a ground collision at an advanced strip in Germany.

Although Squadron Ships and personnel were kept busy with re-supply and evacuation work almost until time to take-off for the States, personnel found its way legally or otherwise to Paris and the Riviera. Even Captain Gilbert Swanson was induced to spend a week at Cannes.

In preparation for the hoped for trip to the United States new engines were installed in the ships tagged to make the trip. This meant the new engines must be "Slow Timed". This Slow Time gasoline was spent to look at places seen previously under less favorable conditions.



Pararacks were again loaded



Crews were briefed in Sq. Briefing rooms. Lt. K. C. Huber makes a dramatic gesture



What had become a familiar sight, Paratroopers marching to the ships from which they would be dropped behind enemy lines



Most Glider Pilots agreed this was their toughest trip. Lt. Nugent thought so



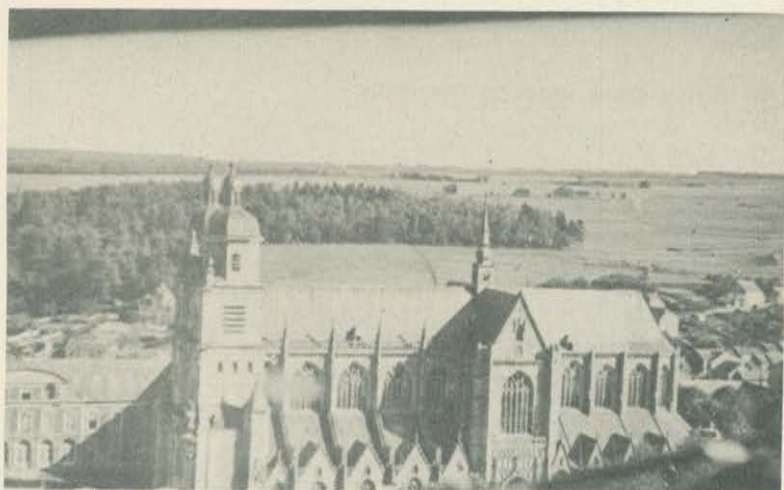
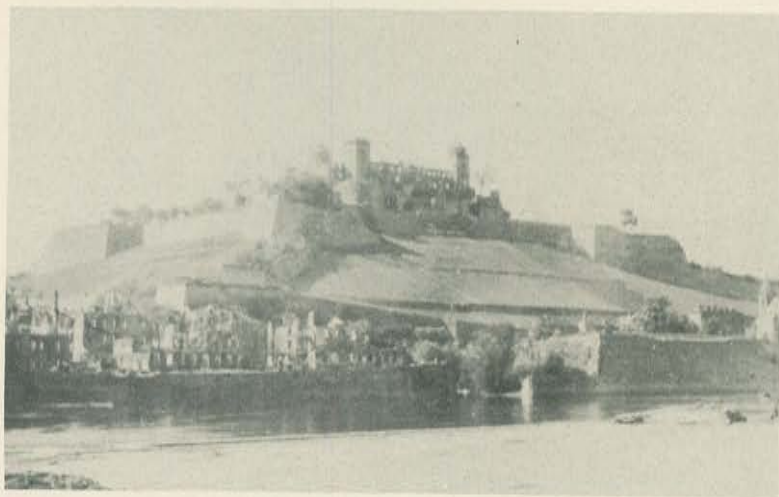
For Mission "Varsity" T/Sgt. Ken Stange became a Paratrooper. He jumped with the Troopers when signals got crossed



The Rhine crossing successful, grueling re-supply began. The Siegfried Line was a familiar sight



The thorough job done by Allied bombardment was viewed from hedgehopping planes

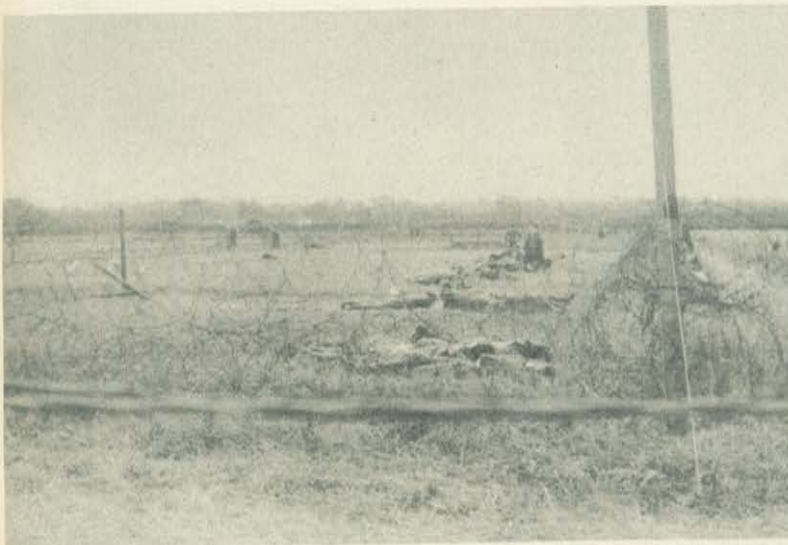


Churches miraculously escaped destruction





Shell marked Air Strips were used as re-supply points



Wounded men waited patiently for Troop Carrier



They were for a quick trip to proper care



Gen. Patton's tanks needed gasoline. Troop Carrier supplied





S/Sgt. Red Tunison, Lt. Leszcz, Lt. Ramsey,
and T/Sgt. Apodaca rest on supplies they
delivered



Lt. Hughes, T/Sgt. Gerbetz, Lt. Ramsey, and S/Sgt. Larimore have a picture taken at a German strip



An endless line of planes landed, unloaded, and took off at Re-supply points



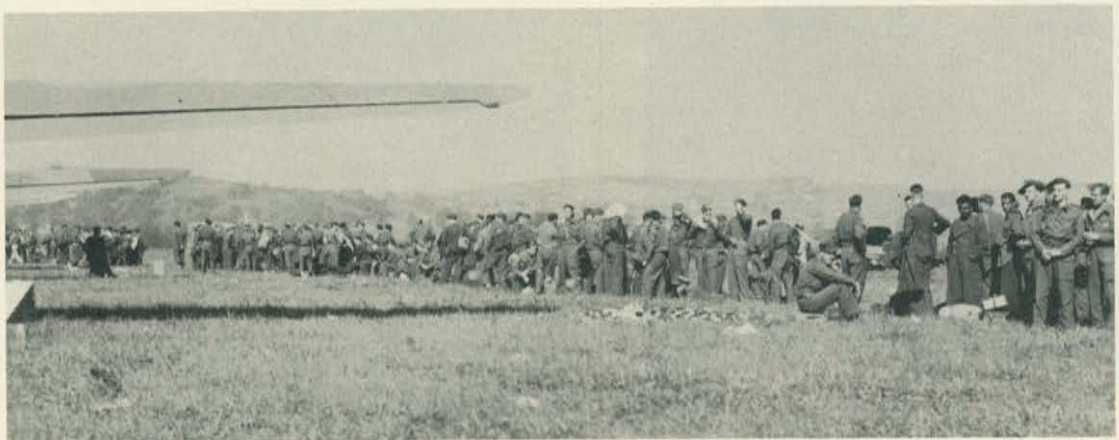
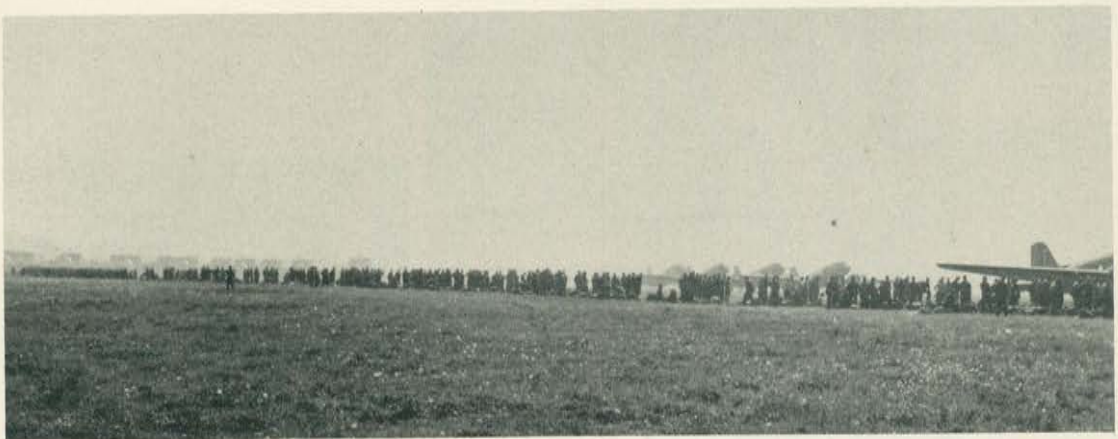
Capt. Kocel had finished unloading his plane

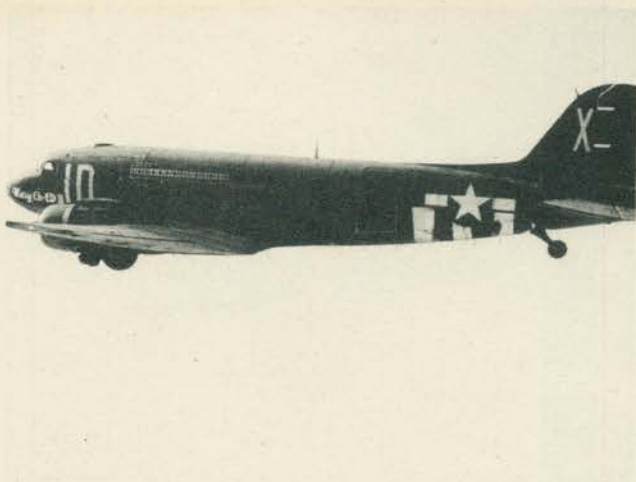


Lts. Pearson and Hickman



Allied prisoners of war were liberated. Troop Carrier brought them home





Mary Co-Ed II was headed for tragedy



Mary Co-Ed II and M-Mike collided on a muddy strip in Germany



Capt. Harry Bruce, piloting Mary Co-Ed was killed





Some time was found for sight-seeing. The Troops watched the evacuation of Wurtzburg





A variety of German planes were found at the Air Strips. The German Jet fighter



A front view of the German Jet



The FW-190



It might have been an ME-109



Maj. Kaminski views a JU-88



A symbol of the end of Nazi Germany



The war in Europe was over



The French Alps were crossed on the way to the Riviera rest home



It was a European Miami



The city of Cannes was modern



Resting crew members lived in a swank hotel



The scenery was very interesting



An air view of Nice, on the Riviera



Leige, Belgium was visited by Lt. Nelson and Capts. Swanson and Gready



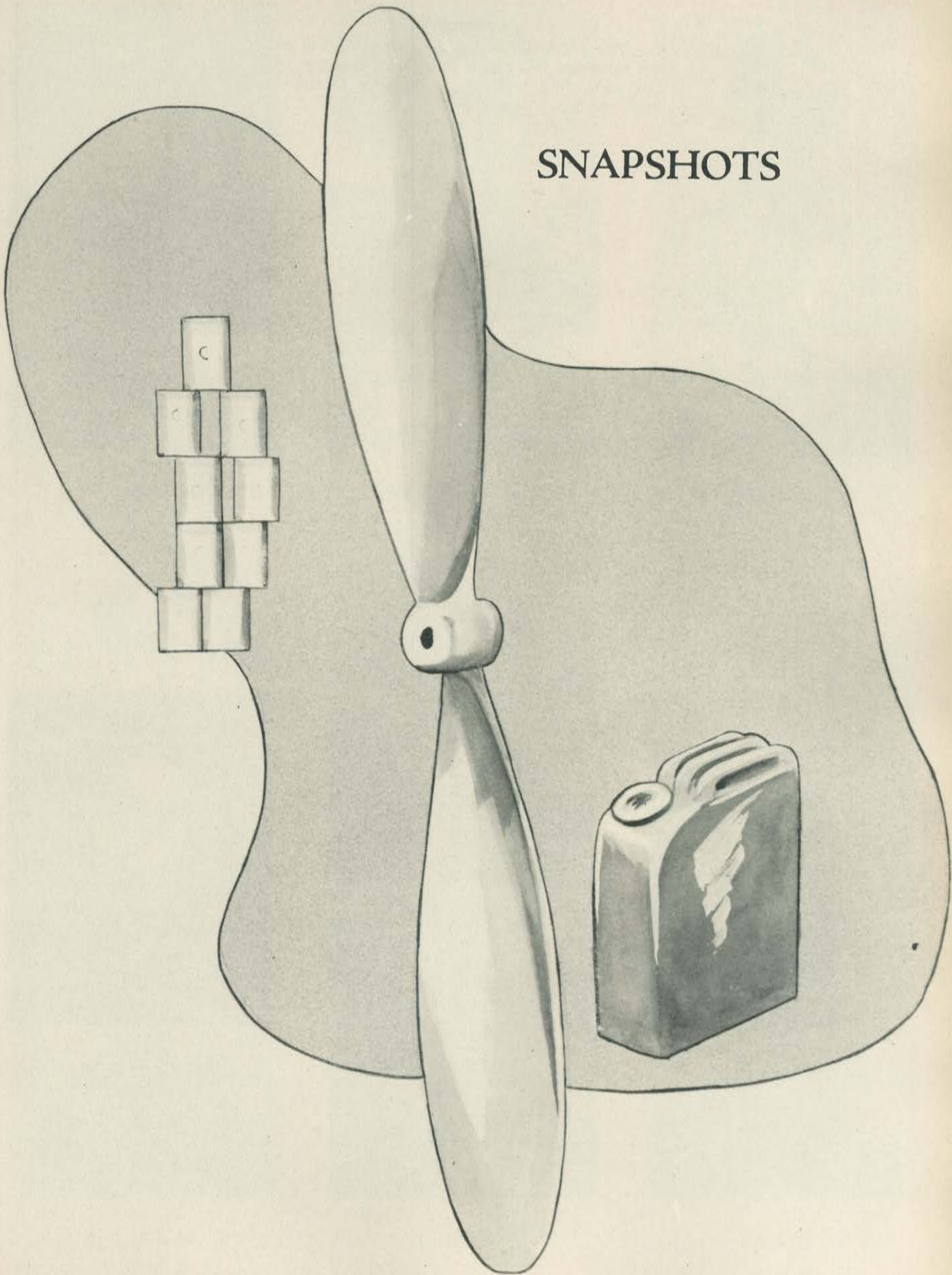
Capt. Boswell, Gready, Swanson, and Lt. Nelson sample Belgium beer



Capt. Towers and Day do some sight-seeing in a midget German car



SNAPSHOTS



SNAPSHOTS

The pictures in the following section are not intended to form a chronological story, but I'm sure they will suggest many stories to each reader.



F/O Lynus Brown



Capt. Walter Lamb



Maj. Ed Kaminski



S/Sgt. Larimore



Capt. Frank Gready



Capt. Gordon Parker



Capt. Tom Ninegar



Capt. "Little Dog" Pierce



Capt. "Deacon" Moore



Lt. John Ramsey



Lt. "Pop" Von Gray



Lt. Bruno Matten



F/O Calvani



Lt. Eckert



Lt. Link



Big and Little Dog

The "Moke"



Parker and Rainwater



Ochoa and Gready



Vaughn and Lum



Chaplain Healy and
Capt. O'Reardon



Miltz and Kocel



Buck Bash



K. C. Huber and Eckert



Raymond's mascot



Ninegar and his German booty



Nick and a Brooklyn smile



Ski, John Fuller and Lowry



Willie Langstaff and
Jerry Wainant



Bill Netherton



Kaminski as a band new Looie



Boz



Jim Durden



Miltz and Ski



Goulding, McLendon and Ramsey



Capt. Miller meets a friend from Akron



Maj. Robinson decorated by Gen. Omar Bradley

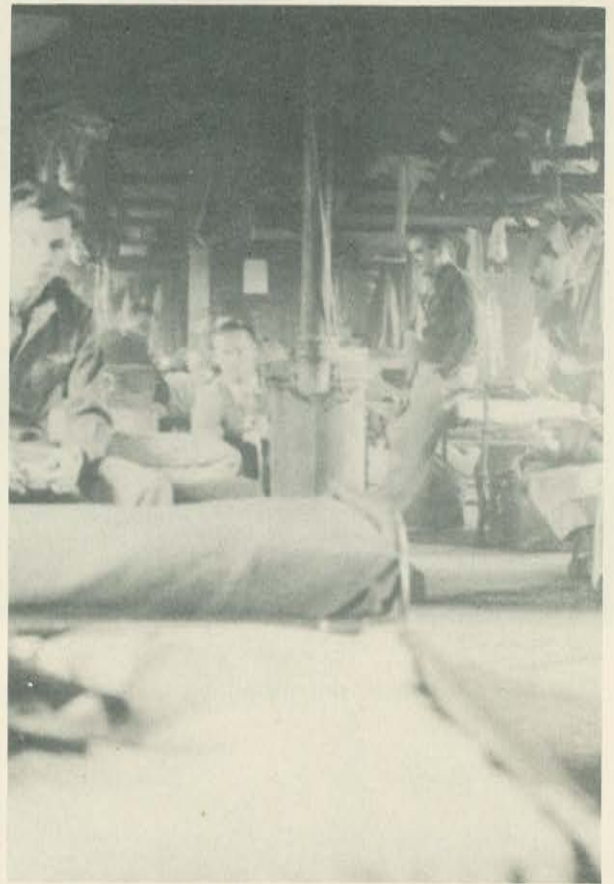


The pigs that taught Jim Durden to squeal



Paris scenes





Powell, Towers, Hickman, and Ramsey in
BOQ #5, Aldermaston



"Pop" Goulding and "Red" Tunison made the Detroit papers



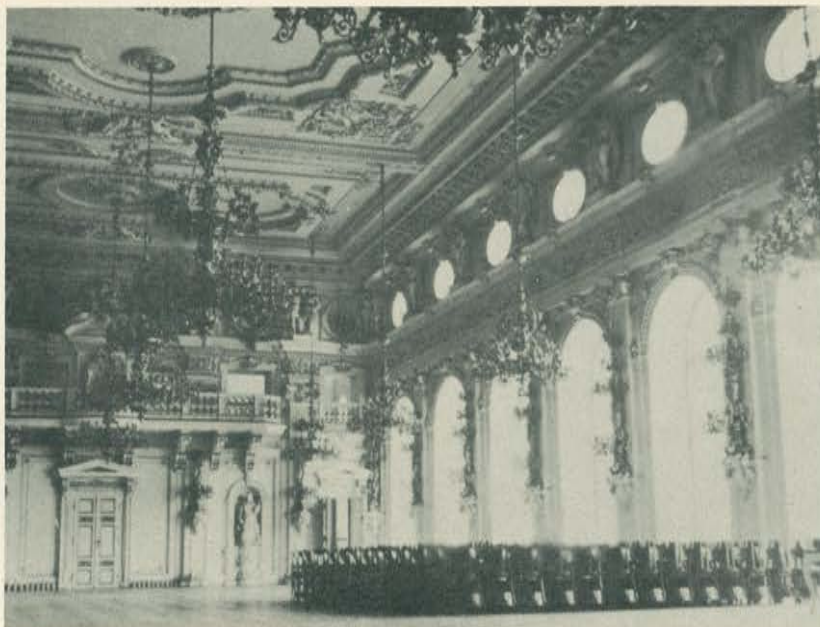
Ski officiates at an Aldermaston football game



Tom Towers annouces



Towers engineers an audience with Pres. Benes



The ChecZ Palace



Generals Patton and Bradley



Gen. Bradley and Maj. Robinson



Gen. Bradley, Maj. Robinson, Capt. Lamb, Lt. Bar-
num, Sgt. Fisher



Col. Whitacre, Maj. Robinson, a Flight Nurse,
Lt. Caldwell, S/Sgt. Fisher, Sgt. Cox, T/Sgt.
Wiser



S/Sgt. Olah, Sgt. Speisman, Sgt. Bryan, Lt.
Miltz, Sgt. Kingston, Sgt. Szkonicki, Sgt. Miller



Near Aldermaston



Lowry and Langstaff—the Riviera



John Ramsey and some English friends



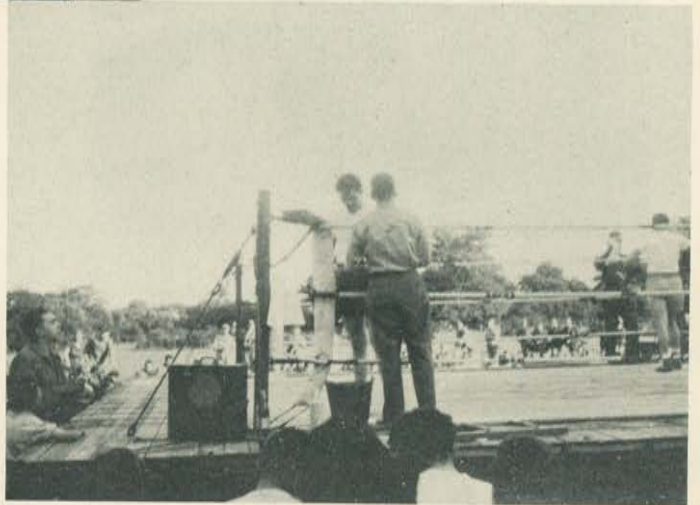
Liberated Allied prisoners of war



A Polish General is liberated



Mary Co-Ed in her hay days



Billy Conn fought at Aldermaston



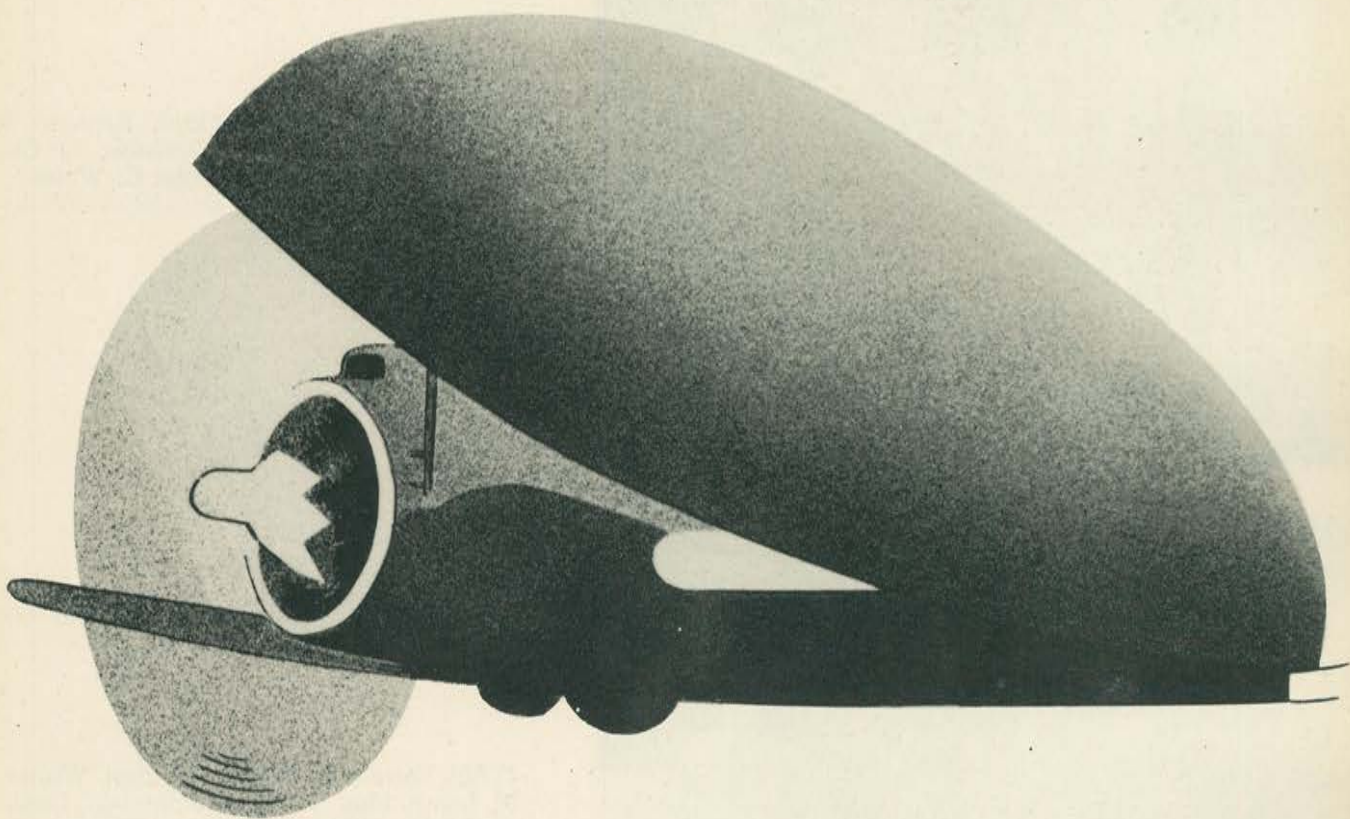
Maj DeCaprilles holds a fencing class



A Towers publicity stunt. American meets Russian



Maj. "Robbie" met the nicest people



POWER PILOTS



T/Sgt. "Pop" Taylor, Capt. Arnaldo D. Ochoa, 1st Lt. Kenneth C. Huber, Lt. Col. Ralph L. Streat, S/Sgt. John C. Weiss



T/Sgt. Forrest W. Raymond, Capt. Walter M. Lamb, Maj. Edward J. Kaminski, Capt. David A. Whitmore, S/Sgt. Eugene F. Wallace



T/Sgt. William A. Kavalusky, 1st Lt. Joseph F. Leszcz, Capt. Fred A. Pierce, Jr., S/Sgt. James K. Smallwood, Jr.

T/Sgt. Alonzo F. Meyer, Jr., 1st Lt. Alfred J. Lowry, Capt. Frank C. Gready, S/Sgt. O'Donnell



Sgt. Arthur D. Houser, 1st Lt. Ralph C. Lungren, Capt. Gordon L. Parker, S/Sgt. Cyrus P. Thibdeau



S/Sgt. Arthur W. Whitner, 2nd Lt. Wm. L. Beam, Capt. Robert S. Moore, M/Sgt. Merrill A. Shaw





S/Sgt. Robert F. Resiner, 1st Lt. Hubert L. Thomsen, 1st Lt. Roy L. McNeal, Capt. Joe T. Rainwater, T/Sgt., Steve J. Rusnak



S/Sgt. Castaldo, 1st Lt. Bennett, Capt. Thomas V. Ninegar, S/Sgt. Weisburg



T/Sgt. Paul E. Potvin, 1st Lt. Tolley, 1st Lt. Kincannon, Capt., Theron W. Miller, S/Sgt. Richard M. Terman

T/Sgt. Albertus A. Wiley, Capt. Gilbert L. Swanson, 1st Lt. Wm. C. Langstaff, Jr., Capt. Carl L. Ohm, S/Sgt. Joseph C. Southard, Jr.



1st Lt. Hubert W. Ackerson, 1st Lt. William S. Bash, 2nd Lt. St. Clair X. Hertel, 1st Lt. Roland W. Miltz, 1st Lt. Loren B. Laridon



T/Sgt. James L. Brockman, 1st Lt. Bruno J. Matten, 1st Lt. Tyson, L. Robinson, S/Sgt. Sidney I. Bloom





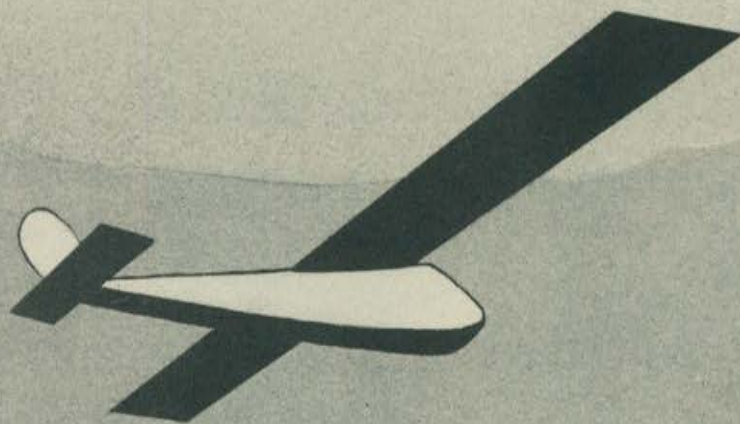
T/Sgt. Eddie A. Apodaca, 1st Lt. Wm. E. Vaughn, Jr., 1st Lt. Merton E. Eckert, 1st Lt. Richard H. Lum, S/Sgt. Edward H. Tunison



T/Sgt. Edward M. Schue, 1st Lt. Garis T. Jones, 1st Lt. John F. Ramsey, 1st Lt. William M. Von Gray, T/Sgt. Walter J. Gaiser



1st Lt. Graham S. Goulding, 1st Lt. Paul W. Lindlof, Jr., 2nd Lt. Leo G. Fitzpatrick, 1st Lt. George Klutchka



GLIDER PILOTS



F/O Everett L. Banta, 2nd Lt. Thomas R. Geisinger, F/O John W. Devlin, F/O James G. McGee, F/O Austin J. Kemski, F/O Stull, F/O Harold G. Axesson, F/O Orville J. Landers, 1st Lt. Charles W. Nugent, F/O Albert M. Todd



F/O Gordon F. Sweeny, F/O Knecht, 2nd Lt. Roy B. Meyers, 1st Lt. Leslie L. Van Pelt, 2nd Lt. Jonathan D. Clark, 2nd Lt. Irwin J. Morales, 2nd Lt. T. O. Ahmad, F/O Howard J. Dietz



F/O Venoy M. Draper, 2nd Lt. James Durden, 1st Lt. Burdette E. Townsend, F/O Arnold Dreer, 2nd Lt. Henry W. Staples, F/O Richard S. Batlan, 2nd Lt. Ronald W. Stoner, 2nd Lt. George F. Hohmann, Capt. David J. Kull, F/O Kenneth R. Coffman

SENTIMENTAL JOURNEY HOME

The latter part of April nineteen hundred and forty-five the inevitable pre-move rumors began to make their rounds. It was obvious we were going to move since Strip A-80 was already becoming a Ground Forces Redeployment Center, but where, when, and why were still uncertain. When the orders for the move were finally published, June twelfth, nineteen hundred and forty-five we were assured by the "Big Wheels" that we would be at our new Station A-62 near Reims, France, only a matter of weeks and then we would head for home.

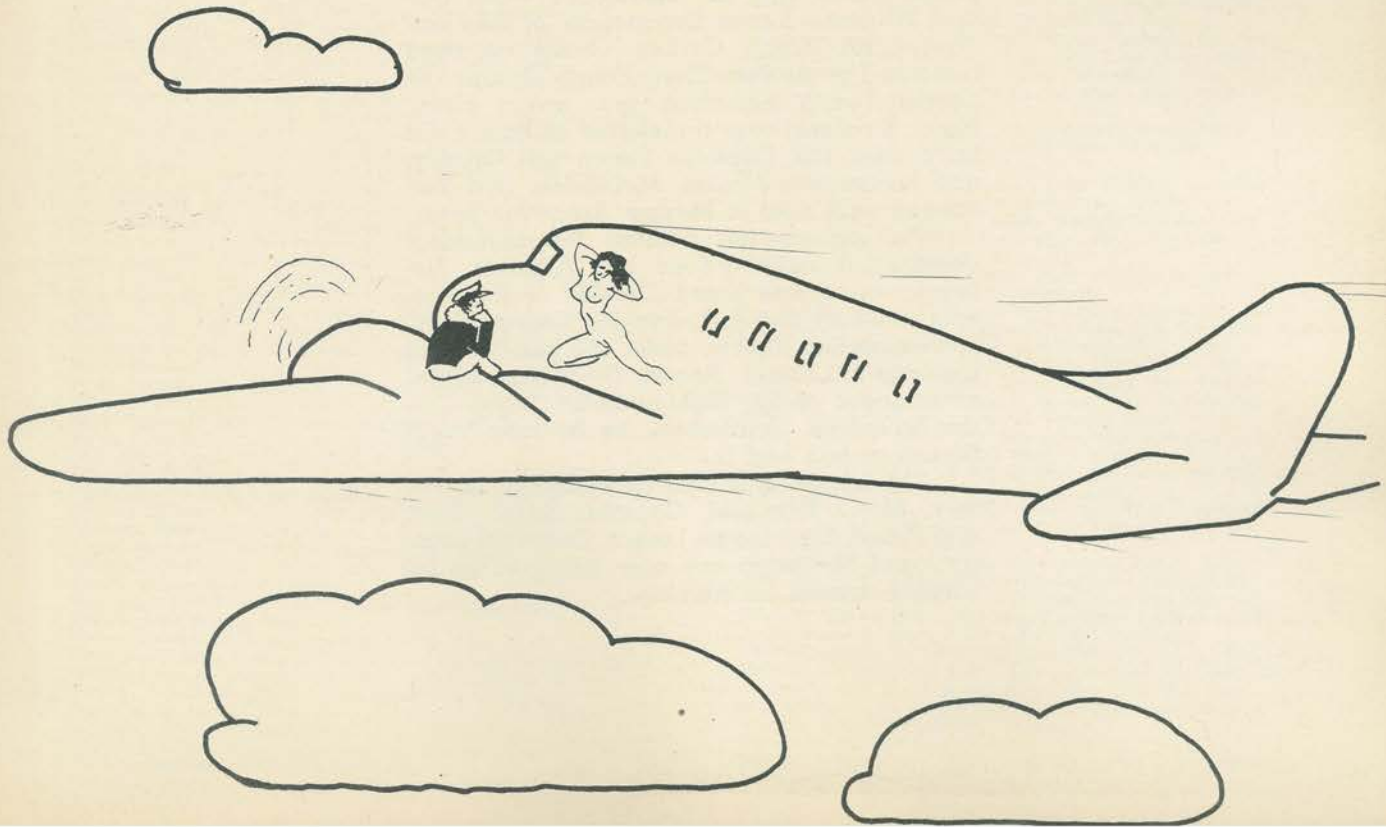
The less said about the next few weeks the better. It can be partially described as a "Masterpiece of Confusion," such as only Troop Carrier could contrive. After about two weeks at Reims, on the morning of June twenty-second, nineteen hundred and forty-five, the Seventy-Fourth Squadron gratefully took-off for home. Through circumstances beyond the control of anyone in the Squadron, several of the pilots who had been with the organization for almost a year remained in France to come home later by boat. At the last minute the ship which was to be flown home by Lieutenants James Leonard and William Landstaff was taken off the schedule. Only one of these men could come home by air as a passenger. A coin was tossed and Lieutenant Jim Leonard remained to come home as part of a casual shipment.

Two days prior to the Air Echelon's departure the Glider Pilots were transferred to Stone, England to await shipment home.

The trip by air was without history making incident. The usual stops along the southern route, Maraketch, Dakar, Roberts Field, Ascension Island, Natal, Brazil, Atkinson Field, Belem, Borinquin Field, and Hunter Field, Savannah, Georgia, were made. The night of June thirteenth, nineteen hundred and forty-five was spent at Hunter Field. The following morning all personnel was transported to Charleston, South Carolina, to await rail transportation to the various Separation Centers from which thirty-day leaves and furloughs were given. The first "Welcome Home" was experienced while traveling by rail to the Separation Centers. One group going north was given a fair coach at Charleston, but after only two hours of travel they were made to change. The Officer in charge of the group was given for a reason, "The better coach was reserved for civilian use."

Upon completion of the thirty days' rest, the Air Echelon assembled at Baer Field, Fort Wayne, Indiana, where it remained until August twentieth, nineteen hundred and forty-five. Then the inevitable happened. The Four-Thirty-Fourth was Alliance, Nebraska-bound.

The Ground followed the Air Echelon July twenty-third, after being moved twice in France. Since they were coming home, it was a pleasant trip which ended August second at Camp Shanks. From here the men were given thirty-day leaves and furloughs via their various separations centers.



FINIS

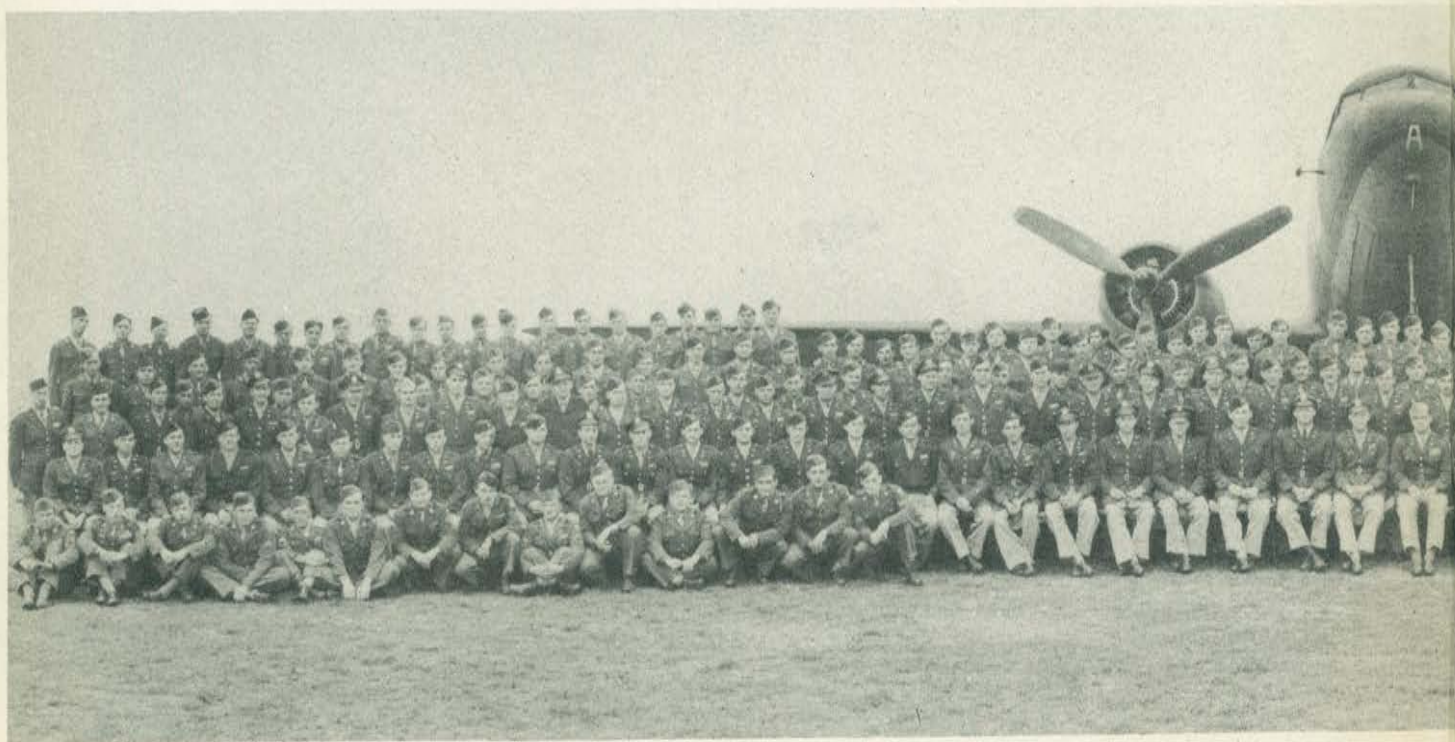
This about writes "Finis" to the Seventy-Fourth Squadron as we know it. As of V-J Day men of the Squadron began receiving discharges. The Air Echelon was still at Baer Field when the news of V-J Day was made public. Those processed and earmarked for Alliance were sent on. The more fortunates who had not been processed were sent directly to their Separation Centers, where they received that coveted piece of white paper. Some of the faster talkers of the Ground Echelon received discharges upon returning from leave. When an Orderly Room was established at Alliance, Nebraska, it was hard to recognize as the Seventy-Fourth. Some of the old officers, Major Kaminski, Captains Pierce, Gready, Kocel, and Ochoa, and Lieutenants Leszcz, Matten, McLendon, Kincannon, Caldwell, and Jones wished to remain in the service until the end of the emergency. Captain Boswell, Lieutenants Brady and Witasick had no choice but remain since they lacked necessary points for discharge. It appeared reasonable to assume with Major Kaminski in command, Captain Kocel as Operations Officer, Lieutenant Al Lowry as Engineering Officer, Lt. Smilimich as Mess Officer, Lieutenant Nick Jones as Transportation Officer, Captain Boswell as Adjutant, Sgt. Ed Green as First Sergeant, and Sergeant Van Stone as Supply Sergeant, that an organization resembling the old Seventy-Fourth could be built. It was proven to be only an assumption when Colonel Williams, former Commander of the Four-Thirty-Sixth Troop Carrier Group assumed command of the Four-Thirty-Fourth Group. The Seventy-Fourth Squadron was swept clean. Major Kaminski was transferred to Baer Field for a desk job, Captains Pierce and Gready, and Lieutenants Matten, McLendon, and Kincannon were sent to Maxton Army Air Base.

An organization bearing the numerical designation Seventy-Four left Alliance, Nebraska on orders dated October tenth, nineteen hundred and forty-five for George Field, Lawrenceville, Illinois, under the command of Lieutenant Colonel Robert G. Johns, former commander of the Eighty-Second Troop Carrier Squadron. Gentlemen, the Seventy-Fourth Squadron has had it.

The following should be classified as history. Major Kaminski, Captains Kocel, Ozer, and Pierce, Lieutenants Leszcz, Caldwell, Leonard, and Netherton are now living in an institution known as marriage.

Ackenson, Hubert W., 1st Lt., Wahoo, Nebraska
 Albano, Rocco D., 938 Cantrell Street, Philadelphia, Pennsylvania
 Allen, Arnan W., 914 E. Hall Street, Madisonville, Kentucky
 Apodaca, Eddie A., 109 W. Cleveland, Albuquerque, New Mexico
 Arnold, Lewis E., Jr., 257 3rd Street, Fair Haven, New Jersey
 Aronin, Howard J., 1715 Ponce De Leon, Atlanta, Georgia
 Asmus, Norman G., 1562 S. 72nd Street, Milwaukee, Wisconsin
 Autrey, Ray S., 1015 1/2 47th Street, Emeryville, California
 Axelsson, Harold G., 2nd Lt., 92 Ft. Covington Street, Malone, New York
 Babiarz, Raymond J., 2336 W. Cortez Street, Chicago 22, Illinois
 Baird, Frederick B., Wallingford, Vermont
 Baklund, Robert L., 1148 Grant Street, Bellingham, Washington
 Baldwin, Woodrow W., 9 Hyde Park Avenue, Concord, North Carolina
 Bangham, Richard E., 2nd Lt., 4510 Brandywine Street, Washington, D. C.
 Banta, Everett L., F/O, Box 264, Fairfield, California
 Barnes, Maurice E., 1st Lt., 1268 Van Buren Street, Topeka, Kansas
 Barnett, Norman M., Monroeville, Alabama
 Barnum, Herbert M., 1st Lt., 4317 28th Place, N. E., Washington, D. C.
 Barock, Albert J., 404 N. Streeper Street, Baltimore 24, Maryland
 Barrett, Warren J., 644 Emmons Avenue, Birmingham, Michigan
 Bash, William S., 1st Lt., 275 West Beau Street, Washington, Pennsylvania
 Bates, Albert K., 171 New Street, Belleville 9, New Jersey
 Batlan, Richard S., F/O, 3 West 52nd Street, New York, New York
 Beam, William L., 2nd Lt., 1928 E. 29th Street, Lorain, Ohio
 Beaudoin, Raymond J., 44 Smith Street, Lawrence, Massachusetts
 Bedell, Floyd E., 59 Halstead Street, Newton, New Jersey
 Behan, Bernard B., 13 Cameron Avenue, Somerville, Massachusetts
 Bender, Walter R., 513 N. 27th Street, Louisville, Kentucky
 Benton, William J., 420 N. East Avenue, Baltimore 24, Maryland
 Bernadzikowski, Stephen S., 508 S. Paterson Park Avenue, Baltimore, Md.
 Bernier, Ernest J., 115 Columbia Street, Cohoes, New York
 Bianculi, William A., 41 Richardson Street, Brooklyn, New York
 Billington, Clarence J., Jr., 2411 Hood Avenue, Overland, Missouri
 Bisselli, Anthony P., 42 Greylock Avenue, Belleville 9, New Jersey
 Black, James C., Jr., Elberton, Georgia
 Blackford, Boyd, Route 10, Rega Drive, W. Toledo 12, Ohio
 Bloom, Sidney L., 11 Essex Avenue, E. Lynn, Massachusetts
 Bodak, Harry M., 188 Prospect Street, Ansonia, Connecticut
 Boswell, Carl W., Capt., 3829 Georgia Avenue, Washington, D. C.
 Boudreau, Gerald J., 15 Carreen Street, Waterville, Maine
 Brandefine, Patrick J., 422 Hanover Avenue, Concord, S. I., New York
 Brannen, Robert E., 405 Marshall Street, San Antonio, Texas
 Branzell, Thomas M., 3415 Que Street, N. W. Washington, D. C.
 Bray, Valton H., F/O, 1009 Belmont Road, Grand Forks, North Dakota
 Brewer, William R., 1105 Riverview Drive, Kalamazoo, Michigan
 Briggs, Ervin C., Route 1, Perrysburg, Ohio
 Brockman, James L., Route 3, Greenville, South Carolina
 Bronside, George H., 23 Owen Street, Hartford, Connecticut
 Brooks, Chester E., F/O, Box 1, Big Run, Pennsylvania
 Brooks, Vernon, 617 17th Street, Columbus, Mississippi
 Brown, James H., Jr., 48 Vermont Avenue, Asheville, North Carolina
 Brown, Lynus, 2nd Lt., Route 3, Borgue Chitto, Mississippi
 Bruner, William G., F/O, Route 1, Greenlawns Farms, Decatur, Arkansas
 Bryan, Oscar M., 68 St. Paul's Place, Brooklyn, New York
 Buckley, George E., F/O, 265 Brumsford Avenue, Bridgeport 6, Connecticut
 Bupp, Edward N., Jr., F/O, 605 Peifer Street, Harrisburg, Pennsylvania
 Burlew, John P., 35 Greenfield Avenue, Clifton 4, Staten Island, New York
 Butler, Robert, 2nd Lt., 126 Garrison Avenue, Battle Creek, Michigan
 Butts, Francis P., Philadelphia, Pennsylvania
 Caldwell, Donald K., 1st Lt., Sandy Lake, Pennsylvania
 Callaghan, Anthony J., 370 E. 23rd Street, Brooklyn, New York
 Callahan, Herbert U., Jr., 2147 Oleander, Baton Rouge, Louisiana
 Calvani, Torello H., 205 N. Halaquand, Carlsbad, New Mexico
 Carson, Gilbert W., 1st Lt., 1108 Baylor Street, Austin, Texas
 Castaldo, Edward P., 132 S. 2nd Avenue, Mt. Vernon, New York
 Clapp, Edwin T., Box 97, Maplesville, Alabama
 Coffman, Kenneth R., 2nd Lt., 1525 State Street, Santa Barbara, California
 Cool, Sidney M., Jr., 343 West Center Street, Paxton, Illinois
 Cooley, Freddie H., 1305 Harrison Avenue, Rockford, Illinois
 Cooper, George H., 1801 Delaware Avenue, Wilmington, Delaware
 Cox, John F., (No Address Available)
 Crawford, John O., 4218 Bruner Avenue, Bronx, New York
 Crotts, Curtis L., P.O. Box 11, Lexington, North Carolina
 DeSena, Sam, 535 Meeker Avenue, New York, New York
 Devlin, John W., F/O, Hale, Colorado
 Dietz, Howard J., F/O, 1607 S. 74th Street, West Allis, Wisconsin
 Dorn, Henry, 929 Ensign Street, Ft. Morgan, Colorado
 Draper, Venoy M., F/O, 721 University Avenue, Grand Fork, North Dakota
 Dreer, Arnold, F/O, 3111 Fountain Street, Philadelphia, Pennsylvania
 Durden, James, 2nd Lt., 333 Fairview, Dayton Beach, Florida
 Eckert, Merton E., 1st Lt., 1124 Cleveland Avenue, Parkridge, Illinois
 Fiske, Donald S., 551 Rutherford Avenue, Trenton 8, New Jersey
 Feinour, Ribert A., Route 1, New Tripoli, Pennsylvania
 Ferry, Eugene C., 924 1/2 8th Street, Boone, Iowa
 Fields, Clyde E., Box 213, Portland, Pennsylvania
 Fink, Arthur, Route 3, Cumberland, Wisconsin
 Fitzpatrick, William J., 104 Kingston Street, Boston, Massachusetts
 Flack, Marvin, 123 N. Logan Street, Marion, North Carolina
 Fleming, Grover O., 2nd Lt., 3804 Lexington Road, Louisville, Kentucky
 Forsman, Alvin J., 919 2nd Avenue, S. Great Falls, Montana
 Foster, William H., Box 47-A, Lynchburg 30, Virginia
 Freeborne, Robert H., E. Maple Street, Marcellus, New York
 Frenell, Warren R., Alpha, Illinois
 Frey, Grant E., 515 Grandview Avenue, Steubenville, Ohio
 Gaacke, Oral, Bryant, Illinois
 Gaiser, Walter J., 23 Edna Place, Buffalo, New York
 Geisinger, Thomas R., 2nd Lt., Pricilla Lane, Carnegie, Pennsylvania
 Gerbitz, Floyd M., 2008 Melrose Street, Rockford, Illinois
 German, Richard M., 283 S. Adams Street, Mansfield, Ohio
 Gillespie, Bernard K., 847 E. Chase Street, Baltimore, Maryland
 Glatthaar, Alvin E., 1614 Dorothy Lane, Cincinnati, Ohio
 Golden, Walter T., General Delivery, Holtville, California
 Golla, Alexander J., 3447 S. 8th Street, Milwaukee 7, Wisconsin
 Goulding, Graham S., 1st Lt., 16599 Stahelin Avenue, Detroit, Michigan
 Gray, James H., Jr., Capt., Springville, New York
 Gready, Frank C., Capt., 810 Base Unit Sq. C., Maxton, North Carolina
 Green, Edgar L., Jr., 5713 Roland Avenue, Baltimore 10, Maryland
 Griffith, George L., 1965 Brackland Street, Jacksonville, Florida
 Groves, Robert R., 947 S.E. Street, Bucyrus, Ohio
 Hannon, Eugene H., 531 11th Avenue, San Francisco 18, California
 Hanson, George A., 610 Chestnut Street, Graveling, Michigan
 Harden, Reed K., 8331 Garland Avenue, Houston, Texas
 Haughey, Warren H., Route 1, Box 8, Sandy, Utah
 Hawley, Albert M., Route 2, Fulton, New York
 Heinrich, John P., Route 1, Langhorne, Pennsylvania
 Heimstadt, William J., 1148 Halsey Street, Brooklyn, New York
 Henderson, Andrew M., Jr., 1st Lt., Route 1, Mooreville, North Carolina
 Hendrick, Basil W., 2509 W. 3rd Street, Wichita 12, Kansas
 Hewson, Lenard B., F/O, Route 1, Box 123, Denair, California
 Hoffman, Louis M., 519 Homa Avenue, Closter, New Jersey
 Hoffmann, Walter M., 144 N. Hamilton Drive, Beverly Hills, California
 Hohmann, Everhard H., F/O, 372 Warner Road, Glenview, Illinois
 Hohmann, George F., 2nd Lt., 639 Thomas Avenue, Forest Park, Illinois
 Houser, Arthur D., 402 Canal Street, Lebanon, Pennsylvania
 Horton, Jac. W., Route 2, Adrian, Georgia
 Hradek, Richard F., 4112 W. 24th Place, Chicago 23, Illinois
 Huber, Kenneth C., 1st Lt., c/o John Maiderias, Ismag, Montana
 Huggett, Marion C., 1st Lt., 525 S.E. 16th Avenue, Portland, Oregon
 Hussey, Charles R., (No Address Available)
 Hutcheson, John A., Stamps, Arkansas
 Isbell, Claude, Jr., 416 S. Hampton Road, Dallas 11, Texas
 Jarboe, Earl A., 622 W. Fitzgerald Road, Albuquerque, New Mexico
 Jaskot, Stanley J., 180 Drigo Avenue, Brooklyn, New York
 Jendzejewski, Eugene J., 316 Harding Street, Worcester, Massachusetts
 Jimenez, Aureliano R., 4750 Fisher Street, Los Angeles, California
 Johnson, William H., 418 N. 82nd Street, E. St. Louis, Illinois
 Jonathan, D. Clark, 2nd Lt., Route 4, Rogerville, Tennessee
 Jones, Garris T., 1st Lt., Eatonville, Georgia
 Jones, Nicholas W., 1st Lt., 74th TC Sq. 434th T.C. Group, George Field, Lawrenceville, Illinois
 Jones, Paul C., Jr., Grossville, Tennessee
 Kaminski, Edward J., Major, 4040 Natural Bridge Street, St. Louis, Missouri
 Kaskie, Jerome J., 3311 Gebbons Avenue, Baltimore 14, Maryland
 Kavalsky, William A., 1302 E. Pine Street, Mahoney City, Pennsylvania
 Kemsli, Austin J., F/O, 3609 Independence Road, Cleveland, Ohio
 Kercher, Charles R., Route 2, Lebanon, Pennsylvania
 Kernan, Larimer F., Route 4, Cocoa, Florida
 Kimbrough, Duke S., 2nd Lt., Route 2, Buechel, Kentucky
 Kincannon, Kenneth K., 1st Lt., 810 Vase Unit, Sq. C., Maxton, North Carolina
 Kingston, John E., 161 Laurel Street, Buffalo 8, New York
 Klutchka, George, 1st Lt., 7 Brown Street, Binghamton, New York
 Knecht, William G., 1st Lt., Church Street, Dallas, Texas
 Koas, Adolph, 410 E. Noble Street, Nanticoke, Pennsylvania
 Kocel, Edward P., Capt., 132 1/2 E. 3rd S., Salt Lake City, Utah
 Kull, David J., Capt., 804 S. Spruce, Villa Grove, Illinois
 Kuntz, George L., 3128 Washington, Parsons, Kansas
 Labrado, Genaro B., 3910 San Antonio Street, El Paso, Texas
 Lamb, Walter M., Capt., 3021 E. Independence, Tulsa, Oklahoma
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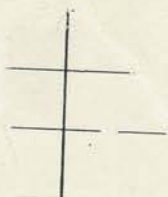
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