

DZ EUROPE

THE STORY OF THE 440th
TROOP CARRIER GROUP



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"DZ Europe" is an illustrated narrative of the activities of the 440th Troop Carrier Group and the IX Troop Carrier Command during the hostilities in Europe from 6 June 44 to V-E day.

Statistics were gathered from Command and Wing files in the European Theater of Operations. All facts are correct as obtained from the above two named organizations. All photographs were taken under combat conditions or at the respective points behind the lines.

THE 440th TROOP CARRIER GROUP

In Memoriam

To these men, who lie forever secure in their youth and courage, this record of the achievements to which they gave the full measure of sacrifice is dedicated in affectionate remembrance of their comrades.



Capt. David G. Morton
 Capt. Wilton C. Smith
 Capt. Harry E. Stark
 1st Lt. Virgil W. Anderson
 1st Lt. Michael H. Brady
 1st Lt. David L. Brown
 1st Lt. Ernest O. Foster
 1st Lt. William J. McGillis
 1st Lt. Alan J. Maeder
 1st Lt. James J. Murphy
 1st Lt. Ray B. Pullen
 1st Lt. Roy S. Stanton
 1st Lt. Bernard J. Tuohy
 1st Lt. Roy O. Yonker
 1st Lt. Stanley J. Zdun
 2nd Lt. John S. Bachman
 2nd Lt. Charles A. Betz
 2nd Lt. Wade H. Butler
 2nd Lt. Arthur A. Calderwood
 2nd Lt. Walter R. Chandler
 2nd Lt. Lee W. Dahman
 2nd Lt. John M. Greeley
 2nd Lt. Lewis T. Green
 2nd Lt. David S. Hays
 2nd Lt. Alton R. Keller
 2nd Lt. Harold F. Kelly
 2nd Lt. Harry N. Lumsden, Jr.
 2nd Lt. Richard P. Murphy
 2nd Lt. John F. Richards

2nd Lt. Eugene P. Shauvin
 2nd Lt. Nathan Silverstein
 2nd Lt. William H. Zeuner
 Flt./O. Laurence L. Alto
 Flt./O. A. P. Barbaclough
 Flt./O. Seymour R. Belinky
 Flt./O. George N. Crowell
 Flt./O. Fred H. Daugherty
 Flt./O. Eugene H. Meyers
 Flt./O. Alfred G. Thompson
 Flt./O. John C. Walters
 T/Sgt. Edward A. Bluestone
 T/Sgt. Andrew W. Frederick
 T/Sgt. Finney W. Gordon
 T/Sgt. Floyd E. McConnel
 T/Sgt. Lawrence P. Marsh
 T/Sgt. John W. Smith, Jr.
 T/Sgt. Worth B. White, Jr.
 S/Sgt. Harold G. Bair
 S/Sgt. William E. Batchelor
 S/Sgt. Matthew Bloomfield
 S/Sgt. Jerauld I. Cutts
 S/Sgt. Kerman L. Lamberth
 S/Sgt. James M. Lewis
 S/Sgt. Albert T. Margotto
 S/Sgt. Anthony T. Piraino
 S/Sgt. Sidney H. Saltzman
 S/Sgt. Paul F. Schrull
 S/Sgt. Charles H. Taylor
 Sgt. John N. Darling
 Sgt. Thomas F. Pinto
 Sgt. Abraham Schneider
 Cpl. William F. Bellinghausen
 Cpl. Carmen C. D'Amico
 Cpl. Richard L. Holste

Foreword

Since its activation on July 1, 1943, the 440th Troop Carrier Group has developed from a small organization into a powerful and well-trained force with a record that speaks for itself.

During our eighteen months in the European Theater of Operations we have participated in the paratroops and glider tows that marked the invasions of Normandy and Southern France, the airborne invasion of Holland and the drop across the Rhine.

We dropped supplies to the surrounded defenders of Bastogne and flew gasoline to the tanks in their dashes across France and Germany. We brought millions of pounds of food, ammunition, medical supplies and fuel to the front lines and evacuated thousands of wounded troops and liberated prisoners of war.

Our air crews have successfully accomplished every mission assigned to them in spite of enemy action and adverse weather conditions while the ground crews have supported them superbly. We have had our good times and we have watched old friends fall victims of enemy action.

When deemed necessary the Group has separated into air and ground echelons and moved over four continents to various bases in the United Kingdom, Italy and France in order to fulfill its part toward final victory in Europe.

It is with sincere pride that I salute the courage and magnificent devotion to duty of the officers and enlisted men of the 440th Troop Carrier Group, whose deeds contributed their full share towards the defeat of Nazi Germany.

In this book we have told our story. To the men of the Air Force who have watched



COLONEL FRANK X. KREBS

us in action; the men of the Airborne units we have carried into battle and the men of the Ground Forces whom we have resupplied by air it will bring memories of work done together during some of the most stirring days in history. To the wives, mothers, sweethearts and friends of the men of the 440th it will bring a picture of the activities of their men who, far from home and loved ones, faithfully and brilliantly performed their duties.

Colonel, Air Corps
Commanding



JUST BEFORE A MISSION

A Weapon is Forged

Of all the secret weapons Hitler flourished over the heads of his enemies most proved as militarily futile was that engine of blind revenge, the Doodlebug. But the world gasped in surprise when in May of 1941 he demonstrated the possibilities of one of those secret weapons—invasion from the air by parachute and glider. Transported entirely by air, 32,000 German troops struck at the British island of Crete and within ten days had captured it.

The Luftwaffe had used paratroops, and even gliders, as much as a year earlier in the capture of Fort Eben Emael in Belgium, key to the Albert Canal. But it was Crete which became the classic example of airborne invasion to be studied by military planners of many nations, even the still peaceful United States.

Hitler did not know, however, that this new technique of his was to play a large part in costing him his empire. For the Troop Carrier Command, which was to be organized in the United States a year after the invasion of Crete would one day mount the attacks from the sky which would stagger the German war machine and make Crete look like the fumbblings of an amateur.

Of course, many of the basic technical ideas were of American origin, and had merely been developed by the German General Staff.

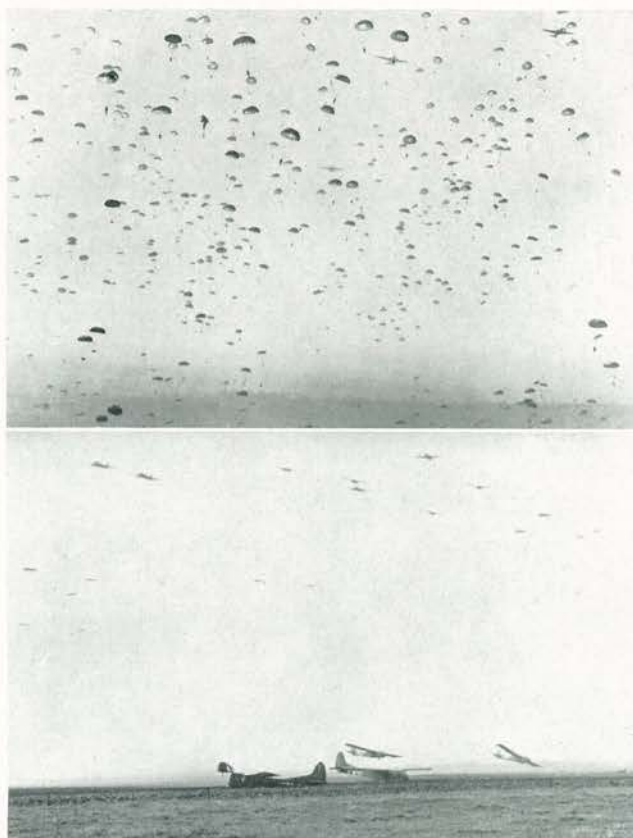
Orville Wright had established a glider record in 1903 when he kept his motorless craft in the air 9¾ minutes, a feat which stood unequalled for ten years. But gliding remained a sport in the States, while in Germany, which was forbidden by the Versailles treaty to build military aircraft, it became a systematic method for training pilots. In 1939 there were 384 licensed glider pilots in the United States; Germany had 186,000.

Some of the earliest parachute experiments were made in the United States, but paratroop

operations were little more than a theory here at the time Germany was able to put from 500 to 600 planeloads of troops over Crete.

As for the tactical ideas underlying airborne operations, one of them is firmly rooted in American folklore as expressed by General Nathan B. Forrest, who said it was ever his aim to "get there fustest with the mostest." When the Army Air Forces organized the I Troop Carrier Command to carry and supply airborne troops it took as its motto what might be called a free Latin translation of General Forrest's remark: "Vincit Qui Primum Gerit."

This Command was formed April 30, 1942, under the name of the Air Transport Command. It soon became evident, however, that the name did not adequately describe the es-



AIRBORNE INVASION.



101ST AIRBORNE DIVISION PARATROOPER CLIMBS ABOARD FOR THE D-DAY JUMP

essentially combatant nature of the Command's functions. So on June 20, 1942, the name was changed to the Troop Carrier Command. At the same time the Ferry Command, which had been transporting planes to England, and the air cargo division of the Air Service Command were merged to form what is now the

Air Transport Command. Announcement of the organization of the Troop Carrier Command was made formally by General Arnold on July 17.

This trading of titles, together with the similarity in the types of planes they fly, has caused the public some difficulty in distinguishing between the Troop Carrier and Air Transport Commands despite the wide differences in their missions. Briefly, Troop Carrier units provide the aircraft, the gliders and the trained flying personnel to take airborne troops into enemy territory. This and the subsequent resupply of these units by parachute bundle or cargo glider are the primary missions of Troop Carrier. When forward air fields are captured, Troop Carrier planes land there with supplies or reinforcements and evacuate the wounded. The Air Transport Command, on the other hand, flies between theaters, ferrying aircraft or hauling freight, mail and passengers.

The I Troop Carrier Command, with headquarters at Stout Field, Indianapolis, Indiana, is the parent training organization of the groups which are in action overseas. It was commanded originally by Brig. Gen. Fred S. Borum, and is currently under the command of Brig. Gen. William D. Old, a veteran of Troop Carrier operations in the China-Burma-India theater.

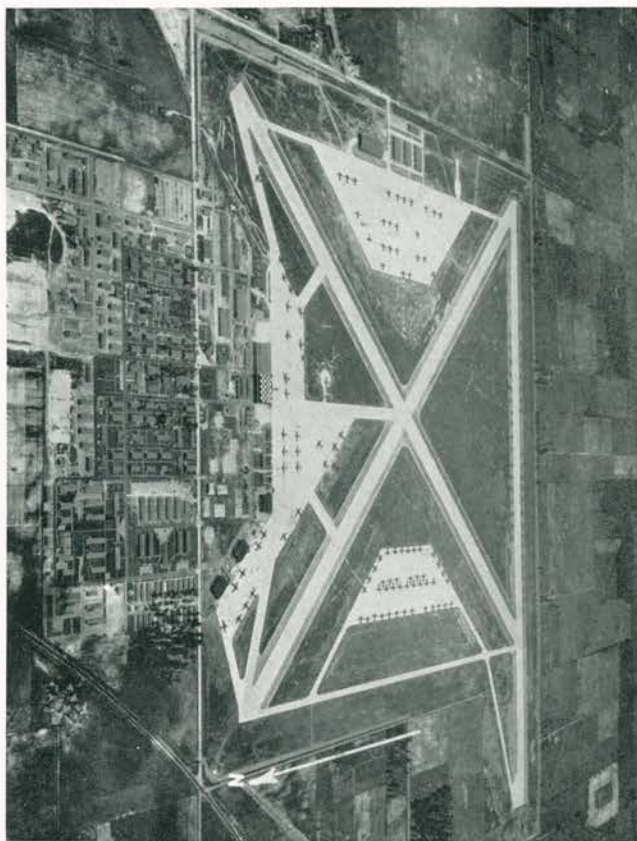


THE C-47 AND GLIDER WERE THE MEANS OF TRANSPORTATION FOR THE ALLIED AIRBORNE ARMY.

The tactical Command under which the 440th Troop Carrier Group went into action in Europe was the IX Troop Carrier Command, headed by Maj. Gen. Paul L. Williams. It consisted of the 50th, 52nd and 53rd Wings. The first of these, commanded by Brig. Gen. Julian M. Chappell, included the 440th, as well as the 439th, 441st and 442nd Troop Carrier Groups.

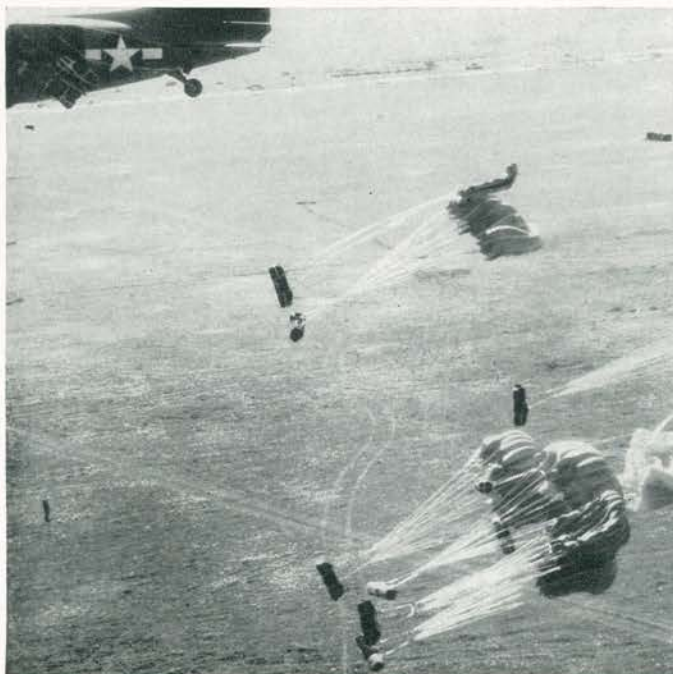
The IXTCC went into action first as a unit of the Ninth Air Force under Lieut. Gen. Lewis H. Brereton. Later, when the First Allied Airborne Army was organized, under the same commander, the IX Troop Carrier Command became one of its essential components.

The building up in two years of the American Troop Carrier forces until they were capable of dropping two divisions behind the coastal defenses in Normandy with a loss in planes equal to only 3 per cent of that suffered by the Germans in Crete is almost a miracle of production and training. As the third year of Troop Carrier operations rolled along increasingly massive airborne blows were thrown at the enemy in Southern France, Holland and across the Rhine. Despite these vast commitments of men and equipment, Troop Carrier units still could be spared to execute brilliant operations on the other side of the world, in Burma and the Philippines.

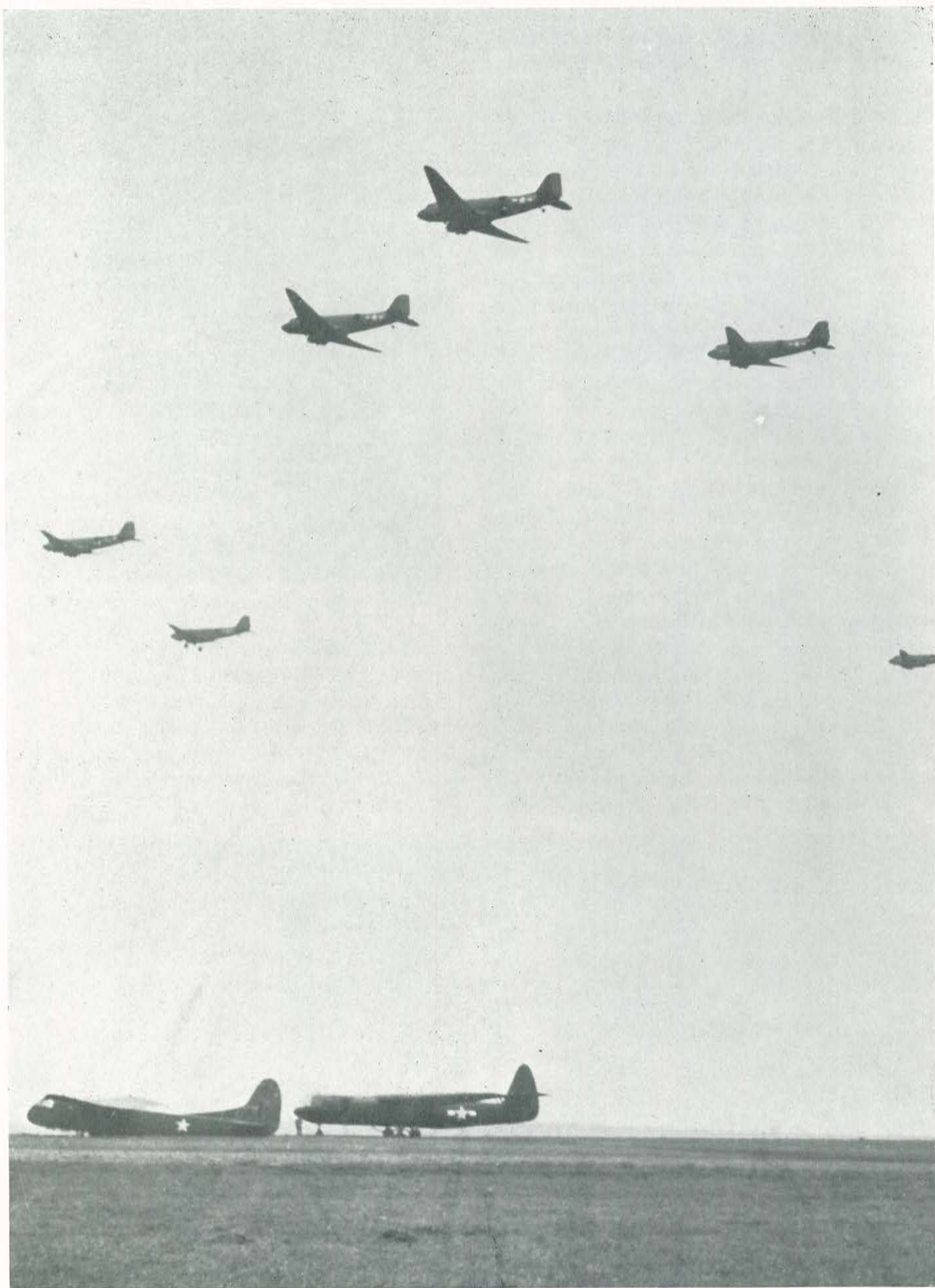


BAER FIELD, FORT WAYNE, IND.

The Troop Carrier Command came of age quickly in the three demanding years between its organization and V-E day. And its history is exemplified in the story of the 440th Troop Carrier Group, which participated in so many of the brightest achievements of this new type of warfare.



HITTING THE D Z.



C-47'S IN PRACTICE FLIGHT

Long Road to Invasion

. . . It was a hot and dusty path, for the most part, and it stretched from Nebraska to North Carolina. It led through a world in which you did the same thing over and over until you had it perfect—then did it again and again. Landings, takeoffs, navigation, engine changes, radio operation, each man learning his job and learning to work as a team with the others. They called it training and it made a fighting outfit out of schoolboys and clerks, carpenters, salesmen and mill hands. From technical schools and flying schools they came to work together in America and England for the day when Hitler would feel their force from the sky.

In the summer of 1943, about the time the victorious Allies in North Africa were preparing to lunge at the enemy's "soft underbelly" by invading Sicily, and about the time of the Russian-German deadlock along the Orel-Kursk-Kharkov line, an obscure cadre assembled at the Army Air Force School of Applied Tactics near Orlando, Florida.

It was June 7th. The group of men held a pre-activation meeting and immediately plunged into the prescribed 30-day course, from which would evolve the nucleus of the new 440th Troop Carrier Group. Just another number then, but at the end of the long road of training and preparation it would be welded into another barb for the javelin to be hurled at Fortress Europa.

On the first day of July, the 440th Troop Carrier Group was formally activated at Baer Field. The cadre arrived at Baer on the 5th and on the 10th went on to Sedalia Army Air Base, Warrensburg, Missouri, to begin training.

Personnel now began to pour in from all directions in the long process of building up to unit strength, a process that would continue for about seven months right up to the day when all would know that the overseas journey was just around the corner.

In the beginning, the cadre had been drawn chiefly from the 434th Troop Carrier Group. Then, another corps of power pilots came rolling in from Bergstrom Field, Texas, while the pioneer glider pilots appeared out of Bowman Field, Kentucky. From the various technical

schools of the AAF all over the country came the enlisted men, each with his newly acquired technical skill neatly tied up into a laconic number.

Thoughts of overseas were few then. Most of the men rejoiced in being part of a new outfit, wondered about their opportunities for advancement, and argued about the relative advantages of different bases in the States. Sedalia wasn't bad. Where would they go next? And then their cross-country hops to look forward to, maybe some of them near home.

Sweating out that first furlough would not be so bad, if one could get an unexpected flying visit in, once in a while. . . . Well, they were new men, eager and energetic, most of them with less than a year's service behind them. And the American war machine was really just beginning to get there.

Behind a screen of processing and paper work, the first glimmerings of unit training began to show through at Sedalia. There were few planes to work with, as little as one to a Squadron and those old crates flew as often as they were flyable.

On September 7th, the young Group moved by air to the mammoth Airborne base at Alliance, Nebraska, to be met there by a new contingent of enlisted men fresh from the final phase training at Baer Field. For them, it had been a long, hot, dirty train ride over monotonous stretches of dry plainland, and for most, from God's country east of the Mississippi.

Alliance, they said, was a hole, a small town



DOOR LOADS GO OUT OVER THE DZ

jampacked with swaggering paratroopers spoiling for fights and little else. But the 440th was a new outfit. There would be ratings open. Corporal mechanics daydreamed of the impressive title of "Crew Chief" as they watched the arriving Group circling the field for the landings.

Alliance Army Air Base sprawls over a great stretch of plain below the foothills of the Rockies. It's said that it is the only place in the world where it would rain in the middle of a dust storm. Airborne lore claimed that a favorite form of company punishment was to send the offending paratrooper out into the sandy wasteland in search of a tree, and having found it, he was to bring it back, plant it, and water the lonely shrub every day.

There was plenty of room for all. Paratroopers, glidermen, and Troop Carrier bustled along with their training programs, never jostling each other before the hour for passes to town. In the beer joints of Alliance and Scotts Bluff, there was little elbow room. Troop Carrier walked softly when they heard the cocky strains of "I Ain't Gonna Jump No More" from the drinking high-booted boys.

It was a good field from an operational

point of view. The long, broad, concrete apron, with a hangar for each Squadron satisfied the linemen. And the section clerks liked the rambling wooden shacks on the line with ample office space for all. But guard duty on that windswept apron was rough during the cold fall.

The long grind of training began in earnest as the Squadrons gradually acquired planes. The days were bright and windy, the sunsets brilliant splashes of color through the rolling dust. Tumbleweed greeted you in the morning and myriads of stars followed you back to the barracks from the theater and the PX.

Pilots were in the air day and night, working away at the rudiments of Troop Carrier flying . . . navigation, instruments, airwork, formations. Later came the first glider tows and the dropping of parachute bundles.

On the ground, basic training was being brought up to snuff with firing on the range, long hikes, and endless lectures. There were welcome cross-country flights to the comparative paradises of Kansas City, Denver, St. Louis, Oklahoma City and others.

Squadron parties were thrown at Alliance, Scotts Bluff and Deadwood. Snow appeared; winter began to edge in, and the men began to discuss the coming maneuvers in the Carolinas as they huddled around the coal stoves.

On the 17th of December, the 440th air echelon took off for Pope Field, North Carolina, in two serials, one flying direct, and the other, towing gliders, remaining overnight at Scott Field. The first long distance mass flight is an exciting affair for a young outfit, but it was accomplished with a minimum of confusion. One serious accident occurred. A glider broke loose from its tug and crashed, killing the pilot.

Arriving at Pope, the Group found their predecessors, the 437th Troop Carrier Group, not as yet moved out. Temporary headquarters were set up along the dispersal area of the field and the men were crowded into inadequate barracks about a mile away.

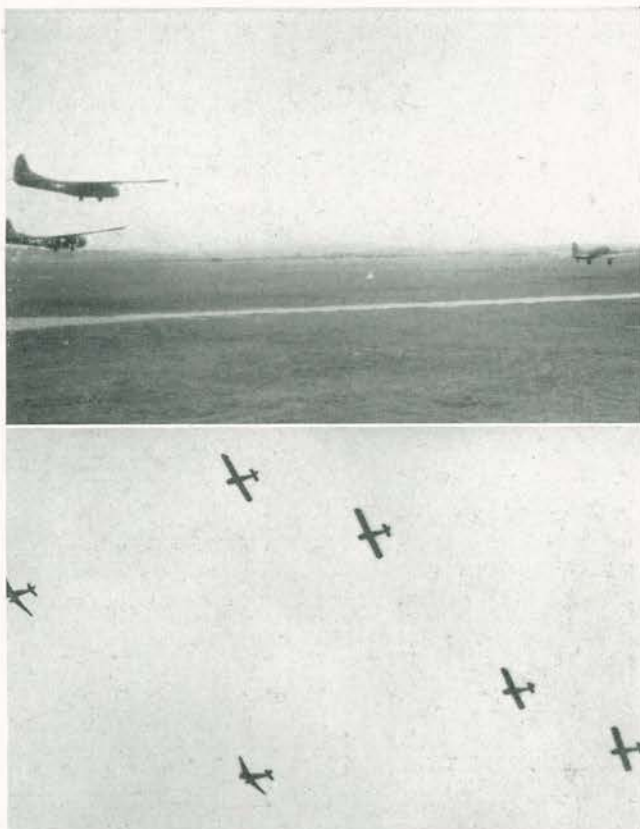
That period of sweating out the 437th's departure was a cramped and exceedingly uncomfortable one. But they finally left and the 440th stretched with relief as they unpacked hurriedly in the regular quarters, for

maneuvers were to begin almost immediately. The ground echelon arrived by rail on the 4th of January to find the air echelon already wearing field equipment.

Pope Field, a part of the well-known Fort Bragg, was a decided change from Alliance. Here was cold, penetrating dampness, frequent rains, and mud, rich, red Carolina mud. Going into the town of Fayetteville meant a long trip in a crowded bus and little to do when you got there. But the 440th was kept much too busy to dwell on those disadvantages. For the Group's first large scale practice missions were already under way.

From January 3rd to January 9th, 1944, together with the 438th, 439th and 441st Troop Carrier Groups, the 440th participated in combined lifts of elements of the 17th Airborne Division and the 82nd Airborne Division.

The successive missions flown were night paratroop drops and air landings at Camp Mackall, the area where the war games were going on. It was a hectic exhausting week with a minimum of sleep permitted. Toward the close of the maneuvers, pilot fatigue rose to dangerous proportions, and numerous cases of near collision in mid-air were reported. But in spite of fatigue and the newness of such operations, the 440th came through the test with flying colors. The debit side chalked up



DOUBLE GLIDER TOW.

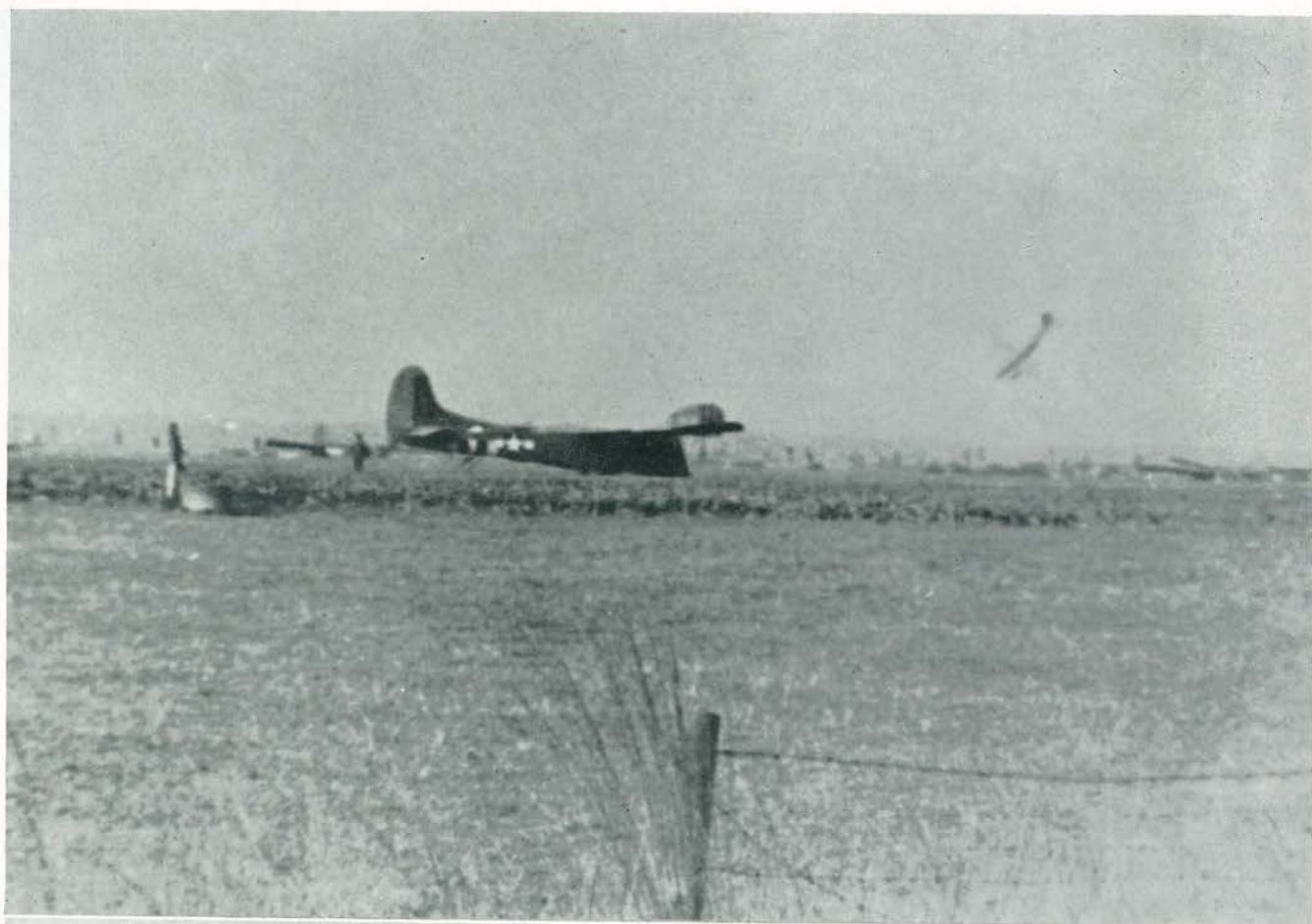
but four abortive planes and one taxiing accident for the entire six days of hazardous flying.

The "hot" pilots were now beginning to shine through. And thoughts of overseas combat now began to crack through to top con-

(Continued on page 93)



READY FOR TAKE-OFF ON MISSION "VARSITY"



AMERICAN C-47 RECEIVES FULL IMPACT OF GERMAN ANTI-AIRCRAFT GUNS

We Sail for Adventure

With training completed at Pope Field, Fort Bragg, North Carolina, the entire Group moved by rail on February 12th to Baer Field, Fort Wayne, Indiana. This was the first stop of the itinerary that was to eventually find the 440th in (jolly) old England.

They arrived at Baer on the 14th, a driving snowstorm not helping them much, and as usual, something was snafued for most of the day was spent in the camp theater sweating out a place to rest their weary bones.

George Fredericks found a piano and did his best to help entertain the boys until quarters were found for the Group. A week was spent at Baer, listening to lectures, getting proper clothing, having records straightened out, the usual physical, (Ha ha) and they were ready to move on.

The usual restriction was lifted after a few days and some of the boys hot-footed it into Fort Wayne. From the glowing reports, a good time was had by all.

For the boys who liked to stay around camp, the usual movies, chocolate sundaes, T-bone steaks, everything that is now just a memory, were obtainable.

For the first time since the Group was activated, an air echelon was chosen and remained

another day while the ground group moved out of Baer Field on February 22nd on the next stop, their last station in the states.

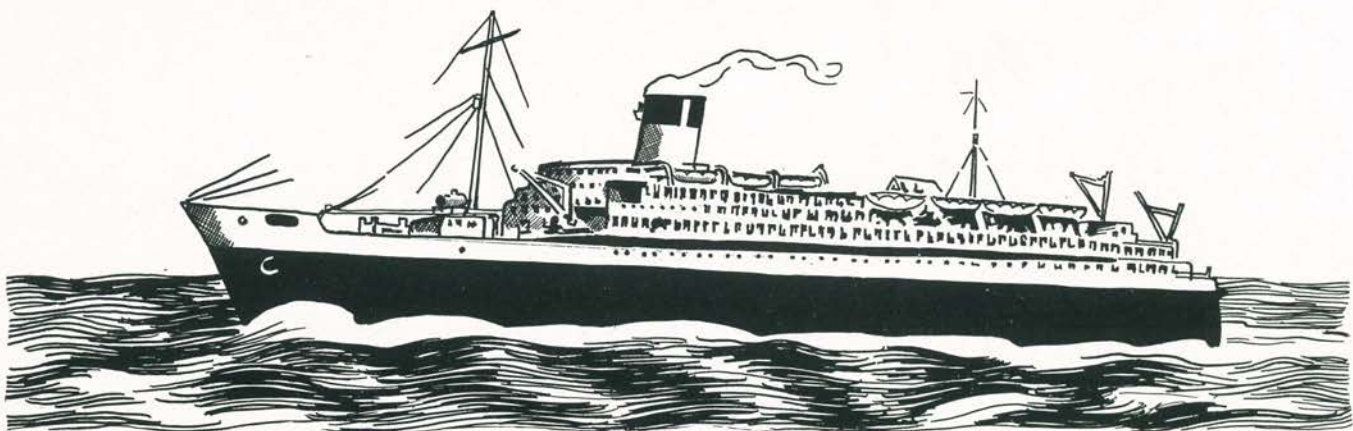
The Ground Echelon arrived at Camp Shanks the following day and although most of the men never had even heard of the place, the many fellows who lived in the northeastern part of America knew that they weren't far from home.

The only thing on the credit side of Camp Shanks was its closeness to New York City. Aside from that everything was a liability.

Many things remain unforgotten after so many months; will any of the men ever forget the size of those messhalls, the call in the morning for details, KP, prisoner chasers, policing miles of area—just a few of the memories of Shanks.

How about the life boat drill? That was about the time most of the fellows would have been willing to lay the odds that they were going overseas, if there was any doubt in their minds up to that point.

Then there was that strenuous overseas physical that all men receive before they leave the states—the only way possible to fail to meet the requirements was the inability to take their



clothes off or not have enough strength to carry a spoon.

To get to the brighter side, there were twelve-hour passes issued to 25% of the personnel, and for the first few days the demand was great, but it petered out as money started to fade away.

The more fortunate were the ones who lived in adjacent areas, some of them getting away every night during their brief stay; but it was rough getting back each morning at 0600.

One of the boys, at least one of them, managed to make a 36-hour week-end pass out of three 12-hour passes with the aid of a few confederates, the system of which must remain a secret. Many training movies were shown during the day. These always helped towards catching up on sleepless nights.

Remember the countless PX's all over the camp with their huge stocks of merchandise and the warnings about not stocking up on goods because "you can always get it overseas?"

On the 10th of March came the expected alert and for the next few days, everything they did, every place they went, was in a formation, to chow, the PX, the movies.

Orders came through to pack and on the 13th the ground echelon made the long march to the train that was to take them to the ferry at Weehawken, New Jersey.

There's one observation that must be made to the average layman; the men in the Air Force have become accustomed to traveling light, planes usually taking them from one

camp to another. To travel by foot with a pack on one's back belonged to the foot soldier—until they left Shanks.

The walk to the train was pleasant since the duffle bags were transported there by truck, but once the train left the camp, the duffle bags were theirs, "to have and to hold."

Did you ever try to carry a fully stuffed duffle bag on your shoulder with a full pack on your back plus a carbine, gas mask and steel helmet? Well, it's damn near impossible for if the helmet doesn't start sliding off, the gun usually does.

That was the picture when the outfit alighted from the train at the ferry. It seemed like a ten-mile hike for some of the boys who were sadly located in the last cars of the mile long train.

The only suitable substitute to carrying the load was a "dragging" process except that the bottom of the duffle bags showed large gaping holes. But they had made the ferry; that was the important thing.

The ferry ride across the Hudson gave the boys that much-needed "ten-minute break" and an opportunity to see the fading light over the City of New York which was to be their last glimpse of America for many, many months.

Unlike the band that played martial music when the fellows boarded the train at Camp Shanks, the one at the pier was "giving out" with swing music; but it's a pretty safe bet to assume that no one was in the mood for dancing at that time.

That buck a year for the American Red Cross was justified, for coffee and doughnuts never tasted as good as the ones distributed by the girls just before the outfit boarded the transport.

Names were checked as the men went up the gangplank of the "Louis Pasteur," a French boat operated by the British Navy. It was built just before the war started, and it was a huge vessel of 35,000 tons.

After dragging duffle bags down countless stairs and numerous passageways, they finally reached "D" deck, which was to be "home" for the next week or so.



One particular group assigned to this not too large "hold" consisted of over 100 men (and there were accommodations for about 60) but somehow they managed, sleeping on tables and benches. Not only was this sleeping quarters, it was also the messhall; and it was difficult to sleep during eating hours.

The boat wasn't scheduled to leave until the morning of the 14th. No one was allowed on deck and smoking was "verboden" in the hold. The lucky ones slept in hammocks, the rest on the floor or on the tables.

The long voyage started the next morning and the fellows were allowed on deck after the ship cleared the narrows of New York Bay and were barely able to see the skyline of New York City through the haze of the morning sun.

For most, this was their first ocean voyage and after the second day out, most of them acted that way. It's a lucky thing for the Navy that they weren't chosen for that branch of service.

The "Pasteur" was making the trip unescorted and that news didn't brighten the trip. The only escort that first day at sea were large flocks of sea gulls, but we soon lost sight of them on the second day. After that all one could see was water and more water with the monotony broken by schools of flying fish.

Below deck, life went on. The fellows made the best of a pretty rough deal, sleeping where they could find space. If no hammock was available, the next best thing was to sleep on the tables and floors.

The food, for the most part, wasn't too appetizing and to most of the boys it didn't matter—they were in no condition to eat. Reservations at the rail were at a premium during the first three days out but the men soon accustomed themselves to the swaying and pitching of the ship.

Fresh water for shaving and washing was obtainable only during certain hours, salt water being used to wash mess kits.

Every morning life boat drill was held which consisted of double timing up the stairs, the passageways and corridors and standing in formation in front of an assigned life boat. It's not a healthy feeling to think what might have

happened in case of any difficulty in mid-ocean.

Cigarettes and candy were plentiful at the PX—Beer and coke were available. Movies were shown during the day, helping to take our minds off the zig-zagging course the boat was taking; it really "rocked" most of the way.

With the approach of sea gulls and an occasional friendly plane, the boys knew they weren't far from their destination. The first sight of land, according to the geography-minded on board, was Ireland. Land never looked so good.

The boat docked outside of Liverpool but because of the tide, everyone was told that they'd RON until the following day. Many of the boys had their first good night's sleep in a week.

Much of the time was taken up feeding bread to the sea gulls, and watching them gracefully swoop down and carry it away.

It was a good feeling to know that the trip was made without incident, although the usual rumors circulated amongst the men about the number of submarines that had been sighted and evaded along with the usual latrine gossip about the boat outrunning them.

It should be mentioned, however, that the British gun crews who stood "watch" through-



out the trip cannot be given enough credit for the fine job done. They were on the job 24 hours a day, firing practice rounds to keep their guns in working order, and at times giving it a realistic touch as we literally "bounced" over the ocean.

The "Louis Pasteur" finally docked at Liverpool on the evening of the 23rd of March. Everyone "carried" their duffle bags down the gangplank for instructions were given that they would not be dragged down. You see, the outfit had to make a good impression on the English. It wasn't too bad for they had trucks to cart them to the railroad station from there.

The 440th ground echelon marched through

the streets of Liverpool in the black of night, their first taste of a real blackout, but they marched along in formation, singing every song they knew from the Air Force song to "Yankee Doodle." Don't know whether the fellows were happy to be there or possibly they were scared of the dark, but they really raised a racket and no doubt made a good first impression on the English.

Liverpool Station and the first glimpse of the British Red Cross girls with coffee and doughnuts were warmly welcomed. From there, a four-hour ride on the train, and we had reached our first English Station, Bottesford. This was in the early hours of the 24th of March, starting our ETO career.

!CONTEST!

What well-known 440th Sergeants
are illustrated below?



To England by Air

On the 23rd day of February, 1944, at Baer Field, Ft. Wayne, Indiana, began a most momentous chapter in the life history of the 440th Troop Carrier Group, for it was on that day that the brand new aircraft with which the Group had been outfitted at Baer began the long trek overseas to begin an active part in the European war against Germany.

Fifty-two aircraft, each straining with eagerness, took off that midwinter morning, circled above the field, and pointed their collective noses in the direction of Morrison Field, Florida, six flying hours away.

Carried in the ships were the members of the Group designated as Air Echelon personnel and although the trip to Morrison Field was uneventful, the general feeling among those aboard was one of anticipation and mild excitement.

The morning of the departure from Baer Field was one of a typical mid-west February day with overcast skies and the feeling of win-

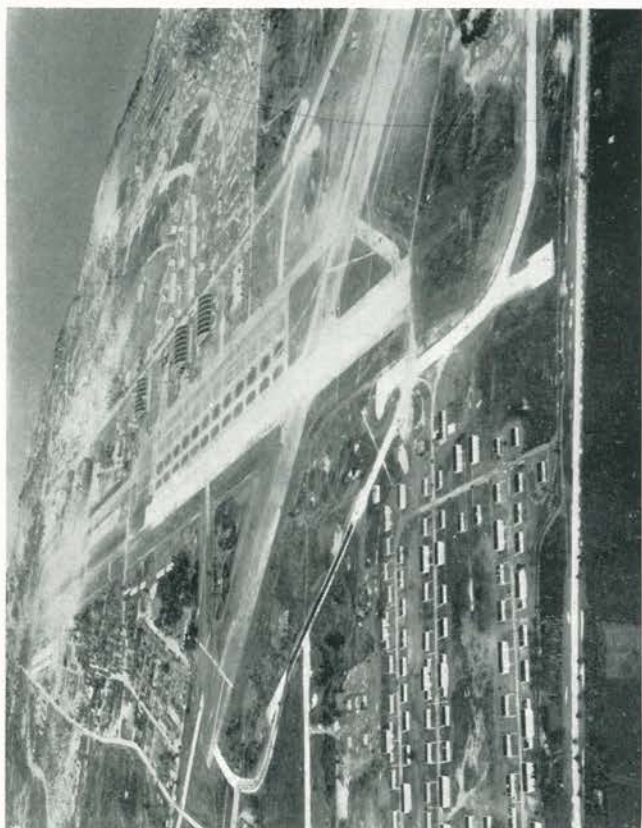
ter in the air but as the miles to the South were consumed, there was a gradual change to broken and then scattered clouds until with our arrival over Florida we were bathed in continual sunshine. It was an exhilarating moment when, flinging open the doors of our ship at the end of the hop, we stepped out from the cold Indiana air still confined in the cabins into the brilliance of the almost liquid sunshine and the clean smell of the sea.

Like snakes shedding their skins, our first motion was to change our heavy winter clothing for "khakis." The release from the oppression of ODs was more than just a change of clothing; it was symbolic of the release from the monotony of training programs; it marked the end of boring preparations, it was the sign that we were "on our way" and the lift in morale was obvious and contagious.

February 24th at Morrison Field was spent in final preparations for our actual departure from the "States." Final briefings were held



MORRISON FIELD, WEST PALM BEACH, FLA.



BORINQUEN FIELD, PUERTO RICO

for all personnel, pilots received their sealed orders, the ATC navigators who were assigned to the Group at Baer Field were questioned by all of us to within an inch of their lives. The post barber shops did a rushing business in short haircuts, and we otherwise chased around "knocking ourselves out."

It remained only for the actual take-off the following morning to impress us indelibly with the fact that this was not a dream but that we were finally and definitely on our way overseas and as we watched the coast of Florida recede behind us we mentally bid goodbye to the United States and turned to face the eagerly anticipated adventures which lay ahead.

Borinquen Field, Porto Rico, was to be our first stop and six hours were consumed in making the hop—six hours of beautiful blue sky, broken here and there by tree-covered islands, of towering masses of billowing cumulous clouds and saturated in dazzling tropical sunshine.

It was a perfect start for our journey and our experiences at Borinquen Field itself when we arrived there added the finishing touches of glamour. The quarters in which we were billeted were adequate but hardly unusual, being simply long rectangular one-story wooden buildings, divided into rooms by thin partitions and featuring a barren screen-enclosed "porch" running the full length of the building. In contrast the quarters of the permanent personnel were palaces of luxury and few who were at Borinquen will ever forget the beauty and luxury of the officers' mess and bar or the breath-taking beauty of the ocean view.



BORINQUEN FIELD, HANGARS, PUERTO RICO.

On the morning of the 26th we reluctantly left Borinquen for Atkinson Field, British Guiana,—flying time, six and a half hours and for most of us, our first sight of South America.

Atkinson proved to have everything we could have asked for in the way of atmosphere; it was an airfield which seemed to have been constructed somewhere else, carried over and dropped squarely into the middle of the densest jungle, a jungle which threatened to engulf runways and everything else at any moment.

Features of Atkinson were freshly picked bananas and avacados served by native girls in the messhall and in the barracks a boa-constrictor guaranteed with every bed.

The feature of our six-hour flight over the jungle from Atkinson to Belem, Brazil, on February 28th was the crossing of the Amazon River. At the point of our crossing, the river was some eight miles wide and because of the low altitude at which we were flying we could not see the opposite shore. The impression was that of crossing a lake rather than a river. Furthering the impression were the steamers and sailboats which plied to and fro on the muddy and sluggish waters.

Before leaving Atkinson Field we had been briefed that upon arriving at Belem we might find rain squalls covering and surrounding the



ATKINSON FIELD, BRITISH GUIANA.

field but that one circle of the field would give the squall time to pass over and we could land in the short interval before the next squall arrived.

Upon arriving at Belem we found this curious prediction to be exactly correct and no less than eight or ten local squalls of torrential



PLANES ON A BRITISH GUIANA FIELD.



MESS HALLS AND CONTROL TOWER AT
BELEM, BRAZIL.

rain like giant pillars of water could be counted drenching as many parts of the surrounding jungle landscape. One of these squalls was just beginning to pass over the field as we arrived but following the formula on which we had been briefed we circled the field once and landed in perfectly clear weather.

The five-hour hop from Belem to Natal, Brazil, was without incident. The thick, tangled, impenetrable jungle growth over which we had flown since leaving Atkinson Field continued until we had passed the halfway point in our flight.

From then on the jungle began to give way to open grasslands and then to even more desolate country until as we arrived at Natal we found ourselves flying over an open, almost barren desert of red sandy soil.

The field at Natal was by far the largest we had yet encountered on our trip and was satisfactorily efficient. Many of our men were quartered in tents and although recreational activities were limited to an open air movie, our morale was good.

Features of Natal were sand and Gaucho boots. The sand was everywhere and the boots were soon the same, as all members of the outfit hurried to the PX to blossom out in the new light-tan footgear which from this point through all our travels was to be the identifying badge of the members of the air echelon.

It was reported that aircraft bound for the other side were stacked up at Ascension Island where the capacity of the field was limited, so we were forced to wait at Natal until the situation ahead had cleared.

Since the city of Natal was forbidden to all except officers of field grade or higher, time



ARMY AIR BASE, NATAL, BRAZIL.

hung heavy on our hands and literally sacks of mail were written. Everyone was extremely security conscious and Intelligence Officers were kept busy answering questions of what could and could not be written.

On the morning of March 2nd our waiting ended and we began, not without some misgivings, the long over-water flight to Ascension Island.

It seemed to many of us almost inconceivable that we could hit such a tiny speck so far away and the confident reassurances of our ATC navigator were most welcome. We need not have worried, however, for every navigational aid for a successful flight was given us and as our ETA (Expected Time of Arrival) approached, Ascension Island lifted itself out of the sea.

We wiped the sweat from our foreheads and landed. The hop had taken nine hours and although the automatic pilot had done much of the work the entire outfit, crew and passengers, were exhausted.

Ascension Island, named by someone (and not without reason) "The Cinder," we found to be simply a huge mass of volcanic ash, growing nothing whatsoever. We were told that somewhere on the island a tree was growing but there was no visual evidence to substantiate the rumor.

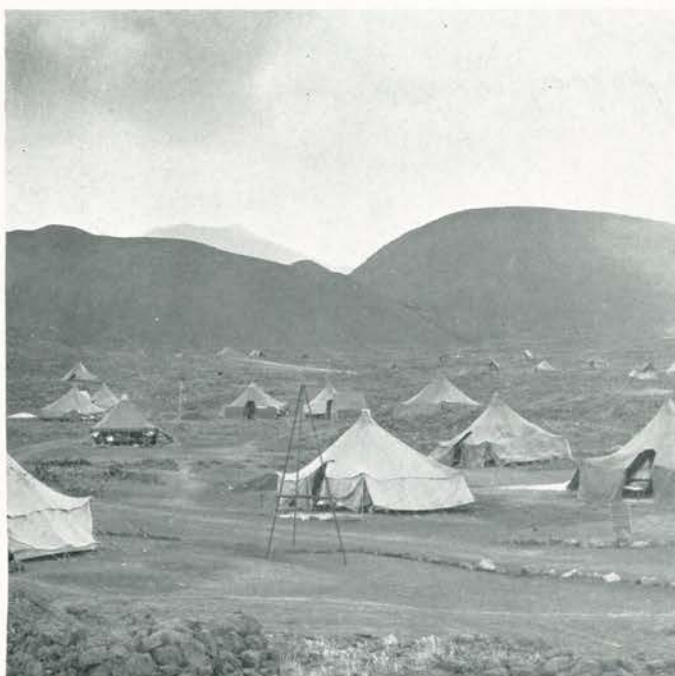
Grass was non-existent but what life the



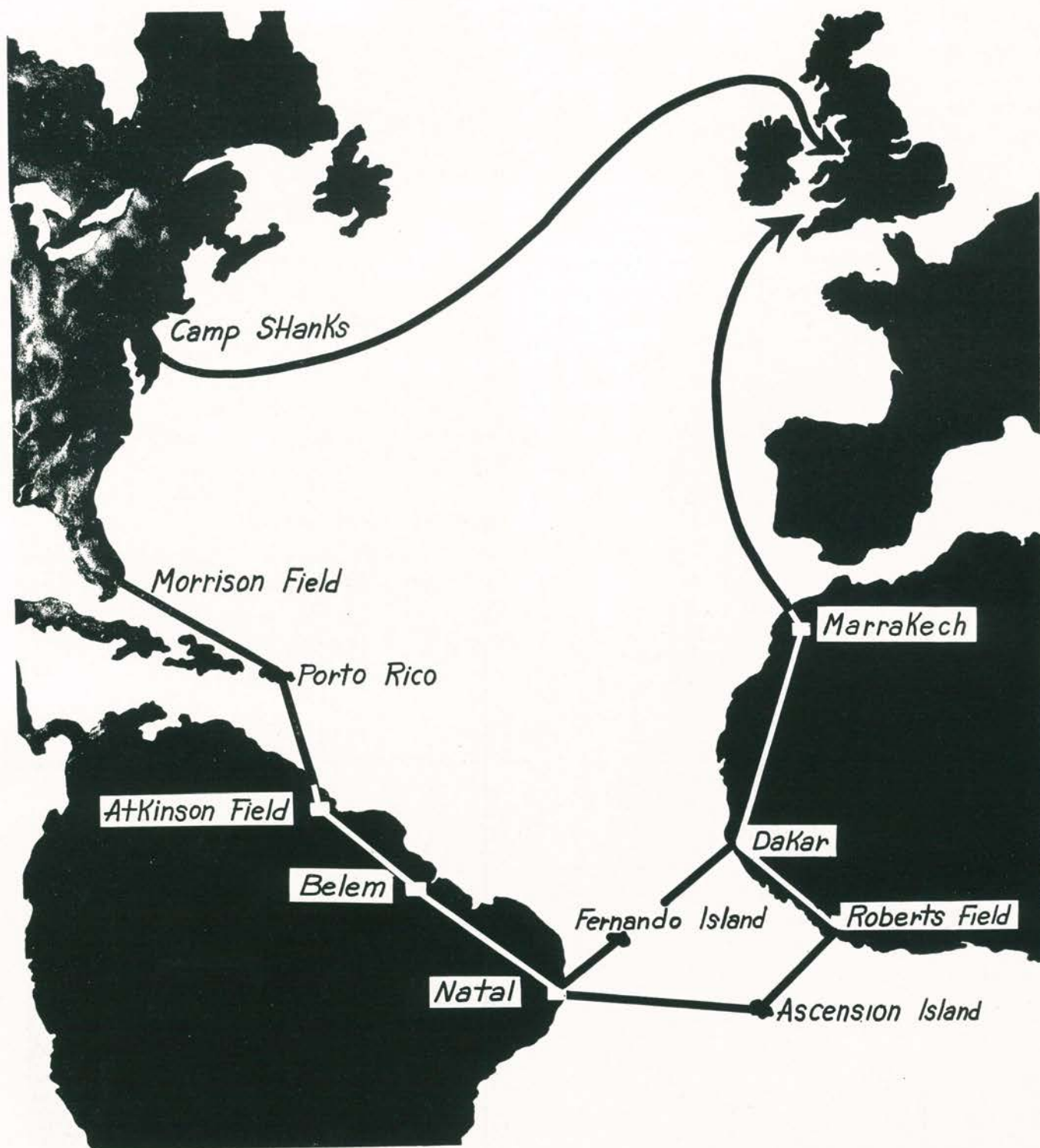
HANGARS ON ASCENSION ISLAND

land lacked abounded in the sea, and many men spent most of their hours on the island fishing along the edges of the island with tackle borrowed from the jungle kits or shooting at the thousands of large black fish that filled every incoming wave of transparent sea.

Bathing along the beautiful sandy beach



LIVING QUARTERS ON THE "ROCK."



and exploring the shore-line for the multi-colored curious seashells were favorite pastimes.

Quarters at Ascension were of the most rugged type and an outdoor movie the only entertainment. A PX existed roughly but its entire stock could have been bought for a ten-dollar bill and the items it contained were the barest necessities.

We were not too unhappy therefore, as we took off from Ascension early the morning of March 3rd and pointed the nose of our ship

towards Africa. Roberts Field in Liberia was to be our seventh stop since Baer Field and the six-and-one-half-hour over-water flight from Ascension Island to the continent was accomplished without mishap.

We greatly anticipated our first view of Africa and were a little disappointed that the jungles of the "Dark Continent" were much less terrifying than the jungles of South America.

Directly across the river which borders one

side of Roberts Field was a native village, complete with straw-thatched roofs, and many hours were spent by all of us in gazing across the river into the village in a vain effort to satisfy our curiosity.

Because of the stacking up of aircraft at Marrakech we were forced to spend an extra day at Roberts Field and many of our men took the opportunity to visit a Firestone rubber plantation and village which was nearby.

A few other and more adventurous spirits hired native boys to act as guides and made more lengthy safaris back into the surrounding jungle to less civilized villages.

The bicycles which we carried in the aircraft as part of our equipment became valuable articles and they were eagerly hauled out of the ships to begin the hundreds of miles which they were to eventually cover in the ETO.

During our stay at Roberts Field we were housed in pre-fabricated one-story barracks of the simplest type of construction, the lower half made of thin sheet metal and the upper half of screen wire topped by a sheet-metal roof which was supplemented native-style by a heavy thatch of palm fronds.

Food here was average or better and was served quickly and efficiently by a host of native boys who assumed a great deal of prestige among their fellows by reason of their employment by the Americans.

Everyone was very malaria-conscious while at Roberts and gallons of insect repellent were used, the fumes of which hung about us all like a cloud.

All men were still very careful of what they wrote in their letters but security was broken in so far as cameras were concerned, as the first pictures of our trip were taken here.

Traffic at fields ahead cleared somewhat and we took off from Roberts Field on March 5th for Rufisque Field at Dakar, a mere five-hour flight, where we remained overnight and pressed on the next morning for Marrakech in French Morocco.

The itinerary of some of the Group planes didn't include stops at Ascension or Liberia. They flew instead from Natal to Fernando Island, off the Brazilian coast. The "Rock," as it is called by the natives, is operated by the

United States Navy and is used as a base for their PBYs.

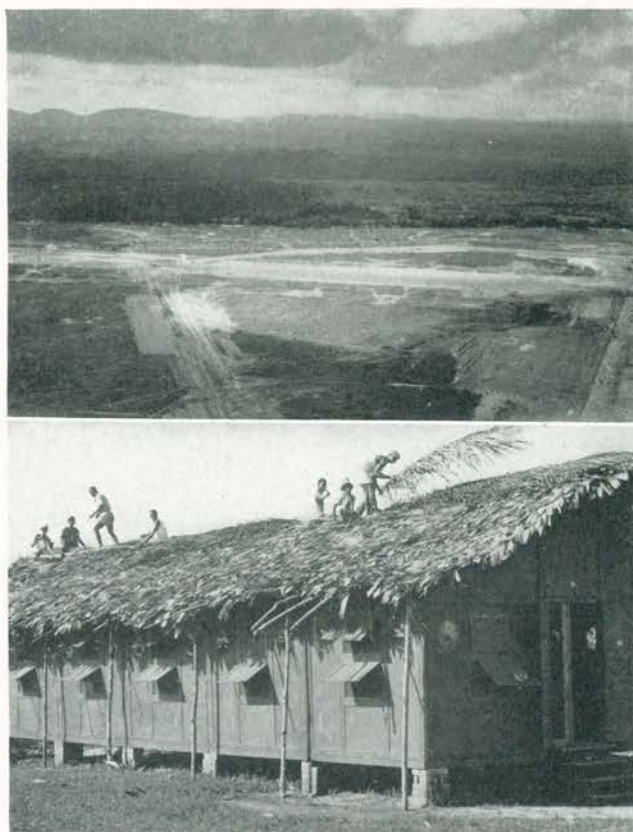
Four days were spent there due to bad weather, the only entertainment being a movie each night. The long days were spent just wandering around the island, gabbing with the Navy personnel or just lying around "in the sack."

Marrakech proved to be by far the most interesting stop of the trip and from the moment when we left behind the barren dunes of the western Sahara Desert, which we had traversed on our way from Dakar and made our way timidly and cautiously at 10,000 feet through a designated pass in the Atlas Mountains into Morocco, until we began the last leg of our trip to England, we enjoyed every moment of our stay.

We examined minutely (and with some disdain) the obsolete Free French aircraft stationed at the Marrakech base and we watched a military review of French Moroccan troops.

On bicycles, in bicycle taxis manned by Arab boys for exorbitant fares, and afoot, we explored the city of Marrakech from stem to stern and some few, by dint of high rank or

(Continued on page 116)



ROBERTS FIELD AND TRANSIENT QUARTERS.



AIRPORT AT BOTTESFORD, ENGLAND

English Bases

The 440th first set foot on English soil at a time of comparative stalemate on the Italian front. The Germans had halted the Allied offensive before the rubble of Cassino, and the American Fifth Army was hanging desperately onto the newly-won Anzio beachhead further north on the west coast of the "Boot." Throughout the miserable weather of that winter, the bombers did their destructive job on Fortress Europa, and to the east, Stalin's winter offensive was driving back deep into the Ukraine.

Between the 8th and 11th of March, 1944, the 440th planes gathered together at the United States Army Air Forces Station No. 481, near Bottesford in the county of Nottinghamshire, the airdrome that was to be their first overseas base. That first flight over the checkerboard pattern of fields, farms, and hills from arrival points in Southwest England to the Midlands was a sobering introduction to the kind of flying that would now have to be

done. In the air, things really would be "rough in the ETO." The Royal Air Force trained the hard way, in the kind of weather that grounded ships in the States—rough air and low ceilings.

The first landing at Bottesford was far from encouraging. A cold wet wind swept the dispersal area and rain soon followed. It all looked very desolate to the air-weary echelon as they stood there in the mud awaiting transportation to the assigned quarters. Few buildings could be seen, for the RAF had done a good job of dispersing possible bombing targets. With the air battle of Britain won, the "Limeys" were a cagy lot. They took no chances. Camouflage discipline was rigid and walking across the "royal grass" was an offense, for that left telltale paths through the mud.

Bottesford airdrome lies 140 miles north northwest of London in the rolling countryside of the English midlands. A tourist's book-



VIEW OF BOTTESFORD AIR BASE.



CONTROL TOWER OF BOTTESFORD, ENGLAND.

let might describe the climate as "damp and cool," but to the newly-arrived Americans it was just plain cold and wet. All round the base lay small farms and cattle pastures, some being actually within the limits of the field. The English were wasting no food sources that year. It was no uncommon sight to see jeeps halted by small herds of cattle in the vicinity of the barracks areas.

About three miles down a rolling, winding road lay the rural village of Bottesford with its two hundred some odd souls. It wasn't much, just a typical old English farming village with old stone cottages and great barns and a towering church steeple, rather picturesque to the visitors. Few Yanks spent much time there, but the little railway station did a land-office business on the run to the city of Nottingham, seventeen miles away.

The field itself boasted three asphalt runways, 1,900 yards, 1,500 yards, and 1,400 yards long, respectively, all three criss-crossing in triangular arrangement. Scattered rows of stucco huts and a few hangars presented the typical British line set-up for maintenance and administrative personnel. It was somewhat disconcerting at first to encounter nothing but stone walls in all the office buildings, for Americans were accustomed to wood, which made the hanging of maps and bulletin boards a simple matter. But before long, all had learned

the trick of gouging out holes and filling them with wood plugs.

The first major difficulty was transportation, a bugaboo that plagued the Group throughout its stay in the United Kingdom. When one left the line at Bottesford, there was a trip of a mile or so to reach the Squadron's quarters. . . . Up a long hill to the water tower, then around the nurses' quarters, past the YMCA teahouse, the Chapel, the NAAFI, and then down another stretch of muddy road to the barracks. In the blackouts, A GI fresh from the States had to trust to luck as well as his sense of direction in order to find his hut and "sack." Before a day had gone by, the 440th was already accustomed to the inevitable "You cawn't miss it" in the polite directions given by the RAF boys on the base. Bicycles were issued to crews and key personnel in order to help the situation, but with the arrival of the ground echelon from the Liverpool docks on March 23 it became necessary to set up some sort of shuttle system with trucks and other vehicles.

Squadron quarters were also stone huts with a number of round Nissen huts thrown in. It took a good deal of crowding and cursing to get all of the Group located, but here again American humor and adaptability won out.

How to keep warm in those cold stone shelters was a maddening problem, for it's a far



CONTROL TOWER AT EXETER, ENGLAND.

cry from the coal of Alliance, Nebraska, to the stubborn coke of England. It takes a lot of patience to get a satisfactory fire going in one of those queer little gadgets the RAF men call stoves, especially when the only available fuel is coke. And scrap wood for starting fires was very scarce. Small wonder the British had so many historic buildings. Everything seemed built of stone, guaranteed to last.

Latrines were cheerless stalls with buckets in them. Washing facilities were poor, and for

hot showers the enlisted men had to journey down to the mess hall area near the line. A record crop of colds and coughs broke out. It rained and rained. At the close of March the homesick GI's wouldn't have given you two shillings for the whole island. "Cut it loose and let it sink" was the general sentiment, especially when that unruffled voice over the public address system broke your sleep during the night to order you to take shelter against enemy aircraft in the vicinity.



VIEWS FROM THE CONTROL TOWER AT EXETER, ENGLAND.



ONE OF THE BETTER "PUBS" OF BOTTESFORD.

But that was before the men began to get around and see the rubble of the Luftwaffe's blitz. That was before they met the British people and saw how they had tightened their belts with an unrelenting determination to win, saw how thin faced and thinly clad the "Gum, chum" kids were, saw the bright faces of the girls with their bare, wind-reddened legs and inadequate coats. That was before they began to have fun in Nottingham. And that was before they saw the historic wonders of London and heard laughter in Piccadilly Circus.

Getting used to British currency had its comic aspects. During those first weeks, one often saw GI's offering ten shilling notes or half crowns for everything, even if it were but a few pence worth of tea and cakes at the base NAAFI (Navy, Army, Air Force Institute, the British equivalent of Red Cross canteens), to avoid betraying their ignorance. Learning the values of pounds, shillings, and half crowns was difficult enough, but when the colloquial "quids" and "bobs" were tossed in the situation looked desperate. Voices rose higher and higher in dispute during the first dice and card game.

At first, getting away from the base for an evening assumed the proportions of a major expedition. If you didn't have a bicycle and happened to be quartered in one of the more far-flung sites, making a train at Bottesford

presented a bit of a problem. Many of the men contented themselves with the half-mile walk through the north side fence for a visit to the little town of Long Bennington. It's small, but the pubs and occasional rustic dances offered some relaxation.

Nottingham was the big attraction. For one shilling thruppence, a half hour's train ride brought you to Victoria Station, where an incredible swarm of service uniforms, both male and female greeted you. Nottingham, a county seat lying on the north bank of the Trent, is an industrial city, normally of a 250,000 population, but at that time it seemed to have been taken over lock, stock, and barrel by the military for the enjoyment of leaves and passes. While some air raids had demolished a section, for the most part the city had remained untouched.

Those first visits to Nottingham were weird affairs. First stops, of course, were the pubs, where Air Force, paratroopers, and British forces men struggled for enough beer, mild or bitter, to satisfy them before the kegs ran dry, and before the warning "Time please, gentlemen!" rang out from behind the bar. All of the pubs were packed. The Yank thirst was limitless, and quiet middle-aged Britains stared in amazement at the nightly bacchanals around them.

Women, apparently were happy to see so

many men around them again, the Nottingham girls, the ATS (Auxiliary Territorial Service), and the WAAF's entered into the spirit of the pubs with unaccustomed boldness. That the war and long hours in war plants had heightened the fever of living was immediately evident in Nottingham.

American swing had taken the city by storm. Dance halls were thronged every night. The crowds were so thick at the Palais, the Victoria, and the Ritz Odeon that the boys took to calling them "rat races." Inside or outside, the girls waited with welcoming smiles. There was nothing elegant about these dances. It was all Army and working British, with scarcely any smartly-dressed women. England was very much at war and few had glad rags.

The blackouts in town were at their blackest. During those first nights, many a 440th man lost his way in the strange darkness and failed to return to Bottesford the same night. And it wasn't always because of unwise drinking. After midnight, little groups of lost souls would band together in a desperate search for the Red Cross where they could get a bed for the night. Directions given freely by the natives of Nottingham helped some, but also often confused the wandering American even more. Those were the occasions when "You cawn't miss it" became an especially madden-

ing phrase. In time, we got to know our way around, but even then a torch (flashlight to you) was an absolute necessity.

In daylight, Nottingham offered other points of interest. For the historically minded, there was the Castle, prominent in views of the city from the south. Occupying the summit of a rock, the seventeenth-century palace, built by the Duke of Newcastle, is now used as a museum and art gallery. And then there was Salutation House harking back to the fourteenth century, an underground pub reputed to be the oldest in England. . . . But if you were looking for your friends, you were more likely to find them at the Black Boy Hotel with its American bar, just off the great Market Square.

Back at the base, rigorous training was in progress. Planes flew whenever the miserable weather permitted, and a number of practice paratroop drops were accomplished with units of the 82nd Airborne Division. Mechanics toiled away in the muddy dispersal areas, chow lines were annoyingly long, spam and powered eggs brought on the usual griping, but the 440th was feeling more at home now. The European Theater of Operations wasn't so rough after all when you could whistle at a cycling WAAF, eat cakes at the NAAFI, and attend the station cinema.

Soon, trips to London began. GI's couldn't



THE CHURCH STEEPLE OF BOTTESFORD WAS ONE OF THE BETTER NAVIGATIONAL AIDS OF ENGLAND.

make much sense out of the first, second, and third-class railway cars, but Piccadilly Circus made plenty of sense to them, and the taxi tours to the many historic points of interest gave them plenty to write home about. These trips went on throughout the days when the Nazi bombs were striking the great metropolis, and some of the boys had stories of narrow escapes.

On April 26 the 440th moved to Station No. 463, near Exeter in the county of Devon. This was the base slated to be the scene of our take-off in the Normandy invasion. It was an enormous change from Bottesford, for Devonshire is England's modest approximation of the Riviera. For the first time, the 440th discovered that England could be attractively green, fairly dry, and quite warm in the month of April. Right off the field, the countryside descended into a pretty valley and then rolled on up into hills with villages and towns visible for a great distance. After a cold winter, Devonshire looked good to us.

The field itself, a civil airport before the war, lies five miles east of Exeter, the pear-shaped perimeter encircling three asphalt runways, 2,040, 1,450 and 940 yards long, respectively. Line offices were the usual camouflaged stucco huts scattered around the perimeter, while a modern control tower building dominated the southeast corner. One area of the

line was reserved for a small RAF Spitfire unit.

On the south side a narrow road with high embankments led up to the different Squadron sites. It was much too narrow for military traffic, but some how the American six by sixes managed to scrape past each other. About halfway up this hedged lane were the mess halls and NAAFI to the left and the station cinema to the right. Beyond the last Squadron area, the road branched off into other lanes leading to the little villages of Aylesbeare and Rockbeare. All along this tree-lined route were farms, haystacks, and orchards.

Recreation on the base itself at first assumed the usual pattern of snacks at the NAAFI, the station cinema, and soft ball games, but before long Special Services swung into action with dances and ENSA shows (British equivalent of USO). The NAAFI tea truck did yeoman service for the men on the line, and later an American Red Cross clubmobile put in a welcome appearance. They say that smells help to prolong memories of places. No doubt the station cinema at Exeter will long be remembered for the rich odor of sheep and fertilizer that accompanied the stroll along the path to the show.

The charming rural area due east of the field beyond the barracks held favorite haunts of



MESS HALLS AND PX AT EXETER, ENGLAND.



NAAFI HEADQUARTERS AT EXETER, ENGLAND

many of the men. A short bicycle ride took one to the much-frequented Halfway House or the Blue Anchor where the drinking of mild and bitter was a far more leisurely affair than the mad scramble of Nottingham. In these pleasant out-of-the-way pubs even scotch whiskey was usually available. The Devonshire pubs in particular had the interesting feature of being divided up into a number of separate lounges, with the tap room as the nucleus. Usually, there was a dart game in progress in one room, a piano in another should the drinkers care to raise their voices in song, and they usually did. Few GI's mastered the complicated scoring system of darts, and those who attempted a game with the skilled local gaffers always met defeat.

They were comfortable places, and it was no effort at all to sit there all evening drinking beer. It's a headier brew than the American beers, and returning bicycles frequently took spills.

Even if you had to walk, it was a bit of all right. Some liked the Halfway House. Some liked the Blue Anchor. And some held out for the more distant Cat and the Fiddle on the road to the quaint town of Ottery St. Mary. It was easier to avoid MP's coming back from that area after curfew.

The main gate near the Control Tower led out into a road that circled the perimeter and

rolled down to the crossroads at the tiny hamlet of Honiton Clyst. A right turn brought you out onto the main highway leading to the city of Honiton. A left turn stretched toward the city of Exeter. A few miles to the right lay another favorite pub, The Crown and Sceptre, with the added attraction of comfortable easy chairs. Not far away lay the town of Broadclyst, which housed the WAAF's who worked at the airdrome. There, the approved hangout was the Red Lion Inn when a WAAF dance was not going on. It was all very pretty country and thoroughly explored by the tireless Yanks.

From the base, a civilian double-decker bus could take you into Exeter if you didn't care to thumb your way. But many didn't care to go all the way to Exeter, for approximately midway was Pinhoe, the site of "B" Camp, home of the ATS girls. And just outside of Honiton Clyst was the modest Black Horse Inn where you could get a pretty good meal for a couple of shillings.

But most of us took our passes to Exeter itself, a bustling city of some 70,000 population with many old houses and red limestone churches. A large area, especially in the shopping district, had been practically levelled during the German blitz. The town Cathedral, one of the most beautiful in England, proudly dates back to the thirteenth century, and the

famous Guildhall in High Street existed as early as the twelfth century, claiming to be the oldest municipal building in the country. Fore Street forms the continuation of busy High Street and descends down a steep hill to the bridge over the Exe River, with a number of old Elizabethan buildings to be seen on the way down. An alley called "The Mint" on the right of Fore Street leads to St. Nicholas' Priory, once the chief monastic house of Exeter. Tuckers Hall with its seventeenth-century panelling and the quaint old Tudor House were among the interesting places that had to be seen. To a great extent, the old city walls still survive in Northernhay, Bartholomew, and West Streets.

With their respects paid to British traditions and history, the 440th settled down to their usual pub crawling. And there was no lack of them in Exeter. Each found his favorite haunts, even into the far-flung corners of the city. In the center of town, the Ship seldom failed to attract the eye and dry throat. Popular bars were located in the Rougemont and Royal Clarence Hotels. One remembers the Royal Clarence for its pictures and elaborate decorations, while the Rougemont calls to mind the sharp-eyed barmaid who very firmly let you know when you had had your quota of gin. Some liked the Shakespeare Inn, but here

the Navy offered some serious competition in drinking.

There are so many uphill, downhill, and winding streets and lanes in Exeter that comparatively few got around to exploring them all, but the sum total of the 440th effort was commendable. Some liked the little uphill park that afforded a short cut between the Rougemont on Queen Street and the Savoy cinema. Others preferred the more out-of-the-way lane that led down stone steps to the Exe River.

At the Allied Club opposite the bus depot British and American uniforms mingled in queues for the tiny cheese and fish sandwiches with the usual tea or foul coffee. Or if you preferred doughnuts, there was always the Red Cross Dugout. For a night's lodging, the elegant Red Cross Club at Haddon Hall would take care of you. And for shows, there were the Gaumont, the Savoy, and the Odeon cinemas. At the Odeon, you could also get a pretty decent lunch according to British wartime standards. Late snacks were difficult to find. Usually, there were a few fish and chips shops open after ten o'clock, and you queued up to get yours, all nicely salted and vinegared in a piece of paper. Some of the boys were amazed to find that "chips" were merely good old French fried potatoes.

As far as possible, the 440th found an Army



MAIN GATE OF THE EXETER AIR BASE.



SOME WENT HERE



THE "BRASS" HERE

home for itself in Exeter. They got to know the country and the people there, and the people got to know them. When, at your departure, British citizens temper their sighs of relief with honest regret, you've unquestionably left your mark there.

The summer months of that year will be remembered for the visits to nearby Channel resort towns. Torquay, twenty-five miles to the south, was of course the outstanding one. A well-organized, very popular resort, Torquay displayed impressive natural beauty as well as many good hotels. The 440th's favorite was the Hotel Imperial with its American bar. Sidmouth, another oft-visited resort town, brings back memories of a background of red cliffs and hills and a shingly beach bordered by an esplanade. Here the Yanks gathered at Bill's Marine Bar. And at the mouth of the beautiful valley of the Exe, ten miles from Exeter, lay the resort town of Exmouth with its sandy beach and two-mile promenade.

It'll be hard to forget Exeter for many reasons. From there we took off for the D-Day missions. From there we made our first landings on hastily constructed airstrips on the Normandy coast. There we celebrated the first anniversary of the 440th Troop Carrier Group. And from there the air echelon took off for the flight to Italy.

Fulbeck aidrome is another kind of story, a briefer and grimmer one. There are few sentimental thoughts attached to the sojourns there, from August 30 to September 4 and from September 11 to September 24 in the year 1944. During that first period the air echelon prepared for a combat mission into Holland that was eventually cancelled. And during that second period in September the fateful MARKET missions were executed. So while Fulbeck never actually was a home base for the entire 440th Group, it will be remembered by the men for the events associated with it.

Fulbeck lies 125 miles north of London and fifteen miles from the city of Grantham in the familiar flat, cool, damp country of Lincolnshire. It's a good airfield, one of the best the Group saw in England. Quarters were newer and more adequate by far than those on the other fields. It's difficult to focus on any sharp recollections of the Fulbeck background. Life there for the 440th echelon began with the briefings in the combined Chapel-gymnasium and ended with the sweated return from the Groesbeek landing zone.

That was England. By the end of September, the last 440th man had scraped the "Limey" mud from his boots and turned his eyes toward France.



INVASION BY SEA—OMAHA BEACH A FEW DAYS AFTER D-DAY

OPERATION "Neptune"

NORMANDY

. . . Invasion from the sky, the only really new technique developed in the Second World War. You can trace its ancestry to the Greeks smuggled into Troy in the great wooden horse by night. There is the same element of surprise, of sudden, daring appearance in the enemy's camp, but still, in its actual being, the leaping of strong defenses by parachutists and glider troops is something new in Mars's bag of tricks. Refined, polished and perfected by the Americans after its first use by the Nazis, airborne attack faced its greatest test when on the night of June 5, 1944, C-47s of the 440th Troop Carrier Group shouldered their way into the air from an English airfield and headed for Hitler's stolen stronghold of France.

As the spring of 1944 wore on there was one subject which occupied the minds of men all over the world to the exclusion of almost everything else. In restaurants diners mapped out on the tablecloths their conception of the strategy; in barracks it was settled a dozen different ways in bull session strategy. In London Ike Eisenhower knew the answer, but in Berlin Hitler could only guess.

There were two phases to the question: Where? and When? Where would the Allies strike against Hitler's western wall and when would the blow come? To the second part anyone who was in England as that June began could have answered, "Soon." For the island was packed to overflowing with men and guns, planes and jeeps and the million items that make a modern army function. As to where the Allies would strike it was still anybody's guess. The Calais area looked tempting to some amateur tacticians; other predictions wandered along the curving miles of the entire coast of Western Europe. Only one thing was certain; it would be a hard, tough fight. For four years Hitler had occupied France with the time, the slave labor and the equipment to erect defenses along the beaches. He had the cold-faced Prussian, Von Rundstedt, to direct the battle when it came, and his prize bully, Rommel, to rush his Panzers to the danger spot.

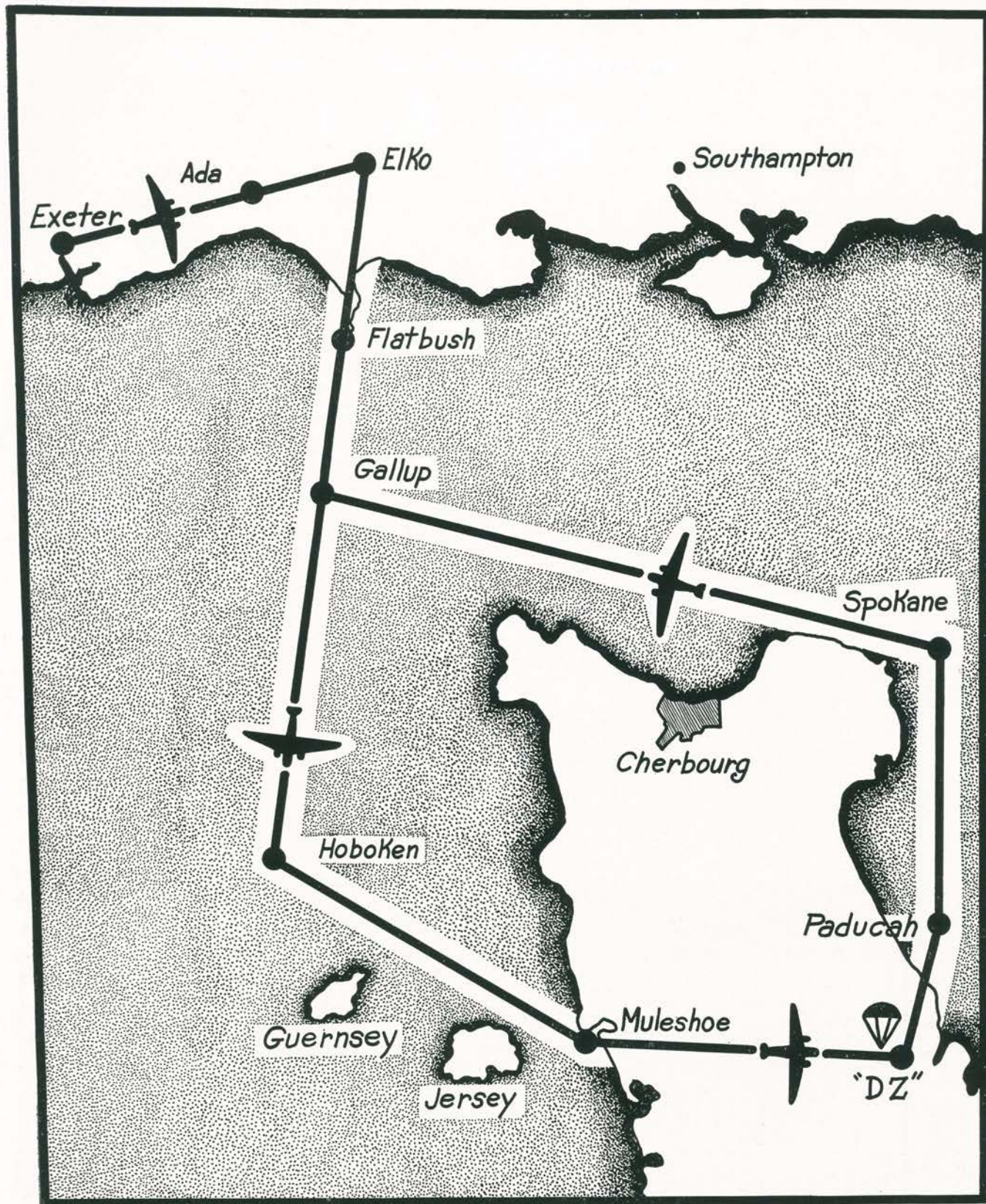
Since the day nearly a year before when the 440th Troop Carrier Group had been activated at Baer Field, Indiana, there had been

little doubt in the minds of most of its members that it was being trained for one thing—the aerial invasion of France. This feeling gave point and purpose to the repeated maneuvers and training flights which occupied the spring months in England.

Still there were a few who couldn't believe the real thing actually was at hand when the 440th's base at Exeter in Devonshire was sealed on June 1. Military police saw to it that everyone who belonged on the field stayed in and everyone else stayed out. But the cynics recalled that there had been other restrictions before, and they had been nothing but dry runs.

What the doubters did not know, however, was that Col. Frank X. Krebs received on June 2 Field Order Number One giving most the answers on the invasion, Operation "Neptune-Bigot." The exact date was still to be set, but the place selected made it clear why the Group had been moved to Devonshire from the Midlands a month before. The French territory nearest to Exeter was the Cherbourg peninsula, and it was there that the Allied troops were to land by air and sea, seal off the thumb of land, take the great port and spill out into Normandy.

At 2100 the night of June 2 Colonel Krebs called together his staff and the commanders, intelligence and operations officers of each squadron to give them the information and to outline the detailed work and planning which had to be done quickly.



The need for haste became evident when the invasion date was set for Monday, June 5, which meant the Troop Carrier aircraft would leave their fields late Sunday night.

In order to prevent our own navy and shore anti-aircraft gunners from firing on the aircraft by mistake, broad black and white lines

were painted around the fuselage and wings of each aircraft. The danger of friendly batteries shooting at our planes in the heat of battle had been tragically learned by the Troop Carrier Command in Sicily.

Maj. Gen. Paul L. Williams, then a brigadier general, in command of the IX Troop

Carrier Command, talked over the coming operation with Colonel Krebs and his key officers at 0925 on the morning of June 3 at his aircraft on the Exeter field. He brought from General Eisenhower a message on the importance of Troop Carrier's role in the assault.

That afternoon at 1300 crews of the 45 planes which were to participate in the first mission were briefed on the general situation, with more detailed instruction left for the next day. Then they were marched to separate Nissen huts surrounded by barbed wire. From that time until the completion of the mission they were severely isolated from anyone to whom they might carelessly let slip some vital piece of information. Similarly guarded were the map rooms, where diagrams and overlays of the course to be flown were being prepared.

Segregated in their own area were parachute troops who would form the combat payload of the 440th's planes. They were members of the Third Battalion, 506th Parachute Infantry, and the First and Third Platoons, Company C, 326th Airborne Engineer Battalion Supply, units of the 101st Airborne division.

Weather forced a 24-hour postponement and it was not until 1500 June 5 that the final briefing was given in the building known as the "old officers' mess." There the crews saw the rectangular route which would take them

across the Cherbourg peninsula from the west to drop their load of nearly 800 paratroopers near the village of St. Mere Eglise. These troops then would participate in the 101st Division's mission, which was to capture and hold the strategic town of Carentan and to get astride roads and bridges, denying them to the enemy's reinforcements and keeping them for our troops. The Fourth Infantry Division, landing from the sea, would join in the attack on Carentan.

After the crews had received the details of navigation and communication facilities, been instructed on altitudes and speeds at which to fly, and warned that no evasive action could be taken until the sticks of paratroopers had been dropped, they bowed their heads as Chaplain Wright placed them in God's care.

In the late twilight the heavily burdened paratroopers assembled around the C-47's. Crews reported to their stations wearing flak suits, the only armor which was to stand between them and the enemy's shells. Their pockets had been emptied of all papers and personal belongings which would identify themselves or their unit if they should fall into enemy hands.

As crew members made final inspections of the planes, the paratroopers listened quietly to instructions from their officers and tested their equipment.



CHAPLAIN WRIGHT PLACES 440TH CREW MEMBERS IN GOD'S CARE.



TWO OF THE FAMOUS "FILTHY 13"

Among the waiting troopers were the famous Filthy Thirteen. This demolition squad was composed of Indians, and they added a warpaint touch to the camouflage which daubed their faces. Months before they had agreed not to bathe until D-Day and the faithful manner in which they carried out this promise had forced their comrades to isolate them in a living area all their own. Tough, ready to fight anyone and taking orders only from the lieutenant who had won their respect by his ability to lick any man in the squad, these thirteen soldiers were widely publicized and came to typify to many persons the ruggedness of the paratroops. They knew as they checked over their gear that night that there was little chance of their return because theirs was the risky job of blowing up bridges. Later attempts to trace these men led to the conclusion that most if not all of them must have been killed.

Finally, the troops clambered aboard and the planes were ready to go. There were eleven planes from each squadron except the 98th, which provided twelve. Colonel Krebs (then lieutenant colonel) led the formation, and the men standing by the control tower and along

the runway saw his plane leave the ground at 2350. He circled until the other planes, gaudy Christmas trees with all formation and navigation light aglow, had fallen into place behind him in the V of Vs formation, then headed for the 50th Troop Carrier Wing assembly point, with the code name Ada. There the Group's planes rendezvoused with others of the Wing, then proceeded to the point called Elko, where, at 1500 feet, the IX Troop Carrier Command assembled the greatest armada of its kind in history.

Once in formation the command headed for Flatbush, the point at which the friendly land of England would be left behind. As they hit Flatbush the planes dropped to 1,000 feet and kept descending until they were 500 feet above the water, hitting a steady 140 MPH indicated air speed in order to conform to the rigidly established time schedule. The closest following of designated paths, times and altitudes was important because of the necessity of fitting the airborne operation in with the entire invasion and because friendly gunners might fire upon planes which varied from the pattern. The pilots were aware that the corridor, 10 miles wide, which would lead them across the Drop Zone was designed to skirt as far as possible the range of enemy anti-aircraft guns.

Four minutes after the formation had passed Flatbush, navigation lights and cabin lamps were extinguished, and the planes flew on in the dark. Below, in the channel, a naval vessel called Gallup flashed its green L, and the pilots knew they were on course.

Of course, the planners of the operation had known the planes could not reach German-held soil undetected. The giant ears of the German radar devices, the Wurzburgs and Freyus, were expected to pick up the intruders 10 or 15 minutes before they could make a landfall and track them in. In an effort to confuse these defenses a diversionary force of RAF Stirlings parted with the C-47 formation to simulate an airborne attack closer to the base of the peninsula on its west coast.

At Hoboken, another ship identified by a flashing light, the troop-carrying planes swung to the left to cut across the peninsula to the DZ. The Stirlings went straight, instead of

making the turn, and dropped large quantities of "window," strips of silver paper which have the same effect on radar devices as do aircraft.

Colonel Krebs and his co-pilot, Lt. Col. Howard W. Cannon, then major, saw the green light of Hoboken flashing its long, short, long, short. The right wing lifted and the plane swung up to the left, the others of the Group still in formation behind it. They were climbing now, nosing toward the 1,500 feet at which they were to cross Muleshoe, the Initial Point through which they would enter the air over France.

Intense light flak which had come at them from the Channel islands became even thicker now as they reached the mainland. The crews, most of them in combat for the first time, could see the balls of flame coming up with deceptive laziness. They didn't look particularly dangerous until they began to strike and tear at the planes.

Without wavering, however, the 45 planes stuck to the course, nosing down toward the 700 feet at which the jump would be made and slowing in the midst of that deadly fire to 125 miles and hour.

Clouds by this time were making it difficult to see landmarks, and locating the DZ was based largely on instrument skill. Pathfinder troops, who had jumped shortly before, had laid out a T of red lights to mark the location

of the zone. Only a few of the pilots, however, were able to see and make use of this aid.

The land consisted of rolling fields, half cultivated and half left to pasture, separated by hedges or rows of trees. Just east of the Y of the Douve and Merderet rivers lay an oval-shaped flooded area between a double track railway and the Carentan-St. Mere Eglise highway. Drop Zone "D," the target for the 440th, lay southwest of St. Mere Eglise near this flooded area and east of the highway.

In the planes the paratroopers were standing, their chutes hooked up for the jump. The red light flashed in each cabin. It would only be a few minutes now. Tense and quiet, the troopers waited. Pilots and crews were tense, too—determined to put these fighting men where they were supposed to go. Suddenly the DZ was below them and the pilots hit the control which flashed the green light.

Go!

Routinely, almost as an anticlimax, the men stepped out. They went out fast, very fast, but without disorder. One minute the planes were full of men; the next they were empty.

The first plane had reached the DZ at 0140 and five minutes later the tail of the formation was picking up speed from the 110 miles an hour to which they had slowed for the jump. Most of them had dropped their paratroops without incident, despite the constantly in-



READY TO HIT THE SILK.

creasing flak which had grown in intensity during the preceding six miles.

In plane number 917 of the 96th Squadron the signal light failed to work, and the pilot, Capt. Arthur T. Douglass (then a first lieutenant), turned and made another run over the zone. This time eleven paratroopers jumped. As the twelfth man reached the door he was struck by anti-aircraft fire, which exploded a grenade he was carrying. The men following him were knocked to the floor. Captain Douglass, mindful of his orders to get the men out, made a third pass at the DZ. The jolted paratroopers still were in no position to jump, however, and a fighter which now had fastened itself to the tail of the C-47 made any further attempt to drop the troops impossible.

"Despite a wrecked instrument panel, flak-riddled fuselage and useless hydraulic system, he successfully executed the hazardous journey back to his home station." That is how the citation reads which awarded Captain Douglass the Distinguished Flying Cross.

Their mission accomplished, the planes now headed for the east coast of the peninsula. Bursts of flak lighted the dark (it was still four and a half hours until dawn) and the ships, no longer forced to hold a steady course, twisted their way through the looping shells and hugged the Normandy hills, calling on their engines for 150-mile-an-hour speeds.

Plane after plane now was being hit by flak or small arms fire. The 96th, which came in as the third squadron of the Group over the DZ, received the full fury of the flak. Two of the squadron's planes crashed shortly after they had dropped their loads of paratroops.

They were 914 with 2nd Lt. Alton R. Keller, pilot; F/O George N. Crowell, co-pilot; T/Sgt. Edward A. Bluestone, crew chief, and Cpl. Carmen C. D'Amico, radio operator, and 733: 2nd Lt. William H. Zeuner, pilot; 2nd Lt. Harry N. Lunsden, co-pilot; S/Sgt. Albert T. Margotto, crew chief, and Cpl. William F. Bellinghausen, radio operator.

Plane 905 of the 95th squadron also crashed in flames in those desperate miles just past the Drop Zone. Its crew was 1st Lt. Ray B. Pullen, pilot; 2nd Lt. John M. Greeley, co-pilot; S/Sgt. Finney W. Gordon, crew chief, and S/Sgt. Sidney H. Saltman, radio operator.

Fighting their way through gunfire the remaining planes crossed the coast at Paducah, again bearing left over the ship called Spokane, where a still sharper left bank took them to Gallup. There they rose to 3,000 feet for a retracing of the route back to the Exeter air-drome.

At the airfield many of the ground men, mechanics, clerks, cooks were waiting to "sweat" the planes in.

"Here they come," somebody yelled, and the



FIRST CASUALTY OF THE BATTLE OF FRANCE.

job of counting the planes as they landed began. Once in a while a man would turn away in relief as he saw the plane carrying some good friend land safely.

There was a stir in the crowd as a red flare shot from one of the planes. The control tower gave it priority in landing, and the ambulance crew rushed to meet it. Aboard the plane, 927 of the 97th squadron, was a paratrooper who had been shot by a tracer bullet just before reaching the DZ. Thus the pilot, Capt. Joseph T. Rozneck (then a first lieutenant) had brought what was probably the first casualty to be returned from the battle of France. His crew chief, T/Sgt. Donovan J. Cavanaugh, had administered first aid to the wounded man.

As Major (then first lieutenant) Philip E. Curtis of the 96th Squadron brought in his plane, 911, the waiting men could tell he was in trouble. One engine was dead, but the pilot landed it safely. Aboard the plane was the Group's first Purple Heart winner, S/Sgt. Ernest S. Iannuccilli, radio operator, who had been wounded in the neck.

While the remaining planes were landing, the pilots on the earlier ships were being interrogated by their squadron intelligence officers. After they had recounted the details of the mission, how the communication facilities had worked, where the flak was the heaviest, what they knew of other planes that had gone down, and after they had taken a relaxing drink, most of the crews headed for their huts.

The 440th's part in the invasion of Normandy was not over, however. There remained the problem of supplying the airborne units until sea and land supply routes could be established.

Accordingly, when reconnaissance planes saw signals which were interpreted as a request for supplies, it was determined to fly mission "Memphis" on June 7.

Sixty-two planes were sent to Welford, England, where they were loaded with parachute bundles of ammunition, gasoline and K rations to be dropped at Landing Zone "E," just north of the spot where the Group had made its drop the preceding day. Other Troop Carrier groups had landed gliders on the field where the supply packs were to be dropped.

The first 440th plane took off from Welford

at 0442 on June 7. The route was a slight variation of that flown the day before. It called for the Group to follow the D-Day path through the Elko and Flatbush to Gallup, then cut over to Spokane and Paducah and drop the supplies, then make a 180-degree turn to the left and retrace the course.

As the V of Vs formation approached the French coast near Point de Barfleur at about 0630, 1st Lt. James L. Leach noticed a fighter flying ahead and far above him, and was reassured by the knowledge that Spitfires and Thunderbolts were providing cover for the unarmed supply planes.

The feeling of confidence turned to alarm, however, as he saw a cluster of what looked like tiny milk bottles drop from the plane and fall squarely upon the C-47 flying below it. The Skytrain burst into flames.

Inside the burning plane 1st Lt. John P. Goodwin of the 95th Squadron was fighting to hold his scant 100 feet of altitude. The port side of the cabin had been blown out, both engines were blazing and the wind screens and roof of the cabin were gone.

The co-pilot, Lt. Cyril D. G. Wire, was giving first aid to the navigator, Lt. Richard P. Umhoffer, who was suffering from shock and severe cuts and bruises. Blood was flowing from a gash in his forehead. Quickly Lieutenant Wire did what he could for the wounded man, then turned to help Goodwin in his battle to bring the plane under control.

By this time the aircraft, number 902, had dropped out of the formation and the pilot had made a 180-degree turn preparatory to ditching. With its port engine still functioning the plane hit the choppy water of the channel at 80 miles an hour.

The three men fought their way out of the smoke-filled cabin. Lieutenant Goodwin reached the top of the right engine nacelle; Lieutenant Wire stood on the plane's nose and Lieutenant Umhoffer clung to the left side of the plane.

Looking down into the fuselage, they could see the bodies of the crew chief, S/Sgt. Harold G. Blair; the radio operator, S/Sgt. Paul L. Shrull; T/4 Irving MacDonald, war correspondent for the Southern Base Section, and an enlisted man of the 101st Airborne Di-



RESCUE CRAFT APPROACHES C-47 "DITCHED" IN THE CHANNEL.

vision. The men, who had been grouped around the door preparing to push out bundles, must have been killed instantly by the explosion.

Almost immediately an American PT boat swung alongside and threw ropes to the men. As they grasped the lines the plane sank lower in the water and disappeared within five minutes.

During the fifteen or twenty minutes required to get the men aboard the PT boat, Lieutenant Wire held the rope with one hand, while with the other he supported the injured navigator. For this action he was later awarded the Bronze Star.

The PT boat transferred the fliers to the USS Tuscaloosa, which returned them to England. The three officers had no idea what had caused the explosion. From Lieutenant Leach and other pilots in the formation it was learned later that the cluster of bombs, apparently released accidentally from a friendly plane, had struck number 902 and exploded some of its cargo of ammunition.

At 0633 the first plane flew over the LZ at 500 feet and 120 MPH. The last plane made its turn for home at 0639. Flak was intense over the entire area, with machine gun fire heavy northwest of the drop area.

Flak over the LZ almost cut off the horizontal stabilizer of the plane flown by Lt.

Adam Hisgen of the 96th, rendering the elevator useless. The plane dived sharply, and pulled out with its wheels almost rolling on the ground. With the control wheel "back in my stomach all the way," the pilot managed to bring the ship back to England only a few feet above the waves of the channel.

"Funny thing," he said later. "I made one of the best landings I ever made. Guess I had to."

Almost every plane was being hit by now, and eleven of them were to require extensive repairs. Lt. Aldo L. Tombari, a 96th Squadron navigator, was severely wounded by flak.

As plane 078 of the 97th Squadron made its turn after dropping the supplies, its right engine was struck by gunfire and started smoking. While the plane rapidly lost altitude, Lt. Jerome M. McQuaid and Lt. William G. Kelly, pilot and co-pilot, attempted to feather the right propeller, but were unable to because of lack of oil pressure. The order to ditch was given and the plane hit the water at 75 miles an hour, striking tail first and jarring to a quick stop.

The navigator, Lt. Jacques L. Sherman, jr.; crew chief, S/Sgt. William E. Batchelor, and the radio operator, Cpl. Anthony Tanzola, escaped through the door, the pilot and co-pilot through the top emergency hatch. They watched from their dinghy as the plane sank

and were picked up by a PT boat a few minutes later. After being given dry clothing and hot coffee they were transferred to the USS Quincy.

About the time plane 735 of the same squadron was making its turn its crew noticed guns slightly to the left begin firing at the squadron leader's plane flown by Capt. Warren B. Howe just ahead. Then the men on 735 felt bullets striking their own plane with a sound described by the co-pilot, Lt. William J. McGillis, as "like pebbles banging inside a tin can."

The plane was flying low, and the crew could see smoke coming from the right engine. Suddenly a great cloud of smoke billowed into the cabin, and the pilot, Lt. Kurt F. Ullman, knew the damage to his craft had been serious. In addition to the right engine the hydraulic system had been shot out and, although the crew did not know it at the time, the landing gear was down. The right propeller could not be feathered, and it became apparent that it would be impossible to get home. The left engine was turning over at 2,800 RPM and could not be slowed down. The crew was told to prepare to ditch. S/Sgt. Robert S. Barham, crew chief, and Cpl. Leo E. Bovy, radio operator, braced themselves for the impact. The tail wheel touched the water first, then the plane came to a violent stop as the landing wheels hit.

The pilot and co-pilot, after getting rid of flak suits and other paraphernalia with some difficulty, went back toward the door. There they found the other members of the crew uninjured and the dinghy inflated. They stayed in the plane until a PT boat came along about 10 minutes later. After being transferred to the USS Tuscaloosa they were sent aboard the Quincy, where they met the crew of 078 and were landed with them at Portland.

The plane which had survived the hail of flak returned to Exeter to complete the 440th's second combat mission.

There the crews heard the story of how Lt. (later Capt.) Russell C. Hennicke of the 98th Squadron, flying with another Troop Carrier group on June 6, had distinguished himself in a manner which later brought him the DFC. He had run into heavy clouds a few minutes

from the Drop Zone and had been forced to pull out of formation to avoid a collision. On emerging from the clouds he saw the rest of the formation in front of him and at a higher level, already dropping their paratroopers who were falling into the path of his propellers. At the same instant the ship was hit by anti-aircraft fire which knocked out the right engine and cut all hydraulic lines.

Hennicke immediately signaled his paratroop load to jump and swung his ship violently to avoid the men dropping in front of him. The sudden shifting of the load, together with the loss of one engine, caused the plane to dive. At 50 feet the pilot succeeded in pulling out.

The badly damaged plane managed to reach England, although at times it was only three feet above the Channel and the crew had to toss out everything movable to lighten the load.

As the Allied armies strengthened their hold on the continent, air strips were put into operation, and little more than two weeks after D-Day, C-47's of the 440th were landing on the Far Shore. Sixty-five planes took off from Aldermaston in elements of five planes every hour beginning at 0430 June 23. They flew 260,900 pounds of ammunition to France and returned with wounded men and 1,000 pounds of mail.

Flying to the continent still was dangerous. Twenty-three aircraft were damaged on the mission of June 23 and 24. One plane received damage from small arms fire and flak in the mid-wing section, left engine and right landing wheel. In fact, it was so badly crippled when it limped back to Exeter the plane was not repairable. Its name, appropriately, was "Crapped Out."

On June 11 Colonel Krebs received this message from the commanding officer of the 50th Troop Carrier Wing:

"FOLLOWING MESSAGE FROM CG INTCC IS REPEATED FOR YOUR INFORMATION QUOTE THE MAGNIFICENT MANNER IN WHICH YOU ACCOMPLISHED THE INITIAL MISSION OF NEPTUNE MERITS THE HIGHEST COMMENDATION. I DESIRE TO EXPRESS MY DEEPEST APPRECIATION TO YOU

(Continued on page 115)



SKY TRAIN

MORTAIN

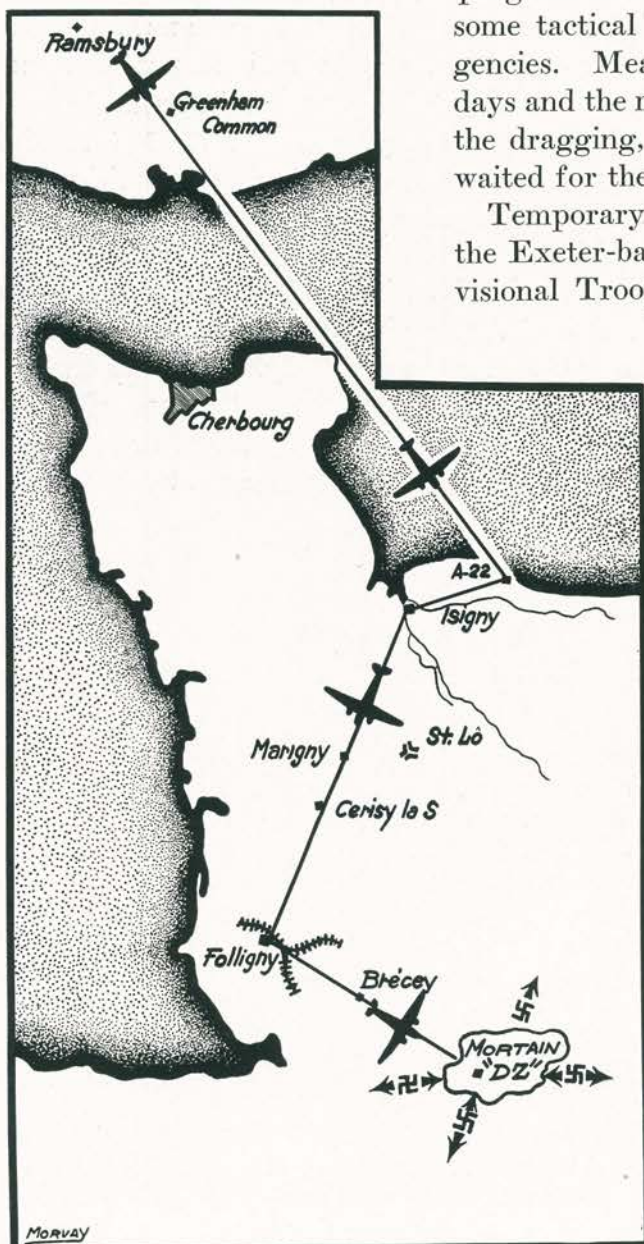
Sometimes the greatest of happenings is decided by a twist of chance. A low card dealt to the 98th's Squadron Commander, Lieutenant Colonel Bascome L. Neal, committed that squadron to remain behind while the rest of the Group joined an enormous Troop Carrier sky caravan winging southward to Italy for a special airborne operation. A number of 98th men had gone along to take part in the group's mission, but most of them remained along with a quarter of the 440th's aircraft strength. Only the one squadron was left now at the nearly deserted Devonshire base.

It was not easy to become resigned to being a rear echelon unit while history was believed to be in the making somewhere southward. However, someone had to man the base and be at hand to carry out the 440th's daily commitments for sub-operational flights. Then, too, the progress of battle in western France demanded the presence of some tactical reserves in constant readiness for military emergencies. Meantime, tension mounted higher with the passing days and the mid-summer humidity and heat of Devonshire made the dragging, empty time seem to hang heavily, while the men waited for the big news to break.

Temporary administrative adjustments had been made so that the Exeter-based 98th Squadron was now called the 440th Provisional Troop Carrier Group, commanded by Lt. Col. Neal.

Under the withering sun, the usual grinding routine of preflights, 100-hour inspections and changes of engines went on as, for many days, the unchanging program was broken only by occasional freight hauls and air evacuations.

It was with considerable relief that a teletyped message from Command was welcomed on August 6. The communication ordered 284 men to proceed by air the next day to Station 464 at Ramsbury in the Midlands. Like all quick movements, this one brought its crop of rumors and stories, guesses and anticipations. The general opinion, supported largely by conversations in mess halls and washrooms with their repeated hearsay, had it that this would be another of Troop Carrier's familiar "dry runs." Everyone had lost count of the actual number of operations which had almost but not quite come off. All of them had been planned, prepared for and executed through every last detail excepting that final tactical performance which alone makes history. A "dry run" sapped the energies almost as completely as the real thing, but even that would be a welcome change.



At Ramsbury the augmented 98th Squadron with its 32 aircraft found itself greeted into the fold of the newly-formed First Allied Airborne Army which it joined as the 440th Provisional Troop Carrier Group. Nothing was said of invasion, but all of the signs were there to be seen. They could hardly have remained unnoticed for paratroops of the British, Polish, French and American armies were there in force. After waiting out the seemingly endless chow lines at the enormous consolidated mess halls good food was served—another of the subtle indications that something special was afoot. The airfield was blanketed with gliders, both Horsas and CG-4A's, and the hundreds of C-47's, dispersed as far as the eye could see, made an impressive, suggestive sight. That excitement, bustling and stirring the men had known around June's D-Day and that unheard but easily felt undertone of planning and preparation that usually forewarned of combat runs ahead, all were there to be sensed.

From the arrival of the unit at Ramsbury, routine missions continued to be flown whenever weather permitted. Many sorties to the far shore in France returned with battle casualties evacuated from the fronts to the Midlands hospitals. Often hundreds of "Dakotas" shuttled to and from France in endless chain. Roaring into the base during every hour of

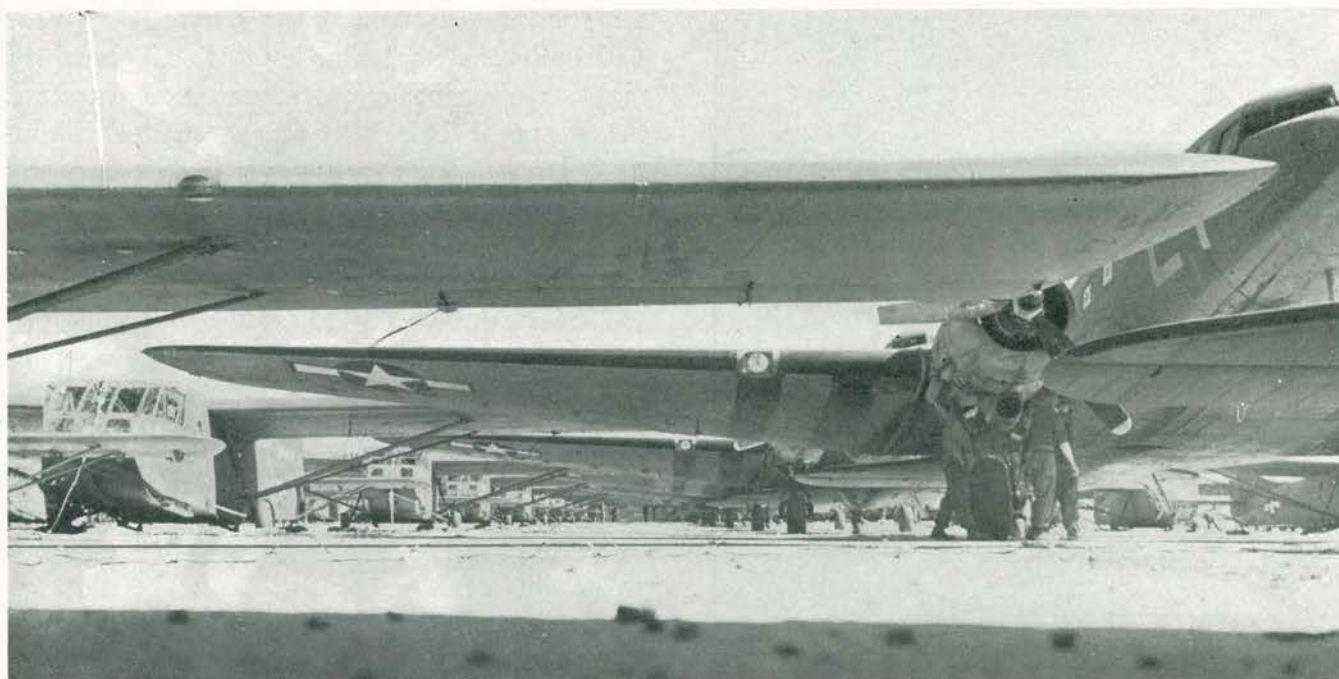
the day and night, they unloaded their litter-borne passengers into the long waiting lines of ambulances. The wounded still bore the marks and stains of the front in their grimy faces and combat dress. Often there were enemy wounded, emergency cases needing immediate hospitalization, and for many of our men these were the first glimpses of the German soldier.

In the midst of the air evacuations and supply hauls, on the afternoon of August 9th, 12 of our aircraft and crews were suddenly alerted. The word had hardly gotten around that a combat sortie was expected when each plane was studded with six parapacks jutting out from its belly. Within a half hour the line of 47's, engines revved up, was taxiing down the runway and aloft, forming into four Vee's in the sky. The operation was called and sent into flight so abruptly that it was not until the next day that its story and purpose became known to most of the men on the ground.

Those early days of August, 1944, held many dangers and threatening calamities for the German army. In the North, the British and Canadians had been driving hard into the Nazi flank while, in the South, General Patton's eastward-racing armor promised to outflank the enemy sweepingly. The Wehrmacht was forced to make a grave decision: whether to hold on and push with all it had or to let go entirely while retreating and reforming their



AIR EVACUATION WAS AN IMPORTANT FUNCTION FOR TROOP CARRIER.



C-47S AND GLIDERS MARSHALLED ON RUNWAY BEFORE MISSION "VARSITY"

strength a little further eastward. The enemy chose to hold and keep pressing at any cost. Digging in ferociously, they pressed and pushed, developing a wedge which grew into a major and bitter battle, now known as the Battle of the Falaise Gap. Its aim, from the German viewpoint, was to split the First Army at Avranches, separating it from the American Third Army on the German left flank, thus severing the narrow supply line to General Patton's columns.

Our twelve aircrews were informed of the general course of battle as it was going on at the base of the Cherbourg peninsula. The briefing, in a tiny Royal Air Force base theater, was necessarily hasty. There was little time and even less information, so the story was told to them simply and briefly. They learned that the brunt of the enemy attack was pointed through the little Normandy town of Mortain. The tiny, old community had been taken, lost and retaken. Just then it was again in the hands of the enemy except for one hill upon which an isolated American artillery battalion was grimly holding out. Completely encircled, the battered battalion had been cut off for six days. Reinforcements from the main American columns were not expected to be able to reach them for some time. The dogged artillerymen who had repeatedly refused to surrender were clearly doomed unless emer-

gency supplies could be brought in to them. There was but one road for supply—the air. The assignment was made to order for Troop Carrier.

It was known that the proud, stubborn unit had been without food or water for days while repulsing attack after attack launched against it. The tiny "Lost Battalion" with its handful of hungry, exhausted and wounded soldiers was in the very middle of a desperate full-scale Nazi offensive. Those men needed ammunition, food and medical supplies. They needed them badly and every hour counted with the outcome of the battle still in the balance. Aerial resupply had to be flown in to them without delay.

There were no aerial photographs at the briefing. The task was urgent and time was scarce. There had been no time for photo reconnaissance, flight strips, flak data. Nor could pathfinder teams be sent ahead of our formation to drop radio aids and ground marking crew to help our men find and identify the drop zone. Even weather was against the operation. The weather office anticipated a low-hanging haze over that little hill surrounded by persistent enemy fire. All that could be told to the pilots was the last known story of the ground situation, the location of the town and its easily visible church steeple which was to serve as a landmark checkpoint about half



NEEDED SUPPLIES REACH THE MEN
OF MORTAIN.

a mile west of the American-held hill that would probably look like any other hill from the air.

At take-off time the pilots clambered into the planes shaking their heads. Their pleas for more detailed information had remained unanswered, for no more facts were known. One flight leader, Captain Mabee, later complained, "I had no idea of where we were going until exactly five minutes before boarding my ship." Certainly no more hurried or less planned operation had ever been carried out by a Troop Carrier squadron.

From Ramsbury to Greenham Commons—across the English Channel in the Straits of Dover. Sometimes flying high above the overcast, at other times diving down to the clearer weather under it. Occasionally the airmen caught sight below of the supply-carrying armada of landing craft and ships—trailing furrows that pointed straight lines to the invasion beaches for which they were headed. At 145 miles an hour, the planes soon left the expanse of green water behind and France lay below.

Just inland from the northern beach of the

Cherbourg peninsula, at airstrip A-22 near Colleville, the Skytrains banked sharply to the right, veering into a complete change of course. At this point their cover of sixteen P-47 Thunderbolts suddenly appeared in the air and closed around the larger aircraft they were to protect along the way to the drop zone. The formation of four vee's of C-47's, led by Lt. Col. Neal, proceeded along its quickly-planned course. From A-22 southwestward over Isigny, then a slight change of heading which brought them over a series of hamlets and towns serving as check points for the route. Over the hedgerow-bordered farms and fields, continuing by St. Lo, which lay in crumbled wreckage to the east, the formation flew on to the next check point at Folligy.

At Folligy, directly over a railroad crossing visible from the air, the twelve supply-studded ships with their accompanying fighter escort again made a sharp turn and resumed the journey due eastward, now aimed directly for the target. With the faster fighters sandwiching them in from above and on both sides, the lumbering C-47's began to descend gradually from their 3,000-foot level as they forged on through the overcast, making their final approach through the hamlet of Brecey.

From here on the fighters were on their own. Ground action could be seen ahead and the Thunderbolts dived into the German hotspots to help clear out some of the opposition that was poised in wait for our dozen parapack-laden ships with their priority air-relief cargoes. Brecey whizzed behind; Mortain was now directly ahead and not far below. The descent had brought the squadron to a level only 400 feet above the ground. They leveled off and slowed down to less than 135 miles per hour, slow enough to be in plain sight of the riflemen and the flak batteries below. The smoke and confusion of the ground fire was ignored as Colonel Neal and his navigator, Captain Henderson, squinted into the sun in quick, wide-sweeping glances, looking for that church steeple which was the only identifying mark to guide them to the target. The drop had to be precisely accurate—anything less than perfection in the delivery would make the whole operation worthless, for the material re-

(Continued on page 116)



The Ladies

The A.T.S. was popular
but the Land Army
had a lot of backing.



In Italy
they used their
heads.



On the Paris Boulevards.

P.S. CAN ANYBODY DRAW A BICYCLE?



Language Troubles



COMBAT LANDINGS FOR THE CG4-A GLIDER

OPERATION "Dragoon"

SOUTHERN FRANCE

Since D-Day it had been obvious that Eisenhower, after leading with a hard, straight left, was holding his right cocked for another blow at his opponent. On August 15th it came, and it was a blow which sank the armed fist of the Allies deep into the belly of the Nazi thug. To the men of the 440th the place where this second attack was to be made became clear early in July when the aircraft were flown to Italy. From Ombrone airstrip, with the sound of the guns rolling down from the north, planes and gliders took off amid the billowing dust once more to vault strong defenses and clear the way for the men in the boats.

The early part of July found the enemy reeling from successive blows delivered in Normandy. The Allied armies were pushing steadily toward Paris, and it was only a matter of time before a diversionary attack would take place. Despite the chance that Southern France might be the site of the new thrust, Hitler was forced to deplete his forces there in an effort to stem the march of the Allies elsewhere. Continual strategic bombings had weakened the German Air Force, and naval defenses along the southern coast of France were virtually non-existent.

The Germans, however, still were capable of putting up strong opposition to any landings which might be made on the Riviera. The coast was a rugged one with easily fortified hills overlooking the narrow beaches. There was little likelihood of attaining a beachhead by surprise, since the Allied build-up of strength on the island of Corsica was clearly visible to German reconnaissance planes. The possibility of a second invasion of France was fast becoming the "worst-kept secret of the war."

The Allied Fifth and Eighth Armies were smashing the enemy along a line which crossed the Italian boot near Leghorn. The Mediterranean Air Force and the Allied navies were operating at will and in vast numerical superiority to the German units.

The only factor lacking for a full-scale invasion was a Troop Carrier force. The Mediterranean area had been bled of airborne units to participate in the Normandy operations. Now the tide had to be reversed and the Troop

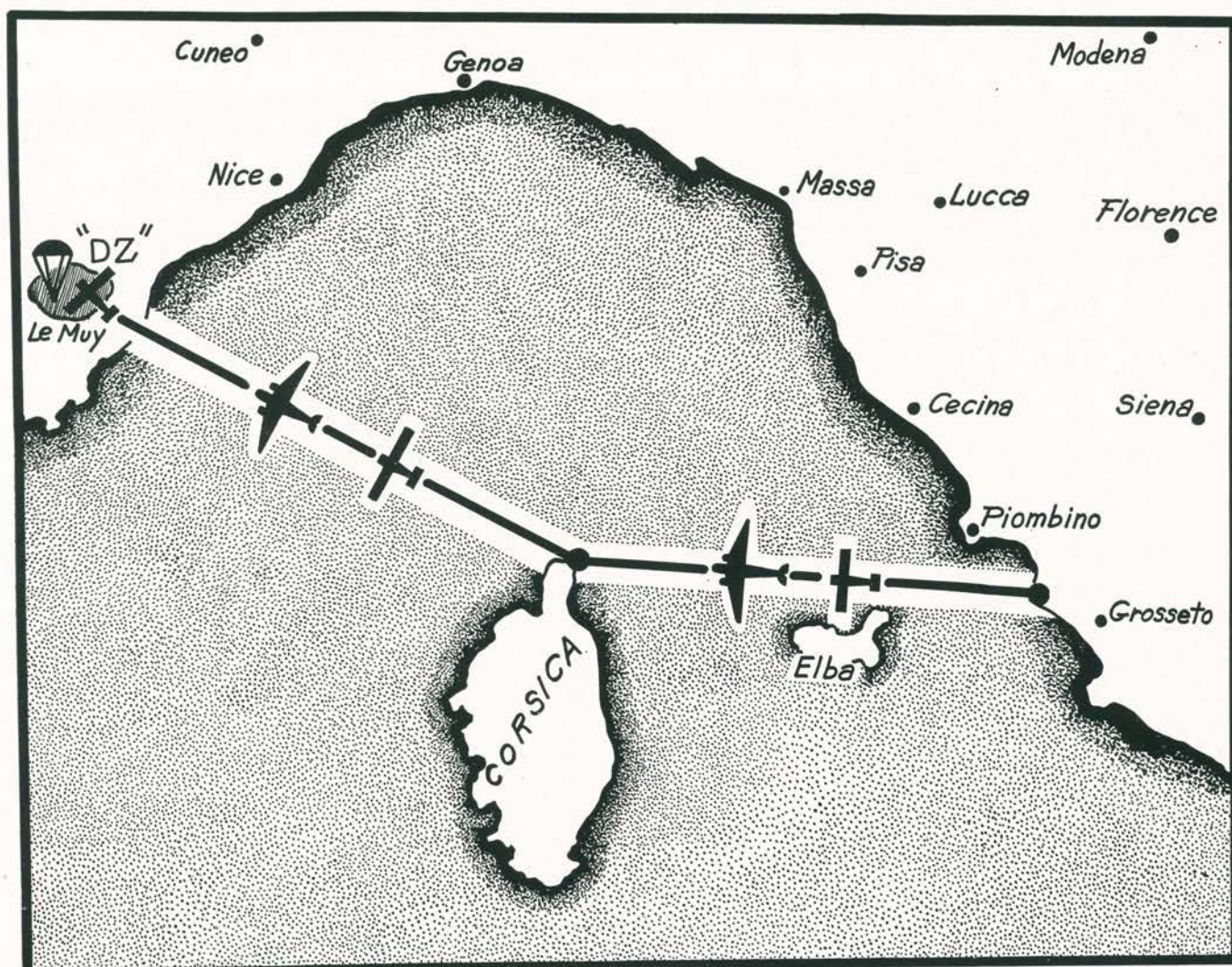
Carrier planes returned to Italy, bringing with them this time the additional power of the 50th Troop Carrier Wing.

At the 440th's Exeter base the first indication that a move was impending came when ferry tanks were installed in 48 of the Group's airplanes in preparation for a long flight. A few days later the customary restriction preceding an important operation sealed the base. The 95th, 96th and 97th Squadrons were committed for the move, with the 98th remaining to take care of any emergencies which might arise.

On July 16 the planes, carrying the minimum of men and equipment required for independent operation, left on a night flight to Marrakech, Morocco. The only mishap of the trip was a forced landing in neutral Portugal of the plane piloted by Lt. William Riffle. The crew was interned, but later rejoined the Group in England.

The first plane touched down on July 18 at Ombrone airfield, a dusty strip seven miles from the town of Grosseto, Italy, and about a mile and a half from the Tyrrhenian sea. The 2,800-mile flight had been accomplished in less than 22 hours flying time.

The stay in Italy, which most of the men came to regard as one of the most pleasant periods of their army life, had an unencouraging start. If Ombrone was an airbase it bore little resemblance to those the Group had known in America and England. A control tower was the only landmark on the brown prairie which stretched between the surrounding hills.



However, the 41st Service Group, already on the scene, had erected pyramidal tents and provided trucks to take the men and their baggage to the bivouac area about a mile from the airstrip.

GI uniforms were discarded in favor of shorts and sunglasses, which were better adapted to the Italian heat. The first few days were devoted to setting up engineering, communications, operations and intelligence offices under canvas. An additional tent housed situation maps of the war fronts.

Fresh fruits and vegetables helped out the menus, which ran heavily to C rations. Ice cream, which had been virtually unobtainable in England, appeared more often. Each day the men collected combat PX rations — cigarettes, mints and chewing gum. American beer and soft drinks were distributed occasionally. These little touches did much to make life more comfortable. Special services ar-

ranged for motion pictures to be shown nightly under the stars. Neighboring ack-ack outfits, testing their weapons, provided an extra attraction as the tracer bullets lit up the sky.

Outside of the beach, where the men swam almost daily in the warm, clear Tyrrhenian, there was little to attract anyone off the base. Grosseto was badly battered and stunned by the fighting which had rolled through it. Some nights the rumble of the guns, only 40 miles away, could be heard.

Under the chestnut trees native barbers set up their chairs. Payment was usually a package of cigarets, and the barber might be asked to "trim off about half a pack worth." Showers were built in a tent at the edge of the tent encampment.

Flying activities were confined to familiarizing the crews with the terrain, routes and navigational aids in the new theater. Some of these training flights did double duty as shut-

tles, taking the men to Rome and Naples for a day of recreation.

The ancient city of Rome was of particular interest, with its mixture of ancient ruins and modern stores and office buildings. The Red Cross in the Borghese Gardens was the starting point for tours of the city. The ruins of the Forum and the Colosseum attracted many GI sightseers. At the Palazzio Venezia they gaped at the balcony from which Mussolini had thundered his boasts.

The Catholic members of the Group particularly were pleased by the opportunity to visit Vatican City and to attend one of the daily audiences at which the Pope received the Allied troops.

North from Grosseto the famous Highway No. 1 led to the Front. Many of the men hitched rides in that direction to see at first hand the life of the foot soldier.

On August 6 the Group participated in a simulated paradrop with good results. Each aircraft dropped a message stick at the DZ, giving the plane's number and squadron. Another practice mission, but without a drop, was run over the same route at night.

Lt. Gen. Ira C. Eaker, commanding the AAF in the Mediterranean Theater of Operations; Maj. Gen. John K. Cannon of the Twelfth Air Force; Maj. Gen. Paul L. Williams, commanding the Provisional Troop Carrier Air Division, and Brig. Gen. Julian Chappell of the 50th Troop Carrier Wing, visited the field on a tour of inspection on August 8.

Meanwhile, gliders were towed from Naples and the Group's own glider pilots were supplemented by many attached from other Troop Carrier units flown in from England by ATC.

The tense feeling which always precedes a mission was beginning to build up. When parachute troops moved into a bivouac area not far from the 440th tents the men knew that the long-awaited moment was not far off. Further indications were the erection of a hospital tent and the oiling of the runway to keep down the dust, which was a serious threat to pilots' vision on take-offs.

The Field Order was received on August 11, and on the 14th at 1500 briefings were at-

tended by the pilots and navigators in a large double tent. A negro guard squadron, Company B, 904th Battalion, guarded this briefing tent and other important installations. General Williams addressed the crews, telling them of the important part they would play.

The paratroopers began loading the planes with their tons of equipment. The 45 planes, 18 from the 95th, nine from the 96th and 18 from the 97th, were marshalled in position at 2000, ready for the take-off.

All day great formations of heavy bombers had been shuttling back and forth. The pre-invasion softening up process was under way, knocking out radar devices and gun emplacements.

Station time was 0200, which meant little sleep for the crews. The stillness of the night was broken by the running up of engines and the rumbling of trucks taking the crews to their planes. Suddenly, bonfires appeared near the field, and S-2 personnel investigated the possibility that these might have been lighted by Nazi sympathizers as guides for fighters dispatched to strafe the vulnerable C-47s. It



THE END OF THE ROAD FOR ONE GLIDER.



A SAFE GLIDER LANDING.

was discovered, however, that the Italians were merely celebrating a religious rite.

The excitement over this incident had quieted when a red flare was fired from one of the parked planes, indicating a casualty before the mission had started. One of the paratroopers had shot himself in the leg while checking his weapon.

At 0232 Colonel Krebs's plane rolled down the runway and the Group was off to spearhead its second invasion. The planes carried 720 paratroopers of the 517th Parachute Infantry and pararacks loaded with additional supplies. Their target was near the town of Le Muy, about 20 miles inland from the coast of Southern France.

Using naval craft and islands as check points, the long train of C-47s, covered by an umbrella of fighter planes, made the run into the Drop Zone without incident. The 250-mile run-in was made by 0435, and at 0600 the first planes were sighted returning to Ombrone. The waiting ground personnel counted each plane as it appeared. One plane flying in the 97th formation fired a red flare and when it landed a paratrooper, suffering from shock, was removed from the ship.

"Just a breeze," the crews told the interrogating intelligence officers. No flak or ground

fire had been encountered and the comforting fighter cover had accompanied the formation over the entire route.

"There was nobody home," said Colonel Southard of the 97th.

The objective of the paratroops was to clear the fields around the Drop Zone of any obstacles that might impede the glider landings scheduled for the same afternoon, take the town of Le Muy and join up with the Allied forces driving in from the sea.

As soon as our planes landed the field again buzzed with activity. Refuelers were busy gasing up the ships; gliders were loaded and marshalled. Glider infantrymen lashed their heavy guns and equipment into their craft. Once more the planes were lined up on the runway. The crews had little time to rest, for the second takeoff was scheduled at 1610.

This was the first mission for the 440th's glider pilots. Now at last the long months of training, the forced marches, the drilling in infantry fighting was to be put to the test. This was the pay-off and they were ready.

The airborne troops assembled at the gliders. They consisted of elements of the 602nd Field Artillery Battalion and the 442nd Anti-Tank Company. Both of these units were inexperienced in airborne operations. The 602nd

had been a pack mule artillery unit with no flying time to its credit.

The glider pilots were briefed at 1500, and at 1610 the first of the plane-glider teams took off. General Chappell headed the pair of pairs formation, echeloned to the right. When his towrope broke Lt. Marion L. Clem of the 97th landed his glider four miles from the takeoff point. The men and equipment were hurriedly returned to the field and loaded on a stand-by glider. With Captain Douglass of the 96th Squadron at the controls of the C-47 it took off in pursuit of the formation, making a solo run into the Landing Zone.

The Landing Zone was the same as that used for the paradrop, and the planes followed the same route. Over the zone three groups were attempting to release their gliders simultaneously. To avoid the traffic jam and to head the formation away from the blinding afternoon sun, the 440th formation passed

over the LZ, made a 180-degree sweep and went back over it to release its gliders.

All 48 planes returned safely, the pilots reporting no enemy action in the air or from ground emplacements. P-47s and P-51s provided air support all the way.

When the glider pilots, who had been evacuated by way of Corsica, returned to Ombrone they told of two of their comrades who had been killed. They were Flight Officers Alfred G. Thompson of the 97th and Laurence L. Alto of the 95th. Two other glider pilots, attached to the Group from other organizations, also were killed. The pilots had found the narrow landing fields full of hazards. Many were saturated with gliders which had landed earlier. Some of the fields were covered with grape vines and their supporting stakes. Despite the high proportion of crashed and damaged gliders, however, the operation was a

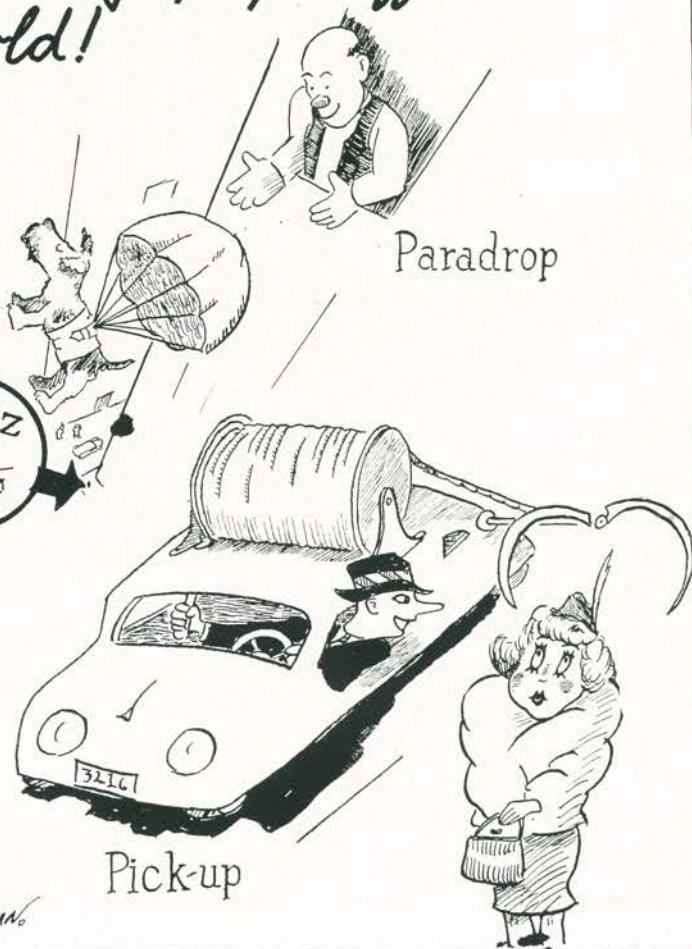
(Continued on page 75)

TROOP CARRIER Training pays off in the Post War World!

Glider Tow



Paradrop



Hitting the DZ

Pick-up

Bill Vaughan



"HEADS UP"

OPERATION "Market"

HOLLAND

The generals knew now that Troop Carrier would do its job when called on. Twice it had been proved that airborne invasion paid off, that it saved lives and stepped up the timetable of Victory. So the airborne army was given the ball for an end run, a sweep into Holland on the biggest glider and parachute mission yet attempted. The men carried into Holland by the 440th Group were to hold vital positions until General Dempsey's British armor could join with them. It was a brilliant operation, and everyone knew it would be a hot one. The planes and gliders caught hell, but they did their job. On the ground all the hoped-for results could not be obtained. The foe was still too tough and resourceful. But in its third great adventure the 440th had again come through.

In the early fall of 1944, the war was going well for the Allied armies. The myth of the Siegfried line had been dispelled at Aachen and United States troops were at last fighting on German soil. Still, the Germans were far from downed and every step of progress was bloody for both sides. Each day the Allied eastward drive slowed down as it encountered the mounting resistance of grimmer, more determined and solidified Nazi masses now fighting with their backs to the wall.

To the eyes of the general staff, the slackening in the rate of eastward movement of our armies spelled more long months of war, uncountable more lives to be lost and a growing possibility that the enemy might yet recuperate from the routing haymaker he had suffered in France. With the battles settling down to a hard-slugging, blow-swapping stalemate, the hard-earned initiative of the Allies could yet be lost and the Nazi General Staff could be depended upon to perform miracles in re-forming their strength.

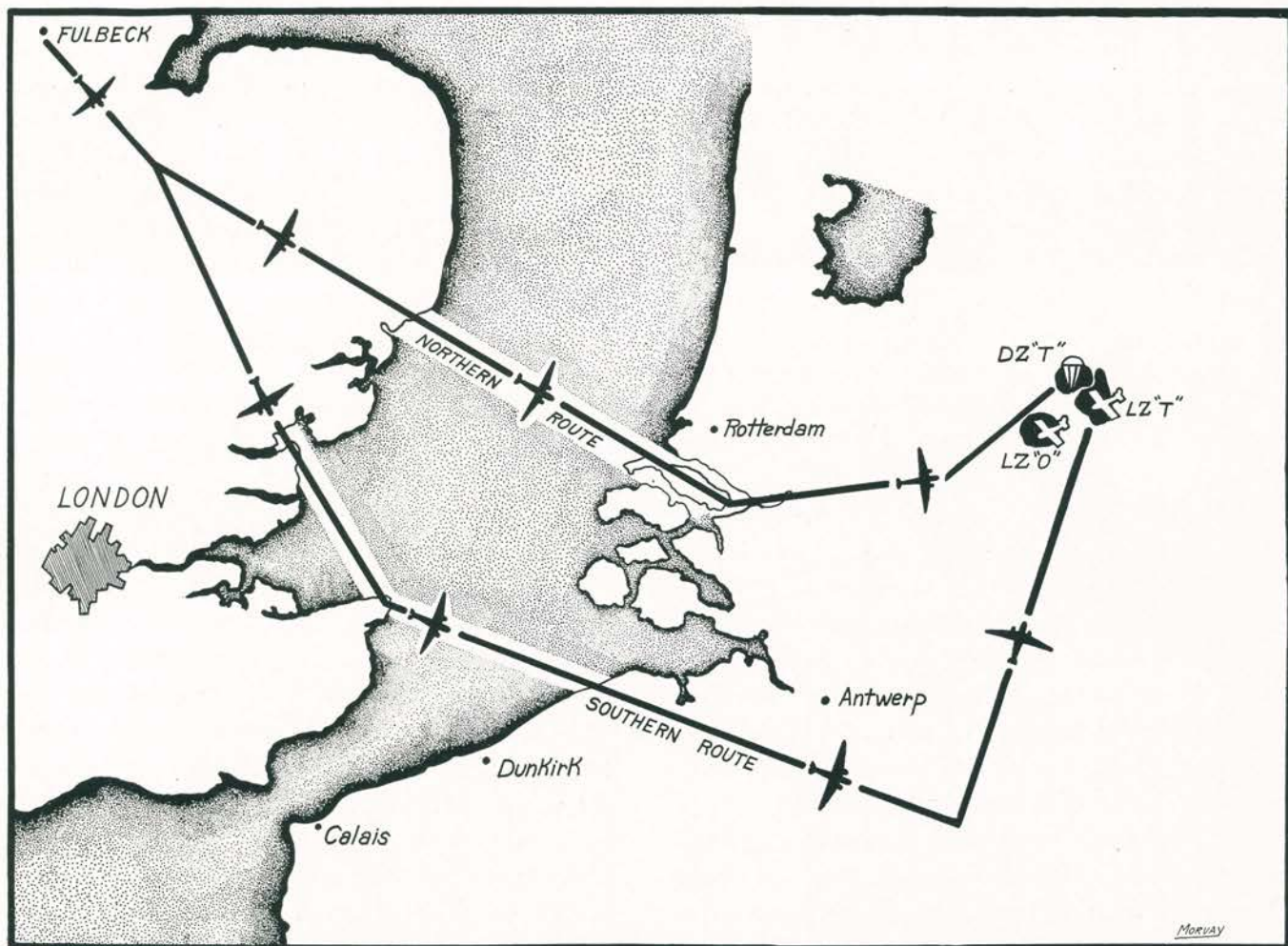
By the third of September, General Montgomery's armies had made a general advance, bringing the line from Amiens to Brussels. A week later, even further advances to the northeast had been made, the British Second Division alone having moved a total of over two hundred and fifty miles since the bitterly fought bursts in Normandy. All along it had been an expensive plunge and a dangerous advance. The British forces, now cautiously probing for openings along the line of the Al-

bert and Escaut Canals in Belgium, had broken the deadlock at Caen only recently, but here another standstill was in the offing.

The lines of communication and supply from the Normandy beachhead were overstretched and overloaded while along the battlefield neither side flinched as each battered and rammed at the other. With the passage of time the Germans were digging in more stubbornly and strongly than ever while the lack of ports and roads limited the ability of the Allied armies to advance in forward areas without the risk of being cut off and annihilated.

Lieutenant General Lewis H. Brereton, heading the newly-formed First Allied Airborne Army, had persistently studied the changing ground situation in search of opportunities for effective use of airborne troops. Sixteen separate tactical plans had already been submitted by him. Several times, Supreme Headquarters had seized upon the proposed operations and the 440th, along with other elements of the air component of the airborne army, was alerted and readied for action. Each time, sudden changes in weather or the ground situation caused the mission to be cancelled.

Perhaps it occurred first to General Montgomery that a sky-borne army might be the solution to his group's nearly static situation. Or it may have been a long-considered plunge which General Eisenhower and his staff had held in reserve awaiting the precise moment



when the pioneer use of a complete army in vertical attack from above would be most effective. However it was originally conceived, the plan became actual when, in the afternoon of September tenth, Lieutenant General Brereton received a telephone message at his headquarters stating that the Supreme Commander wanted an airborne operation.

In unbelievably short time the wheels were in motion. That same evening, conferences were held at FAAA Headquarters in England and staff officers of the airborne divisions and of Troop Carrier Command spent most of the next 24 hours before wall-sized maps, discussing and studying the many-sided tactical problem and its numerous peculiarities.

At Ascot, England, operations were already under way at Troop Carrier Command Headquarters on September eleventh. Special staffs were immersed in intensive study of the terrain, the route, navigational problems, the enemy order of battle and the innumerable details, large and small, that were to go into the making of the final plan.

As the planning and preparations continued, sand tables appeared while navigational maps, reconnaissance flight strips of the routes and huge aerial photograph maps, pieced together in mosaic fashion, were plastered about all the walls, still wet from the trays of the photo-laboratory.

Periodically the locked and guarded doors of the staff room were opened to receive hurrying messengers with bulky envelopes. Flak reports, aircraft status reports, weather data, movement orders and half-hourly wireless dispatches on the order and course of battle were a few items among the incoming mass of information to be expertly scanned, collated with previous intelligence, then analyzed and deliberated upon by the planners. This went on through the night.

Early on the morning of September 12th armed officer couriers boarded waiting C-47's. Each officer carried a sealed pouch with the complete Field Order for the forthcoming mission. The orders, covering every phase of the mission, extended to some 30 pages with maps,

traces, timetables for assembly and delivery. Compiled during the night, printed before dawn, within a few hours later a copy was in the hands of each Group commander at his own base.

The 440th was at this time in the midst of its move to the Continent. September 12th found the Group scattered and strung out from Exeter to Fulbeck in England and from the beaches of Normandy to the city of Rheims straggled all along the width of France. Rear elements were finishing up the final house-cleaning at the Devonshire base while forward detachments were unloading the aircraft and piling mountains of equipment under tarpaulins on the airdrome at Rheims. Meantime the motor convoys, with our heavy trucks, refuelling tanks and trailers, weapons carriers, control caravans, ambulances and other vehicles, were moving in sections, some readying to roll to the English Channel ports, there to board landing craft which would ferry them to France. Other sections were already moving off the LST's on the Cherbourg beaches and the rest were already on the roads of France. Amidst all this, Colonel Krebs received the Command Field Order for the 440th's participation in Operation "Market."

Scarcely arrived in France, their bags still packed, the air echelon of the Group scurried together, boarded their planes once more and headed back for the town of Fulbeck in England's Midlands. For it was there that the 440th was to be based temporarily while carrying out its part in the operation.

In the Field Order, the overall situation, the tactical picture and the full details of the project to be undertaken were disclosed. A complete airborne army was to be employed in a vertical attack, attempting to turn the left flank of the whole German position by an advance through Holland and a hoped-for subsequent break-through on the wide open plain running from outside the Dutch cities of Nijmegen and Arnhem through the German cities of Brunswick and Hanover to Berlin.

The first plane-carried and glider-borne army ever formed was to carry out the initial phase of this major action in broad daylight, using 1,544 troop carrier aircraft and 478 gliders. It was the intention of the Commander-

in-Chief, 21st Army Group, to advance his forces northward across the Maas, Waal and Neder Rijn rivers, then to form a strong bridgehead north of the city of Arnhem. Once that objective had been won, General Montgomery intended to continue operations north into Holland and east against the Reich itself. The main axis of the attack and advance was to be the wide-stretching line formed by the cities of Eindhoven, Grave, Nijmegen and Arnhem.

The Airborne forces, comprising the British Sixth and the U. S. 82nd and 101st Divisions, were to arrive by parachute and glider on D-Day and the days following, landing near cities along the axis of the attack. Their job was to secure various communications points, to take and hold roads and, most important, to capture and keep control of bridges crossing the numerous river branches, thus opening the way for the later armored attack on the flat eastward-rolling terrain.

Directly opposing the Allied forces were the remnants of eleven German divisions still in the Ghent pocket of Belgium while, threatening our success was an estimated total enemy strength of nearly fifty thousand men, most of them in scattered units of the Nazi 15th Army, still escaping from Belgium via the Dutch Islands. Our trick was to strike fast and hard before the enemy's overwhelming potential strength in the sector could be effectively mustered together and offer serious opposition.

At Fulbeck, the men of the 440th wearily flopped upon their cots in the Nissen huts and stone buildings of the RAF base. They were exhausted by the past several days of moving, packing, loading, unloading and flying. But on the fifteenth the paratroops, the glider infantrymen and artillerymen of the 82nd Airborne Division began pouring into the dispersal areas around the field. These were the troops whom the 440th was to carry on the invasion. Everything pointed ahead to the big show from here on.

Only four days had passed since the plan was born. Now, at daylight of September 16th, the airdrome was sealed. White-helmeted MP's guarded the offices, the briefing rooms and the conference buildings. Outgoing let-



OFFICERS' MESS AND BRIEFING ROOM, FULBECK, ENGLAND.

ters were held back at the postoffice. Telephone facilities were cut off and only official urgency could bring permission to leave the confines of the base as the entire area and all personnel were isolated from the outside world.

That morning briefings were begun. There had been earlier meetings by the staff members and later larger assemblies of all the pilots, co-pilots, navigators, crew chiefs, radio operators and glider pilots to orient them on the background of the mission, its details, plans and purposes.

The morning of the 17th, weather permitting, was the D-Day for the operation. The jump-troops, already adjusting their harness and checking their parapak loads of supplies, were to be dropped just south of Nijmegen, where their job was to capture and hold highway bridges across the Maas River at Grave and the Waal River at Nijmegen. Other elements of the division were to take over a large section of high ground between Nijmegen and Groesbeek, denying roadways of the division area to the enemy.

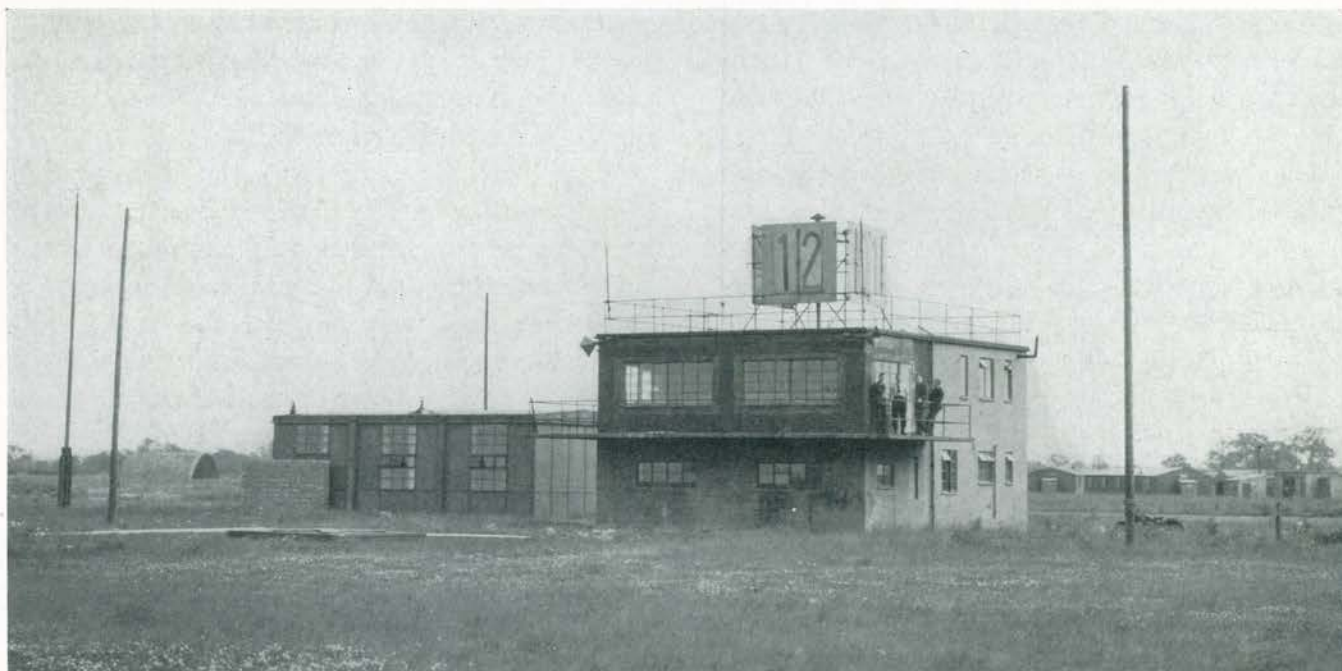
The combat crews made a perfect audience at the briefings. Attentive and serious, some took notes while all listened attentively to the reports and summaries presented by the various departmental specialists. The commanding officer, the operations officer, the weather

and radar specialists, each presented his topic in a short, fact-loaded talk that was strictly battle-pointed. Time seemed to stand still in the utter, absorbing concentration each man gave to the information and suggestions that might soon mean the difference between life and death on the flight. Yet, to the casual on-looker, the whole proceedings would have seemed to be rather matter-of-fact and off-handed.

The briefing officer's position on the platform of the former RAF gymnasium was held by the other specialists in turn, the flak and personal equipment officer, the engineering head, the airborne commander and others in succession. Finally Chaplain Wright intoned a short prayer and the session, having lasted less than an hour in all, was over.

The planes on the field all that day were put through their paces on the ground. The throbbing and droning of the engines filled the air as they were revved in preflight checks. Puttering about their aircraft in last-hour adjustments and fussy re-examinations, the crew chiefs and ground mechanics repeated for the hundredth time the same things they had been doing since the alert was declared. Now there was nothing left to do but to wait for the morrow.

The morning of D-Day, men were awake long before the breakfast call. Although the



CONTROL TOWER AT FULBECK, ENGLAND.

first serial was not scheduled to leave until 1104 hours, by seven o'clock there were clusters of men around each of the 42 planes that would take off first. Six hundred and twenty-seven men of the 82nd Airborne Division's 508th Parachute Infantry Regiment were ready to board the planes. The door loads and underbelly parapacks were installed with their thirty tons of supplies to be dropped from the air on the heels of the jumpers once the drop zone had been reached.

Behind the forty-two planes of the first serial were forty-eight more of a second serial which was to take off for another drop zone about ten minutes later. These were to carry the 82nd Division's 376th Parachute Field Artillery Battalion, the first artillery unit ever to go into battle by parachute. Five hundred and twenty-nine artillerymen with 42 tons of equipment and supplies made up this load to be dropped into Holland.

The planes had been marshalled the day



JUST BEFORE TAKE-OFF TIME.

before and seemed tense and ready to spring from their close-packed, dove-tailed formation along the lower runway where they were lined up together in the order of take-off.

The weather was clear and everything augured favorably as the first plane, flown by Colonel Frank X. Krebs, the Group Commander, thundered down the runway at four minutes after eleven. At split-second intervals, one C-47 followed the other from the congested marshalling pattern, down the runway, a last zooming push on the engines and a quick take-off. In twenty-two minutes the field was cleared and the ninety planes were in the air, making a final nose-to-tail loop around the airdrome while they formed into a long series of V-shaped arrowheads pointing toward the heart of Europe.

The weather man had promised CAVU (ceiling and visibility unlimited) for the morning's flight and the prediction was nearly true. The sun was high and bright as the formation climbed in follow-the-leader fashion to the fifteen-hundred-foot altitude level where their air channel lay. It was a fine day for flying, with the sky clear as far ahead as one could see.

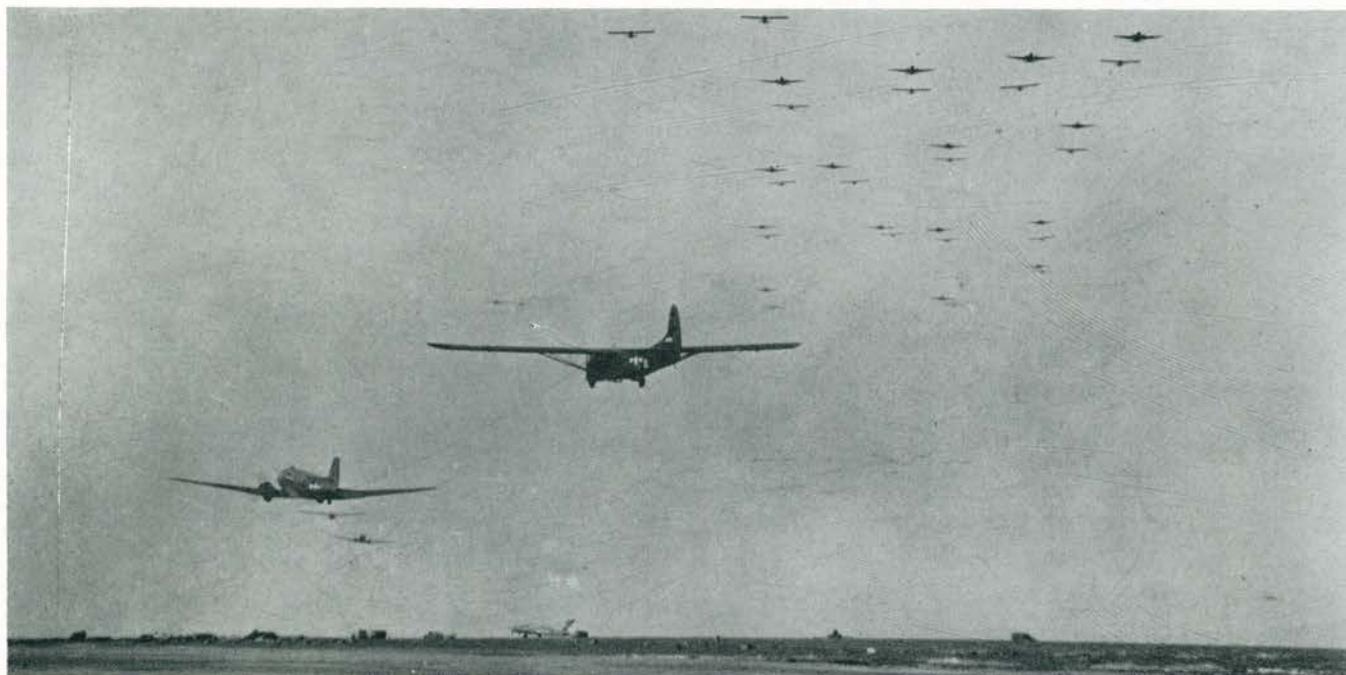
Nearly two thousand aircraft and gliders of IX Troop Carrier Command were forming in the air at that exact moment. From 7 British and 17 American airfields throughout the English Midlands the planes took off and swarmed

in endless streams toward assembly points where they split into two separate trains to cross the North Sea, one corridor swerving northward and the other to the south.

The 440th Group's line of Vees, for this mission, followed the northern route. There were nearly two and a half hours of flying between the base and the target. The first leg of the journey, from the uplands base to the northern channel coast above Ipswich, had been flown over many times before and was familiar rolling country to most of the men. Leaving the beaches behind, the course continued across the North Sea waters. From time to time, a friendly flashing beacon or a radio signal from anchored Allied ships gave check points, identifying and confirming the air course.

The leg over the water was a long one and the long half hour spent over the green swirling emptiness seemed to the fliers to have many more than thirty minutes. Eventually the landline of Europe came dimly into view and soon afterward the Belgian coast was reached. From here the route led over a long expanse of enemy-held territory as the sky-train cast its shadow over the Dutch Island of Schouwen on its way to its inland destination.

The assistances of navigational aids had been left behind. The comfort found in seeing the Air/Sea rescue launches coming to



440TH TROOP CARRIER GROUP MODERN SKY TRAIN PASSING OVER THE FIELD AFTER TAKE-OFF.

the aid of downed gliders off the Belgian coast was already forgotten as the flak ships and barges of the German defenses made their presence known with black puffing barrages directed toward the air armada. But the fighter cover of hundreds of gun-packing pursuit ships and fighter-bombers protectively sandwiched in the stream of transports as some of the lighter planes peeled out of the escort formation and dived into action. Tempests, Spitfires and Mosquitoes of the RAF and P-47's and P-51's of the Ninth Air Force made short work of the flak-spitting installations. They also engaged with deadly finality the lonesome thirty or so Luftwaffe planes which dared venture into the air. There was no way, however, of dispelling the scattered but effective flak and ground arms fire from German positions along the eighty miles of Nazi positions over which our planes had to cross.

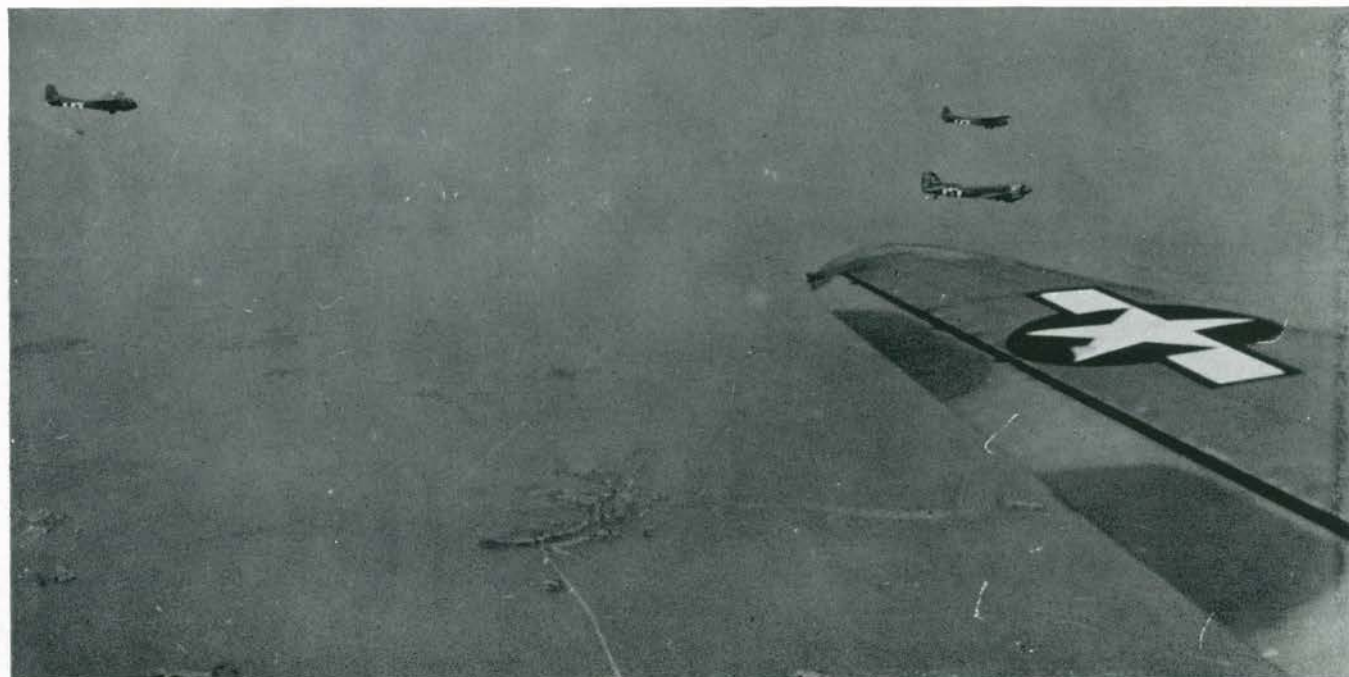
Near Zevenberger, in the islands area of Holland, one flak boat pumped tons of its shells into the air before it was put out of business. In the moments before the fighter planes extinguished the hotspot two of our craft suffered serious hits, a 95th ship receiving a gaping hole through the navigator's and pilot's compartment while another plane had its astral dome thoroughly shattered, its aluminum skin crumpled and its radio equipment

knocked out of commission. The number of close calls was unbelievable as the air procession, unperturbed, lumbered along at 140 miles an hour.

The ground streaming by below was the Holland of the story books, a maze of glass-like flatness, patterned by the lower reaches of the rivers with diked long islands and terraces only a little higher than the river plains. It was colorful and pretty, but this was no opportunity for sightseeing, for the formation was only minutes away from the final check-point at the town of Hertogenbosch, where a turn to the left would bear the air convoy in a straight line to the drop areas.

The sober moment for the change of course had arrived and the change in heading to the northeast was made, aiming at Drop Zones "T" and "N," where the two serials would make their respective drops. On the approach from the IP or initial point the planes nosed down to a 500-foot level, lessening their speed as the two serials separated. Here the wooded areas let loose a hellfire of flak and small-bore fire from ground troops. The fusillade meeting the ninety planes was so heavy that all but a few received some marks of the enemy action.

At 1329 hours, the passengers in the earlier serial, members of the 82nd's 508th Regiment, the Hq and Hq Company of the Third Battalion and its companies "G", "H" and "I,"



TROOP CARRIER PASSES OVER THE FLOODED DUTCH LOWLANDS ON ITS WAY TO THE L. Z.



OVER AND OUT.

were given the signal and left the ships, jumping into their zone. None of the expected smoke signals marking the target field with its "T" had been seen from the air, but later reports from the landed airborne units showed that our pilots had made possible 97.7% degree of accuracy in the landings.

At 1333 hours the second serial was over DZ "N" and the 376th Parachute Field Artillery Battalion began dropping with their dismantled field-pieces. Later they, too, reported that 96.6% of their personnel had landed safely and accurately in the very bullseye of the areas previously selected.

No sooner had the sticks of troops been dropped, the parapak bundles released and the cabin loads kicked out the planes' doors when the 90 planes of the 440th were high-tailing it out of that very hot neighborhood.

The tardiness of the Jerry gun crews in drawing accurate beads on us was being compensated for by this time and, in the clear light of midday, the unwieldy C-47 flying at a few hundred feet above the tree tops was a clay pigeon for expert gunners.

The extent of damages could not be estimated for the while. It would make itself

known upon the way home as the ships were throttled to maximum speed in an effort to retrace those eighty miles back over enemy ground.

Hardly out of the most dangerous area the lead plane was seen to be losing altitude and slipping into a nose dive. A few seconds later, six parachutes were seen opening below the ship as it floundered crazily awhile, then crashed earthward. This was the ship of the Commanding Officer of the Group and many an airman among the other 89 craft still in the air breathed a short prayer for the safety of the unit's leader.

A full forty days later, Colonel Krebs suddenly appeared at mealtime in the officers' mess, dressed as a Dutch farmer, and related the adventurous, story-book experiences the crew had been through after their parachute landing behind the enemy lines, their evasion and escape through the friendly underground. All were safely returned to their original units, the Colonel; Lt. Col. Cannon, his co-pilot; Lt. Arnold, the radar officer; Master Sergeant Broga, the crew chief, and Staff Sergeant Quick, the radio operator. The navigator, Lt. Sullivan, was less fortunate, fell into German hands and spent the rest of the war in a prison camp.

More than one plane limped the long way back to England. Captain Windus' 98th ship was hit by the tow rope from a Horsa glider. Falling across the plane's wing, the rope slashed through the flimsy fabric, breaking the ribs of the wingtip so that six feet of wing hung down at a right angle like a broken arm. Through a superb display of piloting proficiency, Capt. Windus cheated the salvage squads as he brought the oddly crippled ship into Fulbeck in a perfect 3-point landing.

When, at about four that afternoon, the most of the 440th's aircraft had returned, the assessment of damages included one plane destroyed and its crew missing, two damaged beyond repair and several more damaged but reparable.

Since the next day's schedule called for a return flight to reinforce the landings of September 17 with glider troops, the mechanics swarmed around their planes before they had come to a standstill on the parking lots while

they set zealously at work restoring them to flying shape for the morrow. By nightfall, the repairs and the re-marshalling for the mission of the 18th was nearly completed.

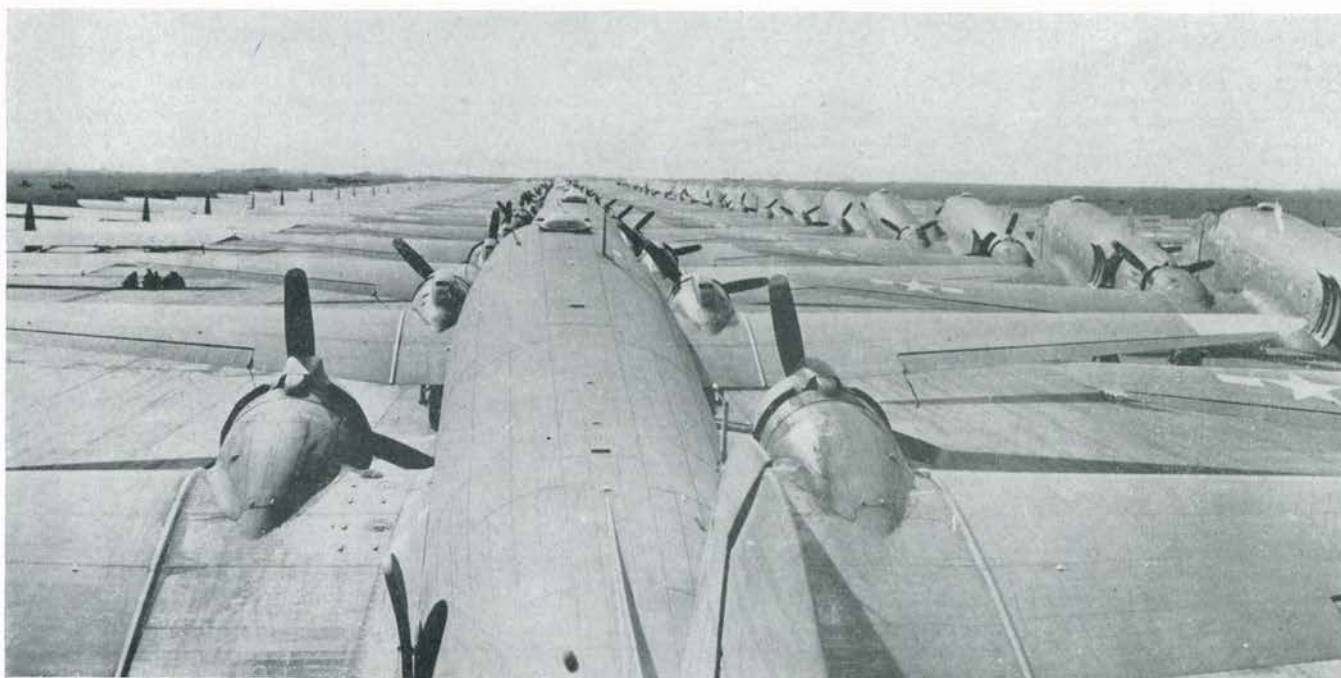
The weather was poorer on the 18th. The usual morning haze of the British Isles was especially threatening. It cleared somewhat as the morning grew older so that by 1134 hours, take-off was on time, while visibility was acceptable at 3 to 5 miles and it was bright along the course, despite the scattered haze and cumulus clouds. In two serials, separated by nearly an hour from take-off to take-off, eighty 440th planes with eighty gliders, mainly from the 95th and 97th squadrons, again followed the route taken by the power crews the previous day.

The second time, the distance across Holland seemed twice as long and the enemy fire was much more accurate and heavier. Shortly after first sight of land over the Continent, a radio message from advance elements warned the formation to steer clear of the originally designated IP to avoid devastating flak which was erupting from the wooded areas. The enemy had evidently multiplied his defense strength and in the 24 hours since the last troop-carrying flight had brought in more guns and better crews. Because of the precise and intricate timing necessary in the air operation no great deviation was possible.



TROOP CARRIER DELIVERS ITS HUMAN CARGO
TO THE D Z.

As the last run-in was being followed by the line of paired C-47's, their gliders trailing behind, one ship was crippled by a direct hit on an engine and a premature release of its glider was necessary. Another plane, its stabilizer and trim tabs shot away, some control



THE ARMY AIR FORCES WORK HORSE IN TAKE-OFF POSITION FOR MISSION "VARSITY."



MANY SURPRISES WERE ATTACHED TO THE AVERAGE COMBAT GLIDER LANDING.

cables severed, the hydraulic system shot out and its radio rendered inoperative, continued on to the drop zone while its crew chief stubbornly fought fires breaking out in the tail section.

Below the line of flight the confusion of the battleground was plainly visible. Here and there groups of Allied soldiers scurried by. There was an occasional convoy of speeding enemy vehicles and once, on the Groesbeek Canal road, hundreds of blue-uniformed Wehrmacht troops were seen running pell-mell in the direction of the target for that day. The troopers who jumped on the 17th apparently had already accomplished some of their jobs for one of the bridges across the Maas was destroyed and guarded by recognizable American paratroopers.

Arriving over the landing zone, the stream descended from its two-thousand-foot level to the low altitude of 500 to 700 feet above the ground as the "T" marked glider landing area hove into sight below.

One after another, each pair of C-47's loosed its trailing gliders and then swept sharply upward and leftward to evacuate the flak-ridden area as quickly as possible. The gliders, freed from tow, continued a short distance levelly, just long enough to select preferred fields to land on among the tree-bordered woodlands. As the flak, in increasing volume, continued

bursting about both the engined and engineless craft, the Waco kites, their pattern decided, nosed abruptly downward into the landing fields for quickly braked landings which dug their noses deeply into the soft earth and their tails awkwardly high into the air.

The powered formations, reassembled, began arriving back at Fulbeck at 1658 and an hour later the last of the later serial had returned. With the summing-up following the operation, twenty-nine of the eighty-two (82) C-47's were found to have been seriously damaged but the way the mechanics pitched into the repair job that night, all but seven of the planes were made flyable again and ready for the next day's mission, expected to be another glider tow.

From the statistical appraisals which later arrived from the ground, it was seen that the Group had scored again, attaining a 96% degree of perfection. Of the eighty-two C-G-4A gliders towed in, all but three were released and landed in the precise fields where their arrival was awaited by troops already on the ground. The three ineffective gliders were among the losses in the mission, having been attached to tug ships which were so damaged by German fire that they could not carry their tows through to the target and were forced to release them earlier.

On D+1, the 18th, the 440th brought in

units of the 82nd Airborne Division's glider-borne artillery, carrying the Hq and Hq Battery of the Divisional Artillery and Batteries "B" and "C" of the 456th Field Artillery Battalion. The second day's activities into Holland employed 20 power ships and 40 gliders of the 95th Squadron, 21 planes and 19 gliders of the 96th Squadron, 21 planes and as many gliders of the 97th and, from the 98th, 20 planes and as many gliders.

The end of the second day's fighting on the ground saw the near completion of the airborne part of the operation in so far as the immediate objectives were concerned. The airborne army had joined up with some of the troops of General Dempsey's British Second Army in a 13-mile advance across Holland. To have accomplished this, with the myriad attendant tasks of taking bridges, roads and strongpoints, within only one day after the initial contingents of paratroops had landed was little short of miraculous when measured against the length of time the same action would have consumed in an ordinary ground effort.

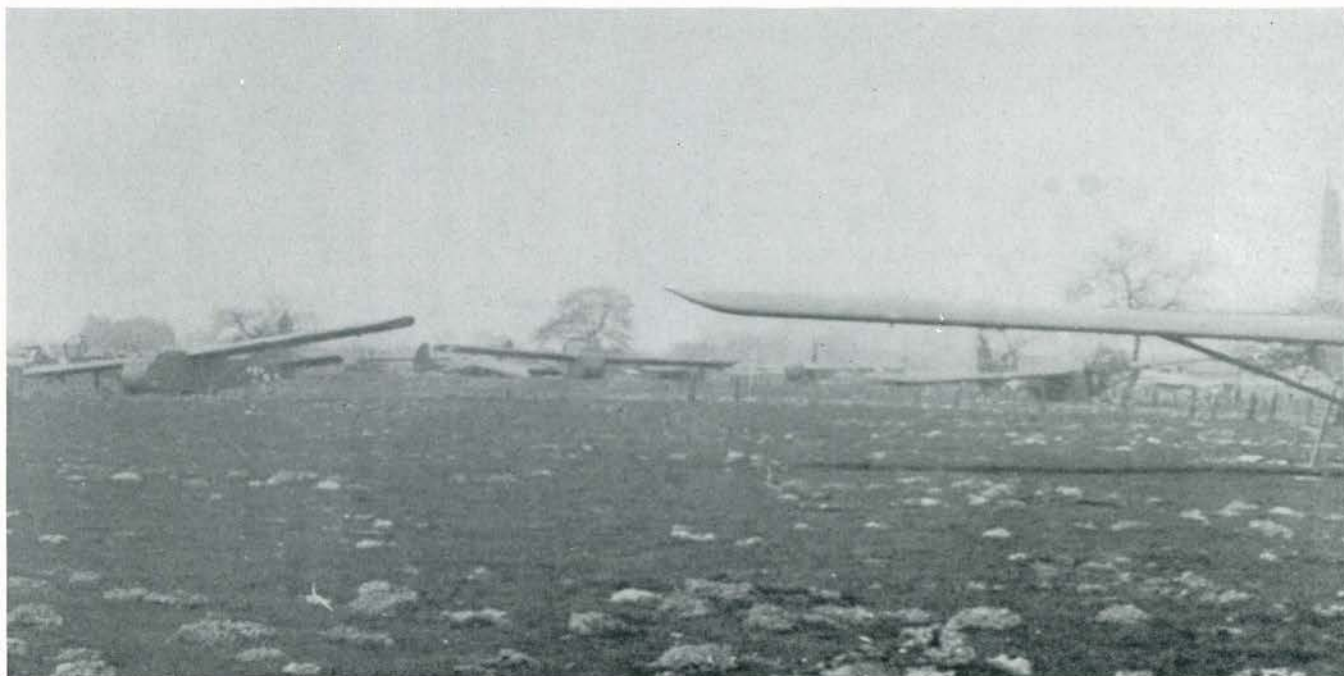
A backward glance at the air-ground engagement can hardly describe with adequacy the intense bitterness of the fight. The losses of both sides mounted appallingly as the Germans threw attack after attack into our taut and thinly stretch lines. For the enemy this

was the final opportunity to stem the growing threat to unhinge his northern anchor. Once outflanked, the Germans knew their prospects would be futile.

On D+2, the 19th, the day dawned as black as the night and the day's reinforcement operations were postponed as all of the British-based airfields were completely closed in. In vain the men waited in clusters near the weather office and the operation shack, hoping for news that the cloudy gloom might lift. But instead of improving, the weather deteriorated until even ground visibility was at a minimum.

It must be understood that in the wake of any airborne operation, resupply by air and reinforcement by glider frequently become the only lifeline that can be maintained to support hard-pressed units of airborne troops battling behind enemy position. Usually, even when advance air-landed troops are in no really difficult straits, their supplies are limited to what they have brought with them in their knapsacks and parapack bundles. Rarely are these supplies adequate for longer than 48 hours of field activity.

Incoming reports relayed to Fulbeck from the European front showed that the battle-thinned airborne army was now holding 25,000 yards of frontage, a large enough area to be an over-extension for a force twice as large. All of this front had been wrested forcibly



CROWDED LANDING CONDITIONS PREVAILED ON THE FIELD AT GROESBECK.

from a determined enemy. The airborne army was now faced with the serious problem of resisting ever-coming counter-attacks and overcoming staggering increases in enemy troop strength. The persistent bad weather prevented Allied reinforcements from arriving since the single available route, the air, was impenetrable. For the enemy, however, that very condition was an advantage as he rushed fresh troops into his lines and, protected by fog from Allied air opposition, his force and supply piles grew to almost three times their former size.

From September 19th to September 23rd the sky's ceiling remained at zero while our men waited impatiently and helplessly for the slightest break in the overcast that might permit them to risk that third vital mission. Most everyone of the crews would have flown gladly, even in blind flight, to bring in those critically needed glider loads of reinforcements, but the disposition of troops in Holland was such that the mission could not have been successful without air visibility. To have dropped fresh troops and supplies into the wrong zones would have been worse than not to have delivered anything at all. Orders from above restrained the fliers, keeping them by their waiting planes on the ground.

By September 23, D+6, the plight of many of the ground sectors on the Eindhoven front had become desperate. The weather was still far from acceptable, the prevailing scattered showers and low-hanging clouds being broken only occasionally. Yet, the reinforcements could no longer be held back. This time the run had to be made regardless of the risk.

When take-off became possible at 1253 on the 23rd, 96 planes and as many gliders, marshalled and ready to go since five days earlier, went into the air once more for the final flight into the Nijmegen area. The 440th formation was again divided into two serials, each having 48 power planes and 48 CG-4A's. The 586 infantrymen on the passenger list, members of the Hq & Hq Co. of the 325th Glider Infantry Regiment and its Company "C", as well as the Hq Co. of the First Battalion of the 325th, all elements of the 82nd Airborne Division, of which other elements had been carried on the two previous flights.

The trips of the 17th and 18th had met increasing danger because of additional flak emplacements and other gun defenses the Germans had thrown in. For this reason, Command had chosen the southern route to be followed on the third phase of the air operation. An alternate route and less direct in its detour over friendly Belgian territory, this course was hardly better than the northern approach since there were still some 65 miles of flight over enemy-held ground and the Jerries had not neglected to build up their defenses throughout this region as well.

The landing zones a little to the north of Oversasselt were fortunately well-marked with smoke signals, in contrast to the lack of identification from the air which offered difficulties in the targets of the first two days. The run in was once more made at 500 to 700 feet and the opposing fire was not only heavy but exceptionally accurate as well.

While the glider releases on the 23rd were accurate and 44 out of the 48 gliders of the second serial landed in the dead center of the prescribed zone, the first serial had adverse luck and the flight was not without serious mishaps.

On the final approach to the target area, only a few minutes away from the actual release zone, the second half of the first serial, led by the 96th Squadron Commander, Major Cooper, was the principal butt of one sharpshooting heavy gunnery crew. The Major's lead ship received a disabling hit which knocked out its left engine. With the immediate loss in power and levitation, the ship dropped to 500 feet and was forced to let its glider go. This action of the lead ship was mistaken for the release signal by the aircraft following so that all of the 18 other gliders towed in the elements trailing Major Cooper were also cut free at the same point. The location was some 17 or 18 miles from the intended target point. The incident was unforeseen and probably inevitable, the releases having largely been effected by the glider pilots themselves after they observed what was occurring up ahead. However expensive it may have proven to the overall operation, nearly all of the personnel in these gliders eventually

managed to make their way by ground to join their outfits in the line.

Other ships were also seriously hit. Some, because of defective gliders and malfunction of equipment, were forced to turn back. Major Forster's towed glider, piloted by Flight Officer Portman, cut automatically near Stredishall due to the towship's excessive vibration. Flight Officer Purcell's engineless craft had its fabric torn loose shortly after leaving the ground and was forced down at Earlscome in England. Lt. York, of the 98th, flew a shell-battered Dakota out of the flak zone, expertly maneuvering and fighting the unresponsive controls to permit a successful landing at the nearest friendly airfield at Brussels, where he brought the limping ship safely in. Enroute, a B-17 flying with our formation received an explosive direct hit and disappeared in a cloud of thick, flame-edged black smoke.

Flak and shell-ridden though our planes were after the last flight of Operation "Market," the damages were largely reparable save for the lost aircraft and crew of Major Cooper's ship which had last been seen struggling to remain in flight over the German lines while smoke streamed from one of its engines. Flight Officers Wasson and Schunauer were stranded in their gliders over enemy positions when lucky shots from small-arms fire cut their tow ropes. It was not for several weeks that these

men were to return as visitors, when they had been liberated as prisoners of war.

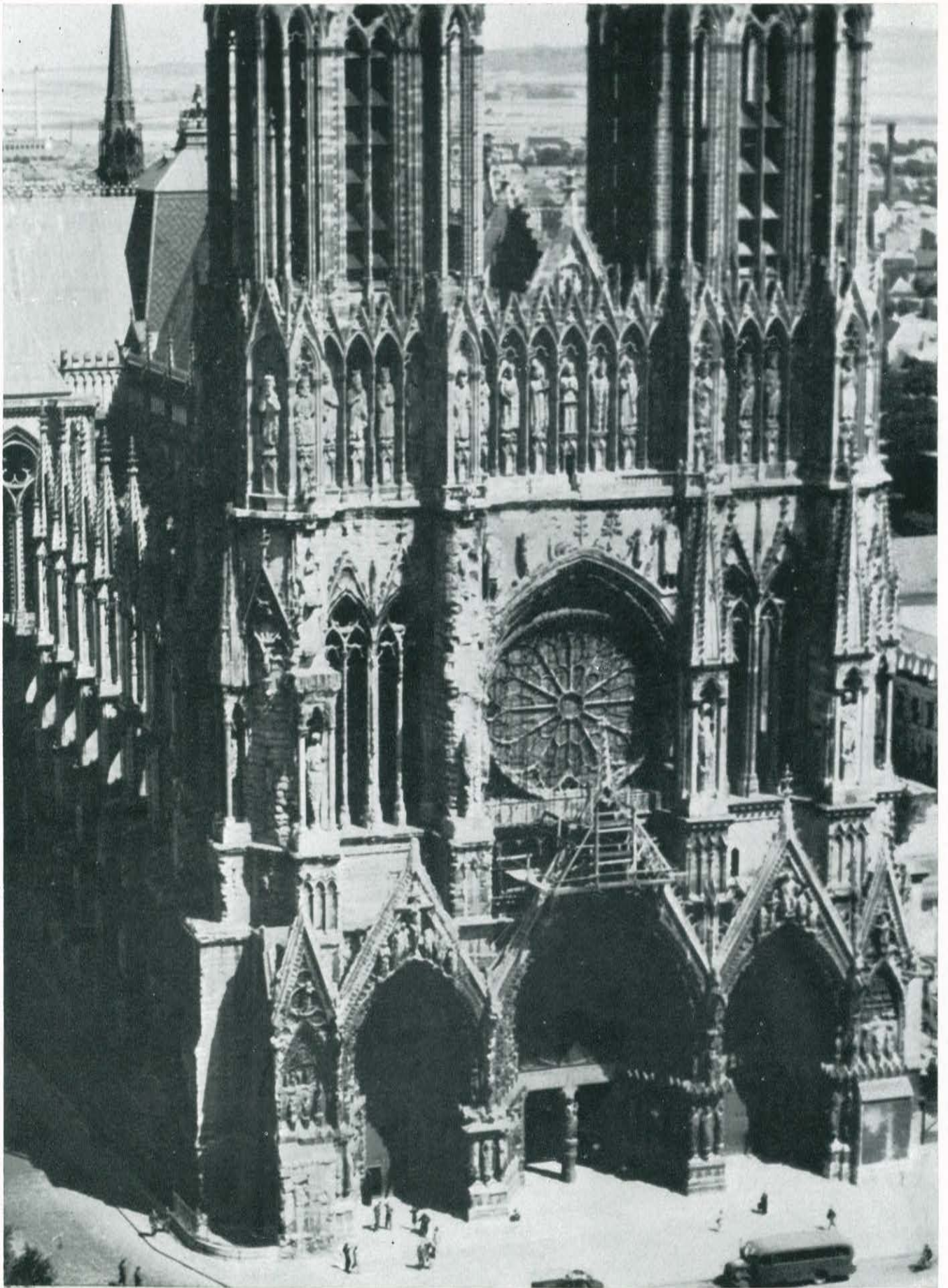
A significant experiment, minor only when compared with the boldness and startling newness of the whole operation, was the first performance of a parachute-borne field artillery unit which the 440th Group had dropped on D-Day of the Netherlands invasion. The 376th Parachute Field Artillery under Lt. Col. W. M. Griffith was a new type of military unit and its subsequent engagement in the immediate action following the jump and drop from our planes was said by commenting high officers "to have fully justified the time and effort spent in development of this type of unit." The Battalion had, in fact, been so dropped as to be able to successfully assemble with fieldpieces ready to open fire within an hour after leaving the doors of our planes.

The critiques which were issued in the calmer days following D plus 10 lavished the highest praises upon the Troop Carrier Command for its outstanding performance in this pioneer strategy. The leaders of all of the airborne units concurred in lauding the excellence of the drop patterns, citing them as the best in airborne history. All agreed enthusiastically that the accuracy and skill of our pilots and navigators greatly heightened the chances for successes on the ground. The units we had

(Continued on page 117)



ON THE LZ NEAR GROESBECK.



RHEIMS CATHEDRAL

Rheims to Orleans

The men of the 440th had always taken it for granted that sometime the group would be based in France and, when French language guides were distributed late in August, they knew that the time was not far off.

However, no one suspected that the move would come in the midst of the greatest airborne operation yet staged in Europe.

On August 30, 1944, an air echelon had gone to the Fulbeck airdrome fully prepared to participate in an airborne mission. However, the mission was called off and everyone returned to Exeter, where they found the ground echelon busily packing for a move to the continent. On September 9th the advance party left Exeter by air and arrived at American airstrip A-62 near the city of Rheims, France.

Hardly had the first men arrived at Rheims when news of another mission was rumored about and on September 11th the air echelon personnel in France was returned to Fulbeck. Other planes brought additional ground eche-

lon personnel and equipment to Rheims until by September 13th the majority of the ground personnel was at Rheims, the air echelon at Fulbeck and only a small "clean-up" detail remained at Exeter.

The men at Rheims found themselves situated in a bowl of vine-clad hills on the flat Champagne plain about 80 air miles northeast of Paris. The city itself was, to the American imagination, incredibly old, having been known in Julius Caesar's time as Durocortorum, capital of the Remi, the least violent of the Belgian tribes.

However ancient its history, the city seemed fairly modern, as it had been largely rebuilt since its terrific beating by German artillery in World War I. And, as usual, 440th men started to infiltrate into every nook and cranny.

Back at the field difficulties were cropping up. It appeared that not only the 440th Troop Carrier Group but also the 440th Fighter Group had been assigned to the field and the



OPERATIONS OFFICE AT RHEIMS, FRANCE.

brass bickered among themselves as to who would take charge of the available facilities. Having arrived first Troop Carrier was in the buildings while the fighter men had to be contented with tents on the other side of the field.

The airfield was enormous compared to the relatively economical space of the British fields but it was a surprise to find that the two 5,000-foot runways were only 100 and 120 feet wide and that neither were paved.

Closer examination of the base showed the almost unbelievable destruction done by the Allied bombing and strafing attacks. Hangars were nothing but piles of twisted metal and shattered concrete while fragments of German aircraft littered the entire area. Few of the engineering, administrative or living quarters had escaped and few unbroken panes of glass remained on the entire base.

Little time was wasted in surveying the extent of the damage and in choosing the most habitable spots for living quarters and offices. Every building with a whole roof was pressed into service and new records were set in getting the base organized. Naturally there was a reason. Everyone wanted to go to town.

Fifty per cent of the men were given passes

each evening and the city of Rheims, still vibrating to the recent thrill of liberation, greeted the Americans with typical Gallic enthusiasm. Champagne was plentiful and so were morning-after headaches.

Night clubs, gaiety, brightness and leisure, all so sorely missed in England, were here for the asking (plus a few francs) and the 440th entered into the spirit of things with unbounded enthusiasm.

The rest of September flew by. The wind howled and swirled through the gaps in the barracks and offices but there was little to do until higher authority ironed out the problem of "what group belongs in Rheims?"

Visits were paid to the world-famous Cathedral where all except three of the kings of France had been crowned; to the Caves Pomery and the Caves Rurnart, where millions of bottles of champagne awaited eager customers.

The Place Drouet d'Erlon with its fancy restaurants and tiny "bistros" on the side streets all had a steady stream of GI patrons.

One met them strolling along the Boulevard Foch or the Avenue Jean Jaures, in the trinket shops and cabarets. This was France and August's pay disappeared like melting snow!

The debate between the two groups continued. The P-47s were flying every day in support of front line troops and many 440th men had the unenviable sensation of being only yards from unexploded bombs bouncing along the ground after release by the returning fighters.

Late in September an advance echelon went out to set up tentage at a barren airstrip about 30 miles from Rheims in anticipation of another move. They found the spot on a wind-swept field with nary a house and few trees in sight and everyone breathed a sigh of relief when the move was cancelled.

However nice the former French Aeronautical College had been, the dirt runways were unsuitable for the heavy C-47s when rain turned the strip into a sea of mud. Therefore on September 28th the group again packed up their baggage, loaded it on the planes and took off for airstrip A-35, near the city of LeMans, their newly-assigned base.



CONTROL TOWER AT RHEIMS, FRANCE.



JEANNE D'ARC STATUE, ORLEANS, FRANCE.

It was in Orleans that the warriors of the 440th found unexpected opportunity to pay effective homage to France's most cherished warrior, Jeanne d'Arc.

In this city on the Loire River an equestrian statue rises in the cafe-bordered Place du Martroi, memorializing the maid of Orleans. Valiant in bronze as she was in life, this present has left its mark upon the maid, for shells have pockmarked the stone base of the statue, and from her hand a random German shot struck her brazen sword.

The men of the 440th decided that among themselves they would raise a fund to buy a sword to replace the German-shattered one. Accordingly, on June 6, 1945, a bronze sword was presented by the members of the Group to the city of Orleans.

On the base of the statue, in both English and French, this inscription has been placed:

"BRONZE SWORD PRESENTED BY
440TH TROOP CARRIER GROUP
456TH AIR SERVICE GROUP
UNITED STATES ARMY AIR FORCES
TO THE CITY OF ORLEANS
6 JUNE, 1945"

SOUTHERN FRANCE

(Continued from page 57)

success, and in most cases personnel and cargo had been delivered in good shape.

The day after the landings the town of Le Muy, vital to the success of the whole operation, was taken by the airborne troops which the Group had helped to carry.

General Eaker summed up the official opinion of the operation when he informed General Williams: "You Troop Carrier people put up a grand show."

General Williams added this commendation:

"Results . . . surpass even our most optimistic expectation. You have spearheaded another thrust at the heart of the enemy which has brought the free peoples of the world one step closer to total victory. My congratulations and appreciation to each member of your command regardless of his role, for it has required a 100 per cent effort to achieve today's success."

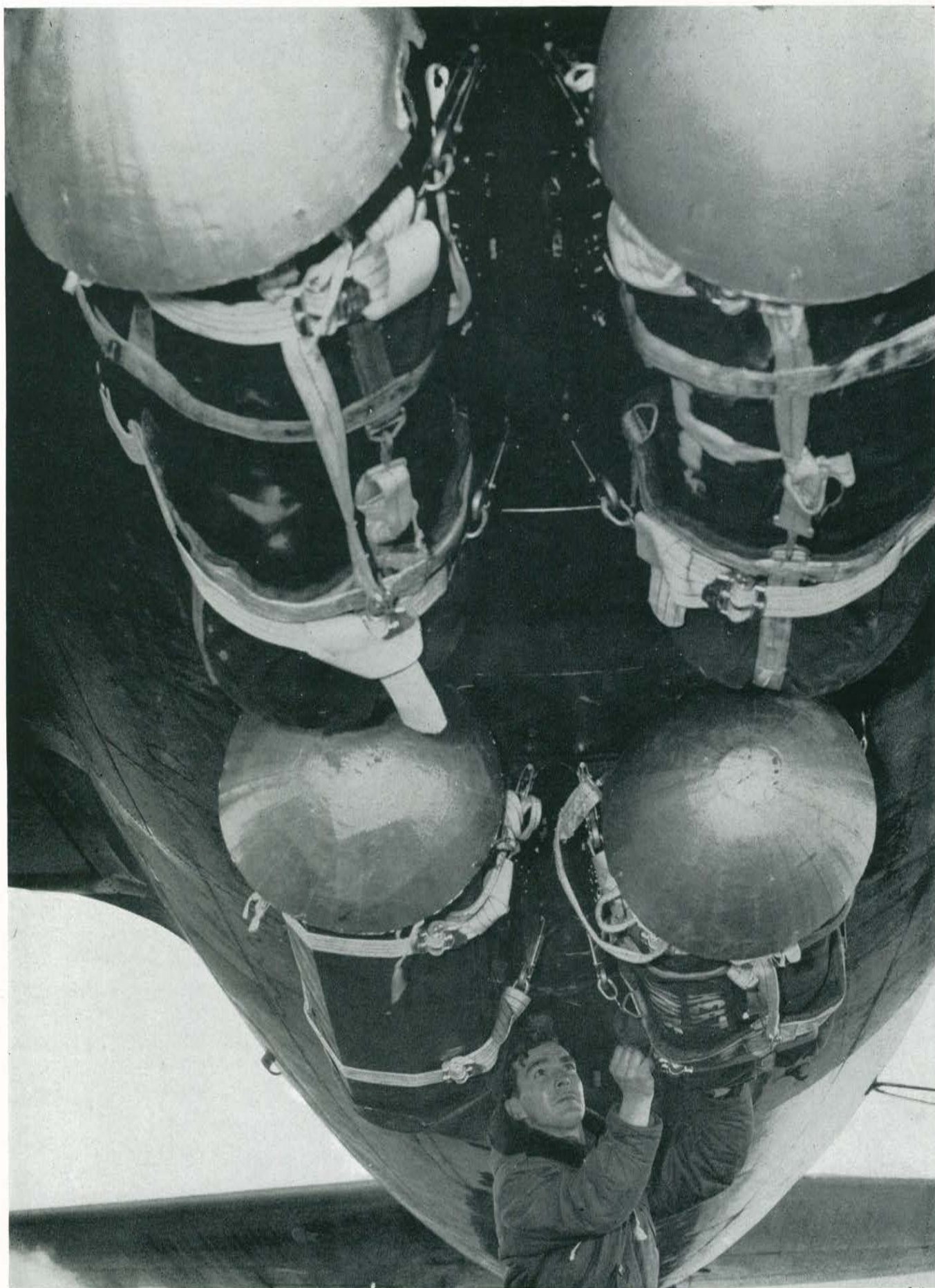
Colonel Krebs, naturally proud of the Group's performance, included in his commendation the attached units at the airstrip, as well as the mobile Red Cross unit which had provided hot coffee and doughnuts for the crews before and after each of the serials.

During the next few days recreational flights to points of interest in Italy were planned. They were to have included trips to North Africa and Sicily, but on 20 August orders were received to prepare for the flight back to the Group's home base in England.

Into the short time which remained the men packed as much fun as possible: swimming, loafing in the sun and sampling the local *vino*.

The Commanding Officer and his staff held a briefing on the evening of August 23, passing on information covering the trip home. The next morning the planes took off for Gibraltar. The 8-hour trip to the Rock was made in perfect flying weather.

On the 25th the Group was reunited at Exeter. Two invasions lay behind it and there was new confidence in its ability to handle whatever lay ahead.



PARAPACKS IN POSITION FOR THE RHINE CROSSING.

OPERATION "Repulse"

BASTOGNE

"Nuts," said the general, and his men pulled their belts a little tighter. "Our tactical situation?" said the general. "You know what a doughnut looks like? Well, we're the hole" . . . His headquarters was at a town called Bastogne. You may have heard of it. His outfit was the 101st Airborne Division. Perhaps you know of it. . . . His enemies were all around him. But in modern war when you box up a foe you must put a lid on the box. The Germans had no lid on Bastogne, the city they overran but never conquered in their final Ardennes gamble. . . . The cry from Bastogne was answered by the Troop Carrier Command. Over the rim of the doughnut, over the sides of the lidless box, went ammunition, food, medical supplies and weapons. . . . The 440th flew in its share. . . . And Bastogne stood.

The German attack in the Ardennes area started on December 16, 1944, and quickly smashed deep into southern Belgium. The German plan, daring in concept and brilliant in execution, envisioned two main thrusts, one moving west past Malmedy and designed to cross the Meuse west of Leige and a second, further south, striking across northern Luxembourg and intended to cross the Meuse near Namur. Once across the Meuse the two German forces planned to swing northwest across Brussels and Antwerp and isolate the northern half of the Allied front.

By Christmas day Field Marshall von Rundstedt's southern attacking force had made relatively good progress. All of northern Luxembourg above the Saure river was in German hands and forward units had bypassed Bastogne to reach Libramont, 25 miles from Sedan. The main spearheads had reached a point only 5 miles from the Meuse, 15 miles south of Namur.

The key to both the German transport situation and the American defense plan centered on the small Belgian town of Bastogne (normal population 4,500) where the Liege-Arlon highway connected with six other roads. As long as this town was held Rundstedt's columns were confined to secondary roads that, due to the snowy, wet weather, were fast becoming impassable to heavy military transport.

To Bastogne, soon after the German offensive began, hurried parts of the U.S. 9th and 10th Armored divisions and the full

strength of the famous 101st Airborne division, commanded by Brig. Gen. Anthony C. McAuliffe during the absence of Maj. Gen. Maxwell D. Taylor, who was in Washington for consultation.

Also to Bastogne came straggling groups from outfits that had been ripped to pieces in the German advance until some 10,000 men were gathered to carry out their single order from the U.S. high command, "Hold Bastogne at all costs!"

On Tuesday, December 19th, the Germans had their first collision with the defenders of Bastogne and the fight was on! The main German column swung around the American tanks guarding the eastern approaches and probed at the other entrances. But wherever they probed Americans continued to bar the way. By the 20th the town was completely surrounded and the fighting raged on every side. "We're the hole in the doughnut," radioed Bastogne in response to a message from Headquarters asking for their positions.

On the first night the Germans had captured the complete American surgical unit and on Wednesday and Thursday the wounded, tended only by their own aid men, were huddled in the cellars with some 3,000 civilians.

Food was running low—the Germans had captured the Quartermaster unit. Ammunition was low—gasoline was so scarce that armor moving into action could not afford to warm up their engines in advance and clanked off on cold motors.

On Friday the Germans delivered an ultimatum—two hours to decide upon surrender with the alternative “annihilation by artillery.” In reply General McAuliffe shot back one of the classic quotes of the war:

“To the German Commander—NUTS!—The American Commander.”

The defenders of Bastogne prepared to celebrate Christmas by beating back new German attacks that were taking on the fury of desperation.

“In such a swift-moving action it was almost inevitable that units would become separated from friendly forces and be surrounded by the enemy. The only feasible method of resupplying these units was by dropping critical items by parachute or, under favorable conditions, by landing gliders loaded with supplies.”

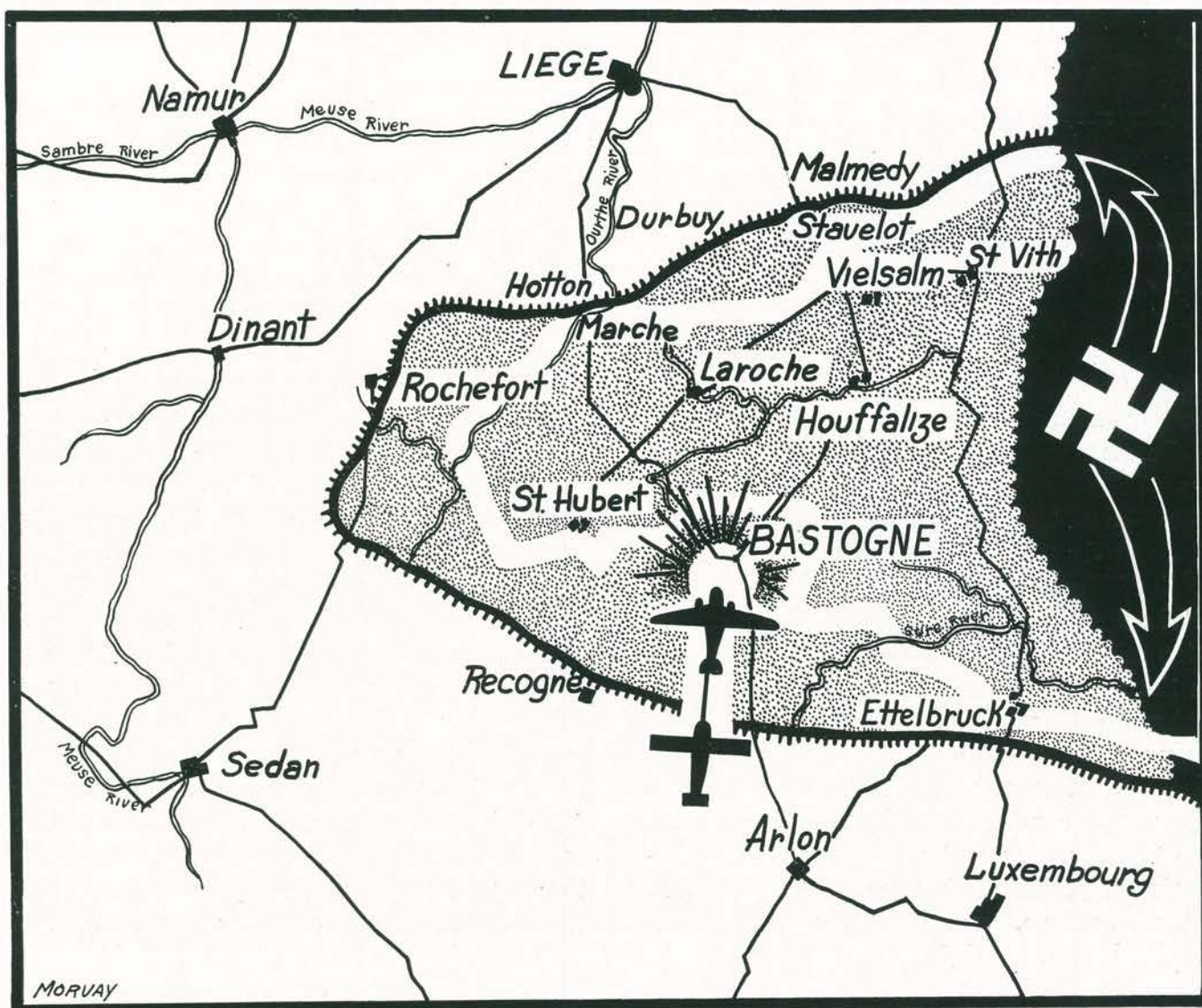
LT. GEN. LEWIS H. BRERETON,
Commanding General,
First Allied Airborne Army.

Finally the weather started to lift. The fog and mist that had kept Allied planes grounded for days gradually broke up and crew chiefs hastily pre-flighted ships that had been fully loaded, ready and waiting since the pincers had first closed around Bastogne.

On the morning of December 26th the 440th had its first chance to get in on the show. The job of delivering the first glider to go into Bastogne was given to the 96th squadron and at 10:25 a C-47 piloted by Capt. Raymond H. Ottoman took off with a glider piloted by Lt. Charlton W. Corwin, Jr., with F/O Benjamin F. Constantino as co-pilot.

At an advance base the glider was loaded with the surgical team and medical supplies so urgently needed at Bastogne and, at 14:00, the run was started.

Apparently the sudden appearance of the glider and its tug out of the overcast was a surprise to the Germans and only scattered



and inaccurate small arms fire was encountered. Arriving over the landing zone within American lines at 13:13 the glider cut off at an altitude of only 300 feet and swung in to a perfect landing. The C-47 turned out, headed for home at tree-top level to avoid enemy anti-aircraft fire and made the return trip without further incident.

At the same time that the first lone glider and tug were winging their way towards Bastogne a second group of ten aircraft and ten gliders loaded with 2,975 gallons of 80-octane gas had taken off from Orleans at 15:00 and were on their way in. Taking advantage of the early winter dusk they flew in low over the enemy lines. However, the Germans had been alerted by the earlier plane and glider and threw up a screen of small arms and machine gun fire at the formation from positions along a railroad about two miles from the town.

In spite of the fire the tow planes held on course, cutting off the gliders directly over the landing zone at 17:20. The altitude at cut off was approximately 600 feet.

As the glider pilots swung into their patterns and dove for the comparative safety of the ground the tow ships pushed their engines to the limit and hedge hopped out of the area, still followed by enemy fire.

During the operation the air crews had been too busy to pay much attention to damage that

did not affect the flying ability of their aircraft. However, on landing safely almost all the glider pilots found numerous holes in their ships (one had over 70) and many of the gasoline cans were spouting streams of fuel through jagged bullet holes.

At a later interrogation both power pilots and glider pilots agreed that the air had been full of incendiary bullets streaming from enemy machine gun positions and it was almost miraculous that no fires had been started in the highly inflammable gliders.

The C-47's also showed many small holes but escaped without serious damage to the aircraft or injury to the crews. On this mission the 96th and 98th squadrons each dispatched 3 C-47's and 3 CG4-A gliders while the 95th and 97th squadrons each sent two planes and two gliders to complete the total of ten.

Although the glider-borne gasoline took care of the most urgent need the general supply situation was still inadequate. Troop Carrier planes took off from bases in the United Kingdom and flew on instruments to carry 320 tons of food, clothing and ammunition into Bastogne. This material was dropped by parachute and the greater part of it recovered and put to immediate use by the 101st and other units.

On the morning of December 27th the 440th was given another glider mission and at 10:39



THE GASOLINE CAME THROUGH TO BASTOGNE.

eight C-47s and eight gliders of the 95th squadron and five planes and five gliders of the 96th squadron took off from the airstrip at Chateaudun. These 13 aircraft and gliders formed the last element of a 35-plane serial operated by the 439th Troop Carrier Group. The 440th gliders were loaded to capacity with high explosives.

The weather was good and the run into Bastogne was made without trouble. The job looked easy when, almost without warning, the 440th planes collided with the most withering hail of anti-aircraft fire ever encountered by a 440th formation during the European campaign.

Apparently the German ack-ack gunners had gotten the range as the first elements of the 35-plane formation came over and as the 14, 440th planes and gliders swung over the target the blast hit with unprecedented fury.

Although intense fire had been observed reaching out at 439th planes at the front of the serial the 440th aircraft held a steady course and cut their gliders as scheduled although explosions were already knocking the tugs from side to side and shells were starting to hit home with disconcerting frequency.



SUPPLY DROP FOR THE 101ST AIRBORNE
AT BASTOGNE.



THERE WERE NO SELF-SEALING
GAS TANKS ON C-47S

One glider completely disappeared in mid-air as a high explosive shell hit the cargo of TNT. The others cut their approaches as sharply as possible and dived for the ground with their pilots using every form of evasive action to dodge the upcoming stream of fire.

Before cutting off their gliders the tow planes held steady courses and were unable to make any attempt at evasive action. Sgt. Robert J. Slaughter, radio operator of a 96th squadron ship, was in the astrodome when the right engine of his ship was hit. At the same time he saw three different planes hit, catch fire and start to fall.

A few moments later there was a tremendous explosion in the tail and fire broke out. The bail-out signal was given but only the crew chief was able to get through the cargo door before fire blocked it.

Their only hope was for a successful crash landing and the pilot, Lt. Billy J. Green, managed to bring the ship down although most of the controls had been shot away. Upon hitting the ground the roof of the cockpit caved in and caught Lt. Green behind the control column. Although expecting an explosion at any moment Sgt. Slaughter battered the

escape hatch open and managed to drag Lt. Green from the burning ship.

Sgt. Slaughter then located a road and, half carrying Lt. Green, started out to seek medical aid. Within a few minutes they encountered Tech. Sgt. Sabon, the crew chief, who had jumped before flames blocked the cargo door. Sgt. Sabon's parachute had barely opened when he hit the ground and he had sustained back injuries in addition to burns on the face and hands.

Sgt. Sabon had been found by two Belgian children who were taking him to their village. Several more Belgian civilians appeared and helped the crew to a house where they rendered such first aid as they could and sent for a Belgian doctor and also for the nearest Americans, who were about four kilometers distant. After an anxious hour an ambulance from the 610th Tank Destroyer battalion arrived and evacuated the crew to an American hospital.

Tech. Sgt. Robert Londo, a 96th squadron crew chief, was standing directly behind his pilot when the glider was cut off and reached forward to help the pilot adjust the prop pitch and throttles. A high explosive shell hit in the fire extinguisher box between the pilot and co-pilot, knocking Sgt. Londo back against the door. A fraction of a second later a burst of 50-caliber bullets came up



THE 101ST AIRBORNE FOUGHT AS INFANTRY AT BASTOGNE.

through the floor in the exact spot on which he had been standing before the explosion.

With the cockpit aflame the pilot gave the order to bail out and Sgt. Londo kicked out the cargo door and jumped. Landing safely, he headed back in the direction of the Amer-



CRASH LANDINGS AT BASTOGNE.

ican lines, using the compass and map from his escape kit.

After 24 hours working his way back he was picked up by the 206th Cavalry Reconnaissance squadron, sent to various headquarters for intelligence interrogations and returned to the 440th. Sgt. Londo was the first 440th man shot down on the Bastogne mission to return to the group.

In the air over Bastogne other 440th aircraft were taking equally severe treatment. As the leading part of the serial pulled away all of the German fire was concentrated on the 440th ships as they cut their gliders and turned back. It was all over in a few short moments but in those moments the 440th sustained 42 per cent of its combat losses during the entire period of the European campaign.

Of the eight ships from the 95th squadron five were shot down with every member of their crews either killed or captured by the Germans. One managed to get back over friendly territory before making an emergency landing and only two made their way back to the home base at Orleans. Both of these planes were so badly damaged that ground crews found it hard to understand how they had remained airborne.

Of the five 96th planes three were shot down with seven crew members killed and two taken prisoner. Both of the 96th planes that managed

to get back to Orleans were also severely damaged. The pilots of both of these ships attributed their safe return to their split-second decision to turn right out of the landing zone instead of to the left as briefed.

Although only four of the 13 C-47s had managed to return and it was believed that the mission had been unsuccessful and a different light was placed on the situation with the return of the glider pilots several days later.

They reported that they had started to take evasive action while still on tow and as soon as they arrived over the landing zone had cut off, dodged and dropped too low for the German gun crews to draw an accurate bead on them. Therefore all the fire had been directed at the C-47s after the first furious blast as the formation appeared.

Most of the gliders had managed to land with their cargoes relatively undamaged and the ammunition and explosives were immediately put to use by the hard-pressed defenders fighting on the perimeter around the town.

Later evidence showed that the action on December 25-26 had seen the halting of the German offensive and the beginning of the American counter-offensive.

Any further development of the salient by the Germans was out of the question because, lacking roadways, they were unable to supply

(Continued on page 93)



THE FOOT SOLDIER SEEMS TO BE ON THE MOVE ALL THE TIME.



WHISKY
Pope Field

ALCOHOLIC

History of the 440th



*Sgt
Bill
VAUGHAN*



Some
day...

price & soda, etc.

CALVADOS
Le Mans



Cognac
Orleans



CHAMPAGNE
Rheims



BEER
Exeter



MODERN AIR TEAM

Silent Wings

The good-nature feuds which echo through the armed services of the country can produce few to rival in joyful insult that which involves the glider pilots and the power pilots of the Troop Carrier Command. Two men on opposite ends of a rope over a battlefield are naturally inclined to take different views of the proceedings.

But listen to one C-47 pilot as he talks to the intelligence officer interrogating him after the Rhine crossing in which the glider pilots had to set down blind with very little idea what lay below the battle haze which shrouded the landing zone, except that it was something very unpleasant.

"I'll never kid those GPs again about being loafers and kite-fliers, flying four hours a month for their flying pay. I don't think I'd have been able to cut off the way they did. Those guys have got guts."

Real praise that, coming from a "throttle jockey."

In the missions recounted in other chapters of this book the action on the ground has been described largely as it appeared from a grandstand seat. The glider pilot, however, leaves that perch up above the playing field and gets down into the game.

Take the glider mission to the relief of Bastogne, for example. Here is how it appeared to Capt. Wallace F. Hammargren, glider operations officer of the 98th Squadron, who led the formation of ten gliders into the besieged area on December 26, 1944. A glider flown by Lt. Charlton W. Corwin and loaded with medical supplies had gone in earlier that day and had drawn little flak, probably because the gunners did not want to give away their positions to the accompanying fighter planes.

"We were briefed at 1315 the afternoon of the 26th," Captain Hammargren recalls, "but

we didn't know until we got to our gliders and saw the jerricans that we were hauling gasoline. From then on we worried about incendiaries, praying we wouldn't encounter any.

"At 1450 we took off. The snow-covered countryside below us was peaceful, as it should have been the day after Christmas. Here and there smoke arose from farms and villages.

"At 1700, however, the ride began to get a little more exciting. We first noticed flak coming up from our left, looking like Fourth of July Roman candles in the dusk. Then it began to arch toward us from the right as well. Below we could see houses and barns burning.

"I could see the flak marching up toward Lt. Dick Baly in the second position. It struck his glider, knocking out a 4-foot section of the left wing and damaging his left elevator. Later I learned it had grazed his steering column and blown off the panel over his head.

"At about the same time, however, I was having trouble of my own. The Germans decided it was time for me to cut loose from the tug ship so they put a piece of flak through my tow rope a foot in front of the glider's nose. That foot of rope was still hanging there when I landed.

"Fortunately I was over the LZ when the rope was shot away. So I made my 360-degree pattern and landed. It was 1710 when I touched down. We immediately jumped out of the glider and hit the ground, taking defensive positions and watching the figures which we saw running toward us. The situation around Bastogne had been so confused we weren't sure that we were in the right place or that the area was still in friendly hands. In the dusk it was impossible to tell whether these guys were Americans or Germans. So we kept our fingers on our triggers and waited. When they got close enough we could see they were Americans alright.

"A major came up to me and asked, 'What are you carrying?'

"'Gasoline,' I replied.

"'And the other gliders?'

"'All gasoline, too.'

"'Thank God!' he said. 'We're at the bottom of the barrel.'

"In a few minutes trucks arrived and we helped transfer the gas from the gliders. We heard estimates ranging from 15 to 350 gallons on the amount of gasoline the 101st Airborne had remaining when we arrived. But whatever the amount was, they were mighty low.

"We reported to a lieutenant colonel of the airborne, who assigned us to a long stone barracks where we slept on the floor that night. That is, I slept; most of the fellows said the guns were making too much noise.

"The next morning we learned that the 4th Armored Division had broken a corridor through to Bastogne and that we probably would be able to get out that day. Our force was increased by a pilot from the 441st who had bailed out in German territory and made his way back through the lines. Shortly after noon we heard the roar of familiar engines and saw the air filled with C-47s and gliders as the 439th Group came in. On the end of their formation, we later discovered, were some crews from our outfit.

"We saw several gliders and tow planes hit in the air. One flaming C-47 continued on its course until the glider pilot cut loose directly over the LZ. Then the pilot jumped. When he landed he was badly burned. Pieces of molten metal still clung to his jacket. After treatment, however, he was able to join our party. We saw two gliders overshoot the LZ and watched helplessly while green-clad figures rushed out and captured the pilots.

"Early that afternoon all of us, glider pilots from the 440th and 439th, and some crews of power planes that had crashed, about seventy men in all, were taken to the town of Bastogne in trucks. There we picked up some German prisoners, and loaded about 50 to a truck, with glider pilots as guards. The prisoners were a mixed lot and pretty poor quality. There were 15-year-old boys, men of 60 and even a few women.

"One truck overturned when it hit a shell hole, and its load of prisoners had to be sent back to Bastogne. The rest, however, we delivered successfully. We reported at VIII Corps headquarters and at 1100 on December 28th we got on a train which consisted of a locomotive and three unheated cars. It was a long, roundabout trip—east to Metz and then west to Paris, where we arrived at 1400 on the 29th.

"Our first thought was of something to eat, as we had had nothing but what 10-in-1 rations we could bum along the way. We caused a sensation at the casual officers' mess, even though we checked our Tommy guns and helmets at the checkroom.

"We were in battle dress, muddy and dirty, and we hadn't shaved since Christmas. The well-pressed officers in their blouses and pinks couldn't figure us out. And when they heard the word 'Bastogne' they gathered around to talk to the first men who had come back from that hell hole."

That is pretty much the pattern of a mission for the glider pilot, divided into several parts: the ride in, the landing through flak or small arms fire, the action on the ground and the trip back by any available means of transportation. Each mission, however, had its particular problems, special features which glidermen remember.

The invasion of Southern France, operation "Dove," was the 440th's first glider mission and its easiest, with respect to enemy opposition. It was almost what they call a milk run, yet even milk runs have their tragedies, and men can be killed even when the enemy is very nearly helpless.

One of the first hitches that developed was the poor visibility as the glider train approached the landing zone. A haze from burning buildings and woods set afire by bombs blanketed the ground. This pall of smoke, combined with the glare of the late afternoon sun, made it impossible for the glider pilots to see. It was necessary to make a long 180-degree turn, which took the planes and gliders several miles over enemy territory.

Over the LZ the pilots found the air full of planes. Three groups had arrived at the same time, and approximately 150 gliders were

heading simultaneously for the tiny areas selected for the landings. The 440th LZ was a small field bordered by trees and a mountain. The first few gliders down occupied all the space. There was nowhere to land except in the trees or on top of other gliders. Pilots who were heading for the few remaining clear spots had to alter their course at the last moment to avoid other gliders coming in beneath them and aiming for the same targets. There were collisions in the air and on the ground. In a glider there is only one direction in which to go, and that is down. There is no pulling up and coming around again. So the glider pilots could do very little except grit their teeth, pray and set 'em down.

The field was strewn with gliders which had struck trees or other gliders, or which had landed in vineyards. But one of the amazing things about the Troop Carrier Command's standard glider, the CG-4A, is that it can be demolished, it can go between trees and leave its wings behind, it can land upside down or on its side, and still its pilot and passengers have a chance of walking away from the wreckage. There were men killed in the Southern France crack-ups, but there were many more who crawled uninjured out of the debris of their craft.

Holland, where 160 gliders in four serials constituted the 440th's largest mission, was a

different story. There the enemy opposition was stiff and the glider pilots received their first taste of real fighting on the ground. On D-Day the 95th and 96th Squadrons went in with 40 gliders apiece. One look at the map in the briefing room and the pilots knew this would be a tough one, for the route passed over 110 miles of enemy territory. The Germans lived up to expectation; the first flak came up as soon as the Dutch coast was crossed. Then, all along the way, fire from rifles and automatic weapons was directed at the gliders from every village.

"We were going along at 500 feet," Major Robert W. Wilson, then glider commander of the 95th Squadron, recalled, "and we could see the Jerries just standing there in the roads, fields and villages and popping away at us with everything they could get their hands on from .22s on up. A glider formation strings out for miles, so there was plenty of time for the Germans to get a bead on us."

At the LZ there was fire from heavier pieces. The glider flown by Major Howard H. Cloud was struck by a shell from an 88-mm. gun, and he was wounded in the leg by shrapnel.

It was about 1430 when the 95th Squadron landed. The glidermen found that the landing zone had not been completely cleared of Germans. The enemy still was dug in around



TYPICAL COMBAT GLIDER LANDINGS.



SMALL-ARMS FIRE WAS TOO MUCH FOR
THIS GLIDER PILOT.

the perimeter, and some were circulating in the field itself. The landing zone had been cleared at one time, but had been recaptured the morning of D-Day. About an hour and a half before the glider landings paratroopers had begun the job of clearing it again. Glider pilots and their infantry loads helped complete the task.

An hour after the 95th landed the 40 gliders of the 96th Squadron led by Capt. Harold B. Rideout touched down. Through that night and the next morning the pilots assembled at the designated Group command post. The gliders had not carried co-pilots so Major Wilson, who had taken over command from the wounded Major Cloud, had about eighty men under him.

Then occurred one of those freaks of warfare which call on men for duty beyond that which they might normally expect to perform. The weather in England grounded the eighty gliders of the 97th and 98th Squadrons, which were to have carried the 325th Glider Infantry into Holland. This delay meant that every available man in the area had to be thrown into the line. The ground situation was hazardous.

German SS paratroopers from the great forest of the Reichswald had broken through and were menacing the airborne division headquarters. Glider pilots were ordered into the breach. While these pilots had been trained in infantry fighting it had never before been necessary for them to function on the ground except as patrols, in guarding prisoners or in other battlefield tasks. Now, however, they were to fight as a unit in direct contact with the enemy.

The first task assigned the 440th GPs was to maintain a road block near the German-held village of Mook. A road from Mook led into the woods where the divisional CP had been established, and it was across this road that the block was established. For two days the pilots held this position. By that time a defensive line had been set around the woods. It was divided into three sectors, with companies of the 508th Parachute Infantry holding the flanks and glider pilots of another group in the center. The pilots were relieved and the 440th took over the position. There they were under constant fire and strafing attacks until D plus 7, when they were replaced by glider infantrymen whom the weather finally had permitted to get through.

During the four days the pilots were in the line rations ran low and for a time captured German supplies were the only food. Lt. Wilbur Lawn performed as a one-man commissary. From a post about a mile behind the line he trundled hot meals to the men at the front on a "requisitioned" wheelbarrow along a road which was constantly shelled.

When the 97th and 98th Squadrons got into Holland at last they ran into one of the persistent problems of glider operations, the rounding up of the pilots after the landing. It was difficult to find the command post at which the pilots were to assemble, and an initial absence of small arms fire encouraged some of the men to wander around the battlefield. Many of them attached themselves to other units, helped form convoys and made themselves useful in other ways.

Most of the glider pilots eventually were evacuated by plane from an airstrip at Grave, although many straggled in days later.

The glider crossing of the Rhine had its par-

ticular difficulties as well. Among them was the fact that a tail wind hurried the formation along so that it ran ahead of schedule. The result was that some preliminary weaving and turning was necessary in order to consume time and hit the target at the specified second. This complicated the navigation problem. The 90-glider formation was the Group's biggest simultaneous lift.

There was some flak at the LZ, where a few 88s were busy. Most the opposition, however, was from small arms fire. Apparently the reason for this was that the Germans were expecting the airborne attack further in from the Rhine, on the east bank of the Issel canal. The heaviest concentration of anti-aircraft guns, therefore, were along the canal rather than around the LZ. However, every farm, village and clump of trees had been garrisoned, and it was these troops which turned their light weapons against the incoming gliders.

The whole problem was complicated by the haze of battle which hung along the Rhine. When they cut loose at 600 feet the pilots could see the ground directly beneath them, but off to either side there was nothing but smoke. The 270-degree turn they were required to make had to be "by the seat of their pants;" there were no landmarks to guide them.



FIRST AID BEING GIVEN TO A WOUNDED AIRBORNE TROOPER.

For the first time glider troops were going in to take and hold their own landing zones. Always before paratroops had been assigned to this task. This time, however, the gliders were the first in, and the difference made itself felt as soon as the gliders landed. Fierce vol-



SMALL TREES FAIL TO IMPROVE THE LANDING STRIP FOR THE CG4-A GLIDER.



ONE GLIDER PILOT USED THE C P AS HIS LANDING ZONE.

leys of fire from the hidden sharpshooters raked the field. Pilots were shot as they emerged from their gliders. Those who escaped the first blasts hit the ground and dug in beside their gliders. Some of them were pinned down for as long as two hours.

As soon as they could move with reasonable safety the pilots assembled at the prearranged Group CP in a small woods. Pilots of the four squadrons were deployed in defensive positions which were held until the following noon. In the 2-man foxholes the GPs took turns sleeping and standing guard. In the night there were several skirmishes with Germans trying to get through the American positions to their own lines.

On D plus 1 the pilots marched German prisoners back to the Rhine and delivered them to a stockade. Amphibious vehicles took them across the river to the Rhine Hotel, a British tent settlement, where they were able to get sandwiches and something hot to drink. From there they went to a British airstrip, where they spent the next night, very hospitably entertained by the RAF, which provided beer and rum along with sleeping accommodations. The next day the 440th planes landed on the airstrip and flew the glidermen back to Orleans.

In the opinion of Major Wilson, who succeeded Major Cloud as Group glider com-

mander, the Rhine crossing was the best planned and executed glider operation, although the enemy opposition was the stiffest encountered. The 440th was the only group which put all its gliders on the LZ. More than that, the landings were made with such precision that each serial was put on the particular part of the LZ desired by the airborne commander.

An unvarying feature of every glider mission is a reunion with old friends. Most glider pilots, no matter what their outfit, had known one another at some time during training in the States or shipment overseas, and the GP command post on any battlefield is the scene of the reuniting of old friends.

What are some of the things a glider pilot "sweats out" during that long ride on the end of a rope? First of all, he hopes his towplane won't go too fast. Tail surfaces and wings have a nasty habit of coming off at speeds in excess of 150 miles an hour.

"That is, we worry about speed until the flak starts coming up," they explain, "but from then on we don't give a damn about it. The faster the better."

Then, too, altitude is a problem. If the glider is cut loose too high there is just that much more time of hanging in the air like a clay pigeon. German anti-aircraft gunners had trouble cutting their fuses to explode as

low as 600 feet so there was relative safety from the big guns in going in low, although the 20 and 40-mm. guns could not be avoided, and in fact were more dangerous at low altitudes.

It is comforting to be able to discuss these matters with the tug pilot, but the intercommunication system between glider and tow ship has never been very successful. Most glider pilots report that the intercom wire breaks or the plugs are pulled loose too often to make talking between the two ends of the towrope dependable.

Although glider assault is an innovation of this war, the CG-4A can trace its ancestry back farther than the C-47. Leonardo da Vinci designed a glider; the Wrights flew one before they harnessed it to a motor. Whenever men have watched the flight of birds they have pondered the problem of motorless wings for man. Through the years the glider has taken different forms. There have been graceful sailplanes and the huge troop-carrying box kites of the Germans. The Waco CG-4A is mid-way between these two extremes. The wing span is 83 feet 8 inches, and the fuselage is 48 feet 3 $\frac{3}{4}$ inches long. An empty glider weighs approximately 4,100 pounds and its maximum useful load is set at about 3,750 pounds, although some of the combat loads flown by the 440th have been as high as two

and a half tons. It can accommodate fifteen men, including the pilot and co-pilot, as a standard load, but on occasion nineteen men have been carried.

It is a frail-looking craft in which nearly everything is sacrificed to lightness. Its framework of wood and steel tubing is covered with fabric; the transparent nose is hinged at the top and opens to form a doorway through which jeeps and other pieces of heavy equipment are loaded. Light wooden benches are fastened along the sides when troops are being carried and removed when the gliders are to haul cargo. The CG-4A has been successfully used as an aerial ambulance, carrying as many as 12 litter patients.

The CG-4A has been towed experimentally by a variety of power aircraft ranging from P-38s to PBYs. Of course the towship used in operations all over the world is the Douglas C-47. The glider is towed by an 11/16-inch nylon rope 350 feet long. The combat formation is a 4-ship echelon to the right.

While the 440th was in the European theater improvements were constantly made on the glider. Addition of the Cory nose skid was a step toward eliminating one persistent danger. When a glider lands and is stopped quickly it rises on its nose, and often in rough terrain this crushes the nose and may cause a serious wreck. The Cory skid strengthens the



GLIDER PILOTS AWAITING AMPHIBIOUS VEHICLES FOR THE RETURN TRIP OVER THE RHINE.

nose section, is designed to slide over obstructions and has prevented many crashes. This skid was put into use only in time for the Rhine run.

Another modification was the addition of tail parachutes which could be released on landing to act as a further brake in case of emergency.

In advanced training in the States most of the 440th's glider pilots had been taught the accepted landing method, which called for a speed of 100 to 120 miles an hour. At this speed, however, it was discovered that the glider covers too much ground after landing. This delays the men it carries from going into action and increases the danger of hitting obstacles. The fast landing, therefore, was replaced by the so-called Curry glide, which was taught at Camp Mackall, N.C. It is a constant glide just over the stalling speed. This means that a loaded glider will set down at between 60 and 70 miles an hour. Glider pilots credit this glide with saving many lives. Although it is commonly called the Curry glide, like many of the accepted principles of glider operation it owes much to Col. Mike Murphy, glider pioneer of the Troop Carrier Command, who was severely injured in the Normandy landings.

It has been assumed that gliders, valuable as they are, would be expendable. That is, that once landed in enemy territory they would be recovered, if at all, only after being dismantled and salvaged by truck.

The 440th gave one of the earliest demonstrations, however, that gliders could be picked up from seemingly inaccessible landing spots. On May 25, 1944, a glider pilot who was being towed too fast in a training flight cut loose from the tug plane and landed in a small field near Exeter, England. It was an opportunity to test the still experimental technique of glider pick-up under different conditions.

The experiment was successful, and was repeated on several other occasions when gliders were forced to make emergency landings in England. After the missions into Holland a team of glider mechanics working in cooperation with a special squadron of planes equipped with glider pick-up apparatus salvaged a number of gliders.

Major Cloud, who has left the 440th CP to the IX Troop Carrier Command, gave a dramatic demonstration of the practicability of glider pick-up when he snatched a glider-load of wounded men from the Remagen bridge-head area.

Towships making glider pick-ups are equipped with a drum and cable inside the cabin. As the plane flies low over the glider a hook extended from the belly of the fuselage snags the tow rope which is stretched across two upright poles. An automatic brake on the cable drum in the towship slowly applies friction so that the glider is eased into the air without jolting its passengers. Although the 440th and other groups have proved that this is not a hazardous operation it requires excellent judgment on the part of the pilots involved.

Just as the craft in which he rides is a new kind of weapon, so the glider pilot is a new kind of soldier. He is an infantryman who flies or an airman who fights on the ground: you can take your choice. He may go for weeks or even months with little to do except for an occasional training flight and whatever administrative work he may be assigned as an additional duty. (And in this connection it should be pointed out that glider pilots were invaluable to the 440th in a wide range of administrative jobs as mess officers, transportation officers, in operations and intelligence departments and almost every other sort of "chair-borne" job.) Then after this period of comparative inactivity he is called upon for a few days of combat as hazardous as any that warfare offers.

His training in the States made him first of all a pilot. But at Bowman field, Kentucky, he was given a rigorous infantry training in the uses of ground weapons and the tactics of hand-to-hand fighting.

The time, the training and the money which the army put into its glider program paid off at full value in the operations in which the 440th took part. The skeptics who were doubtful of the glider's place in war were convinced.

The landing of a squad of men as a unit, with their own weapons, including light artillery pieces and jeeps, has a clear advantage under certain conditions over the dropping of

parachutists who are necessarily lightly armed and may be badly scattered.

The glider has proved itself indispensable in airborne attack, and new methods of utilizing it are constantly being developed. The Germans, who first used the glider in warfare, were soon outdistanced. The heavy losses in Crete apparently shook the German staff's faith in gliders, but the Americans demonstrated that the fault lay not with gliders as a weapon but with the German misconception of their tactical role. In Crete, for example, the Germans landed their gliders on airfields which were surrounded by strong, dug-in defenses. American tacticians demonstrated, however, that the proper way to take an airfield is to land several miles away, then rush the field.

Paratroopers require long months of training, but the glider can make any infantryman airborne. This advantage was particularly evident in Southern France when units which had never before been inside a glider were hastily assembled and flown into action.

The 440th is proud of its glider record. It has never missed an LZ, despite the hazards of enemy opposition and the problems of low-level navigation.

In its nature glider attack puts upon the pilot a tremendous responsibility. The functioning of an entire battalion may depend upon the contents of his glider and his skill and courage in getting it through.

There is a saying in the Troop Carrier Command when an outsider asks about the glider pilot's wings with their initial letter on the center shield.

"The G," it is explained, "stands for 'Guts.'"

LONG ROAD TO INVASION

(Continued from page 13)

sciousness. Nobody was kidding around here. We were practicing paradrops because some day soon we were going to drop them into Hitler's fortress. The C-47 "workhorse" was also a battle wagon. Was it merely coincidence that the 440th would one day help lift this same 17th Airborne Division across the

Rhine in the final drive for the heart of Germany?

During the period of the 17th to the 29th of January, the Group bivouacked at Knollwood and Lumberton, North Carolina, where practice operations with the airborne troops continued. It was the first experience with field conditions as a unit, and once more the GI proved his ready adaptability. Here, a vigorous program of glider tows, both dual and single, was undertaken in addition to further paratroop drops.

February broke through the cold morning mists at Pope to find the 440th bustling about with suppressed excitement, preparing for the move to Baer Field, the Troop Carrier staging center for overseas. The days were filled with processing and supply problems and the nights saw record quantities of PX beer consumed. Sadly, the men with wives at Fayetteville packed them off to their homes. This was it.

On the 14th and 15th of February, the Group piled out of train coaches and tramped through a newly fallen snow to the assigned quarters at Baer Field, Fort Wayne, Indiana.

Now, there was nothing to do but undergo clothing and equipment checks, physical examinations, attend lectures and further processing. Out on the ramp, new C-47s were waiting. They were ready. The 440th Troop Carrier Group was ready.

BASTOGNE

(Continued from page 82)

their divisions already engaged at the tip of the salient. With the Americans in control of the skies they were unable to use aerial resupply for their own units.

The 101st Airborne and other units had done their job superlatively well. The 440th and other Troop Carrier units had clearly established the fact that aerial resupply of units of division strength, isolated in enemy territory within a reasonable distance of friendly lines, can be effectively accomplished. Rundstedt's last push had been stopped and the long march towards Berlin was ready to begin again!



SMOKE SCREEN OVER WESEL, GERMANY

OPERATION "Varsity"

THE RHINE

. . . It wasn't much of a secret. The Allied armies stretched along the Rhine. On the other side lay Victory, and at places the crossing had been made—the bridge at Remagen and a foothold by Patton. But in the North the main crossing still was to be made. Field Marshal Montgomery was poised on the West bank. At Troop Carrier fields across France men were alerted, airborne troops had moved in and the bustle of preparations could mean only one thing. Once more Troop Carrier was to spearhead a thrust into the enemy's vitals.

Within one spring week in March, 1945, it suddenly seemed that the war in Europe was mounting to a climax and a breaking point. Germany's legendary Rhine barrier had been reached all along the west bank by the Allies and had already been forced by the surprise seizure of the Remagen Bridge. Along the upper reaches of the great river, for weeks, Britain's Montgomery had been threatening a great offensive and the Germans had advertised their anticipation of airborne drops.

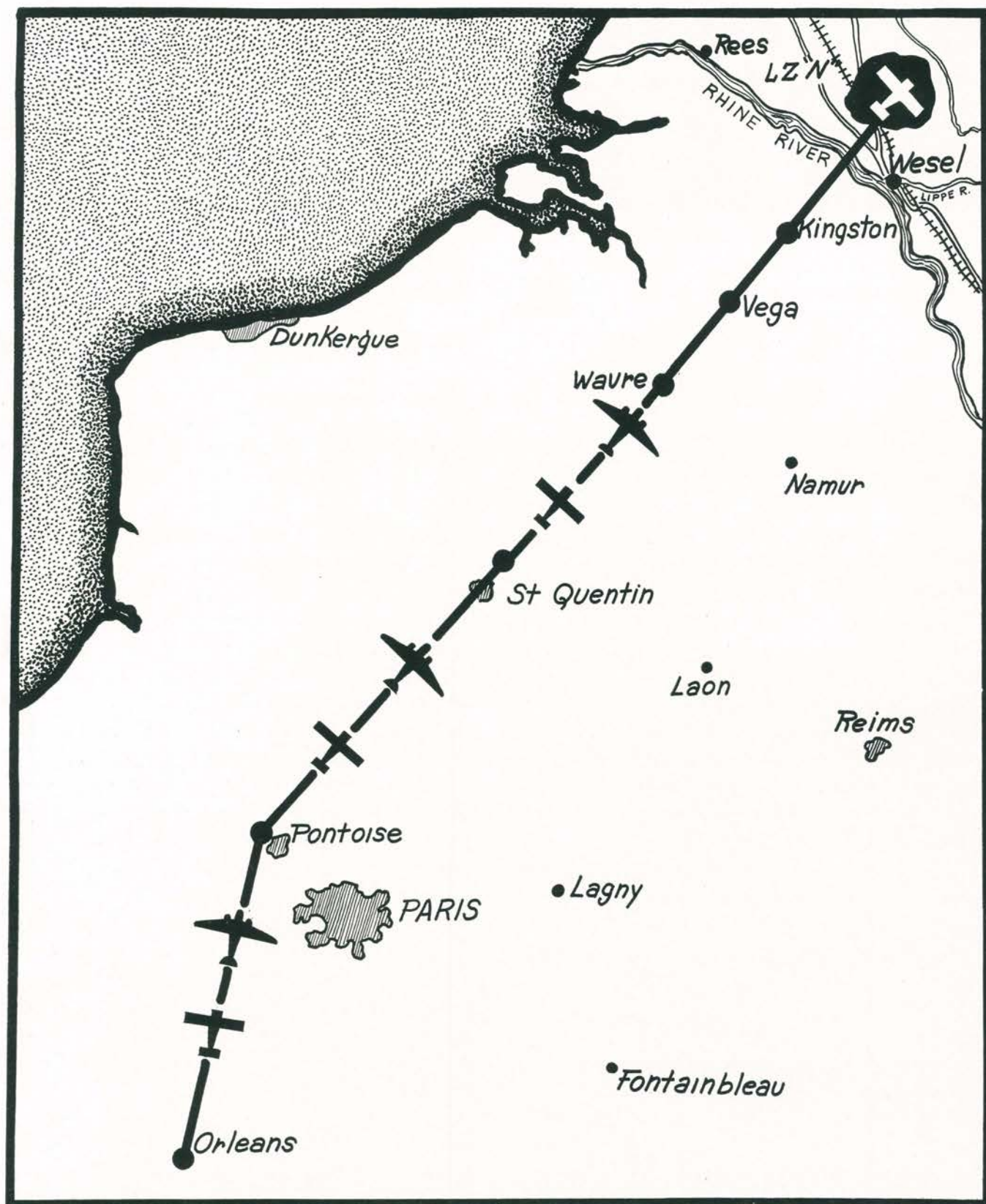
For three days before the opening gun, Marshall Montgomery had stoked a sixty-six-mile smoke screen in hundreds of chemical generators strung along the river. And back at the Troop Carrier bases in France and England, sweating and nervous anticipation rose to unprecedented heights. This was it, the mission to end all missions in Europe! "One more river to cross and I'll take me and my damn air medals home," was in every crewman's mind. In the Orleans compound, 440th men eagerly scanned situation maps day and night as they sensed the excitement in the air. Behind locked doors, Major Young L. Watson's Intelligence staff sweated over the newly-arrived "Top Secret" material. And down on A-50 crews sweated over the planes, for they, too, realized that this one had to be good.

Planning for this great Airborne mission had begun as far back as November, 1944, and from that time on all training was focused on the crossing of the Rhine. Step by step, the Command plans blossomed. Photographic evidence of terrain was studied for choice of land-

ing zones for gliders and drop zones for paratroopers. All flak threats with enemy weapons likely to be used were considered. A constant check was kept on the possible German threat from the air. Improvements were devised in methods of dropping parapacks. Gliders received new protection devices. Engineers toiled over air strips in France. Increased vigilance and security precautions were rehearsed and stressed constantly. Anti-aircraft units were assigned to Troop Carrier bases. Throughout the Allied Airborne Army, training tempo was stepped up and up . . . Check your angle of the job . . . Rehearse it . . . Check it again . . . Rehearse it again. On and on it went. The timing system was rehearsed and modified. Equipment lists were studied and changed . . . In short, this show was to be the most rehearsed and best planned one in the history of airborne operations.

Finally, by March 16, Troop Carrier planning had crystallized into Field Order No. 5, which outlined the forthcoming operation VARSITY in detail. D-Day would fall on Saturday, March 24, with paratroop drops slated to begin at 1000 hours and the procession of Troop Carrier and glider serials to continue streaming over the target until well beyond noon.

The objective of the great attack was clear enough. The eastern bank defenses of the Rhine were to fall victim to vertical envelopment by paratroops and glider infantry in conjunction with the waterborne assault by ground forces from the west bank.



In cold military terms, the mission of the airborne force in the Emmerich-Wesel area was to assist the advance of the U.S. Ninth Army and the British Second Army by seizing a bridgehead on the east bank of the Rhine between Rees and Bislich. Then the skyborne

troops would assist in enlarging the bridgehead to the required size of five to ten miles in width and five miles in depth in order to enable bridging operations to be undertaken relatively unhindered by artillery fire. Following the lift phase, Troop Carrier was committed to

its traditional role of resupplying bridgehead troops by air until adequate ground arteries were able to function.

Available for the lift were the Sixth British Airborne Division and the Seventeenth U.S. Airborne Division. Over and above the simple fact that the Rhine was to be crossed hovered the realization that seizure of the Emmerich-Wesel sector would fling open the gate to the industrially precious Ruhr and the heart of the Reich, and would bring the end of the European war within reach.

On the ground, the Allied armies in the North were scheduled to cross the Rhine in the vicinity of Wesel eight hours before the arrival of the Airborne Army. Here was something new! The doughfoots were to get in the first lick this time. And the U.S. Navy was also to be on the Rhine. Along with the Royal Navy, the U.S. overland fleet had hundreds of vessels in action. For weeks, all kinds of landing craft had been transported overland to hiding places along the Rhine. The offensive would see a steady stream of boats ferrying men, tanks, guns, bulldozers, and gasoline to the east banks in the wake of the initial assault craft.

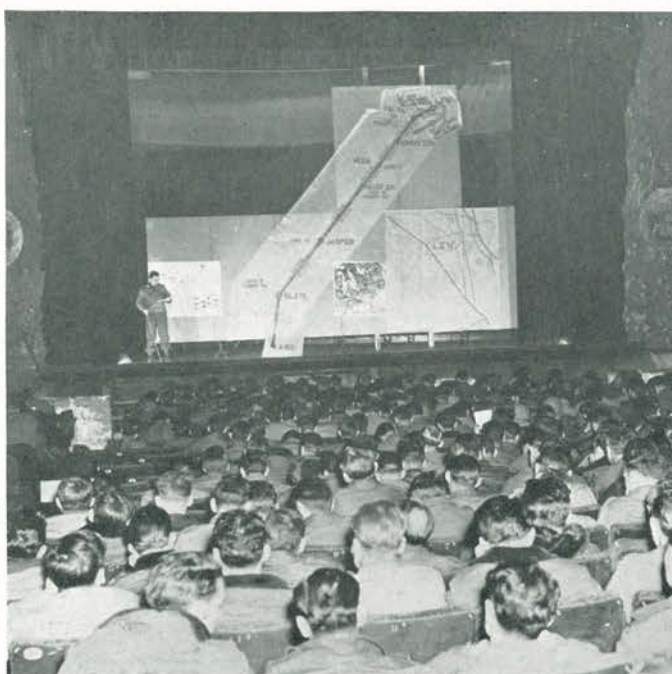
The Air Force had a role to play, too, a number of roles. Big Eighth Air Force bombers were to pound the enemy days in advance of the opening gun . . . smash their jet plane airfields, hammer at flak installations, wreck their rear communication lines. Prowling fighters would maintain a defensive screen east of the landing area. And fifteen minutes after all airborne forces were on the ground a fleet of Liberators would drop supplies to the embattled sky warriors. RAF Fighter Command would escort Troop Carrier columns coming out of the United Kingdom, and Ninth Air Force would take care of those starting from French bases. Over the target area, the Second Tactical Air Force would take over the main job of air protection.

The terse, clipped phrases of Field Order No. 5 pointed to the threefold, historic task of Major General Paul L. Williams' IX Troop Carrier Command: to lift parachute and glider troops and equipment of the U.S. Seventeenth Airborne Division; to support the Thirty-eighth and Forty-sixth RAF Groups by

carrying part of the paratroops and equipment of the Sixth British Airborne Division; and to resupply the Seventeenth by air.

Inside the War Room of Group Headquarters, Colonel Krebs, his Staff and Intelligence officers, weeded out the 440th job from the complicated maze of the mammoth plan. The task of the veteran 440th Troop Carrier Group in Operation VARSITY was to tow ninety gliders filled with a IX Troop Carrier Command Control Unit, a Reconnaissance Platoon of the 17th Airborne Division, and the 139th Engineering Battalion and 517th Signal Company of the 17th Airborne Division, together with their equipment. The CG-4A gliders were to be landed in a rectangular area designated as LZ "N," the most northerly of the two landing zones selected for the Seventeenth Airborne and lying about four miles north northwest of the city of Wesel along the northeast side of a heavily wooded area. The zone was characterized by a checkerboard arrangement of fields and meadows interspersed with patches of woodland and farmhouses. Prominent landmarks were the double-tracked Wesel-Emmerich rail line and the single track Wesel-Bocholt line, as well as the enemy's secondary defense, the Issel Canal, and the main power line through the area, strung on 100-foot pylons. The tow was to be made directly from the home base, Airstrip A-50 at Bricy, near Orleans, France. Simple enough—on paper.

Then, the carefully rehearsed Group security plan swung into operation. A restriction was slapped on. Special passes were given to all outstanding vehicles. Warning signs appeared all over the compound and quarters. . . . "Home Alive in '45, Don't Talk!" . . . "Enemy Ears Are Listening!" . . . "What You See and Hear Here, Leave Here." . . . On D minus 2 Day the ball was passed to the Squadron Staffs and throughout the day preliminary briefings were held. Questions and answers flew thick and fast inside the guarded briefing rooms . . . "Those orange pins represent flak positions, but they expect to clean out most of them before Saturday" (laughter) . . . "No, we make a *flat* right turn" . . . "You're damn right the pattern will be crowded" . . . "Don't forget to wear GI



GROUP BRIEFING FOR RHINE CROSSING.

shoes." No one was overlooked. Everybody got his instructions. Finally, on D minus 1, at ten o'clock in the morning, a mass briefing of power and glider pilots was conducted at the Royal Theatre by the Group Staff.

In the late afternoon of March 23 aircraft and gliders were marshalled on the runway of A-50. The line-up for the following morning was as follows: The 440th tow comprised two serials (A-16 and A-17) of the entire Troop Carrier plan, each serial containing forty-five towplanes and forty-five gliders. For the first serial (A-16), twenty-two planes of the 95th Squadron, twenty-two planes of the 97th Squadron, and one plane of the 96th Squadron assigned to Group headquarters for the lead ship in the 440th formation, were ready to go. In the second serial (A-17), there were twenty-one planes of the 96th Squadron, one of the 95th, and twenty-three of the 98th. The forty-five gliders in Serial A-16 were assigned to transport the Reconnaissance Platoon, the Control Unit, and elements of the 139th Engineering Battalion. The equal number of gliders in Serial A-17 were to carry the 517th Signal Company as well as elements of the 139th Engineers. Gliders were loaded with a total of 193,433 pounds of equipment. Five hundred and thirty-two airborne troops were to board the craft. At the controls of the lead ship would be Lt. Col. Cannon with Colonel

Krebs as co-pilot. The second serial would be led by Lt. Col. Johnson, 96th Commanding Officer, with Captain Roberson as his co-pilot.

In the velvety darkness before dawn, fresh winds blew across dozens of airfields in France and England. By the thousands, sleepy-eyed, yawning warriors climbed into their big-pocketed jump suits and pulled on high combat boots. It was another fateful morning of: "Well, here we go again! May your dog tags never part!" This time they were going beyond the Rhine.

At 2000 hours on March 23 Field Marshal Montgomery's Twenty-first Army Group had launched a tremendous artillery barrage against the sector just east of the Rhine with intense fire sweeping through landing zones and drop zones. At 2100 hours the barrage lifted and under cover of darkness British Commandos opened the assault against Wesel. At 2200 the British VII Corps attacked. At 2330 the British XXX Corps joined the battle. Four and a half hours later, before dawn, General Simpson's U.S. Ninth Army attacked south of the Lippe Canal. It had begun. The drive for Germany's throat was on!

By dawn, nine small bridgeheads had been torn out of German hands across the Rhine in the Emmerich-Wesel area, and the stage was now set for the aerial armada of Troop Carrier to descend in a vertical flanking movement

against the enemy's east bank fortifications as the main Allied forces engaged him frontally.

Weather was on the side of the Allies as D-Day dawned bright and clear, with a ten-mile wind sweeping the airfields. The take-offs began, and a Troop Carrier force of almost 3,000 planes and gliders lifted two heavily-armed and heavily-equipped Airborne divisions in a 420-mile-long javelin aimed squarely at the Ruhr defenses. If the planes had been strung out in a single file they could have stretched in unbroken line from Paris to Berlin!

The Seventeenth Airborne Division rode into battle from airdromes in the Paris area aboard 1,800 C-47 and C-46 aircraft and CG-4A gliders in both dual and single tows. The British Sixth Airborne Division jumped off from England with the entire paratroop lift made by 240 C-47s. To join the Yank glider assault, RAF threw in 381 Horsas and forty-eight giant Hamilcars, singly towed by C-47s, Sterlings, and Halifaxes. The two great serial task forces converged at a point south of Brussels, while Allied fighters buzzed about protectively. Our aerial might was everywhere in evidence. The fighter screen was thrown around the target area, while others swooped east of the Rhine to isolate the battle sector.

At 0953 hours the first Pathfinder serial appeared over the target. It was the first link in



440TH TROOP CARRIER GROUP'S AIRCRAFT IN TAKE-OFF POSITION AT ORLEANS, FRANCE.

a Troop Carrier chain over four drop zones and six landing zones that included seven American and six British parachute serials and thirty glider serials divided equally between the two members of the Allied team. Altogether the procession across the target would continue for three hours and twelve minutes.



TROOP CARRIER MOVING ACROSS THE RHINE IN FORMATION.



SHOT, BEFORE HE WAS ABLE TO FREE HIMSELF FROM THE HARNESS.

The last plane would wheel homeward at 1304 hours.

The drop had begun. German flak opened up, colored equipment parachutes dotted the ground, a white parachute was hung up in a tree, a big Hamilcar glider lay on its back, broken and burning. Fighter pilots saw con-

cealed flak positions open up on the fat transports; one ship exploded in the air, others tumbled and burned. The fighters, in rocket-firing P-47 Thunderbolts, cursed and went in on the deck, taking desperate chances to silence the enemy ack-ack.

Back at A-50, the 440th propellers whirled impatiently, while the gliders waited submissively in neat rows on both sides of the long, concrete runway. Pilots sniffed nervously at the cross-wind coming from the left as they climbed into their flak vests. That might cause trouble. Throughout the dawn hours trucks had snarled their way up from Orleans through the still sleeping town of Bricey, carrying the yawning crews. Now all were ready. It was time. But they didn't like the way that cross-wind swept across the battered airfield.

At 0831, the lead tug, with Lt. Col. Cannon and Colonel Krebs at the controls, started down the runway with the first glider in tow, piloted by Major Wilson. One after another, at twenty-second intervals, the tow planes moved into line, gently tightened the rope, then poured on the power and roared down the runway into the sky. The drift from the wind was evident at once. Crews still on the ground swore softly as they waited their turn. The take-offs continued with stopwatch accuracy. At 0848, Lt. Col. Johnson's second serial took off. In thirty-eight minutes, all aircraft and gliders were airborne.



P-47 DROPS BOMB LOAD ON CONCEALED GUN POSITIONS.



440TH TROOP CARRIER GROUP READY TO SHOVE OFF ON THE RHINE CROSSING.

Men on the ground heaved a concerted sigh of relief as they watched the skytrain come back over the field to form in groups of four, echeloned to the right. And just as they had resigned themselves to the sweating-out stage, one of the planes dropped out, released its glider over the field, and landed shortly afterwards. It was No. 642. An engine was cutting out. Hurriedly, the business of getting a spare ship into action began, for there was still time to catch the formation. Some minutes later, with the formation already out of sight, another abort winged back over the field. No. 731 had developed a runaway propeller that refused control. Another spare was called on as the Commanding Officer of the 139th Engineers, Lt. Col. Johnson, raged and fumed with impatience and worry, for he had been aboard the abortive glider. The second spare got into the sky about a half hour behind the Group formation with the uncomfortable prospect of a solo flight ahead of them.

The 346-mile flight to the target, later reported as "uneventful," had begun. It was seventy-five miles north northeast to the Wing Departure Point, "Slate," near Pontoise, France. Then eighty-two miles northeast to the next checkpoint, "Jasper," a spot near St. Quentin, France. Then straight on for another eighty miles to the Command Departure

Point, "Marfak," where astonished inhabitants of Wavre, Belgium, had a choice ground view of the entire Troop Carrier train flying 1,500 feet above them. On they ploughed, battling the wind drift. Descending to an altitude of 1,000 feet, the 440th drove on twenty-seven more miles to "Vega," thirty-two miles to "Kingston," and thirty-three miles more to "Yalta," lying twelve miles from the banks of the Rhine and seventeen miles from the target. Down went the ships to 700 feet, the prescribed altitude for the release. Nerves tightened as the yellow smoke and yellow panel appeared on the ground, signalling the alert just before the river appeared. Thick smoke of battle was now everywhere. The 440th plunged into the conflict at its raging height.

It was late in the airborne attack. Most of the glidermen and all of the paratroopers were already on the ground, at grips with the enemy. "The smoke and haze were so thick, I hardly knew I was over the Rhine," said one pilot. But Landing Zone "N" was still clear of combat. At 1155 hours, our first plane released its glider over the LZ, and Major Wilson began his perilous 270-degree descent to the left, while the Commanding Officer's tug made its flat 180-degree turn to the right to head for the rope drop area on the west side of the Rhine. Then came the withering hail

of enemy flak which damaged fourteen of our planes and destroyed two. Heeding the order for no evasive action, every one of the ninety ships released its glider over the target area. But narrow escapes were plentiful.

The 95th Squadron got through with ships piloted by Major Budd and Lieutenant Davey severely shot up. In the 97th, Lieutenant Sharkey returned with holes in his cabin large enough for one to crawl through. By then, farmhouses and dugouts in the LZ were alive with bursts of light flak and small-arms fire.

The second serial met it head on and was hit much harder. The hazy sky swarmed with escaping tug planes, grim-jawed pilots maneuvering feverishly to get out without hitting the feared Issel Canal line, eyes of crew chiefs darted everywhere searching for signs of critical damage to their planes. A 20-mm. shell smacked into the nose of the lead 96th ship, and Lt. Col. Johnson lead the serial back across the Rhine, fighting a fire in his cockpit. With the pilot stamping away at the fire, co-pilot Captain Roberson brought the ship into the emergency field at Eindhoven, Holland.

Lieutenant Prudhomme, also of the 96th,



SOME GLIDERS BURNED.

was forced to drop out of formation after both gasoline tanks had been hit. Trailing gas, he had to put in at B-90 airdrome.

The 98th Squadron, trailing the second serial, was hit the hardest, with two aircraft losses. Lieutenant Walters, his plane afire after being hit by three successive bursts of flak, found himself fighting for altitude in the dangerously crowded aircraft pattern. The "Bail Out!" order was given. As the crew parachuted to safety, they saw their ship blaze up in mid-air.

Back over the Rhine plane number 774, piloted by Lieutenant Decou, was in serious trouble. The right engine was on fire, and a radio message from another ship told the pilot that his tanks were on fire. Lieutenant Decou ordered the crew to jump. "When I got to the door," related Co-Pilot Eastman, "the crew chief and radio operator were struggling with the door, which had jammed at the lower right hinge. After trying unsuccessfully to release it, the crew chief and I pushed against it as hard as we could to allow the radio operator to squeeze out the restricted opening. I then did the same for the crew chief, and finally squeezed through myself. It took me at least fifteen seconds to get through the opening. The pilot had stayed in the cockpit all this time, keeping the ship steady."

Too low to jump himself, with one engine dead, Lieutenant Decou elected to ride the stricken plane into a ploughed-up field. "Along the field's north edge," said the lieutenant, "was a highway which had heavy military traffic on it. Wishing to avoid piling up the ship across the highway, and also to avoid a large herd of sheep on the north of the field, I dragged the right wing through some posts on the south edge of the field which caused a ground loop to the right, and the ship came to a halt about two-thirds of the way across the field. . . . I immediately removed the top escape hatch and went out over the nose, not knowing when the ship would blow up, having fully expected it to on first impact. Captain Thompson then buzzed the field and I waved an 'OK' to him."

By 1411 hours, the last 440th plane had returned to the home base at Bricy. In the entire operation, but one C-47 pilot, Lieutenant

Rafferty of the 97th, received slight wounds in the arm.

Return of the glider pilots on Tuesday, March 27, revealed that they had had it much rougher on the ground. In all, five of them were killed and six wounded, largely by enemy shellfire. One glider, loaded with demolitions, exploded in mid-air when hit, killing all aboard.

Glider pilots were widely dispersed on landing, and assembly of the Airborne was initially by squad and two squad groups. Immediate contact was made with the enemy, but the tough Airborne Engineers set about their task, the clearing and defending of the zone from armored attack from the north. Every house, patch of woods and haystack had been fortified by the Germans, and for hours the invaders were under heavy fire.

One of the two gliders carrying the Battalion medical personnel landed immediately adjacent to a German house sheltering forty German soldiers. Withering small-arms fire and a direct mortar fire hit greeted them. The medical officer and non-com escaped unhurt, but their driver was killed and burned with the glider. With equipment from the other glider, the battalion surgeon set up an aid station and immediately began treating casualties.

By 1730 hours, the battalion had taken all of its objectives and had consolidated its position. During the day, eighty-three Germans were killed or wounded and 315 captured, along with an entire battery of 105-mm. artillery.

The 440th glider pilots holed up in their assembly point in the woods guarding prisoners, and, the next morning, assisted in marching them back to the Rhine where they were turned over to MP's. Evacuation was made

by "ducks" to the west bank of the Rhine, where the glider pilots were picked up at air-drome B-68 and brought to Bricy in C-47s on the evening of D plus 2, March 26.

By late afternoon of March 24 both the British and American divisions had made contact with British troops working overland from the river; by six p. m. the skytroopers had taken all their assigned objectives, including several intact bridges over the Issel, regarded as the Nazis' next main line of resistance after the Rhine. Before midnight, the airborne men had captured 4,000 Germans behind their own front lines.

In the entire IX Troop Carrier Command operation, 1,147 effective sorties had successfully dropped 8,731 parachutists and 684,217 pounds of supplies, while the 885 effective glider sorties disgorged 4,810 troops together with 2,024,047 pounds of equipment and supplies. Ninety-seven per cent of equipment and supplies loaded for VARSITY had hit paydirt on schedule.

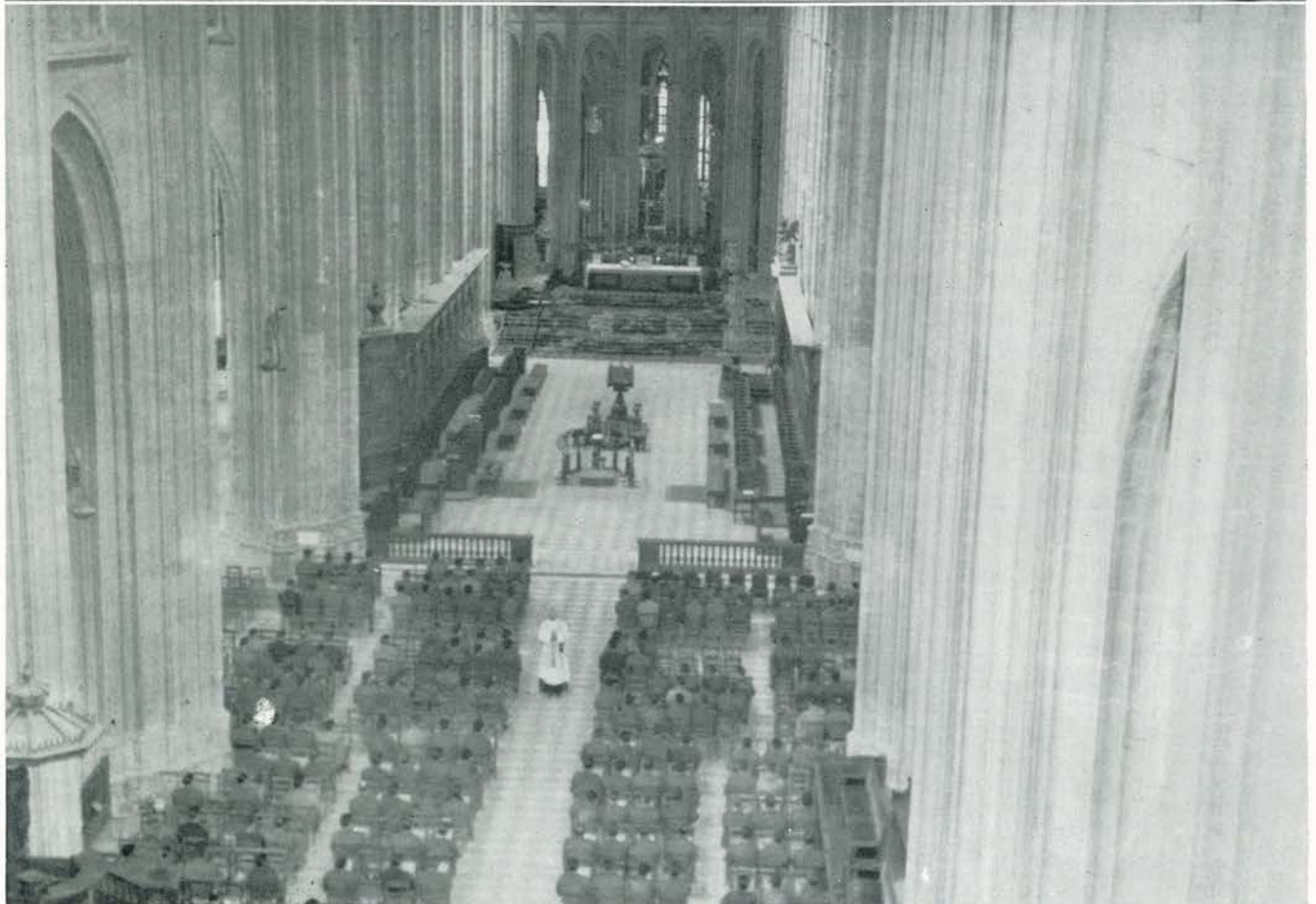
By the second day it was clear that the airborne attack had come off beautifully, and that it could stand almost as a textbook model of sound airborne doctrine: jump for the open spots and clip the enemy from the side; jump in real strength, not in penny packets for the enemy to chew up one by one; jump close enough to the main attacking ground force so that contact can be made before the airborne group is worn down.

To General Williams fell the high acclaim of General Brereton, commander of the First Allied Airborne Army, who stated on March 29:

"It is my desire to congratulate and to commend the officers and men of all ranks of IX Troop Carrier Command for their fine per-

(Continued on page 203)





CATHOLIC AND PROTESTANT CHURCH SERVICES AT ORLEANS, FRANCE

V-E Day and After

When armies move fast their supplies must keep up with them. And when a general like George Patton rolls he must have gasoline. Troop Carrier was the flying pipeline of the armored columns as they made their final dash to victory. This function highlighted months of similar vital though unspectacular work in which gasoline, clothing, food and ammunition had been flown to the fronts, with the planes bringing back wounded men to hospitals. It was at the height of the gasoline supply missions that Victory in Europe was won and many a combat unit was able to sit down and catch its breath. There was no rest for the men of Troop Carrier, however. Liberated prisoners of war, thousands of the displaced peoples of Europe, were flown to their homes or started on their way in planes of the 440th.

All through the campaign in Europe, aerial resupply had been an important factor in replenishing the stockpiles of the Allied armies at the fronts. The original planners of air war had long before counted upon using the C-47's for hauling freight. From the earliest days of the European War, in fact, the 440th Troop Carrier Group had flown resupply missions. The versatile C-47's rarely rested idly on the airfields save when maintenance requirements caused them to be grounded. When there were no invasion missions to be flown, no parachutists to drop or gliders to tow behind the enemy's lines, the airborne carryalls of the Group were still busy in their added roles as flying freight cars, air ambulances or military airliners.

After the aerial invasion of the Rhineland and the subsequent runaway breakthrough of the unstoppable columns racing toward Berlin, the job that lay ahead for the freight-hauling 47's in the final European offensive was to completely dwarf all similar achievements of the past and to outstrip the wildest hopes and dreams of the planners. In the dramatic plunge of the Twelfth Army Group from the Moselle River to the Rhine and to the Elbe, the time-conserving speed of supply by air was not only to break all existing records for such operations but also to add a new dimension to the science of logistics.

In a fraction of the time required to move fuel, ammunition, food rations, medical supplies and the endless list of incidentals going

into the waging of war by truck convoys or across water, the durable troop carrier planes leap-frogged the hundreds of miles from the supply dumps at the port cities in France and in England to the rear flanks of our forward troops. Overworked and overloaded, their two-and-a-half-ton carrying capacity usually exceeded, the broad-winged carriers daily made their landings on the uncharted grass strips and abandoned fields closest to the ever-forward-moving troops.

Each day the course of the ground battles and the direction of the Allied push could be traced on the operational map's line which showed where our aircraft were landing. From day to day, with each successive mission, the destinations of the 440th's air cargoes led further and further eastward.

There were hardships and trials aplenty. There was always imminent danger, too. This was the war-finishing sweep and only C-47 fleets could keep up with the greased-lightning advances of General Patton's tanks and racing motorized infantry who would stop for nothing but lack of fuel and supplies. All else was forgotten as the 440th kept the cargoes coming.

It was a long flight from the A-50 airfield at Bricy, near Orleans, France, to the German lines. Hardly a sortie was made that did not consume six or seven hours in the air, going and returning. Often, too, the Group's allotment of tonnage to be delivered was so great that it could not all be borne in a single trip so



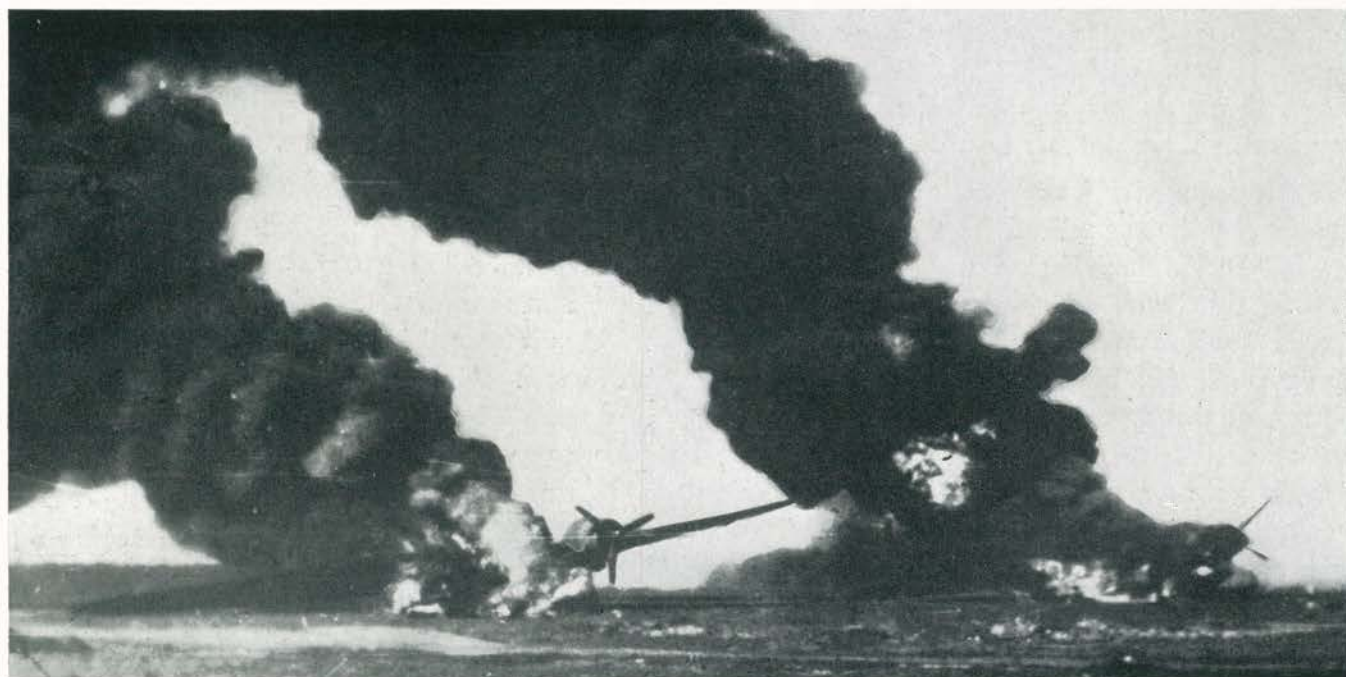
MAINTENANCE WORK ON 440TH TROOP CARRIER AIRCRAFT.

the returning planes were reloaded on their return to the base airdrome and sent off again toward the Rhine not to return until long after dark.

During the period from late March through the month of May, the flying crews were awakened at dawn. There was little chance for dawdling. Sleepy-eyed, yawning and still tired from the previous day's flights, the pilots, co-pilots, navigators, crew chiefs and radio operators took the rattling ten-mile ride from

their quarters to the field and began loading the aircraft to be ready for take-off as soon as daylight permitted it. At night, convoys of service units brought in the freight for the day's missions, piling up the masses of tonnage in huge piles beside each ship's parking stand. The crews pitched in together, officers and enlisted men alike.

When weather delayed take-off or the road convoys were late bringing the freight in, ground personnel, including everyone avail-



440TH PLANES BURN AFTER ENEMY STRAFING AT AN ADVANCED AIRSTRIP.



WOUNDED CREW PERSONNEL AFTER ENEMY STRAFING.

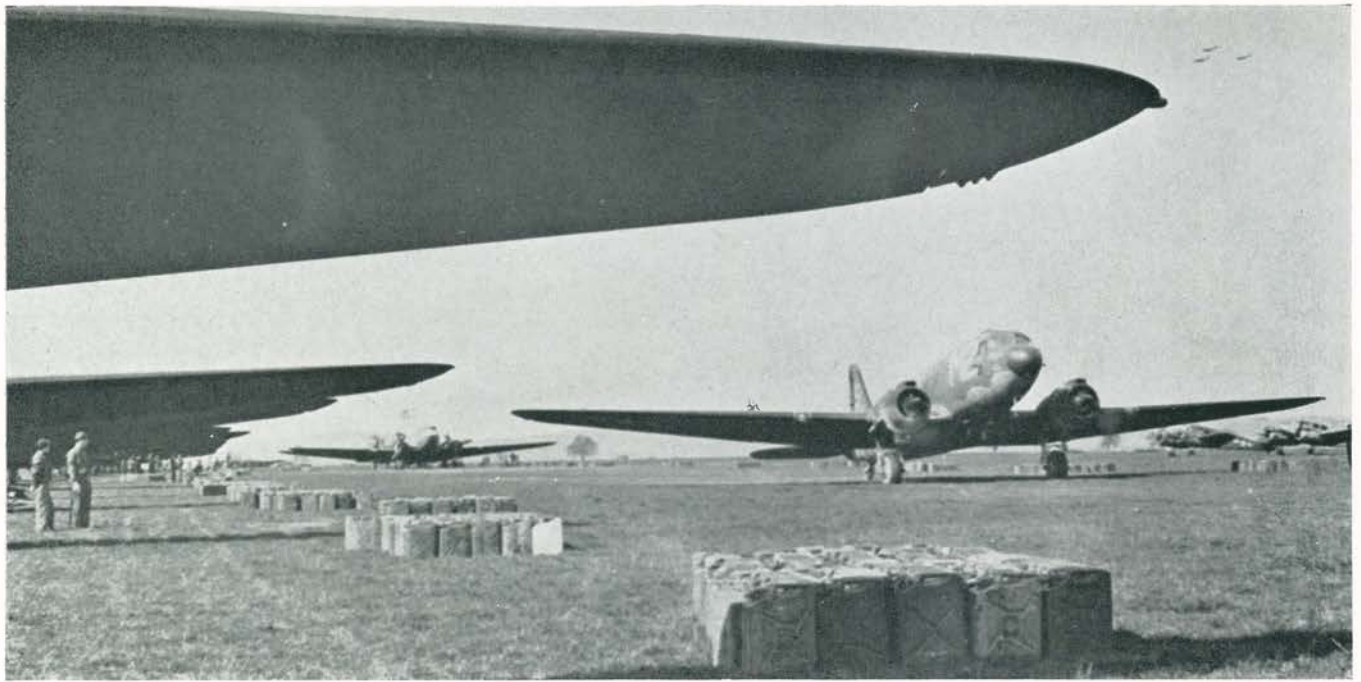
able, assisted in the stowing of cargo, captains and lieutenants working shoulder to shoulder with privates and sergeants, rushing the gasoline-filled jerricans from the piles on the ground to the planes and handing them to the aircrews who stowed and distributed them inside the cabin to conform to the weight and balance requirements necessary to sustain level flight and minimize the hazards caused by overloading.

The formations usually arrived in Germany

about mid-day. Their landing fields were the two or three which the armies took each day. No control parties or signal communications aided the incoming ships and no standard routine could be followed in landing. The pilots could only choose what seemed the least dangerous approach, coming down to the ground to pick their way as gingerly as it is possible to do so at 70 or 80 miles an hour landing speed among the bomb craters and ruts.



GASOLINE MOVED TO FORWARD AREA BY C-47



QUICK TRANSPORTATION OF SUPPLIES HELPED TO CLOSE THE WAR.

The big transports zoomed fearlessly down on the pocked and pitted grounds where tiny Cub reconnaissance planes would have hesitated to land. Here pierced steel strips for runways would have been considered a heaven-sent luxury.

Toward the middle of April, the Group's flying commitments became so heavy that it was found necessary to perform all engineering maintenance work during the night. Ground crews were split into shifts and batteries of arc lights installed so that engine repairs might be accomplished on a twenty-four-hour basis. It was hard work, exhausting for those on the ground as well as for those flying the ships, but the bright newspaper headlines announcing the day's advances and the pell-mell retreat of the Hun gave all the added incentive necessary to flag the spirits and restore the energies of the men.

As the Boche was pushed deeper and more certainly into his shrinking Germany he called desperate measures into play. In the knowledge that our slow planes were defenseless and unescorted, the Luftwaffe decided to go after the airborne lifeline of the ground advances which were costing so dearly.

On April 26, the 98th's Lieutenant Zimmerman, piloting one of the ships in a Group formation loaded with 80-octane gasoline for tanks of the First Army, was jumped by a

Focke-Wulf 190. The German fighter was one of a formation of three. The other planes the enemy had decided to send against the sky-train were a Messerschmitt 109 and a captured P-47 Thunderbolt from which they had removed the American markings and substituted their own.

The Luftwaffe fighters approached as our lumbering transports were making the final pattern for landing from about three hundred feet. Separating as each of the Germans picked his target, they proceeded to rake and riddle the helpless and unresisting C-47's from nose to tail.

Lt. Zimmerman's ship was crippled, an engine knocked out and her cargo of gas cans exploding in every direction, one of them bursting in the face of the radio operator, Staff Sergeant Brady. Another sprayed its flame into the cockpit, setting the clothes of the pilot afire, and making a bonfire of the upholstered seats. With Technical Sergeant Pease, the crew chief, beating out the flames with his hands, Lt. Zimmerman and his copilot, Lt. Cascio, brought the burning hulk down to the ground. All of the crew were seriously burned, but they somehow managed to make their way out of the emergency crash landing in the few seconds before the whole big frame became a mass of flames. While gasoline cans popped through the aluminum

skin of the plane and shot through the air, the four men were already in ambulances enroute to the nearest aid stations.

The enemy air interference was not always actual but it never ceased threatening. Curiously enough, there were times when the enemy fighters came in to strafe our craft quickly but ineffectively and then went off hurriedly. It may have been that German pilots did not know the C-47 was unarmed for they often had every opportunity to destroy every plane in our formations without the slightest opposition possible on our part.

On April 8, at another airfield in Germany, two crews of the 97th Squadron were less fortunate. Just landed and in the act of unloading, they looked up in time to see two recognizable, American-marked P-51 Mustangs heading in their direction under full speed. There was no way of knowing these were Jerry-captured planes nor that they were enroute to riddle the C-47's, so much like setting ducks sprawled about the small airfield.

The P-51's swiftly and efficiently dived and strafed and were off again in less than a minute, leaving behind two blazing ships spouting flaming gasoline, one of our crewmen dying and three more wounded and burned.

Captain Hyde of the 97th, who had piloted one of the ignited ships, had been in the cabin during the attack and, with a broken arm, tried unsuccessfully to make his way out of the exploding ship. He had made repeated efforts to push his way out through the escape hatch over the cockpit and had fallen back weakly for what would have been the last time when a shattering burst catapulted him through the hatch to safety.

The threat of air attack hung over every one of the air freight hauls during those long six and seven-hour flights which continued until V-E Day itself. These routine resupply runs quickly lost their milkrun characteristics as incident followed incident, bringing dangers of enemy air interception, mechanical failure of the overworked aircraft, landing and take-off hazards on the strange, inadequate grassplot airfields and the physical exhaustion which so queerly affects airmen during overlong flights for too many successive days.

Late in March higher echelons saw fit to grant full combat credit for the freight runs, granting their jeopardy was as great as any invasion missions.

The staggering distances covered each day during fair weather and foul eventually made it necessary to move the 440th base up closer to the front. On April 21, a full air echelon packed hurriedly and proceeded by air to Air-strip A-94 at Jarny, near the city of Metz, in the eastern limits of France. Operating from here, the round-the-clock schedule remained in effect for both air and ground men while the number of sorties and the tonnage of loads delivered further eastward was multiplied.

A stretch of unseasonal cold weather with fog, hail, snow and sleet set in during this period. The weather was bad enough to halt flying generally throughout that sector but for the supply-carrying air freight cars inclemency and snow-covered fields did not halt the daily flights. Frequently the formations ran into blankets of overcast which cut visibility to zero while hailstones the size of marbles pummeled the skin of the ships heavily and



MAIN GATE OF THE 440TH TROOP CARRIER GROUP COMPOUND AT ORLEANS, FRANCE.

loudly enough to almost drown out the roar of the engines. But the loads of gasoline got through to the forward areas.

When, early in the morning of May 7th a TWX message from the teletypewriter announced that the European war would be over at midnight on the 8th, the crews were just rolling out of their cots to begin another day of the gruelling freight and passenger deliveries. VE-Day itself brought no let-up as, amidst the celebrations and revelries all about them, the airmen carried out the stepped-up commitments.

Well through the month of May and into June, dawn take-offs were the rule, some planes flying as many as four sorties in a single day, while 440th aircraft were to be found ranging all over Germany and into Czechoslovakia and Austria. The last planes seldom returned to the base before two or three o'clock in the morning.

The planes were the same old reliables that the 440th had flown to the ETO early in 1944 and the normal wear and tear, the accumulated battle damage of a year of war added to the stress of the frenzied rushing freight hauls of the past three months took its toll and made high-speed ground maintenance the biggest, hardest job of all. Without the zeal and endless energy of the ground mechanics, the various engineering specialists, the refuel unit operators, the radio repairmen and the scores of other essential technicians who accomplished the impossible between midnight and dawn each day, readying the aircraft for the next morning's missions, the incredible feats of the Group during that critical period could never have been realized.

The air echelon returned from Jarny to Orleans on May 15, dove-tailing the flights bringing back our personnel and equipment among the still heavy operational commitments which had to be carried out. Now there were hundreds of thousands of prisoners and deportees to be rushed homeward from liberated prison camps. Emergency food and medical cargoes had to be rushed to critical areas throughout Europe, wherever hunger or disease threatened. There were still wounded to be moved to the hospitals. The 440th's activities were

increased and augmented rather than lessened by the war's ending.

The returning air echelon found at Orleans a city in jubilation, decked out in flags and banners. The birthplace of the French national heroine, Joan of Arc, Orleans was the center for an annual deliverance festival week beginning the 8th of May, paying homage to the martyred Joan and the liberation of the city. 1945 was the 516th year since the event had occurred and it was also the first time during five years of war that the people were permitted to carry out their celebration.

The incidence of Victory Day on the same date as the beginning of the holiday made the event overwhelmingly joyous. Orchestras played in the streets for four days and nights while every square and green in the city had a street dance. Wine flowed like water, fireworks illuminated the sky at night and a hot sun and fine weather beamed upon the hour-long parades by day. In two of these parades, elements of the Group and the 440th band participated, receiving showers of applause and stirring cordiality from the assembled throngs along the roadways.

Meantime, the daily hauls went on unabated while letters of commendation poured in from the divisional commanders, the general staff members and the high-ranking officers of the theater who were in the position to know just how valuable had been the efforts of the 440th Troop Carrier Group and its sister units of the Troop Carrier Command in fortifying the push that led to early victory.

When the bustle and rush of those war-closing months had tapered down to allow a respite, the time arrived to compute the accomplishments of the period passed and to see just how many records had been broken. It then became known that during the month of April alone, more than two million air miles had been flown by the Group's aircraft with more than thirteen and a half million pounds of freight and ten thousand evacuees, liberated prisoners of war and wounded troops.

To keep the mechanized columns rolling on into the Reich, our 82 aircraft, all that were still available, hauled over 1,230,000 gallons of gasoline alone, the equivalent of more than

a hundred and fifty standard American railroad tank cars. This figure alone represents a fifth of the total amount of gas which the entire IX Troop Carrier Command had delivered during the whole of the year 1945.

The war's end statistical summary in its impressive totals showed that over eleven thousand patients had been evacuated by air, most of them litter cases who were rushed from the battle sectors to the UK hospitals. In the passenger lists of repatriates, freed prisoners and wounded were French, British, Australian, Indian, Czechoslovakian, Dutch, Russian and even Indian troops and civilians.

Averaging 650 air miles per sortie, in one record day 60 aircraft flew 167 sorties. In one month, the 440th flew 3,182 sorties, 2,508 of which were classified as combat, in a total of 13,330 flying hours.

The loads carried during April alone amounted to the total tonnage which might have been borne by a convoy of over 2,700 of the army's monster 6x6 trucks stretching over 35 miles of road. Or it might be compared to an equivalent of 350 American railroad freight cars. Yet, the time required to deliver the airborne load of 5,000 lbs. on the 650-mile sorties was only a few hours whereas the road convoys consumed days and sometimes weeks in covering the same distance on the ground.

From Major General Edward H. Brooks, Sixth Corps Commander, came the message, "I consider the supply by C-47's in this action to have been an outstanding event in the history of air-ground cooperation. With such support armor can operate in an even more aggressive and daring role than heretofore."

Early in April, Major General Williams, Commanding General of the U. S. Troop Carrier Forces, forwarded a commendation which had come from Lieutenant General Carl Spatz, heading the United States Strategic Air Forces in Europe lauding the unit for its performance "in delivering almost nine hundred cargo loads of supplies to unfamiliar and cratered landing fields previously captured by

the ground forces." It went on, declaring ". . . the staff, the commanders, the flying crews and the ground personnel are to be commended for their noteworthy and important contribution to the successful prosecution of this final phase of the war against Germany."

From Wing Commander, Brigadier General Chappel, on April 5th came the wired communication with further plaudits:

"I have just returned from a visit with General Bradley and have ascertained from him direct and from Generals Eisenhower, Simpson and Patton indirectly their admiration for the magnificent supply effort put forth by all members of this command. They are unanimous in their opinion that the supplies delivered by our command are a major contributing factor to their mobility and subsequent successful advances. Please convey my thanks to all personnel. We are fortunate to be in a position to contribute to the magnificent victories now being achieved by the American forces against Germany. Signed Williams."

Most heartily welcomed of all was a warming letter from the Supreme Commander of the theater, General Dwight D. Eisenhower, addressing these paragraphs to Major General Williams:

"The great job of flying done by your Command in moving repatriates out of Germany during April and May is one that has given me personal satisfaction of the highest order. While all Air Commands participated in this, some 70% of Allied repatriates flown from Germany were in aircraft of IX Troop Carrier Command, and your total lift in the two months passed the unbelievable figure of a quarter million passengers. To have done this at all is remarkable, but to have done it without a single casualty is perfect. Please convey to your Staff and to your crews, my sincere thanks and highest praise for this achievement. You have written a page in Air Force history and in Allied cooperation that will live forever.

Sincerely,

(Signed) Dwight D. Eisenhower."

Activities

The Group Public Relations office wishes to take this opportunity to express sincerest thanks to the men who helped with the making of "DZ Europe," the squadron orderly rooms, S-2 units of each squadron and group, Group Supply and all the patient cooperative men of the entire outfit who gave time and suggestions, and without whose aid "DZ Europe" would not have been possible.

Clubs are so necessary a part of the scheme of human living-together that the formation of officers' and enlisted men's clubs in the 440th was foreordained.

The officers' club, first organized in Bottesford, England, was guided during its overseas existence by Lt. Walter L. Myers. Lt. Meyers and his staff worked untiringly to provide recreational activities for the commissioned men of the 440th: weekly dances, music and reading facilities, and such other activities as would

lighten the strain of overseas' experience and make relaxing their off-duty hours.

The enlisted men, with a fine air of discrimination, formulated three clubs for themselves, two depending upon the stripes worn on the sleeve, and the third—under the guidance of the American Red Cross—called the Aero Club, was set up in Orleans, France, by Mr. Kenneth H. Mathewson, of Kockessin, Del., who had been assigned to the 440th at Pope Field just before the group went overseas, to serve as the Group Red Cross Field Director.

Mr. Mathewson remained with the outfit on all its travels, serving both officers and enlisted men in every way possible. The duties of a Red Cross Field Director are almost too multitudinous to list. In any group as large as the 440th numerous personal and family problems are sure to arise, problems made doubly difficult by the thousands of miles between the



MEMBERS OF THE 440TH PUBLIC RELATIONS STAFF
(Back Row) Linden, Dobbins, Reckoff, Canner, Spake. (Front Row) Posner, Morvay, Vaughan.



MENTORS OF THE OFFICERS' CLUB
ARE SHOWN ABOVE
(L. to R.) Schultz, Myers, Blakeley.



MEMBERS OF THE FIVE O'CLOCK CLUB MEET
(L. to R. Around Bar): Genung, Tucker,
Lerner, Tucker, Myers.

two persons and the slowness of the mails. Mr. Mathewson was able to guide the efforts of local Red Cross chapters in the men's home towns in rendering assistance to families, and advised the Commanding Officer in methods of assisting the members of the group through Army channels.

By providing small loans to tide a man over the rough spots or to make a well-earned fur-

lough possible, the Red Cross has been of help to hundreds more. In addition to administering these matters Mr. Mathewson helped in the organizing of sports and recreational facilities for the men in their off-duty hours.

The Aero Club, one of the most popular spots in the 440th since its arrival in Orleans, was set up as a result of negotiations by Mr. Mathewson with Red Cross officials in Paris.



MEMBERS OF THE AERO CLUB STAFF
(L. to R.) Cote, Tesnier, Mathewson, Kurtz.



OPENING NIGHT OF AERO CLUB,
ORLEANS, FRANCE.

The directors of the clubs were Miss Nelda Kurtz of Michigan and Miss Jeannette Cote of Massachusetts.

After the ravages of war, a battle-wracked country inevitably flows with one of the most touching of war casualties—the war orphan. And in France these bereft children were everywhere. Instituted by “Stars and Stripes,” it became the custom of American units to “adopt” one or more of the children, by collecting sufficient funds to support a boy or girl for a period of five years.

The four squadrons and headquarters of the 440th Group each adopted a French child in this manner, in August of 1945, and played hosts to their small proteges shortly before the unit's departure for America.

Brought to the base by Miss Margaret Lanigan, the American Red Cross directress in charge of the project, the children were, on the 15th of the month, introduced to their American friends and benefactors, who showered them with gifts of chocolates, goodies and clothing, while giving them the time of their lives in jeep rides, tours in taxiing C-47's around the airstrip, and an insight into the many mysteries of a large military installation.

The children, three girls and two boys, all between eight and ten years old, were at first bewildered by all the unaccustomed attention

and friendliness, but as the day went on they made fast friends on all sides and had a splendid time.

Their time was divided between the officers and the enlisted men. The mess halls outdid each other in preparing special meals for them, with floral decorations on the tables in honor of the occasion. All five of the kiddies were agreed, at the close of the day, that they had had more fun with the GIs than with the officers and that they looked forward with excitement to spending another day with their friends.

Whenever there's an army, there is music. Military music for the formalities of parades and retreats and, usually, sweet swing and “hot licks” for the free-time hours.

The men of the 440th Troop Carrier Group, having with them no bandsmen officially assigned, soon filled the musical gap by the creation, under Major Robert W. Hanson, of the “Serenaders,” a fifteen-piece orchestra composed of volunteers from the line-crews, headquarters squadrons and other offices and units of the Group.

Working on their own time, and working arduously, the “Serenaders” developed into a crack dance orchestra whose members—with no fanfare of publicity about the fact—did wonders for the morale of these Troop Carrier boys overseas.



WAR ORPHANS ADOPTED BY MEMBERS OF THE 440TH TROOP CARRIER GROUP.



440TH MILITARY BAND.

In addition to their regular daylight duties, the "Serenaders" played once or twice each week for enlisted men's dances and for the weekly officers' dance.

Some of the "Serenaders" doubled in brass—literally—in the military band, which in the full regalia of gleaming helmets, white belts and leggings to contrast their OD uniforms, made gala those formal celebrations in which the 440th participated. Captain Donald G. Genung and his band members received high praise from the members of the 440th.

NORMANDY

(Continued from page 45)

AND THROUGH YOU TO EACH OFFICER AND ENLISTED MAN IN YOUR WING WHO BY THEIR DEVOTION TO DUTY HAVE REACHED THE VERY HIGH DEGREE OF EFFICIENCY EXHIBITED IN THIS OPERATION UNQUOTE. TO THIS I WISH TO ADD MY CONGRATULATIONS AND DEEPEST APPRECIATION TO YOU AND TO EACH OFFICER AND ENLISTED MAN OF YOUR COMMAND FOR A JOB WELL DONE.

JULIAN M. CHAPPELL,
Colonel, Air Corps.



440TH DANCE BAND.

TO ENGLAND BY AIR

(Continued from page 25)

plain boldness, defied the "off limits" edict and explored the forbidden Medina. Bargaining with the Arab street merchants for souvenirs was the favorite sport of the day, and curved daggers, pointed toe Arabian slippers and over-sized carved leather wallets were the favored articles.

At the field the food and quarters were only adequate but the nearness of the end of our journey made us tolerant. Facilities for our final preparation for England were good and at midnight of March 7th, we took on the longest leg of our trip, the long eleven-hour flight to St. Mawgan Field, Newquay, England.

We were now entering a combat zone and much of the most dangerous part of the route was to be covered in darkness. Although nothing was seen of the enemy, there was a tenseness among the men aboard and when at 1100 the next morning England appeared on the horizon there was a collective sigh of relief.

Our introduction to Britain was both pleasant and unpleasant. March in England can be uncomfortable and the lack of inside heating, which we were later to take for granted, and the weakness of the strange English diet, failed to gain our whole-hearted approval.

The kind hospitality of the people in the town of Newquay, however, plus the novelty of our surroundings and the realization that at last we were actually in England, sustained our morale on the same high plane on which it had been since we left Baer Field.

But one leg remained of our journey, the comparatively short hop of three hours to Bottesford, England. During this last flight everyone stayed glued to the available windows to see everything possible of our new home.

The English countryside with its small hedge-bordered fields and roads and the red brick houses of country and village had a strange and unfamiliar appearance but the neatness of the countryside and the cleanliness of the villages won our approval.

To us, however, accustomed to the bigness of the United States and conditioned by the vastnesses of land and water which had been our visual diet for many days, everything in England seemed to be in miniature and it was to be some time before we lost completely the feeling of being cramped and confined.

We knew by now that our first station in Britain was to be at Bottesford, but the name itself meant nothing to us and had we anticipated the hardships of the living conditions which we were to endure during the next chapter of our lives we would have been tempted to turn around and retrace our route.

Our long journey was finished and as we looked back on it, we found it to be a most adventurous and pleasant interlude in our army lives, filled with experiences which most of us will not soon forget.

We had been 19 days on the way and had logged an approximate 75 hours of actual flying time. Ten official stops had been made between Baer Field and Bottesford and the morale and health of the men had been excellent all the way.

Incidents had happened to some individual aircraft but generally speaking the experiences of one were the experiences of all.

The overseas trip which we had for so long anticipated during our period of training in the United States was behind us; ground and air echelons were re-united and lost their individual identities; we were again one solid unit, the 440th Troop Carrier Group, and, come hell or high water, that we remain.

MORTAIN

(Continued from page 50)

leased would then surely fall into enemy hands.

It was almost 1625 hours, the moment for the drop, according to previous computations. The town's streets and buildings were already beginning to rush by below the course of the flight. But there no longer was any steeple; only the church, and not all of that, remained.

The crucial instant was at hand. A last look through the cockpit window, a hurried glance

at the map and, with utter disregard of the small arms and other gunfire cutting the air all about the planes, the flight-leading colonel pressed the button which illuminated the parapack release panel. Technical Sergeant Kaesser, the crew chief, had been waiting for the answering light to flash green, bar the jump door back in the plane's cargo compartment. In a fraction of a second he tripped the switches, instantaneously releasing the six parapack bundles. Staff Sergeant Shafer, the crew's radio operator, had meantime flashed another signal to the eleven ships behind the leader, indicating that the time for the delivery had arrived.

In quick succession, the Skytrains let go of their bundles, each ship dropping its six as it passed over the target. From the lead ship only five of the parcels fell far enough for their chutes to open properly. The sixth load had been hit by a well-aimed enemy shell just as it was leaving "Cock-of-the-Walk" underfuselage. It exploded and disintegrated a few feet below the plane, violently rocking the ship and jarring it from its course.

The climax had been passed. Seventy-one bundles attached to gaily-colored parachutes were fluttering quietly downward in a small pattern of twelve even rows of puffing green and yellow silk that, in a few moments, would land on the hill where American boys were grimly and anxiously waiting for them. There would be no time lost in retrieving the bundles, casting off the collapsed parachutes and undoing the straps, canvas and fall-breaking straw that protected the supplies.

In the air there remained for the 440th formation only to gun the throttles and summon up all the speed of the ships to scoot out of the ring of fire where German ground arms were already getting their bead on the unarmored, slow craft and the pinging, swishing sound of small-bore cartridges cutting through the aluminum skin of the planes was becoming uncomfortably noticeable to the crew members.

Having made its drop at 1625 hours on August tenth, the unit had performed another historic mission. It was not an invasion-spearheading operation; it lacked the glamor

and excitement that bring newspaper headlines. But the dangers risked by the fliers were fully as great and serious as those in the more sensational combat sorties. To the unbeatable troops on the ground the twelve planes had brought a new lease on life; for them it helped prolong what had been a suicidal fight. That peculiarly advantageous little hill remained in American hands until fresh troops in force broke through a day later. Another battle had been turned; another milestone in the road to Allied victory had been passed.

HOLLAND

(Continued from page 71)

delivered were dropped in chutes or released in gliders in such a manner as to deliver the bulk of the troops at the general centers of the assigned zones, enabling whole outfits to reform on the ground in incredibly short time, often in little more than half an hour. And for recovery of parapack-dropped bundles, the record-breaking percentage of 95% was attained, further testifying to the splendid deliveries of the Group.

The 440th's passengers of the 82nd Division were especially successful and, as a result, the Group received several glowing commendations and compliments on its tactical efficiency and skill.

In the commentary of the First Allied Army Headquarters it was decisively stated "The airborne mission in this operation was accomplished. Airborne troops seized the fifty-mile corridor desired by the Commander-in-Chief, Northern Group of Armies, and held it longer than planned." The entire operation ended in a substantial advance despite the fact that weather was on the side of the enemy and that the British forces were unable to meet the reinforced enemy strength to effectively take advantage of the initial surprise which would have permitted a breakthrough to the north German plains.

Troop Carrier's accomplishment was as close to being letter perfect as any combined tactical operation of such boldness and scale had ever been.

Diary of Events

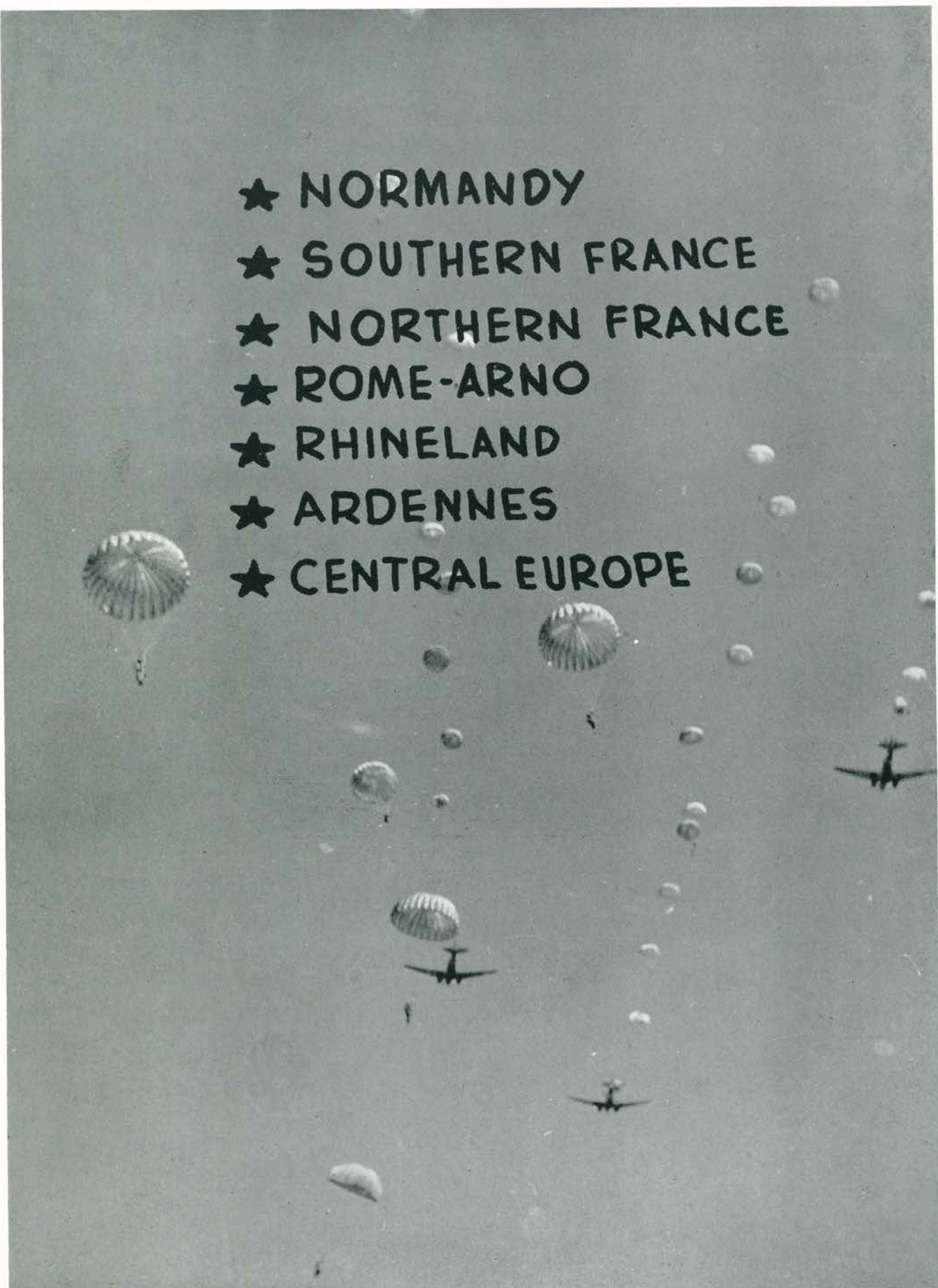
- 7 June 1943: Original cadre assembled at Army Air Force School of Applied Tactics, Orlando, Fla., held preactivation meeting, and began four-week course.
- 1 July 1943: 440th Troop Carrier Group was formally activated at Baer Field, Fort Wayne, Ind.
- 5 July 1943: Original cadre arrived at Baer Field from Orlando.
- 10 July 1943: 440th arrived at Sedalia Army Air Base, Warrensburg, Mo., to begin training.
- 7 September 1943: 440th arrived at Alliance Army Air Base, Alliance, Neb.
- 17 December 1943: 440th air echelon arrived at Pope Field, Fort Bragg, N. C.
- 4 January 1944: 440th ground echelon arrived at Pope Field.
- 4-9 January 1944: Training maneuvers. Five missions were flown with the 17th Airborne Division and the 282d Airborne Engineers.
- 17-29 January 1944: Bivouacs at Knollwood and Lumberton, N. C.
- 14-15 February 1944: 440th arrived at Baer Field, Fort Wayne, Ind., to stage for overseas movement.
- 21-23 February 1944: Air echelon took off from Baer Field on first leg of overseas flight.
- 23 February 1944: Ground echelon arrived at Camp Shanks, N. Y., port of embarkation.
- 22-25 February 1944: Air echelon departed Morrison Field, Fla., for United Kingdom via Porto Rico, British Guiana, Bellem and Natal, Brazil, Ascension Island and Fernando Island, Liberia, Dakar, and Marrakech.
- 5-8 March 1944: Air echelon arrived in England at St. Mawgan, Cornwall, and Valley, Wales.
- 8-11 March 1944: Air echelon proceeded to AAF Station No. 481, Bottesford, Nottinghamshire, England, to set up its first overseas headquarters.
- 14 March 1944: 440th ground echelon sailed from New York Harbor on HMT "Louis Pasteur."
- 15 March 1944: Colonel Frank X Krebs assumed command of AAF Station No. 481 in addition to his duties as Group Commander.
- 18 March 1944: The 440th flew its first mission in the ETO. Eleven patients were evacuated from a hospital in Pershore, North Ireland, to England.
- 22 March 1944: The "Louis Pasteur" docked at Liverpool.
- 23 March 1944: 440th ground echelon joined the air echelon at Station No. 481, Bottesford.
- 11 April 1944: Practice mission PAYLOAD. 440th executed paradrop with 456th Parachute Field Artillery.
- 13 April 1944: Practice mission PITCH. 440th executed paradrop with 1st Battalion of the 507th Parachute Infantry.
- 15 April 1944: First 440th formal inspection and review in ETO held on runway at Bottesford.
- 18 April 1944: Practice mission FAITHFUL. 440th carried units of 82d Airborne Division.
- 22 April 1944: Practice mission PLAYBALL. 440th carried units of 82d Airborne Division.

- 24 April 1944: Practice mission **HOPEFUL**. 440th carried units of 82d Airborne Division.
- 26 April 1944: 440th arrived at Station No. 463, Exeter, Devon, in change of station.
- 1 May 1944: General Omar Bradley visited the 440th at Exeter.
- 10 May 1944: 440th Airdrome Defense Unit activated.
- 12 May 1944: Practice mission **EAGLE**. 440th carried units of 101st Airborne Division in practice paradrop.
- 27 May 1944: All personnel restricted to base.
- 3 June 1944: Base completely sealed off. Recognition stripes of black and white were painted on all aircraft and gliders.
- 5 June 1944: Final briefings were held. Paratroopers appeared on field with full equipment.
- 6 June 1944: D-Day! Mission **NEPTUNE BIGOT!** 3d Battalion of 506th Parachute Infantry and two platoons of Company C, 326th Airborne Engineers Battalion, all of the 101st Airborne Division, were parachuted into Normandy from forty-five 440th aircraft at 0143.
- 7 June 1944: Mission **MEMPHIS!** 440th participated in daylight aerial resupply drop to 101st Airborne in Normandy.
- 23-24 June 1944: First 440th landings in France. Eleven serials flew resupply missions, carrying ammunition to newly-constructed airstrips on Normandy coast.
- 1 July 1944: First anniversary of 440th Troop Carrier Group celebrated with parade and field day at Exeter airdrome. The Group's first Purple Heart was awarded to S/Sgt. Ernest Iannuccilli for wounds received on D-Day.
- 11 July 1944: First Air Medal awarded to 298 air crew members of the 440th for participation in the Normandy missions.
- 14 July 1944: Colonel Frank X. Krebs awarded Distinguished Flying Cross.
- 16 July 1944: Air echelons of 95th, 96th, and 97th Squadrons took off from Exeter for secret flight to Italy via Marrakech.
- 18 July 1944: Air echelon arrived at Ombrone airstrip, near city of Grosseto, Italy.
- 30 July 1944: Ombrone based aircraft executed a simulated day paradrop.
- 5 August 1944: Ombrone based aircraft executed a simulated night paradrop.
- 7 August 1944: A 440th Provisional Troop Carrier Group was formed in England from an augmented 98th Squadron. 285 men arrived at Station No. 469, Ramsbury.
- 8 August 1944: Lt. Gen. Eaker, Maj. Gen. Cannon, and Brig. Gen. Williams visited the 440th at Ombrone airstrip.
- 10 August 1944: In a resupply mission to Mortain, France, from Ramsbury, England, the Provisional 440th dropped supplies to the encircled "Lost Battalion" during the Allied breakthrough in Northern France.
- 12 August 1944: The 98th Squadron participated in a review of the 1st Allied Airborne Army by Gen. Eisenhower near Ramsbury, England.
- 15 August 1944: The invasion of Southern France! Operation **BIGOT DRAGON**, Mission **ALBATROSS!** Forty-five aircraft of the 440th at Ombrone, Italy, carried the 2d Battalion of the 517th Parachute Infantry on the paradrop near LeMuy, France. . . . Mission **DOVE** followed in the afternoon. 48 aircraft towed gliders carrying the 602d Field Artillery Battalion and the 442d Anti-Tank Company.
- 23 August 1944: Distinguished Unit Citation awarded 440th Troop Carrier Group for work in Normandy.
- 24 August 1944: Air echelon departed from Ombrone and arrived at Gibraltar.
- 25 August 1944: Air echelon arrived back at Exeter Airdrome.
- 30 August 1944: Air echelon departed Exeter and arrived at Station No. 488, Fulbeck, England, to prepare for new combat mission.
- 4 September 1944: Air echelon returned to Exeter after mission had been cancelled.

- 9 September 1944: Advance echelon departed from Exeter and arrived at airstrip A-62, near Reims, France, in the first change of station to the continent.
- 11 September 1944: Air echelon departed from Reims for Fulbeck, England, after bringing more personnel to Reims.
- 12 September 1944: Additional personnel brought from Exeter to Fulbeck.
- 17 September 1944: Mission MARKET! 440th dropped paratroopers behind enemy lines in Holland, near Groesbeek, Colonel Frank X. Krebs and crew missing in action.
- 18 September 1944: Second day of MARKET missions with gliders towed into Holland. Lt. Colonel Lloyd C. Waldorf assumed command of the 440th.
- 23 September 1944: Second glider tow into Holland. Major William R. Cooper, commanding officer of 96th Squadron, missing in action with crew.
- 24 September 1944: All personnel at Fulbeck returned to Exeter.
- 26-29 September 1944: Glider pilots returned to Exeter from Holland.
- 30 September 1944: Scattered elements of 440th finally gather from Reims, Exeter, Fulbeck at newly designated base, airstrip A-35, near Le Mans, France.
- 5 October 1944: Lt. Colonel George M. Johnson, Jr., assumed command of the 96th Squadron.
- 16 October 1944: 440th Troop Carrier Group awarded its first Bronze Battle Star for the Normandy campaign.
- 18 October 1944: 440th reviewed at A-35 by Lt. Gen. Brereton and Maj. Gen. Williams on occasion of presentation of Distinguished Flying Crosses for Normandy missions. Second Bronze Battle Star was awarded the 440th for participation in the Southern France campaign.
- 22 October 1944: 440th aircraft began to operate from the nearby airstrip A-38 because of poor condition of A-35.
- 29 October 1944: Colonel Krebs returned to the 440th after his escape from German-held Holland and reassumed command of the Group.
- 4-5 November 1944: 440th moved from Le Mans to new station at A-50, Bricy, near Orleans, France.
- 11 November 1944: 440th participated in Armistice Day parade in Orleans.
- 12 November 1944: Lt. Colonel Waldorf transferred to AAF Hq., London. Lt. Colonel Bridgman assumed duties as Executive Officer.
- 12-16 December 1944: Air echelon sojourned at Oakley airdrome, near Oxford, England, for the purpose of executing Practice Mission HOT with the 17th Airborne Division. Weather was bad throughout the four days and the mission was cancelled. The 440th returned to Orleans.
- 24 December 1944: The 440th was alerted and restricted as Von Runstedt's counter-offensive in the Ardennes rolled forward! Precautions were taken against any possible outbreak by German prisoners of war.
- 25 December 1944: 440th celebrated its first Christmas overseas.
- 26 December 1944: Operation REPULSE! The first plane and glider with medical supplies, and ten aircraft and gliders with gasoline were flown into Bastogne to resupply the trapped 101st Airborne Div.
- 27 December 1944: Operation REPULSE continued! Thirteen aircraft towed gliders loaded with ammunition into Bastogne. 440th suffered its heaviest losses.
- 29 December 1944: Glider pilots returned from Bastogne.
- 30 December 1944: 440th was awarded its third Bronze Battle Star for participation in the Rome-Arno campaign.
- 31 January 1945: 440th awarded its fourth Bronze Battle Star for participation in the Northern France campaign.
- 1 February 1945: Ten aircraft of the 98th Squadron, led by Lt. Colonel Neal, departed for Marseilles to ferry French troops between the front and North Africa.

- 3 February 1945: Three aircraft of the 96th Squadron dropped rations and ammunition in an aerial resupply mission near Durbuy, Belgium.
- 13 February 1945: Mission REDBALL! The 440th executed a resupply paratroop of rations and gasoline to units on the front near Bleialf, Germany, who were cut off from rear supply depots by muddy, impassable roads. The paratroop, led by Lt. Colonel Johnson, was made five miles from the fighting front.
- 4 March 1945: Major Howard H. Cloud, Group Glider Commander, transferred to Hq, IX Troop Carrier Command.
- 14 March 1945: Practice mission COMET. 440th carried the 3d Battalion of the 515th Parachute Infantry, 13th Airborne Division and Company C of the 129th Airborne Engineers in a practice paratroop in France.
- 17 March 1945: Practice mission TOKEN. 440th participated in glider tow dress rehearsal for next combat mission.
- 24 March 1945: The crossing of the Rhine, Mission VARSITY! The 440th towed a Reconnaissance Platoon, a IX Troop Carrier Command Control Unit, the 517th Signal Company, and the 139th Airborne Engineers, all of the 17th Airborne Division, across the Rhine in 90 gliders to an area near Wesel, Germany.
- 26 March 1945: Glider pilots returned from Mission VARSITY.
- 8 April 1945: First enemy reaction for the 440th in the long series of gasoline hauls to the front in Germany. Two 97th planes were strafed on the ground at airstrip Y-38. The planes were destroyed, one man killed, and three wounded.
- 10 April 1945: A 98th formation was attacked by an enemy plane over airstrip R-1, Germany, during a combat gasoline haul to the front. One aircraft was set afire and crash landed, the entire crew suffering burns and injuries.
- 21 April 1945: 440th advance echelon moved to A-94, Conflans-Jarny, to facilitate the daily gasoline hauls to the front.
- 8 May 1945: V-Day in Europe! 440th paraded in Orleans for the combined Victory celebration and the first Joan of Arc Festival held in Orleans for the past five years.
- 15 May 1945: The 440th advance echelon returned to Orleans from A-94.
- 6 June 1945: D-Day anniversary celebrated. In a ceremony at Chartres, the Croix de Guerre was awarded to Colonel Krebs, Lt. Colonel Bridgman, Lt. Colonel Cannon, Lt. Colonel Anderson, Lt. Colonel Southard, and Lt. Colonel Neal.
- 22 June 1945: The 440th was awarded its fifth battle star for the Ardennes campaign.
- 25 June 1945: The 440th was awarded its sixth battle star for the Central European campaign.
- 5 July 1945: The 440th was awarded its seventh battle star for the Rhineland campaign.

- ★ NORMANDY
- ★ SOUTHERN FRANCE
- ★ NORTHERN FRANCE
- ★ ROME-ARNO
- ★ RHINELAND
- ★ ARDENNES
- ★ CENTRAL EUROPE



Awards and Decorations

Croix de Guerre with Palm

Colonel Frank X. Krebs

Croix de Guerre with Red Star

Lt. Colonel Chester C. Bridgman, Jr.
Lt. Colonel Lloyd C. Waldorf
Lt. Colonel Irvin G. Anderson
Lt. Colonel Bascome L. Neal
Lt. Colonel Jack S. Southard

Croix de Guerre with Silver Star

Lt. Colonel Howard W. Cannon
Major Howard H. Cloud, Jr.

Distinguished Flying Cross with 1 Cluster

Colonel Frank X. Krebs
Lt. Colonel Chester C. Bridgman, Jr.
Lt. Colonel Lloyd C. Waldorf

Distinguished Flying Cross

Lt. Colonel Howard W. Cannon
Lt. Colonel Irvin G. Anderson
Lt. Colonel Bascome L. Neal
Lt. Colonel George M. Johnson, Jr.
Lt. Colonel Jack S. Southard
Major John T. McGee
Major Robert W. Wilson
Major Howard H. Cloud, Jr.
Capt. Charles E. Lawrence
Capt. Wallace F. Hammergren
Capt. Russell C. Henniecke
Capt. William P. Windus, Jr.
Capt. William P. Binks, Jr.
Capt. Arthur T. Douglas
Capt. Thomas F. Mantell
Capt. Harold B. Rideout
1st Lt. Charles J. York

Bronze Star Medal

Major Abe E. Smick
Major Johnny M. Tucker
Major Young L. Watson
Capt. Byron O. Garner
Capt. Samuel L. Higginbottom
Capt. Otto J. Ruffolo
Capt. Joseph E. Lauderdale
Capt. Milford B. Morgan
1st Lt. Cyril D. G. Wire
1st Lt. Frank Mazer
1st Lt. George F. Peal
W/O. George W. Stubbs
M/Sgt. Reuel W. Rucksdashel
M/Sgt. Fred W. Crumrine
M/Sgt. Donald M. Jones

M/Sgt. Andrew P. Young, Jr.
M/Sgt. Lawton J. Carter
M/Sgt. Charles Jessell, Jr.
M/Sgt. James W. Case
M/Sgt. John T. Fitzpatrick
M/Sgt. Huston C. Parker
M/Sgt. Charles N. Wantshouse
T/Sgt. Raymond Laden
T/Sgt. Warren J. Groeteke
S/Sgt. James A. Andy
S/Sgt. Joseph J. Grubbs
S/Sgt. Alexander Stratigos
S/Sgt. Charles A. Baltzell
S/Sgt. Bruce C. Vaughn, Jr.
Sgt. Robert J. Slaughter
Cpl. Norman W. Loving

Air Medal with 4 Oak Leaf Clusters

Capt. George F. Wasson
Capt. Willy E. Hammon, Jr.
Capt. Robert S. Mauck
Capt. Harold H. Sperber
Capt. Frederic W. Wheeler
Capt. Jacques L. Sherman, Jr.
1st Lt. William S. Johns
1st Lt. Luther J. Lizana
1st Lt. Forest W. Ebright
1st Lt. Victor O. Reinemer
1st Lt. Charles R. Yahn
2nd Lt. Richard E. Heller
2nd Lt. Jens P. Lind
M/Sgt. Harold E. Anderson
T/Sgt. Homer G. Forshee
T/Sgt. Douglas W. Goodrich
T/Sgt. William F. Byrd, Jr.
T/Sgt. Raymond B. Clark
T/Sgt. Joseph D. Rich
T/Sgt. Roger S. Barham
S/Sgt. Joseph R. Buckner
S/Sgt. Walter E. Hubmaier
S/Sgt. Robert E. Massey
S/Sgt. Oliver R. Allen
S/Sgt. Irving Brezack
S/Sgt. Gordon V. Folts
S/Sgt. Robert E. Markham
S/Sgt. Warren G. Faber

Air Medal and 3 Clusters

Major Philip E. Curtis
Major Warren B. Howe
Capt. Arthur T. Douglas
Capt. John Landenberger
Capt. Thomas F. Mantell
Capt. Raymond H. Ottomann
Capt. Robert R. Wyche
Capt. Charles C. Conner
Capt. Gordon I. Hyde
Capt. John Lottimer

Capt. Jerome M. McQuaid
Capt. Joseph P. Rozneck
Capt. Albert F. Smith, Jr.
Capt. Joseph J. Wilhelm
Capt. Walter P. Budd, Jr.
Capt. Richard E. Hobson
Capt. Jerome N. Linden
Capt. Charles L. Moore
Capt. Henry D. Mooreland
Capt. Clarence C. Potter
Capt. Wilton C. Smith
1st Lt. James D. Butts
1st Lt. Frank T. Davey
1st Lt. George J. Fitzpatrick
1st Lt. Charles E. Germano
1st Lt. James P. Harper
1st Lt. Carl R. Jones
1st Lt. Robert C. Mauck
1st Lt. Charles H. Miller
1st Lt. Eugene M. Noble
1st Lt. Harvey L. Rideout
1st Lt. Richard W. Rockwell
1st Lt. Morton C. Schiff
1st Lt. Jay L. Solomon
1st Lt. Richard P. Umhoefer
1st Lt. Robert J. Webb
1st Lt. Robert M. Weisbrod
1st Lt. Michael E. Whitfield
1st Lt. Cyril D. G. Wire
1st Lt. Michael H. Brady
1st Lt. Gene A. Brock
1st Lt. Clyde W. Davis
1st Lt. William E. Doud
1st Lt. Ernest O. Foster
1st Lt. Jack D. Hammond
1st Lt. Adam G. Hisgen
1st Lt. Albert S. Jalkut
1st Lt. Thomas D. Kahley
1st Lt. Kent Maynard
1st Lt. Leon E. Mudge
1st Lt. James J. Murphy
1st Lt. Robert H. Price
1st Lt. Joseph J. Turecky
1st Lt. Charles W. Wease
1st Lt. Cal P. Wester
1st Lt. John H. Williams
1st Lt. Stanley A. Bailey, Jr.
1st Lt. William G. Blacklock
1st Lt. Samuel W. Gabriel
1st Lt. Paul E. Hultquist, Jr.
1st Lt. Sidney E. Jones
1st Lt. Arly L. Jorgenson
1st Lt. Morton Kridel
1st Lt. Melvin L. Mariner
1st Lt. Lloyd B. Nunn, Jr.
1st Lt. Francis L. Perry
1st Lt. Patrick H. Raftery, Jr.
1st Lt. John J. Sharkey, Jr.
1st Lt. James L. Singleton

HEADQUARTERS
NINTH AIR FORCE

GENERAL ORDERS)

APO 696, U.S. Army
23 August 1944

NUMBER 212)

BATTLE HONORS

1. Under the provisions of Section IV, Circular No. 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 citations read as follows:

E X T R A C T

* * * * *

The 440th 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 95th, 96th, 97th and 98th Troop Carrier Squadrons of the 440th Troop Carrier Group carried out 108 sorties and dropped formations of paratroops on critical objectives as part of the Troop Carrier mission to provide the vanguard for the invasion of the European continent. Despite discouraging weather conditions, this group flew their unarmed and unarmored aircraft at minimum altitudes and air speeds, over water and through intense enemy anti-aircraft fire to accomplish their vital task which was of inestimable importance to the success of the initial phases of the invasion of Normandy. The officers and enlisted men of the 440th Troop Carrier Group displayed imperturbable coolness and unswerving devotion to duty in rendering a most distinguished service which is conspicuously outstanding in the record of accomplishment of our Air Forces.

* * * * *

By command of Major General VANDENBERG:

V.H. STRAHM
Brig.General, USA
Chief of Staff

OFFICIAL:

/s/ Harold L. Carter
HAROLD L. CARTER
Lt. Colonel, AGD
Asst Adj. General

1st Lt. Val J. Smith
 1st Lt. Hugh A. Thomas
 1st Lt. Eugene G. Vogel
 1st Lt. William R. Weaver
 1st Lt. Wilmer C. Williams
 1st Lt. Lewis J. Hemmis
 1st Lt. Robert C. Lardner
 1st Lt. Myron L. Pastushenko
 1st Lt. Donald L. Werbeck
 1st Lt. George G. White
 1st Lt. George H. Weinburg
 2nd Lt. Arthur A. Calderwood
 2nd Lt. Wilmer S. Weber
 2nd Lt. John S. Bachman
 2nd Lt. Roderick D. MacDougall
 2nd Lt. Harry L. Schmid
 M/Sgt. Frederick D. Broga
 T/Sgt. John J. Brown
 T/Sgt. Russel E. Cain
 T/Sgt. Frank Jwaszewski
 T/Sgt. Lawrence P. Marsh
 T/Sgt. Floyd E. McConnel
 T/Sgt. Lafette J. Nerren
 T/Sgt. Albert A. Spiridovich
 T/Sgt. Worth B. White, Jr.
 T/Sgt. Vincent J. Borello
 T/Sgt. James R. Hall
 T/Sgt. Guy J. Hunter
 T/Sgt. Robert Londo
 T/Sgt. Theodore W. Mreneso
 T/Sgt. Donald W. Mauss
 T/Sgt. Forrest D. Nelson
 T/Sgt. Albert J. Sabon
 T/Sgt. Vert H. Banks
 T/Sgt. Morris Bush
 T/Sgt. Donovan J. Cavanaugh
 T/Sgt. Jesse W. Downey
 T/Sgt. Harvey E. Fabean
 T/Sgt. Andrew W. Frederick
 T/Sgt. Dallas W. Johnson
 T/Sgt. Carl E. Kelley
 T/Sgt. Walter W. Kirkpatrick
 T/Sgt. William E. Poland
 T/Sgt. Charles D. Rea
 T/Sgt. Edward S. Weglarz
 T/Sgt. Julius S. Winicki
 T/Sgt. John Nagy
 T/Sgt. Everett G. Smith
 S/Sgt. Earl R. Burkhart
 S/Sgt. Tony F. Ferrucci
 S/Sgt. Robert I. Fine
 S/Sgt. David W. Lusk
 S/Sgt. John E. Moore
 S/Sgt. Benjamin M. Payton
 S/Sgt. Herman Pine
 S/Sgt. Anthony T. Piraino
 S/Sgt. Tilio A. Puccio
 S/Sgt. Charles G. Slifkey
 S/Sgt. William H. Collier
 S/Sgt. Roy A. Eliassen
 S/Sgt. Ernest S. Iannuccilli
 S/Sgt. Robert G. Ryan
 S/Sgt. Walter J. Schoeppner
 S/Sgt. Robert E. Thompson
 S/Sgt. Peter B. Timmons
 S/Sgt. Harold M. Allen
 S/Sgt. Lawrence P. Bastoni
 S/Sgt. Leo E. Bovy
 S/Sgt. Fred J. Dabrowski
 S/Sgt. Leo W. Desruisseau
 S/Sgt. James R. McCrary

S/Sgt. Fred Permison
 S/Sgt. Charles M. Ray
 S/Sgt. Gerald E. Ruby
 S/Sgt. Joseph C. Weyer
 S/Sgt. George L. Zorns
 S/Sgt. Jimmie T. Haddox
 S/Sgt. James A. Braxton
 S/Sgt. Samuel A. Shafer
 Cpl. Theodore N. Chabot
 Cpl. Stanley M. Shaw
 Pvt. Jere Thaler

Air Medal and 2 Clusters

Lt. Colonel Howard W. Cannon
 Lt. Colonel Irvin G. Anderson
 Lt. Colonel Jack S. Southard
 Major Jack H. Smith
 Major Bernard F. Forster
 Capt. James W. Ferguson
 Capt. John P. Goodwin
 Capt. Matt J. Luoma
 Capt. David G. Morton
 Capt. Donald M. Orcutt
 Capt. Eugene C. Graham
 Capt. Ulmer H. Nenon
 Capt. William I. Wilcoxson
 Capt. Ralph L. Gentry
 Capt. Howard E. Locke
 Capt. Arthur P. Willingham
 Capt. John E. Yeates, Jr.
 Capt. Andrew M. Henderson, Jr.
 Capt. Courtland G. Mabec
 Capt. Amos E. Waage
 Capt. Joris O. Wigen
 Capt. William P. Windus, Jr.
 Capt. James H. Johnson, Jr.
 Capt. John C. Seeley
 Capt. Leonard N. Thompson, Jr.
 Capt. Chester L. Wozniak
 1st Lt. Wilber R. Jerrells
 1st Lt. Murray Lawler
 1st Lt. William H. Lewis
 1st Lt. Chester F. Marhefka
 1st Lt. John T. McCormick
 1st Lt. Stanley J. Zoun
 1st Lt. Robert H. Bellairs
 1st Lt. Charlton W. Corwin, Jr.
 1st Lt. Billy J. Green
 1st Lt. Lester A. Hay
 1st Lt. James L. Leach
 1st Lt. Alan J. Maeder
 1st Lt. Robert C. Magee
 1st Lt. Miles L. Manwaring
 1st Lt. Raymond H. Moody
 1st Lt. Maurice P. Noll
 1st Lt. Corbett L. Reagan
 1st Lt. James M. Richards, Jr.
 1st Lt. Louis A. Schuman
 1st Lt. John D. Short
 1st Lt. Ernest D. Wellington
 1st Lt. William G. Kelly
 1st Lt. Vincent W. Korsak
 1st Lt. William J. Lauda, Jr.
 1st Lt. William E. Oliver
 1st Lt. John M. Smith
 1st Lt. Roger B. Sonneborn
 1st Lt. Bobby W. Turner
 1st Lt. Kurt F. Ullman
 1st Lt. Gaylord J. West
 1st Lt. Edward B. White
 1st Lt. Wilburn H. Andrew

1st Lt. Joseph E. Bonafede
 1st Lt. George D. Cantor
 1st Lt. David C. De Cou
 1st Lt. Martin J. Heckendorn
 1st Lt. George B. Kauffmann
 1st Lt. Lucien E. Lambert
 1st Lt. Arthur J. Lempke
 1st Lt. Wilbur E. Leonard
 1st Lt. Henry F. Liska
 1st Lt. Richard R. Lundgren
 1st Lt. Vito Petta
 1st Lt. Harry L. Roy, Jr.
 1st Lt. Aaron E. Wyble
 1st Lt. Charles J. York
 1st Lt. Richard E. Baly
 1st Lt. Albert F. De Brueys
 1st Lt. Robert C. Lowstetter
 1st Lt. Nathaniel J. Schoenfeldt
 1st Lt. Edward J. Sullivan
 1st Lt. Dan P. Tibbot
 1st Lt. Aaron E. Walker
 1st Lt. Edward J. Walters
 1st Lt. Henry D. Zimmerman
 1st Lt. David A. Zogheib
 2nd Lt. Deemi K. Benway
 2nd Lt. Lawrence S. Olson
 2nd Lt. Alfred A. Pate
 2nd Lt. Raymond Seeley
 2nd Lt. Lorain Shacklett
 2nd Lt. Charles D. Skelton
 2nd Lt. Amieal D. Timmons
 2nd Lt. Eugene G. Watkins
 2nd Lt. Alfred J. Barnowski
 2nd Lt. Alfred A. Boyce
 2nd Lt. Lewis E. Carn, Jr.
 2nd Lt. Lewis F. Green
 2nd Lt. Paul L. Nelson
 2nd Lt. Aymon Prudhomme
 2nd Lt. George G. Bundy
 2nd Lt. William W. Burnett
 2nd Lt. Avalo V. Caldwell
 2nd Lt. Marion L. Clem
 2nd Lt. Richard J. Meis
 2nd Lt. Theodore V. Sampson
 2nd Lt. Paul C. Swink, Jr.
 2nd Lt. Wilbur D. Bell
 2nd Lt. George W. Cooper
 2nd Lt. Kenneth C. Dressler
 2nd Lt. Frederic S. Larson
 2nd Lt. Donald H. Steffen
 Flt./O. Seymour R. Belinkay
 Flt./O. Thomas J. W. Motley
 Flt./O. Olin M. T. Prentiss
 Flt./O. Fred H. Daugherty
 Flt./O. Merle S. Hill
 Flt./O. James G. Hoyt
 Flt./O. Harold W. Morgan
 Flt./O. Douglas J. Nelson
 Flt./O. Joe F. Wittenberger
 Flt./O. Daniel V. Corfman
 Flt./O. Alto H. Prince
 Flt./O. George A. Tschappat
 Flt./O. Jack C. Wickert
 Flt./O. Roy M. Marstrell
 Flt./O. Benjamin E. Sumner
 M/Sgt. William T. McMann
 T/Sgt. Edward L. Babola
 T/Sgt. Walter C. Bergman
 T/Sgt. August J. Fannelli
 T/Sgt. Hunter G. Lohr
 T/Sgt. Bernard A. Garrand

HEADQUARTERS
IX TROOP CARRIER COMMAND

AG 201.22 (15 Feb 45).

APO 133, U. S. Army
15 February 1945

SUBJECT: Letter from Brigadier General A. C. McAuliffe

TO : Distribution A

1. The following letter, received by the Commanding General, IX Troop Carrier Command, is quoted for the information of all members of the command. It is desired that its contents be disseminated to every individual.

"25 January 1945

Major General P. L. Williams
Commanding General
IX Troop Carrier Command
U. S. Army Air Forces

Dear General Williams:

I would like to express to you and your command the admiration all of us in the 101st Airborne Division feel for the grand job of air resupply you furnished us during the siege of Bastogne. The IX Troop Carrier Command repeated in this operation the gallant performance which it had taught us to expect. Despite intense flak, the much-needed ammunition and medical supplies were dropped just where we wanted them.

Needless to say, Bastogne could not have been held without that excellent support.

Sincerely,

/s/ A. C. McAuliffe
/t/ A. C. McAULIFFE
Brigadier General, U. A. A.
Commanding"

2. The Commanding General, IX Troop Carrier Command, appreciates the comments contained in the foregoing communication and desires to express his gratitude to the officers and men who participated in the missions involved which were marked by energy, zeal, devotion to duty and were in keeping with the best traditions of this command and the Army Air Forces.

By command of Major General WILLIAMS:

O. W. HOWLAND
Colonel, A G D
Adjutant General

- 1 -

T/Sgt. Hampton L. Hunt
 T/Sgt. Martin Nakken
 T/Sgt. William E. Shea, Jr.
 T/Sgt. Leslie W. Eads
 T/Sgt. John J. Morelli
 T/Sgt. Albert Bornowski
 T/Sgt. Mark R. Brown
 T/Sgt. Charles E. Bullard
 T/Sgt. John J. Gildea
 T/Sgt. Ellis G. Rosen
 T/Sgt. Wilfred G. Schumm
 T/Sgt. Edward H. Smith, Jr.
 T/Sgt. Ralph E. Wright
 T/Sgt. Paul M. Young
 T/Sgt. Emmett J. Eagan
 T/Sgt. Robert Kaesar
 T/Sgt. Kenneth L. McKillip
 T/Sgt. James L. Petty
 T/Sgt. Jeremiah A. O'Connell
 S/Sgt. David P. Jones, Jr.
 S/Sgt. Richard L. Matthews
 S/Sgt. Daniel D. Drake
 S/Sgt. Howard O. Zitzke
 S/Sgt. O. J. Cooper
 S/Sgt. Donald R. Davis
 S/Sgt. Edward F. McDonald
 S/Sgt. Arnold C. Vetterick
 S/Sgt. Robert M. Veters
 S/Sgt. Gilbert R. Weiss
 S/Sgt. William N. Brady
 S/Sgt. Neil C. Cook
 S/Sgt. Anthony D. Domek
 S/Sgt. William E. Quick
 S/Sgt. Jacob M. Seagraves
 S/Sgt. Robert J. Foley
 S/Sgt. John M. Gabala
 S/Sgt. Alfred E. Hoover
 S/Sgt. Richard N. Hughey
 S/Sgt. Joseph S. Jackson
 S/Sgt. John D. Kulp
 S/Sgt. Earl C. O'Shields
 S/Sgt. Renato Raimondi
 S/Sgt. Malcom W. Riddick
 S/Sgt. Gordon D. Solie
 S/Sgt. Delmar O. Taylor
 S/Sgt. Percy Walter
 Sgt. William J. Spearing
 Sgt. John J. Wolfram
 Cpl. Robert T. Gifford
 Pfc. Leonard E. Hurless
 Pfc. Marion E. John
 Pvt. William A. Rooks
 Pvt. Chester O. Bailey
 Pvt. Phillip R. Plunkett

Air Medal and 1 Cluster

Colonel Frank X. Krebs
 Lt. Colonel George M. Johnson, Jr.
 Lt. Colonel Bascome L. Neal
 Major John T. McGee
 Major Robert W. Wilson
 Major William R. Cooper
 Capt. Ralph W. Kytle
 Capt. Homer A. Smith
 Capt. William J. Willman
 Capt. Harold B. Rideout
 Capt. James R. Roberson
 Capt. Aldo L. Tombari
 Capt. William P. Binks, Jr.
 Capt. Wallace F. Hammargren
 Capt. Russell C. Hennicke

Capt. Constantine H. Vanech
 1st Lt. Ernest J. Alvey
 1st Lt. Wilbur R. Lawn
 1st Lt. George E. Morrow
 1st Lt. Richard J. Robers
 1st Lt. James Schwinden
 1st Lt. Robert C. Bryan
 1st Lt. Charles J. Graham
 1st Lt. Richard L. Hill
 1st Lt. Verlin S. Moore
 1st Lt. Stanley Palansky
 1st Lt. Edward D. Shaw
 1st Lt. Edgar C. Stokes
 1st Lt. Arthur D. Suhr
 1st Lt. Harvey I. Wardell
 1st Lt. Robert S. Hammer
 1st Lt. Charles F. Heiserman
 1st Lt. William J. McGillis
 1st Lt. Robert W. Preble
 1st Lt. Paul L. Rappe
 1st Lt. William E. Riffel
 1st Lt. Lee R. Rust
 1st Lt. Richard R. Spencer
 1st Lt. Bernard J. Tuohy
 1st Lt. Richard W. Warren
 1st Lt. Roy O. Yonker
 1st Lt. Gerald J. Ardisson
 1st Lt. William P. Asprey
 1st Lt. Jack Bradford
 1st Lt. Dean E. Brewer
 1st Lt. Clinton C. Burt
 1st Lt. Dennis J. Carey
 1st Lt. William D. Gable
 1st Lt. James V. Gates
 1st Lt. Alfred H. Griert, Jr.
 1st Lt. Eugene L. Nagy
 1st Lt. Oiva K. Neuha
 1st Lt. William S. Revel
 1st Lt. James F. Shimek
 1st Lt. Harry Zaremba
 1st Lt. Burns R. Eastman
 1st Lt. Nathan Abrams
 1st Lt. O. B. Blessing
 1st Lt. Damon A. Vernon
 2nd Lt. Robert K. Keller
 2nd Lt. Frank E. Klein, Jr.
 2nd Lt. Dan E. Lewis, Jr.
 2nd Lt. Leo J. Lichten
 2nd Lt. Hugh Martin
 2nd Lt. Howard D. Rice
 2nd Lt. Walter S. Scesniak
 2nd Lt. Stan L. Schoenbrod
 2nd Lt. Donald M. Smaltz
 2nd Lt. Royal H. Taylor
 2nd Lt. William Young
 2nd Lt. George T. Arnold
 2nd Lt. Lee W. Dahman
 2nd Lt. Mike J. Gentry
 2nd Lt. Allen L. Kortkamp
 2nd Lt. Charles H. Long, Jr.
 2nd Lt. Richard J. Redfern
 2nd Lt. Edward J. Steinbach
 2nd Lt. Edward J. Chandler
 2nd Lt. Benjamin F. Constantino
 2nd Lt. William E. Cummins
 2nd Lt. Loren R. Portman
 2nd Lt. Joseph A. Purcell
 2nd Lt. Walter W. Wappes
 2nd Lt. Frank A. Weyrick
 2nd Lt. Daniel M. Wyckoff
 2nd Lt. Jack C. Cascio

2nd Lt. David S. Hays
 2nd Lt. Howell R. Linsey
 2nd Lt. John L. Lowden
 2nd Lt. Everett D. Luyster
 2nd Lt. Merlin J. Patton
 2nd Lt. James E. West
 Flt./O. Anthony J. Arch
 Flt./O. Lowell E. Dashow
 Flt./O. Warren DeBeauclair
 Flt./O. Curlan McNeil
 Flt./O. Jarvis J. Noe
 Flt./O. Paul Patterson
 Flt./O. Thorland P. Summers
 Flt./O. Jess B. Sylvis
 Flt./O. Clair L. Taylor
 Flt./O. Kenneth S. Taylor
 Flt./O. Russell L. Eppelheimer
 Flt./O. Harry C. Orton
 Flt./O. Charles C. Painter
 Flt./O. Napoleon B. Samaniego
 Flt./O. Ted P. Wakefield
 Flt./O. John C. Walters
 Flt./O. John H. Wesley
 Flt./O. Henry W. Whitaker
 Flt./O. Alvan O. Whitehead
 Flt./O. John D. Carpenter
 Flt./O. James A. Crowder
 Flt./O. George L. Dekker
 Flt./O. John A. Kaye
 Flt./O. Thomas E. McGrath
 Flt./O. Eugene H. Meyer
 Flt./O. Robert K. Parker
 Flt./O. Leo A. Perfumo
 Flt./O. Harold G. Rogers
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 Flt./O. Bennett O. White
 Flt./O. Frederic L. DeVaudrenil,
 Jr.
 Flt./O. Richard E. Russ
 Flt./O. Charles E. Skidmore, Jr.
 Flt./O. Vernon D. Carter
 Flt./O. Laverne I. Clue
 Flt./O. John Farrell
 Flt./O. Alvin W. Hannah
 Flt./O. Douglas W. Lyons
 Flt./O. James L. Pearson
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 Flt./O. Charles H. Vaughn, Jr.
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 M/Sgt. Gordon O. Tillison
 T/Sgt. John R. Boyes
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 T/Sgt. John A. Kamburoff
 T/Sgt. Lester J. Knepp
 T/Sgt. Kenneth L. Ramsey
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 T/Sgt. Edward J. Griffiths
 T/Sgt. Winston W. Modgling
 T/Sgt. Ernest E. Peseux, Jr.
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 T/Sgt. Sylvester S. Bevard
 T/Sgt. Leslie H. Willis
 T/Sgt. Walter F. Wilson
 T/Sgt. Grantley H. Berringer
 T/Sgt. Joseph P. Constiner
 T/Sgt. Robert E. Mock
 T/Sgt. William H. Paisley
 T/Sgt. Robert W. Sinclair
 T/Sgt. Roy L. Tucker

T/Sgt. Luigi Caliguiri
 T/Sgt. Richard B. Pease
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 T/Sgt. John P. Young
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 S/Sgt. John P. Lutio
 S/Sgt. Joseph B. Resetar
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 1st Lt. Harold D. Buell
 1st Lt. William A. Bryant
 1st Lt. Thomas Canty
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 1st Lt. Chris R. Straesser
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 1st Lt. Charles W. Carpenter
 1st Lt. Reuben V. Chandler
 1st Lt. Raymond J. Haemmerle
 1st Lt. Clarence D. McKinney
 1st Lt. Floyd G. Nixon
 1st Lt. Leonard W. Stanley
 1st Lt. Cullen G. Bonebrake
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 1st Lt. James A. Speas
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 2nd Lt. David L. Chamberlin
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 2nd Lt. Jack G. Clark
 2nd Lt. Harvey B. Davis
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 2nd Lt. John M. Greeley
 2nd Lt. Stanley H. Heismann
 2nd Lt. Thomas P. Longo
 2nd Lt. Keery McAmcley
 2nd Lt. George E. Murray
 2nd Lt. Earl E. Putman
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 2nd Lt. Seth V. Reed
 2nd Lt. John F. Richards
 2nd Lt. Douglas L. Saunders
 2nd Lt. Wilson W. Scott, Jr.
 2nd Lt. Eugene P. Shauvin
 2nd Lt. William F. Shelton
 2nd Lt. Donald S. Slaughter
 2nd Lt. Thomas A. Small
 2nd Lt. Herbert E. Smith
 2nd Lt. Thomas L. Smith, Jr.
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 2nd Lt. Hubert R. Cleveland
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 2nd Lt. Robert W. Coulter
 2nd Lt. Carroll A. Dershem
 2nd Lt. Paul O. Dore, Jr.
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 2nd Lt. Harold E. Standley
 2nd Lt. David W. Todd
 2nd Lt. Irving C. Wogensen
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 2nd Lt. Floyd C. Branson
 2nd Lt. Charles V. Broussard
 2nd Lt. Gerald G. Chaplin
 2nd Lt. Clifton C. Clerke
 2nd Lt. David W. Essington
 2nd Lt. Raymond C. Gamel
 2nd Lt. Walter L. Hill
 2nd Lt. Elmer K. Mull
 2nd Lt. Richard D. Parks
 2nd Lt. Paul K. Wissman
 2nd Lt. Walter J. Brock
 2nd Lt. Clyde A. Brooke
 2nd Lt. Walker Calderwood
 2nd Lt. David A. Christensen
 2nd Lt. Weldon G. Christopher
 2nd Lt. Arthur W. Dakin
 2nd Lt. Richard E. Forst
 2nd Lt. Donald E. Humphreys
 2nd Lt. Homer J. Kinsley
 2nd Lt. Marvin D. Lowman
 2nd Lt. James W. Norris
 2nd Lt. John J. O'Brien
 2nd Lt. Jule T. Price
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 2nd Lt. Robert L. Bowling
 2nd Lt. Walter E. Boressette
 2nd Lt. Richard B. Bridgewater
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 2nd Lt. Frank J. Burry
 2nd Lt. Herman H. Buse
 2nd Lt. Howard J. Butler
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 2nd Lt. Kenneth R. Wisecup
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 Flt./O. Laverne W. Colby
 Flt./O. John E. Coleman
 Flt./O. Norris E. Conley

Flt./O. Charles J. Daly
 Flt./O. Maurice H. Daubin
 Flt./O. Albert C. Dick, Jr.
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 Flt./O. Henry S. Hohman
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 Flt./O. Roy B. Martin, Jr.
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 Flt./O. Frank H. Sherer
 Flt./O. Henry M. Solomon
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 Flt./O. Robert C. McCall
 Flt./O. William E. Oyler
 Flt./O. Lawrence R. Payne
 Flt./O. John H. Peacock
 Flt./O. Alvin W. Richter
 Flt./O. Henry B. Selmsier
 Flt./O. Roland V. Serino
 Flt./O. Arnold A. Sposato
 Flt./O. William F. Stanton
 Flt./O. Paul M. Starks
 Flt./O. Carlisle M. Vereen
 Flt./O. Rocco E. Vernoia
 Flt./O. Wayne E. Weber
 Flt./O. Buford R. Whitaker
 Flt./O. George M. Wildasen
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 Flt./O. Roy Bailey
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 Flt./O. John J. Kirlin
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 Flt./O. Carl A. Clark
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 Flt./O. Edward J. Dailey
 Flt./O. Charles E. Damour

Flt./O. Walter G. Denny
 Flt./O. Paul M. McCollum
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 Flt./O. Howard S. Tuman, Jr.
 Flt./O. Theodore A. Unruh
 Flt./O. Robert J. Voet
 Flt./O. Earl S. Vogt
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 M/Sgt. Henry G. Wandelt
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 T/Sgt. Thomas J. Boswell
 T/Sgt. Richard F. Maher
 T/Sgt. Lawrence R. McCarty
 T/Sgt. Urban H. Peterson
 T/Sgt. Edward A. Bluestone
 T/Sgt. Raymond E. Homesley
 T/Sgt. John W. Smith, Jr.
 T/Sgt. Melvin E. Dougherty
 T/Sgt. William R. Jacobs
 T/Sgt. Woodrow W. McConnell
 T/Sgt. Burt W. Ormsby
 T/Sgt. Douglas Stephenson
 T/Sgt. Frank E. Rizzardi
 S/Sgt. Harold G. Bair
 S/Sgt. Finney W. Gordon
 S/Sgt. Frederick A. Moffitt
 S/Sgt. Norman D. O'Toole
 S/Sgt. Sidney H. Saltmann
 S/Sgt. Robert Schailer
 S/Sgt. Paul L. Schrull
 S/Sgt. George L. Townsend
 S/Sgt. Jerauld I. Cutts
 S/Sgt. William F. Ednie
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 S/Sgt. Wilbert H. Schnuth
 S/Sgt. Arthur E. Schultz
 S/Sgt. Allen R. Stromstad
 S/Sgt. Anthony T. Tanzola
 S/Sgt. Pete G. Theo
 S/Sgt. Matthew Bloomfield
 S/Sgt. Roger W. Long
 S/Sgt. Donald E. Smith
 S/Sgt. Herbert Goldenberg
 S/Sgt. Harry W. Greenstreet
 S/Sgt. Harold E. Gregurich
 S/Sgt. William E. Murphy
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 Sgt. Calvin W. Jordan
 Sgt. Llewellyn F. Card
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 Cpl. William F. Bellinghausen
 Cpl. Alvin O. Brown
 Cpl. Carmen A. D'Amico
 Cpl. Robert L. Holste
 Cpl. Frederick R. Simon
 Cpl. Robert Robinson
 Pfc. Floyd A. Veasy
 Pfc. Joseph Fazio
 Pfc. Melvin L. Koedel
 Pvt. Floyd F. Qualkinbush
 Pvt. William E. Wells
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Purple Heart

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 1st Lt. Wilber R. Jerrells
 2nd Lt. Paul C. Swink, Jr.
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 Flt./O. Olin M. T. Prentiss
 M/Sgt. Frederick D. Broga
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 T/Sgt. Robert Londo
 T/Sgt. Albert J. Sabon
 T/Sgt. Richard B. Pease
 S/Sgt. Benjamin M. Payton
 S/Sgt. William E. Quick
 S/Sgt. Ernest S. Iannuccilli
 Sgt. Berry W. Coleman, Jr.
 Sgt. Robert J. Slaughter
 Cpl. Robert L. Holste
 Pfc. Donald C. Rosenthal
 Pfc. Frank Shenave



COLONEL FRANK X. KREBS

440th ROSTERS

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 Major Charles H. Young.....Executive Officer
 Major Bernard L. Beaudoin.....Supply Officer
 Major Loyd C. Waldorf.....Operations Officer
 Capt. Ervin E. Pumala.....Surgeon
 Capt. Otis L. Heath.....Personnel Officer
 Capt. Robert T. McCaw.....Intelligence Officer
 Capt. Harry E. Stark.....Liaison Officer
 1st Lt. Abe E. Smick.....Engineering Officer
 1st Lt. Russell B. Sturgis.....Communications Officer
 1st Lt. Carl E. Tucker.....Classification Officer

1st Lt. Johnny M. Tucker.....Adjutant
 2nd Lt. Young L. Watson.....Statistical Officer
 Flt./O. Marshall D. Shulman...Asst. Intelligence Officer
 M/Sgt. Reuel W. Rucksdashel.....Sergeant Major
 T/Sgt. Victor O. Claffin.....Engineering
 S/Sgt. Roscoe H. Estes.....Communications
 S/Sgt. Paul V. Nangle.....Operations
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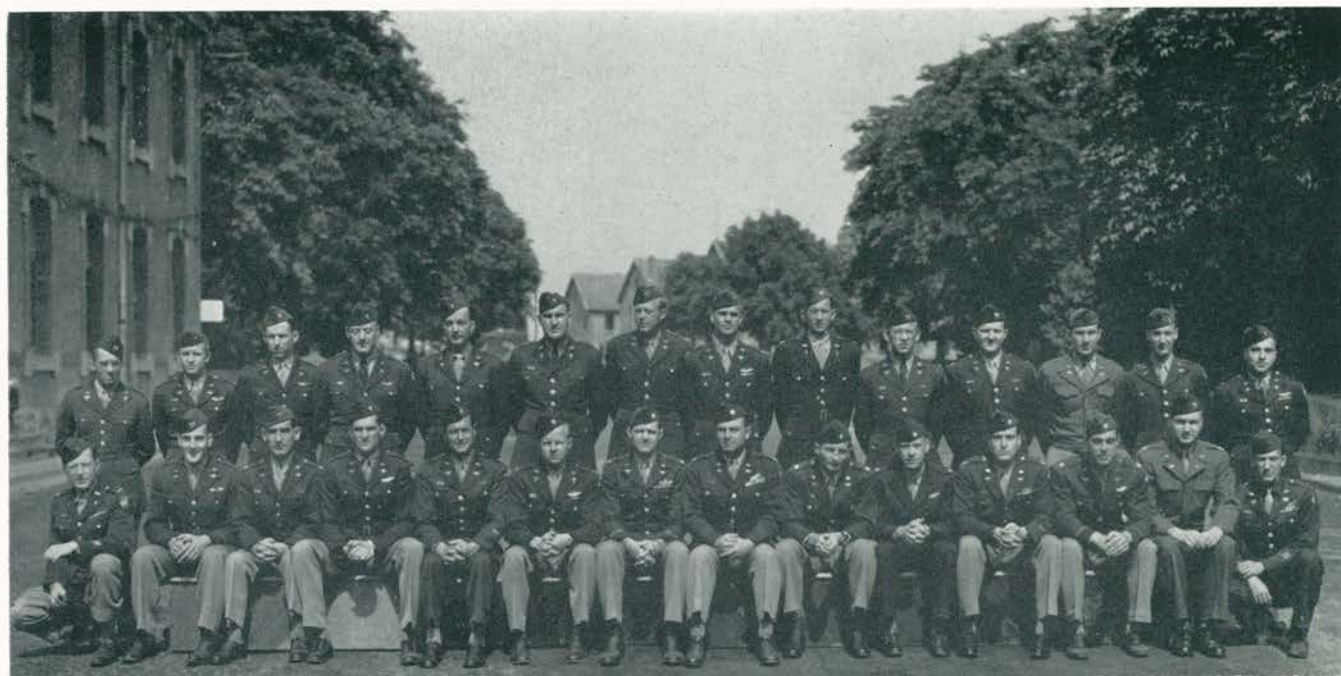
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Neal Hobson
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Oronogo, Mo.

Francis J. Hoegler
2562 E. 130th St.
Shaker Heights, Ohio

Almer Hofer
1529 S. Park St.
Red Wing, Minn.

Harold Holmboe, Jr.
7540 Oglesby Ave.
Chicago, Ill.

Raymond Hood
General Delivery
Bolivar, Mo.

Manuel Horowitz
1 Mapes Terrace
Newark, N. J.

James S. Huffine
220 Oregon St.
West Durham, N. C.

Orion J. Huston
Box 75
Cascade, Mont.

Harold Jackson
407 Apple St.
New Albany, Miss.

J. D. Janes
427 Freland St.
Long Beach, Cal.

Marion Johns
Route 2
Idaville, Ind.

Ralph Johnson
2818 S. 32nd St.
Omaha, Neb.

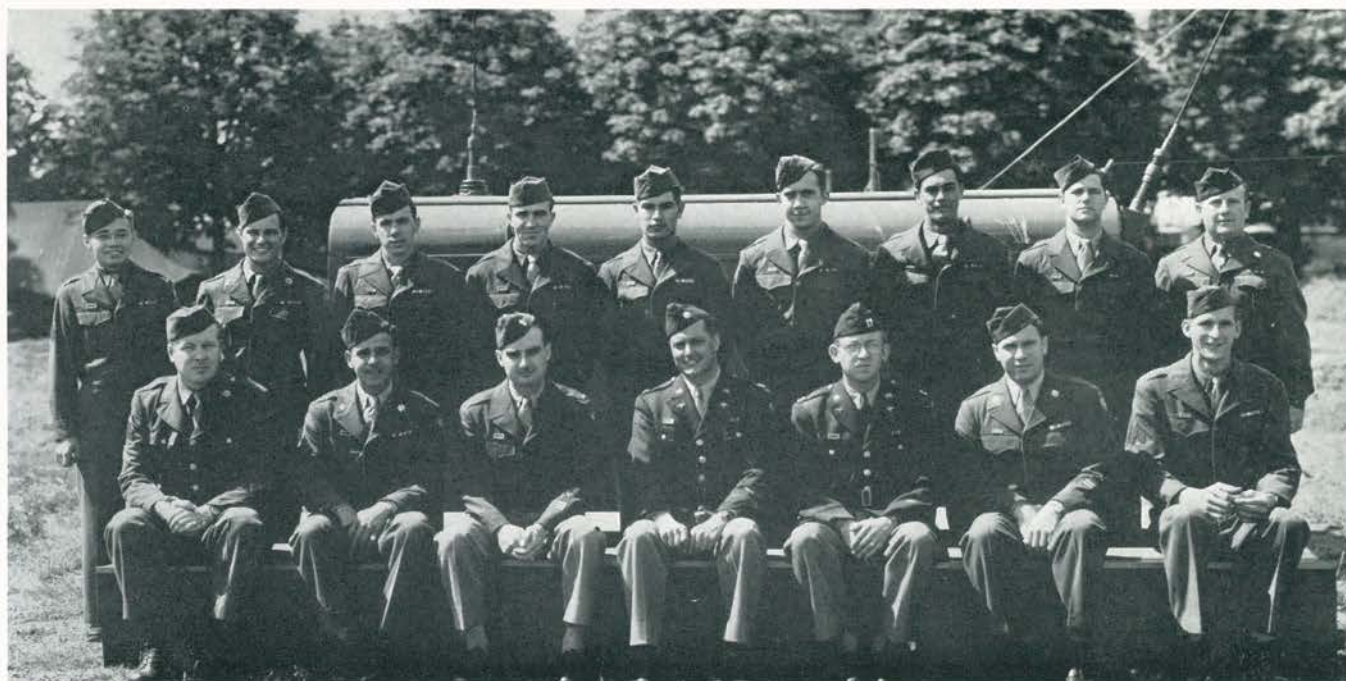
Adrian T. Johnson
4445 Beard Ave.
South Minneapolis, Minn.

Bernard A. Johnston
5324 Nicholas St.
Omaha, Neb.

Robert Joyce
9330 Laura Ave.
Detroit, Mich.

John Kalb
2651 Linwood Ave.
Pittsburgh, Pa.

Edward T. Kelly
149 Laird Ave.
Warren, Ohio



COMMUNICATIONS—(Back Row) Danford, Peterson, Mooney, Shivers, Estrada, Long, Murillo, Joyce, Kilpatrick. (Front Row) Johnson, Berta, Waters, Sturgis, Johnston, Accettulla, Oglesby.



OPERATIONS—(Back Row) Renner, Cribbs, Eschenbrenner, McNamara, Overman, Dunning, Hood, Williams.
(Front Row) Schweitzer, Robertson, Wilson, Cannon, McGee, Abbitt, Nangle, Gregory, Affolder.

Lorenza Kilpatrick
951 Lamarr Ave.
Memphis, Tenn.

Louis Kingcade
Snoqualmie, Wash.

Alvus E. King
Fredericktown, Mo.

Herman N. Kivett
Route 1
Ramseur, N. C.

Charles W. Koch
111 E. Lincoln Ave.
Belvidere, Ill.

Walter C. Krieger
7533 N. Chatham Ave.
Portland, Ore.

Frank X. Krebs
658 E. 91st St.
Chicago, Ill.

Edward Krull
111 Hoover Ave.
Kenmore, N. Y.

Gene Kubenseck
2319 Vondera St.
Munhall, Pa.

Robert F. Kubisiak
750 High St.
Wisconsin Rapids, Wis.

Paul Kubitschek
O'Neill, Neb.

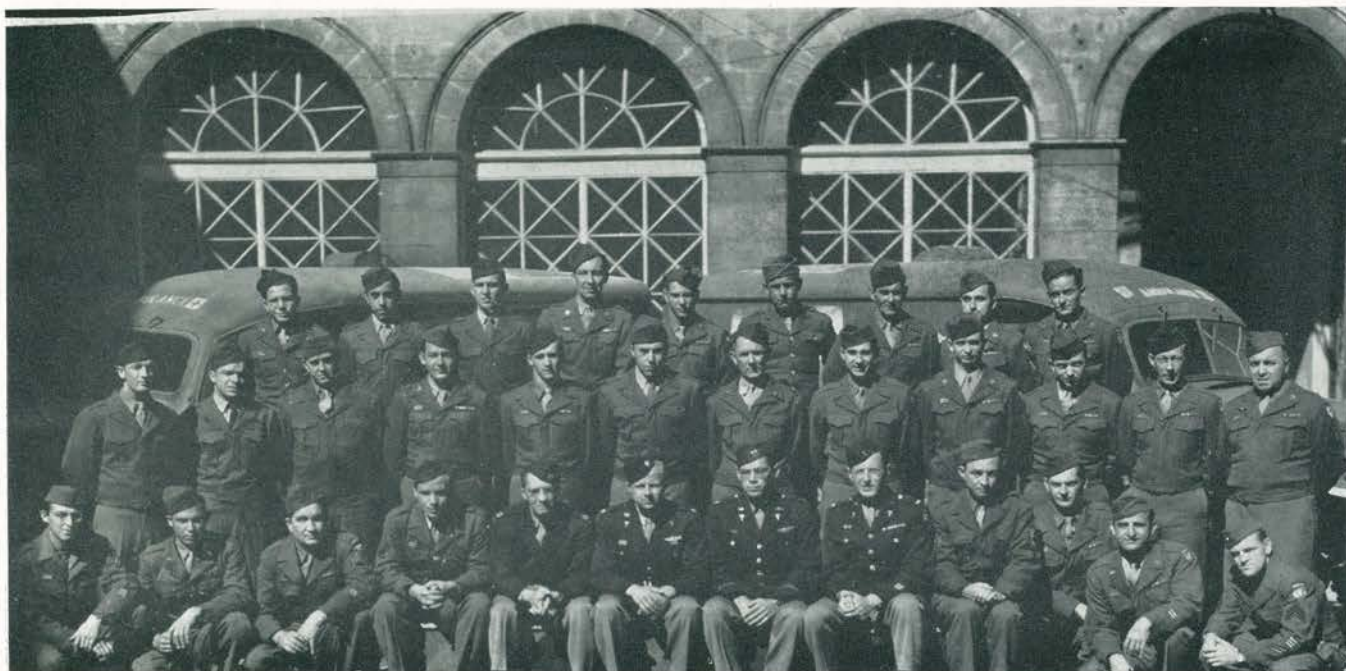
Leo LaCharite
4236 Pine Tree Dr.
Miami Beach, Fla.

Donald F. Ladner
62 Mundy St.
Wilkes-Barre, Pa.

Gervin Laity
98 18th St.
Fall River, Mass.

William C. Larimore
313 S. Indiana Ave.
Warsaw, Ind.

Cliff Larkin
5840 W. Lake St.
Chicago, Ill.



HQ AND SQ MEDICS—(Back Row) Zimmerman, Rodriguez, Kubancsek, Allensworth, Guidone, Caudle, LeFort, Minassian, Glover. (Middle Row) Marto, Pesce, Strom, Shirk, Huston, Schoening, Sroufe, La Pinta, Hobson, Warschefsky, Curtis, Couture. (Front Row) Hawkins, Franklin, Waggoner, White, Johnson, Pumala, Neubauer, Horowitz, Ferguson, Polzin, Basile, Edwards.



INTELLIGENCE—(Back Row) Hudson, Gilman, Swanson, Secrist, Kubitschek. (Middle Row) Dodge, J. Watson, Dobbins, Laity. (Front Row) Reckoff, Y. L. Watson, Genung.

Tom Lavendosky
36 Joseph St.
Newark, N. J.

Clarence Lefort
General Delivery
Larose, La.

Angelo Lentini
49 Rutgers St.
New York, N. Y.

Robert L. Lindner, Jr.
5323 S. Broadway
Los Angeles, Cal.

Herbert T. Livesay
Route 6
Tazewell, Tenn.

James F. Loftus
564 Amsterdam Ave.
New York, N. Y.

Clyde O. Long
209 Vermejo St.
Raton, N. M.

Albert J. Lyksett
526 N. E. 3rd St.
Camas, Wash.

Golden W. Mack
1023 S. High St.
Denver, Colo.

Leo Macon
Route 2
Vinemont, Ala.

Richard L. Maginn
208 S. 3rd St.
Red Oak, Iowa

John B. Mall
Broadway
West Norwood, N. J.

David R. Marr
3138 E. 10th Ave.
Denver, Colo.

Salvadore Maraglia
Cliffside Park, N. J.

Allan R. Marcus
448 Morris Ave.
Providence, R. I.

William R. Marshall
Towanda, Pa.



PERSONNEL, COMMAND AND STATISTICAL SECTIONS—(Back Row) Meehon, Cole, Fredericks, Eiler, Guthrie, Sprankle, Radde, Bidwell, Siegel, Jackson. (Front Row) Blackburn, Hoegler, Cull, Wallace, Crawford, J. Tucker, C. Tucker, Hess, Schuetter, Hechinger.



S-4 AND HQ SQ SUPPLY—(Back Row) Thornberry, Watson, Grushow. (Front Row) Kubisiak, Stern, Rand.

Karol J. Marto
17 Post Ave.
New York, N. Y.

Kenneth H. Mathewson
Sunny Hills School
Hockessin, Del.

Benjamin V. Mast
920 S. 5th St.
Grand Junction, Colo.

Marvin J. Maurer
Route 2
Forrest, Ill.

Sam Mazzaresse
31 Southmont Ave.
Johnstown, Pa.

John McCann, Jr.
414-6 2nd St.
Brooklyn, N. Y.

Edward McClain
5010a Blair Ave.
St. Louis, Mo.

Leo J. McDevitt
27 Aldworth St.
Jamaica Plain, Mass.

Robert W. McDonald
Baxley, Ga.

John T. McGee
Due West, S. C.

James C. McGettigan
1339 N. Hollywood St.
Philadelphia, Pa.

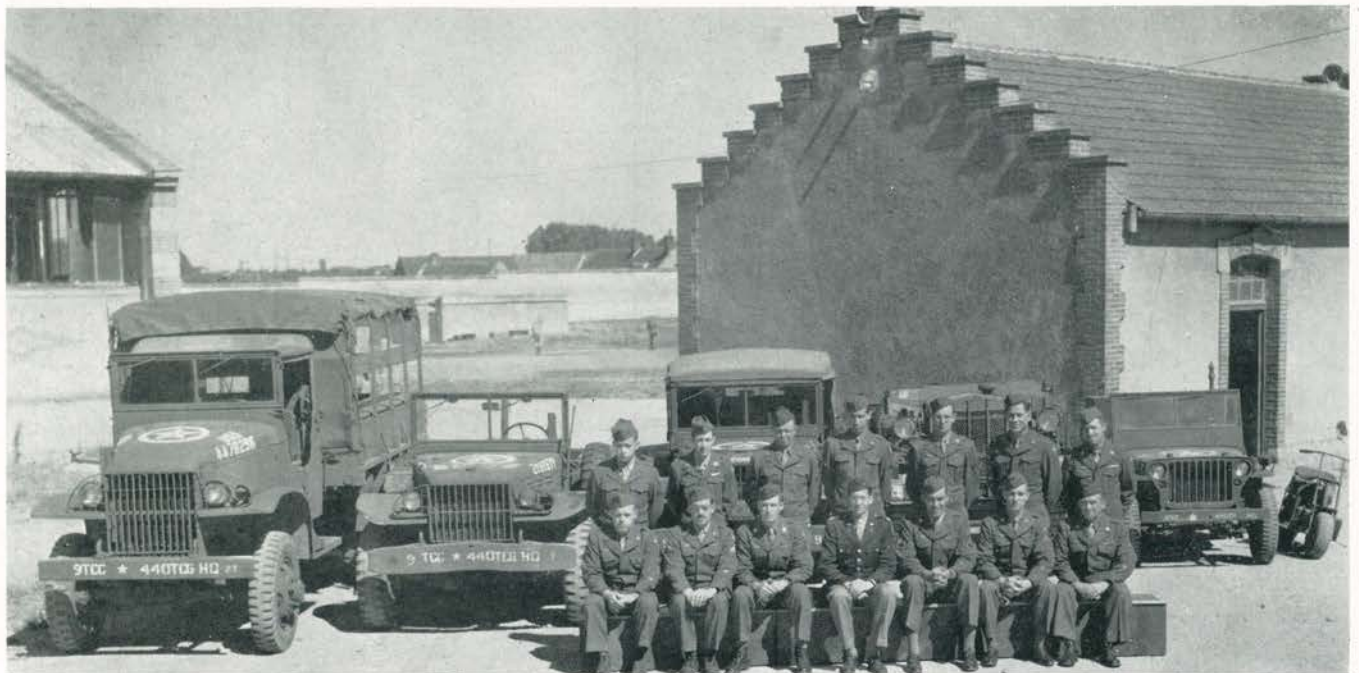
Clayton McKay
654 E. Utica St.
Buffalo, N. Y.

Maurice P. McKenna
441 10th St.
Niagara Falls, N. Y.

John McNamara
403 Colleg Ave.
Adrian, Mich.

William B. McNeill
Laurel Springs, N. C.

Leonard Meehon
2114 S. 51st Ave.
Cicero, Ill.



TRANSPORTATION—(Back Row) Renner, Reese, Macon, Wozniak, Nelson, Ferguson, Mitchell.
(Front Row) Krieger, Hammel, Franks, Cowan, Hofer, Zandstra, Nicholson.



FNGR., AIR INSP. AND WEATHER—(Back Row) Garard, Kelly, Anderson, Carl, Carlton, Jones, Silverman.
(Front Row) Viggiano, Schwartz, Burson, Alters, Curtis, Sopko, Janes, Loftus, Dwoskin, Mauer.

Robert E. Miller
1401 N. Adams St.
Peoria, Ill.

Walter Mitchell
409 W. Church St.
Cambridge City, Ind.

James Mooney
3958 St. Ferdinand Ave.
St. Louis, Mo.

Antonio Mulieri
888 Fox St.
Bronx, N. Y.

David Murillo, Jr.
730 Marshall St.
San Antonio, Texas

Robert R. Meyers
Defiance, Ohio

Louis E. Odum
916 W. Rich St.
Columbus, Ohio

E. B. Oglesby
1114 Middlebrook Pike
Knoxville, Tenn.

Walter F. Oliff
Route 10, Box 297
Sparrows Point, Md.

Hermann Overmann
Lemay, Mo.

Paul Nangle
721 Front St.
Warren, Ohio

Jack Nelson
148 Main St.
Bingham Canyon, Utah

Ray M. Newman
702 W. 80th St.
Los Angeles, Cal.

Charles Nicholson
Box 234
Harrison City, Pa.

Robert G. Nussbaum
5242 Hyde Park Blvd.
Chicago, Ill.

Charles J. Peterson
739 Pershing Ave.
San Bernardino, Cal.



456TH AIR SERVICE GROUP—(Back Row) Gordon, Jones, Patton, Thomas, Sturgis, Zeiser, Stocklass. (Third Row) Crow, McIntosh, Davis, Dennis, Gruszecki, Cortman, Oden. (Second Row) Masi, Giordana, Campbell, Hatzung, Morris, Scribner, Van Dusen. (Front Row) Kearney, Capt. Wood, Lt. Slaughter, Williams.



POST EXCHANGE—Lukie, McCarthy, Bird, LaPresto, Bonk, Linrooth, Stevens, Merrill, Korosher.

Walter Polzin
Route 2, Box 59-a
Springfield, Minn.

Ervin E. Pumala
3632 27th Ave.
South Minneapolis, Minn.

James L. Putvin
1537 Lyon St.
Flint, Mich.

Frederick Radde
241 W. May St.
Benton Harbor, Mich.

Richard Rainey
3001 Lafayette Ave.
Houston, Texas

Joseph H. Raith
Route 5
Butler, Pa.

Allen W. Rand
Route 8, Box 590
Phoenix, Ariz.

Richard Reese
21½ Elton St.
Ecorse, Mich.

Ralph O. Renner, Jr.
Route 7
Greeneville, Tenn.

Richard D. Richey
Princeton Junction, N. J.

Thomas K. Riggs
Route 4, Box 927
Louisville, Ky.

James A. Robertson
32-16 79th St.
Jackson Heights, N. Y.

Jess Rodriguez
146-54 Mission Blvd.
San Fernando, Cal.

Pierre A. Roy
211 Nash Road
New Bedford, Mass.

Reuel W. Rucksdashel
1035 Courtland St.
Houston, Texas

Abraham Schnapf
1325 Franklin Ave.
New York, N. Y.



SPECIAL SERVICES, INFORMATION AND EDUCATION

Marvin R. Schneller
92-30 55th Ave.
Elmhurst, N. Y.

Glenn Schoenig
Primphar, Iowa

William C. Schuetter
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Chicago, Ill.

George Schweitzer
Box 817
Grants, N. M.

Richard Secrist
2526 Lafayette St.
Fort Wayne, Ind.

Gerard Shivers
2805 Farragut Rd.
Brooklyn, N. Y.

Harold Simonsen
10025 Rutherford Ave.
Detroit, Mich.

Abe E. Smick
Route 1
Monroe, Conn.

Earl Smith
Route 1, Box 88
West Terre Haute, Ind.

Jack Snyder
4318 Sheridan Rd.
Chicago, Ill.

Lewis G. Scott
408 E. 6th St.
Alliance, Neb.

Louis Sopko
1125 37th St.
Galveston, Texas

John Sprankle
3834 Hillcrest Rd.
Harrisburg, Pa.

James Sroufe
Route 1
Bradford, Ky.

William Storm
113 Buffalo St.
Franklin, Pa.

Victor O. Swanson
Loveland, Colo.

Joe Thornberry
2726 Taylor Blvd.
Louisville, Ky.

Kenneth Tilley
220 Spruce St.
Appalachia, Va.

Hamlett D. Tomlinson
511 Rice St.
Bellaire, Texas

Johnny M. Tucker
Harrisburg, Ark.

Carl E. Tucker
41 Berkely St.
West Newton, Mass.

Emil Vavrek
423 Woodvale Ave.
Johnstown, Pa.

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4316 Rockhill St.
Kansas City, Mo.

Louis Viggiano
340 E. 184th St.
Bronx, N. Y.

Francis X. Wallace, Jr.
710 Bedford Rd.
Schenectady, N. Y.

Joseph P. Ward
148 Woodlawn Ave.
Jersey City, N. J.

Frank S. Waters
3240 Lake Shore Dr.
Chicago, Ill.

Young L. Watson
Quincy, Fla.

James Watson
228 Chiles St.
Carlinville, Ill.

John T. Watson
Pell City, Ala.

Leonard Wiener
1129 Garland St.
Flint, Mich.

Robert W. Willard
Don, Ill.

Richard Williams
Pantego, N. C.

Robert W. Wilson
207 S. Hoover St.
Los Angeles, Cal.

Henry Wozniak
3228 E. Almond St.
Philadelphia, Pa.

Andrew C. Youngblood
Box 35
East Prairie, Mo.

Stuart Zandstra
2213 Stafford Ave.
Grand Rapids, Mich.

Preston Zimmerman
1156 Kingsland Ave.
University City, St. Louis



LT. COLONEL IRVING G. ANDERSON

95th SQUADRON

ORIGINAL CADRE

Capt. Irvin G. Anderson.....Commanding Officer
 1st Lt. Walter P. Budd.....Liaison Officer
 1st Lt. James L. Kilgore.....Intelligence Officer
 1st Lt. Howard H. Cloud, Jr.....Supply Officer
 1st Lt. Curtis C. Fritchman.....Adjutant
 1st Lt. Byron O. Garner.....Surgeon
 2nd Lt. Donald M. Orcutt.....Flight Leader
 2nd Lt. Wilton C. Smith.....Flight Leader
 2nd Lt. Roy S. Stanton.....Flight Leader
 2nd Lt. William J. Wellman.....Operations Officer
 2nd Lt. Harmon H. Woeltgen.....Communications Officer
 2nd Lt. Harold B. Rideout.....Engineering Officer

Flt./O. Wilbur R. Lawn.....Ass't Operations Officer
 S/Sgt. Martin R. Waggoner.....1st Sergeant
 S/Sgt. Edmond W. Baker.....Tech. Inspector
 S/Sgt. David Clark.....Engineering
 S/Sgt. Robert E. Fowler.....Engineering
 S/Sgt. William J. Reynolds.....Engineering
 Sgt. Joseph N. Thornberry.....Supply
 Cpl. Peter Araujo.....Glider Mechanic
 Cpl. Orlie A. Kennerly, Jr.....Operations
 Cpl. Warren J. Groeteke.....Teletype
 Cpl. Marion L. Hubert.....Tech. Supply
 Cpl. Andrew J. Mickles.....Intelligence

Charles W. Abbitt
 1635 W. Mulberry Ave.
 San Antonio, Texas

Walter C. Adler, Jr.
 74 Sheridan Ave.
 Bellevue, Pa.

Ernest B. Alvey
 206 N. New Hampshire
 Hollywood, Cal.

Joseph P. Annarino
 2901 Bapaume Ave.
 Norfolk, Va.

Dallas P. Adams
 24 E. Pittsburgh St.
 Burgettstown, Pa.

Robert G. Allen
 Route 1
 Dorset, Ohio

George M. Anderson
 835 S. Marshfield Ave.
 Chicago, Ill.

James M. Anogianakis
 421 W. 15th Ave.
 Gary, Ind.

Delbert Adler
 La Salle, Mich.

Charles A. Allman
 Anderson, Mo.

Harry G. Anderson
 30 Tannery St.
 Ludlow, Pa.

Shelton L. Apple
 Box 156
 Gibsonville, N. C.

Jerry M. Adler
 113 Brighton, 11th St.
 Brooklyn, N. Y.

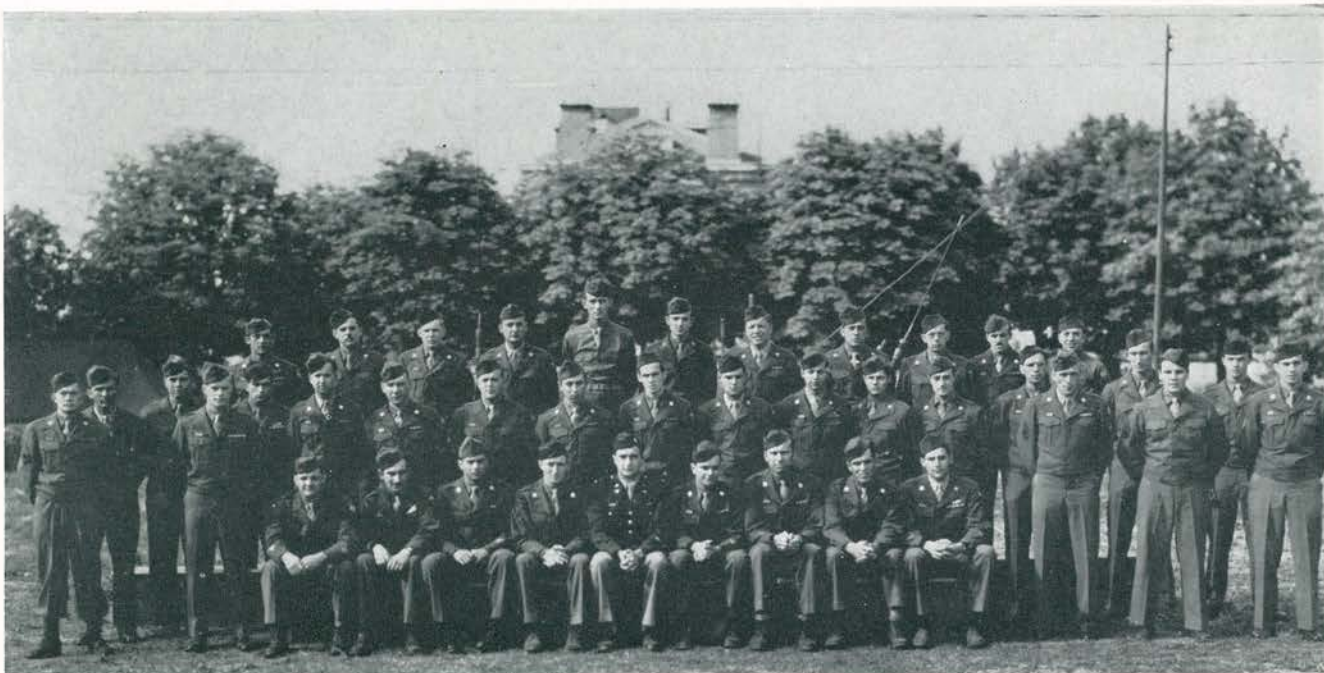
Richard N. Almberg
 6204 N. Keystone Ave.
 Chicago, Ill.

Irvin G. Anderson
 233 Delaware St.
 San Antonio, Texas

Peter J. Araujo
 San Diego Blvd.
 Olive, Cal.



CO AND STAFF—(Back Row) Cool, Ibbotson, Lerner, Garner, Pignatelli.
 (Front Row) Kollman, Budd, Anderson, Kilgore, Higginbottom.



COMMUNICATIONS—(Back Row) Medina, Apple, Mulcair, Danielzyk, Rowland, Sheppard, Brinker, Gojmerac, Bagger, Hunter, Szczecinski. (Middle Row) Tubre, Farnet, Petty, Vaile, Groessler, Anderson, Link, Ofloy, Booth, Wheatley, Williams, Lyboul, McDevitt, Vaughn, Jordan. (Front Row) Groeteke, Jones, May, Boikess, Merlis, Hughes, Lerner, Henry, Dobson, Blackman, Bondone, Harris, Chew, Kinches.

Anthony J. Arch
Box 46
Youngstown, Pa.

Edward J. Astruski
Route 1
Pentwater Oceana, Mich.

Joseph W. Aylward
43 Shirley St.
Roxbury, Mass.

Thomas F. Aylward
173 Roxbury St.
Roxbury, Mass.

Edward L. Babola
22 Faunce Corner Rd.
North Dartmouth, Mass.

Clark R. Baer
279 N. Alpha Ave.
Akron, Ohio

James P. Bagger
5131 Warwick Ave.
Chicago, Ill.

Harold G. Bair
Box 56
Rossiter, Pa.

Edmond W. Baker
11 Elizabeth St.
Rutherford, N. J.

Leonard M. Baker
Route 3
De Queen, Ark.

Odom Baker
Route 1
Elk Valley, Tenn.

Roy W. Baldwin
Route 4
Indiana, Pa.

Otis L. Banks
Route 1
Demorest, Ga.

Leonard Barban
19 W. Mosholu Pkwy.
Bronx, N. Y.

Victor A. Basara
1536 8th St., N. E.
Minneapolis, Minn.

Garland C. Basey
1807 Noble St.
Anderson, Ind.

Roy W. Baumgartner
Route 1
Plainwell, Mich.

George T. Bean
619 Roosevelt Ave.
Salt Lake City, Utah

Raymond H. Beane
2011½ Ashland Ave.
St. Paul, Minn.

Joe A. Beck
Box 125
Canadian, Okla.

Raymond O. Becker
Luzerne, Mich.

Paul E. Beeler
312 Randolph St.
Knoxville, Tenn.

Earl L. Belcher
Route 4
Madisonville, Tenn.

Seymour R. Belinky
982 Manhattan Ave.
Brooklyn, N. Y.

George A. Bendzunas
252 E. 7th St.
Oswego, N. Y.

Fernando E. Benites
Box 594
Chandler, Ariz.

Walter C. Bergman
538 Brighton Ave.
Portland, Me.

Morris Berkowitz
734 East 160th St.
New York, N. Y.

Nathan S. Berkowitz
2933 W. 27th St.
Brooklyn, N. Y.

Alvin E. Berry
Lansing, Kan.

Lester Berzak
1265 Gerard Ave.
Bronx, N. Y.

Lloyd O. Blackman
67½ Clay St.
North East, Pa.

William Blackwell
Saltville, Va.

Gaithel Blankenship
Route 2
Eldon, Mo.

Alfred F. Block
325 Lime St.
Joliet, Ill.

Paul H. Block
213 N. Main St.
New Bremen, Ohio

Louis Boikess
1645 W. 3rd St.
Brooklyn, N. Y.

James M. Boland
Elmhurst Blvd.
Scranton, Pa.

Galen B. Boltjes
1498 Ferry St.
Salem, Ore.

Charles H. Booth
281 Water St.
Santa Cruz, Cal.

Robert W. Born
Route 1
Cloverdale, Mich.

Julius A. Bosmans
132 S. Washington St.
Kimberly, Wis.

Thomas J. Boswell
Emmertown, Va.

Harry L. Boyd
7821 Joseph St.
Mt. Healthy, Ohio

John R. Boyes
147-15 Northern Blvd.
Flushing, N. Y.

John F. Braun
810 Elton Ave.
Bronx, N. Y.

David E. Brehm
29 Franklin Ave.
Newark, Ohio

Benjamin J. Bright
244 Meadowbrook
Merrick, N. Y.

Eugene E. Brinker
18 Wedeking Ave.
Evansville, Ind.

J. R. Brock
821 Ridge Ave.
Carterville, Ill.

Richard A. Brock
588 E. Front St.
St. Marrierre, Pa.

Howard L. Brown
556 Gotzian St.
St. Paul, Minn.

John J. Brown
Box 852
Ajo, Ariz.

Ralph W. Brown
150 Court St.
Buena Park, Cal.

Roman A. Brown
217 W. Main St.
Norwalk, Va.

Walter R. Brown
308 N. Mathilda St.
Pittsburgh, Pa.

Vincent Briscino
641 Grand Ave.
Brooklyn, N. Y.

William A. Bryant
1725 McKenzie Ave.
Long Beach, Cal.

Joseph R. Buckner
Baytown, Texas

Anthony S. Buda
175 Buena Vista Ave.
Yonkers, N. Y.

Walter P. Budd, Jr.
903 S. Duke St.
Durham, S. C.

Ruhland L. Buechler
Box 156
Gibsonville, N. C.

Harold D. Buell
136 E. Market St.
Long Beach, Cal.

Earl R. Burkhardt
Shoemakersville, Pa.

Lewis H. Burmeister
8265 Lyford St.
Detroit, Mich.

Henry L. Burns, Jr.
329 Fudge St.
Covington, Va.

James W. Bussard
781 Emmett St.
Battle Creek, Mich.

Robert W. Butler
5400 Richard St.
Dallas, Texas

James D. Butts
Route 4
Europa, Miss.

Russell E. Cain
305 W. Dean St.
Virden, Ill.

Jarold J. Calder
302 Aris Ave.
Metairie, La.

Arthur A. Calderwood
600 Crawford Ave.
Altoona, Pa.

Joseph M. Callahan
9 Forest Ave.
Pawtucket, R. I.

Burdette F. Cambis
2609 B St., Route 5
Riverside, Cal.

Curtis R. Cameron
Route 1
Nowata, Okla.

Thomas Canty
4318 Newton St.
Dallas, Texas

Benjamin A. Caputo
125 Jefferson St.
Albany, N. Y.

Paul A. Caron
5 Orange St.
Newburport, Mass.

James Carroll
5 Hershfield Court
Lawrence, Mass.

Nicholas T. Cason
Lacrosse, Fla.

Jack O. Catron
1341 Patterson Ave.
Eugene, Ore.

Charles Chafetz
108 Clarke Place
New York, N. Y.

David L. Chamberlin
Streator, Ill.

Roy M. Chamberland
121 W. Annie St.
Fort Worth, Texas

Melvin R. Champagne
149 6th St.
Port Acres, Texas

Nolen R. Chew
123 Wine St.
Hampton, Va.

Pantaleo Ciccoello
108 Park Ave.
Hoboken, N. J.

Victor O. Claffin
451 W. Plain St.
Eaton Rapids, Mich.

Phillip H. Clapp
60 Lincoln St.
Bangor, Me.

Harold J. Clark
6 S. Main St.
Carthage, N. Y.

Hugh C. Clark
633 Franklin St.
Grand Haven, Mich.

Jack G. Clark
1906 N. Indiana Ave.
Oklahoma City, Okla.

Lloyd L. Clevenger
509 E. 2nd St.
Newton, Iowa

Lloyd J. Clopton
Route 1
Huntington, Ark.

Laverne W. Colby
118 Woodstock St.
Crystal Lake, Ill.



FLYING OFFICERS—(Back Row) H. E. Smith, P. E. Smith, T. J. Smith, Fitzpatrick, Lawler, Daubin, Young, Butts, Noble, Gates, Wetherald, Davey, Buell, Scarborough, Dishmon. (Middle Row) Adler, Solomon, Stewart, T. L. Smith, Heller, Slaughter, Olson, Straesser, Mauck, Skelton, Rideout, Shacklett, Wire. (Front Row) Germano, Rockwell, Lawrence, Linden, Hobson, Orcutt, Anderson, Budd, Read, Ferguson, Potter, Luoma, Weisbrod.

Ormun A. Cole
Route 1
Novinger, Mo.

H. R. Coleman
Route 1, Box 101
Porterville, Cal.

John E. Coleman
129 Griffin Ave.
Somerset, Ky.

Edward J. Collins
600 W. 169th St.
New York, N. Y.

Harvey K. Collins
Los Angeles, Cal.

Douglas N. Condon
108 N. Broadway
Haverhill, Mass.

Norris E. Conley
4957 W. Washington Blvd.
Chicago, Ill.

Robert L. Cook
333 Mill St.
Graham, N. C.

Sidney M. Cool
343 W. Center St.
Paxton, Ill.

Willie A. Cooper
Kenly, N. C.

Nicholas Corallo
101 Troutman St.
New York, N. Y.

Thomas O. Cornell
4440 Bewick Ave.
Detroit, Mich.

Malcolm T. Crider
2680 Julian Terrace
River Grove, Ill.

William F. Crookshanks
408½ W. Rollins
Moberly, Mo.

Fred W. Crumrine
Clarence, Mo.

Edward A. Curtis
3847 Flower Dr.
Los Angeles, Cal.

Albert F. Czarny
500 Bellows St.
St. Paul, Minn.

Charles J. Daly
928 W. Lehigh Ave.
Philadelphia, Pa.

Anthony J. D'Ambrosio
305 Milton St.
Cincinnati, Ohio

Henry Danielzyk
632 W. Mitchell St.
Milwaukee, Wis.

John N. Darling
Chestnut St.
East Orange, N. J.

Lowell E. Dashow
4838 Colfax, N.
Minneapolis, Minn.

Maurice H. Daubin
55 Boranda Ave.
Mountain View, Cal.

Ray A. Daugherty
Route 1
Kannapolis, N. C.

Frank T. Davey
815 Newman St.
El Paso, Texas

Duward A. Davis
Route 3
Erie, Pa.

Gene W. Davis
Manly, Iowa

Harry B. Davis
4330 Fairmount
Kansas City, Mo.

Russell C. Dawson
421 Greenwich Pl.
Kalamazoo, Mich.

Edward J. Dean
161 E. Noble St.
Nanticoke, Pa.

Warren DeBauclair
3500 Trombly Ave.
Detroit, Mich.

Henry P. DeMaio
22 Maple Ave.
Thompsonville, Conn.

Martin A. Demasco
352 Meacham St.
Elmont, N. Y.

Christopher G. Demos
74 Canton St.
Manchester, N. H.

Lawrence P. Denison
69 Otis St.
Newtonville, Mass.

Leonard J. DeWitt
Little Chute, Wis.

Albert C. Dick, Jr.
2127 Edgehill Rd.
Louisville, Ky.

Jack Dishmon
Box 102
LaCross, Va.

Robert J. Dobson
5909 Cooper Ave.
Ridgewood, L. I., N. Y.

Julius J. Dombrowski
46 Clay St.
Buffalo, N. Y.

James A. Douras
8125 Montliev St.
Detroit, Mich.

Robert P. Doyle
392 Clairton Rd.
Pittsburgh, Pa.

Ralph O. Dreifus
3308 Holmead Pl., N. W.
Washington, D. C.

John R. Dresback
1705 Fletcher St.
Chicago, Ill.

Laurence J. Dugan
97 Groyer St.
Springfield, Mass.

Elmus F. Duncan
Route 4, Box 126
West Monroe, La.

Weedman J. Duhe
1233 7th St.
New Orleans, La.

David Dwoskin
72 Daniel Low Terrace
Staten Island, N. Y.

Louis R. Dyson
Route 1
Urbana, Ill.

Herman Ealum
Route 1
McKenzie, Ala.



SQUADRON AND TECH SUPPLY—(Back Row) Clark, Gerstel, Callahan, Alario, Anderson, Williams.
(Front Row) Slay, Hubert, Turetsky, Kollman, Hamilton, Ronis, Demos.



ORDERLY ROOM—(Back Row) Ziba, Hames, Dombrowski, Stahl, Pool, Beane, McHose, Calder, Buechler, Tobin. (Front Row) Farmer, Kirschling, Collins, Moran, Pignatelli, Cowley, Smolenski, Carlson, Canessa.

Vaughn K. Echols
Ullin, Ill.

Clarence M. Edwards
73 Penn St.
Pennsgrove, N. J.

Jesse Ellis
401 N. 3rd St.
Duncan, Okla.

John Emerson
688 Center St.
Manchester, Conn.

Charles D. Eslinger
Route 1
Albany, Mo.

Mickey E. Fader, Jr.
19 R. R., N. B. Forrest
Homes
Selma, Ala.

August J. Fanelli
101 7th Ave.
Mt. Ephraim, N. J.

Delbert L. Farmer
Muncie, Ind.

William C. Farneth
7339 Princeton Pl.
Swissvale, Pa.

Robert Ferns
823 High St.
Holyoke, Mass.

Beverly M. Ferguson
Route 2
Gretna, Va.

James W. Ferguson
Route 1, Box 379
Choctaw, Okla.

Joseph A. Ferguson
254 11th St.
Hoboken, N. J.

Manuel J. Fernandez
306 Center St.
Solvay, N. Y.

Michael Ferrazzi
20 S. Georgia Ave.
Atlantic City, N. J.

Thomas J. Ferris
913 N. 8th St.
Albuquerque, N. M.

Tony F. Ferrucci
310 E. 3rd St.
Alliance, Neb.

Robert I. Fine
68 Westminster Rd.
Brooklyn, N. Y.

Henry W. Fisher
Camden, Me.

Paul K. Fisher
860 River St.
Troy, N. Y.

George J. Fitzpatrick
Route 3
Grant, Mich.

Homer G. Forshee
Route 2
Walnut Grove, Mo.

Frank Forsyth
33 Avon St.
Malden, Mass.

Henry J. Frankenhauser
3185 Army St.
San Francisco, Cal.

John W. Frederiksen
1010 24th St.
Moline, Ill.

Tom R. Fulton
616 S. Westnedge Ave.
Kalamazoo, Mich.

Walter Galasyn
134 Bartholomew Ave.
Hartford, Conn.

Byron O. Garner
1106 Highland Ave.
Glendale, Cal.

Ralph C. Garris
Center St.
Shaverton, Pa.

Ernest A. Gates
4344 N. E. 96th Ave.
Portland, Ore.

Charles E. Germano
6 Parker Ave.
Poughkeepsie, N. Y.

Robert W. Germeroth
676 E. 238th St.
New York, N. Y.

Joseph Giordiano, Jr.
128 River St.
Rome, N. Y.

Joe W. Goehler
2932 N. E. 37th Ave.
Portland, Ore.

Frank T. Goff
30-83 Crescent St.
Long Island City, N. Y.

Matt. Gojmerac
618 Kentucky St.
St. Joseph, Mo.

Montague L. Goldman
1045 Willmohr St.
Brooklyn, N. Y.

Irving E. Goodman
14 Woodside St.
Brooklyn, N. Y.

Douglas W. Goodrich
Rural Free Delivery
Salisbury, Vt.

John P. Goodwin
Charlemont, Mass.

Arthur J. Gorland
843 Sutter Ave.
Brooklyn, N. Y.

Emanuel Gordon
2271 79th St.
Brooklyn, N. Y.

Finney W. Gordon
315 W. 12th St.
Tulsa, Okla.

Edwin J. Grace
1349 E. 21st St.
Brooklyn, N. Y.

Marion R. Greer
500 E. 36th St.
Kansas City, Mo.

Raymond Gregson
109 Sisson Ave.
Hartford, Conn.

Frank E. Groessler
2686 Arbor Pl.
Norwood, Ohio

Warren J. Groeteke
4611 Chippewa
St. Louis, Mo.



TRANSPORTATION—(Back Row) Schaueble, Stana, Myers, Swihart, Wilson, Lout, Reynolds, Buehler, Wall.
(Front Row) Tourville, Marsh, Morgan, Petro, Greer, Martin, O'Callaghan, Ellis, Thomas.

Virgil F. Grover
484 Marion Ave.
Pontiac, Mich.

Leonard R. Groves
4128 Warwick Blvd.
Kansas City, Mo.

Nicholas Gueli
6211 14th St.
Brooklyn, N. Y.

Joseph C. Gunter
Route 2
Leesville, S. C.

William O. Haddock
Alford, Fla.

Coral L. Hagerman, Jr.
2307 Cherry St.
Keego Harbor, Mich.

Arthur F. Halpin
327 Lathrop St.
Lansing, Mich.

Joseph H. Hames
464 Grant St., S. E.
Atlanta, Ga.

Herbert B. Hamilton
Route 1, Painted Post
Steuben, N. Y.

Wallace L. Hamilton
Route 1
Pontiac, Mich.

Charles J. Hamman
311 Grave St.
Vermilion, Ohio

Joseph R. Hammett
Route 5
Jonesboro, Tenn.

William H. Hancock
2nd St.
Pocomoke, Md.

James P. Harper
Corona, Cal.

Robert A. Harris
1028 Silverado Trail
Napa, Cal.

Wilmeth H. Harvey
1032 Allston St.
Houston, Texas

Eschol Hearn
Route 2
Lumber City, Ga.

Joe B. Heath
General Delivery
McCloud, Okla.

Stanley H. Heismann
7500 Maple Ave.
Cincinnati, Ohio

Richard E. Heller
19715 Mohawk Ave.
Cleveland, Ohio

Howard W. Henry
2515 Edgewood Dr.
Kalamazoo, Mich.

James E. Herpick
107 Vermilyea Ave.
New York, N. Y.

Myron A. Hershler
1025 E. 13th St.
Brooklyn, N. Y.

Charles D. Hess
227 N. E. 28th St.
Miami, Fla.

James B. Hicks
432 Missouri Ave.
Mercedes, Texas

Samuel L. Higginbottom
109-66 201st St.
Hollis, Long Island, N. Y.

Russell L. Hinze
Route 3
Barron, Wis.

James N. Hiscoe
605 W. North Bay St.
Tampa, Fla.

Richard E. Hobson
705 Crestview Ave.
Akron, Ohio

James W. Hogg
7420 Duquesne St.
Swissvale, Pa.

Henry S. Hohman
1941 Oxley Rd.
Columbus, Ohio

Orgill C. Holloway
Route 4
Europa, Miss.

Alfred L. House
422 E. Camino Real St.
Arcadia, Cal.

Joseph D. Howard
519 N. 61st Ave.
Duluth, Minn.

Kenneth C. Howell
Thaxton, Va.

Alex J. Hrymak
4803 S. Cominsky Ave.
Chicago, Ill.

Marion L. Hubert
E. Hall St.
Thomson, Ga.

Walter E. Hubmaier
2912 N. Mildred Ave.
Chicago, Ill.

Lawrence A. Hudacek
409 Stevens St.
Ironwood, Mich.

Billy S. Hughes
118 Mornigview
Athens, Tenn.

Wendell R. Hull
1509 Giddings St.
Wichita Falls, Texas

Louis J. Ibbotson
14 S. Second St.
Meriden, Conn.

Myron T. Ibbotson
1801 Tilden Ave.
Utica, N. Y.

Norbert J. Isaac
2727 Ortega St.
San Francisco, Cal.

John G. Ivanhoff
1018 Herr St.
Harrisburg, Pa.

Charles J. Jacot
1401 Oneida St.
Fort Wayne, Ind.

Wilbur R. Jerrells
Wickenburg, Ariz.

William S. Johns
500 W. Central St.
Claremont, Cal.

Arrel W. Jones
Shelburn, Ind.

Carl R. Jones
115 S. G St.
Muskogee, Okla.

Clarence V. Jones
799 S. Chicago Ave.
Kankakee, Ill.

David P. Jones, Jr.
Box 36
Cottonwood Falls, Kan.

Dennis A. Jones
Fairfax, Ariz.

Donald M. Jones
Clintonville, Pa.

Frank Jwaszewski
RFD, Box 82
Templeton, Mass.

Rudie W. Kalisher
1622 S. Stanley St.
Los Angeles, Cal.

John A. Kamburoff
Box 178
Chowchilla, Cal.

Robert K. Keller
5105 W. 28th St.
Minneapolis, Minn.

Fletcher Kemp
Route 1
Clarkton, N. C.

Robert B. Kennerly
Route 3
McEwen, Tenn.

Joseph W. Kent
11 Marion Terrace
Collingswood, N. J.

Richard I. Keyes
764 Hazelwood Ave.
Birmingham, Mich.

Edward F. Kiernan
15 Neerfield St.
Bergenfield, N. J.

James L. Kilgore
612 Mandon St.
Bismarck, S. D.

John W. Killoran
87-17 86th St.
Woodhaven, N. Y.

William J. Kinches
Box 2, Route 2
Everett, Ohio

Raymond P. Kirschling
1543 Roycroft Ave.
Lakewood, Ohio

Frank E. Klein
Hotel Lindell
Lincoln, Neb.

Lester J. Knepp
717 S. Lundy St.
Salem, Ohio

Valentine F. Koc
255 Hope Ave.
Passale, N. J.

William F. Kohsman
Box 7
South Wales, N. Y.

Donald W. Kollman
1537 Forest Ave.
Waterloo, Iowa

Raymond J. Konrad
Carpenter, Iowa

Morris H. Krater
Route 1
New Cumberland, Pa.

Joseph J. Kusyner
51 Walnut St.
Lackawana, N. Y.

Clemert D. Kyle
631 A Ave., N. W.
Cedar Rapids, Iowa

Paul R. Lacey
3219 Ohio St.
Omaha, Neb.

James LaFazia
347 E. 173rd St.
Bronx, N. Y.

James E. Lake
552 Bath St.
Bristol, Pa.

Horace S. Lancaster
Main St.
Bowdoinham, Me.

Bennie G. Land
Layton, Utah

Harry Landfield
127 4th St.
Chelsea, Mass.

Gumersindo Laracunte
415 W. 37th St.
New York, N. Y.

Joseph J. Laramie
4331 Warwick Blvd.
Kansas City, Mo.

Peter J. Lastin, Jr.
12 Calumet St.
Peabody, Mass.

Murray Lawler
Temvik, N. D.

Charles E. Lawrence
Dawson, Texas

Angelo J. Lentini
49 Rutgus St.
New York, N. Y.

George D. Lenz
2222 S. Allis St.
Milwaukee, Wis.

Julius Lerner
1510 Crotona Park, East
New York, N. Y.

Gerald G. Lester
1218 Long Ave.
Dixon, Ill.

George A. LeVaye
1748 Homestead St.
Baltimore, Md.

Alexander J. Lewandowski
179 Palisade Ave.
Jersey City, N. J.

Theodore J. Lewanowicz
154 Mendon Ave.
Pawtucket, R. I.

Dan E. Lewis
Box 125
La Junta, Colo.

William H. Lewis
1544 N. Commerce St.
Stockton, Cal.

Eugene Liccardo
29 High St.
Clifton, N. J.

Jens P. Lind
2216 Olive St.
Cedar Falls, Iowa

Jerome N. Linden
702 N. May St.
Aurora, Ill.

Howard F. Lindsley
Martville, N. Y.



INTELLIGENCE—Ibbotson, Mickles, Records, Stineman.

Luther J. Lizana
Rural Free Delivery
Gulfport, Miss.

James P. Logan
2631 Halstead St.
Cincinnati, Ohio

Joseph E. Link, Jr.
4214 Fairfield Ave.
Munham, Pa.

Horatio F. Liphard
1415 Kossuth St.
Lafayette, Ind.

Tom W. Logan
General Delivery
Dierks, Ark.

Hunter G. Lohr
Broadway, Va.

Afton V. Looney
Route 3
Charleston, Ark.

Donald M. Louderback
1731 New Hampshire Ave.
Washington, D. C.

Harry E. Loughren
17846 Northwood Ave.
Lakewood, Ohio

John J. Lovellette
1458 Maple Ave.
Terre Haute, Ind.

Warren J. Lowe
2433 Walnut St.
Blue Island, Ill.

Robert L. Lowry
159 Kenan St.
Mobile, Ala.

P. Paul Lublin
5700 Nassau St.
Philadelphia, Pa.

Leonard F. Luck
792 Storer Ave.
Akron, Ohio

Robert J. Ludwick
Barker, N. Y.

Matt J. Luoma
121 Chardon Ave.
Chardon, Ohio

David W. Lusk
1400 W. Main St.
Troy, Ohio

Henry Mahadeen
51 Glenwood Ave.
Jersey City, N. J.

William C. MacMurphy
176 Broad St.
Charleston, S. C.

Richard F. Maher
535 Laurel Ave.
St. Paul, Minn.

Irving A. Mall
2144 Green St.
Harrisburg, Pa.

Larry Margolis
145 S. Harper St.
Los Angeles, Cal.

Chester F. Marhefka
406 N. Franklin St.
Shamokin, Pa.

Harold Marsh
10 Colchester Ave.
East Hampton, Conn.

Lawrence P. Marsh
177 Calumet Ave.
Aurora, Ill.

William R. Marshall, Jr.
Towanda, Pa.

Hugh Martin
Corydon, Ind.

James L. Martin
Route 3
Franklin, Tenn.

Robert N. Martin
112 W. 19th St.
Little Rock, Ark.

Robert E. Massey
700 N. 9th St.
Hopewell, Va.

Richard L. Matthew
733 E. 4th St.
Concordia, Kan.

Robert C. Mauck
409 Hillcrest Ave.
New Castle, Pa.

Harold W. May
35605 Brush St.
Wayne, Mich.

Samuel V. Mazzarese
31 S. Alont Ave.
Johnstown, Pa.

Walter D. McAndrews
2 Glidden Ave.
Lowell, Mass.

Floyd E. McConnel
904 Larch St.
Lansing, Mich.

Laurence R. McCarty
Route 2
New Auburn, Wis.

William J. McDonnell
Route 1
Bristol, Tenn.

William E. McElhenney
234 Deluxe Circle
Thomaston, Ga.

Donald W. McHose
Nevada, Iowa

Louis B. McIntosh
4619 E. New York St.
Indianapolis, Ind.

Gaston G. McInvale
800 Baltimore St.
Mobile, Ala.

Gregory T. McKee
785 Park Ave.
Meadville, Pa.

William T. McMann
96 Soundview St.
Port Chester, N. Y.

Curlan McNeil
Adamsville, Tenn.

Robert A. McPhail
339 Lincoln St.
Antigo, Wis.

Kenneth J. McTigue
934 N. Haugh St.
Indianapolis, Ind.

Alvin A. Medina
563 Mission St.
Santa Cruz, Cal.



OPERATIONS—(Back Row) Boikess, Lublin, Anderson. (Front Row) Kelly, Ogrydziak, Budd, Orcutt, Gordon, Roselli.



COMBAT CREWS, FLIGHT A—(Back Row) Payton, Sullivan, Bronfeld, Oatman, Bergman, Matthew, Jones, Rogalo, Duncan, Ramsey, Vining. (Front Row) Scarborough, Germano, Shacklett, Stewart, Rideout, Hobson, Ferguson, Gates, Dishmon, Fitzpatrick, Buell, Skelton.

Lee J. Meisetschlaegar
Route 5
Hallettsville, Texas

Joseph A. Melot
2421 Elliott St.
St. Louis, Mo.

Henry Mianeki
114 Brookdale Ave.
Nutley, N. J.

Wilburn G. Mickel
4215 Otterbein Ave.
Indianapolis, Ind.

Andrew J. Mickkles
401 Sawyer St.
Rochester, N. Y.

Robert Migdal
1245 S. Sawyer Ave.
Chicago, Ill.

Joseph P. Mikulewicz
217 E. 23rd St.
New York, N. Y.

Arnold J. Miller
Quincy, Ore.

Charles H. Miller
485 Central Ave.
Pontiac, Mich.

Daniel L. Miller
510 Valley St.
Sausalito, Cal.

Pete Miller
505 S. Reagan St.
West, Texas

Robert A. Miller,
422 N. Kensington Ave.
LaGrange, Ill.

Walter J. Miller
453 Pierce St., N. E.
Indianapolis, Minn.

Frederick A. Moffitt
517 Orange St.
New Haven, Conn.

Don R. Mohney
Box 135
Climax, Mich.

Charles L. Moore
5430 Connecticut Ave.
Washington, D. C.

Emanuel A. Moore
221 N. 10th St.
Salina, Kansas

John E. Moore
714 E. Jefferson St.
Montpelier, Ohio

Melvin P. Moore
684½ Strong Ave.
Elkhart, Ind.

Edward F. Moran
218 Linda Ave.
Piedmont, Cal.

Henry D. Moreland
1200 26th St.
Snyder, Texas

James R. Morgan
308 E. Queens St.
Edenton, N. C.

Charles F. Morris
2502 E. 15th St.
Oakland, Cal.

Buford L. Morrison
900 Ruth St.
Houston, Texas

George E. Morrow
1668 28th Ave.
Columbus, Neb.

David G. Morton
Guilford Rd.
Jessups, Md.

Walter E. Mueller
368 Lincoln Ave.
Council Bluffs, Iowa

John F. Mulcair
Route 2
Hampton, Conn.

George E. Murray
5221 18th Ave., N. E.
Seattle, Wash.

Thomas J. Motley
415 W. Mountain Rd.
Aubquerque, N. M.

Donald E. Myers
1820 Mansfield St.
Toledo, Ohio

Ray F. Myers, Jr.
1512 S. Michigan St.
South Bend, Ind.

John M. Myrick
Route 1
Heidelberg, Miss.

George W. Nalbandian
2444 Field St.
Detroit, Mich.

Beamer L. Nelson
205 E. 17th St.
Topeka, Kan.

Philip L. Nelson, Jr.
Box 473
Haskell, Okla.

Lafette J. Nerren, Jr.
6711 Avenue C
Houston, Texas

Warren T. Neumann
688 15th St., S. E.
Mason City, Iowa

Eugene M. Noble
133 N. Estelle St.
Wichita, Kans.

Jarvis J. Noe
Dayhoit, Ky.

Walter J. Nowak
701 E. 9th St.
New York, N. Y.

George F. Oakes
19 W. School St.
West Field, Mass.

Joseph G. O'Brien
210 Beech St.
Belmont, Mass.

Thomas K. O'Brien
190 W. Burnside Ave.
Bronx, N. Y.

Dennis M. O'Callaghan
963 Evelyn Ave.
Albany, Calif.

Arthur A. Ofloy
3238 W. Wrightwood Ave.
Chicago, Ill.

John E. Ogrydziak
649 Seybert St.
Hazleton, Pa.

Lawrence S. Olson
Route 1, Box 55
Ironwood, Mich.



COMBAT CREWS, FLIGHT B—(Back Row) Sherman, Mohny, Boltjes, Page, Martin, Wood, Lastih, Lonr, Savory, Servos. (Front Row) H. E. Smith, Olson, P. E. Smith, Solomon, Adler, Straesser, Luoma, Potter, Wire, Butts, Weisbrod, T. L. Smith, Young, T. J. Smith.

Donald M. Orcutt
302 W. 79th St.
Seattle, Wash.

Norman D. O'Toole
547 Long Ave.
DuBois, Pa.

Willis M. Owens
Perrysville, Ind.

Jack L. Oxley
249 Fall St.
Seneca Falls, N. Y.

Nathan Ozur
83 Graham Ave.
Brooklyn, N. Y.

Arthur C. Page
8 Woodlawn Place
Clinton, N. Y.

Kenneth H. Palmer
2025 4th St., S.
Minneapolis, Minn.

Frank P. Paris
506 W. 80th Ave.
Chicago, Ill.

Alfred A. Pate
Sanborn Hotel
Florence, S. C.

Paul Patterson
4535 Danneel St.
New Orleans, La.

Philip S. Paull
1830 Coronado Ave.
Youngstown, Ohio

Benjamin M. Payton
2969 S. Sagles Court
Wichita, Kans.

James A. Pellegrino
4 March St.
Worcester, Mass.

Jose M. Pena
Zapata, Texas

Charles C. Percoco
1448 36th St.
Brooklyn, N. Y.

Peter T. Petersen
1616 E. 7th St.
St. Paul, Minn.

Urbon H. Peterson
50 Madrona Ave.
Salem, Ore.

Carl L. Petro
396 S. Harrison Ave.
Kankakee, Ill.

Thomas R. Petrucelli
224 Central Ave.
Rye, N. Y.

A. J. Pierce
Route 4
Wallace, N. C.

Peter Pignatelli
743 Clymer St.
Philadelphia, Pa.

Paul A. Pinder
160 Miles St.
Akron, Ohio

Herman Pine
419 Amboy St.
Brooklyn, N. Y.

Anthony T. Piraino
1372 Argyle Road
LaSalle, Ill.

Edward H. Pociask
4855 White Oak Ave., E.
Chicago, Ill.

Tony J. Podlogar
9606 Knodell St.
Detroit, Mich.

Harold J. Pohlmeir
Route 1
Nazareth, Texas

Royce E. Pool
Route 6
Laurel, Miss.

William W. Postlewait
Box 246
Mt. Grove, Mo.

Clarence C. Potter
Box 163
Schroon Lake, N. Y.

Virgil W. Potts
2609 Lawn Ave.
Kansas City, Mo.

Marshall C. Proctor
1437 Hi Point
Los Angeles, Cal.

Telio A. Puccio
1418 78th St.
Los Angeles, Cal.

Richard L. Pyles
General Delivery
Mt. Union, Pa.

John C. Raab
332 Parker Ave.
Toledo, Ohio

Edward F. Rafter
66 N. Thomas
Kingston, Pa.

Joseph H. Raith
Route 3
Butler, Pa.

Kenneth L. Ramsey
General Delivery
Banner Springs, Tenn.

Vaughn B. Ramsay
107 Summit St.
Adrian, Mich.

Douglas W. Randall
Route 3
Balson Spa, N. Y.

Merlin A. Randolph
620 3rd St.
Phillipsburg, Kans.

George V. Reed
8501 Colfax Ave.
Detroit, Mich.

Mahlon B. Reckoff
Storm Lake, Iowa

John M. Records
365 W. Jefferson St.
Franklin, Ind.

Harold K. Reddick
Route 4, Box 371
Savannah, Ga.

Bruce W. Reed
3534 Sheffield Ave.
Philadelphia, Pa.

Seth V. Reed
1015 W. 15th St.
Topeka, Kan.

Richard D. Reese
251½ Elton St.
Ecoase, Mich.

Robert W. Reifenauer
Elk Mound, Wis.

Martin A. Reiner
1570 E. 16th St.
Brooklyn, N. Y.

Joseph Reniere
149 Broome St.
New York, N. Y.

Joseph B. Resetar
14413 Harrison St.
Posen, Ill.

Melvin Reynolds
2239 Curlew St.
San Diego, Cal.

William J. Reynolds, Jr.
68 North St.
Saratoga Springs, N. Y.

Howard D. Rice
N. Oakland Ave.
Decatur, Ill.

Orlando E. Ricupero
924 S. May St.
Chicago, Ill.

Harvey L. Rideout
Box 343
Auburn, Cal.

Andrew R. Rigas
Route 5
Wisconsin Rapids, Wis.

Eugene R. Riley
319 2nd St.
Birmingham, Ala.

Louis Robinson
903 N. Franklin St.
Philadelphia, Pa.

Richard W. Rockwell
Beech and Penn Sts.
Pottstown, Pa.

Charles Rogalo
373 8th St.
Jersey City, N. J.

Ross W. Rohn, Jr.
Box 575
Bernardsville, N. J.

Christos J. Ronis
65 Manchester St.
Brockton, Mass.

William A. Rooks
112 W. Elm St.
Washington, D. C.

Herbert Rosenberg
1946 E. 8th St.
Brooklyn, N. Y.

Charles W. Rosenthaler
708 W. 5th St.
Duluth, Minn.

Sol Rosenwasser
705 Georgia Ave.
Brooklyn, N. Y.

Thomas H. Rowe
412 Grant St.
Bethlehem, Pa.

Walter G. Royall
803 E. Anthony
McKinney, Texas

Jerome W. Rozanski
60 Newton St.
Buffalo, N. Y.

Thomas J. Ruddy
414 E. 6th St.
Carroll, Iowa

Frank L. Russo
2117 West St.
Brooklyn, N. Y.

Verlin Rutherford
Union Grove, Ala.

William Sadowy
150 11th St.
Conway, Pa.

Sidney H. Saltzman
5944 Spruce St.
Philadelphia, Pa.

Wallwyn A. Samel
120 Custer
Billings, Mont.

Charles G. Sandifer
417 3rd Ave., W.
Hendersonville, N. C.

Edward J. Sarnecki
2780 W. 14th St.
Cleveland, Ohio

Douglas L. Saunders
414 W. Laurel St.
San Antonio, Texas

Louis A. Sbarra
70 Bowles Ave.
Staten Island, N. Y.

Harold K. Scarborough
604 Old Selma Rd.
Montgomery, Ala.

Walter S. Scesniak
2408 W. Jinen Ave.
Milwaukee, Wis.

Orville H. Schaeuble
Route 1
Greenleaf, Wis.

Robert Schaier
53 Silver St.
Norwood, Mass.

Chester F. Schallock
1976 Blackey St.
Temple City, Cal.

Morton C. Schiff
66 Elliot Ave.
Yonkers, N. Y.

Edward F. Schlattman
293 Lenbeck Ave.
Jersey City, N. J.

Joseph F. Schmittler
91 Pamrapo Ave.
Jersey City, N. J.

Abraham Schneider
322 Alabama Ave.
Brooklyn, N. Y.

Stan L. Schoenbrod
6807 Sheridan Rd.
Chicago, Ill.

Paul F. Schrull
828 E. Parker Ave.
Scranton, Pa.

Everett W. Schortman
420 W. Putman Ave.
Porterville, Cal.

Richard F. Schumann
1342 Eddy St.
Chicago, Ill.

James Schwinden
200 14th Ave.
St. Cloud, Minn.

Earl A. Sedell
464 Wabana St.
Pittsburgh, Pa.



COMBAT CREWS, FLIGHT C—(Back Row) Slifkey, Goodrich, Hubmeier, Boswell, Taurence, McCarty, Townsend, Moore, Fanelli, Bell, Gregson. (Front Row) Slaughter, Daubin, Lawler, Rockwell, Wetherald, Davey, Orcutt, Anderson, Budd, Read, Linden, Lawrence, Mauck, Noble, Heller.



CREW CHIEFS—(Back Row) Bell, Ramsey, Sherman, Mianecki, Boltjes. (Front Row) Faneli, McCarty, Boswell, Duncan, Lohr, Taurence, Rogalo, Mohney.

Raymond Seeley
3304 S. Compton Ave.
St. Louis, Mo.

Herman Segal
201 E. 94th St.
Brooklyn, N. Y.

Walter R. Servos
4742 N. Kelso Ave.
Chicago, Ill.

Irving Serwitz
1401 55th St.
Brooklyn, N. Y.

Loraine Shacklett
315 E. Cherokee
Nowata, Okla.

Samuel P. Shaver
5302 Loyola Ave.
New Orleans, La.

Rutherford Shaw
Route 1
Tifton, Ga.

William F. Shelton
2720 Forest Ave.
Great Bend, Kan.

Boyd H. Sheppard
Berkeley Springs, W. Va.

Frank H. Sherer
215 E. 63rd St.
Indianapolis, Ind.

Frank Sherman
32 5th St.
Woodlawn, N. Y.

Eugene W. Sherrill
Box 312
Beaver, Okla.

Francis G. Shillenn
618 S. 2nd St.
Clearfield, Pa.

Thurman Shope
1718 Ave. H
Birmingham, Ala.

Frank N. Shumard, Jr.
1212 Park Pl.
Little Rock, Ark.

Nicholas R. Silvestri
30-22 85th St.
Jackson Heights, N. Y.



MESS HALL—(Back Row) Parrot, LaCava, Baker, Shope, Pohlmeier, Brnicky, Ealum, Bancroft. (Middle Row) Swann, Dean, Hutchinson, Castleman, Becker, Laracuente, Matthews, Franklin. (Front Row) Frees, Tizio, Mayo, Ibbotson, Hamilton, Worley, Liccardo, Ahearn.



GLIDER PILOTS—(Back Row) Olson, Patterson, Hohman, Adams, Seely. (Middle Row) Reckoff, Hess, Scesniak, Motley, Prentiss. (Front Row) Zafrin,, McInvale, Daly, K. S. Taylor, C. L. Taylor, Colby.

Leo Simonds
1243 36th St.
Brooklyn, N. Y.

Charles D. Skelton
5506 Stonegate Rd.
Dallas, Texas

Donald S. Slaughter
Route 1
Kearney, Neb.

Nathan M. Slay
Route 1, Box 221
Porterville, Cal.

Charles G. Slifkey
Box 151
Claridge, Pa.

Thomas A. Small
537 Old Lancaster Rd.
Haverford, Pa.

Donald M. Smaltz
307 Weirmont Rd.
Weirton, W. Va.

Herbert E. Smith
Box 1184
Petersburg, Va.

Paul E. Smith
207 N. Taylor St.
Gainesville, Texas

Roy R. Smith
Ellenburg Depot, N. Y.

Thomas J. Smith
Dayton Rd.
Durham, Cal.

Thomas L. Smith
711 Delaware St.
San Antonio, Texas

Wilton C. Smith
1416 Hayden Ave.
East Cleveland, Ohio

Walter A. Smolka
829 Marshall St., N. E.
Minneapolis, Minn.

Jay L. Solomon
3001 Ave. U.
Brooklyn, N. Y.

Walter J. Soltynski
619 S. Patterson Park Ave.
Baltimore, Md.



PERSONAL EQUIPMENT, PARACHUTE AND CHEMICAL WARFARE—(Back Row) Trinci, Gilbert, Ferguson, Pool, Lester. (Front Row) Berkowitz, Reiner, Cool, Hamilton, Beare, Lake.

William F. Spearing
22 Fennoll St.
Skaneateles, N. Y.

Albert A. Spiridovich
1110 E. 12th St.
Erie, Pa.

Marvin R. Stahl
Route 9, Box 146
Akron, Ohio

Stephen J. Stana
Route 5, Box 18
Johnstown, Pa.

Raymond Steinberg
127 N. Central Ave.
Chicago, Ill.

Teddy Stephenson
228 Northampton St.
Easton, Pa.

Bernard Stepper
386 E. 51st St.
Brooklyn, N. Y.

Raymond E. Stevens
629 Pearl St.
Marietta, Ohio

Jack L. Stewart
Huntington, Texas

James H. Stickle
Union Turnpike
Wharton, N. J.

Evan C. Stineman
437 Main St.
South Fork, Pa.

Glenard C. Stoychoff
Route 1
Iron River, Mich.

Chris R. Straesser
311 Behrends Ave.
Peoria, Ill.

Melvin D. Streeter
957 Smith St.
Galion, Ohio

George W. Stubbs
Route 2
Houston, Texas

George L. Suit
3034 Main St., N. W.
Washington, D. C.

Joseph P. Sullivan
5543 Broadway
Indianapolis, Ind.

Thorland P. Summers
Summers Manor
Rurie, Idaho

Otto D. Sundstad
Perley, Minn.

Edward S. Sutphen
Box 75
Ballston Lake, N. Y.

Thomas A. Swann
1101 E. Capitol St.
Washington, D. C.

Carl D. Swihart
Route 2
Roanoke, Ind.

Kenneth L. Sylar
120 N. 8th St.
West Helena, Ark.

Stanley J. Szczecinski
1015 W. 31st Pl.
Chicago, Ill.

Chester E. Taurence
353 Ford Ave.
Wyandotte, Mich.

Clair L. Taylor
1425 Dee St.
Sacramento, Cal.

Kenneth S. Taylor
Route 1
Ekron, Ky.

Royal H. Taylor
Highmore, S. Dak.

Reeve Thomas
Route 4
Rockville, Ind.

Warren M. Thomas
Galway
Saratoga, N. Y.

William C. Thompson
2234 W. Melvina St.
Milwaukee, Wis.

Joseph N. Thornberry
2104 Datto St.
Louisville, Ky.

William J. Tiffany
4870 N. Paulina
Chicago, Ill.

Amical D. Timmons
3420 Shields Blvd.
Oklahoma City, Okla.

Frederick C. Titzell
20 Washington Ave.
Westport, Conn.

Adam Tizio
169 Hopkins Ave.
Jersey City, N. J.

Daniel J. Tobin
Mount St. Vincent on the
Hudson
New York, N. Y.

Wilfred P. Tourville
7608 W. 64th St.
Argo, Ill.

George L. Townsend
Kilmichael, Miss.

Charlton A. Treible
Delaware, N. J.

Sam Turetsky
1253 University Dr., N. E.
Atlanta, Ga.

Moss Turner
McKee, Ky.

Richard P. Umhoefer
907 S. Cherry St.
Marshfield, Wis.

Lionel R. Underwood
626 St. Johns Rd.
Baltimore, Md.

Harold R. Vaile
Macksville, Kan.

Charles T. VanFossen
2004 Wilkens Ave.
Baltimore, Md.

John A. Vaughn
Route 1
Woodruff, S. C.

Lawrence Vellinga
Box 32
Ireton, Iowa



ENGINEERING—(Back Row) Chamberland, Goodrich, Ramsey, Scheier, More, Pyles, Owens, Boyd, Jones, Randolph, Kusmyer, Cole. (Middle Row) Logan, Goorland, Mott, DeWitt, Lancaster, Schortman, Fernandez, Suit, Bergman, Bearns, Baker. (Front Row) Lacey, Paull, Royall, Sylar, McMann, Crumrine, Higginbottom, Shaver, Braun, Lichter, Miller, Crookshanks, Greer.



RADIO OPERATORS—(Back Row) Payton, Slifkey, Vining, Kronfeld, Wood, Page, Rowe, Sullivan, Hubmeier, Serves, Gregson. (Front Row) Moore, Townsend, Lastih, Matthew, Jones, Savory, Oatman, Martin.

Andrew A. Viglione
497 Princeton Ave.
Trenton, N. Y.

Lester A. Vining
520 Columbia Ave.
Whitefish, Mont.

John Waal
595 Monroe Ave.
Elizabeth, N. J.

James D. Wall
Box 124
Cleveland, Texas

Ora T. Walter, Jr.
1054 Harley St.
Downey, Cal.

William M. Waggoner
Box 307
Patagonia, Ariz.

Edward W. Walker
509 E. Jefferson St.
Havana, Ill.

Ray E. Walker
Route 1
Laurel, Miss.

George F. Wasson
317 Birmingham Ave.
Pittsburgh, Pa.

Eugene G. Watkins
626 W. 7th St.
Monroe, Mich.

William B. Watson
Route 2
Fitzgerald, Ga.

Robert J. Webb
Route 2
Pinegrove, Pa.

Wilmer S. Weber
421 Hartel Ave.
Philadelphia, Pa.

Robert M. Weisbrod
704 Turner Ave.
Drexel Hill, Pa.

William J. Wellman
60 College Ave., N. E.
Grand Rapids, Mich.

William B. Wetherald
Wemme, Ore.

James M. Wheatley
617 W. Berry St.
Fort Wayne, Ind.

Martin A. White
Route 1
Concordia, Kan.

Worth B. White, Jr.
1420 Hawthorne St.
Houston, Texas

Boyd A. Whitfield
Teddy Ave.
Slidell, La.

Michael Whitfield
Leitchfield, Ky.

Milton S. Whiting
69 S. Welles St.
Kingston, Luzerne, Pa.

Stockton L. Wicker
Route 2
Madison Heights, Va.

Joseph A. Williams
7234 Calumet Ave.
Chicago, Ill.

Ralph E. Williamson
Route 1
Wilson, N. C.

Raymond R. Wills
323 W. Lorance St.
Tyler, Texas

Robert W. Wilson
207 1/8 S. Hoover
Los Angeles, Cal.

Reagan S. Wilson
Route 6, Box 559
Dallas, Texas

William F. Wilson
1405 Chamberlain Ave.
Chattanooga, Tenn.

Cyril D. G. Wire
615 N. Oxford
Los Angeles, Cal.

Raymond E. Wisdom
Route 2
Saltillo, Texas

George S. Woffenden
24 Maple St., Box 227
Warren, Mass.

William J. Wojcikiewicz
234 Garfield Ave.
Mineola, N. Y.

John J. Wolfram
2037 N. Randolph
Philadelphia, Pa.

Radford Worley
Star Route
Greenville, Ala.

William H. Wyre
Watkins Glen, N. Y.

Andrew P. Young
18 S. 6th Ave.
Lebanon, Pa.

William Young
1326 4th Ave.
Ford City, Pa.

Francis J. Zagaieb
243 Baden St.
Rochester, N. Y.

Stanley J. Zdun
111 Lackawanna Ave.
Dupont, Pa.

Joseph Ziba
Route 4
Caldwell, Kan.



LT. COLONEL GEORGE M. JOHNSON, JR.

96th SQUADRON

ORIGINAL CADRE

Capt. Glenn E. W. Mann, Jr. Commanding Officer
 1st Lt. Homer A. Smith Operations Officer
 1st Lt. Myron T. Ibbotson Adjutant
 1st Lt. Ulmer H. Nenon Liaison Officer
 1st Lt. John R. Rucker Intelligence Officer
 1st Lt. Ramsay B. Leathers Supply Officer
 1st Lt. Rudolph P. McCulloch Surgeon
 2nd Lt. Arthur T. Douglass Flight Leader
 2nd Lt. Eugene C. Graham Flight Leader
 2nd Lt. Raymond H. Ottomann Flight Leader
 2nd Lt. Harold B. Prince Communications Officer
 2nd Lt. Clarence D. McKinney Engineering Officer
 Flt./O. Dale R. Sanner Glider Flight Leader
 T/Sgt. Grover O. Lincicome Line Chief

S/Sgt. Stephen F. Kieley 1st Sergeant
 S/Sgt. David Clark Crew Chief
 S/Sgt. Homer J. Woodward Crew Chief
 S/Sgt. Guy J. Hunter Crew Chief
 Sgt. Charles W. Glesner Communications Technician
 Sgt. Warren H. Miller QM Supply NCO
 Sgt. Warren C. Arthur Glider Mechanic
 Sgt. Mark F. J. Peine Glider Mechanic
 Cpl. Jesse C. Adams Teletype Mechanic
 Cpl. James H. Castleberry Glider Mechanic
 Cpl. George A. Schweitzer Adm. NCO, Operations
 Cpl. Glenn F. Tremaine Adm. NCO, Intelligence
 Cpl. Alexander Stratigos Technical Supply NCO

Paul J. Agnew
 227 W. Babbitt St.
 Dayton, Ohio

Lawrence L. Aldermatt
 1518 Picher
 Joplin, Mo.

Oliver R. Allen
 5930 Ellsworth
 Dallas, Texas

Howard Allumbaugh, Jr.
 4725 Junius St.
 Dallas, Texas

James Ames
 1201 12th St.
 Port Arthur, Texas

Harold E. Anderson
 Blytheville, Ark.

James R. Anderson
 2575 Canton Ave.
 Detroit, Mich.

Leslie G. Andrew
 478 Center
 Manchester, Conn.

James A. Andy
 512 Grant Ave.
 Morgantown, W. Va.

Hal E. Angell
 833 St. George St.
 Ottawa, Ill.

George T. Arnold
 605 S. Flower St.
 Los Angeles, Cal.

Murray C. Arthur
 Auburn, Cal.



STAFF OFFICERS—(Back Row) Bragg, Peal, Leathers, Kelly, Ryan, Johnston. (Front Row) McCulloch, Prince, Ruffolo, Rucker, Johnson, Smith, Crawford, LaMaster, Rideout.



ORDERLY ROOM—(Back Row) Hale, Polasek, Schulze, Brennan, Hotwagner, Randazzo, Pontinen.
(Front Row) Burbeck, Gresham, Andy, Ruffolo, Thomason, Witt, Babor.

Charles J. Babor
5442 S. Seeley Ave.
Chicago, Ill.

John D. Baccelli
217 James St.
New Bedford, Mass.

Clayton C. Bad Moccasin
Lawrence, Kan.

Chester O. Bailey
Route 1, Box 343A
Shafter, Cal.

Thomas A. Baker
3000 W. McMicken Ave.
Cincinnati, Ohio

Frank A. Balko
Box 215
Iraan, Texas

Emil N. Banjavcie
536 Alaska
Staunton, Ill.

Alfred J. Baranowski
267 Washington St.
East Walpole, Mass.

Gordon L. Barrows
Baggs Route
Craig, Colo.

George W. Batchelor
1412 Quaker
El Dorado, Ark.

Arthur J. Battani
1962 Alfred St.
Detroit 7, Mich.

Donald F. Beaumont
305 E. Marion Ave.
Prospect Height, Ill.

Edward A. Behr
204 Thomas Ave.
St. Paul, Minn.

Walter Bell
3715 Belden Ave.
Chicago, Ill.

Robert H. Bellairs
1010 Blanchard Ave.
Flint, Mich.

Raymond E. Belle
13 Water St.
Danvers, Mass.

Edward E. Bennett
129 W. 31st St.
Ogden, Utah

Adrian J. Bergoch
1710 Stanhope St.
Brooklyn, N. Y.

Augustus L. Bidinger
Route 1
Woodbine, Md.

Henry C. Boggess
1601 Gardner Ave.
Charleston, W. Va.

Robert L. Booker
Route 1
Gadsden, Tennessee

Vincent J. Borello
1811 Victor St.
Bronx, N. Y.

Edgar Boring
Hazelwood, N. C.

Harry R. Bortel
Box 25
Ableman, Wis.

Thomas G. Bowen
1519 Summerhill Rd.
Augusta, Ga.

Alfred A. Boyce
Route 1, Box 5
Oregon City, Ore.

Floyd C. Bradley
Route 1
Bourbannias, Ill.

Willard G. Bragg
Route 1, Box 149A
Montesano, Wash.

Edward N. Bredwell
Box 208
Los Banos, Cal.

Martin J. Brennan
Route 2
Pottsville, Pa.

Robert V. Brennan
89-44 218th St.
Queens Village
Long Island, N. Y.

Irving Brezack
1856 64th St.
Brooklyn, N. Y.

Gene A. Brock
5727 Colerain Ave.
Cincinnati, Ohio

James W. Brockman
Glensfork, Ky.

Frederick D. Broga
Round Hill Rd.
Chester, Mass.

Alvin O. Brown
Route 1, Box 72B
Fallbrook, Cal.

Harry B. Brown, Jr.
104 Buena Vista Dr.
Macon, Ga.

Edward D. Bryan
Jefferson Ave.
Woodlyn, Pa.

Robert C. Bryan
Stanford, Ky.

David R. Bryant, Jr.
565 Courtland Ave.
Macon, Ga.

Richard B. Bullock
1014 W. A St.
Lincoln, Neb.

John Burbeck, Jr.
6259 N. Charles St.
Philadelphia, Pa.

Raymond J. Burns
35 Jacques St.
Elizabeth, N. J.

Charles H. Buss III
15 Plympton St.
Woburn, Mass.

Edward C. Byman
Route 5
Moultrie, Ga.

William F. Byrd, Jr.
216 Hardee St.
Dallas, Ga.

Harry L. Callahan
30 Kanawha Blvd.
Charleston, W. Va.

John E. Camp
Loudonville, N. Y.

John F. Canning
3411 N. Pulaski Rd.
Chicago, Ill.

William M. Capps
1030 Koberlin St.
San Angelo, Texas

Clinton S. Card
3081 S. State St.
Salt Lake City, Utah

Eugene D. Carder
1225 Elizabeth Ave.
Tarrant, Ala.

Robert L. Carmack
Route 1
Fayetteville, Pa.

Ross A. Carman
819 5th St.
Bismarck, N. Dak.

Lewis E. Carn, Jr.
603 W. 45th St.
Savannah, Ga.

Charles W. Carpenter
734 $\frac{3}{4}$ Ferris Ave.
Los Angeles, Cal.

Horace C. Carre
Baltimore, Md.

Lawton J. Carter
Lubec, Maine

William M. Cella
Box 46
Russell, Kan.

Theodore N. Chabot
22 Phillips St.
Greenfield, Mass.

John J. Challenger
430 E. Market St.
Williamstown, Pa.

Edward J. Chandler
3602 Mattison Ave.
Fort Worth, Texas

Reuben V. Chandler
Box 19
Francis, Okla.

Charles L. Chane, Jr.
47 Fairbanks St.
Brighton, Mass.

Dale W. Chaney
Coshocton Rd.
Hanover, Ohio

Raymond E. Chard
Custer, S. Dak.

Jones E. Childs
Route 1
Batesville, Miss.

Steve Chobra
210 28th St.
Garberton, Ohio

John J. Churilla
Route 1
Mineral Point, Pa.

John V. Clark
709 Warner St.
Wilmington, Del.

Raymond B. Clark
250 S. Roxbury Dr.
Beverly Hills, Cal.

Hubert R. Cleveland
1617 S. 18th St.
Terre Haute, Ind.

Ross D. Clingman
Jewell, Kan.

Kenneth L. Clodfelter
Route 1
Russellville, Ind.

George D. Cocke
11 Buena Vista Rd.
Asheville, N. C.

Isaac J. Cogar
Exchange, W. Va.

William H. Collier
1915 S. 9th St.
Council Bluffs, Iowa

Norman J. Colton
1167 Bergen St.
Newark, N. J.

Benjamin F. Constantino
4327 Benton Blvd.
Kansas City, Mo.

Enrico G. Contorno
511 Garfield St.
Kansas City, Mo.

Francis L. Cook
236 Stanton St.
Wilkesbarre, Pa.

William R. Cooper
509 McFadden
Santa Ana, Cal.

John T. Corpening
Route 3, Box 1
Bridgeport, W. Va.

Charlton W. Corwin, Jr.
5347F Gladstone Pl.
Normandy, Mo.

James A. Cottone
135 Cameron St.
Rochester, N. Y.

Robert W. Coulter
Belfield, N. Dak.

Marion R. Craighead
Boles, Ky.

Jack J. Crawford, Jr.
2120 Rudkin Rd.
Yakima, Wash.

Thomas N. Crews
720 Greenwood St.
Barnesville, Ga.

Gerald J. Cronin
402 Minnesota Ave.
Buffalo, N. Y.

Miller D. Cummings
115 Lorraine Ave.
Nashville, Tenn.

Philip E. Curtis
Box 295,
Presque Isle, Maine

William I. Cushing, Jr.
1017 Duff Ave.
Ames, Iowa

Angelo Dadoly
12 Hopeland St.
Dracut, Mass.

Roland P. E. Dahlberg
3417 E. 34th Ave.
Denver, Colo.

Carleton I. Davidson
Chincopee Ave.
Hopatcong, N. J.

Clyde W. Davis
1001 S. Taylor
Pratt, Kan.

Jerry C. Dawson
144 E. Herndon
Shreveport, La.

Carroll A. Dershem
742 W. North St.
Lima, Ohio



INTELLIGENCE—Linden, Dodge, Ryan, Greenwood, Morgan, Taylor, Craighead.



PARACHUTE—(Left Row) Lewis, Hoffman, Price, Korzeniowski.
(Right Row) Churilla, Donafrio, Carman, Shaver.

Francis Dignam
397 N St.
Fitchburg, Mass.

Paul O. Dore, Jr.
1031 Claiborne Pl.
Knoxville, Tenn.

William E. Doud
343 Phelps St.
Scranton, Pa.

Arthur T. Douglass
1615 Metairie Rd.
New Orleans, La.

Clair E. Drummond
Route 1, Box 71
Dayton, Pa.

Joseph D. Dubbe
777 Plum St.
Red Wing, Minn.

Earl L. Durbin
Box 115
Milford Center, Ohio

John M. Durkin
452 30 St.
Richmond, Cal.

Ralph E. Eames
Route 3
Garnett, Kan.

Forest W. Ebright
111 E. Washington
Lyons, Kan.

William F. Ednie
601 19th Ave.
Munhall, Pa.

Roy A. Eliassen
1730 Scattergood St.
Philadelphia, Pa.

Bobby O. Ellis
P. O. Box 7094
Freer, Texas

Joseph D. English
1316 Euclid St., N. W.
Washington, D. C.

David J. Enright
5101 Kincaid St.
Pittsburgh, Pa.

Russell L. Eppelheimer
Colina, Ohio



SUPPLY—(Back Row) Mitchell, Porter, Cronin, Griffin, Terwilliger, Contuorno, Seiwert, Erthle.
(Front Row) Morris, Maloney, McDonough, Miller, Peal, Stratigos, Chane, Gast.



MOTOR POOL—(Back Row) Long, Ruckle, Peltier, Hurless, Wright, Lewis, Wilson, Osborne, Enright, Rodriguez.
(Front Row) Edwards, Cella, McDonald, Bynum, Tiso, Polivka, Arguilla, McCula, Zimmer, Karnes, Challandes.

John T. Erthle
1115 B St.
San Rafael, Cal.

Ferrell C. Ewing
4302 Passo
Kansas City, Mo.

Albert C. Fabian
112 Hilton Ave.
Maplewood, N. J.

Gerald P. Faletti
753 Marquette
LaSalle, Ill.

Edward A. Falkowski
918 S. Wyoming
Scranton, Pa.

Alden R. Farr
345 Frazier St.
River Rouge, Mich.

James J. Farson
Elmhurst, N. Y.

Anthony C. Fasone
1942 73d St.
Brooklyn, N. Y.

Ervin S. Fenimore
301 Righters Mill Rd.
Gladwyne, Pa.

Louis Fico
287 Charles St.
Bridgeport, Conn.

Leobardo Q. Figueroa
P. O. Box 336
Bishop, Texas

Gordon U. Folts
Oriskany Falls, N. Y.

Charles H. Fosdick, Jr.
901 W. Michigan Ave.
Three Rivers, Mich.

Walton Fowler
Levelland, Texas

David O. Franklin
Route 7, Box 316
Birmingham, Ala.

Arthur L. Fronberg
348 Redwood Ave.
Redwood City, Cal.



MESS HALL—(Back Row) Stults, Moore, Todisco, Redfern, Sherwood, Hale, Marshall, Baccelli. (Front Row) Fowler, Shepard, Zawitzki, Trujillo, Pratl, Figueroa, Lindgren.

William R. Frothingham
157 Bay State Rd.
Boston 15, Mass.

Stephen Ganz
27 Maitland Pl.
Garfield, N. J.

James E. Gardner
8346 Roberts Rd.
Elkins Park, Pa.

Bernard A. Garrand
Mooers Fork, N. Y.

Chester R. Gast
Route 2
Newfolden, Minn.

Curtin W. Gaumer
Star Route
East Mauch Chunk, Pa.

Mike J. Gentry
815 S. Peoria Ave.
Tulsa, Okla.

Donald S. Genung
2040 18th Ave., N.
St. Petersburg, Fla.

Robert T. Gifford
950 Dresden Rd.
Cleveland Heights, Ohio

Harry R. Gill
470 Wyandotte Ave.
Columbus, Ohio

Kenneth Gingher
1610 Wisconsin Ave., N. W.
Washington, D. C.

Martin J. Glancey
2304 N. Marshall St.
Philadelphia, Pa.

William N. Goodwin
30 Fountain St.
Medford, Mass.

John A. Gordon
9144 Norcross
Detroit, Mich.

Lawrence M. Graeter
639 Harvard St.
Houston, Texas

Charles J. Graham, Jr.
2310 Glencoe Ave.
Venice, Cal.

Eugene C. Graham
1 Prospect Ave.
Salamanca, N. Y.

Melvin A. Graham
826 E. 3rd St.
Florence, Colo.

Jerome C. Grant
Salem Center, New York

Benjamin Greenwald
208 E. 7th St.
New York, N. Y.

Claude H. Gresham
919 Gilpin Ave.
Dallas, Texas

Ralph F. Griffin
123 W. Grand Ave.
Old Orchard, Maine

Edward J. Griffiths
717 Hillyer
Pekin, Ill.

Joseph J. Grubbs
Orchid Hill, Ga.

Raymond J. Haemmerle
902 Cedar St.
Springfield, Ohio

George E. Hale
Hugenot, N. Y.

Glenn I. Hall
6502 Decatur St.
Omaha, Neb.

James R. Hall
Box 216
Cloverdall, Ore.

Harold L. Halpern
2108 Avenue X
Brooklyn, N. Y.

Welden L. Hambrick
3119 19th St.
Port Arthur, Texas

William J. Hamrick
1928 S. 10th St.
Terre Haute, Ind.

George M. Hamilton
Clymer, Pa.

Willy E. Hammon, Jr.
424 15th, N. W.
Ardmore, Okla.

Jack D. Hammond
415 Grant St.
Gary, Ind.

Joseph H. Hann
171 Stockton Ave.
Walton, N. Y.

Philip H. Hanna
3421 4th Ave.
Sioux City, Iowa

Francis R. Harkins
8029 Culoe Dr.
La Mesa, Cal.

Edward D. Harper
2106 N. Avers Ave.
Chicago, Ill.

James W. Harper
Brecksville, Ohio

Clarence A. Harris
9 Laurel St.
Cambridge, Mass.

Charles A. Hasek, Jr.
212 Park Ave.
West View, Pa.

Lester A. Hay
1064 W. Main St.
Stroudsburg, Pa.

Edward F. Healy
223 Chestnut St.
Jamaica Plain, Mass.

Thomas Hejtmanek
1649 S. 10th St.
Missoula, Mont.

James J. Helfrich
1800 Hormany Way
Evansville, Ind.

William A. Hendricks
1224 S. Guthrie
Tulsa, Okla.

Merle S. Hill
123 S. Erie
Wichita, Kan.

Richard L. Hill
429 Ashland Ave.
Cuyahoga Falls, Ohio



COMBAT CREWS, FLIGHT A—(Back Row) Simon, Bailey, Shaw, Londo, Ryan, Timmons, Eliassen, Lockman, Bryant, Carpenter, Hull, Callahan, Miller, Slaughter, Larson, Strickland, Poe, Valadez, Vettors. (Front Row) Billen, Miller, Taylor, Moe, Minks, Schuman, Noll, Doud, Hammon, Johnson, Tombari, Suhr, Posilico, Velguth, Coulter, Payne, McKinney, Keller, Reagan.



COMBAT CREWS, FLIGHT B—(Back Row) Hare, Gatti, Montuoro, Lopes, Jensen, Ednie, Merry, Sposato, Standley, Chard, Baker, Kramer, Snyder, Currey, Plosnich, Camp, Connor, Cunningham. (Front Row) Lewis, Williams, Nixon, Clodfelter, Graham, Ebright, Cleveland, Moore, Stanley, Kahley, Landenberger, Wyche, Wildasin, Arthur, Todd, Lowry, Stagmeier, Richter, Whittaker, Weaver, Wease.

Robert P. Hinton
1709 18th St.
Sacramento, Cal.

Adam G. Hisgen
579 Clinton Ave.
Albany, N. Y.

John V. Hochevar
2103 Pine St.
Pueblo, Colo.

Frederick W. Holland
176 De Witt Ave.
Belleville, N. J.

Elwood C. Holmes
24 Loyalsock Ave.
Montoursville, Pa.

Raymond E. Homesley
Field Creek, Texas

Hugh B. Hooks
Box 194
Freemont, N. C.

Lyn B. Hopkins
Route 1
French Camp, Miss.

Lawrence T. Hoyer
2240 N. Monticello Ave.
Chicago, Ill.

Joseph L. Hudson
4838 W. Madison St.
Chicago 44, Ill.

Charles D. Huggins, Jr.
Heminway, S. C.

Robert A. Hughes
38 Wyoming St.
Wilkes-Barre, Pa.

Guy J. Hunter
910 N. W. 10th St.
Oklahoma City, Okla.

Irvin D. Hunter
653 Murphy Dr.
Jackson, Mich.

Leonard E. Hurless
Storm Lake, Iowa

Ernest S. Iannuccilli
27 Prudence Ave.
Providence, R. I.

James R. Jagger
219 23rd St.
Ogden, Utah

Albert S. Jalkut
41 Mount Ida Rd.
Boston, Mass.

Douglas H. James
Sundown, Texas

William J. Jenko
Export, Pa.

Leroy W. Jennings
Box 532
Bonita, Texas

George M. Johnson, Jr.
113 Buford Pl.
Macon, Ga.

Darling L. Johnston
546 10th St. N. W.
Atlanta, Ga.

Walter F. Jones
6 Upton St.
Cambridge, Mass.

Thomas D. Kahley
2714 Pacific St.
Omaha, Neb.

Rudie W. Kalisher
1662 S. Stanley
Los Angeles, Cal.

Frank J. Kandlik
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Chicago, Ill.

James O. Karnes
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Abilene, Texas

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Route 3
Pittsfield, N. H.

Joseph B. Kelly
590 Main St.
Burlington, Vt.

John B. Kelly
4708 Albemarle St.
Washington, D. C.

Merlin P. Kenfield
Brule, Neb.

Joseph Kent
11 Manon Terrace
Collingswood, N. J.

Stephen J. Kochanek
Manchester, N. H.

Charles J. Korzeniowski
322 Spruce St.
Chelsea, Mass.

Joseph Kosut
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Wyandotte, Mich.

Paul M. Kovar
46 Garfield Ave.
Barbondale, Pa.

George W. Kracke
18 N. Lorel Ave.
Chicago, Ill.

Annando Kramer
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Stanley Kryzstan
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Norman G. Kubinak
216 Gordon St.
Perth Amboy, N. J.

Raymond A. Ladd
Route 2
Knoxville, Tenn.

Arling R. LaMaster, Jr.
Route 1
Griswold, Iowa

Charles Lampert, Jr.
1540 Willis Ave.
Omaha, Neb.

John Landenberger
244 Bronxville Rd.
Bronxville, N. Y.

Jack LaPresto
32 Ahrens Ave.
Jamestown, N. Y.

Stephen J. Larson
414 Meridian Ave.
Alhambra, Cal.

Lennie E. Latham
Converse, La.



COMBAT CREWS, FLIGHT C—(Back Row) Pickelsimer, Stillwaggon, Levine, Bortel, Springfield, Clayton, Pequinot, O'Brien, Malley, Griffith, Hinton, Sickles, Bryan, Seela, Warmuth, Plummer. (Front Row) Bryan, Turecky, Mudge, Richards, Wogensen, Brown, Wilcoxson, Sperber, Kelly, Wright, Evans, Baker, Rooney, Dore, Helfrich, Hendricks, Meirose, Stokes, Cook, Spangle.

Edward F. Laurendeau
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Providence, R. I.

James L. Leach
Box 584
Raymondville, Texas

Ramsay B. Leathers
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Nashville, Tenn.

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Los Angeles, Cal.

James A. Lewis
Inwood, W. Va.

Marshall G. Lewis
4716 S. Ellis Ave.
Chicago, Ill.

Lawrence Lieberman
600 Concord Ave.
Bronx, N. Y.

Michael Linden
11 Willow St.
Brooklyn, N. Y.

Warren W. Lockman
2925 10th St., N.
Sacramento, Cal.

James F. Loftus
200 W. 89th St.
New York, N. Y.

Nicholas Lombardi
417 41st St.
Union City, N. J.

Robert Londo
912 Arianna Ave.
Grand Rapids, Mich.

Charles H. Long, Jr.
Muleshoe, Texas

Luciano J. Lopes
346 Beverage Hill Ave.
Pawtucket, R. I.

Robert J. McAuliffe
Care Sinclair Refining Co.
Houston, Texas

Robert C. McCall
425 Morewood Ave.
Pittsburgh, Pa.

Stephen McClard
Plaster City, Cal.

Rudolph P. McCulloch
103 N. Adams St.
Ypsilanti, Mich.

Robert W. McDonald
3146 Avenue W
Brooklyn, N. Y.

Roderick D. MacDougall
336 Center St.
Jamaica Plain, Mass.

Charles C. McFarland
1215 Brown St.
Lafayette, Ind.

Rex O. McGee
4709 Monarch St.
Dallas, Texas

Clarence D. McKinney
1007 S. First St.
Champaign, Ill.

Robert D. McLaughlin
Fort Loudon, Pa.

Richard M. Madej
3724 E. 49th St.
Cleveland, Ohio

Robert C. Magee
W. Congress
Brookhaven, Miss.

Gerald Magolnick
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Walpole, Mass.

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Mentone, Ind.

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Salt Lake City, Utah

James E. Martin
365 Broad St.
Newark, N. J.

Redus R. Martin
209 Anderson St.
Belton, S. C.

Robert S. Mauck
125 Erie Rd.
Columbus, Ohio

Harry R. Maynard
Route 1
Portsmouth, Ohio

Kent Maynard
489 Woodlawn Ave.
Glencoe, Ill.

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806½ Spencer St.
Toledo, Ohio

John J. Mellies
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Atlanta, Kan.

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Care Rohm & Haas
Washington Sq.
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Warren H. Miller
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Verlin S. Moore
Salem, Ark.

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41st St. and Cleveland Ave.
N. W.
Canton, Ohio

Harold W. Morgan
3825 N. McKinley
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Jack L. Morgan
1196 Willard Ave.
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John J. Morris, Jr.
1235 Herman St.
York, Pa.

Lewis P. Morris
21 Ohio St.
Atco, Ga.

Theodore W. Mreneso
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Chicago 42, Ill.

Leon E. Mudge
136 E. Grant St.
Hastings, Mich.

Auville F. Mullins
Box 76
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Jersey City, N. J.

Martin Nakken
3500 Pleasant Ave., S.
Minneapolis, Minn.

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Harrisburg, Pa.

Douglas J. Nelson
Bark River, Mich.

Forrest D. Nelson
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Virginia, Minn.

Paul L. Nelson
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Cheyenne, Wyo.

Ulmer H. Nenon
Chatham, Va.

Floyd G. Nixon
Box 100A
Magna, Utah

Maurice P. Noll
Care H. H. Farmer
Junction, Texas

Abraham I. Nudelman
429 Main St.
Forest City, Pa.

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Brooklyn, N. Y.

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Bellevue, Texas

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Box 24
Umatilla, Fla.

Bernard B. Ostrowski
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Hatley, Wis.

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Jackson, Mich.

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Canton, Ohio

Charles G. Painter
2591 W. Evans St.
Denver, Colo.

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Paul Pastusczak
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Ashley, Pa.

John W. Pate
Route 4
Greer, S. C.

Lawrence R. Payne,
Route 3, Box 6
El Dorado, Ark.

John H. Peacock
604 W. Nash St.
Wilson, N. C.

George F. Peal
Joseph, Ore.

Howard J. Pequinot
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Dayton, Ohio

Alphonse A. Pesce
273 Oak Ave.
Torrington, Conn.

Ernest E. Peseux, Jr.
Bethany Road
Hazlet, N. J.

Donald M. Peterson
Lakin, Kans.

Peter Petrow
1033 Grave St.
Irvington, N. J.

Arthur H. Pickelsimer
Penrose, N. C.

Joe Pishko
Slickville, Pa.

Curtis B. Plummer
Route 2
Paint Lick, Ky.

John J. Polasek
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Yoakum, Texas

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Route 2, Box 130
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Cleveland, Ohio

Donald P. Porter
Aurora, Neb.

Alfred C. Posillico
182 Eastern Pkwy.
Farmingdale, N. Y.

George Postallian, Jr.
3128 Hackberry St.
Cincinnati, Ohio



ENGINEERING—(Back Row) Roeder, Addlesberger, Rafferty, Statile, Jacobs, Stratton, Baker, Tafralian, Gonzales, Holt, Baill, Morgan, Clark, Oresky, Burns, Cox, Moose, Koenitzer, Meyers, Carre, Skaar. (Middle Row) Bisch, Ratzlaff, Winter, Bergoch, Cyboron, Wilhelm, Zelenka, Partee, Morrison, Schell, Frankel, Lewis, Broga, Kendrick, Foshe, Wilson, Mentzer, Watson, Erema, Stuart, Williams, Tolman. (Front Row) Congrove, Jenko, Cottone, Mojik, Schehr, Kovar, Kochanek, Muzyka, Glancey, Hendrich, Jones, McKinney, McGlohen, Youngflesh, Mencer, Ellis, Coffee, Hall, Bergstrom, Madej, Tomlinson, Camp, Watkins, Lafranchi.



POWER PILOTS AND NAVIGATORS—(Back Row) Palansky, Bellairs, Suhr, Kahley, Short, Reagan, Scott, Brock, Bryan, Chandler, Chard, Carpenter, Bryant, Maynard, Leach, Stanley, Haemmerle, Standley. (Third Row) Wease, Ladd, Tombari, Wilcoxson, Wheeler, Landenberger, Smith, Johnson, Wyche, Kinney, Sperber, Hammon, Douglass, Clark. (Second Row) Sanderson, Marsh, Ebright, Wildasin, Baker, Arthur, Graham, Whittaker, Mauck, Stokes, Hill, Schumann, Richter, Hamrick, Miller. (Front Row) McKinney, Jalkut, Davis, Richards, Hammond, Doud, Brown, Coulter, Turecky, Hay, Hisgen, Prudhomme, Moore, Callahan, Posillico.

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Lawrence, Kan.

Harold B. Prince
Box 345
Easley, S. C.

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1516 Masinic Ave.
San Francisco, Cal.

Charles W. Ramey
520 Northwest St.
Mankato, Kan.

Mark A. Reader
1192 Grand Ave.
St. Paul, Minn.

Corbett L. Reagan
Kennett, Mo.

Richard J. Redfern
621 Freeborn Ave.
Albert Lea, Minn.

Joseph Retka
174 Hillside Ave.
Teaneck, N. J.

Curtis H. Reynolds
Route 1, Box 157
Danville, Ind.

Joseph D. Rich
Route 1
China Spring, Texas



RADIO OPERATORS—(Back Row) Pickelsimer, Clayton, Snyder, Warmuth, Levine, Hinton, Timmons, Plosnich, Eliassen, Sella, Currey, Bailey, Cunningham. (Front Row) Slaughter, Hare, Gatti, Simon, Ryan, Shaw, Jensen, Bortel, Lopes, Springfield, Vettters.



GLIDER PILOTS AND GROUND OFFICERS—(Back Row) McCulloch, Whitehead, Durbin, Vernoia, Stanton, Morgan, MacDougall, Rucker, Eppelheimer, Baranowski, Sherwood, Mellies. (Third Row) Oyler, McCall, Ryan, Leathers, Peal, Prince, Kelly, Rideout, Ruffolo, Johnson, Crawford, Wakefield, Wittenberger, Smelcer. (Second Row) Drummond, Corpening, LaMaster, Bragg, Nelson, Redfern, Long, Wesley, Anderson, Starks, Magee, Moody. (Front Row) Painter, Schmid, Vereen, Chandler, Nelson, Whittaker, Gentry, Dubbe, Constantino, Kandlik, Hamilton, Peacock.

James M. Richards, Jr.
511 N. Jones
Goose Creek, Texas

Alvin W. Richter
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Harold B. Rideout
Hudson, Ohio

James R. Roberson
Box 66
Snomac, Okla.

Willard W. Rodriguez
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Harold W. Rogers
692 17th St.
Des Moines, Iowa

Mitchell H. Root
1502 S. Avers Ave.
Chicago, Ill.

John R. Rucker
1412 E. Main St.
Murfreesboro, Tenn.

Otto J. Ruffolo
7002 35th Ave.
Kenosha, Wis.

Paul L. Ryan
Route 2
Maryville, Tenn.

Robert G. Ryan
1440 Sutter St.
San Francisco, Cal.

Albert J. Sabon
24168 Scott
Dearborn, Mich.



CREW CHIEFS—(Back Row) Freeman, Poe, Sickles, Asmus, Griffiths, Larson, Kramer, Lawrence, Richardson, Valadez, Wiley. (Front Row) Merry, Ednie, Pequinot, Bryan, Strickland, Stillwaggon, Conner, Plummer, Montuoro, Mackiw, Londo.

Montague J. Salle
3131 W. 133rd
Hawthorne, Ark.

Napoleon B. Samaniego
2122 Confederate St.
Louisville, Ky.

Robert Schell
607 W. 33rd St.
Latonia, Ky.

Gilbert A. Scherer
5315 Gilson
St. Louis, Mo.

Harry L. Schmid, Jr.
661 Clinton Ave.
Fresno, Cal.

Walter J. Schoepner
2471 Sunset Avenue, N. S.
Pittsburgh, Pa.

Louis A. Schuman
1408 S. 59th Ave.
Cicero, Ill.

Paul C. Schwerdel
14 Amity St.
Patchogue, N. Y.

Tom B. Scott, Jr.
1004 Evelid Ave.
Jackson, Miss.

Wallis M. Seela
1919 E. 15th St.
Cheyenne, Wyo.

Frank J. Seiwert
1701 Orchard St.
Chicago, Ill.

Henry B. Selmsner
958 7th St.
Coeur D'Alene, Idaho

Roland V. Serino
148 N. Main St.
Bristol, Conn.

Carl R. Shaver
Route 1
Lavaca, Ark.

Edward D. Shaw
275 Centrol Park, W.
New York, N. Y.

Stanley M. Shaw
160 E. Huron St.
Pontiac, Mich.

William E. Shea
14708 Rosemary Ave.
Detroit, Mich.

Loren R. Shepard
612 Sherman St.
Watertown, N. Y.

Paul M. Sherwood
905 Wallis Ave.
Farrell, Pa.

John D. Short
Box 68
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Portland, Ore.

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130 Doyle Ave.
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2128 S. First St.
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Chester H. Siwula
1318 Victoria St.
North Chicago, Ill.

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Robert S. Slaughter
4935 Heuwerth Ave.
Cincinnati, Ohio

John B. Smelcer
19 N. St. James
Waukegan, Ill.

Alva M. Smith
Route 1
Kouts, Ind.

Homer A. Smith
4417 Kenyon St.
Little Rock, Ark.

Jack H. Smith
205 Hagen St.
Hot Springs, Ark.

Kenneth W. Smith
Lone Rock, Wis.

Roger E. Smith
16 Evergreen Ave.
Port Washington, N. Y.

Floyd E. Snyder
1518 W. Oakdale St.
Philadelphia, Pa.

Frank R. Spencer
Box 55
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Harold H. Sperber
Route 2
Port Clinton, Ohio

Elton S. Sperier
Cuevas, Miss.

Arnold A. Sposato
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White Plains, N. Y.

Harry W. Springfield
216 N. 9th St.
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Harold E. Standley
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Leonard W. Stanley
Lyons, Ga.

William F. Stanton
156 S. Kinsman Rd.
Chagrin Falls, Ohio

Paul M. Starks
8351 Pine Court
La Mesa, Cal.

James R. Statile
190 6th Ave.
New York, N. Y.

Joseph P. Stetkiewicz, Jr.
250 Cowden St.
Central Falls, R. I.

Grier P. Stewart
Route 1
Clover, S. C.

Edgar C. Stokes
Route 3
Greenville, Mich.



COMMUNICATIONS—(Back Row) Retka, Fico, Jones, DePatie, Bird, Gardner, Magolnick, Huggins, Dadoly, Loving, Brennan, Vittardi, Deschene, Manley. (Second Row) McLaughlin, Siwula, Wood, Bredwell, Corvin, Webb, Malham, Challenger, Sobenz, Colton, Brotherton, Downe. (Front Row) Wagner, Everton, Lieberman, Walsh, Hasek, Ganz, Bennett, McAuliffe, Kelley, Jones.



OPERATIONS AND REFUELING UNIT—(Back Row) Maynard, Keinonin, Wildes, Hanna, Hochevar, Moose, Mullins. (Front Row) Ablondi, Durkin, Kennerly, Grubbs, Agnello, Capra, Davidson, Clingman.

Charles E. Stults
206 S. Park Ave.
South Beloit, Ill.

Alexander Stratigos
1103 Hay St.
Wilksburg, Pa.

Clyde A. Strickland
105 Tamarack Ave.
Inglewood, Cal.

Robert G. Strom
323 Texas
El Paso, Texas

Arthur D. Suhr
1420 3rd St.
Napa, Cal.

Edwin E. Sullivan
518 W. 4th St.
Dayton, Ohio

Robert L. Surface
735 Union St.
Indianapolis, Ind.

William S. Tanous
321 Coleman St.
Olean, N. Y.

Charles W. Taylor
1432 Pine St.
Norristown, Pa.

Herbert Turner
1859 78th St.
Brooklyn, N. Y.

William R. Thomas
301 Laura Ave.
Plant City, Fla.

Gordon W. Thomason
1015 12th Ave.
Hickory, N. C.

Robert E. L. Thompson
Box 51
Russell, Ky.

Roy C. Thompson
4326 Arden Pl.
Oakland, Cal.

Peter B. Timmons
900 Link Rd.
San Mateo, Cal.

Patsy Tiso
49 Lockwood Ave.
Bronxville, N. Y.

David W. Todd
2217 Roblee St.
Murphysboro, Ill.

Aldo L. Tombari
Cherry St.
Fayville, Mass.

Paul R. True
89 N St.
Dover-Foxcroft, Me.

John W. Trueb
Spring Green, Wis.

John Trujillo
W. 9th St.
Denver, Colo.

Joseph J. Turecky
41-17 Vernon Blvd.
Long Island City, N. Y.

Henry J. Urbano
3030 Colden Ave.
Bronx, N. Y.

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Corpus Christi, Texas

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Ted P. Wakefield
James Robertson Hotel
Nashville, Tenn.

Robert G. Walker
Box 245
Wann, Okla.

William T. Walsh
Wheaton, Kan.

Harvey I. Wardell
462 Harrison St.
Long Branch, N. J.

Richard A. Warmuth
51 High St.
Cameron, W. Va.

Vechie C. Watson
Route 2
West Frankfort, Ill.

Charles W. Wease
Adena, Ohio

Norman K. Webb
Kitts Hill, Ohio

Donald P. Webber
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Needham, Mass.

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Harry Weiner
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Portland, Ore.

William E. Wells
527 Short St.
Lawrenceburg, Ind.

John H. Wesley
1154 Highland Dr.
Chattanooga, Tenn.

Cal P. Wester
Route 1
Sulphur Springs, Texas



OPERATIONS—(Back Row) Durkin, Smith, Davidson, Kenfield.
(Front Row) Grubbs, Tombari, Smith, Hammon, Fosdick.

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Buford R. Whitaker
Mayersville, Miss.

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Hominy, Okla.

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Abbottstown, Pa.

William G. Wildes
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Jamaica Plain, Mass.

Donald C. Williams, Jr.
494 S. Goodman
Rochester, N. Y.

John H. Williams
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Cairo, Ill.

Frank W. Willis
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Detroit, Mich.

Luther E. Wilson
Chicora, Miss.

Harley G. Witt, Jr.
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Joe E. Wittenberger
Route 2
Nampa, Idaho

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San Diego, Cal.

Harry M. Wolfe
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San Francisco, Cal.

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South Bend, Ind.

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Route 1
Loveland, Ohio

Robert R. Wyche
3929 Wagner Dr.
Dallas, Texas

George C. Yanchik
25 Seymour Ave.
Newark, N. J.

Alfred R. Young
70 Chapel St.
Albany, N. Y.

Waey Young
1052 D St.
Fresno, Cal.

Joseph H. Zawitzki
Hamtranc, Mich.

Edward C. Zimmer
Route 1
Brookfield, Ohio

Howard O. Zitzke
703 Obetz Rd.
Columbus, Ohio



LT. COLONEL JACK S. SOUTHARD

97th SQUADRON

ORIGINAL CADRE

Capt. Jack S. Southard.....Commanding Officer
 1st Lt. John E. Yeates.....Liaison Officer
 1st Lt. Robert B. Lashly.....Adjutant
 1st Lt. Walter Lewinnek.....Medical Officer
 2nd Lt. Alvin L. Berman.....Ass't Adjutant
 2nd Lt. William P. Binks, Jr.....Supply Officer
 2nd Lt. Charles E. Conner.....Pilot
 2nd Lt. James C. Culver.....Communications
 2nd Lt. Edward P. Darragh.....Pilot
 2nd Lt. Warren B. Howe.....Operations Officer
 2nd Lt. Albert F. Smith, Jr.....Pilot
 2nd Lt. Bidwell W. Jumel.....Engineering Officer

M/Sgt. Lefther Vasilion.....1st Sergeant
 S/Sgt. Louis Eigenberg.....Tech. Inspector
 S/Sgt. Curtis W. Frye.....Engineering
 S/Sgt. Charles Jessel, Jr.....Engineering
 Sgt. Robert J. King.....Control Tower
 Sgt. William R. Priest.....Supply
 Cpl. Vincent M. DeArinzo.....Intelligence
 Cpl. John W. Erickson.....Operations
 Cpl. Edward A. Sylvia.....Teletype
 Cpl. John M. Metzner.....Glider Mechanic
 Cpl. Charles D. Rea.....Glider Mechanic
 Cpl. Gibson B. Wade.....Supply

Santa A. Abate
 182 Clove Rd.
 Staten Island, N. Y.

Eugene L. Adams
 804 S. Forest
 Chanute, Kan.

William F. Adams
 56 Morton St.
 New York, N. Y.

George L. Allen
 2087 Montgomery St.
 Rahway, N. J.

Harold M. Allen
 8911 E. Vernon Highway
 Detroit, Mich.

Albert R. Allen
 134 N. Cedar Lane
 Upper Darby, Pa.

Kenneth L. Allensworth
 Hastings, Iowa

Joseph M. Ambrose
 Plainview, Ill.

Frank P. Amadeo
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 Fall River, Mass.

Roy W. Anger, Jr.
 1658 Glynn Court
 Detroit, Mich.

William J. Anzik
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 Butte, Mont.

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 308 Elwell St.
 Alma, Mich.

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 Clintwood, Va.

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 Great Bend, Kan.

William P. Binks, Jr.
 320 High St.
 Chattanooga, Tenn.

Vert H. Banks
 Route 1
 Jasper, Ala.



C. O. AND STAFF—(Back Row) Mazer, Speier, Stow, Stubbs, Cummins, Manion, Burnett, Swink, Kastel. (Front Row) Nemtzow, Busone, Wilhelm, Metz, Hopkins, Southard, Howe, Lauderdale, Binks, Neubauer, Gamino.

Mark J. Barbeau
1026 S. 17th St.
Manitowoc, Wis.

Roger S. Barham
11 S. Person St.
Raleigh, N. C.

Harold K. Barker
501 Winkler Ave.
Louisville, Ky.

Jack L. Barlow
1797 Elliott St.
Alexandria, La.

Glenn W. Basore
145 E. Archwood Ave.
Akron, Ohio

Olly G. Bass, Jr.
Route 3
Athens, Texas

Lawrence P. Bastoni
388 Norfolk St.
Cambridge, Mass.

Wesley Beard
Box 131
Sentinel, Okla.

Benjamin Bender
42 E. 57th St.
Brooklyn, N. Y.

Albert M. Benson
227 Princeton Ave.
San Antonio, Texas

Wilbert N. Berwanger
2827-A N. 15th St.
Milwaukee, Wis.

Ernest L. Bethel
1533 Rio Hondo Pkwy.
El Monte, Cal.

Sylvester S. Bevard
603 Shawhan Ave.
Carnegie, Pa.

Willie B. Bilnoski
Box 567
Pasadena, Texas

Robert B. Blacklock
Frankfort, Mich.

William G. Blacklock
53 W. Sharpnack St.
Philadelphia, Pa.

Harry R. Blackwell
Elsberry, Mo.

Cullen G. Bonebrake
410 Wiggleville
Diagonal, Iowa

Richard M. Boozer
507 Lauderdale St.
Selma, Ala.

Johnnie J. Boulton
Texarkana, Ark.

William M. Bowlin
Ackerly, Texas

Robert L. Bowling
1516 13th St.
Tuscaloosa, Ala.

Arlo R. Bowman
1201 S. Jackson
Auburn, Ind.

Harold C. Bowne
24 E. Main St.
Rancocas, N. J.

Leo E. Bovy
920 S. Edgewood, Route 2
La Grange, Ill.

Thomas B. Boyd
90 Fleet St.
Jersey City, N. J.

Harry E. Boyer
72 Mount Vernon St.
Pottstown, Pa.

Ray E. Braun
5701 Floy
St. Louis, Mo.

Walter E. Bressette
78 Main St. (White Rock)
Westerly, R. I.

Mayford L. Brewer
Care General Delivery
Townsend, Tenn.

Davis B. Brewster
320 W. Bow
Tyler, Texas

Richard B. Bridgewater
2113 N. Sunset Dr.
Phoenix, Ariz.

Charles L. Brown
5502 43rd Ave., N. E.
Seattle, Wash.

Clayton Brown
8 Orchard St.
Middleport, N. Y.

Eugene V. Brown
Lincoln, Ark.

George H. Brown
60 Ashland St.
Malden, Mass.

Harry I. Brown
105 E. 1st St.
Sylacauga, Ala.

Joseph Brown
23 Elmhurst St.
Dorchester, Mass.

Ronald G. Brown
Farmington, N. M.

William B. Brown, Jr.
801 S. Main St.
Floydada, Texas

Dudley F. Browning
Route 2, Box 17
Kingsburg, Cal.

Robert M. Bryant
1436 S. University Blvd.
Denver, Colo.

Edward L. Bub
1716 E. Newton
Milwaukee, Wis.

Donald E. Buchanan
667 W. 2nd, S.
Proud, Utah

Ford C. Burns
Oneida, Ky.

George G. Bundy
740 Amhurst Rd.
Massillon, Ohio

William W. Burnett
416 S. Chilton
Tyler, Texas

Frank J. Burry, Jr.
3968 McClure Ave.
Pittsburgh, Pa.

Herman H. Buse
440 72nd St.
Brooklyn, N. Y.



ORDERLY ROOM—(Back Row) Dorton, Kreymborg, O. Johnson. (Middle Row) James, Plouffe, Schlindwein, Saposnick, Sominton, Isenberg. (Front Row) Abato, Ferrar, McCrum, Busone, Evans, Miller, Gunther, T. Johnson.



COMMUNICATIONS—(Back Row) Loverde, Winfrey, Boyd, Rubel, Gabree, Cooley, Grogg, Sylvia, Woods, Stefanski, Sandy, Mastry. (Middle Row) Simon, Brown, Kozlowski, Myers, Montgomery, Hodapp, Olafson, Schappacher, Allen. (Front Row) Weyer, Bender, Jones, Dalessio, Piszczor, Nemtzow, Bowne, White, Reinhold, Clearman, Saurage.

Morris Bush
Care General Delivery
Chester, Texas

James Butler
1428 Rutger Lane, Unit 79
St. Louis, Mo.

William J. Butler
204 Plane St.
Newark, N. J.

Avalo V. Caldwell
914 E. 7th St.
Okmulgee, Okla.

James J. Callahan
212 E. 18th St.
Chester, Pa.

John D. Carpenter
Route 3
Ocala, Fla.

Wayne M. Carr
412 S. Brule St.
Pierre, S. D.

David L. Carter
Cedar Lane
Knoxville 18, Tenn.

Leslie E. Carter
43 Bayside Ave.
Santa Cruz, Cal.

William S. Castner
85 Hudson Ave.
Maplewood, N. J.

Silvestre Castro
Care General Delivery
Eden, Texas

Donovan J. Cavanaugh
1430 Roosevelt Rd.
Muskegon Heights, Mich.

Sheldon Chance
5 Esmond St.
Dorchester, Mass.

William R. Chatburn
Brewster, Minn.

Alexander Cherewich
23 Pearl St.
Pearl River, N. Y.

George F. Chernauchas
6617 South St.
Detroit, Mich.

Bruno V. Chiari
56-11 138th St.
Flushing, N. Y.

George C. Childs
14673 Woodmont
Detroit, Mich.

Milton M. Christie
River View, Ala.

William L. Christy
4700 Kenwood
Kenwood Hotel
Chicago, Ill.

Robert E. Chuckran
439 W. Patterson St.
Lansford, Pa.

Melvin R. Clearman
Star Route B, Box 9
Austin, Texas

Marion L. Clem
309 Cedar
Barnsdall, Okla.

John S. Clevlen
3210 Magnolia Ave.
St. Louis, Mo.

Stephen A. Clisham
Sheldon Lane
Ardmore, Pa.

Paul M. Cobble
1801 E. 14th St.
Chattanooga, Tenn.

Robert S. Cole
3508 Market St.
Wilmington, Del.

Berry W. Coleman, Jr.
441 Madison St.
Macon, Ga.

Charles E. Conner
1902 1st Ave., N.
Seattle, Wash.

Herman D. Cooke, Jr.
Route 2, Box 301
Fort Worth, Texas

Arley B. Cooley
616 Mount St.
Gary, Ind.

O. J. Cooper, Jr.
Route 4, Box 227
Wichita Falls, Texas

Philip Cooper
27 Graham Ave.
Brooklyn, N. Y.

Daniel V. Corfman
1210 Straka St.
Pittsburgh, Pa.

Stephen M. Cortman
23-70 35th St.
Astoria, N. Y.

Jack S. Croft
668 E. 97th St.
Cleveland, Ohio

James A. Crowder
Box B-4
Langdale, Ala.

William E. Cummins
Route 1
Harrodsburg, Ky.

Daniel P. Curtis, Jr.
2032½ E. 3rd St.
Dayton, Ohio

John S. Czajkowski
85 Calimet Rd.
Holyoke, Mass.

Roland E. Daab
800 N. 2nd St.
Columbia, Ill.

Fred Dabrowski
7 Pine St.
Adams, Mass.

Allen A. Daigle
1011 14th St.
Port Arthur, Texas

John Dalessio
70 Moonachie Rd.
Hackensack, N. J.



FLYING OFFICERS—(Back Row) Miller, Stewart, Riffel, Bridgewater, Wisecup, Rappe, Spencer, Heiserman, Kridel, Hammer, Ostrander, Rust, Cole, Oliver, Turner, Singleton, Struthers, J. M. Smith, Perry. (Middle Row) Reinemer, Wappes, Buse, Gabriel, Graves, Bailey, Christie, Warren, Korsak, Nunn, Vogel, Mariner, Christy, Jones, Ullman, Thomas, Brown. (Front Row) Sherman, Schaus, V. J. Smith, Blacklock, Rozneck, Connor, McQuaid, Wilhelm, Southard, Howe, Gentry, White, Weaver, Lauda, Hultquist, Williams.

Vito L. D'Amato
112 Saratoga Ave.
Yonkers, N. Y.

Donald J. D'Arcy
Route 1, Box 211
Vancouver, Wash.

Donald R. Davis
2 Lockwood Ave.
Bronxville, N. Y.

Ernest W. Daymude
42 Decatur St.
Kensington, Md.

William W. Dehass
513 S. Lawndale
Kansas City, Mo.

George L. Dekker
10 7th St.
Virginia Beach, Va.

Joseph P. Deland
50-32 102nd St.
Corona, L. I., N. Y.

John E. Derks
305 Victoria St.
Green Bay, Wis.

Boghus Der Ohanessian
342 10th St.
Niagara Falls, N. Y.

Thomas H. De Santis
379 Grand St.
New York, N. Y.

Anthony De Sena
253 Stockholm St.
Brooklyn, N. Y.

Leo W. Desruisseau
116 Chester St.
Lawrence, Mass.

William C. Diauria
830 54th St.
Brooklyn, N. Y.

Roy T. Dobyns
Route 1
Millerstown, Pa.

John L. Doonan
Route 1
Marion, Iowa

James R. Doran
372 S. Saratoga
St. Paul, Minn.

Thomas C. Dorton, Jr.
Church Hill, Tenn.

Melvin E. Dougherty
2114 Cottage Grove
Des Moines, Iowa

Ernest R. Dowling
7405 Lyndover Pl.
Maplewood, Mo.

Jesse W. Downey
Care General Delivery
Woodburn, Ky.

Milton B. Dudeck
Route 1
Rolling Prairie, Ind.

Sylvester A. Dzimian, Jr.
122 Rohr St.
Buffalo, N. Y.

Leslie W. Eads
Iberia, Mo.

Leo J. Eagen
187 Chapin St.
Binghamton, N. Y.

Richard L. Eastwood
2700 Richie St.
Portsmouth, Ohio

Roy A. Eddleman
Route 1
Marianna, Ark.

Frank E. Ehrentraut
608 E. 4th St.
Chester, Pa.

Louis Eigenberg
1692 Grand Ave.
Bronx, N. Y.

Victor O. Ekman
Care Olson
1328 Madison St.
Evanston, Ill.

Norman P. Endres
1829 Widener Pl.
Philadelphia, Pa.

Gerald C. Epp
7352 Torresdale Ave.
Philadelphia, Pa.

John W. Erickson
13 Allston St.
Allston, Mass.

Alfred D. Evans
131 S. Main St.
Taylor, Pa.

Harvey E. Fabean
1408 Flemming Ave.
Pittcock, Pa.

Warren G. Faber
2008 W. Clark St.
Milwaukee, Wis.

Bennett T. Farmer
Hurtsboro, Ala.

David L. Feingold
256 Donnan Ave.
Washington, Pa.

Frank T. Fenton
2555 11th Ave., W.
Seattle, Wash.

Peter J. Ferraro
197 Clifton Ave.
Newark, N. J.

John J. Fitzgerald
474 E. 3rd St.
South Boston, Mass.

Dino A. Fiorvante
325 W. 14th Pl.
Chicago Heights, Ill.

William J. Flaherty
1712 W. 4th St.
Sioux City, Iowa

Edwin C. Flatten
255 Harrison St.
Racine, Wis.

Robert W. Fleetwood
Sparta, N. C.

Robert V. Flora
Turrell, Ark.

Richard E. Flower
12 Claremont Ave.
Maplewood, N. J.

Francis W. Foley
211 W. Mulberry St.
Dodge City, Kan.

J. I. Ford
Box 13
Grand Saline, Texas

Rolland F. Foster
1312 Harrison
Kansas City, Mo.

Roswell T. Fralick
299 Blunk Ave.
Plymouth, Mich.

William G. Frazier
30 N. Church St.
Lexington, N. C.

Curtis W. Frye
Route 3
Hattiesburg, Miss.

Rodman B. Funston
369 Ferry St.
Schuylerville, N. Y.

Edward C. Babree
183 Whitman Ave.
West Hartford, Conn.

Paul R. Gamino
108 S. Arno
Albuquerque, N. M.

Sam W. Gabriel
41 Pear St.
Carbondale, Pa.

Frutosos Garcia
Route 1
Columbus, Texas

Jose P. Garcia
307 S. Alameda
Corpus Christi, Texas

Albert G. Garza
205 E. Fest St.
San Antonio, Texas

George B. Gauldin
Route 1
Ringold, Va.

Carl A. Gehechio
Bailies Run Rd.
Creighton, Pa.

Ralph L. Gentry
238 Lake St.
Akron, Ohio

Lyman P. Giberson
Care Mrs. Mary Lukosavich
Gibbatown, N. J.

Raymond D. Gibson
1605 S. 3rd St.
Austin, Texas

Harold Glick
937 W. Garfield Ave.
Milwaukee, Wis.

Rex E. Golden
Walnut Ridge, Ark.

Lawrence Gordan
Route 1
Hurricane Mills, Tenn.

Richard L. Grabendike
15500 Robson
Detroit, Mich.

Roy B. Graves
Old Bradenton Rd.
Sarasota, Fla.

Robert L. Gray
6221 E. 16th St.
Kansas City, Mo.

William A. Green
236 N. W. 21st St.
Miami, Fla.

Frank Greenleaf
Ponemah Minn.

George E. Gregory
College Lane 1
Silver Spring, Md.

William R. Grogg
Sugar Grove, W. Va.

George J. Gunther
73 Forest Pl.
Rochelle Park, N. J.

Elder B. Hacker, Jr.
Route 1
Bridgeton, N. J.

Eugene G. Hall
Kinzua, Ore.

Harry V. Hall
Care General Delivery
McGregor, Texas

Robert S. Hammer
426 Dacota
Winona, Minn.

Cordell Hancock
2328 N. 8th Ave.
Birmingham, Ala.

Michael Hannon
174 Wyckoff Ave.
Brooklyn, N. Y.

Leroy Hansen
619 E. Park St.
Butte, Mont.

Richard F. Harbour
1668½ 6th Ave.
Huntington, W. Va.

James C. Harpole
Gunnison, Miss.

Raymond F. Hawley
4819 Calvin St.
St. Louis, Mo.

Edgar T. C. Hay
1800 Meadville St.
Pittsburgh, Pa.

Virgil L. Headley
Egerton, Ohio

Bobby Q. Hearin
Route 3, Box 34B
El Dorado, Ark.

Arthur R. Heggerty
810 E. Lincoln Ave.
Milwaukee, Wis.

Leonard F. Heinecke
57 Gallatin St., N. W.
Washington, D. C.

Charles F. Heiserman
1127 Cedar Ave.
Iron Mountain, Mich.

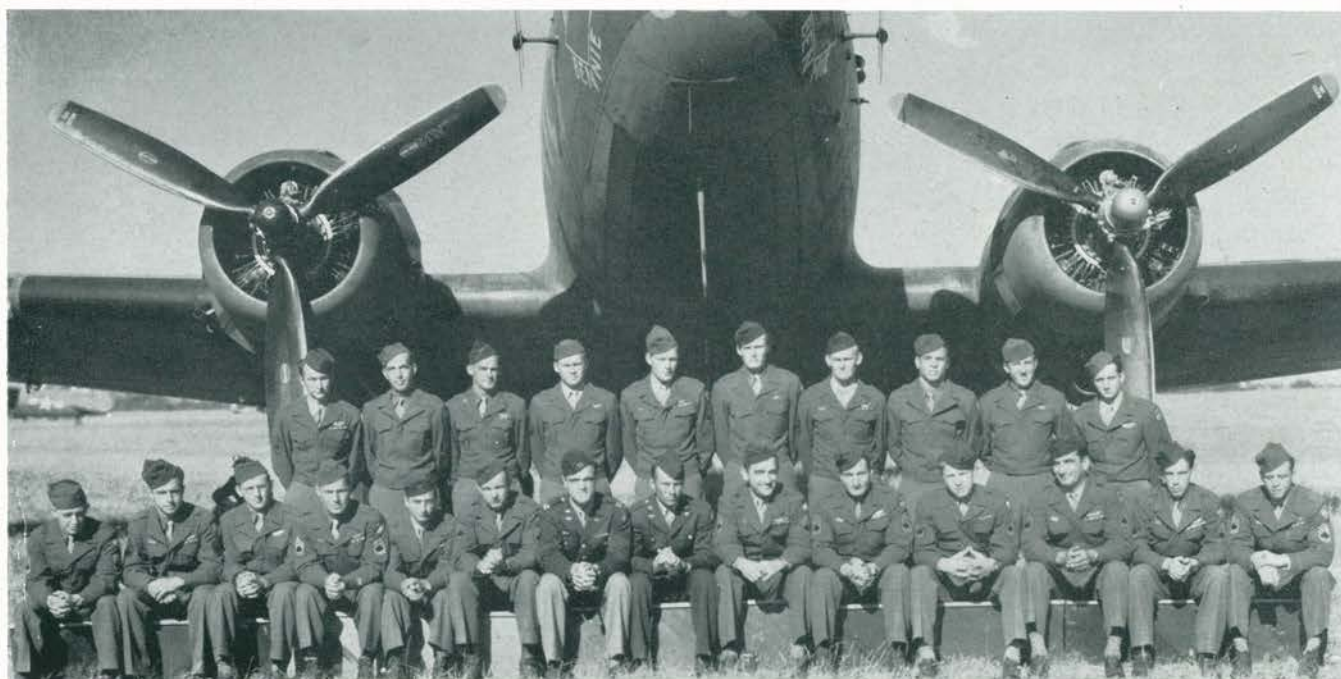
Homer Helton
156 Griffin Ave.
Somerset, Ky.

Harry J. Hendrick
147 Millsaps Ave.
Jackson, Miss.

Byron Henley
Saulsbury, Tenn.

Edward K. Herman
187 Washington St.
Jersey City, N. J.

Eugene R. Herz
519 36th St.
Union City, N. J.



CREW CHIEFS—(Back Row) Weglarz, Bush, Jacobs, Wessling, Cavanaugh, Lisek, Kirkpatrick, Willis, Opperman, Schultz. (Front Row) Eads, Delano, Downey, Rea, Morelli, Kelley, Lauderdale, Stubbs, Poland, Johnson, Fabean, Winicki, Bevard, Barham.

Michael L. Hilpisch
8824 Clifton Ave.
Jennings, Md.

Walter B. Hodapp, Jr.
1011 Washington
Carlyle, Ill.

Clyde E. Hoffhines
Box 52
Plainville, Kan.

Edward J. Hoke
1111 Brinkerhoff Ave.
Utica, N. Y.

James W. Hollenback
523 S. Summit St.
Arkansas City, Kan.

Evan T. Hopkins
836 4th St.
Fairmont, W. Va.

Warren B. Howe
1883 Chapman Ave.
East Cleveland, Ohio

Reuben C. Huffstetter
1019½ N. Crawford
Dallas, Texas

Paul E. Hultquist, Jr.
146 Central Ave.
Fredonia, N. Y.

Ernest C. Humes
522 Espee St.
Bakersfield, Cal.

Robert J. Hunter
432 5th St.
Brooklyn, N. Y.

George P. Hutter
401 W. 82nd St.
Los Angeles, Cal.

Gordon I. Hyde
231 10th Ave.
Salt Lake City, Utah

Chester E. Hyzy
243 E. 13th St.
Erie, Pa.

Stanley A. Ignatowicz
212 Hamilton St.
Hartford, Conn.

Sidney P. Isenberg
1086 Chapel St.
New Haven, Conn.

Frank Jabara
846 S. Hillside
Wichita, Kan.

Oliver N. Jackson
Care Jackson's Camp
Winthrop, Me.

William R. Jacobs
12 Woodrow St.
Hudson, Mass.

Harvey W. James
Derita, N. C.

Walter J. James, Jr.
Haleyville, Ala.

Lee W. Jenkins
Renick, W. Va.

Melvin Jennings
118 Long St.
Rock Hill, S. C.

Charles Jessel, Jr.
202 Sunnycrest Rd.
Syracuse, N. Y.

Dallas W. Johnson
Eddyville, Iowa

Otto F. Johnson
6127 79th St.
Elmhurst, N. Y.

Thor J. Johnson
649 McAllister Ave.
Waukegan, Ill.

Allie W. Jones
Route 4
Mt. Sterling, Ky.

Billy J. Jones
306 Walnut St.
Salem, Ill.

Clair J. Jones
1125 E. 28th St.
Erie, Pa.

Ernest W. Jones
Trezevant, Tenn.

Thad A. Jones
Route 2
Catawba, N. C.

Sidney E. Jones
716 N. St.
Talladega, Ala.

Arly J. Jorgenson
Crivitz, Wis.

Sherman W. Joyce
Swans Island, Me.

Edward W. Kaluza
Whitefish, Mont.

John J. Kania
21 Bismark Ave.
Newark, N. J.

Walter J. Karkula
2537 California St., N. E.
Minneapolis, Minn.

John A. Kaye
36 S. Warman St.
Bradford, Mass.

Ray J. Kellum
Ringold, Okla.

Carl E. Kelley
Route 1
Coweta, Okla.

William G. Kelly
23 E. South St.
Montgomery, Ala.

William J. Kennedy
331 S. Main St.
Wilkes-Barre, Pa.

Walter W. Kirkpatrick
Route 1
Rogers, Ark.

Henry C. Klanderud
Wynot, Neb.

Donald D. Knott
Box 132
Seminole, Okla.

Edward J. Kobielus
6443 Walton St.
Detroit, Mich.

Vincent W. Korsak
125 3rd St.
Ridgefield Park, N. J.

Zygfried E. Kozlowski
1522 W. 22nd St.
Lorain, Ohio

Earl F. Kramlik
9 Reliance Rd.
Souderton, Pa.



COMBAT CREWS, FLIGHT A—(Back Row) Fabean, Willis, Allen, Johnson, Kelley, Singleton, Rust, Ullman, Ruby, Permison, Wilson, Bush, Ray. (Front Row) Brown, Schaus, Bailey, Nunn, Thomas, Wilhelm, Southard, Conner, Warren, Korsak, Hammer, Weaver, Reinemer.



COMBAT CREWS, FLIGHT B—(Back Row) Zorns, McCrary, Delano, Bevard, Wessling, Lisek, Cavanaugh, Kirkpatrick, Barham, Downey, Bovy. (Front Row) Bridgewater, Struthers, Wisecup, Blacklock, Gabbriel, Perry, Rozneck, Vogel, Spencer, White, Jones, Cole, Rappe, Lauda, Hultquist.

Howard H. Kreymborg
465 Kimball Ave.
Yonkers, N. Y.

Morton Kridel
1682 Bryden Rd.
Columbus, Ohio

George Krivac
319 Churchill
Girard, Ohio

Donald R. Kropf
2635 W. McKinley Ave.
Milwaukee, Wis.

Fulton H. Krupsaw
1431 Somerset Pl., N. W.
Washington, D. C.

Donald C. Kujath
1325 Grayton Rd.
Grosse Pointe Park, Mich.

Arthur Kunze
2023 E. 1st St.
Austin, Texas

Charles L. Kuzler
272 Linden St.
Brooklyn, N. Y.

Raymond Laden
155 W. 29th St.
Bayonne, N. J.

Joseph F. Lampe
3943 Borden St.
Cincinnati, Ohio

Walter E. Lancaster
4009 Worth
Dallas, Texas

Bernard Langsam
103 Havemeyer St.
Brooklyn, N. Y.

Mailond J. Larsen
336 "I" St.
Rock Springs, Wyo.

Robert B. Lashly
245 Blackmer Pl.
Webster Grove, Mo.

William J. Lauda, Jr.
150-33 17th Rd.
Whitestone, L. I. N. Y.

Joseph E. Lauderdale
Hernando, Miss.

Ted R. Lawler
647 S. Webster St.
Taylorsville, Ill.

Anthony S. La Pinta
3229 S. Lyons St.
Indianapolis, Ind.

Ream A. Lazaro
1621 Blair Ave.
Crafton, Pittsburgh, Pa.

Joseph B. Lebanousky
5022 S. 46th Ave.
Omaha, Neb.

Jack S. Lee, Jr.
Box 750
Hartsville, S. C.

George A. LeVaye
837 Brunswick Rd., Essex
Village
Baltimore, Md.

Albert Levesque
Route 2, Louis Quissette Pike
North Smithfield, R. I.

Mendle Levine
716 6th St.
Racine, Wis.

George L. Liakos
4757 W. Belmont Ave.
Chicago, Ill.

Ira Liberson
1533 S. Kedvale Ave.
Chicago, Ill.

Emanuel Lieberman
375 Clifton Pl.
Brooklyn, N. Y.

Orville F. Linrooth
339 Edith St.
Missoula, Mo.

Edward J. Lisek
4317 Crissman St.
Flint, Mich.

Howard E. Locke
Ross Ave.
McMinnville, Tenn.

Walter Lorenz
2310 4th Ave.
Council Bluffs, Iowa

Emil E. Lorenz, Jr.
1374 Pat Plk. Rd.
Secaucus, N. J.

John Lottimer
10 E. 72nd St.
New York, N. Y.

Frank J. Loverde
4100 Mark Ave.
Baltimore, Md.

Harry J. Lubas
260B Main St.
Medford, Mass.

Harry L. Lukie
Patriot, Ind.

Donald F. MacDonald
5637 Centralia Ave.
Dearborn Twp., Mich.

Salvatore Maddalena
379 Fairmount Ave.
Newark, N. J.

Charles T. Mahaffey
427 Blackhawk
Aurora, Ill.

Howard E. Major
802 Avant St.
San Antonio, Texas

Thomas F. Manion
204 Sixth St.
Maysville, Ky.

Charles Maraquin
2720 Trumbull
Detroit, Mich.

Melvin L. Mariner
14 Park Terrace
Corvallis, Ore.

William E. Mariner
174 Allston St.
Providence, R. I.

Albert R. Marable
3121 S. Shields Ave.
Chicago, Ill.

Lester L. Marshall
115 S. Choctaw St.
Okmulgee, Okla.

Mike Mastry
680 8th Ave., S.
St. Petersburg, Fla.

Anthony J. Mauro
308 Clarkson Ave.
Brooklyn, N. Y.



COMBAT CREWS, FLIGHT C—(Back Row) Schultz, Maddelena, Opperman, Weglarz, Jacobs, Winicki, Christy, Riffel, Kridel, Graves, Poland, Young, Faber, Rea, Weiss. (Front Row) Morelli, Eads, Ostrander, V. J. Smith, Buse, Turner, Oliver, Williams, McQuaid, Gentry, Sherman, J. M. Smith, Heiserman, Mariner, Christie, Wappes, Desruisseau, Bastoni.

Maurice H. May
Box 201
Selman City, Texas

Frank Mazer
3135 Oakford Ave.
Baltimore, Md.

James R. McCrary
715 Pawnee
Dewey, Okla.

Samuel McCrum
5542 Bosworth Pl.
Cincinnati, Ohio

Roscoe C. McCurry
Box 157
Waynesburg, Ky.

Aloysius M. McDade
214 Reed St.
Philadelphia, Pa.

Norman J. McElreath
Route 3
West Asheville, N. C.

Harland A. McFarland
522 S. Kibsley Dr.
Los Angeles, Cal.

Charles T. McGhee
210 Cherry St.
Oxford, Ohio

Thomas F. McGrath
612 S. 12th St.
Omaha, Neb.

Thomas P. McKenna
136 Bellevue Ave.
Providence, R. I.

Norwood L. McNamara
140 Leslie Ave.
Niles, Ohio

Arthur B. McPhail
Route 2
Bassfield, Miss.

Jerome M. McQuaid
5132 T St.
Sacramento, Cal.

Carlisle S. Medley
1320 Stewart
Kansas City, Kan.

William P. Meech
6165 Hegerman St.
Philadelphia, Pa.

Richard J. Meis
1019 E. Maine St.
Enid, Okla.

Jerome H. Meistrich
2055 Anthony Ave.
New York, N. Y.

Frank Meninger
9419 Rhodes Ave.
Chicago, Ill.

Ellsworth C. Mestyanek
403 E. 99th St.
Los Angeles, Cal.

John M. Metzner
716 Lakes St.
Bakersfield, Cal.

Milton E. Meyer
Remsen, Iowa

Walter L. Mikkelsen
430 S. 192nd St.
Seattle, Wash.

Frank A. Milliron
5542 Park Ave.
Kansas City, Mo.

Arthur A. Miller
1000 Cherry Ave., N. E.
Canton, Ohio

Amos Miller
5608 Portland Pl.
East St. Louis, Ill.

Ralph E. Minnicar
Route 2
Wolcott, Ind.

Chester J. Miodus
749 Trinity Ave.
Bronx, N. Y.

Frank W. Miraglia
331 N. Mayfield Ave.
Chicago, Ill.

James E. Mitchell
Route 2
Toney, Ala.

Stanley F. Moister
Central Bridge, N. Y.

Andrew A. Mond
231 27th St.
Brooklyn, N. Y.

Martin J. Montgomery
Route 1, Box 121
Pixley, Cal.

Vincent J. Monti
63 Warren St.
Providence, R. I.

John J. Morelli
316 E. Liberty St.
Cincinnati, Ohio

Goman R. Morgan
Grundy Route
Somerset, Ky.

Richard Morrissey
1406 N. Market
Champaign, Ill.

William R. Moses
44 Maple Dr.
New Hyde Park, L. I., N. Y.

Walter S. Mroczek
3128 Salmon St.
Philadelphia, Pa.

George J. Myers
1426 21st Ave.
Altoona, Pa.

Peter F. Nelson
134 Temple Ave
Hackensack, N. J.

Joshua Nemtsov
21 Ayrault St.
Newport, R. I.

Darwin W. Neubauer
16 Hanley Downs
Richmond Heights, Mo.

Everett J. Newlands
13 Beech St.
Adams, Mass.

Henry J. Noll, Jr.
6281 60th Dr.
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Route 1, Box 257A
Wharton, Texas

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Des Moines, Iowa

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Lovell, Wyo.

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Boston, Mass.

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North and Orchard Rds.
Lake Secor
Mahopac, N. Y.

Roscoe M. Odell
2288 S. W. 5th St.
Miami, Fla.

Arvil L. Oden
c/o General Delivery
Lubbock, Texas

Clifford C. Olafson
2717 17th Ave., S.
Minneapolis, Minn.

William E. Oliver
17 Freeland St.
Worcester, Mass.

Jesus O'Neill
116 W. 101st St.
New York, N. Y.

John T. O'Neill
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Ridgewood, L. I., N. Y.

Carl Opperman
525 Longview Ave.
Cliffside, N. J.

James H. Orrell
Box 45
Alex, Okla.

Da Wayne H. Ostrander
525 W. 1st St.
Loveland, Colo.

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2313 Norwalk Ave.
Los Angeles, Cal.

Ralph E. Owen
27 Maple St.
Montrose, Pa.

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Brooklyn, N. Y.

Walter J. Padien
301 S. Beech St.
Mt. Carmel, Pa.

Clive E. Page
506 S. 7th St.
Mt. Vernon, Ill.

Joseph Papale
1 E. 107th St.
New York, N. Y.

Cecil T. Parham
Route 3
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Chicago, Ill.

Steve Pavlina
National Rd.
Triadelphia, W. Va.

Leo A. Perfumo
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Chicago, Ill.

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Brooklyn, N. Y.

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P. O. Box 141
Denair, Cal.

Bertil Person
McCleon Route
Big Timber, Mont.

Clifford C. Peterson
1811 14th Ave., S.
Minneapolis, Minn.

Leonard J. Peterson
1838 S. Palmetto St.
Sioux City, Iowa

Richard R. Petruska
911 Bayard St.
Baltimore, Md.

James H. Phillips
35 Brainard Rd.
Thompsonville, Conn.

Theodore R. Phillips
Newcomb, N. Y.

Andrew T. Piccuta
205 W. Wabash Ave.
New Castle, Pa.

Joseph S. Pieluszczak
176 State St.
Auburn, N. Y.

Walter C. Piszczor
Route 1, Box 106.
McClellandtown, Pa.

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Cohasset, Mass.

Martin T. Popovice
202 Chestnut St.
Pen Argyl, Pa.

Loren B. Portman
181 Beebe Court
Elyria, Ohio

Arthur H. Posner
c/o B. E. Isaacs
219 Miriam St.
Bronx, N. Y.

Robert D. Powell
502 Prospect Ave.
Bethlehem, Pa.

Alto H. Prince
Route 2
Cairo, Ga.

Arthur E. Proctor
14 Norris St.
Lawrence, Mass.



RADIO OPERATORS—(Back Row) Bethel, Jones, Townsend, Vetterick, Wilson, Driscoll, Allen, Ruby, Midwinter, Theo, McKenna, Faber, Permison, Lupie, Zorns, Fitzgerald, Schnuth. (Front Row) Pacun, Milliron, Mitchell, Ray, Langsam, Buchanan, Adams, Nemtzow, Metz, Young, McCrary, Weiss, Desruiseau, Bastoni, Bovy, McLeaish.



OPERATIONS—Rivera, Frazier, D'Auria, Howe, Erickson, Wexler, Scibetta.

Joseph A. Purcell
239 E. Farming St.
Marion, Ohio

Patrick H. Raftery, Jr.
328 Elmeer Pl.
Metairie Ridge, La.

Douglas W. Randall
Route 3
Ballston Spa, N. Y.

Paul L. Rappe
10517 Hawthorne Blvd.
Inglewood, Cal.

Alvin E. Rawls
804 E. Broadway
Streator, Ill.

Charles M. Ray
760 E. 10th St.
Brooklyn, N. Y.

Charles D. Rea
806 N. Oak St.
Webb City, Mo.

Harry T. Reed
32-29 200th St.
Bayside, N. Y.

James W. Reed
121 Wills Ave.
Akron, Ohio

Samuel E. Reed
Dyer, Tenn.

Victor O. Reinemer
Circle, Mont.

Warren R. Reinhold
530 S. Oakland Ave.
Villa Park, Ill.

Lloyd E. Rexford
521 Stryker St.
St. Paul, Minn.

Leonard Richards, Jr.
2601 W. 17th St.
Wilmington, Del.

William E. Riffel
85 Springville St.
Eggertsville, N. Y.

Lowell L. Ritner
14542 Gilmore Ave.
Van Nuys, Cal.



PARACHUTE AND CHEMICAL WARFARE—(Back Row) Krupsaw, Papale, Eagan.
(Front Row) McNamara, Phillips, Nelson, McPhail, Donan.



INTELLIGENCE—(Back Row) Shafit, Torre. (Front Row) O'Neill, Hopkins, Gamino, Posner.

Antonio Rivera
1625 Lexington Ave.
New York, N. Y.

Louis Robertson
82 Luddington Ave.
Clifton, N. J.

Charles H. Robbins
112-35 15th Ave.
College Point, N. Y.

James L. Rockwell
Route 1
Wapato, Wash.

Joseph L. Rodrigue
762 Park St.
Hartford, Conn.

Harold G. Rogers
417 S. 15th St.
Reading, Pa.

Clarence W. Rollason
820 Market St.
McKeesport, Pa.

Joseph P. Rozneck
Waverly Ave.
Grand Haven, Mich.

Theodore Rubel
751 Washington Ave.
Miami Beach, Fla.

Gerald E. Ruby
1301 16th St.
Oregon City, Ore.

Max H. Rush
E. Jefferson Rd. Route 19
Mishawaka, Ind.

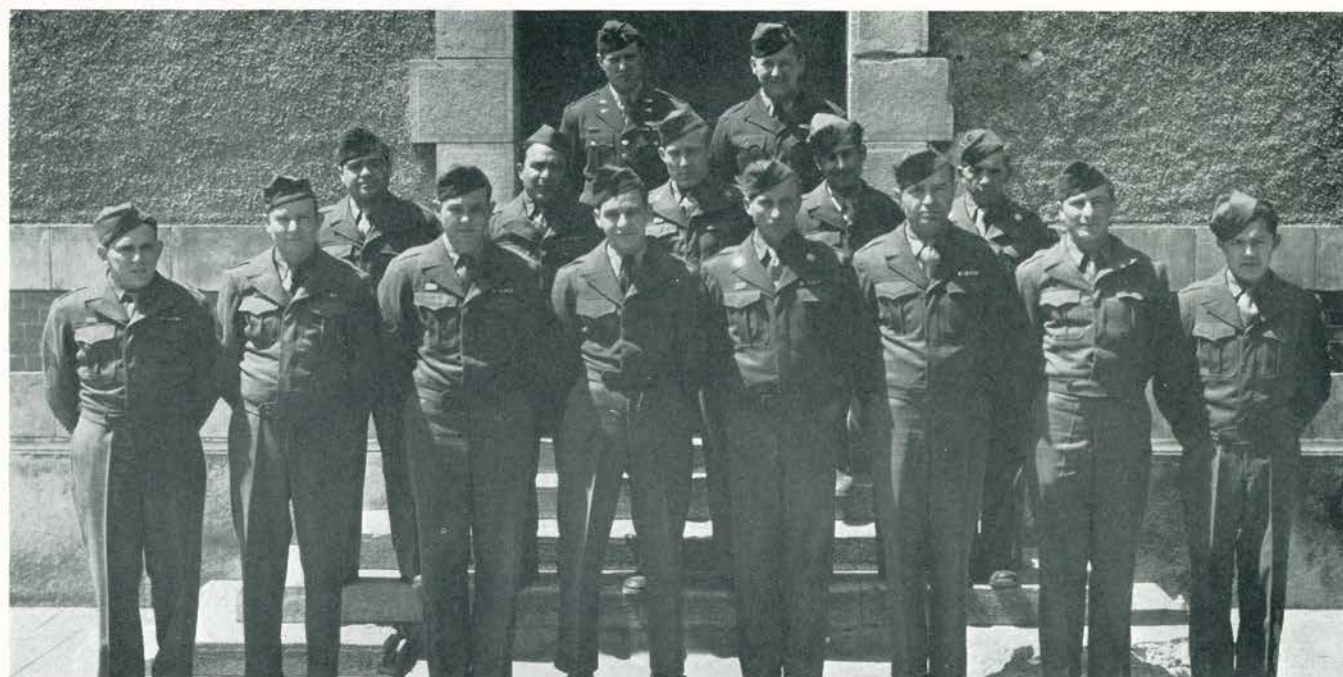
Lee R. Rust
Box 85
Holland, Ind.

John T. Rutherford
Berryville, Va.

Henry Salazar
Fowler, Colo.

Allen N. Saltzman
1580 Metropolitan Ave.
New York, N. Y.

Theodore V. Sampson
West Side
Retreat, Pa.



MESS HALL—(Back Row) Manion, Speier. (Middle Row) O'Neill, Garcia, Blackwell, Valenzuela, Dobyns. (Front Row) Schraufnagel, Flora, Unrein, Lorenz, Gordon, Derks, Noska, J. Garcia.



SUPPLY AND ORDNANCE—(Back Row) Fleetwood, Gibson, Fralick, Bilnoski, Chance, Kellum.
(Front Row) Flaherty, Liberson, Stow, Laden, Wade.

Peter Sandova
571 Hillside Ave.
Cementon, Pa.

John Sandy
570 Fourth Ave.
Brooklyn, N. Y.

Harry Saposnick
188 Suffolk St.
New York, N. Y.

Placido Saretto
2357 Crotona Ave.
Bronx, N. Y.

Cecil G. Saurage
605 S. 4th St.
McGehee, Ark.

Harold H. Scarbrough
Route 1
Vinegar Bend, Ala.

Wilbert D. Schaffter
Pauls Valley, Okla.

Charles R. Schaus
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Kalispell, Mont.

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Palmyra, N. J.

Frederick J. Schmidt
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New Orleans, La.

Wilbert H. Schnuth
2952 Hillcrest
Alton, Ill.

Hubert H. Scraufnagel
Route 3
Mayville, Wis.

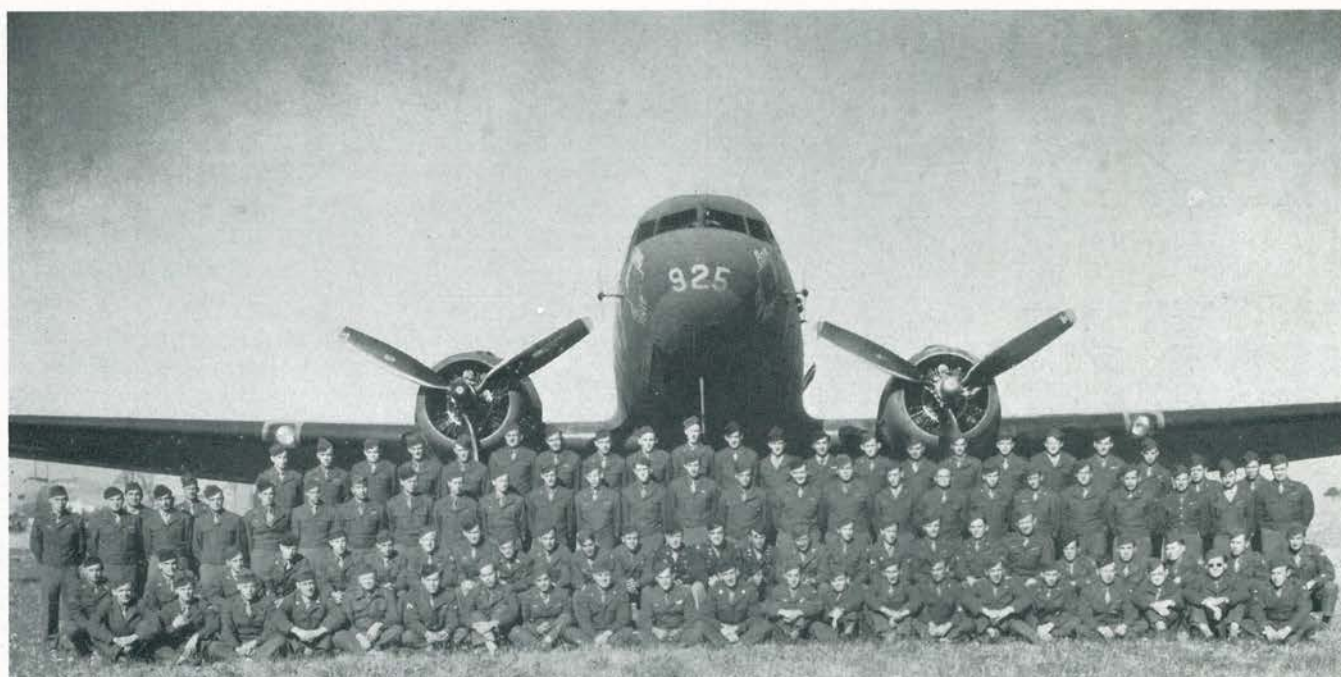
Arthur E. Schultz
1345 N. Greenview Ave.
Chicago, Ill.

Thomas J. Scibetta
96 Monroe St.
New York, N. Y.

William A. Seinz
189 Berlin St.
Rochester, N. Y.



TRANSPORTATION—(Back Row) Myers, Minnicar, Karkula, Padden, Kennedy, Schaffter.
(Front Row) Butler, Hoffhines, Phillips, Pieluszcak, Burnett, Swartz, Allen, Wilson, Rush.



ENGINEERING—(Back Row) Pate, Willey, Mackin, Tinschmidt, Kurzejewski, Grabski, Stocker, Lang, Steffner, Brune, McGuire, Hancock, Maddelena, Robinson, Reed, Walder, Cusack, Coke, Popovice, Wittenberg. (Third Row) Bennett, Kauffman, Jabara, J. Brown, Pierce, Loffstrand, J. Weiss, Barbeau, Kuzler, Herman, Hoke, Byrant, Thompson, Medley, Summer, Lampe, Anzik, Huffstetter, Jennings, E. V. Brown, Cooper, Titus, Biggs, Bowman, Pavlina, Kania, Rodriguez, Daigle, Metzner, Lehman. (Second Row) Jarvis, Waldhauser, McGuagan, Noel, Kaluza, Lawler, Stromstad, Klandrud, Barnett, Bowlin, L. Smith, James Kastel, Lauderdale, Stubbs, Heinz, T. Jones, Ford, Dudeck, Kunze, Slachtowski, G. Smith Oatman, Whittington, Parham, Shields. (Front Row) Clay, Veasy, McElreath, G. H. Brown, Brewster, Stribula, Gehenio, Gerigliano, Serfass, Bultmeyer, J. Smith, Ballou, Elkins, Zeigler, Luzinsky, Landis, Mumma, Carter, Otlin, O'Farrell, Mobley.

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Washington, D. C.

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5207 Penn Ave.
Pittsburgh, Pa.

Nicholas R. Silvestri
30-22 85th St.
Jackson Heights, N. Y.

Melvin E. Simonton
1602 Banklick St.
Covington, Ky.

James L. Singleton
35-40 83rd St.
Jackson Heights, N. Y.

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Staunton, Va.

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907 L Ave.
Galveston, Texas

John M. Smith
3620 6th St.
Port Arthur, Texas

Le Roy C. Smith
Belington, W. Va.

Val J. Smith
1727 Searle St.
Des Moines, Iowa

Francis B. Sokoll
629 County St.
Fall River, Mass.

Roger B. Sonneborn
18040 Fairfield
Detroit, Mich.

Gunnar Sorenson
Route 3
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San Bernardino, Cal.

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St. Louis, Mo.

Kendrick L. Stewart
Roswell, N. Mex.

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Jacksonville, Fla.

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Harlingen, Texas

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Crockett, Texas

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Allegan, Mich.

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Mecklenburg, N. Y.

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101 Union St.
Hudson, N. Y.

Anthony T. Tanzola
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Weaverville, N. C.

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Metz, W. Va.

Russell L. Terrell
227 Lombard St.
New Haven, Conn.

Hugh A. Thomas
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Leo E. Thomas
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Lowell E. Titus
3564 4th Ave.
San Diego, Cal.

Wilbur L. Titus
Johnson, Vt.

Andrew M. Torre
20 Monitor St.
Brooklyn, N. Y.

Arthur A. Townsend
248-51 89th Ave.
Bellerose, L. I., N. Y.

George A. Tschappat
Route 4
Aledo, Ill.

Bobby W. Turner
Route 1
Ashland, Va.

William C. Tyler
871 N. Lafayette
Park Place
Los Angeles, Cal.

Kurt F. Ullman
Star Route 1
Lancaster, Cal.

James L. Underwood, Jr.
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Daisy, Tenn.

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Los Angeles, Cal.

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Long Beach, Cal.

Floyd A. Veasy
314 N. Lakeview
Sturgis, Mich.

William T. Vestal
924 Henry
Moberly, Mo.

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Los Angeles, Cal.

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Elizabeth, N. J.

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Soso, Miss.

Martin R. Waggoner
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Dallas, Texas

Elbert C. Wagner
Drums, Pa.

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Albey Ave.
Georgetown, Del.

Walter W. Wappes
45 3rd St.
Cloquet, Minn.

Earl F. Wariner
Brown's Crossroads, Ky.

Richard W. Warren
Roxboro, N. C.

Willard M. Warschefsky
Route 1
Palms, Mich.

William R. Weaver
2311 Glenwood Ave.
Toledo, Ohio

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Franklin, N. H.

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Manor, Texas

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Seymour H. Weiss
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Toledo, Ohio

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Gardner Rd.
Flossmoor, Ill.

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51 Capen St.
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316 E. Spring St.
Gainesville, Ga.

Herbert V. White
1101 E. Ramsey
Ft. Worth, Texas

Spencer M. Whitt
Rickory Rd.
Ettrick, Va.

John B. Whittington
Pascagoula, Miss.

Cyrus M. Whittlesey
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Marshalltown, Iowa



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Route 2
Lindsay, Neb.

Wilmer C. Williams
Route 1
Sparks, Ga.

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Quinton, Okla.

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Box 54
Trinidad, Texas

James E. Wilson
General Delivery
Winchell, Texas

Richard H. Wilson
Liverpool, W. Va.

Thomas V. Wilson
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Elizabeth, Pa.

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Los Angeles, Cal.

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East Meadow, L. I., N. Y.

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Oxford, Ohio

Otis L. Wittenberg
822 Cantrell St.
Philadelphia, Pa.

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P. O. Box 284
Billings, Mont.

Lea M. Woods
Campgaw, N. J.

Charles R. Yahn
1123 Columbus Circle
Janesville, Wis.

John E. Yeates, Jr.
803 W. Commerce St.
Aberdeen, Miss.

Gaddis S. Young
224 Clay St.
Marietta, Ga.

Julian Zipper
712 W. 175th St.
New York, N. Y.

George L. Zorns
839 E. Philadelphia St.
York, Pa.



LT. COLONEL BASCOME L. NEAL

98th SQUADRON

ORIGINAL CADRE

Capt. Bascome L. Neal.....Commanding Officer
 1st Lt. Donald Kollman.....Adjutant
 1st Lt. James H. Johnson, Jr.....Flight Leader
 1st Lt. Guy S. Peterson, Jr.....Surgeon
 2nd Lt. Lindsay W. Brown.....Intelligence Officer
 2nd Lt. William R. Cooper.....Operations Officer
 2nd Lt. Bernard Forster.....Ass't Operations Officer
 2nd Lt. John C. Seeley.....Flight Leader
 2nd Lt. Arnell R. Sult, Jr.....Communications Officer
 2nd Lt. Leonard Thompson.....Flight Leader
 2nd Lt. Milford B. Morgan.....Engineering Officer
 2nd Lt. Wilbur G. Laird.....Supply Officer
 Flt./O. Wallace F. Hammargren, Glider Operat'ns Officer
 T/Sgt. Luther G. Brandin.....Line Chief

S/Sgt. Sidney L. Dermer.....First Sergeant
 S/Sgt. James O. Keating.....Flight Chief
 S/Sgt. Robert E. Mock.....Flight Chief
 S/Sgt. Harry N. Pearson.....Flight Chief
 Sgt. Gene L. Darnold.....Supply
 Sgt. Charles N. Wantschouse.....Communications
 Cpl. Donald M. Jones.....Communications
 Cpl. Paul A. Lytikainen.....Operations
 Cpl. Henry B. Schippel.....Glider Section
 Cpl. Donald Schmitt.....Glider Section
 Cpl. John A. Thompson.....Tech Supply
 Cpl. Hugh M. Thorpe.....Intelligence
 Cpl. Donald Morehead.....Communications

Nathan Abrams
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William J. Adams
 1501 Oak Ave.
 Haddon Hts., N. J.

Alessandro Amendola
 48 Wilson Ave.
 Brooklyn, N. Y.

George L. Andary
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 Detroit, Mich.

Wilburn H. Andrew
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 Shoshone, Idaho

Merwin A. Anderson
 501 N. Camp St.
 Uvalde, Texas

Robert J. Anderson
 113 Short St.
 Byesville, Ohio

Aurelio P. Angeles
 Box 432
 Holbrook, Ariz.

Joseph A. Antonuccio
 248 Ashby Rd.
 Upper Darby, Pa.

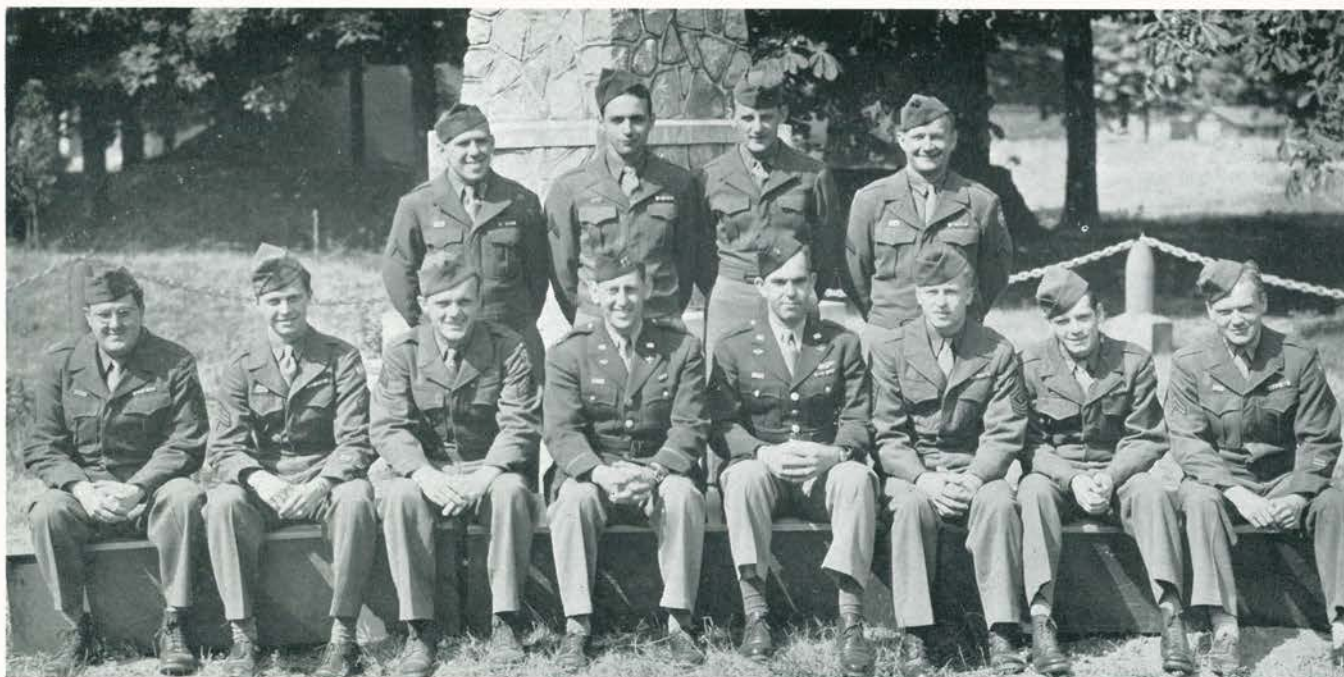
Herman B. Appleman
 918 N. Audubon Rd.
 Indianapolis, Ind.

Gerald J. Ardisson
 Box 247
 Export, Pa.

Roy Arney
 Norton, Pa.



CO AND STAFF—(Front Row) Quigley, Berman, Waage, Hanson, Neal, Forster, Brown, Morgan, Hammargren. (Back Row) Russ, Myers, Safrin, Freiberg, McDonald, Weyrich, Lawrey, Ferber, Woodward, Seawright.



ORDERLY ROOM AND PERSONNEL SECTION—(Front Row) Roberts, Garlo, White, Berman, Lawrey, Trzeciak, Riskie, Fiola. (Back Row) Slawinski, Fischenbergm, Olex Oyster.

Clifford B. Artman
Helfenstein, Pa.

William P. Asprey
309 Trites Ave.
Norwood, Pa.

John H. Bagnall
1003 Jones St.
Corpus Christi, Texas

Charles A. Baltzell
Kinzua, Ore.

Richard E. Baly
108 N. Hickory St.
Aberdeen, Miss.

James A. Bancroft
Atlanta, Ga.

Anthony Barbieri
241 Walnut St.
Trenton, N. J.

Ted G. Barker
503 Forrest St.
Canon City, Colo.

Marshall L. Barnes
3511 Oakland Terrac Ave.
Chattanooga, Tenn.

Milton W. Bartlett
1028 N. 6th St.
Eau Clare, Wis.

Vincent P. Bartosh
64 Hillside Ave.
Edwardsville, Pa.

Paul Bauman
Jersey Homesteads, N. J.

Wilbur D. Bell
456 Willis Ave.
Youngstown, Ohio

Delbert E. Berger
Pocono Lake, Pa.

Alvin L. Berman
924 E. Fayette St.
Syracuse, N. Y.

Grantly H. Berringer
402 W. Mineral King Ave.
Vislia, Cal.



INTELLIGENCE—Myers, Brown, McDonald, Dickinson, Kasbohm, Morvay, Talley, Canner.



QM AND TECH SUPPLY—(Front Row) Schatz, Thompson, Berger, Freiberg, Darnold, DuChene, Rankin.
(Back Row) Hartman, Adams, Shaull, Santucci, Freidel, Miller, Rosenthal.

Francis G. Bickle
Spearfish, S. Dak.

Stanton F. Bierwith
673 57th St.
Oakland, Cal.

Lawrence H. Bishop
216 Center Ave.
Belanco, N. J.

Harvey M. Black
Spotsylvania, Va.

O. B. Blessing
Route 2
Corsicana, Texas

Carl E. Blosch
2900 Delhi Rd.
Dubuque, Iowa

Joseph E. Bonafede
1131 E. 5th St.
Alton, Ill.

Albert Bornowski
6958 Tait St.
San Diego, Cal.

Theodore J. Bouchard
55 Belmont St.
Detroit, Mich.

Derral J. Bradford
1012 N. Governor St.
Evansville, Ind.

Jack Bradford
P. O. Box 563
Burbank, Cal.

William N. Brady
150 Harvard Ave.
Fresno, Cal.

Floyd C. Branson
50 Norton Ave.
Bend, Ore.

James A. Braxton
1001 N. Fillmore St.
Amarillo, Texas

Joseph Brazda
9 S. 7th St.
Grand Haven, Mich.

Dean E. Brewer
Box 61
Fairview, Okla.



OPERATIONS AND CONTROL—Morley, West, Dermer, Hammargren, Forster, Waage, Lytikainen, McLellan.



MESS—(Front Row) Richardson, Stewart, Roberts, Daquino. (Center) Heblow, Schultz, Sueter, Mangino, Teaguc. (Back Row) Maugeri, Brisinda, Palmer, Graham.

Frank C. Brisinda
51 N. Cook St.
Spokane, Wash.

Walker J. Brock
705½ Huron St.
Birmingham, Ala.

Boyd E. Brodhead
Stamford, Conn.

Clyde A. Brooke

Raymond M. Brooks
Anderdon Ave.
Detroit, Mich.

Robert G. Brososke
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Detroit, Mich.

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Williamson Rd.
Roanoke, Va.

Glen E. Brown
102 Vase Rd.
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James W. Brown
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Springfield, Ohio

Lindsay W. Brown
901 Gilmore St.
Waycross, Ga.

Mark R. Brown
Peosta, Iowa

Edward J. Brunkow
320 N. 7th St.
Lake City, Minn.

Charles E. Bullard
Bell City, Mo.

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119 Watertown St.
Ripon, Wis.

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Onaway, Mich.

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Bradgate, Iowa

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Bryan, Texas

Lyle E. Cady
Route 1
Scottsville, Kan.

Walker Calderwood
Detroit, Mich.

Luigi Caligiuri
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Ozone Pk., L. I., N. Y.

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Allston, Mass.

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Pittsburgh, Pa.

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Chicago, Ill.

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Brooklyn, N. Y.

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Lake Delton, Wis.

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Rahway, N. J.

Webb J. Chouest
Cut Off, La.

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Earl A. Clark
South Haven, Mich.

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235 Marcellous Rd.
Maneolla, N. Y.

LaVerne I. Clue
Independence, Iowa

Lloyd E. Cole
Wilconsin Dells, Wis.

Rocco Comperatore
22 Freeport Rd.
Creighton, Pa.

Joseph P. Constiner
Box 303
Monroe, Ohio

Raymond V. Conver
4880 E. Roosevelt Blvd.
Philadelphia, Pa.

Neil C. Cook
521 Grand St.
Wisconsin Rapids, Wis.

Walter L. Cook
643 Center Ave.
West View, Pa.

George W. Cooper
1202 W. Market St.
Greensboro, N. C.

Carl E. Corbett
Route 3
Waycross, Ga.

Philip Corsi
11763 Cameron St.
Highland Park, Mich.

Grady C. Cotton, Jr.
908 11th St.
Ballinger, Texas

Thomas E. Couch
Route 6
Gaffney, S. C.

Ernest E. Couture
807 Moody St.
Lowell, Mass.

George E. Cowand
2518 S. Boulevard
Dallas, Texas

John A. Criner
333 Chestnut St.
Jeannette, Pa.

Grant O. Crofoot
Route 2
Fremont, Mich.

Patrick G. Cunningham
3001 Charties Ave.
Pittsburgh, Pa.

Edward J. Dailey
Latham Heights,
Latham, N. Y.

Robert M. Dailey
814 Clark Ave.
Crockett, Texas

Arthur W. Dakan
Los Angeles, Cal.

Charles E. Damour
Henniker, N. H.

Gene L. Darnold
517 S. 13th St.
Vincennes, Ind.

Irving E. Davidson
487 Columbia Rd.
Dorchester, Mass.

Joseph J. DaQuino
175 Gates Ave.
Jersey City, N. J.

Frederick J. Decatur
83 Robinson St.
Schenectady, N. Y.

Albert F. de Brueys
2612 Carondelet St.
New Orleans, La.

David C. De Cou
17 Addison St.
Larchmont, N. Y.

Leonard D. Delycure
164 E. Thomas St.
Wilkes-Barre, Pa.

Walter G. Denney
476 Cedar Ave.
Hawthorne, Cal.

Sidney L. Dermer
729 E. Bolton St.
Savannah, Ga.

Frederic L. DeVaudreuil, Jr.
Chepachet, R. I.

Louis E. DeVelder
78 State St.
Manchester, N. Y.

William H. Dickenson
6626 Kindbark Ave.
Chicago, Ill.

Irving Dietz
2626 Kings Highway
Brooklyn, N. Y.

Glenn S. Dobson
Speedwell, N. C.

Anthony D. Domek
4914 Berteau Ave.
Chicago, Ill.

Balfour Donald, Jr.
52 Tuscarora Rd.
Buffalo, N. Y.

Robert G. Douglas
504 Valley St.
Dayton, Ohio

Henry G. Dowling
1620 Duke University Rd.
Durham, N. C.

Arthur W. Drake
Tucson, Ariz.

Kenneth C. Dressler
232 Hawkins Ave.
Akron, Ohio

Stephen J. Drotos
114 Penn St.
Martinsferry, Ohio

Eugene C. Duchene
1771 Bayard St.
St. Paul, Minn.

John S. Dunham
517 Baltimore Ave.
San Antonio, Texas

Emmett J. Eagan
1024 Ferry Ave.
Niagara Falls, N. Y.

Burns R. Eastman
610 S. Oaknoll Ave.
Pasadena, Cal.

Harold Ebert
775 Southern Blvd.
Bronx, N. Y.

Charles R. Ehring
2216 10th St.
Lubbock, Texas

Ralph E. Eichenberger
3022 Walcott St.
Saginaw, Mich.

William F. Elias
116 Pleasant St.
New Bedford, Mass.

Wayne L. Ellis
Lewis, Ind.

Arthur B. Engh
1401 28th Ave.
Moline, Ill.

Lowell F. Erickson
438 E. 2nd St., S.
Logan, Utah

David W. Essington
2901 Modoc Rd.
Santa Barbara, Cal.

John Farrell
5712 S. Bishop St.
Chicago, Ill.

Woodson E. Faulkner
410 Chavasse Ave.
Henderson, N. C.

Joseph Fazio
34-44 112th St.
Corona, N. Y.

Edward Ferber
912 90th St.
North Bergen, N. J.

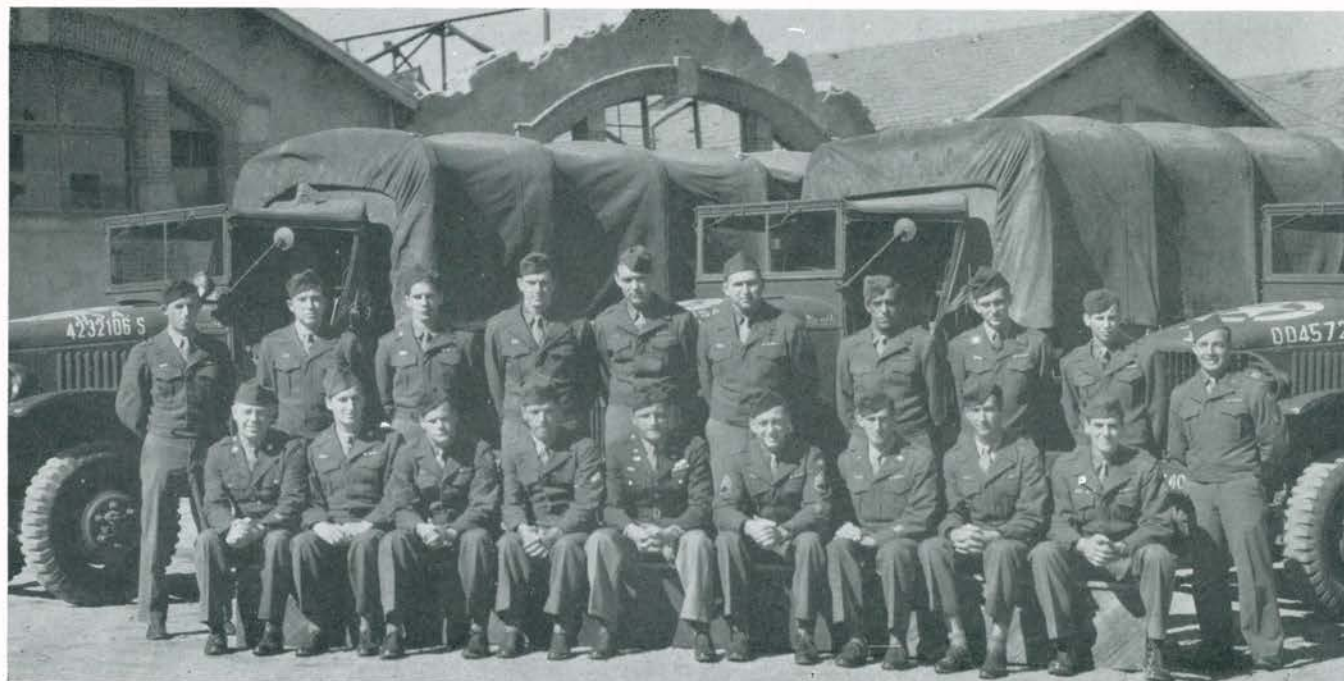
Everett E. Ferguson
Memphis, Tenn.

Henry H. Field, Jr.
324 N. Woodrow St.
Little Rock, Ark.

Joseph F. Fiola
446 W. Cherry St.
Compton, Cal.

Stanton I. Fischenberg
5716 Rodman St.
Philadelphia, Pa.

John T. Fitzpatrick
5240 Butler St.
Pittsburgh, Pa.



TRANSPORTATION—(Front Row) Toohey, Hannan, Tucker, Seawright, Trusty, Lester, Jackson, Criner.
(Back Row) Hath, Sanchez, Camp, Reedy, Merritt, Switalski, Shenave, Shoneberger, Mantle, Sweet.

Robert J. Foley
410 Main St.
Oriskany, N. Y.

Tony C. Fornaszewski
201 Beach St.
Henryetta, Okla.

Richard E. Forst
84 Walnut St.
New Rochelle, N. Y.

Bernard F. Forster
519 Myrtle Ave.
Willard, Ohio

George J. Fournier
707 N. Franklin St.
Danville, Ill.

Lucien E. Fredette
46 E. 8th St.
Huntington Station
Long Island, N. Y.

Kenneth J. Freiberg
150 Rose Blvd.
Akron, Ohio

Max S. Freidel
1014 Ave. J
Brooklyn, N. Y.

Robert M. French
1826 Kane St.
Elwood, Ind.

Edmund H. Funk
1875 Walter St.
Cincinnati, Ohio

John M. Gabala
48 Main St.
Junedale, Pa.

William D. Gable
Route 1
Deport, Texas

Raymond C. Gamel
423 E. Glen St.
San Antonio, Texas

Norman C. Garlo
522 N. 7th St.
Springfield, Ill.

Ralph E. Garritano
6034 Christian St.
W. Philadelphia, Pa.

James V. Gates
306 Alexander Ave.
Jackson, Miss.

Max E. Gecowets
Mark Center, Ohio

Frank A. Gerace
Mays Landing, N. J.

Ernest L. Gibson
Route 1
Habersham, Tenn.

John J. Gildea
106 E. Carey St.
Plains, Pa.

Henry Ginsberg
64 Catherine St.
Saratoga Springs, N. Y.

Howard C. Glazier
611 Beverly Dr.
Erie, Pa.

Eli Goldberg
308 Glenmore Ave.
Brooklyn, N. Y.

Herbert Goldenberg
2921 W. 33rd St.
Brooklyn, N. Y.

Irving Goldstein
1055 Manor Ave.
New York, N. Y.

Robert A. Gould
2437 Parkwood Ave.
Toledo, Ohio

John Graham, Jr.
Route 1
Manchester, Ohio

Robert V. Graus
2571 W. 7th St.
Cleveland, Ohio

Harold E. Gregurich
1405 N. 40th St.
Omaha, Neb.

Harry W. Greenstreet
2315A Cass Ave.
St. Louis, Mo.

Alfred H. Greiert, Jr.
416 W. Mill St.
Kewanee, Ill.

Jimmie T. Hadock
Milnio, Texas

Dean M. Hager
2234 Demwood St., S. W.
Grand Rapids, Mich.

Stephen E. Halerz
Pershing St.
Gallitzin, Pa.

Wallace F. Hammargren
Cambridge, Minn.

Alvin W. Hannah
324 Forsythe Ave.
Girard, Ohio

John Hannan
3885 Scotts St.
Detroit, Mich.

John L. Hanson
240 N. 42nd St.
Milwaukee, Wis.

Robert W. Hanson
1811 Drake Ave.
Austin, Texas

Clyde A. Hartman, Jr.
727 S. Church St.
Salisbury, N. C.

James I. Hartman
Boulder Creek, Cal.

Donald W. Hassler
348 E. McCarty St.
Indianapolis, Ind.

Alley B. Hassin
760 Worthington St.
Springfield, Mass.

Grant D. Hath
1904 N. East St.
Lansing, Mich.

Harry G. Haugsten, Jr.
6109 N. Williams Ave.
Portland, Ore.

Leslie J. Hauschild
1006 Center St.
Alva, Okla.

Mason C. Hawkins
Box 162, Route 2
Bothell, Wash.

Robert K. Hayden
313 Wright St.
Goose Creek, Texas

David S. Hays
Youngstown, N. Y.

George Heblow
Cornwall, Pa.

Martin J. Heckendorn
Cedar Point, Kan.

Jack W. Hemm
Eldon, Iowa



PERSONAL EQUIPMENT AND CHEMICAL WARFARE SECTION—(Front Row) Sullivan, Lopuhovsky, Ferber, Steele, Brososke. (Back Row) Montalvo, Rathbun, Perry, Schatz, Amendola.



GLIDER PILOTS—(Front Row) Denny, Dunbar, Vernon, Silka, Wallace, Dailey, Wagstaff, Weyrich, Blessing, Linsey, Lawrey, Farrell, Schoenfeldt, Hammargren. (Center) Larson, Waller, Lowden, Clue, Carter, Brewer, Tuman, Baly, Vaughan, Theis, Patton, Pearson, Cooper. (Back Row) Hannah, McCollum, Voet, Hays, Sutton, Vogt, Russ, Vossler, West, Sumner, Bell, Devaudreuil, Dressler.

Lewis J. Hemmis
34 Robinson St.
North East, Pa.

Andrew M. Henderson, Jr.
Route 1
Mooreville, N. C.

James L. Hendricks
409 Mill St.
Danville, Pa.

Russell C. Hennicke
3302 Ormond Rd.
Cleveland Heights, Ohio

Norman M. Henke
2344 38th St.
Astoria, L. I., N. Y.

Juan R. Herrera
Dawson, N. Mex.

Raleigh Hiatt
517 Spencer St.
Helena, Mont.

Herbert E. Hightower
207 B St., N. E.
Washington, D. C.

Walter L. Hill
1009 E. State St.
Pueblo, Colo.

Ralph J. Hils
3357 Wallace Dr.
Pittsburgh, Pa.

Russell H. Hintz
3541 Bingham St.
St. Louis, Mo.

Alfred E. Hoover
810 Franklin St.
Roaring Springs, Pa.

Carl R. Houk
210 W. Elm St.
Enid, Okla.

George E. Howell
Twin Falls, Idaho

Richard N. Hughey
1430 Cascade Ave.
Chehalis, Wash.

Herbert W. Hull
Woodville, Texas

Ira J. Hunsberger
315 Derstine Ave.
Lansdale, Pa.

John C. Hutter
3083 Barnard St.
San Diego, Cal.

Joseph J. Hydo
110 W. 41st Ave.
Gary, Ind.

Iral Jackson
General Delivery
Hollinwood, Tenn.

Joseph S. Jackson
64 W. 92nd St.
New York, N. Y.

Alphonse E. Jacobson
2713 Cherry St.
Hoquian, Wash.

Cleveland W. Jenkins
1601 Newfield Lane
Austin, Texas

James H. Johnson, Jr.
Marion, N. C.

Richard Johnson
1378 E. 7th St.
St. Paul, Minn.

Samuel L. Jones
6014 Fifth Ave.
Los Angeles, Cal.

Calvin W. Jordan
918 Sawyer St.
South Portland, Maine

Robert Kaeser
919 Lincoln Ave.
Sheboygan, Wis.

Robert V. Kasabohm
2700 Kings Highway
East St. Louis, Ill.

Frank B. Kauffman
1308 Blaine Ave.
Janesville, Wis.

Edward J. Kawala
4617 S. Winchester Ave.
Chicago, Ill.

Arthur Kay
15 Oakly Ave.
Elmont, L. I., N. Y.

James O. Keating
1522 Gorman St.
San Antonio, Texas

Homer J. Kinsley
1121 Hedges Ave.
Fresno, Cal.

William E. Kistner
1534 Lexington Ave.
Pennsauken, N. J.

Walter Kok
1789 Welch Ave.
Niagara Falls, N. Y.

William R. Korte
2322 W. Market St.
Louisville, Ky.

Frederick O. Kramer
Route 2
Danbury, Conn.

Milton Kramer
63 E. 7th St.
New York, N. Y.

Robert A. Kramer
732½ N. 9th St.
Allentown, Pa.

John D. Kulp
1051 18th Ave.
St. Petersburg, Fla.

Lucien E. Lambert
43 Maple St.
Orleans, Vt.

Robert C. Larnder
Route 1
Holley, N. Y.

Frederick S. Larson
75 Vine St.
Bridgeport, Conn.

Paul D. Lawrey
852 Taumoe St.
Kansas City, Kan.

Gerhardt G. Lecher
2571 N. Fourth St.
Milwaukee, Wis.



ENGINEERING GROUND PERSONNEL—(Front Row) Cindric, Ryan, Rich, Mazurosli, Magelssen, Hutter, Vizzini, Jacobson, Perilstein, Weisberg, Couch, Hoffman, Dailey, G. E. Brown, Fredette. (Second Row) Church, Eichenberger, A. B. Brown, Maphis, Parker, Case, Tillison, Morgan, Woodward, Sorenson, Gibson, Samuel, W. L. Cook, Deitz, Barker, Trude. (Third Row) Corsi, Hanson, Santorelli, Antonnuccio, Payette, Hiatt, Sanders, Patterson, Henke, Perry, Erickson, Graus, Wax, Van Fleet, Burris, Roberts. (Back Row) White, Ellis, Appleman, See, Brazda, Stone, Nourse, Cole, Thomas, Halerz, Schirio, Sceresse, Anderson, Gregurich.

Lester Lefkowitz
586 Southern Blvd.
Bronx, N. Y.

Arthur J. Lempke
Route 3
Tecumseh, Neb.

Wilbur E. Leonard
12535 35th Ave., N. E.
Seattle, Wash.

Clarence E. Lester
Route 5,
Hastings, Mich.

Robert F. Lewis
221½ S. Main St.
Goshen, Ind.

Arthur E. Lifferth
1519 Roberta St.
Salt Lake City, Utah

Amos R. Lindsey
Route 1
Sevierville, Tenn.

Howell R. Linsey
428 W. 10th St.
Erie, Pa.

William A. Lipsie
257 S. Spring St.
Blairsville, Pa.

Henry Liska
2703 N. Francisco Ave.
Chicago, Ill.

Albert J. Lopuhovsky
33 Lackawanna Ave.
Swoyerville, Pa.

John L. Lowden
224 E. Poplar St.
Walla Walla, Wash.

Robert C. Lowstetter
Box 9
Youngwood, Pa.

Lowell B. Lund
Rake, Iowa

Richard R. Lundgren
1498 Grantham St.
St. Paul, Minn.

John P. Luther
4505 Wayne St.
Fort Wayne, Ind.

Everett D. Luyster
4600 Lake Park Ave.
Chicago, Ill.

Henry J. Lynch
Bronx
New York, N. Y.

Douglas W. Lyons
2208 Madison St.
Minneapolis, Minn.

Paul A. Lytikainen
2518 Kendall St.
Detroit, Mich.

Courtland G. Mabee
1453 Lagoon St.
Wilmington, Cal.

John B. MacLeod
6 3rd Ave.
Lansdown, Md.

Nick S. Mahramus
528 Charters St.
Canonsburgh, Pa.

Edward M. Malloy
109 W. 53rd St.
New York, N. Y.

Michael G. Mangino
103-18 Martins Ave.
Corona, L. I., N. Y.

John W. Manning
404 Liberty St.
Springfield, Mass.

Nevin W. Mantle
Route 2
Jersey Shore, Pa.

Rene H. Manuel, Sr.
1202 Louis St.
Bellmead, Texas

Kenneth P. Maphis
1322 Virginia Ave.
Cumberland, Md.

William A. Markowicz
1567 Clark Ave.
Detroit, Mich.

Robert M. Marstell
414½ Dawson St.
Unrichsville, Ohio

Joseph Maugeri
Route 3, Thompson Rd.
Oswego, N. Y.

Anthony W. Mazzone
35 S. Ashland Blvd.
Chicago, Ill.

John K. McCahan, Jr.
2401 Woodward Ave.
Pittsburgh, Pa.

Gerald J. McCarty
Route 1
Lawrenceburg, Ind.

Paul M. McCollum
628 S. 121st St.
Oklahoma City, Okla.

James S. McConnell
407 Clinton St.
Steubenville, Ohio

Woodrow W. McConnell
315 Bowe St.
Austin, Texas

Kenneth L. McKillip
746 14th St.
Moline, Ill.

James C. McLellan
7630 S. Emerald Ave.
Chicago, Ill.

George E. McRae
2402 Roberts St.
Flint, Mich.

William J. Meno
137 Richmond Hill
Stamford, Conn.

Ellard T. Merritt
Route 2
Pontotoc, Miss.

Robert J. Michalski
734 E. Indiana Ave.
Elkhart, Ind.

Daniel L. Miller
926 Maple Ave.
Dayton, Ky.

Harry A. Miller
535 E. Central St.
Franklin, Mass.

Harvard W. Miller
610 Smith Ave.
Lansing, Mich.

John M. Milne
9 Grovers Ave.
Winthrop, Mass.

Charles B. Mix
35 Mason St.
Greenwich, Conn.

Robert E. Mock
5334 Tallman Ave.
Seattle, Wash.

Albert H. Moeller
3001 N. Spring Ave.
St. Louis, Mo.

Marvin R. Mondy
100 Beal St.
Sweet Water, Texas

Gilbert C. Montalvo
5911 Bromley Ave.
Oakland, Cal.

Donald J. Morehead
137 La Grange St.
Pulaski, Va.

Milford B. Morgan
Box 356
Athens, Ill.

John L. Morley
1164 Plainfield St.
Johnston, R. I.

William R. Morton, Jr.
2216 Marathon St.
Los Angeles, Cal.

Tacitus C. Morvant
3747 27th St.
Port Arthur, Texas

John Morvay
768 Fairfield Ave.
Bridgeport, Conn.

Elmer K. Mull
Route 1, Box 153
Jasonville, Ind.

William E. Murphy
9 Williams St.
St. Augustine, Fla.

Domenic D. Mussotti
2439 S. Hutchinson St.
Philadelphia, Pa.

Walter L. Myers
232 S. Portage Path
Akron, Ohio

Eugene L. Nagy
16911 Raymond St.
Maple Heights, Ohio

John Nagy
245 S. 8th Ave.
Highland Park, N. J.

Bascome L. Neal
402 Cypress St.
Clarksdale, Miss.

L. G. Nelson
Route 1
Gould, Okla.

Oiva K. Neuha
2404 2nd Ave., W.
Hibbing, Minn.

Milton Newman
855 A-45th St.
Brooklyn, N. Y.

Benjamin F. Niedwiecky
6001 Harrison Pl.
West New York, N. J.

James W. Norris
421 S. Emerson St.
Denver, Colo.

Richard G. Nourse
6 Payson St.
Worcester, Mass.

John J. O'Brien
Newark, N. J.

Thomas Olex
40 Locust St.
Moundsville, W. Va.

Ralph D. Olson
1410 Franklin St.
Grand Haven, Mich.

Burt W. Ormsby
Morrisonville, N. Y.

Crescencio M. Ortega
2407 Trinity St.
Los Angeles, Cal.

Earl C. O'Shields
5119 Ave. C
Fairfield, Ala.

Joseph E. Oyster
1142 Miller St.
Sunbury, Pa.

William H. Paisley
409 Dallas Ave.
Selma, Ala.

John P. Palmer
125 Converse Ave.
Meriden, Conn.

Houston C. Parker
1607 E. Jackson St.
Pensacola, Fla.

Ralph W. Parker
2742 Conn. Ave.
Dormont, Pa.

Ralph D. Parks
Admire, Kan.

Samuel L. Pastucha
1531 8th St.
Muskegon Hts., Mich.

Myron L. Pastushenko
1814 N. E. Lincoln St.
Minneapolis, Minn.

Francis J. Patterson
Box 367
Mount Holly, N. C.

Thomas B. Patterson
Peru, Neb.

Merlin J. Patton
3617 S. Bryant Ave.
Minneapolis, Minn.

William H. Payette
Box 323
Olivet, Mich.



CREW CHIEFS—(Front Row) Tucker, Schumm, Bullard, R. E. Wright, Gildea, Nagy, Constiner, W. I. Wright, Lefkowitz, Wilson. (Back Row) Goldstein, M. Brown, Berringer, Stephenson, E. H. Smith, Sinclair, Ormsby, Newman, Mock.

Buford B. Pearson
Route 3
Franklin, Tenn.

Harry N. Pearson
Ignacio, Colo.

J. L. Pearson
925 N. W. Sixth St.
Oklahoma City, Okla.

Richard B. Pease
144 Washburn Ave.
Portland, Maine

Louis Perilstein
515 S. 6th St.
Philadelphia, Pa.

Bernard M. Perry
Route 2
Goldthwaite, Texas

Jesse V. Perry, Jr.
Wadley, Ala.

Guy S. Peterson, Jr.
10017 Edgewater Dr.
Cleveland, Ohio

Vito Petta
Route 1, Box 532
Fair Oaks, Cal.

James L. Petty
Cowpens, S. C.

Theodore M. Petzack
117-39 168th St.
Jamaica, Queens, N. Y.

John R. Phillips
196 S. Sierra Bonita
Pasadena, Cal.

Russell F. Plourde
Stafford Rd.
Tiverton, R. I.

Thomas R. Post
512 Louisiana Ave.
Cumberland, Md.

David W. Powell, Jr.
1010 Casteel St.
Texarkana, Texas

G. E. Prefontaine
206 N. James St.
Ludington, Mich.

Jule T. Price
Dallas, Texas

William F. Quick
Elyria, Ohio

Edward J. Quigley
984 Bridge St.
Lowell, Mass.

Renato Raimondi
191-2 168th St.
Jamaica, Queens, N. Y.

Clarence A. Ramm
222 Hesslar St.
New Braunfels, Texas

Joseph J. Randazzo
71 Northland Ave.
Buffalo, N. Y.

Walter D. Rankin
Route 2
Tuscaloosa, Ala.

Joseph C. Rathbun
1011 W. State St.
Springfield, Mo.

Andrew J. Reedy
Box 37
Huey, Pa.

Francis F. Reiss
8th & Washington Sts.
Shelbyville, Ky.

William S. Revel
Box 195
Chase, Kan.

Daniel L. Reynolds
1111 W. Stoughton St.
Urbana, Ill.

James D. Rich
48 Sterling St.
Newark, N. J.

William J. Richardson
Route 2
Monroe, Ga.

Malcolm W. Riddick
352 Gaston St.
Memphis, Tenn.

Joseph E. Riskie
874 N. Stillman St.
Philadelphia, Pa.

Frank E. Rizzardi
21 S. Front St.
Minersville, Pa.

David H. Roberts
1044 Bluff St.
Beloit, Wis.

George B. Roberts
2111 Broadway
Shelbyville, Ill.

John H. Roberts
405 N. Greene St.
Morgantown, N. C.

Leonard C. Roberts, Jr.
651 Kenmore Blvd.
Akron, Ohio

Maurice W. Roberts
3273 Josephine St.
Lynwood, Cal.

Gordon Robinette
503 W. Center St.
Albion, Mich.

Marlin B. Robinson
Tonganoxie, Kan.

Robert Robinson
811 Meehan Ave.
Far Rockaway, N. Y.

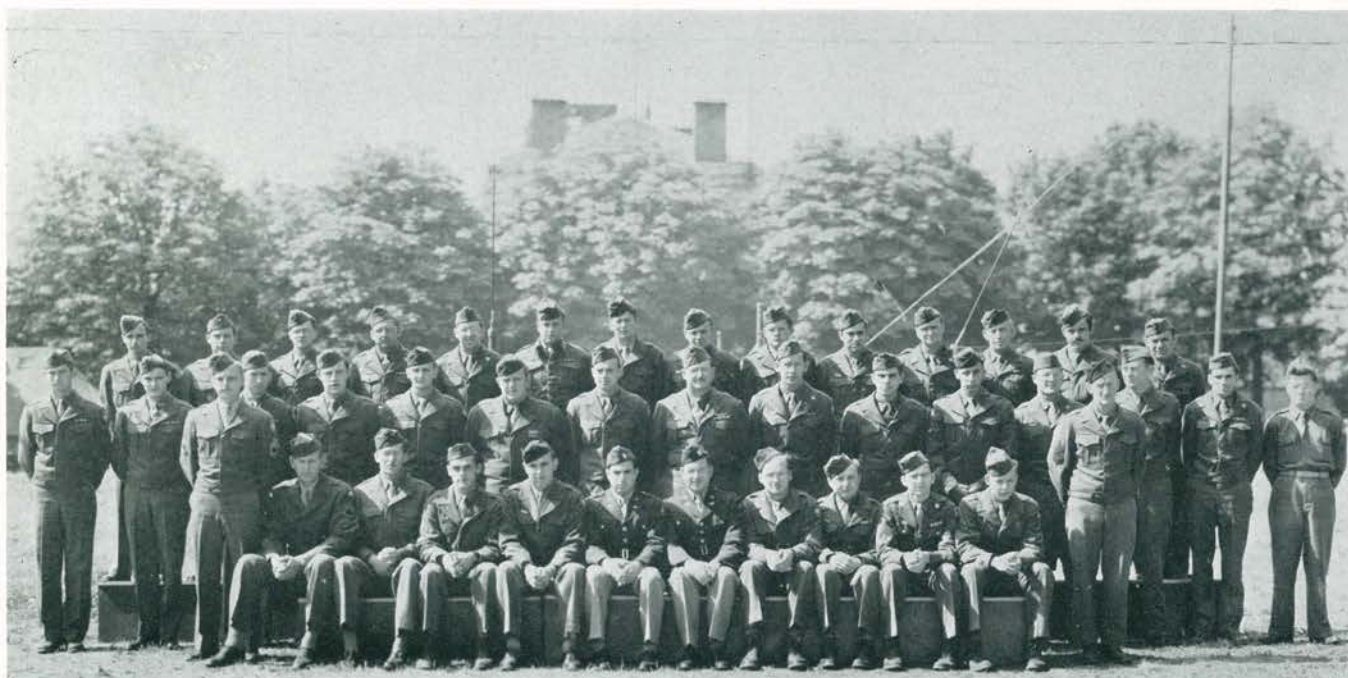
Marion E. Rose
737 N. 7th St.
Walla Walla, Wash.

Ellis G. Rosen
112 Taylor St.
West New Brighton,
S. I., N. Y.

Harold Rosenberg
3743 Glynn Court
Detroit, Mich.

Donald C. Rosenthal
4309 47th Ave.
Long Island City, N. Y.

Harry L. Roy
Route 2
Wellington, Texas



COMMUNICATIONS GROUND PERSONNEL—(Front Row) Smith, Zanker, Simakauskas, Bloesch, Brunkow, Safrin, Quigley, Kramer, Lecher, Cotton, Engh, Wanthouse. (Center) Gecowets, Jordan, Vauhn, Korte, Douglas, Strub, Miller, Waller, Murphy, Severynse, Underwood, Olson, Lynch, Huston, Bartlett. (Back Row) De Velder, Morehead, Mix, Mooeller, Burke, Buss, Robinson, Bishop, Sterling, Schrader, Conway, McCarty, Hager, Gerace.



RADIO OPERATORS—(Front Row) Garritano, Hoover, Cowand, Fields, Fazio, Hassin, Raimondi, Foley, Hightower, Shaalrud. (Back Row) Goldenberg, Jackson, Gabala, Sullivan, Greenstreet, Ebert, Riddick, Smestad.

Abraham Rudolph
238 French St.
Bridgeport, Conn.

Richard E. Russ
505 N. 5th St.
West Monroe, La.

Charles F. Russell
Clarks, La.

Ranold R. Ryan
Hannah, N. Dak.

Harold Safrin
633 Belmont Ave.
Newark, N. J.

Harold Salyer
Bradley, Ky.

Henry F. Samuel
Route 3
Hope, Ark.

Veneslao B. Sanchez
810 Island Ave.
Rockland, Ill.

Joseph B. Sanders
Lineville, Iowa

James V. Santorelli
983 DeKalb Ave.
Brooklyn, N. Y.

Michael F. Santucci
289 E. 151st St.

Jerry A. Sceresse
1104 Union Ave.
Chicago Heights, Ill.

Stephen L. Schatz
Dewey Heights
Cementon, Pa.

Peter F. Schirio
213 Glenwood Ave.
Buffalo, N. Y.

Nathaniel J. Schoenfeldt
722 E. Robinson St.
North Tonawanda, N. Y.

Morris Schorr
481 E. 171st St.
Bronx, N. Y.

William H. Schrader, Jr.
200 Bertley St.
Moberly, Mo.

John H. Schroder
460 N. Kealing Ave.
Indianapolis, Ind.

Edward W. Schultz
14327 S. Lawndale St.
Midlothian, Ill.

Leslie H. Schultz
1206 S. Van Ness Ave.
Santa Ana, Cal.

Wilferd G. Schumm
Hoffnar Hotel
Bluford, Ill.

Isaac Schwartz
393 Hinsdale St.
Brooklyn, N. Y.

Charles F. Schwarz, Jr.
451 Broadway
Troy, N. Y.

Fred H. Scisom
General Delivery
Cherryville, N. C.

Jack S. Seawright
307 Ruckel Rd.
Akron, Ohio

Albert K. See
Cement, Okla.

John C. Seeley
E. 629 Boone Ave.
Spokane, Wash.

Jacob M. Segraves
Scarboro, W. Va.

Frank J. L. Severynse
284 Nichols Ave.
Brooklyn, N. Y.

Samuel A. Shafer
Buena Vista, Va.

Marion A. Shaull, Jr.
600 W. 4th St.
Mansfield, Ohio

Daniel J. Shields
508 Somerset St.
Johnstown, Pa.

George H. Shimek
1411 First St., S. W.
Cedar Rapids, Iowa

James F. Shimek
3035 Buchanan St., N. E.
Minneapolis, Minn.

Frank Shenave
Box 524
Pleasanton, Cal.

Ishmael Shirk
215 W. 2nd St.
Chattanooga, Tenn.

Russell L. Shonebarger
195 N. Gay St.
Newark, Ohio

Norman E. Silka
161 Palm St.
Toledo, Ohio

George Silverman
8 Plymouth Place
Brockton, Mass.

Edward H. Simakauskas
75 Providence St.
Worcester, Mass.

Robert W. Sinclair
37 Earle St.
Norwood, Mass.

Marion E. Singleterry
Box 478
Jenks, Okla.

Paul J. Sivicek
3716 W. 49th St.
Chicago, Ill.

Orville O. Sjaalrud
Box 56
Sedan, Minn.

C. E. Skidmore, Jr.
1100 Taylor St.
Topeka, Kan.

David E. Skinner
7124 W. Orchard St.
Allais, Wis.

Edward J. Slawinski
19 Fraser Place
Jersey City, N. J.

Paul Small
1840 Prospect Place
Brooklyn, N. Y.

Clifford M. Smith
42 William St.
Oswego, N. Y.

Donald E. Smith
Glasford, Ill.



FLYING OFFICERS—(Front Row) Hill, Petta, Gray, Henderson, Waage, Wigen, Mabee, Neal, Forster, Vanech, Hennieke, Windus, De Cou, Leonard, York, Wissmon. (Center) Speas, Bonafede, Gates, Wyckoff, Adkins, Revel, Essington, Gable, Lambert, Cantor, Dunham, White, Greiert, Bradford, Liska, Zaremba, Venezia, Lampke. (Back Row) Marstrell, Ardisson, Katris, Mull, Eastman, Werbeck, Chaplin, Gamel, Parks, Asprey, Kantz, Nagy, Neuha, Lundgren, Roy, Burt, Thompson, Larnder, Andrew.

Edward H. Smith, Jr.
Leedey, Okla.

Everett G. Smith
General Delivery
Goree, Texas

Leonard R. Smith
Falling Spring, Va.

Roscoe B. Smith
2821 Earle Court Ave.
Norfolk, Va.

Gordon D. Solie
Route 5, Box 983
Bremerton, Wash.

Peter R. Sorenson, Jr.
231 Thomas St.
West Haven, Conn.

James A. Speas
Casper, Wyo.

Bennie W. Steele
806 N. Asbury St.
Bethany, Okla.

Donald H. Steffen
705 Gray Ave.
Hamilton, Ohio

Douglas Stephenson
607 E. Broadway
Sweet Water, Texas

Ray B. Sterling
Sterling Ave.
Marryville, Tenn.

Lewis F. Stevens
Route 2
Stockbridge, Mich.



COMBAT CREWS, FLIGHT A—(Front Row) Gamel, Asprey, Leonard, Speas, Petta, Roy, Henderson, Wigen, Windus, Bradford, Shimek, Gable, White. (Back Row) Bulard, R. E. Wright, Sullivan, Paisley, E. H. Smith, Wilson, Brady, Hassin, Berringer, Newman, Garritano.

Charles R. Stewart, Jr.
25 Hill St.
Bridgewood, W. Va.

Frank A. Stewart
614 Gratton Ave.
Stockton, Cal.

Joe Stone
1109 Chicago St.
Hammond, Ind.

William L. Strub
146 Mildorf St.
Rochester, N. Y.

Daniel F. Sullivan, Jr.
13581 Rutherford Ave.
Detroit, Mich.

Paul F. Sullivan
30 Union St.
Westfield, Mass.

J. P. Summers
Box 119
Dardanelle, Ark.

Benjamin E. Sumner
316 Caplewood Terrace
Tuscaloosa, Ala.

C. E. Sumrall
523 E. Percy St.
Indianola, Miss.

Charles F. Sutton
184 Mill St.
Wilkes-Barre, Pa.

Fred Suter
9 Goffe Rd.
Hawthorne, N. J.

Uno R. Swanson
3 Coleman Terrace
Greenville, Tarrytown, N. Y.

Russell H. Sweet
2029 Harrison Ave.
Rockford, Ill.

John S. Switalski
4719 Elizabeth St.
Chicago, Ill.

Delmar O. Taylor
Route 1
Chocowinity, N. C.

Wayne V. Tague
217 E. Fourth St.
Madison, Ind.

George H. Talley, Jr.
Adel, Ga.

Alfred Teague
Otwell, Ind.

Lawrence H. Tetrault
Box 42
Grossmont, Cal.

John E. Thieme
S. Swinton Ave.
Delray Beach, Fla.

George I. Theis
1706 N. Division St.
Salisbury, Md.

William W. Thomas
Route 5, Box 187
Charleston, S. C.

John A. Thompson
5615 W. Madison St.
Chicago, Ill.

Leonard N. Thompson, Jr.
Minneapolis, Minn.

Vilah V. Thorp
General Delivery
Garber, Okla.

Hugh M. Thorpe, Jr.
860 College Ave.
Indianapolis, Ind.

Dan P. Tibbot
1011 Box Butte
Alliance, Neb.

Gordon O. Tillison
Route 1
Fairland, Ill.

John C. R. Tompkins
527 Ohio Ave.
Huron, S. Dak.

Joseph R. Toohey
4544 Newberry Terrace
St. Louis, Mo.

Jack F. Trahan
Box 424
Kaplan, La.

Paul W. Trude
228 North St.
Oneida, N. Y.

Newell W. Trusty
157 Sycamore St.
Carrollton, Ill.

Anthony E. Trzeciak, Jr.
Allegheny Ave.
Avonmore, Pa.

Grady A. Tucker
29 Darnelle St.
Denison, Texas

Roy L. Tucker
Route 1
Menlo, Ga.

Howard S. Tuman
Philadelphia, Pa.

Jack W. Underwood
513 W. Cambridge Ave.
College Park, Ga.

Giles H. Urban
281 Carolton Ave.
Brooklyn, N. Y.

Theodore A. Unruh
540 W. Oak St.
Columbus, Kan.

Leo F. Vanderheyden
1312 Herrick Ave.
Racine, Wis.

Constantine H. Vanech
148 Post Rd.
Darien, Conn.

Robert B. Van Fleet
Route 1
Kirkwood, N. Y.

Walter G. Van Laan
Route 2
Repton, Ky.

Charles H. Vaughan, Jr.
1618 Norfolk St.
Houston, Texas

Bruce C. Vaughn, Jr.
615 Allen St.
Springdale, Ark.

William R. Vaughn
Catasauqua, Pa.

John R. Venedam
742 Bennington St.
East Boston, Mass.



COMBAT CREWS, FLIGHT B—(Front Row) Chaplin, Katris, Greiert, Anderw, Zaremba, Bonafede, Hennieke, Lambert, Revel, Larnder, Burt, Cantor, Parks, Lundgren. (Back Row) Lefkowitz, Mock, Gabala, Hoover, Raimondi, Greenstreet, Tucker, Hightower, Foley, Sinclair, W. I. Wright, P. M. Young, Ormsby, Gildea, R. E. Wright.

Armand D. Venezia
87 Gore St.
Cambridge, Mass.

Damond A. Vernon
Box 137
Melrose, N. Mex.

Milan A. Vernon
Route 2
Hinsdale, Ill.

Thomas J. Vesey
5541 Irving St.
Philadelphia, Pa.

Peter G. Vizzini
N. Main St.
Easthampton, N. Y.

Robert J. Voet
706 Metoxen Ave.
Kaukauna, Wis.

Earl S. Vogt
4741 N. Cumberland Blvd.
Milwaukee, Wis.

James G. Vollant
2622 Plumb St.
Erie, Pa.

Olin R. Vossler
441 S. River St.
Wilkes-Barre, Pa.

Amos E. Waage
Argyle, Wis.

Lester H. Wade
16846 34th Ave., S.
Seattle, Wash.

Frederic C. Wagstaff
596 Valley St.
Maplewood, N. J.

John J. Wallace

Jesse W. Waller
2881 Iberia St.
Baton Rouge, La.

William K. Waller, Jr.
4525 Fairway St.
Dallas, Texas

Percey Walter
1841 Marmaion Ave.
New York, N. Y.

Edward J. Walters
Junction City, Kan.

Clair E. Wambaugh
Box 157
Emigsville, Pa.

Henry G. Wandelt
606 Hillside Ave.
Daytona Beach, Fla.

Charles N. Wantshouse
Portage Inn
Westfield, N. Y.

Herbert J. Wasson
Peoria, Ill.

Sol Wax
253 Madison St.
New York, N. Y.

George E. Weeks
144 Austin St.
Worcester, Mass.

George H. Weinberg
John M. Welsch
South Haven, Kan.

Sidney Weisberg
1015A Clarendon St.
St. Louis, Mo.

Donald L. Werbeck
8774 124th St.
Richmond Hill, L. I., N. Y.

Gerald J. West
47 Belnel Rd.
Mattapan, Mass.

James E. West
1517 Naudain St.
Harrisburg, Pa.

Frank A. Weyrich
1927 E. Commerce St.
San Antonio, Texas

Carrol E. White
Star Route 1
Kenedy, Texas

D. S. White
2236 Payson Ave.
Quincy, Ill.

George G. White
818 Edgewood Ave.
Trenton, N. J.

William H. White
Piedmont, Mo.

William T. White
Star Route
Siler City, N. C.

Marks R. Whiteman
728 S. 4th St.
Phoenix, Ariz.

Joris O. Wigen
Hettinger, N. Dak.

Wendell N. Wiggins
5240 S. W. 6th St.
Miami, Fla.

John L. Williams
Route 3
Youngstown, Ohio

Calvin N. Wilson
Box 189
Union City, Tenn.

Robert G. Wilson
129 Walnut St.
Jenkintown, Pa.

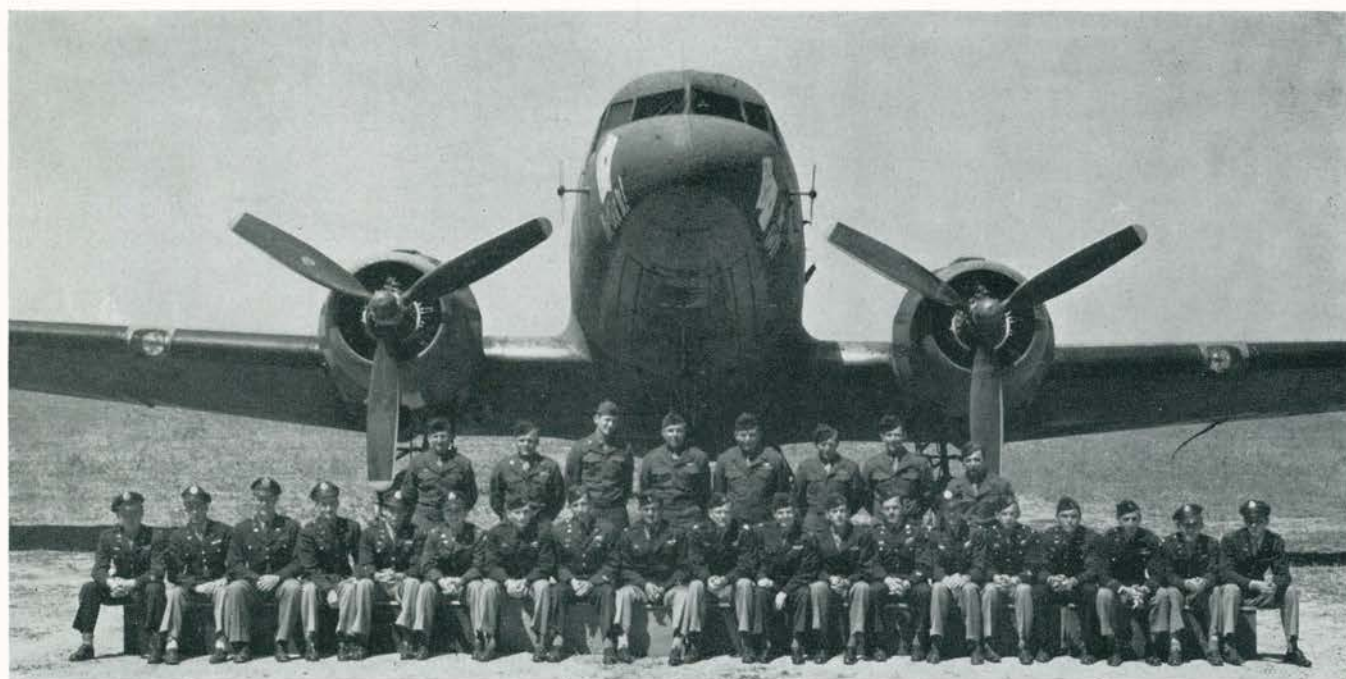
Walter F. Wilson
Route 2
Temple, Okla.

William P. Windus
102-20 85th Rd.
Richmond Hill, N. Y.

Philip A. Wise
1124 1/2 Broadway
Toledo, Ohio

Paul K. Wissman
9 N. Water St.
New Bremen, Ohio

Harry B. Woodward
3837 Hughes Ave.
Culver City, Cal.



COMBAT CREWS, FLIGHT C—(Front Row) Marstrell, Mull, Hill, Nagy, Gray, Kantz, Lempke, Werbeck, Venezia, Mabey, Vanech, York, Gates, De Cou, Neuha, Wyckoff, Adkins, Ariddson, Essington. (Back Row) Nagy, Schumm, Kulp, Sinclair, P. M. Young, R. E. Wright, W. I. Wright, Goldstein.

Homer J. Woodward
203 Garvin Ave.
Brunswick, Mo.

Chester L. Wozniak
621 W. Maple St.
Milwaukee, Wis.

Ralph E. Wright
4040 East Blvd.
Culver City, Cal.

William I. Wright
Route 3
Roodhouse, Ill.

Garth J. Wrigley
General Delivery
Enid, Okla.

Aaron J. Wyble
1326 13th St.
Port Arthur, Texas

Daniel M. Wyckoff
Box 437, Route 2
Claremore, Okla.

Sidney E. Yokley
Box 81
Williamsville, Ill.

Charles J. York
1760 W. Granville Ave.
Chicago, Ill.

John P. Young
7365 Delmar St.
University City, Mo.

Paul M. Young
Seaman, Ohio

Paul V. Zanker
Route 3
Hamburg, Iowa

Harry Zarembo
1403 Belmont Ave.
Toledo, Ohio

David A. Zogheib
San Antonio, Texas

Henry D. Zimmerman
427 E. 22nd St.
Baltimore, Md.

Charles J. Zon
66 Oak St.
Greenfield, Mass.

THE RHINE

(Continued from page 103)

formance in connection with the airborne operations of 24 March 1945:

"The pilots and co-pilots of many aircraft displayed great courage in their determination to continue to their assigned DZ's and LZ's in the face of intense anti-aircraft fire, exceeding anything previously encountered by our units in this theatre.

"The Commanding General, 6th Airborne Division, was most emphatic in his praise of the precision which characterized the drop of his Division. The Commanding General of the 17th Airborne Division has written me, expressing unbounded admiration for the skill, courage and devotion to duty of all crew members of our aircraft and gliders.

"Many individual cases have been cited where damaged and burning aircraft continued to their assigned areas in spite of the fact that the crews well understood that continuing on course destroyed any probable chance of survival for themselves.

"The conduct of glider pilots, in general, is beyond written words of commendation. Not only did they deliver a magnificent and well-coordinated landing which in many cases was in the midst of hostile positions, but were immediately engaged with their Airborne associates in the hottest kind of hand-to-hand fighting. In one instance, a glider pilot serial immediately organized for all-around defense and withstood heavy counter-attacks with the weapons at their disposal, putting one enemy tank out of action in this engagement. The discipline and combat efficiency of these glider pilots has called forth the highest praise of Division and Regimental officers.

"The extremely low number of abortive aircraft and the speed with which abortives were re-dispatched indicates superior performance by all ground echelons. This devotion to duty is worthy of the highest praise.

"The courage and devotion to duty of all IX Troop Carrier Command personnel is worthy of the very highest standards of our armed forces."

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