

SECRET

Forty-fourth Bombardment Squadron
Office of the Historical Officer
A F O 631

6 May 1945

SQUADRON HISTORY

1 April 1945 to 30 April 1945

The big news for April was the final movement of aircrews out of the searing heat of Chakulia, India to Tinian Island in the Marianas.

Prior to the movement the base had been a lonely one for the aircrews who were to fly to the new destination and for a few ground officers and ground men who were to fly. No combat missions were flown and the bulk of the squadron had been gone since the latter part of February. As was explained in February's history the ground elements of the squadron were divided into "A" and "B" shipment, better known as LIR and MVA respectively. Each group was placed on different ships scheduled to go to different destinations. The two ships finally ended up at the same destination and the detailed experiences of both units are related here.

1st Lt. Eugene Hanft, assistant intelligence officer of the squadron kept the record for the LIR shipment.

The movement was scheduled for Friday, February 23d but due to transportation difficulties the entraining of troops was delayed 24 hours. At 0100 on 24 February LIR shipment in charge of Captain W. Barnes, Squadron Adjutant, fell out in front of the orderly room to prepare for entrucking. A little trouble was experienced when the MP who was to lead the convoy to the train failed to appear at the properly appointed place. Captain Barnes waited a half hour and then gave the signal that started the 13 truck convoy to the train.

The trains were situated on the warehouse siding at Chakulia and it was only a run of two miles for the trucks. As personnel detrucked and made preparations to entrain it was discovered by the transportation officer that space allotted to each group had been taken over by another squadron which necessitated each personnel overloading into cars occupied by still another squadron. Men were carrying their individual weapons, a canteen, a mess kit and a duffle bag. In addition they were a cassette bar and carried a gas mask.

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The load was heavy and things were crowded. Putting 15 men into a British car on an Indian railroad can be compared to a subway guard jamming city folk into subway cars during the five o'clock rush at Times Square.

Major Neil Warrle and Captain Leslie Minor, Commanding Officer and Executive Officer respectively, went down to the train at two o'clock in the morning to see how the men were packing. The complement of the move consisted of five officers and 198 enlisted men. The officers, Captain W. Barnes, Lt. E. Manfrin, Lt. S. Stipulkoski, Lt. A. Harvey and W/O C. Estudillo, were all berthed in one second class compartment with all their luggage and extra records necessary to accompany the troop.

At approximately 0430 the train got under way and after a dull trip reached Calcutta at 1130. The men had been issued one K ration and with the extra tins of foods and candies they brought along with them there weren't many hungry people. After detraining at the yards, the troops walked 300 yards to the pier where they embarked on a barge to be taken to the ship. Once aboard the ship the men were issued tickets which were combination meal tickets and berthing assignments. The officers were assigned to a cabin.

The transportation officer informed personnel that this particular ship had a sister ship anchored two miles up river from the barge distributing point and it was further volunteered that DUVA shipment was scheduled to depart on the latter ship. The LIRP vessel was anchored four miles south of Calcutta on the Hooghly River. On approach it looked like a fairly nice vessel being painted with the usual camouflage grey. The name of the ship was the "General E.H. McCrae". She was commissioned in August 1942 and this was her first voyage to India. One previous voyage had been made to Pearl Harbor and another to the Southwest Pacific.

Personnel debarked from the barge; staggered up a ladder from the waters edge to the ship, and proceeded to their respective compartments. The men were not burdened by a duffle bag as that was marked for the hole. Yet the process of staggering up the ship's ladder was a tedious and mirth-provoking process.

After the men were aboard they rested up and supper was the first meal served on the 24th. Meals proved to be better than average. The enjoyment of eating was increased due to the fact that the men didn't have to eat out of mess kits, but rather had compartment trays and were served cafeteria style.

Every fourth personnel were divided into three compartments aboard ship. One group was up forward in compartment 1, another

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Other two troops were just forward of amidships in compartments 2A and 3B. Personnel who carried a classification of 000K, Lutcher and Laker were given similar jobs for the duration of the voyage and the remainder of the troops were put on various details cleaning the loaders and decks.

The armament of the vessel consisted of 16 x 203 mm guns and 16 x 5 inch guns. They were a comfort to have along.

Captain Barnes was detailed to the task of police and prison officer. The three officers remaining were relegated to the task of compartment officers on a 24 hour basis.

Life boat drills were held at regular intervals.

Some discomfort was experienced by all when at about 1910 each night the order to "Darken Ship" would be given and all officers and men had to retire to their compartments. No one was allowed on deck except the necessary guards until approximately 0645 the following day.

As the General McCrae approached the equator the heat grew in intensity and heads of perspiration rolled off the men even when they did not exert themselves.

The initiation of new shellbacks proved interesting. Personnel who had not previously been called before the court of Captain Rex were given a summons by his royal courtiers. The initiation into the order of the shellbacks was a bit more stringent aboard this ship than it had been aboard the USS Mount Vernon which had carried ground men of the squadron to India a year previous.

Lt. Harvey was among the ones who had not previously been initiated. He tried to post one the trial before the royal court in hopes the court would adjourn. However, there was an informer in the compartment who told the royal bailiff of his intentions and immediately a squad of four Marines fully armed reported to take Lt. Harvey into custody. The latter had had an inkling that something was afoot so he took it upon himself to go to the court a few minutes earlier. By this time the so-called men had taken the situation in hand and Lt. Harvey was forced to run the gauntlet about four times. As a result of this ordeal he suffered a badly scraped knee, a severe backside paddling and the usual lawn mower haircut (irregular and of varying sizes in length).

Corporal Potts was another victim who was apprehended by the Royal Sheriff for his second offense in a year. Potts was shown the same initiation on the Mount Vernon but was unable to produce the necessary credentials and after considerable talking he finally became resigned to his fate.

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The victims were called before the Royal Judge where they were cleansed of their crimes by a good coating of lubricating grease (Navy Spec. #5) and then whitewashed with flour, which stuck handsomely to the grease. Then the royal barber, who had not graduated from any specific barber college got his busy little shears to working and the haircuts that resulted were viewed with mirth and provoked howls of laughter from the shellback spectators. The usual paddling was put to good use and a new innovation in the form of a Royal Dunker was employed instead of the shocking electrical touch employed on the Mount Vernon. The Royal Chair was on top of a platform where the court was presiding and facing the port side. The Polliwog sat in this medieval chair and before he knew what was happening a lever was pressed, the chair was tipped over backwards and the victim went sliding down a chute into a square canvas filled with ocean water. The Royal Bears (composed of shellbacks) dunked the now newly christened shellback several times, then picked him up and threw him over the side into another chute to the deck. Long lines of enlisted men were ready and waiting to finish off the event with the simple process of paddling the individual as he crawled through the lines.

During the course of the trip rumors were flying hither and yon like the man on the flying trapeze as to final destination and probable location. Some people guessed right.

A few changes were made in officer details - Lt's Harvey and Manfrin were put on as assistants to the police and Prison Officer. The next day they were put back on watch as compartment officers. Captain Barnes and W/O Estadillo were then responsible for running the details that were to keep the host in condition as prescribed by the Navy.

As of March 14 none of the squadron personnel had been confined to the ship's hospital though an epidemic of colds started. At first the prime troublemaker was Athlete's Foot but as the weather changed from warm to cold the changeover in illness was evidenced by the amount of nose drops and A/C tablets that were being issued at the dispensary.

On March 15, when it was learned that the ship would soon reach Australia a general order was issued stating that an area order in effect in Australia would not permit the disembarking of troops for the purpose of visiting any city where the ship would be docked. One of the officers decided to follow this through - partially due to his desire plus the wish of the troop officers on board, righted after having been arranged for the enlisted men and officers for the purpose of visiting the city of Melbourne. This news was revealed to the commanding officer of all the men and it was a very vital matter. The commanding officer of the journey was very strict.

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experiences of all the personnel were many and varied. The stories are too numerous to relate.

The General orders reached Melbourne on Saturday, March 17 and docked that night. On Sunday part of the troops were allowed off to the dock area only. Monday details were worked out to allow 1/3 of the troops ashore for the day. Tuesday found the men eager and ready to be off. The men were cautioned against being swindled on exchange rates and were advised about security and the various breaches that could be made. It seemed to be the general consensus of opinion that the female element in Australia were well aware of where the ship had come from and the place it had docked.

The majority of men were absorbed in Melbourne and there was not too much trouble with AWOL's and inebriates or troublesome personnel. On the 21st and 22d of March the remaining 2/3 of the troops went ashore.

The townspeople treated the men elegantly and the female population did not seem to mind any opening overtures towards striking up an acquaintance and most of the returning personnel had managed to secure at least one address of an acquaintance they had met.

On Friday 23 March, preparations were made by the ships crew to depart from Melbourne. It was then discovered that some enlisted men were missing. Four men from the squadron were AWOL at 0800 on 23 March. One of the absentees returned with an interesting and ingenious story. He had met a girl who invited him up to her apartment for a drink - one drink led to another and the next thing he knew upon awakening the following morning his clothes were gone. In their place was a note saying the girl had taken his clothes to work with her and he could make himself at home till she returned from work. As noon approached inquiries were made to try and discover the last known whereabouts of the remaining three missing men from the squadron. There were no leads and at 1300 the shore patrol was called in and at 1400 steam was going full blast. Still no word about the missing men - At 1500 the order to cast off the forward lines was given, soon followed by "Let loose the stern lines" and the McCrae headed out to sea. The three men, Sgt. M. Yoder, Cpl D. O'Quinn and PFC F. Finchan were left behind.

About two hours out of Melbourne, scuttlebutt had it that the ship was going up the Eastern coast of Australia for a few days and then make port again either at Townsville or Sydney to pick up RAAF personnel. Final destination had not yet been revealed but that did not stop the men from making wild guesses. Some of the guesses were Tinish, Guam, Hawaii, New Guinea and one man wagered it would be Uncle Sugar Able.

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The first day out of Australia, Lt. Stijulkooski couldn't stand the rough currents and found it rather difficult to keep his meals where they belonged. One evening after supper he bent a hasty retreat to the latrine and a few seconds later returned saying "I just lost my ice cream - the rest will probably be up later" and then he headed for his bunk where he spent the next 24 hours.

Several times on the voyage up the coast of Australia the ship was within sight of a B-29 and a Dakota.

A pilot was picked up at Brisbane to take the ship inside the great barrier reef which is located 60 to 100 miles offshore and runs for a length of approximately 500 miles.

On 27 March the McCrae docked at Townsville and took on 400 RAAF personnel bound for Madang in New Guinea.

Association with the "Aussies" was very cordial. In spite of conditions in the hold (heat and humidity) the trip was made without incident. On 29 March at 1800 Madang was reached and the Aussies debarked. As they pulled away from the transport in their landing barges, each barge-load of Aussies gave a cheer of farewell to the U.S. troops on board.

Easter Services were held on board ship. Father Adler of the 40th Group conducted two catholic services. The ship's chaplain conducted the Protestant services. In addition Jewish services and Harman services were held regularly on board ship.

On 4 April the ship approached Ulithi Island just 300 miles from Yap. At about 1600, personnel observed what were either smokestacks of a medium sized city or masts of vessels. Due to the number sighted the city idea was abandoned. As the ship drew closer to Ulithi, it was readily discernible that the objects of curiosity were masts of vessels in such numbers that a first glance needed confirmation by a second prolonged observation. The troops had a chance to see the composition of either a rendezvous point for the fleet or the organizing of several task forces. On the port side approximately 75 vessels of all sorts were counted. These included tankers, barges, AFB (world war I destroyers converted to high speed transports), tank carrying destroyers, cargo ships, troopships and two aircraft carriers of the Enterprise and Kaga class. On the starboard side could be seen countless vessels at anchor. It was estimated there were 300 or more vessels. A number of men were caught and held by this panorama of ship-unfolding before their eyes. There was just a bit of evidence of the transport logistical problems that faced the high command in the Pacific. The spectacle was very impressive. At night the lights were on and a long stretch of the coastline in the distance. It was

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sea of multi-colored lights strung so close that passage would have been difficult for any landlubber. Small boats moving in and out resembled autos on a downtown thoroughfare. The majority of the troops were unanimous in their opinion that the picture witnessed at Ulithi helped to make them understand, a little more, the complexities of war, as it effects the other services.

The last stage of the voyage was begun at 1000 on 5 April when anchor was lifted and the bow of the ship turned toward Tinian.

On April 7th at 1700 final destination was reached and on the morning of the 8th the troops climbed down the cargo nets into Higgins boats and were taken to shore where they were met by Lt. Col. White and Lt. Bauer. They then entrucked and were taken to the living-area. The Island had been laid out like New York City with each avenue and street given a number or name. The 40th Group area was located in sleepy hollow just below Riverside Drive overlooking the beautiful and peaceful Pacific Ocean. There were just a few buildings erected by the "CB's" in the area - a briefing room, mess hall, latrines and six quanset huts.

The first week was spent in levelling the area, burning out sugar cane, erecting tents and making the squadron area look more an Army Camp. The first few days it was necessary to eat out of cans - namely, 'C' and 'K' rations. Approximately two and a half weeks after arrival on the island work in the mess hall had progressed to a point where the cooks were able to serve hot food.

There was no electricity in the area and shower water had to be run on a definite schedule in an effort to avoid wasting water. Water supply was one of the main problems that had to be straightened out immediately. Restrictions on the water were fairly harsh as all drinking water was pumped out of wells and chlorinated, then pumped into huge tanks. As there was no laundry it had to be done by each individual. A Quartermaster laundry on Tinian could not handle the large amount of troops. This extra problem did not help the water situation any -

The Seabees stationed on the island assisted tremendously in furnishing water, erection of quansets and tents and they proved to be very generous in donating lumber, nails, tools and even help, complete with transportation.

A 'swimming hole' was being used at the southwestern end of the group area. Many of the men took this advantage to clean off, not being able to crash the shower line each day. Toward

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the end of April this 'hole' was put in a Restricted classification and the personnel prohibited therefrom. Some Japanese are still at loose on the island but do not constitute a major menace to the various groups. Area guards and airplane guards are responsible for safety of personnel and equipment.

Sgt Edward Morris, section chief of the 44th intelligence section, kept a record of the DUVA (B) shipment and his record follows.

"Captain L. Minor, executive officer in command of 'B' group, and troop entrained at 1900, 24 February and detrained at Calcutta the following morning at 0600. The men experienced some discomfort due to the crowded condition and personal equipment handled during the train trip. However, the trip was short and few complained - in fact, all men were eager to leave India and 'get under way'. By 1000 the entire shipment had been transferred by ferry to the U.S.S. General C.G. Morton and during the remainder of the day personnel of other groups embarked. The Squadron was not as fortunate in obtaining quarters as on the U.S.S. Mount Vernon from California to Bombay. This time the men were divided in two compartments in 'D' deck.

At 1200, March 1, the Morton left the Hooghly River after a previous two-day refueling, and entered the Bay of Bengal for the beginning of another long journey.

Three meals were served daily and all personnel agreed it was the best 'chow' since leaving the states a year ago. Sleeping conditions in the compartments was next-to unbearable due to heat and poor ventilation - for this reason most of the enlisted men in the squadron readily "laid claim" to a spot on deck and spread his blanket, which served as a bunk for the trip. During the day the blanket was used by fifty per cent of the men as a card table; since poker, bridge, and other card games was the only activity except reading.

Probably the most disagreeable factor aboard was the inadequate washing facilities on hand; but, the same problem is affronted on all troop movements and the men made the best of it. Fresh water showers were available thrice daily and in most cases salt water was on continuously. At 1900 nightly, the smoking lamp was out and ship darkened. No infractions of this regulations was reported as even the most carefree individual understood its necessity. The ship's authorities were most liberal in this respect when they permitted smoking throughout the night in all latrines.

Shortly before docking at Malbourne, one of the squadron officers furnished the information that the Morton was destined for Guam and 'A' group, our sister ship the General H.H. Bovey, was bound for Tinian.

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On the morning of 17 March, the ship docked at Melbourne, Australia. For a week previous the main topic of conversation was 'will we get ashore at Melbourne'. Ship's company had informed personnel that no American troops had seen that fortunate for over a year. However, there was always that slim possibility and the army personnel choose to remain hopeful until definitely told otherwise - that possibility did materialize and the entire group went ashore that day. Some difficulty was encountered by members of the 44th who were detailed as guards for the trip. Guard duty, which was on a twenty-four hour basis, four hour shifts, would be maintained that day; but, the guards were allowed off after or before, whichever the case may be, his shift. This prevented a number from leaving the ship until 1600. To say Melbourne was a treat for the men would certainly be putting it mildly - it was a dreamlike joy.

The Morton left Melbourne at 0600 the following morning and left behind two sailors and a few G.I.'s. All men of the 44th returned, although some long after the allotted hour.

On 25 March and the following day many islands were sighted, and a large Naval convoy was in sight just prior to ship's anchoring at one of the Admiralty Islands on the 27th. This was Manus Island, a large naval base, where the ship remained for three days refueling and taking on supplies. It was probably the most uncomfortable three days spent aboard as the vessel was docked only 3° below the equator and at a stand-still. As always all deck space was taken up during these days and nights.

The order was given to weight anchor at approximately 0900, 30 March and the Morton left Manus Island with one sub-chaser as an escort vessel - the men were informed that these were the most dangerous waters and that life belts would be worn at all times.

At 1700, 1 April, Ulithi Island in the Caroline Group situated between Truk and the island of Yap, both of which are still Japanese occupied, was reached. More supplies were loaded during the day and the following morning the ship departed from the Carolines and headed for Guam, approximately 350 miles north of Ulithi. When anchored at Ulithi, innumerable vessels of various type including aircraft carriers lay on both port and starboard sides to such an extent that the counting of them was not possible.

The 31 of April the journey was practically over and Guam was in sight. Blinker signals were being received and transmitted from island to ship and shortly a ship's officer announced 'orders have just been received directing this transport to Tinian - the ship will dock tomorrow morning'.

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At 0400, 5 April, The Morton arrived at the final destination - Tinian Island in the Marianas Group. By 0800 troops began debarking by scramble nets onto barges. One of the first men to 'go over' fell into the sea as he was about to step from the net to the barge and he was immediately 'fished out' by a sailor on duty. At 1330, the 44th personnel started debarking and within three hours all men were ashore at Tinian. On arriving at Tinian, members of the 40th Bombardment Group immediately proceeded to the extreme west end of the island by truck - the location designated by the 21st Bomber Command. At first glance, all personnel drew the same conclusions - a beautiful site but plenty of hard work for all - and it was just that, for when 'B' shipment arrived the only buildings standing were the group mess hall, shower rooms, latrines and a few quanset huts; even these were not completed and the 'CE' battalions were still at work. The rest of the entire area was a large sugar cane field.

The acting Group Commander, Colonel Shuttles, assigned each squadron a specific location and the following day details were chosen and the enlisted men went to work - the first task was cutting down the sugar cane, piling it and carting it away. Except for a limited supply of small axes no implements were available and a great deal of the work was done by hand and improvised rakes. This assignment was truly a hard job and only after three days of continuous work was any progress noted.

For three days officers and enlisted men slept on the floor in the quanset huts; then, cots and tents were unloaded from the General Morton, and no sooner were they received in the area than a squad of ten men set to work pitching them.

During these days many of the men wished they had never debarked at Tinian - the three daily meals consisted of standing in line to receive one 'G' or 'K' ration box; the showers were not completed and little water was available.

On the fourth day 'A' shipment arrived and regardless of many inconveniences, there was no man shortage problem. The next day the 1st Sergeant assigned men to tents or in many cases the spot where their tent would be located when it arrived. Where possible men moved into the tents and worked eagerly in and around that area leveling the ground, digging water trenches, hauling coral rock, building boxes, chairs and tables and in general making the area a suitable place to live.

Probably the greatest immediately moral factor was the opening of the mess hall during the second week.

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Captain George Lowry and crew, with aircraft #541, and 1st Lt. Mansell Clark and crew, in aircraft #894, had been on D.S. to the 398th Squadron of the 504th Group, 313th Wing, for approximately two months prior to arrival of the 40th Group and they had flown five and six missions respectively as follows:

<u>#541</u>		<u>#894</u>	
April 7	- - Nagoya	April 3	- - Dumbo
April 12	- - Koriyama	April 7	- - Nagoya
April 15	- - Kawasaki	April 12	- - Koriyama
April 17	- - Kanoya	April 13	- - Tokyo
April 20	- - Izumi	April 15	- - Kawasaki
		April 21	- - Izumi

The air echelon of the squadron commenced their move on the 20th of April; four crews departed on the 20th, four on the 21st, and three on the 22d of April. The trip as briefed was approximately the same for all the planes. The first leg was to Luliang, China, located a few miles east of Kunming. The second leg was divided into three routes and planes were assigned different routes to fly. The Northern route took planes just south of Swatow, then over the southern tip of Formosa and to west field, Tinian. The middle route went directly over Hong Kong, then between Formosa and the Philippines. The southern route went a few miles north of Port Bayard and then into Tinian. The trip was uneventful except that Lt. Brown in aircraft #659 lost an engine about an hour out of Luliang and returned to base without salvaging his load. He stated he thought about salvaging but reneged when he thought of his girls picture in the bombay. Takeoffs from Luliang were difficult due to the great amount of dust on the runway and the fact that the field was at an elevation of over 6,000 feet. It was impossible to climb and at the same time increase airspeed. As a result the planes were forced to "mush" along at 150 MPH indicated. It was a "sweat" job until safe altitude and airspeed was reached. After that the trip was a breeze.

From the air Tinian looked like the paradise of the Pacific. The runways, taxi strips, and roads were systematically laid-out and in a very efficient manner.

Upon landing the crews and passengers were picked up and taken to the new squadron area. Tents were the order of the day with a promise that within 60 days permanent buildings would be erected and ready for occupancy. The crews thought "chow" was delicious, especially after the potato and pork diet in China.

The planes, crews and passengers who made the trip by air follows:

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Major Emrie
Lt. Danna
Lt. Lemas
Lt. Brush
Lt. Tasch
Lt. Hunt
Lt. Pelleckia
S/Sgt Laube
S/Sgt Hockel
S/Sgt Denney
S/Sgt Reed
T/Sgt McCann
* * * * *
Lt. Ulrich
Lt. Holestbridge
P/Sgt Belknap
T/Sgt Tam
S/Sgt Yaw
Sgt Gates

462

Major Eigenmann
Lt. Covey
Lt. Fischer
Lt. Johnson
Lt. McIntrye
F/O Launda
S/Sgt Beck
T/Sgt Pawlug
T/Sgt Price
S/Sgt Laycak
T/Sgt Westberg
T/Sgt Houghton
* * * * *
M/Sgt Coggins
Sgt Warzak
T/Sgt Morrison
Sgt Healey
S/Sgt Evans
Major McWalters

685

Captain Gray
Lt. Hurley
Lt. Lossing
Lt. Bernstrom
Lt. Bartlett
S/Sgt Moulton
S/Sgt Cannon

620

Lt. Thomas
Lt. King
Lt. Lacko
Lt. Barg
Lt. Henry
T/Sgt Bresnok
S/Sgt Kinzer
S/Sgt Glennon
S/Sgt Gregorio
S/Sgt Wangler
S/Sgt La Vallee
* * * * *
M/Sgt Gumpert
Lt. Whitaker
Cpl Swift
Cpl Berman
S/Sgt Cote
Sgt Hooker
Cpl Aston

538

Captain Fanson
Lt. Long
Lt. Murphy
Lt. Miller
Lt. Katzbeck
S/Sgt Andrews
Sgt Cabino
S/Sgt Jozwiak
Sgt Marino
S/Sgt Simpson
S/Sgt Boeve
* * * * *
Lt. Madison
Lt. Stricksen
Lt. Allen
S/Sgt Kunding
Lt. Loll
Sgt Brower
M/C Roseman

328

Colonel Skaer
Major Weber
Lt. Dover
Lt. Alford
Lt. Bush
Lt. Du Mais
Lt. Mehrens

542

Captain Moore
Lt. Richards
Lt. Wolff
Lt. Smith
Lt. Deiser
S/Sgt Zima
S/Sgt Yonkers
T/Sgt Hartman
S/Sgt Leach
S/Sgt Stilson
T/Sgt Swires
* * * * *
M/Sgt Kritzer
Capt. Anderson
Lt. De Cecco
Lt. Cheney
M/Sgt Zeigler
S/Sgt Henry
Sgt Balderama

269

Major Harte
Lt. Haddow
Captain Walters
Lt. Appignani
Lt. Lee
S/Sgt Gisburne
S/Sgt Matulis
S/Sgt Joanson
S/Sgt Hurblert
T/Sgt Spack
S/Sgt McGehee
* * * * *
M/Sgt Dobrowski
Captain Gottlieb
Captain Gibbs
S/Sgt Bergin
T/Sgt Cook
M/Sgt Burchell
Sgt Capodice

327

Captain Bleiler
Lt. Winegar
Lt. Finlay
Lt. Ranson
F/O Briesbaugh
Sgt Dyball
S/Sgt Coleman

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/Sgt Helline
/Sgt Boseley
/Sgt Urbanic
/Sgt Riechart

S/Sgt Hawkes
Sgt Pastige
Lt. Markham
Lt. Mc Cosker
Lt. Attaway
Lt. Halbir
Captain Lane

#394

Lt. Clark
Lt. Punnett
Lt. Montgomery
Lt. Donohue
F/O Gray
T/Sgt Haynes
/Sgt Polonsky
S/Sgt Rogers
Cpl Douglas
S/Sgt Rutledge
T/Sgt Robertson

S/Sgt Davis
Cpl Lickenberg
Cpl Yeary
Sgt Horton
Cpl Passman
Pvt Collnese
Pfc Sweeney

Sgt Lamb
Sgt Kramer
Sgt Anthony
Sgt Hainn

Major Rivers
Captain Phelan
T/Sgt Merrola
S/Sgt Illusser
T/Sgt Sandrick

#541

Captain Lowry
Lt. Burrows
Lt. Franklin
Lt. Wotipka
Lt. Bailey
/Sgt Frederick
S/Sgt Larson
S/Sgt Barton
S/Sgt Penn
S/Sgt Knight
S/Sgt Grof

T/Sgt Carmichael
S/Sgt Jones
S/Sgt Pepper
Sgt Russell
Cpl McLain
Captain Goldstein
Captain Stevens

#659

Lt. Brown
Lt. Burchett
Lt. Jellis
Lt. Bolton
Lt. Morris
S/Sgt Underhill
S/Sgt Moncrief
S/Sgt Hall
S/Sgt Tepper
S/sgt Cyr
T/Sgt Moore

M/Sgt Coy
S/Sgt Perkins
Lt. Buschler
Lt. McKinney
S/Sgt De Vina
Pfc Monroe

S/Sgt Holley
S/Sgt Glassman
S/Sgt Heihaus
T/Sgt Davis

T/Sgt Rutkowski
M/Sgt Farlow
S/Sgt Cipkowski
Sgt Reed
Lt. Selbie
Captain Prestin
S/lc Reis

#752

Captain Tisserat
Lt. Reger
Captain Ohr
Captain Swanson
F/O Bradley
S/Sgt Carrigan
T/Sgt Sill
S/Sgt Bicknell
S/Sgt Bremen
T/Sgt Hoffman
S/Sgt Cohen

M/Sgt Faust
Lt. Huddleston
Captain McAllister
S/Sgt Fannin
Sgt Arlet
Sgt Rinaldo
Sgt Hutchings

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The following awards were made during the month of April:

G.O. #88, XX B.C., 12 April 1945.

AIR MEDAL:

Captain Irving L Gottlieb

G.O. #85, XX B.C., 9 April 1945.

DISTINGUISHED FLYING CROSS:

Captain Robert L Swanson	Captain Warren W Walters
1st Lt. George F Arpienani	1st Lt. William C Burrows
1st Lt. Raphael V Ford	1st Lt. John R Franklin
1st Lt. Elmer K Johnson	1st Lt. Elden H Lossing
1st Lt. William D Smith	1st Lt. Frederick Tasch
1st Lt. Leo A Thomas	1st Lt. Barney F Wotinka
2d Lt. Van L Richards	P/O Clarence H Bradley
P/O Seymour Landau	S/Sgt Howard T Anderson
S/Sgt Jack D Bicknell	S/Sgt Paul N Bremen
S/Sgt Dale L Johnson	S/Sgt Algernon Latulis
S/Sgt Lyman Y McGehee	S/Sgt Joseph J Zima

BRONZE OAK LEAF CLUSTER TO DISTINGUISHED FLYING CROSS:

Captain Jesse L Orr	1st Lt. Mansel R Clark
1st Lt. John G Harvell	P/O Elmo W Gray

AIR MEDAL:

Captain Paul S Anderson	1st Lt. James M Alford
1st Lt. Thomas E Bartlett	1st Lt. Lauren L Dover
1st Lt. Philip A Du-Mais	M/Sgt Jeremiah P Belknap
M/Sgt Edward G Gumpert	M/Sgt Henry J Rutkowski
T/Sgt Carmine J Merolla	S/Sgt David Thompson
Sgt Shiban J Anthony	Sgt Fred S Kramer
Sgt Calvin W Lamb	

BRONZE OAK LEAF CLUSTER TO AIR MEDAL:

Captain Clayton F Gray	1st Lt. Orval W Burchett
1st Lt. John H Darnan	1st Lt. John W Gray
1st Lt. Baxter D Punnett	1st Lt. Roy W Reger
2d Lt. Charles E Hanson	S/Sgt Robert H Gossins
M/Sgt Emil Dobrowski	T/Sgt Henry E Swires
T/Sgt Darrell N Van Orner	S/Sgt Roland W Geisler
S/Sgt Albert W Haase	S/Sgt Leonard F Miller
S/Sgt Lloyd R Monerief	S/Sgt Lloyd R Moulton
S/Sgt William C Nelhaus	Sgt Frank G Sullivan

SECRET

morale appears to be excellent. The men are in a new home fully realize that it takes time to get set up. Swimming facilities are available, there is a different movie each evening and the Post Exchange is running full force. Everyone is looking forward to the first mission to Tokyo, to be flown shortly.

SQUADRON STRENGTH:

	<u>Officers</u>	<u>Enlisted Men</u>
April 1	108	521
April 30	117	527

Irving L. Goff
IRVING L. GOFF,
Captain, Air Corps,
Historical Officer.