

1946

## The sky lancer: 417th Bomb Group

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**SOUTH-WEST PACIFIC  
1944-45**





MONGOLIA

MANCHURIA

CHINA



JAPAN

FORMOSA

MARIANAS

BURMA

FR. INDO-CHINA

THAILAND

PHILIPPINES

PALAU

BORNEO

CELEBES

NEW GUINEA

Brooklyn  
5, 15



ISLANDS  
SAIPAN  
GUAM

TRUK  
CAROLINE ISLANDS



A SOUVENIR OF  
HISTORIC DAYS  
IN THE  
SOUTH-WEST PACIFIC  
AND  
FAR EAST



# THE SKY LANCER



**417<sup>th</sup>**  
**BOMB**  
**GROUP**

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1946

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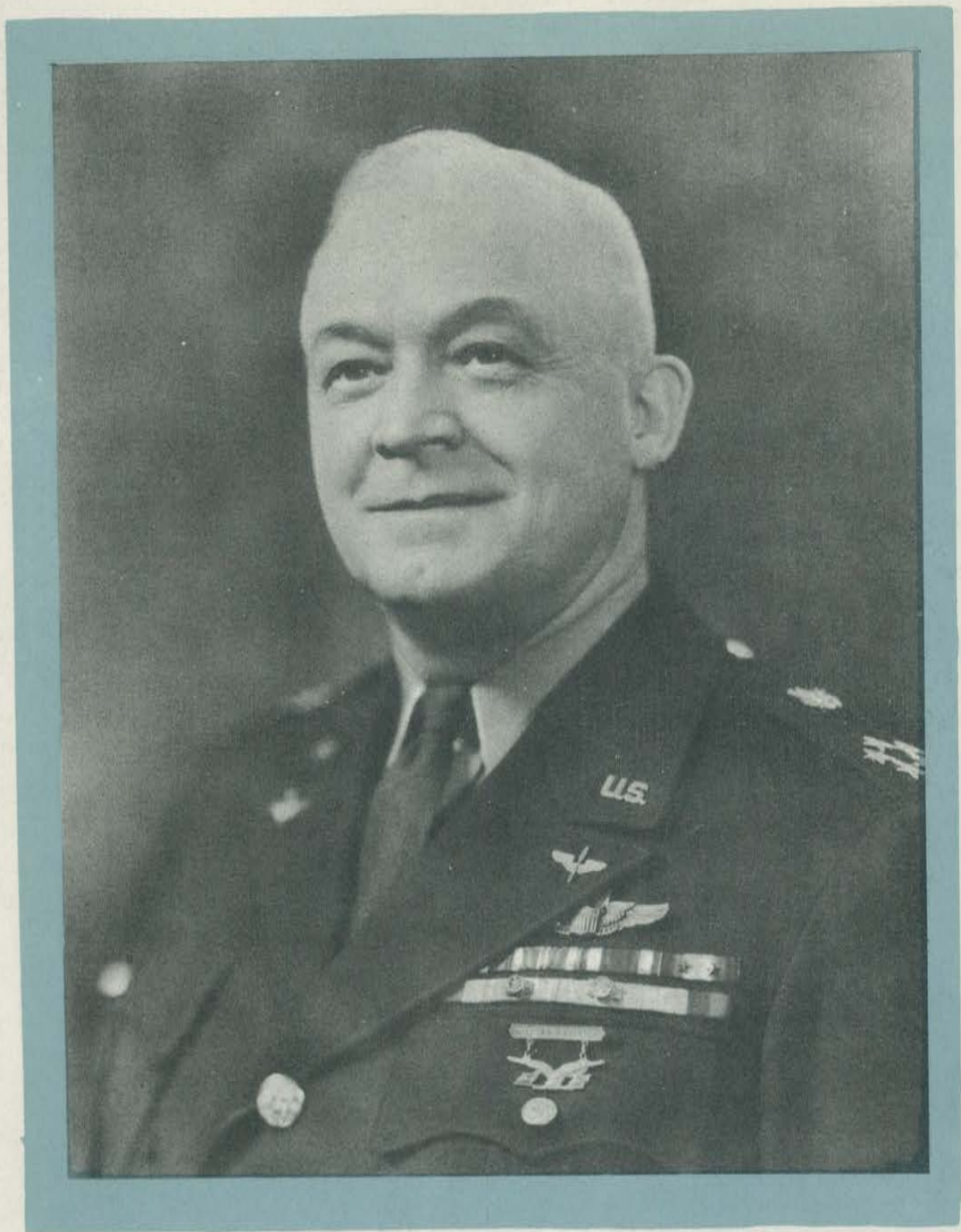
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GENERAL OF THE ARMY  
DOUGLAS A. MacARTHUR



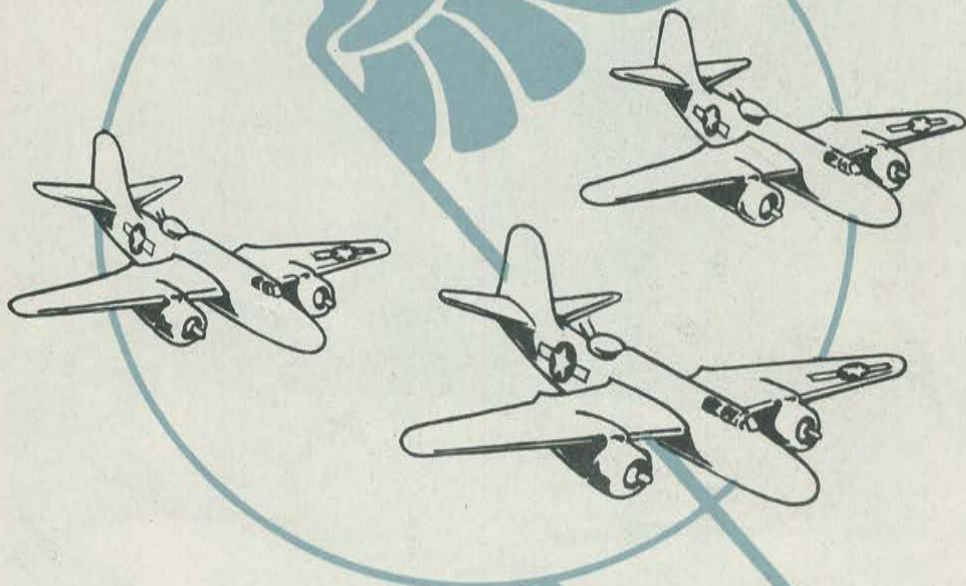


GENERAL OF THE ARMY  
HENRY H. ARNOLD





# THE SKY LANCER



# 47TH BOMB GROUP

FOR INFORMATION  
CONTACT THE  
47TH BOMB GROUP

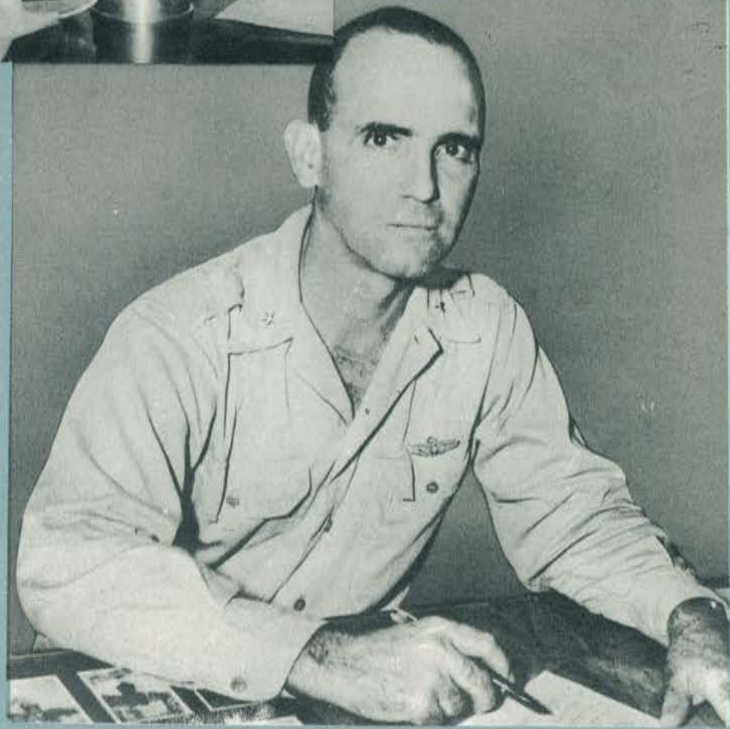


GENERAL GEORGE C. KENNEY  
Far East Air Forces





MAJ. GEN. ENNIS C. WHITEHEAD  
Fifth Air Force



BRIG. GEN. J. V. CRABB  
Fifth Bomber Command





LT. COL. MILTON W. JOHNSON  
Commanding Officer,  
417th Bombardment Group (L)





D E D I C A T I O N

The Sky Lancers have established an enviable record in combat against the Japanese in the Southwest Pacific Theatre of Operations. We have advanced twenty-five hundred miles since debarking at Cape Sudest, New Guinea; we have delivered destruction to the enemy over every mile of it and part of our great task still lies ahead on the road to Tokyo. Our gains have not been made easily and the price has been paid in both men and equipment

It is to our gallant comrades who made their last flight with our organization that The SKY LANCER is dedicated, for it was they who contributed so greatly to our success and to the ultimate peace we are to gain through their courageous efforts.

*Milton W. Johnson*

MILTON W. JOHNSON,  
Lt Col, Air Corps,  
Commanding.



**COLONEL JACK W. SAUNDERS**  
Commanding Officer,  
417th Bombardment Group (L)




(28 March 1943—4 July 1944)





COL. HOWARD S. ELLMORE  
Commanding Officer,  
417th Bombardment Group (L)

  
(5 July 1944—2 January 1945)

# Honor

- 2nd Lt. William C. MacKenzie** . . . 24 October 1943  
DeRidder, Louisiana
- 2nd Lt. Ralph W. Nelson, Jr.** . . . 30 October 1943  
DeRidder, Louisiana
- 2nd Lt. Francis Duggan** . . . 20 November 1943  
DeRidder, Louisiana
- Pfc. Albert A. Siegel** . . . 20 November 1943  
DeRidder, Louisiana
- 2nd Lt. Raymond H. Brock** . . . 20 March 1944  
Dobodura, New Guinea
- Sgt. James M. Fitzwater** . . . 10 April 1944  
Gona Bay, New Guinea
- S/Sgt. Charles S. Littlefield** . . . 10 April 1944  
Gona Bay, New Guinea
- S/Sgt. Andrew Richmond** . . . 10 April 1944  
Gona Bay, New Guinea
- 2nd Lt. James W. Wisdom** . . . 10 April 1944  
Gona Bay, New Guinea
- S/Sgt. Roy M. Bowers** . . . 15 April 1944  
Saidor, New Guinea
- S/Sgt. William H. Foster** . . . 15 April 1944  
Saidor, New Guinea
- S/Sgt. Jack T. Barr** . . . 16 April 1944  
Vitiav Straits, New Guinea
- S/Sgt. Melvin G. Cope** . . . 16 April 1944  
Vitiav Straits, New Guinea
- Pfc. Paul R. Rast** . . . 17 April 1944  
Saidor, New Guinea
- S/Sgt. Rocco J. Altese** . . . 17 April 1944  
Missing between Dobodura and Saidor, N.G.
- S/Sgt. Elmer R. Bevers** . . . 17 April 1944  
Missing between Dobodura and Saidor, N.G.
- 1st Lt. Bernard F. Dotson** . . . 17 April 1944  
Missing between Dobodura and Saidor, N.G.
- Cpl. Ordelle O. Randle** . . . 26 April 1944  
Saidor, New Guinea
- S/Sgt. Jennings A. Musick** . . . 21 May 1944  
Wewak, New Guinea
- 1st Lt. Lester E. Zeiders** . . . 21 May 1944  
Wewak, New Guinea
- 1st Lt. Robert J. Arndt** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- 1st Lt. Edward V. Atwell, Jr.** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- 2nd Lt. Chester N. Burne** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- S/Sgt. Samuel F. Carter** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- Cpl. Paul T. Donahue** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- Capt. Randall M. Dorton** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- Cpl. Dillard Harmon** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- S/Sgt. Haynes C. Jump** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- S/Sgt. Wilford F. Schappell** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- Cpl. Norman R. Suhr** . . . 22 May 1944  
Missing between Nadzab and Saidor, N.G.
- S/Sgt. Joseph Perez** . . . 24 May 1944  
Karkar Island, New Guinea
- S/Sgt. Oscar B. Macias** . . . 10 June 1944  
But, New Guinea
- Pvt. Walter R. Caton** . . . 22 June 1944  
Saidor, New Guinea
- 1st Lt. Kramer Thomas, Jr.** . . . 23 July 1944  
Missing between Nadzab and Saidor, N.G.
- S/Sgt. George E. Schaefer** . . . 1 August 1944  
Helmoltz Point, New Guinea
- T/Sgt. Warren W. Dishong** . . . 9 September 1944  
Saidor, New Guinea
- 1st Lt. Thomas R. Grimes** . . . 10 September 1944  
Missing, Parang Island, New Guinea
- S/Sgt. Frank J. Kramerich** . . . 10 September 1944  
Missing, Parang Island, New Guinea
- S/Sgt. Andrew L. Martin** . . . 11 September 1944  
Missing Kaeo Bay, Halmahera Islands
- 1st Lt. Howard E. Saar** . . . 11 September 1944  
Missing Kaeo Bay, Halmahera Islands
- 2nd Lt. Samuel L. Joekel, Jr.** . . . 8 October 1944  
Noemfoor Island
- Cpl. Clifford N. Ojala** . . . 8 October 1944  
Noemfoor Island
- S/Sgt. Jerome W. Rosoff** . . . 13 October 1944  
Amahai, Ceram Island
- Capt. Albert C. Brokamp** . . . 22 October 1944  
Piroe Bay, Ceram Island
- S/Sgt. Wade C. Goldston** . . . 22 October 1944  
Piroe Bay, Ceram Island
- S/Sgt. John R. Rounds** . . . 22 October 1944  
Ambonia Bay, Ambon Island
- S/Sgt. Henry A. Christopherson** . . . 1 November 1944  
Ambon Island
- 1st Lt. Richard A. Fraker** . . . 1 November 1944  
Ambon Island
- Capt. Michael Jovanovitch** . . . 23 November 1944  
Noemfoor Island
- T/Sgt. Peter F. Fizer** . . . 30 November 1944  
Morotai, Netherlands East Indies



# Roll

**2nd Lt. Jacob Guikema** . . . 30 November 1944  
Morotai, Netherlands East Indies

**S/Sgt. Raymond S. Haynie** . . . 30 November 1944  
Morotai, Netherlands East Indies

**1st Lt. James E. Inglehart** . . . 30 November 1944  
Morotai, Netherlands East Indies

**M/Sgt. Robert G. Bartin** . . . 30 November 1944  
Morotai, Netherlands East Indies

**Sgt Robert M. Vasquez** . . . 30 November 1944  
Morotai, Netherlands East Indies

**S/Sgt William N. Bickerton** . . . 2 December 1944  
Noemfoor Island

**S/Sgt. Joseph R. Cheek** . . . 2 December 1944  
Noemfoor Island

**1st Lt. Jeremiah J. Sullivan** . . . 2 December 1944  
Noemfoor Island

**1st Lt. Paul Lucas** . . . . . 13 December 1944  
Haroeke Straits, Ceram Island

**S/Sgt. William C. Meeks, Jr.** . . . 13 December 1944  
Haroeke Straits, Ceram Island

**Col. Howard S. Ellmore** . . . . . 2 January 1945  
Missing San Fernando Point, Luzon, P.I.

**S/Sgt. Edward Lopez** . . . . . 2 January 1945  
Missing San Fernando Point, Luzon, P.I.

**1st Lt. Joseph L. Ronzoni** . . . . . 2 January 1945  
Missing San Fernando Point, Luzon, P.I.

**S/Sgt. Floyd Valentine** . . . . . 2 January 1945  
Missing San Fernando Point, Luzon, P.I.

**2nd Lt. Robert L. Haley** . . . . . 5 January 1945  
Mambaged Point, Negros Island, P.I.

**1st Lt. Rodney D. Beckel** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**Capt. Arthur S. Cadmus** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**S/Sgt. James F. Frady** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**S/Sgt. Francis L. Malone** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**Cpl. Peter A. Manger** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**2nd Lt. Lawrence H. Woolf** . . . . . 7 January 1945  
Clark Field, Luzon, P.I.

**S/Sgt. Fred E. King** . . . . . 7 January 1945  
Missing vicinity of Clark Field, Luzon, P.I.

**1st Lt. Robert L. Quinn** . . . . . 7 January 1945  
Missing vicinity of Clark Field, Luzon, P.I.

**T/Sgt. William Kizer** . . . . . 7 January 1945  
San Jose, Mindoro, P.I.

**Sgt. Frederick W Landis** . . . . . 7 January 1945  
San Jose, Mindoro, P.I.

**Pvt. George H. Steen** . . . . . 7 January 1945  
San Jose, Mindoro, P.I.

**Capt John W. Simmons, Jr.** . . . . . 8 January 1945  
Lupao, Luzon, P.I.

**S/Sgt. Stephen F. Hallow** . . . . . 9 January 1945  
Lupao, Luzon, P.I.

**Cpl. August F. Kenzora** . . . . . 9 January 1945  
Sampaloc Point, Nazasa Bay, Luzon, P.I.

**2nd Lt. Bertrand E. Major** . . . . . 9 January 1945  
Sampaloc Point, Nazasa Bay, Luzon, P.I.

**Capt. William L. Boodger, Jr.** . . . . . 10 January 1945  
San Jose, Mindoro, P.I.

**Cpl. Ludwig Hanel** . . . . . 10 January 1945  
San Jose, Mindoro, P.I.

**Pfc. Harold H. Sherman** . . . . . 10 January 1945  
San Jose, Mindoro, P.I.

**2nd Lt. Edward H. Jena** . . . . . 11 January 1945  
Balicaug and Plaridel, Luzon, P.I.

**S/Sgt. George W. Kerr** . . . . . 11 January 1945  
Balicaug and Plaridel, Luzon, P.I.

**S/Sgt. Robert H. Browning** . . . . . 11 January 1945  
Bayombong, Luzon, P.I.

**Capt. John W. Nankervis** . . . . . 11 January 1945  
Bayombong, Luzon, P.I.

**1st Lt. Robert F. Hedlin** . . . . . 11 January 1945  
Bolog, Luzon, P.I.

**S/Sgt. Leonard C. Hunt** . . . . . 11 January 1945  
Bolog, Luzon, P.I.

**Sgt. Robert F. Anderson** . . . . . 27 January 1945  
Missing—Montalban, Luzon, P.I.

**2nd Lt. Donald W. Hill** . . . . . 27 January 1945  
Missing—Montalban, Luzon, P.I.

**Cpl. Ward H. Knable** . . . . . 12 February 1945  
Missing on Bataan Peninsula, Luzon, P.I.

**2nd Lt. Melvin E. Taunt** . . . . . 12 February 1945  
Missing on Bataan Peninsula, Luzon, P.I.

**S/Sgt. Amos L. Berlin** . . . . . 19 February 1945  
San Jose, Mindoro, P.I.

**2nd Lt. Harold Cornfeldt** . . . . . 28 February 1945  
San Jose, Mindoro, P.I.

**Capt. Douglas C. Giles** . . . . . 28 February 1945  
San Jose, Mindoro, P.I.

**Cpl. Herbert Gleicher** . . . . . 28 February 1945  
San Jose, Mindoro, P.I.

**F/O John L. Miller** . . . . . 12 March 1945  
San Jose, Mindoro, P.I.

**1st Lt. Ralph M. Jennings** . . . . . 19 March 1945  
Maniquin Island

**Capt. Dandridge Robertson** . . . . . 21 March 1945  
Mabalo, Cebu

**S/Sgt. Harry W. Evans** . . . . . 21 March 1945  
Mabalo, Cebu



# History

1943  1945

The 417th Bombardment Group (L), with its component squadrons, the 672nd, 673rd, 674th and 675th, came into existence on the 28th of March 1943 at Will Rogers Field, Oklahoma City, Oklahoma. A picked cadre from the old 46th Bombardment Group (L) (now a legendary outfit) and the 416th Bombardment Group (L) formed the nucleus around which the organization was built. Many of these men were veterans of years of army training; all of them were selected because of some special aptitude or skill they possessed.

Major Jack W. Saunders was appointed Group Commander and Major William F. Owens named the Deputy Group Commander. The Squadron Commanders were: Captain Robert M. Nelson of the 672nd "Tommyhawkers"; Captain Charles W. Johnson of the 673rd "Flying Cowboys"; Captain Raymond P. Klein of the 674th "Wolf Pack"; Captain Alfred L. Moser of the 675th "Dauntless Demons."

In mid-April the key personnel of the Group entrained for Orlando, Florida, where they attended the Army Air Forces School of Applied Tactics (AAFSAT). For four weeks they were well indoctrinated in the overseas orientation course and gained invaluable experience, under simulated combat conditions.

Shortly after the AAFSAT "students" returned to Will Rogers Field, the Group moved into its group area close to the Sub Depot Hangar where each squadron was set up independently with its own Engineering, Operations and Intelligence shacks. The first A-20's and DB-7's were then assigned to the group and the squadrons began operational training at a fast clip. For recreational purposes the men took advantage of the scenic wonders of Oklahoma, the 3.2 beer joints of Oklahoma City, and the fine base post exchange, where they guzzled cold soft drinks, cold malteds and "after 5 p.m. beer". Those who couldn't get their minds off their work discussed airplane repair and maintenance with the lady "feather merchants," at the Sub-Depot hangar.

## SCHOOL DAYS



All "extra-curricular activities" died a horrible death, however, when the 46th Bombardment Group OTU School was opened in the old hangar area across the field. All-day attendance was compulsory and any miscreants who strayed from the straight and narrow were threatened with dire punishments. At the OTU School, the ground crews reviewed the specialized aspects of A-20 maintenance and repair work and



many of the pilots who had never flown an A-20 were instructed in its flight characteristics, radio and electrical systems, reading instruments, etc.

Throughout July, personnel, equipment and A-20's continued to trickle in. By the end of the month, the group was close to full strength and all the pilots were "checked out" in the A-20 so somebody decided that the group should proceed with its next training phase, which involved sadly enough, a change of station. All "smart money" was on Ardmore, Oklahoma, with Syracuse, New York, and DeRidder, Louisiana, following in that order. The traitors playing the dark horse, DeRidder, cleaned the board. With many good times and much unfinished business left behind, we set out for the wilds of Louisiana.

Arriving at the DeRidder Army Air Base, the group was welcomed by Colonel Carroll, the base Commanding Officer, the base band and Sub-Depot Civilians who were very glad to see someone from the outside world. Everyone moved into the barnlike, CCC-type barracks, helped set up the buildings on the line, policed-up the area, and then with a rush, went to town on pass. Shortly thereafter, groups of disgruntled GI's began to straggle back to the base. When interviewed, one unfortunate said, "Wotta place! It's overrun with infantry and armored forces, there's no beer, and they're even run out of cokes!" Then Leesville was discovered by an intrepid pioneer. This town is over the parish line and has more GI's per square inch than DeRidder but also has some of that hard stuff. However, the rank and file made the best of the many good base institutions: the PX, movie house, bowling alleys, rec hall, library and the "Civilian Mess," where group personnel could be seen at all hours of the day supplementing their daily GI ration allowance. It could be mentioned here in passing that numerous Sub-Depot lassies also patronized the establishment, which could or could not account for the regular visits of the GI's.

Once flight training got under full steam, the men were glad to stay on the base and get some sleep. The squadrons flew well over 1,000 hours during a month so everybody was kept on the ball. The ground crews ironed out maintenance problems not covered by the tech orders and the pilots perfected themselves in formation, instrument and night flying, and also flew numerous cross-country navigational flights.

From August 20th to September 15th, 1943, the group operated under the II Tactical Air Division, giving low-level support to ground units on maneuvers in the Louisiana area. The group made a fine showing and was commended by the Commanding Generals of the ground forces on maneuvers for its well coordinated support missions.

Around the first of October, the first of the four squadrons packed their field equipment and marched out of the squadron area with full field-pack, headed for the Louisiana lowlands to erect a bivouac area from which they would fly combat missions against "enemy" installations nearby. Strangely enough, their destination was only three miles across the field but from general appearances and activity, it

## LOUISIANA INTERLUDE



## ROUGHING IT





# History

could have been in any real combat area. Camouflage discipline was strictly enforced, foxholes were dug, the planes were well dispersed and .50 caliber AA Machine guns were set up in the area to deal with "enemy air raiders" which flew over from time to time. Officers and enlisted men trudged about the area wearing leggings, tin hats and carrying small arms. From dusk to dawn, fighting mosquitoes was the main occupation with sack-time running a poor second. For recreation, there was an occasional night movie and several of the squadrons had beer parties just before returning to civilization.

## PROCESSING



The month of November began with hectic preparations for a series of inspections which were to decide our fitness for overseas combat duty. Willing to do anything to get away from DeRidder, the group personnel got their heads together and were "ready, willing and able" when the III Bomb Command inspection party arrived. During the next few days, other inspectors came from the III Air Force and 56th Bombardment Training Wing (L). On one occasion the group banished any doubts as to its combat capabilities by flying perfectly precisioned and coordinated low-level and medium altitude attacks on DeRidder Army Air Base and imaginary enemy installations. Two squadrons buzzed the area silencing A/A positions and cutting communications lines followed two minutes later by the other two squadrons which rendered the three airstrips unserviceable with direct bomb hits from 8,000 feet.

Passing all the preliminary inspections with flying colors, only one last obstacle remained—the final inspection by officials from Washington. Every man in the group from the Commanding Officer down to the lowest yard-bird sweated this one out. All prayers were answered and the group was notified to prepare for overseas assignment.

Leaves and furloughs were cancelled. Overseas equipment was processed and water-proofed. Piles of OD-painted "TAT" crates appeared everywhere. Records were brought up to date. Everyone was given another physical check-up. Then, on December 5, 1943, the group was alerted for movement to a staging area, and everyone was restricted to the base. Communication facilities were barred to all personnel of the group and at 2000 that night, the boys boarded a long pullman train and started their long journey.

## PORT OF EMBARKATION



Four monotonous days passed with the train speeding over prairies and desert or twisting slowly through tortuous snow-swept mountain passes. Card-playing, eating, reading and sleeping were the favorite and only pastimes. In true army style, it was in the wee hours of the morn when a bunch of exhausted GI's hit the sack.

During the next three weeks the familiar GI process of "separating the men from the boys" was stressed with sadistic furor. After running the gauntlet of obstacle courses, boat nets, 14 mile mountain hikes with full field-pack, daily calisthenics and infantry drill, nearly everyone in the group was willing to concede that he was in the "boy" category. However, there were roses with the thorns.



Twenty-four hour passes to San Francisco, Oakland or surrounding areas were fairly plentiful and there were many varied activities on the base to help pass the time.

Many of the men whose homes were near the base were given thirty-six and forty-eight hour passes over Christmas. The others either spent Christmas in town or on the base. Proposed celebrations for the greeting of the New Year 1944 were cut short by the announcement that the group was alerted for immediate overseas shipment as of 0001 the first day of January, 1944. After two days of nervous anticipation, the group boarded a river steamer on the fourth, arriving at the POE several hours later.

The cold, cloudy weather and damp "liquid air" brought little cheer to anyone as they boarded the transport on which they were to spend their next twenty-three days. The "slightly cramped" quarters aboard ship did little to alleviate the blues that night. The next afternoon, amid such heartening remarks as "Golden Gate in '48," the transport's passengers watched the California coast fade into the horizon. We were on our way!

Trying hard to adjust themselves to the rigors of a long voyage, the men found many discomforts to try their patience. When a strong wind whipped up a high swell several days later, most of the "sailors" found their "sea-legs" were rather wobbly and there was much mal-de-mer aboard. They braved the trials of the ship's mess-hall where the food was fair but the heat was stifling. The blazing sun over head offered a nice choice—parboiling below decks in the holds or baking on the "topside." The black-out restrictions were taken in stride. Just before dawn, the early birds walked about the deck with unlit cigarettes ready, waiting for the nasal, slightly accented, "The black-out is over; the smoking lamp is lit; you may smoke on the open deck," which ushered in the dawn of a new day.

Crossing the Equator, a session of the High Court of the Open Seas was called for the purpose of initiating certain unworthy polywogs into the order of the Trusty Shellback. A naval officer and an ARC Girl, as King Neptune and his Queen, presided over the court. The unfortunate blind-folded polywogs were led out singly, introduced to the Royal Baby, the Royal Barber, and then the pool of briny water on the deck.

After twenty-three dehydrating days at sea, the coastal jungles of New Guinea hove into view and every lubber aboard itched to feel that terra-firma under him once more. After the long nights of complete black-out, it seemed funny to see masses of lights and fires along the shoreline after dark.

The group debarked at Cape Sudest, coming ashore in "ducks" and driving to a temporary staging area. For the first few days ashore, the men of the group were "sucker-bait" to all comers, but once duly initiated, they could tell taller tales than the next fellow.

There was no delay in our introduction to the glories of dehydration, bully beef

ON OUR WAY



TROPICAL ISLAND





# History

and "C" rations as they were presented the first day ashore. This trial was partially counteracted by an astonishing discovery—contradicting what we had heard in the States—we were to sleep on cots under 6-man pyramidal tents!

We spent seven months on New Guinea—second largest island in the world. At Dobodura we flew our first mission, and, strangely enough, that marked the beginning and ending of our combat operations from that base. We really went to work, however, when the 417th moved baggage and planes to Saidor. Day after day, week in and week out, we struck at Jap strongholds up and down the New Guinea coast. In some dramatic thirty-day period, the group distinguished itself by establishing an enviable number of Fifth Air Force records for light bombers. Previous records in numbers of sorties flown, tonnage of bombs dropped and rounds of ammunition fired, and maintenance percentages went by the boards as the various squadrons operated on an around-the-clock basis.

New Guinea had its lighter sides. The natural beauty of this magnificent island is described in another section of this book devoted to our New Guinea experiences. There were also movies and stage shows and boxing exhibitions, softball parks galore, and the American Red Cross. Fat-cats, flown to Australia, returned loaded down with fresh food and meat, and once—and this is one of our fondest memories—we even had a cup of fresh milk at lunch!

Leaves and furloughs to Australia repaired shattered nerves and worn bodies. Flying personnel and officers were fortunate enough to be allowed to visit Sydney. Ground personnel went to Mackay, Queensland, a nice city of about 15,000 population. We all returned from the mainland agreeing on several things, i.e., the food was superb, the climate excellent, the people sociable, and the women lovely, but certainly not comparable with the beauties we left behind in the good old States. Australia proved to be a very gracious and practical host, and it goes without saying that the association of so many Yanks with the Australians certainly served to cement the mutual bond linking these two great English-speaking countries.

New Guinea was left behind us—or rather, behind some of us—early in September, as part of the group headed north by C-47, A-20 and B-25 to our next station, Noemfoor, located in the Netherlands East Indies. This advance echelon was composed of combat crews and enough ground personnel to service the planes and keep them flying.

Although now stationed close to numerous Jap strongholds, we were raided only once but the type and nature of our missions and the increasing number of casualties we sustained testified as to the greater danger to which we were now exposed.

From this base our planes ranged northwest, south and southwest, hitting enemy shipping and land targets. While we were in the East Indies, General MacArthur struck at Leyte as he opened his campaign to recover the Philippines. We knew it was only a matter of days until the 417th would follow him, and on the 24th of November,

NETHERLANDS  
EAST INDIES





most of the personnel at Noemfoor boarded a ship heading north, soon to be joined by another ship carrying the personnel and equipment left behind at Saidor, in New Guinea. Combat crews remained at Noemfoor, ready to fly north and join us as soon as we were situated.

For a while it was 6 to 5 take your choice, in the lingo of the hoss-players, as to whether or not we'd reach the Philippines at all. And even after we did arrive there, it was still nip and tuck, round-and-round-we-go as to whether or not we could retain the meagre foothold we had. The 417th is an Air Corps outfit but for brief periods we were also sailors, naval armed guards, infantrymen and assault troops.

Twice we were attacked while in transit to the Philippines. On 5 December Jap dive and torpedo bombers worked our convoy over from about 0900 to dusk. The first plane came over during the breakfast chow hour, and when the general quarters alarm sounded pancakes, mess-kits and canteen cups flew through the air as sundry GI's forgot everything except the one idea of getting down in that hold but quick. But that show was only the prologue. The curtain went up on the main feature on 21 December, when, for two brutal hours, we engaged Japanese air forces in a running battle which lasted from about 1700 in the evening until dark. No one aboard our two ships will ever forget these two hours. Everything in our lives prior to that was relegated to the inconsequential, everything afterwards will automatically be an anti-climax. Such experiences as those are burned indelibly into one's memory, and refuse to be forgotten. In retrospect it all seems like a terrifying dream, but at that time it was grim reality.

We finally landed permanently on the Philippines on 22 December 1944. Moving inland about three miles, we threw up temporary camp, dug strong perimeter defenses, set up .50 caliber ground-machine guns around the group area, and then proceeded to attend to the laborious business of unloading our heavy equipment from our ships.

After about a week we moved into our permanent areas. The 417th was very fortunate in this respect, for we undoubtedly had the finest living area on the island. It wasn't long until pyramidal and squad tents, prefabricated buildings, mess halls and motor pools covered the area. One bright afternoon we looked up and saw a formation of sleek A-20's droning through the skies. The 417th had finally arrived.

The first ten days in the Philippines were, to coin a phrase, "rough." As regular as clock-work, the Jap raiders came over night after night. P-61 night-fighters and the anti-aircraft boys worked overtime, and to their credit it can be said that many of the Jap pilots never returned to that bowl of rice which was undoubtedly waiting for them back home. Fox-holes, deep and elaborate, offered sanctuary during these raids, and Christmas and New Year's eves were largely spent in these excavations dug with blood, sweat, tears and blisters. But our discomfort didn't last long. The U.S. Army and Navy air arms trip-hammered the Japs into complete submission within a

# History

## THE PHILIPPINES



## LIFE IN THE PHILIPPINES





# History

short time, and life soon assumed the routine, comparatively safe character to which we had become so accustomed in New Guinea and the East Indies.

Group Special Services soon had softball, volleyball and baseball fields in operation. A basketball court, especially lighted for night games, was built. We had the finest theatre on the island, so constructed that it could serve as a theatre for stage shows and an arena for boxing exhibitions. Inter-squadron rivalry reached a new high as the various officer's and enlisted men's teams competed in various sports. The Red Cross built a canteen serving cold drinks and dispensing toilet articles and reading material. An attractive chapel was set up, with regularly scheduled Catholic, Protestant and Jewish Services. Each squadron had an officers' club, built by native labor, where dances, parties and card games offered relaxation and diversion.

The natives were extremely sociable, generous and cooperative. Impoverished by three years of cruel Jap rule, many of them driven into the hills, they gradually began to rehabilitate themselves with the return of American troops. Supervised by the Philippine Civilian Administrative Unit, native laborers went to work for the American Government in diverse ways. Showing the same spirit and enthusiasm which had characterized free and liberty-loving people for hundreds of years, they are inexorably moving forward as they strive to build a nation patterned after the country which has been their guiding light for more than forty years, the United States.

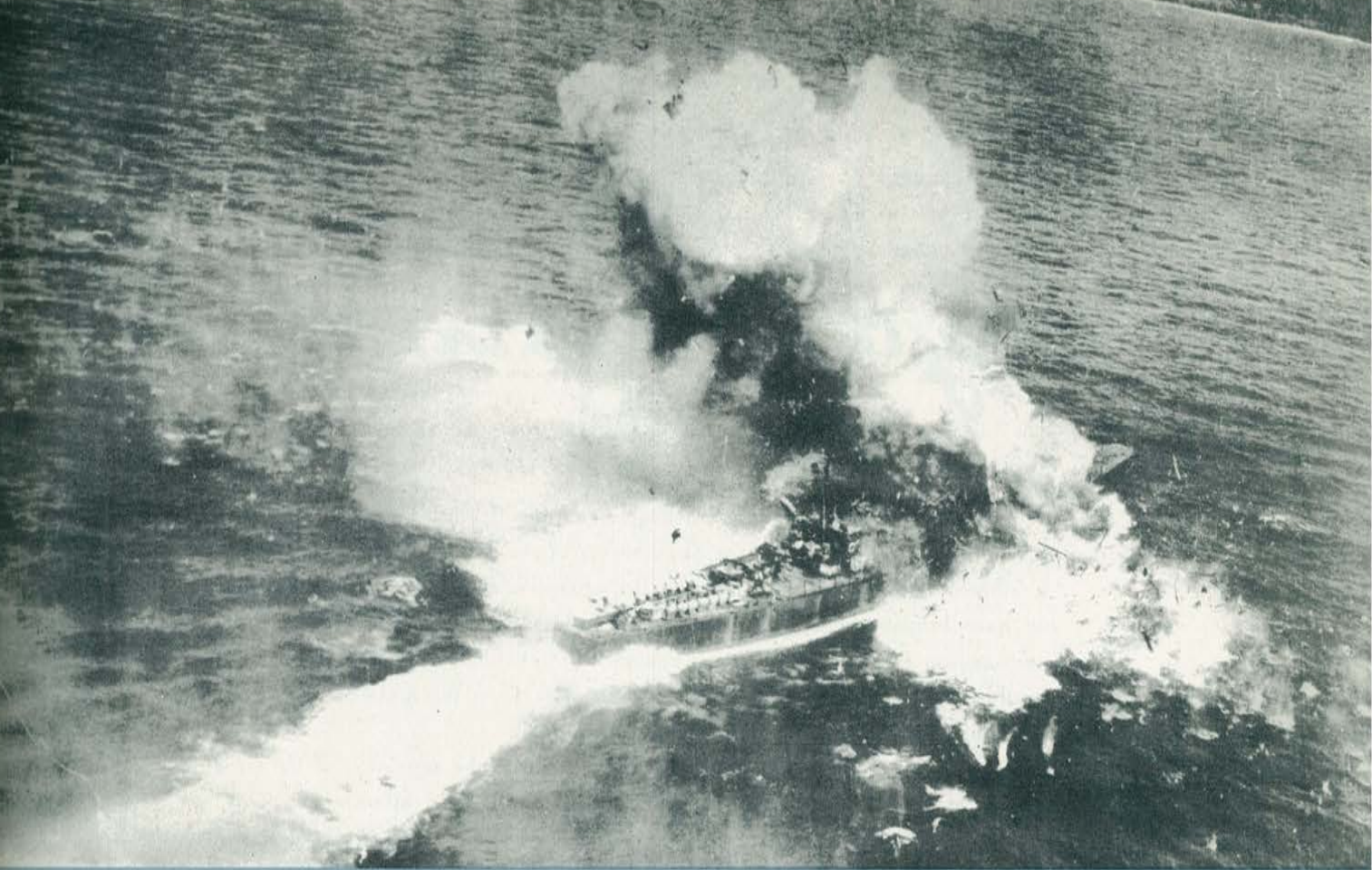
## EPILOGUE



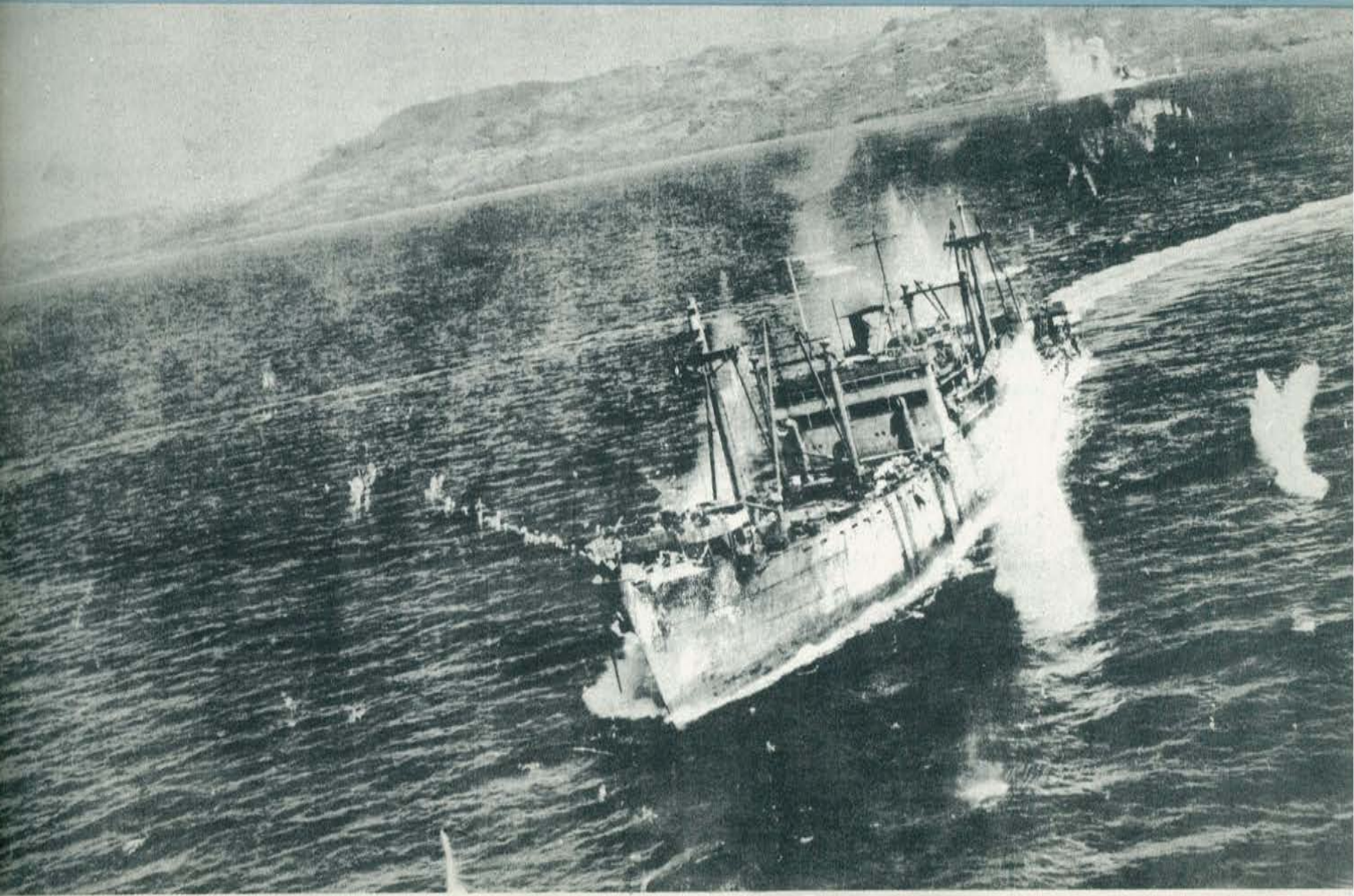
When we reached the Philippines we felt that we were finally doing exactly what the 417th had been destined to do when it was activated more than two years ago. At this writing we are still in the islands, doing our job day in and day out as we play our small part in the defeat of Japan. By the time this book is published we may have moved elsewhere, but no matter what our future, a part of us will always remain in those islands, for it was there that our group finally found and distinguished itself. It was there that we struck the enemy viciously and relentlessly, hitting and hurting him when and where he could least afford it.

Tragedy struck us often. As the missions became increasingly hazardous, our losses increased proportionately. In January 1945 our commanding officer at that time, Lt. Col. Howard S. Ellmore, failed to return after leading formations of A-20's on an important strike against enemy shipping. Many were called upon to make the supreme sacrifice, both in the air and on the ground. To a man they died bravely and courageously, knowing full well that as they died freedom was being born. To their memory we dedicate ourselves. It is our solemn promise to them that we shall hold high the torch which has been thrown to us from their falling hands. It is our duty to continue where they left off, to carry on with determination and confidence, to build out of the ruins of this war a finer, and purer world, a world at eternal peace.





Japanese shipping in Philippine waters under attack by 5th Air Force Bombers





# Sky Lancers in Action



**I**N a year of intensive and far-reaching operations against Japanese bases in the Southwest Pacific Theater, the Sky Lancers of the 417th Bomb Group have contributed a great share in the many Allied offensives against the heart of the enemy and have brought high distinction on themselves in the combat annals of light bombardment aviation. Devastating attacks were relentlessly thrown against Japan's rapidly diminishing Pacific perimeter, all the way from the north-eastern coast of New Guinea to the East Indies and the Philippines.

On the 25th of March 1944, almost one year after the activation of the Group, the first of a continuous series of devastating tree-top level attacks was made at Bunabun Harbor, New Guinea. From that day until the 9th of September practically every enemy strong-hold between Madang and Hollandia was subjected to terrific poundings by our A-20's. The air strips at Hansa Bay, Wewak, But, Dagua, Aitape and Hollandia were kept unserviceable. Huge bomb craters, wrecked Jap airplanes, destroyed towns and villages were mute evidence of our attacks. The Nips were unable to take the offensive either on the ground or in the air, at any time during this period.

On Sunday, the 16th of April, the 417th Sky Lancers, together with many other units of the Fifth Air Force, made a devastating raid against the air strips, aircraft and troop concentrations at Hollandia, Dutch New Guinea. This raid, which resulted in the destruction of 298 Jap planes on the ground and in the air and the annihilation of hundreds of Nip troops, paved the way for the occupation of this strategic base by the Allies.

The Sky Lancers, in support of General MacArthur's strategy of "leap-frogging" the enemy's bases, gave direct ground support to allied troops in their surprise beachhead at Aitape. A perfectly coordinated attack by our A-20's helped immeasurably in gaining control of the air strips.

Early in September, the Group moved to Noemfoor in the Dutch East Indies where it began operations against Jap installations in the Halmaheras, Ceram and Ambon areas. Oil refineries, naval bases, airfields, personnel areas and shipping were hit daily. Here for four months the Group continued to shatter the Jap's air and sea power in this Far Eastern Area and to set back his defenses thousands of miles closer to the homeland of Japan.



Late December, saw the 417th stationed in the Philippines. From its new base, the A-20's were within striking range of all the Jap Philippine defensive positions from Mindanao in the south to Aparri in the north. On every mission our planes struck heavily against choice and lucrative targets. Enemy convoys in the China Sea, loaded with troops and supplies for the garrisons in Luzon, railroad marshalling yards, troop and freight trains, heavily defended airfields—all these were targets which were hit without interruption.

On the 2nd of January 1945, the Sky Lancers in their most successful attack since its first mission, sent to Davy Jones' locker 36,000 tons of Nip shipping including a Freighter, Destroyer Escort and several transports. This set a new record for destruction of shipping by A-20's in the Pacific theater.

In January, the 417th performed so superbly that all our previous records were shattered. Highlighted by a series of spectacular strikes against the enemy, this month was by far the most effective period of our combat operations to date. Heavy blows struck against Japanese shipping and supply routes in the South China Sea and along the west coast of Luzon. Group planes destroyed 30 enemy vessels during January, both warships and transports, totalling 72,800 tons, a serious blow to Jap naval power when the enemy could least afford it. Seven other ships (20,250 tons) were probably destroyed and nine others (18,300 tons) damaged. A total of 111,570 tons of enemy shipping was sunk or damaged.

February and March saw the Sky Lancers in the familiar role of air support for ground troops. They struck hard at Clark Field in a mammoth raid, cooperated with ground troops in clearing the path from Lingayen Gulf to Manila, and softened up Bataan and Corregidor for subsequent conquest by the doughboys on the ground. A-20's ranged up and down the coasts of Luzon, seeking out the enemy where ever he was to be found. That we performed our assigned missions to the satisfaction of all concerned is indicated by commendations from higher headquarters, praising the 417th for the manner in which it carried out all assignments.

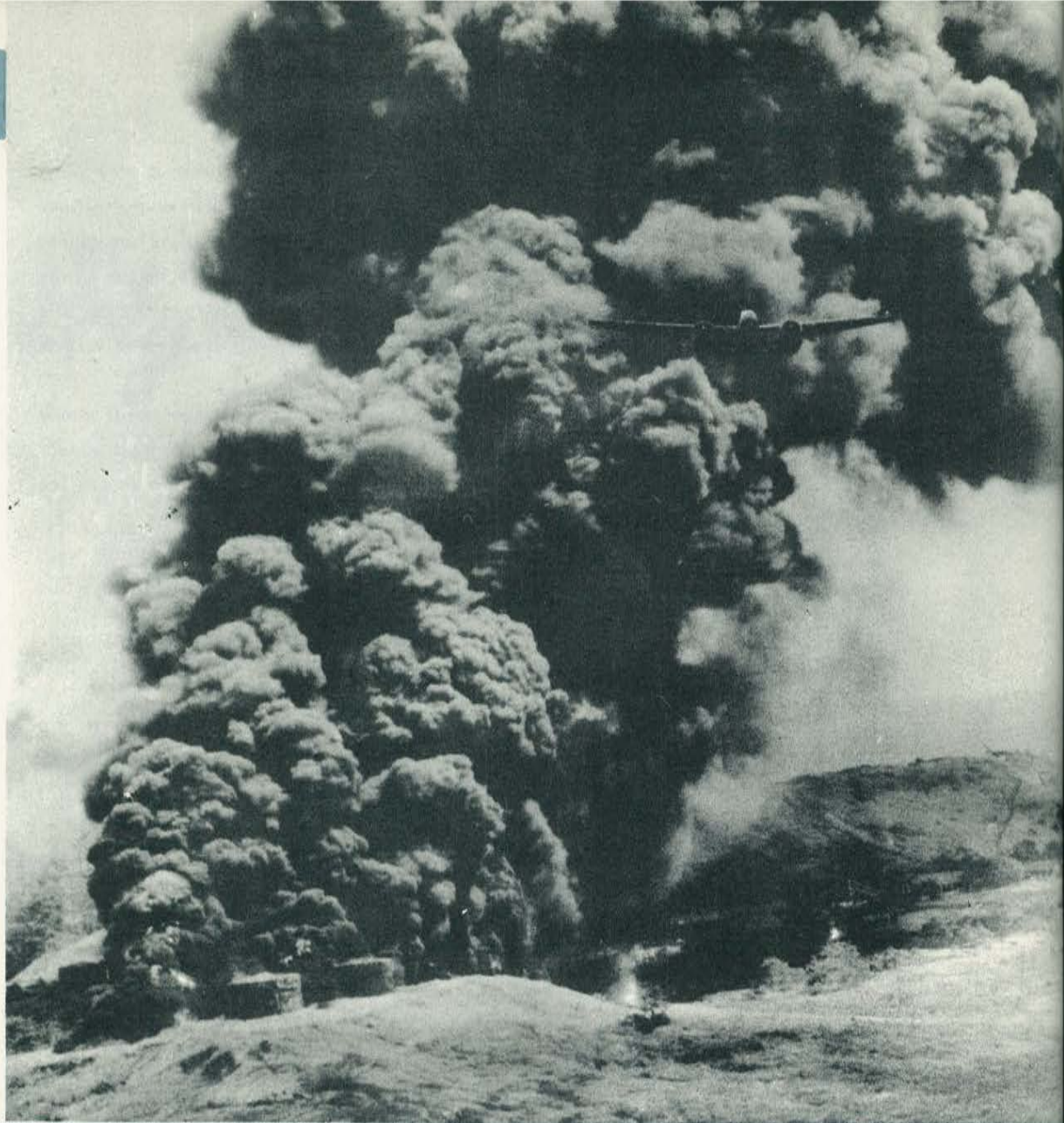
Statistics tell the story. Through the 20th of March 1945, the Sky Lancers had flown 160 combat missions involving a total of 8,561 sorties. Total combat time for the Group was 29,504 hours. 61,822 bombs were dropped on the enemy, with 59,374 landing within the target areas. The enemy absorbed a grand total of 5,306 tons of bombs and 6,304,006 rounds of .50 caliber ammunition during this time.

These figures are growing daily, and each day finds new destruction wrought upon the enemy. The Sky Lancers are writing their names indelibly among the great Air Force Groups of the Pacific War—and we find in our past achievements inspiration to continue on to new heights.





The Sky Lancers blow up oil storage tanks, bridges and buildings



BOELA

LUZON



FABRICA





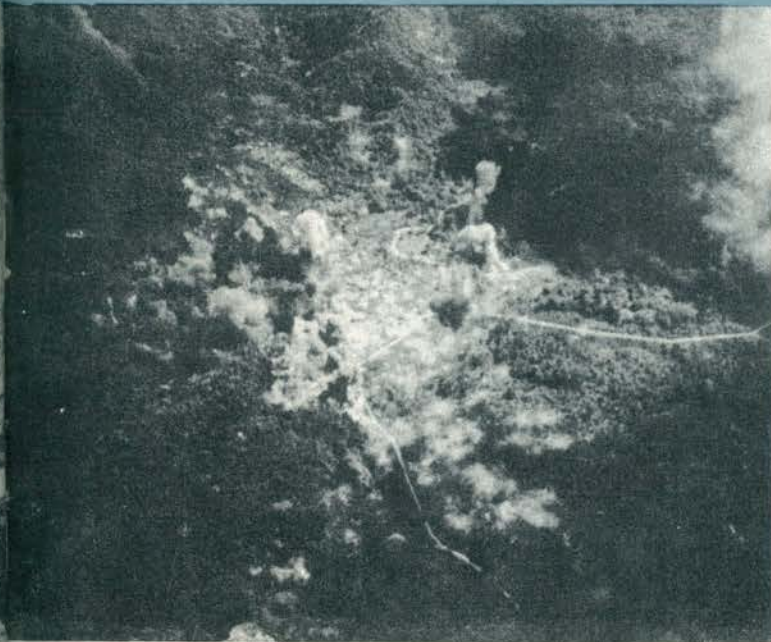
A-20's of the 417th wreck  
Jap airfields and  
installations by  
medium altitude attacks



LAHA

WEWAK VILLAGE

WEWAK POINT







TARLAC

Buildings and freight  
trains under attack



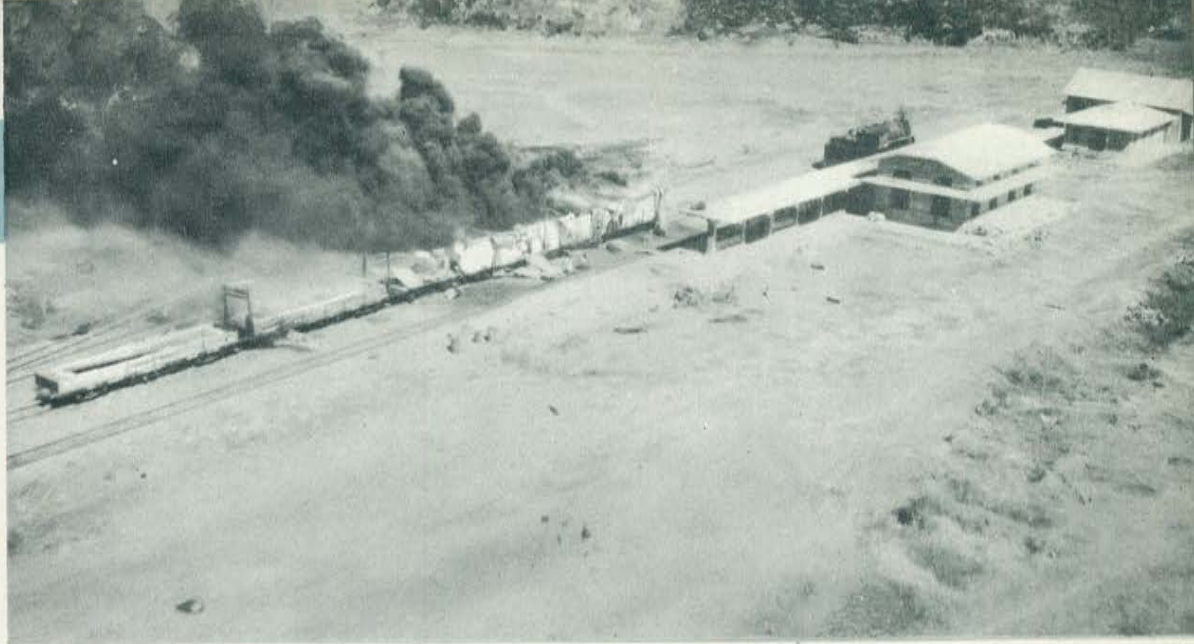
PALAWAN



CEBU



LUZON



Jap air power  
and communication  
facilities destroyed

CLARK FIELD



LINGAYEN







TARLAC



LAOAG



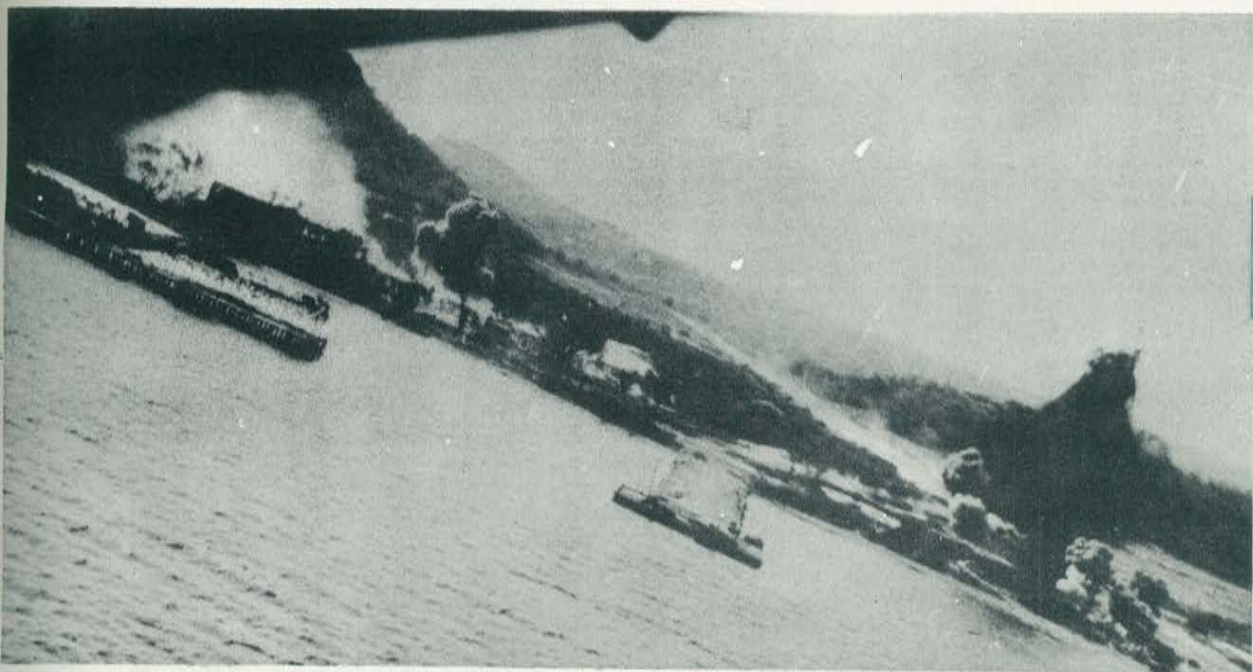
CORREGIDOR



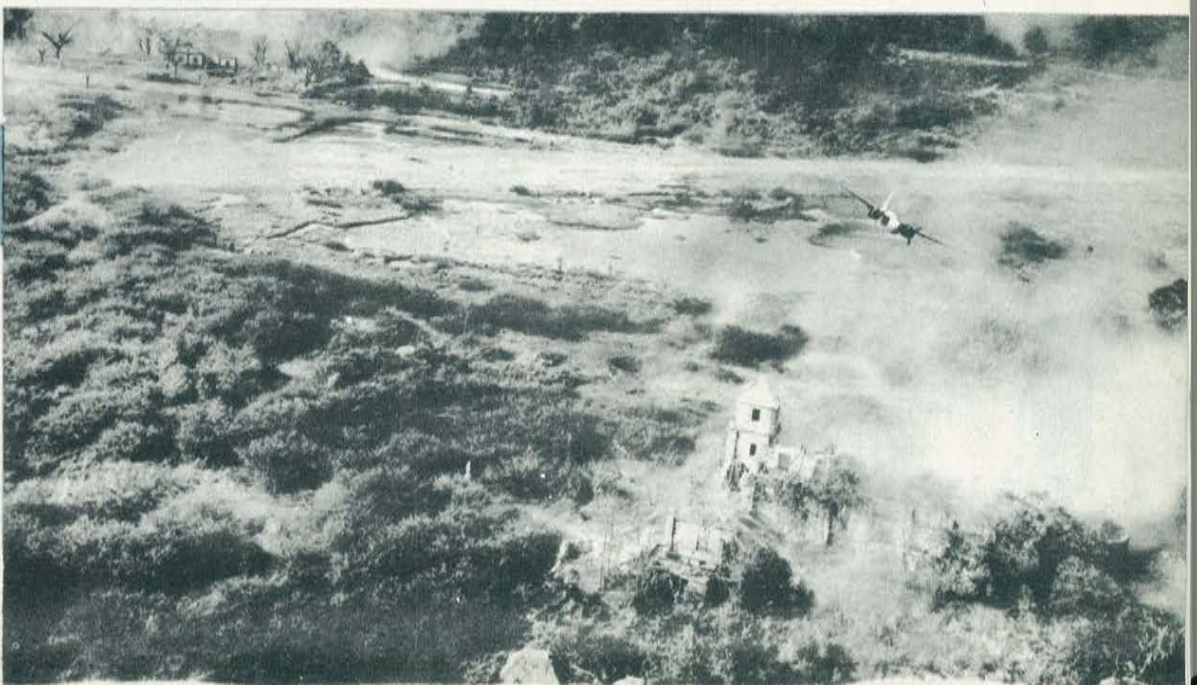
SAN JOSE, LUZON



MARIVELES HARBOUR



BATAAN





# COMMENDATIONS

HEADQUARTERS  
V BOMBER COMMAND

2 January 1945

SUBJECT: Letter of Commendation.

TO : All Personnel, 417th Bombardment Group (L).

1. Let me convey my congratulations to all pilots and crews on the destruction of enemy convoy on 29 December 1944. The superb manner in which this mission was carried out by the 417th Bombardment Group (L) under adverse conditions indicates a high degree of training and teamwork.

s J. V. Crabb  
t J. V. CRABB,  
Brig. General, USA,  
Commanding.

12 January 1945.

SUBJECT: Letter of Commendation.

TO : Commanding Officer, 417th Bombardment Group (L).

1. I extend my sincere congratulations to you, your combat crews and all other personnel following, your superb strike against the Nip Air Force on 7 January 1945. By hitting him in the Clark Field Area where he had centralized much of his striking force we were able to reduce his strength to almost nothing. Information obtained since our landing on the shores of Lingayen Gulf proves beyond doubt that greatly because of your brand of effort, the landing proceeded most successfully. All of us at Bomcom Headquarters are particularly proud to belong to an organization composed of such fine courageous men as yours.

s J. V. Crabb  
t J. V. CRABB,  
Brig. General, USA,  
Commanding.

17 February, 1945.

SUBJECT: Letter of Commendation.

TO : Commanding Officer, 417th Bombardment Group.

1. I wish to commend all personnel of your group for the excellent strike against Corregidor and Caballo Islands on the morning of 16 February, 1945.

2. This strike was particularly well coordinated and timed, and shows that a particular effort was made in the planning and execution of this mission. This strike against the enemy was most successful, and this headquarters has received many favourable comments from higher headquarters relative to the manner in which it was carried out. Such splendid coordination between our land, sea, and air forces has resulted in extensive destruction to the enemy in the past, and will assure final and definite victory for our team.

3. Please convey to all personnel my personal appreciation of their excellent work in connection with this highly successful strike.

s J. V. Crabb  
t J. V. CRABB,  
Brig. General, USA,  
Commanding.



*the 417th*



*Sky Lancers*







LT. COL. ROBERT M. NELSON  
Deputy Group Commander



LT. COL. CHARLES W. JOHNSON  
Group Operations Officer





# Personnel



LT. COL. BLACKHURST



MAJOR EWBANK



M/SGT. FEINGRESH



M/SGT. DAVIS





# Intelligence



CAPT. KEANE



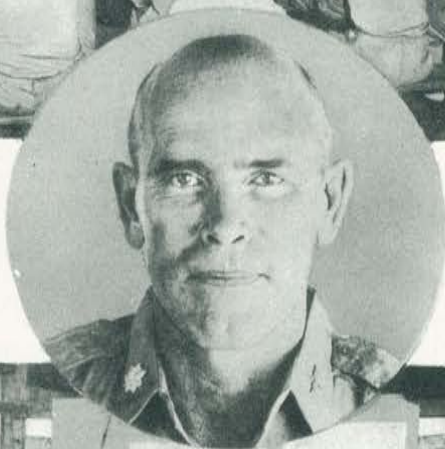
LT. CHICKANZEFF



LT. WOODIN



M/SGT. PAYNE



MAJOR CLEVES





# Operations



CAPT. RUSDAHL



LT. LaBARRE



CAPT. LINGO



LT. CRONIN



M/SGT. OPEL



# Supply and Statistical



CAPT. BARBER



T/SGT. WICKERSHAM



CAPT. EVANS



T/SGT. LEONARD



# Tech Inspectors



CAPT. DI NAPOLI



CAPT. SELLMAN



CAPT. BAUR



T/SGT. WRIGHT



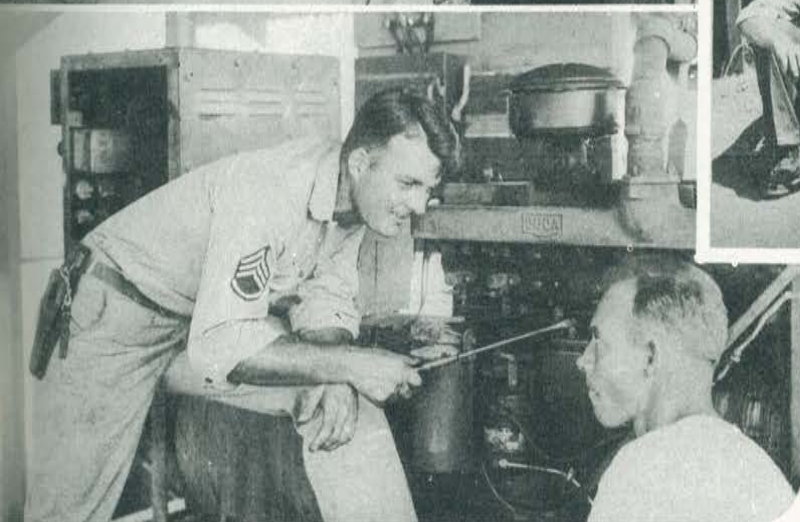
T/SGT. FARIAS



# Communications



MAJ. FLATHMANN



M/SGT. HOGGARD





# Transportation



T/SGT. LILES







S/SGT. DRACCA



# Medics



CAPT. PRICE



CAPT. BERLINER



T/SGT. BECK





# Information and Education



W. O. BRADLEY  
P.W.B. Officer





# Chaplain



CHAPLAIN ROARK



The Chapel at Saidor



CHAPLAIN JOHNS

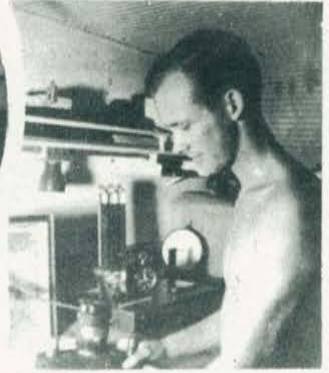
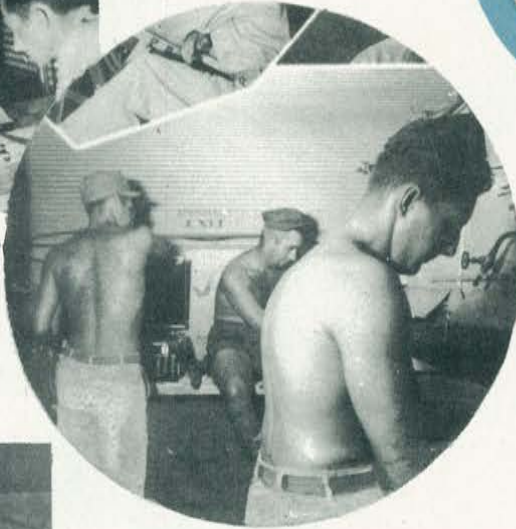


Chapel in the Philippines





CAPT. WILLIAMS



S/SGT. BESSETTE



# Red Cross



MR. STICKLE

Coffee and . .



Coffee Hour



Coke Time

Stickle's Emporium



Dobodura

After the Mission







At the Ol' Ball Game



LT. TEITELBAUM



The Band Plays on



Jumpin' Jive



Afternoon Activity



# Special Service



Try this Sometime!

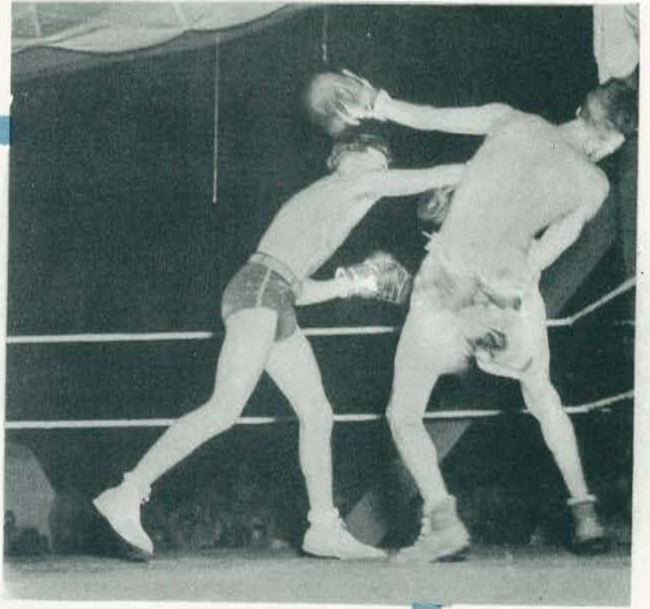
## Golden Gloves Stuff







R-R-Roosha



K. O. Punch



The Producers

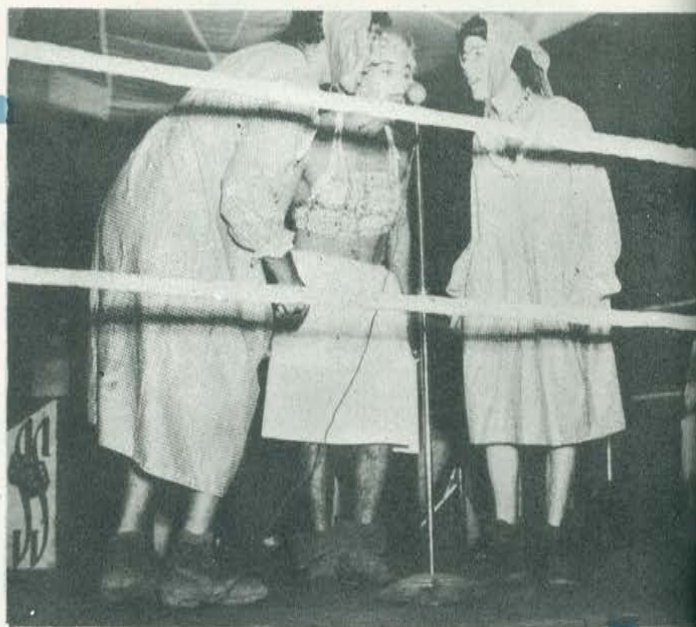


Shades of "The Voice"



# Special Service

Barber Shop Quartet



Andrews Sisters



Concerto!



Tommy Dorsey Stuff





*Special Service*



Whatta Game!



Capacity House



Sockol

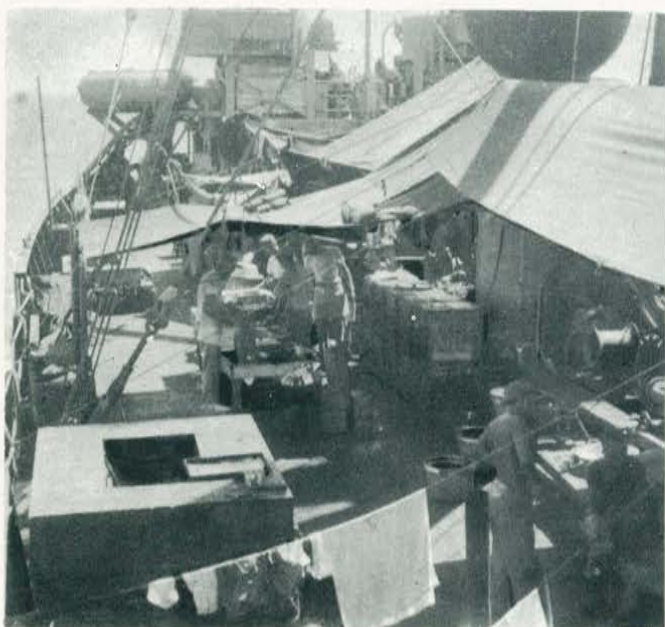


A Homer!



# Informal

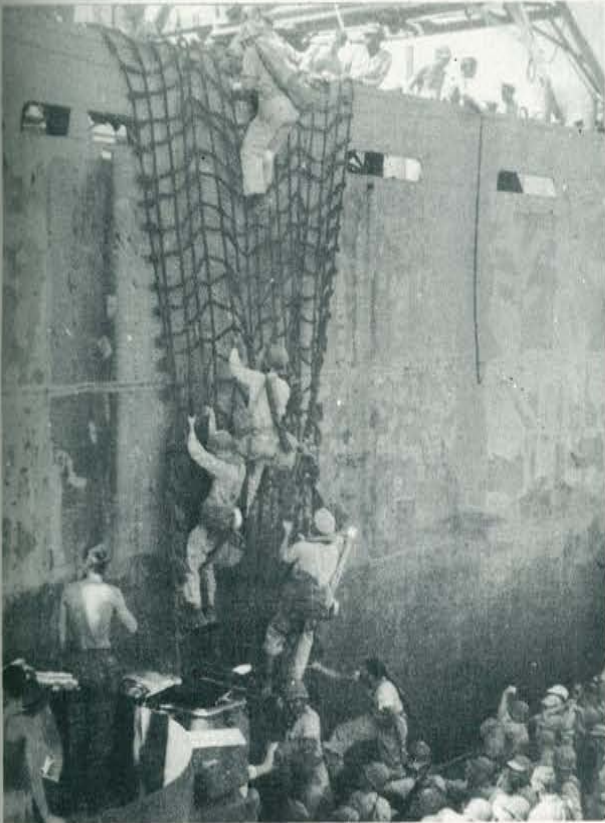
.. Before the Fireworks Began!





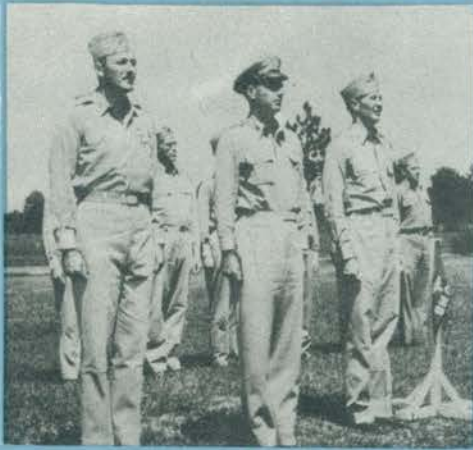
# Informal

Also before . . . .!





# Informal



Capt. Dorton—Colonel Lee—Colonel Saunders



"When good fellows get together."



Tonsorial ingenuity?



This ain't the Army!



Col. Lindbergh—Major Jackson—Col. Ellmore

More Mailmen!











# Headquarters Roster

- Allen, Willis L.**, T/Sgt, Allentown, Georgia
- Autuori, Louis**, Sgt, 6707-17th Avenue, Brooklyn, New York
- Baker, Cecil N.**, Sgt, 1539 Monroe Street, Omaha, 7, Nebraska
- Barber, Louis E.**, Cpt, 103 North Osceola Avenue, Clearwater, Florida
- Barnhill, David C.**, M/Sgt, East Wabash Avenue, Crawfordsville, Indiana
- Battista, Anthony R.**, S/Sgt, 442 17th Street, Niagara Falls, New York
- Baur, Willim F.**, Capt, 135 South 19th Avenue, Maywood, Illinois
- Beck, Gilbert L.**, T/Sgt, 927 North Park Street, Fairmont, Minnesota
- Berger, Charles C.**, Cpl, Olive, California
- Berliner, Sidney S.**, Capt, 856 Highland Avenue, Benton Harbor, Michigan
- Bessette, Lionel J.**, T/Sgt, South Wood Street, Chicago, Illinois
- Blackhurst, James W.**, Lt Col, 3406 Bate-man Avenue, Baltimore, Maryland
- Blanda, Joseph J.**, Pic, 14 Vicksburg Street, South Boston, Massachusetts
- Booth, Howard T.**, Cpl, 33 Allview Avenue, South Norwalk, Connecticut
- Born, Paul S.**, M/Sgt, 501 Oliver Street, Covington, Kentucky
- Bowers, Charles H.**, Sgt, 1127 Forrest Avenue, Gadsden, Alabama
- Brown, Clyde R.**, Cpl, 5427½ Atlantic Avenue, Long Beach, California
- Buhl, Francis M.**, S/Sgt, 2510 East Francis Avenue, Spokane, Washington
- Cameron, James D.**, Sgt, 906 Agricola Avenue, East Gadsden, Alabama
- Campbell, Frank L.**, T/Sgt, 714 Depot Street, Youngwood, Pennsylvania
- Carrier, Vergil**, M/Sgt, Amite, Louisiana
- Chickanzeff, John L.**, 1st Lt, 972 Manzanita Street, Los Angeles, California
- Cicmil, Mike**, Cpl, Box 321, Carson Lake, Minnesota
- Cleves, William B.**, Maj, 2253 Hollister Terrace, Glendale, California
- Couch, Willie L.**, Pfc, 501 Ray Street, Coalgate, Oklahoma
- Cronin, Thomas A.**, 1st Lt, 137 East 33rd Street, New York, New York
- Crowley, Austin J.**, Pfc, 17157 Vaughan, Detroit, Michigan
- Crummer, Robert J.**, Sgt, Sunshine Star Route, Kellogg, Idaho
- Davis, James G.**, F/Sgt, 2914 S.E. McCockle Avenue, Charleston, W. Va.
- DiNapoli, Tony**, Capt, Grandview Ave., Tiltonville, Ohio
- Dolham, Robert E.**, Cpl, 2 Main Street, Thomaston, Maine
- Dorton, Randall M., Jr.**, Capt, 34 25th Avenue, San Francisco, California
- Dracca, Michael A.**, S/Sgt, 522 West MacDonald Street, Joliet, Illinois
- Drayton, Henry H.**, Sgt, 920 East Adams Street, Jacksonville, Florida
- Eggersgluss, Ralph H.**, Cpl, Box 506, Buffalo, Minnesota
- Ellmore, Howard S.**, Col, 4318 Shore Drive, Sreveport, Louisiana
- Emerson, Homer D.**, Cpl, 1512 Jones Street, Fortworth, Texas
- Erickson, Elmer S.**, S/Sgt, Rt 1, Lake Odessa, Michigan
- Evans, Eldred W.**, Capt, 5806 Anita Street, Dallas, Texas
- Ewbank, William L.**, Maj, 814 Merchant Street, Emporia, Kansas
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- Farias, Jesse E.**, T/Sgt, 222 Kendrick, San Antonio, Texas
- Feingersh, Harry**, M/Sgt, 2010 Polk Street, Houston, Texas
- Fernandez, Lloyd V.**, Pfc, 220 South Mill Street, Santa Paula, California
- Ferrell, Oscar B.**, Pfc, Route 1, Cunningham, Tennessee
- Fidel, Jack**, Cpl, 2511 Surf Avenue, Brooklyn, New York
- Flathamm, Harry O.**, Maj, 405 Enston Avenue, Charleston, South Carolina
- Frease, Sylvester M.**, Cpl, Rt 5, Box 491, Evansville, Indiana
- Fritz, Theodore E.**, S/Sgt, Pelican Rapids, Minnesota
- Glogower, Sol**, Sgt, 2137 Clinton Avenue, Bronx, New York



## Headquarters Roster

- Graham, Malcolm J.**, Capt, 2204 N. W. 4th Avenue, Mineral Wells, Texas
- Green, Lawrence**, Pfc, 607 East Woodin, Dallas, Texas
- Greene, Warren A.**, T/Sgt, 88 Hartford Avenue, Wethersfield, Connecticut
- Grieco, Joseph R.**, Sgt, 2958 Harrison Avenue, Cincinnati, Ohio
- Griffin, Clyde M.**, Sgt, Route 1, Clyde, Texas
- Griffin, Jessie F.**, Pfc, Box 487, Bay Harbor, Florida
- Haley, Oscar C.**, Pfc, 5 N. 7th Street, Millville, New Jersey
- Harder, Raymond**, Pfc, 624 28th Street, San Bernardino, California
- Harmon, Charles W.**, Sgt, 511 Crawford Street, Arkadelphia, Arkansas
- Heise, Robert S.**, S/Sgt, 15 Dean Street, Annapolis, Maryland
- Hendrix, Henry L.**, Pfc, Rt 1, Box 807, East Moline, Illinois
- Henson, Andrew T.**, Cpl, Broadlands, Illinois
- Hill, George A.**, Pfc, 107 W. Harvey Street, Ely, Minnesota
- Hoggard, Floyd**, M/Sgt, New Castle, Texas
- Howson, Virgel A.**, Pfc, 502 Townsend Street, Midland, Michigan
- James, Lenue T.**, Cpl, 603 Arcadia Avenue, Winston Salem, N. C.
- Johns, Earl F.**, Capt, 3215 Mitchell Avenue, St. Joseph, Missouri
- Johnson, Charles W.**, Lt Col, Roff, Oklahoma
- Johnson, Milton W.**, Lt Col, Roff, Oklahoma
- Johnson, George A.**, S/Sgt, 2453 Main Street, Lawrenceville, New Jersey
- Kane, Theodore W.**, Sgt, 142 Hillcrest Avenue, Geneva, New York
- Keane, Paul A.**, Capt, 12 Thetford Avenue, Dorchester, Massachusetts
- Kelter, Walter J.**, S/Sgt, 49 Robinson Street, W. Lynn, Massachusetts
- Kerrigan, Thomas F.**, T/Sgt, 11-19 Seaman Avenue, New York City, N.Y.
- King, Clement E.**, S/Sgt, Box 334, Gambier, Ohio
- LaBarre, Kenneth A.**, 1st Lt, 35-31 221 Street, Bayside, Long Island, N.Y.
- LaBrie, Jack V.**, Pvt, 1327 Dwight Way, Berkeley, California
- Lang, William B.**, S/Sgt, 307 Forest Avenue, Jamestown, New York
- Larson, Jack E.**, 1st Lt, 2161 S. Owasso, Tulsa, Oklahoma
- Lawrence Clifford E.**, Pfc, Hay Springs, Nebraska
- Lazenby, James E.**, Maj, 2811 Adams Avenue, Ogden, Utah
- Leonard, Leo P.**, T/Sgt, 212 Western Avenue, Findlay, Ohio
- Madden, James D.**, Sgt, Rt 1, Walnut Grove, Mississippi
- Magee, Jefferson D., Jr.**, Maj, 619 N. Jackson, Glendale, California
- Mango, Howard T.**, Cpl, 1223 Elm Avenue, Brooklyn, New York
- Markham, J. B.**, Pfc, Box 39, Kilgore, Texas
- McMurtry, Cecil A.**, Pfc, Rt 1, Naylor, Missouri
- Meadors, Boyd Q.**, Cpl, Hally Hill, Kentucky
- Mendoza, Ernest R.**, Pfc, Sasp Amco, Texas
- Meyer, Charles J.**, Sgt, 2408 Windsor Avenue, Dubuque, Iowa
- Miller, Stanley R.**, Pfc, Rt 1, Bridgeton, Pennsylvania
- Mount, Ira C., Jr.**, T/Sgt, 8044 233rd Street, Bellerose, New York
- Nelson, Robert M.**, Lt Col, 237 N. Garfield Avenue, Peoria, Illinois
- Opel, Edward H.**, M/Sgt, 4242 -Flora Avenue, Kansas City, Missouri
- Owen, William F.**, Lt Col, 1559 Crest Road, Cleveland Heights, Ohio
- Payne, Edwin B.**, M/Sgt, 804 Elmwood, Kansas City, Missouri
- Pereira, Leonard**, Sgt, 26 Blake Street, Buffalo, New York
- Peterson, George K.**, S/Sgt, 909 E. Sheridan Street, Warsaw, Indiana
- Petran, Lawrence W.**, Sgt, 509 S. 4th Street, Aberdeen, South Dakota
- Porter, Robert T.**, Cpl, 2710 Dartmouth Avenue, St. Petersburg, Florida
- Price, Leonard**, Capt, 1282 Arthur Street, Muskegon, Michigan
- Prothro, William B.**, Pvt, 423 East 7th, Holdenville, Oklahoma
- Ramey, Lee O.**, S/Sgt, Beaver, Ohio
- Reber, Robert D.**, T/Sgt, 1127 Queen Street, Pottstown, Pennsylvania
- Regdon, Alexander A.**, 1st Lt, Box 338, Terrace, Pennsylvania
- Rini, August T.**, Capt, 3618 Yoakum, Houston, Texas
- Roark, Harry M.**, Capt, 1213 Beech Street, Duncan, Oklahoma
- Rockfeld, Max**, Pfc, 183 Jaret Street, Brooklyn, New York
- Rusdahl, Kenneth I.**, Capt, 505 N. 26th Street, Milwaukee, Wisconsin
- Salemi, Anthony A.**, Pfc, 1836-59th Street, Brooklyn, New York
- Santaiti, Charles W.**, Cpl, 1234 Rhode Island Ave., N.E., Washington, D.C.
- Scott, James L.**, Pfc, 814 Church Lane, Yeadon, Pennsylvania
- Sedivy, Benjamin P.**, Cpl, 4694 Hartell Street, Baumont, Texas
- Sellman, Robert A.**, Capt, 1541 N.W. 34th, Oklahoma City, Oklahoma
- Shobe, Russell J.**, Pfc, 811½ West Douglas, Wichita, Kansas
- Short, Ray D.**, Pfc, Rt 1, Thalia, Texas
- Silverstein, Jack**, S/Sgt, 8636 23rd Ave., Brooklyn, New York
- Staege, Leroy E.**, Pfc, 1525 S. 21st Lt., Milwaukee, Wisconsin
- Stephenson, Basil H.**, Cpl, Parnell, Kentucky
- Stoumbaugh, Andrew F.**, T/Sgt, (Crocker, Missouri
- Tanguay, Robert M.**, Cpl, 63 Forest Street, River Rouge, Michigan
- Taylor, Ralph E.**, S/Sgt 907 S. Virginia Avenue, Marion, Illinois
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# 672<sup>nd</sup> Squadron



"Tomahawks"

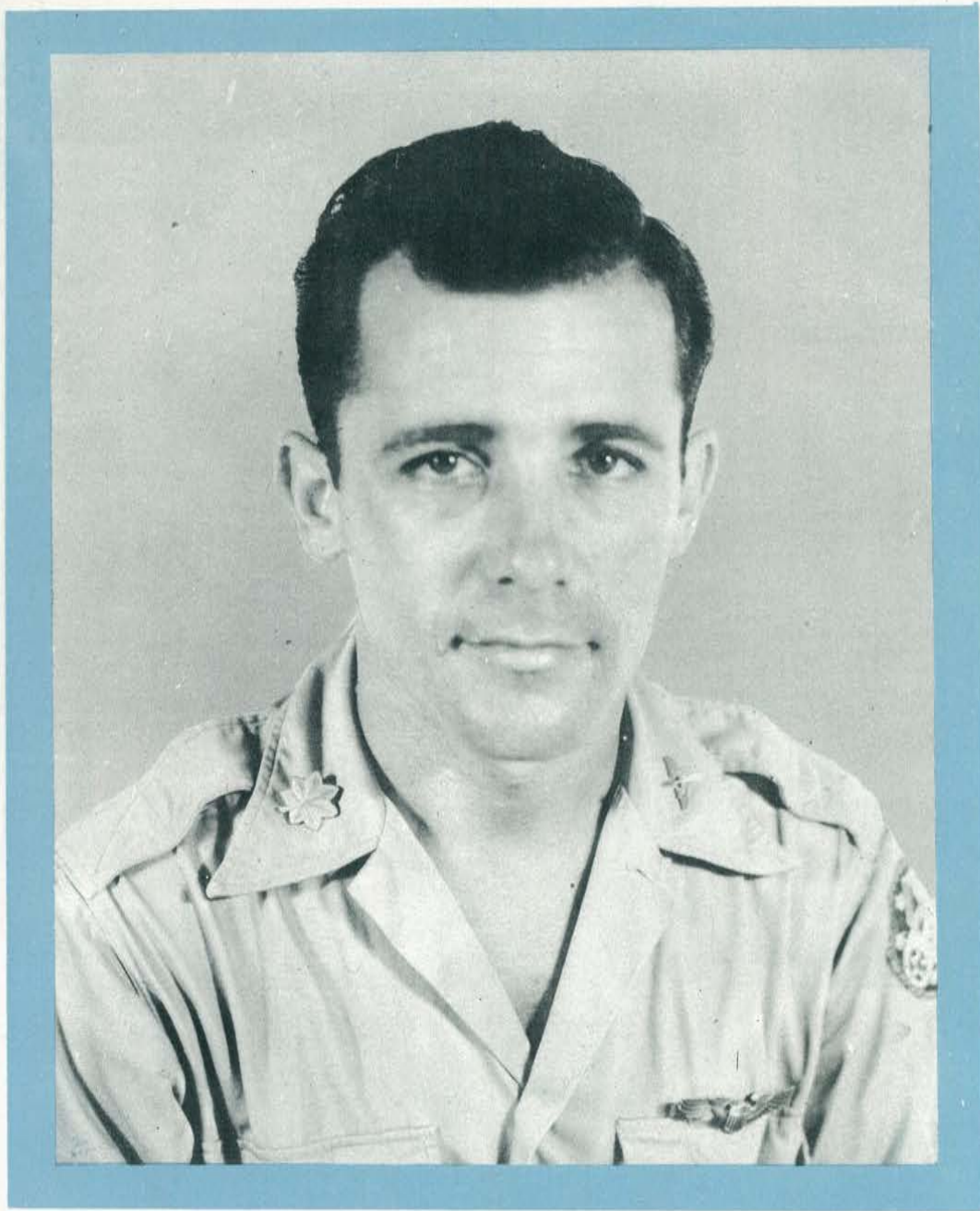




672nd COMBAT PERSONNEL







MAJOR ROBERT H. KRUMLAUF  
Commanding Officer





# Personnel



CAPT. ELLIS

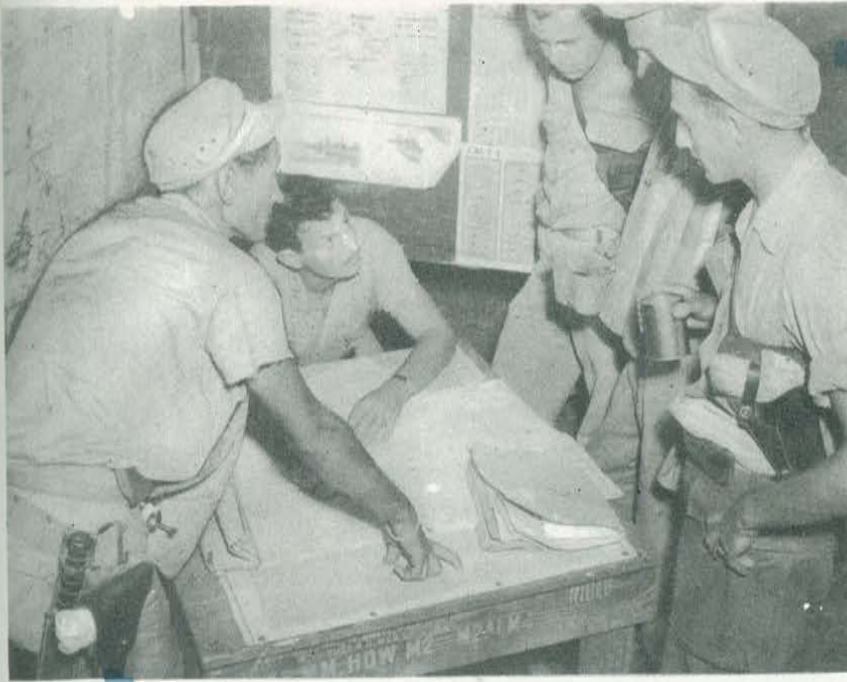


F/SGT. ASHMORE



CAPT. LINDBLAD





CAPT. BRIED



S/SGT. FOSTER



# Operations



CAPT. LUND



S/SGT. KRAMER



CAPT. STUART



# Transportation and Supply



L.T. MERCER



S/SGT. BENNETT



S/SGT. HARPER



Engineering



CAPT. FINLON



LT. McKENNA

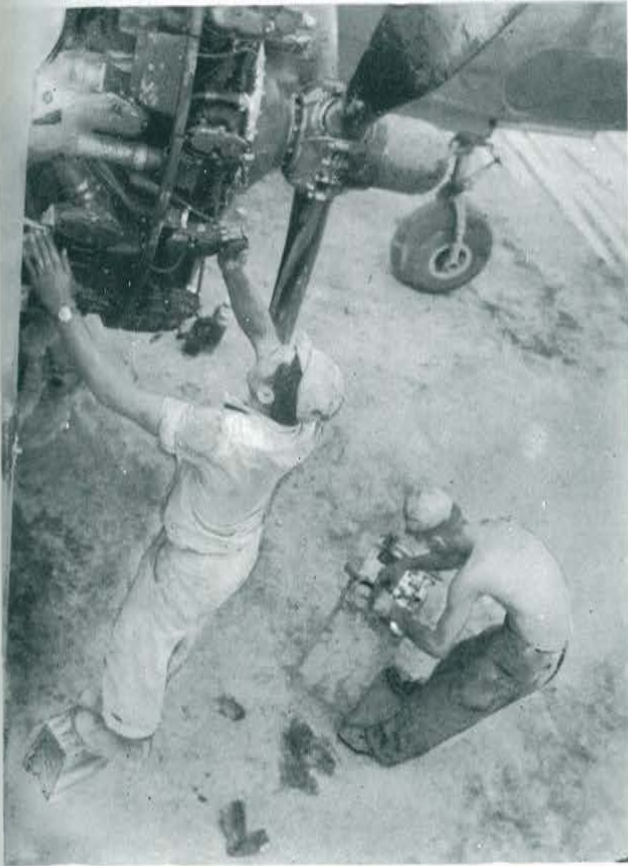




# Engineering



M/SGT. MATULA



S/SGT. JACKSON





# Armament

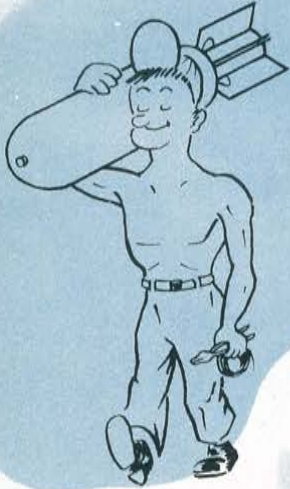


CAPT. KAISER



M/SGT. CUTLER





LT. DAVIES



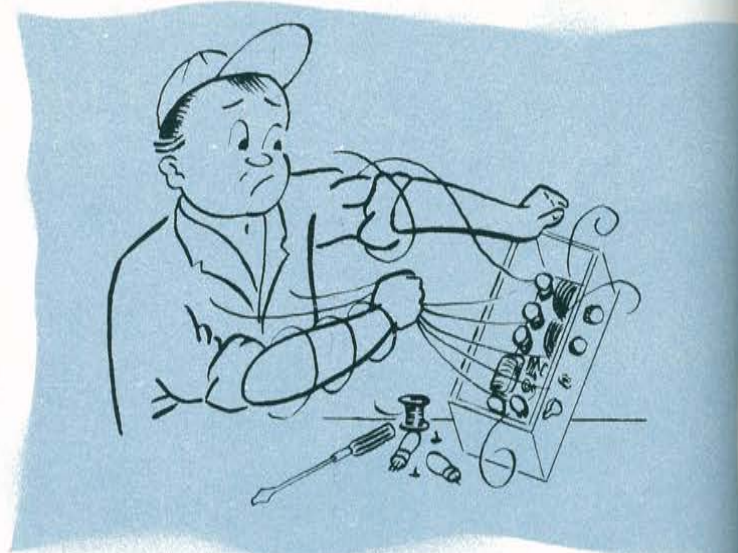
T/SGT. ANTONETTE



# Communications



CAPT. BLISS



T/SGT. LUKER





S/SGT. FRIER





*Medics*



CAPT. HEALY



S/SGT. NEWELL



The Lady Beautiful



Three Yanks and a Yank!



Poultry Producers



Jap Souvenirs



Housing Project



# Combat Crews



# Combat Crews



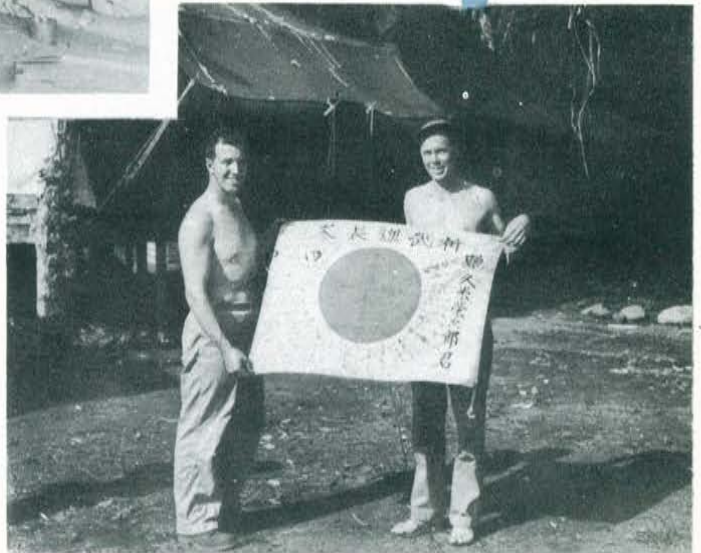


# Officers' Club

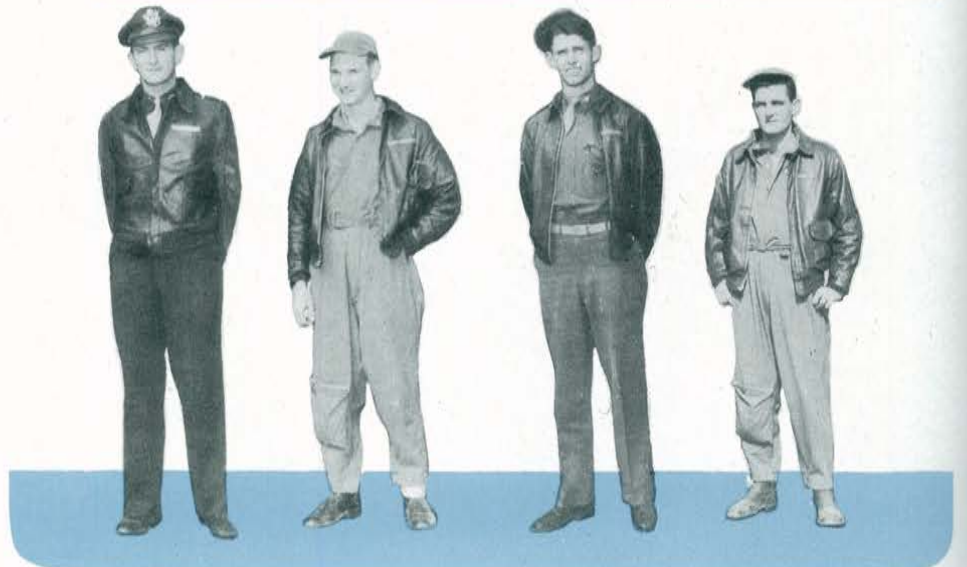




# Officers' Club













Country Gentlemen



Another Mission Completed



If You Could Only Cook . . .



It's a Rough War!



Surf Sailors





Mail Call



Fore!



Portrait of a Problem in Pinochle



Boys will be Girls!



Cock Fight





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673<sup>rd</sup> Squadron



"Flyin' Cowboys"





673rd COMBAT PERSONNEL







MAJOR WILLIAM T. DOUTHWAITE, JR.  
Commanding Officer





# Personnel

**CAPT. CRAWFORD**



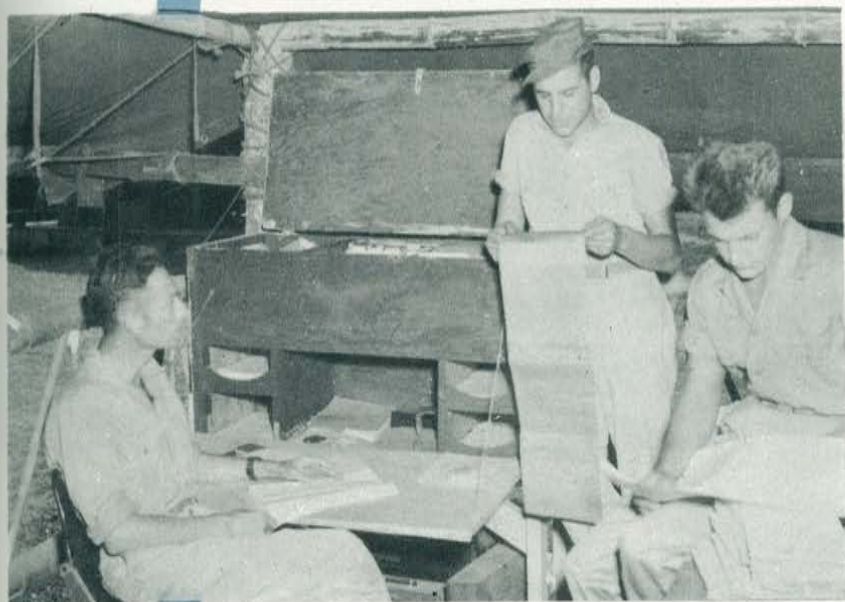
**F/SGT. WHEATLEY**



**CAPT. ANDERSON**







CAPT. ADAMS



S/SGT. RADOMSKI



LT. LARSON



# Operations



LT. JENNINGS



S/SGT. HICKMAN

CAPT. WORSHAM





# Transportation and Supply



LT. HOLBERT



S/SGT. FRANCE





# Engineering



M/SGT. LLOYD



SGT. BRIC





# Engineering



CAPT. KLOPP



M/SGT. MORRISON

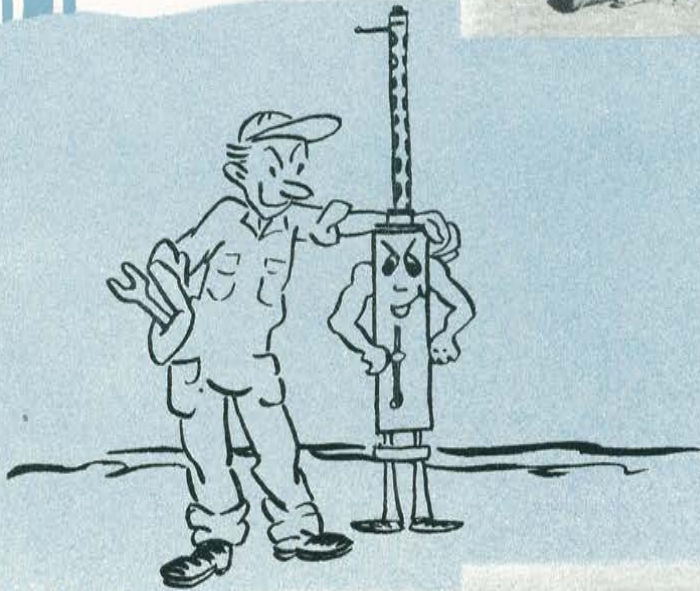




# Armament



CAPT. WOLFF



M/SGT. WOLFE









# Communications



LT. DUDENHOFFER



M/SGT. HUTCHISON







S/SGT. BLACKBURN





# Medics



CAPT. OLECHOWSKI



S/SGT. SPIEGEL







The Smith Brothers—sans beard—No?



Bull Session!



Now this is the way we did it . . .



"B & G" Fancy Laundry





# Combat Crews





# Combat Crews













# Officers' Club





Officers' Club





# Informal

The "Ole Man!"



Beer Call!



Men at Work



All Clear!



"Waldorf Grill"—P. I. Style



Steady now . . . hold that pose!





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# 674<sup>th</sup> Squadron



"Wolf Pack"





674th COMBAT PERSONNEL







MAJOR WILLIAM A. STELLENWERF  
Commanding Officer





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CAPT. DANTZLER



F/SGT. BYRNE



CAPT. MACON



S/SGT. C. BYRNE



# Intelligence



**CAPT. LEWIS**



**LT. FETSCHAN**



**S/SGT. GREEN**



# Operations



CAPT. DeLATTE



S/SGT. ROACH

LT. ARNETT





# Transportation and Supply



LT. MOORE



S/SGT. BROWN



S/SGT. BLOOMSTROM



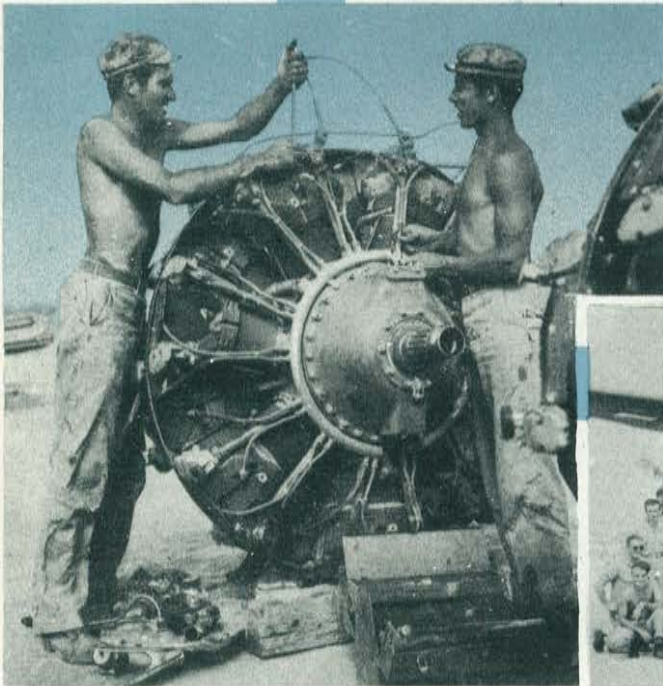
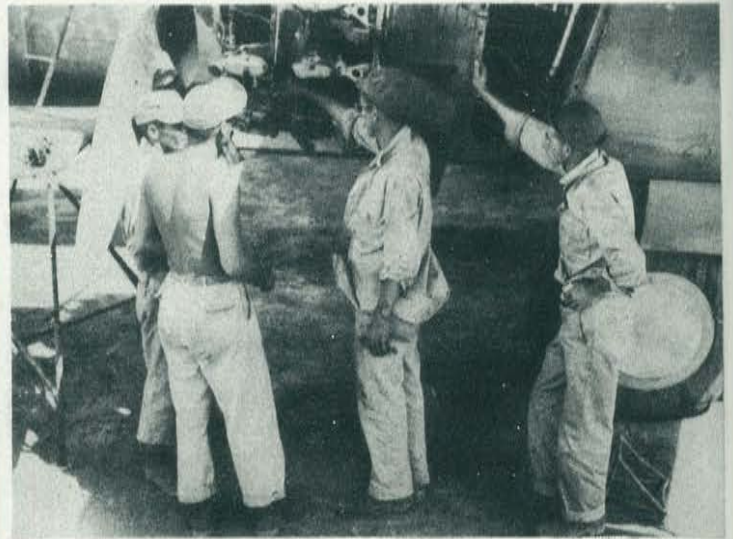
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CAPT. NAERT



M/SGT. TROUTMAN





# Engineering



LT. CIESIELSKI



S/SGT. DALEY





# Armament



CAPT. EVANS



M/SGT. DODD





# Ordnance



LT. GEORGE



T/SGT. GRITZEN



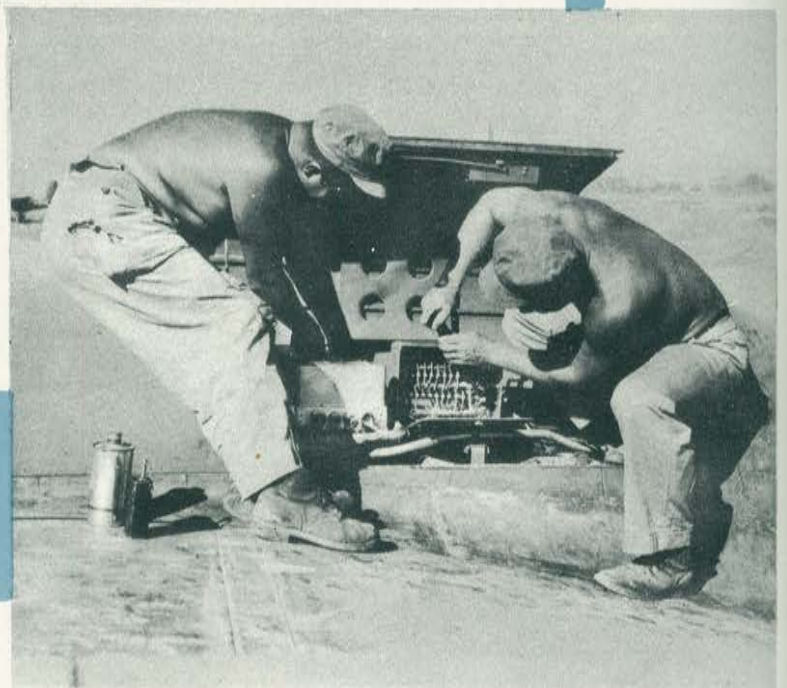
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CAPT. LONG



M/SGT. CLAIBORNE







S/SGT. SERAFINI



*Medics*  
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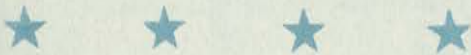


# Combat Crews





# Combat Crews





# Officers' Club





Officers' Club







MAJOR KLEIN









# Informal



Hothouse



PX Patrons



Wonder what's in 'em?



Monkey and Friends



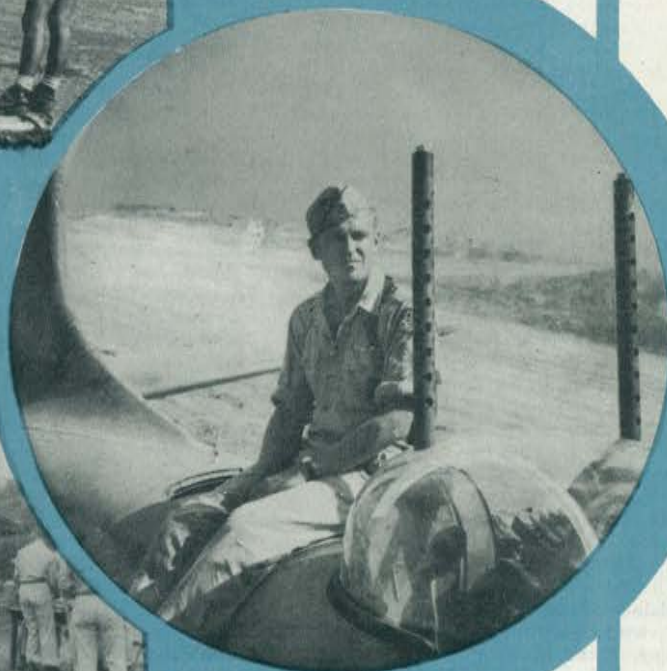
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# 675<sup>th</sup> Squadron



"Dauntless Demons"



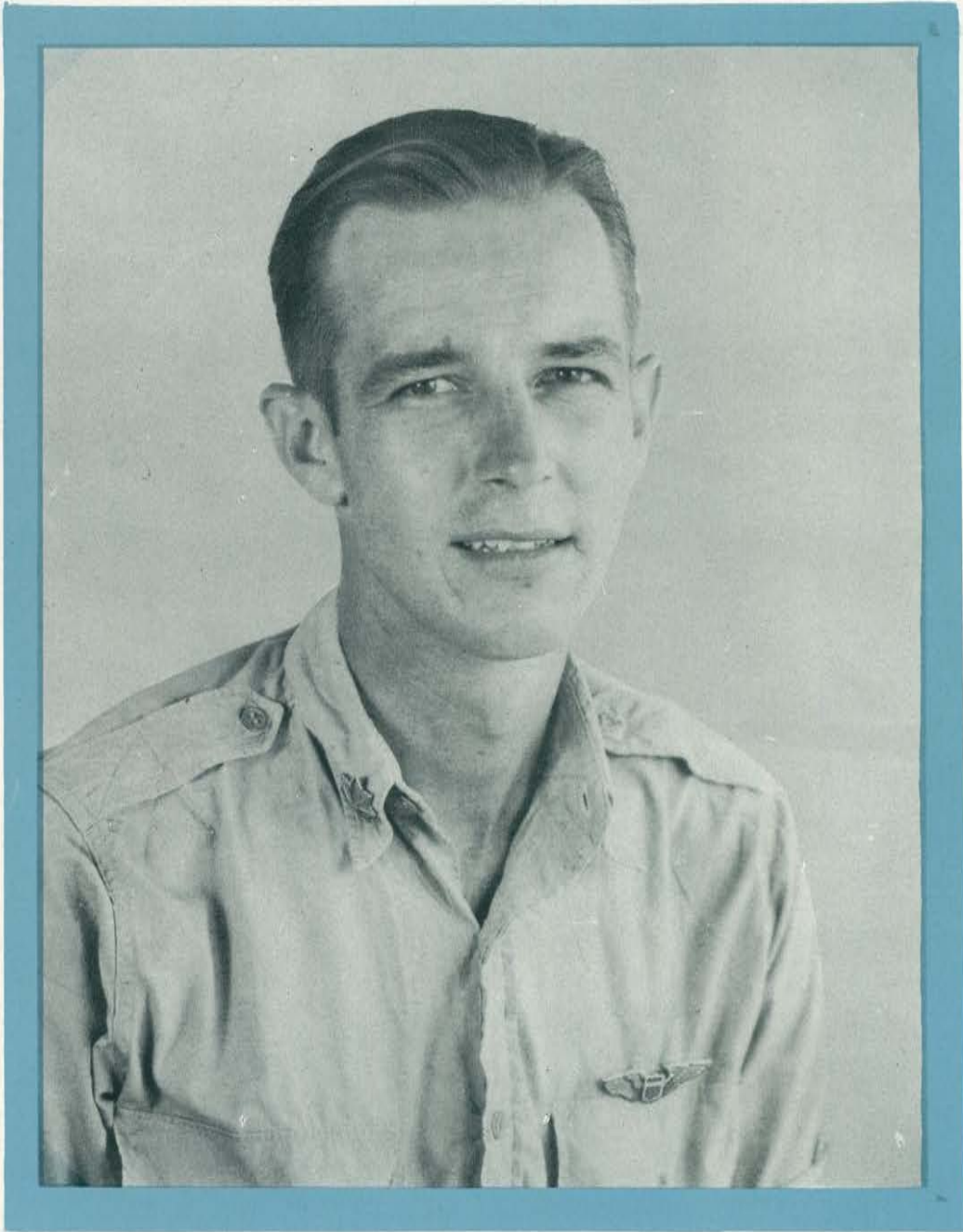


675th COMBAT PERSONNEL



*"Bombing Bombers"*





MAJOR KENNETH E. ROSEBUSH  
Commanding Officer





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CAPT. MASON



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S/SGT. ISBELL





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T/SGT. TACQUARD





# Engineering



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# Armament



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SGT. BISHOP





# Ordnance



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S/SGT. DUKE



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WE KNEAD IT



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AND PERSONAL EQUIPMENT



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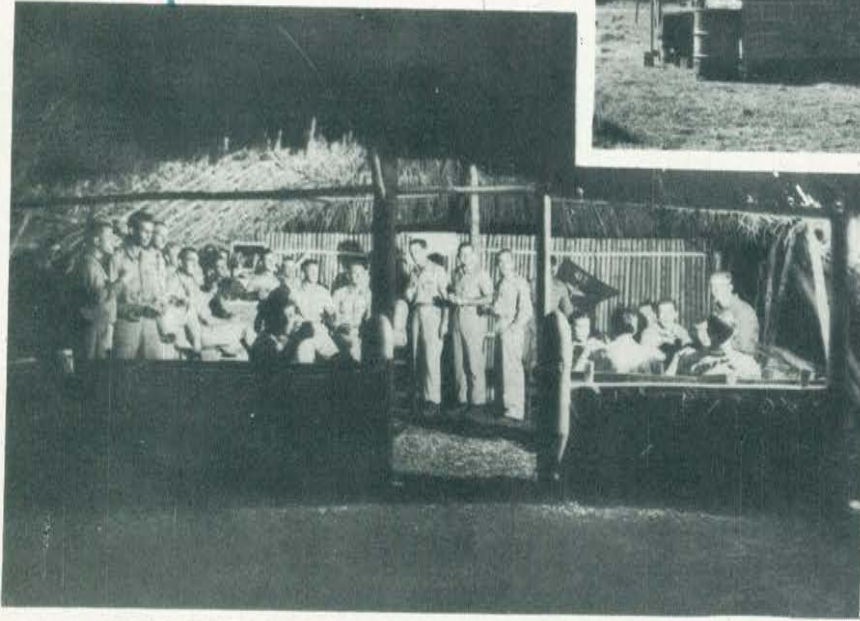


# Combat Crews





# Officers' Club





Officers' Club







MAJOR MOSER

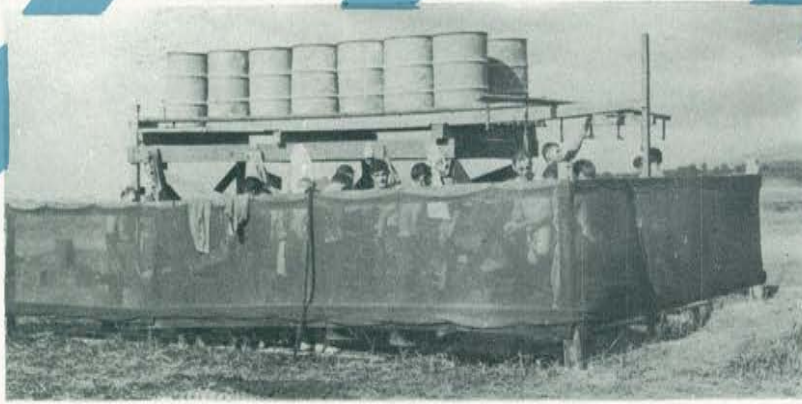








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852<sup>nd</sup> Chemical



"Fighting Cocks"









CAPTAIN JAMES M. WILKINS  
Commanding Officer





### *ACTIVATION*

The 852nd Chemical Company was activated on the 1st of May 1942 at Grenier Field, New Hampshire, with Major Swackhammar as the first Commanding Officer. Eight men were picked from the Second Chemical Detachment at Edgewood Arsenal, Maryland, forming the nucleus around which the Company was built. The first four months of activities for this small group of men included instructions in use of chemical warfare, individual and collective protective equipment, etc. Among those units, which were trained were regular Army Personnel, members of Police and Fire Departments and Army Nurses.

During the first part of October 1942, the cadre was transferred to Herbert Smart Airport at Macon, Georgia, where the Company was brought up to full strength. Most of the new men were raw recruits with only a few days' service.

### *BASIC TRAINING*

Here at Macon began thirteen weeks of indoctrination. These tortuous days passed somehow and it was a greatly relieved group of men that left Macon for Camp Sibert, Alabama, to take advanced training. The program there called for more basic training in addition to practice bivouacs, etc.

Fourteen weeks later the company moved back to Macon, Georgia, where we were subjected to four more weeks of training in Tactics and Techniques of Chemical Spray. Then off to maneuvers at Waycross, Georgia, where we filled practice missions for a P-51 Fighter Group.

In June 1943, we were sent back to Macon, Georgia, where our present Commanding Officer, Captain James M. Wilkins, joined us. After three weeks of getting over the "hangover" of maneuvers we were sent to Greenville, South Carolina, for more maneuvers and training.

### *P. OF. E!*

Suddenly it came! GI grapevine was buzzing with rumors that we were committed to overseas. So back to Macon for final exams. A week of feverish bustle to get records up, physical check-ups, impedimenta packed, and of course those last few hours with loved ones. And then came that last long train ride that ended all sprees in town over week-ends and hopes of that last furlough.

Then a few days at POE. More inspections and check-ups, daily hikes, obstacle courses and lectures. And finally late one Sunday night the order came to pack up



our bags and say good bye to the good old U.S.A. Late at night the company boarded a big transport which soon left the coastline of California in the dark past.

#### *EN ROUTE*

There were a few hazy days then curiosity gradually overcame shaky legs and we stumbled up to a rolling deck, held on to the rail for dear life, and stared at sea, sea and more sea. Sight-seeing immediately proved a monotonous pastime. We tried cards, dice, checkers and pocket editions until each in turn became the essence of boredom.

Land Ho! After endless days and nights on an expanse of ocean, there is nothing more glorious than that first shadow taking shape on the horizon. Lone islands grew into groups and then finally the mainland of Australia. Two days were spent aboard ship in the harbor but the order did not come to debark. And then, suddenly we were under way again.

A few more days of salt water, wild rumors and then New Guinea. From the rail it looked as though Hollywood might be right there, but after negotiating the hazardous trip down the gang plank under full field equipment and barracks bags, A and B, we waddled ashore and were completely disillusioned. No Dorothy Lamour, no grass skirts, just mud, mud, and more mud. But it was good old Terra Firma again.

#### *DESTINATION TOKYO*

Our first few months in New Guinea were dull and uneventful. Eventually we were attached to the 417th Sky Lancers and later moved to the Philippines, where we performed our first tactical mission. The results gave us a feeling of satisfaction and pride. At last we have begun to justify our long months of training, preparation, and waiting—and being over here! We also had our baptism under fire.

Our motto, "PER ASPERA AD ASTRA," "Through difficulties to the Stars," is our guiding light and aspiration. No matter how rough the going is or how little we have, we use every trick of Yankee ingenuity to make things the best. Our campsites and mess are second to none. It has been a great source of pride to us to live as comfortably as possible under the circumstances and carry on our assigned task with maximum efficiency. Our motto will continue to guide through to the end and when it is all over, we will feel that we have contributed our share towards making this and future worlds, a better place in which to live.



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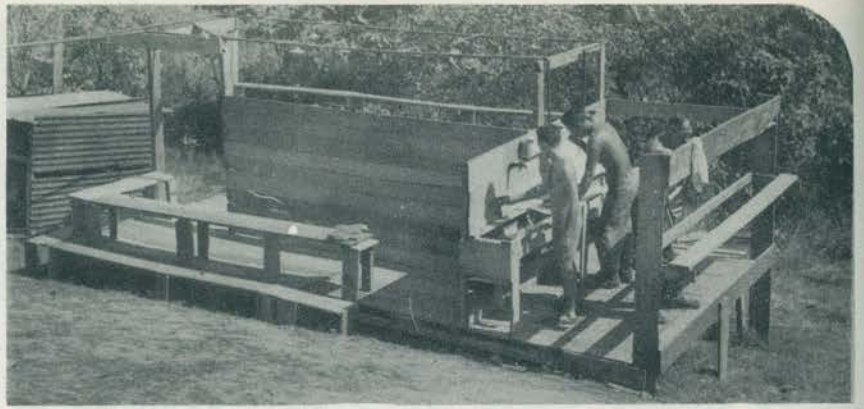
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Section Eight?

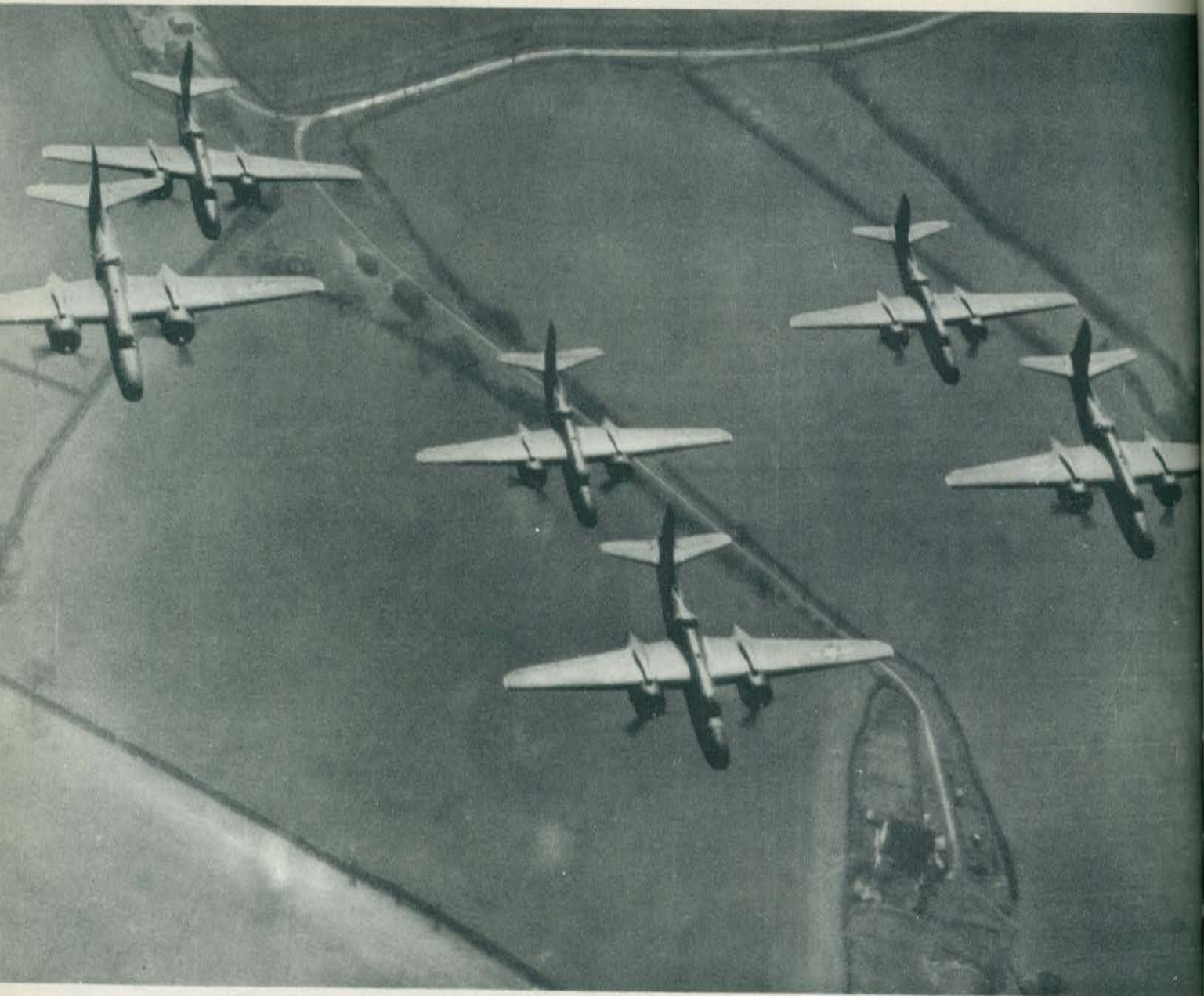




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- Shay, Merle J.**, T/Sgt, RFD 1, Wellsville, New York
- Sloat, Robert B.**, Cpl, 11 Sunnyside Avenue, Dumont, New Jersey
- Smith, Harry L.**, Pfc, 625 Byrd Street, Tommonsville, South Carolina
- Sodaitis, Jerome**, 1st Lt, Box 37, Llewellyn, Pennsylvania
- Sroka, Thomas**, S/Sgt, RD 1, Quakertown, Pennsylvania
- Stair, Benjamin F.**, Pfc, 13016 Woodside Avenue, Cleveland, Ohio
- Starck, John A.**, T5, 121-01 Merrill Street, Jamaica, New York
- Stashick, Leo T.**, Pfc, 1133 W 19th Street, Lorain, Ohio
- Stevenson, Francis M.**, Pfc, Leeds, South Carolina
- Stoqner, Grover**, Pfc, Rt 2, Sandy Hook, Mississippi
- Striegl, Carl E.**, T5, Rt 2, Monday, Texas
- Stuff, Cloa**, Pfc, Cincinnati, Iowa
- Taylor, Daniel J.**, S/Sgt, 59 North 6th Street, Newark, New Jersey
- Thielke, John W.**, T5, Appleton, Minnesota
- Thomas, Charles D.**, T5, Cassville, Missouri
- Trus, Eusebius J.**, T5, 1950 Superior Street, Detroit, Michigan
- Turner, C. V.**, Pfc, Rt 3, Lincolnton, North Carolina
- Viola, Andrew J.**, Pfc, 1955 59th Street, Brooklyn, New York
- Walker, Robert E.**, Pfc, 1515 Pennsylvania Avenue, Springfield, Missouri
- Waller, Albert J.**, Pfc, Rt 4, Box 35, Salisbury, North Carolina
- Weldon, Loius K.**, Pfc, 68 Oakland Avenue, Pawtucket, Rhode Island
- White, James C.**, Pfc, Davidson, North Carolina
- Wilkins, James M.**, Capt., Rt 1, Box 136, Pisgab, Alabama
- Yoder, Zane J.**, T5, Hubbard Oregon
- Young, Thomas A.**, Keesville, New York
- Zaba, Edward J.**, Cpl, 2026 West Coulter Street, Chicago, Illinois
- Zablocki, Benjamin T.**, Pvt, 419 York Street, Jersey City, New Jersey
- Zuck, William C.**, Cpl, 699 River Road, Teaneck, New Jersey





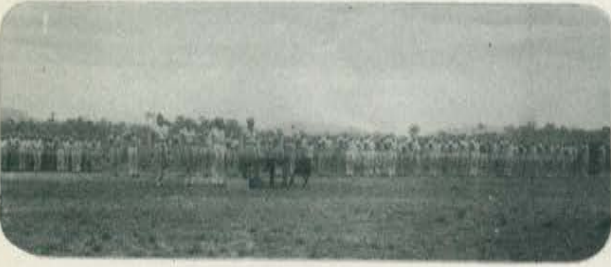
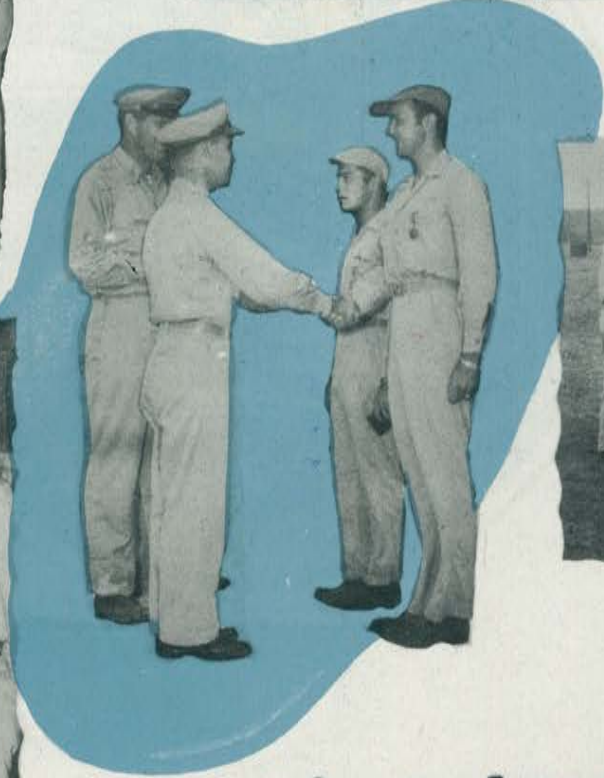




*Awards  
and Decorations*



*Presentation of Awards*





*Presentation of Awards*





# Awards and Decorations

## LEGION OF MERIT:



for exceptionally meritorious conduct in the performance of outstanding services.

Col. Jack W. Saunders

Col. Howard S. Ellmore



## SILVER STAR:



for gallantry in action.

Lt. Col. Milton W. Johnson\*

Major Alfred L. Moser

Col. Howard S. Ellmore\*



\* Oak Leaf Cluster





# Awards and Decorations

## DISTINGUISHED FLYING CROSS:



for heroism or extraordinary achievement while participating in aerial flight.

Lt. Milton H. Aycok  
Col. Howard S. Ellmore  
S/Sgt. Robert F. Evans  
Major Charles W. Johnson

Lt. Col. Milton W. Johnson  
Major Raymond P. Klein  
Capt. Robert T. Mitchell  
Lt. Erving H. Morley

## BRONZE STAR MEDAL:



for heroic or meritorious achievement or service not involving participation in aerial flight, in connection with military operations against the enemy.

Capt. William F. Baur  
Sgt. Frederick W. Landis

S/Sgt. Harry J. Wahlen  
Sgt. Lowell E. Westfield

## SOLDIER'S MEDAL:



for heroism not involving actual conflict with an enemy.

Sgt. James G. Greico

T/Sgt. Gilbert L. Beck\*

Sgt. James D. Madden

\* Oak Leaf Cluster





# Awards and Decorations



## AIR MEDAL:



for meritorious achievement while participating in an aerial flight.

Capt. Duane A. Aamodi\*  
 Lt. William H. Ackerson  
 S/Sgt. Gerald T. Adams\*  
 S/Sgt. Myles D. Alderman  
 Lt. Alvin H. Allison  
 Lt. Roy F. Andermann\*  
 S/Sgt. James K. Andrews  
 S/Sgt. Gene Anselmo  
 S/Sgt. Donald M. Appler\*  
 F/O Norman I. Axelrod  
 Lt. Milton H. Aycok  
 S/Sgt. Albert S. Bagg  
 Capt. Gilbert L. Barta  
 S/Sgt. Thomas L. Bary  
 S/Sgt. Allyn M. Bates  
 S/Sgt. Verner M. Beck  
 Lt. Rodney D. Beckel  
 S/Sgt. Edward C. Benz  
 S/Sgt. Amos L. Berlin  
 S/Sgt. James H. Bewley  
 S/Sgt. Robert W. Bicket  
 S/Sgt. Thomas Y. Biggert  
 Lt. Olen C. Billingsley  
 Capt. Benjamin E. Blackwell\*  
 S/Sgt. George E. Blatchley  
 S/Sgt. Francis C. Boarman\*  
 Capt. William L. Boodger, Jr.\*\*  
 S/Sgt. Richard W. Boudreau  
 Lt. Robert L. Braddock  
 Sgt. Bernard B. Brady  
 S/Sgt. Joseph L. Brais  
 S/Sgt. Sol. R. Brauner  
 Capt. Albert C. Brokamp  
 S/Sgt. Carl D. Brower  
 S/Sgt. Clyde W. Brown  
 S/Sgt. Joyce K. Brown\*  
 S/Sgt. Robert H. Browning  
 S/Sgt. Marshall T. Bruner  
 Capt. James M. Burnham III  
 S/Sgt. Frank M. Bynum  
 Capt. Arthur S. Cadmus\*  
 S/Sgt. William R. Campbell  
 Capt. Edward F. Carmody  
 S/Sgt. Ray S. Carpenter  
 S/Sgt. Walter L. Caskey  
 S/Sgt. William R. Casey\*  
 S/Sgt. William R. Chapman  
 Lt. Richard P. Chenot  
 S/Sgt. James R. Christenson  
 S/Sgt. Henry A. Christopherson  
 S/Sgt. Glenn E. Clark  
 S/Sgt. Morris Cohen  
 S/Sgt. Silvio J. Colaci  
 S/Sgt. James L. Collett  
 S/Sgt. Hershall R. Compton

Sgt. Roger W. Cook  
 S/Sgt. Jack W. Corbett\*  
 Lt. Harold Cornfeldt  
 S/Sgt. Logan H. Cramer  
 S/Sgt. Harold Crookham\*  
 Capt. Phillip R. Crow  
 S/Sgt. Ulys C. Crowe  
 Lt. Floyd F. Damman  
 Capt. Edward L. Davidson\*  
 Capt. Vincent E. Davis  
 Capt. Warren A. DeLatta\*\*  
 Capt. James E. Dickey\*  
 Lt. Stanley P. Domier  
 Capt. W. T. Douthwaite, Jr.\*\*  
 S/Sgt. Oscar G. Dragon  
 S/Sgt. Gordon P. Duffy  
 S/Sgt. Joseph W. Duganich  
 S/Sgt. Roger F. Dunham  
 S/Sgt. Edwin L. Dunn  
 S/Sgt. Tony E. Duran  
 S/Sgt. George C. Dutchman  
 S/Sgt. Clayton L. Earl  
 Capt. Orville N. Eastland  
 S/Sgt. Morris J. Edlinski  
 S/Sgt. Billy E. Ellis\*  
 Col. Howard S. Ellmore  
 S/Sgt. George E. Ertzbischoff  
 Lt. Douglas E. Fairchild  
 Capt. Paul E. Fidler  
 S/Sgt. Alfred Figureid  
 S/Sgt. James F. Frady  
 Lt. Richard A. Fraker\*  
 Lt. Morris G. Frederickson  
 S/Sgt. Jack A. Garrett  
 S/Sgt. Wade C. Goldston  
 S/Sgt. Fred G. Gramm  
 S/Sgt. William O. Graham  
 S/Sgt. Robert E. Greaney  
 S/Sgt. Albert C. Green\*  
 S/Sgt. Rinaldo F. Greenamyser  
 Lt. Arthur R. Gresens  
 Lt. Thomas R. Grimes  
 S/Sgt. Ervin J. Gromowski  
 S/Sgt. Harold H. Groover  
 Lt. Jacob Guikema  
 S/Sgt. Edward A. Gutowski\*  
 Capt. Irvin B. Hans, Jr.\*  
 S/Sgt. Stephen F. Fallow  
 Lt. Duane G. Hamilton  
 Lt. Marion A. Harcourt  
 Sgt. Charles W. Harry  
 S/Sgt. Raymond S. Haynie  
 Capt. Willford A. Hayworth\*  
 Lt. Robert F. Hedlin\*  
 Lt. Donald W. Helman

Lt. Allan W. Hiersch  
 Lt. Forrest E. Hight  
 Lt. Donald W. Hill  
 S/Sgt. Ozra L. Hill  
 S/Sgt. William N. Hoggatt  
 S/Sgt. William T. Holden\*  
 Lt. Raymond C. Holmes\*  
 S/Sgt. William H. Holt\*  
 S/Sgt. Leonard C. Hunt\*  
 Lt. Alexander Ingram  
 Lt. Charles E. Irving  
 Major Glenn L. Jackson\*  
 S/Sgt. Frederick Jansohn\*  
 Lt. Edward H. Jena  
 Lt. Ralph M. Jennings  
 Lt. Col. Charles W. Johnson\*  
 Lt. Col. Milton W. Johnson\*  
 Lt. Oliver Q. Johnson  
 Capt. Michael Jovanovich\*  
 S/Sgt. George W. Kerr  
 Capt. Eldred E. Kellogg\*  
 S/Sgt. Fred E. King  
 Lt. Paul B. King\*  
 Major Raymond P. Klein\*  
 Capt. Donald L. Kline\*  
 S/Sgt. George W. Klippstein  
 Lt. Joseph M. Knapp  
 Capt. Harold R. Kohart  
 S/Sgt. John F. Kramer  
 Major Robert H. Krumlauf\*  
 Lt. Robert N. Kunselman  
 Lt. Kenneth A. LaBarre\*  
 S/Sgt. Leo Lapan  
 S/Sgt. Donald E. LaForte  
 S/Sgt. Clarence O. Leonard  
 Capt. Jack W. Lingo\*  
 Capt. Harry A. Liss  
 S/Sgt. Francis C. Long  
 S/Sgt. Edward Lopez  
 Lt. John H. Loscutoff  
 Lt. Paul Lucas\*  
 S/Sgt. Robert Ludwig, Jr.\*  
 Capt. Homer L. Lund  
 Lt. William H. Lyle, Jr.  
 Capt. William F. Magee\*\*  
 Lt. Richard A. Mahoney\*  
 S/Sgt. Alfred L. Mailhot  
 S/Sgt. Francis L. Malone  
 S/Sgt. Nicholas J. Manni  
 S/Sgt. William L. Maness  
 Sgt. Leo Manousos  
 S/Sgt. Carl C. Mangles  
 S/Sgt. Andrew L. Martin  
 S/Sgt. Alpheus A. McCord  
 Lt. Samuel W. McDonnell\*



# Awards and Decorations

Capt. Richard V. McGaughey  
 S/Sgt. George B. McFerran  
 S/Sgt. William C. Meeks, Jr.  
 Capt. Robert F. Meeker\*  
 S/Sgt. George I. Middleton  
 F/O John L. Miller  
 S/Sgt. Wade H. Miller  
 S/Sgt. William Q. Miller  
 S/Sgt. George Minichino\*  
 Capt. Robert T. Mitchell\*  
 Lt. Matthew P. Montee  
 Lt. William B. Morrow  
 Lt. Ervin H. Morely  
 S/Sgt. Raymond J. Morocco  
 Major Alfred L. Moser\*\*  
 S/Sgt. John L. Moulton  
 S/Sgt. Benny J. Mukonis  
 S/Sgt. Edward J. Murphy\*  
 S/Sgt. Francis E. Murphy  
 Capt. John W. Nankervis\*  
 Lt. Col. Robert M. Nelson\*  
 Lt. Edward P. Nicolay\*  
 Lt Paul Noel  
 S/Sgt. R. A. Nowaczewski\*  
 Lt. Norman L. Olson  
 Lt. McCoy E. Palmer\*  
 Sgt. Napoleon J. Pardo  
 Lt. Victor Paschild  
 Capt. Norman G. Patterson  
 Capt. George W. Patton  
 T/Sgt. Steve J. Pavolvsky  
 S/Sgt. Clarence L. Peterson

Capt. Harold E. Peterson\*  
 Lt. Raymond C. Pharis  
 Capt. James A. Pittman  
 S/Sgt. Lawrence Polacek\*  
 Capt. Raymond N. Pollitt\*  
 Capt. Hugh J. Posner\*  
 Lt. William T. Powell  
 Captain John E. Pryor  
 Lt. Robert L. Quinn\*  
 S/Sgt. Anthony J. Reuland  
 Lt. Richard E. Rhodes  
 Lt. Loyd G. Rogers\*  
 S/Sgt. Jerome W. Rosoff  
 S/Sgt. John R. Rounds  
 Lt. Howard E. Saar  
 Lt. Arthur G. Schenck  
 S/Sgt. Glenn J. Scott\*  
 S/Sgt. James D. Sellens  
 S/Sgt. James W. Sharp  
 Capt. John W. Simmons, Jr.  
 Lt. Donald L. Skeels  
 Lt Junior H. Smeltzer  
 S/Sgt. John A. Snee\*  
 S/Sgt. Walter M. Southern  
 S/Sgt. George D. Stapleton\*  
 S/Sgt. Joseph J. Steen\*  
 Major William A. Stellenwerf  
 S/Sgt. Charles L. Stewart  
 T/Sgt. Alvin W. Stookey  
 Capt. William A. Stuart\*  
 Lt. Jeremiah J. Sullivan

Capt. William C. Sullivan\*  
 Lt. Norman J. Summers  
 Lt. Arnold P. Teague  
 S/Sgt. Harold A. Terry  
 Capt. Robert C. Tesar\*  
 Lt. Kramer Thomas, Jr.  
 S/Sgt. Joseph E. Thompson  
 S/Sgt. Burton Tobor  
 S/Sgt. George Tomchick  
 S/Sgt. William R. Trinkle  
 Lt. Norman R. Tucker  
 Capt. Frank D. Upchurch, Jr.  
 S/Sgt. Maurice F. Upperman  
 S/Sgt. Floyd Valentine  
 Sgt. Robert M. Vasquez  
 Capt. Robert B. Wallace  
 S/Sgt. Carl F. Ward  
 S/Sgt. Lewis D. Warga  
 Lt. Duane W. Waters  
 S/Sgt. James P. Wedel  
 Lt. Charles D. Weir\*  
 S/Sgt. Mark F. Wertman\*  
 Capt. William H. Wescott  
 Lt. William B. Whitbeck\*  
 S/Sgt. Raymond J. Winchell  
 S/Sgt. John B. Wight  
 Lt. Edward W. Winslow  
 S/Sgt. Billie S. Workman  
 Capt. George E. Worsham, Jr.  
 Capt. George W. Young\*  
 S/Sgt. Louis J. Yargo  
 S/Sgt. Woodrow F. Zachariah

## PURPLE HEART:



Wounds received in action against an enemy of the United States.

S/Sgt. Gerald T. Adams  
 Lt. Rodney D. Beckel  
 Lt. John Bedingfield  
 S/Sgt. Carl D. Brower  
 S/Sgt. Robert H. Browning  
 S/Sgt. Roger W. Cook  
 Lt. Floyd F. Dammon  
 Lt. Clarence H. Dollmeyer  
 Cpl. Ernest P. Dube  
 S/Sgt. Gordon P. Duffy  
 S/Sgt. Robert F. Evans  
 S/Sgt. James F. Frady

Lt. Morris G. Frederickson  
 S/Sgt. Frederick Jansohn  
 Lt. Col. Milton W. Johnson  
 S/Sgt. Keith K. Kaeser  
 S/Sgt. Robert A. Laird  
 S/Sgt. Clarence O. Leonard  
 Cpl. Robert E. Lucas  
 Capt. Homer L. Lund  
 Capt. William F. Magee  
 S/Sgt. Alfred L. Mailhot  
 Capt. Richard V. McGaughey  
 Major Alfred L. Moser  
 S/Sgt. Michael E. O'Neill

F/O William F. Poweil  
 Capt. Kenneth I. Rusdahl  
 S/Sgt. James D. Sharp  
 Cpl. William Smith  
 Major William A. Stellenwerf  
 Lt. Norman J. Summers  
 S/Sgt. Joseph E. Thompson  
 S/Sgt. Burton Tobor  
 S/Sgt. William R. Trinkle  
 S/Sgt. Frank W. Tupper  
 S/Sgt. Harry J. Wahlen  
 S/Sgt. William H. Wilkins

\* Oak Leaf Cluster







ROBBIE HEART

*[Faint, illegible text, likely bleed-through from the reverse side of the page]*





*LT. COL. HOWARD S. ELLMORE*

**O**N 2 January 1945, Lt. Col. Howard S. Ellmore, then commanding Officer of the 417th Bomb Group, failed to return from a mission which struck at Japanese shipping in the China Sea. He was last seen crashing into the water, after completing his bombing and strafing run, which resulted in the destruction of a destroyer escort and a freighter transport.

Long an ardent champion of minimum altitude bombing, Col. Ellmore worked incessantly to perfect low level attack techniques. He seized every opportunity to promote the adoption of this type of tactics. Long after hostilities are ended he will be remembered by his associates as a brilliant collaborator in the initial development of the A-20 as the most effective attack aircraft thus far used in the war.

He will be remembered by the airmen of the Southwest Pacific for his ingenuity, perseverance and energy in the development of multi-gun turrets for medium bombers and for his pioneer activities in initiating and establishing the use of rockets by attack aircraft.

He will be remembered by his fellow pilots for his extraordinary flying skill, technical knowledge and courageous leadership in combat.

The rest of us will remember him with deep respect for his ability of command and administration—with affection for his warm-hearted sincerity, his capacity for friendship and his deep sense of justice and fair play.



# Coconut Bombing

By Lt. Col. HOWARD S. ELLMORE  
CO of a Light Bombardment Group  
in the Southwest Pacific



**W**HAT is coconut bombing, you'd like to know? Well, just strap yourself to a fast-moving A-20 and we'll see if you get the idea. All set? Let's go.

We take off and proceed to the target—anywhere from zero to 500 feet. Five hundred feet is just about the beginning of the stratosphere as far as attack bombing is concerned. We buzz toward the enemy at speeds varying from 250 to 300 miles per hour. The objective in this case is an area target on Awar Point. We come in, three or six planes abreast, and at a thousand yards we cut loose with our .50 caliber guns. As we go across the target, a two-ton bomb load drops from the bomb bay. Seconds later we are speeding away from the target, closing bomb bay doors and looking back to see smoke and debris mushrooming into the air. That's all there is to it. The whole attack lasted perhaps half a minute.

What did you see? Well, you saw exactly what you might expect to see while moving at a speed of 300 miles an hour right on the deck. You saw the tops of a lot of coconut trees. That's all. Hence the term "coconut knocking."

Did we do any real damage? Photographs taken from the airplane at split-second shutter speeds reveal much the human eye cannot see. They show overturned vehicles, scattered supplies, an occasional three-inch gun, here and there a smashed Jap hutment. However, the wily Japs are past masters at concealing supplies under the trees, and even the camera misses a large part of the damage done.

Coconut bombing is a type of attack which has not been particularly popular with combat crews because they cannot see what they are shooting and bombing. The question naturally came up as to how much damage this type of bombing was actually doing. Finally the chance came to settle the matter once and for all. Ground troops had occupied the area around Hansa Bay, where our Bomb Group had flown about a thousand sorties, expend-

ing a million and a half rounds of ammunition, dropping a thousand tons of bombs. This was the chance we had been waiting for. A picked staff of intelligence officers, consisting of Capt. Jerome A. Adams, George M. Green, Felix D. Lewis and 1st Lt. Roy R. Woods, were dispatched to the Hansa Bay area by PT boat the day after it had been occupied. Their mission was to assess the actual damage done in this area. Let Captain Adams, who headed the intelligence officers, tell you the story.

"We left our base at noon and headed for Hansa Bay and a new phase of air force intelligence. During the trip up the coast, the skipper of the PT was very congenial, and in no time at all we were swapping tales of recent exploits. He even permitted each of us to take a turn at the wheel, which was pretty broad-minded of him.

"We landed just before dark near a bombed jetty in Hansa Bay. As we stepped ashore, we were aware of a putrefying odor which is difficult to describe. The stench of decomposed flesh, decayed food, and rotten supplies permeated the entire area. Shoes, sneakers, clothes, and medical supplies were strewn all over the place. We contacted an Australian intelligence officer, and he informed us that the American Naval intelligence officer, who had been one of the first intelligence officers on the scene, was camped about one mile inland.

"It was getting dark fast, and we were worried about a place to sleep. The Naval I.O. said that he could give us a shack, and suggested that we hunt through some of the Jap huts down the road for a mosquito net, as the insects were unbearable. With the aid of a flashlight, we crawled through filthy huts littered with debris until we found a net that wasn't torn. I might add that a Jap mosquito net is a huge square, capable of sheltering eight to ten men. We headed back for camp, but on the way someone remarked that there would be no sleeping under such a dirty thing, and without further ado,



we threw the net away.

"We found the Naval I.O. and six men getting ready to turn in for the night, and they suggested that we set up some Jap stretchers that were lying around to use as beds. Setting up a Jap stretcher is a feat in itself, and I imagine that the most wounded Japs 'kick the bucket' before they ever arrive at a first aid station. That night we slept on the stretchers raised about three inches above the floor and fought bugs all night, to say nothing of the rats, which had grown fat eating unburied Jap corpses.

"The next morning we rose early and headed for Condor Strip, where we saw tons of food which had been shot up by the strafing. Boxes of medical supplies of every description and huge stacks of rice were strewn throughout the area. Every hut presented the same sight. Debris scattered in every direction. As for food, there were case after case of canned fish, tubs of dried fruit (similar to our dried apricots), mountainous tins of tea, cocoa and biscuits, which looked very much like dog biscuits. These piles were shattered by bomb bursts and holed by machine gun fire to such a degree that they were entirely unusable. Not a case—not a tin can could be found without one or more .50 caliber bullet holes in it. In front of one shack we found the strut and tire of a B-24 and an American parachute that had been perforated by machine gun fire.

"Everywhere was desolation and destruction. Around the edge of the strip and in revetments we found one Tony, two Helens, one Oscar and five unidentified planes, all of which were literally bombed and shot to pieces.

"Throughout the area we inspected many underground shelters that were extremely well built. Some had as many as five logs piled one on the other and covered by vines that made observation from the air virtually impossible.

"Cutting back to Awar Plantation, we saw bomb craters filled with equipment and supplies. The Japs use this method of destroying much of their equipment when they are forced to vacate an area. The bomb craters usually have stagnant water and filth in the bottom of them. When forced to retreat the Japs throw equipment, which cannot be taken with them, into the bomb craters to prevent use by the Allies. One crater in particular held at least 100 balls of thick rope, bales of barbed wire and at least fifty kegs of nails. This sight was prevalent throughout the entire inspection. Being a native of the Hoosier State, I was surprised to find not a few lawnmowers stamped 'Made in Indiana.'

"Making our way back to our base, we met five natives, four of them youngsters in their early teens. Captain Evanson, who spoke Pidgin very well and had spent the last 15 years on the island, asked them a few questions. What they told him confirmed pre-

vious estimates of the Japs' condition prior to their withdrawal. They had been bombed and strafed until they could no longer eat, although apparently plenty of food was in the area. They couldn't bury their dead; they dared not come out of their holes.

"One little native boy in his very best Pidgin gave a description of the strafing and bombing attacks. 'Pella b'long bird he come along now. Rat-tat-tat-tat! Boom-boom-boom!' Then in pantomime he illustrated how he lost no time crawling for the bush.

"Nothing in the entire area escaped destruction. Even two Geisha girls—one middle-aged, one young—had been victims of the relentless attacks. One had a leg blown off and the other had been killed by a .50 caliber bullet. They had been given a decent burial by Allied troops.

"Of more than 100 trucks found, only two appeared serviceable. In addition to many unburied Japs, a graveyard of over 400 was found, their deaths undoubtedly caused by our strafing attacks.

"We were glad to learn that the propaganda leaflets we had dropped had served their purpose. Very few of the natives in the area had aided the Japs and most of them had moved out of the coastal area and back into the hills.

"It is difficult to estimate with pencil and paper the damage done by the coconut attacks we carried out against the enemy. His nerves shattered by constant bombing and strafing, unable to eat, sleep, work or cope with our repeated raids, he had to give up his Hansa Bay position.

"He was forced to do this without pressure from the ground forces, which made it truly an air force show. This damage was wrought with a loss of very few airplanes and combat crewmen."

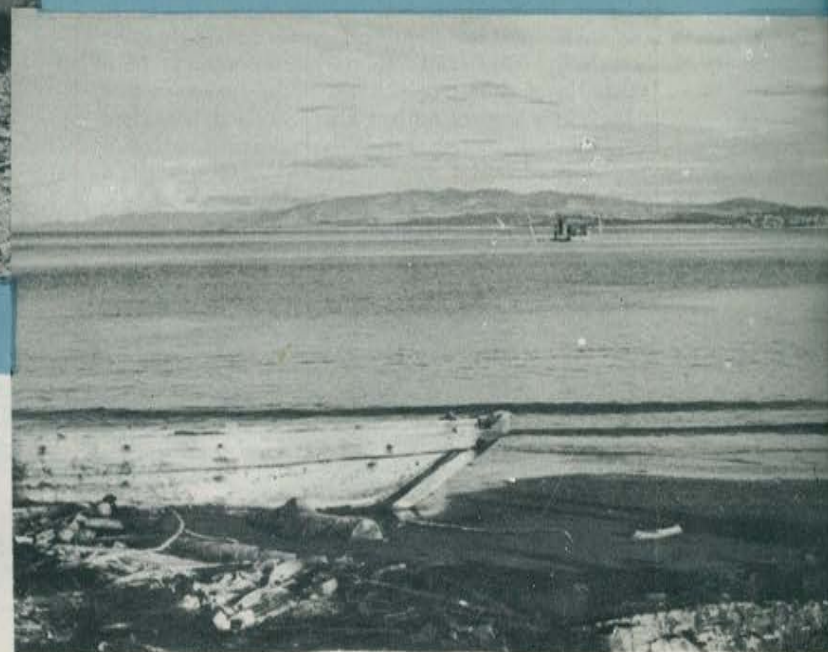
It all adds up to one inescapable conclusion. Coconut knockers pay off well and will continue to pay off well in the Pacific theater.





# Hansa Bay, New Guinea

DESTRUCTION BY COCONUT BOMBING





# Hansa Bay, New Guinea

DESTRUCTION BY COCONUT BOMBING







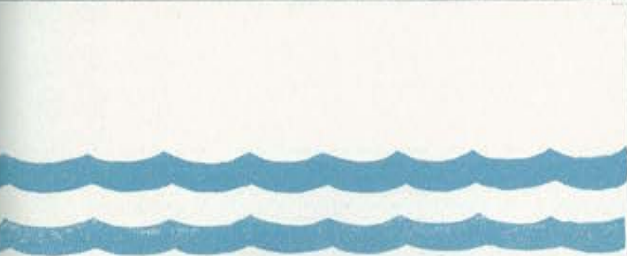
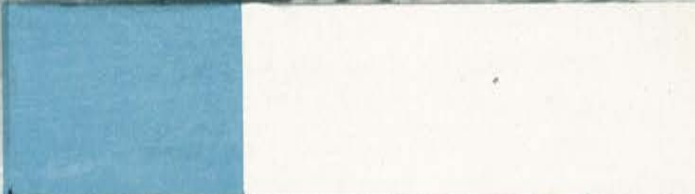
### *THE CATALINA*

Probably the least known and least publicized aircraft of the Army Air Forces is the PBY, commonly known in Air Corps lingo as the "Cat." These planes and the crews who fly them have performed some of the most remarkable and heroic feats of this war, and have established an enviable record in the field of rescue. Operating in enemy territory for long tedious hours, these planes have made daring rescues under the most hazardous conditions.

The accompanying photographs indicate to some degree the type of rescues which the "Cat" accomplishes and are examples of many rescues which have been made of combat crews of the 417th in their operations against the Nip. The photos show the rescue of Lt. William R. Boyle, pilot, and Cpl. William Smith, gunner, who were forced to ditch their A-20 off the Bataan Peninsula, following an attack on Jap installations. Some of the other crews who owe their safe return to the "Cat" are Capt. E. L. Davidson, who ditched in Ambon Bay and was rescued while being subjected to gun fire from shore batteries and strafing attacks by an enemy fighter. Lt. Richard E. Rhodes and S/Sgt. Gordon P. Duffy were picked up after ditching two miles off the coast of Wewak Point and a short time later Lt. Rhodes, with S/Sgt. Alfred L. Mailhot, was again rescued near Mios Waar under extremely hazardous sea conditions. Lt. Norman J. Summers and S/Sgt. Robert F. Evans were returned from the Vogelkop area after a rescue which required the "Cat" to land and take off at dusk in a heavy and treacherous sea. Others in this organization who have been rescued by Catalinas are Major Alfred L. Moser and S/Sgt. Harry J. Wahler of the 675th, Lt. Morris G. Frederickson of the 673rd, Capt. Richard V. McCaughey, Lt. Floyd Damman and S/Sgt. Roger W. Cook of the 674th Squadron.

The entire 417th Bomb Group joins these crews in offering their gratitude and thanks for the tireless and unheralded efforts of the Third Emergency Rescue Squadron, the aircraft and vessels of the United States Navy and all other rescue units which have performed searches and rescues for the men of the Army Air Forces. To these combat crews there is no sight more welcome or comforting than the "Cat" orbiting in the target area.









### "A PILOT'S THOUGHTS DURING AND AFTER"

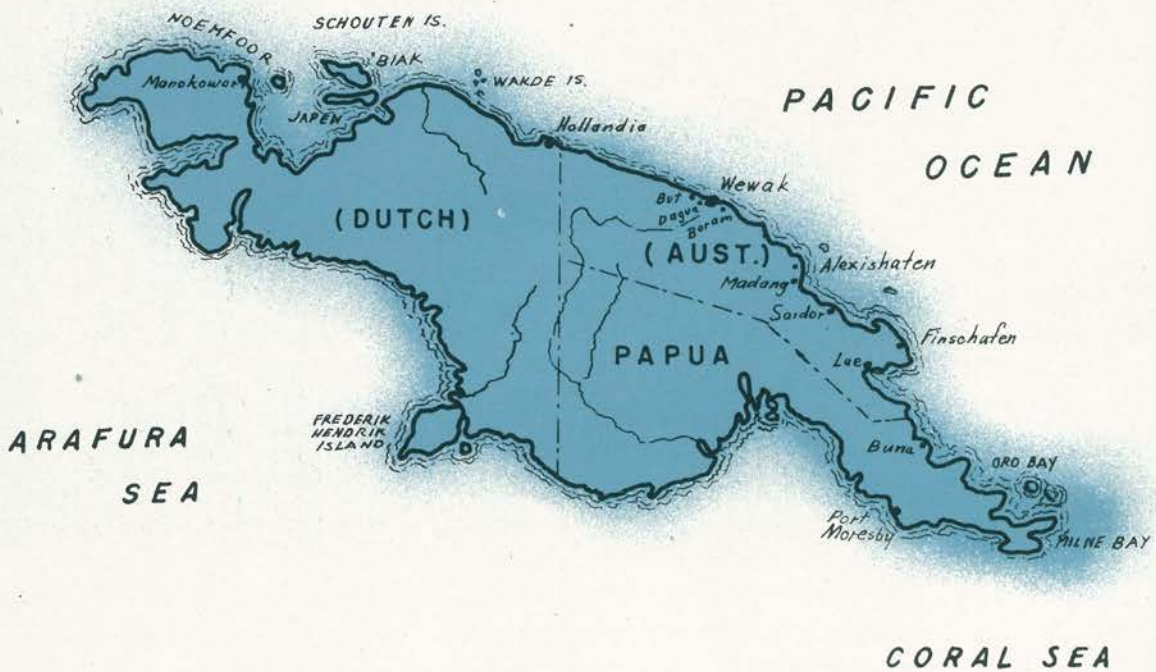
By Lt. Robert Quinn. Missing in Action. 673rd Squadron.

But the missions really are the fun, it's hard to describe them, but you who have flown know what the takeoffs and landings are like; the earth rushes by at a terrific speed when you are so low, but in a transport you are only doing about 90 to 100 miles an hour, but still it seems so fast. Well, imagine flying over the tree tops, just above them, about ten or twelve feet, at speeds of better than 350, and even up to 400 mph at times.

You approach the target . . . Your bomb bay doors open with a swoosh! . . . You flick on your gun switches, and now you are all set . . . Waiting now . . . Then suddenly there it is, your target! . . . Those houses in the clearing, with all those tiny figures running about like rats caught in a trap . . . You feel an immense satisfaction and grit your teeth . . . You squeeze the trigger, and out go six streams of copper-clad steel "fifties" . . . Your cockpit fills with smoke, but you don't mind, it even smells good . . . you see a shack in your sights, and poof! It disappears before your spluttering guns . . . You spot a big shack and kick rudder to get over it . . . Now! . . . you press the little black button and a 500 lb bomb drops; you don't know if you hit it or not, but photos will tell later on . . . See that fellow up there to the left, he just dropped a bomb into that mess hall. Now look at it, nothing but shambles; a huge smoking hole in the ground with bits of wood, wreckage, and maybe even Japs flying through the air . . . You pass through the dirt and wreckage in a flash, and are almost to the end of the target . . . what are those red balls hanging there in the air . . . Ack! Ack! . . . With that they begin screaming past your wings . . . You instinctively crouch closer to that bullet-proof glass, then you kick one rudder, then the other rudder . . . You slip, you skid . . . Be careful those trees are close . . . You keep low and fast . . . Up the hill, and behind the safety of those rugged mountains . . . You breathe easy now . . . Turn off those switches . . . Call the gunners, "You all OK? The ship OK?" . . . You look around at all your gauges, OK? Fuel pressure, Oil Pressure, Cylinder head temperature . . . Yep! . . . Well it's almost over now, so you settle back and run for home . . . You land . . . Go to Intelligence for your interrogation . . . After that maybe a good stiff drink of whiskey, you need it . . . Then you realize how tired you are. Dirty, hungry, and needing a shave you climb wearily into a jeep and go bouncing back to your tent . . . You slowly undress and walk to the shower . . . Shave and shower . . . You sit down at the table . . . You're not thinking of the mission now . . . Rather of your home . . . The girl you left behind you, your folks. Gee, how good some hot apple pie would taste right now . . . You slowly munch your food . . . Talk drifts around the table, "Did you see that big . . . Then I hit him with all six and he seemed to disappear" . . . Laughter floats around the table and the talk gradually subsides, and the fellows begin to drift out in groups of two and three. "Want to play some poker to-night?" . . . "No, thanks just the same . . . tired?" . . . You walk back to your tent . . . Sit down . . . Reread that last letter . . . Gaze at those snapshots for a while . . . Your heart is all full and your mind thinking . . . You should write a letter tonight, but what to say? You can't mention the mission, besides the folks would worry if they knew . . . You're so tired . . . exhausted . . . You drop your clothes where they fall, and climb into your cot . . . You relax and for a moment you are still awake . . . You breathe a silent prayer of thankfulness for your safe return . . . You've done your job today. Tomorrow? . . . Well, that's tomorrow.



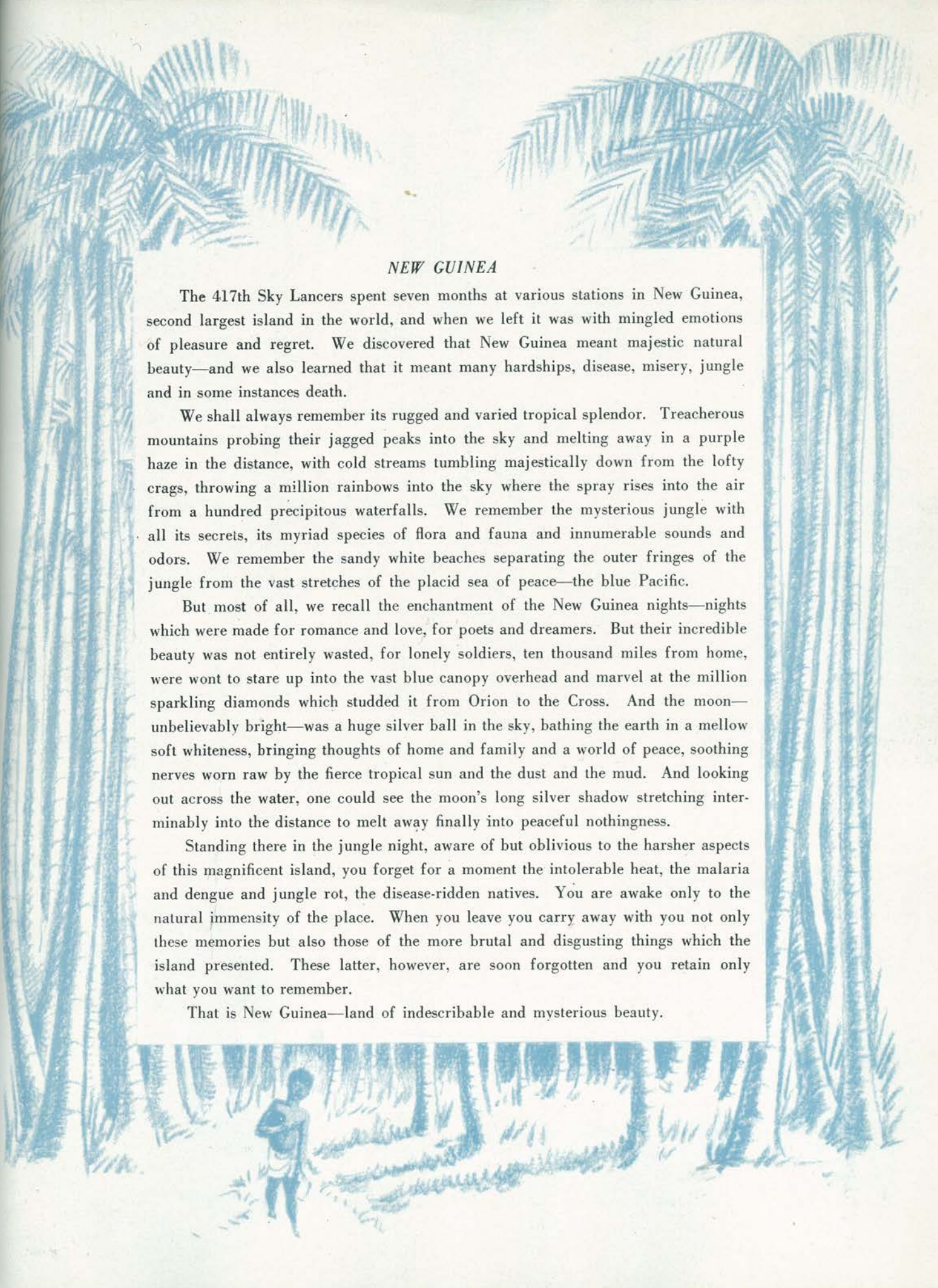
# NEW GUINEA











### NEW GUINEA

The 417th Sky Lancers spent seven months at various stations in New Guinea, second largest island in the world, and when we left it was with mingled emotions of pleasure and regret. We discovered that New Guinea meant majestic natural beauty—and we also learned that it meant many hardships, disease, misery, jungle and in some instances death.

We shall always remember its rugged and varied tropical splendor. Treacherous mountains probing their jagged peaks into the sky and melting away in a purple haze in the distance, with cold streams tumbling majestically down from the lofty crags, throwing a million rainbows into the sky where the spray rises into the air from a hundred precipitous waterfalls. We remember the mysterious jungle with all its secrets, its myriad species of flora and fauna and innumerable sounds and odors. We remember the sandy white beaches separating the outer fringes of the jungle from the vast stretches of the placid sea of peace—the blue Pacific.

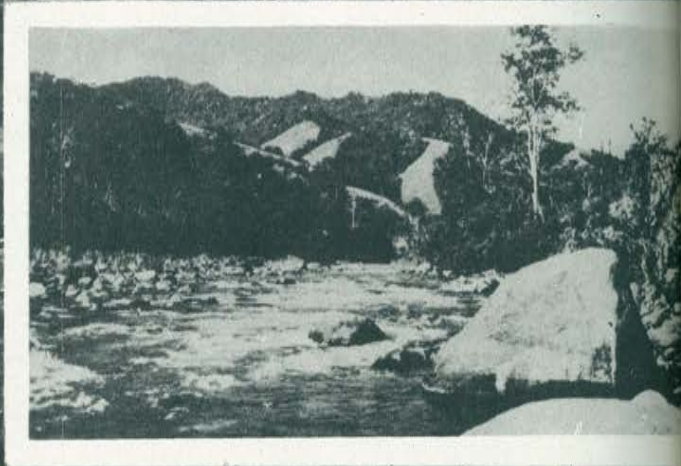
But most of all, we recall the enchantment of the New Guinea nights—nights which were made for romance and love, for poets and dreamers. But their incredible beauty was not entirely wasted, for lonely soldiers, ten thousand miles from home, were wont to stare up into the vast blue canopy overhead and marvel at the million sparkling diamonds which studded it from Orion to the Cross. And the moon—unbelievably bright—was a huge silver ball in the sky, bathing the earth in a mellow soft whiteness, bringing thoughts of home and family and a world of peace, soothing nerves worn raw by the fierce tropical sun and the dust and the mud. And looking out across the water, one could see the moon's long silver shadow stretching interminably into the distance to melt away finally into peaceful nothingness.

Standing there in the jungle night, aware of but oblivious to the harsher aspects of this magnificent island, you forget for a moment the intolerable heat, the malaria and dengue and jungle rot, the disease-ridden natives. You are awake only to the natural immensity of the place. When you leave you carry away with you not only these memories but also those of the more brutal and disgusting things which the island presented. These latter, however, are soon forgotten and you retain only what you want to remember.

That is New Guinea—land of indescribable and mysterious beauty.



New Guinea





New Guinea





New Guinea





New Guinea



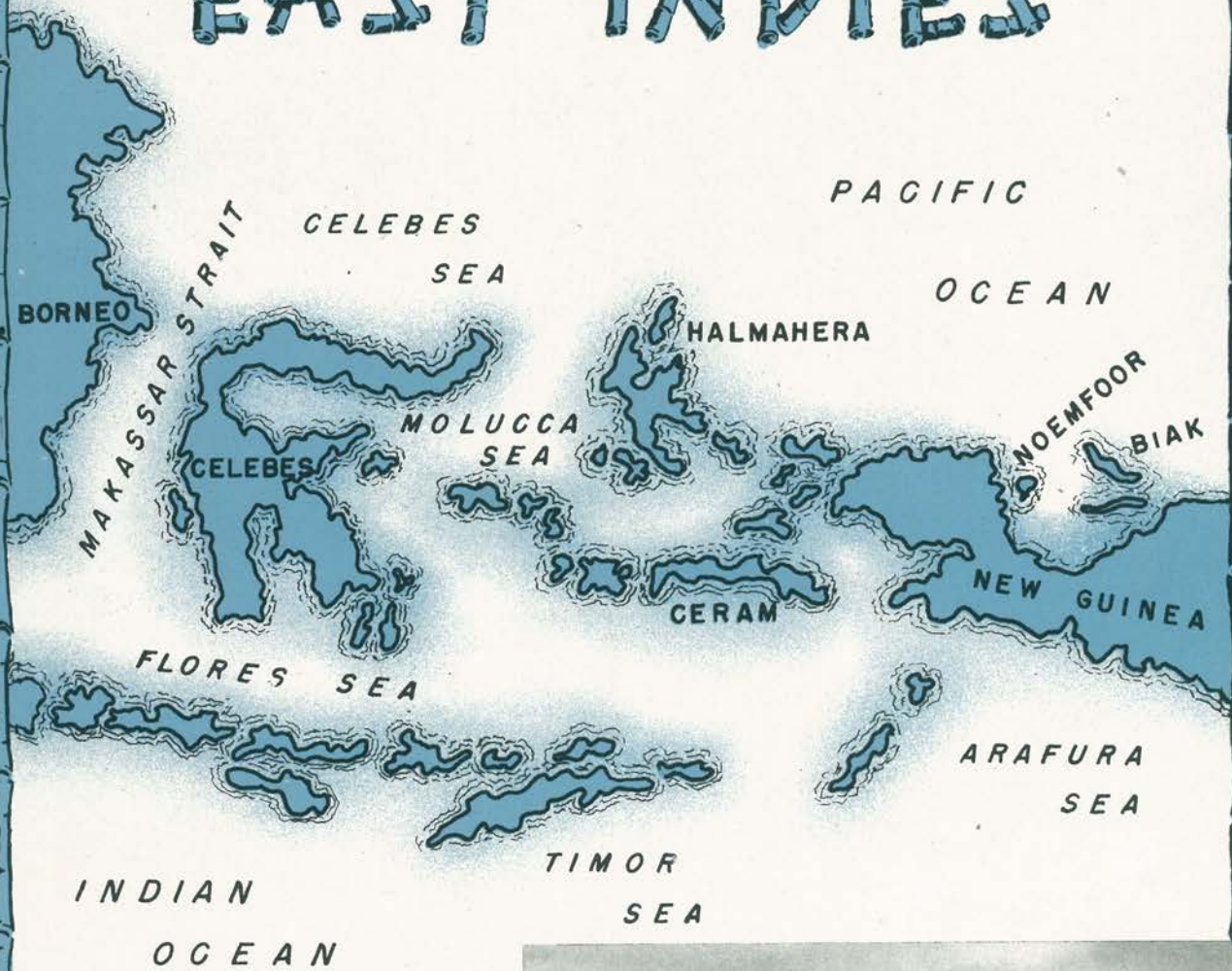




*Sky Lancers*



# NETHERLANDS EAST INDIES









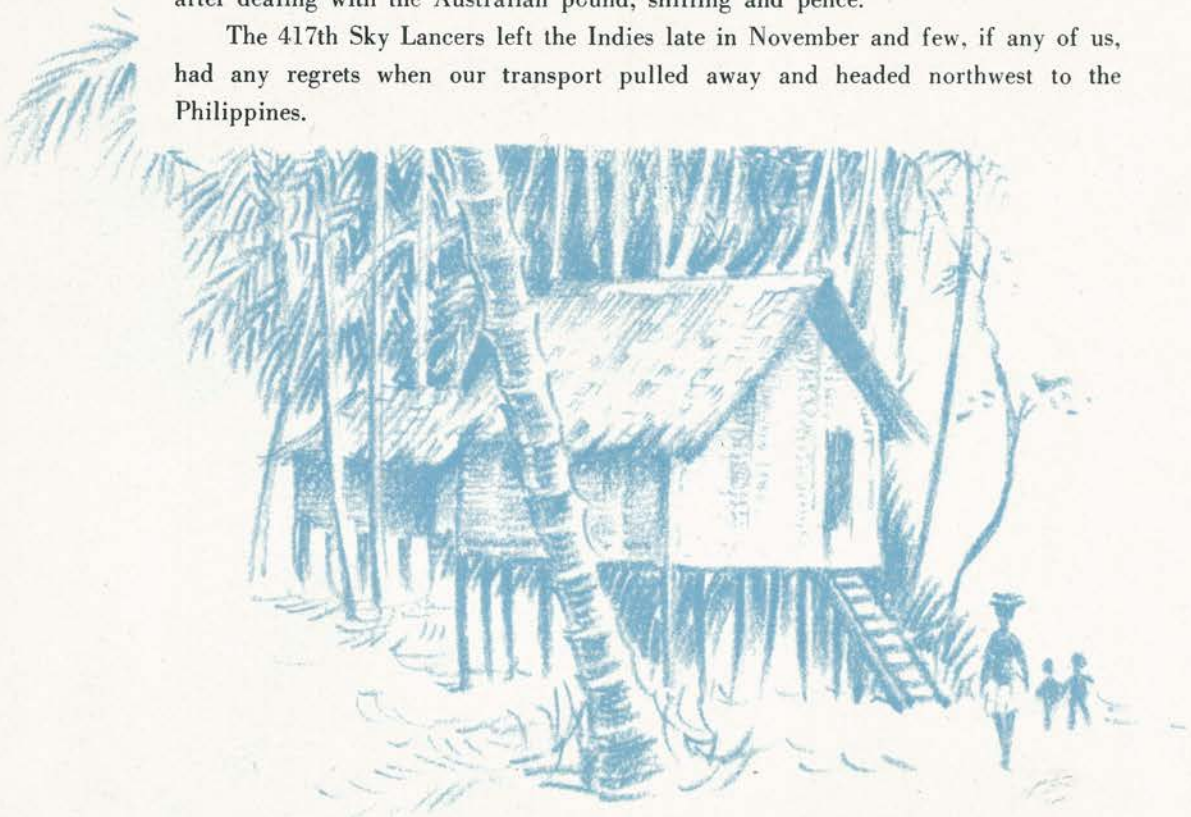


### *THE DUTCH EAST INDIES*

The East Indies—*islands of wealth and mystery and adventure—basis of the great Netherlands Empire—rich in all natural resources: rubber and tin and oil and gold. The Japs fully realized the tremendous significance of this entire area to their hopes of Far Eastern supremacy, and lost little time in seizing full military control of all these islands.*

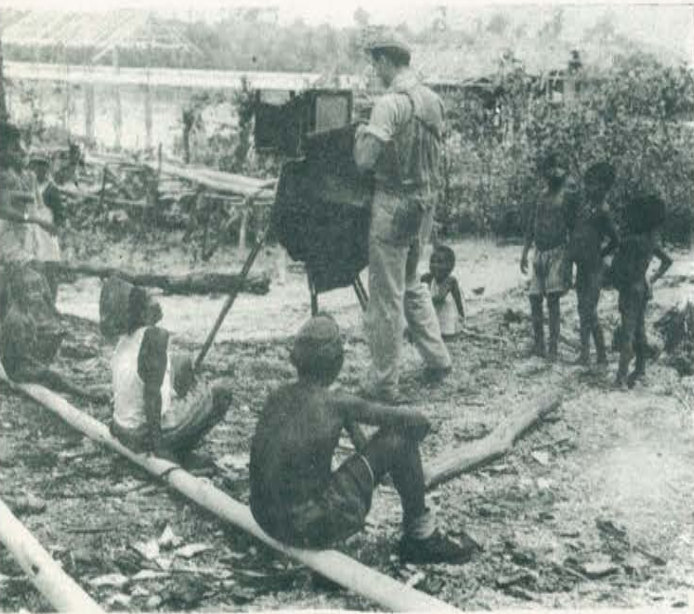
The East Indies closely resembled New Guinea in many aspects. The coral formations were breath-takingly beautiful and the magnificent sunrises and sunsets defied description. But the searing tropical sun, the omni-present dust and mud, the disease and the dirt—all these were there too. The natives appeared more friendly and civilized, showing evidence of the work of the missionaries which influenced their lives. We came into contact with the Dutch Gulden, which at first was confusing after dealing with the Australian pound, shilling and pence.

The 417th Sky Lancers left the Indies late in November and few, if any of us, had any regrets when our transport pulled away and headed northwest to the Philippines.





Netherlands East Indies

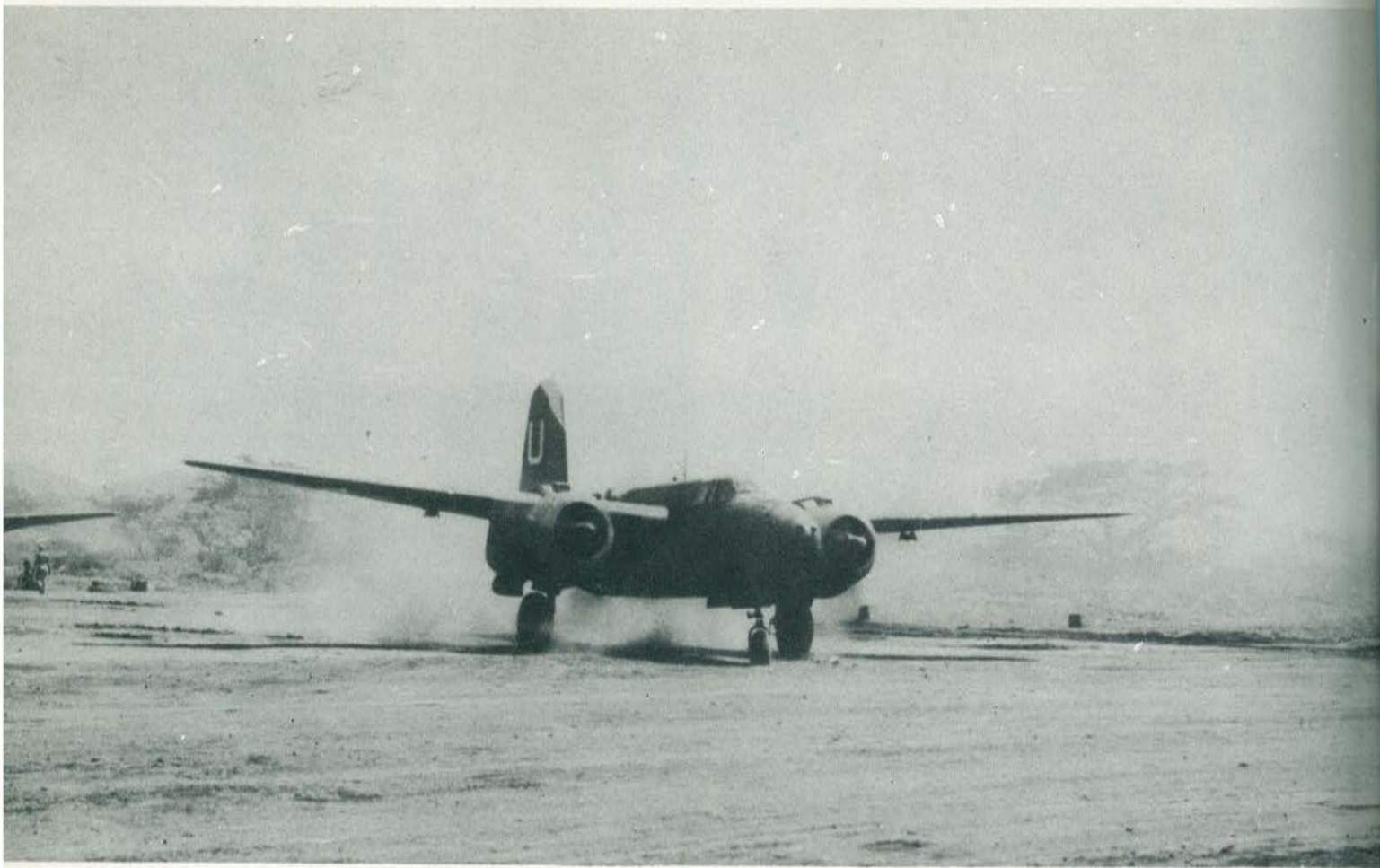




*Netherlands East Indies*







*Sky Lancers*



# PHILIPPINES

SOUTH

CHINA

SEA

MINDORO

PACIFIC

OCEAN

PALAWAN

NEGROS

MINDANAO

SAMAR

LEYTE

PANAY











### THE PHILIPPINES

After New Guinea and the East Indies, the Philippines were refreshingly civilized. Towns with streets and churches, public court houses and plazas greeted GI eyes which had previously seen only jungles and foot paths. Intelligent, dexterous and enterprising, the Filipinos were hard at work, anxious to repair homes, farms and businesses after three years of harsh Jap rule. Women wearing neat, printed dresses brought back fond thoughts of home. And when an occasional civilian car or truck (invariably made in the United States) rolled by we knew that we were on the road back at last, even if we did have to detour through Tokyo.

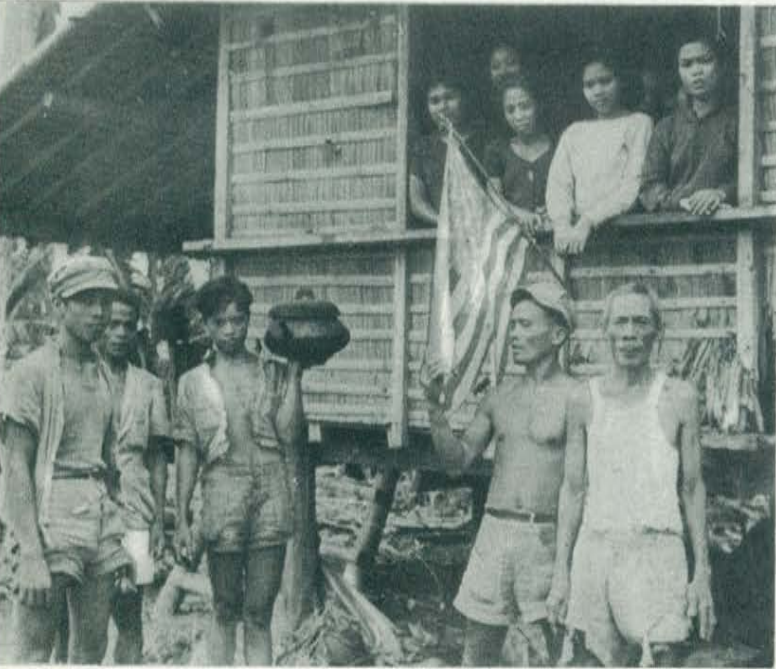
Living conditions in the Philippines were found to be far superior to the other Pacific areas in which we were previously stationed. Although quite warm in the day time, with the setting of the sun the temperature began to drop and the evenings were comfortably cool. Occasionally it tried to rain but these efforts usually ended in dismal failure. It seemed almost impossible to get a prolonged heavy rain storm. After a shower the dust settled for a blessed while, but within the space of a few hours all vestiges of rain disappeared and the dust was as heavy and annoying as ever.

The carabao, the huge water buffalo, became as familiar to us as the American cow. It is the national beast of burden—it laboriously pulls the plows and hauls sleds loaded down with bags of rice, sugar cane or household possessions; it furnishes the family with milk and with meat. Bananas were not as plentiful as we had expected, but there was an abundance of sweet corn. Sugar cane was scarce for many of the sugar cane plantations had been ravaged and ruined by the Japs. Natives did our laundry, taking it to the river banks where they patiently beat out the dirt as their ancestors had done for past centuries. We discovered that although they would accept money for their work, they preferred clothing articles, particularly undershirts, trousers, shorts, mattress covers (from which the women made dresses) and towels.

The old world and the new met in the Philippines. The stolid carabaos, as old as the Islands, would wander leisurely through the dispersal areas at the air strip. What a contrast they made with the sleek multi-engined fighters and bombers that symbolized twentieth century engineering triumphs! Perhaps the twain shall never meet, but two worlds did in the Philippines.



# Philippines





*Philippines*



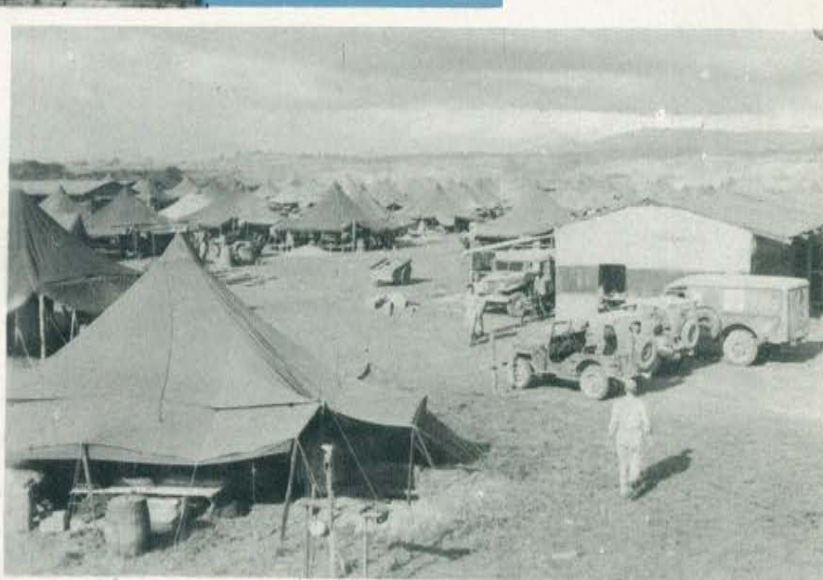


# Philippines





*Philippines*











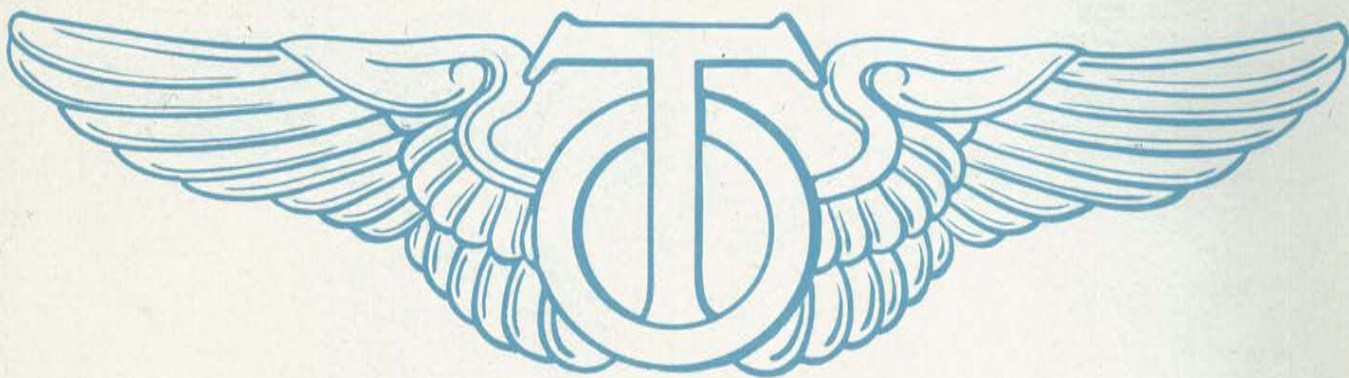
*Autographs*





*Autographs*





*Autographs*



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"men"



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CAROLINE ISLANDS



A SOUVENIR OF  
HISTORIC DAYS  
IN THE  
SOUTH-WEST PACIFIC  
AND  
FAR EAST



