

*REMINISCENCE OF MY SERVICE DURING WORLD
WAR II*

BY
JAMES DRUMMOND



BOZEMAN, MONTANA

DECEMBER, 2001

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Cover Picture

(left to right)

Pilot

1st Lt. James Drummond

Co – Pilot

2nd Lt. Leonard J. Poskett

Bombardier

2nd Lt. Thomas R. Bacon

Navigator

2nd Lt. Hyman Abrams

Engineer

S/ Sgt. Joseph N. Herrick

Assistant Engineer and

Top Turret Gunner

Sgt. William D. Morris

Armorer and

Ball Turret Gunner

Sgt. Laurel F. Clemans

Assistant Radio Operator and

Nose Turret Gunner

Thomas J. Mawhinney

Tail Turret Gunner

William M. Sturgill

Radio Operator

S/ Sgt. Roy L. King

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It was not an easy thing for me to leave a Montana sheep ranch and the security of a small rural community to enter the awesome task of joining millions of other "GI Joe's" fighting to preserve our American heritage and the freedoms we enjoy. Serving in the Armed Forces during World War II was one of the greatest things that ever happened to me and, like so many others, we grew up before our time.

Training for the job was rigorous and demanding and where we learned discipline and responsibility. We soon learned that our tasks were easier to accomplish when we all worked together and shared the load. Everyone, in the Armed Services and at home, witnessed each day the ravages of dictatorships and the loss of individual rights and freedom in those countries that were out to conquer the rest of the world. Serving in the Armed Service has given me a greater appreciation for the basic principles on which our country was founded.

My reminiscences include, not only my personal experiences, but also a collection of pictures, clippings and reproductions of printed articles and handouts that I acquired during my time in the service. I also included copies of most of the assignment orders that were issued transferring me from base to base and other military duties and activities. The orders document the names of servicemen from across the nation of as well as Montana servicemen assigned to the same activity. Many of my friends have suggested that this collection of material was worthy of preserving in an organized fashion, at least for my family.

My brother, David Drummond completed his tour of duty as a B-24 pilot in the Pacific Theater with the 7th Air force. My brother Tom served as Wing Administrative Inspector with the 3rd Bomb Wing in Korea. My wife Betty's brother, Jim Watson, served as a Navigator aboard a B-29 in the Pacific Theater with the 21st Bomb Group, 497 Bomb Group 20th Air Force and was Killed in Action. Betty's brother George also served in the Air Corps and was stationed in the United States.

Enjoy my efforts and I hope that this document of the procedures and records accumulated during my service time will give you a better understanding of my daily life as I ventured my way through World War II.

Jim Drummond
December, 2001

Reminiscence of my Service during World War II

BY
JAMES DRUMMOND

Induction - Fort Douglas, Utah

Most of us leaving Montana State College at the end of Spring Quarter in June of 1942 knew we would not likely return in the fall. I had just completed my sophomore year in Agriculture and completed the required two years of training with the Reserve Officer Training Corps (ROTC). Every male was required to register with the Selective Service when they reached the age of twenty – one. My 21st birthday was in February of 1942 and I was registered in Deer Lodge County.

I returned home to the ranch near Galen at the end of the quarter, about the 20th of June, and decided that I had better enlist in a branch of the service of my choice. I seriously thought of joining the Army Air Corps because I enjoyed mechanical work and thought it would be fun to work and travel with the big birds. I don't recall what I did about those thoughts. I had a low selective service number and I knew my time was growing short before being drafted. I applied for admission to the Marine Corps that was promoting a great career and training opportunities. I also thought they had fancy looking dress uniforms. I did not pass the physical after reporting to the Marine recruiting station because of a low foot arch that was classed as a flat foot. This was news to my folks and me. I was quite disappointed that I was not accepted but now realize that it was probably a stroke of luck for me.

My Draft Notice came the first week in July directing me to report to the Montana Induction Station in Butte for my physical on the 9th of July. I reported to Butte on the morning of the 9th and by afternoon had passed the physical (flat feet and all), taken the oath to defend our country and was inducted into the army. Before the new inductees were sent home that afternoon we were released from active duty and assigned to the Enlisted Reserve Corps at Anaconda. We were also handed orders that effective July 22, 1942 we were to proceed by train from Anaconda to Fort Douglas, Utah where we were to report to the Commanding Officer. I joined our contingent in Butte on the 21st and, after an overnight train ride on the Union Pacific to Salt Lake City, and were met at the train by several non- - commissioned officers and escorted to the reception center. We were at Fort Douglas four or five days where we were outfitted with our uniforms, a World War I steel helmet, and our khaki all wool blankets and other gear. This was followed with another physical examination, shots and vaccinations. Paper work was filled out for power of attorney, wills, next of kin, G. I. Insurance, personal history and many other necessary forms.

My worries and concerns of Army induction were eased when Dan Mizner met me on the street. Dan and I had been in high school in Deer Lodge at the same time and were College students at MSC. It was a great feeling to find someone I knew and could visit with in the hustle and bustle of a very active army staging camp.

HEADQUARTERS MONTANA INDUCTION STATION
321 W. Galena Street, Butte, Mont.

Special Orders)
:)
No.....78)

July 9, 1942.

-E-X-T-R-A-C-T-

X X X X

5. Each of the following enlisted men inducted into the Army of the United States this date, is released from active duty this date, is transferred to the Enlisted Reserve Corps, and will proceed to Anaconda, Mont.

Name	ASN	Name	ASN
Derzay, Walter J.	39607944	Scruton, Ray C.	39607999
Dolan, Patrick J.	39607975	Palmer, Clarence R.	39608000
Heck, Russell D.	39607976	Adsit, Darrel C.	39608001
Neeley, Merlin S.	39607977	Fonssi, Matt (none)	39608002
Dira, Dominic L.	39607978	Meyers, Evert W.	39608003
Huestis, Wallace E.	39607979	Wheeler, Fred K.	39608004
Laslovich, Frank (none)	39607981	Franklin, Fred J.	39608005
McMoore, William C. (Col)	39607982	Oredson, Erick L.	39608006
Barker, Bryant E. (Col)	39607983	Wilson, Robert W.	39608007
Monahan, Robert E.	39607984	Webb, Lloyd W.	39608009
Rodoni, Olimpio P.	39607986	Ehlofold, Jasper (none)	39608011
Johnston, Thomas E.	39607987	Petek, Andrew S.	39608012
Ellis, Lewis A.	39607988	Clark, Richard G.	39608013
Drummond, James (none)	39607989	Nesheim, Henry T.	39608014
Regan, Leo P.	39607990	Colbert, William L.	39608015
Ulstad, Ruben (none)	39607991	Ostronich, Joseph G.	39608016
Martin, Charles L.	39607992	Erickson, Axel V.	39608017
Ottesen, Howard O.	39607993	Villeneuve, Herman J.	39608019
Holliday, Erwin E.	39607994	McCarthy, William P.	39608020
Arvish, Norbert J.	39607995	Richards, Charles R.	39608022
Sedminik, Frank E.	39607996	Van Elsberg, Clarence M.	39608024
Comer, Elwood L.	39607997		

Effective July 22, 1942, each of the above named enlisted men of the Enlisted Reserve Corps is called to active duty and will proceed from Anaconda, Mont. to Fort Douglas, Utah, reporting to the Commanding Officer, thereat for duty.


The Quartermaster Corps will furnish the necessary transportation.

It being impracticable for the Government to furnish rations in kind, meals for (43 men) will be furnished on party meal tickets under the provisions of paragraph 2, AR 30-2215, for such meals as the length of the journey may require at a rate not to exceed \$0.75 per meal, or not to exceed \$1.00 per meal per man when meals are taken in the dining car.

The travel directed is necessary in the military service and payment when made is chargeable to procurement authority FD 31 P-02 A 0425-23.

X X X X

By order of Lieut. Colonel NELSON:


E. G. IDDINGS,
1st Lieut., Infantry,
Induction Officer.

During the various interviews I was asked me what I would like to do in the army. I have concluded that was a standard army question to ask what you would like to do, where you would like to be stationed then place you as remotely away from the answer as possible. My answer was I would like to get into the Army Air Corps. I was sent to a non-commissioned officer who called me into his office and asked if I would like to work on the China Clipper. The China Clipper was the name of a large seaplane so I was quite thrilled to have been asked and responded quite positively. He escorted me over to the mess hall and proceeded to explain that I was to operate the dishwasher, commonly referred to as the china clipper, and assigned me to K.P. (kitchen police) duty for the next day. My first big assignment wasn't too successful for the Army because one of the pressure water pipes into the dish washing machine blew off the "china clipper" and water ran everywhere. The kitchen crew shut the water off and swamped the place out while I finished my shift doing dishes in a big sink.

Infantry Training - Camp Roberts, California

Individuals from our contingent were shipped out of Fort Douglas to a number of different army installations across the country for basic training.

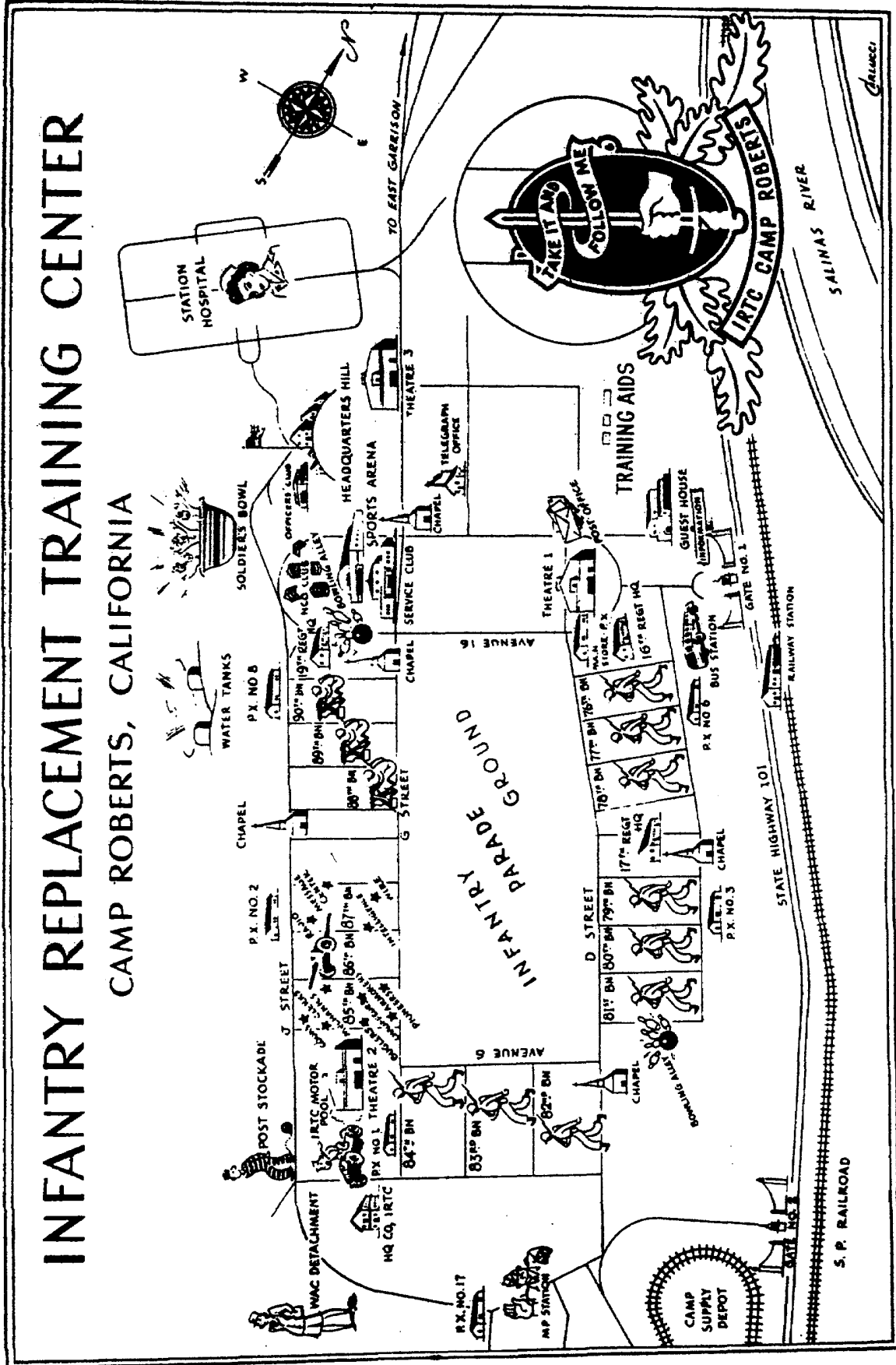
I was shipped out of Salt Lake with a small group of recruits on a Union Pacific passenger train heading West. We were not told our destination and every time the train pulled into a station we wondered if it was our stop. A colored recruit sitting near me was handed orders to debark at Oakland, California where he was to attend a cooking school. Most of us from Salt Lake continued on to Camp Roberts near Paso Robles, California for basic training in an infantry unit.



Camp Roberts, California - 1942

INFANTRY REPLACEMENT TRAINING CENTER

CAMP ROBERTS, CALIFORNIA



In 1940 The U. S. Government purchased 13,000 acres of the Nueiminto Ranch 12 miles North of Paso Robles, California and in a nineteen week period, between November of 1940 and May of 1941, built the largest infantry and artillery replacement training center ever to be built in the United States. The job was accomplished in the short period by using nine thousand workers at a cost of thirteen million dollars. At full strength it could provide basic training for twenty six thousand Selective Service Trainees for each training period.

We reached Camp Roberts on August 3, 1942 for a thirteen weeks of so called, " Boot Training " and detrained at the camp railroad yards. The rail center had three and a half miles of track for train cars carrying thousands of troops in and out of the yards every day. The yards also contained a rail car docking unit for loading and unloading supplies.

I was assigned to the 19th Regiment, 89th Training Battalion, Company " C ", that had a specialty title of "Heavy Weapons and Rifle". Our barracks were located near the foot of the hill on which the camp water storage tanks were located. The camp barracks were two story buildings and each housed sixty-four trainees. The camp housing facilities had sufficient space to accommodate the full training capacity of twenty - six thousand personnel at one time.

The Army Infantry became a real and serious part of my life. I weighed about a hundred and twenty pounds and was about five foot six inches tall. These were not the most desirable physical attributes for one assigned to a rather rough and tumble Company of Infantry trainees. Our first few weeks were directed toward building our physical endurance and I did quite well. My work on the ranch and physical education classes in college had kept me in good shape compared to many of the trainees. The drill field or parade ground at Camp Roberts was just over a quarter of a mile wide and over three-quarters of a mile long and was almost six million square feet in area. For comparative purposes it is recorded that it had the capacity to accommodate a million marching men or ninety football fields at one time. Small airplanes used it for a landing runway when they brought an occasional ranking officer in for business. During most of our training we were on the parade ground early in the day doing calisthenics for an hour or more and then practicing our marching and drilling with our rifles. Our rest breaks were spent on the parade ground and only came back to the Company barracks for lunch. The temperature on the drill field would reach over a hundred degrees quite regularly. During 1942 the United States was preparing us for the hot climates of fighting the battles in North Africa and the Pacific and the hot surface of drill field was a good place to start the process. During this period of our boot training we were allowed one canteen of water and were expected to make it last all day in the terrific heat. A few of the recruits had overheating problems and had to be carried off the field, but in general, most of us fared quite well. We were given a daily ration of ten or twelve salt tablets to consume when we drank water during the day.

We were soon moving off the parade ground and into the marching miles across the hills with full field packs and our rifles. We would march a distance and then jog a distance. After a few weeks we could make the miles go by before we needed a rest break. I admired the stamina of the calisthenics and drill cadre of the camp. When not drilling, marching or doing calisthenics, we were on the rifle range target shooting with 30 caliber Springfield rifles, 30-caliber water-cooled machine guns, and the 50 caliber automatic

weapons. It was about this time that our pay scale went from \$30.00 dollars per month to \$60.00. We were also issued the new type army helmets and our old World One Springfield leaf sight rifles were replaced with new model 30 caliber rifles.



Target practice with 30 caliber machine guns - Camp Roberts



Target practice with 30.06 caliber Springfield rifles - Camp Roberts

When we were not on marches or other activities, it was back to the drill field area for lectures on first aid, rifle and machine gun disassembly and assembly as well as the care and cleaning of everything from our eating utensils to our boots. In the barracks it was inspections of beds (blankets tight enough to flip a quarter over when tossed on top of them), footlockers with everything properly rolled or folded in its proper place and spit polished footgear.

We ran, crawled and climbed obstacle courses, over walls, along trails and through water and mud. We learned to properly fit and use our gas masks by running through clouds of tear gas and how to crawl flat on our stomachs across the ground and under low hanging barbwire.

The training was rigorous and we became dog tired but for some reason I was comparatively happy at the Camp and rather enjoyed the area and the dry hills. It was a nice experience to march over the various trails throughout the hills, set up pup tents and have meals delivered to our bivouac area. As I mentioned earlier, there were a few trainees that didn't mind using their size to intimidate me and usually made sure that I wound up carrying the eighty - one millimeter mortar base plate on our marches. It was heavier than the rest of the hardware we carried but I was usually spelled off after a mile or two. As a matter of fact, I was rather proud of the fact that I had more stamina than some of the taller and heavier trainees..



*A rest break during one of our marches into the hills -
50 caliber Browning Automatic Machine Gun.*

Camp Roberts had a population of about 26,000 Staff and recruits and not all had been willing to leave civilian life to participate in the rigors of army life. The camp Brig (prison) had a considerable number of inmates. Many were incarcerated for minor offenses such as getting back a few days late from a weekend pass or having problems of obeying orders of superiors. Many preferred the brig to going overseas and as soon as they were released did something to cause them to be returned to the compound.

Our company had very little trouble with the exception for a period of thefts from our footlockers. Our platoon came back from an outing and one of the residents in our barracks found a few personal items missing. The company commander called us into formation and began hazing us in the hopes that someone would confess to stealing. We were made to stand at attention looking straight ahead and if anyone dared move they were made to do pushups or some other activity until they collapsed from exhaustion. When someone passed out from the strain of standing at attention a minimum of assistance was

provided. No one gave in to admitting guilt and the punishment continued into the evening. The officer finally gave in but put our platoon on hot dog and bun rations as well as extra duty and barrack inspections for several days. I never had a problem with army food and the hot dog and bun rations were no problem for me during the days of our probation period. The culprit was never caught but the thefts came to an end and training continued as usual.

Recruits were assigned night guard (sentry) duty one or two times during the training period. We patrolled twenty-four hour shifts alternating between the sentry periods and rest periods so that we had two hours on patrol and two hours off. The duty called for walking back and forth around the company area and challenging everyone we encountered after curfew hours. If they did not respond with the proper pass we were supposed to bring them in at rifle point. The cadre would often test us with a reply that they were an officer and it was all right for them to go through the area. The soldier permitting anyone, including officers, to pass his post without giving the word of the day was severely reprimanded. There was good cause to be vigilant on guard duty because of the possibility of sabotage to our Camp. There was excitement on one occasion during our stay at the Camp when it was rumored that a Japanese man had tried to poison the water in the water tower. It was probably a false rumor but it did bring to our attention that the war was closer to home than we thought. It was about this time that Japanese submarines were prowling waters off the California coast and even landed a few torpedoes on one of the beaches in California.

In addition to guard duty we also had to our fair share of KP duties in the mess hall and kitchen. The regimental area of Camp Roberts had 84 mess halls, each having a capacity of 250 men and 7 mess halls that would each seat another 170 trainees. Seventy tons of food was served per day when the camp was operating at full capacity. During one maximum strength training period, the food services cut 28,000 pounds of beef carcasses into retail cuts each day and delivered them to the various camp mess halls. During one of my mess hall duties I had to help unload a truckload of lamb and mutton carcasses and carry them into the storage cooler in our company mess hall. The Mount Haggin sheep ranch that I was raised on near Anaconda was recognized for its top quality meat type carcasses produced by the Hampshire breed. I thought the carcasses we were unloading were from goats because they were so thin. I later realized they were Rambouillets raised on the drier ranges of the Southwest. I was used to eating lamb and mutton and thought the cooks did a good job of cooking leaving me little complaint about the meat or other rations. I heard more dissatisfaction with the army food service after the war than during my tour of active duty.

While on one of my first shifts of K.P. duty at Camp Roberts, I was introduced to the automated potato peeler. The peeling machine had a rough-sided barrel shaped tumbler that held about 50 pounds of potatoes. I filled the tumbler and ran some water into it, then turned the machine on. As the rough surface of the tumbler rolled around, the potato skin slowly rubbed off. My mother always had me cut the potato eyes out with a knife until none of the peel remained and that was my goal with the automatic peeler. It took considerable time and ground off lots of clean potato before I finally removed the last of the potato skin from deep in the eyes. I was left with a tub full of golf ball sized potatoes for cooking and was quite pleased with my culinary art and happy to deliver them to the

cook. The Mess Sergeant took a look in the kettle and got thoroughly shook up at the small volume of potatoes that he was left to cook. He chewed me out in no uncertain terms and made sure that, in the future, I knew how to peel potato Army style.



*Kitchen Police (K.P.) at Camp Roberts
I'm on left (in front of glass door) in the back row.*

I found it easy to live at the camp. We were treated to haircuts courtesy of the U. S. Army. The hair was cut short and was easy to care for. Our laundry was collected weekly at the Company supply depot and returned to us in tip top shape also courtesy of the U. S. Army and a small fee. There was also a Post Exchange in the area where we could purchase personal items.

We were granted weekend passes on occasions if we wanted them. Not many of the trainees in our Company took leave as it was a hassle to find ride to San Miguel or Paso Robles and back to camp. I do, however, recall visiting the USO in one of the towns not too long after we arrived at the training center. Most of us were just happy to have a day off and rest up from the hassles of the week.

My mother was very faithful about writing letters to me with the usual family and hometown news. I am sure I must have spent some weekend time writing letters home. One of her letters informed me that Nick Michael, one of our long time ranch workers that watched my brothers Dave and Tom and me grow up, was coming to Camp Roberts to visit me. I got a pass for the weekend and we had a nice visit that helped ease the stress of being away from home.

One weekend our Company was invited to be the guests of the owners of a large orange orchard near Santa Barbara. The ranch had saddle horses and I thoroughly enjoyed the trail ride that many of us took for a mile or two around the outskirts of the property. The hosts treated us like royalty and everyone thoroughly enjoyed the day.

A lot of time was spent standing in long chow lines waiting our turn to have a meal splashed into our mess kits. The oval shaped metal mess kit had a division down the inside of the lid where food could be placed on each side. The bottom mess kit served as one larger dish. Our canteen was nestled inside a large metal cup and the unit was carried in a canvass case that fastened to a heavy web multiple use belt around our waist. The mess kit was carried in our backpack.



Chow line, Camp Roberts, September 1942

When we were away from the Company mess hall area, the food was hauled and served in the field. We stood in line whether in the sun or rain and ate the food in the sun, dust or wet and mud. Washing our metal mess kit and cup consisted of dipping it in a 30 gallon garbage can filled with warm water (if you were among the first) and swishing the utensils around in the water a few times. This was followed by a quick dip in a second garbage can that contained the rinse water. The water was not changed and became rather dirty and thick by the time several hundred trainees and staff had put their utensils through the wash cycle. A couple of bouts with diarrhea and we soon learned to wipe all our field utensils thoroughly (with our handkerchiefs) before eating.

Training in a heavy weapons company included a few short sessions learning how to drive a truck in convoy without excessive speed or braking. It was not easy to keep a relatively uniform speed when most of the trainee drivers had never sat in the cab of a large vehicle before coming Camp Roberts. We soon learned how to drive the trucks on sandy beach as well as climb hills without getting stuck.

During one pleasant afternoon we were sitting on the side of a dry hill listening to a lecture session on constructing barbwire barricades. During the lecture I glanced into a gopher hole that was quite wide at the top and saw a rattle snake laying coiled just inside the entrance. I tapped a trainee that was from Texas on the shoulder and pointed into the

hole. He was wearing a pair of heavy leather gloves to protect his hands while working with the barbed wire. Before I could say anything, he jabbed his gloved hand into the hole and grabbed the rattler behind the head. He grabbed the tail end with the other hand and stretched the snake out in a straight position. One of the other trainees took a field knife out and cut the snake in half. Everyone nearby jumped back a little but the lecture went on with minimum disturbance.



Jim with one of the six wheel drive trucks he learned to drive



*Some of the fellows from my barracks, note WW I helmets,
Jim - front center kneeling*

Most of the fieldwork and marches were in the hills. During our rest breaks we would usually sit or lay down stretched out on the ground and often near the nests of tarantula spiders. Tarantula spiders lived in holes they burrowed in the ground that were a half-inch to an inch in diameter with a heavy white web covering the entrance. We had been warned that the bite of a tarantula was painful and could cause us to get quite sick but those of us that had never been around the spiders and were quite intrigued by their size. We were continually trying to find a larger specimen. The web cover was removed with a stick or pencil and a small amount of water poured in the hole and in a few seconds the tarantula would come crawling out. The hairy mean looking critters crawled out quite rapidly and usually stopped beside the entrance with their big eyes staring at us. We pestered them to get the insect to fight back but I never picked one up. They were good entertainment for a farm boy from Montana.



Platoon lecture site, 1942 - Jim 3rd row, 2nd from right

Ten or eleven weeks into our training period I reported to sick leave with a tooth ache and was scheduled for a dental appointment in a few days. On the appointed date, I went with another trainee from my barrack to the dental facility. It was housed in a two-story barrack with individual rooms of a large number of practicing dentists. My companion was called in first, giving me time to look about and read the notices on the bulletin board. Among the notices was a notification and schedule of qualification tests for admission to the Army Air Corps and stated that interested persons should report for the tests. I made up my mind to apply.

While I was sitting in the waiting room, a medical corpsman came down the hall with my barrack buddy on a stretcher. The dentist had tried to pull his tooth and broke the jaw. Needless to say, I went back to the barrack without going to my dental appointment.

I immediately reported to the Company Commander and asked permission to take the scheduled Army Air Force qualification tests. He proceeded to tell me in no uncertain

terms that I was in the Infantry and that was where I was going to stay. I was not about to get in any more trouble so I didn't ask any further questions.



A little practice for a ball game.

Within a day or two I was called in to explain why I had not reported for my dental appointment. My explanation was accepted with some understanding and a new appointment was scheduled. Fortunately for me my new appointment was scheduled in the same building and at the same time as the Air Corps test. I decided that would take the tests instead of going to the dentist. I was gambling that the Air Corps tests were not an option for the Company Commander to refuse. I took the tests and went back to the barracks and said nothing of my alternate activity.

Several days later I was called to the Company Headquarters and informed that a staff member would escort me to the dentist. I assured them that I would report and they let me go on my own. The dentist inquired as to my problem and my answer was that I didn't know why they sent me for a dental checkup. He looked into my mouth, said everything looked good and sent me back to the Company area.

The last of our training consisted of a twenty-five mile forced march and an overnight bivouac in the foothills of the Hunter Liggett Military Reservation. We reached our destination late in the evening and were required to dig a one-man foxhole deep and large enough to keep our body below ground level for the night. It was terrible weather, raining and quite chilly, but I dug through layers of shale rock using my trench shovel and lifting the broken rock out with my hands and finally had a sufficient size fox hole. I ate my canned rations and settled in for the night. I did my best to keep the rain out by covering my foxhole and myself with my rain gear but was quite wet. Most of us slept from exhaustion and were not in the best mood when we were roused out of our sleep early in the morning. A truck pulled into our area with supplies and the driver called out my name. I reported in and was informed that I had been transferred to the Army Air Corps. I grabbed my gear, jumped in the back of the truck and was soon on my way back to camp.



*Company "B" 89th Infantry Training Battalion
Infantry Replacement Training Center
Camp Roberts, California - 1942
Jim Drummond - left-front row*

The company CO was not very happy and assigned me to teaching General Orders to a group of volunteers that had difficulty reading and writing. The assignment was temporary and within three or four days I was on my way to the Air Corps Cadets Pre - flight Training Center at Kelly Field, San Antonio, Texas.

Cadet Classification - San Antonio, Texas

Upon arrival at San Antonio, I joined a contingent of trainees and we were escorted to the San Antonio Aviation Cadet Center at Kelly Field. From the moment we stepped off the trucks we became “ Mister “ and the West Point training methods of the Army Air Force Cadet Program came into our lives. We were marched in cadence as we were escorted to the various buildings for processing and classification.

I exchanged my infantry issue items for the new aviation cadet issue. Everyone was lined up and assigned to Squadrons and Flights and assigned quarters in two - story barracks buildings. They were of the same outside appearance as those in Camp Roberts and each floor had twenty double deck bunks. The cadet in the top bunk slept with his feet at the end over the head of the cadet in the bottom bunk. Our beds were made up each morning using the same procedure as the infantry but with much more precision.

After our clothing and equipment issue, barracks assignment and crew haircuts, we were ready to face the rigors of the various physical, mental and physical tests of the Army Air Force Classification Center. It was here that a determination was made whether a cadet would enter the training for Pilot, Bombardier, Navigator or assigned to ground duty only.

For the next week each cadet faced a continuous barrage of paperwork covering wills, power of attorney, G. I insurance (\$ 10.000), payroll and payroll deductions, personal history, medical and psychological examinations and much more.

The medical examination was known as the Medical 64 and took two days to complete. The examination was developed by the Air Surgeon’s office in Washington, D.C. and was reported to be more comprehensive than that given to West Point Cadets. The criteria were designed to make sure that cadets that would eventually become pilots or crew members would not place themselves, crew or others at risk because of a physical abnormality. Stringent eye exams for defects, coordination and color blindness were included. A depth perception test was given that required us to align two pegs along side each other. The pegs were on a track on a flat table about eight or ten feet from our observation point and maneuvered parallel to each other by pulling strings.

My physical also included a trip to the dental office which revealed my tooth problems that had plagued me in the infantry. I had four or five cavities filled and later had a wisdom tooth pulled. I was relieved to finally have the job completed before going overseas.

Psychological tests followed the Medical 64. They were designed to test our judgment and understanding from reading charts, graphs, mathematics and other subjects. Very few were able to complete a particular test before the instructor called time and



The
Infantry Replacement
Training Center
Camp Roberts, California

This is to Certify that

James Drummond 39607989
Company "B" 89th Inf. Tng. Bn.

has satisfactorily completed the

Thirteen Weeks Schedule

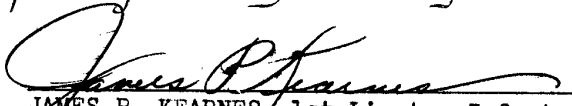
of Training

August 3, 1942 to October 31, 1942

His special training has been as:

Infantry, Heavy Weapons

By Command of Brigadier General Fales:


JAMES P. KEARNES, 1st Lieut., Infantry
Commanding Company

passed out another test on a different subject. It was a sure-fire method to see how fast we could think.

The psychomotor tests were designed to test our eye, hand and feet coordination and were extremely challenging. The tests would have been fun if I had not realized how important they were in the cadet air classification. Today's youth who have been playing nintendo and other video games would probably have found little challenge in what I thought was a grueling experience.

One of the tests had four green lights with red bulbs on each side of the green bulb that could be turned on or off by the instructor. We had eight switches mounted on a panel in front of us. When the instructor turned on a red light we were expected to flip the switch to turn it off as determined by its position to the green bulb. Our future could be relegated to "ground duty only" by a blink of the eye or slow flick of a switch.

Several coordination test were given that required us to center a pointer on a brass button, about the size of a penny, that moved irregularly across a disk that rotated. I found that I did best with the long hand held pointer although I did not do too bad using the up and down and right and left levers. After the tests were completed, we were interviewed and asked for our preference of aircraft position for aircrew training. I was informed that I had no choice other than that of Pilot, Bombardier or Navigator. I chose to try for pilot knowing that failure here would still give me the option of Bombardier or Navigator. Within a day or two I was informed that I was selected for pilot training and was assigned to preflight training in the class of 43 I.

Preflight - San Antonio, Texas

My student days in the ROTC program at Montana State College included an upper and lower class system of military command. However, it didn't come close to the two - class "West Point" system enforced at Preflight. "The brace" and being "racked back" became a regular part of cadet life. It was "brace Mister, chin back, suck your gut in, eyes to a point" and we didn't dare move or we were made to do pushups or pull-ups until we were exhausted. We marched everywhere in cadence while we sang. Those of us that had trouble with keeping a tune had to sing at the top of our voices.

As cadet underclassmen we were required to eat "square meals" and the name did not refer to a sumptuous amount of food. We sat stiff backed on the front edge of our chairs in a sitting brace. Our eyes were fixed on the cadet (usually an upperclassman) across the table. The food was transferred from plate to mouth by moving our fork in a vertical line to a level with our mouth then horizontally into our mouth. A movement of our eyes to either side earned a demerit and after a certain number of demerits, we were assigned extra duty. Talking at the table, other than "sounding off to have food passed" was not permitted and the bad habits of fast eating, full mouths and leaning on the table were soon forgotten.

Our day began with reveille at "0550 hrs." (5:50 a. m) and we were soon in formation and marching to the mess hall for breakfast at "600 hrs." After breakfast we returned to the barracks and did our housekeeping. At "800 hrs." we were headed for our morning of classroom instruction. After dinner (lunch) we had the usual close order drill

and marching as we, the underclassmen, withstood the continual demands and harassment of the upperclassmen. Retreat or the end of our formal training was at "1645 hrs." and supper was at "1715 hrs." or "1830 hrs." After supper the underclassmen were free to avoid the upperclassmen but most of the time the attempt was unsuccessful. Call to quarters sounded at "2015 hrs." and we returned to the barracks where we spent time studying, shining our shoes and brass buckles or writing a letter home. The Bugler sounded Taps at "2200 hrs." and everyone was in bed and not a sound uttered for fear that an upperclassman might be nearby.

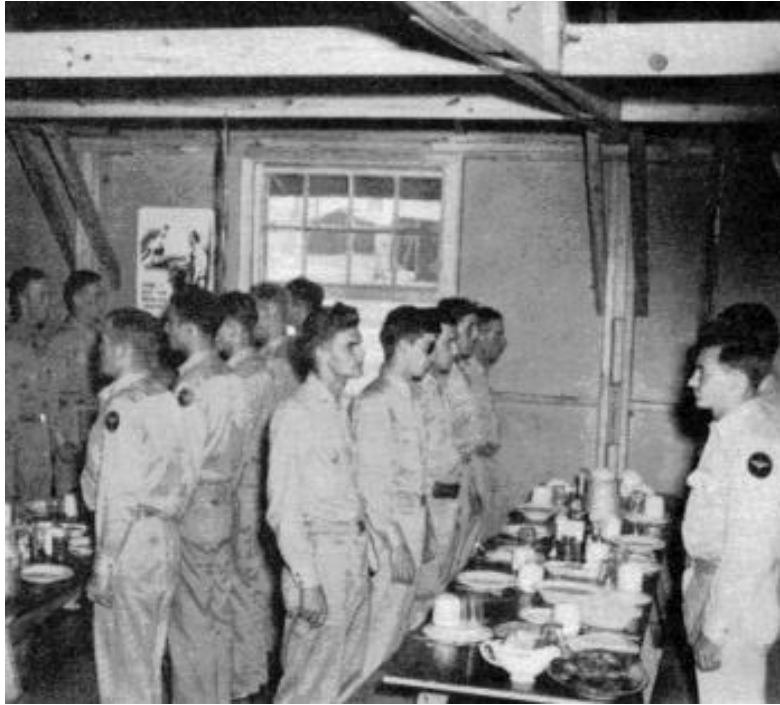


Table manners were soon learned by the underclassmen

The instructors were civilian employees and did their best to help us with our classroom work. As busy as they were, they took time to give us individual help when we were having difficulty with a subject. Several would drive back to the base in the evening to give us extra help with our Morse code so that we could meet the minimum eight words per minute of audio sending and receiving signals. Other instructors did the same for other classes and made us feel that they were really working to make us the best trained cadets that would graduate from pre - flight.

I returned to the barrack one hot afternoon to take a shower and clean up after our usual three mile run though the Texas brush and over the sand drifts. I showered in warm water and stepped out to dry myself. I was covered with red spots and more were breaking out by the minute. I was sent to the medics and was found to have the three-day measles. I was immediately placed into quarantine in the isolation ward of the hospital.

The isolation ward was one large room with, perhaps, twenty beds. The patients were those with various communicable diseases. The patient that I worried most about was extremely sick with spinal meningitis and in much pain. The rest of us were quite concerned about being exposed and did not go near his area.

The Cadet Commandant saw to it that my books were sent to the ward with orders that I was expected to continue my studies and to keep up with my class. I didn't feel the best in the world for the first day or two and consequently spent little time on my studies. In addition I took advantage of being away from the Pre - flight area and caught up on my rest and sleep. About the third day my naval forces instructor showed up and informed me the rest of the class had taken the final examination on Navy ship identification and he was here to give me the test. I indicated that I had not studied the material and was not prepared. He paid little attention to my excuse and proceeded with the test. The test required knowledge of the types of ships and their name. I could identify the class of ship with accuracy but could not name the individual ships. The instructor worked with me until he was satisfied that I could recognize most of the larger ships by name and was satisfied I would probably retain them.

NAME OF STUDENT	ASN	ATTENDANCE DATES (APPROX)
Drummond, James	39607989	TO
SUBJECTS		GRADES
<u>Pre-Flight School, SAACC, San Antonio, Texas</u>		
Naval Forces		86
Maps and Charts		93
Physics		89
Radio Code		8 wpm)
Visual Code (3 ltr word)		7 wpm)
Visual Code (2 ltr word)		10)
Ground Forces		70
Aircraft Idnetification		89
Air Forces		73
Signal Communications		95
Mathematics		80

The exam was completed in 45 minutes or so and the instructor thanked me and left. He was not about to let me be held over for the next class because of ship identification. Also, by the time he finished my examination he had taught me more about ship identification than if I had spent hours studying the subject. I always felt that he put himself in a dangerous situation to come into the isolation ward for communicable diseases to help me along the way. The instructors and cadre were truly dedicated and understanding people and extended their responsibilities to make sure we received the best training possible for the tremendous tasks we would soon face.

Segregation was a word that a farm boy from Montana was not particularly concerned about. While laying in my bed in the isolation ward I struck up a conversation with the man in the bed next to me on several occasions. After one of our visits another enlisted soldier came over and informed me to quit visiting with my neighbor. My question back to him was "why" and I was promptly informed "because he is a mulatto." I had to ask him what a "mulatto" was and was informed that it was a person that had a genetic mixture of the white and black races. (His description used words that were a little more representative of the Southern culture of that era.)

Three days in the isolation ward was enough for me and I was anxious to get back into routine of pre-flight training. Our morning sessions were devoted to classroom work



*Jim on the left with
Friend "Moose" at Pre-flight*



*Mess Hall chow line on Christmas day
1943 at the Pre-Flight Training Center.
My note on the back of the Picture states
1500 cadets and staff were fed dinner.*



*Dressed in our Cadet Uniforms we relax in
a San Antonio park. (Jim Center).*

and the afternoons to "P T" (physical training), marching and close order drills. The mornings were relatively free of the commands and demands of the upper class cadets but the afternoons were a different situation. Our every minute was under their supervision to and from the drill field and every moment on the field. It was almost a relief to have the Physical Training instructor to work us over for an hour of sit ups, pull ups, push ups and an array of arm and leg stretching and swinging. We then finished the afternoon exercises with a three mile run over the sand hills and through the mesquite brush area surrounding our camp.

We were also posted on guard duty several times during our pre - flight training rotating the usual two hours on duty and two hours off during an eight hour shift. We were required to make the same challenges and be just as alert as guard duty in the infantry but I did not feel the Training Center was in as great a risk of sabotage as that of Camp Roberts during the period that I served as a trainee in the infantry.

Towards the end of our underclass training the upper class cadets decided that our flight should have a funeral procession and cremation. Six cadets were chosen as the body bearers and I was selected as the body. I was made to "brace" chin and chest in and maintain a motionless upright position. I was hoisted to a horizontal position over the heads of the bearers, who, with their inside arm and hand raised above their heads had to carry me about the barracks area. It tested their strength as they held me above their heads as the walked for blocks without changing the position of their arm. I was finally disposed of as they carefully laid my rigid body on top of the furnace housing in the barrack.

Midway through our nine weeks of pre - flight training the Cadets in the Class of 43-I became the Upper Class and the new arrivals in the Class of 43J became the Under Class and the traditions of the Cadet training carried on. As Upper Class we still spent the mornings at class and the afternoons with marching and physical training.

Cadets were paid \$ 75.00 dollars per month plus a \$ 1.00 per day for meals.

We were then charged:

Meals-----	\$ 1.00 / day
Laundry -----	\$ 1.00 / week
Dry Cleaning -----	\$ 0.45 / week
Ground school equipment --	\$ 1.00 total
Name tag & rubber-stamp --	\$ 1.00 total
Cadet Club dues -----	\$ 1.00 / Class

We were allowed "open post" one day per week but most of us spent our weekends at the base. I did go to San Antonio on several occasions and visited the Cadet Club. The Club took up most of the mezzanine floor of the Hotel Gunter and had a hired staff to see that the Cadets had a place to rest, relax and visit friends. It also served as a host facility for the friends and relatives visiting the Cadets. I also visited the Alamo and other historical sites near town.

In March of 1943 I was assigned to elementary (primary) flying training at the Pine Bluff School of Aviation, Pine Bluff, Arkansas. My travel orders were issued and I boarded a troop train for Arkansas and was quite excited as I looked forward to my first flying experience.

Pine Bluff School of Aviation, Pine Bluff, Arkansas

Our rail transport cars were pulled by a steam engine and rolled along 45 to 55 mile per hour so the trip from San Antonio to Pine bluff took several days. Spring weather was well on its way and as we approached the central part of Arkansas we began encountering flooding streams and cropland. At one point we were sidetracked until a freight train was

dispatched to travel ahead of our troop train through an area where the floodwaters covered the tracks.

We debarked at Pine Bluff and were transported to Grider Field where we were to receive nine weeks of flight training at the Pine Bluff School of Aviation. We thought we were in heaven when we arrived at the training field. Our barracks were nice one-story buildings divided into rooms, each housing two cadets. Each set of rooms was separated by a bath. We soon paired up as roommates and were assigned to our living quarters.

New Cadets were put through the usual indoctrination period of acquainting us with the facilities and what was expected of us in the coming weeks. Grider field was a civilian flying field and all the instructors were civilian pilots. We were informed that they commanded the same respect and attention as if they were Army officers. The only Army officers were the Commandant of Cadets, the Adjutant and the Army pilots that supervised the training with everything under the control and supervision of the Army Air Force.

The landing field was a small grass covered area, perhaps a mile long and a quarter of a mile wide. Along one side of the field was the plane parking and tie down area, hangers and a building where we stored our flight gear and assembled for instruction from our flight instructor. In the center of the field was a large "T" shaped wooden box that could be turned to indicate the direction to land. The wind direction was determined by observing a "wind sock" mounted on a pole. The "T" was turned to indicate wind direction only if there was enough to affect our landings, otherwise it was parallel to the flight line.

It took us a day or two to settle into our housing quarters, pass through orientation, and draw our flight gear and classroom books. Between times we had to continue our usual calisthenics and physical training exercises. We were formed into groups of four or five Cadets and assigned to a civilian instructor, I was assigned to Mr. Dowd a middle-aged man in his fifties. Our flight thought we had the best instructor on the field and, when we finished our training, we presented him with the most up to date catfish fishing equipment we could purchase in Pine Bluff.

Our training planes were Fairfield PT - 19 A's powered by a 175 horsepower inverted six cylinder Ranger engine. They were blue planes with yellow wings and could be easily seen when miles away. The inside of the plane made me feel like it would be a complicated piece of machinery to fly. The front panel contained six or more instruments and toggle switches that I was sure I would have a problem monitoring and flying the plane at the same time. As I look back I chuckle about my concern as the only instruments were a tachometer, compass, altimeter, air speed indicator and a needle and ball. There was also a temperature gauge, fuel pressure dial and an oil temperature gauge.

I believe the PT 19 was a perfect plane to mass produce pilots with a minimum of risk. It was a single wing, two passenger plane with a wooden propeller. The instructor almost always sat in the back seat with the student in the front seat. To start the plane, the student or instructor stood on the left wing and inserted a crank into the engine compartment through a hole in the side panel of the engine housing. The memorized check list was then called out "safety belt fastened" and after a positive answer, was continued with "controls free" and the lever in the front cockpit that held the stick in a fixed position was removed. Gas was checked for "on fuller tan" and "brakes set". The "throttle backed

and cracked" indicated that the throttle had been pulled all the way back and then pushed forward about half an inch. The final check was "pressure up". The planes had been parked with the gas shut off and the engines allowed to run until the gasoline in the fuel lines was used up, therefore, it was necessary to reestablish the fuel pressure to the engine carburetor. This was accomplished by reaching down and pumping the lever of "the wobble pump" until the fuel pressure gauge on the front panel registered five pounds.

The verbal checklist was completed when the pilot was informed to switch the magneto to "left mag.". The crank was then turned until a flywheel on the engine was rotating at a rapid rate and then quickly removed. The pilot quickly pulled a lever to engage the flywheel to the crankshaft and the momentum of the wheel would crank the engine. After the engine was running, the pilot signaled to switch to both magnetos and the plane was ready to proceed to takeoff position. I have incorporated the procedure to show how basic (primitive) the planes mechanical system was designed and that there was no battery operated electrical system.



Primary Trainer - Fairchild PT 19 A

Mr. Dowd had met with our flight members and laid out the rules and what was expected of us. His job was to work with us individually and do his best to develop and coordinate our mental, physical, and disciplinary abilities into those required to fly an airplane. He appeared to be easy going but I realized that he expected more than average from each one of us.

Climbing into the open cockpit of a PT 19 for the first plane ride of my life was not a big thrill. I had the feeling that it was just another day of Army life and I was going to do my best to be successful, but if not, I knew there were more jobs for me in the air. We took off and climbed to 300 feet where he made a turn to the right. He then turned left 45 degrees to leave the traffic pattern and climbed to a cruising altitude of a couple of thousand feet. The instructor flew around the town of Pine Bluff and across the Arkansas

River where he called my attention to a couple of bridges and other landmarks that I would be using to find my way back to the field during future flights. One caution he made quite clear to me was that if, in the future, I were to fly under the railroad bridge that crossed the river I would be an automatic transfer out of the Cadet program. Apparently several had tried that very thing, resulting in everyone being advised of the consequences.

Conversation in the air was only transmitted from the instructor to student. Our fleece lined flying helmet had a right angle metal pipe located over each ear that were fastened to each of the earflaps. We would slide a section of a "Y" shaped hose that led to the back seat over each of the metal helmet pipes. Mr. Dowd spoke into a funnel attached to the single end of the hose in the rear cockpit resulting in quite audible communications to the front seat. Acknowledgment of the message by the pilot in the front seat was given by shaking the stick a short distance to each side of neutral position a couple of times. About mid way through our nine weeks of training, Mr. Dowd and I climbed aboard the plane and took off and headed for an auxiliary field to practice landing and taking off. During the twenty five-mile trip he usually gave instruction about some maneuver or other flying instruction. I was merrily flying about, thoroughly satisfied that I was doing great job as I had not heard from my instructor. It was not long before I felt a tap on my left shoulder and turned my head to find that Mr. Dowd had climbed out of the back seat and was standing on the wing along side the cockpit pointing at my unattached "gosport" connections. It scared the daylights out of me but shook up as I was, I really flew straight and level until I heard his voice come "through the tube" telling me to relax. After all we were flying right along at our full cruising speed of 80 to 90 miles per hour. I was not reprimanded for my blunder but I am sure Mr. Dowd knew I had been shocked into learning something about the importance of memory and following the checklist. I never forgot to connect the "gosport" tubes again.

Our flying gear, in addition to our seat parachutes, were light flying coveralls for warm weather and sheepskin coats for cool weather. The PT-19 was an open cockpit airplane making it necessary to wear goggles over our eyes. We also carried notebooks and an occasional textbook stored on the seat under our parachute.

During my first ride I was allowed to handle the controls during which time we went up and down as though on a roller coaster but I did fairly well, more or less, in keeping the plane on a particular heading. A few lessons later I was practicing landing and taking off and in ten days and little over seven and a half hours of flying time, I was told to "take it up alone" for my first solo flight.

I have forgotten many of the happenings of Cadet training but still have a very vivid recollection of my first solo flight and landing. Up until then, flying was interesting and fun, but when the chips were down and I was not confident that I was prepared to solo. I recall asking Mr. Dowd if I should have another lesson but he told me I would do fine. He accompanied me out to the plane, made sure the checklist was gone through and the engine running properly, gave me a confident smile and waved me to taxi out and take off for my first solo flight. I made a series of "S" turns back and forth as I taxied toward the end of the field. The nose of airplanes with tail wheels or skids, block the forward view. Making a series of "S" turns allows the pilot to look over the side and see what is ahead of the plane.

I lined up parallel to the "T", pushed the throttle forward and was soon climbing into our flight pattern. Taking off is the easiest part of flying if everything is going right but is also the most critical if an engine fails or other malfunction while at low air speed and altitude. I made a climbing turn staying in the traffic pattern then leveled off at 500 feet and turned on the downwind leg. I made the next turn on the base leg and at a point at spot at a 45 Degree angle from where I wanted to land I cut the throttle and made a gliding turn onto the final approach. I thought everything was going good but I had a good sweat up. Nearing the ground I eased back on the stick to level out but realized that I was still two or three stories above the ground. I pushed the stick forward and started down too fast so I pulled back on the stick and up I went. A couple of more ups and downs and I finally landed, rather rough, but safely. I was disappointed in my performance and as I taxied in toward Mr. Dowd, my hope was that he would climb in the back seat and have me shoot a couple of more landings with him in the back seat. Instead of that, he signaled me to take off again. My second landing was much better and for the rest of my stay at Grider Field I made all the take-off and landings during my flight instruction periods.



Jim - every Cadet had their picture taken in primary training flight gear. The only non issue was the silk scarf.

We began to put in more flight time with our instructors. Mr. Dowd was a patient and understanding person. Several Cadets washed out along the way and most were

beginning to feel the strain of the effort that had to be put forth. I always felt that I was not under as much stress as those students who left home to become pilots. Many Cadets felt that those at home would be embarrassed if they did not succeed. I was happy and relaxed to be where I was and if I did not succeed in performing a maneuver properly the first time I would try again without being instructed to do so and did not worry about my original failure.

Cadets were taught to be prepared, at any time and at any altitude, for an emergency landing. Mr. Dowd would pull the throttle back and I was supposed to immediately locate an area to make an emergency landing and enter into a glide slope to reach the selected area. Occasionally the area was one of easy access but more often it was an area where I would have to maneuver back and forth into or circle in order to land into the wind or in the most advantageous direction of the selected landing spot. I think it was a fun thing for Mr. Dowd because, quite often, he would let me almost set the wheels into the grass before he would take the stick and pull up.

Another requirement we had to demonstrate was the ability to accomplish short field landings. Our training was directed toward giving us a feel of what the airplane would do under various conditions. It was a sort of "fly by the seat of your pants" with the use of air speed, altimeter, and needle and ball. Short field landings did much to develop that sense of feel. For short field landings, bushel baskets were placed in a row across one end of the landing area and a second row placed across the area a short distance down field. We were expected to land and stop between the row of baskets. This was accomplished by coming in the last part of the final leg with power on and flaps full down. The nose was raised slightly and sufficient power was applied to fly low over the baskets just above stalling speed, then we would cut the throttle and drop to the ground. Our instruction time was limited and we were only allowed to spend one or two periods practicing the maneuver. Our Cadet class accomplished that part of our training quite well and did not crush many baskets or crash any airplanes.

It was not long before our air time instruction changed from seat of the pants flying into a phase of perfecting our techniques of hand and foot coordination during turns, level flight, rolls, loops, stalls and ascending and descending turns. The use of the altimeter, airspeed indicator, needle and ball, and compass became a part of every movement of our hands and feet. We soon learned to make a "one needle width turn", keeping the ball centered (a black ball in a liquid filled curved tube), maintain our altitude and roll out on a specific compass heading.

Mr. Dowd relayed to me the instruction that he was going to demonstrate the procedure used to make a slow roll. He dropped the nose slightly to gain a little air speed then pulled it up just above the horizon and began to slowly roll the plane over. He explained every move as he rolled, "move the stick to the left and as the plane starts the roll, right rudder is applied". He continued to explain that when the plane approached a quarter roll sufficient rudder pressure was applied to keep the nose above the horizon, then as we approached the half roll the rudders were brought back to neutral and the stick, still to the left, was pushed forward to keep the nose slightly above the horizon. It was in this position my world began to come apart and I found myself in a situation that placed Mr. Dowd and his instructions far down on my priority list.

I had taken the usual preflight precaution made sure my seat belt was fastened and that I had pulled the safety belt tight across my lap until it was snug in the buckle clamp. As the plane rolled into the upside down position, the belt began to slowly slip through the metal fastener. I grabbed madly at everything within reach on the inside of the cockpit and I still recall that it was difficult to find anything to hang onto. I finally got both hands locked onto something and I hung on for dear life. As I hung upside down I saw a flick of something pass by my head on its way down but that was a minor part of my worries. Mr. Dowd completed the roll and by that time I was signaling him with the stick (this time it was not that I wanted to take over) and was frantically signaling him with my free hand that I was ready for a time out. He recognized I had a problem and flew back to the field where I informed him of my situation. He was very consoling but I'll bet he laughed all the way back to the flight room. When I looked on the cockpit seat for my notebook and text book that had been stored under my parachute I realized they were the dark shadow that past me by on their way down to some farmers field.

I was not the only one to have seat belt problems. About the same time as my experience, another cadet was thrown out of the airplane during a roll maneuver. He pulled his ripcord and floated safely to the ground. He never recovered, mentally, from the experience. A few weeks after his accident our flight was assigned to "police" (clean up) the barracks area. I was near the cadet when I saw him looking down in a space between the boards on the wooden sidewalk and mumbling and talking in the most insane manner. He was taken to the hospital and was later washed out of the program.

I only recall leaving the field to visit Pine Bluff once early in our stay at the field and once again when we went to buy a gift for Mr. Dowd at graduation. I also went with a group on a bus trip to Little Rock, otherwise most of us were happy to stay at home to catch up on homework or rest. I did hike in the area surrounding airfield. I enjoyed watching the numerous small turtles along the banks of the ponds and streams. We did not have turtles in the Deer Lodge Valley, so this was a new experience for me.

My first trip to Pine Bluff brought a full realization of the problems associated to segregation. We were a group of five or six of Cadets from our building that decided to go to town on a Saturday. It appeared that everyone in the neighborhood came to town on Saturday afternoons. As we wandered through town we were, more or less, crowded off the sidewalks and into the streets. We were never harassed or threatened but being in such a minority and treated as such, certainly brought home the lesson to a country farm kid from Montana that the color of a persons skin did make a difference.

During one of our flights, Mr. Dowd grabbed the control stick and signaled that he would take over. We were only flying about 500 feet above the ground when he rolled the plane up on its side and down we went in a steep dive. He skimmed the plane across the ground toward a colored lady hanging out her wash on a clothesline. She saw us coming and threw her basket in the air and dove for the house. I thought it was a thrilling ride but Mr. Dowd informed me that I should never try that stunt

Another incident took place when an instructor, flying with a student, saw a couple of colored men fishing in a small lake from a rowboat. He let down over the water and headed for the boat. The fishermen jumped out the boat into the water just before the plane hit a telephone line across the lake and crashed on the opposite bank. The plane hit the

shore and slid sideways into the trunk of a tree and split in half between the front and rear cockpits. Miraculously, neither student or pilot were hurt but I was sure that instructor was grounded. Perhaps the residents of the Pine Bluff and the surrounding rural area had real cause to not throw out the welcome mat for the Cadets at Grider field.



(Above) Jim 3rd from left and buddies in summer khaki uniforms in front of our housing unit

(Left) Everything we owned was carried in two duffel bags and a carry on.

I was required to demonstrate my progress about midway through our nine weeks training period and again at the close of our flight instruction. The “check rides” were conducted by an Air Force officer and were designed to evaluate the progress of the student and also the proficiency of the instructor. We were expected to be prepared to perform every function in a satisfactory manner from the time we stepped onto the flight line until we returned to the flight room. Individuals that were having difficulty in handling the plane in the air were given additional check rides along the way and several were “washed out” of pilot training.

I had no problem with my first check ride as I was quite relaxed and our training to that point was quite basic. By the end of primary training I was beginning to enjoy flying but like the other Cadets I began to “sweat out” my upcoming check ride with a full-fledged Army Air Force officer in the back seat. When my turn came, I was careful to do the preflight check list procedure and used carefully executed zig - zag turns while taxiing

and then parked at the required 45-degree angle at the end of the field. We had been told to prepare for any maneuver and emergency procedure. I was sure that as soon as I started my take - off that the check pilot would pull he throttle back as I became air born and I would have to recover and land. When that did not happen I relaxed and concentrated on my check ride. I was evaluated on straight and level flight, slow rolls, loops, spins, and various types of turns. At lower elevations the throttle was invariably pulled back and it was up to me to make a quick determination of wind direction, find a level field or landing spot and maneuver the plane until I was on a final leg and almost into landing attitude. It was not until then would the check pilot signal he was taking over to climb back to altitude. I was happy to have passed my flight check and realized that my instructor had made my first flight training pleasant and thorough and left me with the feeling of being prepared for my next adventure of flying larger airplanes.

During our nine week stay at the Pine Bluff School of Aviation we spent half days on the flight line listening to our instructors as they critiqued each of us as we returned from our flight. We also had blackboard sessions of ground and flight protocol and other topics that would help us along the way. We also had a number of sessions (total of 5 hours) in a Link trainer. The Link trainer was a replicate of the cockpit of a PT 19 and was positioned on the top of a pedestal that it allowed the simulated airplane to move in any direction. It was designed to simulate flight and its flight path and attitude was maintained by controls and instruments similar to those in a real airplane. All flight simulation was strictly dependent upon flight instruments and without reference to an actual horizon. The link instructors were young women enlisted in the WAAC (Women's Army Auxiliary Corps.) program and were just as serious at making us proficient in flying the link trainer on instruments as were our flight instructors in the air.

The link trainer could be made to simulate rough air conditions, make us fight cross winds or buck head winds by a push of a button by a push of a button by the operator. Our airlift could be made less by the simulation of icing conditions. I do not recall my first practice flying under the hood in the air but I do recall that my first flight in the link trainer was a disaster. The instructor put me in the air and informed me of what I was supposed to do. She continually monitored the instruments and the attitude of my airplane. If my airspeed was too fast or too slow, she would inform me over the intercom. When I looked at the airspeed indicator I would drop a wing or the nose and would be informed that I was out of position with the horizon. I recall that I went into a spin and wound up fighting the controls. No matter what I did I just kept spinning and the altimeter unwinding like a runaway clock. I think that I got so rattled trying to straighten the plane out on my own that I forgot to use the procedures that I had been taught in the air. I was almost dizzy when I stepped out, quite disgusted, of the link trainer. The young WAAC instructor assured me that my next session would be easier.

Classroom sessions, physical training, close order drill, billet inspections and general clean up duties filled the half days that were not spent on the flight line. The general strict discipline of the Aviation Cadet training program continued throughout our stay at Pine Bluff developing, within each of us, a quick response to any needed action. The built in discipline and immediate reaction time stayed with me throughout my entire service time in the Army Air Corps.

After passing my final check ride, I joined the rest of Mr. Dowd's students in saying farewell as we presented him with a set of top of the line cat fish gear as our token of appreciation for the patience, time and comprehensive training that he had given us.

NAME OF STUDENT	ASN	ATTENDANCE DATES (APPROX) TO
Drummond, James	39607989	
SUBJECTS		GRADES
Elementary Flying Tng, Pine Bluff Sch of Avn, Pine Bluff, Arkansas		
Aircraft Identification		92
Navigation		77
Weather		76
Aircraft and Engines		85

Several students of the class of 43 I washed out during our stay at the Pine Bluff School of Aviation but, in general, it was far fewer than I had expected. Most of us were able to check in our equipment to the Quartermaster and were ready and waiting for reassignment to one of the many fields offering Basic Training in more powerful single engine airplanes.

Coffeyville Army Air Field, Coffeyville, Kansas

It was about mid May when I received my travel orders and boarded a train at Pine Bluff and headed for Coffeyville, Kansas where I was assigned to the Coffeyville Army Air Field for basic flight training. I do not recall many things about the physical facilities at the field but I do remember that the countryside and weather were beautiful during June and July. As I look at my flight log I can understand my not being able to remember the town. My flight log entries record that I flew six days a week for several weeks, one seven day week and a stretch of nineteen days in succession with two flight sessions per day for several of the days.

Our training airplanes were Vultee BT-13 A models with a single 450 horsepower Pratt and Whitney engine. I felt like I was about to fly a monster when I compared the size and power to the chassis and 175 horsepower engine of the PT-19. In addition to the size and power I was faced with the task of spending the first few days familiarizing myself with new instruments and learning their use. In addition to the familiar instruments used at primary I had to learn to adjust and use an artificial horizon, fuel mixture control, carburetor heat control, propeller pitch control and their settings and to use the radio and interphone system. We had to learn to locate, blindfolded the light switches for landing lights, passing lights, instrument gauge lights and navigation lights. The checklist we had to memorize for take - off and landings in a BT-13 made the familiar checklist of the PT-19 look like a pre -school admission test. It looked to be a big adjustment but a year later it appeared so simple.

Ground school took up a good share of our time as we continued to add to our knowledge of navigation and other necessary fundamentals that would be needed for flying an airplane under wartime conditions. When we were not flying, or in the classroom, we were studying or doing training to build our physical endurance and muscles. The

importance of physical fitness was stressed continually and was accomplished with the usual outdoor exercises and games. I did not look forward to these activities but I did look forward to flying. It was in Basic Training that I began to like flying. It was a sweaty job because I realized what the consequences of lapse of memory or reaction at the wrong moment would do to others or myself.

My first ride in a BT-13 appeared to be a big jump in size of airplane and engine power. The flight controls maneuvered the plane in the same manner as the smaller primary trainer but with quicker reaction and severity. The plane was also flying at a greater rate of airspeed, which required quicker mental and physical reaction times.

Our instructors did not waste any time before getting us into the air. The first two weeks were spent teaching us the flying characteristics of the BT-13 and preparing us to cope with flight emergencies. Gone were the days of “seat of the pants” flying which was replaced with flight instruments and more precision flight maneuvers.

We worked on perfecting our takeoff and landing procedures from the asphalt paved runway and were expected to maintain exact altitudes, compass headings and turn angles. We were taught to place the plane in such a position that it would stall out and sink toward mother earth and the pilot temporarily without control, then, by proper use of the stick and rudder, bring the airplane back under control. It was not unusual to be practicing a slow roll and have the instructor pull the throttle off when the wheels were skyward and our heads hanging toward the earth. I had to think fast to remember that, when hanging upside down, I had to pull or push the stick the opposite direction than would have been done in normal flight.



Vultee BT 13A Basic Flight Training Airplane

I continued to be relaxed during flight instruction and if I didn't perform a maneuver properly the first time I would usually try again without being told to do so by the instructor. Again, I believe that my relaxed attitude contributed much to my success during training.

As the month of June progressed I became proficient in walking the airplane along in a stall attitude with the stick back, nose up, and keeping the wings level by maneuvering the right and left rudder pedals. We were taught to control the plane in precision spins of one or two turns. The procedure was to hold full rudder in the direction of the spin, then one turn before the direction I wanted to head in after pulling out of the spin, apply full opposite rudder for half a turn then snap the stick full forward and the plane would turn the last half and come out of the spin on the precise heading. It took practice on my part and it certainly built my confidence in being able to fly with a degree of accuracy and proficiency.

Loops were a fun acrobatic but I was worried, somewhat, about a problem I encountered when leveling out at the bottom of the loop. To begin a loop, I would put the nose down and gain sufficient air speed to pull up and over, then I would pull the throttle back and start my pull out toward the bottom of the loop to complete the maneuver. If I pulled out rather sharply I would black out and wake up with my head banging on the stick. The plane would level out when I blacked out and my hand fell off the control stick. Cadets that passed out for any reason were removed from pilot training. I would liked to have asked if that included black outs from "G" forces but I decided that it was best if I didn't mention the fact. The blackouts were momentarily and only occurred a few times but I wondered where the instructor, who always flew the back seat, thought my head was during the pull out. He must have thought I really sunk down in the seat or he was in the same condition that I was.



Jim with his BT13A at Coffeyville Army Air Base Coffeyville, Kansas when he was an Air Corps Cadet in 1943

We developed a reasonable proficiency doing an assortment of air maneuvers during our first four weeks. These included chandelles, lazy eight's and combinations of various aerobatics designed to improve our skills of precision flying. I accumulated about 25 hours of flight time toward the end of my first four weeks at Coffeyville and was checked out for my first solo flight in the BT-13. The second half of our Basic Training period continued with the aerobatics but the emphasis turned more toward training for cross country navigation, instrument flying and night flying.

Our regular courses in navigation, weather, radio procedures, map reading and orientation in ground school combined with our in flight instruction were expected to prepare us for cross country flights. My first cross-country flight was a flight path from Coffeyville to Fort Scott, Kansas to Chanute, Kansas and back to Coffeyville a distance of approximately 120 miles. I carefully determined the various compass headings, distances and the estimated time of arrival at various checkpoints along the route and wrote the data on a pad fastened to my leg above the knee. I folded my map properly so that it could be unfolded to the various segments of the route with a minimum of disruption or having to divert too much attention from flight observation. I took off from the airfield with the confidence of knowing that, with our training, I would not have any trouble.

It was a beautiful clear summer day and my check points were easy to locate and the roads into and out of the towns were easy to distinguish as were the section fence lines. I was quite comfortable until suddenly the little town beneath my wings had the same identifying characteristics as the town I had marked for my last checkpoint. I was rather shocked but knew that it was not wise to turn around and fly back to the last point I checked. I had to presume that I was at least nearly on course and the wind had drifted me to the right or left or that I had a tail wind or a head wind. The direction of the blowing dust on the ground at this point would not necessarily be the direction it was or had been blowing from half an hour before. My only choice was to continue on with my flight plan. In a short while I came to another town that had no resemblance to a point along my route so I knew I was lost.

We had been taught an emergency procedure to assist in orientating ourselves in such situations as I now found myself. I thought the procedure was fun when my instructor had demonstrated it but in my present state of mind, fun was the last thing I needed. The procedure required I fly around the perimeter of the town at an altitude of 1000 feet above the ground, locate any tall towers, buildings or other structures and also the wind direction and the railroad station. I then flew parallel to the railroad track in as near downwind as possible for about a mile from the station. I checked the fuel tanks and set the switch to the fullest tank. The flaps were lowered partially and the propeller moved to high rpm. I made a turn until I was over the railroad track and proceeded to assume an approach path that would place me about 100 feet above and to one side of the railroad depot. As I flew by I read the name of the town on the end of the depot and then climbed back to my flight plan altitude. It wasn't hard to locate the town on my map and make the needed corrections to continue my cross county flight.

I returned to Coffeyville without being too far off schedule and reported my experience to my instructor. I was unhappy about getting lost but he was not concerned, as this was not an unusual problem encountered during basic training. He was pleased that I had orientated myself by using the proper procedure.

After completing another cross county flight or two, our flight training was directed toward our becoming proficient in instrument flying by controlling the airplanes flight path using only the instruments located in the cockpit. The front cockpit of the BT-13s had been retrofitted with a heavy dark cloth hood over an accordion type folding frame fastened to the airframe behind the front seat. When the hood was pulled forward the student was unable to see any visual references outside of the cockpit area. My first few instrument flights were under the direction of my instructor with most of the ensuing practice sessions

accomplished with the “buddy system”. Using the “Buddy System” a cadet would practice instrument flying under the hood in the front seat accompanied by another student pilot in the back seat to keep a lookout for other planes and to see that the pilot did not stray too far from home. We would land and exchange places, return to the air so that each of the “buddies” would have an instrument flight practice session.

During the first two weeks at Coffeyville, I spent about an hour in the air each day but was soon flying two to three hours a day with some days almost five hours in the air. We still had our daily ground school classes calisthenics, close order drill, retreat and the ever-persistent check rides with different instructors who evaluated our progress.

Having passed my aerobatics, cross country, and instrument proficiencies I was now ready to enter the night flight phase of basic training. Taking off into the night skies with an instructor was nerve racking enough and I did not look forward to flying around in the dark by myself. I enjoyed flying by instruments under the hood and did relatively well but if I found myself in trouble I just had to pull back the hood and see blue sky and mother earth. At night all I saw was dark starry skies and lights on the ground that looked a long way off. Night flying was the phase of training that was most stressful to this point of my cadet life.

We practiced a limited amount of formation flying with two planes. It was excellent development of the coordination of stick and rudder controls and speed and distance judgement



The navigation lights of the night flying planes circling the field were quite spectacular and often confusing to cadets that were new to the airfield. The area above the airfield was divided into four fly zones or quarters of a circle with four levels of zones stacked above each other at intervals of 500 feet. Airplanes flew in three of the zones at each level making a total of 12 planes circling in the quarter zones above the field. We flew at various times in the zones from dark until two or three in the morning. Each unoccupied quarter fly zone was used to climb or descend to the different levels for take - off or landings. The planes flying the zones flew a pattern that extended outward three or four miles from the field to allow the pilots some variation in maneuvering rather than keeping the plane flying in a tight circle for any length of time. In addition to the planes flying the zones, there was a constant flow of planes in the pattern taking off and landing. It was not unusual for twenty or more planes to be in the air near the field and another four or five taxiing between the landing strip and the tie down apron.

After a few hours of night flying with an instructor I was ready for my night solo.

Although I felt quite prepared, I was a little nervous when my turn came to join the never ending stream of red and green navigation lights on planes taxiing across the field and using their bright landing lights to find the edges of the taxi strip. Communications with the tower was carried on by radio and was used in conjunction with a “biscuit gun“ to control our activities and position. The tower radioed me when to taxi to position in the take - off line. When I reached the number one take - off position I parked at the usual 45-degree angle to the runway and ran through the takeoff checklist. I had just finished the check when the tower aimed the “biscuit gun” at me and gave me the green light to take – off.

Everything was routine and I recall that it was a nice evening and I was enjoying the solo ride. I was quite conscientious about staying within my fly zone and keeping a lookout for other planes. Flying alone at night, no matter how pleasant it might be, a short time gets to be a long time and somewhere along the way I lost track of the plane that was flying in the zone below me. I slid back the cockpit canopy in order to look down over the side to see if I could locate it. As I leaned out I saw a large stream of fire shooting along the outside of the fuselage and extending from the engine cowling to the rear part of the cockpit. I was caught off guard and I all I could think of was a momentary flash of "my planes on fire". A few seconds later I realized that the flame was from the large engine exhaust port on the right side and was not as visible during daylight but was rather bright at night. During my previous night flying sessions with an instructor I had never had the need to open the canopy and look over the side. It wasn't hard to stay alert for the rest of the evening as I continued to check the exhaust flame regularly. It was hard to believe a flame that long and bright would not burn through the thin metal covering the side of the BT-13 training plane.

The rest of the night was routine, following the radio commands as the tower worked each plane down into the lower zones. A green light from the “biscuit gun” finally cleared me to enter the landing pattern and complete my first night solo flight.

Upon completion of my solo night flying in the holding pattern and shooting night take-off and landings I was required to perform a solo cross county night flight. I flew East from Coffeyville, Kansas to Neosho, Missouri then southwest to Claremore, Oklahoma. The bright lights of Tulsa gave me some confidence of my location as Claremore is located just a short distance northeast of the town. Coffeyville is located about fifty miles directly north of Claremore and was an easy leg of the flight to complete. I was happy to get home and into my bunk even if I did have to get up when six o'clock reveille sounded.

In addition to night flying we received instruction and practice in formation flying and short field landings and take - off. We continued to build up our air time and to perfect new flying procedures and techniques and continued to practice of all the flying maneuvers we had learned as well as instrument and hood flying, link trainer time and our ground school classes.

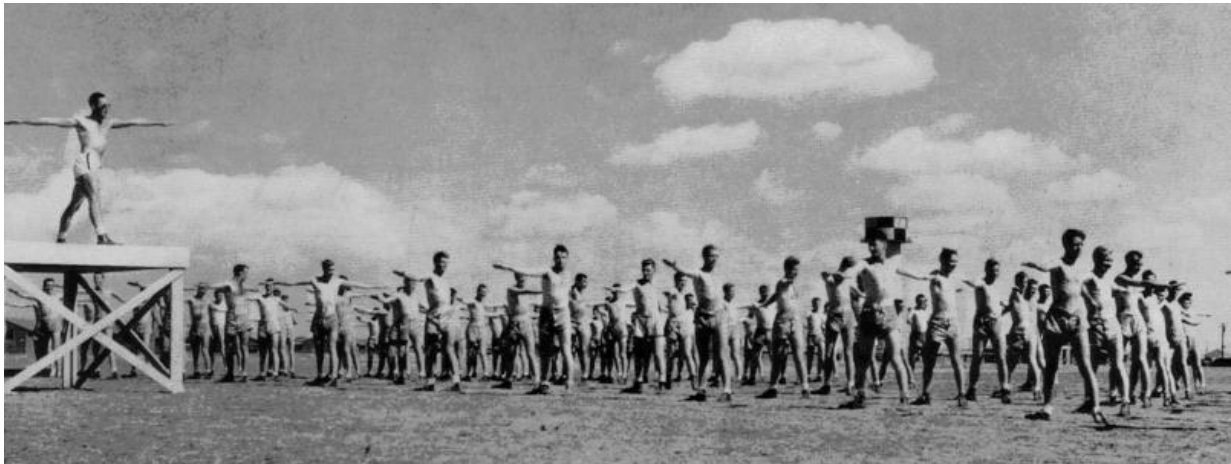
Graduation day at the Coffeyville Army Air Base was a much larger event than was held for the class of 43-I at the Pine Bluff School of Aviation. Many parents of the graduating Cadets were present and Several high ranking Army Air Force officers flew in to take part in the ceremony and review the troops. The entire base turned out for a full dress parade in front of the reviewing stand.



Formations and drill exercises were part of daily life in the infantry and cadets



The never ending area cleanup and policing duties



Calisthenics were always a part of our schedules

(Below) Cadet barracks at the Coffeyville Army Air Field, Coffeyville, Kansas



(Above) Housing quarters at the Pine Bluff School of Aviation, PineBluff Arkansas

(Pictures on this page from my class book for the Aviation Cadet Class of 43 I)

DATE 1949	AIRCRAFT FLOWN						CROSS COUNTRY		INSTRUMENT RADIO OR HOOD	TIME				DAILY TOTAL TIME	
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	FROM	TO		AS INSTRUCTOR	AS STUDENT	DAY	NIGHT		
6-1	Voltee	35	BTSA	U.S. ARMY	PRATT- WHITNEY	450	C.A.A.F.	LOCAL					8		8
2	"	"	"	"	"	"	"	"					9		9
3	"	"	"	"	"	"	"	"					9		9
5	"	"	"	"	"	"	"	"					10		10
7	"	"	"	"	"	"	"	"					10		10
8	"	"	"	"	"	"	"	"					8		8
9	"	"	"	"	"	"	"	"					10		10
10	"	"	"	"	"	"	"	"					6		6
11	"	"	"	"	"	"	"	"					8		8
12	"	"	"	"	"	"	"	"					8		8
14	"	"	"	"	"	"	"	"					10		10
6-15	Voltee	35	BTSA	U.S. ARMY	PRATT- WHITNEY	450	C.A.A.F.	LOCAL					5	5	10
16	"	"	"	"	"	"	"	"					5		5
17	"	"	"	"	"	"	"	"					10	10	20
18	"	"	"	"	"	"	"	"					10	20	30
19	"	"	"	"	"	"	"	"					10	9	19
21	"	"	"	"	"	"	"	"					8	5	13
22	"	"	"	"	"	"	"	"					7	8	15
23	"	"	"	"	"	"	"	"					5	18	23
24	"	"	"	"	"	"	"	"					10	10	20
25	"	"	"	"	"	"	"	"	4				18		23
28	"	"	"	"	"	"	"	"					15		15
6-29	Voltee	35	BTSA	U.S. ARMY	PRATT- WHITNEY	450	C.A.A.F.	Ft. Scott-Chanoli C.A.A.F.					17		17
29	"	"	"	"	"	"	"	LOCAL					12		12
30	"	"	"	"	"	"	"	Nevada-Carthage C.A.A.F.					21		21
30	"	"	"	"	"	"	"	LOCAL	10						10
7-1	"	"	"	"	"	"	"	"					28		28
2	"	"	"	"	"	"	"	"	8				10	13	36
3	"	"	"	"	"	"	"	"					6	8	14
4	"	"	"	"	"	"	"	"	11				10	5	26
5	"	"	"	"	"	"	"	"	10						10
5	"	"	"	"	"	"	"	"					21		21
6	"	"	"	"	"	"	"	Joplin - Neosho Claremore C.A.A.F.					8	30	49
7-7	Voltee	35	BTSA	U.S. ARMY	PRATT- WHITNEY	450	C.A.A.F.	LOCAL					8	10	18
8	"	"	"	"	"	"	"	"	10				7		17
9	"	"	"	"	"	"	"	"	9				15		24
10	"	"	"	"	"	"	"	"	8						8
12	"	"	"	"	"	"	"	"	9				23	23	55
13	"	"	"	"	"	"	"	"	14				5	7	26
14	"	"	"	"	"	"	"	"	8				10		18
15	"	"	"	"	"	"	"	"	8				5	4	17
15	"	"	"	"	"	"	"	Joplin - Neosho Claremore C.A.A.F.						20	20
16	"	"	"	"	"	"	"	LOCAL	17						17
17	"	"	"	"	"	"	"	"					5	21	26
7-19	Voltee	35	BTSA	U.S. ARMY	PRATT- WHITNEY	450	C.A.A.F.	LOCAL	5				5	10	20
20	"	"	"	"	"	"	"	"					23		23
21	"	"	"	"	"	"	"	"					21		21
22	"	"	"	"	"	"	"	"					22		22
23	"	"	"	"	"	"	"	"					5		5
24	"	"	"	"	"	"	"	"					9		9
26	"	"	"	"	"	"	"	"					5		5
							OBSERVED		Link Trainer Time		(128)				
							I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.		TOTAL		5	14	86	105	
							SIGNED		AMT. FORWARD		145	222	333	778	
									TOTAL TO DATE		150	236	419	778	883

Several days before the graduation exercises, three of us were informed that we had been selected to perform acrobatics and other flight maneuvers over the field while graduation was taking place. When graduation day came we donned our flight coveralls and enjoyed an exhilarating forty - five minutes doing every flight maneuver we could think of as well as a few passes demonstrating our abilities to fly formation. We were instructed to perform all the maneuvers at no less than several thousand feet. Our performance may not have looked that great, especially the formation flying, but it was the highlight of my time in the Cadets up to that point in time.



Short field landings were made by flying the last short distance of the final approach with the airplane nose high and the air speed just above the stall point. A rope with flags attached was stretched across the touchdown end of the landing area about eight feet above the ground. the pilot flew a low approach to just clear the rope, then cut the engine power to land in as short a distance as possible.

I left Basic flight training with total eighty-eight flight hours in a BT-13 and had accumulated a total flying time between March 24 and July 26 of one hundred fifty four flight hours. At the end of our instruction period we were asked what type of combat flying we would prefer. My instructor had pulled the throttle back on the only engine in our aircraft so many times that required me to prepare for emergency landings that I decided, without a doubt, that multi - engine was the way to go. I appeared that my chances of getting back from a combat mission would be much greater if I had more than one engine to depend upon and I have never regretted the choice.

NAME OF STUDENT	Drummond, James	ASN	39607989	ATTENDANCE DATES (APPROX TO
SUBJECTS			GRADES	
Navigation			87	
Radio Code			8 wpr	
Visual Code			10 gpr	

Our class of Cadets was split up and assigned to a number of different fields for advanced training. Many went on to single engine training to become fighter pilots, a few to multi - engine training for cargo planes and some for advanced training in AT-9s that prepared them for low level flying. I was shipped to Altus Army Air Field, Altus, Oklahoma for twin engine training and probable heavy bomber assignment.

ALTUS ARMY AIR FIELD, ALTUS, OKLAHOMA

Ten days after my last flight at Coffeyville I was in the air again at Altus, Oklahoma. The Army Air Corps wasted no time in moving us along. During the short transition time in transferring from one field to the other, we checked in our equipment at

Coffeyville, rode the train to Altus, Oklahoma where we checked out our new issue equipment. We went through the now familiar processing procedures, received our books, pamphlets, field regulations and technical manuals for the Cessna AT-17 twin engine airplane. We enrolled in our ground school classes and were back doing our calisthenics and physical training exercises in a short time. I was assigned to a flight number 11 consisting of five Cadets and to which Lt. Robert Bendele was assigned as our instructor.

We were soon working to familiarize ourselves with the aircraft, memorizing the location and use of the instruments and controls. We had to memorize the location and position of 46 switches and controls and find them while blindfolded before we were allowed to fly. There was a separate set of controls and instruments for each engine. The six or seven dials on the instrument panel of a PT-19 A that required so much of my attention four months earlier seemed quite inconsequential now.

The take - off and landing check list grew longer and I became more conscious of its importance as the aircraft size and performance requirements grew. Lt. Bendele also had our flight remember the name of the comic strip " Andy Gump". During the final approach to the landing strip we would make the final check word " Gump". The fuel was checked to be set at "G - on reserve tank ", "U - under carriage, down and locked", "M - mixture, full rich", and "props - full r.p.m".

We flew as a pilot and copilot team either with an instructor or as a team of Cadets. When we sat in the left seat as pilot we had to learn to operate the engine controls with the right hand instead of the left as was done with a single engine aircraft. The pilots flight controls were also the opposite, using the left hand on a wheel instead of the right hand on a stick control in the center of the cockpit. When flying copilot, the left hand was used to manipulate the engine controls and the right hand was used for flight control on the right hand wheel.



AT-17s on the line at Altus Army Air Base

After learning to taxi about the field using the engines and brakes we took to the air. Then came the usual procedure of getting us to "get the feel of the airplane" and its

take - off, flight, stall and landing characteristics. Stalls were practiced with power on and power off and with flaps up and at various down positions. These were practiced regularly through out our stay Altus. Then came the routine of simulated landings with one engine out. When we accomplished a satisfactory level of proficiency we were allowed to solo under the "buddy" system.

It was not long before I had to put my knowledge of emergency procedures to use. I was flying as pilot at an elevation of 3 or 4 thousand feet along with a "buddy" copilot". We had been in the air for some time performing various exercises and were running low on fuel in the operational tank and, as a proper procedure, turned the fuel tank control valve to the fuller tank. A few minutes later both of our engines sputtered and stopped, leaving us no power and the propellers wind-milling. The AT 17, referred to as the "bamboo bomber", was a light weight airplane with considerable plywood structure and easy to fly. As soon as the engines cut out I put the plane in an easy glide attitude and held the airspeed at a comfortable level above that of a stall. When the engines cut out, the copilot immediately reached down and checked the position of the recently switched fuel tank control valve. We checked the fuel gauges and they indicated we had a sufficient supply of fuel in tank being used. Next we checked the engine electrical switches and the main switch and every thing appeared to in order. While we were checking tanks, instruments and switches we were busy carrying on a "what next conversation". During all of this I was busy maintaining a power off glide path, with the propellers wind milling, and moving the plane back and forth in "S" turns trying to locate an area in which to make an emergency landing.

The "bamboo bomber" just kept floating along losing altitude very slowly. We both believed the problem was a fuel failure so I made one more check of the dual tank check valve before we had to make final preparations for a belly landing. I reached down and switched off the full tank and then back onto it. I felt the valve snap down into a notch and a few seconds later the engines started. Apparently it was not turned far enough to snap into position when the valve was first switched to change tanks it. When the copilot visually rechecked the position of the alignment arrow on the switch and it appeared in line but was not close enough to allow the valve to completely snap into position.

I recall the incident quite vividly to this day. I don't know how long we were without power but it seemed like a long time. As I glided the plane back and forth in the turns, the copilot and I were not overly concerned during our conversation of the possible solutions to our problem. We had been trained so long and hard for such occasion and, as I think back, I can hardly believe that we were not more shaken about our situation. There was no doubt in our minds that we could make a satisfactory emergency landing.

The first two weeks of advanced training was primarily classed as transition flight as we learned the various techniques of flying twin engine planes. From transition we were back to instrument flying and longer cross country flights. This phase of training required us to plot our flight course, fill out flight plans and put onto practice the lessons we had learned from our many hours in navigation classes. We also continued our instrument training in the link trainer flight simulator.

During this phase of advanced training, I began to realize that all our ground school

and flight training were coming together and I felt quite comfortable flying twin engine aircraft and performing the various air maneuvers and flight procedures. I passed my check rides after just over thirteen hours of student air time and was soon flying with a "buddy" in which we each took turns flying as pilot or copilot during our flight sessions.

Our training schedule became intense and it became quite evident that in less than six weeks many of us would be sent off as replacement copilots or into our final phases of training for combat. I felt a real urgency to learn and become as proficient a pilot as possible in the short time remaining.

At this stage of our training we were considered to be proficient in instrument flying and the use of cockpit instruments. We entered a phase of training whereby a considerable number of hours were devoted to flying at night to make us more at ease and more adjusted to longer flights during which we were unable to see the ground and other landmarks in the darkness of night. It was more stressful than the night training that we encountered in Basic training when we were almost always in sight of the home field.

Switching from daylight and familiar surroundings, where we depended upon visual topographical objects, to night flying over unfamiliar territory was even more stressful than giving up my security blanket and teddy bear when I was a youngster. Night navigation depended on the use of visual lights of towns, Civil Airway marker lights, radio signals or any combination of references. Our visual Morse code came into use as we determined the code letters emitted from the airway beacons and the audio code was put into use as we flew the different airway beam corridors.

It was relatively easy to follow the rotating beacons of the Civil Airway corridors at night. The red flashing beacons were located approximately every ten miles along the route and flashed a Morse code letter marking its mileage location from the origin of the airway. On clear nights we could see four or five beacons ahead and behind us as we flew the airway corridor. Night navigation outside of the corridors was another matter and required us to use various navigation instruments and coordinate them with the use of navigation maps and estimated times to various points.

As we advanced in instrument flying we received instruction in the use of the radio compass aboard our airplanes. The civil airways operated radio range transmitters from stations located all across the country to assist pilot's move from point to point under instrument flight conditions. I enjoyed my few hours of instruction of homing in and tracking stations using radio direction finding (RDF) and automatic direction finding (ADF) equipment and procedures. I found that using radio signals was my most reliable way of finding a specific location.

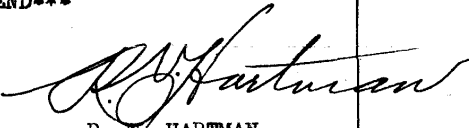
I flew AT-6s for a short period after I came back from overseas and was quite comfortable using the radio compass tuned in to read the signal of local commercial radio station across the country.

Using a transmitted audio beam to fly an airway corridor at night and coordinating it with flight instruments, either in bad weather or because we were under a hood, was not something that kept a person very alert. Radio beams were transmitted from a ground station and were fan shaped with the narrow point over the station and became wider as the

transmission traveled away from the station. On one side of the beam was a DA - DIT, DA _ DIT signal received every second or so. On the opposite side of the beam, the signal received was a DIT - Dah, DIT - DA received in the interval between the DA - DITs of the other side. When flying in the center of the beam, the DAs and DITs formed a continuous solid tone. Once in the air the transmitted beam was located and the plane was positioned to parallel the beam at a specific altitude.

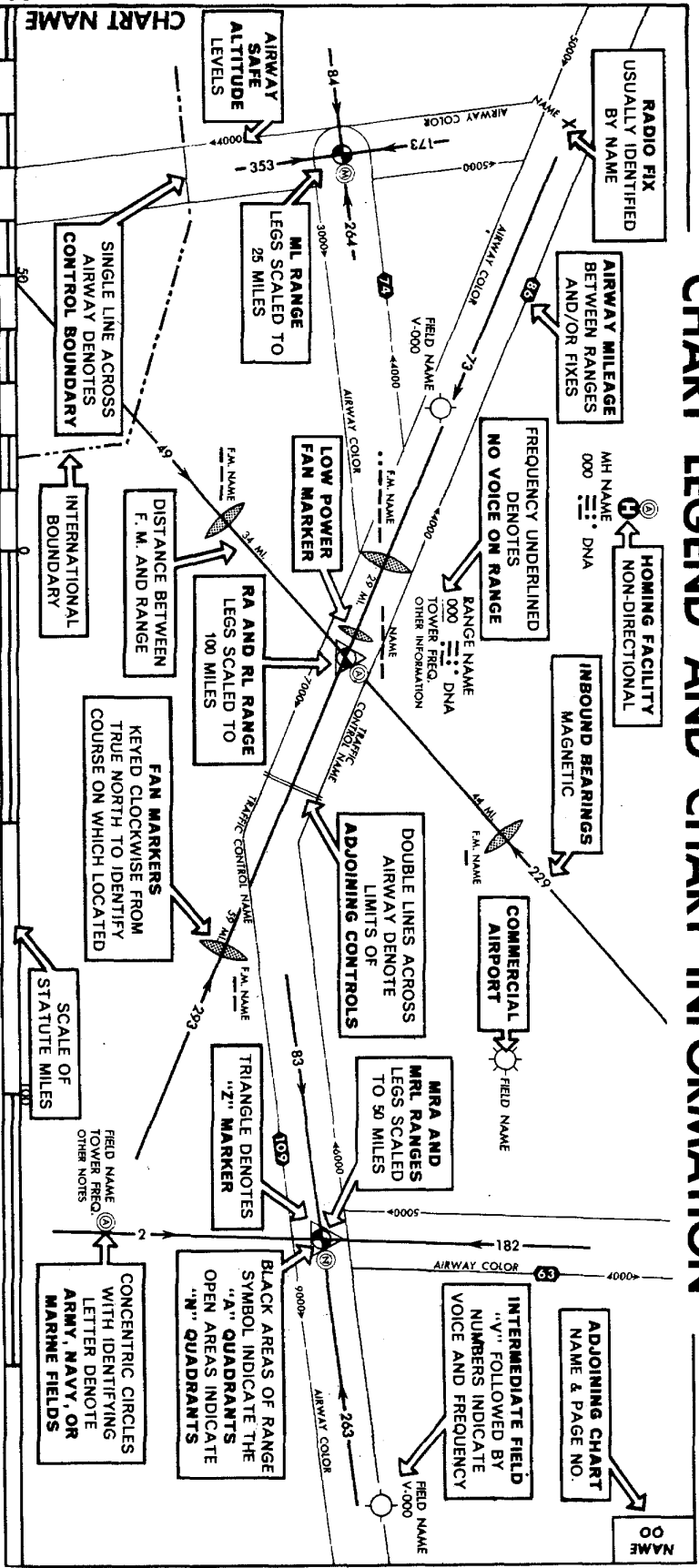
We had several procedures for locating and entering the flight paths of the radio beam. I always attempted to fly the beam on the edge so that I heard the continuous tone of the beam center and the faint background of the code side. If the code signal became louder and the solid signal faded I would make a slight correction in flight path to center on the beam path. It was a monotonous task and after awhile I would not notice that the DIT- DA was gone and I had slid through the beam into the DA-DIT quadrant. Being on the opposite side of the beam, any correction I made took me farther from the beam. After a couple of misguided corrections I would realize my numb mind had not read the slow slide into a different code signal. I only made the mistake a couple of times but it was frustrating and took time to locate my position and get back on the beam. The mistakes I made during my flight lessons in Advanced flight training ensured that they would not be repeated.

I did have a close call during a night flight at Altus. I had just turned onto my final approach leg and had the wheels down and some flap extended. I was losing altitude and suddenly the runway lights went out. I pushed the throttle forward and raised the wheels and began to climb. Suddenly the runway lights were as bright as ever and as my co-pilot and I looked down as the top of a hill slid by a hundred feet below us. My timing had been off and I established my base leg too far from the field and the hill had cut off my view of the field lights when I . I spent a restless night for what sleep I had left.

2NB7EC12	08VDE2	H0NB2
<u>Altus Army Air Field (Adv 2-Eng) Altus, Oklahoma</u>		
Warfare	73	10
PIF	79	12
Armament, Gunnery and Bombing	86	18
Code	93	4
Aircraft Maintenance	Satis.	10
Identification of Aircraft	73	9
Naval Identification	79	6
Navigation	83	18
Medical Aid	Satis.	22
END		
 R. W. HARTMAN Lt Colonel, AGD Chief of Branch		

I am aware of only one incident of Cadets getting in trouble "buzzing" an AT-17. Two students were cross country flying when the pilot decided to "drag" a farmyard. He flew in at ground level, past a barn and hit a power line. The wire wrapped around one

CHART LEGEND AND CHART INFORMATION



DANGER AREAS: Dangerous areas to Air Navigation, which exist in many localities throughout the U. S., are shown on pages 42, 43, 72, 73, 74, 75, 76, and 77.

Altitude levels shown on charts apply to the airway between radio ranges. As each radio range station is passed the altitude next shown applies until succeeding radio range station is reached.

Safe altitude levels are based on a 1000 foot terrain clearance, 25 miles to either side of center of airway, and 25 miles beyond the two radio ranges terminating each section. Flight levels are specified in true altitude feet above sea level. Indicated altitudes may vary considerably from true altitudes, and higher levels should be used in case of doubt as to temperature and/or barometric changes.

Minimum altitudes within actual limits of civil airways (5 miles either side of the center thereof) can be lower than the figure given in many instances. However, if instrument flights descend below altitude levels specified, such flights must be conducted by careful reference to contours, obstructions and ground elevations shown on the Sectional Aeronautical Charts. It should be remembered that multiple and/or bent courses are a peculiarity of some radio ranges, especially in mountainous terrain.

NOTE:
All radio stations operate 24 hours daily, unless hours of operation are indicated herein.

MORSE CODE	
A — — — — —	S ○ ○ ○ ○
B ○ ○ ○ ○ ○	T — — — — —
C — — — — —	U ○ ○ ○ ○
D ○ ○ ○ ○ ○	V ○ ○ ○ ○
E ○ — — — —	W — — — — —
F ○ ○ — — —	X — — — — —
G ○ ○ ○ ○ ○	Y — — — — —
H ○ ○ ○ ○ ○	Z — — — — —
I ○ ○ — — —	
1 — — — — —	6 ○ ○ ○ ○ ○
2 ○ ○ — — —	7 — — — — —
3 ○ ○ ○ — —	8 — — — — —
4 ○ ○ ○ ○ —	9 — — — — —
5 ○ ○ ○ ○ ○	0 — — — — —

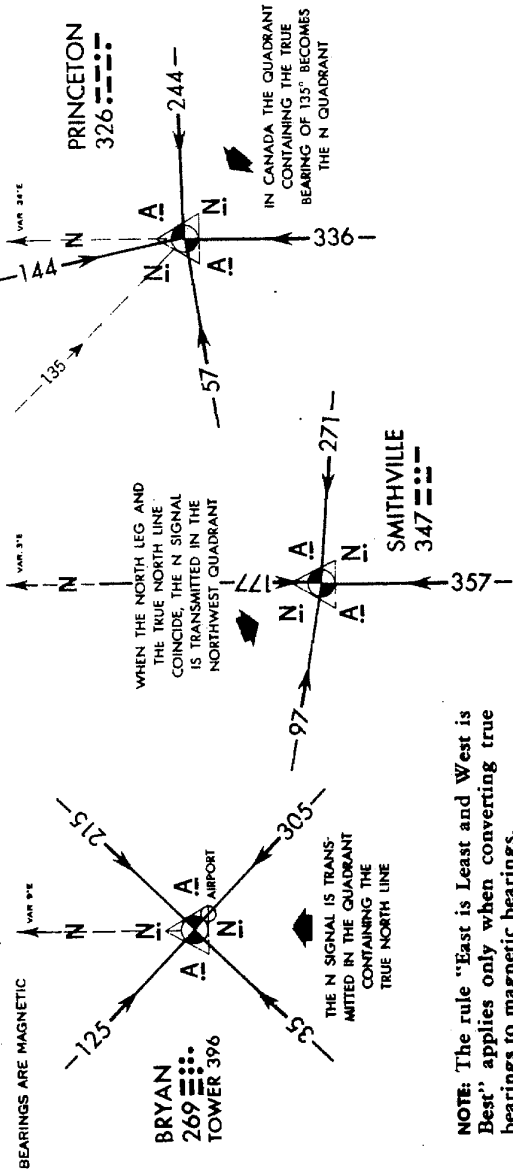
HOW TO DETERMINE "N" AND "A" QUADRANTS

When oncourse signals of radio ranges are re-oriented, the quadrant signals must be checked. It is of utmost importance that correction of this Technical Order indicate the reversal of the "A" and "N" signals when such a change takes place. "A" and "N" should be entered near the station in the proper quadrants.

RULES: The quadrant containing a TRUE bearing of 180°, toward the station is the "N", in the case of all radio ranges operated by the U. S. Government. In Canada the quadrant containing the TRUE inbound bearing of 135° is the "N" quadrant. The other quadrants are arranged accordingly.

True bearings of any radio range may be determined as follows:

Add *easterly* variation of locality to magnetic bearing, or *subtract westerly* variation.



TABULATION SYMBOLS AND INFORMATION

LANDING FLD. CLASS CODE

(Example: P72V-L5)

- P Paved.
 - U Unpaved.
 - 72 Longest runway in hundreds of feet.
 - L 0-10,000 lbs. } Load strength of runway.
 - M 10-30,000 lbs. }
 - H 30-65,000 lbs. }
 - V Over 65,000 lbs. }
 - 1 Incomplete lighting.
 - 11 Beacon lights only.
 - 12 Beacon and Boundary lights.
 - 13 Beacon, Boundary, and Obst. lights.
 - 14 Beacon, Boundary, Obst., and Flood lights.
 - 15 Beacon, Boundary, Obst., Flood and Runway.
 - 16 Beacon, Boundary, Obst., Flood, Runway and Instrument Approach lights.
- Missing symbols indicate data not available.

AAF RADIO STATIONS guard frequencies listed in tabulations. Additional frequencies will be guarded if requested in flight plan. Tactical and local student frequencies are not listed where standard frequencies are available.

DOMESTIC AACCS STATIONS guard 4765 continuously for VOICE. All other frequencies are CW and are listed on page 79. Transmitting frequencies coincide with those guarded. Changes between NIGHT and DAY channels are made at sunrise and sunset.

C.A.A. RADIO STATIONS equipped for voice operation, guard 3105-6210 kcs., continuously.

CANADIAN RADIO STATIONS guard 3105-6210, unless otherwise noted.

ATTENTION SIGNALS: Simultaneous ranges transmit a series of dots for a period of one second preceding all voice broadcasts. They are intended to warn pilots to switch the "Range-Both-Voice" switch to "Voice" on radio sets equipped with a filter.

STATION CLASS CODE

- B—Scheduled Broadcast station.
- H—Non-directional radio beacon (homing) power greater than 50 watts.
- MH—Non-directional radio beacon (homing) power 50 watts or less.
- MI—Directional or Loop type marker, power less than 50 watts.
- MRA—Range (Adcock, vertical radiators) power 50 to 150 watts.
- MRI—Range (Loop radiators) power 50 to 150 watts.
- RA—Range (Adcock, vertical radiators) power greater than 150 watts.
- RI—Range (Loop radiators) power greater than 150 watts.
- S—Simultaneous transmission of range signals and voice.
- V—Voice communication with aircraft.
- W—Without voice facilities.
- Z—VHF station location marker.

propeller and snapped off. He flew back to the field on one engine. Dragging a section of power line and landed safely. The word was that there were chicken feathers in the engine cowling. We were close to graduation so the only reprimand he received was a loss of privileges. The rumor was that he was going to be assigned to twin engine low level flight training for ground support on the front lines where he could expend his energy strafing enemy fuel depots and supply lines.

I accumulated about 80 hours of student pilot time and another 44 hours of copilot time flying AT-17s during the nine weeks at the Altus Army Air Field as well as completing the required ground school classes.

YOU TOO CAN BE AN ...

Yes, we heard those magic words-, so we investigated, discussed, considered and finally decided.

First the screening test and the 63 physical followed by weeks of apprehension, misgivings, inquiries and then that long white envelope.

Five days to pack . . . dispose of the car . . . liquidate finances . . . have a few quick ones with the old gang, and work up to that last good-bye to the family and best gal.

The train . . . "match you for the upper" . . . Poker and Bridge . . . "We're out of wafer" . . . side-tracked again . . . no letter mailed enroute . . . big talk and confused talk . . . When do we fly? . . . Where do we go? . . . Texas really is big! and flat . . . There's Randolph and Kelly . . . "There it is, fellows" . . . the Saaaaaaaad SAACC!

"G.I." trucks . . . "You'll be sorrreeeee!" feather merchants . . . "Over here. Mister" . . . Reveille,. "Who said Texas is warm?" "Detail, tenn-hut!" Did you ever see rocks grow before? . . . General orders . . . KP, guard duty, KP . . . Class A's and fatigues . . . The Air Corps Song . . . Pass your 64?" . . . more mental exams . . . First letters from home . . . "Gigs", demerits and tours . . . "Whoopee, I made pilot!"

Across the road . . . That first day! . . . That -First week ! ! That first month ! ! . . . Hit it Mister! . . . DRIVE . . . hold those seams between thumb and forefinger. . . "You're absolutely RAUNCHY!" . . . "Are your eyes on a point?" . . . Wrinkles in chin, arms straight, chest up, hands cupped, feet at 45⁰ angle, thumb's at seams, stomach in! . . . They can't do this to me . . . or can they?" . . . "We're upper classmen."

Be proud, Mister! You're an Aviation Kaydette" . . . Code and Physics . . . Parade and inspection . . .

. . . The cannon . . . Perspiration down your back . . . White gloves . . . "G.I." parties . . . 4 inches of your chair! . . . dress your plate! . . . Dive bombing? . . . "Bombs Away!" . . . We'll march those smiles! First "Open Post" . . . Gunther Hotel . . . Cadet Club. . . PT! . . . Cross Country . . . "T.S." Cards . . .

"C. S." officers . . . Primary fever . . . and suddenly it's all over! Primary, here we come! . . . At last! We really fly! . . . Goggles, helmets and flying suits . . . That first trip . . . Brakes set--controls free--belt fastened--gas on -throttle back and cracked --on left mag . . . coordination . . . relax! . . . Stick and rubber, STICK AND RUDDER! . . . "Do you call that a normal glide?" . . . "You're diving it..back, back! BACK! . . . Okay, she's all yours . . . Make three landings . . . "We soloed!" But a lot of swell guys didn't.

The twenty hour check-ride . . . forty hour check-ride . . . sixty hour check-Army check . . . check and double check! . . . Spins, stalls, chandells, lazy eights, precision, the pattern, forced landing Take me back to the field . . . Whew!

The "Country Club" . . . Those wonderful inner-spring mattresses . . . Those trim buildings . . . end of the class system . . . cafeteria style . . . meteorology and engines . . . Link trainer . . . the floods . . . the swell gals in the nearby town . . . The wonderful treatment from the towns folk . . . Is it any wonder we swallowed a lump as we boarded for Basic.

Back to the Army . . . What a ship that vibrator . . . Procedure . . . torque correction, CORRECT FOR TORQUE! . . . Watch that turn into the approach! We solo again . . . more gauges, more speed . . . Night flying . . . formation flying .

"Stars" on the ramp! ... Spin recovery under the hood ... "Radio check, Over" ... More link.

Obstacle course ... Weather and Renshaw flash . .
."Stay on the ball, Mister" . . . Flight Officer's
Act!... Visitors from home! It won't be long now
Twin engines for me!

"Get that stuff in there" ... Bombing and Arma-
ment ... How to become an officer in eight easy
lessons ... First Aid . . . An upper classman for
he last -time ... Are we happy? Yes and no. his
comradeship and experience, the memories
and our future. We are humble and grateful. We
cannot believe it. We have earned our wings.



The preceding " YOU TOO CAN BE AN " ... was taken from the Aviation Cadet Class of 43 I class book received when we graduated from the Altus Army Air Field. It summarizes the transition from homes, pre-flight, primary, basic and advanced until we received our wings and our rank as Commissioned Officers.

Nine cadets and instructors lost their lives in airplane accidents at Altus from May to September of 1943. Two of the casualties were from our Class of 43-I. The accident of one of our classmate occurred just five days before we completed our flight training at the Altus Army Air Base.

The commencement address was presented by a flight instructor from Tarrant Field at Fort Worth, Texas. He was an impressive speaker and was of American Indian heritage. During the ten day interval of leaving Altus and arriving at Fort Worth he been involved in a take-off accident and belly landed a B-24 into a lake at the end of the Tarrent field runway. He was back and flight instructing when I was ready to begin my four engine training.

The day following the graduation exercises were again following the usual procedure of checking in our equipment and checking out of the base. Having earned our " Wings " the procedure included several extra steps. I was escorted to one desk where I received an "Honorable Discharge" from the Army of The United States on September 30, 1943. I was then directed to a second desk where I was given my orders appointing and commission me as a Second Lieutenant in the Army of the United States effective October 1, 1993. The cadre made sure we did not go anywhere between the few minutes of receiving our discharges and re-enlisted as officers.

As new officers, our first duty was to outfit ourselves with our new dress uniforms and other gear. The dress uniform was a nice looking olive drab jacket with our silver pilot wings insignia proudly pinned to the lapel of the upper pocket of the jacket. We picked up our orders for our next assignment. The members of the class of 43-I were shipped to a number of different airfields and flight assignments. Many were directed to further twin engine training, some assigned as copilots to units going directly overseas while others were assigned to transport units.

I was assigned to Tarrant Army Air Forces Pilot School at Fort Worth, Texas for specialized four engine pilot training. We were given a ten day furlough before reporting for our assignments. I had to travel by train and I am sure it must have taken at least two days to get home and another three to get back to Fort Worth. I did get home long enough to enjoy a trip to the Mule Ranch in the Big Hole country and mothers home cooking.

TARRANT FIELD - FORT WORTH, TEXAS

The following material is taken from a publication we received when we arrived at Tarrant Field best describes the airbase and the mission and scope of our next nine weeks of pilot training.

“ The field, like the giant Consolidated plant that lies opposite its double-X shaped runways, is a manufacturer. Its products are men who rank among the most highly skilled in the Army Air Forces, experts in all phases of battle tested and proven B24 Liberators.

Training of flyers is the field’s No. 1 job. Part of the carefully planned system which is producing the world’s airmen in numbers believed impossible a year ago, the field is an advanced school that gives flyers their first post graduate course.

The field, which was first activated in mid-August, 1942, is not concerned with beginners. Its pupils own their own prized pilots’ wings when they arrive; all are commissioned officers. Their problem now is to learn to herd the huge four engine B-24 through the skies, which is like jumping from arithmetic to calculus. First training was started at the field on Oct. 11, 1942.

At the Fort Worth field, the flyer comes face to face, for the first time, with a real combat ship. The one he is destined to fly in battle. The transition is a huge one. In place of the relatively light twin-engine trainer he flew in advanced school, he is now confronted with a 29-ton aerial dreadnought powered by super-charged motors of tremendous power. A glance at the instrument panel, a Rube Goldberg-like maze of gadgets, would in itself frighten a less courageous soul out of six months growth.

But in nine weeks at Tarrant field the student officer learns all there is to know about flying this giant of the clouds. He spends 105 hours in the air, day and night, in good weather or bad, or over half as many air hours as he has accumulated in all his previous training. With only oceans to form the boundaries of his classroom, he flies from coast to coast, learns to figure out his own navigation problems.

The Field, which is building “first pilots” at the rate of one class every 4 1/2 weeks, also has achieved outstanding results in development of maintenance mechanics and aerial engineers. A ground school for enlisted men conducts a four-week course which, with actual experience on “the line”, qualifies men as top-flight mechanics.

The quality of these men is perhaps best attested by the fact that a larger percentage of the field’s craft is in the air on training missions than a majority of the fields.

The field is able to care for virtually all its needs, carry on all its functions within itself. Its Quartermaster division supplies enlisted personnel with food, clothing and shelter. No problem of building or repair is beyond the engineering department. There is a complete station hospital, modern theaters, chapels, and athletic facilities. Each squadron, the basic administration unit of the field, has its own day room equipped for varied recreation.”

After my furlough I reported for duty at Tarrant Field October 14, 1943. I was anxious to get back in the air and do my part to get the war over with. I think we all had a feeling that the sooner we got at it the sooner life would return to normal. We were all aware of the risks that comes with war but always had the attitude that when something happened it was always going to happen to the other guy.

We went through the usual procedure of meeting our flight instructor then were enrolled in the various ground school classes. For several days were spent familiarizing ourselves with the physical structure of the airplane as well as learning the location and function of the various controls and instruments in the cockpit. We now had four engines so it was necessary to monitor four instruments for each engine function to determine how each was performing. Our training airplanes were Consolidated B24-Ds powered by four Pratt and Whitney engines for a total 4800 horsepower.

My first flight was an orientation flight on October 20, 1943 that lasted an hour and forty minutes and I got my turn to pilot the plane along. There was an impressive difference in the handling characteristics between the twin engine planes I had been flying and the heavy bombers I was now flying. The controls were heavier to move and the heavy craft was considerably slower to respond. We all found that our new job was harder work and we had a lot more responsibility.

Several of us were on the ride and after reaching cruising altitude the instructor had us take turns sitting in the Bombardiers position in the nose. The B24-D did not carry gun turrets in the nose or tail of the craft. Heavy clear plexi-glass surrounded the bombardier's compartment overhead, around the sides and front as well as underfoot. When my turn came to ride in the nose I was instructed to watch the section lines and roadways as we flew across the Texas landscape and to mark our path on my map. When I was dutifully following the instructions I did not pay much attention as to the sideways rocking back and forth of the plane as I watched the landscape pass below. All of a sudden I realized that I was on the verge of a case of airsickness. I spent the next five minutes or so watching distant objects on the horizon before I snapped out of it. I had never been airsick but my first ride in the nose compartment of a B24-D looking straight down at the ground without taking a break to look up or ahead caused me to be on the edge of an air-sick feeling. I learned that checking the horizon frequently while reading maps or non-pilot work in the cockpit reduced the chances of air sickness.

I do not recall any bad accidents at Tarrant Field but I came close to having one and just the fast reaction of my instructor prevented what could have been a serious tragedy. Unlike the commercial planes today, we entered the landing pattern on a downwind leg. We began a lengthy checklist of engine settings, after which we started a gasoline engine that ran an auxiliary hydraulic pump. We checked to be sure the gear was down and locked and the crew members were at their proper stations. The indicated airspeed was reduced to about 150 miles per hour on entering the downwind leg and when the gear is lowered the airspeed drops to about 145 miles per hour. We lowered the flaps 10 degrees on the downwind leg, then to 20 degrees on the base leg.

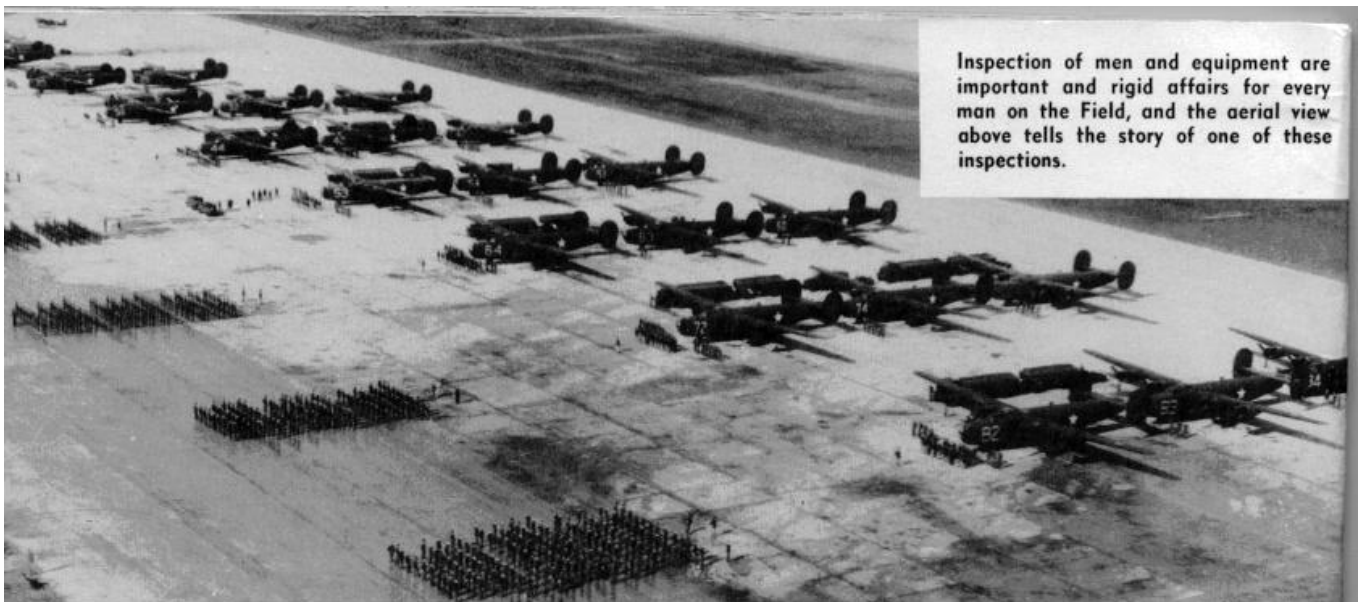


Here are two striking views
of the B-24 Liberators, one show-
ing two of the big bombers in flight
and the other on the ramp
ready for a take-off.



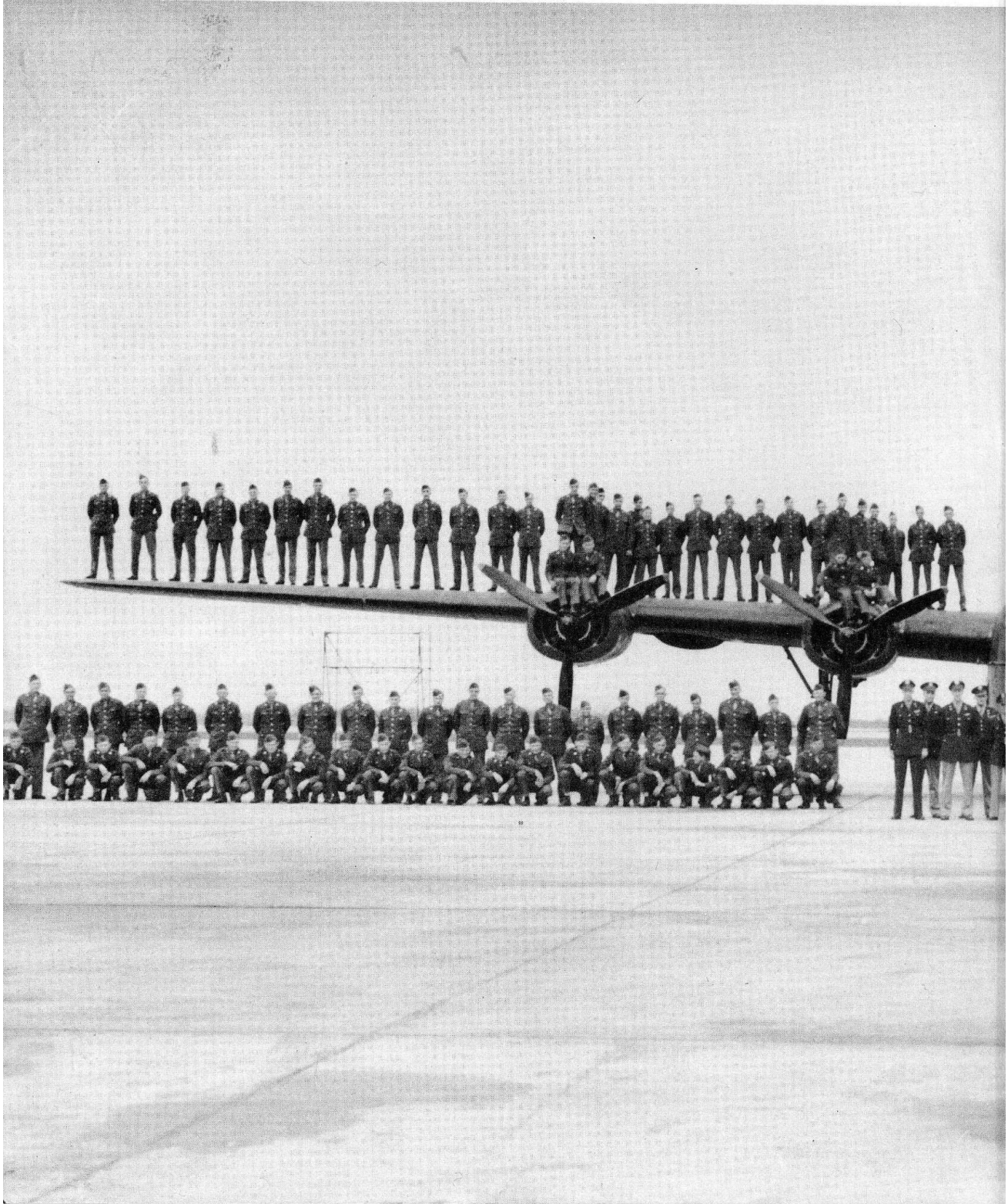
DATE 1943	AIRCRAFT FLOWN						CROSS COUNTRY		TIME				DAILY TOTAL TIME		
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	FROM	TO	INSTRUMENT RADIO HOOD	C.P. INSTRUCTOR	DUAL STUDENT	S O L O DAY NIGHT			
10-20	Consolidated	5	B-24	U.S. Army	Pratt Whitney	4800	Local			1 10	30			1 40	
10-21	"	"	"	"	"	"	"			1 10	1 10			2 20	
10-24	"	"	"	"	"	"	"		1 00	2 15	2 15			4 30	
10-28	"	"	"	"	"	"	"		1 30	2 30	2 30			5 00	
10-30	"	"	"	"	"	"	"			2 40	2 40			5 20	
11-1	"	"	"	"	"	"	"		2 15	2 15	2 45			5 00	
11-5	"	"	"	"	"	"	"			2 30				2 30	
11-6	"	"	"	"	"	"	"		30		30			30	
11-7	"	"	"	"	"	"	"		1 00	1 50	2 00			3 50	
11-11	"	"	"	"	"	"	"		1 10	2 00	1 45			3 45	
11-14	"	"	"	"	"	"	"		1 30	1 30				3 00	
11-15	Consolidated	5	B-24	U.S. Army	Pratt Whitney	4800	Local		1 30	1 30				3 00	
11-16	"	"	"	"	"	"	"			40	20	20		1 20	
11-17	"	"	"	"	"	"	"		1 40	1 55	1 40			3 35	
11-18	"	"	"	"	"	"	"			25	25			50	
11-21	"	"	"	"	"	"	"		1 15	2 10	1 35		55	4 40	
11-22	"	"	"	"	"	"	"		2 10	2 30	2 10			4 40	
11-23	"	"	"	"	"	"	"		20	20		20		4 40	
11-24	"	"	"	"	"	"	"		2 25	2 40	2 25			5 05	
11-26	"	"	"	"	"	"	"		3 53	2 25	2 00			4 25	
11-27	"	"	"	"	"	"	"		2 25	2 25	2 53			5 10	
12-1	Consolidated	5	B-24	U.S. Army	Pratt Whitney	4800	Local		2 10	2 25	2 25			4 50	
12-2	"	"	"	"	"	"	"		1 30	3 00	2 00			5 00	
12-3	"	"	"	"	"	"	"			2 30		2 30		5 00	
12-7	"	"	"	"	"	"	"			2 30	2 30			5 00	
12-8	"	"	"	"	"	"	"		50	0	50			1 40	
12-10	"	"	"	"	"	"	"			1 00	1 00			2 00	
12-12	"	"	"	"	"	"	"		1 00	1 00	1 00			2 00	
12-14	"	"	"	"	"	"	"			50	1 00			1 50	
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.									TOTAL	5 30	14 05	10 45		2 30	27 2
SIGNED									AMT. FORWARD	21 15	38 50	32 35	2 40	55 15	01
									TOTAL TO DATE	26 45	52 55	43 20	2 40	3 25	02

End time check station 26:45
 End time check station 18:15
 B-24 time check station 102:20
 Total time to date 380:55
 Certified to be true and correct
 E. R. R. [Signature]
 11/25
 10/10/43

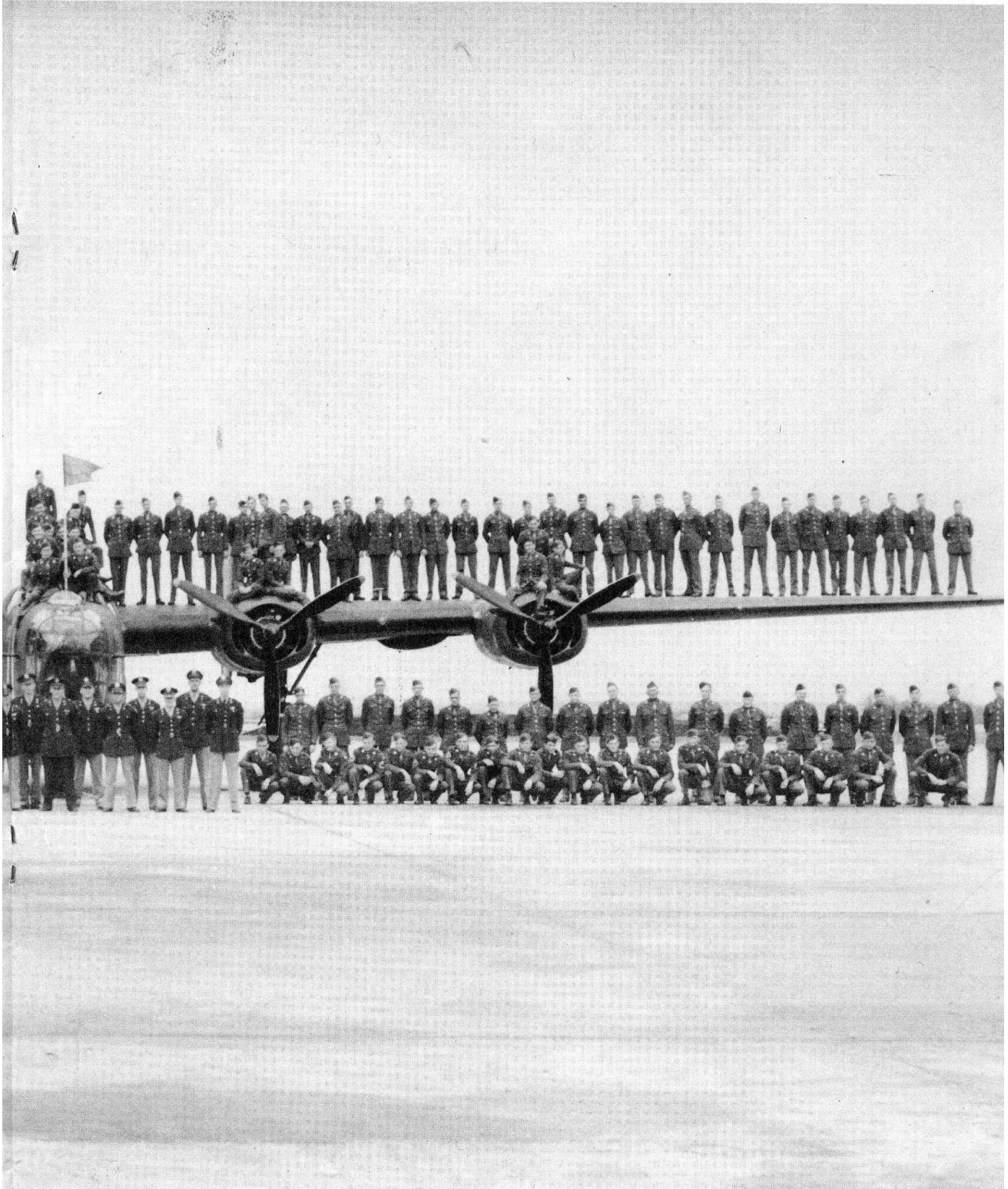


Inspection of men and equipment are important and rigid affairs for every man on the Field, and the aerial view above tells the story of one of these inspections.

IF YOU'VE never had a peek at one of Uncle Sam's heavy bombers, this picture will give you a fair idea of their overall size. Surrounding this Consolidated B-24 Liberator is the entire personnel of



the 174-man 1019th Squadron, which flies and maintains the sky giant. Eighty-two men (count 'em) put an approximate seven tons of weight on its expansive wings.



During night landings the cockpit lights are very dim to give better vision of the runway. This makes it difficult to read the dim fluorescent instruments dials. On the final approach the airspeed is reduced further and full flaps are lowered. The landing flare out is started about 100 to 150 feet above the runway and the speed reduced to about 100 to 105 miles per hour. If we missed lining up with the runway with the lighter planes we were used to flying we just used a little rudder or stick and we were right back on the flight path. The B24 was slow to maneuver and, as new pilots, we had to develop a feel for the proper moment to act to allow the plane to react to place it in the desired position.

I had turned onto the final approach on either for either my first or second night landing I was sweating lining the plane up with the runway, getting the flaps down, monitoring the rate of decent and especially the airspeed. When we were just a few feet above the runway I pulled the throttles back and the emergency horn let out a very loud continuous blast. It was the first time I had ever heard one and was more than just startled. My instructor hit the throttles full forward and the plane the wobbled off into the air.

The alarm horn only sounds when the manifold pressure drops below 15 inches and that only happens in the last few seconds before the wheels touch the ground. In my case the wheels were not down and locked. We had gone through the checklist and lowered the wheels and they should have been checked by the flight engineer. Everything was cleared and I was sure the wheels were down. While I was nervously checking all the instruments, lining up with the runway and setting the trim tabs during the last minute or two of the final approach, I am sure that I reached down and pulled the gear lever up rather than leaving in the down position. Another few seconds and I would have made a perfect belly landing but that would not have help me sleep any better that night.

A few more hours of flying time in the B-24 and I could tell by the sound and handling characteristics of the craft when the wheels were down or up. by the time we finished training at Fort Worth learned the significance of every rattle and bump as well as well as what to expect from the different engine sounds both in the air and on the ground.

Most of our time was directed toward learning the capabilities and flying characteristics of the B-24. We learned to fly the aircraft with one or two engines inoperative and also with only two engines running on one side. We learned the stalling speed and characteristics of the plane with varying loads and angles of turns. We also devoted more than thirty air hours to hours to cross country and navigation flights. Most of these flights were under the hood using instrument techniques until I finally became more comfortable flying the B-24 by instruments than by visual flight references.

Pilot training at Tarrant Field was hard and tiring work but we became quite proficient in flying the heavy bomber. By the time I completed my tour at Fort Worth I had flown twenty - nine days in the air at and accumulated 102 hours of flight time. This included 27 hours of instrument time at the controls of the plane. In addition I completed 18 hours of instrument instruction in the link trainer on the ground. Much of the link trainer time was simulated emergency procedures while flying under instrument conditions. It also involved the use of radio beams for flight path location and orientation, as well as simulated cross country navigation.

We also completed the usual ground school classroom work. I do not recall leaving the base for a day in town during my nine week tour. I was happy to get a day off to rest and catch upon sleep and a base movie or two. The Post Exchange was always a good place to go to by a few necessary items and check out the gift counter for something to send home.

During my stay at Fort Worth we had a hurricane alert and everyone was called upon to batten down the barracks and all the structures to prevent wind damage. I lucked out and was given a special assignment to fly one of the B-24s to the airfield at Albuquerque, New Mexico to ride out the storm. I spent a day or two enjoying the town and area before being called back to Tarrant field.

It was a happy day when we completed the nine weeks of transition training at Fort Worth and we looked forward to getting our own crew and training for an overseas assignment.

I completed my last training flight at Tarrant Field on December 14, 1943 and by the 16th I had received transfer orders assigning me to the 18th Replacement Wing, AAB, Salt Lake City with a reporting date of December 18. Those assigned to Salt Lake were not granted a leave of absence during the Christmas holidays although there were a few exceptions granted. Most of us had been granted a ten day furlough in October and the Army was not too receptive to having additional soldiers traveling on an already overloaded transportation system during the holidays.

We were billeted in the large exhibit hall of the Utah State Fair at Salt Lake. Several hundred men were housed in the building. Most of the space was taken up with double deck bunks with little space left in which we could move around. The weather was miserable and cold during most of our stay and the building was heated with quite a number of coal burning heaters. Several nights after I arrived I woke up in the middle of the night and looked up at the high ceiling and saw a fire burning a hole on the roof. About that time someone sounded the fire alarm so we watched the fire crew put out the flames. It was only a small fire that started when chimney sparks burned through the roof from the outside.

On another occasion, during the short period we were at Salt Lake, several Airmen were playing poker on the bottom bunk of one of the beds and an enlisted man was lying on a bunk next to them. After a couple of hours with no movement they determined that he was dead. The report was that he passed away from natural causes.

Within a day or two I was assigned the members of the crew I would leading into combat and we were issued orders directing to report to Peterson Field, Colorado Springs, Co. on January 5, 1944. The next day we were loaded on a train and shipped out for our next training period.

Peterson Field, Colorado Springs, Colorado

We shipped out of Salt Lake as Crew No. 2129 and reported to the 383 Combat Crew Training Center at Peterson Field at Colorado Springs Colorado on January 5, 1944.

Winter had set in and the weather was cold when we arrived at Peterson Field. There was snow on the ground and would get deeper before our three months of combat flight training was over. We were housed in single story temporary wooden barracks that were heated by coal burning stoves. During periods of little wind, the coal smoke from the large number of stoves cast a smelly haze over the camp. Fortunately there was enough wind most of the time sending the smoke off in an Easterly direction.

We were supposedly well trained pilots by the time we arrived at Colorado Springs and our new mission was to train as a crew, develop teamwork and a working relationship of trust and dependability. The combat crew that shipped out of Salt Lake was made up of the following members with the exception of the navigator who was assigned to our crew at Peterson Field.

2nd Lt. James Drummond (Pilot)
F/O Walter C. Carlton, Jr. (Copilot)
F/O Thomas R. Bacon (Bombardier)
2nd Lt. Hyman Abrams (Navigator) assigned at Peterson Field
S/Sgt. Roy L. King (Radio Operator)
Sgt. Joseph W. Herrick, Jr. (Engineer)
Sgt. Laurel F. Clemans (Armorer and ball turret gunner)
Sgt. Thomas J. Mawhinney, Jr. (Nose gunner and ass't radio Operator)
Sgt. William M. Sturgill (Tail Gunner)
Sgt. William D. Morris (Top turret and ass't engineer)

Each member of the crew had completed a rigorous training period at their respective specialized training schools and were now proficient in their respective fields. We were to work together as a team to develop the most effective firepower, bombing accuracy and pinpoint navigation. Learning how to cope with emergency procedures was a big part of the training and each person learned to fill in the various positions in times of need.

The crew prepared the plane for flight, loaded and armed the bombs, loaded ammunition and checked the oxygen and fuel tanks. The Radio operator kept his equipment in operating condition as well as developing onboard message transmissions.

The B-24 carried a gasoline engine driven combination auxiliary electric power unit and hydraulic pump. It was the responsibility of the Flight Engineer to start the auxiliary unit before taxiing out to the runway and then shutting it off before take off and the reverse procedure on landing. Of all the jobs he had to perform, I think starting the engine of the auxiliary unit was the most temperamental and frustrating of them all. Another important part of his responsibilities was to keep track of fuel consumption and transfer fuel between the main engine tanks and between main and auxiliary tanks while in the air. This was a standard procedure of the engineer and his backup crew members and was practiced on a regular basis on our training flights out of Peterson Field. The procedure was used on during long flights and combat missions, especially when we were experiencing fuel problems while returning from combat missions with shot up fuel tanks.

Much of our air time was flying in an area extending up to one hundred to one hundred fifty miles South and East of our base. During the flights every person was at their stations. The gunners were in their turrets tracking other planes or ground objects to develop proficiency in coordinating the controls to rotate the turret position for holding their gun sights on various moving targets

We were fortunate to have a top notch navigator in Lt. Hy Abrams on our crew. Hy was from New York and returned home after his tour of duty to become a hometown attorney. He was very proficient in math and celestial navigation and was continually taking readings of the sun, stars or planets with his sextant. Day or night. He was always able to give me a compass heading to get back to the field or other locations in just a few minutes.

Lt. Tom Bacon, our bombardier, had the responsibility of insuring the security of the secret Norden Bombsight for our aircraft. He checked it out of the security vault before every flight, mounted it in the plane for our flight and returned it to the security vault when our flight was complete. Although the enemy must have recovered some undamaged bombsights from downed planes it was considered a highly classified instrument and the responsibility of the bombardier to keep it under his immediate sight and care when not in the security storage.

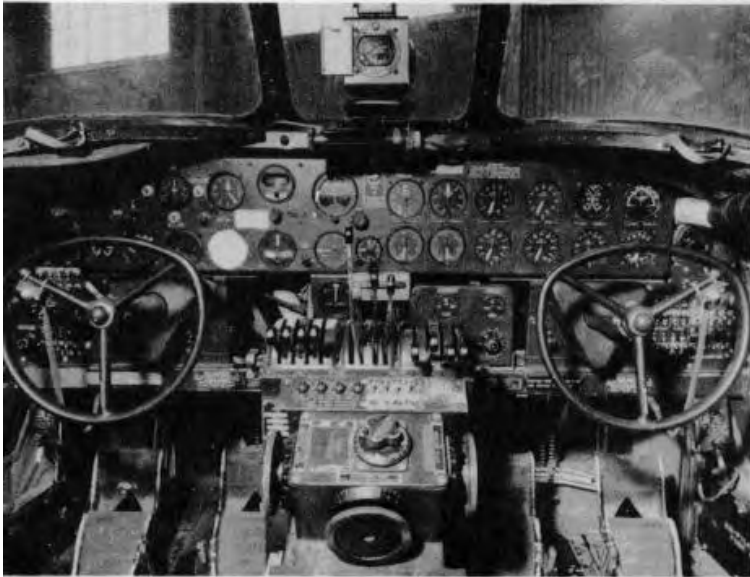
After a few weeks of training our CoPilot, 2nd Lt. Leonard Poskitt replaced Flight Officer Carlton. Lt. Poskitt was a well trained pilot and got along with the crew very well. We were well into flying combat missions when he was promoted to 1st pilot was assigned his own crew.

Our training schedule at Peterson Field included a few practice sessions dropping dummy bombs comparable in size to one hundred bombs. The bombing range located and serviced out of Lowery Air Force Base at Denver. The practice bombs were filled with a white powder and would break apart when they hit the ground. The Bombardier was able to see the bombs impact point in relation to the target. We soon found that it took a lot of practice for the pilot to maintain constant air speed and flight path to the target and coordinate with the Bombardier to the point until he engaged the bombsight that flew the plane over the target drop site.

I recall that our trips to the bombing range were at an altitude of nine to ten thousand feet. They were in the middle of the winter and it was extremely cold but we got along fairly comfortably. Fleece lined headgear, goggles and oxygen masks covered face and head. Our flight suits were bulky sheepskin jackets with the fleece wool on the inside. Our trousers were of the same material. We had thin fabric gloves that we wore inside heavy fleece lined mittens. Heavy fleece lined boots covered our feet. Our body stayed warm but our hands and feet got quite cold which made the bombing run and use of the bombsight controls more difficult.

There was considerable snowfall during the period I was at Peterson Field. At one point the snow that had been plowed off the runway and piled along the edges was as high as our wings.

Members of a plane's crew boarding their ship.



The cock-pit with its many "confusing" instruments.



They make the take-off.



The pilots
make a check.



Toward the end of our training I was nearing the airfield when I saw a large cloud of black smoke billowing into the sky. I knew a plane had gone down. The crash site was rolling hill type country and the plane appeared to have hit hard and then exploded. After landing at the base I learned that the pilot was one of my very close friends. A couple of friends and I had spent an evening visiting he and his wife at their apartment in Colorado Springs just a few nights before the accident. I don't recall but I believe all ten crew members were killed in the crash.

I did get one trip home from Colorado Springs. The Red Cross sent a telegram informing me that my Aunt who had lived on the same ranch as my family had passed away. Because of the close relationship as I grew up, the Red Cross was asking that I be allowed home for the funeral. A leave was granted and I immediately bought a round trip ticket from Colorado Springs to Butte and back on a Greyhound bus. I attended the funeral in Anaconda and, perhaps, had the next day at home before I was back on the bus heading for a cold tiring trip back to Peterson Field. The a crew was not able to get into the air while I was gone so the Commanding Officer was not about to let me take a few days at home at the sacrifice of our training missions.

During my stay at Peterson Field I accumulated just over ninety four flying hours of which fourteen hours were under the hood or under actual instrument conditions. In addition I spent eleven hours on the ground in the link trainer doing the usual navigation and emergency procedures under simulated conditions. Our spare time was taken up with the usual ground school classes and physical training.

Upon the completion of our training as a crew we were issued orders to report to the Army Air Field at Topeka, Kansas. My records show that my last flight at Colorado Springs was on April 4th and that I checked into our BOQ (bachelor officer quarters) in Topeka on April 6th.

At Topeka I accumulated a few more items to my personal GI issue goods. Added was a rather fancy appearing set of Bausch and Lomb binoculars that had three or four correction filters that could be moved in front of the lens to correct for haze, fog, glare or combinations, a 45 caliber pistol and a brand new B-24 G right off the Ford Consolidated manufacturing plant assembly line.

The next day, April 12, we took the plane for a pre-departure test to calibrate the instruments, fuel consumption at different throttle setting and altitude and general handling and performance tests. The plane was the first I had seen that was not painted the usual army olive drab and we soon discovered that flew about five miles an hour faster because of the smooth aluminum body. The navigator did a very thorough job calibrating the magnetic compass and the other directional finding navigational equipment. the radio operator fine tuned his equipment and practiced sending and receiving messages. We flew in the local area until each man was completely satisfied with the airplane and its equipment. The total flight time was five and a quarter hours but we were confident that we were ready for our flight overseas.

On April 13, 1944 we received our orders to report to the " Air Port of Embarkation " located at Morrison Field, West Palm Beach, Florida for assignment to our overseas destination. The next morning we were in the air for a 9 hr. 40 min. flight from Topeka to

West Palm Beach. We constantly checked our aircraft's performance and fuel consumption at various altitudes and speeds enroute to our destination. By the time we arrived a West Palm Beach we were very pleased to be flying the newest version of B-24, the Model G and looked forward with confidence to our flight to our overseas destination..

(The following is taken, in part, from a pamphlet prepared by Captain E.J.Wynn, AAF Pilot School, Fort Worth, Texas. It was used in briefing us for our flight overseas.)

LET'S FERRY OUR SHIP OVERSEAS

The preceding chapters have stressed the importance of knowing every part of our equipment and knowing it thoroughly; also the importance of learning all the flying characteristics of our own particular ship. Naturally, it is impossible to set down in print every item you should cover, and every move you should make. It is assumed that the individual officer is interested enough to use this text as a guide and will possess enough initiative to work out the details for himself.

Before we leave the United States to embark on our long flight to foreign ports over strange and long stretches of jungle and ocean, we should accomplish one more important mission as regards our own ship

Run a pre-departure flight:

- 1. Ascertain as accurately as possible, the fuel and oil consumption of your engines.*
 - 2. Make a general check of the mechanical functioning of ship and engines.*
 - 3. Check the proper functioning of all flight and engine instruments, placing particular stress on the compasses.*
 - 4. Check the operation and proper functioning of all radio equipment, placing particular stress on the Direction-finder compasses.*
 - 5. Make the pre-departure flight a training flight for every member of the crew.*
- If possible, try to make this pre-departure test as part of your normal flight to the point of departure from the U. S., rather than have to run a separate flight. In other words, if you are taking your ship from Fort Worth to Miami, and will leave Miami for overseas; use the trip to Miami as your pre-departure test flight.*

This pre-departure flight must be conducted with extreme accuracy and care. If you will do this you will be one jump ahead of the fellow who has not done it. You will leave Miami knowing (not estimating) how much gas you will need to reach Trinidad or

Paramaribo, or wherever your first stop will be. You will know exactly how much reserve gas you will have, how fast you should cruise; you will know that every member of the crew knows his job and performs it to your satisfaction (if not, you have found it out and can make corrections before it is too late). Also, if any mechanical defect shows up, you will now have it remedied in Miami where there are adequate facilities for repair, instead of trying to get it done down the line where spare parts and equipment become scarcer as you go along.

A fuel and oil consumption test must be flown at a given altitude using a pre-determined airspeed, and power setting with a pre-determined loads and amount of fuel aboard. Obtain your transatlantic cruising charts. If these are not available, then use the power charts which are set up for maximum range; because maximum range is what you are striving for; ----- not speed.

These charts will tell you at exactly what air-speed and power settings you should climb to the most efficient altitude for long-range with the load you will have at take.

Take no one's word for the loading of your ship. Check every gas tank and every oil tank personally, with your flight engineer. If you have 848 gals. of gas in a tank, call it 848 gals.---not 850.

Fly your pre-departure flight exactly as you would fly the ocean;-- accurate power settings to altitude, and at your cruising altitude; exact compass courses, etc. Keep every member of your crew busy as they will be on the ocean hop. Have your navigator take bearings with the D. F. compass and give you your position hourly. If he can't do it now, what sort of predicament will you be in when you're trying to hit a speck in the ocean later on?---and if your D. F. compass is off, now is the time to find it out now.

At the end of your pre-departure flight, which should not be of less than 5 hours duration, you should have an accurate knowledge of your fuel and oil consumption, the status of your crew, the mechanical condition of your ship, and the condition of your radios and instruments.

You really know your airplane now, and are ready to take it any where in the world.

Final Pre-Departure Check

Once we have completed our pre-departure test flight, and our ship is ready, no one should be allowed in or on that airplane except with the Pilot's permission,

Particularly after the load has been checked and found correct. This precaution not only prevents any possibility of sabotage, but also prevents the well-meaning borrower from borrowing some -part of your equipment with the intention of "putting it right back" which he never does.

You should be provided with a complete list of the equipment and necessary codes, weather, briefing, radio facilities, spare parts aboard, emergency; rations, maps, etc. necessary for the flight to your destination. If necessary, make up your own list.

Following are some of the things you should check before takeoff:

1. Life rafts-check them yourself for CO² bottles, for proper stowage, etc. Look and see if the rafts contain the emergency radio set. Take nobody's word for it.

2. Emergency rations---be particularly careful to check this item. If ever you are forced down in the jungles or on a desert, those rations mean the difference between life and death.

3. Life preservers or "Mae Wests". Make certain there is one for each crew member and passenger, and place them carefully where they can quickly be reached. If ever you are flying over water lower than 5,000 feet, wear them.

4. Signal flares and rockets.

5. Very pistol and plenty of extra cartridges.

6. Signaling lamp.

7. Guns. At least one shotgun should be carried if at all possible whenever flying over jungle or isolated terrain- Sidearms should be worn or carried very close to your person so that if ever you are forced to bail out you will have it on you, or can immediately grab it as you prepare to bail out.

8. First aid kits.

9. Check your oxygen bottles for contents and leaks, and see that you have enough masks.

10. Make certain you have an adequate number of parachutes

And here is an important observation on the use of parachutes. If you have six men flying in your airplane, and six harnesses and six chutes scattered around your ship ---- they are not worth carrying. If you ever need your 'chutes, you're going to need it in a hurry. No where is there a better example of the adage, "Familiarity breeds contempt", than the way most air crews abuse their parachute equipment. There is only one way to use this equipment properly: ---- Have every member of your crew including yourself try a

'chute harness on. Fit it on yourself properly, then mark it with crayon or some other means. From now on, that is yours and only yours. Whenever you are in the air, unless you are flying over water out of sight of land, wear your harness. Place a quick connector 'chute where you can put your hands on it immediately, after you have practiced snapping it on a few times. Don't ever let anyone else use or misplace your harness or chute. Don't ever let anyone stack harnesses up in a pile somewhere in the ship. Occasionally, pull out the little packing slip to ascertain that your 'chute was packed within 60 days.

Spare Parts:

Make certain that you have the necessary spare parts. Particularly carry spare fuses. Remember that the farther you go away from a main base, the more difficult it becomes to obtain spare parts. Carry all the spare parts you can get, and are allowed to carry.

Radio and Codes:

If your ship carries three command receivers, have all three checked and tuned. Have all your transmitters checked and tuned to the proper frequencies. Be careful of this tuning and frequency business. Don't ask a passing radio man what frequencies are being used. Go yourself in to the proper briefing office and find out exactly what frequencies are being used. The British use different frequencies than we do. Make certain you know their frequencies and whether they transmit continuously or on request only. In that regard BE WARNED: Obtain now, and at each stopping point from now on, the list of radio stations to the next point of landing ---and check it very carefully. The frequencies are constantly being changed. Also, the hours of operation are changed frequently. Some stations transmit continuously 24 hours each day. Some are turned off for a certain number of minutes each hour; some will operate only upon your request given with the proper code signal. Ask the briefing officer if you have the very latest "dope". This radio information should be checked with your radio operator.

Be certain to have the colors of the day and your secret "syko" information. Bare in mind that, from now on, you will be flying in foreign countries and near and into combat zones. All flying is controlled by code and secret challenge signals. Woe unto the pilot who sails blissfully into a restricted zone without the proper challenge signals. More than one aircraft has been shot down by friendly fighter or ack ack because of this oversight.

Navigation Aids:

Obtain a route manual of the route you are taking. It will contain sketches of all the fields on your route along with information as to runway lengths, dangerous obstructions, safety corridors, etc. Don't ignore the emergency fields or alternates along your route. You may be forced to seek a quick landing place because of weather or mechanical difficulty. You will find good airports practically everywhere along the regularly traveled routes around the world; however, some of them are not adequate for the bigger ships. Make certain you have a complete set of maps to take you right to your ultimate destination. Don't depend on being able to pick them up farther on. You won't find them farther on. And always get enough extra maps to cover the territory at least 1.00 miles on each side of your intended course. Get together with your navigator a day or two before flight and draw your courses on your maps. Step them off with dividers into 50 mile sections, using nautical miles on the long over-water hops. Mark in red ink or crayon all the danger spots, such as mountain peaks, restricted territory, etc.

Warning: Many of the maps you will use in S. America, Africa and Asia, are not accurate. I have actually located towns on the west bank of a river when the map showed it to be on the east bank. Particularly, watch out for elevations. Many of your foreign maps will have the elevations marked in meters rather than feet. Study your maps carefully.

WEATHER

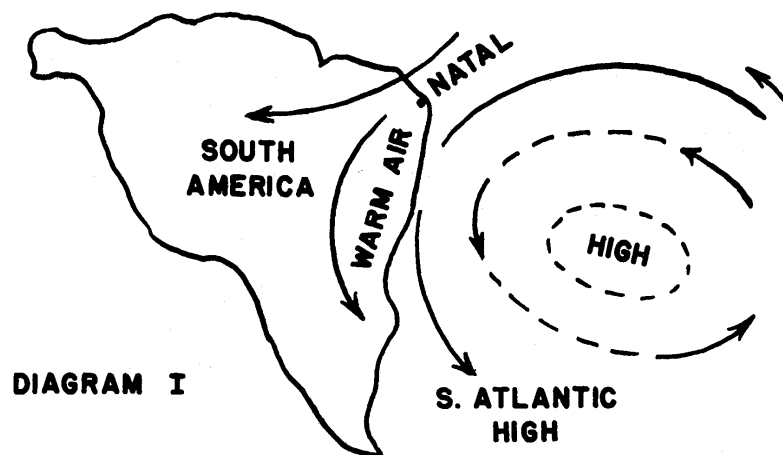
Get your weather just before takeoff. Take your navigator into the meteorology office with you, and accept only a recent report. Study your pressure areas and the location and movement of fronts. You will, ordinarily, not have to worry about ice anywhere along the South Atlantic route, although it is possible to pick up carburetor ice under certain conditions of humidity and temperature. Your chief concern is the location of storms or fronts on your route, and the altitude at which to fly in order to take advantage of the best winds.

A point about fronts. The weather you will encounter in the tropics can be very treacherous. Inter-tropical fronts are, sometimes, encountered where the tops of the clouds reach to heights from 20,000 to 40,000 feet. These fronts are marked by black threatening clouds, severe turbulence, and heavy rain. Between Miami and the island of Trinidad we don't usually run into anything much higher than 9,000 to 12,000 feet at the tops. Local thunder-storms are quite frequently encountered in the vicinity of Haiti. It has

been my personal observation that flight altitudes of from 8 to 12,000 feet seem to be the most efficient, everything considered, for the entire South Atlantic route.

A general picture of South American weather will be of some value to you. Diagram I shows the high -pressure area to the right of the continent known as the South Atlantic High which exerts a great influence on South American weather.

It is this great high pressure system that, during the summer months, brings onto the continent most of the warm moist air which affects the northern portion of the continent, especially Brazil, during the summer season. This high pressure area, with its counter-clockwise circulation, brings over Brazil the majority of the warm fronts and warm air masses affecting this region.



This high pressure area, with its counter-clockwise circulation, brings over Brazil the majority of the warm fronts and warm air masses affecting this region. The circulation of pressure systems in the Southern Hemisphere is just exactly opposite to that as encountered in the Northern Hemisphere as shown by the chart, Diagram 2.

From this chart, we can see that, when flying over a given area and advisable to fly at low altitudes. Due to the flat swampy jungle in Northwest Brazil, flight at low altitudes is advisable as only heavy rain will be encountered.

The Inter-tropical Front, running from South America to Africa, is much more defined and, in many cases, it can be flown parallel to the entire route. Very seldom do the clouds associated with the front build higher than 15,000 feet over the water but, occasionally, a few tops will reach 20,000 feet. On the NATAL-ASCENSION ISLAND-ACCRA route little or no weather should be encountered as a result of this front, although

NATAL and ACCRA may encounter some weather when the front is in the vicinity of these two stations.

Pressure Systems	Rotation in Northern Hemisphere	Rotation in Southern Hemisphere
Lows	Counter-Clockwise	Clockwise
Highs	Clockwise	Counter-Clockwise

The general weather and climate in Northeastern Brazil, the part in which we are most interested, is what one could call nearly ideal except for the period of each year called the "rainy season", the region around Natal, both land and water surfaces, is seldom visited by moderate or intense storms or other disruptions to the good weather. This, of course., does not take in the weather accompanying the Inter-tropical Front when it moves to the vicinity of Natal.

One statement can be made at this point with relation to fog as a hazard to flying. Fog has very seldom occurred in this section and, when it has, the length of time required for it to dissipate was approximately 30 minutes. It is safe to say that fog presents no hazard to safe operation of flight schedules.

CLOUDS

Cumulonimbus clouds from Trinidad to Belem reach to altitudes of 35,000 to 60,000 feet and are to be approached with extreme caution as severe turbulence is encountered in these clouds. However, the average clouds in northeastern Brazil and vicinity run from cumulus to stratocumulus types as the predominating cloud types with altostratus and altocumulus clouds occurring very frequently. The average bases of these cumulus and stratocumulus clouds, in this area, vary from 2,000 to 3,000 feet although it is not uncommon when scattered fair weather cumulus clouds are present to have bases up to 4,000 feet. The average tops of the stratocumulus type clouds is approximately 6,500 feet with many variations on either side of this figure.

Cumulus type clouds on the South American to Africa route have the average height of their tops approximately 7,000 feet although it is possible and at times it has been the case where these tops have risen to heights as much as 20,000 feet.

VISIBILITY

Visibility in northern Brazil and vicinity are, the major part of the time, unlimited. Due to the geographic position of the airport at Natal, winds in this area, at times, will cause light to moderate dust or sand storms in which the visibility is lowered to one quarter to one half mile although, very often, they will drop to almost one quarter mile. The visibility at night is usually unlimited or very close to it 90% of the time.

ICING

Along the equator and in equatorial regions icing very seldom, if ever, will appear below 12,000 feet.

RAINY SEASONS

The rainy season in Belem starts in December and lasts through May with the most rain fall occurring in February, which has some 700 mm. of rain in that month. The average over the six month period is approximately 500 mm. Natal experiences its rainy season from February to July, reaching a maximum of about 650 mm. in April with an average for the six months of approximately 440 mm. These months of rain fit in perfectly with the movement of the Inter-tropical Front which reaches Belem in December moving south reaching Natal about April. The front will fluctuate between Belem and Natal from December to May at which time it begins its normal movement northward.

"LET'S TAKE-OFF FOR AFRICA"

We are ready to leave for our long flight to a far off front. Unlike the pilot who hasn't made a study of the job ahead of him, we are confident and eager to go. We are not worried and there is no uncertainty because we know our ship, our crew, our maps, routes, radio facilities, weather, etc. For us this is going to be just a new and interesting flight.

We decide to make our first hop to Waller Field in Trinidad, passing up Porto Rico. The distance is 1,415 nautical miles and should take us in the neighborhood of 7 to 8 hours depending upon our cruising speed and the winds. We decide to leave Miami about midnight (not forgetting to allow for G.M.T. time) so that we will have the benefit of celestial navigation, and a cool trip. We arrange our take-off time so as to arrive at Trinidad shortly after dawn. We notice that one of the other pilots has not laid out a direct course to Trinidad, but instead has drawn his course slightly to the north to Mona Pass, and from there to Trinidad. He has done this to avoid the peak at Hispaniola which towers almost 12,000 feet into the sky. That is a matter of opinion. Personally, I prefer to fly a

straight line which goes almost directly over the high terrain. I have a reason for doing this. I know that terrain is there, and I am going to fly high enough to definitely miss it. If I try to fly around it there will be a tendency on the part of both myself and my navigator to stay at altitude even though it is lower than the peak, depending on our course to miss the peak. A small mistake in navigation putting us to the south of our course plus an increase in velocity of a north wind, or a change in the wind to the north, and we will be flying directly toward that dangerous ground. If it is the usual dark night, or we are on instruments, our first knowledge of the presence of that peak will be the tinkling of the glass in the bombardier's compartment. So we fly direct ----- but high.

Our take-off is normal except for the increased run because of the heavy load of gas. (this difference in run and weight will be more noticeable if we are flying a twin-engine craft). Also, we have on board a few bundles of the latest newspapers and magazines for those fellows over there who are starving for them. We climb at an accurate airspeed and exactly on course until we reach our cruising altitude, which tonight is 8,000 feet. We don't forget to go into "cruise lean", close our cowl flaps and accurately trim the ship to fly "hands off". And we do not put on the automatic pilot until the ship has picked up speed and settled down in trim.

Once on the automatic pilot, we make a final complete check of all controls, lights, instruments, etc. The navigator has noted the time of leveling off and is computing our present position based on our climb. Our chief job now consists of keeping an accurate course and airspeed and altitude, and of supervising the crew.

An hour before reaching Hispaniola --- we apply climbing power and go to an altitude of 13,000 feet. We remember to compute for actual altitude, not indicated altitude.

Whenever we hit some rough cumulus we take it off the automatic and fly it manually. We do this to spare the automatic pilot and because it is easier on the airplane controls, and also because we want things in our own hands if anything drastic happens as we toss around. We don't mind the rough instrument flying, because we know that we are pretty "hot on instruments. Only a fool would embark on this trip in command if he were not a capable instrument pilot.

A couple of hours before our E.T.A. we consult our weather forecast and start a gradual slide downhill. We know better than to approach our destination at altitude on instruments. The rocky coasts of Trinidad and of Venezuela are formidable obstacles. So we carefully ease down until we come out underneath a low ceiling almost on the water.

Now we can see ahead, and know we will not suddenly run up to a sheer cliff, as we strain for a sight of land. We have been briefed to enter the island through a definite narrow safety corridor. We know that to vary from this approach is to risk being shot down.

Never approach a safety corridor in a dive, or at excess speed. Stay under 1,000 feet and lower your landing gear. Fly a steady course and have your signal flares ready with the correct color of the day.

DO NOT FLY OVER SURFACE SHIPS OR HARBOR INSTALLATIONS HERE OR ANYWHERE ELSE WHILE THERE IS A WAR ON. Posthumous D.F.C.'s are not granted for being shot down by friendly ack ack.

We circle the field in exact accordance with our briefing instructions and land tired and weary. We want to rush for a tent and a cup of coffee. But we don't. We have many things to do before we can rest. Important things:

We supervise the loading of gas and get an accurate check on the exact amount of fuel we burned, also the oil. We must turn over to the field operations officer all secret papers, and weather data. It is now, another day, and we turn in yesterdays "syko" card and colors of the day. After all these things have been accomplished we see that the gas and oil tanks are sealed with a piece of cellophane tape. Also, seal the ship entrances. Post a guard and give him a list of the members of your crew whom he may allow to enter the ship. Make it plain,----NO ONE IS TO BE ALLOWED ON OR NEAR YOUR SHIP. Don't let anyone talk you out of it. Sabotage is not a word of fiction, or something that takes place only in grade B movies. Sabotage is a powerful weapon of war and is quite prevalent around airfields in some foreign countries.

Now that everything is properly taken care of, go over to a good breakfast and bed. You will find from now on, that sleep is the one thing you will most need to carry on in the tropics. The tropics have a way of sapping the strength of the man who does not take good care of himself.

Our next hop is to Natal, the jumping-off place for Africa.. We can stop at Belem if we wish and we decide to do this. It is 1060 nautical miles direct.

TRINIDAD TO BELEM

There are two routes to Belem; direct line across the jungles, or around the coast by way of Devils Island. Generally speaking, if you are flying twin-engine it is best to go

the coast way. You will add approximately 90 nautical miles to your trip, but you will be using better judgment, and here is why. The coast route provides you with better visual fixes and makes your chances of getting lost practically nil. Also, in the event of an engine failures you will be flying along the coast where you can set down with a margin of safety almost anywhere on the beach. Even a crash landing in the shallow surf is preferable to landing in the dense Brazilian jungle. Someone will pick up your distress signals very quickly on the coast and you will be picked up without much difficulty. Flying the direct route (which is O.K. with 4 engines and good weather) takes you over almost five hours of unbroken jungle. That jungle appears, from the air, like a great stretch of soft green moss. It isn't. It is the densest possible growth of huge trees underlined with impenetrable growths of vines, through which flow streams and swamps impossible to see from the air through the thick canopy of trees and dense jungle growth. Down there are a thousand kinds of death.

This does not mean that it is impossible to get out of the jungle if you are fortunate enough to survive a crash landing into it. But it will be an unpleasant experience you will never forget if you live through it.

Added to the danger of a possible landing in the jungle is the fact that the inland route provides you with few check points and makes navigation that much more uncertain. Both routes should be flown in daytime by personnel inexperienced in this type of flying. An altitude of 8,000 to 9,000 feet should clear all cloud tops. Avoid flying into towering cumulus in this area, because of extremely heavy rain and severe turbulence. You have a few good airports which you can use on your way to Belem. However, do not use these fields except in emergency



Belem has good facilities for homing with your D.F. compass, both commercial broadcast and beacon radio. If the weather is really bad or showers obstruct the visibility head for the mouth of the Para river and hit the east bank at the coast,- then simply follow the east bank in to the field which is right on the river just before you reach the city of Belem.

A general observation about flight from Miami to Natal, and from Natal to Africa is to keep a constant eye out for submarines. Aircraft have been fired upon by enemy submarines. Give all surface craft a wide berth. Report the location of, and anything unusual about any strange surface vessels.

A friendly bit of advice about your stay in Belem and later in Natal. The natural tendency is to rush into town and go sightseeing. There are only one or two hotels in Belem and only one in Natal safe to go to. Do not drink water or eat food anywhere except in the hotel dining room. Even then, insist upon sealed bottle water. Do not put ice in your water. The ice contains the source of some of the diseases prevalent in the tropics. Unless you wish to contract dysentery, which in the tropics is very serious, never eat green salads, fruits with peels on, etc. To do so is to be almost certain of contracting dysentery. Insist upon your food being very well cooked and served piping hot. I repeat ----- insist upon it.

BELEM TO NATAL

This hop is 842 nautical miles and is usually flown direct. It is pretty much a duplication of the hop from Trinidad to Belem. Your takeoff will be sometime in early morning. You will receive good weather information before takeoff and can expect a flight of about 5 hours at an indicated airspeed of 155 m.p.h. That figure, of course, is, approximate.

Before takeoff you, of course, make the usual careful inspection of your ship, As soon as you get on course, start checking your drift. It is surprising how accurately you can navigate across desert and jungle by frequent and accurate readings of your driftmeter. I have navigated a six hour flight almost without landmarks to within 5 miles of my destination using only the driftmeter.

The procedure is simple, but it requires constant checking on the driftmeter, plus accurate readings and accurate flying.

Here is the way it works:-----Set out on a no-wind course. Observe drift. If there is zero drift you have a tail wind, head wind, or no wind. If there is a drift apply it to your compass reading, subtracting right drift, adding left. If you will fly that driftmeter "right on the button", you will find it is as good as a railroad track. However, it requires a view of the ground beneath, and should be used not as a means alone, but as an added check. Never neglect the use of all possible means of checking your course and ground speed.

Natal is the jumping-off place for the flight across the big pond, so it is here that you want to be particularly careful to observe all safety precautions, all emergency procedures, briefing instructions, codes, weather information, etc.

As soon as you land at Natal, report to operations and report anything that might be wrong with your ship, or any of its equipment so that the maintenance crew can start to work on it.

Do not leave Natal until every piece of radio equipment in your ship has been checked and is correct and set up for the proper frequencies to receive Natal tower, Ascension Island and the Coastal stations in Africa, all of which information will be given you.

When your ship is gassed and oiled here, have your flight engineer or other member of your crew get right up on the wing and watch every drop of fluid that goes into those tanks. And make certain only fluid goes into them. Have him seal the tanks himself, and mark the date and his signature on the seal. Bear in mind:-----you are accustomed to having all such details of mechanical work, refueling, etc., done by trusted ground crews back in the United States. Things are different down here. Trust no one as regards the condition of your ship, the amount of fuel and gas, etc., except yourself and the members of the crew who are going to fly with you.

I once had a bad prop on takeoff. When I came back in for repairs the propeller man who made the repairs did the work in about an hour's time and insisted it was all right. However, when I insisted on his riding on the test hop, he suddenly decided he had some more work to do on that prop before he was sure it would be safe to fly. Result:-- it was a complete day before he finally O.K.ed it and came along on the test flight.

Remember ----- you have to fly that ship. Be sure it is right.

WE PREPARE TO CROSS THE OCEAN

The flight across can be made non-stop to Marshall Field in Monrovia, Dakar, Freetown or several other landing places on the west coast of Africa, or it can be made with a stop at Ascension Island.

If you have your choice and elect to go straight across be certain that your destination is notified of your coming and will have a D.F. beacon. on for you. Carefully figure your gas load and fuel consumption based on your trip from Miami and do not start across with winds that will cut your reserve down too closely.

Unless you are part of a formation, it is generally considered best to make the crossing at night because of the aid of celestial navigation. However, plan your flight so that you will arrive either, at the African coast or at Ascension Island well after daybreak. Never arrive during hours of darkness. Do not arrive at Monrovia at daybreak as you will quite often find your field obscured by ground fog.

Many pilots prefer to cross entirely in daylight. This has the disadvantage of not being able to use celestial navigation except for sun shots. It has several distinct advantages. Everyone usually feels better psychologically because they can see the ocean and the sky, a landing could be made easier on the water in daylight; storms and fronts can be seen at a distance, and other aircraft coming from the opposite direction can be seen.

With the increased radio facilities, and with all radio equipment functioning properly it is probably just as well to cross in the day time.

When you arrive at the field for takeoff, arrive early enough so you and your engineer or copilot can make a complete inspection of the ship.. Inspect tires, hydraulic lines, all control surface hinges, internal control cables, etc. Have your radio man check all radio equipment. Personally check your gas and oil tanks. If a seal has been broken -- stop right there and determine why. Look the whole. ship over carefully for gas leaks, particularly in the fuselage, or bomb bay tanks.

As at previous stops, obtain all codes, "syko" cards, weather information, radio call letters, etc. Don't ever leave for Ascension Island unless you have the radio "dope" up to the minute.

Plan your flight with the navigator. Two heads are better than one. Too many pilots depend entirely upon their navigator to plan the flight alone, making his own decision as to altitude, course, etc. It is a serious mistake to sit behind the, controls of any

long-distance aircraft taking orders blindly from a navigator. Do not misconstrue my meaning in this regard. Your navigator knows his job and in all probability knows more about the navigation of your aircraft than you do. It is not intended that you should interfere with his work. Never the less, there is a tendency on the part of some pilots to sit at the controls like an animated Charlie McCarthy, altering course whenever the navigator tells him to, never knowing exactly why nor for how long, leaving the navigator as the only man on board who knows where they are or why. When this happens the pilot is no longer in command of that aircraft.

The pilot, as commander of the aircraft and its crew, should at all times work with the members of his crew, and supervise their activities. So get together with your navigator and make out an accurate, definite flight plan before you get into your ship. Use a moderate altitude with favorable winds. Set down the speed at which you will climb, temperature in the climb, cruising altitude to be used, magnetic heading, etc.

Get out your own computer and do your own figuring. Maybe the navigator made some small mistake. At any rate, you will keep up on your navigation this way.

Before you ever leave the ground you should know within 15 minutes your E.T.A. at your destination. Time enough to alter your figures when celestial fixes prove your flight plan wrong in the air. As a final resort you always have your D.F. radio.

CROSSING THE POND

We have made all the careful preparations any human could make and have decided to take off at night so as to arrive at Ascension Island about an hour after daybreak. If we have been wise we have contacted other pilots, preferably Air Transport Command pilots, and discussed our flight with them. They have done it before and they give us a few last-minute tips. The take-off: If you are flying twin-engine and are carrying full tanks, do your warm-up and run-up, then have the gas truck "top off" your tanks again just before takeoff. If you have a B-24, B-17, or a C-54, you can spare the gas used for run-up.

A word of warning: Your takeoff will not be a normal one. Not only have you an excess load, but unless it is a light clear night, your takeoff at Natal is to all practical purposes an instrumental takeoff. Do not regard it as just another night takeoff. You can expect to use all of the runway with your load, at which point just after you have left the ground you plunge into inky blackness. There are no bright city lights out ahead for

orientation. Knowing this, you will be prepared and should have no difficulty. Set your gyro and horizon before taxiing to get them spinning. Set and uncage your directional gyro again just before takeoff.

By this time your copilot is well versed in the habit of handling the throttles on takeoff, so you are free to do a job of instrument flying right from the ground. Do it that way.

Climb right off the runway on your turn-and-bank and your airspeed. Check your directional gyro and artificial horizon and also glance at the altimeter. Do not look outside. There is nothing out there to see. Relax and settle down to a nice steady climb.

At the risk of repeating myself --- let me reiterate, fly accurately, and I mean just that. Give your navigator a break. If he is computing your climb on an airspeed of 150 m.p.h. indicated, and you are varying from 150 to 160, and if your heading in the climb is to be 118° and, you wander from 115° to 120° how do you expect him to give you an accurate dead reckoning position? And be honest with your navigator. If you have been so busy lifting flaps, adjusting power, etc., that you have wandered off course or airspeed, advise him of the fact. Remember-- if he doesn't navigate you to your little island out there --- it might be his fault, but you will get just as wet as he does.

WARNING: Fly at the proper altitude level for an eastbound flight with your altimeter set at 29.92. That ocean might seem mighty lonesome to you, but you will pass more than one clipper or transport plane during the night. It is very unlucky to run into a clipper over mid-ocean. Once at altitude you can settle down to a comfortable flight. Worrying will do you no good. Keep a constant check on fuel consumption, and work with your navigator, but don't get in his way. You should have a beautiful flight across the south Atlantic and, in all probability, will. It is usually a, most enjoyable flight.

ONE MORE PRECAUTION: You see, this long-distance flying is not difficult but it consists of being careful about the hundreds of little things. As soon as you leave Natal check all your gas tanks. Fly 15 minutes on each one. That way, if any one tank fails to feed, you will find it out in ample time to turn around and go back.

LET'S CROSS AFRICA

Let us assume that our first stop will be Kano in Northern Nigeria. Now there is no need to go over our next flight step by step, but there are a few things we should watch in regard to desert flying. Primarily, make the very best possible use of pilotage and dead

reckoning whenever flying in the daytime, and whenever possible make your desert flights in the daytime. Try to stay contact if possible, and never relax vigilance looking for and checking landmarks. Here again as in flying over Brazil, you will find the driftmeter a valuable aid if used properly.

Some of the "airports" you will go into are not much more than marked off spaces in the desert. You will find D.F. very important finding these desert fields. It is quite easy to fly right by these fields without seeing them, if there is any amount of wind blowing the loose sand.

Dust storms present a certain hazard at times. A real dust or sand storm will force you to go on instruments if you allow yourself to be caught in one. They can entirely obliterate an airport. Needless to say, you would not continue to fly in a sand storm, but would seek the quickest way out.

Much of the desert can be landed upon in an emergency even with wheels down. A great part of the surface in the desert of central Africa is rocky shale and scorched hard earth. Great caution should be used, however. Watch your tires when flying this hot country. It helps to deflate them a little. More than one pilot has had his tires explode when the extreme heat expanded the tubes. Particularly, let some of the air out of your tires if forced to take off from a loose sand surface.

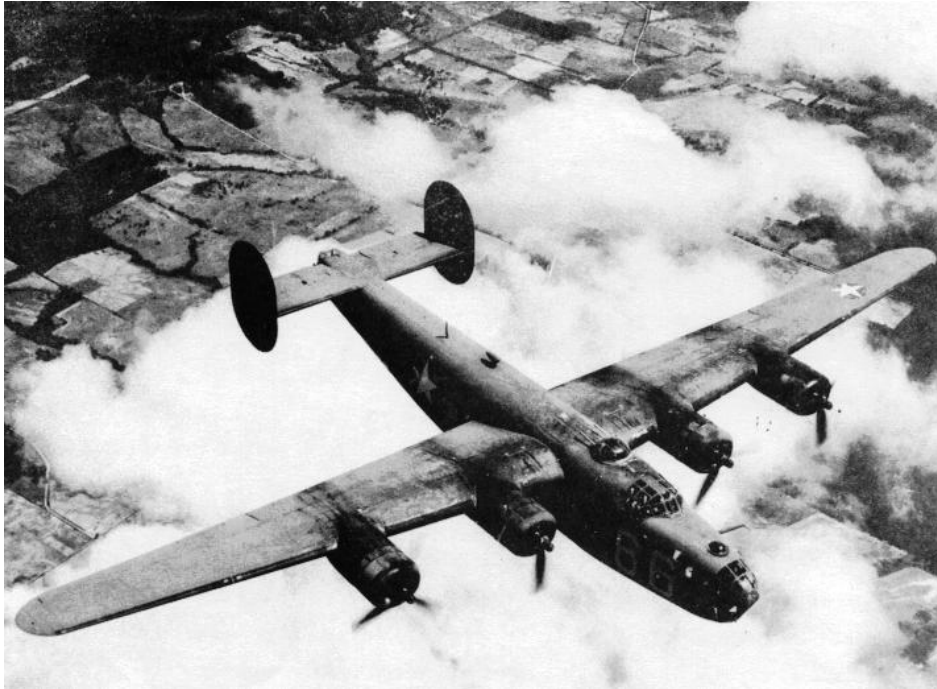
If you are flying a tri-cycle gear airplane, watch your nose wheel. Land in sand with your nose wheel well off the ground. Be particularly careful in the use of brakes when taxiing in loose sand. If you allow the nose wheel to become cocked sideways it will pile up sand in front of it, - and will collapse if power is applied to force it around. Get the weight off the nose wheel as quickly as possible on take off.

WARNING: On all takeoffs and landings bear in mind the heat and consequent thinness of the air. You can expect increased length of run on takeoff followed by a comparatively inefficient rate of climb immediately after takeoff. You will, also, find yourself "coming in hotter". Allow for it.

ON THE ROUTE TO ITALY

Whenever flying across stretches of barren country such as encountered in central Africa and up to Cairo, carry plenty of drinking water. Also, carry quantities of salt tablets to prevent heat exhaustion.

If ever you become lost, or think you are lost when flying this type of country, do not start circling or altering course looking for a landmark. Keep your wits about you, hold your compass course and estimate your position from your known ground speed, course flown, and your time in the air.



Should you be forced to land in the desert because of mechanical or other difficulties, make every attempt to contact a ground station by radio notifying them of your estimated position. Never leave your ship when down in barren desert country. To start wandering off across the desert on foot is to invite disaster. Stick to your ship, husband your food and water, and make yourself as comfortable as possible. Remember, your airplane is quite easily spotted from the air by an aerial search party, But, you yourself would present an object hard to see if you wandered away from your ship.

Wherever your trip ends, you will have had an interesting trip. Your flying education should be greatly augmented and you will have gained much. If you are ferrying you will soon be back for another ship, this time confident in the knowledge of what you are doing. If you are fortunate enough to be stationed over there on a combat mission, by the time you get back there will be an even bigger ship waiting for you and you will be a veteran at flying the "big stuff".

We spent the day of April 15 in briefing for our overseas flight. Briefings covered everything that we might expect along our flight path along and alternative landing sites and emergency procedures. We were given final briefings for security and communication restrictions. I had the choice of certain flight paths and, with the navigator and co-pilot, chose the most direct route much of which was over the jungle. We did make some changes along the way to our original planned route. We were continually reminded that the enemy was watching all our transportation routes and we were to be as inconspicuous as possible both in the air and at the various air fields along the way. We were on radio silence for transmissions but radio stood by for any necessary incoming calls. We were advised to watch for submarines and report any sightings at our next destination.

I remember well the morning of April 16, 1944 in West Palm Beach. The crew and I were up well before daylight and loaded our gear for the flight. The navigator and I received our final weather briefing and flight information. I was handed a sealed envelope containing our final destination overseas and was instructed not to open it until we had been in the air for ten minutes en-route to our first stop at Trinidad .

It was still dark as we made an early morning take off from Morrison field. The weather at the time of our take-off was marginal with some fog and a low overcast ceiling. I was not too concerned about the flight conditions as we lined up and rolled down the runway for take off. Everything went smooth and we entered the heavy overcast at about 500 feet. I was still working on setting the throttle and mixture controls when I had the feeling that the left wing was down and in a turn to the left. I was flying by cockpit instruments and everything indicated the aircraft was in a straight normal climb. For a few moments I could not reconcile the mental feeling of the ship's attitude with the reading of the instruments. It was all I could do to overcome the feeling of the plane being in a turn and losing altitude. I soon realized that I had a very bad case of vertigo and if I had not had the many hours of instrument flight training the consequences could have been tragic.

Once in the air we set course for Trinidad, our destination for the first leg of the journey. We were all anxious to learn of our overseas destination but we faithfully waited the assigned ten minutes before opening the secret orders. Although the monotony of the long flight had not yet set in it, the ten-minute wait and the discussion that followed gave us some other things to think about.

We soon left the fog and overcast of the Florida area and by daylight the weather was clear and sunny. I think we must have been routed around some of the larger islands of the West Indies but we enjoyed looking down at the small rocky islands protruding out of the ocean and wondering how often they were completely covered with water. It was a new experience for a farm boy from Montana. Our flight to Trinidad was smooth and uneventful. The flight time from West Palm Beach to Waller Army Airfield was 10 hours, 55 minutes a distance of just over 1600 miles.

My flight log record indicates we were at Trinidad for two days before taking off for Belem, Brazil I do not recall the reason for the delay but I presume that it was due to the weather conditions along the route.

We took off in the early morning of April 19 and flew the most direct route from Trinidad to Belem. The landscape was continuous jungle. We all enjoyed the scenery and

spent considerable time looking for some kind of activity or movement in the forest or clearings. As we neared Belem the navigator directed me to the coastline which we followed south until we were at the mouth of the Amazon River. The crew was amazed at the width of the Amazon where it entered the ocean.

We flew Southward a few miles past the Amazon River to the Para River channel, then North a short distance to the Airfield at Belem. The total flight time for the Trinidad to Belem leg was 7 hours, 55 minutes. My flight log records that 1 hour 15 minutes of the time was under instrument conditions indicating we did have some cloud cover along the way.

We were up early on the morning of May 20, got our usual weather briefing and flight plan review and directions, then headed for the airfield for the next leg of our journey. The distance from Belem to Natal is approximately 970 statute miles. The flight path we selected was over forested jungle type terrain. We again flew at an altitude of 9000 feet and I recall changing coarse headings several times to avoid high cumulonimbus thunderheads along our route. Flying time was 6 hours 30 minutes with 1 hour 30 minutes on instrument flight through cloud cover.

The day following our arrival at Natal was scheduled for a layover and we could rest or do what we wanted. I stayed at the field and caught up on my rest and checked in at the flight room for the latest weather reports and other questions I had about the Atlantic crossing. The crew went to the beach for an afternoon of rest and sunshine. When they reported back that evening (April 21) they brought the bad news that they had taken the navigator to the hospital for treatment of a serious case of sunburn. He was hospitalized for four days before returning to the flight line. Time became heavy on our hands as we lay around the base waiting for Lt. Abrams to recover. We were fed, what I thought were green bananas, boiled or fried plantains every meal which made us even more anxious to get back in the air.

The day our crewmember was discharged from the hospital we took our airplane up for a 1 hour 10 minute flight for final equipment and instrument checks. The navigator checked and made final calibration adjustments on all our navigation equipment. The radio operator and flight engineer checked out their equipment until they were satisfied we were ready for our long trip across the ocean.

After our morning flight checks and weather briefing we got off to an early start on April 27 and headed directly to Dakar, French West Africa. We were cautioned to maintain radio silence except in dire emergency and to be very careful not to fly over any ship or submarines. We were also instructed to report any sightings and their locations on arrival at Dakar. We did sight a submarine along our route and watched it submerge below the surface.

The navigator used sextant readings and continually plotted our position as we flew along. He would occasionally adjust our heading and was always able to give me our position and estimated time of arrival. The engineer continually estimated fuel consumption and transferred from tank to tank as needed. We crossed the coastline of Africa on schedule and at the proper location after 11 hours and 25 minutes in the air.

During the flight we did cross a weather front and were on instrument conditions for an hour and a half. Our cruising altitude for our flight was 9000 feet for all legs of our flight from the time we departed Topeka until we arrived in Dakar. After landing at Dakar we checked in for our debriefing at Base Headquarters in Dakar where we reported our sighting of the submarine along the route. We also reported the wind and weather conditions encountered along the route as was routinely done as we finished each leg of our journey. These reports contributed a significant part toward the weather forecasts that were relayed to the other air traffic flying the Southern route. For the first time since our journey started I began to realize we were in a strange country and at this stop the dress and appearance were characteristic of the Africa we had studied about in grade school. I was somewhat intrigued and impressed but also had a twinge of a lonesome sort of feeling.

My flight log records show a day layover before we took off for the next leg of our journey from Dakar to Marrakech, Morocco. During our pre-flight briefing we were instructed to plot our course in such a direction that would assure that we would not cross the border of Río de Oro, a small zone in Spanish Sahara, a Spanish province. Spain was not allied with the United States at that time. We also had an extensive briefing about the what to expect crossing the Sahara Desert and were reminded that we had to cross the 13,000 foot high Atlas Mountains on our route into Morocco.

Our flight North was routine and the aircraft was cruising smoothly along on auto-pilot at an altitude of 9000 feet. The crew gunners had taken off their parachutes and were in the back of the plane sprawled out on the floor aft of the bomb bay. Suddenly the airplane did a violent whip and went into a vertical nosedive. The co-pilot and I always flew with our seat belt fastened, which prevented us from getting thrown around. As I grabbed for the control wheel my hand landed on the wheel on top of the auto-pilot disengage button and I pulled back on the controls and leveled off.

We lost less than a thousand feet of altitude but everything not tied down was tossed around. Our first concern was for the crewmembers, especially in the rear of the craft. Most of them had been banged up a little but nothing serious. The belly turret gunner had his parachute broken open after hitting something and we did not carry a spare. He proceeded to lace it up with shoe laces in such a way that when pulled on the lace the chute would open.

As we flew North over the Sahara Desert we could see a large cloud ahead on the horizon but it did not appear to anything to be concerned about. As we drew near I realized that it was a large dust cloud and started to climb. I had started too late and was soon in a heavy sandstorm rather than dust. We went in to a full climb to an altitude of 12000 feet before we were above the sand. I have often wondered why the engine filters did not plug up or some parts were not ground to pieces while we were in the climb.

We cleared the Atlas Mountain range and let down for our landing in Marrakech. As I circled the field for a landing I glanced at a group of airplanes parked on the ramp. Being pre-occupied, I did not pay much attention but thought in my own mind that a group of B-17s were heading for a combat unit. After landing, while taxiing toward the parking ramp, I realized that the large single tailed bombers parked on the ramp were a flight of B-29s. This was the first time I had seen the large round nose bombers and I thought they were huge. It was rumored that they were on their way to India. Not only was I impressed

by the size of the B-29 aircraft but I was also impressed by height of the local French Moroccan Army guards that were assigned to secure our Airplane while on the air base. Those I saw must have been over six feet tall and several at least six feet six.

Our Airtime from Dakar to Marrakech totaled 7 hours and 40 minutes. We spent the night comfortably housed in stone, native type barracks and were up early the next morning refueling our plane and preparing for our flight across Algeria and into Tunisia.

The flight from Marrakech to Tunis, Tunisia was uneventful but was interesting as we viewed the countryside as we flew above it. Our flight path took us across much of the developed areas of Morocco and Algeria with green pastures and cropped farmland of . Our flight time to Tunis was 6 hours, 55 minutes at an altitude of 9000 feet. We landed at the Army Air Field at Tunis, our assigned destination after leaving West Palm Beach.

Air Force orders were issued at Tunis reassigning us to an air base at Goia del Colle, Italy, a small town just North of Toranto near the boot of Southeast Italy. We took off the next morning (May 2) and headed for Italy. A short time later, as we were flying over the Mediterranean Sea, I noticed a stream of oil slowly streaming back over the housing of one of the engines. In a few minutes it was moving across the top of the wing and I realized that I should shut the engine down and feather (blades facing parallel to the engine) the propeller. It was another 200 miles to our next fuel stop at Catania, Sicily and I decided it was not a wise move to continue the trip on three engines. The ship flew well with three engines but there was a risk that another might go out. The navigator located a small airfield used by the British as an air base for their planes patrolling the waters for German submarines. We headed for the base located at Borizzo, Sicily. Our arrival brought out the base staff who welcomed us with many questions and were given a tour of the first B-24 they had observed close up. Word of our problem and location was forwarded to the airbase at Goia and that we would be requesting repairs as soon as we determined our needs. Our engineer worked with the field personnel and made arrangements to get equipment that would allow him to get into the engine. It was decided that he would begin to work on it the first thing in the morning.

After breakfast the following morning I went out to the plane and waited for the engineer and the other enlisted crew to show up. One of the British ground crew members came by to inform me that my crew had been out on the town with some of the Base crew and were in sorry shape. He doubted that they would be along very soon. I was thoroughly disgusted and decided to tackle the engine repair myself. We had enough delay and I saw no reason that a farm boy from Montana would have any trouble finding the oil leak.

I had most of the necessary panels off the engine when one of the field mechanics stopped by and volunteered to help. We found a flexible oil line had ruptured and could not be repaired. He was sure that he could find a replacement on one of their wrecked patrol planes. It was not long before he was back with a solid oil pressure line with fittings on each end that would match our engine connections. The sad looking crew that I was very unhappy with had reported by the time we were finished with the repairs and everything was ready to take off for the continuation of our journey.

Before leaving the island we stopped at the field headquarters and thanked the British Officers for the hospitality and courtesy they had extended to us during our

unscheduled stop. They were happy to have had us and during the conversation the Base Commander asked if there was a chance that he and some of his staff could get a short ride on the plane. I was not very anxious to take off and land again on the short runway but I agreed on the basis of an engine check ride.

A minimum of my own crewmembers was loaded along with 4 or 5 British officers. I taxied to the end of the runway then decided to taxi another hundred feet or so to get a little more length for take-off. The base officers said that the ground was packed sufficiently to carry the weight of our plane. I proceeded out past the end of the runway, turned the aircraft around and proceeded with our usual checklist. When it was completed I pushed the throttles forward we started toward the runway but our forward motion never got over a slow jog and came to a stop just feet before the hard surface runway. After shutting down the engines everyone climbed out to survey the situation. The wheels of the main landing gear were in the ground about the depth of the tires and I was sure that we would be holding traffic up until the base crew could get us pulled onto the runway.

After thinking the situation over I decided to try to lift it out with the use of the flaps. Everyone was unloaded except the copilot and myself. The engines were started, the throttles were gradually moved forward to full takeoff power then the flaps were lowered to the full down position. The lift created by full throttle and the flaps took enough weight off the wheels to allow the plane to roll onto the runway. I was a mighty relieved farm boy.

Everyone boarded the plane again and we flew the Britons around the base a few times and checked the engines. Everything appeared in good operating conditions so we landed, said good-bye to our British friends and took off for a stop at Catania, Sicily. It must have been a scheduled fuel stop on our trip. My logbook registers an overnight stop, continuing on the next day for a 2 hour 15 minute flight to our assigned airbase at Goia, Italy.

The 15th Air Force reassigned us to the 49th Wing, 484th Bomb Group, 826 Squadron flying out of a recently constructed base near the Torretta crossroads southeast of Cerignola. We took off from the Goia base on May 5 and located the twin runway our destination airfield after about an hours flight time. The Army Engineers had built the runways with soil from a farm field and surfaced it with a crushed gravel mix. Each end of the runways had heavy metal mats extending several hundred feet which served as the touchdown area. It was a noisy landing when the wheels touched down on the metal mat and rolled down the gravel runway. A ground crewman driving a jeep met us and directed us to a parking pad where we parked the first non-painted B-24 G assigned to the 484th Bomb Group. Our crew loaded our gear into an army truck that delivered us to our new headquarters area.

WAGING WAR WITH THE 484TH BOMB GROUP ITALY 1944

One of our first jobs was to set up our own tents which would serve as our home for the duration of our stay in Italy. The four commissioned officers stayed together in one tent with each of our canvas folding cots taking up most of the length along one side. We did have enough space to place our barrack bags on the ground at the foot our cots. We scrounged a few boards to serve as a floor.

A few weeks after our arrival I constructed an oil burner outside the tent to heat water for washing and shaving. It had about a gallon tank that I found to which I fastened a shut off valve and a length of fuel line that ended in small piles of gravel and sand. When the valve was opened the fuel would soak into the sand and gravel and would burn with sufficient flame to heat the water. On one occasion I boiled half a dozen ears of field corn in a bucket but left the corn boiling in the water until it was too tough to really enjoy.

Our drinking water was treated with chlorine tablets and stored in canvas "lister bags" hanging from tripods or tree branches. It had a rather strong taste but we developed a tolerance of it. The water was hauled to our area in larger water tanks mounted on two wheel trailers and parked at various sites for wash and shower water. Latrines were in wooden shacks with the usual outhouse type hole dug beneath the seats. They were treated with plenty of slacked lime to keep the odor down and the flies partially under control.

As I recall the mess hall was also housed under tents as was the chapel. I believe the only permanent building was the Officers Club that had been a stone barn on the farmstead.

The 49th Wing was made up of the 451st Heavy Bombardment Group located at Castelluccia and the 461st and 484th Heavy Bombardment Groups that shared the Air Base at Torretta. The 484th was originally designated as a Pathfinder Group but never functioned as such. To my knowledge there were fifteen B-24 and 6 six B-17 Heavy Bombardment Groups in the 15th Air Force. The 484th Bomb Group arrived in Italy with sixty B-24's assigned to four Squadrons. The Squadrons had large two digit numbers painted on the side of nose and the waste sections for identification. The upper half of the rudders were painted red and the lower half displayed the group insignia of a large red bow tie. It was originally an hourglass shape but had to be turned on its side to fit on the lower half of the rudder. Aircraft insignia and numbers were, not only necessary for flight control and group assembly in the air, but made it easier to identify the disabled aircraft we would see going down.

The 15th Airforce's 306th Fighter Wing in Italy was made up of P-51 Mustangs and P-38 Lightnings. They were used for support of ground troops and their operations and for escorting the heavy bombers and attacking enemy aircraft. The Tuskegee Airmen of the 332nd Fighter Group escorted us several times and did a great job of protecting us when enemy fighter planes were attacking our formations. The pilots were all colored officers and I have always maintained that they sounded just like the members of the Globe Trotter basketball team as they called signals between each other when they were engaging the enemy planes attacking our bomber groups.

My flight log records a 1 hour 30 minute local flight on May 9 that must have been an orientation or check flight for my first combat flight. The Group was short of planes and pilots and I do not recall having a pilot with combat experience flying with us on our first mission. We were a filler crew for the unit as they had suffered severe losses of men and planes during the month to six weeks prior to our arrival. The Group had trained in Nebraska and arrived at Torretta sometime in March. As a replacement crew we were "new kids on the block" and we could not help but feel somewhat like outsiders.



***HOME AT THE 484TH BOMB GROUP FOR MYSELF,
CO-PILOT, BOMBARDIER, AND NAVIGATOR***

GROUP HEADQUARTERS



***OUR SQUADRON CAMPSITE AREA FORMERLY
USED FOR FARMLAND AND SHEEP GRAZING.***

Most of our activities during our stay overseas were as a crew rather than with the Squadron. This was the same situation for most of the replacement crews

I was always amazed at how the individual aircraft crew chiefs and field maintenance personnel could repair the damaged engines and fuselage between the time the plane landed in the afternoon and was ready to fly the next morning. It was an unusual day when we landed without flak holes in the metal body. It was a short turnaround time to drop a damaged engine and have a new one in place for the next mission.

Our crew was notified the evening of May 10 that we would be flying our first combat mission the next day. We were routed out of bed early the next morning and headed for the mess tent for breakfast. I do not recall being nervous or apprehensive about the unknowns of combat operations we were about to experience but I think that the rest of our crew and myself had confidence in our training and our equipment. If anything happened it was always going to be to the other guy and we just wanted to get our job done.

After breakfast we stopped by our tents and picked up our barracks bag containing clothing and other flight accessories. There was a heavy sheepskin lined flight jacket, trousers and rather heavy thick sheepskin lined boots.. We had a pair of thin silk gloves that we put on our hands before we put on heavy sheep skin gloves. There was a snug fitting sheepskin helmet with built in headphones and a pair of large goggles we placed over our eyes. At altitudes over 10,000 feet, we placed an oxygen mask over our mouth and nose and when fully clothed during flight there was little if any patch of skin showing. We loaded our gear in a truck and headed for the briefing room for our pre-flight briefing.

Flight briefings were conducted 1 ½ hours before engine starting time with a wait time of another 30 minutes before take off. Add another hour or more for dressing and breakfast put had us getting up 3 or 3 ½ hours before we were in the air. The target was announced and the alternate targets in the event the main target had to be scratched due to bad weather or other reasons. We were informed of the other groups participating, our assembly areas and times as well as routes and the various turning points en-route to the target. We often took initial headings that would cause the enemy to think we were heading for targets in one direction then several hours we would change or heading toward the assigned target.

We were informed of the expected density of anti-aircraft fire, our flight altitudes, potential enemy fighter planes and when we might expect to be within their range. Reports included our fighter escort group and the estimated time and point where they would join us to provide flight protection. I as I recall, the P-51 Groups had a shorter escort range and the twin fuselage P-38 groups usually ran the enemy interception protection for the longer flight times and near the target areas.

Bomb loads, weather briefings, assembly areas, turning point headings, radio frequencies for emergency use and code call signs were all a part of the briefings. We also briefed on signals transmitted by the biscuit gun from the control tower.

Communications from the lead ship for assembly, climbing, leveling off or descending as well as target changes and bomb drops was by using color combinations of

Very's signal cartridge flares shot from a special flare pistol. Radio transmissions between ships in the air were used only in the case of emergencies. The on board communications between the crew was over our ships intercom system and was mighty busy during enemy fighter attacks and in and around the target areas.

At the end of the briefing, everyone synchronized (hacked) their watches, and checked out a small flat survival packet that contained maps of the areas along the route we would be flying. It also contained several gold coins. The packet of maps, printed on fine woven cloth, and coins could be easily slipped into our flight jacket pockets.

I also carried a small cloth bag containing first aid supplies, a chocolate bar, a few atabrine tablets and water purification tablets and my small bible. The drawstring bag and bible was given to us by the Red Cross and contained a few emergency items. I kept my little rescue bag tied to my trouser belt on every mission in the event I had to bail out over enemy territory. We all believed our chances were fair that we could parachute safely from a disabled plane and work our way back to a rescue point.

After the briefing we climbed aboard a weapons carrier and were shuttled out to the flight line. The ground Crew Chief for our aircraft greeted us with the usual kindly words and briefed me on the maintenance work he had reformed on the plane since its last flight. Each member of our crew ran through their pre-flight checklists, after which we dressed in our heavy flight suits and helmets. We had our earphones on and oxygen mask dangling around our necks. It was not easy to move our bodies around once we were in the seat with the seat belt and shoulder harness fastened. We kept the flack vest close by and slipped into them as we neared enemy fighter and target areas.

The engines were started and checked as we taxied toward the end of the runway. Each plane in the flight entered the line of planes according to its assigned location in the squadron and flight. As soon as we were in the air we turned on a designated heading and climbed toward our rendezvous area.



I took this picture out of my window beside the pilots seat. This is a few of the B-24's in front of our plane that are moving slowly forward into take-off position. As soon as the plane in front of us started down the runway, we taxied into take-off position and started our take-off run when the plane ahead started to become airborne.

S E C R E T

23 August 1944

FIRST ATTACK UNIT

<u>CHARLIE FLIGHT (825)</u>	<u>ABLE FLIGHT (826)</u>	<u>BAKER FLIGHT (824)</u>
11.Neel (f) 38 I	11.KEESE (Lollar) 130 Z	11.Davis (f) 26 Q
12.Kramer 41 L	12.PAINE (Ireland) 501 Y	12.Abbey 10 A
13.Tompkins 44 O	13.Drummond 56 G	13.Oldroyd 24 O
21.Gladwell 43 N	21.Petrie (f) 50 A	21.Chern (f) 14 E
22.Corley (f) 48 S	22.Bird 62 M	22.Price 27 R
23.Williams 36 G	23.Linkous 59 J	23.Pappas 11 B
	(f) Camera Aboard)	31.Roll 25 P

SECOND ATTACK UNIT

<u>DOG FLIGHT (827)</u>	<u>EASY FLIGHT (827)</u>
11.Ingham 88 S	11.Arnett 75 F
12.Ellis 87 R	12.Kuiper 80 K
13.Hamnett 83 N	13.Gignac (f) 72 C
21.Neville (f) 82 M	21.Myers 54 E
22.Oakley 77 H	22.Pearson 63 N
23.Pollard 74 F	23.Larsen 64 O

BRIEF: 0545B START ENGINES: 1st Unit: 0715B; 2nd Unit: 0725B
TAXI OUT : 1st Unit: 0730B; 2nd Unit: 0740B
TAKE OFF : 1st Unit: 0745B; 2nd Unit: 0755B

TEST FIRE GUNS: 1000B.

TARGET: MARKERSDOF A/D (48-12N. 15-30E)

BOMBER RENDEZVOUS: No. 3 BG will be in rendezvous rectangle from 0847B until 0912B. No. 1 BG and NO. 2 BG will follow SOP to rendezvous with lead Gp. No. 3 BG will enter rectangle at Candela and depart from Bovino going out via Casalnuovo. Rendezvous altitudes: No. 3 BG 5,000'; No. 1 BG 6,000'; No. 2 BG 7,000'.

ORDER OF FLIGHT: No. 3 BG lead; No. 1 BG; No. 2 BG.

ROUTE OUT: Base to KP to TP #1 to TP #2 to TP #3 to IP to Target.

KEY POINT: 44-10N, 14-10E. Base altitude 12,000' at 1027B.

INITIAL POINT: Hohenberg (47-55N, 15-37E)

AXIS OF ATTACK: 345 deg TC.

INTERVALOMETER SETTING: 175'.

TARGET TIME: 1200B.

BOMBING ALTITUDE: No. 3 BG 18,000'; No. 1 BG 19,000'; No. 2 BG 20,000'.

TARGET ELEVATION: 202'.

RALLY: Left off target.

ROUTE BACK: Target to TP #4 to TP #5 to Base.

BOMB LOAD: 100 lb clusters, fragmentation.

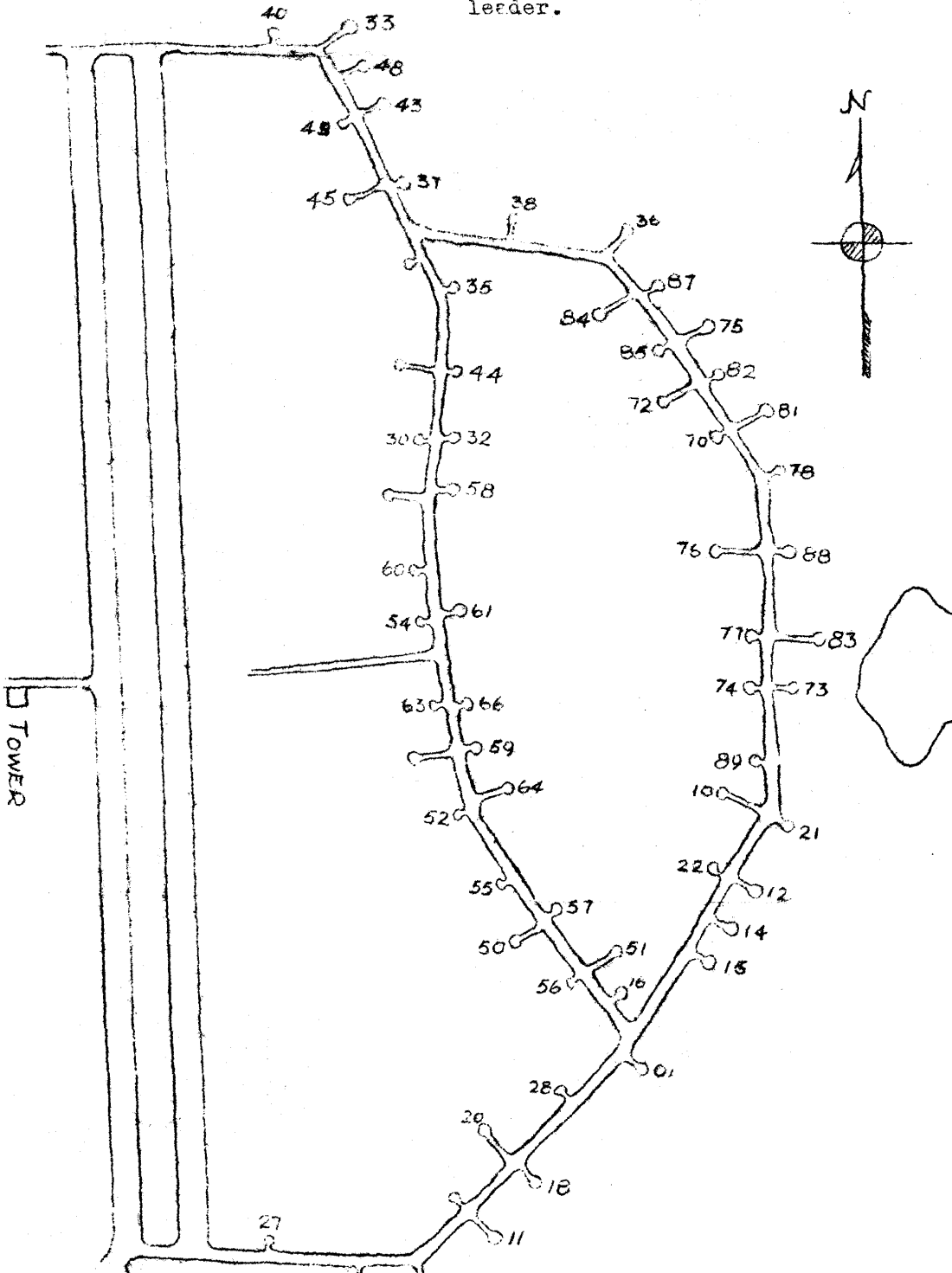
FIGHTER ESCORT: Fighter escort will rendezvous at Ormoz (46-25N, 16-09E). One group P-51's will rendezvous with Wing at 1118B. One group P-51's will rendezvous with Wing at 1123B. Both groups will provide for penetration, target and withdrawal cover. One of these groups is for high offensive. One group P-38's will provide target cover only. One of the above P-51 groups is for close escort.

NOTE: Groups will go into right echelon at TP #3 and will be at bombing altitude at TP #3.

If primary cannot be bombed, bombs will be brought back to the base. There are no alternate targets.

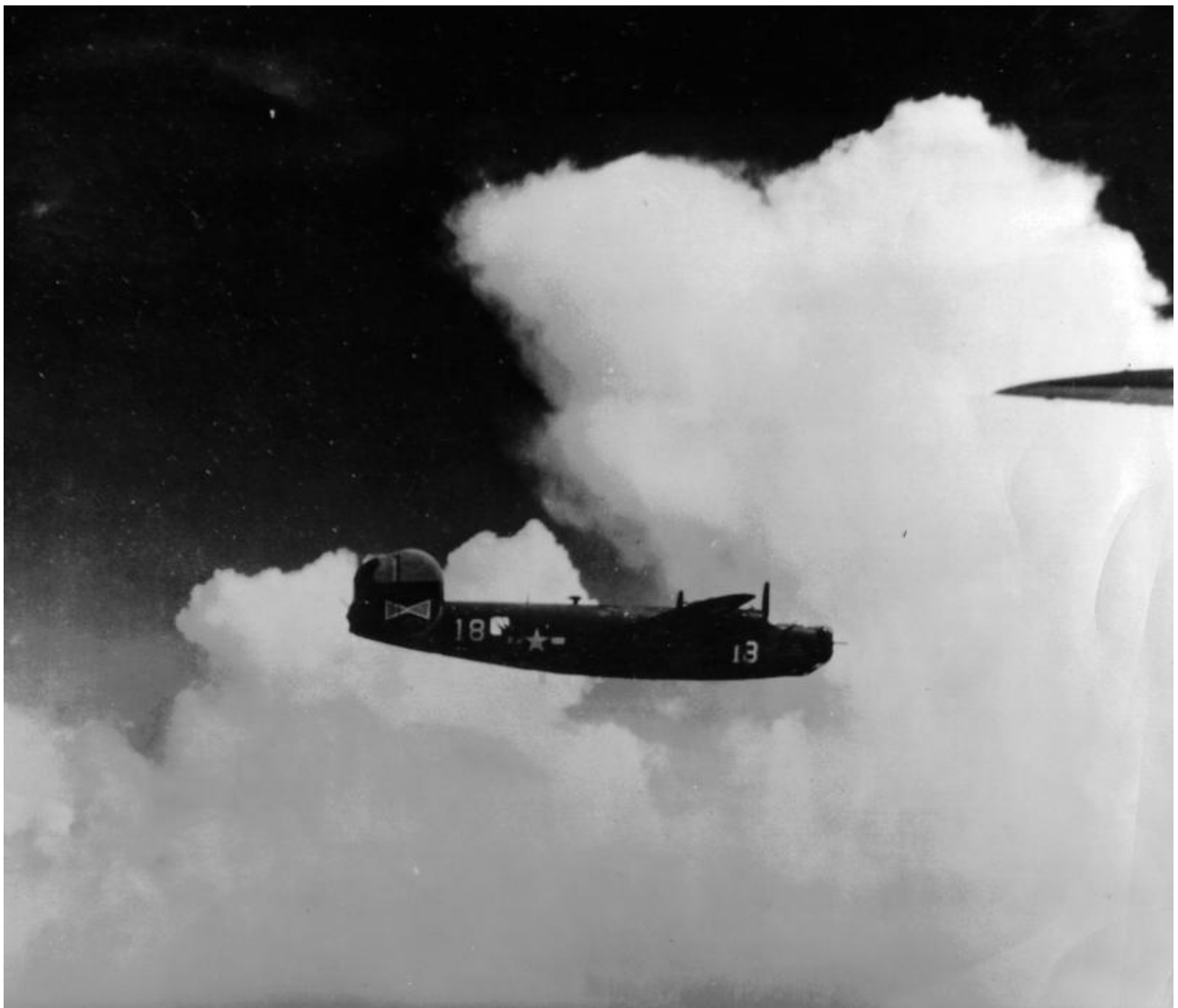
SOP FOR FLARES

RED-RED will be fired by Wing leader on rendezvous, on abandoning primary target and on starting run on alternate.
YELLOW-YELLOW will be fired by Wing leader on leveling off.
GREEN-YELLOW will be fired by Wing leader on starting descent.
RED-YELLOW will be fired by Wing leader on starting climb.
RED-YELLOW WITH YELLOW TRACER will be fired by Group leader to signify that lead Bombardier has changed aiming point and all Bombardiers will drop on Group leader.



Assembling the large number of aircraft was not a difficult task but it took a lot of ground planning and coordination. Timing, good leadership and well trained pilots were the keys to assembly and formation flying. A tight formation definitely discourages enemy fighter planes from becoming overly aggressive in their attacks.

During my stay in Italy I recorded a few notes about each of my missions in a diary. To me, now, it appears that I often felt too sorry for myself and perhaps our bombing record was better than I thought. However, I think that most soldiers are "a little scared" when the bullets and shrapnel are whizzing past. In the heat of battle everyone has a job to do and knowing that if it isn't done you will be back and have to do it again. You don't have time to think about anything but flying the aircraft and maneuvering it through the smoke of exploding anti-aircraft shells, shifting positions as planes are shot down and, as a pilot, still maintain a flight path and attitude that allows the bombardier to get his bombs off on target.



Heading out on a bombing mission above the clouds – the waist gun door is open and the 50-caliber machine gun and waist gunner can be seen. This picture was taken by one of our 484th Bomb Group photographers named Sykes.

My diary does not record many of the things that happened that I thought were routine but I realize would have been quite interesting now. I have included my recollections and other records that I have found in recent years about the missions in which I participated.

I have not located a source of official records of the missions flown by the 484th Bombardment Group of the 15th Air Force but have included information from an Internet history site that summarized the daily activities of the strategic operations of the Air Forces in the Mediterranean Theater I have followed my diary entries with the selected internet information reported for the same day as my mission entries.
(http://www.heavybombers.com/USAF_Histories/)

My Diary-- May 10, 1944 -- Flying time 7:45 – Target ,Wiener Neustadt, Austria

Our first mission, roughest mission carried out by 484 bomb group to date - flak extremely heavy, intense. Planes ahead and on left and right wings shot down and left us in a formation as a single plane box. Hydraulic system shot out- landed with no brakes. Large hole in left rudder, large hole in left aileron. Small flak holes about ship. All scared but no casualties. Fragmentation bombs carried - Group dropped slightly short of target. Damage to target - moderate. Double mission - 48 to go

Strategic Operations—May 10, 1944 (Web.)

485 Bombardment Group (Heavy) with B-24s is declared operational, giving the 15th Air Force it's planned operational strength of 21 bomber groups. The 52nd Fighter Group with P-51s also begins operations with the 15th on this date making a total of 6 fighter groups. Around 400 bombers attack targets at Wiener Neustadt Austria: B-17s bomb aviation industry targets; B-24s bomb the industrial area and an air depot; 200+ fighters provide support; 300+ bombers are forced to abort due to bad weather which has halted operations for the past few days; opposition is fierce; 21 bombers (10 men each) and one fighter are lost; US aircraft claim 50 aircraft. (enemy)

Upon returning to headquarters we were greeted by Red Cross workers with coffee and donuts. There was even a shot of whisky for those who wanted something strong however, it wasn't a big demand item. We were de-briefed by Group Intelligence Officers and reported downed planes locations , crippled aircraft and parachutes sighted. Also the number of enemy aircraft sighted or encountered and those shot down or crippled by our crew. Questions were often asked about particular incidents or sightings relative to enemy action or movements.

We started on our first mission not knowing what to expect other than we would do our job, come back to the field and after fifty missions we would be sent home. When we returned from our first mission I was absolutely sure that I would never fly all my missions without being shot down. We took a beating from enemy fighter planes as they appeared to concentrate more on our particular aircraft, although I was doing my best to fly tight in the formation.

After another mission or two I concluded that our shiny new non-painted bomber among a group of olive drab painted planes got special attention from the enemy fighter pilots. During our second or third mission an anti-aircraft projectile ripped through the catwalk between the rows of bombs on each side of the walk and continued through the top of the plane. There was no explosion but we were concerned that the loss of structural support for the airframe in the bomb bay area could cause it to collapse on landing. You can be assured that I made a very special effort to make a gentle landing.

My Diary -- May 13 -- Flying time 7:15 -- Cesena, Italy

500-pound bombs - marshaling yards (railroad) yards- hit target. Damage heavy to rolling stock. Very little flak. Single mission - 47 to go.

Strategic Operations -- May 13 -- (Web.)

In Italy, bombers continue interdiction in support of the ground forces. 670+ B-17s and B-24s, mostly with fighter escort, attack marshaling yards at Trento, Bronzola, Fidenza, Piacenza, Faenza, Imola, Cesena, Modena, Parma, San Rufillo, Borgo San Lorenzo, Castel Maggiore and Bologna and hit railroad bridges at Bolanzo and Avisio; and fighters sweep the Bologna - Modena area.

Weather cancel all heavy bomber operations on May 15th and 16th. My logbook records a 2 hour local flight on May 15 and 5 hours on May 16. These were probably aborted flights because of weather. Non combat.

My Diary -- May 18 -- Flying time 5:15 -- Belgrade, Yugoslavia

Assigned to Ploesti oil fields but turned back (group) because of overcast. B-17s and B-24s that got through suffered heavy losses. We (group) bombed Belgrade through solid overcast using radar. Damage to target unknown - flak sighted - light and very inaccurate due to enemy guns thrown off by our throwing out "chaff" (tinsel) which attracts radar. No casualties.-- Single mission - 46 to go.

Strategic Operations -- May 18 -- (Web.)

Almost 450 bombers, mostly with fighter escort, hit targets in Rumania and Yugoslavia; both B-17s and B-24s bomb the industrial area at Polesti, Rumania and the marshaling yard at Belgrade, Yugoslavia; the B-17s also hit the marshaling yard at Nis, Yugoslavia. 300+ other bombers abandon the missions because of bad weather; fighters strafe airfields at Nis and Scutari, Yugoslavia.

My Diary -- May 20 -- Flying time 6:25

Took off and landed (entire group) with three 2000 pound bombs and two 1000 pound bombs. Flew past Anzio beachhead twice and saw heavy fighting. Flew in enemy territory for three hours and did not get credit for mission because we never dropped bombs due to bad weather. Some hot shot that sits on the ground and doesn't know what it is to sweat a mission out must have taken credit anyway. No mission - still 46 to go.

Strategic Operations -- May 20 -- (none reported due to bad weather) -- (Web.)

The non-painted aluminum aircraft that we flew from the States was flown on a mission by another crew when our crew was rotated for a day off. I believe the mission was to Austria where the plane and crew went down. The plane had not flown over 5 or 6 missions. I felt sorry about losing the crew but not about losing the airplane. We were assigned an olive drab painted plane whose crew had just been rotated back to the States.

My Diary -- May 23 -- Flying time 4:45 -- Subiaco, Italy

Bombs -- ten 500 pound --Target - Mountain pass

No flak but bombs were dropped in every wheat field with only a few hitting the target. Convoy blocked in on both ends of road and was later strafed and put out of commission by medium bombers and pursuit planes. Our bombing results poor. One mission - 45 to go.

Strategic Operations – May 23 – (Web.)

In Italy, 300+ B-17s and B-24s concentrate attacks on troop concentrations in the rear of the battle area, at Avezzano, Subiaco, Valmontone, Marino, Nemi and Grottaferrata; P-38s and P-51s provide escort; other P-38s, covered by P-47s, strafe the airfield at Ferrara.

My Diary -- May 24 -- Flying time 6:55 -- Zagreb, Yugoslavia

Mission to Wiener Neustadt, Austria - flak heavy to our left and in front (Group) made a 360 degree turn over target area with weather too bad to locate target. Flak very light around us. Our bombs released accidentally. P-38 fighter escort ran low on gas and started for home leaving us behind them. 461st bomb group made a run on the target without fighter escort and lost two planes and wounded twelve other men when jumped by German 109 fighters. We (group) bombed alternate target of Zagreb, Yugoslavia. No damage to us - damage to target unknown. Double mission - 43 to go. Earned Air Medal today.

Strategic Operations – May 24 – (web)

620 + bombers attack targets in Austria and Italy; B-17s bomb the Avisio, Italy railroad viaduct and Atzgersdorf, Austria aircraft components factory; B-24s bomb airfields at Wollersdorf, Bad Voslow, Graz and Munchendorf, Austria; escorting fighters fly 250+ sorties; enemy fighter opposition is especially heavy against the B-24s attacking Bad Voslaw, downing 6 heavy bombers.

I am including a part of the mission report (www.461st.com/missions/) of the 461st Bomb Group that led the wing (and our group) on this mission. " The possible success of this mission was ruined by excessive cloud coverage of the target plus the fact that oil, which had leaked from a line on the nose turret guns, froze and obscured the vision of the lead Bombardier. Overshooting the target on the first run, the group made a 360 degree circle, lost the other groups in the formation and made another run but, because of crippled planes in the formation, the lead ship dropped its bombs rather than make a third pass. Again, there was fighter opposition and intense flak. Flack hit twenty three of our planes and two were lost on the mission. The Wiener-Neustadt target was rough."

My Diary -- May 26 -- Flying time 9:25 -- Lyons, France

**Took off from base at 5:20 AM. Flew past Anzio beachhead , across the Mediterranean past Corsica Island and into France. Came within ten miles of Geneva, Switzerland and crossed the Alps. We bombed railroad yards with very heavy damage. No flak encountered. We passed several fighter fields but they remained on the ground. Bomb load nine 500-pound bombs. 42 to go
Longest raid yet carried out of Italy. Over 1400 miles.**

Strategic Operations – May 26 – (Web)

Almost 700 bombers hit targets in France and Yugoslavia; B-17s bomb the marshalling yard at St. Etienne, France; B-24s hit a bridge over the Var River, marshalling

yards at Lyon/Vaise, Lyon/Mouche, Chambéry, Grenoble and Nice, France and troop concentrations at Bihac, Yugoslavia; fighters escort the bombers and strafe and dive bomb the airfield at Donji Zemunik, Yugoslavia

My diary -- May 29 -- Flying time 5:00 -- Assigned to Wiener Neudstadt, Austria

Had to turn back over Yugoslavia. Lost oil in No. 3 engine and had to feather it. Dumped our bombs off coast of Yugoslavia and accidentally set off a German mine field in the Adriatic Sea. Mission considered a failure although we exploded from 30 to 50 mines. No mission credit for us.

Strategic Operations -- May 29 -- (Web) 829 bombers (largest number of bombers completing attacks in a single day up to this time) bomb targets in Austria and Yugoslavia; B-17s and B-24s attack an aircraft factory Wollesdorf, Austria; B-24s also attack industrial areas at Wiener Neustadt and Atzgersdorf, Austria and troop concentrations at Poderica, Yugoslavia. P-38s and P-51s escort the Austrian missions while the P-38s accompany the B-24s to the Yugoslav targets and afterwards strafe numerous targets of opportunity; fighter opposition over Yugoslavia is negligible but around 150 fighters attempt interception over Austria, principally in the Wiener - Neustadt area; 23 of our aircraft are lost and fighters 60+ enemy fighters shot down.

My Diary -- May 31 -- Flying time 8:40 -- Ploesti, Rumania

Hit refinery on edge of Ploesti. Flak extremely heavy. B-17 pilot with 35 missions said there was more flak over target than he saw on all his missions put together. Hit target and oil spouted flame and smoke up to 18,000 feet. We also hit a railroad yard with much damage. Four squadrons lost two planes apiece that we know of. Two planes made it back to (our) home field but were too shot up to land. Everyone baled out. Copilot of one jumped with unconscious engineer and pulled his ripcord then pulled his own. We were lucky as usual and only got one little hole in an aileron. Getting used to flak cause we happen to get on all the rough raids because I guess we are the newest crew. We are darned lucky so I guess we will make it. I guess we will get to a rest camp at the Isle of Capri within the next month cause this life is doggone hard on your nerves. Double mission - 40 to go.

Strategic Operations -- May 31 -- (web)

480+ B-17s and B-24s bomb oil refineries and communications targets in Ploesti, Rumania area; fighters fly 200+ sorties in support; 15 bombers are lost to flack and fighters; 40+ enemy aircraft are shot down

My Diary -- June 4 -- Flying time 9:55 -- Recco Viaduct, France

Mission very unsuccessful due to poorest leader I ever hope to see. Only one box hit target. Rest hit in Mediterranean. Load 6 - 1000 pound bombs. 39 to go.

Strategic Operations -- June 4, -- (Web)

550+ B-17s and B-24s attack communications in NW Italy and on both sides of the Franco-Italian frontier. In France, B-17s hit the Antheor railroad viaduct and Var River railroad bridges. In Italy, B-24s hit the marshalling yards at Genoa, Turin, Savona and Novi Ligure, the viaduct at Recco, and the railroad bridges at Orelle and Gad. Fighters fly 200+ sorties in support of heavy bombers.

My diary -- June 5 -- Flying time 5:40 -- Marradi, Italy

6 - 1000 pound bomb load. Hit railroad bridge (Marradi) in Poe River valley to stop retreating Germans. Blew bridge completely off map. Also, some stray bombs blocked railroad tunnel and cut main highway. Mission a success. No flak although seen along coast and over a city in Italy. 15th Air Force really blasted Italy today. – 1 mission credit - 38 to go.

Strategic Operations – June 5 – (Web)

In Italy, 440+ B-17s and B-24s hit targets; B-17s hit railroad bridges at Pioppi and Vado; and B-24s hit marshalling yards at Balogna, Castel, Maggiore, Forli, Ferrara and 4 railroad bridges; P-38s and P-51s fly escort; 53 P-38s strafe Ferrara and Poggio Renatico airfields and 40 strafe and dive-bomb airfields at Bologna and Reggio Emilia.



Smoke puffs from anti-aircraft shells exploding near our plane

My Diary -- June 7 -- Flying time 8:00 -- Nice, France

R.R. (railroad) bridge on Ventimiglia R.R. above Nice. Very heavy flak. Heavy, high explosive shells. We got hit in No.3 engine and an oil line shot out. Landed on the island of Corsica for temporary repairs. No one hurt in our crew. Ship we flew had 13 missions on it and it was our 13th mission. Came home and tent all ripped down (wind) and clothes all black because a haystack close by had burned down. Extra tough day. Bomb load - 5 - 1000 pound bombs. 37 to go.

Strategic Operations -- June 7 – (Web)

The 15th Air Force reaches its planned operational strength of 21 heavy bomber groups and 7 fighter groups as the 332nd Fighter Group begins operations with P-47s.

In Italy, 340 B-17s and B-24s, some with fighter cover, hit Leghorn dock and harbor installations, Voltri shipyards, Savona railroad junction and Vado Ligure marshalling yard; 42 P-38s bomb the Recco Viaduct and 32 P-47 fly an sweep over the Fenara-Bologna area. In France, the Antheor viaduct and Var River bridge were hit.

My Diary -- June 13 -- Flying time 8:00 -- Munich, Germany

Supposed to bomb airplane factory but never got a chance. Half the group turned back (due to weather) leaving only nine planes in the first attack unit. Flak extremely heavy at Munich and we got jumped by 30 or 40 fighter planes. We (our plane crew) are sure of shooting down four. That makes seven planes we shot down in the last two raids. The Germans are getting mad and sending up fighters. We bombed a rail yard at some little town south of Munich. (railroad marshaling yards at Innsbruck, Austria that was heavily defended). 6 B-24s missing today and 5 last raid. Twelve crews left so we have to fly almost every day to send our ten crews up with the rest of the group. Bomb load: 9 - 500 pound bombs. 35 to go.

There was a shortage of bombs on occasions that necessitated us returning them to our base if we were unable to see our primary or secondary targets. On these occasions, we were careful to land smoothly and ease the brakes on due to the extra weight. With this plane I made a smooth landing, taxied to our parking stand. While turning around to park, I pivoted too tightly for the weight and the landing gear gave way.



Strategic Operations -- June 13 -- (Web)

560+ B-17s and B-24s, most with fighter escorts, attack targets in Germany and Italy; B-17s attack aircraft component plants at Munich-Allach; B-24s marshalling yards at Innsbruck and Munich, Germany and the industrial area at Porto Marghera, Italy; they claim 30+ Luftwaffe aircraft shot down; 10 Army Air Force aircraft are lost and several others are missing

My Diary -- June 14 -- Flying time 5:00 -- Split, Yugoslavia

Bombed cement factory. Missed target (our group) no damage. Supposed to go to Austria but our group could not get elements together. We did not want to go into Austria without fighter cover. German fighters have us slightly buffaloed but we are getting to be pretty good shots. Load - 18 - 250 pound bombs. 34 missions to go.

Strategic Operations -- June 14 -- (web)

660+ B-17s and B-24s attack targets in Czechoslovakia and Hungary; The B-17s attack oil refineries in Budapest; The B-24s hit five oil targets, one at Pardubice, Czechoslovakia and Pefurdo, Komarom, Osijek, and Sisak, Hungary. P-47s and P-51s escort the bombers and P-38s strafe and dive-bomb the airfield at Kecskemet, Hungary.

My Diary -- June 15 -- Flying time 4:20

Mission canceled (en-route to target) due to bad weather. Flew around base to use up gas so we could land with 9 - 250 pound bombs. No mission credit.

Strategic Operations – June 15 – (Web)

Weather cancels bombing operations. P-51s and P-38s strafe La Jasse, Orange/Plan de dieu, Orange/Caritar, Avignon/Chateau-Blank and Avignon/Pujaut airfields in France. HQ 307th Bombardment Wing (Heavy) is disbanded at Bari, Italy and HQ 68th Tactical Reconnaissance Group is disbanded at Blade, Algeria.

My Diary -- June 22 -- Flying time 6:45 Bombed Pola submarine base in Yugoslavia. Bombed through overcast skies by radar. Results unknown. Flak moderate. No casualties but bombardier hit between eyes by flak leaving only a bruise. Bomb load - 18 - 250 pound bombs. 33 mission to go.

Strategic Operations – June 22 – (Web)

Following 5 consecutive days of bad weather 600+ B-24s and B-17s bomb targets in North Italy; B-17s hit marshalling yards at Foranova di Taro, Modena, and Parma; B-24s hit 6 marshalling yards and 2 bridges in Italy, an automobile factory at Turin and an automobile depot at Chivasso; fighters fly 250+ sorties in support of the missions.

My Diary -- June 23 -- Flying time 7:50 -- Guirgiu, Rumania

Bombed oil refineries at Guirgiu. Flak light but fairly accurate. We got two holes (in our plane) that I saw. Weather very bad. Hit target with 5 - 1000 pound bombs. Double mission. 31 to go.

Strategic Operations – June 23 – (Web)

400+ B-24s and B-17s attack oil targets in Rumania; the B-17s hit oil refineries at Pilots; The B-24s also hit oil refineries at Ploesti and oil storage at Guirgiu. 100+ US aircraft shot down; the bombers and escorting fighters claim 30+ aircraft destroyed.

My Diary -- June 25 -- Flying time 8:20 -- Avignon, France

(Rail) marshaling yards in France. No flak. 9-500 pound bomb load. Saw several enemy fighters but none attacked us. Never hit target with all ships. Only about 2% hits on target. (By our group). 30 to go

Strategic Operations – June 25 – (Web)

650+ bombers attack targets in France; B-17s attack marshalling yard and oil installations at Sete; B-24s bomb the industrial site at Sete, the marshalling yard at Avignon and harbor facilities at Toulon; fighters fly almost 200 sorties in support; One fighter group strafes targets along the Fiume, Italy-Senge, Yugoslavia road and at other points along the Instrian peninsula.

My Diary -- June 26 -- Flying time 5:05 -- Split, Yugoslavia

Lost all oxygen on way to Austria so turned back over Yugoslavia. Bombsight would not work so we bombed a cement factory, secondary target from 18,000 feet by mathematics and timing. Only missed target by 500 to 750 feet. (Group commander gave us mission credit and then withdrew it) 30 to go.

Strategic Operations – June 26 – (Web)

677 B-24s and B-17s attack targets in the Vienna, Austria area, hitting the aircraft factory at Schwechat, marshalling yard at Vienna, Austria/Floridsdorf, and oil refineries at Korneuburg, Vienna.Floridsdorf, Moosbierbaum, Schwechat, Winterhafen, and Lobau; fighters fly 250+ sorties in support; an estimated 150 to 175 fighters attack the formations; nearly 30 US aircraft (mostly bombers) are lost; US claims 60+ enemy fighters.

Aircrews were assigned a leave for rest and recuperation (R&R) about mid-way through their projected combat flying missions. The orders set the dates of Friday June 30 to Friday July 7 for our crew to spend our rest period at the Isle of Capri Rest Camp. The airmen from the 484th Bomb Group were loaded aboard a two ton six-by-six truck for a trip to Naples and then by ferryboat to the Isle of Capri. The Island was a beautiful place at that time of year and served as a rest camp for those serving in all branches of the military.

We were still fifty yards or so from the island shore when ten or twelve soldiers jumped off the ferry and swam for shore. Fortunately they all made shore but got a lecture from the Military Police. Army transportation was not available to us on the island so we carried our duffle bags from the landing docks to the hotel that was located six or eight blocks up a steep hill.



The Isle of Capri was a steep rocky island used by all branches of the military for short time rest and recuperation assignments.

I do not recall how many days we were on the island but it must have been about a week. During one of the first few days on the island I was walking up the street to my hotel when I met Bob Simkins from Bozeman. Bob had been one of my Platoon leaders in the ROTC program at Montana State College and was now serving as an Intelligence Officer in the Army Air Corps. It was a special feeling of joy to find someone from home to visit with while resting on a remote island in the Mediterranean Sea.

Word was out that the Monks would design and make leather patches for our A-2 jackets. One of the first activities of our crew was to visit a Monastery located a short distance from our hotel. In addition to the chapel, the monastery compound had several stone buildings with small rooms, very plain and quite cool that were used for the living and sleeping area. The Monks worked with the crew and in a short time we had made up a design and ordered

our patches. The emblem design had clouds on a blue background with a buzzard standing on a fifty caliber machine gun superimposed over a bomb on its way down past the clouds. A couple of days later we were all sporting a five-inch patch on the left side of our leather jackets just under our silver pilot wing patch.

Automobile transportation was not available on the island so our crew hired a driver with a donkey and two wheel cart to transport us our outings. One of our trips was to an ancient Catholic Cathedral situated on the top of a mountain. Our guide showed us where the Germans had chiseled large gemstones from the pulpit. I was impressed with the construction of the building and décor but concluded that it would be too cold and uncomfortable for anyone to sleep through a church service. We also took a row boat trip through a couple of the islands caves or Grotto's along the east shore. The entrances are rather small but the inside is quite large allowing the sunlight to reflect beautiful brilliant blue, green or yellows throughout the various caverns.

We spent time swimming and relaxing along a small rocky beach. One of the less appetizing things I witnessed on the island was one of the natives pulling an octopus with about three foot tentacles out of the water. He then sliced the tentacles into sections about an inch or so thick and proceeded to eat the raw slices.

Most of the supplies, repair parts, ammunition and supplies for the bomb groups in the Cerignola and Foggia areas were shipped into the harbor at Bari, Italy on the Adriatic Sea. The port had been heavily bombed by Luftwaffe Ju-88s in December of 1943 just a few months after the 15th Air Force had been established. There was a heavy loss of supplies and the docks were quite damaged but the port continued to service our area.

The big 6X6 army supply trucks were continually on the road from the 484th Bomb Group supply area to the Bari supply depot, a distance of 40 to 50 miles. Our crew decided to visit Bari on one of the days we were not scheduled to fly. After hiking out to the main road, we thumbed a ride on one of the 6x6 trucks going after a load of supplies. This was the accepted way for our soldiers to travel.

Bari had a beautiful sandy beach but it was littered and absolutely filthy. Apparently those using area had no inclination to use an inside bathroom or build an outhouse although they enjoyed using the beach. We decided that we would pass lounging on the sand or swimming in the water and settled for hiring a man with a rowboat to take us out on a short fishing trip. The water in the Adriatic Sea was very clear and the salt content is not as high as the Mediterranean but we did not have any luck at fishing. I had a pink flower like shellfish attached to my hook on one of times I pulled my line in.

Leaving Bari, we flagged a truck returning to our field with a load of bombs. The truck was heavily loaded and the bombs were stacked higher than the top of the cab. We climbed on top of the bombs along with a dozen or more air and ground force soldiers and enjoyed a pleasant ride back to our base.

It took a tremendous effort and number of trucks traveling, around the clock, from Bari and Naples to supply our ammunition dump with sufficient small and large caliber ammunition and bombs to keep our planes in the air every day.

My Diary -- July 8 -- Flying time 7:25 -- Vienna, Austria

Second most heavily defended area in the world. Flak was very intense but our target was oil storage tanks on very edge of flak. We had no (flak) hits. I counted 16 parachutes about 10 miles from target. I think they came from three separate ships. Double mission. 28 to go.

Strategic Operations – July 8 – (Web)

In Austria, 520+ B-24s and B-17s attack targets in the Vienna, Austria area bombing refineries at Vosendorf and Korneuburg, the airfield at Zwolfaxing, Markersdorf, and Munchendorf, and marshalling yard and oil storage at Vienna/Floridsdorf, and the airfield at Veszprem; fighters fly 200+ in support of the bomber missions which were opposed by 100+ fighters; 14 US aircraft are lost; heavy bombers and fighters claim 50+ fighters shot down

My Diary -- July 11 -- Flying time 8:00 -- Toulon, France

Had a ship that wouldn't fly at altitude. Cut inside all turns to stay near formation and was in position only long enough to drop bombs. One flak hole in nose turret and one about size of fist in right wing. No damage to amount to anything. Single mission. 27 to go.

Strategic Operations – July 11 – (Web)

Bad weather curtails the bomber effort; the only target attacked is the harbor at Toulon, France, where 87 B-24s hit jetties, oil stores, a nearby telegraph cable factory, barracks, repair shops, an adjoining marshalling yard, and submarines in dry dock.

My Diary -- July 12 -- Flying time 8:35 -- Nimes, France

Flak fairly accurate and heavy. Hit target very well. (railroad marshaling yards). Came home on three engines. Every time I have flown to France I have come home on three engines -- 26 to go.

Strategic Operations – July 12 – (Web)

420+ B-24s attack targets in SE France, scoring numerous hits Nimes and Miramas marshalling yards and cutting rail lines at Theoule-sur-mer bridge and Var River bridge in Provence; around 50 enemy fighters oppose the missions; the bombers and fighters claim 14 shot down; 7 US aircraft shot down.

My diary -- July 15 -- Flying time 8:05 -- Ploesti, Rumania

Hit Ploesti oil field again. Target covered with smoke, flak intense but inaccurate. Good mission but Air Force only gives us single missions for them now. 25 to go. On the hump. Radar mission.

Strategic Operations – July 15 – (Web)

In Rumania, 600+ B-24s and B-17s bomb 4 oil refineries in the Ploesti area and the Teleajenul pumping station; and P-51s and P-38s fly 300+ escort sorties.

My Diary -- July 16 -- Flying time 7:15 -- Wiener Neudorf, Austria

Bombed aircraft factory by radar. Missed target. We (group) stirred up flak from over 300 guns but we got over without any (casualties) at our altitude or range. (Our ship) Accidentally flew over Zagreb (Yugoslavia) while (we were) escorting a crippled ship home. Heavy flak encountered but it only bounced off our ship. Missed target. -- Double mission. 23 to go.

Strategic Operations – July 16 – (Web)

In Austria, around 380 bombers attack oil and aircraft targets in the Vienna area, bombing Munchendorf airfield, Wintershafen oil depot, Vienna marshalling yard, and Wiener Neudorf engine factory; P-51s and P-38s fly 150+ sorties in escort while 132 other P-51s sweep the Vienna area; 100+ fighters oppose the raids; 10 US aircraft are lost and several others are missing; US claims of fighters shot down total 30+.

My Diary -- July 17 -- Flying time 8:00 -- Tarascon, France

Good mission with good results. Used 1000-pound bombs to bomb railroad (running) to French beachhead. 3 or 4 small flak holes. 1 mission. -- 22 to go.

Strategic Operations – July 17 – (web)

In France, 162 B-24s attack a marshalling yard and railroad bridges at Avignon and railroad bridges at Arles and Tarascon; P-51s and P-38s provide escort.

My Diary -- July 18 -- Flying time 8:05 -- Friedrichshafen, Germany

Bombed Dornier aircraft factory. Did a good job. Right on the Swiss border. Might have got into Switzerland about a quarter of a mile accidentally. Flak heavy, accurate and a moderate amount. Got a couple of small holes. No one hit. (On our crew). Double mission. 20 to go. 461st Bomb Group from our field lost 12 out of 22 ships to fighters.

Strategic Operations – July 18 – (Web)

In Germany, 200 B-24s and B-17s attack Memmingen Airfield and the Dornier aircraft works at Manzell, and Casara della Delizia railroad bridge in Italy; 250-300 fighters oppose the formations attacking targets in Germany, beginning the interception at the N Adriatic coast, continuing to the targets and back as far as the Brenner Pass; 20 aircraft lost; the bombers and escorting fighters claim 66 fighters shot down.

My Diary -- July 19 -- Flying time 8:45 -- Munich, Germany

Flew behind lead ship of Group. Ship on our left had pilot hit in hip with flak. Lead ship got controls shot away and bombardier's leg broken. Ship on right hit in gas tanks by flak. Our Bombardier hit in the face and shoulder by flak. All ships hit at same time and almost hit us. One, two and three lead ships fell out of formation so we lead Group out of flak. Came closest today of being shot down than any other time. This is the second time ships ahead and their wing men have been knocked out of formation and leaving us up there. Bombardier not too badly hit but suffered a little shock. Gets oak leaf cluster for his Purple Heart. 18 to go. P.S. flak extremely heavy and accurate.

Strategic Operations – July 19 – (Web)

In Germany, 400+ B-24s and B-17s bomb an ordnance depot, an aircraft factory, a motor works, and an airfield in the Munich area; P-38s and P-51s fly 300+ sorties in support. Enemy fighter opposition was weak but flak was heavy and accurate; 15 US aircraft are shot down and several are missing.



B-24 Liberators over the Alps

My Diary -- July 22 -- Flying time 8:10 -- Ploesti, Rumania

Flak low because we flew at high altitude. Saw two ships go down and crews bail out. One ship bailed out over (oil) field making three ships that I know of. Probably lots more down. 50 mile an hour cross wind at our field so we had to land at another one and wait until almost dark. Another day and only two fried eggs to live on. To top it off our tent blew down and everything covered with dust. Large wheat field fire burned about 2.5 miles in 45 minutes and hit large incendiary bomb storage dump. Over a million dollars worth of bombs exploded. -- 17 to go.

Strategic Operations -- July 22 -- (Web)

In Rumania, 76 P-38s and 58 P-51s begin the second Fifteenth Air Force shuttle missions, attacking airfields at Zilistea and Buzau (claiming the destruction of 56 enemy aircraft) and landing at Operation FRANTIC bases in the USSR; 458 B-24s and B-17s (with fighter escorts) bomb oil refineries at Ploesti and other bombers hit alternate targets of the Verciorova marshalling yard, Orsova Railroad Bridge, and Kragujevac, Yugoslavia marshalling yard

My Diary -- July 25 -- flying time 6:00 -- Linz, Germany

Lost an engine and had to return early. No mission credit.



HEADING OUT ON A BOMBING MISSION

My Diary -- July 28 -- Flying time 8:00 -- Ploesti, Rumania

Rough mission but we went around target cause we got in prop wash and lost two turbos. I was sure glad we didn't go through all that flak alone. Saw one plane explode ahead of us so completely that there was hardly anything left. Never was so scared in my life. Saw ships cracked up all along route home. No damage in our squadron. 34 missions. -- 16 to go.

(Our crew had an extremely close call. We were flying the slot just behind and below the plane that exploded. I did not have time to take evasive action before flying through the smoke and debris of the explosion. Coming out of the smoke and rubble, I pulled behind another plane and the prop wash caused our propellers to surge causing a loss of turbo

power. All we could do was drop our bombs and stay as close to our group as possible taking our chances in the flak rather than with the enemy fighter planes.)

Strategic Operations – 28 July – (Web)

345 B-24s and B-17s attack 2 oil refineries at Ploesti, Rumania and a marshalling yard at Florina, Greece; P-51 and P-38s provide support for the Ploesti raid.

My Diary -- July 30 -- Flying time 7:50 -- Budapest, Hungary

Rough mission and I'll be dog gone if I don't get so scared it's pitiful. Bombardier lay on floor and covered himself up with metal flak suits and navigator's knees gave out on him over target and he can't look out anymore. Crew never looked out to see where bombs hit. I guess 50 missions are about enough. Three boys returned through Yugoslavia from northern Italy after being shot down by fighters. 35 missions - 15 to go.

Strategic Operations -- July 30 -- (web)

300+ Bombers attack targets in Hungary and Yugoslavia; B-24s bomb Duna Airfield; B-17s bomb the aircraft factory at Budapest, and marshalling yards at Brod, Yugoslavia; P-38s and P-51 escort the missions.

My Diary -- August 2 -- Flying time 6:55 -- Avignon, France

**Bombed bridge (railroad). Lost one engine on bomb run and a second lost almost all oil pressure coming off target (lost both on right side). Had everything ready to throw out in case we lost too much altitude. Made Corsica O.K. and left our plane there. Needs two new engines. (and major repairs so was junked). At camp someone said we were last seen heading for Spain so all enlisted men's pistols and jackets were taken but they got them back from some embarrassed boys. We got a new plane. This makes our fourth. The name of it is the "flaming Mamie". All of its crew have finished 50 missions except its (original) pilot who was shot down in another plane and probably is a POW. 36 missions -- 14 to go
(A rescue plane picked us up at Corsica. I have the clock from the junked plane)**

Strategic Operations -- August 2 -- (Web)

330+ bombers are dispatched to hit targets in France and Italy; B-24s attack Genoa, Italy harbor; B-17s hit targets in S France, including Le Poouzin oil storage, Portes-les-Valences torpedo factory and marshalling yard, Le Pontet oil storage, and Avignon railroad bridges; P-38s and P-51s provide escort

My Diary -- August 9 -- Flying time 6:25 -- Almasfuzito, Hungary

Blasted target of synthetic oil refinery clean off map. Every bomb except a couple from our group hit target. Flak was light and inaccurate. No damage. 37 missions. 13 to go.

Strategic Operations -- August 9 -- (Web)

Around 400 bombers, with fighter escort, hit targets in Hungary and Yugoslavia; B-17s bomb an aircraft assembly plant and a rolling stock plant at Gyor, Hungary and Marshalling yard and oil refinery at Brod, Yugoslavia; B-24s bomb 2 airfields and an oil refinery at Budapest, Hungary.



484th Bomb Group, Aug. 2, Alt- 21,800 ft., heading 275°, Avignon, France, Railroad bridge

My Diary -- August 10 -- Flying time 8:10 -- Ploesti, Rumania

Hit a very rough target in Ploesti. Right on edge of town. Flak, accurate and intense. Flak hit flight deck, top turret and a piece about four inches long and $\frac{3}{4}$ inch square wrecked tail turret. No one hurt. We dropped back after we dropped bombs and it is a good thing we did or we would have been shot down. Flak started bursting where we should have been and there were about 20 bursts there. I guess we are plain lucky. 38 missions. 12 to go.

Strategic Operations – August 12 – (Web)

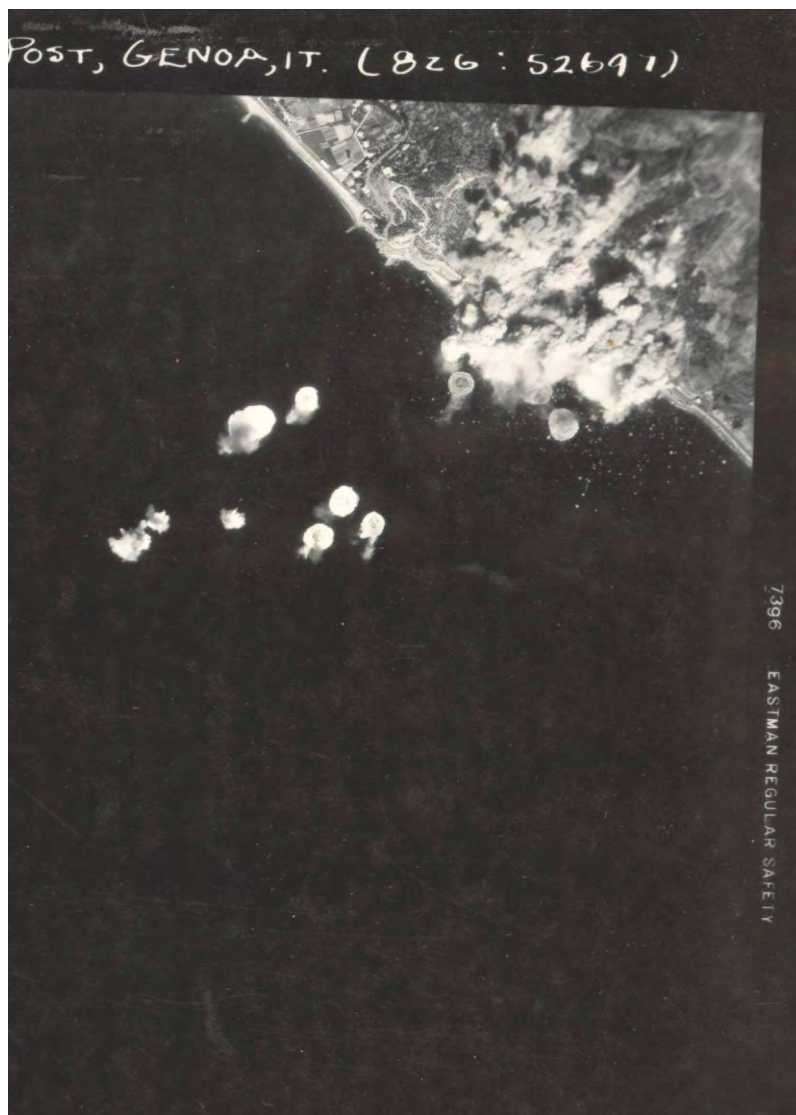
450+ B-24s and B-17s, with fighter escort, hit 6 oil refineries in the Ploesti, Rumania area. In Italy, The 37th Fighter Squadron, 14th Fighter Group ceases operating.

from Corsica with P-38s and returns to the base at Triolo Airfield; and the 94th Fighter Squadron, 1st Fighter Group, based at Salsola Airfield with P-38s, send a detachment to operate from Aghione, Corsica.

My Diary -- August 12 -- Flying time 6:30 -- Genoa, Italy

Flak was moderate but I never saw a burst. This is the second raid since I have been over here I did not see any flak. One ship had a hole big enough to put your head and shoulders in where a shell went through without exploding.

--39 missions. 11 to go.



***Bombing pattern 484th Bg., Aug.12, alt. 21,190 ft.
Heading 118°, Coastal Gun Post, Genoa, Italy***

Strategic Operations – August 12 – (Web

Almost 550 fighter-escorted B-24s and B-17s attack targets in France and Italy; the B-17s bomb gun positions in Savona, Italy area; B-24s attack gun positions in the Genoa, Italy and the Marsille, Toulon, and Sete areas of France. 100+ P-51s strafe

radar installations and other coast-watching facilities along the French South coast. These and Twelfth Air Force strikes are preparatory to operation DRAGOON. (Code name for the invasion of Southern France).

My Diary -- August 14 -- Flying time 7:00 -- St. Tropez, France

Flew mission in afternoon. Landed at 7:00 P.M. Easy mission with 1000 pound bombs on gun installations in France. (Toulon) 40 missions. 10 to go.

Strategic Operations – August 14 – (Web)

540 B-24s and B-17s bomb gun positions in the Toulon, France and Genoa, Italy areas as the operation DRAGOON convoy heads for the French Mediterranean coast; 145 P-38s and P-51s strafe radar installations at several coastal points.

My Diary -- August 15 -- Flying time 7:15 -- Frejus, France

Supported invasion (of Southern France) this morning by bombing beach. Saw hundreds of boats and troops landing. Five-minutes after we bombed the beach the infantry hit (landed) on it. Big show with lots of planes and boats. They also landed paratroops inland while we were bombing. 41 missions. 9 to go.

This was a spectacular mission to be on. Our Group arrived at the beachhead early in the morning and approached the target area at an altitude of about 11,000 or 12,000 feet. On the approach to the invasion area we had the opportunity to witness much of the activity below. We flew over the larger naval vessels as we first approached the coast. Next were a tremendous number of troop landing craft moving in small circles awaiting their turn to land the infantry soldiers and their equipment on the beach. The B-24s and B-17s started bombing and were clearing a path inland several miles. Our group were assigned an area several miles inland and as we were on the way overland I saw paratroopers jumping from C-47 troop carrier aircraft. I also witnessed a flight of glider aircraft land in small pastures that had stone fences around the perimeters. The gliders would skid to a halt with the tails almost vertical then settled back on the ground allowing the infantry troops to jump to the ground and seek cover and ready for full combat.

. (I am including the following summary of both the 15th Air Force strategic operations and the 12th Air Force Tactical Operations from the web site.)

Strategic Operations – August 15 – (web)

In the Fifteenth AF's first mass night raid, 252 B-24s and B-17s after a pre-dawn take off pound beaches in the Cannes-Toulon, France area in immediate advance of Operation DRAGOON; 28 other fighter escorted B-17s bomb highway bridge over the Rhone River; B-17s sent against coastal gun positions abort the mission owing to poor weather; and 166 P-51s escort Mediterranean Tactical Air Force (MATAF) C-47s carrying airborne invasion troops.

Tactical Operations – August 15 – Twelfth Air Force, Italy (Web)

In France during the night of 14/15 August A-20s bomb Le Vallon, Itres, and Orange/Plan de Dieu Airfields and other Rhone Valley targets while the US Seventh Army carries out preliminary operations to isolate Operation DRAGOON invasion beaches; the US Special Service Force invades Lavant and Port Cros Island and secures the left flank of the assault area; French commandos land east of Cap Negre and clear coastal defenses, the French

Naval Assault Group lands Southwest of Cannes and secure the right flank; the First Airborne Task Force drops in on the rear of the assault beaches and blocks off the invasion area from the interior; the main force, the US VI Corps land 3 divisions abreast between Nice and Toulon at 0800 hours local; A-20s bomb barracks in the invasion area while B-25s, B-26s, P-38s and P-47s supporting the invasion, pound the beaches, enemy concentrations, and gun positions in coastal areas and latter in the day move attacks inland interdict enemy communication lines successfully hitting numerous bridges; fighters maintain constant patrol over the convoys and invasion area; HQ 64th fighter wing moves from Santa Maria di Caputa, Italy to St Tropez, France; and the 111th Tactical Reconnaissance Squadron, XII Tactical Air Command, Based at Borgo, Corsica, sends a detachment to operate from St. Maxime and Grimaud with F-6s.



Picture - 484 Bomb Group, Aug.17, 10.33 A.M, 23,500 ft, Heading 125°, Romano Amer Refinery, Ploesti, Rumania (enemy smoke cover, black spots are flak, white spots old bomb hits, bombs exploding from 3 flights in upper right quarter.

My Diary -- August 17 -- Flying time 8:05 -- Ploesti, Rumania

Rough as usual. Got main and Auxiliary gas tanks shot out as well as several flak holes. 42 missions --- 8 to go.

Strategic Operations – August 17 – (web)

53 B-17s with fighter cover bomb Nish Airfield, Yugoslavia. 250 B-24s escorted by P-51s bomb 3 oil refineries and targets of opportunity in the Ploesti, Rumania area.



484th BG, Aug18, 9:12 AM, Alt. 17,000 ft, Heading 305°, Alibunar Airdrome, Yugoslavia – fragmentation bombs – enemy airplanes in the small inked in circles.

My Diary – August 18 – Flying time 5:50 – Alibunar Airdrome, Yugoslavia

Fragmentation bombed 50 - ME 109s parked on Airdrome. No flak. Good mission.

43 mission – 7 to go

Strategic Operations—August 18 – (Web)

370 fighter - escorted B-24s and B-17s bomb 5 Oil refineries around Ploesti, Rumania; 89 B-24s with fighter cover, bomb Alibunar Airfield, Yugoslavia. The detachment of the 94th

Fighter Squadron, 1st Fighter Group, operating from Aghione, Corsica with P-38s returns to its base at Salsola, Italy.

My Diary -- August 20 -- Flying time 6:45 – Kiskun Felegyhaze, Hungary
Frag bombed airfield full of planes. Fair job. Little flak. Another group dropped bombs over us and blew up one of our ships. -- 44 missions -- 6 to go.

Strategic Operations – August 20 -(Web)

460 B-24s and B-17s, some fighter - escorted, bomb the airfield and marshalling yard Szolonok, Hungary and oil refineries at Dubova, Czechoslovakia, and Czechowice and Auschwitz, Poland.

My Diary -- August 22 -- Flying time 6:25 -- Vienna, Austria

Roughest raid since first Weiner Neudstadt. Hit by 30 or 40 fighters and lost one plane piloted by my old co-pilot on his last mission. Flak was extremely heavy but we dropped bombs (on target) and went around flak the best we could. Fighter planes laid for us all the way home and flew around us until we sighted the coast of Italy. Hope I never have another mission like today. My nerves are getting shot. Can't sleep much at night. Flew a couple of new gunners with my crew today to break them in. They are broke in. -- 46 missions. -- 4 to go. (Lobau oil storage tanks) .

Strategic Operations – August 22 – (Web)

Around 530 B-24s and B-17s supported by P-51s and P-38s bomb targets in Austria and Germany; B-17s bomb oil refineries at Odertal, Germany; B-24s bomb oil refineries at Korneuburg, Austria and Blechhammer, Germany, and oil storage at Lobau, Austria.

My Diary -- August 23 -- Flying time 7:30 -- Markersdorf, Austria

Flew with a new crew as instructor pilot. No flak but lots of fighters. (they) shot 8 or 10 planes out of formation behind us. We were lucky again as usual. Double mission (credit). Hit a little flak on the route back. Got 5 holes. Group missed the target. 48 missions. 2 to go.

Strategic Operations – August 23 – (Web)

In Austria, 472 B-24s and B-17s supported by P-51s and P-38s bomb the Soutg industrial area of Vienna, the Wiener-Neudorf aircraft engine factory, Vosendorf oil refinery, and Markersdorf Airfield, and attack targets at Ferrara, Italy, missing a river bridge but hitting a synthetic rubber factory.

My Diary -- August 29 -- Flying time 7:20 – Szeged, Hungary

Easy mission. No flak. We blew heck out of a bridge that was our target. One box in flight missed and hit rail yards that must have had a trainload of rockets. We set them off and they came almost as high as our formation that was 19,000 feet. They covered town and started lots of fires. Flew as instructor pilot again. 49 missions. 1 to go.

Strategic Operations – August 29 – (Web)

550 bombers strike targets in Italy, Czechoslovakia, and Yugoslavia; communications targets in the Po Valley and railway bridges at Ferrara, Salzano; in Czechoslovakia, oil refineries and communications targets in the Silesian Plain, including the Bohumin area, steel works and marshalling yard, Moravska-Ostrava marshalling yard, oil refineries and industrial

area including, tank works and marshalling yards; in the Hungarian Plain, marshalling yards at Zsolnok and Szeged; and a railway bridge at Szeged; and in Yugoslavia, a railway bridge at Borovnica;

P-38s bomb Latisina Bridge.



***484 BG, August 29, 10:25 AM, Alt.19000 ft, Heading 228°, Szeged Railroad Bridge, Hungary
– bombs hit bridge***

My Diary -- September 1 -- Flight time 6:10 -- Fararra, Italy

(Group) Returned bombs to base due to cloud coverage over target. Group separated in clouds over fighter territory so I stayed with my box leader. We were the only two ships together. Fighters left us alone cause there were lots of single planes up there. Another new crew broke in on a rough mission. Hit by flak. Single mission. 50 missions -- finito – Strategic Operations – September 1 – (Web)

480 B-24s and B-17s attack targets in Italy, Hungary and Yugoslavia; B-24s Attack targets in Italy, Hungary, and Yugoslavia; B-24s attack Boara Pisani, Italy; In Yugoslavia, B-24s and B-17s attack railroad bridges at Tesica/Morvac, Mitrovica, and Kraljevo, marshalling yards at Novi Sad and the airfield at Nish; In Hungary B-24s attack railroad bridges at Szolnok, and Mezotur, marshalling yards at Szajol, Debreczen, And Berettyoujfalu; 51 P-51s

successfully strafe Debeczen Airfield, Hungary; 16 B-17s evacuate interned airmen from Rumania; fighters support bombing and evacuation missions.

Airfield ground casualties

As I look back I wish I had recorded more details of observations and activities. There was a period of time, about midway through my missions, that an aircraft would explode in our line-up as we taxied out or were stopped awaiting our turn to move onto the runway for take off. The explosions occurred in the morning and only during the times we were moving forward on the taxi strip. I am sure that we lost at least four aircraft and their ten men crews and, looking back, I believe it was probably closer to six or seven.

Naturally it was a stressful period. After returning from a missions we would question the cause of the explosion but no clear explanation was presented to us. I do remember returning from the last mission where I witnessed an aircraft explode just a few planes in front our plane as we stopped on the taxi way. We were told it was one of our own men turned traitor. Rumor or whatever, the explanation was that a crew chief was sitting on the flight deck and saw someone placing an explosive into the wing section. I do know there were no more losses on the taxi-way during the remainder of my service with the 484th Bomb Group. I have never been able to locate official records relating to the ground losses.

There were a number of accidents as crippled ships attempted landings on the runway or belly landings alongside the runway. We were following closely behind a bomber on the final approach for a landing. The aircraft landed normally and was about half way down the runway when it rolled and blew up with a terrific explosion. I aborted our landing and circled the field with the rest of the group until the runway was cleared. The rescue vehicles were all at the scene immediately but there was nothing but burning fuel and metal. Bulldozers cleared the runway for the rest of the group to land as soon they could approach the rubble. As I recall, our Group landed with bombs aboard which resulted in the complete destruction of the plane and crew.

Coming in for a landing after any mission was of concern but considerably more so from missions where we encountered heavy anti- aircraft shrapnel or enemy fighter firepower. As a pilot, I was able to prepare and compensate for most of the physical damage observed and reported by the crew. The serious and most dangerous part of the landing was stress on the various parts of the aircraft frame from the unseen and unknown damage. These included wing frames, landing struts, tires, control cables etc.

Sargent Laural Clemans was the gunner for the ball turret located under the belly of the plane located just aft of the bomb bay. We were returning to base from one of our

bombing missions when it was discovered that he could not raise the turret into the up position for landing. The crew members reverted to the emergency procedure of cranking the ball up manually but met with failure. They tried several procedures to move the turret around to allow the exit door to open into the plane but with no success. The only alternative was to land the aircraft with the ball turret fully extended with the gunner trapped within it.

During an ordinary approach and landing, the pilot reduces power and begins a flare-out by raising the nose of the plane and as the airspeed decreases the main wheels settle onto the runway. The nose is held high until it gently settles down on its own at an airspeed of about 70-75 miles an hour. I would estimate that during a normal landing , as the main wheels touched

down and the nose in the raised position, the clearance between the runway and the airframe in back of the bomb bay would be about a couple of feet. With the malfunctioning gun turret hanging down and using up that couple of feet below the frame, I did not have a lot of room to maneuver to keep ball from touching the runway surface.

Both Clemans and I must have had some big knots in our tummies. It took a lot of faith to do the job. It was not that it something that was difficult to do, it was just the thought and worry of one little slip or misjudgment by the pilot in judging the last minute position of the plane seconds before it touched down. I remember there was a little sweat while landing on the Island of Corsica with only two engines on one side but this was more stressful and as far as I was concerned, much more critical. The last thing I wanted to do was to land a B-24 with the ball turret all the way down, clearing the runway by inches with one of my crew members locked inside.

We got the job done. I came in with a little more speed and nose wheel about as level as those on the main landing gear. When the air speed dropped off we hit the runway with all three wheels. We rolled off the runway where the medics were picking up the wounded and didn't move the plane until the gunner was out of the turret. Some things we forget but I still recall not sleeping very well that night.

The Army Medical Corps did a tremendous job of taking care of the wounded when we returned from our missions. Aircraft coming in with wounded aboard were given the first opportunity to land. Ambulances and Medical personnel were waiting near an area at the end of the runway that the planes would pull into for unloading casualties.

Our air crews were thoroughly instructed in first aid and our ships carried well stocked kits of medical supplies including morphine. (it was the responsibility of the pilot to regularly check and be responsible for the morphine supply) Attending to injuries at high altitudes, hampered by oxygen masks, bulky clothes and freezing temperatures was not an easy task. Many suffered badly mangled arms or legs for several hours with only the first aid applied by the planes crew. Casualties with abdominal wounds were the most difficult to care for in the air. Time enroute to professional care was often a critical factor and returning planes often landed at alternate airports. When we were forced down in Corsica the Medical Corpsmen were busy with casualties from other planes but in was great to know they were immediately available if we had needed their services.

826TH BOMBARDMENT SQUADRON (PATHFINDER)
 484TH BOMBARDMENT GROUP (PATHFINDER)
 APO 520 o/o PM, New York, N. Y.

O V E R T I F I C A T E

" I certify that 1st Lt. James Drummond, O-692769, has completed the following missions, with dates, time and targets as indicated below."

<u>DATE</u>	<u>TIME</u>	<u>TARGETS 6</u>
10 May, 1944	7:45	Weiner Neudstadt, Austria
13 May, 1944	7:15	Cesena, Italy
18 May, 1944	6:00	Belgrade, Yugoslavia
23 May, 1944	4:45	Subiaco, Italy
24 May, 1944	6:55	Zagreb, Yugoslavia
26 May, 1944	9:25	Carcoules, France M/Y
31 May, 1944	8:40	Ploesti Oil Refinery, Rumania
4 June, 1944	9:55	Recco Viaduct, Italy
5 June, 1944	5:45	Marradi R. R. Bridge, Italy
8 June, 1944	8:00	Var River Bridge, France
13 June, 1944	8:00	Innsbruck, M/Y, Germany
14 June, 1944	5:00	Split and Szony Oil Refinery, Hungary
22 June, 1944	6:45	Pola, Italy
23 June, 1944	7:50	Guirgiu Oil Storage, Rumania
25 June, 1944	8:50	Avignon, France
8 July, 1944	7:25	Vienna Korneuburg Oil Refiner and Storage, Austria
11 July, 1944	8:00	Toulon Submarine Pens France
12 July, 1944	8:35	Nimes M/Y, France
15 July, 1944	8:00	Ploesti Creditul Minier Oil Storage, Rumania
16 July, 1944	7:15	Weiner Neudorf A/C Factory, Austria
17 July, 1944	7:35	Tarascon R. R. Bridge, France
18 July, 1944	8:05	Manzel Dornier Werke, Germany
19 July, 1944	8:45	Minich, Germany
22 July, 1944	8:10	Ploesti Oil Refinery, Rumania
28 July, 1944	8:00	Ploesti Oil Refinery, Rumania
30 July, 1944	7:15	Budapest Duna A/C Factory, Hungary
2 August, 1944	6:55	Avignon R. R. Bridge, France
9 August, 1944	6:25	Almasfuzito Oil Refinery, Hungary
10 August, 1944	8:10	Ploesti Xenia Oil Refinery Rumania
12 August, 1944	6:30	Genoa Gun Positions, Italy

R E S T R I C T E D

R E S T R I C T E D

CONT'd : RE Flying Report, James Drummond 1st Lt.

<u>DATE</u>	<u>TIME</u>	<u>TARGETS</u>
14 August, 1944	7:00	Gun Position NE Toulon, France
15 August, 1944	7:15	Beachhead (Town Of Prejus), France
17 August, 1944	8:05	Ploesti Romana Amiricano, Rumania
18 August, 1944	8:50	Parked Aircraft, Alibumar A/D Yugoslavia
20 August, 1944	6:45	Szolnok Rakoczifalva A/D. Hungary
22 August, 1944	6:25	Lobau Cunder Ground Oil Storage Austria
23 August, 1944	7:30	Markersdorf A/D Austria
29 August, 1944	7:20	Szeged R. R. Bridge, Hungary
1 September 1944	6:10	Faraura R. R. Bridge, Italy
Total Number Of Combat Sorties		<u>50</u>
Total Number Of Flying Hours		<u>899:50</u>

CLAUDE A. TROYTER, JR.
Major, Air Corps
Operations Officer

826TH BOMBARDMENT SQUADRON (PATHFINDER)
484TH BOMBARDMENT GROUP (PATHFINDER)
Office of the Squadron Surgeon
APO 520 c/o Postmaster, New York, N.Y.

1 September 1944

CERTIFICATE


1st Lt JAMES DRUMMOND, O-692769, has completed a tour of high altitude combat flying. He demonstrates moderate combat fatigue as evidenced by easy fatigue, anxiety, nervous diarrhea, unsociability and nightmares. His pulse was 104 on completion of his 50th mission.

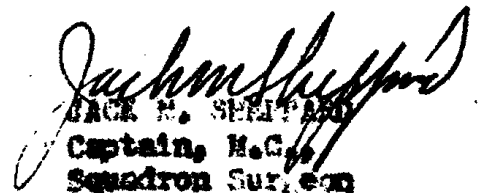
On numerous occasions his ship has been riddled by flak. Over Bucharest, heavy flak was encountered with the bomb-bay almost destroyed by flak, the fuel lines were severed, control cables cut and they just made the field with great difficulty. Over Avignon, France, heavy flak was encountered with one engine being shot over the target, leaving the target another engine went out. It was necessary to force land the ship at Corsica. Over Toulon, France, three Superchargers went out just before they reached the target and they continued alone over the target and returned to the field alone going over territory where enemy fighters were known to be present. Over Cuirgin, they were attacked several times by fighters.

I certify that 1st Lt. JAMES DRUMMOND will not be physically able to resume active combat duty within a (90) day period.

Recommend subject, 1st Lt. JAMES DRUMMOND be returned to the Zone of the Interior on permanent change of station orders

APPROVED:


WALTER G. CARMON
Major, M.C.
Group Surgeon


JACK E. SHEFFIELD
Captain, M.C.
Squadron Surgeon

826TH BOMBARDMENT SQUADRON (HEAVY) AAF
484TH BOMBARDMENT GROUP (HEAVY)
1250TH AAFBU, NAFFD - ATC
APO 396, c/o PM, NY, NY

A-ECM/lfc

200.6

27 Jun 45

(Date)

SUBJECT: Battle Participation Awards.

TO : Commanding Officer, HAAF, Harlingen, Texas.

1. In order that the records of 1st Lt. James Drummond
(Name and Rank)
C-692769, formerly a member of this command and assigned to
(ASN)
your command per Par SO Hq
dtd may be accurately brought up to date the following
information is given as follows:

a. The 826th Bombardment Squadron, 484th Bombardment Group, has been authorized the following bronze battle participation stars for participation in major campaigns during the periods and per authority listed below:

Rome-Arno Campaign - From 16 Jan 44 to 9 Sep 44 (NATOUSA Ltr AG 200.6/040 P-0, dtd 10 Nov 44)

Southern France Campaign - From 15 Aug 44 to 14 Sep 44 (NATOUSA Ltr AG 200.6/040 P-0, dtd 18 Oct 44)

Northern France Campaign - From 25 Jul 44 to 14 Sep 44 (ETOUSA Ltr AG 200.6/ OPGA, dtd 21 Apr 45)

Air Combat-Balkans - From 1 Nov 43 to 31 Dec 44 (MTOUSA Ltr AG 200.6/040 P-0, dtd 19 Apr 45)

Germany Campaign - From 15 Sep 44 to 8 May 45 (ETOUSA Ltr AG 200.6/ OPGA, dtd 14 Apr 45)

Po Valley Campaign - From 5 Apr 45 to 8 May 45 (MTOUSA Ltr AG 200.6/040 P-0 26 May 45)

North Appenines Campaign - From 10 Sep 44 to 4 Apr 45 (MTOUSA Ltr AG 200.6/040 P-0 26 May 45)

2. It is requested that Enlisted Men's WD AGO Form 24 and Officers WD AGO Form 66-2 and soldiers adjusted service rating forms be checked and corrections made to insure accurate and up to date record of the above mentioned awards.

Elmer C. Martinson
ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

57082

826TH BOMBARDMENT SQUADRON (PATHFINDER) AAF
 APO 520, c/o PM, NEW YORK, N. Y.

C E R T I F I C A T E

13 SEP 1944

(Date)

This is to certify that 1ST LT JAMES DRUMMOND O-692769
 has been awarded the Awards and Decorations as listed below:

AWARD	AUTHORIZATION	DATE
AIR MEDAL	GO#938 HQ 15 AF	9 JUN 1944
1ST OAK LEAF CLUSTER	GO#1675 HQ 15 AF	8 JUL 1944
2ND OAK LEAF CLUSTER	GO#2378 HQ 15 AF	7 AUG 1944
3RD OAK LEAF CLUSTER	REC ON 24 AUG 44	AWARDED GO#1043 HQ 15 AF 2 SEP 44
EAME THEATER RIBBON	WD CIR #1 1943	
BRONZE BATTLE STAR	LTR HQ NATOUSA	
BRONZE BATTLE STAR	LTR HQ NATOUSA, 200.6/040 P-0, 23 OCT 1944	
UNIT CITATION	Hqs 15 AF, APO 520 Gen Order 4116	23 OCT 44

John B. Paine
 JOHN B. PAINE,
 Major, Air Corps,
 Commanding.

The Fifteenth Air Force in the Mediterranean.

The 484th Bombardment Group was formed in September of 1943 and trained at Harvard Army Air field, Nebraska as a heavy bombardment group. The Group was ordered to Italy and arrived in late March and April, 1943 and were assigned to the 49th Bombardment Wing (heavy) of the 15th Air Force. Our crew arrived at their combat airbase at Torretto, Italy the first week of May and flew our first mission with the Group on May 11.

Although the re-designated as a pathfinder (plan and lead) Group in May of 1943 it never functioned as such and operated as a strategic heavy bomb group. In November the Group was re-designated as a heavy bombardment group. A summary of its operations lists major targets as oil refineries and oil storage plants, aircraft factories, heavy industry, and communications systems in Austria, Czechoslovakia, France, Germany, Hungary, Rumania, and Yugoslavia.

Our crew participated in the two combat missions for which the 484th Bombardment Group received Distinguished Unit Citations. The first citation reads as follows:

1. The outstanding performance of the 484th Bombardment Group (Pathfinder) from 1 May 1944 to 20 July 1944, is worthy of the highest praise. Second youngest bombardment group of this Air Force, this organization has consistently put up a maximum effort of aircraft and despite its handicaps of inexperienced crews and ground personnel has equaled the performance of similar organizations with lengthy combat

records. Day after day this organization has airborne two fully equipped attack units whose formation flying has been so well integrated that on all but three occasions enemy fighters have been loathe to encounter its intense fire power and superior flying. This is the group which on 30 May 1944 totally destroyed the large ME 109 aircraft factory at Wells, Austria, commended by Air Force as perfect bombing. This is the group which in its third month of operations led the Air Force in excellence of bombing, a feat rarely achieved by so youthful a combat team. Climaxing its first phase of action this organization demonstrated its loyalty and devotion to duty on 19 July 1944, when it was ordered to aid in the destruction of the important Schleissheim aircraft factory at Munich, Germany. This order came at a time when the complete cooperation of all personnel was necessary to complete the missions. Flying on ten of the previous fourteen days had worn ground and flying crews close to exhaustion and strained the battered aircraft to new feats of endurance. In the two days preceding this raid, the group had scored two of its biggest strikes on targets deep in enemy territory. Only the day before it had been commended by Air Force as one of five groups to reach their German targets. During the night of preparation for this raid more than fifty percent of their aircraft required engine changes and were slow timed throughout the night to assure that all aircraft would have been properly flight tested before the dangers ahead. The group took off leading the Wing formation but at the tail end of the Air Force column. Severe weather conditions were encountered enroute to the target. Due to the almost impenetrable cloud cover over the Alps the groups became separated, leaving the 484th Group alone. As they neared the bombing approach they saw the entire Air Force formation and its escort already on the route home. Because they had been briefed to expect upwards of two hundred enemy aircraft and extremely heavy anti-aircraft fire in the target area they knew that all guns at the target and all enemy fighters could single them out for concentrated attack. They knew that under these conditions it was virtually suicide for any lone group to attempt to bomb Munich, a target which is unusually dangerous for our greatest strength. But the importance of the target and their complete confidence in their leaders made them determined to complete the mission. On the bombing run the lead ship was twice rocked by flak and the lead bombardier wounded both times. The formation never wavered, but with a perfect pattern loosed its bombs in a compact force resulting in the final destruction of this high priority objective. In the rally off the target all three lead aircraft were dangerously hit by flak, the lead aircraft losing all aileron controls. Yet such was the confidence of this group in their superior leadership that aircraft stayed with these leaders through the danger of fighter hordes and the complete cloud cover in the area. After a highly successful bombing mission and in spite of all obstacles all aircraft returned safely to base. This important mission completed at great risk to all personnel involved is a fitting example of the fine contribution this group has rendered the cause of the United Nations. With inspiring leadership, outstanding maintenance and courageous flying it has continually carried the war into enemy territory, dropping 2651 tons of bombs on vital enemy targets in the period 1 May 1944 to 20 July 1944. The heroic and superior combat efficiency of the 484th Bombardment Group is worthy of the praise of higher headquarters and a grateful nation.

Source: G. O. 7, Hq, 49th Bomb Wing (H) , APO 520, 1 August 44,

The Distinguished Unit Citation for August 22, 1944 recommended as follows:

1. The outstanding service rendered the Allied war effort by the 484TH Bombardment Group (Pathfinder), in its brilliant victory on 22 August 1944 is worthy of the highest commendation. Ordered to participate in the combined effort to destroy the largest oil storage in Southern Europe at Vienna, Austria, this assignment climaxed a series of intensive raids against strategic and tactical targets. In the West this group had given invaluable support to the landings in Southern France. In the East, it had been a dominant factor in counter air force operations, aiding in the destruction of fifty-six (56) enemy aircraft and two (2) enemy airdromes. Personnel were worn almost to exhaustion from a relentless succession of twenty-four hour work days. Never-the-less, in preparation for this assignment, described by higher headquarters as the most important contribution air power could make to the war effort, at the time, Group and Squadron staff and ground personnel worked feverishly and enthusiastically through the long night to assure a maximum effort for this vital mission. As a result of their untiring efforts, thirty-nine (39) bombers took off at the tail end of the Wing formation and in the most vulnerable position for enemy assault. Deep in the heart of enemy territory the Group was attacked by more than fifty (50) enemy fighters. The diversionary attack of the Eighth Air -Force planned to dissipate the enemy's strength had had been canceled due to adverse weather. Now the enemy committed all available from both the Vienna and Munich controls to the assault on this formation. This fierce interception was dispersed along the entire route of approach. Reserves were continually thrown into the attack and the enemy never had less fifty (50) ME 109's and FW 190's engaged in the violent battle. Through the entire corridor to the target this Group fought a running battle with the enemy, miraculously keeping the bulk of the force at bay. From their exceptionally compact formation, this Group threw up an almost impenetrable screen of defensive fire but in spite of the ferocious aggressiveness of the attackers, they knocked thirteen (13) enemy fighters from the sky for the loss of only one(1) bomber. This unique achievement in the history of aerial warfare is consistent with the amazing past record of this group. The target is defended by the heaviest concentration of accurate anti-aircraft fire South of Berlin and two more bombers were-destroyed In the target area, by the heavy crisscross fire. In the face intense barrages of enemy gunfire, and continually harried by hordes of fighters, the group leader kept his depleted forces intact and led the formation on a highly successful bombing run in which the entire explosive force of their bombs was centered on the assigned objective. By their Intrepid valor a! superior combat skill in the Successful completion of this mission against the enemy's fuel supply, the 484th Bombardment Group (pathfinder) has immobilized a large part of the enemy's air force and motorized divisions and has dealt a direct blow at the enemy's ability to continue. Their outstanding duty and extraordinary heroism in the face of the heaviest resistance is worthy of emulation and deserves the highest praise.

Source: G. O. 9, Hq, 49th Bomb Wing (H) , APO 520, 10 September 1944

The following was copied from a news clipping . The source is not known:

Eight out of every ten bombs dropped during the war by the Fifteenth Air Force fell within 2,000 feet of the target-center, Maj. Gen. J. M. Bevans, commanding general of the AAF in the Mediterranean Theater, revealed this week. Over six of every ten bombs released by the Fifteenth's four-engine bombers came within 1,000 feet of the point of intended impact. Of the 242,000 sorties flown by the Fifteenth, 80 per cent were effective, bad weather being responsible for 10.1 percent of the non-effective flights.

At its peak the Fifteenth Air Force operated with a total of 90,176 officers and enlisted men. In action, it lost over 2,700 men. Another 2,533 were wounded and over 12,000 were listed as missing. The Fifteenth lost 3,410 aircraft in action and destroyed 3,946 enemy aircraft in the air and on the ground.



Jim in Italy, it looks like 32 bombs painted on his A-2 jacket representing missions flown to date

My Diary entries reflect my disgust with our bombing accuracy. I now realize that myself and crew were looking for direct hits and did not consider the impact damage to the targets caused by hitting within a 1000 or 1500 foot of a target. The above report indicates that we were considerably more effective with our bomb drops than the credit we gave ourselves.

July 26, 1944

STRAIGHT AND LEVEL

..... A weekly summary of bombing: July 15 to July 21, 1944
 Prepared by Assistant Chief of Staff, A-3



July 17. Avignon Railroad Bridges. In a very accurate bombing job the 456th Group of the 304th Wing scored 82% on this target in France.



July 17. Tarascon railroad bridge. The 484th Group of the 49th Wing scored 64% within 1000' on this bridge - the beginning of the bomb strikes is shown.

Bomb plots are now being prepared independently at H.Q. to spot check those turned in by the Wings. In no case has a difference of more than 4 points been found and generally the difference is not more than 2 points, above or below.

When your score is poor the easiest person to blame is your P.I. officer. Each P.I. man is by now accustomed to hear: "If only you weren't so damned honest - after all, you don't have to be more honest than the other Wings - etc."

This has never sounded convincing. P.I. men know their jobs, they aren't amateurs and they don't want low scores any more than anyone else. Next week we will publish some comparisons between bomb plots submitted by Wings and those prepared at H.Q. So far, no significant discrepancies have appeared.

1 Confidential 1

July 15

THE BOMBING WEEK

July 21

(Groups: % within 1000' of briefed MPI)

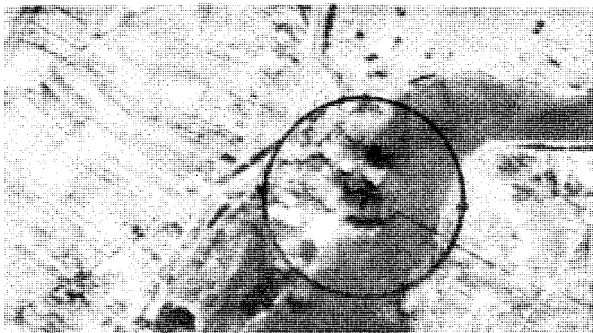
<u>5th Wing</u>						
18 - Memmingen A/D	: 24	97	99	301	463	483
18 - Casara RR Bridge	: 24	24	-	11	49*	39
19 - Milbershofen Oil	: 0	15	-	-	-	-
20 - Memmingen A/D	: 58*	-	-	0	55	-
<u>Last ten missions</u>	: 28	31	40	28	41	36
<u>47th Wing</u>						
19 - Neuaubing Comp. F.	: 13	376	449	450		
20 - Friedrichshafen	: -	-	-	0	56	
<u>Last ten missions</u>	: 36	36	41	32		
<u>49th Wing</u>						
17 - Arles RR Bridge	: 59	461	484			
17 - Tarasconi Bridge	: -		64			
18 - Manzell Dornier	: 11	27	53			
19 - Schleiszheim A/D	: 32	43	-			
<u>Last ten missions</u>	: 22	40	37			
<u>55th Wing</u>						
19 - Allach A/C	: 0	464	465	485		
20 - Friedrichshafen	: -	34	36	0		
<u>Last ten missions</u>	: 49	29	34	26		
<u>304th Wing</u>						
17 - Avignon East M/Y	: 34	454	455	456	459	
17 - Avignon RR Bridge	: -	31	-	82	4	
20 - Mayback A/C Fac.	: -	-	-	-	65	
<u>Last ten missions</u>	: 33	43	39	34		

Those Groups marked (-) could not be scored for various reasons, and scores marked (*) are frag. etc. missions. The following group-attacks were also flown:

- 15 - Ploesti: All Groups.
- 16 - Vienna: 5th Wing.
- 16 - Wiener Neudorf: 49th & 55th Wings.
- 16 - Munchendorf: 304th Wing.
- 21 - Brux: 5th, 49th & 55th
- 21 - Mestre: 47th Wing./Wings.

SUMMARY OF THE WEEK

FOR THIS WEEK the 304th Wing took the lead and the 49th Wing pulled into second place. Of the 20 missions flown, many were PFF, and only 39% of the Group-attacks could be scored (compare 73% last week!).



July 17. Arles Railroad Bridge.
The 451st Group of the 49th Wing scored 59% on this bridge.



July 20. Mayback Aircraft Factory.
Strikes of previous Wings are also shown in this picture of the 459th Group of the 304th Wing - score 65%.

2 Confidential 2

REPORT ON RADAR

Radar has proved itself in combat. It is no longer a gadget, but a well-established machine for bombing and navigating.

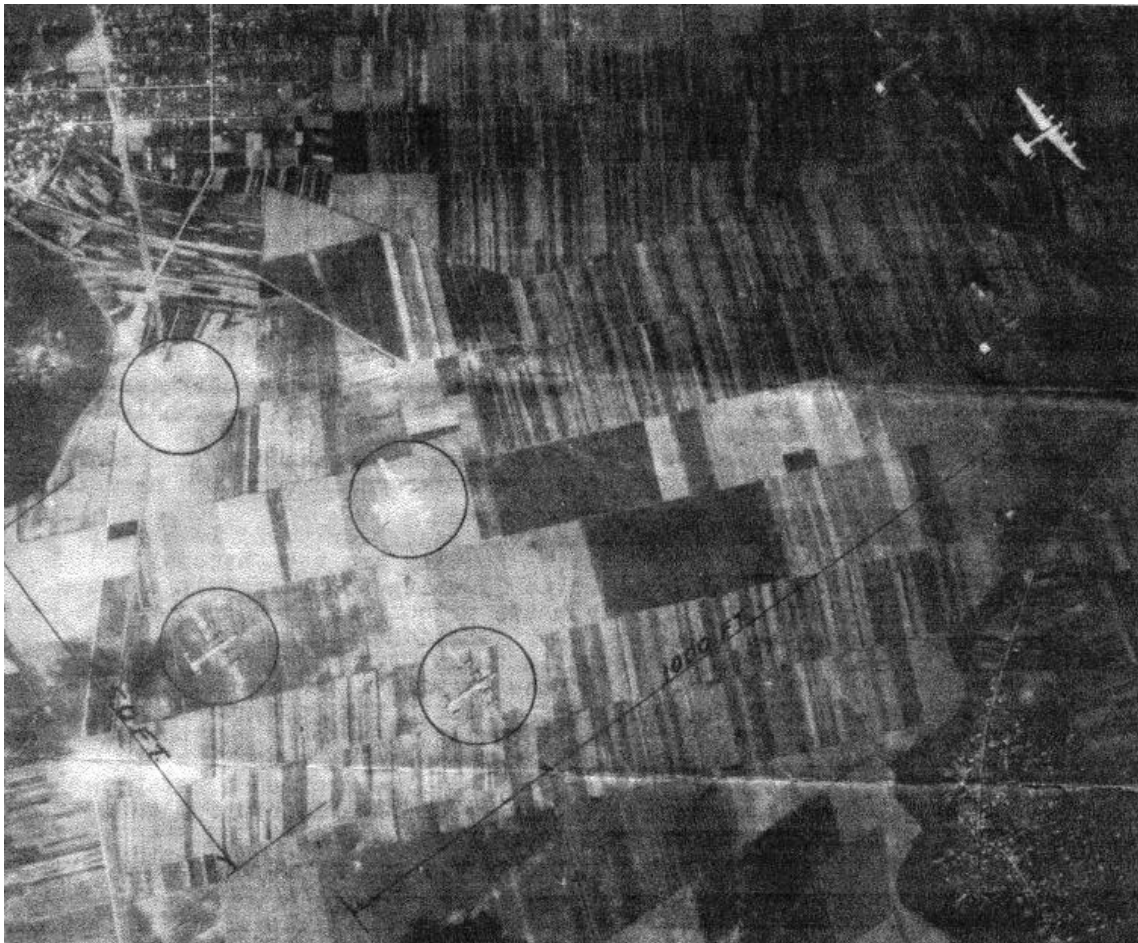
Unlike the bombsight, the pathfinder radar equipment measures the length of the slant range, or hypotenuse of the familiar bombing triangle. The motion of the target in the scope, therefore, is not a function of the tangent of the angle as in the bombsight, but a function of the cosine of the angle. This means that as the target is approached, the rate of motion of the image of the target with respect to the angle reference circle diminishes - the target slows up as the release line comes nearer. This gives rise to somewhat greater difficulty in correcting rate toward the end of the run; whereas in the M or S series bombsight synchronization becomes more accurate as the run progresses because differential motion between target and cross hair increases in rate as the target is approached, and errors in rate can be detected more easily.

The technique of operating the radar equipment is merely the use of a new machine for solving bombing and navigational problems: A new skill is required to identify the target in a scope that shows only a pulsating silhouette or contour of the terrain. The waves used by the radar are very long, and the apparatus must be tuned to measure their rebound in terms of time and intensity, the first giving the elevation of the terrain features and the second their density. The equipment projects its waves downward in the form of a sector of a circle, rotating this sector at the rate of one revolution in three seconds. The sector in turn is cast onto a fluorescent screen that retains the image of each rotation of the sector just long enough to make a visible impression but not so long as to interfere with subsequent images.

One problem encountered is in the manipulation of the apparatus to get the clearest image possible in the scope for the varying conditions of bombing.

Several expedients have been evolved for use of the radar in conjunction with the visual bombsight, and careful attention to the development of these methods should vastly improve our bombing under adverse conditions. The most obvious method is to use the radar apparatus as a means of synchronizing the sight, permitting the sight to be synchronized in terms of angle data supplied by the radar. This arrangement is proving satisfactory in that it gives a check for the bombsight when visibility is poor, and whenever there is a break in the obscuring medium the bombsight can in turn check the accuracy of the radar. It is hoped that this combination can be so fully exploited as to enable us to maintain our present level of bombing accuracy even though targets become more and more difficult to see.

As the war closes in on Germany we can expect more targets completely smoke-screened. This is going to make the pathfinder a must.



A combat box flying like this will give good bombing accuracy only if bombardiers in both elements are using their bombsights. If the second element is toggling off the first an error in range in the neighborhood of 1000' will result. Although there may be a slight delay in the toggling that would make up some of this error, this is not a dependable means of correcting for such a time interval.

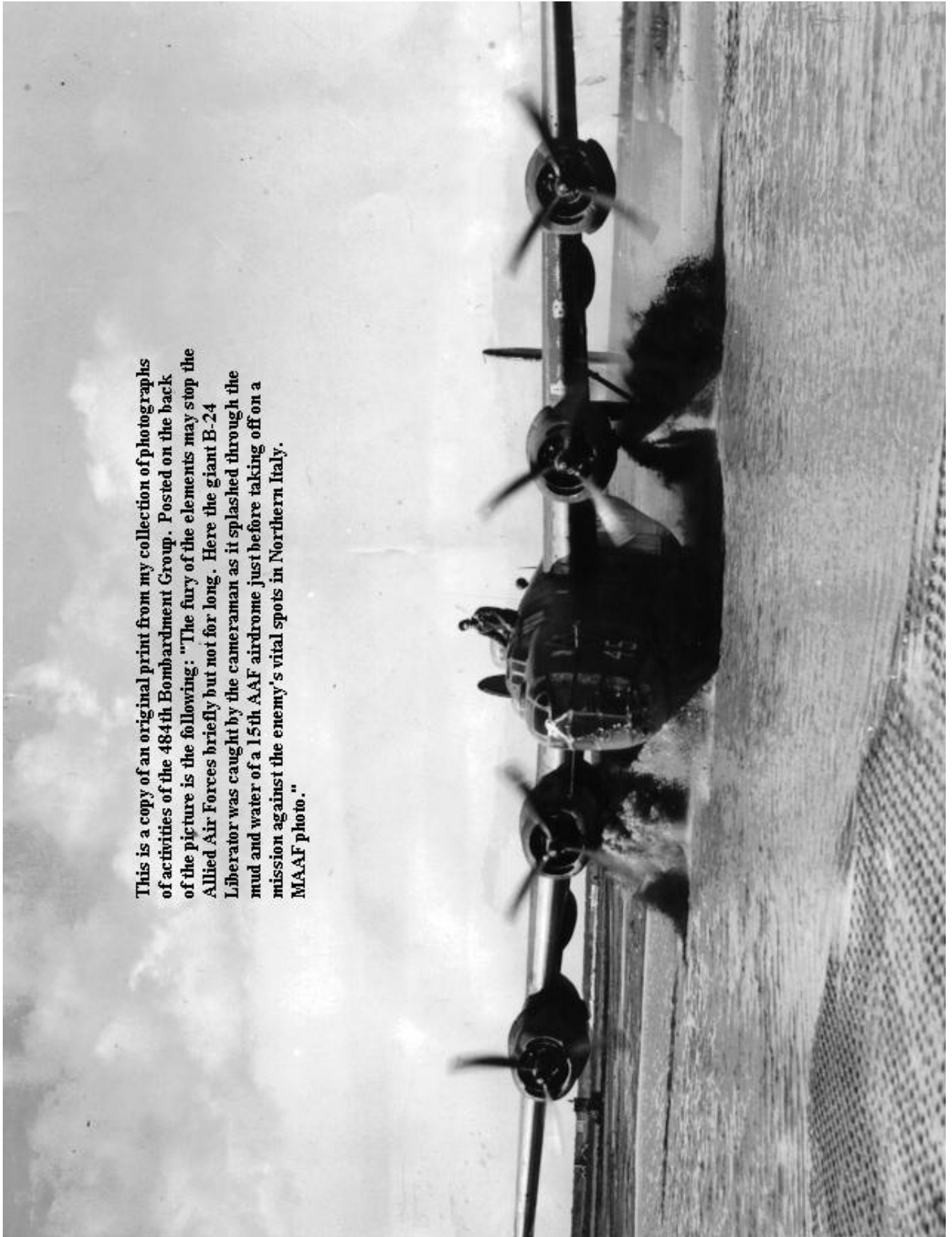
BOMBING ACCURACY BY WINGS
(% within 1000' of briefed MPI)

For the four-week period ending	<u>July 21</u>	...	<u>July 14</u>	...	<u>July 7</u>
304th Wing	37.9	...	38.2	...	35.5
47th Wing	37.2	...	39.0	...	32.9
55th Wing	34.2	...	32.4	...	28.2
49th Wing	31.7	...	30.1	...	30.8
5th Wing	31.6	...	35.6	...	33.8
<u>15th AIR FORCE</u>	34.2	...	34.4	...	32.2

The Air Force average dropped a notch this week. The 304th Wing nosed out the 47th Wing for the lead position and for the first time the 5th Wing slumped into the lowest position.

4 Confidential 4

This is a copy of an original print from my collection of photographs of activities of the 484th Bombardment Group. Posted on the back of the picture is the following: "The fury of the elements may stop the Allied Air Forces briefly but not for long. Here the giant B-24 Liberator was caught by the cameraman as it splashed through the mud and water of a 15th AAF airbase just before taking off on a mission against the enemy's vital spots in Northern Italy. MAAF photo."



22 August 1944.

FIRST ATTACK UNIT

<u>CHARLIE FLIGHT (824)</u>		<u>ABLE FLIGHT (825-24)</u>		<u>BAKER FLIGHT (825)</u>	
11. Adams	15 F	11. GORTON (Williams)	528Z	11. Neel	38 I
12. Oldroyd	25 P	12. BRENNAN (Chafin)	623X	12. Eppings (f)	35 F
13. Chern	14 E	13. Tompkins	44 O	13. Gladwill	34 E
21. Olson	17 H	21. Pappas (f)	18 I	21. Kramer	41 L
22. Ruthenberg(f)	21 L	22. Roll	11 B	22. Lanay (f)	45 P
23. Johnson	28 S	23. Hatch	83 N	23. Milner	43 N
31. Price	27 R	(f) Camera Aboard.		31. Corley	70 A

SECOND ATTACK UNIT

<u>FOX FLIGHT (827)</u>		<u>DOG FLIGHT (826-27)</u>		<u>EASY FLIGHT (826)</u>	
11. INGHAM	88 S	11. McClung	56 C	11. Ireland	54 E
12. Sutton	76 G	12. Shobe	62 M	12. Stone	63 N
13. Oakley (f)	77 H	13. Larsen	61 L	13. Bird	59 J
21. Neville (f)	82 M	21. Arnett	80 K	21. Petrie (f)	50 A
22. Pollard	74 E	22. Scharf (f)	75 F	22. Poskitt	55 F
23. Hamnett	72 C	23. Ellis	87 R	23. Pearson	52 G
				31. Wainwright	64 O

BRIEF: 0430B START ENGINES: 1st Unit: 0555B; 2nd Unit: 0605B
TAXI OUT : 1st Unit: 0610B; 2nd Unit: 0620B
TAKE OFF : 1st Unit: 0625B; 2nd Unit: 0635B

TEST FIRE GUNS: 0810B.

TARGET: LOBAU UNDERGROUND OIL STORAGE.

FIRST ALTERNATE TARGET: Industrial Area of Vienna by PFF.

SECOND ALTERNATE TARGET: Graz Neudorf A/C Factory.

THIRD ALTERNATE TARGET: Maribor A/C Engine Works.

FOURTH ALTERNATE TARGET: Kranj A/C Components Factory.

BOMBER RENDEZVOUS: No. 1 BG will be in rendezvous rectangle from 0712B until 0732B. Nos. 2 and 3 BGs will follow SOP to rendezvous with lead Gp. No. 1 BG will enter rectangle at Bovino and depart from Bovino going out via Casalinuovo. No. 1 BG will be at 7,000', No. 2 BG at 8,000', No. 3 BG at 9,000'.

ORDER OF FLIGHT: No. 1 BG lead, No. 2 BG, No. 3 BG.

ROUTE OUT: Base to KP to TP #1 to TP #2 to TP #3 to TP #4 to IP to Target.

KEY POINT: Scedro Island (43-05N, 16-42E). Base altitude 14,000' at 0825B.

INITIAL POINT: Hochstetno (48-20N, 16-54E).

AXIS OF ATTACK: 240 deg. TC.

INTERVALOMETER SETTING: 300'.

TARGET TIME: 1008B.

BOMBING ALTITUDE: No. 3 BG 24,000', No. 2 BG 23,000', No. 1 BG 22,000'.

TARGET ELEVATION: 505'.

RALLY: Sharp left off target.

ROUTE BACK: Target to TP #5 to TP #6 to KP to Base.

BOMB LOAD: 1000 lb. GP with .1 nose and .1 tail fusing.

NOTE: Lead attack units will load 3 cartons Chaff, dispensing to begin 3 minutes before IP at the rate of 4 units every twenty (20) seconds until clear of flak.

COMMUNICATIONS: Tower: 6440, 5210; Interplane: 5210; VHF Channel

"A" for Fighters; VHF Channel "B" for Interplane.

BOMBER CALL SIGNS: No. 3 BG "Keyword 33", No. 2 BG "Keyword 32", No. 1 BG "Keyword 31".

FIGHTER CALL SIGNS: "Bookclub" with numbered suffixes in order of contact with bombers.

RECALL IDENTIFICATION CODEWORD: "Bootlegger".

SQUADRON CALL SIGNS: No. 1 Sq. "Seedpod", No. 2 Sq. "Stephigh", No. 3 Sq. "Judith", No. 4 Sq. "Today".

VISUAL SIGNALS: See reverse side. ALDIS LAMP: Red "W".

COMBAT GROUP COMMANDER: Major GORTON, DEPUTY: Major BRENNAN.

ETR: 1233B.

FIGHTER ESCORT: 38 F-38's will intercept Wing at Keresztur (T1 #1) 46-41N, 17-22E at 0932B and will provide close escort on penetration, target and withdrawal.

See reverse side for Parking Diagram

S E C R E T

S E C R E T

1 Sept. 1944.

FIRST ATTACK UNIT

<u>CHARLIE FLIGHT</u>	<u>ABLE FLIGHT</u>	<u>BAKER FLIGHT</u>
11. INGHAM (Neville) 87 R*	11. DUFOUR (Nance) 890Z	11. Adams 26 Q
12. Arnett 83 N	12. MILAM (Chern) 10 A	12. Bell 25 P
13. Sutton 81 L	13. MacCrum 56 G	13. Carter 27 R*
21. Hamnett 72 C*	21. Mitchell 88 S*	21. Hinkle 17 H
22. Williams 80 K	22. Rounds 70 A	22. Roll 21 L*
23. Scharf 75 F	23. Tompkins 44 O	23. Pappas 18 I
31. Gould 85 P	* - Camera Aboard	31. Zimmerman 28 S

SECOND ATTACK UNIT

	<u>DOG FLIGHT</u>	<u>EASY FLIGHT</u>
BRIEF: <u>0400B</u>	11. MOE (Chafin) 43 N	11. Stone 64 O
	12. Whitacre 33 D	12. Porter 57 H
	13. Dionne 30 A	13. Robson 61 L
TEST FIRE GUNS: <u>0815B</u>	21. Gladwill 38 I*	21. Petrie 50 A*
	22. Kooker 41 L	22. Drummond 59 J
	23. Penney 36 G	23. Shobe 62 M
	31. McCoy 39 J	31. Pearson 52 C

START ENGINES: 1st Unit: 0530B; 2nd Unit: 0540B

TAXI OUT : 1st Unit: 0545B; 2nd Unit: 0555B

TAKE OFF : 1st Unit: 0600B; 2nd Unit: 0610B

TARGET: FERRARA RR BRIDGE (44-53N, 11-38E)

BOMBER RENDEZVOUS: BG 3 will be in rendezvous rectangle from 0700B until 0725B. BG 1 and BG 2 will follow SOP to rendezvous with lead Gp. Lead Gp will enter rectangle at CANDELA, make 1½ turns around rectangle, and depart from BOVINO. Rendezvous altitudes 5,000, 6,000, and 7,000 ft.

ORDER OF FLIGHT: BG 3 - lead, BG 1, BG 2.

ROUTE OUT: Base to KP to TP #1 to TP #2 to TP #3 to IP to Target.

KEY POINT: Lido (41-44N, 12-17E) Base altitude: 12,000 ft at 0820B.

INITIAL POINT: Centa (44-45N, 11-18E)

AXIS OF ATTACK: 55° TC.

INTERVALOMETER SETTING: Minimum.

TARGET TIME: 1000B.

BOMBING ALTITUDE: BG 3 - 22,000 ft; BG 2 - 24,000 ft; BG 1 - 23,000.

TARGET ELEVATION: 28 ft.

RALLY: Left off target then right.

ROUTE BACK: Target to TP #4 to Base.

BOMB LOAD: 1,000 lb GP fused .1 nose and non-delay tail.

NOTE: Lead attack units will load 3 cartons Window. Dispensing will begin 2 minutes before IP and continue at the rate of 6 units every 20 seconds until clear of flak.

NOTE: Gps will be at bombing altitude before TP #3 and will go into right echelon at TP #3.

COMMUNICATIONS: Tower: 6440, 5210; Interplane: 5210; VHF Channel

"A" for Fighters; VHF Channel "B" for Intergroup.

BOMBER CALL SIGNS: No 3 BG - "Burglar 1"; No 2 BG - "Burglar 3";
No 1 BG - "Burglar 2".

FIGHTER CALL SIGNS: "Reckless".

RECALL IDENTIFICATION: CODEWORD: "Ashtray".

SQUADRON CALL SIGNS: No 1 Sq. "Today"; No 2 Sq. "Tripped"; No 3 Sq. "Watchpot"; No 4 Sq. "Tweettweet".

VISUAL SIGNALS: See reverse side. ALDIS LAMP: RED "W".

COMBAT GROUP LEADER (WING): Major DUFOUR; DEPUTY: Major MILAM.

ETR: 1140B

FIGHTER ESCORT: 30-P 38's will rendezvous at TP #1 (Capraia 43-02N, 09-49E) at 0909B and provide close escort for penetration, target and withdrawal.

With our 50th missions complete I received travel orders on September 12, 1944 to report to Replacement Depot No. 7 at Naples for transportation back to the states by ship. As our contingent left the 484th Bomb Group campsite and headquarters I recall looking at a site near our field containing an anti-aircraft emplacement. The emplacement was camouflaged with the usual tan and olive drab netting with a couple of anti-aircraft gun barrels sticking above the netting and pointing upward. The gun barrels at the decoy site were just good old wooden poles painted like the real thing.

One of the amazing things of war was the ability of both our side and the enemy, to gather so much information through surveillance and intelligence activities. I was sitting in front of our tent about seven or eight o'clock one beautiful summer evening and heard an airplane approaching at low altitude with a very quiet engine noise. As I looked up a German ME 105 flew across our field on a reconnaissance flight. This was not unusual but I only saw one fly-over. The flight was locally referred to by a nickname that I do not recall, but did contain the word "Charlie". The intelligence plane probably took pictures of the number of planes on the various fields and I hope he used some valuable film on our anti-aircraft gun emplacements. Such flights must have been some of the sources of information Axis Sally forwarded to us over the airwaves to the radio in the Officers Club.

Our stay at the staging area in Naples was during a rainy and cool period of early September 1944. The compound was located in a low bowl area that had been used as sports arena. I recall the persistent rain and the large puddles of water and mud covering most of our camping area. Our quarters were tents with wooden planks and pallets for floors to keep us dry. Planks and boards were also placed over the mud holes and wet areas along the paths.

During my stay at the center. I saw an exhibition of boxing by World Champion Joe Lewis who was traveling with a USO show. Joe was tall and muscular. My seat was near the ring which gave me a good look at the fights as Joe invited one after another of the servicemen to try their boxing skills against him. Joe would spar around easily as each challenger tried his best to get a few good punches in at him. They would go around for two or three minutes and then Joe would pop a good punch at the challenger and down he would go. Some of the more aggressive boxers that thought they could knock Joe down found themselves on the mat in very short time.

I spent about two weeks at the 7th Replacement Depot in Naples with not much to do so I took the opportunity to see a few sights in Naples. The town was certainly an upgrade from that of Cherignola. The streets were wider and cleaner with interesting stores for shopping. In one of the larger stores I saw my first escalator in operation.

The volcano Vesuvius, located a few miles from Naples, had a major eruption during March, 1944. A number of people were killed and it continued to emit smoke and ash during the time I was in Italy. I did not climb the volcano but did bring back a small vial of ash as a souvenir. I also took time to visit a large aquarium in Naples. I was impressed as I stood inside a huge glass tunnel that gave me the feeling that I was standing under the sea looking at fish and sea creatures overhead and on the sides.

The transportation orders from Naples came through September 27 assigning me to Group N277-12 moving us to a reception station in the United States " about 7 October

1944". My individual assignment in the group was to the 1st Ind Hq, ASF, Camp Patrick, Va.

Naples harbor was the largest and busiest port in Italy. We boarded the USS General Mann for the trip back to the states at the large Bagnoli wharf. The large liner had been converted into a troop carrier and the word aboard ship was that it would carry 5000 troops when fully loaded. Since we were heading back to the States it was not difficult to load the ship with a contingent of home bound servicemen in a very short time.

The first meal aboard ship was out of this world. The food was fresh and there was all the fresh milk and real butter that we could drink and eat. On-board the ship, my bunk was located in a hold several levels down and was the second from the bottom in a stack of bunks about five high. My bunk location had a definite disadvantage when we hit rough seas about three days out and seasickness took over in the upper bunks. I was not bothered by the rolling and rocking of the ship as the motion was similar to that of the airplane and my system was probably adjusted to it but the boys above me became quite sick.

I believe we were five days on the water. There was always the danger of submarine attacks requiring the ship to take evasive by taking a zigzag course across the ocean. The individual legs were not very long in any one direction causing the ship to lean from one side and then to the other as it made the many turns. It sure didn't help the fellows suffering from sea sickness.

A copy of Military orders issued at Camp Patrick Henry, Virginia to the Commanding Officer, Reception Station No.12, Fort Douglas, Utah records that our Group (N277-12) arrived at Newport News, Virginia at 1200 on 22 October 1944. The orders specified we were to depart Camp Patrick Henry on/about October 24th by rail for reassignment at Fort Douglas, Utah.

7. The TO and QMC will increase T, kitchen car facilities and furn troop train rations sufficient to cover the number of personnel indicated in Par 3 above, less the number indicated in Par 1 and 2 above, for four (4) and one-third (1/3) days for the length of journey to Ogden, Utah. TO will furn nec meal T for number of enlisted personnel for such time as length of journey requires from Ogden, Utah to destination. The number of rations furn includes three (3) additional meals for emergency use only. FD will pay in adv (To the Train Commander of the movement to which attached) the mon alws prescribed in Par 3 b, WD Cir #341, 1943, a/r two cents (\$0.02) per meal for the number of meals atzd. Officers are not atzd any alws for travel during the period their group is atzd to a movement equipped with messing facilities. Officer are atzd mileage a/r five (5) cents per mile for travel performed other than FT. TDN. PCS. TTG. 501-31 P 431-02-03-07-08 212/50425 for ROTATIONAL GROUPS from this station to Ogden, Utah. TDN. PCS. 501-31 P 431-02-03-07-08 212/50425 for ROTATIONAL GROUPS from Ogden, Utah to Reception Station concerned. TDN. TTG. 501-31 P 433-02-03-07-08 212/50425 for TEMPORARY DUTY GROUPS from this station to Ogden, Utah. TDN. 501-31 P 432-03-03-07-08 212/50425 for TEMPORARY DUTY GROUPS from Ogden, Utah to Reception Station concerned. (Auth: FRI, 16 Aug 44).

(The above is a part of my shipping orders. NOTE- original printed lines are curved)

I had traveled on troop trains on previous occasions but in regular passenger type coaches detailed as a special troop train or were rail cars for troop movement that were attached to regular passenger train service. As America got deeper into the war it became apparent that the available rail cars would be inadequate to support necessary troop

movements. The Pullman Company was contracted to build special rail cars to be used for mass, self sustaining, cross country transportation. The cars were built similar to wooden box cars and modified to carry more people per car. Sleeping cars were crowded with little space between the bunks. I believe the bunks were stacked three high. There was a special cook car and food storage area. Meals were served cafeteria style as we walked through the dining cars with our trays. The dining cars were similar to the old boarding house style with wooded tables and benches arranged to feed as many servicemen as could be comfortably seated.

I do not recall if we had cars with seating in addition to the sleeping and dining facilities. I do remember that we had small windows through which we could watch the country-side pass by as we crossed the country.

It was on such a troop train that I traveled from Newport News, Virginia to Ogden, Utah and on to Fort Douglas at Salt Lake City. Orders were issued at Fort Douglas further assigning me to AAF Redistribution Station #4 at Santa Ana, California. The orders authorized me to 24 days leave of absence which I enjoyed at home before reporting for duty at Santa Ana on the 28th of November.



The above picture was taken by Warren McGee, Livingston, Montana . It is a photo of a troop train moving troops on the Northern Pacific during WWII. This was the more traditional sight of a troop train with a mixture of railcar types depending on the rolling stock that was available. The third car behind the engine is a specially built troop train passenger car often used to make up entire military troop trains.

A physical at the Redistribution Center at Santa Ana on December 4, 1944 determined that I was in good shape and was again rated for overseas combat service as a B-24 Pilot. I was asked what area in the United States I would like to be stationed during the interim period before being called back. My first choice was the Northwest whereupon I was informed that I would be recommended for assignment to the West Coast. In good old Army fashion, I was assigned to Harlingen Army Airfield, Harlingen, Texas about as far away from Montana as I could have been in the USA. My assignment was Pilot on B-24s carrying students in gunnery training on heavy bombers.

THE "MEN BEHIND THE TRIGGERS" OF THE ARMY AIR FORCES

ARMY AIR FORCE SOLDIERS here are training to live in glass houses and still throw stuff more dangerous than stones.

At this school in the near-tropical Rio Grande Valley, where a Gulf breeze mixes orange blossom scents with powder smells, soldiers learn to sit in plexiglass bomber blisters and keep would-be attackers at arm's length while pilots and bombardiers do their jobs undisturbed.

The brand of shooting taught here is known as "flexible gunnery." That means the gunner swings his barrels around in any direction from which the enemy approaches. In the bomber the guns are purely for defense. Interceptor planes generally have their guns mounted in the fuselage or wings. Their business is to attack and the pilot points the whole plane to make that attack.

The gunner's role in aerial combat was described in a speech by General H. H. Arnold in August, 1942: "In the bombers it's the combat crew that counts. The navigator gets them to the target; it's the bombardier who drops the bombs and determines the hits or misses made. It's the gunner who sits in the turret all cramped and tense with his eyes peeled in all directions watching for the enemy diving out of the sun.

"It's the gunner sitting back in the tail who takes it on the chin when the Zeros come in.

"It's the gunner, who may double in brass as an engineer or radioman, who dishes it out — dishes it out in a manner designed to keep the other fellow at a respectful distance. They are all members of a team. For a time only the pilot wore wings. Then wings were authorized for bombardiers and navigators. Now wings — air crew wings — are authorized for the other men of that combat team. Now the gunner has something to wear on his chest to proclaim he's a first-rate fighting man. He always has been appreciated by the Army Air Forces as such; now we are giving the man himself something to wear that will identify him as a "Gunner"— a man to be honored and respected by all."

This book attempts to tell part of the story of each man's activities here; the comfortable living quarters, the soldierly routine, the recreational facilities, the opportunities for church going, good libraries for enlisted men and Officers and of course, the vital story of training to make the world's best aviators and to keep them aloft.

SOURCE: A CAMERA TRIP THROUGH "HAAF" HARLINGEN ARMY AIR FIELD— A pamphlet from the Post Exchange in 1945.



This picture was copied from “ A CAMERA TRIP THROUGH “HAAF” and shows the AT- 6 tow- planes pulling targets that are being shot at by gunners in the At-6 gunner planes. During my stay at Harlingen the targets were pulled by the AT-6 tow – planes and the gunners were flown in B-24s fired at the tow targets from the gun turret positions and from the waist gun windows.

Harlingen Army Air Field was a dream after serving overseas. I arrived about mid December and the weather was beautiful with most days in the 70° range. The mornings were often in the high 30° range with a light fog but by ten o’clock be would be in the air. While my folks were freezing I was picking very seedy oranges for my breakfast off the tree beside my barracks. I think it was about March when the grapefruit were ripe.

I was living a life of luxury. As pilots, we would report to the flight line and were assigned a trainee gunner group and their accompanying gunnery instructor for the days flight. The crew chief had our parachutes in the pilot and co-pilots seats and all we had to do was fasten them on and we were ready for flight preparation. Most of the pilots were combat veterans and were treated with more courtesy and respect than we probably deserved. It was nice anyway.

Once in the air we headed East for the coast-line, crossing Padre Island and out over the Gulf of Mexico. When clear of the mainland the AT-6 planes would pull up parallel to our gunner plane and several hundred yards out. The gunnery instructor assigned the student gunners at the various waist and turret gun position for firing live ammunition and tracer bullets at the tow targets. The after a firing session the tow plane would pull the targets in close to our plane for visual inspection of the target and count the hits. During my stay at Harlingen there was a period of time that Bell Cobra or King Cobra aircraft were retrofitted with panels that recorded hits of synthetic bullets fired directly at the target plane.

Live ammunition was used on the training missions requiring us to fly considerable distance off shore. We did not have a navigator on board and I would not pay attention to our specific location during our practice sessions. Returning home I would fly in a westerly direction until I could see the coastline. A short distance off shore is Padre Island, a narrow strip of sandy, dune covered land running from the very southernmost tip of Texas north to Corpus Christi. If Padre Island was visible off the coastline I would turn south until we located the mouth of the Rio Grande River and from there head for home. Likewise, if

Padre Island was not visible off shore I would know I was off the coast of Mexico and would fly north to its southern tip near the mouth of the Rio Grande. Returning to the Air Base was just another pleasant event on a clear Texas day. Most of our flights were of 3 to 4 hours duration and we flew 5 to 6 days per week. There were occasions the weather was foggy allowing only 1 ½ to 2 ½ hours of flight time, but in general, we had very little down time.

Life in the Army much more simple. For the first time since I was inducted I was relaxed on my days off. One of my pilot friends had an automobile and we would relax sight seeing in the country or visit Harlingen or Brownsville. Both were nice towns with USO facilities and plenty of friendly people. The Mardi Gras celebration in Brownsville was in early February and we were fortunate enough to see the parade and take in the festivities. It was a new experience for me. My only problem with the area was that everyone spoke Spanish for their first language. They were also proficient in English so we were able to communicate but after our visits the natives would usually have a discussion among themselves and we would not have the least idea of what they were saying.

The war was still raging strong in Europe and the South Pacific and rationing of fuel and goods in the United States was strictly enforced through the issuing of coupons. It was a different situation long the lower Rio Grande Valley. We would drive across the bridge over the Rio Grande River between Brownsville and Matamoros, Mexico to fill our automobile with gasoline. A Mexican had fifty gallon barrels of gasoline in a pull out area just past the South end of the bridge. A hand pump was used to fill a gallon measuring container with gasoline which he then poured into our tank. There was no limit on the amount we could purchase. On one occasion we watched a tanker truck from the United States deliver the fuel to the Barrels.

My mother had written and mentioned that her electric clothes iron had burned out and she could not get a replacement. I went shopping in Matamoros and bought a new GE electric iron and a couple of pair of silk stockings for her and a box of Cuban cigars for my Dad which I bundled up and sent home.

A month or so after I arrived at Harlingen I was asked if I would like to be discharged from the Service. The opportunity for Separation was on a point bases determined by several factors including length of service and overseas assignment and I qualified on the number of earned points. It was rumored that some discharges were being made but it was also true that a number of personnel were being reassigned to the Pacific Theater area. Being doubtful of such a kindly move on the part of the Army, I decided that the offer of discharge sounded too good to be true. I indicated that I was satisfied with my present position and would like to remain in the Army Air Corps. As usual, I guessed wrong and a number of people meeting the point requirement were discharged.

About the middle of February the Commanding Officer of my Flight Squadron called me into his office and inquired if I would be interested in attending a six week school for instrument pilot instructors. The Major had been in the Headquarters of 484th Bomb Group during the period I had been with the Group in Italy. This made a sort of common bond and I respected his guidance however, I informed him that I was not interested in becoming an instrument instructor or pursuing any further flight training. As

the conversation progressed I concluded that it would be a great opportunity with very little chance that I would wind up an instrument flight instructor.

My transfer orders attached me unassigned non-permanent party status to AAFCFCT AAF Base Unit, Lubbock, Texas reporting for duty 23 February 1945 to pursue AAF Instructor Course (IP- Instrument Pilot).

I reported to Base Headquarters and was subjected to the usual army routine of checking in and was assigned to the Class 245 (Instrument Pilot), Squadron H, 2526 AAF Base Unit. As students once again, we were assigned an instrument flight instructor with three students per flight. The first thing I had to do was to become proficient flying the North America AT-6. The planes we would be flying were specially equipped with several specialized pieces of instrument flight equipment with the operating units located in the rear of the fuselage. The extra rear weight made the landing attitude a little more critical and more subject to ground-loops on the landing roll after touch down. There were occasions when we had several ground loops a day. I preferred to make three point landings and was fortunate in never losing control on the landing roll.

Prior to arriving at Lubbock I had received considerably more flight instruction and above average instrument flight time than pilots that did not attend 1st pilot school. Up to this point we had been taught the principles of aircraft control under instrument conditions. This included the associated courses of mathematics, weather, radio etc. Our classes at Lubbock were placed much more emphasis on the basic principles of the bodies physical and mental sensation and reaction to the orientation and forces of the airplane. We learned about the basis of the body and mind attempting to sort perceptions based on experience from illusions or false perceptions or sensations. We studied the relationship of the eyes, middle ear and other forces and senses on muscle reaction and their relationship to the aircraft's flight attitude.

We studied the theory of gyroscopes, altimeters, weather, navigation, blind landing systems and about everything else related to instrument flight. Our training was heavy with ground school classes. The flight instruction was to relate the lessons learned in ground school by reproducing the theory conditions in the air. We now had a better understanding and certainly more confidence of the air maneuvers that we had practiced over the years.

The six weeks at Lubbock passed rapidly. I had a couple of opportunities to visit the town. It was a quiet college community located a few miles from the Airbase with friendly people and not much traffic.

During my spare time I also qualified and received my commercial pilots license. The course of instruction for Instrument Pilot Rating (IP) was completed on April 4, 1945 and I was reassigned to Harlingen, Texas. After a train ride South I reported for assignment on the April 7, 1945. In addition to myself there were nine other IP graduate pilots from the class of 245 assigned to Harlingen Air Base.

After reporting back to Harlingen I returned to my previous position of flying gunnery students. There was a surplus of pilots and we were getting less flying time but I was still enjoying the area and flying out over the Gulf.. Toward the end of May my Squadron Commander called me into his office and informed me that I had been selected

to join the flight staff at Lubbock as an instrument pilot instructor. He apologized because of the assurances and advice he had given me earlier and I was not anxious to return to duties that were considerably more hazardous than flying a B-24. By the time I left the office he came up with the plan to send me home on a 21 day furlough and when my transfer orders came through he would inform Lubbock that I was not available until my leave had terminated. He surmised that they would choose another instructor from their pool if I was not immediately available.

To speed my departure for my furlough and to be sure I was not on the field when the orders arrived, the Major arranged a ride to Denver on a training flight. My orders authorized three weeks of wartime-rationed food stamps and 21 gallons of gasoline.

I was enjoying my vacation at home and hoping that I would remain on the flight staff at Harlingen on my return to Texas. Just two weeks (June 16) into my furlough I received a Western Union telegram from Colonel Hughes, Commanding Officer of the Harlingen Army Air Base, requesting an immediate return wire whether I desired a commission in the Regular Army and or a commission in the Officers Reserve Corps. I was not interested in the Regular Army leaving the only choice of the Officers Reserve Corps. It began to appear that I might be on my way out of the service.

I reported back to Harlingen the last week of June. On the 27th of June I received my orders reassigning me to the AFTRC 2526 AAF Base Unit (Instructor School Instrument Pilot) Lubbock Army Air Field, Lubbock Texas reporting July 3, 1945.

My first assignment appointed me as a pilot for single engine AT-6 (1054) as a student of the Station Standardization Board. The Indoctrination Course was composed of a series of written tests, a review of all the ground and flight rules and regulations and more in-flight check rides and aircraft procedure reviews.

I have been unable to locate my flight log for Lubbock but on July 31, my records indicate I had a total:

Total Flying time to date: - 1148.40 hours
Flying time AT-6: - 135.10
Certified as a Test Pilot for AT-6D

August 1 orders through that the standardization board had certified as having met all their requirements. I was assigned as a pilot, single engine, (1054) Instrument Flying Instructor in Base Group II, Squadron 7.

The next 2 ½ months were busy, hard flying days. Most of the students were either pilots with the Air Transport Command or were about to move into the Command, However, there was a distribution of students from all types of flight backgrounds. Ground school had a separate staff for non-in-flight subjects and when the students were not in ground school they were in the air.

The day flights were preceded by chalk board talks about the days flying lessons and what we expected to get accomplished. It was here that we got into the use of the latest navigation and landing systems. A few systems had been around for some time but were only available at selected airports. After the chalk talks we took to the air for an hour

or more and then back onto the ground where we critiqued the days activities. It wasn't very exiting but did take a lot of work and patience.

The exciting and dangerous phase of the training was during the period that we had to fly to an area in the United States to find a heavy weather front for actual instrument flight in rain or snow. I can recall a couple of experiences that stressed me during the short time I was an instructor.

During one of the training flights a student and I flew to Ogden, Utah where we refueled. Out of Ogden we picked up a heavy storm front and headed for Portland. The weather was quite soupy with heavy rain and I thought that it was a wonderful weather to pick up experience. On the way, darkness settled in and there was a heavy fog at the Portland airport. You don't just fly AT-6 around looking for an alternate airport in an extensive front and besides, we were here to use our fancy ISL equipment that would take right to the end of the runway. Everything worked fine and we landed (happily) and taxied to the terminal. A couple of airline pilots greeted us with questions why we were allowed to fly in when they were grounded. I agreed that it was risky but that was our training job.

The flight that caused me the greatest concern was in a storm front we had been following across the mid-west. We were flying the storm front in the area of South Bend, Indiana when darkness set in. Everything was quite routine until I noticed that all the cockpit and instrument panel lights were growing dimmer. Another 20 minutes or so and the only instruments that we could read were those with the fluorescent needles and numbers. Our position was well plotted but without radio communication or homing devices with ground stations it was going to be difficult to find an airfield.

We took a heading for Chicago and flew until the fog and rain became brighter from lights reflection from the ground. Our estimated time of arrival put us over Chicago. We hoped that no other planes were in the air and that the tower had a report of an aircraft circling the town in an unusual pattern. While circling the area, we were very gradually letting down and staying close to where the light reflection was the brightest. In the back of my mind was a recollection that, a year or so before, a B-24 crashed into a water tower while attempting to land in Chicago. We finally broke out under the overcast and found the airport. After landing we taxied to the terminal and were thoroughly chewed out by the tower for taxing to the commercial side of the field instead of the Army Air Corps area on the opposite side. We were just happy to have made a safe landing.

I had the sad experience of having one of my instrument flight students killed in an AT-6 crash. Beyond my jurisdiction and for some reason, headquarters authorized the student to make a weekend training flight to his home town located within local flight distance of Lubbock. There was a low ground fog in the Lubbock area when he was returning to the field and there was some speculation that he might have let down into the fog and flew into the ground. Rumors abounded for a day or two but to my knowledge, the cause was never officially determined. Aircraft crashes and death were part of our flying experiences but loosing one of my students was not an easy thing to accept.

On October 11, 1945, with over 1300 hours flight time, I was released from duty 2526 AAF Base Unit at Lubbock and reported to AAF Separation Base, Sioux Falls, South Dakota on October 15 for processing and separation from the service.



Army of the United States

CERTIFICATE OF SERVICE

This is to certify that

JAMES DRUMMOND O 692 769 First Lieutenant

2526th AAF Base Unit

honorably served in active Federal Service

in the Army of the United States from

1 October 1943

to

29 October 1945

COMPARED

48443

Given at SEPARATION CENTER
Sioux Falls South Dakota

STATE OF MONTANA,)
County of Deer Lodge) ss

on the 29th *day of*

October

1945

I, hereby certify that the within instrument
was filed in my office on the 7 day
of November A.D. 1945 at 30
minutes past 3 o'clock P.M., and
is recorded on Page 81 of Book
ONE (1) of MISC. Records of
Deer Lodge County, State of Montana.

Attest my hand and seal.

FRANCES H. SMITH

County Recorder

by May H. McGinty Deputy

Fee, \$ no fee

Charles L. Summers

CHARLES L. SUMMERS
Major, Air Corps

**MILITARY RECORD AND REPORT OF SEPARATION
CERTIFICATE OF SERVICE**

1. LAST NAME - FIRST NAME - MIDDLE INITIAL Drummond James			2. ARMY SERIAL NUMBER 0 692 769*	3. AUS. GRADE 1st Lt	4. ARM OR SERVICE AC	5. COMPONENT AUS
6. ORGANIZATION 2526 AAF BU Lubbock Texas			7. DATE OF RELIEF FROM ACTIVE DUTY 29 Oct 1945	8. PLACE OF SEPARATION SFAAF Sioux Falls S Dak		
9. PERMANENT ADDRESS FOR MAILING PURPOSES RFD 1 Anaconda Montana			10. DATE OF BIRTH 9 Feb 1921	11. PLACE OF BIRTH Warm Springs Mont		
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT See 9			13. COLOR EYES Blue	14. COLOR HAIR Brown	15. HEIGHT 5' 5"	16. WEIGHT 125_{lbs.}
18. RACE WHITE <input checked="" type="checkbox"/> NEGRO <input type="checkbox"/> OTHER (specify) <input type="checkbox"/>			19. MARITAL STATUS SINGLE <input checked="" type="checkbox"/> MARRIED <input type="checkbox"/> OTHER (specify) <input type="checkbox"/>	20. U.S. CITIZEN YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	21. CIVILIAN OCCUPATION AND NO. Student Agriculture 00.999	

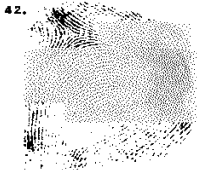
MILITARY HISTORY

SELECTIVE SERVICE DATA <input checked="" type="checkbox"/>	22. REGISTERED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	23. LOCAL S. S. BOARD NUMBER unknown	24. COUNTY AND STATE Deer Lodge Co Mont	25. HOME ADDRESS AT TIME OF ENTRY ON ACTIVE DUTY See 9
26. DATE OF ENTRY ON ACTIVE DUTY 1 Oct 1943		27. MILITARY OCCUPATIONAL SPECIALTY AND NO. Pilot 1092 Pilot 4 engine B-24		
28. BATTLES AND CAMPAIGNS Air Offensive Europe-Rome Arno-Southern France-Northern France-Air Combat Balkans				
29. DECORATIONS AND CITATIONS Air Medal WD Cir 62 11 Feb 44 3rd OLC to AM GO 3043 Hq 15th AF 2 Sep 44 Unit Citation Ltr 33Q13 Hq 484th Bomb Gp 10 Jan 45 OLC to Unit Citation GO 1544 Hq 15th AF 19 Mar 45				
30. WOUNDS RECEIVED IN ACTION None				
31. SERVICE SCHOOLS ATTENDED Instrument Pilot Instructors Weather Flying School Lubbock Tex			32. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN	
			DATE OF DEPARTURE 16 Apr 44	DESTINATION Italy
			DATE OF ARRIVAL 30 Apr 44	
33. REASON AND AUTHORITY FOR SEPARATION RELD FR AD RR 1-5 (D) Par 3 SO 139 SFAAF Sioux Falls S Dak 17 Oct 45			DATE OF DEPARTURE 11 Nov 44	DESTINATION USA
			DATE OF ARRIVAL 22 Nov 44	
34. CURRENT TOUR OF ACTIVE DUTY				
CONTINENTAL SERVICE			FOREIGN SERVICE	
YEARS 1	MONTHS 9	DAYS 22	YEARS 0	MONTHS 6
			DAYS 6	
			35. EDUCATION (years)	
			GRAMMAR SCHOOL 8	HIGH SCHOOL 4
			COLLEGE 2	

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.

36. KIND OF INSURANCE Nat. Serv. <input checked="" type="checkbox"/> U.S. Govt. <input type="checkbox"/> None <input type="checkbox"/>	37. HOW PAID Allotment <input checked="" type="checkbox"/> Direct to V.A. <input type="checkbox"/>	38. Effective Date of Allotment Discontinuance 31 Oct 1945	39. Date of Next Premium Due (one month after 38) 30 Nov 45	40. PREMIUM DUE EACH MONTH *6.60	41. INTENTION OF VETERAN TO Continue <input checked="" type="checkbox"/> Continue only <input type="checkbox"/> Discontinue <input type="checkbox"/>		
---	---	--	---	--	---	--	--

42.  RIGHT THUMB PRINT	43. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives) Lapel Button Issued
44. SIGNATURE OF OFFICER BEING SEPARATED <i>James Drummond</i>	45. PERSONNEL OFFICER (Type name, grade and organization - signature) GEORGE O HANFORD <i>George O Hanford</i> Major, Air Corps

WD AGO FORM 53-98
1 November 1944

This form supersedes all previous editions of WD AGO Forms 53 and 280 for officers entitled to a Certificate of Service, which will not be used after receipt of this revision.

COMMENDATIONS

R E S T R I C T E D

HEAD QUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS)

9 June 1944

NUMBER 938)

E X T R A C T

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, NATCUSA, 6 March 1944, the Air Medal and/or Oak Leaf Cluster for the Air Medal, in the categories as listed, is awarded the following named personnel, Air Corps, Army of the United States, residence as indicated, for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy between the dates as indicated, and/or for meritorious achievement in aerial flight while performing an act of merit as indicated:

* * *
* AIR MEDAL *
JAMES (NMI) DRUMMOND, O-692769, Second Lieutenant, Anaconda, Montana. From 10 May 1944 to 24 May 1944.

* * *

By command of Major General TWINING:

OFFICIAL:

/s/ J. M. Ivins
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

Certified a true extract copy:

ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

R E S T R I C T E D

HEAD QUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS)

8 July 1944

NUMBER 1675)

E X T R A C T

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 26, NATOUSA, 6 March 1944 the Air Medal and/or Oak Leaf Cluster for the Air Medal, in the categories as listed, is awarded the following named personnel, Air Corps, Army of the United States, residence as indicated, for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy between the dates as indicated, and/or for meritorious achievement in aerial flight while performing an act of merit as indicated:

* FIRST OAK LEAF CLUSTER (BRONZE) *

JAMES (NMI) DRUMMOND, O-692769, Second Lieutenant, Anaconda, Montana. From 26 May 1944 to 25 June 1944.

* * *

By command of Major General TWINING:

OFFICIAL:

/s/ J. M. IVINS
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

Certified a true extract copy:

ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

GENERAL ORDERS)

NUMBER 7)

Commendation of Unit.I

SECTION I -- COMMENDATION OF UNIT.

1. The outstanding performance of the 484th Bombardment Group (Pathfinder) from 1 May 1944 to 20 July 1944, is worthy of the highest praise. Second youngest bombardment group of this Air Force, this organization has consistently put up a maximum effort of aircraft and despite its handicaps of inexperienced crews and ground personnel has equalled the performance of similar organizations with lengthy combat records. Day after day this organization has airborne two fully equipped attack units whose formation flying has been so well integrated that on all but three occasions enemy fighters have been loathe to encounter its intense fire power and superior flying. This is the group which on 30 May 1944 totally destroyed the large ME 109 aircraft factory at Wels, Austria, commended by Air Force as perfect bombing. This is the group which in its third month of operations led the Air Force in excellence of bombing, a feat rarely achieved by so youthful a combat team. Climaxing its first phase of action this organization demonstrated its loyalty and devotion to duty on 19 July 1944, when it was ordered to aid in the destruction of the important Schleissheim aircraft factory at Munich, Germany. This order came at a time when the complete cooperation of all personnel was necessary to complete the missions. Flying on ten of the previous fourteen days had worn ground and flying crews close to exhaustion and strained the battered aircraft to new feats of endurance. In the two days preceeding this raid, the group had scored two of its biggest strikes on targets deep in enemy territory. Only the day before it had been commended by Air Force as one of five groups to reach their German targets. During the night of preparation for this raid more than fifty percent of their aircraft required engine changes and were slow timed throughout the night to assure that all aircraft would have been properly flight tested before the dangers ahead. The group took off leading the Wing formation but at the tail end of the Air Force column. Severe weather conditions were encountered enroute to the target. Due to the almost impenetrable cloud cover over the Alps the groups became separated, leaving the 484th Group alone. As they neared the bombing approach they saw the entire Air Force formation and its escort already on the route home. Because they had been briefed to expect upwards of two hundred enemy aircraft and extremely heavy anti-aircraft fire in the target area they knew that all guns at the target and all enemy fighters could single them out for concentrated attack. They knew that under these conditions it was virtual suicide for any lone group to attempt to bomb Munich, a target which is unusually dangerous for our greatest strength. But the importance of the target and their complete confidence in their leaders made them determined to complete the mission. On the bombing run the lead ship was twice rocked by flak and the lead bombardier wounded both times. The formation never wavered, but with a perfect pattern loosed its bombs in a compact force resulting in the final destruction of this high priority objective. In the rally off the target all three lead aircraft were dangerously hit by flak, the lead aircraft losing all aileron controls. Yet such was the confidence of this group in their superior leadership that aircraft stayed with these leaders through the danger of fighter hordes and the complete cloud cover in the area. After a highly successful

R E S T R I C T E D

G.O. 7, Hq, 49th Bomb Wing (H), APO 520, 1 August 44, Cont'd.

bombing mission and in spite of all obstacles all aircraft returned safely to base. This important mission completed at great risk to all personnel involved is a fitting example of the fine contribution this group has rendered the cause of the United Nations. With inspiring leadership, outstanding maintenance and courageous flying it has continually carried the war into enemy territory, dropping 2651 tons of bombs on vital enemy targets in the period 1 May 1944 to 20 July 1944. The heroic and superior combat efficiency of the 484th Bombardment Group is worthy of the praise of higher headquarters and a grateful nation.

By order of Colonel LEE:

ROBERT E. WHITE,
Lieutenant Colonel, AirCorps
Executive.

OFFICIAL:

/s/ John E. Mitchell
/t/ JOHN E. MITCHELL,
Major, Air Corps,
Adjutant.

R E S T R I C T E D

- 2 -

R E S T R I C T E D

HEAD QUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS)

7 August 1944

NUMBER 2378)

E X T R A C T

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 89, MATOUSA, 10 July 1944 the Air Medal and/or Oak Leaf Cluster for the Air Medal, in the categories as listed, is awarded the following named personnel, Air Corps, Army of the United States, residence as indicated, for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy between the dates as indicated, and/or for meritorious achievement in aerial flight while performing an act of merit as indicated:

*

*

*

SECOND OAK LEAF CLUSTER (BRONZE)

JAMES DRUMMOND, O-692769, Second Lieutenant, Anaconda, Montana.
From 8 July 1944 to 28 July 1944.

*

*

*

By command of Major General TWINING:

OFFICIAL:

/s/ J. M. Ivins
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

Certified a true extract copy:

ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

R E S T R I C T E D

HEAD QUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS)

2 September 1944

NUMBER 3043)

E X T R A C T

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Circular No. 89, NATCUSA, 10 July 1944 the Air Medal and/or Oak Leaf Cluster for the Air Medal, in the categories as listed, is awarded the following named personnel, Air Corps, Army of the United States, residence as indicated, for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy between the dates as indicated, and/or for meritorious achievement in aerial flight while performing an act of merit as indicated:

*

*

THIRD OAK LEAF CLUSTER (BRONZE)

JAMES DRUMMOND, O-692769, First Lieutenant, Anaconda, Montana.
From 30 July 1944 to 20 August 1944.

*

*

*

By command of Major General TWINING:

OFFICIAL:

/s/ J. M. Ivins
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

Certified a true extract copy:

ELLER C. MARTINSON,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

HEADQUARTERS
49TH BOMBARDMENT WING (H)
A.P.O. 520
U. S. ARMY

GENERAL ORDERS)

10 September 44

Number 9 0

Commendation of Unit

SECTION I *- COMMENDATION OF UNIT

1. The outstanding service rendered the Allied war effort by the 484TH Bombardment Group (Pathfinder), in its brilliant victory on 22 August 1944 is worthy of the highest commendation. Ordered to participate in the combined effort to destroy the largest oil storage in Southern Europe at Vienna, Austria, this assignment climaxed a series of intensive raids against strategic and tactical targets. In the West this Group had given invaluable support to the landings in Southern France. In the East, it had been a dominant factor in counter air force operations, aiding in the destruction of fifty-six (56) enemy aircraft and two (2) enemy airdromes. Personnel were worn almost to exhaustion from a relentless succession of twenty-four hour work days. Never-the-less, in preparation for this assignment, described by higher headquarters as the most important contribution air power could make to the war effort, at the time, Group and Squadron staff and ground personnel worked feverishly and enthusiastically through the long night to assure a maximum effort for this vital mission. As a result of their untiring efforts, thirty-nine (39) bombers took off at the tail end of the Wing formation and in the most vulnerable position forenemy assault. Deep in the heart of enemy territory the Group was attacked by more than fifty (50) enemy fighters. The diversionary attack of the Eighth Air Force planned to dissipate the enemy's strength had had been cancelled due to adverse weather. Now the enemy committed all available from both the Vienna and Munich controls to the assault on this formation. This fierce interception was dispersed along the entire route of approach. reserves were continually thrown into the attack and the enemy never had less than fifty (50) ME 109's and FW 190's engaged in the violent battle. Through the entire corridor to the target this Group fought a running battle with the enemy, miraculously keeping the bulk of the force at bay. From this exceptionally

compact formation, this Group threw up an almost impenetrable screen of defensive fire but in spite of the ferocious aggressiveness of the attackers, they knocked thirteen (13) enemy fighters from the sky for the loss of only one (1) bomber. This unique achievement in the history of aerial warfare is consistent with the amazing past record of this group. The target is defended by the heaviest concentration of accurate anti-aircraft fire South of Berlin and two more bombers were destroyed in the target area, by the heavy crisscross fire. In the face intense barrages of enemy gunfire, and continually harried by hordes of fighters, the Group leader kept his depleted forces intact and led the formation on a highly successful bombing run, in which the entire explosive force of their bombs was centered on the assigned objective. By their intrepid valor and superior combat skill in the successful completion of this mission against the enemy's fuel supply, the 484th bombardment Group (pathfinder) has immobilized a large part of the enemy's air force and motorized divisions and has dealt a direct blow at the enemy's ability to continue. Their outstanding of duty and extraordinary heroism in the face of the heaviest resistance is worthy of emulation and deserves the highest praise.

By Order of Colonel LEE:

OFFICIAL:

ROBERT E. WHITE,
Lieutenant Col., A.C.
Executive.

JOHN E. MITCHELL,
Major, Air Corps,
Adjutant.

A Certified True And Exact copy;

JAMES DRUMMOND
1st. Lieutenant, Air Corps.

826TH BOMBARDMENT SQUADRON (HEAVY) AAF
484TH BOMBARDMENT GROUP (HEAVY)
APO 520, c/o PH, NY, NY.

ECM/lfc

27 November 1944

ORDER NUMBER)

- 58 -

E X T R A C T

1. The following named Officers and Enlisted Men are hereby authorized to wear the Bronze Battle Star for the Southern France Campaign. AUTH: Ltr, NATOUSA, 200.6/040 P-0, 18 October 1944.

*

*

*

1ST LT (1092) JAMES DRUMMOND, O-692769

*

*

*

By order of Major PAINÉ:

OFFICIAL:

ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

HEADQUARTERS
484TH BOMB GP (H)
APO 520

G-RLC/pc

330.15

10 January 1945.

SUBJECT: Unit Citation.

TO : All Concerned.

1. The 484th Bombardment Group (P) was cited in General Orders 4116, Headquarters Fifteenth Air Force, APO 520, U. S. Army, dated 23 October 1944, for outstanding performance of duty in armed conflict with the enemy on 22 August 1944. This citation was approved by classified letter 330.15 AAP/WG/mr, Subject: "Unit Citation", Headquarters United States Army Air Forces, Mediterranean Theater of Operations, APO 650, U. S. Army, dated 2 November 1944; whereupon pursuant to authority contained in War Department Circular 333, 1943, the inclusion of Unit Citation in War Department General Orders becomes automatic. The plain blue streamer was presented to the 484th Bombardment Group (P) on 6 November 1944 by Major General NATHAN F. TWINING, Commanding General Fifteenth Air Force.

2. 1st Lt. James Drummond, 0692769, was assigned to this Group on 22 August 1944 and is, pursuant to authority contained in Par 4a (1) War Department Circular 333, 1943, authorized to wear the Distinguished Unit Badge.

By order of Lieutenant Colonel BUSCH:

ROBERT L. COLE,
Major, Air Corps,
Adjutant.

OFFICIAL:



ROBERT L. COLE,
Major, Air Corps,
Adjutant.

826TH BOMBARDMENT SQUADRON (HEAVY) AAF
484TH BOMBARDMENT GROUP (HEAVY)
1250TH AAFBU, NAPO - ATC
APO 396, c/o PM, NY, NY

A-ECM/lfc

200.6

27 Jun 45

(Date)

SUBJECT: Battle Participation Awards.

TO : Commanding Officer, HAAF, Harlingen, Texas.

1. In order that the records of 1st Lt. James Drummond
(Name and rank)
C-692769, formerly a member of this command and assigned to
(ASN)
your command per Par SO Hq
dtd may be accurately brought up to date the following
information is given as follows:

a. The 826th Bombardment Squadron, 484th Bombardment Group, has been authorized the following bronze battle participation stars for participation in major campaigns during the periods and per authority listed below:

Rome-Arno Campaign - From 16 Jan 44 to 9 Sep 44 (NATOUSA Ltr
AG 200.6/040 P-0, dtd 10 Nov 44

Southern France Campaign - From 15 Aug 44 to 14 Sep 44
(NATOUSA Ltr AG 200.6/040 P-0, dtd 18 Oct 44

Northern France Campaign - From 25 Jul 44 to 14 Sep 44
(ETOUSA Ltr AG 200.6/ OPGA, dtd 21 Apr 45

Air Combat-Balkans - From 1 Nov 43 to 31 Dec 44 (MTOUSA
Ltr AG 200.6/040 P-0, dtd 19 Apr 45

Germany Campaign - From 15 Sep 44 to 8 May 45 (ETOUSA Ltr
AG 200.6/ OPGA, dtd 14 Apr 45

Po Valley Campaign - From 5 Apr 45 to 8 May 45 (MTOUSA Ltr
AG 200.6/040 P-0 26 May 45

North Appenines Campaign - From 10 Sep 44 to 4 Apr 45
(MTOUSA Ltr AG 200.6/040 P-0 26 May 45.

2. It is requested that Enlisted Men's WD AGO Form 24 and Officers WD AGO Form 66-2 and soldiers adjusted service rating forms be checked and corrections made to insure accurate and up to date record of the above mentioned awards.

Elmer C. Martinson
ELMER C. MARTINSON,
Captain, Air Corps,
Adjutant.

57082

AIR FORCE RESERVE

ARMY SERVICE FORCES
SEVENTH SERVICE COMMAND
OMAHA, NEBRASKA

In Reply
Refer to:

Separation Center
SFAAF, Sioux Falls, S.D.
18 October 1945

SUBJECT: Appointment under Section 37,
National Defense Act, as amended.

A. 1st Lt., Air Corps

TO : James Drummond
RFD# 1 Anaconda, Montana.

B. O-692769


1. The secretary of War has directed me to inform you that by direction of the President, you are tendered appointment in the Officers' Reserve Corps, Army of the United States, effective this date, in the Grade and Section shown after A above. Your serial number is shown after B above.

2. The execution and return of the required oath of office constitute an acceptance of your appointment. No other evidence of acceptance is required. Upon receipt in the War Department of the Oath of Office, properly executed, a commission evidencing your appointment will be sent to you.

3. You will not perform the duties of an Officer under this appointment until specifically so directed by competent orders.

4. Whenever your permanent address is changed, it is important that you notify all concerned, using the inclosed Personal Report form.

FOR THE COMMANDING GENERAL


SMALLWOOD B. HARGIS,
Captain., Air Corps,
Recruiting Officer.

2 Incls

1. Form for Oath of Office
2. Personal Report Form.

SFAAF#98-7
Date 13 Oct 45

ARMY SERVICE FORCES
Ninth Service Command
Headquarters Fourth Military Area
Fort Douglas, Utah

201 - Drummond, James

22 April 1946

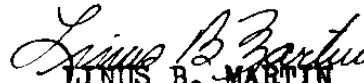
SUBJECT: Assignment

TO: James Drummond, 1st Lt., Air-Res.
R.F.D. #1,
Anaconda, Montana

1. You are advised that you have been assigned to Montana Military District Hq., (*) for training purposes. Correspondence pertaining to Credits for active or inactive training should be forwarded to that address.

2. No provision has been made by the War Department for active or inactive duty training of Reserve Components during the fiscal year 1946. You will be advised when a training program is initiated.

BY COMMAND OF GENERAL STILWELL:


LINUS B. MARTIN
Capt., CAC
Adjutant

(*)
Montana Military District Hq.,
Montana State Arsenal Bldg.,
1100 No. Main St., Box 1157,
Helena, Montana

SIXTH ARMY
MONTANA MILITARY DISTRICT
303 Horsky Bldg.
Helena, Montana

/ehc

INFORMATION BULLETIN FROM THE
OFFICE OF THE EXECUTIVE FOR RESERVE AND ROTC AFFAIRS 19 Jun 1946

Subject :Commission of Flight officers and AAF Reserve Training Program.

1. To provide for the commissioning of Flight Officers as 2nd Lts. Air Reserve, the War Department has inaugurated a new plan (AAF Letter 35 - 77 dated 29 May 1946). Under this program, Flight Officers who have a minimum efficiency index of 40; have served honorably in actual service of the AAF; are found physically qualified for general, limited or general service with a waiver and who have not been separated for unsatisfactory service, are eligible. Eligible Flight Officers, upon completion of terminal leave, may be commissioned upon application direct to The Adjutant General, Washington, 25, D. C. Flight Officers separated prior to 29 May 1946, will be considered as eligible provided application is made to The Adjutant General prior to 1 July 1947, or prior to the termination of the war, whichever occurs first.

2. General Carl A. Spaatz, Commanding General of the AAF, in a news release dated 22 May 1946, announced that the AAF Reserve training program is scheduled to start in July. Forty training bases selected to provide the best geographical coverage have been selected. Progressive activation of 90 additional bases, providing at least one for each State will be carried on during the fiscal year 1947. This is dependent upon budgetary appropriations. This training program is planned to provide ground and flight training for 50,000 Reserve officers and 120,000 enlisted men. Designed to maintain individual proficiency of AAF personnel, this program calls for regular inactive-duty training throughout the year. In addition each Reservist will be given an opportunity of 15 days' active-duty training, probably during the months of May and October. Under this program 22,500 pilots, 27,500 other air crew and non-rated officers and 120,000 enlisted men will receive training. The program calls for eligible pilots to receive approximately 80 hours of flying each year. Aircraft will include North American P - 51, Mustang, AT - 6 Texan and Beech AT - 11.

3. As each base is activated, local publicity will be released and Air Reserve personnel in the area served by the base will be invited to register for training.

BULLETIN NO. 1
(Reproduced MMD, 19 Jun 46
Dist: AG-Res Us)

13 June 1946

SIXTH ARMY
MONTANA MILITARY DISTRICT
303 Hershey Bldg.
Helena, Montana

/ehr

26 June 1946

Subject : Army Air Forces Reserve Officers.

To : All AAF Reserve Officers
Montana Military District

1. Effective 20 June 1946 the Commanding General, Fourth Air Force, Hamilton Field, California assumed control over all Air Force Reserve Personnel within the Sixth Army Area, which includes the State of Montana.
2. All future correspondence reference your reserve status should be sent to the Fourth Air Force, Hamilton Field, California.
3. You are encouraged to attend all ROA meetings and other schools or meetings of Reserve Officers of other Branches in the Montana Military District.
4. The attention of all officers is directed to Army Regulation 140-5, which requires that all changes of address be reported on WD AGO Form No. 172. When officers are away from their permanent address for periods of more than thirty (30) days, WD AGO Form N. 172 should be submitted showing the temporary address.



A. L. TUCKER
Major, AGD
Actg. Commanding Officer

See also reverse side
(OVER)

HEADQUARTERS FOURTH AIR FORCE
Hamilton Field, California

16 MAY 1947

326.

SUBJECT: Attachment of Personnel to Air Reserve Training Detachment

TO:

JAMES DRUMMOND
1ST LT AIR RES O 692769
RFD 1
ANACONDA, MONTANA

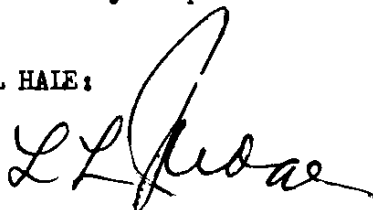
1. You are, effective this date, assigned to the Active Air Reserve and further attached for administration and training to the Ogden Air Reserve Training Detachment, Hill Field, Ogden, Utah.

2. Receipt of this letter will be acknowledged by completing, detaching, and forwarding to the Commanding General, Fourth Air Force, the receipt form at the bottom of this page. Self-addressed penalty envelope, which requires no postage, is inclosed for your convenience.

3. Records indicate that your present address is as shown above. WD AGO Form 603 is inclosed for your convenience in reporting immediately any change of address or status (promotion, recall to active duty, etc.). This form, when used to report such changes, should be addressed to the Commanding Officer, Ogden Air Reserve Training Detachment, Hill Field, Ogden, Utah. All future inquiries and correspondence relative to your Reserve status, Reserve training, activities and related subjects, should be addressed to the Commanding Officer, Ogden Air Reserve Training Detachment, Hill Field, Ogden, Utah.

4. This letter should be retained in your personal file for future reference.

BY COMMAND OF MAJOR GENERAL HALE:



L. L. JUDGE
Colonel, AGD
Adjutant General

2 Incls
1-WD AGO Form 603
2-Penalty Envelope

HEADQUARTERS
2344TH AF RESERVE TRAINING CENTER
HILL AIR FORCE BASE
Hill Field, Utah

LO #6

15 January 1949

SUBJECT: Assignment to Composite Squadron

TO: Personnel Concerned

Fol USAFR officers and airmen are asgd to the Volunteer Air Res and further asgd to the 439th Comp Sq (Res), Bozeman, Montana. No tvl involved. Auth: ADC Reg 45-5, dtd 4 Dec 47.

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>MOS</u>
LTC	WILLIAM A. ALLEN	A0343329	2260
CAPT	HAROLD R. HOGG	AC563329	2110
1 LT	SAMUEL G. COTTER	A0544454	1051
1 LT	FLDON H. DAHL	AC729818	1091
1 LT	EDWARD J. D'ARCY	AC768018	1091
1 LT	JAMES DRUMMOND	AC692769	1092
1 LT	GILBERT G. EASTON	AC761716	1093
1 LT	WALLACE W. MC MANNIS	AC777961	1056
1 LT	ROBERT E. MONROE	AC1576400	1092
1 LT	CHARLES P. MOORE	AC775098	1091
1 LT	JOHN A. MOORE	A0926598	1091
1 LT	JOHN R. PENWELL	A0767867	1024
1 LT	MARTIN F. WHALEN JR.	A0693721	1051
2 LT	JAMES W. ASHURST	AC769402	Pilot
2 LT	WILLARD R. BARKER	A0826843	1092
2 LT	FRANCIS E. BURKE	A02087924	1054
2 LT	JOHN R. EWING	A01996106	Pilot
2 LT	JAMES B. KIEFER	A0941028	1051
2 LT	MANLEY A. MASON	A02067866	1081
2 LT	WELDON R. SEATON	A02099556	1051
T Sgt	Ernest J. Faure	AF19171536	114

BY ORDER OF MAJOR STONE:

Alfred C. Saxon

ALFRED C. SAXON
WOJG, USAF
Asst Adjutant

DISTRIBUTION:

5 - CG ConAC
5 - CG 4AF
5 - CO 439th Comp Sq
5 - Unit Inst 439th Comp Sq
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1 - Ea Off & EM 201 file
1 - Central file
1 - R R file

YOB - Year of Birth
OFS - On Flying Status
NR - Non Rated
NOFS - Not on Flying Status

DOCA - Date of Current Appointment
DOCE - Date of Current Enlistment
DOPG - Date of Present Grade
P/R - Permanent Residence

HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

AIR FORCE RESERVE ORDERS
NO 29

EXTRACT

6 February 1951

2. The C in clas of the folg named Offs w/res asgmt VRS Hq & Hq Sq 4AF (ConAC) HAFB Hamilton is announced eff dt 11 Jan 51 VOCC. (Auth AFR 45-45 6 Dec 49 AFR 35-571 21 Jul 50.)

DORAN, Ray L AO342526 MAJ USAFR (W) P/R 1905 Imperial St Salt Lake City 5 Utah Convert MOS Acft Warning Off Airborne Equipment (0130) to MOS Elect Off Air (0141) Delt MOS Radar Maint Repair Off (0145)

DORAN, William E AO766986 CPT USAFR (W) P/R 830 W Hillcrest Blvd Inglewood Calif Convert PMOS Plt B-17 (1091) to PMOS Plt 4-Eng (1024)

DORROUGH, Henry W AO777621 CPT USAFR (W) P/R 1794 Oak St Napa Calif Delt PMOS Plt Very Hv Emr (1093) Dsg MOS Plt 4-Eng (1024) as PMOS

DOYLE, Edward L AO809333 1LT USAFR (W) P/R 4140 Lakeshore Oakland 10 Calif Recmd Add MOS Legal Off (8101)

DRAPER, Ray L AO706040 CPT USAFR (W) P/R 8100 S 150 W Midvale Utah Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024)

DRAKE, Corwin D AO729326 CPT USAFR (W) P/R 9323 Mahoney St Oakland 3 Calif Delt PMOS Plt B-25 (1081) Dsg Plt 2-Eng (1051) as PMOS

DRAKE, William E AO761056 1LT USAFR (W) P/R 400 S Pannes Ave Compton Calif Delt PMOS Plt Very Hv Emr (1093) Dsg MOS Plt 4-Eng (1024) as PMOS Delt MOS Plt B-17 (1091)

DRAKE, Vernon L AO2064753 1LT USAFR (W) P/R 2146 Grand Ave Billings Mont Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024)

DRECKMAN, Harold G AO727426 MAJ USAFR (W) P/R 5354 The Toledo Long Beach 3 Calif Convert PMOS Ftr Plt 2-Eng (1056) to PMOS Plt 2-Eng (1051) Delt MOS Ftr Plt SE (1055)

DRENKOW, Marvin E AO838528 2LT USAFR (W) P/R 2312 Mortimer Ave Huntington Park Calif Delt PMOS Ftr Plt SE (1055) Dsg MOS Plt SE (1054) as PMOS

DRUMMOND, David H AO768486 1LT USAFR (W) P/R 425 W Olive St Bozeman Mont Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024) Recmd Add MOS Air Instl Off (7025)

DRUMMOND, James AO692769 1LT USAFR (W) P/R 425 W Olive Bozeman Mont Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024)

D'SPAIN, Robert E AO710069 1LT USAFR (W) P/R 620 Hobart St Menlo Park Calif Convert PMOS Ftr Plt 2-Eng (1056) to PMOS Plt 2-Eng (1051)

DU BOSCH, Victor AO925414 MAJ USAFR (W) P/R Box 134 Monument Ore Convert MOS Opr Off AF Non Flying (2158) to MOS Adm Off (2120)

DUCOMMUN, Alan N AO863935 1LT USAFR (W) P/R 960 Avondale Rd San Marino Calif Convert MOS Bombsight Maint Off (4825) to MOS Armt Systems Off (4593) Recmd Add MOS Adm Off (2120)

DUER, Walter A AO691484 1LT USAFR (W) P/R 3643 Mala Fia Dr Glendale 8 Calif Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024)

DUFF, Allen L AO768030 CPT USAFR (W) P/R 2641 Wright St Sacramento 15 Calif Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024) Convert Add MOS Emr Plt 2-Eng (1022) to add MOS Plt 2-Eng (1051)

- 3 - (Over)

(PAR 2 AFRO 29 HQ FOURTH AF DTD 6 FEB 51 CONTD)

DUFF, Douglas V AO741031 CPT USAFR (W) P/R 1210 University Walla Walla Wash
Delt PMOS Plt Very Hv Bmr (1093) & Dsg MOS Plt 4-Eng (1024) as
PMOS Delt MOS Plt B-17 (1091)

DUFF, James G Jr AO772317 1LT USAFR (W) P/R 2255 S Sepulveda Blvd Los Angeles
64 Calif Convert PMOS Plt B-24 (1092) to PMOS Plt 4-Eng (1024)

DUFFY, John E Jr AO724026 CPT USAFR (W) P/R 454 Nabor St San Lorenzo Calif
Recmd Add MOS Adm Off (2120)

DUFRENE, Harold A AO529468 CPT USAFR (W) P/R 816 E Doran Glendale Calif Delt
MOS Sv Plt SE (0916)

DUFUR, Raymond L AO696444 CPT USAFR (W) P/R 2126 N Watts St Portland Oregon
Delt MOS Plt B-24 (1092)

DUFRESNE, Armand F AO478742 CPT USAFR (W) P/R 54 W Lemon Ave Arcadia Calif
Convert PMOS Radar Maint & Repair Off (0145) to PMOS Elect Off Air
(0141) Delt MOS Acft Warning Off Airborne Equip (0130) Convert MOS
Signal Off (0210) to MOS Comm & Elect Off (0200) Convert MOS Signal
Equip Maint & Repair Off (4415) to MOS Comm Off (0205) Delt MOS S
Security Off Crypto (9610)

DUENSING, John AO693765 CPT USAFR (W) P/R 6007 4th Ave Sacramento 16 Calif
Convert PMOS Plt B-26 (1082) to PMOS Plt 2-Eng (1051)

DUGAN, George V AO2092547 2LT USAFR (W) P/R 1315 E 5th St Newberg Ore Delt MOS
Plt B-17 (1091)

DUGGAN, Lloyd B AO416287 MAJ USAFR (W) P/R 144 S Emmet Butte Mont Convert PMOS
Ftr Plt SE (1055) to PMOS Plt SE (1054)

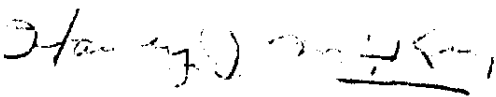
DUCKEN, John D AO928238 2LT USAFR (W) P/R Box 153 Carnation Wash Delt PMOS Plt
Very Hv Bmr (1093) Dsg MOS Plt 4-Eng (1024) as PMOS Delt MOS Plt B-
17 (1091)

DUMONT, Roger J AO448803 CPT USAFR (W) P/R 3915 Hacienda St San Mateo Calif
Convert PMOS Utilities Maint Off (7120) to Instl Off (7025)
* * *

BY COMMAND OF MAJOR GENERAL HALL:

OFFICIAL:

C. E. DUNCAN
Colonel, USAF
Vice Commander


HARVEY J. MCKAY
Major, USAF
Actg Asst Air Adj Gen

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HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

AIR FORCE RESERVE ORDERS
NUMBER 61

E X T R A C T

26 March 1953

* * *

62. DP, apmt is announced of the folg named Offs, as Res Offs, in the United States Air Force w/res asgmt Hq 4AF MATS (ConAC) Hamilton AFB, Hamilton Calif, for an indef period, eff fr the date shown and in the grade indicated. Auth: Ltr Hq ConAC, 210.1, 3 Oct 52, Subj: Air Force Reserve Officer Reappointment.

1ST LT JAMES H CROOKS AO737370 P/R c/o United Airlines Seattle-Tacoma Airport
Seattle Wash eff 17 March 53, cfmg VOCC 17 March 53

LT COL JOHN C COX JR. AO334507 P/R Route #1 Box 28 Coupeville, Wash, eff 13
March 53, cfmg VOCC 13 March 53

2D LT STANLEY F COMMONS AO2073348 P/R 335 Jefferson Twin Falls, Idaho eff 17
March 53, cfmg VOCC 17 March 53

1ST LT LESTER G COTTAM AO763506 P/R 242 S First St. St George, Utah eff 19
March 53, cfmg VOCC 19 March 53.

1ST LT JAMES DEUMMOND AO692769 P/R 425 W. Olive Bozeman, Mont eff 16 March 53,
cfmg VOCC 16 March 53

2D LT WILLIAM E DOYLE AO2067049 P/R 617 Colorado River Ave. Reno, Nevada eff
11 March 53, cfmg VOCC 11 March 53

1ST LT WAYNE DONKER AO756516 P/R 202 W. Garibaldi St. Hillsboro, Oregon eff
5 Feb 53, cfmg VOCC 5 Feb 53

1ST LT JOHN D DESCHER JR. AO1595303 P/R 2425 Queets Ave, Hoquiam, Wash eff 16
March 53, cfmg VOCC 16 March 53

1ST LT LOREN A DEMERS AO783513 P/R General Delivery West Linn, Oregon eff
30 Jan 53, cfmg VOCC 30 Jan 53

CAPT DARROL E DAVIS AO567837 P/R 617 1/2 Pine St, Medford, Oreg eff 13 Mar 53,
cfmg VOCC 13 March 53

CAPT FRANK D DAVIDO AO740077 P/R Box 65 Zillah Wash eff 10 March 53, cfmg
VOCC 10 March 53

2D LT JOSEPH B EASTMAN AO839954 P/R 8640 18th Ave. S.W. Seattle 2, Wash eff 6
March 53, cfmg VOCC 6 March 53

1ST LT NORMAN L ELLIS AO837669 P/R Route #1 Box 469 Reno Nevada eff 16 March
53, cfmg VOCC 16 March 53

CAPT DAN EHRHART AO518660 P/R P.O. Box 756 Central Point Oregon eff 13 March
53, cfmg VOCC 13 March 53

CAPT THORNE W EDWARDS AO571560 P/R P.O. Box 1141 Memphis Tenn eff 17 March 53,
cfmg VOCC 17 March 53

2D LT GEORGE W FITZ AO2095831 P/R 7333 S.E. Mill Portland 16 Orog eff 28 Feb 53,
cfmg VOCC 28 Feb 53

1ST LT WALTER A FERNAU JR AO375537 P/R 1427 Madison Ave, Spokane, Wash eff 13 Mar
53, cfmg VOCC 13 March 53

-1 - (Over)

(PAR 62 AFRO 61 HQ 4 AF DTD 26 MAR 53 CONTD)

2D LT JAMES F FERGUSON A01633295 P/R 37 Hillside Road Fairborn Ohio eff 10
March 53, cfmg VOOG 10 March 53
2D LT JOHNNIE M FELLETT A0843205 P/R 1814 E Mitchell Drive Phoenix, Ariz off
9 March 53, cfmg VOOG 9 March 53
1ST LT JAMES E FAULEY A0767174 F/R 9491 North Bristol Portland Oregon eff 17
March 53, cfmg VOOG 17 March 53
1ST LT DOUGLAS E FARMER A0757169 P/R Route 4, Box 303 Albany Ore eff 13 March
53, cfmg VOOG 13 March 53
1ST LT E.J. LAMAR FAIRBANKS A0809563 P/R Box 182 St 1 Provo Utah eff 5 March 53
cfmg VOOG 5 March 53
1ST LT CLAUDE B COLSON A02076078 P/R 520 W Fourth N Salt Lake City Utah eff 7
March 53, cfmg VOOG 7 March 53
1ST LT JACK C GABLE A0773956 P/R Arlington Arizona eff 16 March 53, cfmg VOOG
16 March 53
1ST LT VICTOR J GUTHRIE A0541509 P/R 4525 N.E. 34th Ave. Portland 11 Oreg eff
14 March 53, cfmg VOOG 14 March 53
1ST LT JOSEPH D GRIMES A02090453 P/R 3809 S.E. Stephens St. Portland 15 Oreg
eff 10 March 53, cfmg VOOG 10 March 53
1ST LT WILLIAM E GRAY III A0465321 P/R 10 Avenue B Billings, Montana eff 25 Feb
53, cfmg VOOG 25 Feb 53
CAPT HENRY W HARTY A0738836 F/R 544 E Main St Hillsboro Oreg eff 16 March 53
cfmg VOOG 16 March 53
1ST LT ROBERT C HARDY A0776296 F/R 516 West St Reno Nevada eff 13 March 53, cfmg
VOOG 13 March 53
2D LT WILLIAM G HANDY A02230366 F/R 748 25th St Ogden Utah eff 14 Nov 52, cfmg
VOOG 14 Nov 52
CAPT ROBERT E HENDERSON A0732549 F/R Hartline Wash eff 14 March 53, cfmg VOOG
14 March 53
CAPT HARVEY E HELMBERGER A0680634 F/R Routw #2 Box 820 Ridgofield, Wash off
14 March 53, cfmg VOOG 14 March 53
CAPT ROBERT T IVEN A0572133 F/R 408 Park Madford Oregon eff 2 March 53 cfmg
VOOG 2 March 53
CAPT HERBERT S KAHN A0859946 F/R c/1 Mrs D.R. Kahn 723 W Exchange St Akron
Ohio eff 11 March 53, cfmg VOOG 11 March 53

BY COMMAND OF MAJOR GENERAL KESSLER:

OFFICIAL:

J. S. Moffel
J. S. MOFFEL
2d Lt, USAF
Actg Asst Adj Gen

C. E. DUNCAN
Brigadier General, USAF
Vice Commander

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HEADQUARTERS
FOURTH AIR FORCE (CONAC)
Hamilton Air Force Base
Hamilton, California

AIR FORCE RESERVE ORDERS)
NUMBER 253)

E X T R A C T

26 December 1953

1. The fol named off is rel fr asgmt Hq Fourth AF (NARS) ConAC, this sta, and asg Hq ConAC (IRS), 3800 York St, Denver 5, Colo. EDCSA 1 Jan 54. Auth: AFR 45-5, 30 Dec 52; Ltr Hq ConAC, RP-R, 21 Oct 53, Subj: Centralization of Master and NARS, IRS and ISLRS Personnel.

* * *


James Drummond 9/53
1st/Lt. AF Res AC-O 692 769
425 W. Olive
Bozeman Montana Gallatin

* * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

C. E. DUNCAN
Brigadier General, USAF
Chief of Staff


HERBERT G. MAY
2d Lt USAF
Actg Asst Adj

DISTRIBUTION:

- 1 - Off concerned
- 1 - Master Personnel Record
- 1 - Field Personnel Record

Effective 1 January 1954, all members of Nonaffiliated Reserve Section (NARS), Inactive Reserve Section (IRS), and Inactive Status List Reserve Section (ISLRS), this headquarters (Hq Fourth Air Force), will be assigned to the same Reserve section of Headquarters Continental Air Command. An exception to this assignment procedure will be that those Reservists assigned to NARS, this headquarters, on 1 January 1953, who have not earned any retention points or have not received a waiver, will be assigned to IRS, Headquarters Continental Air Command.

If you desire an assignment to an active reserve unit, your application should be submitted to this headquarters through the unit to which you desire assignment. If you are assigned to IRS and desire to participate in the NARS Training Program, you should submit your application for reassignment direct to this headquarters. A Reservist who is transferred to the IRS the second time for failure to meet minimum training requirements may not again be reassigned to an active training program element and will be subject to discharge.

(See Reverse Side)

HEADQUARTERS CONTINENTAL AIR COMMAND
 AIR RESERVE RECORDS CENTER
 3800 YORK STREET
 DENVER 5, COLORADO

SUBJECT: Air Force Reserve Letter Orders 3193

29 July 1955

TO: Personnel Concerned

1. The FNO are rel from asg Hq ConAC (ISLRS) Air Res Rec Cen Denver 5, Colo and DP are hondisch from com status as Res of the AF and from all temp appt held, if any, eff this date, for failure to respond to official corr. AUTH: Ltr Hq USAF AFFMP-R-3, Subj: Retention of Participating AFRes Off, 3 Jan 55.

Gr, Name, AFSN

1ST LT ANDREW C BRISCOE JR A02075592
 1ST LT DANIEL CRAVITT A0828096
 1ST LT CHARLES E CRAWFORD A0750346
 1ST LT WILLIAM R CRAWFORD A0745631
 1ST LT EMMETT L CRECINK A0812761
 1ST LT WALTER A CREDLE A01593519
 1ST LT BILLY R CREEL A0672037
 1ST LT WALTER F CREIGH A0759678
 1ST LT CHARLES R CRENSHAW A0517566
 1ST LT LEO D CROOKS A02058632
 1ST LT MICHAEL J CROOKS A02072061
 1ST LT LESLIE A CROUCHER A0669209
 1ST LT EVERLY G CROUSER A0743939
 1ST LT MARTIN J CULLEN A0694344
 1ST LT LOUIS M CULP A0881116
 1ST LT IVAN S CUMMINGS A0910971
 1ST LT MARTIN L CUMMINGS A01057716
 1ST LT JAMES E CUMMINS A0762983
 1ST LT THOMAS F CUNNINGHAM A0856975
 1ST LT HARRY C CURUSIS A0886466
 1ST LT JAMES R CYPHERS A0680416
 1ST LT RICHARD J DAGER A0834965
 1ST LT GEORGE M DALEY A02065519
 1ST LT DOUGLAS T DALTON A0664293
 1ST LT ROBERT M DALTON A0816063
 1ST LT RAYMON A DAMBACHER A02100791
 1ST LT RAYMOND P DARR A0932862
 1ST LT EDWARD J DART A0804121
 1ST LT JACKSON F DAUGHERTY A01822862
 1ST LT ARMIN B C DAUFENHAHN A0705113
 1ST LT ROBERT E DAUVAULT A0521889
 1ST LT ANTHONY J DAVANZO A0933208
 1ST LT WILLIAM C DAVENPORT A0834756
 1ST LT MATTHEW J DAVERN A0765233
 1ST LT HERNDON E DAVID A0777136
 1ST LT LUCIEN R DEBAITY A02070955

Gr, Name, AFSN

1ST LT FRANCIS E DEVERT A0671517
 1ST LT WILLIAM J DEVINE A0683229
 1ST LT ARTHUR D DEVLIN A0706710
 1ST LT EDMUND R DEVLIN A0796102
 1ST LT LAWRENCE J DEVRIES A02066978
 1ST LT ROBERT C DEWBREY A02058120
 1ST LT WILLIAM B DEWHIRST A0773311
 1ST LT GEORGE T DICK A02072345
 1ST LT EDGAR D DIEHL A0861374
 1ST LT JOSEPH C DIFFENDAL A02056356
 1ST LT RALPH I DILL A0745315
 1ST LT JOHN H DIXON A0679701
 1ST LT HUGH W DOBBS A0673333
 1ST LT BERNARD H DOBRUSIN A0800647
 1ST LT DALE F DOBSON
 A0701942
 1ST LT KENNETH W DODD A0778745
 1ST LT WILBUR C DODDS A0672771
 1ST LT WILLIAM P DOHERTY A0723591
 1ST LT ROBERT B DOLAN A0492898
 1ST LT ROBERT H DOOLAN A0795218
 1ST LT GEORGE C DOOLEY JR A02067928
 1ST LT JOHN E DOOLEY A0585476
 1ST LT MATTHEW B DORFMAN A0773314
 1ST LT CLIFFORD H DORNETTE A02057132
 1ST LT HENRY J DOUGHERTY A0686894
 1ST LT JAMES F DOUGLASS A0701738
 1ST LT JEROME J DOVER A02217699
 1ST LT RICHARD E DOYING A0802999
 1ST LT FRANK J DOYLE A0668902
 1ST LT ALONZO D DRAKE A0585479
 1ST LT PHILIP A DRAKE A01058986
 1ST LT ROBERT D DRAKE A0686418
 1ST LT MARSHALL D DRAPER JR A0724264
 1ST LT FRANK M DREW A02066101
 1ST LT LEO M CHENEY A0761037

29 July 1955

1ST LT CHARLES W DAVIDSON AO766447
 1ST LT EDWARD H DAVIDSON AO760727
 1ST LT BILLY W DAVIS AO686549
 1ST LT EXUM C DAVIS JR AO571421
 1ST LT GERALD D DAVIS AO837398
 1ST LT HOMER N DAVIS AO835161
 1ST LT FRANK G DAWSON JR AO787255
 1ST LT CLARE H DAY AO2046620
 1ST LT DOUGLAS N DAY AO809112
 1ST LT AUSTIN S DAYNES AO740083
 1ST LT DAVID R DEAN AO742071
 1ST LT JOHN A DEAN AO657827
 1ST LT RALPH O DEARDORFF JR
 AO888879
 1ST LT ROBERT A DEBEAR AO2001375
 1ST LT JAMES G DEBOER AO2070785
 1ST LT WILLIAM G DECK AO772148
 1ST LT HAROLD G DECKARD AO786530
 1ST LT ALFRED J DEFELICE AO838249
 1ST LT BILLY DELAY AO770198
 1ST LT MICHAEL A DELEO AO1995576
 1ST LT MARIUS N DELLA-CIOPPA
 AO819973
 1ST LT MAURO DELLASELVA AO816706
 1ST LT GEORGE N DELOACHE AO691483
 1ST LT FRANKLIN E DELONG AO722288
 1ST LT ROBERT E DELONG AO753864
 1ST LT BILLY B DEMENT AO764250
 1ST LT LOREN A DEMERS AO783513
 1ST LT GEORGE M DEMOSS JR AO778425
 1ST LT EDWIN M DEMOUCHE AO545327
 1ST LT JAMES R DEMPSEY AO672042
 1ST LT FRANK M DENEEN AO587126
 1ST LT JOE G DENISON AO695243
 1ST LT WALTER J DEPUTAT AO670033
 1ST LT ROBERT S DERRA AO774051
 1ST LT ROBERT A DESCHAMBEAULT
 AO2080524
 1ST LT CLELL F DESPAIN AO2059475
 1ST LT ROSS DESPENZA AO713723
 1ST LT FREDERICK M DETRICK JR
 AO2077228
 1ST LT GERALD E DETRICK AO584901
 1ST LT BENJAMIN F DETWEILER AO761672
 1ST LT GERALD M DETWEILER AO830425
 1ST LT PETER A DRUASH AO817179
 1ST LT JAMES DRUMMOND AO692769
 1ST LT MILTON M DUBOFF AO733415
 1ST LT JOSEPH A DUCEY AO1553622
 1ST LT KENNETH D DUDGEON AO2080156
 1ST LT JAMES V DUFFY AO762628
 1ST LT RAYMOND H DUFLON AO828679
 1ST LT DONALD R DUGAN AO681033
 1ST LT ALBERT DUKE AO791680
 1ST LT NORMAN L DULA AO2092260
 1ST LT TRACY N DUMONT AO795577
 1ST LT JAMES P DUNAWAY AO728463
 1ST LT MORRIS W DUNAWAY AO2058741
 1ST LT JOE A DUNBAR AO2079706
 1ST LT CARL T DUNCAN AO869400
 1ST LT JASON H DUNCAN AO796792
 1ST LT JOHN J DUNCAN AO668906
 1ST LT RALPH B DUNCAN AO2071134
 1ST LT THEODORE E DUNCAN AO2099399
 1ST LT ROBERT E DUNHAM AO711537
 1ST LT EDWARD C DUNN AO1594811
 1ST LT JOSEPH F DUNN AO584335
 1ST LT EMERSON C DUNNING AO670044
 1ST LT JOSEPH M DUNSMORE JR AO809712
 1ST LT DONALD L DUPERTUIS AO768488
 1ST LT JACOB L DURLING AO719289
 1ST LT JERRY DURMAL AO759434
 1ST LT WILLIAM J DURTSCHI AO809937
 1ST LT ROY G DUTTON AO682827
 1ST LT LEROY DYAL AO797977
 1ST LT DONALD M DYER AO759202
 1ST LT BLAIR T DYESS AO738543
 1ST LT JOHN M DZIEDZIC AO2061154
 1ST LT STEVE DZUBA AO532935
 1ST LT WILLIAM L EAKIN AO707028
 1ST LT WILLIAM G EASTON AO863443
 1ST LT CHARLES J EBERT AO1695562
 1ST LT EDWARD J ECKENRODE
 AO769770
 1ST LT JAMES A EDDINS AO667970
 1ST LT BYRON M EDGETT AO2036165
 1ST LT ROY H EDMUNDSON AO667267
 1ST LT RALPH J EDSSELL JR AO1859932
 1ST LT MARC W EDWARDS AO738122
 1ST LT JOHN P EGAN JR AO872427

BY ORDER OF THE COMMANDER:

DISTRIBUTION:

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 PERS-B2; ARRC (1 copy per Indiv)
 STAT-C3, ARRC (1 copy)

SAMUEL E BARGER
 Major, USAF
 Asst Adjutant



HEADQUARTERS CONTINENTAL AIR COMMAND
AIR RESERVE RECORDS CENTER
3800 YORK STREET
DENVER 5, COLORADO

PERS-B2 DRUMMOND, James, AO 692 769

4 August 1955


SUBJECT: Notification of Discharge

TO: 1st Lt James Drummond
425 West Olive
Bozeman, Montana

You are hereby informed that by direction of the President, you were discharged from all commissions and all appointments in the United States Air Force, effective 29 July 1955 pursuant to paragraph 1 Air Force Reserve Letter Orders 3193 this headquarters, 29 July 1955 included herewith. Your discharge was honorable.

BY ORDER OF THE COMMANDER:

- 3 Incls
1. Copy of AFRLO 3193
2. Disch Certif
3. Req for Rtrn of DD Fm 2AF


JAMES T. QUIRK
Colonel, USAF
Asst DCS/Personnel

MY WORLD WAR II ORDERS

HEADQUARTERS MONTANA INDUCTION STATION
321 W. Galena Street, Butte, Mont.

Special Orders)
:)
No.....78)

July 9, 1942.

-E-X-T-R-A-C-T-

X X X X

5. Each of the following enlisted men inducted into the Army of the United States this date, is released from active duty this date, is transferred to the Enlisted Reserve Corps, and will proceed to Anaconda, Mont.

Name	ASN	Name	ASN
Derway, Walter J.	39607944	Scruton, Ray C.	39607999
Dolan, Patrick J.	39607975	Palmer, Clarence R.	39608000
Heck, Russell D.	39607976	Adsit, Darrel C.	39608001
Neeley, Merlin S.	39607977	Forssi, Matt (none)	39608002
Dira, Dominic L.	39607978	Meyers, Evert W.	39608003
Huestis, Wallace E.	39607979	Wheeler, Fred K.	39608004
Laslovich, Frank (none)	39607981	Franklin, Fred J.	39608005
McMoore, William C. (Col)	39607982	Oredson, Erick L.	39608006
Barker, Bryant E. (Col)	39607983	Wilson, Robert W.	39608007
Monahan, Robert F.	39607984	Webb, Lloyd W.	39608009
Rodoni, Olimpio P.	39607986	Ehlofeld, Jasper (none)	39608011
Johnston, Thomas F.	39607987	Petek, Andrew S.	39608012
Ellis, Lewis A.	39607988	Clark, Richard G.	39608013
Drummond, James (none)	39607989	Nesheim, Henry T.	39608014
Regan, Leo P.	39607990	Colbert, William L.	39608015
Ulstad, Ruben (none)	39607991	Ostronich, Joseph G.	39608016
Martin, Charles L.	39607992	Erickson, Axel V.	39608017
Ottesen, Howard O.	39607993	Villeneuve, Herman J.	39608019
Holliday, Erwin E.	39607994	McCarthy, William P.	39608020
Arvish, Norbert J.	39607995	Richards, Charles R.	39608022
Sedminik, Frank E.	39607996	Van Elsberg, Clarence M.	39608024
Comer, Elwood L.	39607997		

Effective July 22, 1942, each of the above named enlisted men of the Enlisted Reserve Corps is called to active duty and will proceed from Anaconda, Mont. to Fort Douglas, Utah, reporting to the Commanding Officer, thereat for duty.

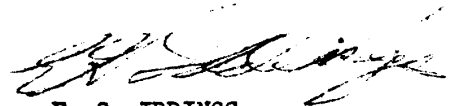
The Quartermaster Corps will furnish the necessary transportation.

It being impracticable for the Government to furnish rations in kind, meals for (43 men) will be furnished on party meal tickets under the provisions of paragraph 2, AR 30-2215, for such meals as the length of the journey may require at a rate not to exceed \$0.75 per meal, or not to exceed \$1.00 per meal per man when meals are taken in the dining car.

The travel directed is necessary in the military service and payment when made is chargeable to procurement authority FD 31 P-02 A 0425-23.

X X X X

By order of Lieut. Colonel NELSON:


E. G. IDDINGS,
1st Lieut., Infantry,
Induction Officer.



The
Infantry Replacement
Training Center
Camp Roberts, California

This is to Certify that

James Drummond 39607989
Company "B" 89th Inf. Tng. Bn.

has satisfactorily completed the
Thirteen Weeks Schedule
of Training

August 3, 1942 to October 31, 1942

His special training has been as:

Infantry, Heavy Weapons

By Command of Brigadier General Fales:


JAMES P. KEARNES, 1st Lieut., Infantry
Commanding Company

R E S T R I C T E D

HEADQUARTERS
COFFEYVILLE ARMY AIR FIELD
Office of the Commanding Officer

SPECIAL ORDERS)

NO. - 181)

Coffeyville, Kansas
27 July 43

E X T R A C T

* * *

7. The following named Avn Cadets, Class 43-I, atchd unasgd to the 366TH BASE HQ & AB SQ (SP), are reld fr atchd thereto and are trfd as atchd unasgd to the AAFAS, Altus Army Air Fld, Altus, Okla, and WP thereto, on 28 July 43, upon completion of their present course of instruction at this sta, reporting upon arrival to the CO on 29 July 43, for duty and tng:

KENNETH L. ADDISON, 17097836
GENE T. ALLEN, 39833778
ROBERT F. ALIGEIER, 12160154
KERMIT W. ANDERSON, 32581742
GORDON L. ANKNEY, 15086568
ROBERT M. ARCHAMBAULT, 16079035
WILBUR A. BALLENTINE, 18116281
EVERETT R. BALL, 39312576
KENNETH E. BALLINGER, 13096306
GEORGE F. BAUMANN, 16079131
CLARENCE J. BARRAS, 18116284
ROBERT B. BECHT, 15113270
MICHAEL J. BELLONIO, 32554363
ARTHUR S. BIDWELL, 32549970
ROBERT E. BLACKBURN, 18031981
RAYWOOD H. BLANCHARD, 16060193
EDWARD J. BONETTI, 32547938
DONALD R. BRIDWELL, 16082976
ROBERT W. BROWN, 16011925
LOUIE K. BRUNNER, 16028413
VINCENT R. BULLARD, 12083449
GEORGE A. BUNZEY, 32660804
ROBERT T. BYERLEY, 16031133
WILBUR D. CARTER, 17072068
GLENN A. CASE, 39154596
WILLIAM (NMI) CHUBY, 32586886
SEYMOUR R. CLARK, 32550033
NEIL (NMI) COATS, 16050559
ALFRED H. COIE, 13096141
JOHN A. COOPER, 39535656
JOHN H. CORBETT, 32370684

THOMAS J. DEASON, 18120779
JAMES (NMI) DRUMMOND, 39607989
CARL A. EGGERT, 37211734
WOLBERT R. ELLERTSON, 13070533
CLIFFORD J. ELLIS, 18115433
FLOYD E. EIROD, 18057654
HERBERT C. ENGELBRECHT, 12143824
CLARENCE V. ERICKSON, 36207286
RICHARD W. FELLOWS, 16079143
WILLIAM J. FELMEY, 13053612
WILLIAM J. GEE, JR., 16079837
CHARLES E. GOODMAN, 14121801
JOHN J. GRAY, 13096035
RALPH L. HALL, 15130567
LYLE W. HAMANN, 16060365
ARTHUR B. HANSEN, 19086487
JOHN P. HARDIN, 18116283
JACK E. HARDISON, 16082951
CHARLES B. HARNER, 16079251
ROY D. HARRIS, 37210700
URIAH G. HARTMAN, 16079185
JAMES S. HATTLE, 16082940
BERT W. HAWKINS, 39312521
LESTER A. HAY, 33020518
GERARD F. HAYDEN, 12182614
THEODORE E. HAYDON, 17038002
EDWARD C. HENRY, 39833584
JOHN N. HERBST, 13096029
CLAUDE R. HICKS, 13070570
JOHN D. HILL, 18116279
LLOYD F. HLAVKA, 13096220

R E S T R I C T E D

-1-

R E S T R I C T E D

Par 7, SO#181, Hq, CAAF, Coffeyville, Kansas, 27 July 43, continued:

FRANK J. HOLLENDONER, 16079227	CLYDE A. NORTHCOTT, JR., 13033977
JOSEPH A. HURAK, 15014671	JOHN L. NYMEYER, 18120776
RAY B. HYDE, JR., 32661483	OWEN J. O'NEILL, JR., 13076067
O.A.(IO) JONES, 16031126	ROY C. PICKARD, 15080696
JUSTIN L. KAWALER, 32411054	MELVIN L. PARHAM, 38111386
JOHN J. KETAS, 13096037	NORMAN T. PETERS, 36120285
KEITH B. KETNER, 16056842	HAROLD F. POWERS, JR., 19095109
WILLIAM H. KING, 17096815	*ELMER S. PROCTOR, 13070563
EDWARD C. KINZLER, 13096036	JOHN H.G.(IO), RAISER, 13096199
WILBURT B. KIRSCH, 16083218	DONALD P. RAYMOND, 16097325
JOHN H. KLETTE, JR., 15195602	HAROLD K. RIDGWAY, 16089401
EDWARD I. KNOWLDEN, 12199374	#PAUL G. RINEHART, 35427143
RAYMOND C. KOORENNY, 39454700	JUNIOR E. RODMAN, 39014611
MARVIN E. KRINKE, 16056663	CHARLES A. ROE, 15097646
NORMAN W. KROUSKOP, 18120774	ALFRED P. ROGERS, 19077708
ROBERT G. LAVALLEY, 16057544	ROBERT S. ROHNKASTE, 13086454
*PETER H. LERI, 37350893	MARVIN M. RUPP, 37015697
GILBERT W. LEVERANCE, 16056660	DONALD M. RUSE, 13086774
BILL J. LEVERETT, 13096192	DEARLE H. SAMPSON, 15320477
THOMAS J. LEWNES, 13076073	MERRILL E. SCHLIMMEN, 16110098
HUBERT L. McMILLAN, 18013226	ROBERT A. SCHNUBEL, 13087157
CLAUDE V. MECONIS, 16082945	GEORGE J. SCHUKER, 37070686
ROBERT L. MEROZ, 20840834	FRANK J. SCHWERTMAN, 13070517
WILLIAM H. MOE, JR., 16079192	CHESTER A. SCOTT, 12169384
PHILLIP E. MUIHALL, 16079150	*EDWARD H. SEAVEY, 6916893
LUTHER P. NEWCOMER, 13096310	MARSHALL R. SUTTER, 16025127
	AUDREY B. WHITTEN, 18083535

#In Charge.

The TO will furnish the necessary rail T.

*Travel by privately owned conveyance is authorized, travel time authorized being two (2) days.

Under the provisions of Par 7b (6), AR 35-2580, a flat per diem, in lieu of subsistence, of not to exceed Five Dollars (\$5.00) is authorized those Avn Cadets traveling by privately owned conveyance.

It being impracticable for the Govt to furnish rations in kind, for those Avn Cadets traveling by rail, two hundred and twenty-four (224) meals (two (2) meal tickets) for one hundred and twelve (112) men will be furnished under the provisions of Par 2, AR 30-2215 for such meals as the journey may require at a rate not to exceed \$0.75 per meal or not to exceed \$1.00 per meal per man when meals are taken in the dining car.

TDN. 1-5250 P 433-02 A 0425-24. 1-5250 P 431-02 A 0425-24.

Auth: Ltr, Subject "Transfer of Students", Hq, AAFGCTC, Randolph Fld, Tex, 21 July 43.

* * *

R E S T R I C T E D

-2-

R E S T R I C T E D

Par 7, ~~So~~#181, Hq, CAAF, Coffeyville, Kansas, 27 July 43, continued:

By order of LIEUTENANT COLONEL HARVIN:

OFFICIAL:

Eugene A. Blue
EUGENE A. BLUE,
1ST LT, Air Corps,
Asst Adjutant.

EUGENE A. BLUE,
1ST LT, Air Corps,
Asst Adjutant.

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Altus, Okla
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3-366th Base Hq & AB Sq (Sp)
4-QM, Attn: Mr. Bradshaw
230-Secretary, Post

C E R T I F I C A T E

I certify that the Aviation Cadets named in paragraph 7 this Special Order as amended by paragraph 5 Special Order 182 were last rationed to include Supper 28 July 1943 and departed this station 2000 28 July 1943 via Government transportation; except those men whose names are preceded by an asterisk departed this station POC 2000 28 July 1943.

Milton Kelner
MILTON KELNER,
2nd Lt., Air Corps,
Asst. Personnel Officer.

R E S T R I C T E D

-3-

R E S T R I C T E D

PERSONNEL ORDERS)
 :
 NO. 1)

HEADQUARTERS ARMY AIR FORCES CENTRAL
 FLYING TRAINING COMMAND ek
 Randolph Field, Texas, 1 September 1943

E X T R A C T

27. Pursuant to authority contained in par 2, AR 35-1480, 10 Oct 42, and ltr, Hq, AAFBTC, Fort Worth, Tex, file 322.9911, 15 Oct 42, subject: "Delegation of Authority to Grant Aeronautical Ratings", the following-named Student Officers, grade and branch indicated, 2d Lts, AC, and Flight Officers, AC (Class No. 43-I, AAF Pilot School (Adv-2 Eng), Altus AA Fld, Altus, Okla), each of whom holds an aeronautical rating, are hereby required to participate in regular and frequent aerial flights, at such times as called to AD with the AAF, U.S. Army, under competent authority, for 2d Lts, AC, and Student Officers, and effective 1 October 1943 for Flight Officers, AC.

STUDENT OFFICERS

<u>NAME</u>	<u>GRADE AND BRANCH</u>	<u>SER. NO.</u>
CLINE, GEORGE W., III	CAPT, INF	0400477
FISHER, ROBERT A.	CAPT, CAC	0417436
ABBOTT, WILLIAM W.	1ST LT, INF	0447118
COOK, DAVID A.	1ST LT, AC	0432474
RAMSAY, LOUIS L., JR	1ST LT, INF	0410214
BEAL, HARRY C.	2D LT, INF	0462518
BRUSH, ALLAN D.	2D LT, AC	0434426
CURRAN, THOMAS S., JR	2D LT, INF	01293726
JONES, EDWARD R., JR	2D LT, CE	0470946
KREISHER, SHERMAN L., JR	2D LT, AC	0563560
PATTON, WILLIAM J.	2D LT, CE	01101986
STEPHENS, CHARLES L.	2D LT, AC	0564393
TOWNSHEND, JESSE F., JR	2D LT, CAV	0466701
WITTMANN, EDGAR H.	2D LT, Sig C	01636846

2D LTS, AC

<u>NAME</u>	<u>SER. NO.</u>	<u>NAME</u>	<u>SER. NO.</u>
ADDISON, KENNETH L.	0692747	CARTER, WILBUR D.	0692762
ARCHAMBAULT, ROBERT M.	0692748	COLE, ALFRED H.	0692763
BALLENTINE, WILBUR A.	0692749	CRIDER, RUSSELL J.	0692764
BALLINGER, KENNETH E.	0692750	CRITES, EARL B.	0692765
BARRAS, CLARENCE J.	0692751	CURTIS, DONALD L.	0692766
BARRON, JAMES N.	0692752	DALE, JAMES E.	0692767
BARTZ, DONALD E.	0692753	DEASON, THOMAS J.	0692768
BAUMANN, GEORGE F.	0692754	DRUMMOND, JAMES	0692769
BECHT, ROBERT B.	0692755	DUBS, ROY S., JR	0692770
BLANKENBECLER, RAYMOND M.	0692756	ELLERTSON, WOLLERT R.	0692771
BRIDWELL, DONALD R.	0692757	ELLIS, CLIFFORD J.	0692772
BROADWAY, REMBERT E.	0692758	ERICKSON, CLARENCE V.	0692773
BROOKS, ROLAND VAN DE V.	0692759	FELLOWS, RICHARD W.	0692774
BULLARD, VINCENT R.	0692760	FITZPATRICK, JAMES	0692775
BYERLEY, ROBERT T.	0692761	FOLTZ, PAUL J.	0692776

2D LTS, AC (CONTD)

<u>NAME</u>	<u>SER. NO.</u>	<u>NAME</u>	<u>SER. NO.</u>
GEE, WILLIAM J., JR	0692777	SCHUKAR, GEORGE J.	0692829
GOODMAN, CHARLES E.	0692778	SCHWERMIN, FRANK J.	0692830
GRAY, JOHN J.	0692779	SCHWOLOW, JOHN C.	0692831
HALL, RALPH L.	0692780	SERVIS, GEORGE L.	0692832
HARDIN, JOHN P.	0692781	SKAGGS, ROBERT L.	0692833
HARDISON, JACK E.	0692782	SMITH, ASHLEY	0692834
HARKER, CHARLES B.	0692783	SNOWBARGER, EVERETT H.	0692835
HARRIS, ROY D.	0692784	STRATTON, LeROY C.	0692836
HARTMAN, URIAH G.	0692785	STUBBS, WILLIAM J.	0692837
HATTLE, JAMES S.	0692786	TAYLOR, LOREN F.	0692838
HERBST, JOHN N.	0692787	VANO, JOSEPH A.	0692839
HICKS, CLAUDE R.	0692788	WALKER, CHARLES L.	0692840
HILL, JOHN D.	0692789	WHITTEN, AUDREY B.	0692841
HLAVKA, LLOYD F.	0692790	WIGNESS, KENNETH E.	0692842
HOLLENDONER, FRANK J.	0692791	WILSON, GEORGE W.	0692843
JONES, O. A. (IO)	0692792	ALLEN, GENE T.	0692844
KETAS, JOHN J.	0692793	ALLGEIER, ROBERT F.	0692845
KETNER, KEITH B.	0692794	ANDERSON, KERMIT W.	0692846
KING, WILLIAM H.	0692795	ANKNEY, GORDON L.	0692847
KINZLER, EDWARD C.	0692796	BALL, EVERETT R.	0692848
KIRSCH, WILBURT B.	0692797	BELLONIO, MICHAEL J.	0692849
KRINKE, MARVIN E.	0692798	BIDWELL, ARTHUR S.	0692850
KROOSKOP, NORMAN W.	0692799	BLACKBURN, JAMES W.	0692851
LaVALLEY, ROBERT G.	0692800	BLACKBURN, ROBERT E.	0692853
LEVERANCE, GILBERT W.	0692801	BLANCHARD, RAYWOOD H.	0692852
LEVERETT, BILL J.	0692802	BONETTI, EDWARD J.	0692854
LEWNES, THOMAS J.	0692803	BROWN, ROBERT W.	0692855
McSWEENEY, ROBERT I.	0692804	BRUNNER, LOUIE K.	0692856
MECONIS, CLAUDE V.	0692805	BUNZEY, GEORGE A.	0692857
METZ, THOMAS O.	0692806	CASE, GLENN A.	0692858
MOE, WILLIAM H., JR	0692807	CHUBY, WILLIAM	0692859
MULHALL, PHILLIP E.	0692808	CLARKE, JOHN W.	0692860
NEWCOMER, LUTHER P.	0692809	COATS, NEIL	0692861
NYMEYER, JOHN L.	0692810	COOPER, JOHN A.	0692862
O'NEILL, OWEN J., JR	0692811	CORBETT, JOHN H.	0692863
PARROTT, ROGER S.	0692812	EGGERT, CARL A.	0692864
PETERMAN, CLINTON A.	0692813	ELROD, FLOYD E.	0692865
POWELL, EDGAR J.	0692814	ENGELBRECHT, HERBERT C.	0692866
POWERS, HAROLD F., JR	0692815	EVANS, HOWARD O., JR	0692867
PROCTOR, ELMER S.	0692816	FELMEY, WILLIAM J.	0692868
PUCKETT, DONALD D.	0692817	GEORGE, MILON H.	0692869
PUNTENNEY, FRANCIS D.	0692818	HADDOCK, LLOYD H.	0692870
RAISER, JOHN H. G.	0692819	HAMANN, LYLE W.	0692871
REHWOLDT, VICTOR J. C.	0692820	HANSEN, ARTHUR B.	0692872
RICCI, JOSEPH A.	0692821	HAWKINS, BERT W.	0692873
RIDGWAY, HAROLD K.	0692822	HAY, LESTER A.	0692874
ROE, CHARLES A.	0692823	HAYDEN, GERARD F.	0692875
ROEHRIG, GEORGE G.	0692824	HAYDON, THEODORE E.	0692876
ROHRKASTE, ROBERT S.	0692825	HENRY, EDWARD C.	0692877
RUSE, DONALD M.	0692826	HURAK, JOSEPH A.	0692878
SCANNELL, THOMAS J.	0692827	HYDE, RAY B.	0692879
SCHNUBEL, ROBERT A.	0692828	KAWALER, JUSTIN L.	0692880

2D LTS, AC (CONTD)

<u>NAME</u>	<u>SER. NO.</u>	<u>NAME</u>	<u>SER. NO.</u>
KOCHENNY, RAYMOND C.	0692881	RINEHART, PAUL G.	0692889
LERI, PETER H.	0692882	RODMAN, JUNIOR E.	0692890
McMILLAN, HUBERT L.	0692883	RUPP, MARVIN M.	0692891
MEROZ, ROBERT L.	0692884	SCHARFMAN, MERRILL E.	0692892
PACKARD, ROY C.	0692885	SCOTT, CHESTER A.	0692893
PARHAM, MELVIN L.	0692886	SEAVEY, EDWARD H.	0692894
PETERS, NORMAN T.	0692887	SUTTER, MARSHALL R.	0692895
RAYMOND, DONALD P.	0692888		

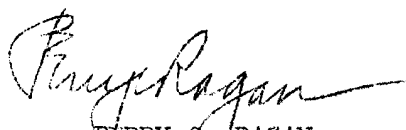
FLIGHT OFFICERS, AC

CLARK, SEYMOUR R.	T122808	PISKIN, ARNOLD A.	T122812
KLETTE, JOHN H., JR	T122809	ROGERS, ALFRED P.	T122813
KNOWLDEN, EDWARD I.	T122810	SAMPSON, DEARLE H.	T122814
NORTHCOTT, CLYDE A., JR	T122811		

By command of Major General BRANT:

CHARLES T. MYERS
Col GSC
Actg C of S

OFFICIAL:


PERRY G. RAGAN
Col AGD
Adj Gen

DISTRIBUTION

5 CO, AAFPS (Adv-2 Eng), Altus AA Fld, Altus, Okla
5 Each Officer concerned
177 CG, AAF, Washington, D.C., Mil Pers Div (Attn: Avn Cadet Sec)
3 Aircrew Sec, AAFPCFC
2 CG, AAF, Washington, D.C. (Attn: Flying Status Sec,
Asst C of Air Staff, Personnel)

(AAFPCFC PO #1)

(1 September 43)

- 3 -

R E S T R I C T E D

PERSONNEL ORDERS)
:)
NO. 1)

HEADQUARTERS ARMY AIR FORCES CENTRAL
FLYING TRAINING COMMAND ek
Randolph Field, Texas, 1 September 1943

E X T R A C T

26. The following-named Student Officers, grade and branch indicated, 2d Lts, AC, and Flight Officers, AC, Class No. 43-I, having completed the required course of instruction at the AAF Pilot School (Adv-2 Eng), Altus AA Fld, Altus, Okla, are, under the provisions of AR 95-60, 20 Aug 42, and AAF Regulation 50-7, 5 Feb 43, rated Pilot, effective 1 October 1943:

STUDENT OFFICERS

<u>NAME</u>	<u>GRADE AND BRANCH</u>	<u>SER. NO.</u>
PATTON, WILLIAM J.	2D LT, CE	01101986

2D LTS, AC

<u>NAME</u>	<u>SER. NO.</u>	<u>NAME</u>	<u>SER. NO.</u>
DRUMMOND, JAMES	0692769	RIDGWAY, HAROLD K.	0692822
McMILLAN, HUBERT L.	0692883		

27. Pursuant to authority contained in par 2, AR 35-1480, 10 Oct 42, and ltr, Hq, AAFPTC, Forth Worth, Tex, file 322.9911, 15 Oct 42, subject: "Delegation of Authority to Grant Aeronautical Ratings", the following-named Student Officers, grade and branch indicated, 2d Lts, AC, and Flight Officers, AC (Class No. 43-I, AAF Pilot School (Adv-2 Eng), Altus AA Fld, Altus, Okla), each of whom holds an aeronautical rating, are hereby required to participate in regular and frequent aerial flights, at such times as called to AD with the AAF, U. S. Army, under competent authority, for 2d Lts, AC, and Student Officers, and effective 1 October 1943 for Flight Officers, AC.

STUDENT OFFICERS

<u>NAME</u>	<u>GRADE AND BRANCH</u>	<u>SER. NO.</u>
PATTON, WILLIAM J.	2D LT, CE	

2D LTS, AC

<u>NAME</u>	<u>SER. NO.</u>	<u>NAME</u>	<u>SER. NO.</u>
DRUMMOND, JAMES	0692769	RIDGWAY, HAROLD K.	0692822
McMILLAN, HUBERT L.	0692883		

By command of Major General BRANT:

CHARLES T. MYERS
Col GSC
Actg C of S

OFFICIAL:

s/ Perry C. Ragan
PERRY C. RAGAN
Col AGD
Adj Gen

A CERTIFIED TRUE EXTRACT COPY

R E S T R I C T E D
HEADQUARTERS
ARMY AIR FORCES PILOT SCHOOL
(ADVANCED TWO ENGINE)
ALTUS ARMY AIR FIELD
Altus, Oklahoma

SPECIAL ORDERS)

1 October 1943

NO. 240)

E X T R A C T

1. DP the following Avn Cadet Grade Cl 43-1, atchd unasgd to the 453 Base Hq & Air Base Sq, AAF, Altus, Okla, having accepted apmt as 2nd Lt AUS, are ordered to EAD and to duty with the AC at the AAFPS (Adv 2-Eng) AAAF, Altus, Okla, eff 1 Oct 1943. Each O will rank fr 1 Oct 1943. Each O (2nd Lt, AUS) is then asgd to sta indicated and WP thereto reporting upon arrival to the CO for duty:

*

*

*

TO: FT WORTH AA FLD, FORT WORTH, TEX, FOR TRANSITION TNG IN CL 43-4-1, FOR NINE (9) WEEKS DURATION BEGINNING 14 OCT 1943, REPORTING NOT LATER THAN 14 OCT 1943. LV-TEN (10) DAYS.

*

JAMES DRUMMOND

0692769

*

TE

RFD #1 Anaconda, Mont.

*

*

*

*

O asgd 2nd Air Force are pertinent to delivery No. 1 and to Oct distribution period.

Travel time allowed will be that of train time unless otherwise determined fr the CO of the sta to which the grads are asgd.

Travel by privately owned conveyance is authorized except for O asgd to 2nd Air Force.

Reporting dates indicated above will be complied with.

The above-named O were not asgd Govt crs while on duty at this sta.

EDN TO NT. Allotment No. 1-5250 P 431-02 03 A 0425-24. AUTH: TWX Hq AAFCEFC, Randolph Fld, Tex, dtd 29 Sept 1943, LJ223414J.

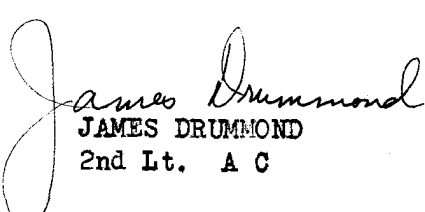
By order of Lt. Colonel BRUTOM:

ORLOFF W. MECK
2nd Lt, Air Corps,
Asst Adjutant.

OFFICIAL:

/s/ Orloff W Meck
ORLOFF W MECK
2nd Lt, Air Corps,
Asst Adjutant.

A TRUE EXTRACT COPY:


JAMES DRUMMOND
2nd Lt. A C

HEADQUARTERS
ARMY AIR FORCES CENTRAL FLYING TRAINING COMMAND 1FI-ss
Office of the Commanding General

Randolph Field, Texas
October 1 1943

In reply
refer to: AG 201- Drummond James (EMI)

SUBJECT: Temporary Appointment.

TO : Aviation Cadet James (EMI) Drummond
U. S. A.
Altus, Oklahoma.

A O-692769

1. The Secretary of War has directed me to inform you that the President has appointed and commissioned you a temporary Second Lieutenant, Army of the United States, effective this date. Your serial number is shown after A above.

2. This commission will continue in force during the pleasure of the President of the United States for the time being, and for the duration of the war and six months thereafter unless sooner terminated.

there is inclosed herewith a form for oath of office which you are requested to execute and return. The execution and return of the required oath of office constitute an acceptance of your appointment. No other evidence of acceptance is required.


4. This letter should be retained by you as evidence of your appointment as no commissions will be issued during the war.

By Command of Major General BRANT:

/s/ J. E. McCord
J. E. McCORD
Lieut, Colonel, A.G.D.
Assistant Adjutant General

Inclosure:
Form for oath of office.

CERTIFIED TRUE COPY


R. H. CHAMBERLAIN
1st Lt., AG
Asst. Adj.

SYMBOLS:
 HRS Having reported this station QMT Quartermaster will furnish the necessary
 UTP Under the provisions of transportation
 UC Upon completion FMT The Finance Officer will pay in advance
 PIC Pursuant to instructions the monetary allowances as prescribed in
 contained in table II, AR 35-4520 and WD Bulletin
 41, 1942.
 IGF It being impracticable for the Government to furnish IC In compliance with
 All Other Abbreviations Refer To AR 850-150

HEADQUARTERS
 ARMY AIR FORCES PILOT SCHOOL (SPECIALIZED 4-ENG)
 FORT WORTH ARMY AIR FIELD

SPECIAL ORDERS)

Fort Worth, Texas

NO. 330)

R E S T R I C T E D

15 Dec 1943

** EXTRACT **

* * * * *

1. The following Officers, AC, graduates of Class 43-4-I AAF Pilot School Specialized 4-Eng, having successfully completed a course in four engine transition training are reld from asgmt and dy this sta and asgd to 18th Replacement Wing, AAB, Salt Lake City, Utah, eff o/a 16 Dec 1943, reptg 18 Dec 1943. Officers granted leave will report 28 Dec 1943. Delivery No. 1 and in January distribution period. No TPA. Dependents will not accompany or join Officers later. Leave of absence for ten (10) days granted Officers indicated by asterisk (*) under the provisions of AR 605-115. WP TDM 1-5250-P 431-01, 02, 03, 07, 08 212/40425. (Auth: LFZ 185M Hq AAFPCFC Randolph Fld, Tex dd 14 Dec 1943).

FIRST LIEUTENANTS

ABRAHAM, STANLEY, 0453987	MANNING, ADDISON B., 0397536
EVERETT, CHARLES H., 01035074	MIMS, BENJAMIN L., JR., 0434857
*HANLEY, CHARLES W., 0663516	NOELLER, GEORGE W., 0414178
HOLMAN, WILLIAM C., JR., 01040404	*SCOTT, WALTER J., 0432661
LOVE, WESLEY, 0361427	THOMPSON, JAMES E., 0413515
MCCALL, MAURICE W., 0409754	WRIGHT, RICHARD L., 0455369

SECOND LIEUTENANTS

ANDERSON, CLIFFORD W., 0693248	BULLARD, VINCENT R., 0692760
ANDERSON, ROY C., 0692995	BURNS, DELPHOS B., 0693451
ARCHAMBAULT, ROBERT M., 0692748	BUTTLER, RICHARD C., 0693917
BALLENTINE, WILBUR A., 0692749	BYERLEY, ROBERT T., 0692761
BARRAS, CLARENCE J., 0692751	CAMPBELL, HARRY R. G., 0693745
BAUMLER, DONALD F., 0693449	CARLS, HARRY W., 0693621
BAYNHAM, JAMES C., 0693834	CARROLL, HUGH B., 0693747
BEBOUT, JAMES H., 0693835	CAVIN, RILEY F., 0693626
BEIGHTS, RAYMOND S., 0693599	CLARK, EDWIN T., 0693847
BERTANZETTI, ARTHUR P., 0693450	CLARKE, JOHN W., 0692860
BISHOP, HENRY H., 0693603	COBURN, DALE G., 0690189
BLACKBURN, JAMES W., 0692851	COBURN, ROBERT S., 0693007
BLANCHARD, RAYMOND H., 0692852	COFFMAN, J. D., 0693634
BLANKENBECHEL, RAYMOND H., 0692756	CONRAD, WARREN P., 0693352
BORLAN, FRED, JR., 0693606	CORE, WILLIS B., 0693354
BOUCHARD, CHARLES C., 0693607	CROSS, ELVIN W., 0693641
BOADEN, WILLIAM W., 0693608	CULHAM, GORDON W., 0693757
BOYLE, ROBERT M., 0693611	CURRAN, THOMAS S., JR., 01293726
BRADLEY, GEORGE P., 0693610	DANIELS, WALTER, 0693759
BRADY, ROLAND H., JR., 01101749	DEANO, CHARLES C., 0693643
BRAY, ARTHUR G., 0693740	DINGLE, HARRY W., 0693454
BROWN, WILLIAM M., 0693741	DODD, CHARLES C., 0693645
BRUKEN, EARLIN H. W., 0693842	DOMANEY, RUDOLPH G., 0693357
	DREYER, JACOB S., 0693648

SECOND LIEUTENANTS

DRUMMOND, JAMES, 0692769
 HARTNETT, FRANK W., 0693652
 EDWARDS, HERRITT E., 0693455
 BEGLER, DONALD R., 0693553
 EVANS, HOWARD C., JR., 0692867
 HINMAN, DONALD L., 0693981
 HIPPENSTIEL, CHARLES A., 0693044
 HODGES, HUGH M., 0693264
 HOFFMAN, CLAYTON S., 0693982
 HOLDEN, CARLTON E., 0693559
 HOLLAND, HARRY G., 0693265
 HANSELL, BLAINE H., 0464032
 HANSEN, HAROLD C., 0693855
 HANSEN, JOHN H., 0693976
 HARRIS, RUSSELL N., 0693977
 HARTQUIST, CARL E., 0693675
 HARVILLE, FLOYD C., 0693259
 HIBBARD, MILTON, 0693042
 HICKS, CLAUDE R., 0692788
 HOPKINS, DAVID H., 0693984
 HOPKINS, HERBERT C., JR., 0693679
 HUENEKENS, WILLIAM E., 0693048
 HUGG, JOHN L., JR., 0693985
 HUNTER, EDWARD J., 0693269
 HYDE, RAY B., 0692879
 ISON, WILLIAM W., 0693986
 JACKSON, SAMUEL R., 0693987
 JAXTHEIMER, WILLIAM A., 0693785
 JOHNSON, CHESTER W., JR., 0693050
 JOHNSON, WILLIAM G., 01574874
 JONES, O. A., 0692792
 JONES, THOMAS E., 0693737
 KAPLAN, WILLIAM, 0693991
 KELTNER, MILO J., 0694037
 KETAS, JOHN J., 0692793
 KEYES, THOMAS J., 0693993
 KILPATRICK, DAVID P., 0693994
 KINZLER, EDWARD C., 0692796
 KISINGER, MAYNARD W., 0693053
 KLINE, CHARLES R., 0693995
 KOLARI, OLAF E., 0693997
 KRAHAM, WILLIAM R., 0693282
 KRAYER, ANTHONY C., JR., 0693791
 LEROY, GEORGE W., JR., 0690120
 LANDTROOP, RAYMOND L., 0693286
 LEBHORN, ALBERT F., 0692969
 MCAULIFFE, ROBERT J., 0693693
 MCHENAN, GERALD W., 0693296
 MCGOWAN, DELMAR D., 0693804
 MCKENNA, JAMES P., 0693866
 MCKINNEY, CURTIS R., 0693386
 MCMILLAN, HUBERT L., 0692883
 MCQUADRE, JOSEPH A., 0693805
 MANN, DELBERT M., JR., 0693871
 MARTIN, ROBERT C., JR., 0694015
 MEADOWS, RAYMOND H., 0693062
 MENARD, JOHN F., 0693302
 MILLIKEN, JOHN L., 0693063
 MONTGOMERY, WILLIAM B., 0693305
 MORRIS, RAYMOND J., 0693876
 MORSE, BOYD M., 0446851
 NELSON, GERALD B., 0693879
 NORRIS, JOSEPH W., 0694018
 NYREEM, DONALD G., 0693394
 OGDEN, DAVID M., 0693307
 OSBORNE, LLOYD O., 0694019
 PADDOCK, WILLIAM C., 0693941
 PAISNER, SIDNEY, 0693882
 PALMERTON, ELMYN F., 0693942
 PALMER, RAYMOND V., 0693308
 PAROLY, BERNARD, 0693943
 PATTON, WILLIAM J., 01101986
 PELTON, JACK D., 0693815
 PEMBERTON, RALPH L., JR., 0693401
 PITTS, ARTHUR S., II, 0693885
 PLATE, WELMER W., 0693474
 PLANT, RICHARD R., 0693473
 PORTER, LESLIE A., JR., 0693405
 PRYOR, WALTER J., JR., 0693567
 RANK, JOHN W., 0469940
 REEDY, JOHN J., 0693888
 REESE, ROBERT D., 0693817
 RIDGWAY, HAROLD K., 0692822
 ROCK, JOHN C., 0693947
 SALISBURY, JOSEPH D., 0469948
 SANDBERG, BERNARD A., 0693069
 SCHAEFFER, GERALD L., 0693411
 SCHARMEN, MERRILL E., 0692892
 SCHEMIDT, ANDREW J., 0692567
 SCHEMIDT, HARRY A., 0693704
 SCHMIDT, JACOB P., 0693412
 SCHRECKE, RALPH J., 0693480
 FELLOWS, RICHARD W., 0692774
 FORD, BENJAMIN D., 0693660
 GILLETTE, PHIL T., 0563103
 HALL, JOHN C., JR., 0446807
 HAMILTON, EDWARD L., 0693557
 *WEITZEL, LOUIS U., 0836046
 WOODWARD, EDWARD J., 0691554

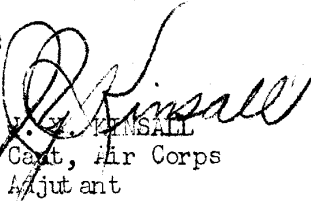
Par 1 SO 330 Ft. Worth Army Air Field, Ft Worth, Texas dd 15 Dec 1943, contd:

* * * * *

By order of Colonel FERRIS:

J. Y. KINSALL
Capt, Air Corps
Adjutant

OFFICIAL:



J. Y. KINSALL
Capt, Air Corps
Adjutant

DISTRIBUTION

4-Hq	8-96th PTTGp
7-Sta Hosp	45-Personnel
5-QM	3-CG, AAFTRC, Ft Worth, Tex
1-Base Oper O	ATTN: WO SHAFFER
1-Dir of Tng	5-CO, 18th Repl Wg, Salt Lake City, Utah (Air Mail)
1-Pub Rel O	1-CG, AAF, Records Div, Offs Br Mil Pers Div, Washington, DC
1-Intel O	1-CG, 2nd AF, ATTN: CO 2nd SCU, Colo Springs, Colo (Air Ma
1-Ord	1-CO, 5th SCU, Randolph Fld, Tex
1-Post Engrs	
1-Provost Marshal	
1-Adm Insp C	
1-Air Insp O	
1-O Mess	
1-Rail T	
1-Phys Tng Dept	
1-Finance C	
2-AER & Ration O	
2-Hq A Stage	
2-Hq E Stage	
1776-Stu C Det	

SYMBOLS: TDN--TRAVEL DIRECTED IS NECESSARY IN THE MILITARY SERVICE
 TPA--TRAVEL BY PRIVATELY OWNED AUTOMOBILE IS ATZD
 TO--TRANSPORTATION OFFICER

SPECIAL ORDERS)
 :
 :
 NUMBER..... 4)

HEADQUARTERS 18TH REPLACEMENT WING
 51 SOUTH STATE STREET
 Salt Lake City 1, Utah
 4 January 1944

E X T R A C T

* * * * *

3. Under provisions of AR 615-200, & under auth of CG, 2nd AF dd 18 Dec 1943, & pursuant to auth indicated below, the following named Officers, AC & EM, C-FF, 18th Repl Wing, AAB, SLC, Utah, are trfd in gr to HBC ATCHD TO 373RD BASE HQ & AB SQ, PETERSON AA FLD, COLO SPRINGS, COLO (TO #23450, & #23451, SL #4311) & WP, MD, c/a this date, & will report upon arrival to the CO thereof for duty. (Combat Crews SL 2126-2181 Incl (B-24) (Officers atzd TPA will report to CO, proper orgn, on or before 2400 o'clock, 5 Jan, 1944)

CREW #2126

2ND LT (1024) JAMES C BAYNHAM 0693834 Ft. Worth, Tex
 2ND LT (1022) CHARLES M BOUSQUET 0817621 Turner, Ga
 F/O (1035) HECTOR V SCALA T123687 Midland, Tex
 Sgt (757) James T Fields 19186421 Sgt (748) Howard L Beldt 18188472
 Sgt (612) Edwin L Lord 33721364

FILLER CREW

Sgt (748) Olen C Byrd 38118508 Sgt (748) John W Knox 35625348
 Sgt (748) John R Lemons, Jr 36428817

CREW #2127

2ND LT (1024) GORDON W CULHAM 0693757 Ft. Worth, Tex
 2ND LT (1022) BRENT B CALDWELL 0817620 Turner Fld, Ga
 F/O (1035) LAWRENCE A WILLIAMS T123658 Midland, Tex
 Sgt (757) William D Regan 32196310 Sgt (748) Fredrick F Liscoe 39559199
 Sgt (612) Albert J Lonzinski 33622639

FILLER CREW

Pvt (611) George R Shaw, Jr 33551426 Sgt (748) Louis G Townsend 33524669
 Sgt (748) Derwood E Treadwell 31253544

CREW #2128

2ND LT (1024) WALTER DANIELS 0693759 Ft. Worth, Tex
 F/O (1022) WILLIAM C BEVERIDGE T61783 Turner Fld, Ga
 2ND LT (1035) T G BILLINGSLEY, JR 0700096 Childress, Tex
 Sgt (757) Charles E Manning 16075938 Sgt (748) Clarence F Kull 32585744
 Sgt (612) Edward J Gryl 32644822

FILLER CREW

Pfc (611) Daniel Rossill 11067700 Sgt (748) Lloyd J Dalby 33539472
 Sgt(748) Armando Meza 39278640

CREW #2129

2ND LT (1024) JAMES DRUMMOND 0692769 Ft. Worth, Tex
 F/O (1022) WALTER C CARLTON, JR T61784 Turner Fld, Ga
 F/O (1035) THOMAS R BACON T123641 Childress, Tex
 S/Sgt (757) Roy L King 20455609 Sgt (748) Joseph N Herrick, Jr 36291956
 Sgt (612) Laurel F Clemans 39414676

FILLER CREW

Sgt (611) William M Sturgill 20456225 Sgt (748) William D Morris 34721131
 Sgt (748) Thomas J Mawhinney, Jr 33585614

CREW #2130

1ST LT (1024) CHARLES H EVERETT (TPA) 01035074 Ft. Worth, Tex
 2ND LT (1022) ROBERT E COCKRELL 0817630 Turner, Fld, Ga.
 2ND LT (1035) LEONARD A KUTHER 0701538 Midland, Tex
 Sgt (757) John D Di Marino 13176678 Sgt (748) Furnifold M Simmons 34665100
 Sgt (612) John L Weidrich 32134240

FILLER CREW

Sgt (611) Joseph F Rovinsky 13008544 Sgt (748) Dale M Baird 13083290
 Sgt (748) Herbert J Bagley 14139208

CREW #2180

2ND LT (1024) BRUCE M SMITH (TPA) 0663575 Smyrna, Tenn
2ND LT (1022) GEORGE A SKOGLUND 0817770 Turner Fld, Ga
2ND LT (1035) WARREN R ZWINK 0697756 Childress, Tex
Sgt (757) Buford L Eason 18082768 Sgt (748) Charles T Smith 14142769
Sgt (612) James F Scartelli 33603042

FILLER CREW

Sgt (748) Melvin Mendelson 12086358 Sgt (748) Jesse M James 38369332
Sgt (748) Loy H Wicks 18041217

CREW #2181

2ND LT (1024) LEONARD O VUGT 0807543 Smyrna, Tenn
2ND LT (1022) ELLIET F SPENCER, JR 0817776 Turner Fld, Ga
F/O (1035) JOHN R KINGSTON, JR T123128 Big Spring, Tex
Sgt (757) Berry Ervin, Jr 34506114 Sgt (748) William T Nolan 34288445
Sgt (612) Charles A Gupton 37516205

FILLER CREW

Sgt (748) John D Collins 16219624 Sgt (748) Robert C Luddy 31324094
Sgt (748) Robert L Belter 32290570

The TO will fur the necessary T.

The QM will provide to Colo Springs, Colo, for personnel ordered to that sta, per this par, the necessary fld ranges, cooking & serving utensils and arrange for the return of same to the TO this sta; provide the necessary ice & cleaning supplies; provide garrison rat increased by twenty-five per cent (25%) of the total number of rat for the total number of days or fraction thereof required to make the journey, plus one (1) days add rat. (Sec 2, Par 2, WD Cir #310, 1942). The QM will make the proper installation of the necessary fld ranges in kitchen car or cars & provide the necessary fuel. The Tr Comdr is responsible for the immediate return of fld ranges, cooking & serving utensils to proper sta. (Par 3c, WD Cir #100). TDN: FD 1-5250 P 433-02 A 212/40425. (Personnel) FD 9-500 P 481-03 A 212/40502. (Return of Mess Equip fr Colo Springs, Colo)

**Travel by privately owned conveyance is atzd, travel to be performed in normal rail time. It being impracticable for the Govt to fur rat in kind, the FD will pay the monetary travel alws a/r of \$3.00 per day for one (1) day to Sgt Patterick (Crew #2173) traveling to Colo Springs, Colo, under the provisions of Table II, Par A (a) AR 35-4520, 1943 & Fin Bull #94, dd 25 Oct, 1943.

TDN: FD 1-5250 P 431-02-03 A 212/40425.

* * * * *

By order of Colonel HARMS:

ROBERT W. HEWITT,
1st Lt, Air Corps,
Adjutant.

OFFICIAL:

William G. Raber
WILLIAM G. RABER,
WOJG, USA,
Asst. Adjutant.

R - E - S - T - R - I - C - T - E - D

HEADQUARTERS
TOPEKA ARMY AIR FIELD
TOPEKA, KANSAS

370.5 #437 (148-31)

13 April 1944

SUBJECT: Movement Orders, Heavy Bombardment Crew No. FY-070-AY 36,
To Overseas Destination.

TO:	P	2D LT(1024)	JAMES MMI DRUMMOND	0692769
	CP	2D LT(1022)	LEONARD J. POSKITT	0817850
	N	2D LT(1034)	HYMAN MMI ABRAMS	0708384
	B	F/C (1035)	THOMAS R. BACON	T123641
	E	S sgt(748)	Joseph N. Herrick, Jr	36291956
	R	S sgt(757)	Roy L. King	20455609
	AG	Sgt (612)	Laurel F. Clemans	39414676
	CG	Sgt (748)	William D. Morris	34721131
	CG	Sgt (748)	Thomas J. Mawhinney, Jr	33585614
	CG	Sgt (611)	William M. Sturgill	20456225

1. You are assigned to shipment FY-070-AY as Crew No. FY-070-AY 36, and to B-24 airplane Number 42-78229, on aircraft project Number 90632R. You are equipped in accordance with the provisions of subject movement orders.

2. You are relieved from attached, unassigned, 272nd AAF Base Unit (SP), this station, and WP via military aircraft and/or rail to Morrison Field, West Palm Beach, Florida, or such other Air Port of Embarkation as the CG, ATC, may direct, thence to the overseas destination of SHIPMENT FY-070-AY. Upon arrival at the Air Port of Embarkation, control of personnel is relinquished to the CG, ATC.

3. This is a PERMANENT change of station. You will not be accompanied by dependents; neither will you be joined by dependents enroute to, nor at, the Air Port of Embarkation. You will not discuss this movement except as may be necessary in the transaction of official business.

4. You will use APO 16024-AY (followed by the numeral ending of your Shipment Crew Number referred to in par. 1, above), c/o Postmaster, New York, N. Y. Upon arrival at final overseas destination you will use the mailing address of the troops at that place. Advise your friends and relatives of your permanent APO by forwarding a complete V-Mail WD AGO Form 971; also notify the Postal Officer of the Theatre by forwarding a complete WD AGO Form 204.

5. a. In lieu of subsistence a flat per diem of seven dollars (\$7.00) is authorized for Officers and Flight Officers for travel and for periods of temporary duty enroute to final destination, when necessary, in accordance with existing law and regulations. Payment of mileage is not authorized. Per diem will be suspended for such times as the individual is billeted and subsisted, as outlined in W.D. Memo W33-2-42, dated 30 September 1942.

R-E-S-T-R-I-C-T-E-D

- 1 -

R-E-S-T-R-I-C-T-E-D

b. In lieu of subsistence a flat per diem of seven dollars (\$7.00) is authorized enlisted men for travel and for periods of temp duty enroute to final overseas destination in accordance with existing law and regulations, if travel is performed by air. For travel by rail and for periods of delay enroute to final destination, monetary allowance in lieu of rations and quarters is prescribed in accordance with AR 35-4520.

c. From time of departure from the continental United States until arrival at permanent overseas station, payment of per diem is authorized for a maximum of forty-five (45) days.

d. Officers are relieved of assignment to quarters in E.O.Q. effective on date of departure. Married officers were not assigned adequate quarters while at this station.

6. Equipment and baggage of crew members not carried enroute will be prepared and forwarded on government bill of lading -

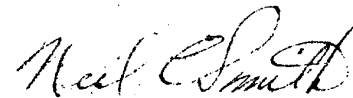
TO: PORT TRANSPORTATION OFFICER (PR)
HAMPTON ROADS PoE,
NEWPORT NEWS, VIRGINIA

FOR: SHIPMENT FY-070-AY (followed by the numeral ending of shipment crew No. referred to in par 1, above)

7. PCS. TDN. 1-5250 P 4II-01-02-03-07-08 A 0425-24.

8. Auth: Immed Action, Restricted ltr, Hq 270th AAF Base Unit (SWG), file 370.5, subject: "Movement Orders, NBC, Shipment FY-070-AY", dtd 4 April 1944; citing ltr, Hq AAF, file AAF 370.5 (28 Mar 44) PUB-R-AF-M, subject: "Movement Orders, Shipment FY-070", dtd 30 March 1944.

By order of Lt. Colonel YOUNG:


NEIL C. SMITH,
1st Lt., Air Corps,
Assistant Adjutant.

DISTRIBUTION: 30 - CG, AAF, TAG, Publ Sec.
1 - CG, ASC, Patterson Fld, Fairfield, O (AIR MAIL)
1 - Port Air C, NY PoE
1 - Port TO, Hampton Roads PoE
1 - Mob Div, ASF, Movements Br, Wash, D. C.
1 - Port TO, NY PoE
1 - TAG (DB-I)
1 - Returns Sec, Misc Div, AGO
3 - AAF, Dir of War Orgn & Movement
2 - AAF, Dir of Personnel (ASTN: AFMP-9)
5 - CG, 2LF
5 - CG, NY PoE
3 - CG, 270 AAFBU(SWG)

R-E-S-T-R-I-C-T-E-D

COMBAT CREW HEADQUARTERS
Topeka Army Air Field
Topeka, Kansas

MEMORANDUM:

TO : Incoming Combat Crews of PF-4-5 Provisional Group.

1. The following Officers and Enlisted men are assigned BOQ's and Barracks as indicated:

CREW # 148-1						BOQ # 428
2nd Lt.	Gordon W. Culham	0693757	1024	P	Rm # 1	
2nd Lt.	Brent B. Caldwell	0817820	1022	CP	Rm # 1	
F/O.	Carl R. Greenstein	T123575	1034	N	Rm # 2	
F/O.	Lawrence A. Williams	T123658	1035	B	Rm # 2	
S/Sgt.	Fredrick F. Liscoe	39559199	748	E	Bks 208	
S/Sgt.	William D. Regan	32196310	757	R	" "	
Sgt.	Louis G. Townsend	33524669	748	G	" "	
Sgt.	Derwood E. Treadwell	31253544	748	G	" "	
Sgt.	Albert J. Lonzinski	33622689	612	G	" "	
Sgt.	George R. Shaw	33551428	611	G	" "	

CREW # 148-2						BOQ # 428
2nd Lt.	Walter (NMI) Daniels	0693759	1024	P	Rm # 3.	
F/O.	William C. Beveridge	T-61783	1022	CP	Rm # 3.	
1st Lt.	William A. Derrig	0420295	1034	N	Rm # 4	
2nd Lt.	T.G. (I.O.) Billingsley	0700096	1035	B	Rm # 4	
S/Sgt.	Lloyd J. Dalby	33539472	748	E	Bks 208	
S/Sgt.	Charles E. Manning	16075938	757	R	" "	
Sgt.	Armando (NMI) Meza	39278640	748	G	" "	
Sgt.	Duane A. McCallum	16148743	748	G	" "	
Sgt.	Norman R. Stone	36297379	611	G	" "	
Sgt.	Daniel (NMI) Rossill	11067700	611	G	" "	

CREW # 148-3						BOQ # 428
2nd Lt.	James (NMI) Drummond	0692769	1024	P	Rm # 5	
2nd Lt.	Leonard J. Poskitt	0817850	1022	CP	Rm # 5	
2nd Lt.	Hyman (NMI) Abrams	0703384	1034	N	Rm # 7	
F/O.	Thomas R. Bacon	T123641	1035	B	Rm # 7	
S/Sgt.	Joseph W. Herrick Jr.	36291956	748	E	Bks 208	
S/Sgt.	Roy L. King	20455609	757	R	" "	
Sgt.	William D. Morris	34721131	748	G	" "	
Sgt.	Thomas J. Mawhinney	33585614	748	G	" "	
Sgt.	Laurel F. Clemans	39414676	612	G	" "	
Sgt.	William M. Sturgill	20456225	611	G	" "	

SPECIAL ORDER:

SO # 95 PAR 1, PETERSON FLD.
COLORADO SPRINGS, COLO. dtd 5 Apr 44

DATE OF ROSTER: 6 April 1944
DATE OF ARR IN 21st WING: _____
THIRD PHASE ORGN & STA: _____
PETERSON FLD, COLORADO SPRINGS, COLO.

RECEIPT

No Accountability

Date : 4/9/44

STATION: Topeka Army Air Field, Topeka, Kansas

ISSUING ORGANIZATION: 3rd Hvy Bomb Proc. Hdqts.

ISSUED TO: James Drummond, 2nd Lt, AG PROJECT NO: 90632-R

(This Form rescinds and replaces Form 21-E-18, dated 7 February 1944, and Form No. 21-E-21, dated 15 August 1943.)

QUANTITY	ITEM	AAF SERIAL NUMBER
1 Each	Airplane, Type <u>B-24 G</u>	<u>42-75229</u>
4 Each	Engine: Make: <u>P & W</u> Model: <u>R-1830-65</u>	Eng. #1 <u>42-432327</u> Eng. #2 <u>42-432328</u> Eng. #3 <u>42-432329</u> Eng. #4 <u>42-432330</u>
1 Each	A.F.C.E. <u>1-5</u>	<u>42-13067</u>
1 Each	Bombsight Assembly <u>SI-M1</u>	<u>42-13067</u>
1 Each	IFF Unit <u>SCP-695-1</u>	<u>30966A 63625</u>

NOTE: Airplane complete as per attached Form 263A.

I certify that the Engineering Envelope for this airplane contains the following airplane forms and records, and I acknowledge the receipt of these forms from the 3rd Processing Headquarters Engineering Section:

- 1 Ea. AAF Form 1 and 1A
- 1 Ea. AAF Form 41B
- 1 Ea. AAF Form 263A
- 1 Ea. AAF Form 263B
- 1 Ea. T.O. 01-1-40, Weight & Balance Data.
- 1 Ea. Load Adjuster (Check Serial Number).
- 1 Ea. AAF Form 60A
- 1 Ea. AAF Form 60B, Engs. 1,2,3,4.
- 1 Ea. AAF Form 61, Engs. 1,2,3,4.
- 1 Set Airplane Keys.

This airplane is in good condition; all necessary maintenance and inspections have been accomplished. This airplane is properly loaded according to loading directives furnished by Headquarters, Army Air Forces. I certify that the airplane listed hereon has been placed in my custody for delivery to the project shown above. No accountability is assumed by the undersigned.

Accepted by: James Drummond P.F. 4-5 Provisional Group
 (Organization)
 Date: April 11, 1944

DISTRIBUTION: "D"

S E C R E T

HEADQUARTERS STATION #11
CARIBBEAN WING, ATC
MORRISON FIELD

: : : : : : : : : : : :
: S E C R E T
:Auth: CO, Morrison Fld
:Initials *EDS*
:Date 4/15/44
: : : : : : : : : : : :

West Palm Beach, Florida
15 April 1944

OPERATIONS ORDER)

NUMBER 1136)

1. Under auth contained in Ltr Hq AAF 30 Mar 44, file AAF 370.5 (28 Mar 44)FUB-R-AF-M, subject: Movement Orders, Shipment FY-----the following-named O and EM asgd shipment as indicated, Project 90632R, WP in acft as indicated fr Morrison Fld, West Palm Beach, Fla, via the South Atlantic Route to El Aouina, Tunisia routing upon arrival thereat to the responsible representative, Fifteenth Air Force for asgmt to the Fifteenth Air Force. Pers will use APO 16024-AY, c/o PH, New York, NY, suffixed by the crew number to which asgd. This is a PCS.

B-24 41-28988 FY-----AY40
2d Lt Robert D Reese, 0693817
2d Lt Kenneth W Musbaum, 0817848
2d Lt Thomas A Gault, Jr, 0712795
2d Lt Edward H Devlin, 0699502
S/Sgt Alfred A Rossi, 12148400
S/Sgt Richard W Gordon, 33582491
M/Sgt David A Tunno, 13037083
Sgt Joseph P Leonard, 32300904
Sgt Benjamin E Williams, 38430158
Sgt Alvin (NMI) Trihub, 20744811
(APO 16024-AY40)

B-24 41-28964 FY-----AY45
(P) 2d Lt Dennis (NMI) Blackwell, 0807667 (P)
(CP) 2d Lt Raymond A Fullins, Jr, 0817746 (CP)
(N) 2d Lt Paul F Goldsmith, 0712801 (N)
(B) 2d Lt Edward J Duquaine, 0701577 (B)
(E) S/Sgt James F Howell, 34351188 (E)
(R) S/Sgt Clyde J Doerge, 37601081 (R)
(AG) Sgt Charles A Kirklen, Jr, 39294646 (AG)
(CG) Sgt Kenneth S Rock, 39408984 (CG)
(CG) Sgt Bernard J Wilson, 35092688 (CG)
(CG) Sgt Kajetan A Jezalowicz, 36555771 (CG)
(APO 16024-AY45)

B-24 41-28970 FY-----AY28
2d Lt John P Kelly, 0810893
2d Lt Richard (NMI) Olson, 0700620
2d Lt John (NMI) Hassan, 0704624
2d Lt Walter E Chapman, 0685439
E/Sgt David S Brown, 6256700
S/Sgt William B Snyder, 33242935
Sgt Edwin G Rogers, 38050608
Sgt Irwin (NMI) Hansen, 12133607
Sgt Alvin E Haupt, 19179483
Sgt Ralph R Stokes, 36594102
(APO 16024-AY28)

B-24 42-78242 FY-----AY48
(P) 1st Lt Earl P Haubert, Jr, 0402355 (P)
(CP) 2d Lt Theodore R Rogel, 0717752 (CP)
(N) 2d Lt Robert (NMI) Gordon, 0712804 (N)
(B) F/O Nile C Fischer, T123671 (B)
(E) S/Sgt David J Rossi, 12148392 (E)
(R) S/Sgt Jonas E Donson, 32588224 (R)
(AG) Sgt Leo B Ul, 33436620 (AG)
(CG) Sgt William G Krikendall, 33487396 (CG)
(CG) Sgt Agustin L Hernandez, 18225696 (CG)
(CG) Sgt Charles J Kolar, 36300630 (CG)
(APO 16024-AY48)

B-24 42-50365 FY-----AY70
2d Lt Leonard F Vogt, 0807543
2d Lt Emmet F Spencer, Jr, 0817776
2d Lt Roland H Guay, 0712807
F/O John R Kingston, Jr, T123128
S/Sgt William T Nolan, 34288445
S/Sgt Berry (NMI) Ervin, Jr, 34506114
Sgt Charles A Gupton, 37516205
Sgt John D Collins, 18219624
Sgt Robert G Luddy, 31324094
Sgt Robert L Belter, 32290570
(APO 16024-AY70)

B-24 42-78229 FY-----AY36
(P) 2d Lt James (NMI) Drummond, 0692769 (P)
(CP) 2d Lt Leonard J Poskitt, 0817850 (CP)
(N) 2d Lt Hymen (NMI) Abrams, 0708384 (N)
(B) F/O Thomas R Bacon, T123641 (B)
(E) S/Sgt Joseph F Herrick, Jr, 36291956 (E)
(R) S/Sgt Roy L King, 20455609 (R)
(AG) Sgt Laurel F Clemens, 39414676 (AG)
(CG) Sgt William D Morris, 34721131 (CG)
(CG) Sgt Thomas J Mawhinney, Jr, 33585614 (CG)
(CG) Sgt William M Sturgill, 20456225 (CG)
(APO 16024-AY36)

S E C R E T

S E C R E T

O. O. #1136, Hqs Sta #11, Morrison Fld, Fla; 15 April 1944

B-24 42-51077 FY-----AY50
 1st Lt Edward C Jones, Jr, 0793116
 2d Lt Vittorio O Russo, 0817755
 2d Lt Benjamin W Grant, 0712305
 2d Lt Joseph F Woll, 0702088
 S/Sgt Joseph F Miller, 14162032
 S/Sgt Ralph T Zetterberg, 12049642
 M/Sgt James T Sanford, 6981166
 T/Sgt Harold E Rogers, 38130337
 T/Sgt Ferrell E Daniel, 14063777
 Sgt Walter J Rogers, Jr, 34802184
 (APO 16024-AY50)

B-24 42-78233 FY-----AY51
 (F) 2d Lt Bruce M Smith, 0663575 (P)
 (CF) 2d Lt George A Skoglund, 0817770 (CP)
 (N) 2d Lt William J Grenfell, 0712806 (N)
 (B) 2d Lt Warren R Zwink, 0697756 (P)
 (E) S/Sgt Charles T Smith, 14142769 (E)
 (R) S/Sgt Buford L Fason, 18082788 (R)
 (AG) Sgt James F Scartelli, 33603042 (AG)
 (CG) Sgt Melvin (NMI) Mendelson, 12086358 (CG)
 (CG) Sgt Jessè M James, 38359332 (CG)
 (CG) Sgt Loy H Wicks, 18041217 (CG)
 (APO 16024-AY51)

B-24 41-28993 FY-----AY39
 2d Lt Arthur S Pitts II, 0693885
 2d Lt Carnot J Nisély, 0817847
 2d Lt Kerman C Furrer, 0712793
 2d Lt John F Coll, 0701533
 S/Sgt Stanley A Golembiewski, 15131805
 S/Sgt Allen W Ames, 13153093
 Sgt Andrew J Lechnhardt, 39117824
 Sgt Rayner L Kelsey, 39276024
 Sgt James A McConnell, 35597599
 Sgt Herschel J Rogers, 14160299
 (APO 16024-AY39)

B-24 41-28967 FY-----AY37
 (P) 2d Lt William J Patton, 01101986 (P)
 (CF) 2d Lt Jefferson E Macon, Jr, 0817713 (CP)
 (N) 2d Lt James P Beard, 0717161 (N)
 (B) 2d Lt James H Cannon, 0701561 (B)
 (E) S/Sgt Edward J Miller, 37601573 (E)
 (R) S/Sgt Howard L Chidester, 39558992 (R)
 (AG) Sgt Harold E Robinson, 37668139 (AG)
 (CG) Sgt Edgar (NMI) Wood, Jr, 18213771 (CG)
 (CG) Sgt William F Gentile, 33420606 (CG)
 (CG) Sgt Albert (NMI) McLaughlin, 12133040 (CG)
 (APO 16024-AY37)

In lieu of subs a flat per diem of seven dollars (\$7.00) is atzd for travel and for periods of temp dy enroute to final destination, when necessary for officers, in accordance with existing law and regulations. Pmt of mileage is not atzd. Such times as the individual is billeted and subsisted, as outlined in WD Memo W35-2-42, 30 Sep 1942, his per diem will be susp.

A flat per diem of seven dollars (\$7.00) is atzd for EM for travel and for periods of temp dy enroute to final destination in accordance with existing law and regulations, if travel is performed by air. For travel by rail and for periods of delay enroute to final destination, monetary allowance, in lieu of rat and qrs, is prescribed in accordance with C 5 AR 35-4520, 21 Jan 44.

From time of departing fr the continental United States until arrival at perm overseas sta, pmt of per diem is atzd for a maximum of forty-five (45) days.

TDN. 1-5250 P 431-02 A 0425-24.

By order of Lt. Colonel KIGHT:

OFFICIAL:



RONALD P. STEWART,
 1st Lt., Air Corps,
 Asst. F. Opns. Officer

RONALD P. STEWART,
 1st Lt., Air Corps,
 Asst. F. Opns. Officer

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 Proof read by tm, arh

S E C R E T

HEAD QUARTERS
FOUR HUNDRED EIGHTY FOURTH BOMBARDMENT GROUP (PATHFINDER)
Office of the Group Commander

A.F.O. 520, US Army,
28 June 1944.

SPECIAL ORDERS)

NUMBER.....122)

1. Under the provisions of AR 615-5 and upon recommendation of his orgn commander, SGT (748) Pearce (III) Jackson, 6242683, 824th Bomb Sq (Pathfinder) is reduced to the grade of Private (For inefficiency).

2. Under the provisions of AR 615-5 and upon recommendation of his orgn commander, Sgt (750) William S. Rodgers, 15013874, 825th Bomb Sq (Pathfinder) is reduced to the grade of Private (For inefficiency).

3. Fol named personnel, 484th Bomb Gp (Pathfinder) wp fr pre sta to Capri Rest Camp on Friday 30 June 1944 on TD for a period o approx seven (7) days, rptg RUAT CO AAF/INTO Rest Camp for fur instructions not later than 1300 hours Friday 30 June 44. UCTD personnel will report to CAPODICHERO AIRPORT ITALY on Friday 7 July 1944 for return to proper sta. Travel via mil scf Govt Mtr T, and/or rail is authorized. TDN.

<u>Rank</u>	<u>Name</u>	<u>ASN</u>	<u>Organization</u>
2ND LT(1024)	WILLIAM L. ADAMS	0811299	824th Bomb Sq (Pathfinder)
2ND LT(1024)	DUANE D. POWERS	0814546	824th Bomb Sq (Pathfinder)
2ND LT(1034)	ROBERT W. TISSING	0704820	824th Bomb Sq (Pathfinder)
2ND LT(1035)	EDWARD H. JOHNSON	0694776	824th Bomb Sq (Pathfinder)
T/Sgt(748)	Elmer W. Vernie	37111036	824th Bomb Sq (Pathfinder)
S/Sgt(757)	Walter G. Stove	36719926	824th Bomb Sq (Pathfinder)
S/Sgt(748)	Merrill L. Iverson	36275173	824th Bomb Sq (Pathfinder)
S/Sgt(748)	Geaton A. Intoccia	33345058	824th Bomb Sq (Pathfinder)
S/Sgt(748)	Henry L. Hange	32761439	824th Bomb Sq (Pathfinder)
Sgt(611)	Harold T. Toomey	12169366	824th Bomb Sq (Pathfinder)
2ND LT(1092)	BEN H. VARNER	0806752	826th Bomb Sq (Pathfinder)
2ND LT(1092)	JAMES (III) DRUMMOND	0692789	826th Bomb Sq (Pathfinder)
2ND LT(1034)	HYMAN (III) ABRAMS	0708384	826th Bomb Sq (Pathfinder)
F/O (1035)	THOMAS R. BACON	T-123641	826th Bomb Sq (Pathfinder)
I/Sgt(748)	William F. Jaenke	36426288	826th Bomb Sq (Pathfinder)
S/Sgt(757)	Roy L. King	20455609	826th Bomb Sq (Pathfinder)
Sgt(612)	Laurel F. Clemens	39414676	826th Bomb Sq (Pathfinder)
Sgt(748)	William D. Morris	34721131	826th Bomb Sq (Pathfinder)
Sgt(748)	Thomas T. Newhinney Jr	33585614	826th Bomb Sq (Pathfinder)
Sgt(611)	William H. Sturgill	20456225	826th Bomb Sq (Pathfinder)
1ST LT(1024)	THOMAS F. MAGRUDER	0789185	827th Bomb Sq (H)
2ND LT(1024)	JOHN J. BOLIN	0806785	827th Bomb Sq (H)

-1-

SO#122 Hq 484th Bomb Gp (Pathfinder), APO 520, US Army dtd
20 June 1944 Cont'd.

<u>Rank</u>	<u>Name</u>	<u>ASN</u>	<u>Organization</u>
2ND LT(1034)	RICHARD E. KINMAN	0695430	827th Bomb Sq (H)
2ND LT(1035)	CLIFFORD V. TAYLOR	0690605	827th Bomb Sq (H)
S/Sgt(748)	Ridgell M. McKinney	18179121	827th Bomb Sq (H)
S/Sgt(757)	Robert E. Blank	34014226	827th Bomb Sq (H)
Sgt(612)	Burnett C. King	18124317	827th Bomb Sq (H)
Sgt(748)	Charles R. Donnelly	33388842	827th Bomb Sq (H)
Sgt(612)	Oscar L. Johnston	39556480	827th Bomb Sq (H)
Sgt(612)	Clement (NMI) Martin	37476806	827th Bomb Sq (H)
1ST LT (1035)	WILLIAM (NMI) BRYN	01285373	827th Bomb Sq (H)

4. Under the provisions of AR 35-1480 and in accordance with the provisions of AAF Regulation No. 35-29, dated 20 July 1942, Pvt (748) Pearce (NMI) Jackson, 6242683, 825th Bomb Sq (Pathfinder) is hereby relieved of duty requiring participating in regular and frequent aerial flights.

5. Fol named EM, 827th Bomb Sq (H), hvg appeared before the Re-classification Board this date is reclassified to new MOS as indicated.

<u>Rank</u>	<u>Name</u>	<u>ASN</u>	<u>Old MOS</u>	<u>New MOS</u>
Cpl	Donald R. Reiter	19065715	754	611
Pvt	Donald H. Wink	16168758	631	405

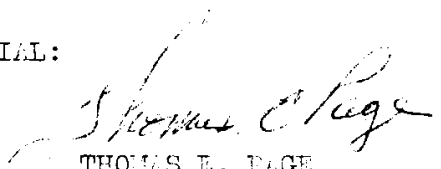
Appropriate entry will be made on Morning Report and Form 20.

6. 1ST LT (2110) GEORGE F. COLEMAN JR, 0571310, AC, 825th Bomb Sq (Pathfinder) is detailed as Class A Agent Finance O to CAPT JP SALB (FD) for the monthly payment of troops of this Command until further orders issued by this Hq. Maximum amount of fund entrusted to O is \$50,000. The provisions of AR 35-320 as amended will be complied with by O.

By Order of Colonel KEESE:

THOMAS E. PAGE,
Major, Air Corps,
Adjutant.

OFFICIAL:


THOMAS E. PAGE,
Major, Air Corps,
Adjutant.

FIVE (5) PARAGRAPHS SO#121
HQ 484TH BOMB GP (PATHFINDER)

826TH BOMBARDMENT SQUADRON (PATHFINDER) AAF
Office of the Commanding Officer
APO 520, U. S. ARMY

A-JBP/lfc

10 August 1944

SUBJECT: Certificate of Eligibility.

TO : Commanding General, 15th Air Force, APO 520, U.S. Army.

1. This is to certify that 2d Lt JAMES DRUMMOND, 0692769, Air Corps, has completed thirty-five (35) successful combat missions and flown 190:15 in actual combat, participating in missions over Wiener-Neustadt, Floesti, Vienna, and others meeting severe enemy opposition of flak and fighters, and during these raids clearly demonstrated his leadership qualities and professional ability with cool performance of duty.

2. Although a T/O vacancy does not exist in this organization at present, his demonstrations of integrity, outstanding leadership, and ability to cope with the many and varied problems under actual combat, give me an unquestionable basis for this recommendation.

3. This officer has demonstrated his fitness for promotion in actual combat with the enemy.

JOHN B. PAINE,
Major, Air Corps,
Commanding.

C E R T I F I C A T E O F P R O M O T I O N

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 U. S. ARMY

SPECIAL ORDERS)
NUMBER 232)

19 August 1944

E X T R A C T

* * *

Paragraph 22. By direction of the President and pursuant to authority contained in Circular 94, Headquarters NATOUSA, dated 2 August 1944, the following officers having clearly demonstrated their fitness for promotion by outstanding performance in actual combat, are temporarily promoted in the Army of the United States to grades indicated, effective this date. Date of rank is date of this order unless otherwise indicated after name. These promotions unless sooner terminated, terminate automatically at the expiration of the emergency and six months thereafter, at which time the officers will revert to their permanent grade. No oath of office or acceptance is required. In accordance with the provisions of Public Law 746, 77th Congress, promotion is deemed to have been accepted as of date of this order, and under the provisions of the same law, officers are entitled to receive pay and allowances of the higher grade from such date.

2nd Lt. to 1st Lt.

James Drummond 0692769 AC

By command of Major General TWINING:

OFFICIAL:

J. M. Ivins

J. M. IVINS, *r*
Colonel, AGD,
Adjutant General.

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

NOTE: Three copies of orders sealed with the official seal of this headquarters for immediate delivery to officer referred to above, two of these are for file with his pay account.

826TH BOMBARDMENT SQUADRON (PATHFINDER)
484TH BOMBARDMENT GROUP (PATHFINDER)
Office of the Squadron Surgeon
APO 520 c/o Postmaster, New York, N.Y.

1 September 1944

CERTIFICATE


1st Lt JAMES DRUMMOND, O-692769, has completed a tour of high altitude combat flying. He demonstrates moderate combat fatigue as evidenced by easy fatigue, anxiety, nervous diarrhea, unsociability and nightmares. His pulse was 104 on completion of his 50th mission.

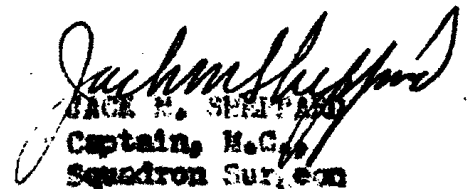
On numerous occasions his ship has been riddled by flak. Over Bucharest, heavy flak was encountered with the bomb-bay almost destroyed by flak, the fuel lines were severed, control cables cut and they just made the field with great difficulty. Over Avignon, France, heavy flak was encountered with one engine being shot over the target, leaving the target another engine went out. It was necessary to force land the ship at Corsica. Over Toulon, France, three Superchargers went out just before they reached the target and they continued alone over the target and returned to the field alone going over territory where enemy fighters were known to be present. Over Cuirgin, they were attacked several times by fighters.

I certify that 1st Lt. JAMES DRUMMOND will not be physically able to resume active combat duty within a (90) day period.

Recommend subject, 1st Lt. JAMES DRUMMOND be returned to the Zone of the Interior on permanent change of station orders

APPROVED:


WALTER C. CANNON
Major, U.S.,
Group Surgeon


JACK M. SHEPPARD
Captain, U.S.,
Squadron Surgeon

R E S T R I C T E D

826TH BOMBARDMENT SQUADRON (PATHFINDER) AAF
484TH BOMBARDMENT GROUP (PATHFINDER)
APO 520, c/o POSTMASTER
NEW YORK, N. Y.

A-JBP/lfc

210.45

5 September 1944
(Date)

SUBJECT: Return of Combat Crew Members to the United States.

TO : **Commanding Officer, 484th Bomb Gp (Pathfinder),
APO 520, c/o Postmaster, New York, N. Y.**

1. This is to certify that 1ST LT (1092) JAMES DRUMMOND, 0692769, a member of this organization since 6 May 1944, has been relieved from combat flying duty as Pilot as a result of prolonged combat duty, and is so reduced in operational efficiency as to affect the efficiency of this unit.

2. A statement from the Squadron Surgeon is attached certifying to the effect that officer concerned will not be physically able to resume active combat duty within a ninety (90) day period.

3. Recommend subject officer be returned to the Zone of the Interior on permanent change of station orders.

4. It is not desired to recommend subject officer for promotion. (*State reasons)

John B. Paine
JOHN B. PAINE,
Major, Air Corps,
Commanding.

1

2 Incls:

Incl 1 - Medical Certificate.

~~Incl 2 - Certificate of Missions Flown~~

*Required only in the case of F/O and Second Lieutenants.

- 1 -

R E S T R I C T E D

826TH BOMBARDMENT SQUADRON (PATHFINDER) AAF
484TH BOMBARDMENT GROUP (PATHFINDER)
APO 520, c/o Postmaster
New York, N. Y.

A-JBP/nt

13 September 1944

SUBJECT: Reassignment of Officer.

TO : Commanding Officer, AAF Redistribution Station.

1. 1ST LT JAMES DRUMMOND, O-692769, having completed fifty (50) missions in this theater, has been returned to the United States for a rest and rehabilitation period.

2. Above Officer had a duty assignment of Pilot on a B-24 Aircraft and performed his duties in an excellent manner and is considered a very capable Officer, He displayed courage and leadership during his tour of duty in this theater.

3. It is recommended that 1st Lt Drummond be assigned as Pilot in a Medium Bombardment Squadron.

John B. Paine
JOHN B. PAINE,
Major, Air Corps,
Commanding.

370.5
HQ 49TH BOMB WING (H), APO 520, 9 Sept 44.

2nd Ind.

C-FEM-9

TO: Commanding General, Fifteenth Air Force, APO 520, U.S. Army.

1. Approved.
2. Request that subject Officer be returned to the Zone of Interior in accordance with Section I, par 1 b, Fifteenth Air Force Memorandum No. 35-14, dated 6 August 44.
3. No promotion is now pending for this Officer nor will he be recommended for promotion after this date.

For the Wing Commander:

1 Incl: n/c

FRANK E. MAREK,
Captain, Air Corps,
Asst Adjutant.

R E S T R I C T E D

- 2 -

R E S T R I C T E D

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520 US ARMY

G/EHR/fs-1

12 September 1944

SUBJECT: Orders.

TO : All Concerned.

1. Following named Off and EM are reld fr asgmt to orgns as indicated, are asgd to Repl Depot No. 7, WP thereto via mil acft, govt mtr T, and/or rail, rptg upon arrival to CO thereat for trans-shipment to the US. If travel is performed by rail, necessary rations in kind will be furnished. Necessary records will accompany each individual. EM asgd in gr. PCS. TCMT. TDN. 91-66 P 431-02 A 0425-24.

2. Personnel will immediately notify correspondents and publishers to discontinue mailing letters and publications to them until further advised as to new address. WD AGO Form No. 971-1, 9 October 1943 (V-Mail Notice to Correspondents and Publishers) may be used for this purpose.

3. AUTHORITY: WD Circular 127, 1943, and Par 3 a, AAF Regulation 35-43, and Cable AAF/MTO. cite AMAAP. Ref AF 638. dated 23 Jan 1944.

450TH BOMB GROUP (HV)

S Sgt Joseph F. Parker, 31288534

451ST BOMB GROUP (HV)

MAJOR SIDNEY Z. WINSKI, 0423973 AC	MAJOR KENDALL S. YOUNG, 0410664 AC
CAPT WILLIAM M. TUNEY, 0669814 AC	LST LT RYAN BERKELY, 0703685 AC
LST LT THOMAS R. BEVERIDGE, 0703686 AC	LST LT VICTOR L. BUNDERSON, 0694278 AC
LST LT NIELS G. CHRISTENSEN, 0713315 AC	LST LT BERNARD CORTESE, 0703953 AC
LST LT LAURIE T. HARTZOG, 0606951 AC	LST LT GEORGE C. McCLEARY, 0687605 AC
LST LT DONALD G. McKELVEY, 0810913 AC	LST LT BERNARD NEWMAN, 0700522 AC
LST LT CHARLES L. PAYNE, 0814535 AC	LST LT PAUL E. SPEAR, 0701540 AC
LST LT JAMES E. PIASECKI, 0700059 AC	T Sgt Theodore O. Bonney, 37663566
T Sgt Henry W. Dieter, 35380975	T Sgt Benneville E. Rhoads, Jr, 35459222
S Sgt Thomas B. Falcigno, 31315359	S Sgt Michael J. Maycinik, 16144994
S Sgt Alvia M. Watts, 65844469	S Sgt Harmon S. Westerburg, 38185249
S Sgt David W. Wilke, 34546397	S Sgt Joseph E. Wilson, 33628374

424TH BOMB GROUP (HV)

LST LT DONALD I. HAZZARD, 0704630 AC	LST LT JOSEPH R. MORAN, 0690961 AC
LST LT GEORGE R. WRIGHT, 0689432 AC	S Sgt Leroy T. Riordan, 12076449
LST LT ALPHONSE P. RICCARDI, 0751931 AC	LST LT ASHBY L. PHILLIPS, 0758616 AC
S Sgt Allen R. Elms, 39697630	S Sgt Anthony F. Scolese, 32733384
S Sgt Frederick B. Taylor, 31313564	LST LT WILFRED M. DUGGAN, 0684920 AC
LST LT JOHN A. FIOCCA, 0754834 AC	LST LT ALLEN R. JENSEN, 0690100 AC
2D LT BERNARD L. CLARK, 01695476 AC	T Sgt Max B. Jones, 18184968
T Sgt Joseph W. Kirrane, 11055478	

456TH BOMB GROUP (HV)

LST LT SCOTT L. DYSINGER, 0101901 AC	LST LT EDWARD KAIATT, 0707276 AC
LST LT JOSEPH F. LEUKUMA, 0542829 AC	LST LT EMANUEL L. LEFSHITZ, 0702061 AC
LST LT HARRY W. OWENS, 0817734 AC	LST LT JOHN C. ROAK, 0693947 AC
LST LT GAYLE S. TATE, 0692922 AC	LST LT WILLIAM J. WEBSTER, 0684920 AC
T Sgt Boyce L. Duncan, 14100637	T Sgt Warren E. Luttrull, 35726134
T Sgt Edward R. Moran, 13025082	T Sgt Charles F. Sabin, 16042598
S Sgt Ernest M. Lorelli, 13021896	S Sgt Godfrey Machka, 36555998
S Sgt Roy M. Minton, 35053167	S Sgt Truman Sinclair, 39283630
S Sgt Sebastian Tringali, 38493136	S Sgt Claud W. Williams, 38446470

R E S T R I C T E D

-1- over

R E S T R I C T E D

(Ltr Orders, Hq, Fifteenth AF, G/EHR/af-1, 12 September 1944, contd.)

461ST BOMB GROUP (HV)

1ST LT CHARLES F. BEEGLE,	0697531 AC	1ST LT JEROME J. DAVIS,	0690781 AC
1ST LT CLEO V. WINTER,	01683568 AC	1ST LT CHRIST FALKOWSKI,	0744305 AC
1ST LT JOSEPH GERMAN,	0811525 AC	1ST LT ROBERT S. HICKOX,	0799079 AC
1ST LT ARLO B. HUGHES,	0703632 AC	2D LT STANLEY RICHMAN,	01695408 AC
T Sgt Richard E. Nostrand,	19175671	T Sgt Laverne W. Wilkes,	16049775
S Sgt John A. Bailey,	13039831	S Sgt Robert L. Forster,	12159732
S Sgt James B. Jones,	13119392	S Sgt Cornelius J. Kievit,	12162680
S Sgt Orville G. Short,	19164854	Sgt Orville Gore,	15071562

484TH BOMB GROUP (HV)

MAJOR BENJAMIN W. MILAM,	0413475 AC	CAPT LOWELL K. DAVIS,	0429920 AC
CAPT ERNEST F. M. NANCE,	0429844 AC	1ST LT JAMES DRUMMOND,	0692769 AC
1ST LT JACK (NMI) GITTLEMAN,	0703981 AC	1ST LT OTTO J. HUNTER,	0741102 AC
1ST LT JOHN J. JACKSON,	0435582 AC	1ST LT ALBERT G. KING,	0814497 AC
1ST LT MYRON A. MANHART,	0704606 AC	1ST LT FRANKLIN C. MATTHEWS,	0686098 AC
1ST LT ROBERT W. MITCHELL,	0693934 AC	1ST LT MYRON J. PORTER,	0687343 AC
1ST LT REINOLD RICKERT,	0697318 AC	1ST LT LEONARD ROMNEY,	0705803 AC
T Sgt Andrew J. Beard,	38367769	T Sgt Stanley J. Biernat,	31145255
T Sgt Robert J. Dixon,	18071678	T Sgt John J. Mobley,	15071242
S Sgt Price F. Brookshire,	38062320	S Sgt Roland E. Eckhoff,	37558538
S Sgt Albert G. Gebron,	18177402	S Sgt Henry L. Haage,	32761439
S Sgt Von R. Harris,	34606825	S Sgt John P. Hensel,	16075830
S Sgt Merrill L. Iverson,	36275173	S Sgt Edward J. Kinder,	35539874
S Sgt Floyd D. Kirby,	20724971	S Sgt Edward Z. Kurczewski,	35566959
S Sgt Burnes R. Myers,	14161449	S Sgt Eugene G. La Pierre,	16079605
S Sgt Francis W. Skelny,	33349697	S Sgt Richard E. Stromback,	16144953
S Sgt Harold T. Toomey,	12169366	Sgt William E. Rose,	16069632

By command of Major General TWINING:

E. H. Read, Jr.
E. H. READ, JR.,
Capt, Air Corps,
Asst. Adjutant General.

DISTRIBUTION:

1 - TAG
5 - CG, AAF
2 - CG, NATOUSA
2 - CO, Repl Depot No. 7
5 - Ea individual concerned
2 - CO, 450th Bomb Gp (hv)
2 - CO, 451st Bomb Gp (hv)
2 - CO, 454th Bomb Gp (hv)
2 - CO, 456th Bomb Gp (hv)
2 - CO, 461st Bomb Gp (hv)
2 - CO, 484th Bomb Gp (hv)
2 - CO, 47th Wg
2 - CO, 49th Wg
2 - CO, 304th Wg
2 - Postal O
1 - 28th SCU
1 - 30th MRU
1 - Historian
1 - M/R Clk
1 - A-1
20 - A-1 Pers Status Sec
1 - A-1, Classification Sec
1 - A-1, Combat Crew Sec
2 - File

R E S T R I C T E D

-2-

R E S T R I C T E D

Hq, 7th RD
 APO 372, US Army
 RO Group N 277-12
 1944

PASSENGER LIST

1. Army Serial Number _____ 2. NAVY Craft Number _____
 3. Ship or craft type _____ 4. Date of Completion _____
 5. From _____ 6. To _____

(NOTE: Entries 1 to 4 to be made by TQM at time of Embarkation.
 Entries 5 and 6 to be left blank.)

NO	RANK OR GRADE	NAME	ASN	MOS	ADDRESS OF FUR-	
					ARM OR LOUGH OR SERVICE CO.	LEAVE
<u>SECTION I -- AAF PERSONNEL</u>						
(All SCNP unless otherwise indicated)						
1.	1ST LT	BROWN, LLOYD W. 1300 Owyhee St., Boise, Idaho	0-765464	1035	AC	541
2.	1ST LT	BUNDERSON, VICTOR L. Emery, Utah	0-694278	1034	AC	541
3.	1ST LT	CORBETT, THOMAS J. JR. Coram, Montana	0-677409	1024	AC	541
4.	1ST LT	DRUMMOND, JAMES RFD #1, Anaconda, Montana	0-692769	1092	AC	541
5.	1ST LT	KNELL, JAMES J. 137 East 6 North St., Provo, Utah	0-701609	1035	AC	541
6.	1ST LT	PRICE, JOHN S. 1415 Sigsbee Ave., Salt Lake City, Utah	0-694943	1035	AC	541
7.	1ST LT	ROBISON, CARL E. 1115 E. Fifth St., Anaconda, Mont.	0-742782	1081	AC	541
8.	1ST LT	SWANNER, CHARLES E. 244 No. 1st West, Spanish Fork, Utah	0-762017	1024	AC	541
9.	1ST LT	WARDIAN, GILBERT A. F-50 Victory Road, Wash Ter., Ogden, Utah	0-687502	1024	AC	541
1.	M/Sgt	Millirons, Forest T. 331 South 5 East St., Salt Lake City, Utah	R-473496	750	AC	434 0
2.	T/Sgt	Barnes, Sterling W. 457 - 15th St., Ogden, Utah	19171826	757	AC	434
3.	T/Sgt	Droschkey, William R. Ono Fino, Idaho	39462336	748	AC	434
4.	S/Sgt	Austad, Quisling D. Fairfield, Montana	6587259	612	AC	435
5.	S/Sgt	Carlson, Jack H. Box 464, Roundup, Mont.	19071776	612	AC	434
6.	S/Sgt	Doris, Pierre J. Route # 3, Rupert, Idaho	19072635	748	AC	435
7.	S/Sgt	Gallegos, Tony M. P.O. Box 185, Brigham City, Utah	39914626	612	AC	434
8.	S/Sgt	Gray, Russell L. Cul-de-Sac. RT #2, Idaho	39461160	612	AC	433
9.	S/Sgt	Hutchcraft, Frank Glenns Ferry, Idaho	37413378	612	AC	434
0	S/Sgt	Johanson, John W. Montello, Nev.	39559541	070	AC	433
.	S/Sgt	Laird, Robert C. 228-S.6th St., W. Missoula, Montana	39410082	748	AC	435
12.	S/Sgt	Lake, Glen W. Loring, Montana	19124142	748	AC	435
13.	S/Sgt	Pegram, Orval C. Box 105, Homedale, Idaho	39907638	748	AC	435
14.	S/Sgt	Pehrson, Franklin D. Box 569, Glasgow, Mont.	39608972	611	AC	433
15.	S/Sgt	Sockwell, William G. Northern Hotel, Los Vegas, Nev.	39683744	509	AC	433
16.	S/Sgt	Wagner, Conrad B. RFD # 2, Buhl, Idaho	39907426	748	AC	433

R E S T R I C T E D

Group N277-12

R E S T R I C T E D

17. S/Sgt	Breckenridge, Willard R.	19082549	747	AC	434	0
	508 N. 6th St., Boise, Idaho					
18. Cpl	Frisch, Albert	39831873	928	AC	433	0
	Twin Falls, Idaho					
19. Cpl	Huber, August	39604277	566	AC	434	0
	C.B.R., Glendive, Mont.					
20. Pfc	Dameron, Courtney W.	19049497	060	AC	434	0
	270 E. 4th South, Salt Lake Utah					
21. Pfc	Wight, Paul O.	39609463	590	AC	435	0
	Hardin, Mont.					

SECTION II - OTHER PERSONNEL ALL SCNO

	MATSON, RALPH A.	O-279045	0660	QMC	541
	1041 S. 7th East, Salt Lake City, Utah				
1. Tec 5	Mosback, Martin L.	39603389	014	SC	435
	Ringling, Montana				

2. Group N277-12 will move on or about 7 October 1944 from present overseas station to a reception station in the United States to be named by indorsement to this order by the commander of the US port at which the group is debarked.

3. Captain Ralph A. Matson is designated commander of Group N277-12 during the entire movement from present overseas station to the reception station in the United States.

4. This movement constitutes a permanent change of station for each individual, with temporary duty enroute at a US port, reception station, and redistribution station. The latter will designate the new permanent station of each individual.

5. Group N277-12 will be under the control of the Commanding General, ASF, from time of departure from overseas station until released by proper authority in the United States.

6. The personnel listed hereon will notify their correspondents and publishers to discontinue mailing letters and publications until further advised of new address. WD AGO Form 971-1 (V-mail Notification to Correspondents & Publishers) may be used for this purpose. The personnel listed hereon are hereby cautioned against the compromise of classified information and reminded of the personal penalties for disclosure of any information concerning operations, plans, troop strength and movement, or any other such military information gained while serving in this theatre.

7. This movement will be coordinated with the ATS and the commander of the group by the Transportation O, PBS. TDN. TNT.

By order of Colonel BEATTY:

S. H. CLARK
Lt. Col., AGD
Adj General

OFFICIAL:

A CERTIFIED TRUE COPY:

/s/ JAMES P. THAMES
/t/ JAMES P. THAMES
1st Lt., A.G.D.
Actg Asst Adj Gen.

A. L. Stephens
A. L. STEPHENS
1st Lt., TC
Asst Adjutant.

DISTRIBUTION:

50 - Group Commander	1 - AG, PBS
5 - MATOUSA	3 - 14th MRU
5 - SOS NATOUSA	1 - G-1, PBS
2 - Repl Command	2 - 57th MRU
2 - AAF/MTO	30 - 31st Repl Bn.
2 - CG, XII AF	30 - 8th Port (Thru 1/M)
2 - CG, XV AF	37 - Depot Dist:

R E S T R I C T E D

1. ROTATIONAL AND TEMPORARY DUTY GROUPS as indicated in Par 3 below, and all individuals included therein, except as follows, arrived at HFPE, NEWPORT NEWS, VIRGINIA, at 1200 on 22 October 1944:

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>REASON</u>	<u>GROUP</u>
CORBETT, THOMAS J. JR	1st Lt	O 677 409	Did not sail	N277-12

2. The following named individuals, included in the Movement Orders, are not departing with this movement for the reason indicated opposite their respective names. Upon their return to a duty status they WP to their respective Reception Station concerned, under separate orders issued by this Headquarters:

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>REASON</u>	<u>GROUP</u>
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3. ROTATIONAL AND TEMPORARY DUTY GROUPS consisting of the number of personnel, as indicated, less the number indicated in Par 1 and 2 above, WP, by rail o/a 24 October 1944, to Reception Station No. 12, Ft. Douglas, Utah, rptng upon arrival thereat to the Commanding Officer for temporary duty pending reassignment. These groups are attached to Presidio of Monterey, California groups for movement from this station to Ogden, Utah. EDCMR: 28 October 1944 (For RO groups only).

<u>GROUP</u>	<u>OFFICERS</u>			<u>ENLISTED PERS</u>		
	<u>WHITE</u>	<u>CLD</u>	<u>FEM</u>	<u>WHITE</u>	<u>CLD</u>	<u>WAC</u>
N277-12	10	:	:	22	:	:
N281-12	2	:	:	2	:	:
N288-12	6	:	:	5	:	:
N289-12	1	:	:	:	:	:
N290-12 TD	1	:	:	3	:	:
TOTAL	20	:	:	32	:	:

GRAND TOTAL: OFFICERS: 20 ENLISTED PERSONNEL: 32

4. TEMPORARY DUTY GROUPS are attached and consolidated for movement only. Separate orders will be issued relative to their disposition.

5. This movement constitutes a PERMANENT CHANGE OF STATION for each individual of ROTATIONAL GROUPS only, with temporary duty enroute at a Reception Station and Redistribution Station.

6. Major STEINWACHS, DON P., O 347 473 AGD, is designated as Group Commander. He will take charge of groups and assist the Train Commander of the movement to which they are attached to for movement. In case these groups are detached from the movement prior to arrival at their destination, he will then become Train Commander of the groups.

7. The TO and QMC will increase T, kitchen car facilities and furn troop train rations sufficient to cover the number of personnel indicated in Par 3 above, less the number indicated in Par 1 and 2 above, for four (4) and one-third (1/3) days for the length of journey to Ogden, Utah. TO will furn nec meal T for number of enlisted personnel for such time as length of journey requires from Ogden, Utah to destination. The number of rations furn includes three (3) additional meals for emergency use only. FD will pay in adv (To the Train Commander of the movement to which attached) the mon alws prescribed in Par 3 b, WD Cir #341, 1943, a/r two cents (\$0.02) per meal for the number of meals atzd. Officers are not atzd any alws for travel during the period their group is atcd to a movement equipped with messing facilities. Officer are atzd mileage a/r five (5) cents per mile for travel performed other than TT. TDN. PCS. TTG. 501-31 P 431-02-03-07-08 212/50425 for ROTATIONAL GROUPS from this station to Ogden, Utah. TDN. PCS. 501-31 P 431-02-03-07-08 212/50425 for ROTATIONAL GROUPS from Ogden, Utah to Reception Station concerned. TDN. TTG. 501-31 P 433-02-03-07-08 212/50425 for TEMPORARY DUTY GROUPS from this station to Ogden, Utah. TDN. 501-31 P 432-03-07-08 212/50425 for TEMPORARY DUTY GROUPS from Ogden, Utah to Reception Station concerned. (Auth: FRI, 16 Aug 44).

201-Drummond, James (Off) W/Ind. JMD/emj/hew
HEADQUARTERS 31ST REPLACEMENT BATTALION, 7TH REPLACEMENT
DEPOT APO #372, U. S. ARMY 23 OCTOBER 1944.

TO: Commanding Officer, Reception Station #12, Fort Douglas,
Utah, U. S. A.

1. A matter pertaining to your command.
2. Officer transferred to your command pursuant to
Group Movement Order N277-12, Headquarters 7th Replacement
Depot, dated 26 September 1944.

For the Commanding Officer

JAMES M DOYLE
1st Lt. TC
Asst. Adjutant

1 Incl:
General Order Number 3043

201-Drummond, James (Off) 2nd W/Ind
ASF, Personnel Center, Fort Douglas, Utah

MLM/mm
22 Dec 44

TO: Commanding Officer, AAF Redist. Sta. #4, Santa Ana, Calif.

1. Forwarded as a matter pertaining to your command.
2. Subject Officer transferred to your command per paragraph 14,
Special Order No. 260, this headquarters dated 30 Oct 44.

For the Commanding Officer:

Margaret L. Montgomery

MARGARET L. MONTGOMERY
2d Lt. WAC
Personnel Officer
Reception Station #12

SPECIAL ORDERS)
NUMBER.....260) -E X T R A C T-

ARMY SERVICE FORCES
HEADQUARTERS SCU 1902
Fort Douglas, Utah, 30 Oct 1944

10. The following named O's AC having returned to US and having reported at Reception Sta #12, Fort Douglas, Utah in compliance with Ltr O's Hq 7th Replacement Depot, Subject Movement O's RO Group N-277-12 dtd 5 Oct 44 and 1st Ind Hq ASF, Camp Patrick Henry, Va, are rold from dy thereat, asgnd and WP on 30 Oct 44 to AAF Redistribution Sta #4, Santa Ana, Calif for processing and reassignment. O's are atztd delay enroute as indicated and will report to AAF Redistribution Sta #4, Santa Ana, Calif not later than 2400 on date indicated.

<u>NAME</u>	<u>SERIAL NO.</u>	<u>MCS</u>	<u>ADDRESS ON DELAY</u>	<u>DAYS DELAY</u>	<u>REPORTING DATE</u>
1ST LT PRICE, JOHN S.	0-694943	1035	Salt Lake City, U	21	26 Nov 44
1ST LT KNELL, JAMES J.	0-701609	1035	Provo, Utah	21	26 Nov 44

TDM, PCS WP TPA FSA 501-31 P 431-01, 02, 03, 07, 08 212/50425, EDGMR: 5 Nov 44. Auth: AG 370.5 (10 Aug 44) OB-S-SFMOT-M 16 Aug 44, Subj: PRI.

11. The following named O's AC having returned to US and having reported at Reception Sta #12, Fort Douglas, Utah in compliance with Ltr O's Hq 7th Replacement Depot, Subj: Movement O's RO Group N-288-12 dtd 5 Oct 44 and 1st Ind Hq ASF, Camp Patrick, Va are rold from dy thereat, asgnd and WP on 30 Oct 44 to AAF Redistribution Sta #3, Santa Monica, Calif for processing and reassignment and will report to AAF Redistribution Sta #3, Santa Monica, Calif not later than 2400 on date indicated.

<u>NAME</u>	<u>SERIAL NO.</u>	<u>MCS</u>	<u>ADDRESS ON DELAY</u>	<u>DAYS DELAY</u>	<u>REPORTING DATE</u>
1ST LT PLANT, JOSEPH W.	0-759298	1091	Salt Lake City, U	21	24 Nov 44
1ST LT STEBBINS, WALTER W.	0-683097	1035	Salt Lake City, U	21	26 Nov 44

TDM, PCS WP TPA FSA 501-31 P 431-01, 02, 03, 07, 08 212/50425, EDGMR: 5 Nov 44. Auth: AG 370.5 (10 Aug 44) OB-S-SFMOT-M 16 Aug 44, Subj: PRI.

(Avn)

12. CAPT (2120) HINOTE, WILLIAM B. 0-343095/CAF having returned to US and having reported at Reception Sta #12, Fort Douglas, Utah in compliance with Ltr O's Hq 7th Replacement Depot, Subj: Movement O's RO Group N-288-12 dtd 5 Oct 44 and 1st Ind Hq ASF, Camp Patrick Henry, Va is rold from dy thereat, asgnd and WP on 30 Oct 44 to AAF Redistribution Sta #3, Santa Monica, Calif for processing and reassignment. A twenty-three (23) day delay enroute is atztd. O will report to AAF Redistribution Sta #3, Santa Monica, Calif not later than 2400 26 Nov 44. Address on delay: Pocatello, Idaho. TDM, PCS WP TPA FSA 501-31 P 431-01, 02, 03, 07, 08 212/50425, EDGMR: 5 Nov 44. Auth: AG 370.5 (10 Aug 44) OB-S-SFMOT-M 16 Aug 44, Subj: PRI.

13. The following named O's AC having returned to US and having reported at Reception Sta #12, Fort Douglas, Utah in compliance with Ltr O's Hq 7th Replacement Depot, Subj: Movement O's Group N-281-12 and 1st Ind Hq ASF, Camp Patrick, Va are rold from dy thereat, asgnd and WP on 30 Oct 44 to AAF Redistribution Sta #3, Santa Monica, Calif for processing and reassignment. O's are atztd delay enroute as indicated and will report to AAF Redistribution Sta #3, Santa Monica, Calif not later than 2400 on date indicated.

<u>NAME</u>	<u>SERIAL NO.</u>	<u>MCS</u>	<u>ADDRESS ON DELAY</u>	<u>DAYS DELAY</u>	<u>REPORTING DATE</u>
1ST LT DOPP, NATHAN	0-713365	1092	Logan, Utah	30	5 Dec 44
1ST LT ROBISON, CARL E.	0-742782	1081	Anaconda, Mont	25	30 Nov 44
1ST LT RUDD, MELVIN J.	0-815561	1092	St. Anthony, Idaho	30	7 Dec 44

TDM, PCS WP TPA FSA 501-31 P 431-01, 02, 03, 07, 08 212/50425, EDGMR: 5 Nov 44. Auth: AG 370.5 (10 Aug 44) OB-S-SFMOT-M 16 Aug 44, Subj: PRI.

ARMY SERVICE FORCES, SCU 1902
SO 260, Hq Fort Douglas, Utah, 30 Oct 44, contd.
E X T R A C T

14. The following named O's AC having returned to US and having reported at Reception Sta #12, Fort Douglas, Utah in compliance with Ltr O's Hq 7th Replacement Depot, Subj: Movement O's RO Grp 277-12, dtd 27 Sep 44 and 1st Ind Hq ASF, Camp Patrick, Va dtd 22 Oct 44 are reld from dy thereat, asgnd and WP on 30 Oct 44 to AAF Redistribution Sta #4, Santa Ana, Calif for processing and reassignment. O's are atztd delay enroute as indicated and will report to AAF Redistribution Sta #4, Santa Ana, Calif not later than 2400 on date indicated.

NAME	SERIAL NO.	MOS	ADDRESS ON DELAY	DAYS REPORTING	
				DELAY	DATE
1ST LT BROWN, LLOYD W.	0-765464	1035	Boise, Idaho	23	26 Nov 44
1ST LT DRUMMOND, JAMES	0-692769	1092	Anaconda, Mont	24	28 Nov 44
1ST LT THOMAS, THAYNE L.	0-760685	1092	Spanish Fork, U.	30	7 Dec 44

TDN. PCS WP TPA FSA 501-31 P 431-01, 02, 03, 07, 08 212/50425. EDGMR: 5 Oct 44. Auth: AG 370.5 (10 Aug 44) OB-S-SPMOT-M 16 Aug 44, Subj: PRI.

By order of Lieutenant Colonel HOGAN:

LEE R. CAIN
2d Lt, AGD
Asst Adj

OFFICIAL:



LEE R. CAIN
2d Lt, AGD
Asst Adj

R E S T R I C T E D

SPECIAL ORDERS) HQ, 1040th AAF Base Unit (Redistribution Station No 4)
: Santa Ana Army Air Base, Santa Ana, California
NUMBER 34) 11 December 1944

E X T R A C T

1. Fol-named Officers, AC, Race-W, (Returnees), are reld fr asgmt Sec M and asgd to stations indicated, and WP thereto 12 Dec 44 reporting without delay for dy. PCS. TPA. TDN. 501-31 P 431-01, 02, 03, 07, 08 212/50425. Auth: Ltr Hq AAF Wash DC, Sub: "Auth to Issue Orders Reassigning Mil Pers," 10 Apr 44.

Buckingham AAFld, Ft Meyers, Fla (EFTC), EDCMR - 16 Dec 44
1ST LT (1092) BARRETT, DONALD M. 0742932

Harlingen AAFld, Harlingen, Tex (WFTC), EDCMR - 14 Dec 44
1ST LT (1092) DRUMMOND, JAMES 0692769

Yuma AAFld, Yuma, Ariz (WFTC), EDCMR - 13 Dec 44
1ST LT (1091) LAMB, KEITH W. 0699830

Enid AAFld, Enid, Okla (CFTC), EDCMR - 14 Dec 44
1ST LT (1055) MC GUIRE, PAUL 0669897

Liberal AAFld, Liberal, Kans (CFTC), EDCMR - 14 Dec 44
1ST LT (1092) DYSINGER, SCOTT L. 01010901

Kingman AAFld, Kingman, Ariz (WFTC), EDCMR - 13 Dec 44
1ST LT (1091) MOFFATT, LEO J. 0758603

Roswell AAFld, Roswell, N Mex (WFTC), EDCMR - 14 Dec 44
1ST LT (1091) LEWIS, EARL 0755581

Lockbourne AAB, Columbus, Ohio (EFTC), EDCMR - 15 Dec 44
1ST LT (1091) MILLER, RICHARD M. 0812636

Spence Fld, Moultrie, Ga (EFTC), EDCMR - 15 Dec 44
1ST LT (1055) HARDY, PRESTON B. 0436941

Williams Fld, Chandler, Ariz (WFTC), EDCMR - 13 Dec 44
1ST LT (1056) REILLY, WILLIAM J. 0758230

Boca Raton AAFld, Boca Raton, Fla (ETTC), EDCMR - 16 Dec 44
1ST LT (1039) GILES, JOHN P. JR. 0886969

Tyndall Fld, Panama City, Fla (EFTC), EDCMR - 16 Dec 44
2D LT (1092) SAVAGE, ROBERT L. 01695521

Gardener Fld, Taft, Calif (WFTC), EDCMR - 13 Dec 44
1ST LT (1055) LARSEN, GORDON P. 0745424

AAFIS (Bomb) Midland AAFld, Midland, Tex (CFTC), EDCMR-14 Dec 44

(Dependents should not accompany nor join Officers)

1ST LT (1035) KARKOTSKY, JOHN 0757071

1ST LT (1035) MUELLER, JAY F. 0684981 - Applied for Plt Tng

1ST LT (1035) PEARCE, HOLLY W. 0696242

1ST LT (1035) BERRITT, JACK JR. 0694926 - Applied for Plt Tng

- 1 -

R E S T R I C T E D

R E S T R I C T E D

SC 34, Hq 1040th AAF BU (RS No 4), SA AAB, Santa Ana, Calif, 11 Dec 44, contd.
Par 1, contd.

Ellington Fld, Ellington, Tex (CFTC), EDCMR - 14 Dec 44
1ST LT (1034) ANDERSON, GEORGE D. 0699972
1ST LT (1034) RUSK, DONALD M. 0717272
1ST LT (1051) SLATER, GEORGE R. 0588692

Laredo AAFld, Laredo, Tex (EFTC), EDCMR - 14 Dec 44
1ST LT (1091) ATWOOD, ROBERT E. 0756187
1ST LT (1091) BAN, ROBERT I. 0813293
1ST LT (1082) COCHRAN, SAMUEL W. 0521583

2. Par 10 SO 31 cs this Hq, pertaining to the transfer of the fol-
lowing Officers fr Sec M to Ellington Fld, Tex, is amended to include the state-
ment "Applied for Plt Tng":

1ST LT (1034) GAUGHAN, PATRICK J. 0707893
1ST LT (1034) LIPTON, FREDERICK G. 0698450

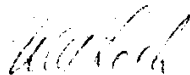
3. Par 7 SO 32 cs this Hq, pertaining to the transfer of EM fr Sec
N to 3705th AAFBU, Lowry Fld, Colo, as reads: "S-SGT CALLEGAS, TONY M. 39914626"
is amended to read: "S-SGT GALLEGOS, TONY M. 39914626".

4. So much of Par 1 SO 25 cs this Hq, as pertains to 1ST LT GOERTZ,
WAYNE H. 0726374 being trfd fr Sec M to AAF Redistribution Sta No 3, Santa
Monica, Calif, is revoked.

* * * * *

By command of Brigadier General EASTLBROOK:

OFFICIAL:



W. Y. LOCH
WOJG, USA
Assistant Adjutant

HARMON C. BELL
Major, Air Corps
Adjutant

ADDITIONAL DISTRIBUTION:

CO ea sta concerned - 5
CG AAFETTC, Santa Ana, Calif - 5
CG, AAFETTC, Randolph Fld, Tex - 5
CG, AAFETTC, Maxwell Fld, Ala - 5
CG, AAFETTC, St Louis, Mo - 5

- 2 -

R E S T R I C T E D

HEADQUARTERS
ARMY AIR FORCES FLEXIBLE GUNNERY SCHOOL
HARLINGEN ARMY AIR FIELD

SPECIAL ORDERS
NUMBER 350

E X T R A C T

HARLINGEN TEXAS
15 DEC 44

SECTION III - OFFICERS

Off granted lv of ab ----- Par 21
Changes in asgmts and dys of Off ----- Par 22
Asgmt of Stu Off asgd to this sta ----- Par 23
Asgmt of Perm Party Off asgd this sta ----- Par 24
Board of Off aptd to examine Pvt Jurgeson, Clifford C 37737877 ---- Par 25
Misc subject matter as pertains to Off ----- Par 26

21. Fol Off granted lv of ab as shown:

Grade and Name	Ser. No.	Br	Orgn
1ST LT MACUNE, DENNIS JR granted 16 day lv of ab eff o/a 17 Dec 44. Houston Tex	0663537	AC	Sec B 2123 AAF Base Unit Address - 2832 Elser St, Hous-
1ST LT TROUT, OSCAR W JR. granted 21 day lv of ab eff o/a 17 Dec 44. Bakersfield Calif	0683509	AC	Sec B 2124 AAF Base Unit Address - 107 Pershing St
2D LT MELTON, HARVEY E granted 20 day lv of ab eff o/a 17 Dec 44.	0688279	AC	Sec B 2124 AAF Base Unit Address - R 2 Richmond Va

22. Fol changes in asgmts & dys are dir:

Grade and Name	Ser. No.	Br and Comp	MOS	MCO
1ST LT HAYES, GERALD M Sec C 2123 AAF Base Unit reld fr asgd Sec C 2123 AAF Base Unit and fr dy as Stu Off (2700)(Prim), Sup & Prop Off Post Hq (Add); asgd Sec A 2123 AAF Base Unit and asgd dy as classification & Asgmt Off (2110)(Prim)(Asst)	0574924	AC b	AUS 2110	01.013
1ST LT MCIVER, CLAUD L Sec B 2123 AAF Base Unit reld fr asgd Sec B 2123 AAF Base Unit and fr dy as Plt 4E (1024)(Prim); asgd Sec A 2123 AAF Base Unit and dy as Plt 4-E (1024) (Prim)(Education & Information Off-Main Base)	0684017	AC	AUS 1092	00.999
2D LT DADDARIO, FRANCIS E Sec B 2123 AAF Base Unit reld fr dy as Plt Gary Sch (Prim); asgd dy as Plt 4-E (1024)(Prim) and Utilities Maint Off in Tng (Add)	0687555	AC	AUS 1024	40.916
CAPT ATKINSON, THOMAS W Sec B 2123 Base Unit reld fr asgd Sec B 2123 Base Unit and asgd Sec C 2123 AAF Base Unit w/n/c of dy as Plt 4-E (1024)(Prim)	0524541	AC	AUS 1092	00.999

Grade and Name	Ser. No.	Br and Comp	MOS	MCO
1ST LT MUNGER, PAUL F Sec A 2123 AAF Base Unit reld fr dy as Asst Post Adj (2110)(Add)eff 16 Dec 44	0580401	AC AUS	2210	71.710
CAPT HUFF, HARDY R Sec A 2123 AAF Base Unit asgd dy as Asst Post Adj (2110)(Add)eff 16 Dec 44	0281591	AC AUS	2202	15.334
MAJ MCDANIEL, EDWARD C Sec A 2123 AAF Base Unit reld fr dy as Naturalization Off (Add)	0341858	AC AUS	2260	99.046
2D LT DODSON, CHARLES L Sec A 2123 AAF Base Unit asgd d y as Naturalization Off (Add)	0574420	AC AUS	2110	32.052
MAJ GREENFIELD, SYLVAN J Sec E 2123 AAF Base Unit reld fr dy as Avn Med Examiner (3160-3)(Prim)and asgd dy as Post Surgeon (3001)(Prim) eff 16 Dec 44	0381657	MC AUS	3100	24.100
MAJ YANCEY, ROBERT G Sec A 2123 AAF Base Unit reld fr dy as Billeting Off (Add) eff 16 Dec 44	0487862	AC AUS	9100	32.381
CAPT LINK, HERBERT C Sec A 2123 AAF Base Unit asgd dy as Billeting Off (Add) eff 16 Dec 44	0560049	AC AUS	2110	99.042

23. Not used.

24. Fol Off having been asgd to this sta by auth shown are asgd to orgns and dys as indicated:

1ST LT WE ITZEL, LOUIS U reported 14 Dec 44 under auth Par 50 SO 340 cs Hq AAFRS #2 Miami Beach Fla and is asgd Sec B 2123 AAF Base Unit for dy as Plt 4-E (1024)(Prim)	0886046	AC AUS	1092	00.999
1ST LT TAYLOR, THOMAS P JR Reported 15 Dec 44 under auth Par 17 SO 36 cs Hq 1078 AAFBU AAB Richmond Va and is asgd Sec B 2123 AAF Base Unit for dy as Plt 4-E (1024)(Prim)	0813440	AC AUS	1092	07.991
CAPT LOWE, DOUGLASS M Asgd this sta by Par 39 SO 339 cs Hq AAFRS #2 Miami Beach Fla and is asgd Sec B 2123 AAF Base Unit as en route to jn for dy as Plt 4-E (1024)(Prim)	0728688	AC Unk	2161	Unk
1ST LT LUPEI, VICTOR T Asgd this sta by Par 39 SO 339 cs Hq AAFRS #2 Miami Beach Fla and is asgd Sec B 2123 AAF Base Unit as en route to jn for dy as Plt 4-E (1024)(Prim)	0816796	AC Unk	1092	Unk
1ST LT EDSALL, MICHAEL T Asgd this sta by Par 35 SO 340 cs Hq AAFRS #2 Miami Beach Fla and is asgd Sec B 2123 AAF Base Unit as en route to jn for dy as Plt 4-E (1024)(Prim)	0748163	AC Unk	1092	Unk
1ST LT DRUMMOND, JAMES Asgd this sta by Par 1 SO 34 cs Hq 1040 AAFBU (RS#4) Santa Anna AAB UNK and is asgd Sec B 2123 AAF Base Unit as en route to jn for dy as Plt 4-E (1024)(Prim)	0692769	AC Unk	1092	Unk

Grade and Name	Ser. No.	Br and Comp	MOS	MCO
CAPT BUCKLER, ORREL R	0732505	AC Unk	1082	Unk

Asgd this sta by Par 35 SO 340 cs Hq AAFRS #2 Miami Beach Fla and is asgd Sec B 2123 AAF Base Unit as en route to jn for dy as Plt 2-E (1051)(Prim)

25. Under prov AR 600-10 Par 2 e (9) board composed of fol Off is aptd to examine Pvt Jurgeson, Clifford C 37737877 atchd unasgd Sec Q 2123 AAF Base Unit

MAJ DE RAMUS, WILLIAM H	0318254	MC
CAPT TUREK, ROBERT O	01693581	MC
CAPT MARTIN, ARCHIBALD G M III	0509520	MC

26. Not used.

By order of COL WRIGHT:

OFFICIAL:

Paul F Munger
 PAUL F MUNGER
 1st Lt, AC
 Asst Adj

CLIFTON KIRKPATRICK
 Capt, AC
 Adj

Stop Processing

4 December, 1944

Headquarters
AAF Redistribution Station No. 4
Santa Ana, California

SECTION 1

ASSIGNMENT RECOMMENDATIONS

1. Name..... **DRUMMOND** **JAMES** **(M.T.)** Race..... **White** Marital Status..... **Single**
(Last) (First) (Middle)

2. ASN..... **0-692769** Grade..... **1st. Lt.** A. or S..... **AC** Age..... **24**

3. PHYSICALLY QUALIFIED FOR:

- a. Combat Flying Specify..... **Pilot**.....
- b. Non-Combat Flying Specify.....
- c. Ground Duty Only if Disqualified for Flying
- d. General Military Duty
- e. Service Limitations
- f. No Duty

4. SURGEON'S RECOMMENDED DISPOSITION:

- a. Duty
- b. Sick Leave.....Days
- c. Conv. Center
- d. Rest Camp.....Days
- e. General Hosp.
- f. Other.....

5. SURGEON'S REMARKS AND LIMITATIONS:

**Qualified for overseas duty.
No limitations.**

6. CLASSIFICATION AND ASSIGNMENT RECOMMENDATIONS:

- a. **1092** **B-24** **Pilot, B-24** **Yes**
- b. (SSN) (Suffix) (Title) (Instructor)
- c. Desires Aviation Cadet Training
- d. Qualified A/C Test..... (Score) (Date) (Form)

7. FLYING DATA:

Rating..... **Pilot** No. of Combat Missions..... **50** No. of Combat Hours..... **300**
Flying Time by Each Combat Type Airplane..... **B-24 (620 hrs)**
Total Flying Time..... **908** Flying Experience..... **1** Yrs., **7** Months

8. EM DATA: AGCT.....; Years Education.....; { Service Schools Attended.....

9. OVERSEAS EXPERIENCE:

- a. **Italy** **Pilot, B-24** **16 Apr 44** **22 Oct 44**
- b. (Area or Theatre) (Specific Duty and Suffix) (From) (To)
- c. Theatre Commander's Recommended Duty..... **None**

10. GEOGRAPHICAL AREA IN WHICH RETURNEE PREFERS TO BE ASSIGNED..... **West Coast**

11. OTHER PERTINENT FACTORS:

R. E. Yost major m.c.

12. ASSISTANT SURGEON.....
FEDERAL PROCESSING UNIT
(Station Surgeon)

P. Birlison
2d Lt. AC
(Classification Officer)
C. BIRLISON, 2d Lt, A.C.


H. L. Milledge
H. L. MILLEDGE, Major AC
(Assignment Officer)

201-Drummond, James (O) 3rd Ind. HVB/ie
HQ, AAF REDISTRIBUTION STATION #4, SAAAB, Santa Ana, Calif., 20 Feb 45

TO: Commanding Officer, Harlingen Army Air Fld., Harlingen, Texas

Subject officer transferred your command per par 1, SO 34, this headquarters, dated 14 Dec 44.

FOR THE COMMANDING GENERAL:


H. V. BARRETT, Jr.
Captain, Air Corps
Assistant Adjutant

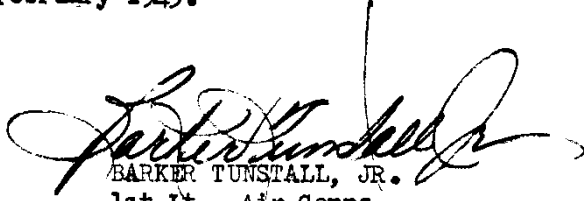
1 Incl: n/c
201-Drummond, James (O) 4th Ind. 2E/eb

Headquarters, AAF Flexible Gunnery School, Harlingen Army Air Field,
Harlingen, Texas, 27 February 1945.

TO: Commanding Officer Lubbock Army Air Field, Lubbock, Texas.

1. Forwarded as a matter pertaining to your command.
2. Subject officer transferred your command per paragraph 4, Special Order 47, this headquarters, dated 21 February 1945.

For the Commanding Officer:


BARKER TUNSTALL, JR.
1st Lt., Air Corps
Asst. Adjutant

1 Incl: n/c

HEADQUARTERS
ARMY AIR FORCES FLEXIBLE GUNNERY SCHOOL
HARLINGEN ARMY AIR FIELD

SPECIAL ORDERS
NUMBER 47

E X T R A C T

HARLINGEN TEXAS
21 FEB 45

3. Fol EM (W) AAFEFTC Sq C 2123 AAF Base Unit this sta are placed on DS and will report to CO AAFWFTC 3705 AAF Base Unit (Tech Sch) Lowry Fld Denver Colo on 23 Feb 45 to pursue Remote Control Turret Mech Course upon compl of which to ret to proper sta. In accordance w/Sec II AR 35-4520 as changed FD will pay in advance prescribed monetary alws lieu rat a/r \$1 per meal for 8 meals to 3 persons each for 2 2/3 days. TO furn T. TDN 501-30 P432-02 O3 A212/50425. Auth: Msgform Hq AAFEFTC File 352 29 Jan 45. EM will be last rat at this sta to include supper 21 Feb 45; will lv sta at 1900 21 Feb 45; mode of tvl-rail; Round-trip T furnished; monetary alws lieu rat for round-trip journey pd in advance.


Grade and Name	Ser. No.	Br	MCO	MOS
S Sgt Petterson, Andrew B	17028275	AC	014	678
Sgt Kennon, Ralph A	12147657	AC	228	678
Cpl Leigh, Robert P	32463345	AC	114	678

4. Fol Off (W) reld fr asgd AAFEFTC Sq B 2123 AAF Base Unit this sta, are atchd unasgd non-perm party status to AAFCFTC 2526 AAF Base Unit (Plt Sch Adv 2E) Lubbock AAFld Lubbock Tex and will report to CO thereof not later than 1200 23 Feb 45 as students to pursue AAF Instr Course (IP) C1 245 commencing 24 Feb 45. EDCMR-23 Feb 45. Dy enjoined being of temp nature shpmt of household goods and transportation of dependents at Govt expense not auth. Upon compl of tng Off will be reasgd to this sta. WP PCS TPA TDN 501-31 P431-02 A212/50425. Auth: TWX 18E1684 Hq AAFEFTC 18 Feb 45 as amended by TWX 18E1743 Hq AAFEFTC 20 Feb 45

Grade and Name	Ser. No.	Br & Comp	MCO	MOS
CAPT BUCKLER, ORREL R	0732505	AC AUS	04 782	1082
1ST LT BUCHANAN, JACK A	0818357	AC AUS	04 060	1051
1ST LT SMITH, ASHLEY O	0692834	AC AUS	04 801	1082
1ST LT ADAMS, JOHN H	0694840	AC AUS	89 431	1082
1ST LT WILCOX, JAMES W	0742401	AC AUS	02 409	1082
1ST LT GASTON, ROBERT R	0808532	AC AUS	03 060	1051
1ST LT McGRATH, RAYMOND J	0670579	AC AUS	00 999	1082
1ST LT DRUMMOND, JAMES	0692769	AC AUS	03 411	1092
1ST LT MORR, ROBERT S	0792297	AC AUS	00 999	1082
1ST LT NUSSBAUMER, JOE J	0749298	AC AUS	03 381	1092

BY ORDER OF COL WRIGHT:

OFFICIAL:


HARDY R HUFF
Capt, AC
Asst Adj

CLIFTON KIRKPATRICK
Capt, AC
Adj

DISTRIBUTION: B PLUS
Hq AAFEFTC, Maxwell Fld, Ala
Attn: AG Record Unit - 9

Office Symbols: (All other abbreviations refer to AR 850-150)

FN---Following Named	IA---In accordance with
GQ---Government Quarters	MA---will pay in advance the monetary allowance prescribed in
GTRU-Government T Request will be Utilized	MT---will furnish Meal Tickets
IC---In compliance with	POC---Privately owned conveyance
IGFR-Impracticable for the Govt to furnish Rations in kind	UTP---Under the provisions of
	WP---Will Proceed

HEADQUARTERS
LUBBOCK ARMY AIR FIELD
LUBBOCK, TEXAS

SPECIAL ORDERS
NUMBER 85

EXTRACT

4 April 1945

10. FN Offs, ACU (white, male) completing the prescribed six (6) wks course of instruction in Cl-245 (IP), will be reld fr atchd unasgd to Sq H, 2526th AAF Base Unit, this sta (AFTRC) 7 Apr 45, are asgd and WP o/a 7 Apr 45 to sta indicated, (AFTRC). PCS. Auth: (CFTC Memo 15-0-24, dd 27 Jan 45). EDCMR 10 Apr 45.

Harlingen AAFld, Harlingen, Tex

CAPT (1082) ORREL R BUCKLER, 0732505 (In Chg, courier)
1ST LT (1051) JACK A BUCHANAN, 0818357
1ST LT (1082) ASHLEY O SMITH, 0692834
1ST LT (1082) JOHN H ADAMS, 0694840
1ST LT (1082) JAMES W WILCOX, 0742401
1ST LT (1051) ROBERT R GASTON, 0808532
1ST LT (1082) RAYMOND J McGRATH, 0670579
1ST LT (1092) JAMES DRUMMOND, 0692769
1ST LT (1082) ROBERT S MORR, 0792297
1ST LT (1092) JOE J NUSSEBAUMER, 0749298

Kingman AAFld, Kingman, Ariz

CAPT (1082) CARTER R SPARGER, 0670652 (In Chg, courier)
1ST LT (1055) HERBERT R HOLTMEIER, 0693136

Luke Fld, Phoenix, Ariz

1ST LT (1092) GORDON M LOW, 0808435 (In Chg, courier)
1ST LT (1092) RALPH R BALDWIN, JR, 0684463
1ST LT (1091) OCTAVIUS C DOTY, 0728840
1ST LT (1091) JOHN H FOX, 0797509
1ST LT (1091) RICHARD O JOHNSON, 0695323
1ST LT (1092) ERNEST J LOUVAR, 0742493
1ST LT (1091) JOHN E McLEAN, 0816339
1ST LT (1091) HOWARD D NUNN, 0817260
1ST LT (1091) PETER A PEPLOSKI, 0819158
1ST LT (1091) JACK L REFENNING, 0697227
1ST LT (1091) DEAN E SALMEIER, 0817856
1ST LT (1091) RUSSELL F STANLEY, 0799088
2D LT (1092) FREDERICK W ASHLEY, 0888867
2D LT (1091) RICHARD M ASPLUND, 0758752

Tyl by POC is auth and if tyl is performed in this manner DS for four (4) days is auth with reporting date 10 Apr 45. Official tyl time by common carr is two (2) days with reporting date 8 Apr 45.

(Par 10, Con't)

Above named Offs have been briefed relative to reporting on dates indicated IA Pars 1a(1) and 1e, AR 605-180, 16 Jul 42, as amended by C 3, 21 Mar 44, and have been fully processed IA TC Memo 35-48, 23 Jan 45.

GTRU for tyl by common carr. TDN TPA 501-31 P 431-02, 03, 07 08 A 212/50425. Qrs asgd Offs this sta are terminated date of departure fr this sta.

11. FN Offs, (1091) ACU, (white, male) completing the prescribed six (6) wks crse instruction in Cl 245 (IP), will be reld fr atchd unasgd to Sq H, 2526th AAF Base Unit, this sta, (AFTRC) 7 Apr 45, are asgd and WP o/a 7 Apr 45 to Hendricks Fld, Sebring, Fla, (AFTRC). PCS. Auth: (CFTC Memo 15-0-24, dd 27 Jan 45). EDCMR 14 Apr 45. CAPT COKER in chg, courier.

CAPT CARL W COKER, 0810112	1ST LT FUAL S GARSTANG, 0823560
1ST LT EDWARD R PATTON, 0814533	1ST LT WILLIAM H MOORE, 0759711
1ST LT GEORGE P FORY, 0756212	1ST LT RICHARD J HAFFEMAN, 0821268
1ST LT CHARLES H KELLY, 0753224	1ST LT VERLE H RUSK, 0802004
1ST LT CHARLES E PLANTS, 0758617	1ST LT RICHARD L JONES, 0820894
1ST LT PORTER R HAM, 0818148	1ST LT MARVIN M ANDERSON, 0758509
1ST LT EDWIN F WALKUP, 0751976	2D LT JAMES M POPPELL, 0754377

Tyl by POC is auth and if tyl is performed in this manner DS for eight (8) days is auth with reporting date 14 Apr 45. Official tyl time by common carr is four (4) days with reporting date 10 Apr 45.

Offs have been briefed relative to reporting on dates indicated IA Pars 1a(1) and 1e, AR 605-180, 16 Jul 42, as amended by C 3, 21 Mar 44, and have been fully processed IA TC Memo 35-48, 23 Jan 45.

GTRU for tyl by common carr. TDN TPA 501-31 P 431-02, 03, 07 08 A 212/50425. Qrs asgd Offs this sta are terminated date of departure fr this sta.

BY ORDER OF COLONEL ESTES:

OFFICIAL:

J. E. GREINER
Captain, Air Corps
Adjutant



R. H. CHAMBERLAIN
1st Lt, Air Corps
Assistant Adjutant

DISTRIBUTION A

(SO #85, Hq, LAAF, Lubbock, Tex, 4 Apr 45)

HEADQUARTERS
ARMY AIR FORCES FLEXIBLE GUNNERY SCHOOL
HARLINGEN ARMY AIR FIELD

SPECIAL ORDERS
NUMBER 139

E X T R A C T

HARLINGEN TEXAS
26 MAY 45

24. 1ST LT JENKINS, ERNEST L 090121 AC auth 3 days delay en route plus 3 days tvl time on PCS to PDC 1060 AAF Base Unit (Overseas Repl Depot) Greensboro NC as dir by Par 4 SO 139 cs this Hq.

25. CAPT SAVAGE, THOMAS C 0298695 AC auth 12 days delay en route plus 3 days tvl time on PCS to ATC 1455 AAF Base Unit (Al Div ATC) Great Falls AAFld Great Falls Mont as dir by Par 3 SO 139 cs this Hq.

26. Lv of ab as shown granted:

2D LT MOODY, JACK W 0585687 FD Sq A 2124 AAF Base Unit (Subpost of Harlingen AAFld Tex) granted 16 days lv of ab eff o/a 4 Jun 45. Address: 2611 Carolina Way Houston Tex

CAPT TURNER, KENNETH E 0453275 Ord Sq C-2 2123 AAF Base Unit (Flex Grry Sch) granted 10 days lv of ab eff o/a 7 Jun 45. Address: ~~Ensign~~ C R Turner Mens Room University of Colo Boulder Colo

CAPT RUPLE, WYMAN E 0521556 AC Sq B 2124 AAF Base Unit (Subpost of Harlingen AAFld Tex) granted 18 days lv of ab eff o/a 1 Jun 45. Address: Emerson Ark.

1ST LT DRUMMOND, JAMES 0692769 AC Sq B 2123 AAF Base Unit (Flex Grry Sch) granted 21 days lv of ab eff o/a 1 Jun 45. Address: R.F.D. No 1 Anaconda Mont

1ST LT BRIDENBAUGH, JOSEPH R 0659651 AC Sq B 2123 AAF Base Unit (Flex Grry Sch) granted 20 days lv of ab eff o/a 1 Jun 45. Address: 198 Edison Ave New Castle Pa

27. Pursuant to par 2 subpar 12 AR 35-1480 10 Oct 42 and pars 4b and 10a AAF Reg 35-16 20 Oct 44 VOCCO 23 May 45 grounding 2D LT BALLARD, ALLEN C 02067925 AC Sq B 2124 AAF Base Unit (Subpost of Harlingen AAFld Tex) fr all flying dys confirmed. Off will not be asgd to performance of flying dys until notification that suspension fr flying dys is removed is received by Off fr proper auth.

*Food ration + 21 gals -
issued Ad-30-1 granules
Anaconda Mont
6/4/45*

26 MAY 45

28. Pursuant to par 2 subpar 12 AR 35-1480 10 Oct 42 and pars 4b and 10a AAF Reg 35-16 20 Oct 44 VOCO dates shown revoking grounding imposed on fol Off confirmed. Off have been found physically qualified for ret to flying dys:

2D LT BERGSTROM, GLENN R 02083370 AC	24 May 45	Sq H 2123 AAF Base Unit
1ST LT KOEHL, STEPHAN A 0795977 AC	24 May 45	Sq B 2124 AAF Base Unit
1ST LT DeJEAN, FELIX A JR 0791400 AC	23 May 45	Sq B 2123 AAF Base Unit

29. Fol Off are designated to perform dys shown for month of May 45:

1ST LT BAILEY, HOBART B 0564729 AC Sq A 2124 AAF Base Unit (Subpost of Harlingen AAFld Tex) designated to Inventory Off Club and Off Mess Sub-Post on 31 May 45.

1ST LT COLEMAN, JOHN J 0571311 AC Sq A 2123 AAF Base Unit (Flex Grry Sch) designated to Inventory Off Mess and BOQ Main-Base on 31 May 45.

1ST LT CRELL, JAMES C 0571370 AC Sq A 2123 AAF Base Unit (Flex Grry Sch) designated Off to Inventory Off Club Main-Base on 31 May 45.

1ST LT CZAJOWSKI, STANLEY A 0577273 AC Sq B 2123 AAF Base Unit designated Off to Inventory NCO Club on 31 May 45.

1ST LT HARRIS, SIDNEY M 0565578 AC Sq B 2123 AAF Base Unit (Flex Grry Sch) designated to Inventory Commissary on 31 May 45.

1ST LT BROWN, HARRY F 0224807 AC Sq A 2123 AAF Base Unit (Flex Grry Sch)
1ST LT NEAL, ALVIN C 0578709 AC Sq A 2123 AAF Base Unit (Flex Grry Sch) are designated to Witness and Count cash balance on hand of MAJ KATZ, HARRY 0425944 FD Disbursing Off this sta at 0830 31 May 45 and to Inventory U.S. Savings Bonds in hand of Agent.

30. A Standardization Board composed of fol Off is aptd at this sta in accord w/EFTC Memo 50-0-3 24 Apr 45: This O supersedes Par 24 SO 86 cs this Hq:

CAPT CUNNINGHAM, CLETUS A	0791394 AC
1ST LT McKINNIS, RUSSELL A	0742449 AC
1ST LT NUNIMAKER, RICHARD W	0747308 AC
1ST LT CARTMILL, RAY E	0686984 AC
1ST LT MARTIN, PAUL A	0669599 AC

BY ORDER OF COL WRIGHT:

OFFICIAL:
Stanley Bryzoska
STANLEY BRYZOSKA
Maj, AC
Asst Adj

CLIFTON KIRKPATRICK
Capt, AC
Adj

DISTRIBUTION: A

Office Symbols: (All other abbreviations refer to AR 250-150).

FN--- Following Named	IA--- In accordance with
GQ--- Govt Quarters	MA--- will pay in advance the Monetary allowance prescribed in
IC--- In compliance with	NT--- will furnish Meal Tickets
IGFR- Impracticable for Govt to furn rations in kind	POC--- Privately owned conveyance
Inst- Instrument	UTP--- Under the provisions of
SLP-- So much of Par	WP--- Will Proceed
P SSN Primary SSN	UCRPS Upon completion will return proper sta.

HEADQUARTERS
LUBBOCK ARMY AIR FIELD
LUBBOCK, TEXAS

SPECIAL ORDERS
NUMBER 164

4 July 1945

EXTRACT

12. VOCO dates indicated, relieving FN EM, So F, 2526th AAF Base Unit, this sta, fr rat separately fr their orgn, eff date of VOCO, are confirmed and made of record.

<u>NAME</u>	<u>VOCO DATE</u>
Pfc Carl Butler, 34068257	1 Jul 45
Pfc Joseph S Foster, 35213529	1 Jul 45
Pfc Benjamin Austin, Jr, 34542430	1 Jun 45
Pvt Wilson L Jackson, 38306255	30 Jun 45

13. VOCO dates indicated, auth FN EM, So F, 2526th AAF Base Unit, this sta, to rat separately fr their orgn, eff date of VOCO, are confirmed and made of record.

<u>NAME</u>	<u>VOCO DATE</u>
Pfc Elmer Robison, 35261246	1 Jul 45
Pfc Labon Burnett, 34069783	1 Jul 45
Pvt Wilson L Jackson, 38206355	7 Jul 45

14. Having been asgd this sta per Par 15, SO #178, Hq, Hendricks Fld, Sebring, Fla, 27 Jun 45, CAPT (1091) CARL W COKER, 0810112, AC, is asgd to Sq B, 2526 AAF Base Unit, this sta, pending asgmt of dy. EDCMR 3 Jul 45.

15. Having been asgd this sta per Par 7, SO #156, Hq, Dodge City AAFld, Dodge City, Kans, 23 Jun 45, 2D LT (1082) J. L. WEAVER. 0927673, AC, is asgd to Sq B, 2526th AAF Base Unit, this sta, pending asgmt of dy. EDCMR 3 Jul 45.

16. Having been asgd this sta per Par 6, SO #157, Hq, Laughlin Fld, Del Rio, Tex, 26 Jun 45, 1ST LT (1022) LEE H ANDERSON, 0801427, AC, is asgd to Sq B, 2526th AAF Base Unit, this sta, pending asgmt of dy. EDCMR 3 Jul 45.

17. Having been asgd this sta per Par 15, SO #171, HAAFld, Harlingen, Tex, 27 Jun 45, FN Offs, AC, are asgd to Sq B, 2526th AAF Base Unit, this sta, pending asgmt of dy. EDCMR 3 Jul 45.

1ST LT (1092) JAMES DRUMMOND, 0692769
1ST LT (1082) JOHN H ADAMS, 0694840

(SO #164, Con't)

18. Par 10, SO #162, this Hq, cs, pertaining to S/Sgt (612) Louvien M Crawford, 35897687, is hereby revoked.

19. Having been asgd this sta per Par 52, SO #162, Hq, AAFRS No. 1, Atlantic City, N.J., 26 Jun 45, T/Sgt (754) Joseph W Conway, 31310526, AC, is asgd to Sq C, 2526th AAF Base Unit, this sta, and will report to CO thereof for dy. EDCMR 3 Jul 45.

20. Having been trfd this sta per Par 52, SO #162, Hq, AAFRS No. 1, Atlantic City, N.J., 26 Jun 45, S/Sgt (612) James E Cipriano, 15318120, ACU (R) is atchd unasgd to Sq C, 2526th AAF Base Unit, this sta, and will report to CO thereof for dy and on-the-job thg IA CFTC Memo 35-2-79, 13 Jan 45. EDCMR 3 Jul 45.

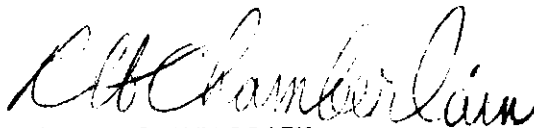
21. Having been asgd this sta per Par 32, SO #162, Hq, AAFRS No. 1, Atlantic City, N.J. 26 Jun 45, Tec 5 (359) Charles V Robertson, 32270201, is asgd to Sq C, 2526th AAF Base Unit, this sta, and will report to CO thereof for dy. EDCMR 3 Jul 45.

Tec 5 Robertson is converted to gr of Corporal (Temporary).
Auth: (AAF Ltr 35-246, Subj: "Conversion of Tec Grades to NCO Grades", 9 Jun 45).

22. Having reported this sta fr Det of Patients, Brooke Gen Hosp, Ft Sam Houston, Tex, IA Sec 2, AR 615-395, M/Sgt Burr H Carmer, 6638115, is atchd unasgd to Sq A, 2526th AAFBU, this sta, and will report to CO thereof for dy. EDCMR 30 Jun 45.

BY ORDER OF COLONEL ESTES:

OFFICIAL:



R. H. CHAMBERLAIN
1st Lt, Air Corps
Assistant Adjutant

J. E. GREINER
Captain, Air Corps
Adjutant

DISTRIBUTION A

(SO #164, Hq, LAAF, Lubbock, Tex, 4 Jul 45)

- 2 -

No. 19

HOSPITAL INVOICE

STATION HOSPITAL

CAMP HOOD, TEXAS

9 July 1945

Est Lt. James Drummond DR:

TO: HOSPITAL SUBSISTENCE ACCOUNT

From: 3 July) For subsistence 6 days @ \$ 1.00 per day. \$6.00

To : 9 July) For Subsistence _____ Meals @ \$ _____ per meal

Make checks for this portion of bill payable to

----- Custodian, Hospital Subsistence Account -----

TO: THE UNITED STATES

From: _____) For Medicine _____ days @ \$ _____ per day... _____

To : _____) _____ days @ \$ _____ per day... _____

Make checks for this portion of bill payable to
Treasurer of the United States.

All accounts must be paid (before leaving hospital) (within _____ days).
Bills are payable at Mess Office, Administration Building
between 0800 and 1700 daily, except Sunday.

Paid: **9 July 1945**

Collected by: **N.B.**

Office Symbols: (All other abbreviations refer to AR 850-150).

FN--- Following named	IA---- In accordance with
GQ--- Govt Quarters	MA---- will pay in advance the Monetary alws prescribed in
IC--- In compliance with	MT---- will furn meal tickets
IGFR- Impracticable for Govt to furn rations in kind	POC--- Privately owned conveyance
Inst- Instrument	UTP--- Under the provisions of
SMP-- So much of Par	WP---- Will proceed
UCRPS Upon compl will ret proper sta	P SSN- Primary SSN

HEADQUARTERS
LUBBOCK ARMY AIR FIELD
LUBBOCK, TEXAS

SPECIAL ORDERS
NUMBER 171

EXTRACT

12 July 1945

1. VOCO 11 July 1945, attaching 1ST LT ROBERT L KNOWLTON, 0767566, AC, C1 725 (IP), who reported this sta 11 Jul 45, per Par 1, SO #170, Hq, 555 AAF Base Unit, Ferrying Div, ATC, Love Fld, Dallas 9, Tex, 7 Jul 45, to Sq H, 2526th AAF Base Unit, this sta, for approx six (6) wks Instrument Plt Course, are confirmed and made of record.
2. Having been asgd this sta per Par 4, SO #162, Hq, Frederick AAFld, Frederick, Oklahoma, 9 Jul 45, FN Offs, AC, are asgd to Sq B, 2526th AAF Base Unit, this sta, pending asgmt of dy. EDCMR 11 Jul 45. CAPT (1081) HAROLD F LEWIS, 0659384 1ST LT (1082) MELVIN D WILLIAMSON, 0679154
3. Having been asgd this sta per Par 102, Hq, 187, Hq, Sheppard Fld, Wichita Falls, Tex, 6 Jul 45, S/Sgt (673) Jack Hackman, 32185910, MD, is asgd to Sq E, 2526th AAF Base Unit, this sta, and will report to CO thereof for dy. EDCMR 11 Jul 45.
4. LT COL PAUL V COLVIN, 0336813, MC, is granted lv of absence of five (5) days, eff o/a 13 Jul 45. Auth: (AR 605-115).
5. MAJ HILTON H HARRIS, 0905067, CE, is granted lv of absence of fifteen (15) days, plus six (6) days tvl time, eff o/a 14 Jul 45. Auth: (AR 605-115).
6. MAJ STANLEY F JACOBS, 0315797, AC, is granted lv of absence of fifteen (15) days, plus five (5) days tvl time, eff o/a 15 Jul 45. Auth: (AR 605-115).
7. MAJ BYRON W GOULDING, 0313571, AC, is granted lv of absence of thirteen (13) days, plus four (4) days tvl time, eff o/a 19 Jul 45. Auth: (AR 605-115).
8. Par 14, SO #102, this Hq, cs, is amended by adding thereto the name of Cpl Jeff Gray, 39248311, Sq F, 2526th AAF Base Unit, this sta, and so much as reads "a/r \$1.00 per meal for three (3) meals for four (4) men ea" is amended to read "a/r \$1.00 per meal for three (3) meals for five (5) men ea".

(SO #171, Con't)

9. Par 11, SO #123, this Hq, cs, is amended by adding thereto the name of Cpl Jeff Gray, 39248311, Sq F, 2526th AAF Base Unit, this sta, and so much as reads "a/r \$1.00 per meal for three (3) meals for four (4) men ea" is amended to read "a/r \$1.00 per meal for three (3) meals for five (5) men ea".

10. SMP 24, SO #170, this Hq, cs, transferring FN EM, Sq C, 2526th AAF Base Unit, this sta, to 3502 AAF Base Unit, Chanute Fld, Ill, as reads "WP fr this sta 12 Jul 45 reporting upon arrival on 14 Jul 45" is amended to read "WP fr this sta 13 Jul 45 reporting upon arrival on 15 Jul 45".

Sgt (747) John H Hamilton, 18078842 Cpl (747) Henry M Jarrett, 18181658
Sgt (747) Elvin R Lyon, 18077719 Cpl (747) Jessie C McDonald, 18181479
Cpl (747) Lewis G Morelan, 18181530

11. VOCO 9 Jul 45, temporarily suspending 1ST LT WILLIAM A CRANDALL, 0805771, AC, fr flying dy, IC AR 35-1480 and AAF Reg 35-16; 20 Oct 44, are confirmed and made of record. Auth: (CFTC Memo 35-0-68, as amended).

12. 1ST LT (1092) JAMES DRUMMOND, 0692769, AC, is aptd Plt S-Eng (1054) (Stu, Sta Standardization Bd) (pdy).

13. FN EM, Sq indicated, 2526th AAF Base Unit, this sta, are auth to rat separately fr their orgn, eff this date.

T/Sgt James C McAnally, 39296627 Sq C
S/Sgt James M Griffin, 18066452 Sq B
S/Sgt Charles W Titsworth, 38346948 Sq C

14. VOCO 4 Jul 45, relieving S/Sgt Euclid M Warfield, 36876246, Sq A, 2526th AAF Base Unit, this sta, fr rationing separately fr his orgn, eff 4 Jul 45, are confirmed and made of record.

15. Pfc Sim Richson, 38219215, Sq F, 2526th AAF Base Unit, this sta, is relieved fr rationing separately fr his orgn, eff this date.

BY ORDER OF COLONEL ESTES:

OFFICIAL:



R. H. CHAMBERLAIN
1st Lt, Air Corps
Assistant Adjutant

J. E. GREINER
Captain, Ari Corps
Adjutant

DISTRIBUTION A

(SO #171, Hq, LAAF, Lubbock, Tex, 12 Jul 45)

Office Symbols: (All other abbreviations refer to NR 850-150)

FN--- Following Named	IA--- In accordance with
GQ--- Govt Quarters	MA--- will pay in advance the Monetary allowance prescribed in
IC--- In compliance with	MT--- will furnish Meal Tickets
IGFR- Impracticable for Govt to furn rations in kind	POC--- Privately owned conveyance
Inst- Instrument	UTE--- Under the provisions of
SMP--- So much of Par	WP--- Will Proceed
P SSN Primary SSN	UCSPS Upon compl will ret proper sta

HEADQUARTERS
LUBBOCK ARMY AIR FIELD
LUBBOCK, TEXAS

SPECIAL ORDERS
NUMBER 188

1 August 1945

EXTRACT

25. FN Offs, AC, are reld fr dy as Plt S-Eng (1054) (Stu, Sta Standardization Bd) (pdy) and are aptd Plt S-Eng (1054) (Inst Fly Instr) Sq and Gp indicated (pdy).

<u>NAME</u>	<u>Sq & Gp</u>
CAPT (1081) STANLEY E. WOZNIAK, 0753475	Sq 1, Gp I
CAPT (1092) FRANK J. TEAGARDEN, 0437901	Sq 2, Gp I
CAPT (1091) CARL W. COKER, 0810112	Sq 8, Gp II
1ST LT (1056) ROBERT C. WILSON, 0690157	Sq 3, Gp I
1ST LT (1092) JAMES D. TURNER, 0692769	Sq 7, Gp II
1ST LT (1055) PAUL D. FAIRWEATHER, 0742855	Sq 6, Gp II
2D LT (1082) FREDERICK A. McNEIL, 0887303	Sq 5, Gp II

26. FN Offs, AC, are reld fr pdy indicated and aptd to pdy indicated.

<u>NAME</u>	<u>RELD FR DY AS:</u>	<u>APTD TO DY AS:</u>
MAJ (2161) ROBERT F. HOOD, 0663731	Plt S-Eng (1054) (Stu, Sta Standardization Bd)	Plt S-Eng (1054) (Student, Cl 755 (IP))
MAJ (2140) WILSON RALSTON, 0426967	Plt S-Eng (1054) (Asst CO, Sq 1, Gp I)	Plt S-Eng (1054) (CO, Sq 1, Gp I)
CAPT (1054) BOBBY D. NEWMAN, 0429873	Plt S-Eng (1054) (CO, Sq 4, Gp I)	Plt S-Eng (1054) (Cpr O, Gp I)
CAPT (1051) JOHN A. BARSTOW, 0436046	Plt S-Eng (1054) (Asst CO, Sq 4, Gp I)	Plt S-Eng (1054) (CO, Sq 4, Gp I)
CAPT (1092) JOHN N. BARLEY, 0660619	Plt S-Eng (1054) (CO, Ech "F", Sq 3, Gp I)	Plt S-Eng (1054) (Asst CO, Sq 4, Gp I)
CAPT (1051) ARCHIE T. LONG, JR., 0724551	Plt S-Eng (1054) (Asst CO, Sq 2, Gp I)	Plt S-Eng (1054) (Asst CO, Sq 1, Gp I)
1ST LT (1054) WILLIAM R. LAMBORN, 0724953	Plt S-Eng (1054) (CO, Ech "D", Sq 2, Gp I)	Plt S-Eng (1054) (Asst CO, Sq 2, Gp I)

(Par 26 Con't)

<u>NAME</u>	RELD FR DY ASL	
1ST LT (1051) LAWRENCE O BAILEY, 0668383	Plt S-Eng (1054) (Inst Fly Instr, Sq 2, Gp I)	Plt S-Eng (1054) (CO, Ech "D", Sq 2, Gp I)
1ST LT (1051) HAYDEN O ROSIER, 0798031	Plt S-Eng (1054) (Inst Fly Instr, Sq 1, Gp I)	Plt S-Eng (1054) (Inst Fly Instr, Transition Sq)
1ST LT (1054) WILLIAM E SPEARS, 0795662	Plt S-Eng (1054) (Inst Fly Instr, Sq 3, Gp I)	Plt S-Eng (1054) (CO, Ech "F", Sq 3, Gp I)

27. WOCO 20 Jul 45, relieving 1ST LT (1024) JAMES O PATHE, JR, 0743198, AC, fr dy as Armament and Chemical Off (4822) (pdv) and aptg him Acft Maint Off (4823) (Engr O, Base Flt Gp) (Asst) (pdv) are confirmed and made of record.

28. SMP 19, SO #187, this Hq, cs, pertaining to 1ST LT (1034) CHARLES L HERMAN, 0728209, AC, as reads "Adjutant (2110) (Sq B) (Asst) (add dy)" is amended to read "Adjutant (2110) (Sq B) (add dy) vice 1ST LT (1034) DONALD O LOOMIS, 0708509, AC (add dy) reld".

BY ORDER OF LT COL POLKING:

OFFICIAL:



R. H. CHAMBERLAIN
1st Lt, Air Corps
Assistant Adjutant

J. E. GREINER
Captain, Air Corps
Adjutant

DISTRIBUTION A

(SO #188, Hq, LAAF, Lubbock, Tex, 1 Aug 45)

Office Symbols: (All other abbreviation refer to AR 850-150)

FN---Following Named	IA---In accordance with
GQ---Govt Quarters	MA---Will pay in advance the Mone-
IC---In compliance with	tary allowance prescribed in
IGFR---Impracticable for Govt	MT---will furnish Meal Tickets
to furn rations in kind	POC---Privately owned conveyance
Inst---Instrument	UTP---Under the provisions of
SMP---So much of Par	WP---Will Proceed
P SSN---Primary SSN	UCRPS---Upon compl will ret proper sta

HEADQUARTERS
LUBBOCK ARMY AIR FIELD
LUBBOCK, TEXAS

L. J. ...

SPECIAL ORDERS
NUMBER 249

EXTRACT

9 October 1945

25. FN Offs, AC (white, male) are reld fr asgmt and dy, 2526th AAF Base Unit, this sta (AFTRC) and WF o/a 11 Oct 45 to home address via AAF Separation Base, Sioux Falls AAB, South Dakota, reporting thereat on 15 Oct 45 for Project TC-10-15 for TDY as required for processing and separation fr the sv under the provisions of WD RR 1-5; and AAF Ltr 155-9, 21 Jun 45, as amended. PCS. Auth: (TWX AFFMP 1092, Hq, AAF; TWX 40E 28539, Hq, AFTRC, Ft Worth, Tex, 11 Sep 45; RR 1-5, 30 Apr 45 and TWX 3N-167K, Hq, AAFCEFC, RF, Tex, 7 Oct 45. EDCMR 15 Oct 45.

<u>RANK</u>	<u>MOS</u>	<u>NAME</u>	<u>COMP</u>	<u>P SSN</u>	<u>MCO</u>	<u>HOME ADDRESS</u>
1ST LT (1024)		JAMES L SMITH 0680322	AUS	1024	00.999	Regent, N. Dakota
2D LT (1024)		DeMARR E BROWER 02062974	AUS	1024	01.186	Box 447, Ashton, Idaho
CAPT (1092)		ANDY S MURI 0740255	ORC	1092	00.999	Rosebud, Montana
1ST LT (1092)		JAMES DRUMMOND 0692769	AUS	1092	03.411	RR #1, Anaconda, Montana

CO, AAF Separation Base, Sioux Falls AAB, S. Dakota, will publish order, granting terminal lv, if any, showing date of release fr Sep Base and date Offs revert to inactive status. Certificate of sv and terminal lv auth by TAG.

Provisions of WD Cir 183, 23 Jun 45, as amended, and Sec VII, WD RR 1-2, 11 Apr 45 will be complied with.

Offs have been briefed relative to reporting on 15 Oct 45 in AR 605-180, as amended, and have been fully processed in TC Memo 35-48, 23 Jan 45.

TDN TPA 601-31 P 431-02, 03, 07 A 212/60425.

26. FN Off, AG-ORC (white, male) is reld fr asgmt and dy, 2526th AAF Base Unit, this sta (AFTRC) and WF o/a 11 Oct 45 to home address via AAF Separation Base, Drew Fld, Fla, reporting thereat on 17 Oct 45 for Project TC-10-15 for TDY as required for processing and separation fr the sv under the provisions of WD RR 1-5; and AAF Ltr 155-9, 21 Jun 45, as amended. PCS. Auth: (TWX AFFMP 1092, Hq, AAF; TWX 40E 28539, Hq, AFTRC, Ft Worth, Tex, 11 Sep 45; RR 1-5, 30 Apr 45, and TWX 3N-167K, Hq, AAFCEFC, RF, Tex, 7 Oct 45). EDCMR 17 Oct 45.

(Par 26, Con't)

<u>RANK</u>	<u>MOS</u>	<u>NAME</u>	<u>P SSN</u>	<u>MCO</u>	<u>HOME ADDRESS</u>
CAPT (1092)		JOHN E BOOY, 0405405	1092	04.801	7118 Bryan, Miami Beach, Fla

CO, AAF Separation Base, Drew Fld, Fla, will publish order, granting terminal lv, if any, showing date of release fr Sep Base and date Off reverts to inactive status. Certificate of sv and terminal lv auth by TAG.

Provisions of WD Cir 188, 23 Jun 45, as amended, and Sec VII, WD RR 1-2, 11 Apr 45, will be complied with.

Off has been briefed relative to reporting on 17 Oct 45 IA AR 605-180, as amended, and has been fully processed IA TC Memo 35-48, 23 Jan 45.

TDN TPA-601-31 P 431-02, 03, 07 A 212/60425.

27. FN Off, AC (WAC)(white, female) is reld fr asgmt and dy, 2526th AAF Base Unit, this sta (AFTRC) and WP o/a 11 Oct 45 to home address via WD Sep Center, Ft Dix, New Jersey (ASF) reporting thereat on 19 Oct 45 for TDY as required for processing and separation fr the sv under the provisions of WD RR 1-5. PCS. Auth: (TX AFFMP 1097, Hq, AAF; TX 40E 28539, Hq, AAFTRC, Ft Worth, Tex, 11 Sep 45; RR 1-5, 30 Apr 45, and TX SPLPK 504, Hq, 8th SvC, Dallas 2, Tex, 6 Oct 45). EDCHR 19 Oct 45.

<u>RANK</u>	<u>MOS</u>	<u>NAME</u>	<u>P SSN</u>	<u>MCO</u>	<u>HOME ADDRESS</u>
2D LT (4110)		LEAH E CLINE, L-205756	4110	31.351	78 1st Ave, Westwood, New Jersey

CO, AAF Separation Center, Ft Dix, New Jersey, will publish order granting terminal lv, if any, showing date of release fr Sep Center and date Off reverts to inactive status. Certificate of sv and terminal lv auth by TAG.

Provisions of WD Cir 188, 23 Jun 45, as amended, and Sec VII, WD RR 1-2, 11 Apr 45, will be complied with.

Off has been briefed relative to reporting on 19 Oct 45 IA AR 605-180, as amended, and has been fully processed IA TC Memo 35-48, 23 Jan 45.

TDN TPA 601-31 P 431-02, 03, 07 A 212/60425.

BY ORDER OF COLONEL ESTES:

OFFICIAL:

J. E. GREINER
Captain, Air Corps
Adjutant



J. R. JERNIGAN
1st Lt, Air Corps
Assistant Adjutant

DISTRIBUTION A


(SO #249, Hq, LAAF, Lubbock, Tex, 9 Oct 45)

ACCUITE: INCOMPETENT

OXYGEN MASK FIT

NEAREST VISION RATING

SPECIAL DATA



ARMY AIR FORCES
Pilot and Crew Member
Physical Record Card

NAME

RANK:
ARMY SERIAL No.

SIGNATURE

INSTRUCTIONS

- This card will be carried along with Identification Card AGO Form No. 65-1 by all rated officers on flying status and all combat crew members of tactical units.
- Record will be initiated by the Flight Surgeon, the pertinent data entered thereon, and each entry initiated.
- Card will be submitted to Flight Surgeon or Operation Officer for inspection upon request.
- New card will be prepared by Flight Surgeon when indicated or required.
- This form is for use in the Army Air Forces to supplement AGO Form No. 64 and MD Form No. 81.

A.A.F. Form No. 269
Approved January 18, 1942

137 Drummond

EXAMINATIONS FOR FLYING	Examinations	Class	Date	Signature of Flight Surgeon	Station	Remarks
	Qualified for flying	I	7-30-43	<i>Frank W. H. [Signature]</i>	AAF, Altus, Oklahoma	
Qualified for flying	1	1-8-44	<i>J. W. [Signature]</i>			
Qualified for flying	1	4-24-45	<i>S. J. [Signature]</i>	H.AAF. WASHINGTON, TEXAS		
Qualified for flying						
WAIVERS: 1-5-44 <i>[Signature]</i> 100 FEET - 2						
INOCULATIONS AND VACCINATIONS	BT-A-	DATES			REACTIONS	INITIALS OF MEDICAL OFFICER
		First	Second	Third		
Smallpox	12/4/42	1/22/44		Immune	DHP	<i>[Signature]</i>
Triple typhoid	series cpltd	8/22/42		Stim 9/21/43	STIM 9-13-44	<i>[Signature]</i>
Cholera	1/14/44	Comp				<i>[Signature]</i>
Antitetanus	cse cpltd	9/5/42		Stim 9/21/43	STIM 1-22-44	<i>[Signature]</i>
Yellow fever	3/9/44			AB335 1/2 cc		<i>[Signature]</i>
Typhus	1/22/44	Comp				<i>[Signature]</i>
Plague	Blood Type	A			DHP	<i>[Signature]</i>

0-32863-1

PHYSICAL EXAMINATION FOR FLYING

(See AR 40-100, 40-105, 40-110)

1. Drummond James - 1st Lt., A.C. 0 692 769 24 3
(Last name) (First name) (Middle initial) (Grade and arm of service) (Serial No.) (Age) (Years service)

2. 21 E, 2123rd AAFBU Annual Qualified December 1944
(Address) (Purpose of examination)¹ (Date and result last examination)

Pilot Flying time as Pilot 1100; observer -; pilot 200; observer -
(Aeronautical ratings) (Total) (Total) (Last 6 mos.) (Last 6 mos.)

3. Temperature 98.6 Vaccinations: Typhoid series, No. 2 Last 9/44; smallpox 1/44; reaction Immune
(Date)

4. Medical history.
(In the case of applicant include family. Has he ever had epilepsy, enuresis, headaches, dizziness, vertigo, fainting, stammering, tic, somnambulism, pavor nocturnus, migraine, insomnia, phobias, anxiety trends, irritability, apathy, elation, depression, sensory disturbances, amnesia, spasms, unconsciousness, repeated episodes of alcoholism, encephalitis, pneumonia, syphilis, renal calculi, tuberculosis, asthma, hay fever, repeated colds, mastoiditis, sinusitis, tonsillitis, arthritis in any form, malaria, severe injuries, major operations, or other pertinent history? Explain fully.)
Childhood - Pertussis, measles, varicella.
1932 - Tonsillectomy.

5. Eye: Inspection Normal Nystagmus None
 6. Associated parallel movements Normal Pupils: Equality Equal Reaction Normal
 7. Visual acuity: R. E., 20/ 20, correctible to 20/ - L. E., 20/ 20, correctible to 20/ -
 8. Depth perception (uncorrected) 20 mm. With correction - mm.
 9. Heterophoria at 6 meters: Eso 0 Exo 0 R. H. 0 L. H. 0 Prism divergence 0
 10. Red lens test Normal Angle convergence: P/B 12 mm. Pd 58 mm. °
 11. Accommodation: R. 12 D. L. 13 D. Addition required for 50 cm. R. - L. -
(Jaeger type): Right J. 1-50, correctible to J. -; Left J. 1-50, correctible to J. -
 12. Color vision Normal ACC abridged
 13. Field of vision (form): R. Normal L. Normal Ophthalmoscopic: R. Normal L. Normal
 14. Refraction: R. reads 20/20 with Not Done CAx - ° L. reads 20/20 with Not Done CAx - °
 15. Ear: History of ear trouble Denies
 16. External ear: R. Normal L. Normal Membrana tympani: R. Normal L. Normal
 17. Hearing (whisper): R. 15/15 /20. L. 15/15 /20. Audiometer (percent loss): R. None L. -
 18. Nares Normal Tonsils Enlarged
 19. Teeth:
 (a) Right (Examinee's) Left

8	7	6	5	4	3	2	1	1	2	3	4	5	6	7	8
15	14	13	12	11	10	9	8	9	10	11	12	13	14	15	16

Indicate: Restorable carious teeth by O; nonrestorable carious teeth by /; missing natural teeth by X.
 (b) Remarks, including other defects None
 (c) Prosthetic appliances None (d) Classification² IV

20. History of swing, train, air, or sea sickness Denies
 21. Barany chair (when indicated with results) Not Done
 22. Posture Good Figure Slender Frame Light
(Excellent, good, fair, bad) (Slender, medium, stocky, obese) (Light, medium, heavy)

23. Height, 65 inches. Weight, 121 pounds. Chest: Inspiration 35 Expiration 31 1/2 Rest 33 Abdomen 27 1/2
 24. Skin and lymphatics Normal Endocrine system Normal
 25. Bones, joints, muscles Normal Feet No Flare, 2°, bilateral. None

26. Heart Normal
 27. Pulse rate, 80 B. P.: S. 120 D. 84 Schneider Normal Pulse immediately after exercise 116
Two minutes after exercise
 28. Arteries Normal Character Normal Varicose veins None

¹ Semiannual, appointment by contract, commission in the Air Corps, commission in Air Corps Reserve, transfer to the Air Corps, or any other special purpose.
² I, II, III, or IV; see par. 3, AR 40-510.
 W. D. A. G. O. Form No. 64 (May 20, 1941)

- 29. Respiratory system Normal
- 30. X-ray of chest ¹ Not required
- 31. Abdominal viscera Normal
- 32. Hernia None Hemorrhoids None
- 33. Genito-urinary system Normal
- 34. Nervous system: Reflexes, gait, coordination, musculature, tension, tremor, and other pertinent tests Normal
- 35. Laboratory procedures: Kahn ¹ Not required Wassermann ¹ -
 Urinalysis: Reaction Acid Sp. gr. 1.025 Albumin Negative Sugar Negative Microscopical Negative
- 36. Estimated adaptability for military aeronautics (if unsatisfactory, state reasons) Satisfactory on record
- 37. Remarks on conditions not sufficiently described
Orthostatic Tolerance Test: Pulse R 80, S 96. B.P., R 110/68 S 124/90
- 38. Is the examinee physically qualified for flying duty? Yes If yes, in what class? I
 If disqualified, indicate defects by paragraph number -
- 39. Have defects been waived by The Adjutant General? - If yes, give date -
 If no, is waiver recommended? - Is request for waiver attached? -
- 40. Is the examinee incapacitated for active service? No If yes, indicate defect by paragraph number -
- 41. Corrective measures or other action recommended None
- 42. If applicant for appointment: Does he meet physical requirements? Yes Do you recommend acceptance with minor physical defects? - If rejection is recommended, specify cause -

OFFICE OF THE FLIGHT SURGEON:
 HANFORD ARMY AIR FIELD, TEXAS
 21 APRIL 1945
 (Place) (Date)

S. J. Greenfield
 S. J. GREENFIELD, Major Medical Corps.
 Flight Surgeon (Name and grade)
 A.G.M. MARTIN, III, Captain Medical Corps.
 Aviation Medical Director (Name and grade)

REVIEWED AND APPROVED:
W. W. Scott
 W. W. SCOTT, Colonel Medical Corps.
 (Sector: Flight surgeon) (Name and grade)

1st Ind.²

Headquarters _____, 19____
 To the Commanding General, _____
 Remarks and recommendations _____

 (Name) (Grade) (Organization and arm or service)
 Commanding.

2d Ind.²

_____, 19____ To The Adjutant General.

¹ Required for candidates for commission, Reserve officers reporting for extended active duty, and applicants for flying cadet.
² State action taken on recommendation of the board. If incapacitated for active service, state whether action by retiring board is recommended.
 NOTE.—Use typewriter if practicable. Attach additional plain sheets if required.

We dropped thousands of these leaflets as we flew over enemy territory while during several bombing missions.

WER HAT DAS SCHLACHTEN GEWOLLT?

DER DEUTSCHE LANDSER, der noch den letzten Krieg in den Knochen hat,—der genau weiss, dass er—und immer wieder er es ist, der letzten Endes hinhaken muss.

Oder

DER NATIONALSOZIALISMUS, der 1934 die „Aufrüstung im grössten Masse“ begann—

- der 1935 dem deutschen Volk die Parole „Kanonen statt Butter“ gab—
- der in sechs Jahren 90 Milliarden Reichsmark Volksvermögen für Rüstungen aufwandte—
- der von März 1938 an alle sechs Monate unter Kriegsandrohungen ein neues Gebiet annektierte—
- dessen Führer im August 1939 erklärte, er würde lieber den Krieg jetzt führen im Alter von 50 Jahren als später mit 55 oder 60—
- und im November 1940 sagte: „Ich habe für diesen Krieg vorgesorgt wie für keinen anderen Krieg vorgesorgt worden war—und es hat sich reichlich gelohnt!“

Wir werden dafür sorgen, dass das niemals wieder vorkommt. Wir sind entschlossen, den Nationalsozialismus zu vernichten—und mit ihm die Männer, die vom Kriege leben, an den Krieg als Mittel der Machterweiterung glauben und deshalb die Welt in Krieg und Unglück gestürzt haben.

Wir haben kein Interesse daran, das deutsche Volk zu vernichten, auch nicht den Landser.

**WER WEITERKÄMPFT, KÄMPFT
GEGEN DEUTSCHLANDS ZUKUNFT**

FRANÇAIS, Passez ce tract à un soldat allié.

Um bei Gefangennahme schnellste Benachrichtigung der Angehörigen durch das Informationsburo des Internationalen Roten Kreuzes in Genf zu gewährleisten, ist nachstehender Fragebogen genaustens auszufüllen und unterschrieben bei Gefangennahme abzugeben.

(Der Fragebogen dient nur als Unterlage für die Meldung an das Rote Kreuz und wird auf keinen Fall in die Heimat des Gefangenen geschickt.)

DEUTLICH SCHREIBEN

NAME VORNAME
(ausschreiben)

DIENSTGRAD WEHRNUMMER

GEBOREN am in

NATIONALITÄT

Name und genaue Anschrift der Ehefrau bzw. des nächsten Verwandten, der benachrichtigt werden soll (mit Angabe des Verwandtschaftsgrades).

.....

.....

.....

UNTERSCHRIFT

FRANÇAIS, Passez ce tract à un soldat allié.

AF/139

SO YOU ARE TIRED OF WAR

SO YOU ARE TIRED OF WART

Lt. Eual E. Stone

* * * * *

Well its 4:30 in the afternoon. You have tried to sleep. But the sun is so hot your bunk is a pool of sweat and the damn sand is blowing again. You have cussed the guy who invented a cot and then decided it could be used for a bed. So you roll off the damn thing and decide you will wash for chow which is at 5 o'clock. Only there is no water. So you walk off about 100 yards to a bag and get enough to open your eyes. Then you drop in to chow. Your appetite is good until you sit down. For some reason it doesn't take SPAM long to satisfy you. So you sit and talk awhile with the guys about how Jerry's ack-ack gunners are and try to guess where you will go tomorrow.

Around about 6:00 you drop into Operations to see if you are flying. Yes - there it is. Well after this one is over you won't have so many more to go before you can start back to the States. You drop in to the Club - an old horse garage. The same old poker game is going on. You wait to listen to Axis Sally who tells you they picked up that crew that went down yesterday and all of them are alive. Then she tells you how the folks back home are getting rich, how your girl is putting the skids under you. You laugh it off and head for the sack.

You have just gone to sleep after 8 or 9 futile attempts. All of a sudden you are rudely awakened by a light in your eyes. A voice says "its now 4 o'clock. Breakfast at 4:30. Briefing at 5:00". You sit up, call to the others to get up too and start dressing.

You stumble down to chow and are very much surprised to see fresh eggs. So you wash about four of them down with hot, black GI coffee. Then you head for the Briefing Room. At exactly 5:00 briefing gets under way. S-2 reports Flak guns at the coast. But you are to fly between the flak areas. S-2 tells you you can expect 200 guns at the target but only 60 to 80 can bear on you - that if you make a quick turn off you will not hit the rest of the guns. They tell you to keep your eyes open for Jerry fighters from "this point on". Here Jerry has 100 twin engine fighters also 150 singles. You remember that someone told you before you came over that Jerry was out of planes. Briefing moves awfully fast. Here are Target Charts and pictures. Then Weather tells you how many clouds and how much wind to expect. The Navigators get a time hack and then some one wishes you good luck.

You rush back to your tent, grab up your Mae West, chute, oxygen mask and heavy winter flying clothes. Then you grab a GI truck and head for the line. The Crew Chief tells you everything is "OK" so you crawl in. Now all 4 engines are running. You preflight her and watch the ships taxi by.

You fall in behind the ship you follow and taxi to the runway. Now you have swung out on the runway. The dispatcher gives you a green light. So forward goes the throttles and you are off. You pick up the nose wheel and look at the end of the runway. It is awfully close. You glance at the airspeed and hope she will make it. Just before the end meets you she lifts off and struggles to become airborne. Up comes the gear, back on the turbos, back on the RPM, up come the flaps and you are skimming along fast trying to catch the ship in front of you.

Now you are well out over the ocean, climbing on course. You keep remembering what 9-2 said about fighters here, flak there and so on. It is now 10:30 and you can see the coast in front of you. It looks just like the State/s, towns here, farms there and you wonder what the people down there are thinking about. Some one calls "Flak at 3 o'clock low" and you think yes - 9-2 said it was there.

Now you tighten up the formation because Jerry fighters are in this area. Someone calls "Unidentified plane high at 9 o'clock. Now 10" You tighten every nerve in your body. Can this be Jerry so damn soon? Then the nose gunner calls "Beautiful oh beautiful F-38s at 11:00 o'clock". You take a deep breath and try to keep in as tight a formation as possible.

The Navi calls "20 minutes to target" so on comes the flak suit and helmet. No one grumbles about how heavy it is; no one curses because it is in the way. The Navi calls "the next turn is the IP" so you glance up. Now some one calls "Flak at 2:30". You look out. The damn stuff is so thick you can walk on it. There is a very black cloud of it about 2 miles wide and about 2000 feet thick. You think "Boy there isn't room for a fly to go thru there". You see the group go in ahead of you. The nose gunner calls "2 men just bailed out of a ship in the lead group". Now their chutes are open. Oh My God! "Did you see that" he says "the ship just blew all to hell". Well those boys never felt any pain - it was too quick.

So now you mutter a prayer into your oxygen mask and hope the Lord hears you and will look after the ship and crew for the next few minutes.

Up to this point you have been freezing. But now you can feel little beads of perspiration breaking out on your forehead. The palm of your hand gets wet. By now the perspiration is dripping off and freezing on your clothes.

Now very quickly it dawns on you - and it isn't very pleasant to think about - that is if you're the guy its happening to. "Jerry is sitting down there taking pot shots at me with a gun that can easily blow me into so many small pieces that they could not even pick us up". And to top it off there isn't a damn thing to do about it but sit there and sweat and pray that the next one won't get you.

By now you know Jerry is firing either 3 or 4 shots in a burst. You look out in front of the wing tip and see the first shell explode. The 2nd one is out in front of the No. 1 engine. The third is closer. It bursts right alongside the fuselage right by your window so you know damn well the number four is going to come up into the seat of your pants so you pull up and fly just a little higher. Well if you are lucky Jerry only shot three shells that time but maybe he shot four or it burst right under where you were a split 1/10 second before. Your ship jumps up from the concussion. Your clothes ripple like a strong wind was blowing and you can feel the pressure change, so great your ear drums pop. This goes on from five to fifteen minutes just according to how many guns Jerry's got. Some times he tracks you and you can see them bursting so close in front of you that you think the whole nose has been blown off. The flak will rain down on your ship and it sounds like a hail storm on a tin roof. By and by, if you are lucky, you are out. So you call up every crew member to find out if any one is hit. It is sure a good feeling when they answer "OK". Then you send the Engineer around to see if you got any holes. "You've always got holes". But he looks to see if they are bad and fix what he can. He will more than likely tell you that the wings have some holes and there are a few large holes in the rudders but nothing to worry about. That is, if you are lucky and the Lord was with you while you were on the bomb run. So now all you've got to worry about is Jerry fighter planes, and sweat out your gas.

So you tighten up the formation. This eats up gas. But gas will not do you any good if Jerry jumps you. Now you are in so close you can see every move the pilot in the next ship makes. You call your gunners, tell them to look into the sun, watch that cloud ahead, look everywhere and never stop looking for Jerry. He may not come but if he does he will do it so slick and so damn fast that you may blow straight up and never know what hit you. And its not a very pretty sight to see a B-24 blow into so many pieces you can't start to count them - with every piece on fire. So now you are in close. That is if you did not fall behind or get an engine shot out over the target. If you are behind you shove everything forward. You forget everything they taught in the States about how to take care of a ship. The only thing you think of is getting into formation as quick as you can. So you are in tight. The co-pilot is on interphone frequency on the radio. He hears someone say "Jerry high at nine o'clock". He tells you and the gunners. Maybe you had just relaxed a little or slid back about 20 or 30 feet from the next ship. You wish to hell you hadn't done it and swear if you can get in position you will never get out again. The nose gunner calls "3 Jerrys high at 12:30, Sir". You think damn that kid - I've told him a million times to cut out that 'Sir' stuff in the air. It takes up too much time. He calls again "Jerry coming in at 1:00 level".

You look out and see a very well built ship coming at you at around 500 miles an hour. You think - the nose gunner will never open fire. Then you hear and feel the twin fifties firing. The powder smell seeps thru the oxygen. It stinks but its a good smell now. Then the top turret opens up. The dust flies out all over the cockpit from the shudder. Then you see Jerry open up. Its no mistake - he's after you because his nose is pointing right at you. It looks as if his nose was on fire from the cannon blaze and machine guns. You think boy this is it for sure. But maybe your nose gunner is good. So he puts a few slugs in Jerry who veers off just enough to cause his aim to go bad. He was in so close you could see his oxygen mask. But he sure went by fast. Now the tail gunner opens up and calls out "A piece of aaeliron just flew off". Then he is out of range. The tail gunner calls out "There he goes down with 2 F-38s on his tail". Well that takes care of that. You keep an eye peeled for more fighters. But the 38s are all over the sky now. So you are sure Jerry won't come back again. You loosen up the formation, cut off the power to save gas. Now you are out over the ocean. You are gradually going down so you can take off your oxygen mask.

You look a round at the other ships. You look directly across from you where No. 18 was flying. Where is he? No. 12 has moved up in his place. Oh Yes! Now you remember. The waist gunner called up and said "No. 18 going down". This was while you were over the target. You faintly remember him saying "there goes a chute, 2 more, 1 more - she's out of sight". But that seems like it happened years ago. Now you are flying over a certain island with a landing strip. No. 8 peels off. She has 2 engines out but you don't worry. You know he will be home in a day or so to fly again.

Now you are only one hour from base and the clouds are a lot thicker than weather said they would be. The air is rough and here and there is a rain squall you have to dodge. But at last you are over the base. So you circle to get landing instructions which the tower takes its own damn time about. At last the leader gives you the peel off sign and you peel off, drop your gear and check to see if all tires are ok, and if the gear is locked in position. The Engineer calls "Gear down and locked" than adds "But I don't know about the left tire - it looks awful soft". So now you got to take it easy on the left gear, and you are so damn tired you don't see how you are going to have the strength to hold the wing up. Now you are on the approach. You think - damn this built-in crosswind. Why in the hell didn't they build this runway into the wind. So the crosswind drifts you off the runway and you line her up again. Now you are low over the end. You hold her off and now she is down on the right wheel. Then the left touches and you hope its not flat. No it was not down. So now you taxi by the meat wagon and give the doc the thumbs up sign which means everyman OK.

-4-

You taxi to your revetment. The crew chief meets you with that same old grin. How he can do it I don't know. Because he knows he is going to work very late tonight getting her ready for tomorrow's mission. Now you cut your engines and everyone gets out. Everyone tries to talk at once and no one can make heads or tails out of what is said. You sort of pat the old ship and think ~~was~~ what a good baby she is because she brought you back safely.

Now you are waiting on Transportation. Damn those guys - they are never here to pick us up. And Boy is it hot down here. Transportation finally arrives. One or two make a few remarks to the driver about being so slow. How the drivers put up with all the cussing they get I don't understand. And they take it in a goodnatured way. At last you are riding over the roughest road in the damndest truck you ever saw. The dust is blowing and boy its hot.

The truck finally pulls up in front of Operations and you all fall off. Here you really get your morale raised. The Red Cross girl is here smiling away. How nice she looks. The boys are relaxing and you hear some one say "You know that bastard came damn near getting me". The remarks fly thick and fast. You look to see what the Red Cross girl thinks. She is smiling. You know that she understands and will forget everything thats said.

Now you are eating doughnuts and drinking lemonade. You feel good on the inside. Now you feel like a man. You know you can go home to the US and feel as if you, and you alone, had earned the right to think its your country and you can live in it and not feel as if you owe her something.

You go into the Operations tent for interrogation. You wonder why in the hell you can't go on to bed. But there are questions you must answer. How much flak? How many fighters? Was the target hit? At last you are thru. It is now 2:30. You were called out of bed at 4:00 and you got off the ground at 6:30. You are very tired so you drag off to your tent. And you think damn this sand. Its just like Oklahoma. You enter your tent. Its just like a blast furnace. So you open up the sides and the sand blows in. You take off your clothes and lay down on the cot. You never knew a cot could feel so damn good. Now you are completely relaxed and you think, as you drop off to sleep knowing that the one thing will happen tomorrow, but more likely in a different place and in a different way.

The preceding " SO YOU ARE TIRED OF WAR " is an article written by Lt. Eual Stone when we were both pilots in the 826 Bomb Squadron and flew many of the same missions. While we were visiting one afternoon he said that he had just finished typing an article about what it was like to fly a mission and wanted me to read it and give him my thoughts or suggestions. I was impressed by the way his writing so truly expressed our daily ritual of life in camp as well the preparation and flying a mission.

I expressed my interest of having a copy and he promptly gave me the carbon copy of the original typed script. I have scanned the carbon copy, unedited as his first draft was. It is enjoyable to remember Lt. Stone, and his typewriter that needed cleaning, and the enthusiasm and satisfied feeling he had for this piece of work. It truly tells a true unembellished story of what it was like in the 484th Bomb Group flying out of Italy.

THE HOME FRONT

Form DB-2

"BUY A SHARE OF FREEDOM"



U. S. WAR SAVINGS BONDS

PROPERTY OF

James Drummond

BUYING THIS BOND WAS A WISE INVESTMENT. IT WILL YIELD A PROFIT WHILE BEING THE SAFEST SECURITY ON EARTH.

ANOTHER WISE INVESTMENT IS TO RENT A SAFE DEPOSIT BOX IN WHICH TO SAFEGUARD IT AND OTHER VALUABLE PAPERS AGAINST LOSS, FIRE, OR THEFT.

Dear Jim I am writing Dave and you both a Via Mail to day as Dave has not been getting my mail. I got my shell oh but and I was glad you had been getting my films I sent, you should also get a package of Candy soon. I hope you have been getting quite a few more news in as we are looking forward to you getting home. 20 days news is good about the Landings at Marseilles maybe it will all be over soon. We have lots of rain again. I saw it has been a funny summer. Dad is busy this week but Tommy is not working for the war. Da does not say much about them anymore things are not going to please him not enough honors. Will Jim we don't care what you get if you get home will close now with love and luck from all. Mother.

*I. Drummond
R. 2, D-1
Anaconda, Montana
about 15
Nov 15, 1944*

*to James Drummond
4870 10th St
226 - 10th St
Anaconda, Montana*

UNITED STATES OF AMERICA * * OFFICE OF PRICE ADMINISTRATION

MILEAGE RATION IDENTIFICATION FOLDER

B **E-R**

ISSUED TO *James Drummond*

COMPLETE ADDRESS *Warm Springs, Montana*

VEHICLE LICENSE NO. *30-384*

STATE OF REGISTRATION *Montana*

YEAR, MAKE AND MODEL *1936 Dodge*

VALID FROM DATE BELOW *11-2-44* EARLIEST RENEWAL DATE _____ EXPIRATION DATE *11-30-48*

FLEET IDENTIFICATION OR CERTIFICATE OF WAR NECESSITY NUMBER (IF ANY) _____

SERIAL NUMBERS OF COUPONS ISSUED FROM *2547104* TO *2547107* INCLUSIVE

COUPONS MUST BE KEPT WITH THIS FOLDER AT ALL TIMES

* opa 16-37784-1

DALY BANK & TRUST COMPANY


ANACONDA, MONTANA



4

911263 FL

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION



WAR RATION BOOK FOUR

Issued to *James Drummond*
(Print first, middle, and last names)

Complete address *R. 2, D-1
Anaconda, Mont.*

READ BEFORE SIGNING

In accepting this book, I recognize that it remains the property of the United States Government. I will use it only in the manner and for the purposes authorized by the Office of Price Administration.

OPA R-1706A

SPECIAL SHOE STAMP

Good for One Pair of Shoes

10-263-75

70 Bank

Mens V-se

Void if Altered _____ (Signature)

It is a criminal offense to violate rationing regulations.

OPA Form R-148 16-38870-1

Over 22,000 Men Processed By Draft Boards

(Continued from Page Seventeen) the fourth and final national R-day, April 27, 1942, when men 45-64, many of them veterans of World war I, were registered.

Mr. McGrath, in turn repeatedly expressed his confidence of the



HEADING FOR DESTRUCTION—Flames sweep outward behind the wings toward the tail of this Liberator B-24 of the Army 15th Air Force after it was mortally struck by a German ME-109 during a mission over the synthetic oil refineries at Vienna, Austria. The bomber broke in two parts before taking its final plunge. The entire crew was seen to bail out safely. (AP wirephoto from Army Air Forces.)



B-29 SUPER-FORTS RIP JAPAN — This is the first picture of B-29 "Super-Fortresses" Japan proper in what Gen. George C. Marshall hailed as opening step in new-type offensive. Engineered by Boeing and built by Boeing, Bell and Martin, it has four 18-cylinder air-cooled engines of 2,200 horsepower and can fly above 30,000 feet. They

THURSDAY MORNING, AUGUST 3, 1944

4,500 Warplanes Smash at France

By WALTER CRONKITE
ALLIED SUPREME HEADQUARTERS, London, Thursday, Aug. 3.—More than 4,500 Allied bombers and fighters from Britain and Italy, paced by an estimated 4,000 American planes, smashed at Nazi installations in France Wednesday, it was announced Thursday, simultaneously with the disclosure that the Nazis had developed a two-engine pick-a-back "super-doodlebug" fighter and glider plane.

Hit Robot Bases
The big U. S. Air force Fortresses and Liberators, together with R. A. heavy bombers, made three attacks on German flying bomb bases in northern France, while Allied bombers hammered the front behind the lines from the front to central France. The based American bomber and fleets roared northward to Nazi installations and command posts in the Rhone valley of France.

A type German plane was reported to have appeared off the coast

northwest of Marseille, reported seeing few enemy and only moderate anti-aircraft over Avignon.

Reporting on the part played by the Allied Air Force the American and British throughs in northern France United Press dispatch from many airfield said the anti-air tactics used by hundreds of fighter-bombers have played an important role in the great U. S. Thunderbolts and R. and R. C. A. P Typhoon bombers are being used as a tremendous tactical machine in blasting strong points faster than artillery can be brought into play.

Churchill Sees Victory Soon

(Continued From Page 1)
negligible now, he said, and vast Allied fleets for six months to the end of June had piled the seas with less than half the losses met upon the dawn of the new day.

Heavies Pay Ploesti Visit

MAAF HEADQUARTERS, June 23—From 500 to 750 15th Air Force heavy bombers today blasted enemy installations at Ploesti and Giurgiu, Rumania, and the railyards at Nis, Yugoslavia.

A formation of Forts hit Ploesti's battered oil facilities while Liberators pounded the Giurgiu oil trans-shipment depot, meeting some opposition from enemy fighters. Only flak was encountered by the mixed Liberator-Fortress formation that pounded the key Nis yards on the main route between Belgrade and Sofia.

Lightnings, Mustangs and Thunderbolts provided escort for the heavies.

TAF aircraft yesterday bombed Italy, Yugoslavia and Albania, and strafed enemy targets in concentrating the bulk of their blows on enemy communications in northern Italy.

MAAF night bombers carried the attack into the night with a heavy assault on the railyards at Vado Ligure far in the north of Italy. This pre-dawn blasting followed heavy bomber attacks on railheads and chokepoints during daylight Thursday.

Montana Ships Scrap Metal Sufficient To Build Two Cruisers

HELENA, Dec. 24.—(Special)—Montana shipped scrap metal in November sufficient to build two heavy cruisers, William E. Rae, chairman of the state salvage committee, reported Thursday.

The 12,134,000 pounds, a new record, is now in production channels, Rae said. He praised the work of voluntary salvage chairmen and the "excellent co-operation" of industry in making the record total possible.

The chairman also reported more than 30,000 pounds of kitchen fats were collected from July through November in the state's voluntary program. This figure does not include fats turned in by butchers or independent dealers.

Thomas Williams Dies in Action

DEER LODGE, Oct. 7.—(Special)—Thomas Williams, second lieutenant in the United States Air Force, died in action during the Battle of Guadalcanal, New Guinea, on Oct. 7, 1942.

Meal and Sugar Markets Are Reported

WASHINGTON, Feb. 19.—(U.P.)—Organized black markets in meat and sugar are reappearing in dangerous size, the Office of War Information warned Monday.

They are based, the OWI said, on the counterfeiting of meat and sugar coupons. This has become a major problem for enforcement agencies.

Devastating Attack Carried Against Iwo Jima Japanese

BY VERN HAUGLAND
SOMEWHERE IN THE MARIANAS Dec. 24.—(Delayed)—(Via key radio)—Col. Lawrence J. Sanders, commanding officer of the 1st bomber command, said reports from Iwo Jima and naval craft attacking and successful strike on the island combined to strike the 10,000 Japanese on the island and prove that the combined bombing of the Marianas, Dec. 24, was a grandstand play.

15th Air Force Has Lost 20,570 Men During Last Year

ROME, March 30.—(U.P.)—Lt. Gen. Ira C. Eaker, air chief in the Mediterranean theater, disclosed Sunday that his command had lost more than 20,570 men during the past year.

"When we remember that the combat crew strength of the 15th Air Force is about 20,000 men, it can be seen we've lost 100 per cent of our strength in one year," he said.

"We take some consolation that these losses saved many thousands of ground soldiers from the loss of their lives in battle," he added.

Some 1,050 heavy bombers were lost during the year, Eaker said, but he added that operations by Allied Air forces against the Luftwaffe had grounded the Luftwaffe. "And I mean lost that," he said. "We have grounded the Luftwaffe."

Liberated Men En Route Home

BOZEMAN, April 21.—Two ex-prisoners of war who have been interned in prison camps in Germany are now en route to the United States after landing in the United States last week. Lt. David Copping and Capt. A. T. White telephoned their families from New York soon after their arrival at that port and announced they would be home soon.

Li. Copping called his son, Lt. Bina Cobban and later that same day White talked with his wife and his four-year-old son for the first time in three years. Both men were liberated from the German prison camp in January, 1945, which was January 1945. They were taken with other prisoners through Poland, Southern France, the Black Sea and Mediterranean to France from where they were shipped for home.

Galen Flyer Is Victim of Plane Accident

ANACONDA, July 18.—Lt. Robert H. Swanson, 36, of Galen, flying instructor in the Navy Air Corps, died at 3:45 o'clock Monday afternoon in the Navy hospital at Portsmouth, Va., from multiple fractures.

(Continued on Page Two)

Casualties in France 116,148 From D-Day Through July 10

SUPREME HEADQUARTERS ALLIED EXPEDITIONARY FORCE, Aug. 5.—(P)—Allied forces in France have lost a total of 116,148 men killed, wounded or missing from D-day, June 6, through July 10, of which 70,000 were American, supreme headquarters announced today.

United States forces lost 11,100 killed, 32,710 wounded and 6,100 missing.

Included in these figures were the casualties sustained during the invasion exercises last April, when E-boats attacked a convoy, killed 130 and wounded 41, with missing.

British losses were 5,546 killed, 27,766 wounded and 5,182 missing. Canadian casualties were 4,354 wounded and 1,272 killed.



(USAAF photo from NEA) plane landed at 105 miles into a revolt, and the plane crashed and some wounded at its home base.

Eleven crew members, although shaken, cut and bruised and some wounded at its home base, escaped death when their bomber—the House of Bourbon—crash-landed at 105 miles into a revolt, and the plane crashed and some wounded at its home base. The bomber was damaged by Jap ack-ack and Zero fighters, plowed over a few skidded off the runway.

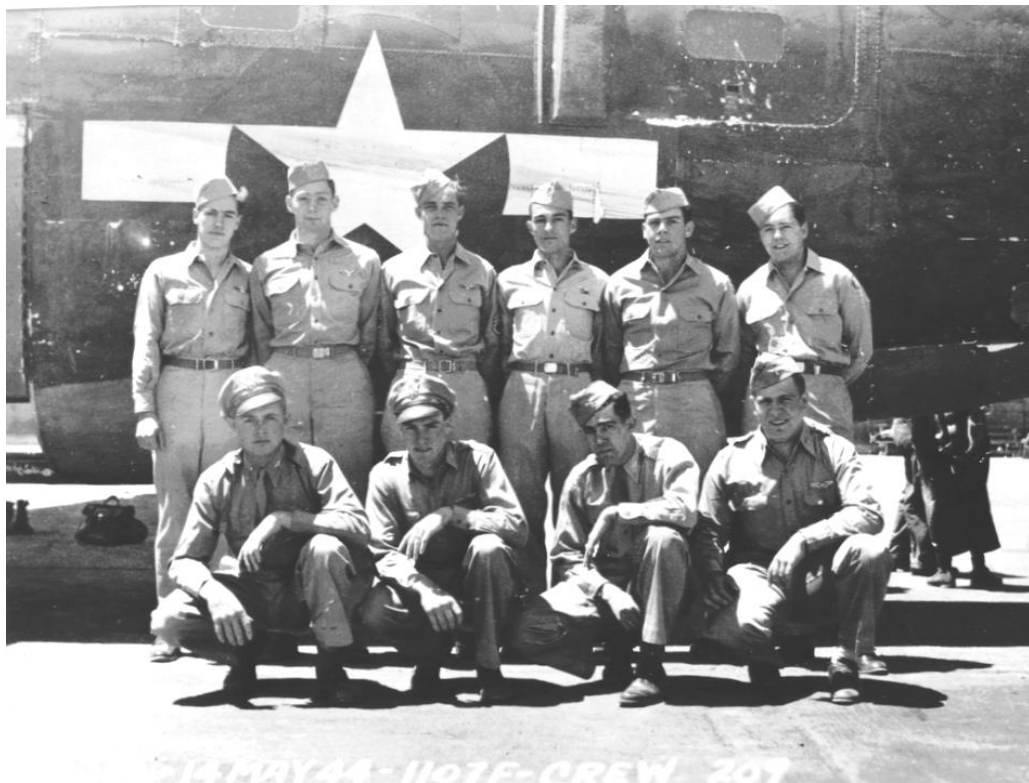
On Furlough

DEER LODGE, Oct. 7.—(Special)—James Drummond, second lieutenant in the United States Air Force, is in Deer Lodge visiting his friends, while on furlough from his duties. He is the guest of his parents, who reside at Galen.

Deer Lodge Briefs

Major and Mrs. Al Bier of San Francisco are the guests of relatives in Deer Lodge. Marvin Beck of the armed forces is spending a few days in Deer Lodge, the guest of relatives and friends. Gordon Williams is visiting relatives here this week. Flying forces here the United States Army Air Corps is sending his friends here.

FAMILY SERVICEMEN



1st Lt. David Drummond, Pilot – front row, second from left, with his B-24 crew



Captain James Watson, Navigator – front row, second from left, with his B-29 crew



1st Lt. James Drummond



1st Lt. David Drummond



2nd Lt. Tom Drummond



Captain James Watson



2nd Lt. George Watson

1st Lt. James Drummond

Pilot - Airplane Commander – 826 Bomb Squadron, 484th Bomb Group, 15th Air Force, Mediterranean and European Theater of operations.

50 combat missions – 288 combat hours.

Air Medal with 3 Oak Leaf Clusters, Bronze Battle Stars for the following Campaigns: Rome – Arno, Southern France, Northern France, Air Combat-Balkans, Germany Campaign, Po Valley, Northern Apennines, and a Unit Citation with one Oak Leaf Cluster.

1st Lt. David H. Drummond

Pilot B-24, 431st Bomb Squadron, 11th Bomb Group, 7th Air Force, Marshall Islands, Asiatic Pacific Theater of operations.

40 combat missions - 446 combat hours

Distinguished Flying Cross, Air Medal with six Oak Leaf Clusters, Asiatic Pacific Theater ribbon with three Bronze Stars.

Campaigns- Air Offensive Japan, Eastern Mandates, Western Pacific.

2nd Lt. Thomas Drummond

August 1951-February 1952. 2472nd Air Force Reserve Training Center, U.S. Naval Air Station, Olathe, Kansas, Records Section for Air Force Reservists in the Kansas City area. In charge of section of civilians, Air Police and Library.

February 1952 – March 1953, 3rd Bomb Wing, Wing Personnel Inspector, Kunsan, Korea, The Wing was composed of three squadrons of B-26s bombing North Korea until cease-fire declared.

Captain James Watson (Brother of my wife Betty)

Navigator B-29, 871 Bomb Squadron, 497th Bomb Group, 21st Bomb Command, 73rd Bomb Wing, 20th Air Force, Saipan, Mariana Islands, Pacific Theater of Operations.

National Guard of the United States and State of Montana, February 1930-February 1933.

Entered the U.S. Army Air Corps December 1942.

Graduated from Navigation School Hondo Army Air Field, Hondo Texas, July, 1943.

Navigation Instructor at Hondo Army Air Base until June, 1944.

Saipan, Marianas Islands, January 1945 until Captain Watson was killed in action February 26, 1945.

Reverend Larry Nelson of Bozeman was a navigator on another B-29 flying out of Saipan. He recalls that while monitoring an emergency frequency, a call came in that a bomber had exploded and crashed into the ocean shortly after take-off. His plane dropped down to look for survivors.

An oil slick and some debris were found but there were no survivors. Upon returning from their mission, Larry found that his friend Captain Jim Watson was the navigator on the downed B-29.

2nd Lt. George Watson (Betty's twin brother)

Enlisted in Air Force Reserve in 1944

Stationed at Keesler Field, the Army Air Force Training Command Station at Biloxi, Mississippi from May 1945 until Spring of 1946.

Graduated from Montana State University ROTC program as a 2nd Lt. Air Corps Reserve.



A special ride on July 12, 1997 on the last flying B-24 bomber, the "All American"

It is estimated that there are about seventeen B-24s existing in museums or other locations that are relatively intact but non-flyable. The Confederated Air Force flies an LB-30 cargo/ utility version of the B-24 in tours across the United States and the Collings Foundation of Stow, Maine owns and operate a completely restored version of the original B-24 J model Bombers.

One of the very special days in my life was when my sons Jim, Bill, and Bob along with the support of their families and my wife Betty arranged for me to fly aboard the Collings Foundation B-24 Liberator "All American". At the last moment Jim Jr. was also able to join the few of us boarding the plane and sense some of the feeling that I experienced on my first B-24 ride.

It brought back many memories as the Crew Chief stood along side each engine with the old fire extinguisher as each engine was started. I was not any more relaxed on the take-off than I was when taking off on a mission with a load of bombs. Watching the co-pilot working the No. 3 throttle forward of the others brought back the familiar syndrome that the "turbo" was not putting out the power that it should.

For the first time in my life I had the privilege of riding in other areas of the aircraft than in the nose compartment or on the flight deck. I began to realize that being a member of the flight crew other than the pilot and co-pilot had a tremendous amount of extra stress. While at aircraft stations, I felt an isolation from the cockpit area and remembered the many times we were in an emergency situation when it took a few minutes before I or the co-pilot were able to communicate with the other aircraft flight stations.

The bank of hydraulic and electrical lines as well as the flight control cables were just part of the planes fuselage when I was a pilot. On this flight they became the focus of my attention and they appeared awfully vulnerable and I recalled the many times we lost fluid to the cylinders on the landing gears and brakes as well as electrical circuits to the various gun turrets and other controls while in combat.

It was a thrill to have the opportunity to ride in the nose, top and rear turrets. I did not ride the belly turret. I'm not sure it was available but I was not about to get stuck in there if an emergency were to arise.

The plane was flying low over the Horseshoe hills north of Manhattan while I was riding in the tail turret and I was pleasantly surprised at the view the tail gunner had from his station. The plexiglas dome allows vision behind and above and it rotates from side to side. The turret extends beyond the tail section and allows quite good vision below.

While riding in the tail turret I recalled an incident on one of our bombing runs over Ploesti, Rumania. Our tail gunner Sgt. Sturgill was of medium height with a husky body. He always needed assistance to climb in and out of the narrow turret door when dressed in his bulky sheepskin coat and trousers. A large piece of metal from an exploding anti-aircraft shell bust through the plexiglas dome of the turret and penetrated the oxygen tank. The concussion from the exploding tank knocked the breath out of Sgt. Sturgill and he came tumbling backwards out of the narrow turret doors. He was sure that he had been hit. The waist gunners rushed over to assist him as he rolled around fighting for breath and pointing at his foot. During the interval of recovering his breath, the boys had pulled his boot off and dumped out a large piece of hot shrapnel that was burning his foot.

I always appreciated the dedication and cooperation of my crew members. They truly were experts in their fields and worked and socialized as a team. There was never a question about their loyalty or dedication but this special 2 hour ride, fifty-five years after we served together, gave me more understanding and grateful feeling of how we stuck together under the most stressful of situations.

The bombay area is extremely noisy from the engines and rattle of the metallic aircraft skin or wall. When the waste gun doors on the fuselage are open and the gunners firing their 50 caliber machine guns, the boom and bang of the exploding of enemy anti-aircraft shells, the shrapnel hitting fuselage and a bouncing plane must have been almost chaos.

During our trip from Great Falls to Bozeman I found the noise made it almost impossible to carry on a conversation with son Jim or understand the questions of the news media or others on board. Instead of visiting I thought it was great just to explore the "unknown other side" of a B-24 in flight and just reminisce.

Thanks to family and friends for the memories

Photo Credits

Photographer unknown- was a member of Company B, Camp Roberts, California during my "Boot Training". A selection of my purchased prints are reproduced on pages - 1, 6 top and lower, 7, 9, 10, 11 lower, 12, 13

James Drummond photographs – Pages 11 top, 20, 23, 28, 32, 33, 34, 39, 84, 86, 95, 97, 120

Class 43I Class Book, Altus, Oklahoma – Pages 18, 37

Post Exchange - Altus, Oklahoma - 1943 Picture Postcard – Page 40

Publisher unknown – A photographic Tour Through Tarrant Field, Fort Worth. - Pages 50, 51, 52, 53, 54

United States Army Air Corps – 484th Bomber Group Photographer
Prints from my missions – 89, 94, 101, 102, 104, 105, 107, 108, 110

Warren McGee - Livingston, Montana - from his Railroad Collection –
Page 130

Jean Mulder, Bozeman, Montana – Pictures on Page 251