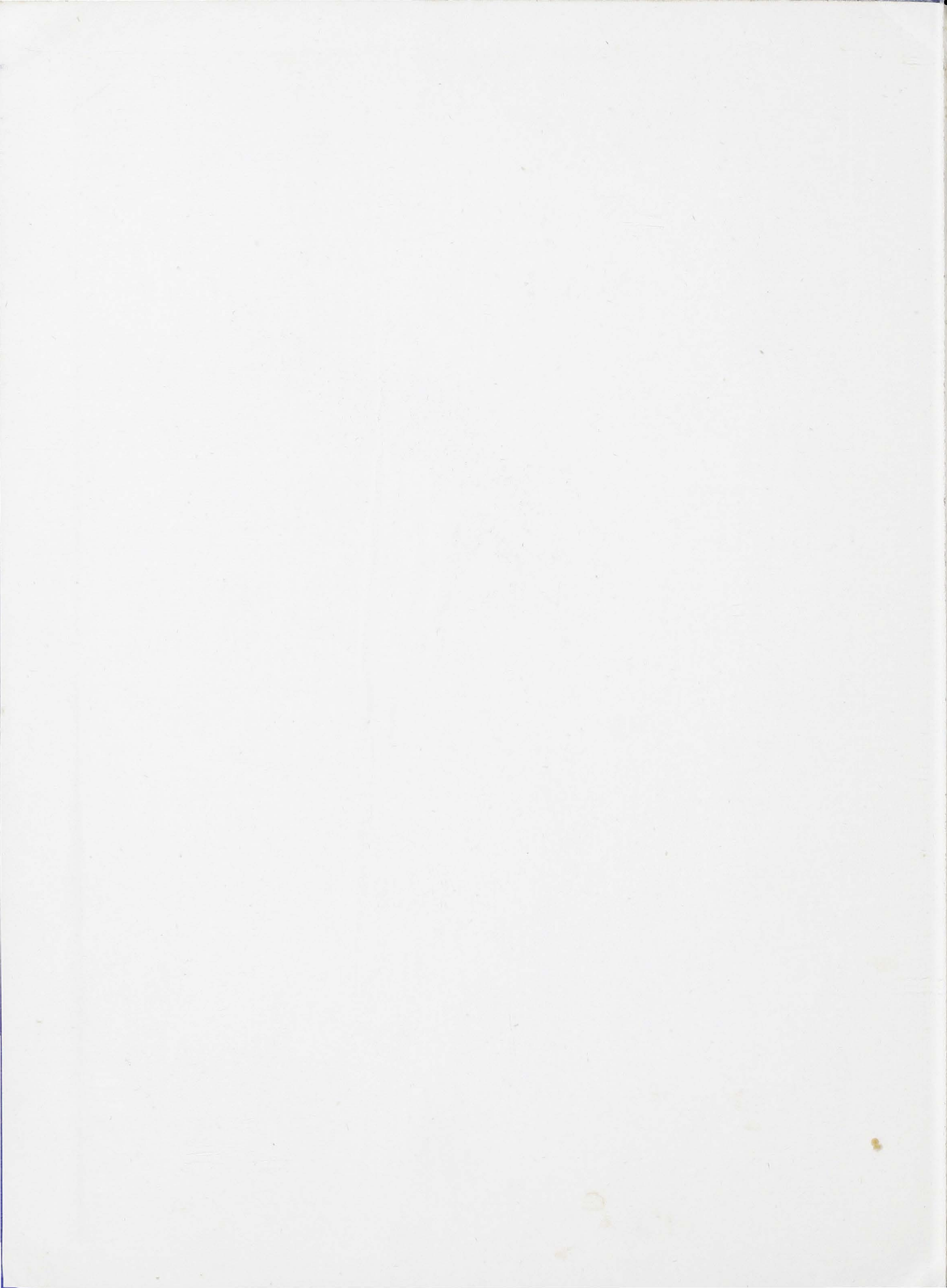


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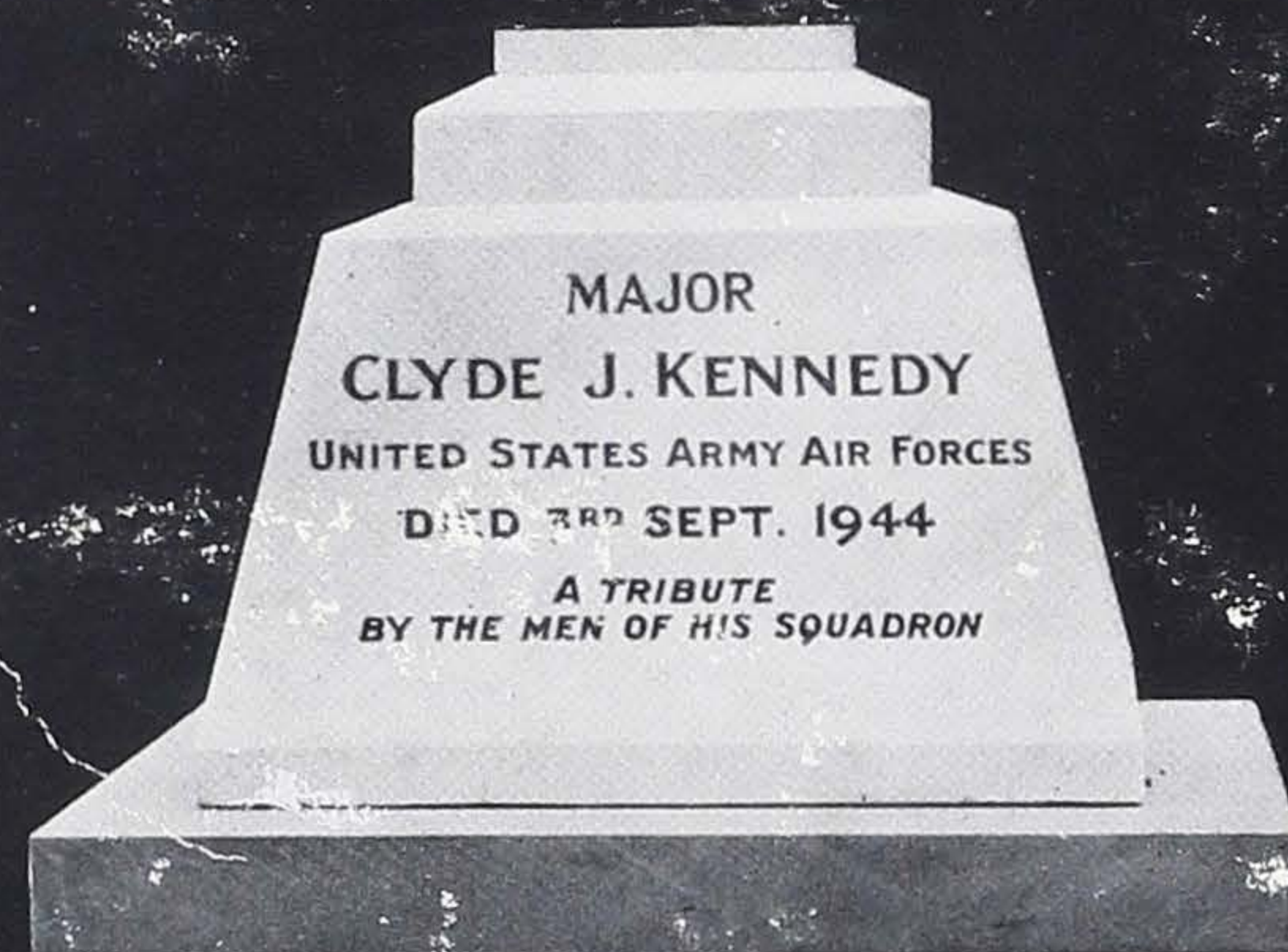




An aerial photograph of a battlefield during a military operation. Large plumes of white smoke or dust rise from the ground, obscuring parts of the landscape. A network of roads or tracks is visible, with one prominent road running diagonally from the bottom left towards the center. The terrain appears to be a mix of open fields and wooded areas. The overall tone is dramatic and historical.

66TH FIGHTER WING

IN EUROPE

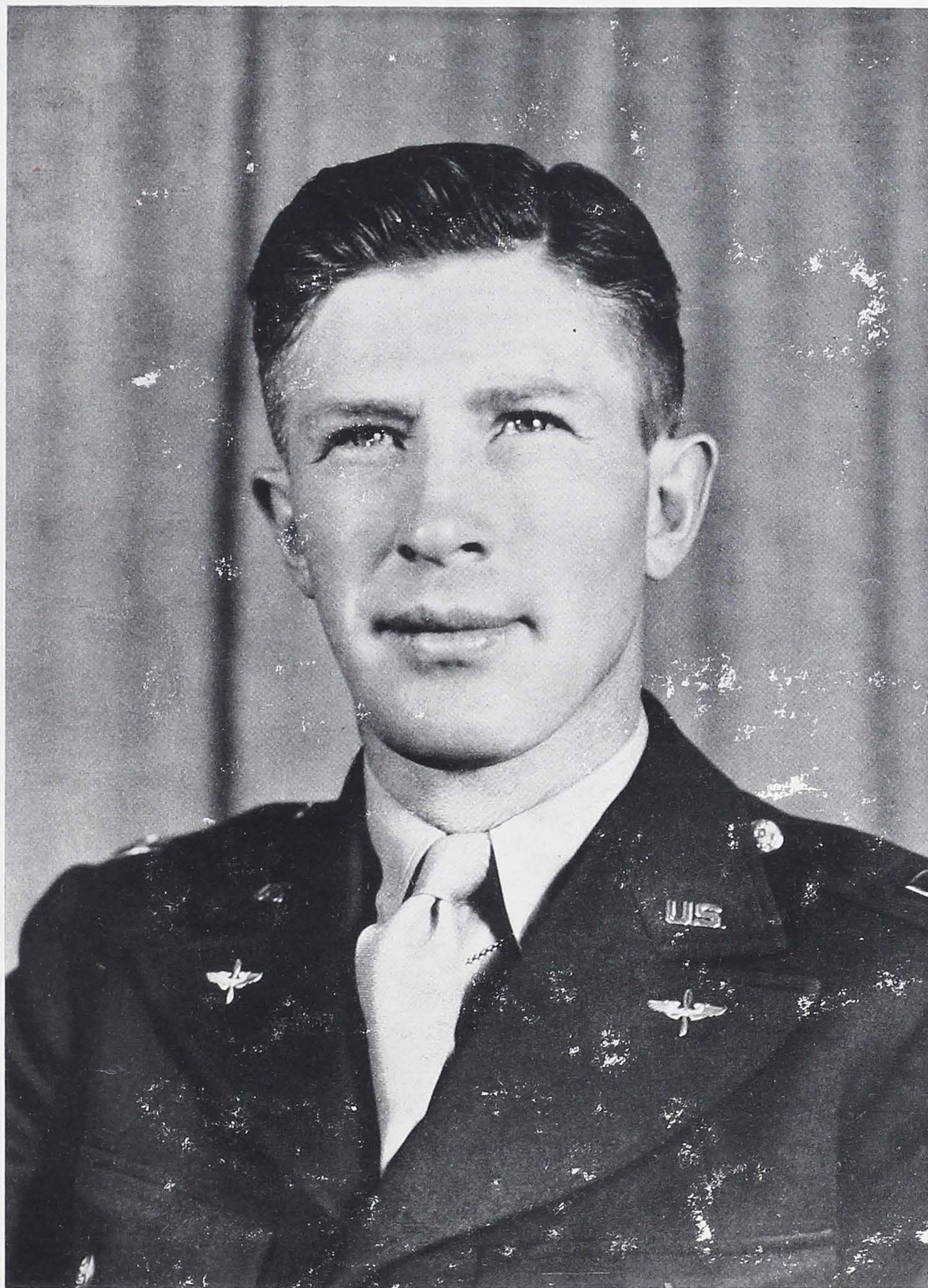


MAJOR
CLYDE J. KENNEDY

UNITED STATES ARMY AIR FORCES

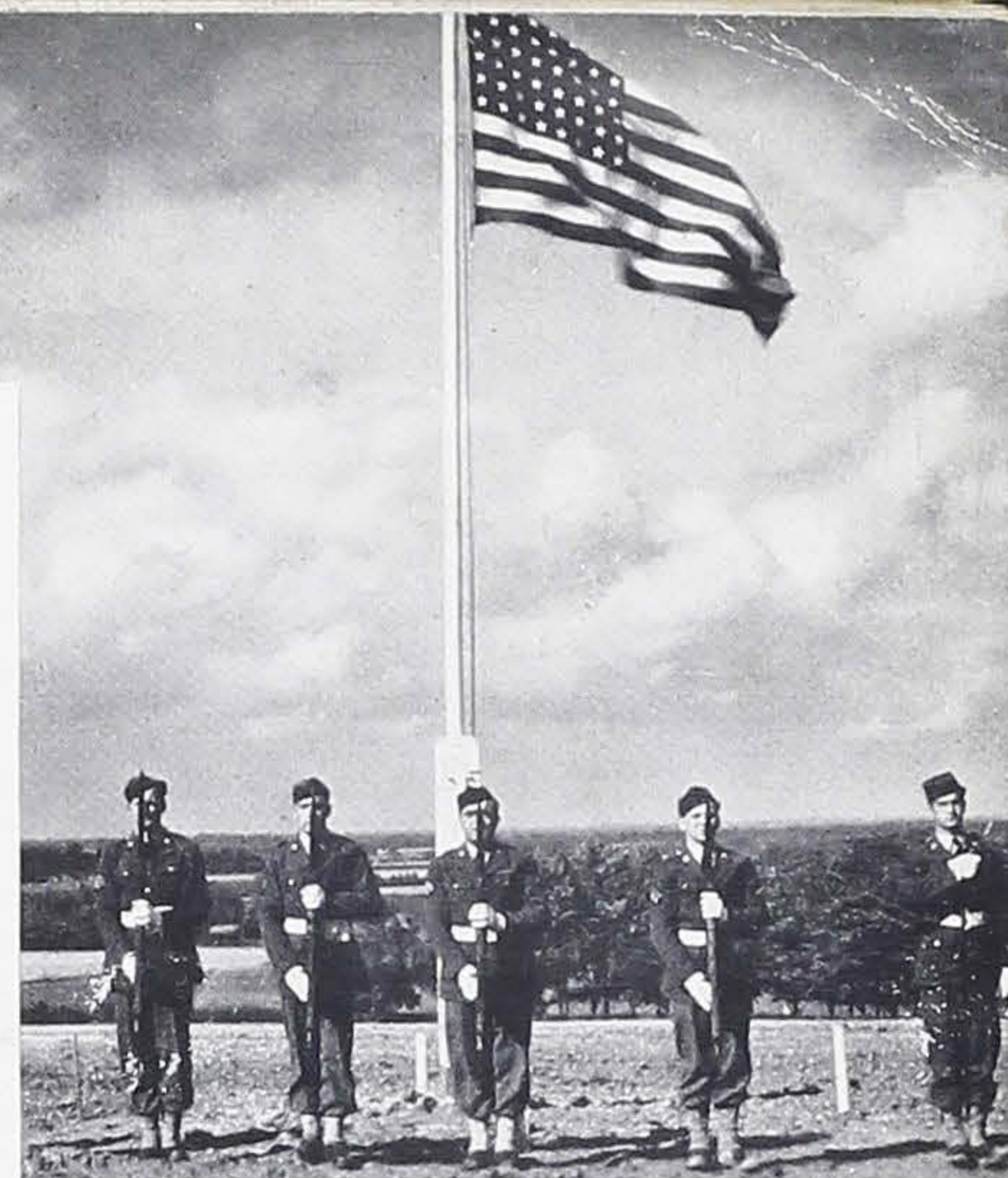
DIED 3RD SEPT. 1944

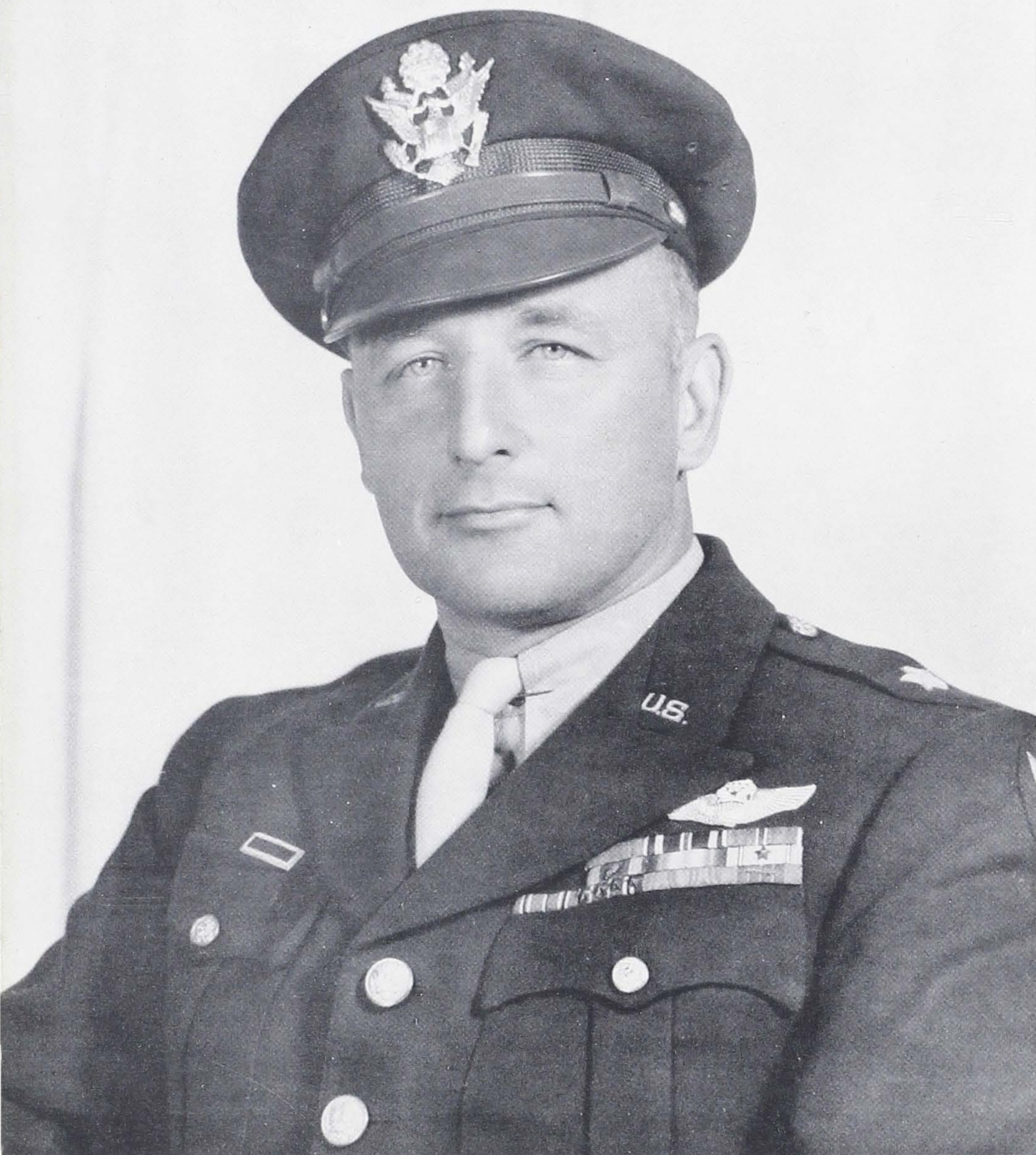
A TRIBUTE
BY THE MEN OF HIS SQUADRON



MAJOR CLYDE J. KENNEDY

COMMANDING OFFICER
HEADQUARTERS SQUADRON
66TH FIGHTER WING





THE OLD MAN

BRIGADIER GENERAL M. C. WOODBURY

COMMANDING GENERAL

66TH FIGHTER WING

Dear Soldier . . .

To the pride of having served in the 66th Fighter Wing with the Eighth Air Force against an enemy whose equal, God willing, Christendom will never know again—we must add some small evidence of your steady loyalty in unsteady years.

66TH FIGHTER WING IN EUROPE was compiled with just that objective in view. Too many Americans have gone before you leaving scant record of their individual devotion to America and the things she means.

Hitler's was an example of a mind appreciative of America's economic power—and tragically contemptuous of her spiritual strength. You Soldier, were "decadent" and unfit to meet war with war.

Well, here is part of your answer. It shows a little of how you—your America—struck down the enemy, scattered the vultures gathered to feed on Freedom's carcass. The record of their disgrace will be history and they will remember for a little time. . .

But the safest custodians of history are they who make it. Though this little book cannot do you justice, treasure it for those dearest to you. It may help your children to make a decision less terrible than was yours because it is more timely. If in union there is strength, there is no union so mighty as the Family.

Meanwhile—Godspeed, Soldier. I am proud to have been
"The Old Man."

Sammy C. Woodbury

FOREWORD

We have endeavored herein to record the story of Americans who, far from homes and friends and familiar things, yet re-won an objective no single book can ever measure. Their freedom.

It is not intended to suggest that this story is their whole story nor any considerable part of a story too heroic and terrible to remain a monopoly of the living. But it may be a fair example of how a few Americans—many of them otherwise unsung—surrendered years of their lives to an ideal which needs no re-statement here.

For the authority, time and facilities to achieve this modest goal, we wish to thank a very considerate Old Man. General Woodbury demonstrated a kindly unfading interest in the successful completion of this history.

To Technical Sergeant Johnny Abbate, one of our favorite GI's and a real buddy from Duxford days, we owe more than we can safely acknowledge. We only regret that our small budget cuffed his gifted hands to a record of days deserving the limits of his skill. He prepared this book for the publishers and contributed a number of excellent editorial suggestions.

We are obligated to the 66th's Public Relations Office for their cooperation, and to Cpl. Alfred Tripoli in particular for most of these pictures plus a great many hours with his camera and flashgun and in the lab. Some other photos are the work of PR Officer Captain Pyatt, one-time Wing cameraman Major Robert Isear and Sgt. D. L. Lizzi of the 84th Fighter Squadron.

And finally, for the great generosity which persuaded you to finance it, we thank you who made this history.

KARL H. HOUSTON
NEWT CARPENTER



66TH FIGHTER WING IN EUROPE

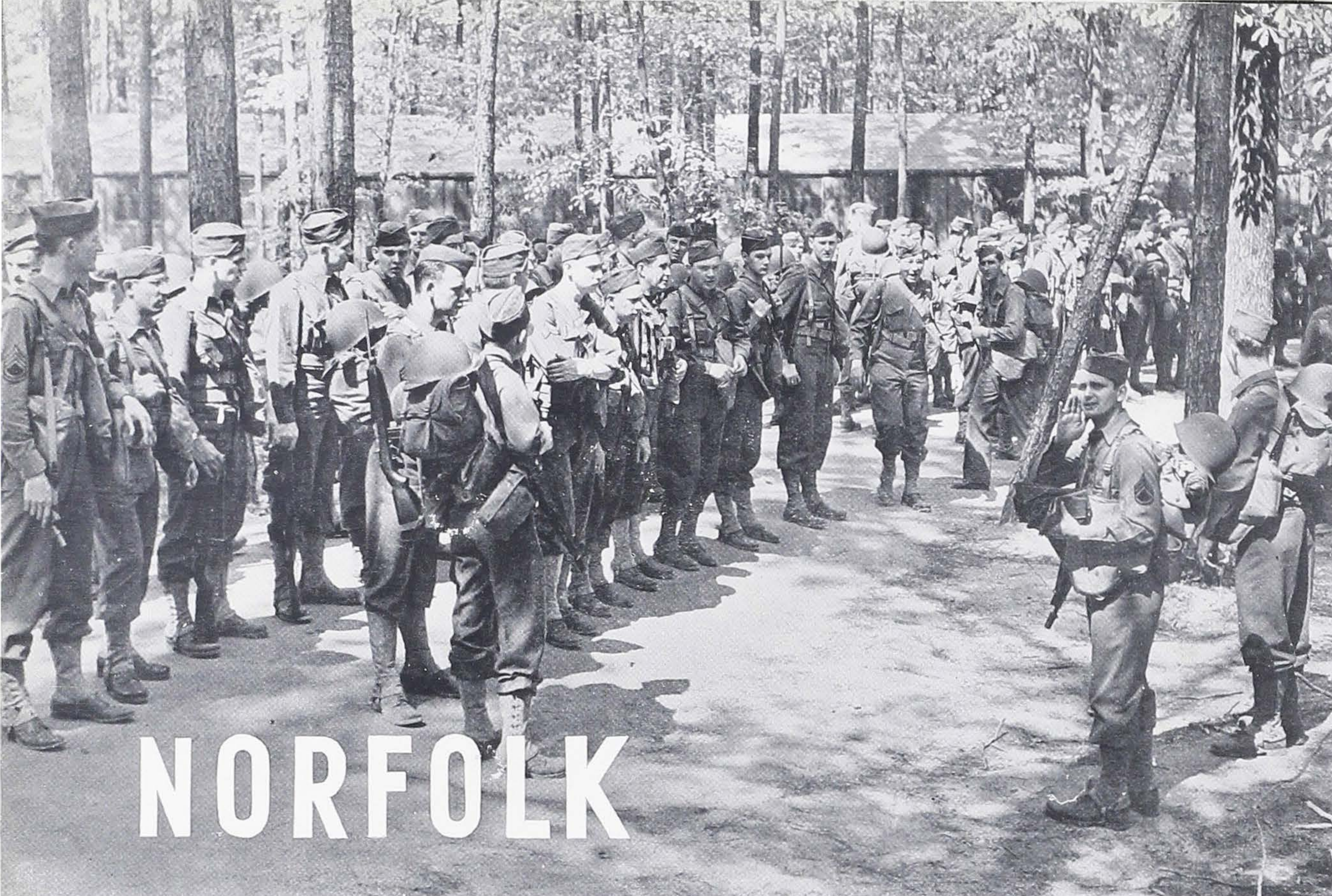
One Story

Two Worlds

Three Enemies

Four Freedoms

MAY 27, 1943 – SEPTEMBER 15, 1945



NORFOLK

FROM the Norfolk Air Defense Wing, from air bases in New York, Florida, California, Washington and a dozen other states, soldiers trickled into the calmly breathing pines of Virginia—invested their timeless silence with the talk of curious youth, the shouts of impatient men, the roar of columns singing on the march. Sons of a nation of builders, they had gathered to learn to destroy. They were the nucleus of a German nemesis—the 66th Fighter Wing. In the beginning, they were called the 5th Air Defense Wing, activated 27th March, 1943—core of which was the Wing at Norfolk commanded by Colonel M. C. Woodbury. Stocky, Roman-faced Col. Murray Woodbury's new command waxed lustier with every truck arriving at the Municipal Airport, each bug-eyed newcomer looking hopefully for a familiar face with scant success. But the clean companionship of the pines broke down city-bred reserve, brewed a new spirit never known to these soldiers before—prior experience of most of them having scarcely differed elementally from civvy street.

The difference was clinched forever by the knowledge, "We're going over." It worked a subtle but infinite change in all of them. Speculation about what lay ahead gave them a new patience with orders, a new patience with one another. The realization that their destiny was of major concern to their country gave them pride and a certain youthful maturity.

Training films shown them by their Intelligence of men

swimming in burning oil-scummed seas, about what to say in the event of capture by the enemy, lectures on security rulings governing their speech and correspondence; the gas drills, physical and dental inspections, marches, rifle-tommy gun-automatic firing; the swift mobilization of men by cannon-voiced Major Tom Barnhart, of equipment by youngish sleepless Captain Joe Browne. . . all of these lent their days an unmistakable urgency and left little time for selfish considerations.

They only knew that when Gen. Royce visited their camp 4th May, expressed cool satisfaction with what he saw—they were content. He had been satisfied before. He would be satisfied again. The point was, he was satisfied with them. America had given them a hell of a job to do and was confident they could do it. That fact somehow fitted them to surrender wives, brides, mothers, children, fathers, homes and every familiar thing with a kind of tranquility and faith.

When they marched to the music of the 213th Coast Artillery Band in final review, boarded trucks, boarded trains, rolled out of Virginia in the swift crescendo of War—they did it all with the calm absorption and humor of cadets on maneuvers. They did wonder when they would return. They did wonder if they would see loved ones again. They did wonder where they were going and what kind of enemy they had. But they did not wonder if they would win. They were risking too much to consider defeat.

Mal-adjusted masks yielded to tear gas drills. Smarting eyes smartened men.



Listeners Gluc, MacCormack, Perroncello, Stewart, Houston, Mines, Faber, Konrad and Zeman raptly reflect rhythmic of gifted Brooklynite Bob Bravin at farewell stag beer-bust in messhall.

Lts Pennington and Batsell sweat voluntarily. Personnel became bone hard at Norfolk camp.



CAMP KILMER

...staging area

It washed like wreckage over a rolling sea of red clay. Rain slicked its brick-colored flanks, black roads, war drabbed buildings. It was a hell of a camp to name after the wistful kid who wrote "Trees." Camp Kilmer had none worth mentioning.

But Kilmer had the dimensions for a world war. The Fifth's homeless men dropped gloomily from every train door feeling small for the first time. It was 10.30 on the morning of 11th May.

They couldn't do too much for one another. Fix your buddy's pack, hold his gun, grin at him. You felt less lost that way. Then march into Kilmer like you owned it . . . The few who shiveringly watched them come grinned with a look in their eyes that said, "Crack outfit."

By the time the Fifth had shed, fed, and showered, staging authorities had their hands full. The trouble with the Fifth was that there was nothing the matter with it. Such units were rare. But thirty-six hours after the first skeptical look, Kilmer's brass said "O.K." The Old Man grinned and A-4's Capt. Browne and M/Sgt. Rosensweig relaxed.

Recovering from the first delirium of an A-flush report card, officers and men bee-lined for the gates. A fortunate few met ambassadors from home once more in New Brunswick. The spree-minded made for Philadelphia—or New York, seething Times Square casting up a glowing face from the Fifth with startling frequency.

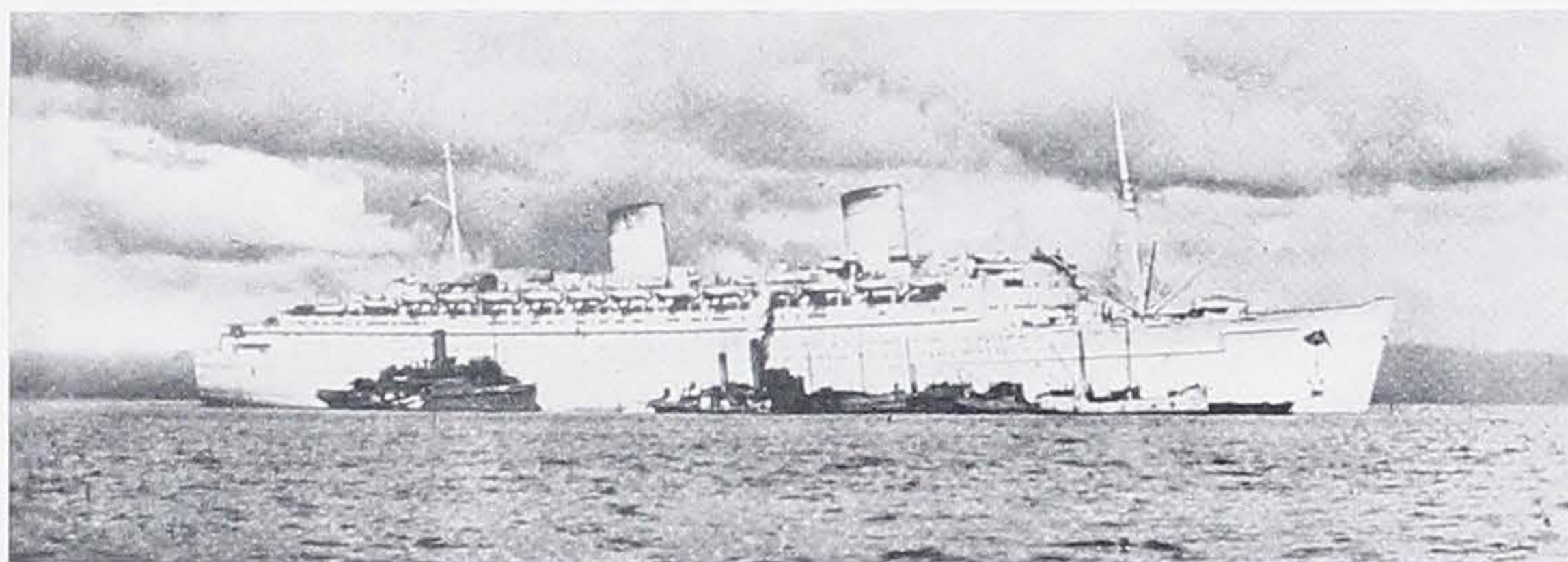
Days dissolved in sweat on Kilmer's grim obstacle course, drill and ball fields. One softball game was even completed in gas masks. No one gained any useless weight.

On the night of 22nd May, all passes were cancelled and men off post recalled. The next day saw all baggage shipped to the Port of Embarkation and in forty-eight hours, the advance loading party entrained for Jersey City.

The Fifth Wing left Kilmer 26th May to take ship. And going out, Camp Kilmer looked beautiful—just beautiful, Red clay and all. . . .



ATLANTIC VOYAGE



WHEN the Fifth swung off the ferry to the pier, weary shoulders shrugged to shift the double load of field packs and barracks bags. Gas masks and guns had a bad habit of getting in the way when the load needed shifting. Twisting necks weary from the double duty of supporting heavy heads and helmets, the boys wondered if this sorry sight was what they would remember of America in the long nights to come.

A long line, bobbing with helmets and bags and bristling with carbines and "tommy-guns," wound its way down the pier to the huge gray hulk of a ship that was to carry them across the Atlantic. Demons and imps in the guise of SOS non-coms and shavetails shouted and swore the line along at just the right speed to keep a fellow from dropping the bag for a moment's rest. After being urged on beyond their endurance, the line finally came to a halt. The thudding of bags to the pier mingled with the tapping of high heels as Red Cross workers hurried to administer "coffee and" to the troops. Just as lips were burned on the first attempt at the too-hot-to-drink coffee, an officer with the voice like a Pfc at a basic training camp bellowed the first name on the Wing roster. This was the cue to shoulder the bag, shout first name and middle initial in a loud clear voice, and stride briskly and cheerfully up the gang-plank. So, back went the coffee and on went the line, wearily mumbling names, glumly stumbling into the ship, dazedly wandering down long corridors and through numerous hatches to the final resting place in the state-rooms.

Stateroom seemed a luxurious word when applied to a room quartering twelve in a space accommodating one under normal conditions. But anything looked good to their tired eyes, and packs and bags were shrugged from shoulders with an air of finality that spelled rest to aching muscles. Sleepy eyes appraised the quarters in the morning with little approval, but something had favored the Wing more than some five thousand troops who had to sleep alternately on deck and in bunks. Could it have been the fact that the Old Man was Troop Commander?

The "Queen Elizabeth" sailed and the Wing's foreign service started on 27th May. It didn't take them long to learn that ship routine was different from army life as they had known it. Chow twice a day, short details, and the rest of the time was free. The mess hall had to operate twenty hours a day to feed each man his two meals, and the long hours of cooking and serving lent a definite undesirable air to it as the days rolled by. By the third day out, it was bad enough to change the minds of those whose appetites the boat's rolling motion had already made a little uncertain.

Details were easy—mopping, chaplain's assistant, water guard, blackout crew. Well attended at first, they suffered as the sea became rougher, and as many learned the agony of trying to mop a floor that insists in rolling up and down, or trying to rack books in a rocking shelf.

Spare time was well provided for—plenty of books and cards. But perhaps the most popular shipboard sport—increasingly so in rough mid-Atlantic—was bunk fatigue. It was inevitable, with all the spare time, that fertile minds would be working overtime on rumors. Thus, every time the ship changed course it was either being chased by subs or heading for Africa. However, all such rumors were dispelled by the sight of land.

There was no mistaking the rolling Scottish countryside as the Queen sailed into the Firth of Clyde on 2nd June. For once they looked out on rolling surroundings without a queer feeling in the region of their stomachs.

The ship anchored off Greenock, and soon all available field glasses and telescopes were dug out of hiding and trained on the town. Not much was learned from a mere scanning of it, however, and it wasn't until the next day, when they debarked, that they learned anything about their new country and its people.

The kilted band greeting the men at the pier was met with considerable more good will than was a similar band on the other side of the ocean only eight days before. When they entrained, the boys noticed that the British trains were somewhat more comfortable than those in which they had traveled as soldiers in the States. They learned their destination was Whittlesford, a station near Cambridge.

The people, lining the track and framing themselves in house and factory windows, seemed enthusiastic in their approval of the "Yanks," a name that all Americans had to get used to. When the train slowed up, the children ran beside it shouting for souvenirs. The resulting shower of dimes would have made Rockefeller green with envy. A taste of British hospitality came when the train stopped in Edinburgh, and was met by the Women's Volunteer Service canteen workers with the Wing's first meat pies and English coffee. If first impressions were to be heeded, the Wing had found itself among friendly and hospitable people.





FIRST PERCH
DUXFORD

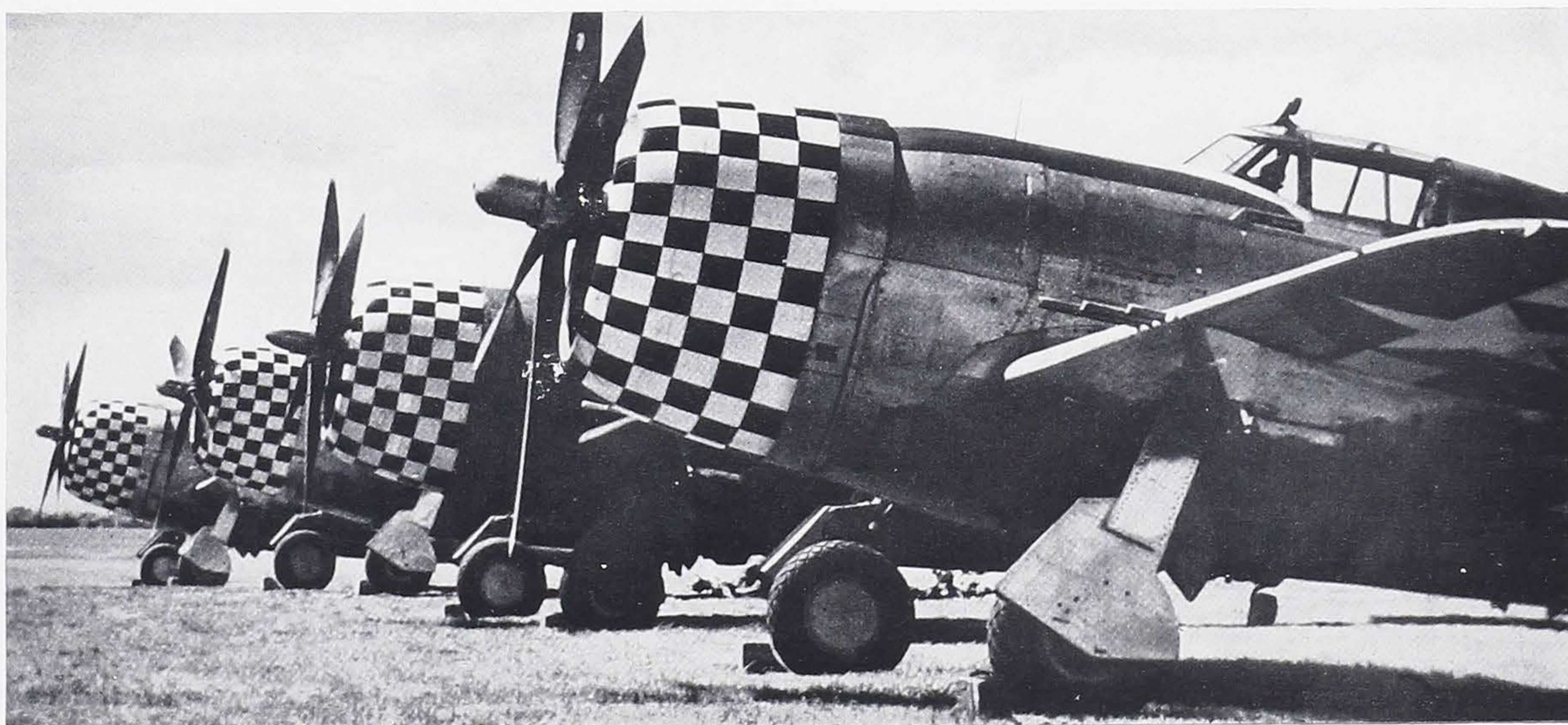


Squadron CO, Captain "Iron" Mike Jury, lays it on the line in Duxford barrack area. Dour, towering Capt. Jury, sharpshooter with an infantryman's stride, earned rich share of soldier profanity and respect that went with it.



Foreground standing, Johnny Abbate, Ed Dilday, Harry Crookshank and seated, right, Carroll Bowman listen soberly to ETOUSA major warning them against critical Anglo-American comparisons. Emphasized were wartime shortage of luxuries and manpower, popular American misconceptions of average British life.

Flight of P-47s squat ominously on Duxford turf. 78th was one of first groups to establish potent fighter's reputation. Thunderbolt's could absorb terrific punishment, sometimes came home minus pistons.

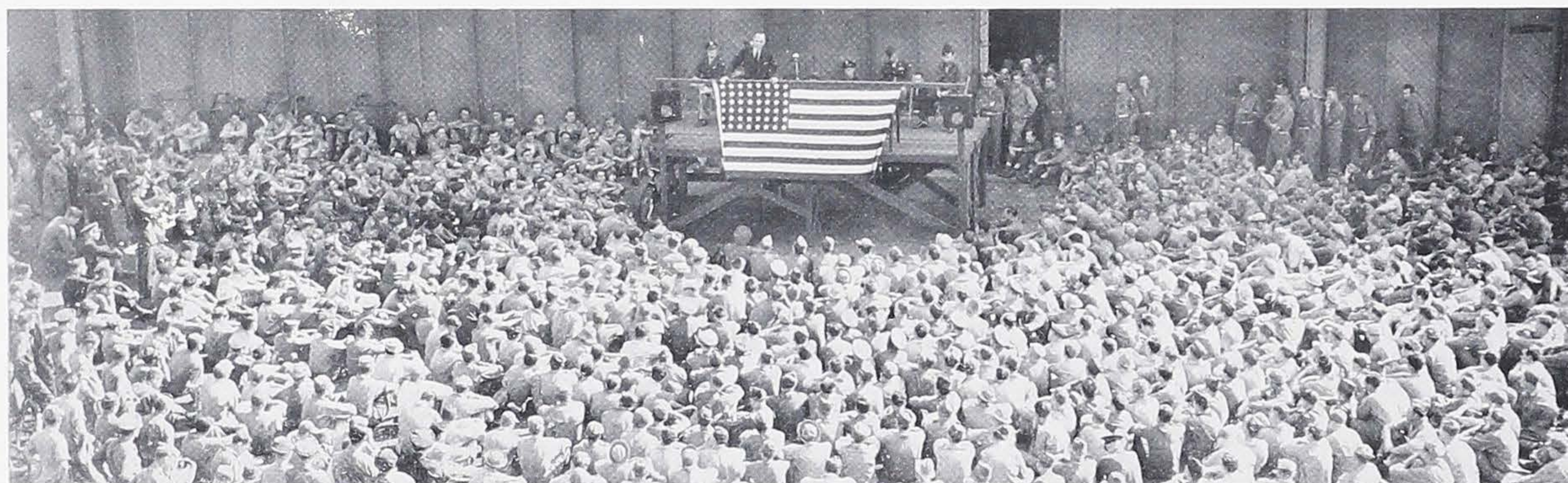




VIII Fighter's Maj. General Kepner quizzes Wing's Colonel Woodbury on Duxford control tower 4th September. AAF's General Arnold listens speculatively. Control of 78th, 353rd and 352nd passed to 66th Fighter Wing 18th September.



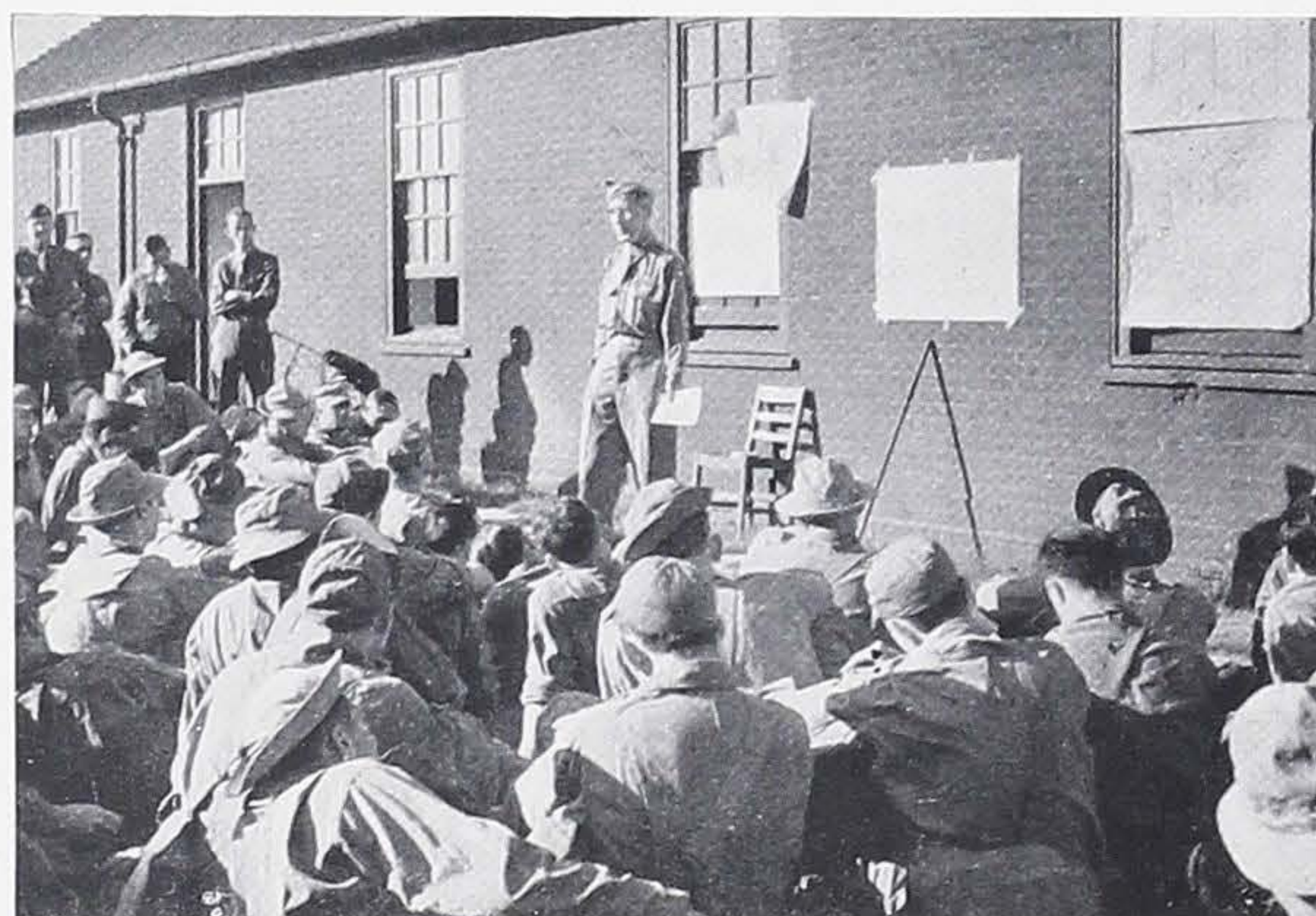
Squadron topkick Ed Rhatigan faces Duxford reveille formation with reluctant satisfaction. Frown like this was apt to prelude some grotesque accusation against sleepy soldier, military dignity disintegrating in belly laughs.



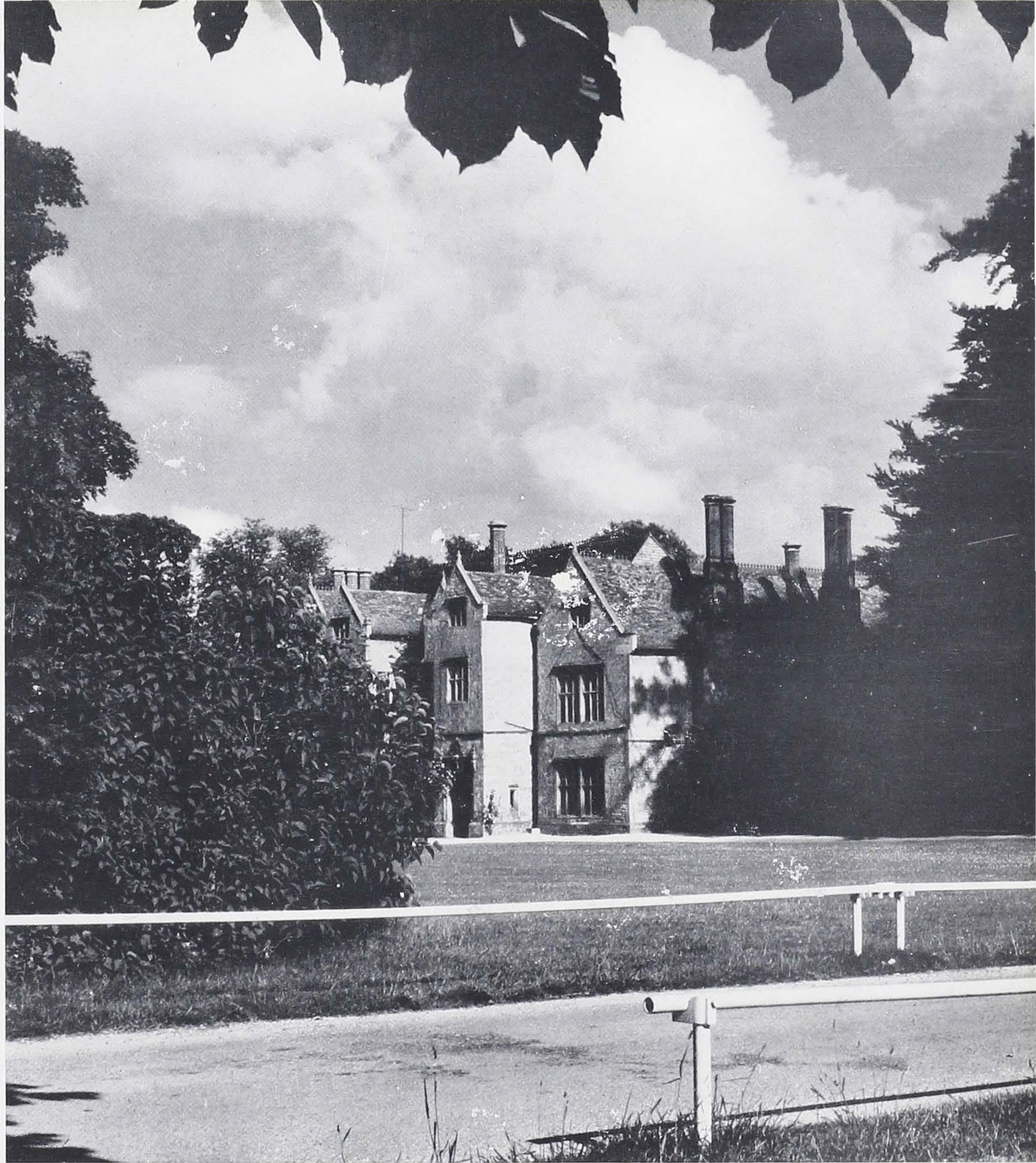
Fresh from Soviet Front tour, Rickenbacker addresses Wing and Group personnel before Duxford's Hangar No. 2, 29th July. Gaunt, leather-lunged Eddie Rickenbacker scorned microphone, roared confidence in U.S. airpower—opined Soviets were competent to handle their end of war. Pacific war, he predicted, would reveal American bombers of prodigious load, firepower, range.



Lt Harold Vick swings savagely as Pvt. Charlie Jones, mugging in agony, gloves untouched pitch. Rank sometimes suffered in Brooklynesque arguments but always rallied at game's end.



Wing A-2, Maj. Heinrichs, briefs enlisted men on progress of Allied war. Briefings by Intelligence staff were popular part of permanent training, eventually included Groups. Note maps, gas mask carriers.



SAWSTON HALL

Probably completed in 1584, Sawston Hall belongs to Roman Catholic Huddleston family, whose Sir John presumably harboured fugitive Queen Mary during night of 7th-8th July, 1553. Hall was begun year later to replace original sacked by Mary-hating Cambridgites. Wavy red-tiled roof is structure's loveliest feature, lichen giving it rich tapestry effect.



CHIEF OF STAFF

LT. COL. KERMIT A. BAILEY

IN civilian terms, a fighter wing is a kind of military brains trust set up to coordinate fighter operations with major air-land-sea operations. The Wing's function is to arbitrate between fighter pilots and those who use them. As a British-based wing, the 66th served the broadest possible design. Its orders came exclusively from airmen who were concerned primarily with the successful defense of heavy bombers battering strategic objectives. But when the Luftwaffe was hammered to fragments by factory bombing and fighter assaults aloft and below, ground objectives came more often into fighter focus.

Invasion acquainted the 66th with every type of operation fighters could perform—escort, dive and skip bombing, strafing. Its targets were three dimensional: air, land and sea. Planes, locomotives, trucks, ships and barges; factories, communications, railyards and refineries; pilots, soldiers and sailors—these were to be sought out and destroyed. Our target in a word: Nazidom. Not infrequently, bombers were assigned to blast a path for our troops, and the 66th joined their wings in gunning and bombing the German army. The best example was at St. Lo, where the Eighth Air Force

smashed the German hinge position permitting General Patton's Third to throw its dazzling right hook toward Paris and beyond.

In order to serve so elastic a campaign, Wing had to maintain the absolute maximum attainable in strength in trained men, stores of vital material, liaison with Air Force, Division, supply depots and the five groups it commanded, intelligence of and against the enemy, and morale. Charged by the Commanding General with the achievement of these aims were the five officers presented herewith.

As Chief of Staff, Lt. Colonel Bailey acted as executive officer and as second in command. His mission was to coordinate all headquarters functions with those of higher echelons (Air Force, Division, etc.), as well as with lower echelons (fighter groups, of which the Wing commanded five). Bailey served first as Wing A-3, leaving Norfolk as a captain. Though the position of second in command is usually held by a transient officer serving at Wing Headquarters as a preliminary to commanding a fighter group, Bailey's promotion to Lt. Colonel made him Deputy Wing Commander and,



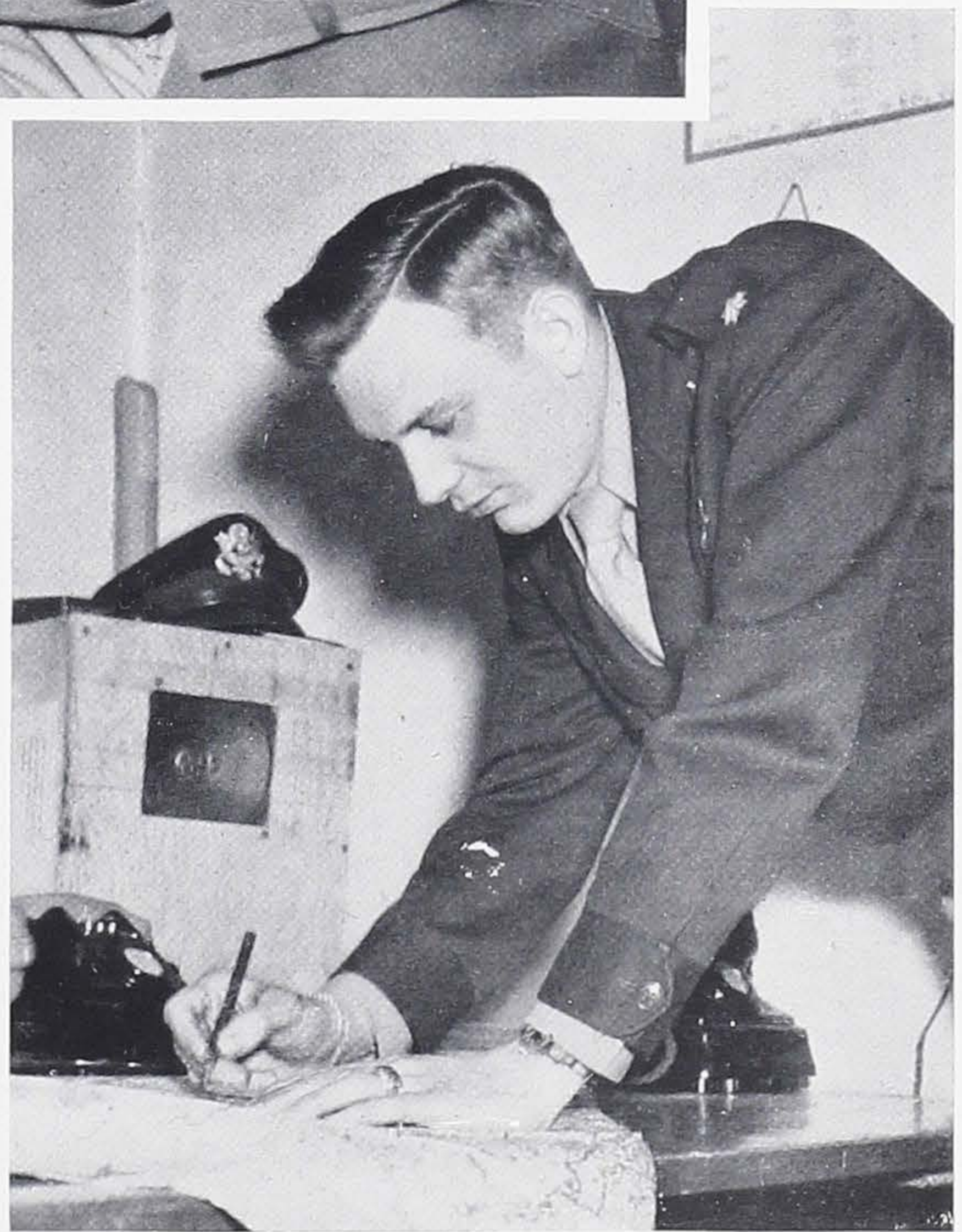
A-1 LT. COL. ELMER F. ELLIS



A-2 LT. COL. JOHN E. GERLI



A-4 LT. COL. JOSEPH B. BROWNE



A-3 MAJOR BRYANT Y. ANDERSON

logically, permanent Chief of Staff. A crack pilot, the fair haired Colonel was immensely popular throughout the Wing, was apt to call enlisted men by name, say "Hi" to the same one several times a day. Fighter pilots knew his friendly grin well, invariably dropped in to say hello to "Ace" when visiting Wing Headquarters. Bailey had a youthful sense of humor. Typical Baileyisms: Reporting to drill at Norfolk by taxiing his chief's C-78 across the field because it was illegal to walk across the landing strip. At another time bellowing, "Eyes right!" while leading troops through Sawston village. Obedient column appreciatively eyed a British miss not only right, but up and down as well.

A-1 was concerned with the successful procurement, assignment and conduct of trained personnel throughout the Wing. Lt. Colonel Ellis served as Officer Personnel chief under Lt. Colonel Tom Barnhart, original A-1. Eventually replacing "Old Tom," Colonel Ellis assumed full responsibility for personnel throughout the Wing, saw to it that adequate strength in pilots, ground crews, service personnel was maintained. The efficiency of "Zeke" Ellis as personnel chief was reflected in the fact that the 66th was one of the most decorated Allied units in Europe.

The function of Lt. Colonel Gerli as Wing A-2 was to gather, evaluate and disseminate all military information contributing to the successful completion of the Wing's task. Enforcement of censorship and security regulations, training of combat personnel in escape and evasion, aircraft recognition—all were Intelligence responsibilities. Gerli was for many months assistant to Colonel Bailey, then Operations Officer. Familiarity with fighter control procedure and allied methods and equipment fitted him to deal with innumerable problems born with every mission. However, his extraordinary energy and capacity for detail suited him for eventual appointment as A-2. Collapse of the Third Reich found "the Dean's" war room swept comparatively clean of the tools of European intelligence, filling up rapidly with those suited to war in Japan. Thus, for example, new pilots gathered to hear the Commanding General sit beneath recognition models of every type of plane employed in the Pacific war.

After working with Colonel Bailey as Assistant A-3, Major Anderson succeeded him to act as trigger man of the Staff. Anderson, a fighter pilot who had completed one tour of duty and had intimate knowledge of Hun tactics and the training of U.S. fighter pilots, was charged with the achievement of combat assignments. Operations' chief problem was to get a sufficient number of fighters off in time to guarantee maximum success of the mission, a problem that called for twenty-four hour service with special accent on night duty. Biggest headache was the treacherous British weather, calling for frequent switching of groups and amending of field orders. Ambitious and hard driving, the youthful

Operations Officer instituted new technique for pilot training eventually adopted by all fighter groups in the Eighth Air Force, collaborated with A-2's Captain Kay in developing tactics for beating German defenses against bombers and fighters. "Andy's" contributions like "Clobber College," a training school for newly arrived pilots to teach Hun tactics and how to beat them, enhanced the Eighth's confidence in its fighter wings.

The enlisted men developed no nickname for Lt. Colonel Joe Browne, A-4, but he was none the less a repository for their confidence. This was probably due to Browne's habit of reminding them of their achievements—showing them what they had done and could do. As A-4, his function was to maintain an endless flow of the materials of aerial warfare from U.S. docks, British dromes and supply depots to the units using them. The task called for an accurate foreknowledge of the nature and time of future operations, familiarity with material stocks, imminent improvements in equipment, Groups of the 66th almost took for granted his miracles of material, rare in other commands. Lines to all points in the United Kingdom were kept warm with friendly enquiries about shortages and stocks of every nature. Main obsession: Mobility. Asked by Third Division's Commanding General Partridge how soon the 66th could move, A-4's Colonel Browne was able to answer, "Forty-eight hours." The fact that the 66th had been anchored at Sawston for fifteen months had not anchored the Wing's mobility status.

Woodbury, as Commanding General, had as his task the responsibility of seeing that all the factors of aerial warfare were brought together and properly deployed. The actual procurement and use of these factors was necessarily delegated to the Staff, while the "Old Man's" all important duty was the formulation of general policies by which the Wing's activities were governed. His care in fulfilling these responsibilities is best shown by reviewing in brief the combat record of the Wing.

The 66th was the second fighter wing to undertake operations with the Eighth Air Force from Britain, was well ahead of the third and rapidly overhauling the first by VE Day. In twenty-two months of operations, 66th's pilots destroyed 3277 German aircraft aloft and on the ground for a loss of 705, or odds greater than four to one. Although a part of the "Strategic" Eighth, the 66th Fighter Wing inflicted sizeable destruction of a tactical nature. Twenty thousand ground targets were destroyed and twenty thousand damaged by pilots of the Wing. Kills included about 2800 locomotives (66th's loco-busters led rival wing by four to one ratio at cessation of hostilities), plus rolling stock, trucks, barges, tanks, communication towers and rail and road bridges and tunnels. It is a record to be proud of, and they of Wing Headquarters like to know that they played a part in making it.

A-I



T/Sgt Russ Lombardo, A-I chief clerk, looks on as Sgt Lenny Reisman explains award recommendation to the Adjutant, Major Bill Pequignot. Lenny's well chosen phrases played a large part in making the 66th one of the most decorated Allied units in the ETO.



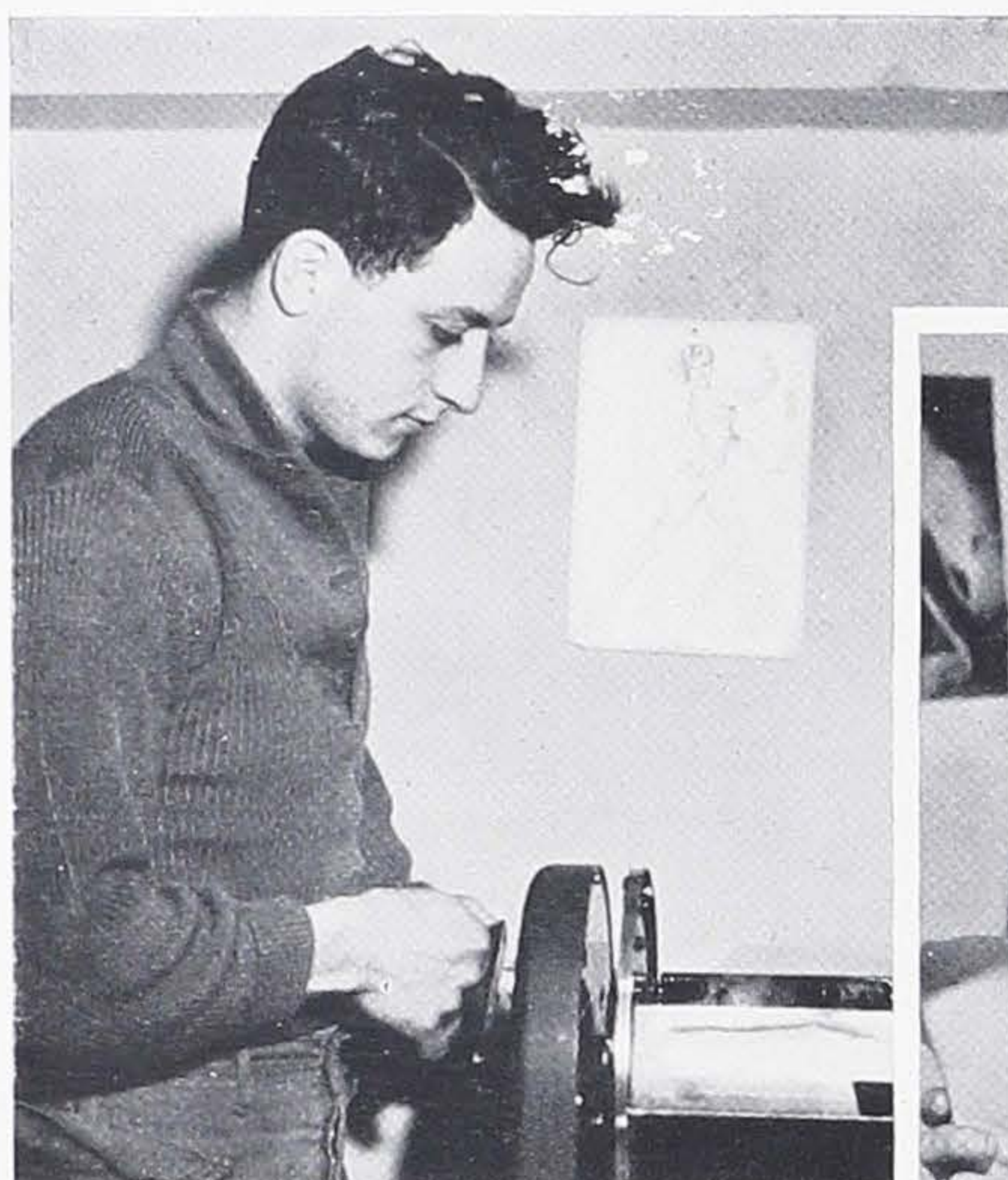
Chief file clerk Ben Hartley checks index with Pfc Bob Seaver, as Cpl Stan Barker helps Sgt Johnny Blair locate a document in the files. Wing File maintained a current library of policy forming data always available for sections' reference.

Cpl Bob Joyce supplies information for S/Sgt Red Sheffield, checking on distribution of a letter. Red and Joyce effected distribution on all incoming and outgoing correspondence, handled ten to twelve thousand documents per year.



Wing Sgt Major Whitey Spirn studies document with Cpl Harold Berson. Berson, as correspondence clerk for A-I and Adjutant's sections, handled their letters, reports, bulletins and memoranda.





1



2



3

1. Pfc Frank DiGuseppi, of Publications, works off a little steam on the mimeograph machine. This machine turned out all forms, memoranda, bulletins, etc., for the Wing HQ.
2. Pfc George Stelle helps S/Sgt Warren Sayre check a roster of officers. This team handled the forms and reports pertaining to officer personnel.
3. Sgt Carl Smith and Capt Clarence Hintz formed the enlisted personnel staff. They, as well as the officer personnel team, were popular for their efficient handling of promotions and assignments.

Assistant Adjutant Lt Henry Kerr, Major Bill Pequignot and M/Sgt Whitey Spirn formed the nerve center for the administrative sections of the HQ. Their function was to direct and coordinate the activities of these sections.



Pfc Howard Nellis posts a regulation change under the supervision of S/Sgt Henry Peppercorn. The Publications section handled the distribution and requisitioning of memoranda throughout the Wing.





Major "Dan" Beard refers to maps in checking day's targets. Beard, target man of the Wing, maintained and disseminated such information to groups, was also A-2's administrative officer.

T/Sgt Johnnie Abbate, enlisted section chief, drawing flak areas on maps of the continent. Abbate's efforts made possible Wing's boast of one of the best war-rooms in the ETO.



Capt Ken Kay explains security regulation to Sgt Willie Honnoll. Wing's security (of which mail censorship is a large part) and counter-intelligence were under the supervision of Kay.



Pfc Bill Wright, section historian, raptly watches Capt Cornelius Crowley explain use of parallel rules on map. Crowley was intelligence training officer, dealt with aircraft recognition and escape and evasion training.



Pfc Ray Britton assisting S/Sgt Freddie Mills with the Unit Locator Files. Freddie, as chief clerk of A-2, saw to it that the section's administration ran smoothly, supervised correspondence and reports.

Pfc Duey Sloan and Sgt Henry Kershner check files against latest index. Kershner and Sloan, running A-2's distribution and file section, handled intelligence periodicals and bulletins, escape and evasion kits.

S/Sgt Cliff Rugg and Cpl George Tucker amend target data used in planning missions. In addition to target work, Rugg was assistant chief clerk of the section.



S/SGT HOWARD RICKLY

CAPTAIN TIM CONVEY



CPL WALT BAYLOR

CAPTAIN ED BARBOUR



S/SGT WILT MCCORMACK

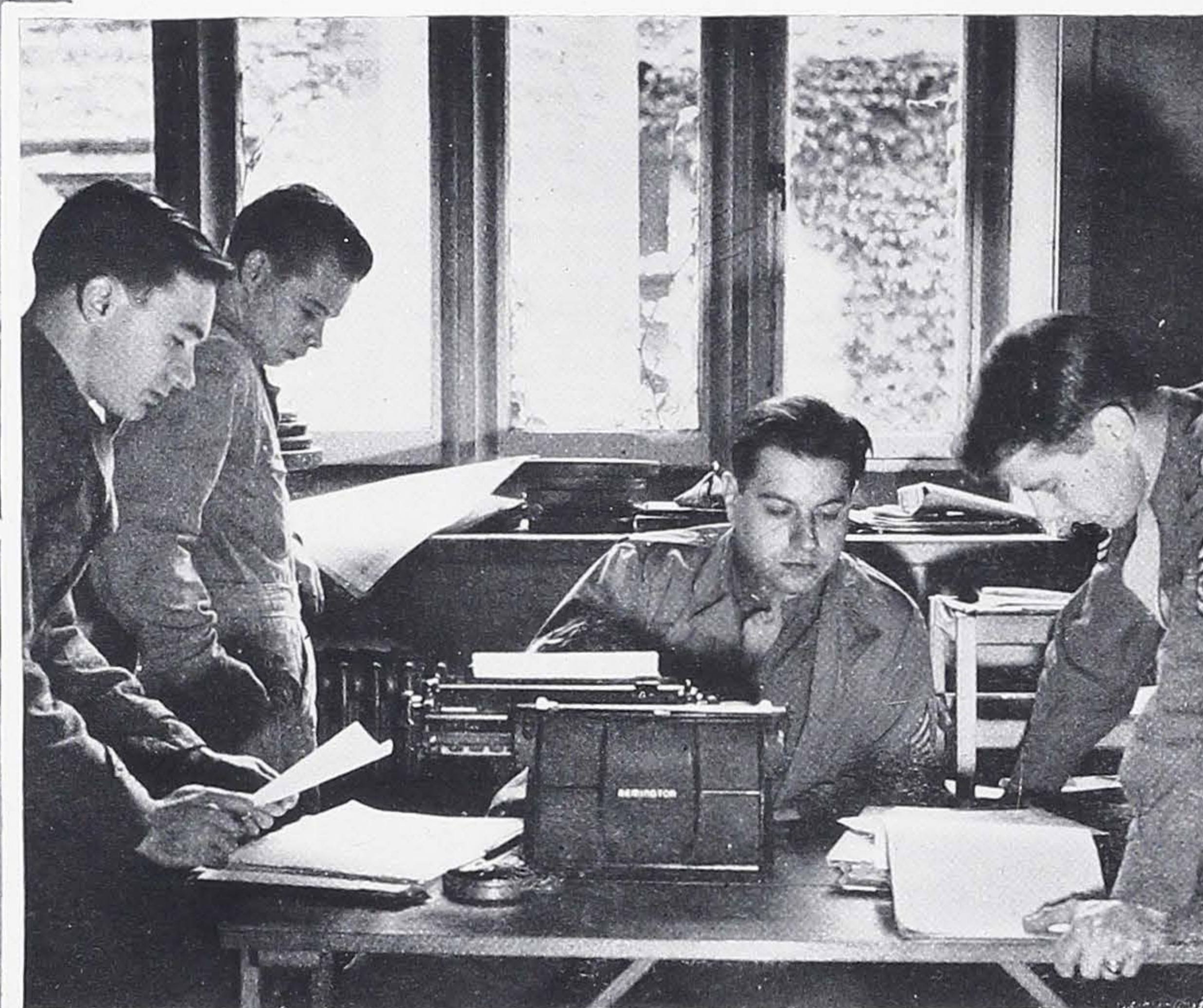
CAPTAIN HAROLD VICK

A-3

The function of Combat Operations was the reason for a Wing Headquarters. Other sections fed it and maintained it with a constant flow of personnel, supplies and information. Combat Ops, though often but another channel through which orders flowed, planned missions, sent field orders to groups. These field orders instructed groups how ships were to be loaded, when to take off,

how, when, where mission was to be carried out. The section maintained twenty-four hour service for the groups; stress was on night duty, when most planning took place. Much depended on accuracy of field orders—lives of Wing pilots and of escorted bomber crews—the trend of the war.





Carpenter, Baylor, Punzo, and Schuman made up the enlisted staff that handled reports and correspondence pertaining to all phases of A-3's work. Standard procedures, forms and records allowed routine matters to handle themselves, creating time to tackle stickier problems born every day.



Major Stuart Halwig and T/Sgt Bill Schuman formed one of the most efficient administrative teams in the organization, took charge of all A-3's admin matters.

Major Richard McMahon, shown inspecting famous "G"-unit, was Wing Flying Control and Personal Equipment Officer. Shunning paper work, McMahon relied on telephone and personal contacts, his dry humor finding innumerable short cuts through normal army channels.

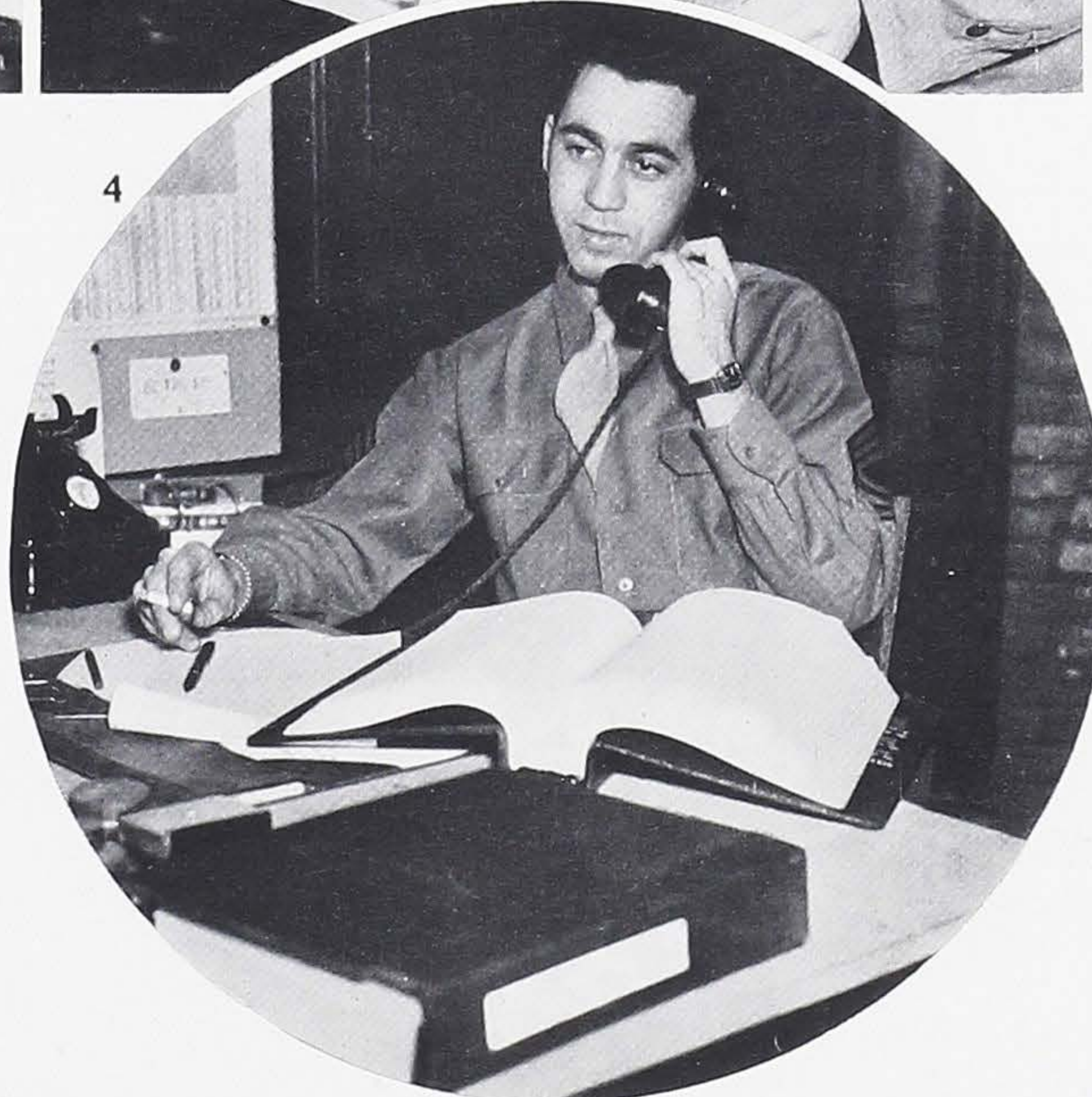
Sgt Paul Punzo and the Editor confer on the registration of a document. Accurate and complete records of correspondence facilitated future reference.



S/Sgt Myron Jones and Lt Bob Goldsworthy check inventory of training film. Plans and Training handled training aids, instituted training programs, maintained and developed skills through technical schools. Busiest after VE Day, when demand for gunnery and bombing ranges, technical schools and more physical training became greatest.



A-4



1. S/Sgt Oscar Rosen and Lt Col Joe Browne check location of supply depot. Oscar was trouble shooter for A-4, handled all special jobs of getting high-priority supplies.

2. Captain Carl Bremer, Engineering Officer, checks latest modifications with S/Sgt Harold Getz. Bremer handled maintenance function of A-4, while Getz was tech supply man responsible for procurement of parts for Headquarters Flight aircraft. Cpl Joe Tedeski, seated, maintained complete files of Tech Orders showing specifications for all types of Air Corps equipment.

3. Cpl Herb London and Sgt Al Crandall took care of the department's clerical work. Al was the correspondence clerk, working with the section chief. In addition to his duties as file clerk, London processed all reports from the transportation section.

4. M/Sgt Abe Rosensweig was the enlisted section chief and direct representative of Col Browne. Together Rosie and Browne kept phones busy maintaining amiable relationships with stations and depots.



SQUADRON LEADER J. A. "JACK" CARNEY-SMITH, Senior Liaison Officer
SERGEANT SPENCER BIRD, Senior N.C.O.



FLIGHT LIEUTENANT LANCE TREDELL, Code and Cypher Liaison Officer,
with CAPTAIN TUTTLE, American Signals Officer.

THE RAF

PART OF THE TEAM

The RAF Liaison Detachment coordinated American operational efforts with RAF procedures and techniques. When a new unit took over control of several groups, this detachment was there to offer assistance with RAF flying control methods and operational procedures, to help estab-

lish briefing rooms, to offer maps and signal documents pertinent to the administration of such an organisation. Often the American's most frequent contact with the British, these men in blue did much for the establishment of amiable Anglo-American relationships.

SQUADRON LEADER J. A. E. "HARRY" HARRISON,
Intelligence Liaison Officer.

A.C. DON GOW and L.A.C. BILL BAYNES, clerks.

SQUADRON LEADER GRAHAM DOODY,
Operations Liaison Officer.





Cpl Tony Migliore, as squadron mail clerk, played an important part in the morale of the men. Miggy's first love was baseball, his favorite joke an imitation of Sinatra's crooning.



Pfc Red Walker and Cpl Paul Tollett make with the paring knife. Red and Paul worked as part of a kitchen crew that made our Mess one of the best eating places in the ETO.



Lt Col Pentecost, Sgt Tom McCue and S/Sgt Jim Gaskin queue up in the Post Exchange for weekly ration of candy, gum and cigarettes. M/Sgt Kirby Kent, right, was chief N.C.O. of quartermaster section and proprietor of PX.



T/Sgt Al Dunn, sergeant major of the Headquarters Squadron, checking the latest detail roster before posting on the bulletin board. Al's lazy humor was one of many factors keeping the outfit running smoothly.



Lt Col Ben Pentecost, with the pilot of the "Gruesome Twosome", a Mustang modified to carry one passenger. Colonel Pentecost, as Wing Surgeon, flew ops long enough to win the Air Medal, helped evacuate wounded from the continent, was the head medico throughout the command.



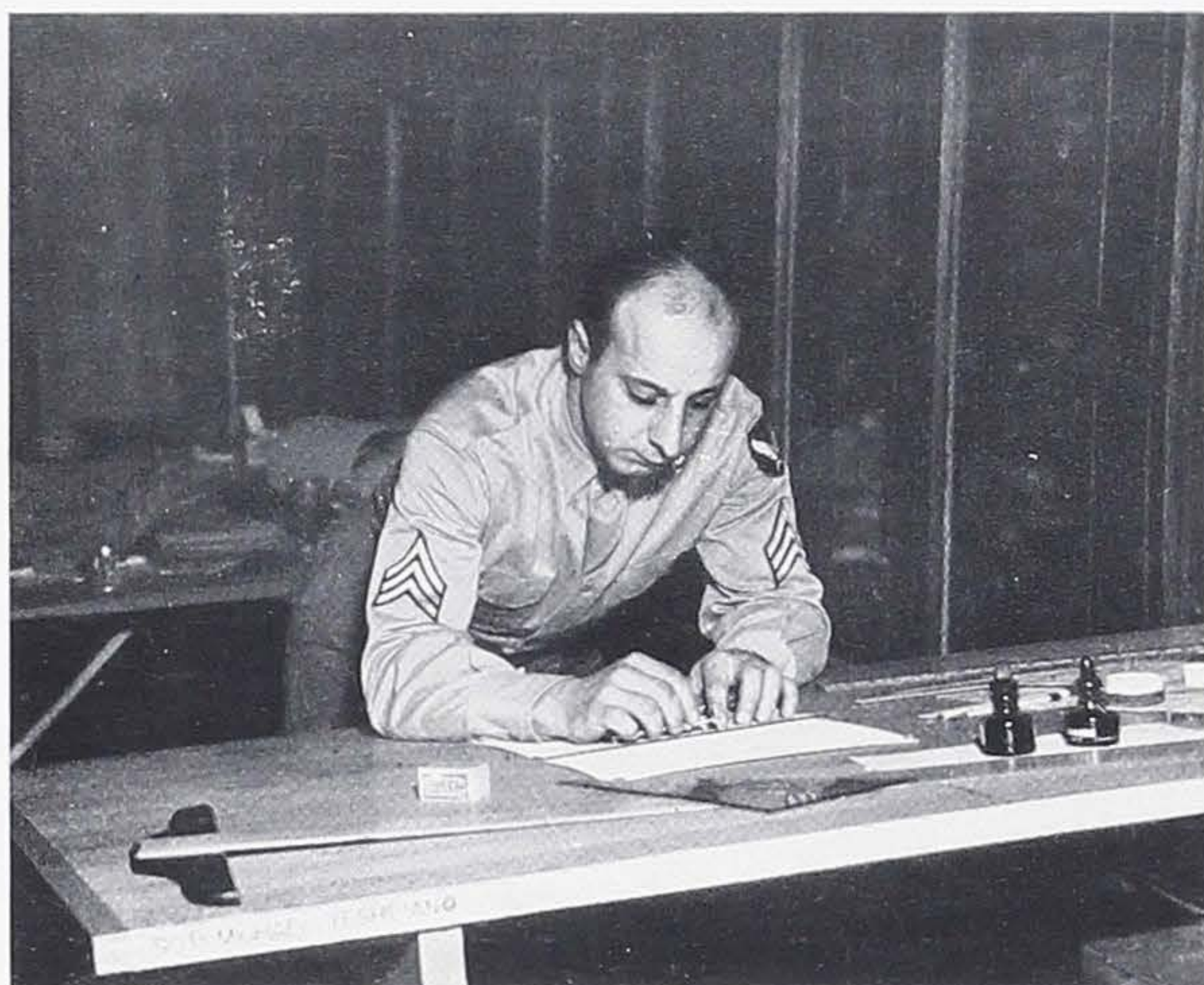
Cpl Bob Urquhart and S/Sgt Bob March were original members of the Statistical Control Section, created to handle all reports of a statistical nature, and to hold such information ready for the use of all sections.



Cpl Charlie Greenstein and Pfc Dick Sandlin inspect the newly issued Eisenhower jacket. Wing Quartermaster section dealt with problems of material throughout the command, handled the requisitioning of supplies in the station.



Pfc Al Cook, of Security section, wields a pressing iron during off-duty hours. Men like Al provided services that kept up the high standard of the 66th's personal appearance.



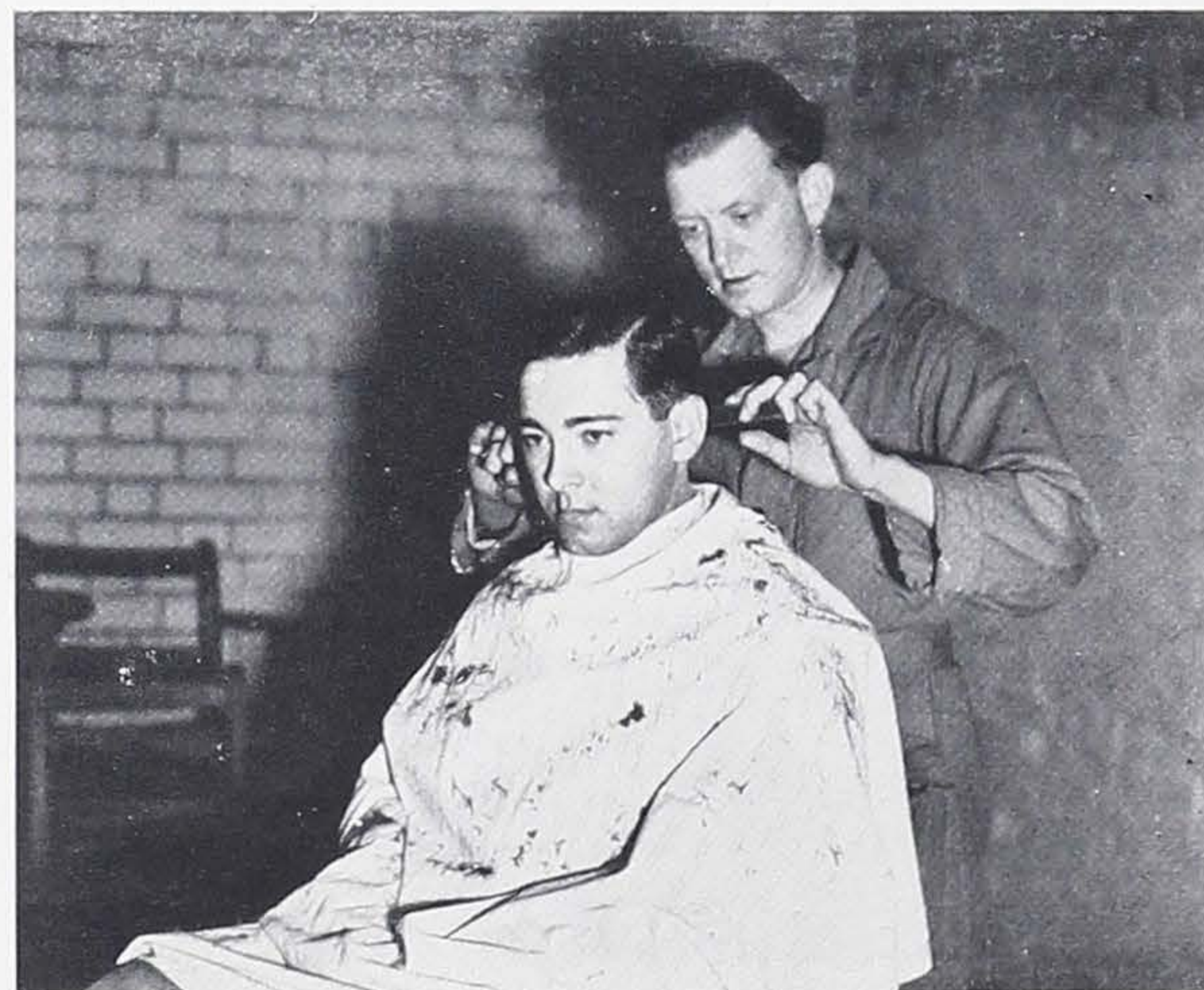
Sgt Mike Yesililian LeRoy works on a sign. Mike's most artistic work was used throughout the Headquarters and stations wherever maps, signs, charts or covers were needed. Busiest before Wing parties, when decorations and signs were in demand.



Captain Stan Bulka and Cpl Ed Dilday ran Special Services section, were responsible for the spare time of the men. Emphasizing organized sports, they maintained equipment for a post movie.



Sgt George Eyler and Lt Tom Waller check latest flak information. Anti-Aircraft Artillery section maintained a schedule of the safest routes for operational aircraft through flak areas.



Frank "Sharpness" Lauridh gives Bob Wamcket, of transportation, a good trimming. Sharpness' G.I. Beauty Parlor was another factor in the team of services that maintained the appearance of the outfit.



Pfc Maury Mines and Pfc Harry Edwards add the finishing touch to the next meal. Enlisted men and officers ate in the same mess, and quality of food and service was high.



Chaplain Ellis Veatch, bearded sky-pilot of the 66th, whose gruff voice and manner made him the sort of chaplain a fellow could talk to easily. Momentary slips into G.I. terminology were overlooked easily by him.



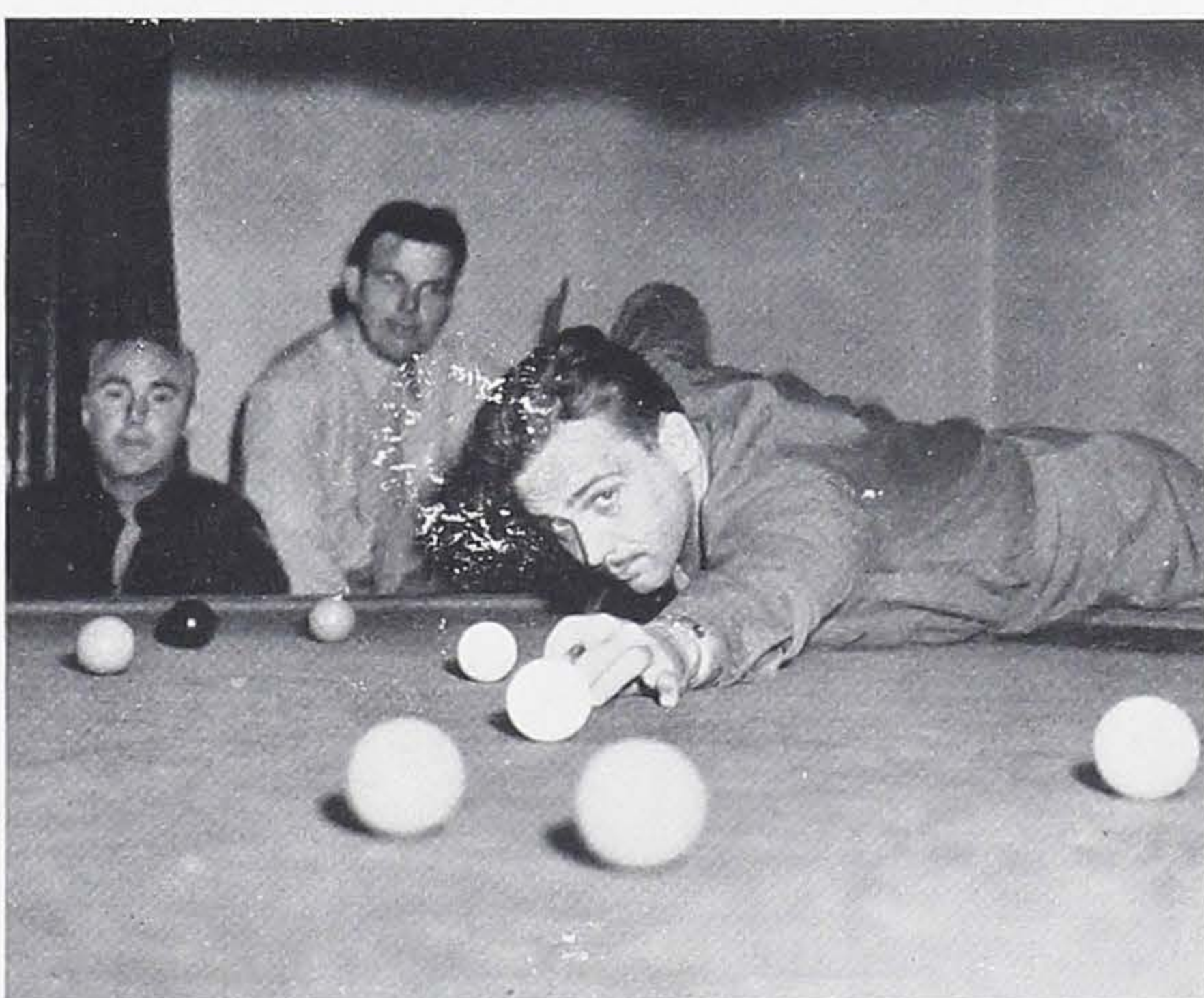
Sgt Bob Haggerty helps S/Sgt Stanley Bedsworth check the salvage list. Squadron supply capably dealt with inevitable headaches of supplying an outfit. Efficiency was proven with every squadron movement.



Cpl George Kunkle, of transportation, lends his wife a hand with the wedding cake. George wasn't the only one who found The Girl in England, and more than once it was proven that Americans could get along well with the British.



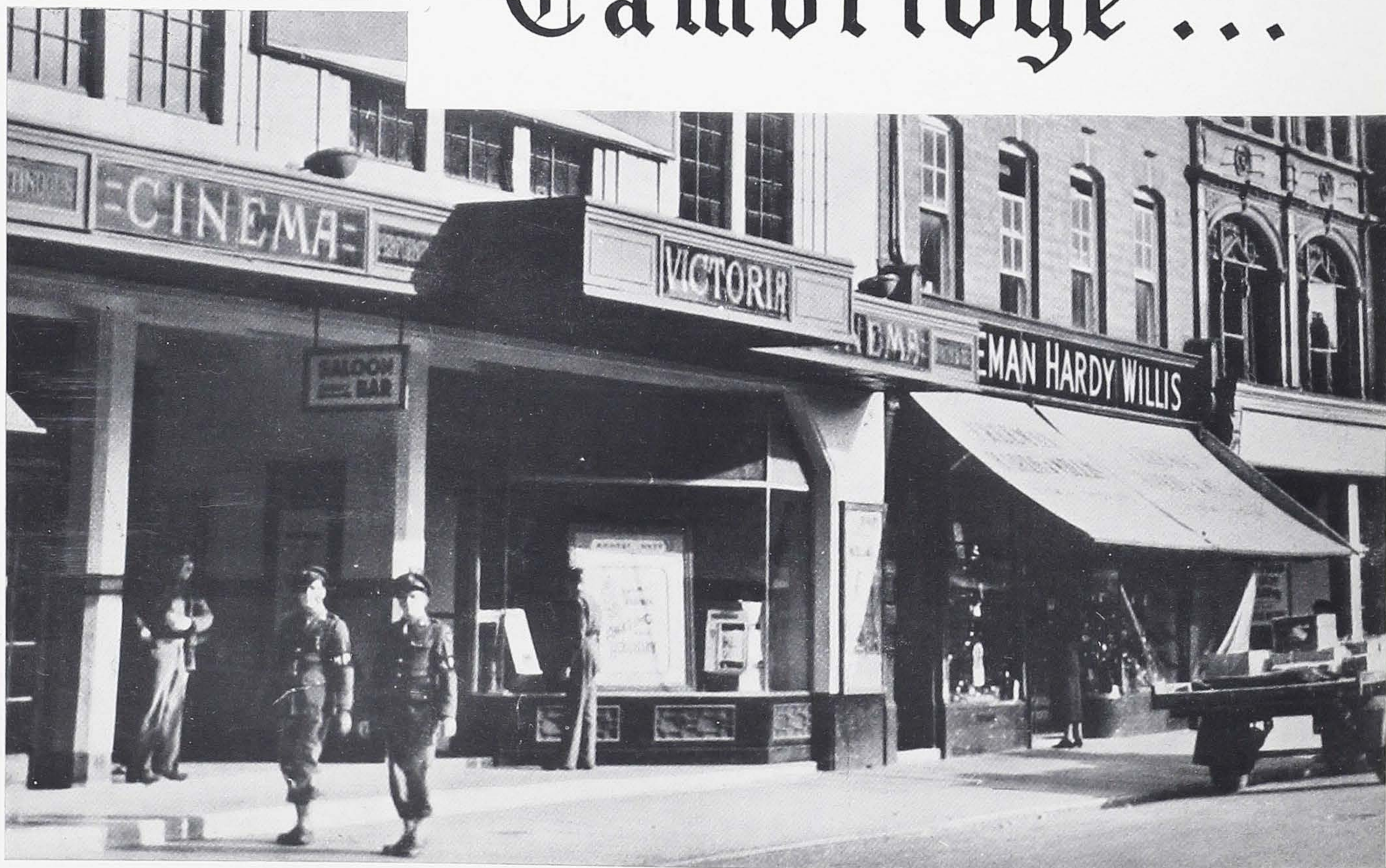
Cpl Teddy Berninski, with the General's Packard on the Headquarters flight line. Teddy, as the Old Man's chauffeur, drove for him in the States before the 66th came overseas.

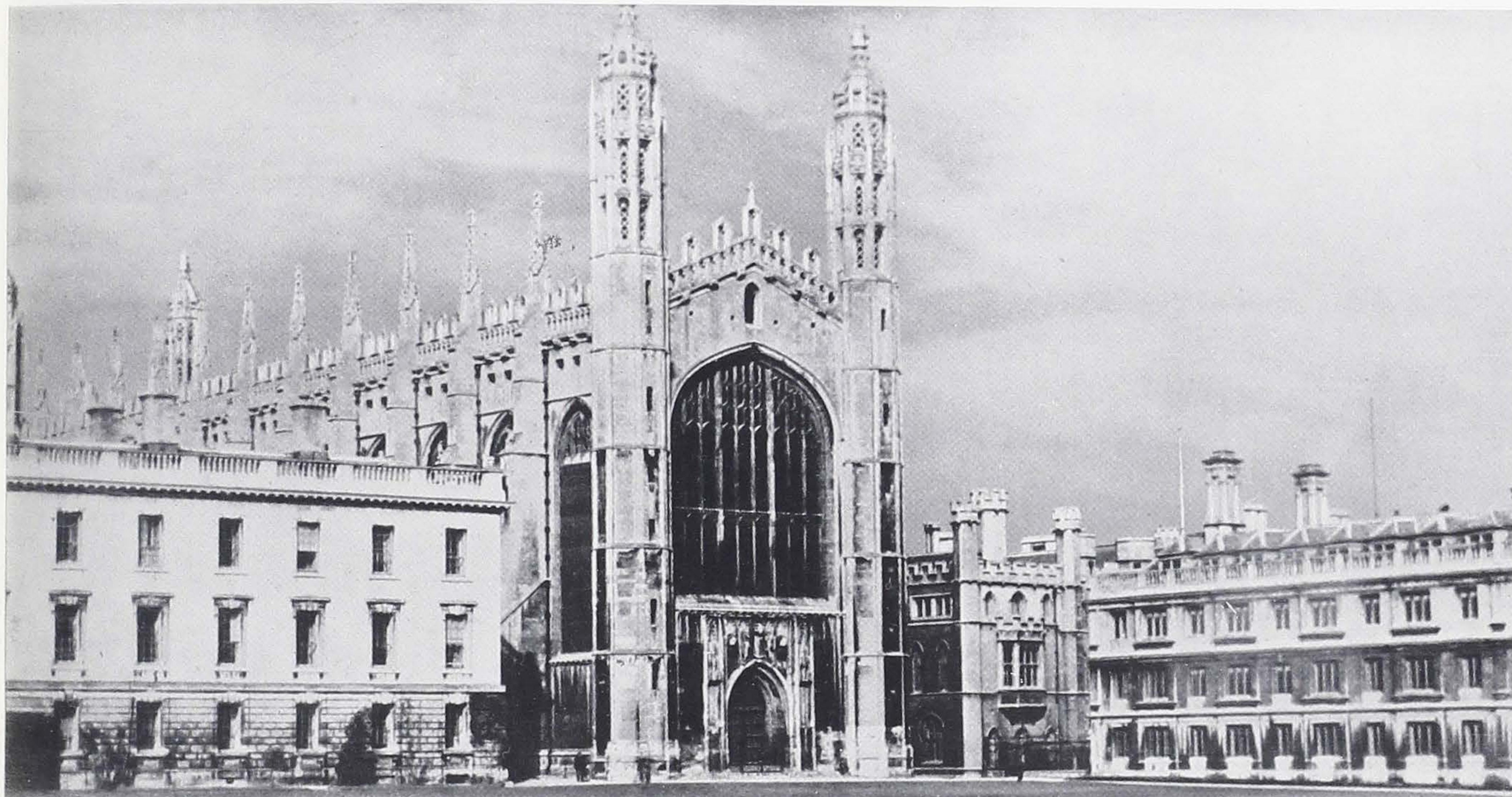


Lt Ed Bryan lines up a snooker shot as Lt Batsell and Captain Jury look on. Bryan was in charge of the Wing flight line, saw to it that Headquarters flight aircraft were properly serviced and in good flying condition.



Cambridge ...





CAPITAL, 49TH STATE



SOME DISTINGUISHED VISITORS !



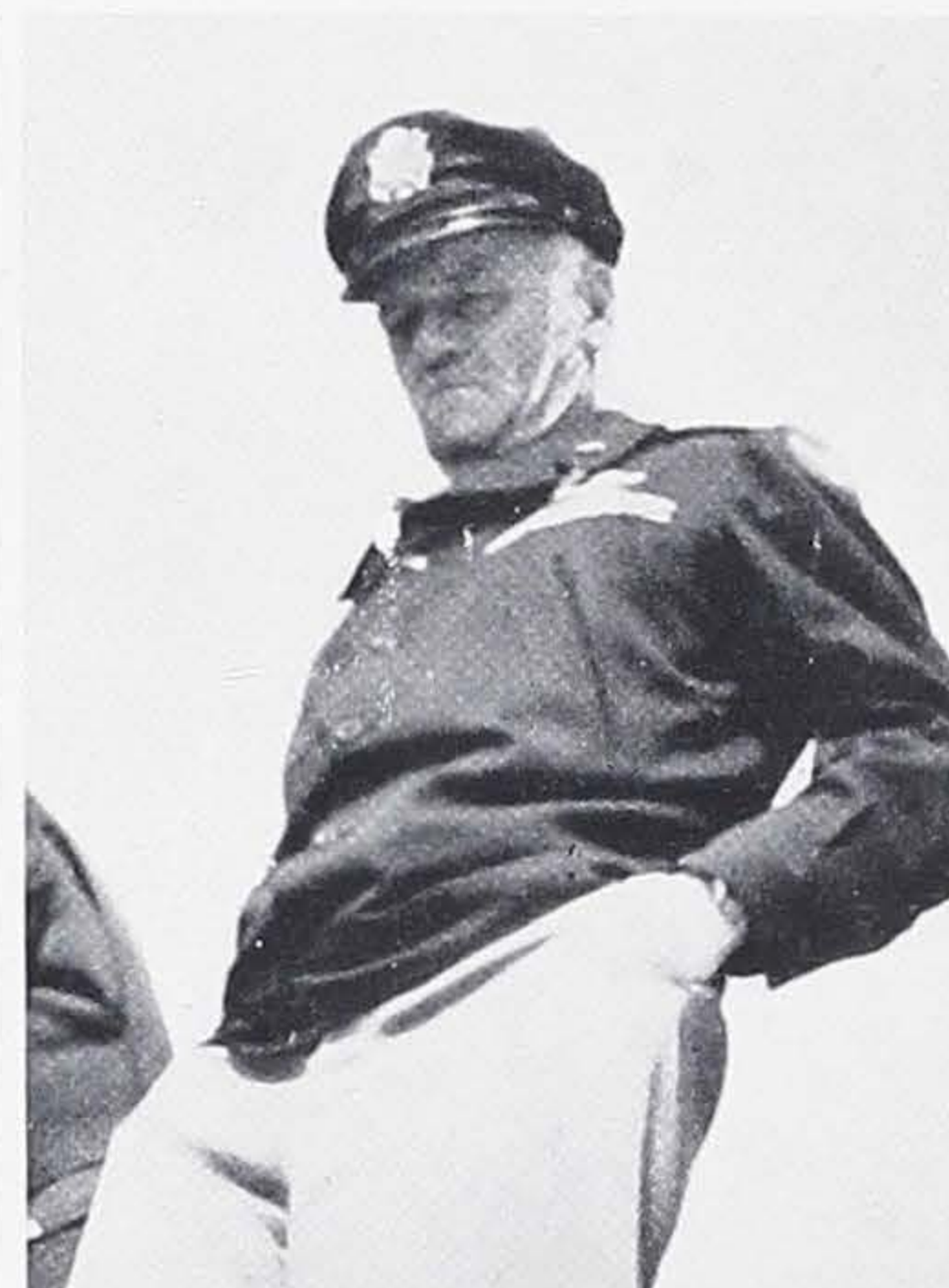
THE LORD MAYOR OF LONDON



UNDERSECRETARY OF WAR McNARNEY



FILM ACTOR JAMES CAGNEY



LT GENERAL CARL SPAATZ,
Commanding General, USSTAF.



GENERAL SPAATZ and MAJOR GENERAL PARTRIDGE,
Commanding General, 3rd Air Division.



BING CROSBY, of Radio and Screen.



COMMANDER HUDDLESTON,
Royal Navy, Owner of Sawston Hall.



LT GENERAL JIMMY DOOLITTLE,
Commanding General, Eighth Air Force.

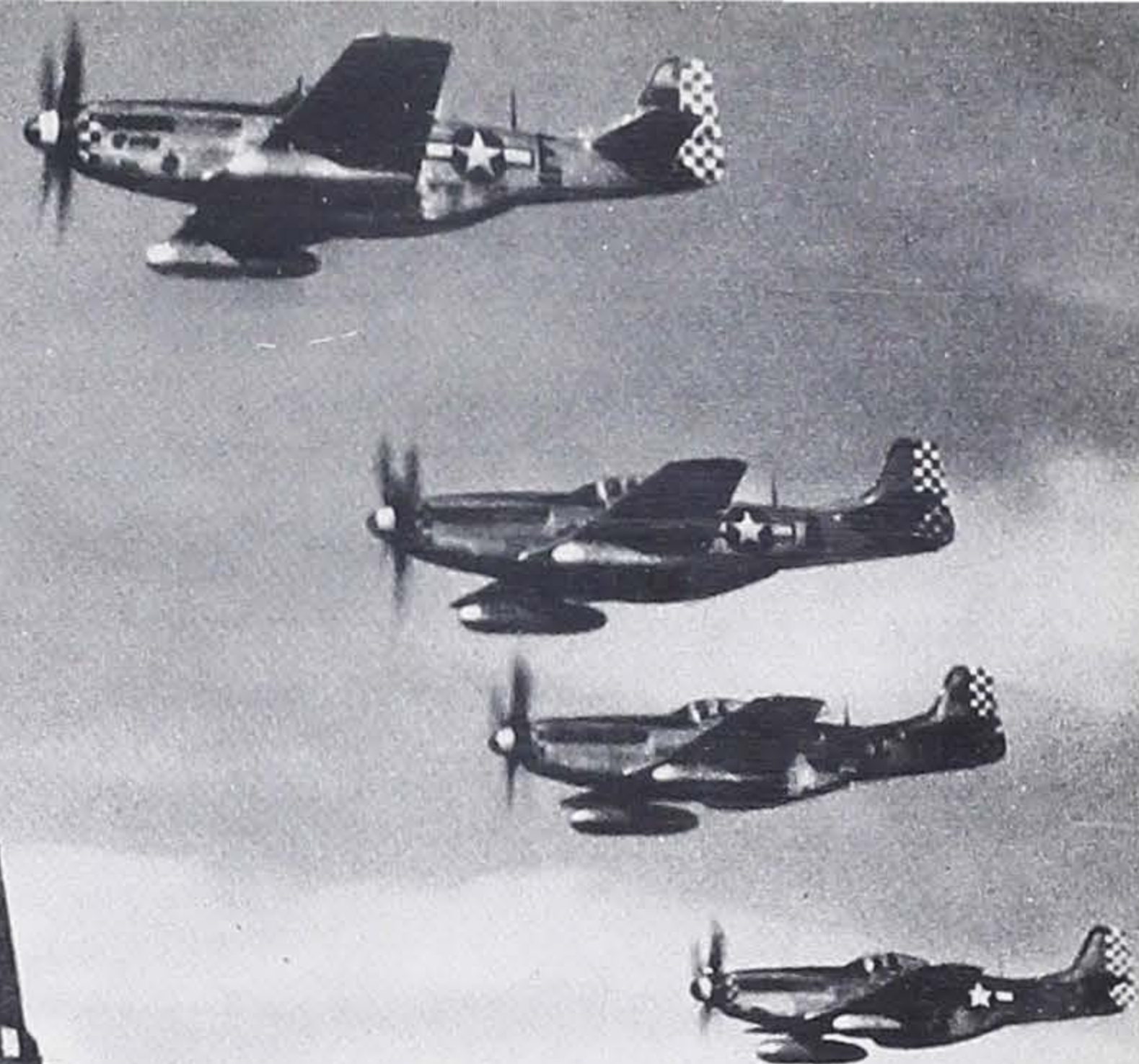


BRIGADIER GENERAL SHARAPOV, Russian Air Forces.



MAJOR GENERAL PARTRIDGE,
Commanding General, 3rd Air Division.

OUR GROUPS



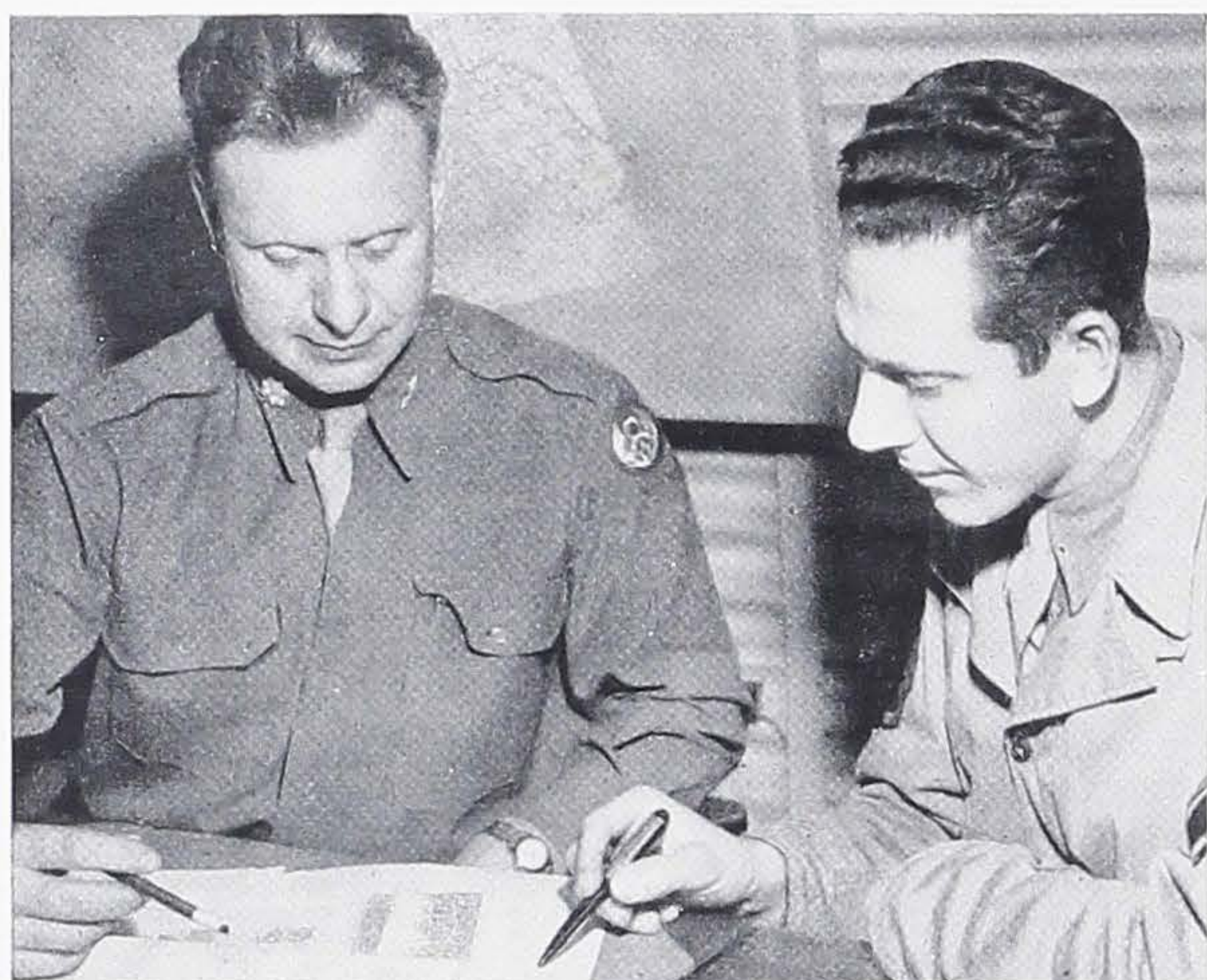
EVERY Man, every plane, every gun and bomb in the 66th's groups was dedicated to the total destruction of Festung Europa's mad War-lord—Nazidom. It is indeed a great honor to have flown and fought with the twelve million horse-powered air force that broke the back of Hitler's war machine. But however loud the hymn of praise to these pilots, it seems inadequate. It was these most seasoned of warriors that carried courage into Earth's cold silent chapel where boys prayed at from two- to five-hundred miles per hour, sometimes met God without a formal introduction. From these 66th pilots Hitler and Goering rented the German skies at the rate of more than 150 planes per month—an expense Nazi economy could ill afford.

Although many groups were assigned to the 66th and were transferred to other commands, there were five with which we operated longest—the 55th, 78th, 339th, 353rd and the 357th Fighter Groups. Five groups of seasoned aerial warriors, they produced a total of 138 aces. Top man was Lt. Col. Landers of the 78th with $36\frac{1}{2}$ enemy

aircraft destroyed, including those shot down in the Pacific. After Landers came Lt. Col. Righetti of the 55th with $34\frac{1}{2}$, Lt. Col. Thury of the 339th with 28, Col. Duncan of the 353rd with $27\frac{1}{2}$ and Major Carson of the 357th with 22.

Certain of the groups were outstanding in their specialty. The 55th's loco-busters accounted for 939 destroyed locomotives, with the 353rd trailing safely behind with 808 destroyed. The 357th's pilots had top score in aircraft destroyed with a final of 696, being closely followed by the seasoned 78th with 666 and the rookie 339th with 633. The veteran 78th flew more than one-fourth of the Wing's total sorties against the enemy, logging about 80,000 operational flying hours.

The union of the 66th's Mustangs with Third Division's red-tailed Fords reaped a harvest of destruction and paralysis of tanks, trains, guns, trucks, soldiers—leaving "slim pickin's" for those who must glean munitions of war from the fields of broken bones of factories, railyards and depots left in their wake.



Major Winfield Erb, squadron commander, and S/Sgt Frank Tomic. Frank was the correspondence, file and publications clerk. Erb, as C.O. of Headquarters Squadron, had charge of all the enlisted men. Squadron Adjutant in Norfolk days, Erb was fond of hiking with the squadron.



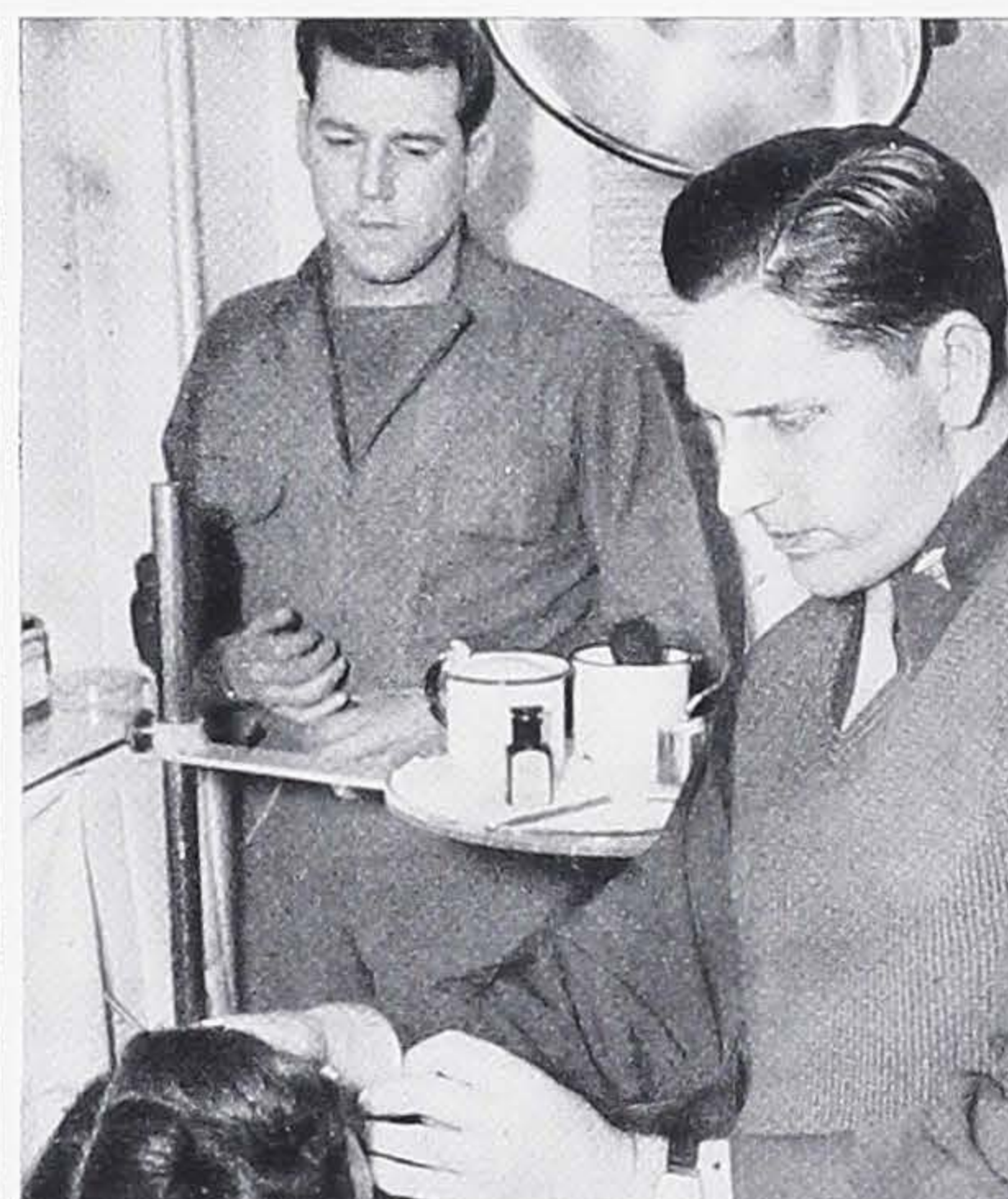
Sgt Carroll Bowman, S/Sgt Joe Dove and First Sgt Rhatigan play host to young ladies at a squadron party. That's Mrs Pestello at the extreme left grinning at the spectacle of so much ice cream.



Cpl Milt Schiff inoculates Pfc Hi Crosby as part of the too extensive immunization program of the Medics. The inevitably recurring shots form an unforgettable memory for each G.I.



Major Elmer Polivka was Wing Signal Officer, in charge of communications throughout the Wing. Not only were telephone and teletype lines and circuits his headache, but aircraft radio communications and information concerning signal navigational aids.



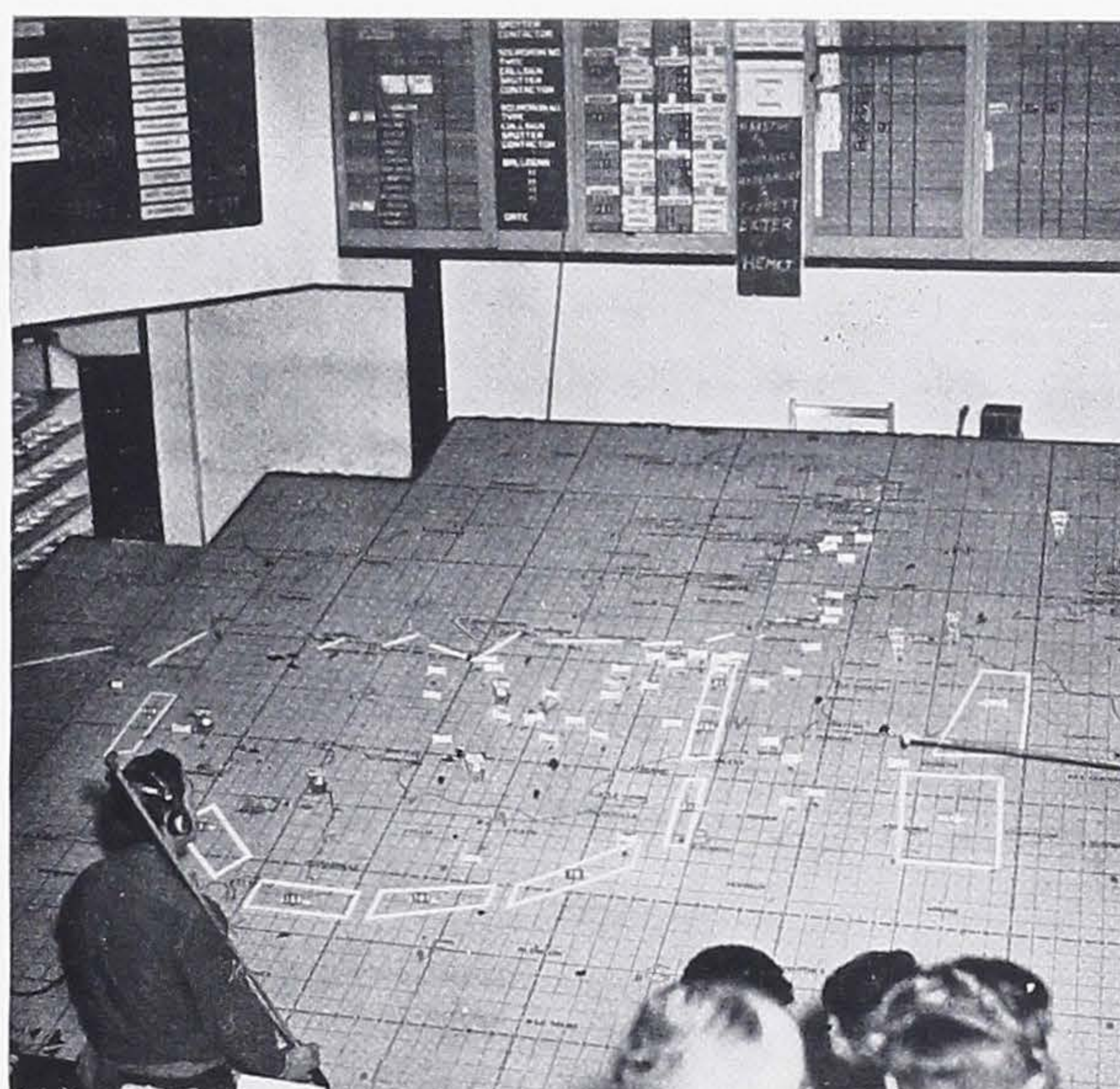
Cpl Charlie Sweetman assisted Captain Bob Fry in the dental office. Although their calling was perhaps as popular as in civilian life, they played an important part in keeping the health of the organization.



Willie Ingle steadies a board as Harry Richitelli makes the shavings fly. Louie Swartz is just kibitzing. Ingle's Utilities section had the big job of maintenance of the grounds and buildings at Sawston.



Sgt Joe Bauer and Captain Leon Foosaner check the payroll against the service records. Foosaner was squadron adjutant, in charge of the administrative angle of the outfit, while Joe worked with the personnel records and the payrolls.



“D” DAY

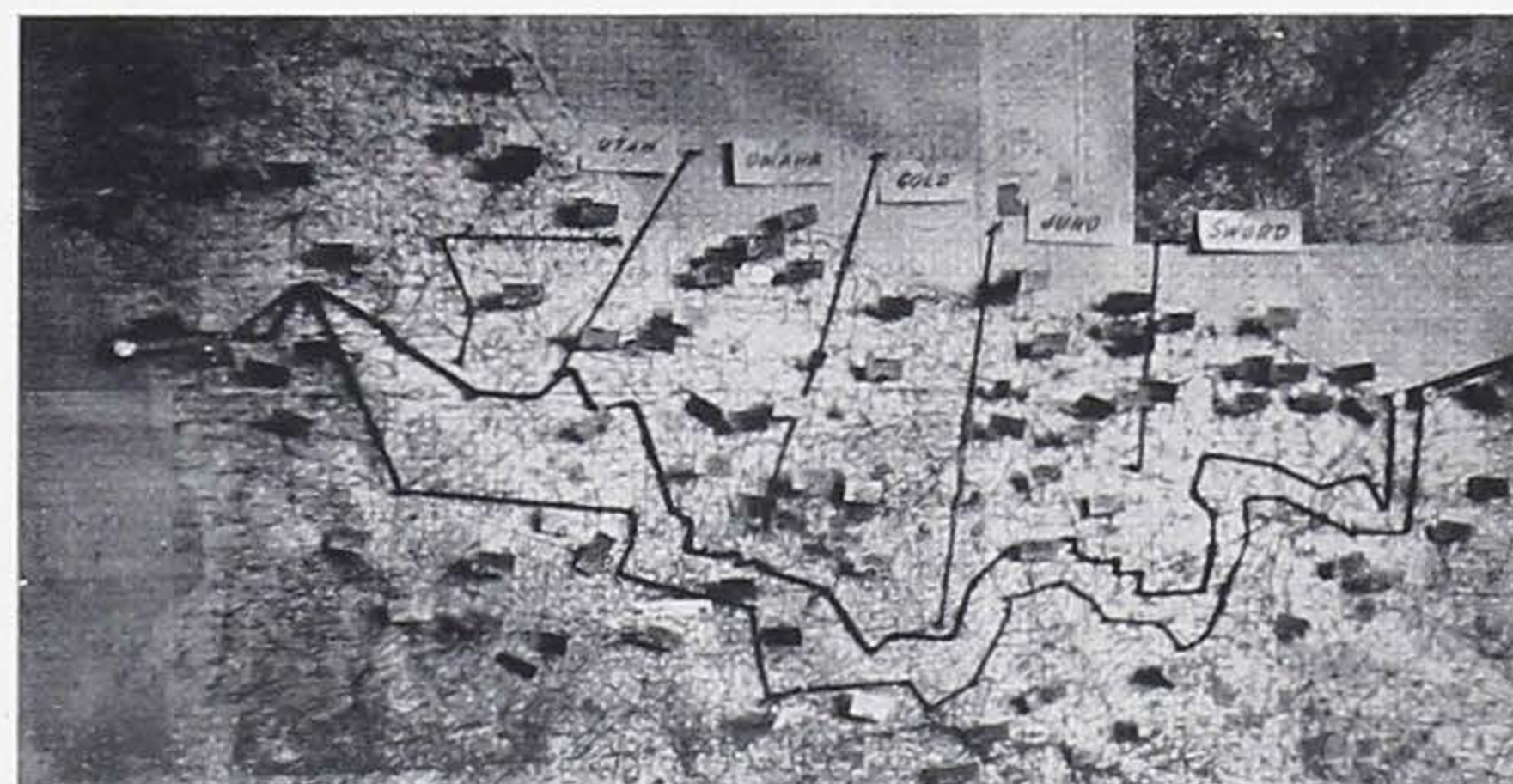
THE grandeur of a vast untried powerhouse awed Britain's alien and native millions. Trained, equipped, dedicated—they strained in a cavern of expectancy for the command that would close a master switch. Albeit airpower had arced the gap between isle and mainland with fabulous frequency and fury, the closing switch would seal the breach and turn molten Europe's rusting chains, or. . . . There was no “or.” If this miniature land must hurl a tow-line into Europe, churn the channel red to break a madman's grip four years fixed—if the tail must wag the dog, so be it. These were triphibians and defeat was not in them.

But for airmen, of course, there was no waiting. Their iron voices were lifted by a hymn to the Sun in a crescendo that numbed most minds to the patterned avalanche of Invasion. Helping the “big friends” carry out an effective battering feint to the Pas de Calais area for days before the greatest day Allies had known, arranged a distraction of attention allowing the rapier thrust at the Normandy beach-head.

The 66th's Ops Room, in charge of aircraft after they had left the ground, using 393 pilots in 337 planes, managed to control the Wing's total of

635 pilot-plane units in the twenty hours that they were airborne. Up before dawn, these pilots dropped over thirty tons of bombs and fired nearly 75,000 rounds of ammunition before the last plane set its wheel on the turf that night. Operating under two field orders and three plans, the groups piled up at least eight hours flying time on each plane. Targets were all inclusive—the 66th had become a tactical unit in a matter of hours.

After 2300 hours, when fifteen Mustangs of the 357th Group landed at Leiston, and the wires were humming with the day's tally in destroyed and damaged targets, it would have been easy to believe what Colonel Ernst von Hammer, of the German News Agency, said later on—“It's the Polish campaign in reverse.”





Kiddie parties were a lot of fun for all. The children of Sawston were our guests, came to play with G.I.'s acting natural, ate ice cream, cake and candy.



Chow time at the kiddies' Christmas party—Charlie Sweetman, Bernie Gallagher and Mike Bigelow acting as hosts. Benevolent Santa is Rhatigan, only one in the squadron who didn't have to stuff his jacket with pillows to play the part.



Children queue up for gifts from Santa Rhatigan. Kiddies left with full insides and pockets and wondering at Father Christmas, who spoke with a Brooklyn accent this year.



Marvin Ryle, of squadron supply, Tom Dunne, of security section, and Fred McConnell, of utilities, make the dirt fly on garden detail. Such details supplemented Utilities' staff in maintenance of grounds.



S/Sgt Normand Rock, Cpl Nick Abramshe and Captain Wally Smith cross check lists of medical supplies. Wing Surgeon's section handled administrative matters pertaining to the medical sections of the stations, processed reports, supervised training in hygiene throughout command.



Brigadier General Woodbury receiving the Croix de Guerre with Palm from General Valin, Chief of Staff of the French Air Forces. The Old Man had, among his other decorations, the Air Medal, the Distinguished Flying Cross, the French Legion of Honor and the Bronze Star.



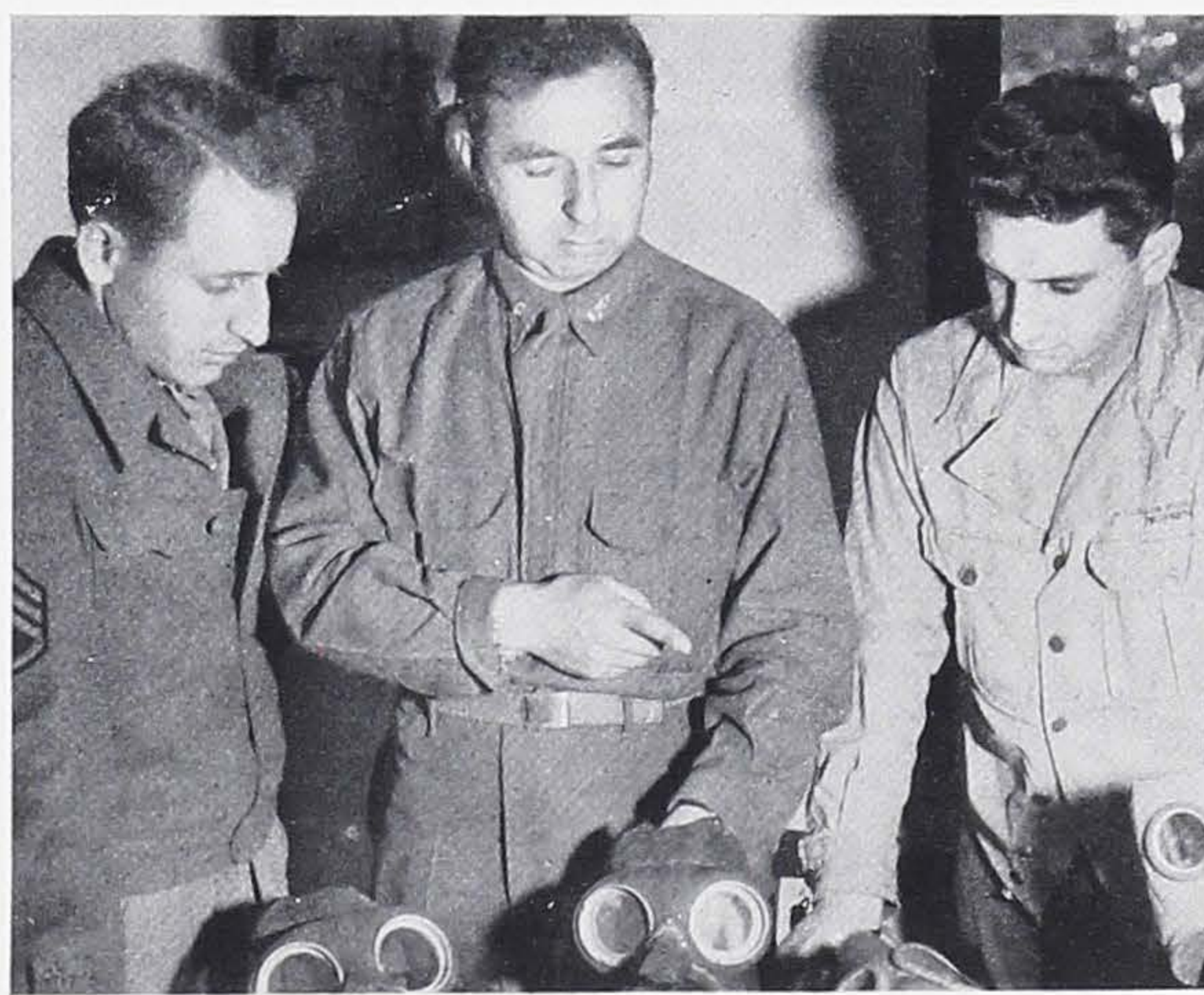
Captain Al Pyatt, Captain Henry White and Cpl Mac Aarons formed the Public Relations Office staff. Pappy Pyatt's PRO, as the Wing's publicity agency, saw to it that all events and activities received notice on the home front.



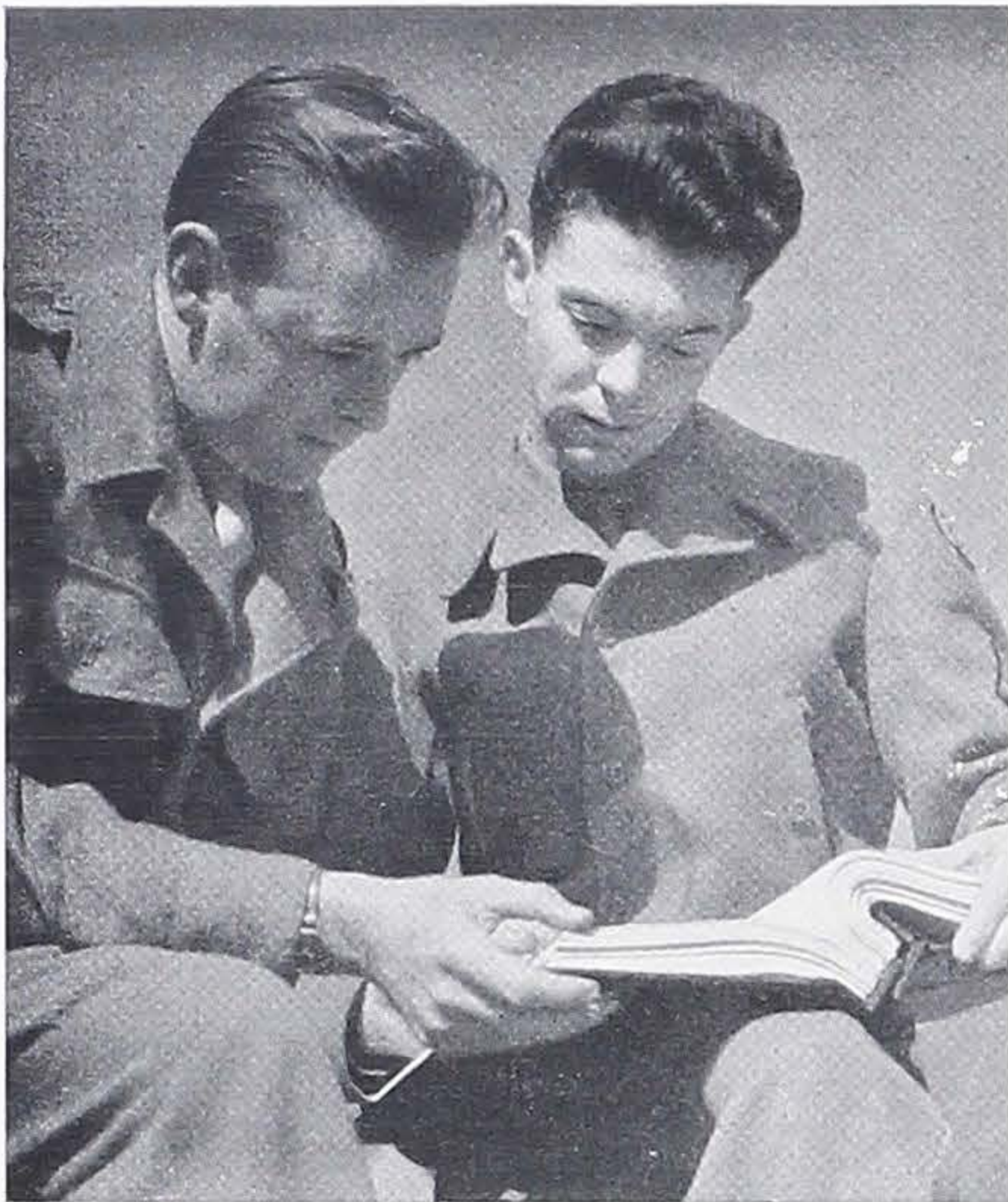
Jack Miller, Casey Behanna, Jess Felker and Joe Domin grunt over a heavy crate. All in utilities, these boys were busy all the time with maintenance problems, kept even more busy with movement preparations.



Captain Louis Vacca regulates a gyro gunsight tester as Sgt Merrick Hall checks the instrument. Ordnance and armament section was responsible for keeping an adequate supply of such materials to keep the groups functioning properly.



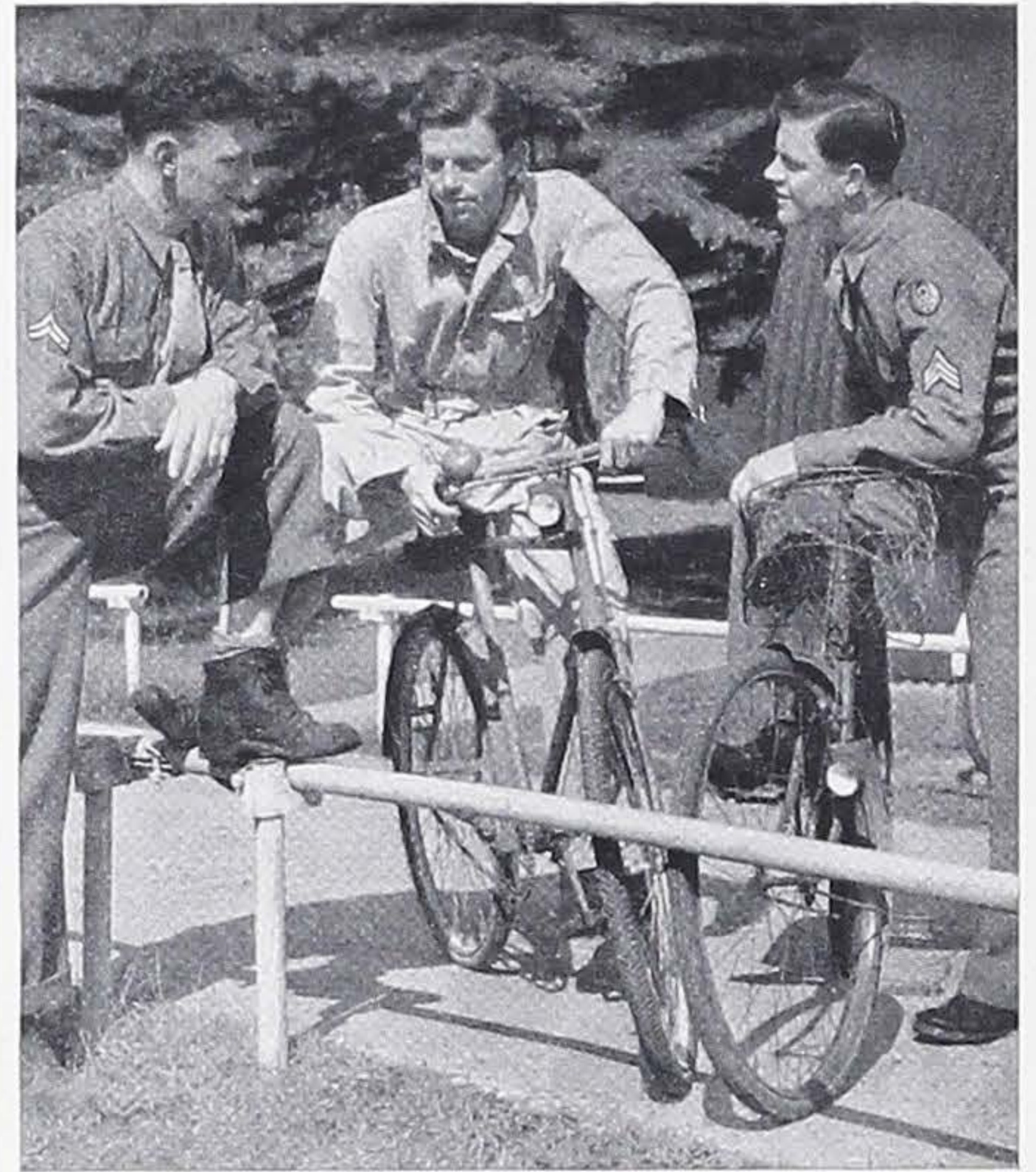
Major Jess Steinrich compares with T/Sgt Xenophon and S/Sgt Vince Amato captured enemy chemical warfare equipment with similar G.I. equipment. Responsibility of training of personnel in use of chemical equipment and detection of poisonous gases was in their hands.



Joe Ardini and Johnny O'Sullivan traveled to Wing stations on administrative and technical inspections, calling for wide knowledge of existing regulations.



Harry Van Hoff and Bob Bravin setting tables on the officers' side of the mess. Bravin was also drummer in Wing's dance band, "Woodie's Bob-Cats."



Johnny Sever of Publications, Bob Knaebel of Stat Control and Bob Lawson of Signals bat the breeze in the squadron area. Pictured G.I. bikes were the popular mode of transportation.



S/Sgt Horace Locke, of the squadron dispensary, watches Cpl Doug Jumelet knock a stiff back into shape. Doug specialized in massage, chiropractic and heat therapy.



Wing flight line maintained between five and seven aircraft for administrative flights pertaining to the command. Stitt, Erdmann, Salice, Lyon, Dunkley and Burri, pictured here, were the responsible specialists.



T/Sgt Merrill Clark, chief N.C.O. in Wing Surgeon's Office, checks over new roster with S/Sgt Normand Rock. Another important phase of their work was the watch over the health, both mental and physical, of operational pilots of the Command.



Ev Capps, of Transportation, at the wheel, watches Johnny Sitek make with the shovel. Johnny worked in Utilities, helping to make Sawston Hall the showplace that it was.



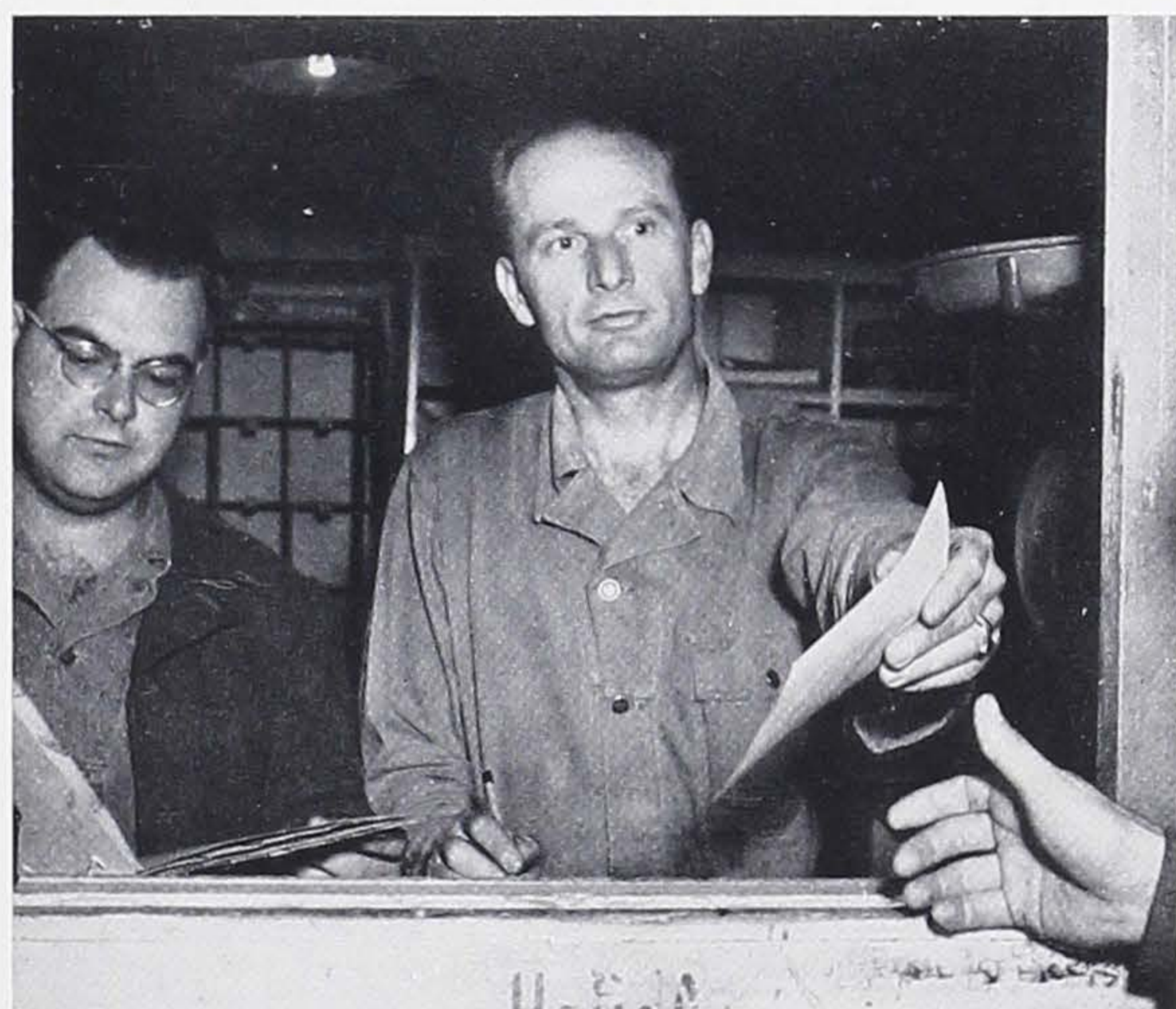
Cpl Tom McCue and Captain Wally Smith confer on the handling of a document. Smith, admin medic, and Mac were concerned mainly with the various reports required from the Surgeon's department.



Bill Slakes, dispatcher and driver, and Cliff Wolford, driver. Motor Pool, housing and servicing all vehicles of Wing HQ, was located in the village center.



Tom Dunne, Ed Filipkowski, Bill Genrich and Joe Stavola, all of Security section, pose with Walt Pikul of Signals.



Bill Abbott and Rade Welch, local postmasters. Rade and Bill received, sorted and distributed mail for the three units of the Headquarters station.



The crew of the Wing Fort. Woods Rogers, Charles Huff, Milt Casebere, Steve Jambor and Johnnie Merritt—pilot, co-pilot, navigator, engineer and radio man, respectively.



Len Seroka and Tom Gallagher, of transportation. Vehicles ranged from bicycles to 6x6's, were used for everything from transporting girls to squadron dances to hauling coal.



Jim Gaskin, Joe Engel and Lt John Van Ess, all of Quartermaster, inspecting jackets here. Wing Quartermaster handled administrative matters for QM sections on bases throughout Command.



S/Sgt Jim Smith, the Old Man's secretary, and Major Tom MacDonald, A-1's officer personnel chief. MacDonald was in charge of the handling of administrative problems pertaining to officer personnel throughout the Wing.



Les Duggan, in the cab, and Jim Hickey, both of transportation. Motor Pool provided transportation for courier services, mail runs, movement of supplies, administrative trips and liberty runs.

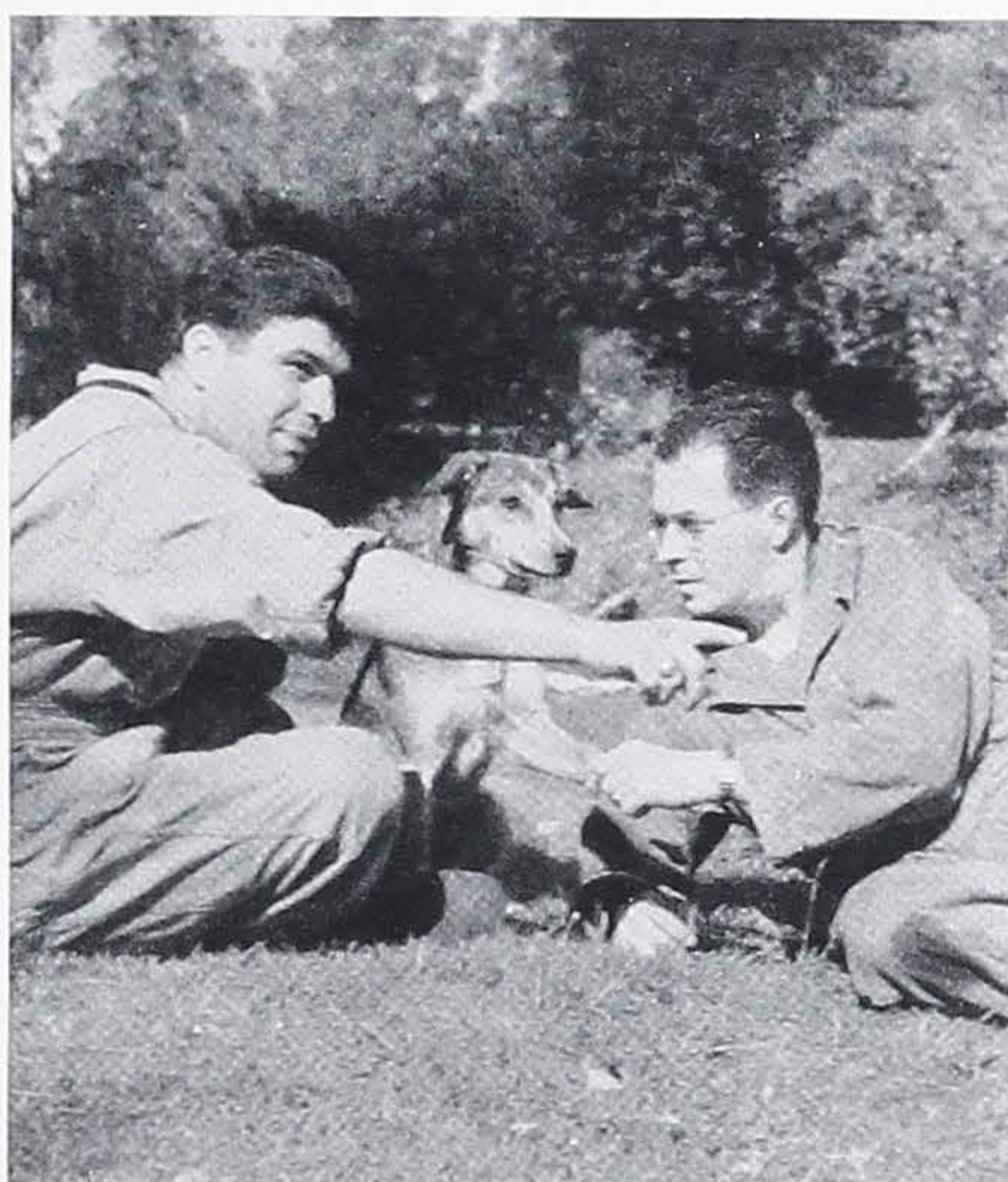
THE FIRST



To the average G.I. a first sergeant is the unwelcome Voice of Authority. He is charged with the duty of representing authority to the enlisted men and representing the enlisted men to authority, a task that calls for a dual personality. He must be at once a father and a Dutch uncle—Father confessor and lawyer. Although Ed Rhatigan's family was large, he knew them all and knew them well, remembering all those small personal facts about his men that mean so much in dealing with men. Ed's appetite for food and fun was cause for the amazement of all, Gargantuan capacity and mastery in mimicry often easing feelings when mail was scarce or details too plentiful. If we were asked to signify with two words the one factor that held the Headquarters Squadron together in its many months overseas and at home, we would unhesitatingly write, "THE FIRST."



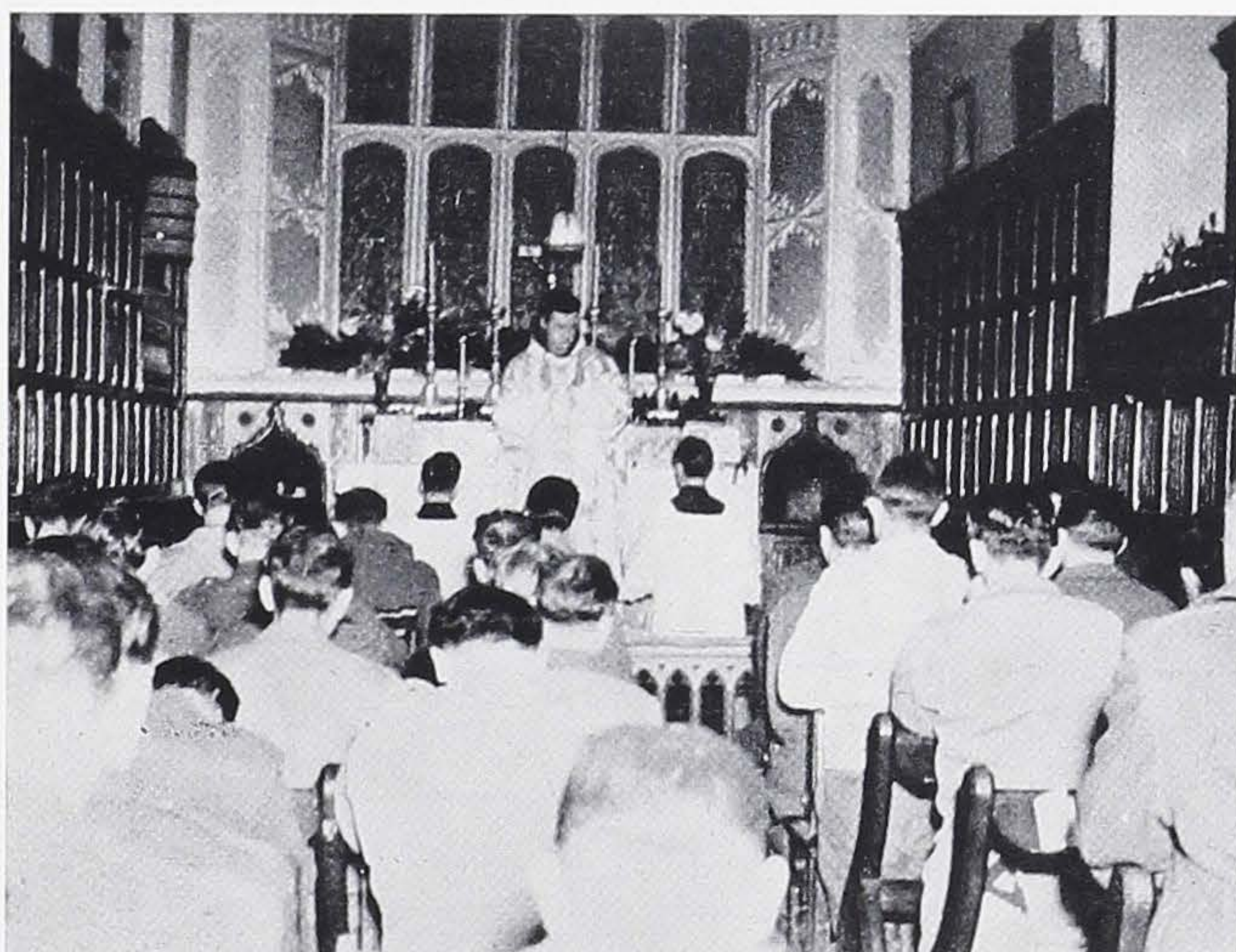
Lt Col Ben Pentecost does the honors with a gold bar as ex-Sgt Charlie Reeves switches his rank insignia from cloth to metal. Reeves came overseas as an enlisted man in the medics, and his knowledge of medical supplies and other matters won him a direct commission.



Sgts Joe Perroncello and Dave Klingensmith relax with "Lucky," unofficial squadron mascot. Joe worked in A-3 with combat film as part of the Confirmation of Victory Credits Board; Dave was A-2's map expert.



Cameraman Al Tripoli, whose work graces the pages of this book, was the only photographer in the Headquarters, also did his own lab work. Busy enough with Public Relations work, Trip must have wondered at slave driving character of editors of "The Book."



Sawston Hall's Huddleston family were harborers of fugitive Roman Catholic priests since Queen Mary's time, and the chapel erected for the worship of the family became the base chapel with the 66th's occupation.



The Security section takes it easy. From left to right: Karl Bartee, Bill Wilfong, Kermit Holmes, George Kingston, Marvin Dixon, Harry Woods, and Tony Lambo.



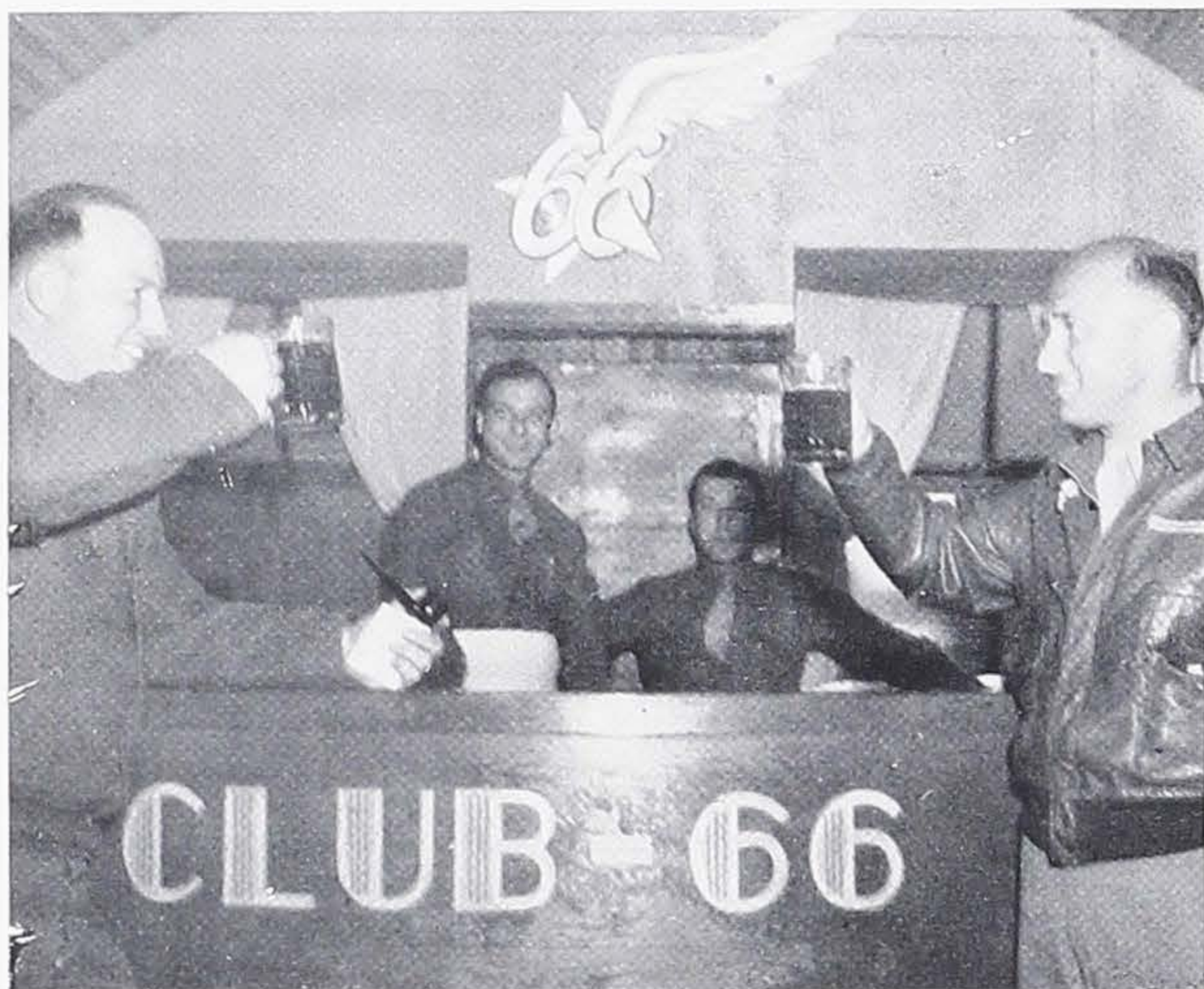
Dick Stickney and Ank Freitas making crates for shipment of supplies upon movement. Dick worked for A-4, was in charge of crating; Freitas was headquarters carpenter.



Jim Alberti looks to see what Mess Sgt Joe Dove is cooking. It must be a big batch of spaghetti, judging from the mutual wide grin.



John Carolfi and Ed Lubert work outside mess-hall. Mess had to be spotless inside as well as outside, cleanliness being necessary for the men's health.



Club 66 was the beer parlor for the Headquarters Squadron. Following an ancient English custom, General Woodbury and the First Sergeant tasted the first beer to open the club. Interior decoration was done by the men.



The post movie, run by Special Service's Ed Dilday, ran the latest movies, often getting them straight from London runs. A large morale booster, it was the favorite time killer for many.

Whenever the squadron fund became large enough, a beer bust was arranged, and all were ready to participate. Harry Hart, at the piano, accompanied those who were sure that the Metropolitan had really missed a good thing. Kingston, lower right, is evidently the squadron music critic.



Pictured here is perhaps the most popular indoor sport participated in by the Wing—and being illustrated by a past master. Known widely as "sack time," it is shown with the best attainable form here. And knowing of the hours of the First, we may add that it was probably well earned.





POINTS

Post VE activities were studied with one word and one thought—POINTS. The point system for demobilization was set up, and everyone reacted according to their score, the dividing line being 85.

Operational activities ceased, of course, making a great change in the administration of many departments. Personnel became a problem of getting men back home, rather than bringing them overseas. Although many supplies were needed as badly after hostilities, many other more directly concerned with waging war became relatively unimportant. Demand for training programs—technical as well as physical—increased.

More thought and work was expended toward filling up the off-duty hours of the soldier—probably because there was more off-duty time. Rubber-neck tours by airplane over blasted enemy areas were arranged for key ground personnel, to show what their work had helped to do. Educational facilities were increased, both on the continent and in England. At Sawston, the Education Officer set up a station college, with courses in Business Management, Radio, Auto Maintenance, Psychology, languages and book-keeping. Passes and furloughs were made more available.

Of course, the cessation of hostilities in this theater of war meant but one thing to those who looked ahead—redeployment to the Pacific. And to some like the Old Man, there was no way but to go there direct. Although others shuddered at the thought of going to another theater without visiting home, they

remembered duty to country and could see the logic.

Units were placed into four classifications, depending upon their disposition. The 66th Headquarters was to travel to the Pacific either direct or indirect. Subsequently, all with 85 or more points were transferred to other units scheduled for return to the States. Soon Sawston seemed like a hall of memories to those left to run it. All the new faces made the meeting between two of the original bunch a cause for celebration.

Meanwhile, men started going home on the point system. The first shipment deprived this book of one of its editors—Karl Houston. The second shipment took Rhatigan.

Two of the Wing's groups—Wormingford and Leiston—were screened of all high point personnel and sent to the continent for the Occupation Air Force. Fowlmere was to travel to the Pacific via the States.

Soon the 66th learned that its fate lay not in the Pacific. In the words of the Old Man, we were to be the Janitors of England, remaining to absorb all fighter personnel and clean up station after station before finally handing Sawston back to the British.

Then came the surrender of Japan and VJ-Day, making certain our fate as a personnel and station mop up detail. Late in August the 65th Wing folded up, sending a large part of their personnel to Third Division Headquarters and bequeathing its fighter groups to us. And once again the transferring of men from station to station, and the filling of large quotas to go home.

THE ORIGINAL FIFTH AIR DEFENSE WING — AS IT LANDED IN ENGLAND:

THE OLD MAN - Murray C. Woodbury

410 Hillside Avenue, Daytona Beach, Fla.

OFFICERS

Kermit A. Bailey—426 W. 27th St., Norfolk, Va.
Edwin A. Barbour—10 Southmont St., Johnstown, Pa.
Thomas J. Barnhart—1318 Camaron, Tyrone, Pa.
Charles B. Bear—3148 Elm St., Brookfield, Ill.
Cloyde O. Beard—1403 Roper Ave., Roanoke, Va.
Joseph B. Brown—312 Ingelside Ave., Cantonsville, Md.
Charles T. Bruett—428 Mountain Ave., Montclair, N.J.
Edward L. Bryan—1614 Berwick Rd., Jacksonville, Fla.
Thomas W. Convey—Tarriffville, Conn.
J. Clarence Davies, Jr.—141 E. 88th St., New York City.
Elmer F. Ellis—1304 N. Hartford, Arlington, Va.
Winfield L. Erb—Phillipsburg, Pa.
Alan W. Ericson—1131 Erle Ave., Crystal Falls, Mich.
Benjamin F. Erlanger—1100 Park Ave., New York City.
John E. Gerli—Greenwich, Conn.
Stuart E. Halwig—1612 Neilson St., Utica, N.Y.

Waldo H. Heinrichs—46 South St., Burlington, Vt.
Clarence C. Hintz—237 Elgin Ave., Forest Park, Ill.
Russlee D. Lynn—723 Genesee W., Lansing, Mich.
Thomas H. MacDonald—262 Mt. Sterling Ave., Flemmingsburgh, Ky.
Albert D. Markham—570 MacArthur Blvd., Oakland, Cal.
Richard G. McMahon, Jr.—400 E. 57th St., New York City.
Steven C. Parks—214 Washington, Watertown, Wis.
Gerald F. Pennington—1237 Raymond Ave., Pasadena, Cal.
Ben L. Pentecost—974 N. Parkway Blvd, Memphis, Tenn.
William B. Pequignot—16003 Prospect Ave., Highland Park, Mich.
Emil W. Polivka—1418 Camden Ave., Los Angeles, Cal.
Albert H. Pyatt—Changewater, N.J.
Jonas S. Rosenberg—300 W. 109th St., New York City.
Albert T. Shands—2329 1st Ave. North, Birmingham, Ala.
Jesse J. Steinrich—41 Chesterfield Rd., Stanford, Conn.
Harold E. Vick—2342 Okalina Ave., Winston-Salem, N.C.

ENLISTED MEN

Abbate, John V.—141-26 71st Rd., Kew Gardens, L.I., N.Y.
Abramshe, Nicholas—179 Green St., Brooklyn, N.Y.
Alberti, James V.—101 Columbia Ave., Garfield, N.J.
Amato, Vincent L.—Violet Ave., Poughkeepsie, N.Y.
Anderson, Howard A.—38 S. Prospect St., Hartford, Conn.
Anderson, Martin C.—Box 55, Eldridge, Iowa.
Bartee, Karl L.—RFD #3, Portsmouth, Ohio.
Baylor, Walter G.—651 S. Boston St., Galion, Ohio.
Bedsworth, Stanley Q.—236 3rd St., St. Charleroi, Pa.
Behanna, Carson A.—536 Willis Ave., Youngstown, Ohio.
Berninski, Teddy—209 Garfield Ave., Jersey City, N.J.
Blair, John W.—126 Andrew Place, Lafayette, Ind.
Bowman, Carroll M.—3612 Parkwood Ave., Richmond, Va.
Braverman, Reuben—81 N. Portland Ave., Brooklyn, N.Y.
Bravin, Robert—1144 President St., Brooklyn, N.Y.
Brehmer, Clarence B.—25 15th Ave. NE., Rochester, Minn.
Burrows, Eliot W.—3248 N. Main St., Fall River, Mass.
Caccavella, Pasquale N.—32 Highview Ave., Springdale, Conn.
Campau, Anthony C.—2296 Crocker Blvd., Mt. Clemens, Mich.
Capps, Everett G.—Middletown, California.
Carns, Robert W.—122 Hollister Ave., Rockford, Ill.
Carpenter, Newton W.—1417 E. 93rd St., Cleveland, Ohio.
Carter, George F.—408 Church St., Clyde, Ohio.
Castro, Arnold B.—107 De Villiers St., Pensacola, Fla.
Ciolkas, Theodore—48 Friend St., Adams, Mass.
Clark, Arthur R.—Route #2, Brooksville, Fla.
Clark, Merrill A.—c/o Republican Record, Carrollton, Mo.
Collins, Raymond N.—3002 West National Ave., Milwaukee, Wisconsin.
Compagnoni, Lester—Rt #3, Box 432-A, Bakersfield, California.
Crandell, Alden H.—9 Cottage St., Greenwich, N.Y.
Crookshank, Harry A.—1706 3rd Ave., New Brighton, Pennsylvania.
Daniels, William C., Jr.—Charlotte, North Carolina.
Dean, Kenneth L.—RFD #2, Mapleton, Maine.
DiGuseppi, Frank R.—126 Ford St., Brooklyn, N.Y.
Dilday, Edward S.—602 W. 165th St., New York, 32, N.Y.
Dixon, Marvin J.—2130 Hazel St., Hopkinsville, Ky.
Domin, Joseph J.—149 Second St., Coaldale, Pa.
Dryden, Frederick G.—118 Manchester St., Battle Creek, Mich.
Duncan, John F.—413 Ben Hur Ave., Knoxville, Tenn.
Dunn, Albert D.—44 No. Wellington St., New Britain, Conn.
Edwards, Harry C.—200 Peninsular St., Grayling, Mich.
Eken, Alfred R.—11150 Homan Ave., Chicago, Ill.
Erdmann, Edward D.—Route #2, Wymore, Nebraska.
Erickson, Charles E.—211 East 4th St., New York, N.Y.
Faber, Harry M.—149 D. St., N.E., Washington, D.C.
Felicetti, Pasquale—238 Tarragonna Ave., Pittsburgh, Penn.

Felker, Jessie W.—414 34th St., Cleveland, Tenn.
Feyo, Joseph—931 Chestnut St., Duquesne, Penn.
Filipkowski, Edward—57 Julian St., Providence, R.I.
Fortner, Frank—West Virginia.
Freitas, Anglus V.—3318 Old Ocean View Road, Norfolk, Va.
Gallagher, Bernard J.—309 9th St., Jersey City, N.J.
Getz, Harold C.—126 Beattie St., Sterling, Colo.
Gluc, Stanley A.—44 Dodson Lane, Wilkes Barre, Penn.
Grabowski, Walter S.—North Bessemer, Penn.
Griessmann, Vernon T.—1670 Irma Ave., Hamilton, Ohio.
Griffith, Paul E.—47 Hobart St., Penacook, N.H.
Grimes, Robert E.—1207 C. St., NE., Washington, D.C.
Haggarty, Robert J.—410 Laurel St., Susquehanna, Penn.
Hall, Merrick W.—492 South Main St., Gr. Barrington, Mass.
Hart, Harry R.—28 Central Ave., Ilion, N.Y.
Hartley, Benjamin F.—1654 K. St., NE., Washington, D.C.
Hatfield, George L.—6633 Buffalo Speedway, Houston, Texas.
Henderson, Samuel W.—237 Argyle Place, Arlington, N.J.
Hickey, James H.—Orlando, Kentucky.
Hodges, Elijah A.—Mc Comas, West Virginia.
Holtzmann, Herman—146 North Adams St., Manchester, N.H.
Honnoll, Willie B.—405 Canal St., Aberdeen, Miss.
Houston, Carl H.—516 East Arbor-Vitae, Inglewood, Calif.
Ingle, Willie H.—3315 Broad St., Cleveland, Tenn.
Jack, Jim—614 North Walker, Oklahoma City, Okla.
Jarry, Arthur A.—374 South St., Biddeford, Me.
Jeffers, Newell E.—General Delivery, St. Cloud, Fla.
Jones, Charles L.—Ekron, Kentucky.
Jones, Myron E.—1803 Silver Lake Blvd., Los Angeles, Calif.
Karp, David—113-04 204th St., St. Albans, 11, N.Y.
Kaskalovich, Walter F.—412 16th St., Beaver Falls, Penn.
Kelley, Thomas E.—820 South 5th St., Keokuk, Iowa.
Kelly, James P.—102 Romaine Ave., Jersey City, N.J.
Kershner, Henry W.—Beard, West Virginia.
Kleinecke, Erwin L.—5235 A Delore St., St. Louis, Mo.
Klingensmith, David K.—410 Miller St., Butler, Pa.
Kohn, Stanley—5712 Kingsbury Ave., St. Louis, Mo.
Konrad, Frederick K.—284 Grove St., Brooklyn, N.Y.
Kunkel, George—208 South 21st St., Pittsburgh, Pa.
Lawson, Robert W.—906 Cedar Lane, Fountain City, Tenn.
Lester, Clinton A.—North Springs, West Va.
Light, Thomas M.—1811 Upperwetumpka Rd., Montgomery, Ala.
Locke, Horace N.—619 Sycamore St.,
Lokovitz, John—187 3rd St., Passaic, N.J.
Lombardo, Russell W.—64 Jefferson St., Bradford, Pa.
London, Herbert M.—2464 S.W. 245th Terrace, Miami, 35, Fla.

ENLISTED MEN—cont.

Luber, Allen M.—1207 Patterson Park Ave., Baltimore, Md.
 Lubert, Edward V.—160 W. 84th St., New York, N.Y.
 Mansell, Earl C.—
 March, Robert R.—298 Morgan Ave., Washington, Pa.
 Matson, Melvin M.—Erie, Ill.
 Matyas, Leo S.—119 Branch Ave., S.E., Washington, D.C.
 McConnell, Fred A.—2000 4th Ave., Altoona, Pa.
 McCormack, Wilton M.—33 Falcon St., E. Boston, Mass.
 McCue, Thomas P.—707 Lugan St., Carnegie, Pa.
 McGahhey, Floyd M.—De Witt, Arkansas.
 McKosky, Borris—143 Laurel St., Philadelphia, Pa.
 Melville, Ralph F.—5725 Riggs Rd., Overland Park, Kansas.
 Migliore, Anthony J.—1351 Second Ave., New York, N.Y.
 Miller, John A.—1314 North 15th St., Harrisburg, Pa.
 Mills, Fred M., Jr.—231 West Wade St., Wadesboro, N.C.
 Mines, Maurice C., Jr.—Route #1, Marietta, Ga.
 Murphy, Elwood F.—East Rd., Belford, N.J.
 Neylon, John D.—321 Elmwood Ave., W. Chicago, Ill.
 O'Sullivan, John J.—265 Driving Park Ave., Rochester, N.Y.
 Peppercorn, Henry—140 East 2nd St., New York, N.Y.
 Perroncello, Joseph—165 Hull St., N. Cohasset, Mass.
 Pestello, Carmen P.—3471 East 145th St., Cleveland, Ohio.
 Pikul, Walter—211 Larkin St., Buffalo, N.Y.
 Pilch, Victor A.—18 Toberg St., Pittsburgh, Pa.
 Pouncey, Joe S.—Silas, Alabama.
 Praklet, David A.—910 W. Borley St., Mishawaka, Ind.
 Prindle, Allen—224 East 12th St., Erie, Pa.
 Punzo, Paul F.—1607 North 2nd St., St. Joseph, Mo.
 Quillan, Robert L.—Route #3, Lenoir City, Tenn.
 Race, Robert—60 Butter St., Oxford, N.Y.
 Reeves, Charles P.—7 Lakeview Rd., Winchester, Mass.
 Reichert, Philip H.—87 Franklin St., Morristown, N.J.
 Reisman, Leonard M.—616 W. Lindley Ave., Philadelphia, Pa.
 Rhatigan, Edward P.—640 48th St., Brooklyn, 20, N.Y.
 Richtelli, Harold—58 Paved St., Bradford, Conn.
 Rickly, Howard F.—907 Francis Ave., Columbus, 9, Ohio.
 Rock, Normand C.—17 Charlotte St., Plattsburg, N.Y.
 Rosen, Oscar—493 Claremont Parkway, Bronx, N.Y.
 Rosensweig, Abe—135 Eastern Parkway, Apt. 7-K, Brooklyn, N.Y.
 Roy, Eugene J.—100 Pine St., Berlin, N.H.
 Rueppel, Charles A.—124 North 9th St., Lebanon, Pa.
 Rugg, Clifford S.—168 Zenner, Buffalo, N.Y.
 Ryle, Marvin L.—Route #1, McIntyre, Ga.
 Salice, Joseph V.—Marble St., Lee, Mass.
 Sayre, Warren C.—423 Market St., Bangor, Pa.
 Schiff, Milton H.—264 Kings Highway, Brooklyn, N.Y.

Schloemer, John H.—431 Baldwin Ave., Madison, Wis.
 Schuman, William L.—4520 McGregor Ave., Cleveland, 5, Ohio.
 Sears, Ralph H.—240 North Oxford St., Indianapolis, Ind.
 Sheffield, John W., Jr.—23 Brook St., New Hartford, Conn.
 Sicotte, Francis H.—126 Clarendon Ave., Chicopee, Mass.
 Sinek, Paul J.—New Ringold, Pa.
 Siniari, Nicholas S.—219 West Columbia, Philadelphia, Pa.
 Sitek, John F.—267 Curtiss St., Buffalo, 12, N.Y.
 Slakes, William M.—2115 West 15th Ave., Gary, Ind.
 Sloan, Duane G.—RFD #2, Lebanon, Kansas.
 Smith, Carl H.—S. Seminary St., Bloomfield, Ind.
 Smith, James M.—2473 26th St., Akron, Ohio.
 Solomon, Sidney W.—334 East 15th St., New York, N.Y.
 Spirn, Ephraim—1585 East 14th St., Brooklyn, N.Y.
 Stewart, Elliott—227 Richmond Ave., Mt. Sterling, Ky.
 Stickney, Richard F.—10 Cutts Ave., Saco, Me.
 Strasbaugh, Robert B.—24 E. Main St., Mechanicsburg, Penn.
 Sullivan, William T.—
 Swartz, Louis M.—Route #4, Box 384, Angola Rd., Toledo, Ohio.
 Swierkowski, Frank S.—1845 West 17th St., Chicago, Ill.
 Swistak, Frank—40 Lake St., Wallingford, Conn.
 Tatka, John J.—3157 Arlington Ave., Pittsburgh, Pa.
 Teague, Harry V.—Route #16, Box 448, Indianapolis, Ind.
 Titus, Lawson A.—1405 Sought Ave., Burlington, Iowa.
 Tollett, Paul—RFD #5, Cookeville, Tenn.
 Tomic, Frank R.—Lake Andes, South Dakota.
 Torre, Rocco P.—123 Kingsland Ave., Brooklyn, N.Y.
 Tsechrintzis, Spyros S.—138 Cross St., Lowell, Mass.
 Tucker, George R.—3721 Texas Ave., St. Louis, Mo.
 Updegrove, Le Roy E.—Gilbertsville, Pa.
 Urquhart, Robert C.—162 Dominion St., Mongton, New Brunswick, Canada.
 Valentino, Carlo, A.—3352 Madera Ave., Los Angeles, Cal.
 Vallette, Walter E.—294 Oldfield St., Staten Island, New York.
 Van Hoff, Harris R.—Pomeroy, Iowa.
 Velasquez, Manuel J.—1416½ Lyon St., San Francisco, Cal.
 Walker, Noble—317 E. 12th St., Cincinnati, Ohio.
 Wancket, Robert L.—2707 Gass Rd., Route #1, Washington, Mich.
 Watson, William D.—RFD #1, East Brunswick, Me.
 Whitt, Charley—Wrigley, Ky.
 Wilson, Devereaux L.—c/o Phillips Garage, Pine Grove, W. Va.
 Xenophon, George E.—7166 S. Chicago Ave., Chicago, Ill.
 Yeshilian, Michael—117A Clark Ave., Chelsea, Mass.
 Zajackowski, Theodore—1027 Beaver Rd., Ambridge, Pa.
 Zuchick, Steve—Vivian, McDowell, W. Va.

- -AND THESE JOINED THE ORGANIZATION LATER OFFICERS

Harvey C. Amsterdam—6018 Winthrop Ave., Chicago, Ill.
 Bryant Y. Anderson—3212 Alabama Ave. S.E., Washington, D.C.
 Carl M. Bremer—5011 N. Broadway, St. Louis, Mo.
 Stanley J. Bulka—Box #2, Sumner, Iowa.
 Milton C. Casebere—1036 E. Main St., Mankato, Minn.
 Louis E. Coburn—Route #2, Box 555, Visalia, Cal.
 Cornelius D. Crowley—234 Hawthorne Ave., Yonkers, N.Y.
 William K. Cummins—441 Burr Rd., San Antonio, Texas.
 Charles H. Dooley—212 Park Ave., Ben Avon, Pa.
 John R. Frye—Ashley, Ill.
 Robert G. Goldsworthy—941 Greenview Ave., Des Plaines, Ill.

Charles A. Huff, Jr.—5210 Grandview Drive, Indianapolis, Ind.
 William R. Hyde—79 Front St., Hempstead, N.Y.
 Woods, W. Rogers, Jr.—2405 Reading Drive, Orlando, Fla.
 Walstein B. Smith—Box #53, McGregor, Texas.
 Henry R. Spicer—527 Queen Anne Court, San Antonio, Texas.
 Charles E. Tuttle—250037 41st Drive, Little Neck, N.Y.
 John R. Van Ess—1336 Shermak St., Grand Rapids, Mich.
 Ellis R. Veatch—526 N. Spring Ave., La Grange, Ill.
 Thomas H. Waller—Leaksville, N.C.
 Henry S. White—865 West End Ave., N.Y.C., N.Y.

ENLISTED MEN

Abbott, William R.—8 Larned St., Framingham, Mass.
 Anthony, Hubert A.—843 College St., Beloit, Wis.
 Ardini, Joseph L.—108 Rosewood St., Mattapan, Mass.
 Arons, Mac—1921 Morris St., Bronx, N.Y.
 Bailenson, Irving—40-04 12th St., Apt. 1-E, Long Island City, N.Y.
 Baker, Ernest J.—Route #3, Noble, Ill.
 Baldwin, Raymond L.—Box 1056, Elmer City, Wash.

Balon, Stanley J.—633 Summit Ave., Reading, Pa.
 Barker, Stanley R.—3210 Gerard Ave., S. Minneapolis, Minn.
 Bauer, Joseph F.—4426 Minnesota Ave., Baltimore, Md.
 Berson, Harols I.—943 Gulf Rd., Elyria, Ohio.
 Bigelow, Michael R.—44 Wegman Parkway, Jersey City, N.J.
 Britton, Raymond G.—Box 133, Steele, Mo.
 Burri, Joseph F.—RFD #6, Watertown, Wis.

ENLISTED MEN—cont.

- Carolfi, John—Route #3, Plymouth, Wis.
 Carswell, Robert M., Jr.—205 South St., Dothan, Ala.
 Carter, George V. C.—Greenlawn Rd., Huntington, Suffolk, N.Y.
 Christopher, Sidney J.—518 N. Main St., De Sota, Mo.
 Clark, Roy D., Jr.—Memphis, Mo.
 Clendenen, Carl H.—1055 Sheffield Ave., Indianapolis, Ind.
 Conner, Louis E.—815½ Cherry St., Evansville, Ind.
 Cook, Albert B.—375 6th St., Emmaus, Pa.
 Cordova, Juan B.—Clovis, New Mexico.
 Crosby, Hiram T., Jr.—Route #1, Sale City, Mitchell, Ga.
 Curry, Joseph E.—Route #1, Beaumont, Miss.
 Curtin, Timothy F.—East St., Suffield, Conn.
 De La Garza, Margarito R.—E. Lovett, Edinburg, Texas.
 De Leest, Robert E.—615 S. Locust St., Appleton, Wis.
 Dodge, James A.—Box 514, Mt. View, Cal.
 Dove, Joseph V.—67 Ontario St., Rochester, N.Y.
 Duggan, Leslie W.—3476 18th St., San Francisco, Cal.
 Dunne, Thomas F.—3173 Belgrade St., Philadelphia, Pa.
 Durning, Ambrose R.—40 N. Willow St., Montclair, N.J.
 Endicott, Edwin L.—458 Bellefontaine Ave., Marion, Ohio.
 Evans, Marion D.—214 S. Vine St., Tyler, Texas.
 Eyler, George—Route #2, Pawnee, Okla.
 Fariello, Frank—735 E. 179th St., New York, N.Y.
 Ferguson, Donald P.—619 N. Norwood, Jeffersonville, Ind.
 Fortuna, Joseph F.—1207 W. 149th St., E. Chicago, Ind.
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 Garriga, Joseph W.—97 Diamond St., Brooklyn, N.Y.
 Gaskin, James E.—473 Triangle Place, Freeport, L.I., N.Y.
 Genrich, William, Jr.—2045 N. Kedzie Ave., Chicago, Ill.
 Gould, Everett L.—Turner, Me.
 Grant, Francis X.—2523 Aqueduct Ave., Bronx, N.Y.
 Greenstein, Charles D.—910 West End Ave., New York, N.Y.
 Griffith, Clinton W., Jr.—1212 Delafield Place, N.W., Washington, D.C.
 Griffith, Dorman H.—2501 N. Houston St., Fort Worth, Texas.
 Grissom, Delmar—Route #3, Florence, Ala.
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 Hansen, Leroy W.—929 Case Ave., St. Paul, Minn.
 Hayhurst, James W.—Route #2, Box 101, Oroville, Cal.
 Herron, Oscar R.—115 S. Thompson, Vinita, Okla.
 Hewette, Robert E.—721 Myrtle St., Tempe, Ariz.
 Holmes, Kermit—Holmes Mill, Ky.
 Hong, Yee L.—1217 21st St., Bakersfield, Cal.
 Houseman, French L.—2312 Pennsylvania Ave., Villa Heights, Roanoke, Va.
 Hunt, Ernest P.—2539 E. 2nd St., Long Beach, Cal.
 Hunt, Robert C.—5575 Delmar Ave., St. Louis, Mo.
 Jambor, Steve G.—8709 Hough Ave., #3, Cleveland 6, Ohio.
 Johnson, Chester A.—402 Highland Ave., Somerville, Mass.
 Joyce, Robert M.—3914 Kansas Ave., N.W., Washington, D.C.
 Jumelet, Douglas A.—1324 N. Gordon Ave., Los Angeles, Cal.
 Kent, Kirby—41 Depew St., Dumont, N.J.
 Kiblinger, Charles R.—2010 Fendell Ave., Washington, 20, D.C.
 Kindley, Robert E.—1120 Nolte Drive, Dallas, Texas.
 Kingston, George T.—2622 S. Throon St., Chicago, Ill.
 Knaebel, Robert L.—1102 E. Market St., New Albany, Ind.
 Knapp, Harold L.—928 South 3rd St., Elkhart, Ind.
 Kozak, Maximilian C.—Route #4, Box 245, Waukesha, Wisc.
 Lambo, Anthony D.—404 6th St., Newark, N.J.
 Landers, James R.—10857 S. Whipple St., Chicago, Ill.
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 Lipham, Uhland D.—430 Kilby Hts., Anniston, Ala.
 Luther, Donald E.—603 West Ave., Holdrege, Neb.
 Lyon, Carl F.—219 W. Hampton Ave., Sumter, N.C.
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 McDonald, Fay K.—Box 589, Gladewater, Texas.
 Morgan, Dean L.—254 S. Summit St., Bowling Green, Ohio.
 Moroughan, Emerton E.—Harrisville, N.Y.
 Nellis, Howard V.—217 Merriam, Thief River Falls, Minn.
 Nigoski, Harry B.—2444 N. Weil St., Milwaukee, Wisc.
 Olivares, Emil—410 N. Cibolo St., San Antonio, Texas.
 Patrezzi, Alfred—26 Shepherd St., Lynn, Mass.
 Regohr, Henry J.—1610 Virginia St., Bakersfield, Cal.
 Rudkowsky, John F.—764 Chestnut St., Burlington, Wis.
 Rudoi, Harry B.—244 W. Broughton St., Savannah, Ga.
 Seaver, Robert E.—74 Oak St., Indian Orxhard, Mass.
 Seifert, Raymond A.—114 Webster St., Pawtucket, R.I.
 Seig, Carl H.—901 N. Lincoln St., Duncannon, Pa.
 Seroka, Leonard J.—3059 S. 9th St., Milwaukee, Wis.
 Sever, John T.—876 19th Ave., S.E., Minneapolis, Minn.
 Shafer, Hilary—Navarre, Ohio.
 Smith, James D.—305 N. High St., Chillicothe, Ohio.
 Snyder, Alfred C.—73 Gilbert St., Oneonta, N.Y.
 Soltis, Mike—General Delivery, Ranchester, Wyo.
 Soppa, Raymond J.—319 The Portage, Ticonderoga, N.Y.
 Spigonardo, Joseph—18-41 26th Rd., Astoria, N.Y.
 Stavola, Joseph J.—89 Warren St., Stapleton, N.Y.
 Stelle, George N.—1647 Hall Place, Indianapolis, Ind.
 Stitt, Donald W.—1323 Adams St., Charleston, Ill.
 Stopczynski, Stanley F.—19 Medford St., Chelsea, Mass.
 Struck, Howard W.—4166 Pillars Dr., Cincinnati, Ohio.
 Sweetman, Charles H.—15 Westfield St., Providence, R.I.
 Tedeschi, Joe—506 8th Court W., Birmingham, Ala.
 Tepel, Rodney D.—590 Campbell Ave., West Haven, Conn.
 Tews, Alvin C.—c/o Rev. Theo. A. Tews, Arcadia, Iowa.
 Trabucco, John C.—9 Garden St., E. Hartford, Conn.
 Tripoli, Alfred—105 Hudson St., Buffalo, N.Y.
 Turner, Cleo C.—807 Butler St., Gilmore, Texas.
 Vettori, Edward J.—36 Ibbetson St., Sommerville, Mass.
 Waltrip, Kenneth—342 Osage St., Corpus Christi, Texas.
 Waterman, Richard H.—911 College Ave., Davenport, Iowa.
 Welch, Rade F.—Route #1, Henderson, Texas.
 Weyker, Elmer T.—125 Pier St., Port Washington, Wis.
 Whiteside, Joe—1270 N. Evergreen Ave., Los Angeles, Cal.
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 Wright, William A., Jr.—545 Abbotsford Rd., Germantown, Philadelphia, Pa.



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