

# UNIT HISTORY

89TH BOMBARDMENT SQUADRON (L)

3D BOMBARDMENT GROUP (L) AAF

OCTOBER 1945

DESIGNATION SHEET

AIR FORCE Fifth  
COMMAND V Bomber Command  
WING Not applicable  
GROUP 3rd Bombardment (L)  
SQUADRON 89th Bombardment (L)  
PERIOD 1 to 31 October 1945

The security classification has been checked.

89TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L) AAF

RDB/foc

APC 328

8 December 1945

SECRET:

Auth. CG VBC

Init. \_\_\_\_\_

Date \_\_\_\_\_

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces,  
Washington, D.C., 25.

1. In accordance with AR 345-105 and AAF Regulation No. 20-8, submit herewith the history of this organization for the period of October 1945, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Egbert B. Close, O-800837, with the assistance of Corporal F.E. O'Connell, 32953133. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of 1st Lt. Close.

*Roy D. Burnhart*  
ROY D. BURNHART,  
Captain, Air Corps,  
Commanding.

HISTORY OF THE 89TH BOMBARDMENT SQUADRON (L)

PERIOD

(1-31 October 1945)

89TH BOMBARDMENT SQUADRON (L)

3RD BOMBARDMENT GROUP (L)

V BOMBER COMMAND

FIFTH AIR FORCE

UNITED STATES ARMY

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SECTION I

CHRONOLOGICAL NARRATIVE

O P E R A T I O N S

CHRONOLOGICAL NARRATIVE  
OPERATIONS  
OCTOBER 1945

This month a total of 9 reconnaissance flights were performed by the squadron, each flight consisting of two A-26's. No bombs were carried on these missions but the guns were loaded, remaining unfired. Covering the island of Honshu, these missions were for the purpose of observing lines of communications and airfield activity. Honshu was divided into four sectors and each day, weather permitting, the squadron, in conjunction with two-plane flights from each of the other three squadrons in the 3rd Group, took its turn on one of the sectors so that eventually 89th pilots covered the entire island. Thirty-one single-ship courier missions were flown during the month to Tachikawa and Okinawa. About the middle of October, following the typhoon of 9 October which decimated so much of the squadron equipment, it was decided to ferry all but a few of the Rear Echelon personnel and the heaviest equipment from Okinawa to Atsugi airdrome on A-26's and B-25's. On 18 October the first flight of 5 A-26's of the 89th flew from Honshu to Okinawa for this purpose. But on 19 October the need for further air movement of the squadron ceased when the Navy finally came through with



the overdue LST's and the squadron tail-enders left Okinawa via the water route.

In addition to courier and recon missions, other flights of transition became necessary in the switch to A-26's by the squadron's A-20 pilots, almost all of whom had not been checked out in the "Invader" prior to this month. The program of instruction and "check-out" continued through the month, with a total of sixteen training missions, so that by 31 October all but a very few pilots were adept at handling the newer aircraft and the well-loved A-20's were put out to pasture. Training was also begun to acquaint all pilots with the newest technique in instrument low approaches for bad weather landings. Called "GCA" in brief, and meaning "Ground Controlled Approach", the method amounted to the pilot being "talked in" to a landing by a ground crew with especially set up equipment. Many flights of this nature were carried out, and pilots were enthusiastic on the results obtained.

Recco missions for the month are as follows, information being taken from Final Mission Reports for October, 1945, located in 3rd Bombardment Group (L) Intelligence office files:

1 October, FFO 259: Covering lines of communication and airfield activity between Takefu and Kanazawa in central Honshu, pilots observed in the Nagoya area two luggers coming into the

harbor, shipyard activity in Nanao Harbor, three tankers, two in operation, two 5000 ton vessels and five LST's. A factory two miles south of Danazawa was on fire but no fire-fighting activity was apparent. A 25-car freight train with two locomotives was moving south out of Takefu. An airfield at Komatsu (36 degrees, 25 minutes N; 136 degrees, 25 minutes E) with one E/W strip 5500' and one NE/SW strip 4500', both concrete, was seen. There were thirty twin-engine aircraft and forty single-engine aircraft on the field. No hangers and no barracks. The field was estimated to be capable of holding three Groups, either fighters or medium or light bombers. An airfield at Kanazawa (36 degrees, 30' N; 136 degrees, 38' E) was estimated satisfactory for an emergency wheels-up landing by our A-26's. Five autogyros in good condition were counted. An airfield at Hikuni (38 degrees, 20' N; 136 degrees, 13' E) consisted of two dirt strips, E/W and NE/SW about 3500' containing twelve twin-engine aircraft, four single-engine aircraft, two small biplanes, four supply sheds, but no hangers or barracks. Nil signs of activity on any of the fields.

7 October, FFO 260: On a recon of lines of communication and airfields from Yonezawa northward to Akiya, the following observations were made: Roads and railroads were almost completely bare of traffic. There was one small freight train of about five

cars in the yards at Akita and another fairly large one about sixteen cars, half of which seemed to be tankers, pulling north into Hirasawa. Most interesting was the sight of what appeared to be a large ammunition dump burning. Flares and tracers were flying every which-way, and smoke rose to 3000 feet. This was in the vicinity of Omagari (approximately 39 degrees, 29' N; 140 degrees, 35' E). Two airfields were observed: (1) Obanzawa (38 degrees, 38' N; 140 degrees, 25'E) with one N/S concrete strip 4000' by 300' in good shape. There were 50 single-engine biplanes and 8 Bettys in seemingly bad condition, and one DC-2 that looked almost brand new. Buildings were ramshackle, sagging and obviously neglected. What appeared to be a barracks area was located about a mile east of the town. (2) Mogami (38 Degrees, 42' N; 140 degrees, 17' E). A level grass plot about 4000' by 4000' on which were 40 single-engine low-wing pursuits and approximately 75 biplanes resembling our PT Stearmans in good condition. The PT's were dismantled with their wings lying alongside each plane. There were no hangers or barracks in the immediate vicinity.

14 October, FFO 260: Recco of lines of communication and airfields between Yonezawa and Akita. Rain and extremely low ceilings above the 39th parallel. No unusual activity was observed on the roads and rail lines. There was no change in any of the

airfields as per previous reports. Extreme weather prevented observation of the Yokota-Akita area.

25 October, FFO 268: Lines of communication and airfield activity from Atsugi to Sanjo to 40 degrees N covering western half of northern Honshu. Our planes conducted a recco as far as Nigato, but were unable to continue further north due to weather. No unusual observations were noted.

26 October, FFO 269: Lines of communication and airfield activity from Atsugi to 40 degrees N covering eastern half of northern Honshu. Two planes covered prescribed area. Sightings reported include three Vals, one Topsy (silver with green crosses) and 52 trainers on the Sukagawa (dirt) strip. The airplanes sighted were reported in flyable condition. Two concrete runways approximately 3700'-4200' long were seen at Kenoke. Pilot reports the strips appear to be undamaged.

27 October, FFO 269: Lines of communication and airfield activity from Hamamatsu to Tsurugu to Aomi, central Honshu. Two A-26's covered entire route in CAVU weather sighting nil unusual activity on railroads, highways or airfields. Both planes returned safely to base.

28 October, FFO 271: Lines of communication and airfield activity from Hamamatsu to Aomi to Sanjo to Atsugi, central Honshu. Val-

leys from Mt. Muji to Nagano covered in CAVU weather. No unusual rail, highway or airfield activity. Nagano airfield improperly marked on chart #378D. Actual position 3 miles SE of Nagano. Concrete strip in good condition approximately 3500' x 150'. Wheels down for all types of American aircraft. Three hangars lightly damaged. Several unserviceable Japanese planes on strip. One A-26 returned to base immediately after take-off. Recco accomplished by one A-26.

29 October, FFO 272: 2 A-26s reccoed lines of communication and airfields from Atsugi to 40 degrees N covering western half of Northern Honshu. Entry area up to Akita was well covered by this recco. No unusual rail, highway or airfield activity noted. Both planes returned safely.

30 October, FFO 273: 2 A-26's covered lines of communication and airfield activity from Atsugi to 40 degrees N covering eastern half of northern Honshu. No unusual rail, highway or airfield activity noted. Both planes returned safely to base.

ADMINISTRATIVE ACTIVITIES

## CHRONOLOGICAL NARRATIVE

### ADMINISTRATIVE ACTIVITIES

OCTOBER 1945

During the month of October 1945 the Advance and Air Echelons of the 89th Bombardment Squadron (L) were stationed at APO 328, Atsugi Airdrome, Honshu, Japan. From 1 October to 19 October, when 3 officers and 62 enlisted men embarked at Sobe, Okinawa aboard LST 1051 for the trip to Japan, the Rear Echelon was based at Sobe, Okinawa, The Ryukus, APO 337. At sea from 19 October to 25 October, the Rear Echelon remained aboard ship until the morning of 26 October, after docking for the night at the Yokohama water front. At 0630 the task of unloading was begun. Upon completion of unloading, equipment, vehicles, supplies and men proceeded to Atsugi Airdrome, permanent station of the station of the 3rd Bombardment Group (L) while on duty as part of the air force of occupation.

Commanding Officer	Capt. Roy D. Burkhart
Executive Officer	Capt. John E. MacArthur
Adjutant	1st Lt. Dan F. Miller
Operations Officer	1st Lt. Westen F. Maughan
Engineering	Capt. Harvey O. Truesdale
Tech. Supply Officer	Capt. William H. Bauer
Communications and Personal Equip. Off.	Capt. William H. Bauer
Armament Officer	1st Lt. James H. Bouvet
Intelligence Officer	1st Lt. Hans G. Walz

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Intelligence Officer	1st Lt. Hans G. Walz



Connie L. Goodman  
William B. O'Hair  
Ross M. Rimmer  
Walter J. Small  
Ralph E. Burns  
Robert E. Cooper  
Frank G. Farina  
John E. Marchant  
John F. Peterson  
Edward J. Rourke  
Lester S. Ziff  
Robert G. Linch

From Pfc. to Corporal:

Roland D. Allen  
Robert D. Blair  
William D. Hamilton  
John H. Lacy  
Ross E. Bellue  
Cleo W. Boudle  
Gerald S. Hawes  
Reece E. Ridgeway

From Sgt. to S/Sgt.

Rene C. Balaen  
Vincent J. Chiappini  
Victor F. Haywood  
Roy E. Lee  
John F. Lipsinic  
Louis J. Mayko  
Henry A. Taylor  
William A. Williams  
Elton A. Bruner  
John J. Fitzpatrick  
Ralph J. Humble  
Arthur J. Lemire  
Frank A. Macken  
Eugene H. Southwick  
William A. Tiedemann

2nd Lt. Joseph G. Rhodes is appointed squadron Information and Education Officer by WOCO 17 October 1945

2nd Lt. Robert Vicker is appointed Property Adjustment Officer vice Captain Mason A. Copland reassigned. (2)

(2) S.O. #71, 24 October 1945

2nd Lt. Joseph C. Rhoades is appointed Summary Court for the purpose of securing and disposing of the effects of 1st Lt. Wendell P. Owens, deceased. (3)

The personnel strength of the 89th Bombardment Squadron (L) during the month of October 1945 is as follows:

Officers

(a) At beginning of period	-	27
(b) At end of period	-	27

Enlisted Men

(a) At beginning of period	-	125
(b) At end of period	-	85

(S) S.O. #71, 24 October 1945.

## AWARDS AND DECORATIONS

During the month of October there was one presentation of awards and decorations. The ceremony occurred      October when General Crabb of the 5th Bomber Com and bestowed one Bronze Star, three Purple Hearts, two Air Medals, and three Oak Leaf Clusters to the Air Medal, to five officers and three enlisted men of the 99th Bombardment Squadron (L) at Atsugi Airdrome, Honshu, Japan. The presentation was made in accordance with several General Orders variously dated in September and October.

Major Walter S. King was awarded the Purple Heart for wounds received in action while participating in aerial flight over Kushikino and Shimahira towns, Kyushu, Japan, on 9 August 1945. Flying an A-26 type aircraft, Major King was leading a squadron of nine A-26s in a coordinated A-26 and A-20 attack against Japanese industry in the above mentioned towns. At the start of the low level attack, his plane was hit in the windshield causing the glass to splinter and shower through the cockpit of the plane. The plane was severely shaken and Major King received lacerations of the forearm. After suffering shock and injury, Major King continued to lead his flight on to attack the target. Returning to his home base, Major King landed safely at Bolo Strip, then received medical attention which was administered by the squadron Flight Surgeon. (1)

Captain Harvey C. Truesdale was awarded the Purple Heart for wounds received in action while participating in aerial flight over Kushikino and Shimahira towns, Kyushu, Japan, on 9 August 1945. Flying an A-26 type aircraft, Captain Truesdale (then 1st Lieutenant) was leading a flight of three A-26s in a coordinated A-26 and A-20 attack against Japanese industry in the above-mentioned towns. While at tree-top level during the bombing and strafing attack, Captain Truesdale's plane was hit in the right windshield causing the glass to splinter and shower through the cockpit of the plane. Though severely shaken and with lacerations on right forearm and hands, Captain Truesdale continued to press the attack on the target. After the attack, Captain Truesdale led his flight to home base and landed safely at Bolo Strip. He required medical attention which was administered by the squadron Flight Surgeon. (2)

1st Lt. Joel Levine was awarded the Purple Heart for wounds received in action while participating in aerial flight over Kushikino and Shimahira town, Kyushu, Japan, on 9 August 1945.

(1) GO #38, Hq. V Bomber Command, Dated 14 Sept. 1945

(2) GO #38, Hq. V Bomber Command, Dated 14 Sept. 1945

ing efficiency. During those two months, while working under the most adverse conditions of tropical sun, clouds of dust, and propellers blowing stinging sand, the engineering section performed the enviable record of thirty seven engine changes and averaged less than twelve hours on each engine. During this period of peak operation the squadron averaged at least one mission per day and had a maintenance efficiency of ninety four per cent. In all, from 15 December 1944 when M/Sgt Landers took over, to V-J Day, 2 September 1945, the squadron carried out 1016 combat sorties and had but three turn-backs due to mechanical difficulty. The efficiency and high standards maintained by M/Sgt. Landers as Line Chief clearly distinguishes him above men of like grade and experience. The conspicuous service of M/Sgt. Landers to this squadron is of the highest order and is worthy of commendation. (3)

(3) GO #2132, Hq. FEAF, dated 22 October 1945.

LOCAL INTEREST

## LOCAL INTEREST AND PERSONALITIES

OCTOBER 1945

By now many of the old-timers-high point men, who had been overseas for as long as 36 months---had gone back to the states. Those enlisted men with 70 points and the officers with 85 were still sweating it out, but felt it couldn't be long before they too went. But this wasn't all that happened in the month. Other highlights were: The LST move to Japan of the Rear Echelon; the big Okinawa typhoon, with its attendant "hardships"; the ballgames played by the squadron and those we watched played between the colored Aces and a Marine outfit which fought out several close ones on the diamond near the area; and, for the men already in Japan, the daily tasks of renovating the Group area, organizing and planning for the future.

On Okinawa, the food still came from cans, but was augmented by an occasional "deal" whereby ice cream, fresh meat and vegetables appeared once or twice on the menu. Reports came down from Atsugi of an improving mess featuring steak and chicken and increased the desire of the men to "get on up there".

The Group moviesslackened off, but there was an occasional film shown with attendant breakdowns and many of the men took off for the hills where beneath the end of Yon-Tan Strip the "Purple Shaft" theatre of the 98th Bomb Group held forth with a good projector and some excellent pictures each night. The

nights grew colder and jackets became SOP on these excursions.

Outstanding highlight for the men on Okie, was the worst typhoon in 20 years. Back in the States it was played up as a Class "A" disaster, as indeed to many, it was. The best barometer those Navy ships that inhabited the harbor in the bay across the road from the Squadron area--began their exodus with the first warning, and it didn't take the notice posted on the squadron bulletin board to tell us that the devil was in the wind. From a stiff breeze on the morning of 9 October the blow increased in intensity despite frequent comments from the men that "it can't get any worse than this", until at its peak, it was clocked at some 135 to 150 miles per hour on the velocimeter. To say the least, it was a bad day, and "rough as a cob".

At the first warning all tents and shacks were "battened down" as well as possible. After that, it was a matter of hope as to whether they held. About the middle of the afternoon when the wind had increased its speed to about 70 miles per hour, the officers latrine blew apart. Looking across the fields to the adjacent area where an engineering outfit was based, we watched a small rip develop in the canvas top of a large 15 holer, made of wood, canvas and screening. The rip grew larger until suddenly the wind got under the canvas tumbling the latrine shack from its foundation, end over end and still in one piece

until it snagged on some trees. Further away, a huge Q.M. warehouse lost its roof in a splatter of boards and shredded canvas. One by one our own tents weakened and collapsed. Trucks were backed up to the windward of the mess tent and somehow it held until evening chow was had by the men who helped themselves directly from the stoves while the chattering canvas and strained ropes threatened to let go at any moment. It was then about 1700. The wind had come up some, seemed well over 100, and not eager to be inside shack or tent when it gave way, and seeking the safest place from the bits of tin and board that flew through the air, many of the officers and men took cover behind some of the stone walls within the area. The rain stung like hail and fell more horizontally than vertically. More than one man wore his tin helmet for the protection it afforded against the wet as well as the more solid wind-borne articles. By nightfall additional tents had gone down, plus two of the officer's shacks, and in the shelters still standing officers and men alike huddled in wet, muddied blankets, listened to the shriek of the typhoon, dodged the leaks as they occurred, and sweated out the morning.

The sun was a long time coming. When it did arrive, it failed to flatter the bedraggled individuals who came forth from the two or three tents still standing, the ambulances and the trucks, and the shacks. Breakfast was a catch-as-you-can affair,



although the cooks did wonders in serving hot coffee and other breakfast standbys. The 89th was badly off, but many another outfit had suffered worse. There had been no casualties for us. However several Navy men had been fatally injured by flying debris, so we heard, while others had been hurt more or less seriously. The tower on Bolo Strip had been blown down, airplanes smashed in their revetments, and communications destroyed. Yon-Tan Strip had ceased to operate as an efficient airfield, its radio being temporarily out and service impaired. Many outfits had lost everything, including rations. Shortly help arrived in the form of supplies ferried in by B-29's and on one day it was said these massive crates freighted in almost 300 tons of rations. Rumor put out that the Commanding General wanted all but the necessary occupying troops to be evacuated immediately. Touring the adjacent areas we found countless flattened buildings and could readily understand why.

Then, for us, began the era of "The Typhoon Shack". Everything now, was expendable. Everyone scrounged building materials for all he was worth and tin and wood shacks went up as if by magic. The boys weren't fooling this time. Another typhoon was reported due in 48 hours and speed was essential. We'd learnt a lesson and the new dwellings were strongly made, posts sunk deep into the ground, eaves of tin turned down so that the wind would not get under them with a lifting effect, sandbags placed

in strategic positions on rooftops, every precaution G.I. ingenuity could conceive of being taken. The rumor of another typhoon proving false, work slackened, but nonetheless went on until latrines had been again built, a large, tin-roofed mess-hall constructed and life returned to normalcy. In fact, the shacks had many advantages and luxuries that had never been present in the tent shelters.

About a week later, as might be expected now that more permanent dwellings had been erected, it appeared that all but a few of us were to move north to Japan, in A-26's and B-25's belonging to the Group. Some 15 or 20 men were to remain with the heavy equipment to come later when ships were available. The squadron Operations and Intelligence Officer, for one, packed and loaded aboard a plane for the trip up 18 October. Weather grounded the flight and that afternoon word arrived that LST's sufficient to move the entire Group would dock at Purple Beach at 1800 and loading would begin as soon as possible. It turned out to be later than this before the ships hit the beach, but the time between was spent in packing and making ready for the move.

Then began the loading, and an exhausting job it was. The 2/3 of LST 1051 that was allocated to the 89th seemed big enough at first, but as the night wore on and the 200 drums of 100 octane gas we were required to load for V Bomber Command was

put aboard, then the bulk and finally the vehicles--which queued up in an overlong line beside the approach to the LST---this space seemed less than half enough. Loading the gasoline was back-breaking toil, especially in view of the fact that only about 20 men were available for the ship-loading crew. We worked all night and through the early hours of the morning, had some trouble with the skipper of the LST after the tank-deck had been almost completely loaded which necessitated a rearrangement, knocked off for chow and then back to it by 8 o'clock. Everyone was bushed by this time, but there was no halting to be had. Finally, about noon, the last jeep was aboard and we had our first meal aboard ship. The early afternoon saw the men securing the vehicles so that there would be no shifting about in heavy weather. At four o'clock we finished and nearly everybody hit the sack. It took a couple of days to get over that job.

The voyage was mainly a pleasant one. We spent Friday night, 20 October, anchored in the comparative calm of Buckner Bay. Saturday, we cruised around the south tip of Okinawa to the west side of the island where it was an interesting sight to watch the LST rid herself of the huge pontoons (weighing 90 tons apiece) which she had carried all the way from the States. Then, back we went to Buckner Bay where we anchored over Sunday night. The next morning we took off behind our Destroyer escort,

the three other LST's in our convoy strung in trail behind us. It was a rough sea and more than one of us felt queasy in the old bread-basket but surprisingly enough the majority kept away from the rail. We passed Ie Shima, then gradually Okinawa faded into the haze behind us.

Of itself, the trip was uneventful. Those of us to whom LST's were a new experience soon saw why so much trouble had been taken to chain down the trucks and jeeps. How that ship could roll, and how it seemed to take advantage of every little wave to do so! Now and then the bow would slap a particularly large swell and with a loud "twang" the bow would zig while the stern Zagged, but she always held. Chow was generally good, in fact our first steak in months was eaten during the voyage. The weather remained fair, though choppy water and ground swells persisted. Perhaps the main event was the sighting of a rusted, barnacle-covered, but nasty looking mine by some of our boys, who proved more sharp-eyed than the lookout on the destroyer who was supposed to warn us of such things. Then and there we lost confidence in the DD's radar equipment. The mine missed us by about 100 feet, so the estimate was, and after playing tag with the ships astern us, was blown up by the DD which took out after it. From the size of the geyser it raised as it blew, we all realized it was definitely not a dud. Another interesting but less dangerous incident was the transfer, at sea and at cruising

speed, of mail from the DD to our LST. The thought of a breeches-buoy being hauled across the crest of the massive waves in between the two ships, in place of the small bag, caused many to us landlubbers to thank God we hadn't joined the Navy.

Before we hove in sight of Japan, we saw a movie about every night, sometimes on the tank deck, mostly topside. There were a couple of good ones, much appreciated by all but those unfortunates who were seasick.

On the morning of October 25 we cruised through the straits leading into Tokyo Bay. There on either side of us, were the islands of Japan, rocky, tree-clad, dimly seen through the haze of a cold, misty day. We passed scores of U.S. ships, anchored in the roadstead, and at length, still almost out of sight of the bayshore, we dropped our own hook for a few hours, then proceeded to the Yokohama waterfront. Arriving there just before the evening meal, we watched as L051 opened its bow doors and slid up on the mainland of Honshu, near a railroad siding and the battered dock buildings of Japans second largest city. That night we remained aboard ship, saw a movie, hit the sack early, and next morning unloaded. It had been an interesting trip, yet it was good to reach the base at Atsugi, where the last trucks finally arrived in time for evening chow.

The last days of the month were uneventful . Daily reccos

were flown, throughout the base repairs were made, windows and doors replaced, leaky roofs patched, stoves put in, grounds cleaned up and improved, and work done to straighten out the confusion that had resulted from the move from Okinawa, and the change in personnel. The Rear Echelon men went out to discover for themselves the intricacies of Jap life, souvenirs, and to see what the Geisha girl was like.

So ended October.

APPENDIX

FOR THE SQUADRON COMMANDER:

*Weston F. Maughan*  
WESTON F. MAUGHAN,  
1st Lt. Air Corps,  
Operations Officer.



Flying as navigator in an A-26 type aircraft piloted by Major Walter S. King in a coordinated A-26 and A-20 attack against Japanese industry in the above-mentioned towns, Lt. Levine received lacerations on the face, forearms and hands as his plane was hit in the right windshield while on the low-level bombing and strafing run, the hit caused glass to splinter and shower through the cockpit and into the plane. After the attack, Lt. Levine continued his duties as lead navigator and directed the planes to home base where Major King landed the plane safely at Bolo Strip. Lt. Levine required medical attention which was administered by the squadron Flight Surgeon. (1)

S/Sgt. Ellis D. Anderson was awarded the Air Medal for meritorious achievement while participating in sustained operational flight missions in the Southwest Pacific Area. (2)

S/Sgt. Edward A. Blackwell was awarded the Air Medal for meritorious achievement while participating in sustained operational flight missions in the Southwest Pacific Area. (2)

1st Lt. William H. Morgan was awarded a bronze Oak Leaf Cluster in lieu of a second Air Medal for meritorious achievement while participating in sustained operational flight missions in the Southwest Pacific Area, Western Pacific Area, and the Japanese Homelands. (2)

1st Lt. Robert L. Mosley was awarded a bronze Oak Leaf Cluster in lieu of a second Air Medal for meritorious achievement while participating in sustained operational flight missions in the Southwest Pacific Area, Western Pacific Area and the Japanese Homelands. (2)

Captain Harvey C. Truesdale was awarded a bronze Oak Leaf Cluster in lieu of a second Air Medal for meritorious achievement while participating in sustained operational flight missions in the Southwest Pacific Area, Western Pacific Area and the Japanese Homelands. (2)

Master Sergeant Henry F. Landers was awarded the Bronze Star Medal for meritorious achievement against the enemy from 15 December 1944 to 10 September 1945. Master Sergeant Landers became Squadron Line Chief on 15 December 1944 after having served faithfully as Assistant of Line Chief M/Sgt. Garrett, who was returned to the United States under the rotation plane. M/Sgt. Landers immediately won the respect of pilots and crew chiefs as a man who knew his business. At that time, the Air Echelon was stationed at Hollandia, and the ground echelon at Leyte. The orders to move up came late in December and on 25th January the 89th Squadron pulled its first strike in the Philippines it was a job working around the clock. The peak months March and April 1945 marked an all time high in engineer-

(1) GO #38, Hq. V Bomber Command, dated 14 Sept. 1945

(2) GO #1961, Hq. FEAF, dated 11 Sept. 1945

89TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L) AAF

WFM/JJ1

AFPO 328,  
16 November 1945.

SUBJECT: Operations Report.

TO : Historical Officer, 89th Bombardment Squadron (L),  
AFPO 328.

1. The following information is hereby submitted for the Squadron History for the month of October, 1945.

a. Strength, airplanes:

- (1) At beginning of period: 1 A-20-G, 6 A-20-H's, 14 A-26-B's, 1 A-26-C.  
Total: 7 A-20's and 15 A-26's.
- (2) Net increase during period: None
- (3) No. lost through combat: None
- (4) No. lost not through combat: None
- (5) No. lost on ground due to enemy action: None
- (6) No. lost through transfer: 3 A-20's
- (7) No. received through transfer: None
- (8) At end of period: 1 A-20-G, 3 A-20-H's, 14 A-26-B's and 1 A-26-C.  
Total: 4 A-20's and 15 A-26's.

b. The Squadron flew 26 Patrol sorties during the month of October.

c. The Squadron flew 87:30 Patrol hours during the month of October.

d. The Squadron flew a total of 258:40 hours during the month of October.

e. Training:

(1) The Squadron continued perfecting their ability to fly a good, tight formation, and outside of this the training was about the same as it was in September.

f. Transition:

- (1) All pilots are now well advanced in the A-26 type aircraft.

g. Operations:

(1) The Squadron continued its Patrol missions that covered almost the whole of Honshu. During the month of October the pilots were continually on the alert for things out of the ordinary with regard to movements of ships and personnel that were once the pride of Nippon. No unusual observations were noted.

HEADQUARTERS  
3D BOMBARDMENT GROUP (L) AAF  
APO 337

7 October 1945

SPECIAL ORDERS  
NUMBER 67

1. Under auth of FEAF Radio AX88283GA the fol-named EM, now at APO 328, are reld fr asgmt & dy w/ orgn indicated and are atchd unasgd to 11th Repl Bn APO 710 and will report to the CO thereof to await further orders and transportation to the United States. EDGER 10 Oct 45. No tvl involved.

	<u>Gp Hq</u>		<u>ASRS</u>
Sgt Frederick M. Baker	17114625	405	72
	<u>8th Bomb Sq</u>		
T/Sgt James T. Smoak	3400008	747	72
S/Sgt Charles K. Wells	35500924	748	72
S/Sgt Bernard T. Bobrowski	11100486	612	70
S/Sgt James H. Bodell	19172601	612	73
S/Sgt James E. Jones	6958867	747	80
S/Sgt John N. Wetherbee	11035713	747	79
Sgt John W. Lowes	31081332	747	77
Cpl Mathew Grossman	32441721	750	71
Cpl Gerald E. Fieldhouse	16161464	405	70
Cpl Floyd D. Warren Jr	14157046	747	70
Pfc Richard C. Boord	13080264	060	71
	<u>13th Bomb Sq</u>		
T/Sgt Matthew P. Fitzgerald	17031681	750	78
T/Sgt Richard C. McDaniel	12031458	750	74
S/Sgt Herschel R. Pullon	18126680	748	76
S/Sgt Charles W. Dauer	33064379	747	74
S/Sgt John F. Riley,	32694627	612	73
S/Sgt Richard Pangratz	38405674	748	70
S/Sgt Gilbert E. Johnson	37565393	938	70
S/Sgt John M. Hoyle	13073412	612	72
Sgt Ira S. Patton	34344308	050	71
Cpl Richard D. Attwood	31218967	754	75
Cpl George S. Peters	16130858	747	74
Cpl Bruno Lioi Jr.	35610534	636	74
Cpl Walter J. Habigar	37723010	747	73
Cpl Leonard J. Mayus	36737622	747	73
Cpl Zennie L. McCoy	39858544	911	72
Cpl Toy D. Denton	34635599	747	70
Pfc Harold L. Dyer	37526609	345	71
sgt David W. Handley	18105623	750	76

Par 1 SO 67 Hq 3d Bomb Gp (L) AAF dtd 7 Oct 45 , con'ts:

89th Bomb Sq

T/Sgt Harold G. Zimmerman	37138942	750	71
T/Sgt Harry E. Robertson	19005372	750	74
T/Sgt Walter C. Vale	19065551	750	74
S/Sgt Ellis D. Anderson	37523989	612	78
S/Sgt Robert F. Collins	32408026	612	75
S/Sgt Albert G. Rupp	12180076	612	72
S/Sgt Joseph M. Sakosky	33162446	612	71
S/Sgt Donald H. Merrill	31267866	748	70
Sgt Albert F. Crossman	12173528	754	78
Sgt Edward F. Darlak	16175805	754	78
Sgt Robert L. Heck	39270008	911	78
Sgt Lawrence B. Goldbeck	37613336	750	77
Sgt Herbert W. H. Schubert	17069921	747	76
Sgt Manuel Loya	38365659	750	70
Cpl Donald B. Aubol	17157864	405	72
Cpl Joseph J. Luchansky	33607705	747	76
Pfc Anthony DiTullio	33286220	060	76

90th Bomb Sq

T/Sgt Charles L. Gentry	35259579	750	80
T/Sgt Edmund C. Luedtke	12034433	750	78
T/Sgt Cecil E. Weber	14051998	750	73
S/Sgt Joseph R. Hogan	16119463	612	75
S/Sgt John S. Hamilton	11097625	748	74
S/Sgt John W. Smetana	19105982	748	74
S/Sgt Arthur M. Hardy	18189671	612	73
S/Sgt George Turkington	36738342	612	73
S/Sgt Natale J. Giuffra	32419035	612	72
Sgt William F. Glasgow	13077311	612	77
Cpl Louis J. Reale	11094367	754	75
Cpl Elmer F. Brogdon	33522751	405	70
Cpl Herman J. Short	35541305	747	70

2. Under auth of FEAF Radio AX88283G, the fol-named O, now at APO 328 are held fr asgmt & dy w/ orgn indicated and are atchd unasgd to 11th Repl Bn APO 710 and will report to the CO thereof to await further orders and transportation to the United States. EDCMR 10 Oct 45. No P-1 involved.

Gp Hq

CAPT GEORGE R. MAGOWAN	01036286	0200	92
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8th Bomb Sq

CAPT LOUIS W. BALZ JR	0761654	1022	ASRS
1ST LT CHARLES R. COLE	0718870	1022	78
1ST LT DARREL R. DAINES	0761897	1022	80
2ND LT ROGER G. ASHTON	0550648	1022	114

Par 2 SO 67 Hq 3d Bomb Gp (L) ...F dtd 7 Oct 45, cont:

13th Bomb Sq

CAPT FRANK R. KENT	0753524	1022	90
CAPT WILLIAM C. TANNER	0444750	1022	84
1ST LT VAUGHN L. CLARK	0762262	1022	81
1ST LT ROBERT C. RICHARDSON	0718834	1022	78
1ST LT ROBERT W. BURNS	0808779	1022	76

89th Bomb Sq

CAPT HARVEY C. TRULSDALE	02007328	1022	79
1ST LT FRANK R. BROWN	01553605	4532	80
1ST LT LYLE C. WILSON	0727953	1022	79
1ST LT DONALD W. KESTER	0758004	1022	77

90th Bomb Sq

CAPT HARROLD E. MOBERLY	01167992	1022	82
1ST LT JOHN R. BARTHOLOMEW	0758288	1022	75
1ST LT JAMES D. PEACOCK	0760903	1022	81

3. Having been asgd to this orgn per par 12 SO 173 Hq 91st Repl Bn (INF) dtd 27 Sept 45 the fol-named O & EM are further asgd to orgns indicated, EDCNR 4 Oct 45.

13th Bomb Sq

1ST LT RALPH E HEARE 0685341 Sgt Aldo J. Furia 32980192

90th Bomb Sq

CAPT HOWARD W. KNUDSEN 0724627 Sgt Steve P Hanna 36010559

4. Having been asgd to this orgn per par 11 SO 173 Hq 91st Repl Bn (INF) dtd 27 Sept 45 the fol-named O & EM are further asgd to orgns indicated, EDCNR 23 Sept 45.

13th Bomb Sq

1ST LT RICHARD HUGHES 0509754 Cpl Aaron W Michael 34689701

89th Bomb Sq

2ND LT RICHARD H ZEDLITZ 0926650

5. Under the prov of AR 615-5 and upon the recommendation of his CO Pfc Earl R Burns 38351520, 89th Bomb Sq, is rd to the gr of Private (without prejudice).

By order of Colonel HOLE:

SAMUEL W. MCDONELL JR,  
Captain, Air Corps,  
Adjutant.

OFFICIAL:

*Samuel W. McDonnell Jr.*  
SAMUEL W. MCDONELL JR.,  
Captain, Air Corps,  
Adjutant.

HEADQUARTERS  
3D BOMBARDMENT GROUP (L) AAF  
APO 337

SPECIAL ORDERS  
NUMBER 63

8 October 1945

E X T R A C T

1. Paragraph 1 SO 67 this Hq is amended to include the following named BN, organs indicated:

	<u>15th Bomb Sq</u>		ASRS
Cpl Charles M. Morehead	15034428	747	77
Cpl Alfred M. Richard	39298608	911	76
	<u>89th Bomb Sq</u>		
Sgt Kenneth O. King	34200675	275	73

2. Having been asgd to this orgn per par 12 SO 173 Hq 91st Repl Bn (AA F) dtd 27 Sept 45 the fol-named O & BN are further asgd to orgn indicated: EDCIR 4 Oct 45.

2D LT JOHN R. HISTED	<u>8th Bomb Sq</u> 0722220	Sgt Peter Pilot 33610161
1ST LT ROBERT B. HOLMES	<u>89th Bomb Sq</u> 0593673	Sgt Hamilton W Fields 34828063
P/O NORIAN V. HAYHILL	1130384	Sgt Eldred Hodges 14036714

3. Having been asgd to this orgn per par 11 SO 173 Hq 91st Repl Bn (AAF) dtd 27 Sept 45 the fol-named O & BN are further asgd to orgns indicated: EDCIR 23 Sept 45.

2D LT WILLIAM D. GUTZLER	<u>8th Bomb Sq</u> 02058157	Sgt Wilbur E. Clay 19137724
2D LT THOMAS M. HARVEY	<u>13th Bomb Sq</u> 0639861	Sgt Edward J. Compos 11024974
P/O COY F. WHESEWANT	<u>89th Bomb Sq</u> 1127897	Sgt Albert V. Thorn 35223384

4. MAJ WALTER S. KING 0803635 is apted Gp Operations Off, vice MAJ DONA LD J MACLELLAN 0790369 reld, confirming VOCC 29 Sept 45.

5. CAPT ROY D BUCKHART 0664519 is apted Commanding Officer, 89th Sq, vice MAJ WALTER S KING 0803635 reasgd, confirming VOCC 29 Sept 45.

6. 1ST LT J D FERATT 01037226 is aptd Asst Gp Operations Off, confirming VOCC 29 Sept 45.

7. CAPT SAMUEL A MCCOWELL JR 056371 is apted Gp Adjutant, vice CAPT HANSON A COPELAND 0649614 reasgd, confirming VOCC 20 Sept 45

8. Par 1 SO 67, as this Hq is amended to delete the following:

	<u>8th Bomb Sq</u>		
S/Sgt James E. Jones	6536567	747	80
Cpl Gerald E. Fieldhouse	1616164	405	68

Par 8 SO 68 Hq 3d Bomb Gp (L) MAF dtd 8 Oct 45, con't:

T/Sgt Charles L. Gentry	<u>90th Bomb Sq</u> 35259579	750	80
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9. Par 2 SO 67, as this Hq. is amended to delete the following:

2D LT ROGER G. ASHTON	<u>8th Bomb Sq</u> 0550628	1022	114
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10. Under auth VCCG 5th Air Force, APO 710, the following named O & EM readjustment personnel relv fr asgmt and dy w/orgn ind APO ind and are atch unassgd to 11th Repl Bn APO 710 and wp by mil acft or Gov't. It o/a 10 October 45 reporting on arrival to the C.O. to await further orders and transportation to the United States. Complete and accurate records will accompany personnel in accordance with FEAF Manual 35-3 dtd 1 May. O & EM will be furnished sufficient clothing, blankets, and mess gear before leaving their respective units. EDCIR 10 October 45 TDN

T/Sgt Charles L. Gentry	<u>GP HQ APO 328</u> 35259579	750	80
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2D LT ROGER G. ASHTON	<u>8th Bomb Sq APO 328</u> 0550628	1022	114
S/Sgt James E Jones	6958867	747	80

By order of Colonel HOWE:

SAMUEL A. McDOWELL JR.,  
Captain, Air Corps,  
Adjutant.

OFFICIAL:

*Samuel A. McDowell Jr.*  
SAMUEL A. McDOWELL JR.,  
Captain, Air Corps,  
Adjutant.

H E A D Q U A R T E R S  
3D BOMBARDMENT GROUP (L) AAF  
APO 337

SPECIAL ORDERS  
NUMBER 69

14 October 1945

1. Under the prov of AR 615-5 as amended the fol-named EM, Gp Hq, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Antranig (NMI) Kestigian 31213061 Sgt Harlen E. Siemans 19062838

TO BE APTD SERGEANT

Cpl William H. Hunt 19120794 Cpl Leonard A Woods 38588726

TO BE APTD CORPORAL

Pfc Joseph (NMI) Choura Jr 35690907 Pfc Philip F Derr 33511572  
Pfc Hugh T Hanson 34703613 Pfc James J Johnson 35353978  
Pfc Thomas B MacDonald 15335845 Pfc Robert E Shaft 36813734

2. Under the prov of AR 615-5 as amended the fol-named EM, 8th Sq, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Paul (NMI) Barranger 33580557 Sgt Thaddeus W Borao 36571453  
Sgt Derwood D Dowdy 36595139 Sgt Loren K Heath 39833622  
Sgt Raymond E Jowers 34732065 Sgt Charles E McPherson 14131189  
Sgt James G Mahoney 35322275 Sgt Sterling E Miller 33014941  
Sgt Walter E Millett 32292688 Sgt Edward C Olds 18132977  
Sgt Stover O Potter 13121433

TO BE APTD SERGEANT

Cpl Harold V Armstrong 39466024 Cpl Noel M Bowden 37522331  
Cpl Philip D Campbell 34792173 Cpl Ellsworth H Courtney 32333872  
Cpl Paul R Dolvin Jr 37617031 Cpl Vincent L Dowling 31218115  
Cpl Guy F Fleming 34635510 Cpl Paul H Hall 16123095  
Cpl Clifford H Hamlett 33548821 Cpl Don L Heflin 35894545  
Cpl Joseph W Honey 39134507 Cpl David S Ingham 32953161  
Cpl John D Love Jr 38116690 Cpl Robert C Marion 33439805  
Cpl Lawrence F Masica 16112049 Cpl Waddell (NMI) Payne 33632604  
Cpl Earl V SeEVERS 35691771 Cpl Dan H Smith 38279423  
Cpl Theodore (NMI) Solomon 32821041

TO BE APTD CORPORAL

Pfc Henry J. Ayo 32463045 Pfc Robert L. Ball 32959667  
Pfc Joseph P Calderone 32609650 Pfc Robert U Cannaday 38407289  
Pfc John C Dalton 37562930 Pfc James J Davis 39691671  
Pfc Joseph S Engler 39707955 Pfc Frank (NMI) Jurosz 36752714  
Pfc Lee E Falwell 39476740 Pfc Angelo G Lardiere 32927436  
Pfc Gerald D Lang 36458822 Pfc Nicholas F Mutzl 16125451  
Pfc Steve (NMI) Pavlekovich 36590084 Pfc James W Phillips 19141963  
Pfc Joe H Ramirez 38462123 Pfc Doroteo R Valdez 37528059  
Pfc Charles C Ward 14140953



Par 2 SO 69 Hq 3d Bomb Gp (L) AAF dtd 14 Oct 45 cont'd:

TO BE APTD PRIVATE FIRST CLASS  
Pvt William J Neidlinger 14140629

3. Under the prov of AR 615-5 as amended the fol-named EM, 13th Sq, are promoted to the grades (temp) indicated:

TO BE APTD MASTER SERGEANT  
T Sgt William A Hiser 36049340                      T Sgt James G Smith 12013960

TO BE APTD TECHNICAL SERGEANT  
S Sgt Joe W Smith 38231131                      S Sgt Joseph W Walicki 16039283

TO BE APTD STAFF SERGEANT  
Sgt Anton D Armenta 37469095                      Sgt William R Butzlaff 36270367  
Sgt Carleton J Wellman 36126251

TO BE APTD SERGEANT

Cpl Boen E Belcher 14173407	Cpl Donald L Gray 37528830
Cpl Rodney J Harris 38542827	Cpl John Andrachak 35596079
Cpl Dwight L Baird 36866223	Cpl John E Dean 39326887
Cpl Steve J Dlubac 15133060	Cpl Deryl G Dunnuck 35149378
Cpl Martin Flink 32981105	Cpl Clarence E Jordan 34232270
Cpl Hilary L Stallings 13136843	Cpl Edward D Wallisch 37498094
Cpl Harry E White 35585901	Cpl Samuel J Wilkerson 33829058
Cpl Robert T Wuest 36812465	

TO BE APTD CORPORAL

Pfc Alfred A Arnedo 12129653	Pfc James H Clayton 33763571
Pfc Charles A Groover 34404510	Pfc James E Hartman 33571473
Pfc John J Leto 42020726	Pfc Laddie J Marchio 33505983
Pfc Walter W Mims 14173278	Pfc Ugo M Paparo 31308547
Pfc Leo Sershen 33609443	Pfc John R Skrabala 36658887
Pfc Benjamin M. Stephens 36870975	Pfc Robert J Sternau 36777665
Pfc Frederick F Turco 32913730	Pfc Theodore Varvisotis 32765063
Pfc Robert E Whitworth 30533644	

4. Under the prov of AR 615-5 as amended the fol-named EM, 89th Sq, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Don W Albertson 17092116	Sgt Joseph J Andruzis 12078153
Sgt Richard (NMI) Bassman 19083798	Sgt Americo (NMI) Bellani 39393841
Sgt Gilbert A Berger 32752934	Sgt Louis (NMI) Carpentieri 32977583
Sgt Alfred T Karstetter 39287912	Sgt Jacob Myer 18149713
Sgt John L Wiltshire 13034006	

TO BE APTD SERGEANT

Cpl Wayne G Anderson 36815305	Cpl Ralph E Burns 19135244
Cpl Billie E Cooper 38482211	Cpl Robert E Cooper 34635350
Cpl Everard G Dunlavy 14153675	Cpl Frank G Farina 11104105
Cpl Connie L Goodman 36418415	Cpl John E Marchant 14131424
Cpl William B O'Hair 39171786	Cpl John F Peterson 36429347
Cpl Ross M Rimmer 34606859	Cpl Edward J Rourke 32266039
Cpl Walter J Small 31318599	Cpl Lester S Ziff 16080081

Par 4 SO 69 Hq 3d Bomb Gp (L) AAF dtd 14 Oct 45 cont'd:

TO BE APTD CORPORAL

Pfc Roland D Allen 39924652	Pfc Ross B Bellue 14150867
Pfc Robert D Blair 17120083	Pfc Cleo W Boudle 11025554
Pfc William D Hamilton 16160707	Pfc Gerald S Hawes 42001606
Pfc John H Lacy 6561067	Pfc Reece E Ridgway 15375240

5. Under the prov of AR 615-5 as amended the fol-named EM, 90th Sq, are promoted to the grades (temp) indicated:

TO BE APTD MASTER SERGEANT

T Sgt Frank J North 17036113	T Sgt Herman T. Singleton 14071255
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TO BE APTD TECHNICAL SERGEANT

S Sgt Arthur J Dassori 32655497	S Sgt Charles C Lindberg 16022725
S Sgt William H Syverson 37277449	

TO BE APTD STAFF SERGEANT

Sgt John O Keyser 17126545	Sgt Elmer J Langlois 38193191
Sgt Dalton D Parrish 33219489	Sgt Michael (M.I) Patlewicz 32765453
Sgt George J Pifko 36631125	

TO BE APTD SERGEANT

Cpl Charles V Alexander 35140656	Cpl William N. Anders 38538872
Cpl Eugene F Banaszynski 36817127	Cpl Donald R Bier 34322542
Cpl Thomas A. Bilotti 33595900	Cpl Edmond A. Bland 34588069
Cpl Sol Chanin 33799120	Cpl William I Dean 34823206
Cpl Edward A Fulton 36484700	Cpl Donald R Hougland 37216934
Cpl Max A McKinney 18227446	Cpl Robert C Oglivy 35063824
Cpl Clifford E Preston 37667127	Cpl Henry D Sesse 33763671
Cpl Forrest L Simpson 34729523	Cpl William R Smith 17069109
Cpl Paul G Tucker 39557143	Cpl Luis Ur 42015231
Cpl Darrell E Valentine 37099571	Cpl Cecil J VanVlymen 36750322
Cpl David Wisner 33618242	

TO BE APTD CORPORAL

Pfc Kenneth M Allegretti 36743660	Pfc William R Brommer 35806016
Pfc Clarence (M.I) Carroll 38519166	Pfc Raymond E Champoux 37480802
Pfc Claudie C Coleman 38295749	Pfc Charles J Crawford 32928613
Pfc Steve (M.I) Dubay 33163381	Pfc Stanley J Kasperowicz 31180231
Pfc Alfred J Lipsky 16111000	Pfc Lawrence W McCoy 33471309
Pfc Frederick E O'Connell 37274449	Pfc Verner M Smeltz 33672428
Pfc Herbert C Westdal 39619868	

TO BE APTD PRIVATE FIRST CLASS  
Pvt William A McCormick 37615692

6. Under the prov of AR 615-5 as amended the fol-named EM, Med Det, orgns indicated, are promoted to the grades (temp) indicated :

TO BE APTD STAFF SERGEANT

Sgt John W McCormick 38345297	Gp Hq	Sgt Pleas A Thompson 33529452	Gp Hq
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Par 6 SO 69 Hq 3d Bomb Gp (L) ...F dtd 14 Oct 45 cont'd:

TO BE APTD SERGEANT

Cpl David Stuck 35633975	Gp Hq	Cpl James F Tagliabue 38412547 Gp Hq
Cpl Samuel Tilles 33563114	13th Sq	Cpl Charles E Zettelmeyer 35067505 89th Sq

7. Under the prov of AR 615-5 as amended the fol-named E1, 8th Sq, combat crew members, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Lawton L Daniel 3425720	Sgt Charles A. Green 13137824
Sgt Patrick H Jack 19181831	Sgt James E Neares 38472738
Sgt Charles C Rape Jr 14175597	Sgt Walter (M I) Romanovich 31264335
Sgt Delbert M Rowe 39217594	Sgt Burnice A Smith 14180887
Sgt Leslie E Rodgers 18040689	Sgt A C Waller 38407192

TO BE APTD SERGEANT

Cpl Tadeusz J Kielbasa 11004280

TO BE APTD PRIVATE FIRST CLASS

Pvt Peter G Petras 32801400

8. Under the prov of AR 615-5 as amended the fol-named E1, 13th Sq, combat crew members, are promoted to the grades (temp) indicated:

TO BE APTD FIRST SERGEANT

Sgt Willard J Blaise 36754566

TO BE APTD STAFF SERGEANT

Sgt Harold L Bianchi 39119240	Sgt Theodore F Burrige 13093929
Sgt William E Dorsey 33643729	Sgt Edward P Gorman 32913532
Sgt Malcolm L Madison 38568612	Sgt Roy L Spelman 11070481

TO BE APTD SERGEANT

Cpl Wilbur P Laughlin 42041367	Sgt Leroy J Smith 19206196
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9. Under the prov of AR 615-5 as amended the fol-named E1, 89th Sq, combat crew members, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Rene C Belach 36533065	Sgt Elton A Bruner 38520962
Sgt Vincent J Chiappini 33701615	Sgt John J Fitzpatrick 33777544
Sgt Victor F Haywood 35482375	Sgt Ralph J Humble 37669221
Sgt Roy E Lee 17100074	Sgt Arthur J Lefire 36866099
Sgt John F Lipsinic 33767831	Sgt Frank A Macken 32398593
Sgt Louis J Mavko 35911777	Sgt Eugene H Southwick 31140871
Sgt Henry A Taylor 34760975	Sgt William A Tiedemann 33645996
Sgt William A Williams 38518335	

TO BE APTD SERGEANT

Cpl Robert G Lynch 33717092

SO 69 H, 3d Bomb Gp (L) AAF dtd 14 Oct 45 cont'd.

10. Under the prov of AR 615-5 as amended Sgt George W Bessire Jr 6276173, Gp Hq, is promoted to the gr of Staff Sgt (temp).

11. Under the prov of AR 615-5 as amended the fol-named EM, 13th Sq, combat crew members, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT


Sgt LeRoy J Busse 14136127  
Sgt John S Corry Jr 14173435  
Sgt John H Morris 33797678  
Sgt Gail B Rowe 35753806

Sgt Harold V Clark 38510680  
Sgt Samuel M Del Principe 36666097  
Sgt Joseph A. Noye 33832730  
Sgt James E Simmons 34334419

By order of Colonel HOWE:

SAMUEL A. MCDOWELL JR,  
Captain, Air Corps,  
Adjutant.

OFFICIAL:

  
SAMUEL A. MCDOWELL JR.,  
Captain, Air Corps,  
Adjutant.

HEADQUARTERS  
3D BOMBARDMENT GROUP (L) AAF  
APO 328

SPECIAL ORDERS  
NUMBER 70

15 October 1945

E X T R A C T

1. So much of par 7, SO 63, this Hq, dtd 8 Oct 45 as reads "CAPT SAMUEL A. CDOVELL JR 056371" is amended to read "CAPT SAMUEL A. CDOVELL JR 0563713".

2. Under the prov of AR 615-5 as amended the fol-named E4, 8th Sq are promoted to the grades (temp) indicated:

Sgt Warren Lashbrook TO BE STAFF SERGEANT  
35149294 Sgt Howard I Lowe 39925943

TO BE FIRST SERGEANT  
Sgt Paul R Dolvin 37617031

3. Under the prov of AR 615-5 as amended the fol-named E4, 90th Sq, combat crew members, are promoted to the grades (temp) indicated:

TO BE APTD TECHNICAL SERGEANT  
3/Sgt Joseph H Tomco 12135336

TO BE APTD STAFF SERGEANT

Sgt Edward R Bradham 14157589	Sgt Albert W Linendoll 12079263
Sgt Roy V DuPresne 16059057	Sgt Frederick L Lofton 16116568
Sgt Maurice E Elliott 38543678	Sgt Robert C Martin 16159850
Sgt Jackie L Haines 38404935	Sgt Junior L McClain 34672109
Sgt Donald E Harris 37573686	Sgt Kenneth R Oltman 36670997
Sgt Jack E Hollman 18139639	Sgt Layton J Reeve 32998012
Sgt Walter I Johnson 12070821	Sgt John W Tenzy 35600832
Sgt Edgar Winter 32981306	

4. Under the prov of AR 615-5 as amended Sgt Harry Topliss Jr., 33199350, Gp Hq, is promoted to the grade of Staff Sergeant (temp).

5. Under the prov of AR 615-5 as amended the fol-named E4, 90th Sq, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT

Sgt Jack L Bertranc 39104325	Sgt William Dentuano 32313609
Sgt Edless J Richoux 34291017	

6. Under the prov of AR 615-5 as amended the fol-named E4, 8th Sq, are promoted to the grades (temp) indicated:

TO BE APTD STAFF SERGEANT  
Sgt James E Powers 13179944

Par 6 SO 70 Hq 3d Bomb Gp (L) AAF dtd 15 Oct 45, con't:

TO BE APTD SERGEANT  
Cpl Gerald E Fieldhouse 16161464

7. The fol-named O & EV are reld fr asgmt with the 13th Bomb Sq and reassd to the 90th Bomb Sq: EDCIR 23 Sept 45.

2D LT THOMAS W HARVEY 0689861 Sgt Edward J Compos 11024974

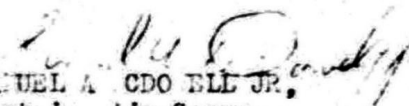
8. CAPTAIN LOUIS H WALZ 0761854 is aptd Summary Court for purpose of securing and disposing of the effects of CAPTAIN ROBERT B WARDWELL, 0765169, deceased.

9. 1ST LT HERMAN O COLEMAN 0718871 is aptd Summary Court for purpose of securing and disposing of the effects of 1ST LT CHARLES W RUDOLPH 0579094, deceased.

By order of Colonel HOWE:

SAMUEL A CDOBELL JR.,  
Captain, Air Corps,  
Adjutant.

OFFICIAL:

  
SAMUEL A CDOBELL JR.,  
Captain, Air Corps,  
Adjutant.

HEADQUARTERS  
3D BOMBARDMENT GROUP (L) AAF

24 October 1945

SPECIAL ORDERS  
NUMBER 71

1. CAPT SAMUEL A. McDOWELL JR., 0563713, is aptd Commanding Officer, Headquarters Detachment, add dy, and Personal Affairs Officer, add dy, vice CAPT MASON A. COPELAND, 0649612, reassgd.
2. 1ST LT ALVIN H. PAUL JR., 0562937, is aptd Personnel Officer, confirming VOCC of 20 Sept 45, vice CAPT MASON A. COPELAND, 0649612, reassgd.
3. 2D LT ROBERT VICKER, 0938712, is aptd Property Adjustment Officer, vice CAPT MASON A. COPELAND, 0649612, reassgd.
4. Under the prov of AR 615-5, as amended, Pvt Lawrence E. Henson, 6758405, 3p Hq, is promoted to the grade of Private First Class (temp).
5. 1ST LT THEODORE P. WISSILL, 01554695, is aptd Aviation Ordnance Officer with add dys of Transportation Officer, vice CAPT JOHN G. RAUSIER, 01550895, reld.
6. CAPT JOHN E. MCPHUR, 0855909, is aptd Materiel Officer, vice MAJOR BURDETTE C. HINZEY, 0856271, per VOCC 20 Sept 45.
7. CAPT JACK T. JOHNSON, 0855909, is aptd Supply Officer, vice CAPT FRANK P. LAMBORN, 0563583, reassgd.
8. CAPT WILLIAM H. PAUER, 0337929, is aptd Communications Officer, vice CAPT GEORGE R. WILCOX, 01036288, reassgd.
9. 2D LT JOSEPH C. RHODES, 0784354, is aptd Summary Court for the purpose of securing and disposing of the effects of 1ST LT WENDELL P. OFFENS, 0784338, 89th Bombardment Sq., deceased.
10. CAPT ALVA H. DINES, 0437114, is aptd Armament Officer, vice CAPT JAMES B. PETERSON, 0854578, reassgd.
11. 1ST LT ROBERT G. YECK, 0868536, is aptd Group Personal Equipment Officer vice CAPT PERTIE N. KOHLERT, 0479430, reld.
12. 1ST LT ROBERT F. HAYER, 0860147, is aptd Asst Group Air Inspector (Technical).

By order of Colonel HUBB:

SAMUEL A. McDOWELL JR.,  
Captain, Air Corps,  
Adjutant

OFFICIAL:

*Samuel A. McDowell Jr.*  
SAMUEL A. McDOWELL JR.,  
Captain, Air Corps  
Adjutant

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