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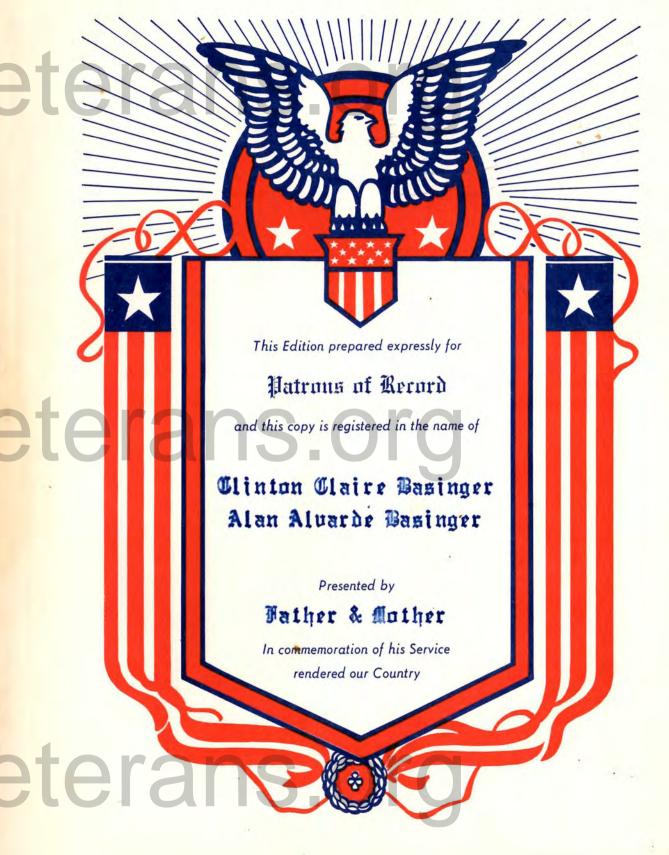
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We are pleased to send to you this, your first volume of the "FIGHTING MEN OF COLORADO". This Asiatic-Pacific Volume i Fart 1 deals with phases of the late WORLD WAR II in which it is possible your family members do not belong. If they do and are not included, then lack of space or insufficient data prohibited their entry. In this case they will be placed in Volume 11 Part 11 of this same theater.

The next volume to be edited will be Volume III. Part 1 and will cover the European-African-Middlo-Eastern Theater. Those who are not included in this volume will appear in Volume IV Part II of this same theater. After Volume III, volumes II and IV will be edited.

Your comments are invited with reference to this volume.

506 Cooper Bldg.



# worldwartwo

The

### FIGHTING MEN OF COLORADO

FRANK JOSEPH BYRNES

Editor and Publisher

Research and Associate Editing

GEORGE MACE MARTIN

### worldwartwo

Asiatic-Pacific Theater in World War II

WAR PHOTOGRAPHS OFFICIAL RECORDS PERSONAL BIOGRAPHIES

MAPS

WORDS TAYON ETE HISTORICAL PUBLISHING COMPANY DENVER, COLORADO

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Volume One Part I

Asiatic-Pacific Theater in World War II

WAR PHOTOGRAPHS OFFICIAL RECORDS PERSONAL BIOGRAPHIES MAPS

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### FIGHTING MEN OF COLORADO

Volume One

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ORLD WAR II OFFICIALLY STARTED when on September 1, 1939, the armed legions of a power-mad Germany crashed into Poland with a new frightfulness of wing and shell. Actually, the beginning of the mightiest struggle the world has ever suffered was exactly where it ended-in Japan. Historians have given us a picture of the stupendous upheaval in all its details and with high clarity. It would be a simple enough matter to record the events of the war in their chronological order, but the purposes of the biographical history of "Fighting Men of Colorado" require a more sharply defined arrangement. Therefore, in the interest of reference expediency, the various related theaters of warfare as they have evolved throughout the conflict will be treated separately in chronological order as far as it is possible to do so for clearest continuity.

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# worldwartwoveterans.org Dedication to the

### FIGHTING MEN OF COLORADO

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HE STATE OF COLORADO sent truly fighting men and worthily carried her share in the terrific conflict of World War II. Men and women from every part of the state served together and the gratitude of the nation must

be extended for their unswerving devotion to duty. Quiet, easy-going, sturdy, determined and without fear, the men of Colorado are the elite men of the United States Fighting Forces.

Surely such men deserve a history all their own. Surely their exploits, their valor, their bravery must be preserved in the minds of Coloradans, and the generations to follow. It is to these men, and to their achievements that the History of Colorado Heroes is dedicated. Surely the hearts of every American will throb with pride as he reads the names, the deeds and views the faces of the "Fighting Men of Colorado."

As long as the fighting forces of these United States are made of such men, as the men from Colorado, freedom, honor, glory and happiness shall not perish from this earth. Therefore, with deep respect and admiration, we dedicate this book to the men who fought together, "buddied" together and made history together under the banners of the Fighting Men of Colorado.

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N ALL THE CENTURIES OF RE-CORDED HISTORY, there has been no epoch so stupendous, so staggering in its effect on the human race as World War II. The overall cost of the flaming hor-

ror was proportionate to the ruin it caused, and many future generations will continue to pay the price of the holocaust which seared the world years before their time.

The destruction caused by this war may be estimated over 1,000 billion dollars. All the great resources of the world; manpower, wealth, industrial power, science and even principles—were concentrated on destruction. For the destiny of seventy nations and two billion people were at stake. More than 100 million persons—one out of every twenty human beings on the globe—and three-quarters of the total number of nations were directly engaged in the fighting among the belligerent forces.

But the real price for human freedom cannot be measured by economic scales alone. Civilization's blackest page lists this sad commentary on the number of human casualties: more than 20 million killed or wounded in fighting, 10 million more massacred and 30 million men, women and children driven from their homes. This is a debt which can never be repaid.

In this chronicle of events are analyzed the conditions which lead directly to the human tragedy; and the gigantic effort of the greatest armies, navies and air forces the world has ever seen—the raging three-dimensional battles and the might of production behind them. Treating necessarily of the millions of persons who participated in the war, this history is concerned primarily with the part played in it by Colorado service men. Our purpose in this chronicle is to present representative groups in their proper historical roles, so that you may follow them through to final victory and re-live the experiences through which they passed.

In this memorial their record in the greatest of all achievements is preserved forever.

THE PUBLISHERS

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FRANKLIN DELANO ROOSEVELT, President of the United States, 1932-45, died in Office April 12, 1945.

# dwartwo Prologue: Verans.org

### THE FIRST YEARS

SWASTIKA OVER GERMANY

Chapter One

N JANUARY, 1933, Adolph Hitler received his first opportunity to use political force to further his ambitious schemes to regain for Germany her position as one of the world's great powers. Step by step, he began executing the moves of a carefully calculated plan. As Chancellor of the Third Reich, he brought his Nationalist Socialist party to the fore. The notorious, brown-shirted SA troops quickly established "order"—the Nazi order. An iron control was clamped over domestic German affairs and persecution loosed upon all elements not compatible with the ruthless Nazi ideology.

Confusion was only for those not intimately associated with the Nazi plan. Blows fell with equal vigor and frequency upon "Aryan" Germans sweeping with the brown-shirt tide as well as upon racial, religious and political protagonists of the Third Reich's new totalitarian arm. Much of the world watched these moves with amusement, as it would a comic opera. There were some who expressed a little sympathy at the spectacle of an aged Paul von Hindenburg, World War hero to the German people and marshal-president of a tottering Republic, swept into impotency by a dynamic crusader with a dangling forelock and a brush mustache. But on the other hand, didn't an equally impressive Marshal of the German Army, the mighty Ludendorff, align himself with the Nazis and lend his support even to the extent of risking his life aiding a "Putsch"? And other powerful men—leaders in politics, industry, finance and international statesmanship—were lending their support to the new movement. Even the proud Junkers of Prussia, the traditional influence behind German armies, were giving all the abilities they had.

So, as most of the world wished to see it, the convulsions in Germany were just part of a new government cleaning house. It was well known that the militaristic Germans loved to stamp their boots and shout orders. Their mixed camps provided a diversionary scandal to be gossiped over, and little heed was paid to the religious and racial groups in Germany who cried out for relief from oppressive measures.

But, just as it always has been that a civilization slumbers in time of danger, so it is at the same time that "watchdogs" are alerted and become sensitive to an acute menace. Some few men of vision saw the ultimate purpose behind the birth of Nazism. They pierced through the screen of extraordinarily shrewd and skillful propaganda designed to alter the vision of the world focused on the happenings in Germany. The prophets saw ample signs of money pouring into Germany, watched it converted into industry, saw the feverish activity of the people in armaments production, felt the new spirit and saw the new light in the eyes of the entranced multitudes who stood spellbound before the howling diatribes of Adolph Hitler. "Der Fuehrer" had but to shout and wave his arms, and a nation was moved to galvanized action. The prophets saw the purpose of this and cried out an alarm to the people.

But the people refused to listen. Even when the dictator's philosophy and avowed plan of action was set before them in the form of his book, Mein Kampf. With the memory of 1914-18 still fresh in their minds, the nations of the world shied away from war. They wanted no more conflict and the bloody battles which tore and maimed human beings and destroyed their security and property. This thing in Germany which was the expression of a defeated people would soon blow over, they said, and stability would come soon enough. Another dictator, the blustering Mussolini on his balcony in Rome, also shouted fierce threats but nothing came of it



SIGNAL CORPS PHOTO

HARRY S. TRUMAN, President of the United States, 1945-

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

—the people were entertained and besides, weren't the railroads finally running on time in that shiftless, romantic country?

And as for the shooting between the Japanese and the Chinese on the other side of the world—well, it was purely a local incident in a land of millions and millions in population. Better to enjoy the blessed peace and not to get excited over trivial events in foreign countries.

### THUNDERCLOUDS

The foreign affairs departments of governments and kingdoms stirred to the Nazi movement when, in 1935, in open violation of the Versailles Treaty, compulsory military training was instituted in Germany. Spokesmen of the democracies and the League of Nations brought the topic to public debate. There seemed to be much confusion among the issues, with only a clear picture evolving in which Germany would become a buffer state against a Communist Russia. There was little cause for uneasiness as the democracies began to do business with Hitler. Also with Mussolini.

England and France gave what amounted to their blessing in the project whereby Ethiopia was to be battered into an additional colony in the growing new "Roman Empire" of the Italians. The League of Nations by this action effectively had its teeth drawn as an arbitrating body able to settle international disputes. Anything to keep the peace.

In 1936, Germany sent her smartly goose-stepping troops into the demilitarized Rhineland. The democracies protested, but offered no opposing action. Their most drastic objections were in the form of stopping the munitions flow into Spain, where Francisco's Nationalists were engaged in a civil war with the Loyalist government. This bitter struggle was used as a dress rehearsal for the weapons and tactics of Germany and Italy, who gave their aid to the Fascist insurgents; and for France and Russia, who lent their help to the leftwing Loyalists. It brought little comfort to the democracies to observe the dictatorship combine forging ahead in the struggle.

The annexation of Austria by Germany in 1938 was an easy and bloodless triumph. The world was to become painfully familiar with the new term "fifth column," a procedure where a nation is attacked and betrayed from within.

The dictators assumed a greater stature. Reports told of their fine and numerous war equipment. Europe was jittery. A war was coming, all right, a big war—and it looked like the German Eagle would eventually swoop into the Red Bear in his sprawling eastern domain. France and England, secure behind their magnifi-

cent Maginot Line and uncrossable Channel, would sit it out, this time, and join the other democratic powers in watching from the sidelines. Unready for war, they would sit it out even at the cost of sacrificing a friend, with all its resulting loss of prestige.

### PATTERN OF MUNICH

Most of the world was incensed at the Munich Pact. Czechoslovakia, abandoned and dazed, yielded to the hungry Nazis and was peeled of her fortified borders. Apparently no one but the dictators wished to fight. The United States maintained a strict neutrality.

In the following Spring, 1939, the false issue of the Sudetenland was revealed when German troops boldly occupied the rest of unhappy Czechoslovakia. Memel was taken from silent Lithuania, and German minorities in Romania and Hungary were clamoring for "protection." The envious II Duce snatched what was most readily available to him, Albania. Governments in exile began to form a steady procession but Neville Chamberlain, Prime Minister of Great Britain, assured the populations of the world that they would have peace in their time. And Hitler said that he was sufficently appeased.

Actually, the dictatorships in their defiance of the League and the great democratic powers revealed their true, sinister worth. The incipient Axis plague planned to set up a reign of terror all over the world, overthrow democracy and every form of human freedom, destroy religion and constitutional government, and to revert to harsh, despotic rule. To make this possible, their leaders had raised and trained a generation for human slaughter. A "master race" would rule over a world of slaves.

Before Germany felt herself ready to engage England and France in mortal combat, she must eliminate Poland and secure her rear against Russia. The preparations against Poland were begun immediately and in March of 1939 Hitler presented his demands for the free city of Danzig and access through the Polish Corridor.

Poland called up her troops and notified England and France of her resistance to the German demands. France had a mutual assistance pact with Poland, but England also promised full support and asked Russia for similar guarantees. The unsuccessful negotiations dragged on through the summer and on August 16 Germany asked for all of the Polish Corridor, and moved her troops opposite the southern Polish frontier. In the meantime the Soviet Union was proving fertile ground for the intentions of German Foreign Minister Joachim von Ribbentrop. The Russians had seen the German nation strengthened for war against them, and remem-



OFFICIAL U.S. NAVY PHOTOGRAPH

FLEET ADMIRAL WILLIAM D. LEAHY, USN, Chief of Staff to the Commander-in-Chief of the United States.



bering how the democracies abandoned five republics and Ethiopia to the aggressors, on August 24 signed a non-aggression treaty with their sworn enemies.

The world was thunderstruck. Here, with sudden, shocking impact, was revealed the immediate future of Europe. The peoples of free nations felt growing alarm

and scanned the news reports anxiously.

Germany wasted little time. Her opponents in this game were no stronger than they were during the Czech crisis and despite the British government's reaffirmation that it would fight for Poland, Hitler pressed his demands with all confidence of not meeting major opposition. During the last week of August Poland, England, France, Belgium, the Vatican and the United States made pleas for negotiations. All were in vain and President Roosevelt's two appeals to Hitler remained unanswered.

### THE HOLOCAUST

On the still dark morning of September 1, 1939, a highly-geared German war machine trained in new methods rolled across the Polish borders. The massed Nazi might crashed into its victim from Germany, East Prussia, Slovakia and from the skies. England and France fulfilled their pledge and two days after the attack declared war on Germany. But even in this short space of time the armored divisions of the Wehrmacht were gobbling up huge areas of the flat terrain of Poland with amazing speed and the new word "blitzkreig" was born. And lightning war it was. In the years dur-ing which the rest of Europe was concerned with appeasement, the Nazis were building their military thun-derbolt. Now it was unleased in all its fury. The frightful Stukas blasted away outdated Polish fortifications and paralyzed communications and key cities. Poland's army of 1,500,000 put up a brave, futile resistance. On September 23, the German High Command announced that the Polish campaign was over, although the capital of Warsaw did not surrender until September 27. On the 16th of that month, the Soviet government had notified Warsaw that it could no longer regard the Polish state as existing. She had moved in her troops westward and on September 28 signed an agreement with Germany in which Poland was partitioned for the fourth time in its history.

Hitler now made a gesture of offering world peace. Prime Minister Chamberlain and French Premier Eduouard Daladier required that Poland and Czechoslovakia be restored to their governments. This move was rebuffed and the war continued.

Before long there developed a condition referred to as a "phony war." The belligerent forces settled down in their respective fortifications and an atmosphere of armed peace, rather than open warfare, prevailed. The only activity to suggest attrition was an occasional skirmish between French and German patrols, and the regular duels of the larger opposing guns seeking out possible weaknesses in the other's lines. The Allies made the most of the opportunity which gave them some time to rearm.

### WAR ON THE SEAS

But if the battles on land were suspended in an interlude, the war at sea was on in earnest. The liner Athenia was sunk the very first day of open hostility with a loss of 112 lives, followed soon after with the sinking of the British aircraft carrier Courageous and battleship Royal Oak, with a combined loss of 1,325 men for the two. By a feat of great daring and skill, a German U-Boat penetrated the defenses of Scapa Flow and torpedoed the Royal Oak while it swung at its moorings on October 14—an achievement to which First Lord of the Admiralty Winston Churchill paid tribute. The enemy's armed surface raiders and submarines ran rampant over the Atlantic in what promised to be a repetition of the costly U-Boat warfare of the earlier World War, and the British fleets were hard-pressed in their efforts to keep open the supply routes.

Then came the battle of the River Plate with a resulting loss of prestige to the Germany Navy. In a dramatic running battle off the coast of South America with three British cruisers, the German pocket battleship Graf Spee was forced into Montevideo harbor, shell-scarred and pummeled from the engagement in which one of the cruisers, the Exeter, was put out of action. Knowing that international law would require the deadly German raider to leave her anchorage in a few hours, the remaining British cruisers, now reinforced with other fleet units, patrolled the seaward approach ready to resume the battle. But their expectations were denied. Upon express orders from Hitler, the Graf Spee was moved into open water and exploded. Unable to endure the shame of so inglorious an end to his career, the commander of the scuttled craft took his own life. The Allied world rejoiced at the successful conclusion of a spectacle they had so eagerly and anxiously watched.

As the British Expeditionary Force poured into France, the U. S. Senate voted to repeal the embargo on war materials that formed a part of America's Neutrality Law. The Allies were enabled to procure millions of dollars worth of war materials and American war industry began to hum. The United States bolstered its neutrality by declaring war zones out of bounds to American ships, and launched upon its first major preparedness program.



OFFICIAL U.S. NAVY PHOTOGRAPH

SECRETARY OF THE NAVY FRANK KNOX, took oath as Navy Secretary on 11 July 1940, and died in office on 28 April 1944.

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### RUSSIA ATTACKS FINLAND

In late November, Russia-Finnish diplomatic relations were broken off after Finland refused to accede to Soviet demands for certain territory in the Karelian Isthmus. The United States government offered to mediate the dispute, but Russia flung her land, sea and air forces into action against the Finns. A remarkable surprise developed. Far from being immediately overwhelmed as was expected, Finland put up a magnificent fight for the first two months. Of particular effect were the skillful and audacious Finnish ski troops who bewildered and slashed the Russians at will. The fighting was conducted in fearful cold and numerous photographs were published showing grotesque piles of the frozen corpses of Red Army soldiers. Eventually, the vast Russian resources of manpower and armament began to show its weight, and as the small Finnish air force was eliminated, the fortifications of the Mannerheim Line were reduced. Finland surrendered on March 12, 1940 and signed a treaty of peace at Moscow whereby the Soviet government acquired more territory than it had originally demanded.

Nevertheless, Russia seemed less formidable than before and the French, angry at Daladier's little and late assistance to Finland, displaced him for Paul Reynaud.

### FALL OF DENMARK AND NORWAY

With stunning impact on April 9, Germany opened her great assault by simultaneous movements into Denmark and Norway. King Christian of Denmark was aware of his country's futility of position and ordered his subjects to yield. Norway's principal cities were occupied swiftly through the combination of surprise attack and the treachery of Vidkun Quisling. French and British fleets hurriedly attacked the German troopships streaming through the Kattegat and Skagerrak, snatching at what they thought was a wonderful opportunity to smash the invasion of Norway. The engagement was costly to both sides. Main units of the German fleet accompanied by the new effectiveness of land-based bombers forced the Allied fleets to retire. Germany lost one-third of her naval power in the clashes but her objective was attained. It was only in northernmost Narvik that the Allies gained a precarious toehold, only to be eliminated from their position in a short time. Norway was securely under the Nazi banner. Chamberlain resigned and Winston Churchill began his epic career as wartime Prime Minister of the British Empire.

### HOLLAND, BELGIUM BEATEN

Then, on May 10, began the attack which made a world tremble. Preceded by a swift-moving, well-coordinated air attack, Germany's armored might crashed into Holland, Belgium and Luxembourg. Holland's army and civilian population took an unmerciful beating. With thousands dead in Amsterdam, Rotterdam in ruins, defenses dissolved, surrender was offered in five days. The British forces established in France, seeing the German legions skirting the Maginot Line and following their World War I plan of attack, rushed into Belgium to fight at the side of King Leopold's troops. But Belgium's powerful frontier line was shattered as the key fortress of Ebn-Emael fell to the attack of specially trained troops. To prevent further bloodshed in a hopeless cause, Belgium capitulated on May 28.

### CONQUEST OF FRANCE

Leaving behind them a trail of blasted, flaming ruin, the German mechanized divisions crossed the French border at Sedan and plunged toward the Channel ports. Boulogne and Calais fell, and the British — 400,000 strong—were bottled up in Flanders. The port of Dunkirk was their only avenue of escape.

Despite the fiercest and most desperate resistance, the German attack swept through in a lightning advance. France crumbled, helpless; and only an inspired effort saved 330,000 British troops from the trap at Dunkirk. As the army was ferried across the channel under squadrons of planes and the guns of the Fleet, the bulk of England's heavy war equipment was left strewn on the beaches behind.

Paris fell on June 14 and eight days later France surrendered and signed armistice terms in the humiliating scene at Compiegne. With Holland, Belgium, Luxembourg and France conquered, and with England mauled —all in six weeks time—the fate of the world looked black.

France was still the focal point of the eyes of the world. In the last days of valiant, confused fighting, General Maurice Gamelin had been replaced by General Maxime Weygand in a vain attempt to stem the violent and brilliantly-executed German attack. Churchill's historic offer of union with his country and France was rejected, and the question of the surrendered French colonies and fleet raged in bitter debate. General Charles de Gualle, escaped into England, became head of the Free French.



OFFICIAL U.S. NAVY PHOTOGRAPH

SECRETARY OF THE NAVY JAMES V. FORRESTAL, successor to the Honorable Frank Knox as Navy civilian chief.

### ITALY ENTERS WAR

Meanwhile Italy earned some minor territorial awards at the armistice through a somewhat ineffectual participation in the war. Italy's declaration of war against France and Great Britain came on June 10, a date when the defeat of France was assured. It was not until August that Italy made her first real move in the Axis combination. Her African forces moved into British East Africa and across the Libyan border into Egypt in a campaign designed to capture the Suez canal and thus cut England's life line. Italy was soon to lose any illusion she had created that the Mediterranean was "her sea."

While France became a dictatorship under the leadership of aged Marshal Henri Petain and Premier Pierre Laval, and the active struggle went on for possession of her fleet; and while foreign armies were built to meet the menace of the German power, fifty reconditioned destroyers were transferred to Britain by the United States early in September in exchange for naval and air bases in British territories in the Atlantic.

And mighty air fleets were involved in the early stages of the Battle of Britain.

### THE BATTLE OF BRITAIN

Adolph Hitler had boasted that he would be in London by mid-August, 1940. After the fall of France the British Isles naturally became the next objective of the Nazis. The Luftwaffe began its attempts to confirm Hitler's boast with air attacks in July, 1940. The air "blitz" continued in steady intensity until January, 1941, when bad weather curtailed its operations for a month. The fierce blows were resumed in March and did not lose intensity until early June.

England was spared an invasion by enemy troops because Germany failed to establish mastery of the air over the island. The plan to soften up British resistance by raids on ports and vital centers, then to try an invasion, was a costly one for the German air force. By January, 1941, 3,437 German planes had been shot down as compared to 847 British machines. Another advantage to the British was that a large percentage of their flyers parachuted to safety, while the loss of a German plane meant the loss of the entire crew.

. The Luftwaffe concentrated on military objectives during the first phase of the Battle of Britain, but on August 15, 1940, when the Nazis lost nearly a fifth of a force of 1,000 planes, the military objectives were overlooked in favor of a new policy of indiscriminate bombing. The new tactics were calculated to break the hearts of the British through frightfulness released from the

skies. London was first badly hit on September 7, following a period of about two weeks when the Germans unsuccessfully attempted to put the British fighter squadrons out of action by bombing their airfields and installations. In each of the major sky battles the blackcrossed raiders suffered losses far exceeding those of the Royal Air Force.

London was a constant target for Nazi planes until the middle of the year following the initial attack. The capital of the Empire became a city of subterranean-dwellers as the rain of death and destruction poured ceaselessly from the skies. In this period over 38,000 civilians were killed in the raids over England, and nearly 50,000 injured. England estimated that it suffered nearly 500 million dollars property damage in the first two years of the war. Coventry was a stark reminder of the ruthlessness of modern war from the air.

As the English cities burned and exploded, the R.A.F. lashed back at the redoubled fury of the Luftwaffe with all the skill and resources at its command. The theme of the defense was to detect, intercept and destroy. Elaborate and varied precautions were instituted to neutralize the attackers. The Germans had to fight for every inch of the sky defenses they penetrated, while the English people lived and worked a busy war life amid the sound of exploding bombs and their own hot antiaircraft guns; the light of day obscured by the smoke from great fires; and the night splashed with the light of searchlights, rockets and burning planes. Never had cities seen such a spectacle.

Carrying the fight were the British fighter squadrons—those to whom Churchill paid his immortal tribute: "Never have so many owed so much to so few." The Hurricanes and Spitfires were faster and more maneuverable that the Messerschmitts, and carried more firepower. The British flyers made the most of these advantages and scored amazing successes in the aerial com-

bats which raged daily.

The Great Fire of London deserves a chapter by itself in history. Christmas of 1940 brought a lull in the aerial warfare over Britain but on the night of the 29th came the end of the short undeclared truce. With the first shadows of night, wave after wave of German planes flew over the heart of the City of London and rained thousands of incendiary and high explosive bombs in a total effort to destroy the city. Not since 1666 had the city seen such an awesome scourge of flame. The people of the metropolis who toiled so arduously to halt the conflagration that night probably never realized that their efforts were to place them in heroic status. Although the number of casualties was amazingly low considering the ferocity of the assault, the extent of destruction could hardly be realized. Particularly bitter losses to the tradition-minded English were the centuries-old, historical churches and land-



SIGNAL CORPS PHOTO



marks consumed or blasted away that horrifying night. Yet, the significant turn of events was indicated when the sudden development of bad weather over northern France thwarted the plans of the Luftwaffe to prolong and press more fiercely the assault on London.

The stricken city was still alive when the nightmare was ended. The people of England had all the fervent inspiration they needed to resist-for camped across the Channel were German armies still prepared for invasion of the "island fortress."

### THE ITALIAN FIASCO

The helplessness of the erstwhile pompous Italian military and naval organizations became apparent in the early months of the second year of the war. The drive from Libya toward the Suez Canal which had begun with such great fanfare in August of 1940 abruptly fizzled out in the following month. The Italian attack bogged down at Sidi Barrani, a bare 70 miles east of the Libyan border. Empire troops were steadily reinforcing Britain's armies in the Middle East with infantry units of French Colonials sharing in the defense of Egypt. But even during the first operations of the campaign in the Western Desert, a small British mobile force had entirely kept in hand greatly superior Italian forces. The Italians were outsmarted in strategy and they were cut down by artillery fire, the R.A.F. and the Fleet's guns from the sea.

Equally unimpressive was the participation of the Italian Air Force in the Battle of Britain. In their few appearances over England the Italian squadrons were quickly dispersed or shot down by the R.A.F.

Mussolini launched his invasion of Greece on October 28, 1940, from Albania. As the Greeks were poorly equipped according to the standards of modern warfare, and with only a scant 150,000 troops for first line defenses, they looked to be easy prey for the swarming Italians. But the Greeks possessed a courage and spirit lacking in their opponents and met the enemy with forceful impact in a rugged terrain. Within a month not one of the invaders remained on Greek soil. Rolled back on their heels in bewildered surprise and confusion, the Italians by the end of 1940 found the charging Greeks in possession of most of the important ports and one-fourth of the country of Albania.

Mussolini's forces discovered that their defeats at sea could be as crushing and humiliating as those suffered on land. Italian claims to control of the Mediterranean received a serious setback when on the night of November 11-12, a British task force caught the main part of the Italian battle fleet asleep in the harbor of Taranto. Torpedo-carrying planes from the Royal Navy carriers

Illustrious and Eagle swooped over the anchorage in brilliantly planned attack and put out of service three of the Italian Navy's six capital ships. This crippling blow made it more difficult than ever for the Italians to defend their North Africa-bound convoys from the punishing British raids.

By January, 1941, the British had pushed the Italians out of Egypt, recaptured Sidi Barrani and had marched into Libya. Bardia fell after an assault of less than four days and in this action 38,000 Italian prisoners, including four generals, and vast quantities of material were taken with the town. The capture of Tobruk and Bengazi followed soon after. British troops were now in the harsh wastelands of Cyrenaica; that battle scene of such curious turns of fortune for both the Allies and the

The Italian East African Empire dissolved in May with the loss of Eritrea, which was preceded by British attacks from both the Anglo-Egyptian Sudan and Kenya. The latter assault had the cooperation of the returned Ethiopian King Haile Selassie and his loyal troops in taking Somaliland and recapturing British Somaliland.

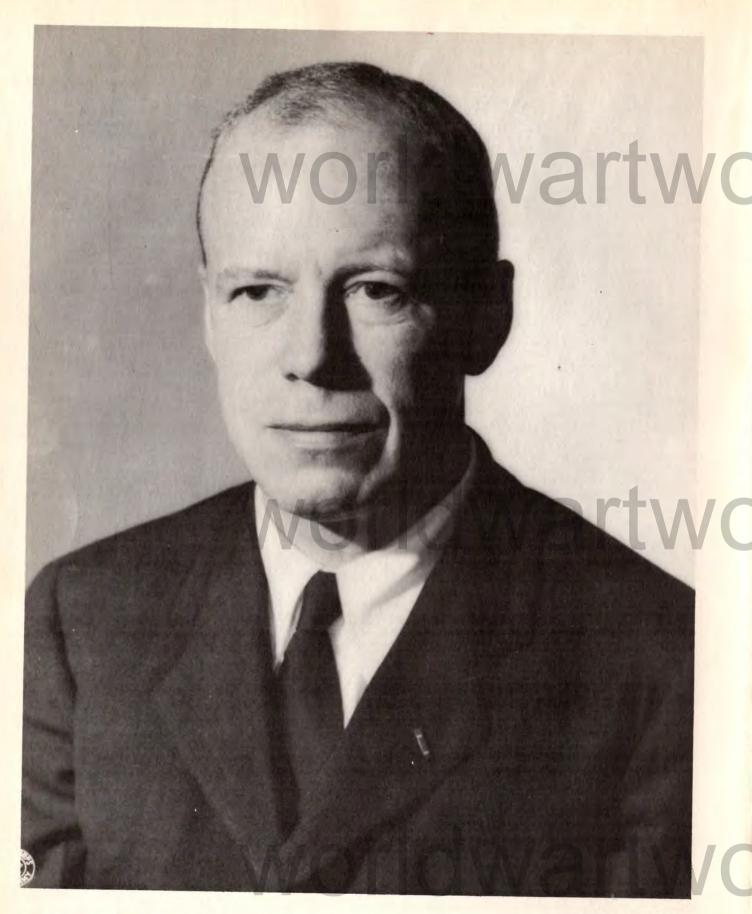
### WAR IN THE BALKANS

The Balkan states were the next to flare into battle action. After Russia absorbed Bessarabia and Bukovina, Hungary and Bulgaria began to clamor for additional territory. Hitler insisted on peace in the Balkans and King Carol abdicated his throne in favor of his son Prince Michael. The pro-German Iron Guard took over the control of Romania and German troops were permitted entrance into the country. With Romania, Bulgaria and Hungary safely established as Axis satellites, only Yugoslavia and Greece remained to be taken. In addition, Mussolini had to be rescued from an intolerable predicament in Albania.

Hitler demanded passage through Yugoslavia for his troops to be sent to the relief of the Italians in Albania. The government complied with this request but on the day following the consent, March 26, a revolution broke in Yugoslavia which overthrew the regency of Prince Paul and delivered full sovereign power to the young King Peter. The new government proclaimed a strict neutrality and nullified the treaty with Germany. German wrath boiled ominously but the democracies promised aid to Yugoslavia in case she would be attacked.

Two weeks before the Yugoslavia coup d'etat, on March 11 the Lend-Lease bill providing for authority to be given to the United States to manufacture defense articles of all kinds and to "sell, lease, lend or otherwise dispose of" them to Allied governments, became a law.

Germany waited only until April 6 to invade Yugo-



SIGNAL CORPS PHOTO

SECRETARY OF WAR ROBERT PATTERSON, successor to the Honorable Henry L. Stimson.

slavia, without declaration of war or previous warning. The attack had crossed the country into Greece in three days, and within twelve days, with the aid of paratroopers and special mountain tanks, had cut up and defeated the Slav armies piecemeal. An effective guerrilla warfare by small native units continued with considerable

daring and at great risk.

The full savagery of the concerted German drive was now directed toward the thin line of valiant Greeks who were being reinforced with British troops. Sixty thousand Australians and New Zealanders, seasoned veterans of the campaign in Africa, joined the doughty Greeks at historic Thermopylae where they held for three days before tanks and dive dombers forced the inevitable retreat. The surrender came on April 28 and 48,000 British troops managed to evacuate to the island of

But on May 19, in the first strictly airborne invasion in history, Germany's troops landed on Crete and in ten days dislodged the British in one of the bloodiest operations of the war.

The Italians had been extricated from their desperate light and the whole of the European continent was free from a single Allied foothold.

### WAR IN THE MIDDLE EAST

The oil-rich middle east was a strong attraction for the Nazis, whose military machine needed the vital products. Their intrigue had reached a high state and in Iraq had caused a government friendly to the Nazis to gain control. British troops occupied Bagdad on May 30 after a brief campaign, and together with Free French troops marched against the Vichy French in Syria on June 8. The capital of Damascus fell thirteen days later, although final surrender was delayed until July 14. The British and French took over the protection of the Syrian and Lebanon mandate from Vichy France.

### GREAT SEA BATTLES

In the Mediterranean, Britain's Royal Navy managed to do very well. The threat of the French Navy being used by Germany against the Allies was removed when the English took over all the French ships in her ports after the fall of France and following this in July of 1940 by capturing or destroying strong units of the French fleet at the Algerian port of Oran.

Meanwhile the fast but shy Italian Navy was suffering serious defeats whenever the British Mediterranean fleet could catch its squadrons, and its strength was fading rapidly. The air arm of the British units was play-

ing a stellar role in the engagements.

German U-Boat and aerial war against the Allied convoys in the Atlantic reached its climax in the Spring of 1941, when losses rose to one-half million tonsrepresenting in all 225 ships. Despite the alarming toll taken of the east-bound munitions and food ships, the British fleet and R.A.F. kept the lifeline and with the swift development of war-born protective and offensive inventions, gradually reduced the effectiveness of the counter-blockade to a point where their losses became

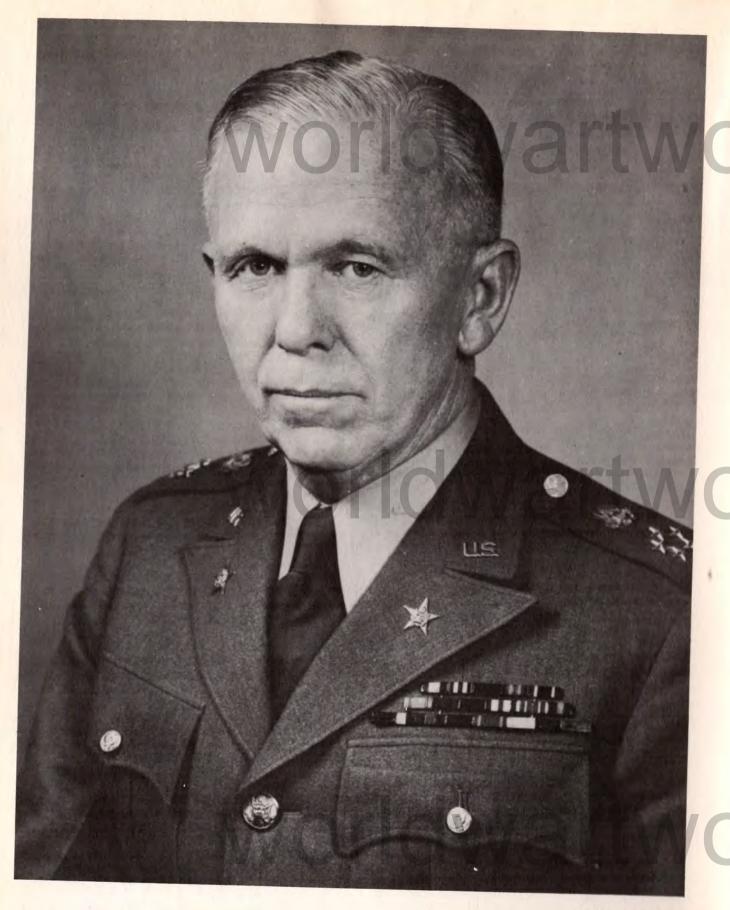
H.M.S. Hood, Britain's largest battle cruiser, was sunk by enemy action off the Greenland coast early on the morning of May 24, 1941. Two days previously, reconnaissance craft of the British Coastal Command had reported that Germany's newest battleship, the Bismarck, accompanied by the heavy cruiser Prinz Eugen, had put to sea from its Bergen base. British naval forces were immediately ordered to intercept the powerful marauders. The enemy craft were sighted the day before the engagement and shadowed throughout the night. The *Hood* and the battleship *Prince of Wales* closed with the Germans and in the battle the *Hood* received a hit in the magazine and sank, taking with her all but three of her crew. Last action with the Prince of Wales was at 6:40 p.m. but cruisers maintained contact with the Bismarck, whose speed seemed somewhat reduced. Later the same night, torpedo planes from the carrier Victorious scored a hit on the pride of the German fleet, but touch was lost early the next morning.

As the swift Prinz Eugen successfully eluded pursuit, an epic chase for revenge began with British squadrons converging in the area where the Bismarck was last seen. The lone German was located again on May 26 only 550 miles west of Land's End, and cornered by the British Home Fleet and the Western Mediterranean Force, plus other detached units. Planes from the carrier Ark Royal attacked twice in the afternoon, scored hits and reduced the Bismarck's speed to a suicidal crawl. She was engaged by battleships the following morning after the 1,750-mile chase and pounded at will. A torpedo from the cruiser Dorsetshire finally dispatched the helpless Bismarck, and she went down with most of her

The Nazis now were left with only three major warships; the Tirpitz, sister ship of the Bismarck, and the Sharnhorst and Gneisenau—the latter two a favorite target for R.A.F. raids over Brest.

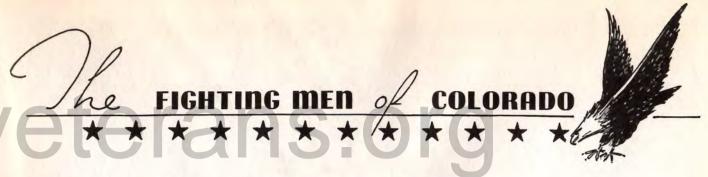
### RUSSIA INVADED

After Russia had subdued Finland in 1940, she acquired the Baltic states of Estonia, Latvia and Lithuania, and Romania's Bessarabia. Discord between Germany and Russia grew and reached a critical stage in



SIGNAL CORPS PHOTO

GENERAL OF THE ARMY GEORGE C. MARSHALL, Chief of Staff of the United States Army.



June of 1941. As tension mounted, both countries massed troop concentrations along their border. The entire world speculated on the outcome of the struggle if these two nations should clash, and military experts preponderantly believed that Russia stood little chance for survival.

The Russo-German war was deemed inevitable and some of the pressing reasons given included:

- (1) The mammoth appetite of Germany's war economy produced an imperative hunger for Russian coal, oil, wheat, steel, etc.
- (2) That Germany could not risk a full assault upon Britain or Egypt while Russia lay like a poised dagger so close to the heart of the Axis.
- (3) Hitler's own proclaimed reason: that Communist Russia was the sworn enemy of Nazism and was a real and constant danger, and had in fact encouraged Yugoslavia to resist. The two could not live on the same continent and had to fight sooner or later, and

(4) The strongest reason: That since Hitler was out to conquer the world, now was the time to disable Russia. Germany was at her peak strength, while the Soviet power was growing stronger with each passing day.

Germany struck suddenly at Russia and without warning on Sunday, June 22, 1941, commencing the most gigantic war ever fought anywhere on the globe. Along a front of 1,000 miles that within three days had been extended to 1,800 miles from the White Sea to the Black Sea, Hitler's military machine flung its power against the largest nation on earth—a country covering an area of more than 8,000,000 square miles which had, within a quarter of a century, developed from an almost feudal state into a highly industrialized nation. The conflict of giants raged through forests, cities, swamps, and over rivers and endless steppes.

The German High Command planned that the Red armies would be cut up as Yugoslavia had been before the vast forces could rouse themselves. In the strength of an estimated 150-180 divisions, the German forces along the huge front developed three main thrusts after the first days of fighting. One spearhead struck from German-occupied Poland and East Prussia into Lithuania, with the Baltic States and Leningrad as the objective. Another stabbed into Russian Poland and in the direction of Moscow from German Poland. The third, including Romanian troops in its force, invaded Bessarabia with the rich Ukraine as its goal. In swift, vicious pincer movements, entire Russian divisions in Poland and White Russia were surrounded and all but annihilated. After the first awful week had passed, Hitler's boast that Moscow would fall within six weeks seemed a certain prophecy. With the help of Italian, Finnish, Romanian and "Czarist" Russian troops, most of the Soviet buffers had been overrun.

AID TO RUSSIA

Meanwhile, on the very first day of the German attack on Russia, Churchill had made the British policy clear by promising aid to whatever country helped to defeat the Nazi menace, and later officially allied his government with the Soviet Union. In the United States, President Roosevelt put the existing machinery of Lend-Lease into high gear to rush aid to the Russians. Military analysts were about ready to concede the defeat of the Red armies.

Few reports of the battles were issued by the adversaries, and these concerned mostly the outcome—but an impatient world pounced eagerly upon the fragmentary news reports, believing them to be greatly exaggerated all the while. One factor became certain—that Russia, also, had its armored and mechanized might in addition to vast pools of manpower reserves. The shock of the Wehrmacht's Panzer divisions was met by Russian armor no less inferior to the attacker's. The Luftwaffe met its match in the Red Air Force and the Russian ground defenses.

Still the irrestistible impulse of the Nazi tide flowed on. After one of the greatest tank battles of the war, in which more than 4,000 tanks took part, the Germans broke through the Russian defenses before Minsk and captured the city on June 30. This drive reached the Beresina River at several points on July 3 and effected a crossing shortly thereafter. To prevent the enemy living on the land and to tax his lines to the utmost, the retreating Russians by fire and explosion destroyed everything that could be of any possible use to the invader before falling back to defense lines that had been prepared in advance.

This much of the Russian plan of campaign became evident: To allow the enemy shock forces to penetrate the lines without offering more than token resistance and then to close the gap, isolate the mechanized spearheads from their supporting infantry, and then wipe them out. The Russians claimed to have destroyed 2,500 tanks and to have taken more than 30,000 prisoners by these means during the first week of the war.

The formidable German advance continued to surge forward but the Russian mobilization was now complete and the progress grew slower and more costly. The sacrifice of Russia's border armies did more than slow the invader—it canalized his thrusts to points where the Soviets had their strongest and best-equipped troops massed. In a great region around Smolensk, a vital junction on the railway to Moscow, the best of the Red armies fought through July and August with the invader. With tanks, artillery and planes, they brought the offensive to a standstill and inflicted tremendous losses on the enemy.



OFFICIAL U.S. NAVY PHOTOGRAPH

FLEET ADMIRAL ERNEST J. KING, USN, Commander-in-Chief of the U.S. Fleet and Chief of Naval Operations.

The Germans redoubled their attacks in the Ukraine, the scene of their most spectacular successes, when they found their advance in the Central Sector held up. An attempt was made to encircle Marshal Budenny's southern army, but the Russians withdrew in good order. In mid-August, Odessa still held out, though encircled and the Russian armies fell back toward the Dnieper.

### THE ATLANTIC CHARTER

During this period, President Roosevelt and Prime Minister Churchill met on board an American cruiser and a British battleship in the Atlantic Ocean and had issued the historic Atlantic Charter; and British and Russian forces had engineered a joint invasion of Iran in August in order to keep open the supply line into Russia. The pro-Axis Shah Riza was forced to abdicate his rule in Iran in favor of his son Prince Mohammed, whose sympathies were democratic. Britain strengthened her defenses in Malaya in the Far East; and American troops occupied Iceland. The garrison in this Atlantic outpost was to keep open the Lend-Lease supply line.

Moscow, Leningrad and Kiev, the main objectives of the Germans, were still in Russian hands after the first two months of the bitter fighting. The determined stub-borness of the Germans in striking for victory at any cost, and the inconceivable agony of the Russians' resistance can be partly realized in the published reportsgenerally conceded to be correct—of losses suffered on both sides in the first eight weeks: 3,000,000 casualties for the Germans, and 3,600,000 for the Russians!

The fall of Smolensk had brought the German drive nearer to Moscow, while in the north Leningrad was threatened with encirclement. In the Ukraine, the Russian retreat left Kiev at the apex of a dangerous salient. Crossing the burning wheat feilds of the Ukraine, the Germans attempted to outflank the Russians by a determined strike at Gomel, half-way between Smolensk and Kiev. But while the retreat in the south continued, the Red armies counter-attacked in the Gomel area with "suicide" divisions and gained ground despite the mounting fury of reinforced German opposition.

### SOVIETS FALL BACK

Moscow and Leningrad prepared to meet the enemy, who found steel walls of resistance barring his way. Women and children worked with their men in building the defenses of their cities in response to Premier, now also Defense Commissar, Stalin's appeal to keep the enemy out at all costs. The Germans made more headway on the Leningrad sector and on August 27, forced

the evacuation of Novgorod, one hundred miles south of Leningrad. Two days later the Moscow-Leningrad railway was cut.

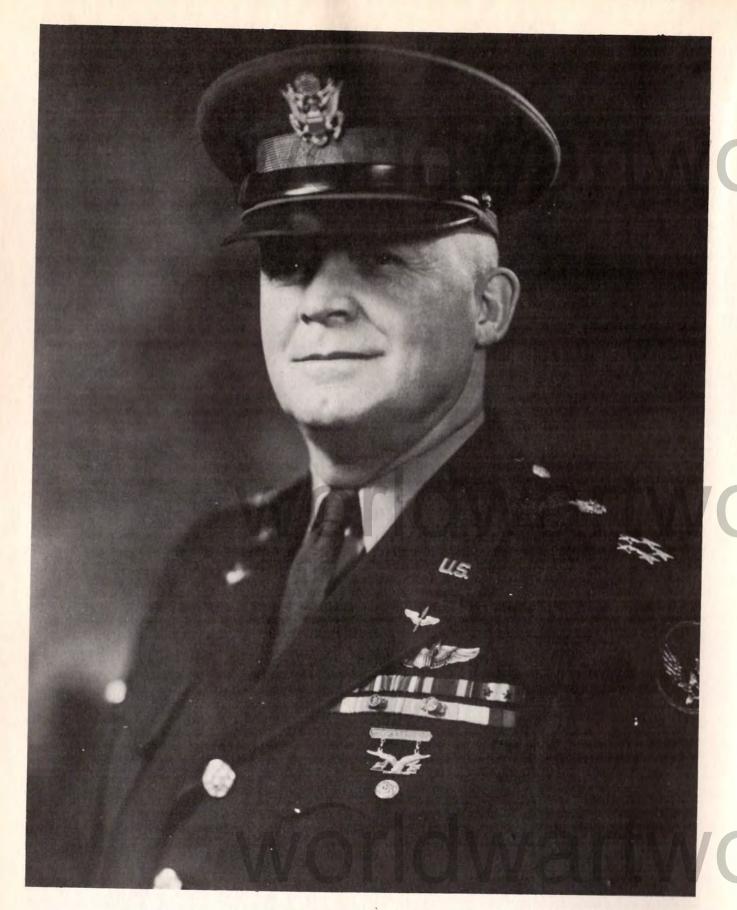
Smashing along the road to Leningrad, the German shock troops shook off the violent Russian counter-attacks and on September 7, were only twenty-five miles east of the city. These forces, in conjunction with the Finnish thrusts on the Karelian Isthmus and between Lakes Ladoga and Onega, completely cut off Leningrad from outside communication. The besieged city suffered all the untold miseries of war as German General von Leeb, ordered by Hitler to take the city at all costs, threw masses of men and material into the attacks, regardless of huge losses. The entire population of the city mobilized, fought back and refused to surrender. The battle of Leningrad raged unabated all through September.

Farther south, the Germans were involved in tremendous tank battles with the Russians. In order to relieve the pressure of the fierce Red counter-attacks, the invaders opened a new attack on Kiev. Blasting their way across the Dnieper, the forces of the German commander Karl von Rundstedt swung north and linked up with Fedor von Bock's army which was plunging southwards. This maneuver completely encircled the ancient capital of the Ukraine with its large bodies of Russian troops. Russia's third largest city fell on September 20, and her armies in the city tried to fight their way out of the German ring as best they could. The Nazis claimed the destruction of 50 Red divisions and the capture of 380,000 prisoners. The burning city was virtually razed to the ground and the Russians relieved Marshal Budenny of his command.

When the Germans attempted to follow up this victory with a drive up to Bryansk and Tula in an effort to outflank Moscow, they met the renewed vigor of Soviet troops and were stopped with heavy losses. Early in October, Russian counter-drives from Leningrad forced the Nazis on the defensive and severely mauled the Finns in the Karelian Isthmus. Russia was growing stronger in her hour of greatest peril and the invader was being bled white.

### DEFENSE OF MOSCOW

The third German drive for Moscow, one of the decisive battles of the war, began on October 1 and continued with constant violence for two, hard, savage months. Casualties rose to staggering figures on both sides as the Red capital began to feel the grip of the Nazi pincers. Hitler, forced into the dreaded winter campaign, was compelled to bring the situation to a quick conclusion. He ordered all the German armed strength



OFFICIAL PHOTO, U.S. A.A.F.

GENERAL HENRY H. ARNOLD, Commanding General, Unifed States Army Air Forces.

available into two huge pincers and thrust in an enveloping movement around Moscow.

South of Moscow, one powerful wing in a general breakthrough smashed into Bryansk and Orel, and advanced upon Tula, 110 miles from the beleaguered capital. In the north, the other arm completed half the encirclement by taking Rzhev and Kalinin, and Mozhaisk on the west where it pushed within sixty miles of Moscow.

But these massive jaws never snapped shut. Chief of Staff General Gregory Zhukoff, brains of the Russian strategy, took over the command from Marshal Semyon Timoshenko and brought fresh reserves into the city. Desperately-needed Lend-Lease supplies from the United States — planes, tanks and trucks — were immediately pressed into service. Stalin proclaimed a state of siege in Moscow and in an order of the day declared that the city would defend itself to the last man. Four-and-a-half million men, women and children hastily built barricades and tank traps.

The Nazis overrode steel and concrete walls of the defense, and wherever a hole was punched by their tanks, a human wall was ready to fill the breach. Hundreds of human bombs hurled themselves in the path of the German tanks, said to number 18,000 on that single front alone. Week after week the frantic attackers pressed the assault, only to be stalemated in a morass of wreckage, mud, snow and corpses.

While Moscow held out, the Nazis in the Ukraine under the leadership of Marshal von Rundstedt were having more success. Odessa, long under siege, was taken in flame. By October 26, Stalino and Kharkov, key cities of the Donbas area, had also fallen. The Perekop Isthmus connecting the Crimean Peninusla with the mainland was forced after a fierce ten-day battle and

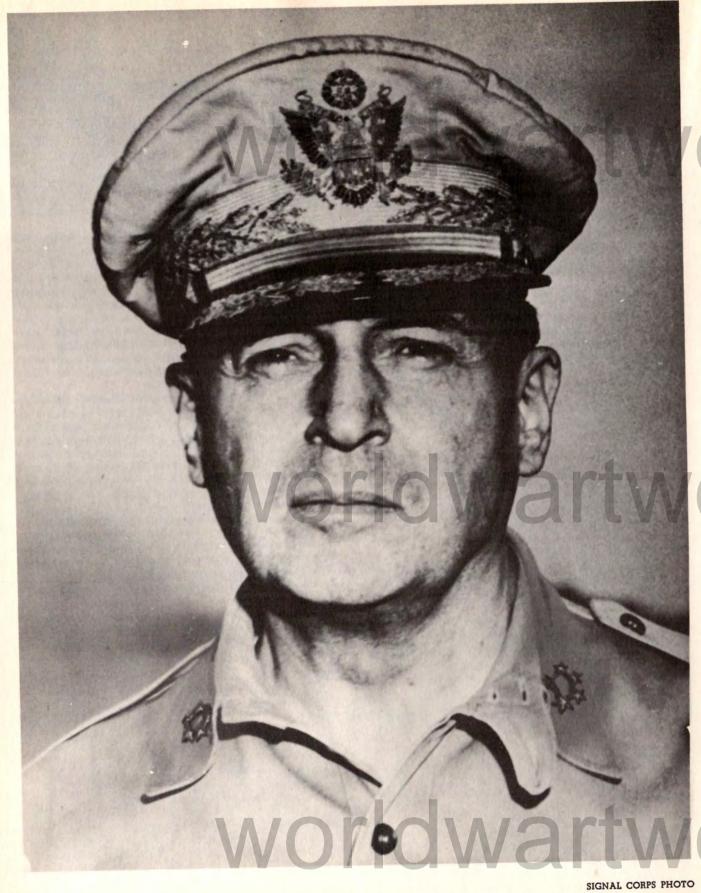
the German steamroller moved through it, swiftly crushing all but Sevastopol and Kerch. Kerch was taken after two weeks, but Sevastopol put up an epic resistance to a siege.

The rest of the German armies of the South, with General Ludwig von Kleist in direct command, pushed along the Russian coast on the sea of Azov. There they met the Russian forces under Marshal Timoshenko and were stopped with heavy losses, including Hungarian and Italian troops. The Germans finally forced their way into Rostov, gateway to the Caucasus; but on November 29th, after a pitched seven-day battle, were evicted from the city in the first positive Russian victory of the war. The Soviet forces pressed their advantage and pushed the surprised Nazis back 150 miles before they could stabilize their lines.

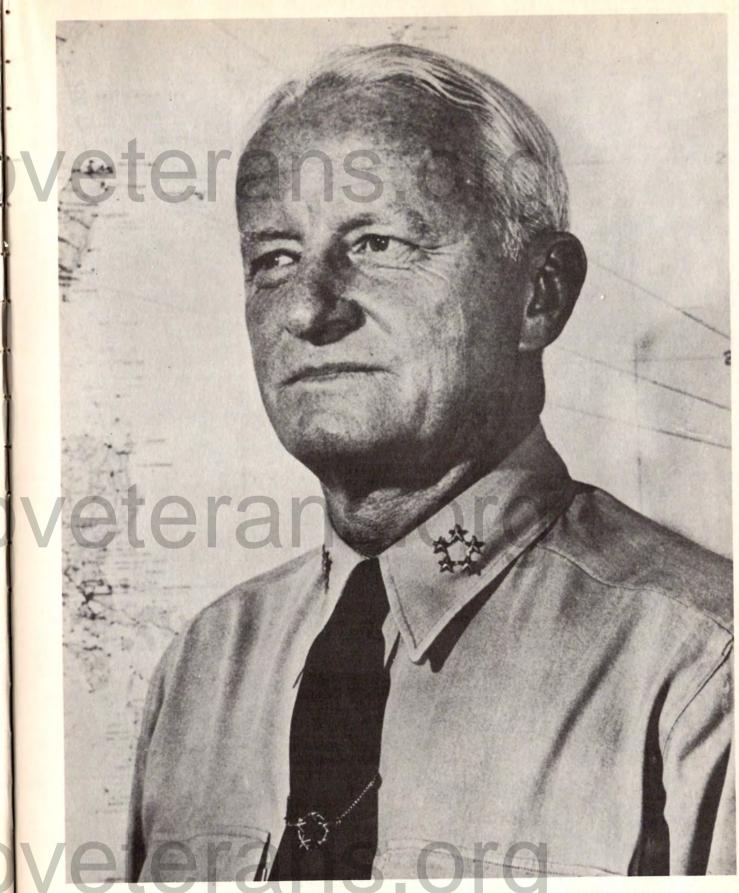
Now in the north, the Battle of Moscow reached its climax. The ill-clad German troops were fighting in an unaccustomed below-zero cold and were losing their vitality under the accumulating fatigue of their attrition. By late November the danger to Moscow had become only theoretical. On December 4th, while the thermometer registered 13 degrees below zero, General Zhukov loosed his reserves in a decisive attack. The benumbed, bewildered invaders reeled before the thunderous impact of massed tanks, guns and air fleets. And from the gates of Moscow, they fell back in a shuddering, bloody Napoleonic retreat. It was only on December 8th, under cover of a new, earth-shaking development thousands of miles away, that Hitler dared tell his people that the Nazis had abandoned the immediate conquest of Moscow.

For on December 8, 1941, while the ears of the world were still ringing from the bomb attack on Pearl Harbor, the United States of America declared war on Japan.

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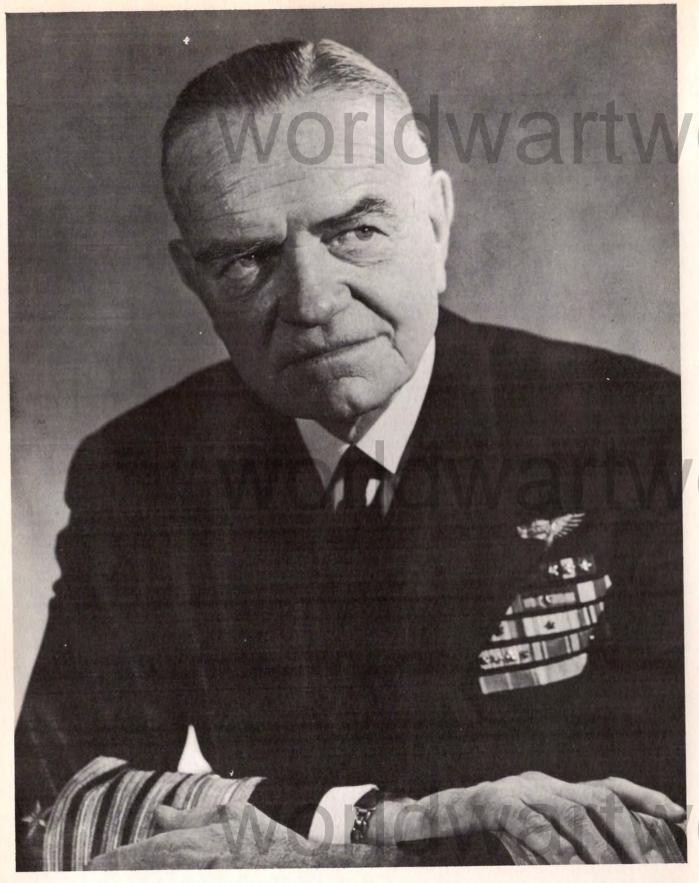


GENERAL OF THE ARMY DOUGLAS MacARTHUR, Commander-in-Chief, Southwest Pacific Area.



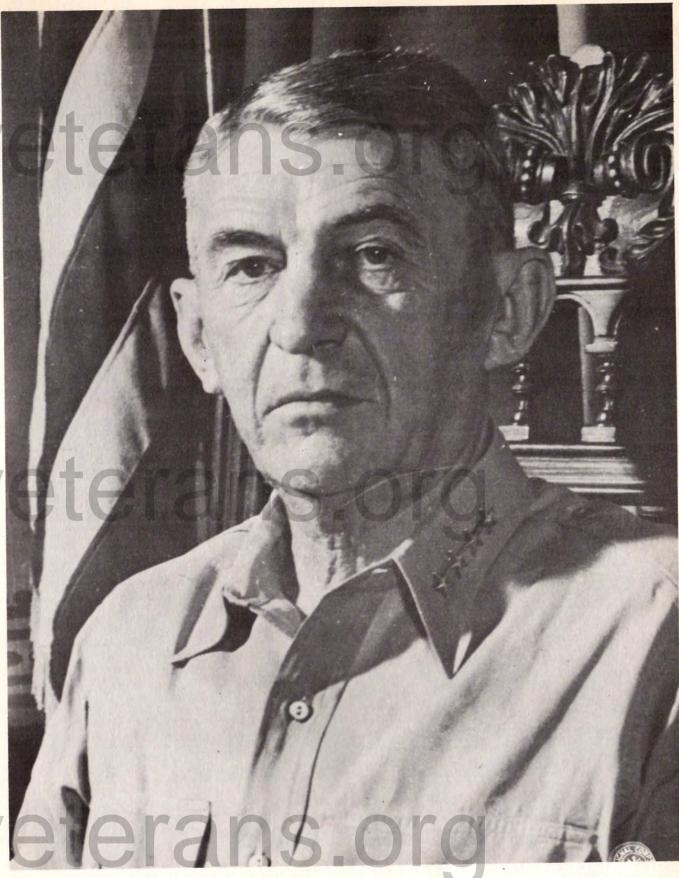
OFFICIAL U.S. NAVY PHOTOGRAPH

FLEET ADMIRAL CHESTER W. NIMITZ, USN, Commander-in-Chief, U.S. Pacific Fleet and Pacific Ocean Areas.



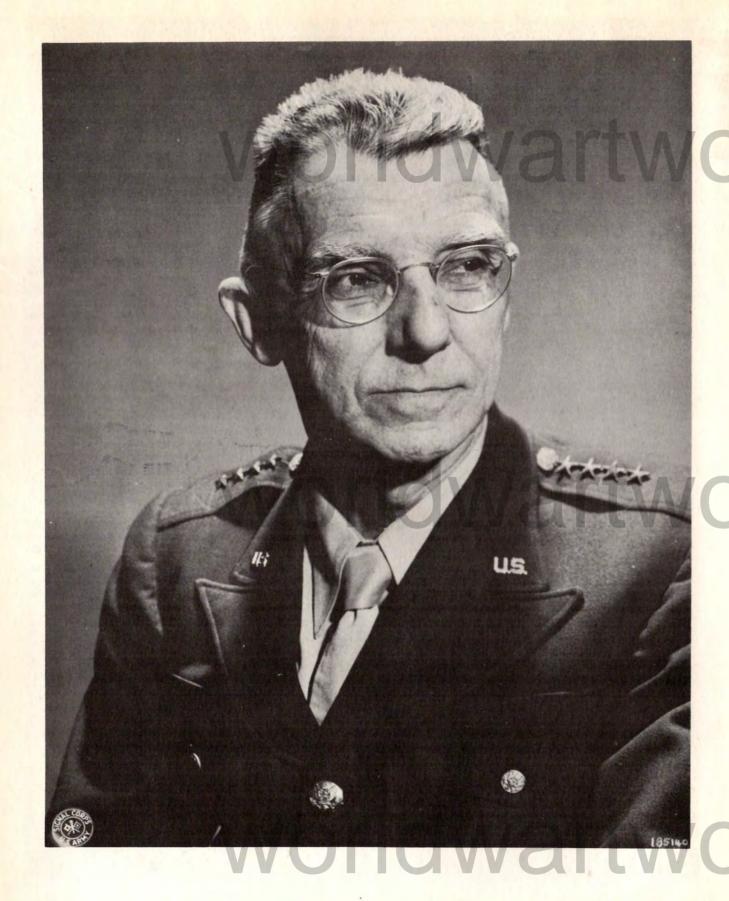
OFFICIAL U.S. NAVY PHOTOGRAPH

FLEET ADMIRAL WILLIAM F. HALSEY, JR., USN, Commander, United States Third Fleet.



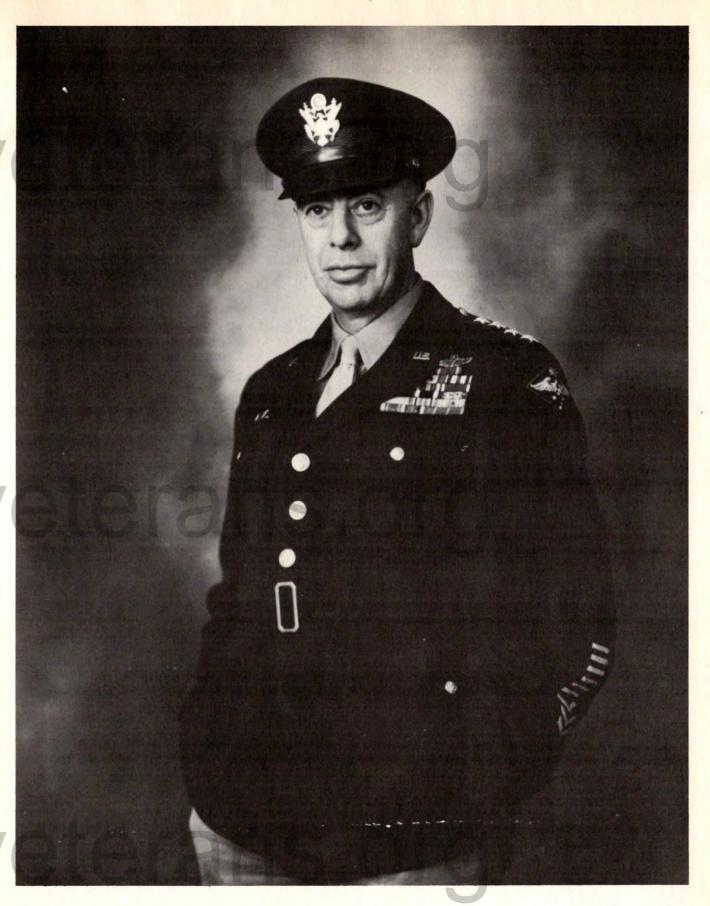
SIGNAL CORPS PHOTO

GENERAL WALTER KRUEGER, Commanding General, United States Sixth Army.



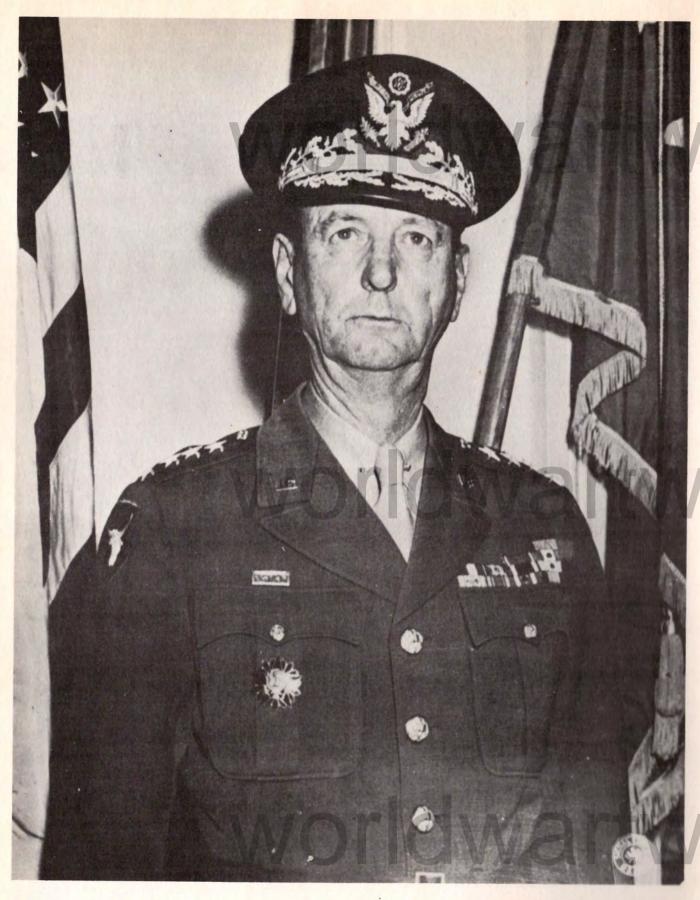
SIGNAL CORPS PHOTO

GENERAL JOSEPH W. STILWELL, Commanding General, United States Tenth Army.

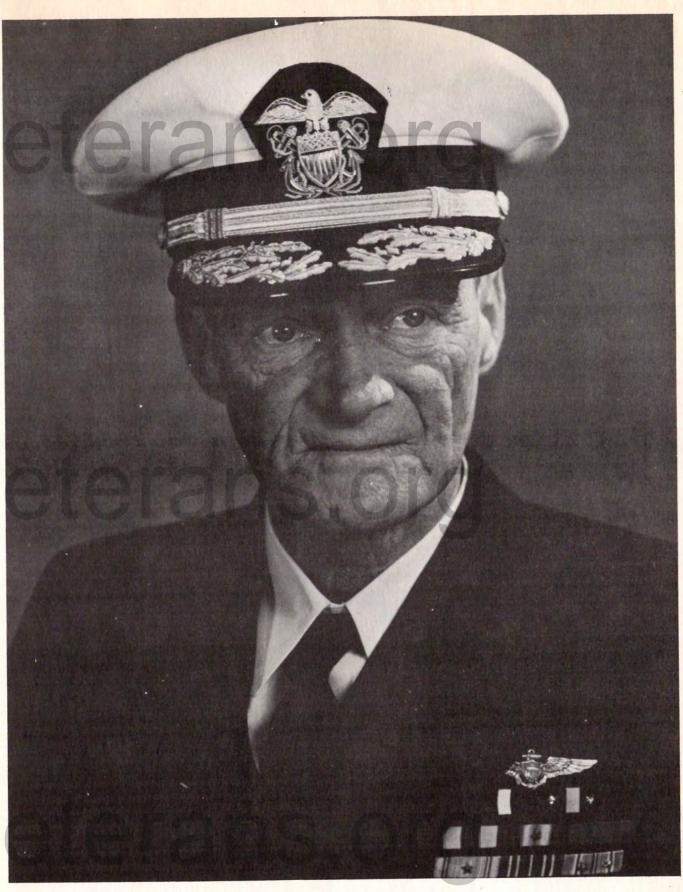


OFFICIAL PHOTO, U.S. A.A.F.

GENERAL GEORGE C. KENNEY, Commanding General, Far East Air Forces.

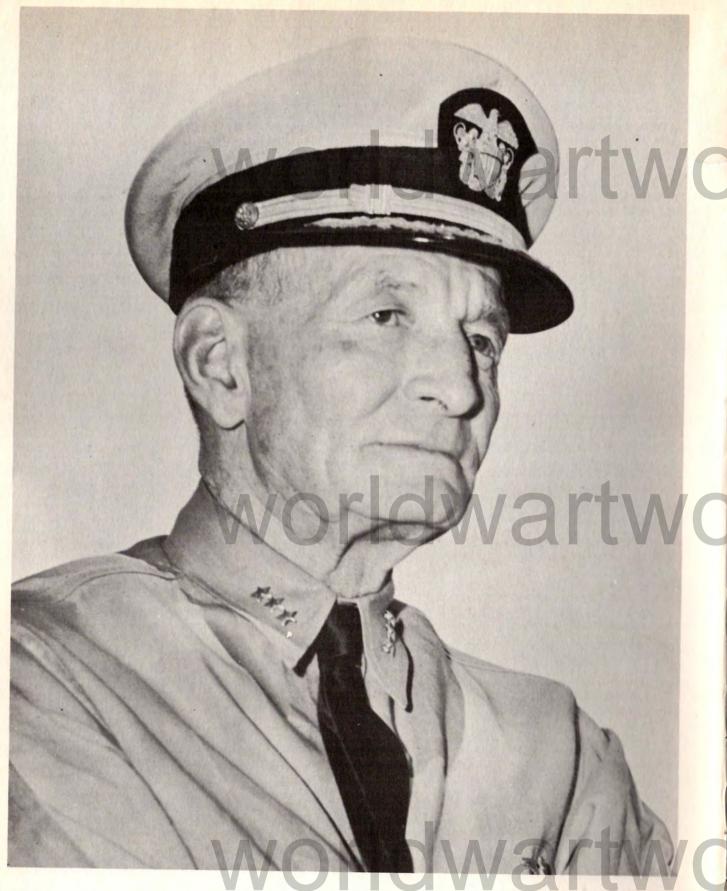


GENERAL JONATHAN WAINWRIGHT, Commanding General, Philippines Defense (Bataan-Corregidor, '42).



OFFICIAL U.S. NAVY PHOTOGRAPH

VICE ADMIRAL MARC A. MITSCHER, USN, Commander, Fast Carrier Task Force 58.



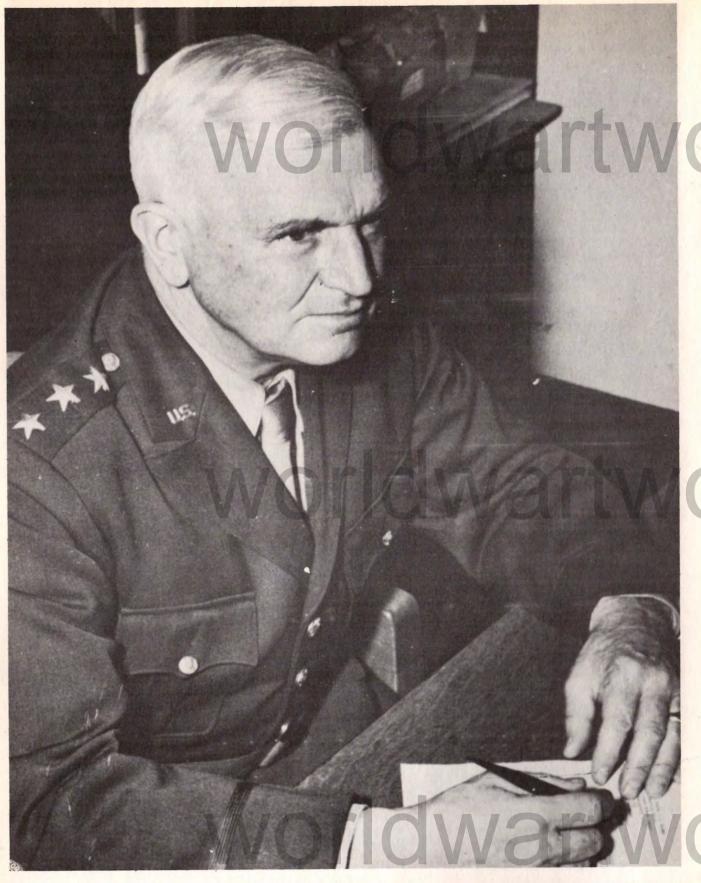
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VICE ADMIRAL JOHN S. McCAIN, USN, Commander, Fast Carrier Task Force 38.



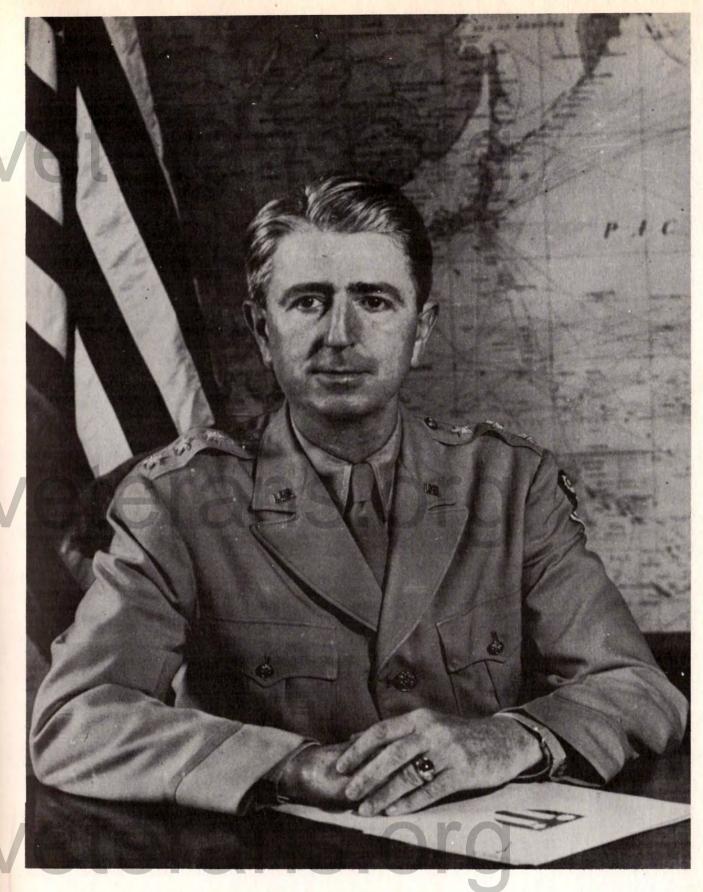
SIGNAL CORPS PHOTO

LT. GEN. ROBERT L. EICHELBERGER, Commanding General, United States Eighth Army.



SIGNAL CORPS PHOTO

LT. GEN. SIMON BOLIVAR BUCKNER, JR., Commanding General, Central Pacific Area.



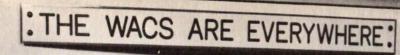
SIGNAL CORPS PHOTO

LT. GEN. ALBERT C. WEDEMEYER, Commanding General, U.S. Forces, China Theater.



OFFICIAL U.S. ARMY PHOTO

COLONEL FLORENCE BLANCHFIELD, Director of the Army Nurse Corps.





OFFICIAL U.S. ARMY PHOT

COLONEL WESTRAY BATTLE BOYCE, successor to Col. Oveta Culp Hobby as Director of the Women's Army Corps.

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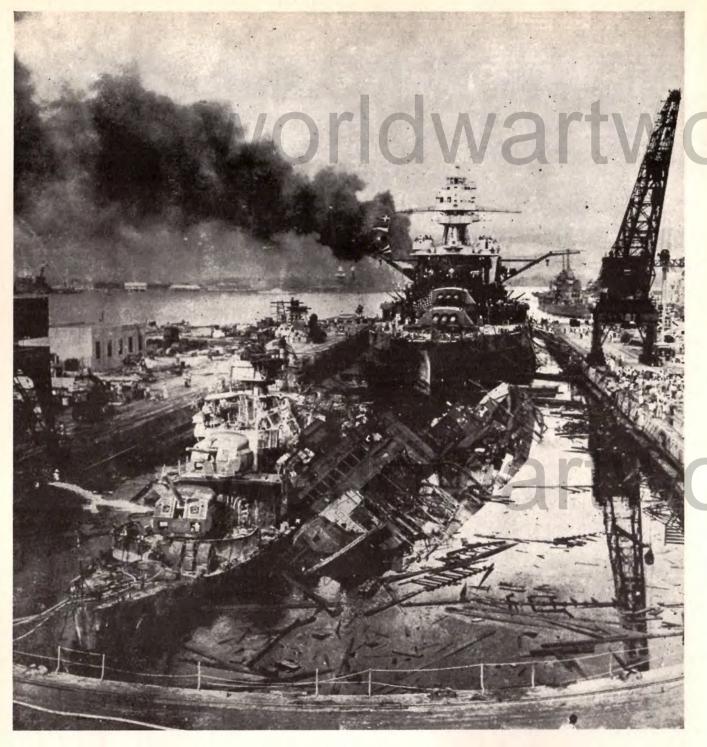
EAST

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FROM PEARL HARBOR TO TOKYO

The Japanese Attack on Pearl Harbor
Drives the United States Into War,
And Brings Utter, Complete Defeat
Back to a Burned and Shattered Empire.

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### BEGINNING OF WAR: THE ATTACK ON PEARL HARBOR

AFTER THE BATTLE. On the morning of December 7, 1941, there were eight battleships, seven cruisers, 28 destroyers and five submarines at Pearl Harbor. Of the battlewagons, the Pacific Fleet Flagship PENNSYLVANIA was in drydock and the seven others were moored in a double line off Ford Island in Battleship Row. The attacking Jap carrier planes sank or left in a sinking condition five battleships—the ARIZONA (lost), OKLAHOMA (lost), WEST VIRGINIA, CALIFORNIA, and NEVADA—and damaged the other three, the PENNSYLVANIA, MARYLAND and TENNESSEE. They also sank the target ship UTAH, the minelayer OGLALA and the two destroyers CASSIN and DOWNES.

Another destroyer, the SHAW, had her bow blown off; three light cruisers—the HELENA, HONOLULU and RALEIGH—were damaged, as were the seaplane tender CURTISS and the repair ship VESTAL.

Shown above are the CASSIN and DOWNES (in the foreground of the drydock), and the PENNSYLVANIA. When the smoke cleared, 95 per cent of U.S. sea-and-air power then in base at Pearl Harbor was out of commission.

### veterans org WAR IN THE EAST

Early Losses and the Turning Of the Tide
In Great Battles Of the Southwest Pacific

Chapter Two

T DAWN ON THE MORNING of December 7, 1941, a force of about 150 Japanese bombers and torpedo-carrying planes swarmed over Pearl Harbor from their carriers at sea and left the chief United States Naval base in the Pacific a smoking ruin. Thus, on "this day of infamy" the Japanese in their sneak attack succeeded in their prime purpose of crippling American naval power in the Pacific and eliminating any interference in the launching of their war of conquest in the Far East.

Judged from the military standpoint the Japanese attack met with enormous success. The greatest blow of all was suffered by the United States battleships tied up in harbor—two of which were lost and six others so severely damaged that they were out of service for months to come. The sudden attack also wrecked numerous light ships and auxiliaries, and a large floating drydock. Hickam Field, the Army Air Field near Honolulu, was blasted to wreckage. United States casualties amounted to over 5,000.

It must be recalled that the greater damage was done in the first few minutes of the attack, when American ships and personnel were totally unprepared. For two hours beginning at 7:50 a.m. the Japanese fighters, dive bombers, torpedo-carrying planes and high level bombers strafed and bombed the base, but after the first wave of the attack American gun crews sprang to their batteries and bitterly fought back the enemy planes, many of which were shot down. Later in the sea war, some United States ships were to suffer more serious attacks and greater damage without being forced out of action simply because they were prepared water-tight for battle and their crews were at general quarters.

The greatest spectacle of all in that Sunday morning attack was the selfless devotion of the men of the Fleet

and their acts of unrivalled heroism in the flaming arena. Though many of the acts of courage and efficiency performed through the stunning attack were rewarded with medals and citations, many more went unnoticed. The greatest of the awards was expressed by the surviving officers, all of them, who, without exception, heaped unstinting praise on their men for their performance under fire.

Among the Colorado men in the naval forces fighting through the attack were Chief Fire Controlman William C. Scholl of the destroyer CASE, brother of Fireman First Class Phillip F. Scholl, who formerly served aboard the destroyer SHAW and who lost his life in line of duty at Pearl Harbor in July of 1941; Lieutenant (j.g.) Austin J. Trinkle of Denver, serving with Patrol Squadron VP 14; and Gunner's Mate Second Class Robert H. Heinz of Denver, whose ship was the ill-fated ARIZONA.

Technical Sergeant Kenneth H. Seaman, of La Veta, was with the 35th Infantry of the 25th Division, fighting back at the enemy and ready in the defense of beaches and naval installations in Oahu. With these other men from Colorado who were at Pearl Harbor on that day, he would share in claiming retribution for the Japanese surprise attack.

Japan's act of war was sudden, but not unexpected. Japanese and United States relations had been growing steadily worse ever since the previous October when General Tojo and his military clique had gained control of Japan's foreign policy. The new premier made it clear to the United States and Great Britain that his country wished to complete its war in China without interference from the democracies, that he resented the aid the two English-speaking nations were supplying to China, and that it was impossible for a peaceful settle-



ment to be reached unless America and England recognized Japan's leadership in the Western Pacific.

The tension of the situation seemed to ease and Japan apparently dropped her belligerent attitude when on November 14 she sent to Washington a special envoy, Saburo Kurusu, to assist Japanese Ambassador Admiral Nomura in his talks for peace with the United States government. Within three days the Japanese diplomats presented their government's aims: That third powers were required to keep hands off the China affair; that economic blockades be ended and surrounding countries refrain from presenting a military menace to Japan; and that all efforts be made to keep the European war from extending to East Asia.

The negotiations continued with United States proposals made to extinguish the last sparks of threatened war and on December 6 President Roosevelt sent a personal note to the Japanese Emperor Hirohito. Before any reply was received and while the negotiations were still in progress, Japan showed her manner of declaring war by the attack on Pearl Harbor-in true Axis fashion, striking first and making the formal declaration after-

On December 8, 1941, the United States and Great Britain declared war on the Japanese government. Three days later Germany and Italy, the other two partners of the Axis, declared war on the United States and action was formally returned the same day.

While America seethed in honest rage over the treachery of the Jap attack and the death and carnage it caused, Japan made rapid progress through the South Pacific in a series of co-ordinated assaults. The Japanese occupied the International Settlement at Shanghai the same day of the Pearl Harbor attack, and immediately struck at Midway, 1,100 miles from Pearl Harbor; Wake Island, 1,000 miles west of Midway; Guam, 1,300 miles from Wake; and the Philippines, 1,500 miles southward from Tokyo. Of all the territory in the Pacific under the protection of the United States, the Japs most of all wanted the Philippines.

Wednesday, December 10, was a black day for the Allied forces in the Far East. A strong force of Jap-



Lt. (j.g.) Austin J. Trinkle

Born 10 June 1920 in Lincoln, Nebraska. He attended Cole Jr. and Manual High schools, and was a student at the time of joining the Navy on 19 September 1939. He received his initial recruit training at Great Lakes, Illinois, and served with Patrol Squadron VP 14 from May 1940 until July 1942, through the Japanese attack on Kaneohe Bay, T.H., on 7 Deccember 1941. In August 1942 he entered flight training at the USNAS at Pensacola, Florida, and served aboard the USS LOUIS-VILLE (CA-28) from December 1943 until April 1945. Lieutenant Trinkle fought in the battles for Kwajalein, Eniwetok, Saipan, Tinian, Guam, Leyte, Luzon, and in the Battle of Surigao Straits, Philippines. He was wounded in an attack by a Japanese suicide plane on 6 January 1945 in Lingayen Gulf, Philippines. His decorations include the American Defense Service Ribbon with Star, the Asiatic-Pacific Theater Ribbon with nine Battle Stars, American Theater Ribbon; the Air Medal, awarded for outstanding spotting of ships' gunfire dur-ing the bombardments of Saipan, Tinian and Guam, and for bombing and strafing enemy personnel; the Distin-quished Flying Cross, awarded for rescuing another naval aviator near Mactan off Cebu Island in the Philippines in October 1944, while under fire from an enemy patrol boat; and the World War II Victory Medal. Lieutenant Trinkle later followed his active wartime duty with service at the U. S. Naval Air Station in Pensacola. He is the son of Mr. and Mrs. Austin Trinkle, Denver. His wife, Pauline Elizabeth, and daughter, Elizabeth Ann, also reside in Denver.

anese bombers further lowered the list of capital ships to oppose them by sinking H.M.S. Prince of Wales and H.M.S. Repulse that day when the two powerful British battleships steamed off the coast of Malaya in an attempt to intercept an enemy convoy. The British ships suffered casualties amounting to 595 officers and men in the dramatic action. In the face of a dire need for heavy warships, this loss was extremely serious.

### PHILIPPINES INVADED

On that day the naval base at Cavite, in Manila Bay, was almost completely destroyed by Japanese air attack. Approximately 200 bombs were dropped, killing thirty and injuring 300 persons, and the waterfront was left ablaze after the destructive raid. On the same day, at daybreak and with heavy naval and air protection, Japanese assault forces landed at three points on Luzon in the Philippine Islands. On the west coast landing of the main island, the enemy was repulsed by American

and Filipino troops; losing three transports to U. S. aircraft, and some parachutists dropped near Vigan

were rounded up.

Machinist's Mate Second Class Ralph L. Smith, of Creede, Colo., serving aboard the submarine rescue vessel PIGEON, twice received the Presidential Unit Citation. The first for the excellent fighting ability displayed by the personnel of the PIGEON in shooting down several attacking Jap aircraft during the month of December 1941, and again for the outstanding and courageous performance of the ship's crew on the occasion of the enemy aerial attack on Cavite Navy Yard 10 Dec. 1941, when the vessel, despite severe bombing attacks and without the use of regular steering equipment, towed the submarine SEADRAGON to safety and assisted in clearing other craft from the docks, then a raging inferno.

On the northern tip of the island the enemy in considerable force began to push south, heavily engaged by the defenders all the while. Manila was raided twice by waves of Japanese bombers and attacks were made on Nichols airfield and Fort William McKinley. Navy planes made heavy bombing attacks on the enemy



GM. 2/C Robert Henry Heinz

Born 15 July 1923 in Denver, Colorado. Attended Park Hill grade school, Smiley Junior High and East High; and joined

High and East High; and joined the Navy on 27 January 1941.
Trained at San Diego, California, and served in both the Atlantic and Pacific aboard the USS ARIZONA (BB-39), USS TENNESSEE (BB-43), USS MASSA-CHUSETTS (BB-59), USS CHESTER (CA-27), USS 0-7 (68), and the USS CREVALLE (SS-291). He took part in the battles of Pearl Harbor, Marshalls-Gilberts Raid, Casa Blanca, and was in all the Third and Fifth Fleet engagements from November 1942 through February 1945, covering the fighting at the Gilberts, Marshalls, Carolines, Palaus, Marianas, Philippines, Formosa and the China Sea. Honorably discharged on 24 July 1946, Gunner's Mate Heinz had earned the American Defense Service Medal with Star, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 6 Battle Stars, E-A-ME Theater Ribbon with Star, Philippine Liberation with 2 Stars, Navy Unit Citation, Good Conduct, and Victory Medal. He is the son of Citation, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. Henry E. Heinz of Denver.



Tech. Sgt. Kenneth Henry Seaman

Born 12 Feb. 1920 in Colorado. He attended high school in La Veta, Colo., and was engaged in farming prior to entering service on 5 May 1940. He received his preliminary training at Camp

Carson, Colo., and served overseas with Co. F, 35th Infantry Reg., 25th Division. He went through the Japanese attack on Pearl Harbor on 7 Dec. 1941, and served in defense duty on Oahu. Seigeant Seaman fought on Guadalcanal and in the Nothern Solomons, and later took part in the invasion of Luzon, P.I. He was in the assault that broke the enemy defense at Balete Pass, and was wounded in action on 24 April 1945. He was hospitalized and later returned to Camp Carson for convalescence. Sergeant Seaman's heroic service had earned him the Asiatic-Pacific Theater Ribbon with 4 Battle Stars, Philippine Liberation Ribbon with Star, and the American Defense Service, Purple Heart, Silver Star, Bronze Star, Good Conduct and Victory Medals. He is the son of Mr. and Mrs. B. F. Seaman of La Veta, Colo.; and the husband of Iris Seaman, also of La Veta.

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warships on that day of disaster, and Captain Colin Kelly of the AAF made his gallant suicide strike at an enemy battleship.

With numerically superior forces and supremacy of the air and sea, the Nipponese forces unleashed their fury on the handicapped United Nations defenders. Civilian and military alike fell prey to the same exhibition of ruthless, barbaric savagery which the Chinese had so long endured at the hands of the Japanese invaders. The shocking cruelty of the Japanese troops to their victims which made a civilized world gasp in horror and indignation was not part of an initial phase; it was to be sustained all throughout the war.

The mailed fise of the invader fell heavily about him in his advance in Luzon and smoking ruin marked his progress. On December 31 American and Filipino troops, facing overwhelming numbers of the enemy in full armored, mechanized and air strength, were forced to evacuate Manila and Cavite and fall back to shorter lines. As the island fortress of Corregidor at the entrance to Manila Bay continued to hold out, General Douglas MacArthur's forces retired to the Bataan Peninsula to begin their historic delaying tactics after the fall of Manila on January 2, 1942.

### JAPS SWEEP PACIFIC AREA

Fierce jungle warfare raged in Malaya as the Japanese attacked British positions after carrying out landings in Northern Malaya early in December. As the British lines were outflanked by enemy landings on the coast behind them, the defenders were forced into a withdrawal under strong pressure, especially from the air. Kuala Lampur, the capital of the Federated Malay States, was evacuated on January 11.

On the 20th, Japanese and Thai forces crossed the frontier into Burma and drove the British forces back towards Moulmein. The enemy now began to feel real resistance in the air as the American Volunteer Group and the RAF flew into organized action. But the momentum of the Japanese attacks everywhere remained unchecked.

The Japanese landed on Sarawak on December 16, forcing the British to withdraw; and on the 10th of January landed at Tarakan, Dutch Borneo and also on North Celebes, where the British were joined with Dutch troops in the defense. But on the 13th the Dutch were forced into surrender, only after destroying the valuable oil installations at Tarakan. Fresh enemy landings on the east coast on January 22 caused the destruction of oil wells at Balikpapan to prevent them from falling into the hands of the Japs, and on the same day an invasion was carried out on New Ireland and at Rabaul, capital of New Britain in the Bismarck



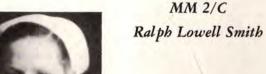
F 1/C Phillip F. Scholl

Born 3 October 1920 in Buena Vista, Colorado. Attended Buena Vista primary and high schools, and joined the Navy on 11 March 1939. Received his preliminary training and electrical schooling at USNTS, San Diego, California, and served aboard the USS SHAW (DD-373), Division 6, Pacific. Killed in line of duty on 28 July 1941, in a truck accident while working on Beach, Pearl Harbor. He was the son of Frederick William and Merle Scholl of Buena Vista, Colorado.



CFC. Wm. C. Scholl

Born 23 March 1914 in Leadville, Colo. Attended Buena Vista High and joined the Navy on 6 April 1932. Trained at San Diego and saw action in Atlantic and Pacific. Served aboard USS CASE (DD-370), USS CONY (DD-508) and USS CALVERT (APA-30); and fought in the battles of Pearl Harbor, Solomons, Gilberts, Marshalls, Marianas, Bismarck Archipelago and Philippines. Postwar service in CID S.P. Hdqtrs., Washington, D. C. Son of Mr. and Mrs. Fred Scholl of Buena Vista.



Born 2 March 1920 in Tonkawa, Okla. Attended schools in Ponca City, Okla., and joined the Navy on 13 May 1937. Trained at San Diego, Calif., and served aboard the USS RIGEL II, USS CANOPUS, and USS

PIGEON, and won two Presidential Unit Citations for courageous performance in Dec. 1941. With the fall of Corregidor, he was taken prisoner in the Manila Bay area on 10 May 1942, and moved to Bilibid Prison. While being transferred, his unmarked prison ship was torpedoed and sunk off the China coast on 24 Oct. 1944. Machinist's Mate Powell did not survive the sinking. Posthumously awarded the Purple Heart, he was the son of Mrs. Eva Mae Lain of Creede, Colo.

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CMM. Donald Ellsworth Chariton

Born 13 Nov. 1914 in Rocky Ford, Colo. He attended grade schools in Louisville, Cheraw and Beulah, Centennial High in Pueblo, and was a mechanic prior to joining the Navy on 6

and Beulah, Centennial High in Pueblo, and was a mechanic prior to joining the Navy on 6
July 1939. He received his preliminary training at San Diego and served in the Pacific aboard the ships USS ROBIN, USS PENSACOLA, USS MARBLEHEAD, USS TULSA, USS MOUNT VERNON, USS PROMETHEUS, and USS GUAM. He was aboard the MARBLEHEAD when it was hit on 4 Feb. 1942 in the Battle of Macassar Strait. Chief Machinist's Mate Chariton was treated in a Dutch hospital on Java for severe burns suffered in the battle, and was evacuated by the famed Dr. Wassel. Honorably discharged on 15 Oct. 1945 after extensive service in the Pacific, his decorations include the American Defense Service, American Theater Area, Asiatic-Pacific Theater, and Philippine Liberation Ribbons, and the Purple Heart, Good Conduct and Victory Medals. He is the son of Mr. and Mrs. Fred P. Chariton of Pueblo, and the husband of Margaret T. Chariton of Colorado Springs.



AMM. 2/C Robert Philbrook Chariton

Born 7 July 1921 in Louisville, Colorado. He attended Cheraw and Beulah grade schools, Centenial High in Pueblo, and was an aircraft manufacturing plant employe in California prior to

an aircraft manufacturing plant employe in California prior to joining the Navy on 28 August 1942. He received his preliminary training at San Diego and served in NATTC, Norman, Okla!; VF No. 1, Jacksonville, Fla.; USS CHENANGO (A0-31); FAW 14, San Diego, Calif.; CASU 30, Fleet Air Wing 8, Alameda, Calif. While in CASU 30, he participated in the invasion of Majuro in the Marshall Islands on 31 Jauary 1944. Majuro Atoll, with its excellent naval anchorage, was occupied and a United States base established there. Aviation Machinist's Mate Chariton was honorably discharged on 7 December 1945 at Shoemaker, Calif., and his decorations include the American Theater Area and Asiatic-Pacific Theater Ribbons, and the Good Conduct and Victory Medals. He is the son of Mr. and Mrs. Fred P. Chariton of Pueblo, Colorado.

Archipelago, threatening New Guinea and bringing the war dangerously close to Australia. Lae, New Guinea, was evacuated the following day after heavy Japanese air raids.

On the night of January 30-31, all the British forces on the Malayan mainland withdrew to Singapore Island after a fighting retreat and isolated themselves from the mainland by blowing up the connecting causeway. After a siege of 15 days the capital of the Straits Settlements was given up in surrender and the Japanese Malay campaign was ended in seventy days.

At sea, the United States cruisers MARBLEHEAD and HOUSTON, in company with nine other American and Dutch warships rushing to strike at a large enemy convoy between Borneo and Celebes, were discovered by Japanese planes on 4 February and subjected to a prolonged bombing attack. The MARBLEHEAD was seriously damaged and many of her men wounded. Chief Machinist's Mate Donald E. Chariton of Rocky Ford and Pueblo, Colo., received severe burns while serving aboard the MARBLEHEAD during the engagement. He was hospitalized for a month after his ship made its way through Lombok Strait to Tjilatjap, Java, where the wounded were transferred to trains and trucks and taken to a Dutch hospital at Djokjakarta, finally to be evacuated by the renowned Dr. Wassel. Chariton was to see extensive active service in the Pacific with the rising flood tide of United States naval power.

### U. S. NAVY STRIKES BACK

The Allies, and particularly the United States, thrilled to a daring and brilliantly-executed strike against the Japanese on February 1. In a swift and sudden attack a United States force of aircraft carriers supported by cruisers and destroyers raided the Gilbert and Marshall Islands and caused heavy damage to the Japanese naval and air bases there. Downing thirty-eight enemy aircraft in combat, the Navy planes hit enemy ships, harbor installations and destroyed many planes on the ground. The Japanese lost naval, auxiliary and cargo craft totalling 100,000 tons, and 50,000 tons damaged — amounting to 25 ships in all destroyed or severely damaged. No United States vessel was lost, and the Jap islands were left smoking after the combined aerial-naval operations.

Two Denver boys who were in the Pacific Fleet's first offensive operation of the war were Chief Quartermaster William G. Noel, aboard the heavy cruiser LOUISVILLE; and Gunner's Mate Second Class Robert H. Heinz, whose ship, the heavy cruiser CHESTER, was the only American craft to take a bomb hit in Admiral Halsey's slugging raid.







### CQM William G. Noel

Born 4 February 1920 in Hugoton, Kansas. He attended Byers Jr. High and South High School in Denver, and was a student at the time of joining the Navy on 9 April 1937. He trained at San Diego, California, and served in the Pacific Area aboard the USS LOUIS-VILLE (CA-28), USS PC-572, and the USS SAGINAW BAY (CVE-82). On the heavy cruiser LOUISVILLE, he took part in the Gilberts and Marshalls Raid of aJnuary, 1942; on the submarine chaser PC-572 he was in the invasion of Attu in the Aleutians; and as a crew member of the escort aircraft SAGINAW BAY, his ship was under attack while supporting troops and providing air cover in the invasion of Luzon at Lingayen Gulf, assisted troops in knocking out enemy positions on Iwo Jima, and weathered the furious suicide enemy air attacks while furnishing air cover for the transports participating in the invasion of Okinawa. Continuing postwar service on the SAGINAW BAY, Chief Quartermaster Noel's service had earned him the American Defense Service Medal with Star, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 9 Battle Stars, Philippine Liberation Ribbon with Star, Good Conduct Medal, and World War II Victory Medal. He is the son of Mrs. Mae Noel of Denver.

### SM 3/C Edward L. Noel

Born 10 June 1925 in Liberal, Kansas. He attended Byers Jr. High and South High School in Denver, and was a student at the time of joining the Navy on 24 December 1941. He received his preliminary naval training in California, and served in both the Pacific and Atlantic aboard the USS BOISE (CL-47), USS PCS-1424, and USS PCS-1426. As a crew member of the BOISE, he took part in supporting the landings at Guadalcanal in August-September of 1942, and fought in the Battle of Cape Esperance, an engagement which severely damaged the ship but won her exceptional distinction as a fighting unit. Signalman Noel was aboard the BOISE when is supported landings in the invasions of Sicily and Italy, notably at Salerno and Anzio, and was an American representative at the acceptance of the Italian Fleet's surrender in September of 1943. He was later assigned to shore duty at Brooklyn Receiving Station, the Supply Depot at Bayonne, New Jersey, and then proceeded to Lido Beach Personnel Separation Center, New York. His decorations include the American Theater Ribbon, Asiatic-Pacific Ribbon with 3 Battle Stars, E-A-ME Ribbon with 6 Battle Stars, Good Conduct Medal, and Victory Medal. He is the son of Mrs. Mae Noel of Denver, and the husband of Mrs. Mildred Noel, also of Denver.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Japanese troops entered Rangoon, the capital of Burma, on March 8 and the battered British withdrew into Central Burma in order to link up with Chinese forces farther north. The day before their entry into burning Rangoon, the Japanese had occupied Batavia, the capital of Java. Landing on Java March 1, the Japs took Surabaya, the Dutch naval base, and the city of Bandoeng nine days later. The fighting was over in Java. The gallant Dutch lost most of their hard-fighting navy in attempts to prevent enemy landings and the cause of their small air force was hopeless in the face of massed Nipponese planes.

After three months of war, the swift Japanese drives had overrun all of Malaya, occupied Borneo, Java, Sumatra and Celebes, and had thrust into New Guinea after occupying the adjoining islands of New Britain and New Ireland. The enemy had taken the United States naval bases of Guam and Wake early in the campaign, and now controlled the greater part of the Philippine Islands.

Japan was now meeting a stronger interference with her plans from Allied planes and the Navy units, and her casualties and losses at sea were growing heavier. Australia was receiving a steady stream of American troops and their equipment, and in the latter part of March General MacArthur arrived in Australia to assume command of all naval, land and air forces in the southwest Pacific. Major General Jonathan Wainwright succeeded MacArthur in the Philippine command.

### FALL OF BATAAN

The magnificent resistance of the American and Filipino forces on Bataan was holding up a big portion of Japanese strength. The effect of these delaying tactics was being felt in the growing power of the Allies in the southwest Pacific, whose air forces were making increasingly heavier attacks on the Jap-held bases and were keeping open the lines of communication in the Pacific and in the north coast of Australia. But the Philippine garrison could not hold out much longer.

The end came for the defenders of Bataan on April 9, 1942, after four months of desperate, heroic resistance. Physically exhausted, without supplies and outnumbered six to one, they were compelled to give up the struggle. Nearly all of General Wainwright's 36,800 men were killed or captured but some of them, including 3,500 Marines, escaped to the island of Corregidor and continued to hold out.

Then came the "March of Death"—a tragic sequel to the defense of Bataan. The gaunt, weary and sick prisoners were herded together like cattle, denied food and water and marched 85 miles under a broiling sun to the Jap prison stockade at Camp O'Donnell. The march required 12 days for some of the prisoners to make. Along the way they were subjected to all forms of horrible torture. Nothing like it had ever occurred in the history of modern warfare and with the revelation of this event a wave of revulsion swept the world. The 5,200 Americans and many times that number of Filipinos who had been tortured to death on the march were only the first victims of the regular barbaric orgies of the Japanese.

### RAID ON TOKYO

Then on April 18 the Japanese felt a blow which was the first real intimation that an angry, determined America would make Japan pay heavily before that anger was appeased. On that day came the electrifying announcement that American flyers had hit the heart of the Empire with bombing raids on Tokyo, Yokohama, Osake, Kobe and other Japanese industrial centers. The surprised and shaken Japs could not understand where the raiding squadron of B-25 medium land-based bombers came from, and their unknown take-off base was promptly referred to as the mythical "Shangri-La." The secret was well-kept and not until much later was it safely revealed that the planes had taken off from the carrier USS Hornet, which had been equipped with special apparatus to permit the large land-based bombers to take off from its short flight deck. Never before had such an undertaking been attempted.

The dangerous mission was headed by Colonel James H. Doolittle, later promoted to Brigadier General for his exploit, and altogether 80 flyers took part in the destructive raid. Several of the Doolittle squadron never returned and months later it was revealed that those of the mission who fell into Japanese hands suffered extreme torture. A thrilling example of the dependability of China as an ally came with the news that the downed flyers found in enemy-occupied China by the natives were carried to safety at great risk and in the face of tempting Japanese offers of large re-vards for the American aviators.

Lashio, the western terminus of the vital Burma Road along which China was supplied with munitions of war by the Allies, fell to a strong Japanese force of about 100,000 on April 29 in a swift campaign which began ten days earlier northwards through the Shan states. The Chinese forces resisted desperately, but the enemy cut to the southwest and severed the railway to Mandalay — presenting a serious threat to the rear of the Ango-Chinese forces. A ruined Mandalay fell to the invaders on May 1, and the British withdrew to the north of the Irrawaddy.





PFC. William E. Surber

Born 9 October 1923 in Floyd Hill, Colorado. He attended schools in Idaho Springs, Colorado, and was a student at the time of joining the Army on 20 February 1941. He sailed overseas for duty in the Philippines with Battery B, 60th Coast Artillery Corps, and was serving at Fort Mills when hostilities commenced. He fought in the Battle of Corregidor, and was listed as missing after the island's surrender. Declared as a prisoner in the hands of the enemy in March 1943, he was held in Bilibid prison camp on Luzon, and lost his life on 15 December 1944 when the prison ship on which he was being moved to Japan was sunk in Subic Bay, P.I. Pfc. Surber was posthumously awarded the Purple Heart Medal for his supreme sacrifice, and had also earned the American Defense Service Medal and Asiatic-Pacific Theater Ribbon with Battle Star. He was the son of Mr. and Mrs. Joseph M. Surber of Idaho Springs, Colo.



ACMM Robert J. Surber

Born 22 April 1920 in Denver, Colorado. He attended primary and high schools in Idaho Springs, Colorado, and was associated with an electrical company prior to joining the Navy on 27 August 1941. He received his preliminary training at the United States Naval Training Station at San Diego, California, and served with C.A.S.U. 32, Engineering. He was appointed Aviation Machinist Instructor at the U. S. Naval Air School at Norman, Oklahoma, and was later assigned to duty at Maui, Hawaiian Islands. Aviation Chief Machinist's Mate Surber has earned the American Defense Service Medal, American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon, Good Conduct Medal, and the World War II Victory Medal. The son of Mr. and Mrs. Joseph M. Surber of Idaho Springs, Colorado, he is married to the former Betty Jane Amick, also of Idaho Springs, and they have a daughter, Sherry Olleen.

### The FIGHTING MEN of COLO

SURRENDER OF CORREGIDOR

Additional news of anguish came to Americans on May 6 with the announcement that the gallant stand on Corregidor was swept away by the rampaging Japanese. Reduced to virtual starvation from lack of food and rendered practically defenseless by a shortage of ammunition and serviceable guns, the gallant defenders had undergone an incredibly furious and concentrated assault by the enemy. The defenses had simply been swept away by the continuous bombing from the air and the constant shelling by large guns from Japanese ship and shore batteries. No more could have been asked from the benumbed, exhausted, outnumbered defenders — their steadfast courage and tenacity to hold was a shining example for American fighters everywhere.

Private First Class William E. Surber of Floyd Hill and Idaho Springs, Colo., fought to the last on Corregidor, serving as an anti-aircraft gunner with Battery B of the 60th Coast Artillery Corps at Fort Mills. Listed as missing, it was not until March of 1943 that his parents were notified that he was a prisoner of the Japanese, being held in Bilibid. The last tragic act in his life took place in a prison ship in Subic Bay off Luzon.

Machinist's Mate Second Class Ralph L. Smith of

Machinist's Mate Second Class Ralph L. Smith of Creede, Colo., was also taken prisoner with the fall of Corregidor. He was captured in the Manila Bay area and, like William Surber, was confined to Bilibid war camp—later to be placed on an ill-fated Japanese prison

When the Stars and Stripes was dipped from its staff on "The Rock," the Philippines became lost under a shroud of darkness. The Corregidor garrison consisted of 2,275 naval personnel, 1,570 Marines, 3,734 American troops, 1,280 Philippine Scouts, 1,446 Philippine Commonwealth Army men and 1,269 civilians—a total of 11,574. These prisoners were given the same treatment accorded those who were captured on Bataan. Most of the 50,000 survivors of Bataan and Corregidor were murdered in one way or another; either on the march, while at work, or in camp under the inhuman cruelty of the conquerors who constantly devised new methods of torture.

Not all of the Americans surrendered. Those who had the chance took cover and fought the enemy in guerrilla warfare on Japanese-held ground. The most fabulous of these "shadow" fighters were the Fertig hypothers of La Junta. Colo.

brothers of La Junta, Colo.

Colonel Wendell W. Fertig, a mining engineer in the Philippines before the war, was called into service and led the United States Corps of Engineers under MacArthur on Bataan. He was at work on Mindanao, and when that island capitulated in late May of 1942, was at large. Colonel Fertig disappeared into the interior of the island, and more was heard from him

for three long years. He was to spend that time in the formation of a guerrilla army and to prepare for the American return and liberation of the Philippines.

Lieutenant Colonel Claude E. Fertig, also a mining engineer called into military service in the Philippines, directed the evacuation of equipment to Panay for airfields and defenses. Forming the guerrilla army of Panay, he fought the Japanese for 27 months. Evacuated by submarine from the island with his wife and baby daughter, he was summoned to General Headquarters, Southwest Pacific area. Using his superior knowledge of terrain and conditions in enemy held territory, Colonel Fertig supervised topographical intelligence for the invasion of the Philippines.

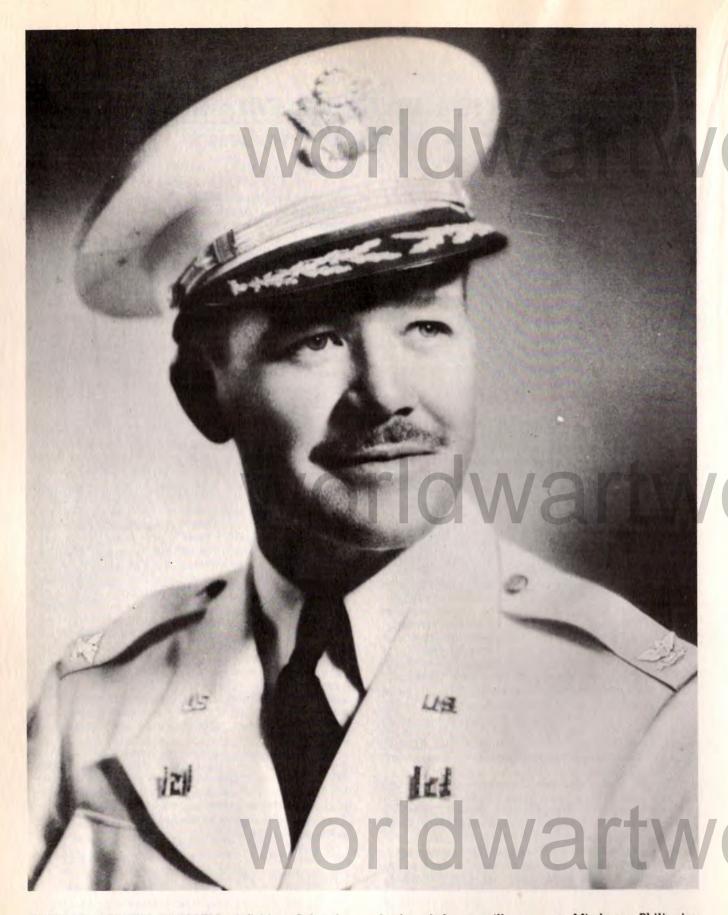
### BURMA-AND THE "TIGERS"

Another great feat by a great American soldier was carried out by Lt. General Joseph W. Stilwell in the period of May 1-20. As chief of staff to Generalissimo Chiang Kai-Shek and commander of the Chinese Fifth and Sixth Armies, operating with the British in Burma, General Stilwell marched 140 miles with his party through the wild, trackless Burmese jungles to Assam. Taking what he called "a hell of a beating" from the Japanese forces which took Burma from the Allies, the old campaigner was still full of fight and immediately made preparation to again meet the enemy. General Stilwell found the defeat a hard pill to swallow, but the story of the Burma campaign was one of outnumbered forces giving the best they had against a foe with more equipment and with complete air superiority. In this latter class, the enemy found his effect surprisingly diminished by the "Flying Tigers," that strange group of volunteer American and Chinese airmen in their garishly-decorated planes. The "Tigers" proved themselves excellent flyers utterly without fear of odds, and their record was unmatched by any other group of air fighters in existence. Unfortunately, their number was pitifully small.

As the Japanese prepared to launch their attack on Australia, and the Allied forces there under General MacArthur feverishly built up the defense with an everincreasing flow of supplies from the United States, the picture of the rampant Jap in his efforts to win an Eastern empire began to change. The change first became apparent on the seas.

### BATTLE OF THE CORAL SEA

American submarines had entered the war in the Pacific and were cutting heavily into Japanese shipping. These daring craft undertook long, perilous voyages



COLONEL WENDELL W. FERTIG of Golden, Colorado . . . leader of the guerrilla army on Mindanao, Philippine Islands. (See opposite page for Col. Fertig's biography and details of his heroic actions.)

Thrill-packed Account Of The Central Figure In The Underground

War Which A Valiant Philippines Guerilla Force Waged

Against The Japs While Waiting To Be Liberated.

WENDELL WELBY FERTIG was born on 16 December 1900 in La Junta, Colorado. Accompanying an early decision to follow the career of an engineer, his formal schooling included matriculation at the University of Colorado and the Colorado School of Mines.

Young Fertig's work as a mining engineer took him to the Philippine Islands, where he eventually became manager of the Samar Mining Company. Shortly before the outbreak of war, on 1 June 1941, he joined the Army of the United States and was commissioned in the Corps of Engineers. He was supervising the construction of Army airfields along the highway on the northern coast of the island of Mindanao when hostilities began. Caught between the Japanese landing on that coast and the enemy troops who fought their way up from the south, he made his way back into the mountainous country of Bukidnon near the Lanao region. The man who led the U. S. Engineers Corps under MacArthur on Bataan was still free when the island capitulated in late May of 1942.

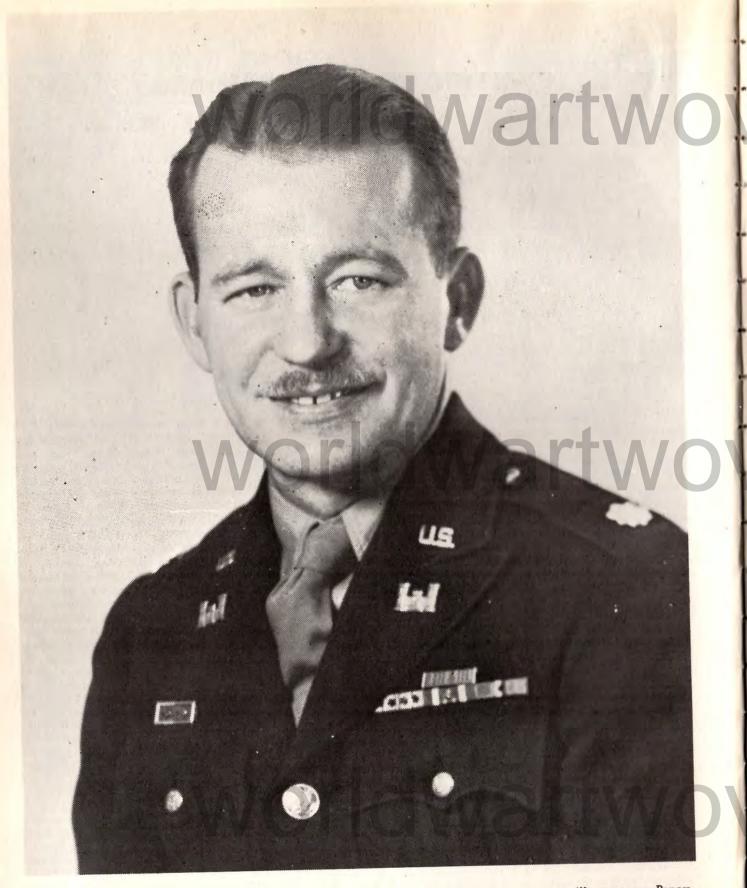
Colonel Fertig was trapped on the island in a living tomb, but he was determined to be on hand to distract the enemy when the Americans returned. A hunted fugitive with a price on his head, completely cut off from the outside world by the pall of death blanketing the island, he slowly, painfully but with firm thoroughness began the formation of his American-Filipino Guerrilla Army of Mindanao. He had little to begin with except the loyalty and incredible bravery of the Moros and scattered Americans who joined his forces, but it was enough to carry the war against the Japs.

The tall, handsome officer, kindly and humorous in conversation, possessed the very desirable and necessary traits of being patient, polite and courteous in his dealings with the Filipinos. The aggressive native leaders with their bands began rallying about his standard and jungle warfare on the island commenced in earnest. The guerrillas used commando tactics, living off the land for days at a time, stalking the enemy through mud and high grass or under blistering suns, slashing at the enemy despite odds of thousands to one. They fought the maddened and heavily-armed Japs craftily, bloodily and with amazing results, until a real question grew as to who controlled the island—the conquerors or the increasingly resisting conquered.

The complete isolation of the guerrilla forces on Mindanao was cracked when radio contact was established with MacArthur's headquarters in Australia on the 1st of February, 1943. Soon they were receiving shipments of food, arms and medical supplies by American submarines. Colonel Fertig was ordered not to jeopardize his valuable work in sabotage and intelligence by provoking the Japanese into sending strong reinforcements into Mindanao, but to confine his guerrilla activities to defensive, harassing tactics. He was thought to have been killed or captured in the early fighting, and it was not until December of 1944 that the outside world heard of him when the veil of secrecy was lifted from the Philippines. The mighty re-invasion was then in full swing and the victorious American tide was sweeping over the islands. The guerrilla armies which helped so much in the preparations for liberation joined in the heavy fighting to reclaim all the Philippines.

Col. Fertig came home on 28 July 1945. The beribboned hero was greeted by his mother, Mrs. Olive F. Fertig of La Junta, and the family from whom he had parted in Manila four years before—his wife, Mary Ann, and his two daughters, Patricia Louise and Lois Jeanne. Retiring to his home in Golden, Col. Fertig was shortly after appointed Professor of Military Science and Tactics at the Colorado School of Mines, his old alma mater.

The "Mighty Man of Mindanao" had fought his battle, and had come home.



LIEUT. COLONEL CLAUDE E. FERTIG of La Junta, Colorado . . . who helped form the guerrilla army on Panay, Philippine Islands. (See opposite page for Colonel Fertig's biography and details of his great service.)

Amazing Parallel In The Lives Of The Colorado Brothers Who Engineered Resistance Movements Against the Japanese Hordes In Occupation Of The Philippine Islands.

CLAUDE EDWARD FERTIG was born on 20 July 1905 in La Junta, Colorado. He attended La Junta public schools and graduated from the Colorado School of Mines. Like his equally famed brother who preceded him at the engineering school in Golden, he enrolled in the Reserve Officers Training Corps and was graduated a second lieutenant in the Officers' Reserve.

Claude Fertig was also a mining engineer in the Philippines, and was on Masbate when the Japanese tide of war began sweeping over the Islands. He was called to active duty on 20 January 1942, just as quickly as orders could reach him, and with the rank of Major was assigned to the 61st (Filipino) Division. Working feverishly, he directed the evacuation of equipment to Panay for construction of airfields and defenses. The Japanese arrived in February but the gallant 61st held them off for five months before the enemy, considerably reinforced, could occupy the coastal towns of Panay.
Col. Fertig was accompanied by his wife all this time,

and now a trial of extreme hardship and danger faced the young American couple. They made their way into the hills where Fertig, with a handful of Filipino officers, began the organization of the famous Guerrilla Army of Panay-18,000 regular soldiers who maintained the offensive against the Japs for thirteen months. Col. Fertig, as Chief of the Guerrilla Engineers, concentrated on the colossal task of building up fuel, communications and ordnance systems. From a sunken gunboat divers recovered cases of artillery shells for their powder. With much labor and ingenious methods, land mines with bamboo triggers were manufactured; mortars were made from pipes; ammunition, grenades, mortar shells, and small arms shell jackets were machined from brass and iron rods on equipment removed beforehand or snatched from enemy warehouses.

The very first of the Philippines guerrilla groups to contact Gen. MacArthur's headquarters in Australia by radio (November 1942), the remarkable warriors on Panay meanwhile not only held 95 per cent of their island, but also trained troops, raised food, gathered weather data, and sabotaged the enemy.

In September, 1943, heavy Jap reinforcements poured onto Panay and began a wholesale massacre of persons even suspected of helping the guerrillas. But the war continued with the shadowy army striking swiftly, demolishing bridges and strongholds, and scorching the

earth wherever it retreated.

Susan Beatrice, the daughter of Col. and Mrs. Fertig, was born in January 1944 in the jungle interior of Panay. The mother was compelled to seek safety inland from the Japanese searching parties raiding remote villages, and escaped capture through the loyalty of her Filipino servants and friends, who faced death rather than divulge her whereabouts. As the massacres continued, the guerrillas eased their fighting in order to prevent reprisals on helpless natives, and concentrated on gathering intelligence. On 20 March 1944, some few remaining Americans were evacuated by submarine to Australia, where Col. Fertig and his wife were hospitalized for several months.

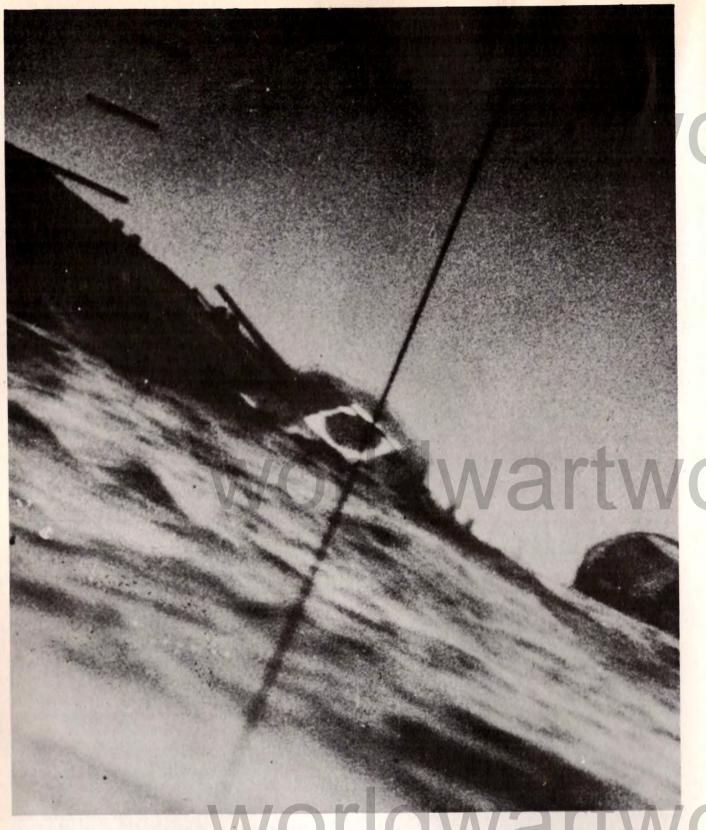
The Colonel's greatly needed knowledge and ability were put to use as soon as it was possible to do so. He was assigned to the Allied Geographic Section and in April 1945 became Commanding Officer of the U. S. Geographic Section, GHQ, AFPAC, supervising the compiling of topographical invasion intelligence for the

Philippines and Japan.

The great tide of victory reached its crest and, his work done, Col. Fertig returned home on 10 December, 1945. He was reunited with his wife, Laverne, and his daughter in La Junta, the home also of his mother, Mrs.

Welby Lee Fertig.

Among the numerous deserved decorations and honors falling to the renowned guerrilla fighter from Colorado was the Legion of Merit, the citation which reads in part: "... he performed his duties with outstanding skill and distinction at all times. . . . By his unfaltering determination and superior geographical knowledge, Colonel Fertig made an important contribution to the success of military operations in the Philippine Islands."



OFFICIAL U.S. NAVY PHOTOGRAPH

### SUB'S EYE VIEW OF SINKING JAP DESTROYER

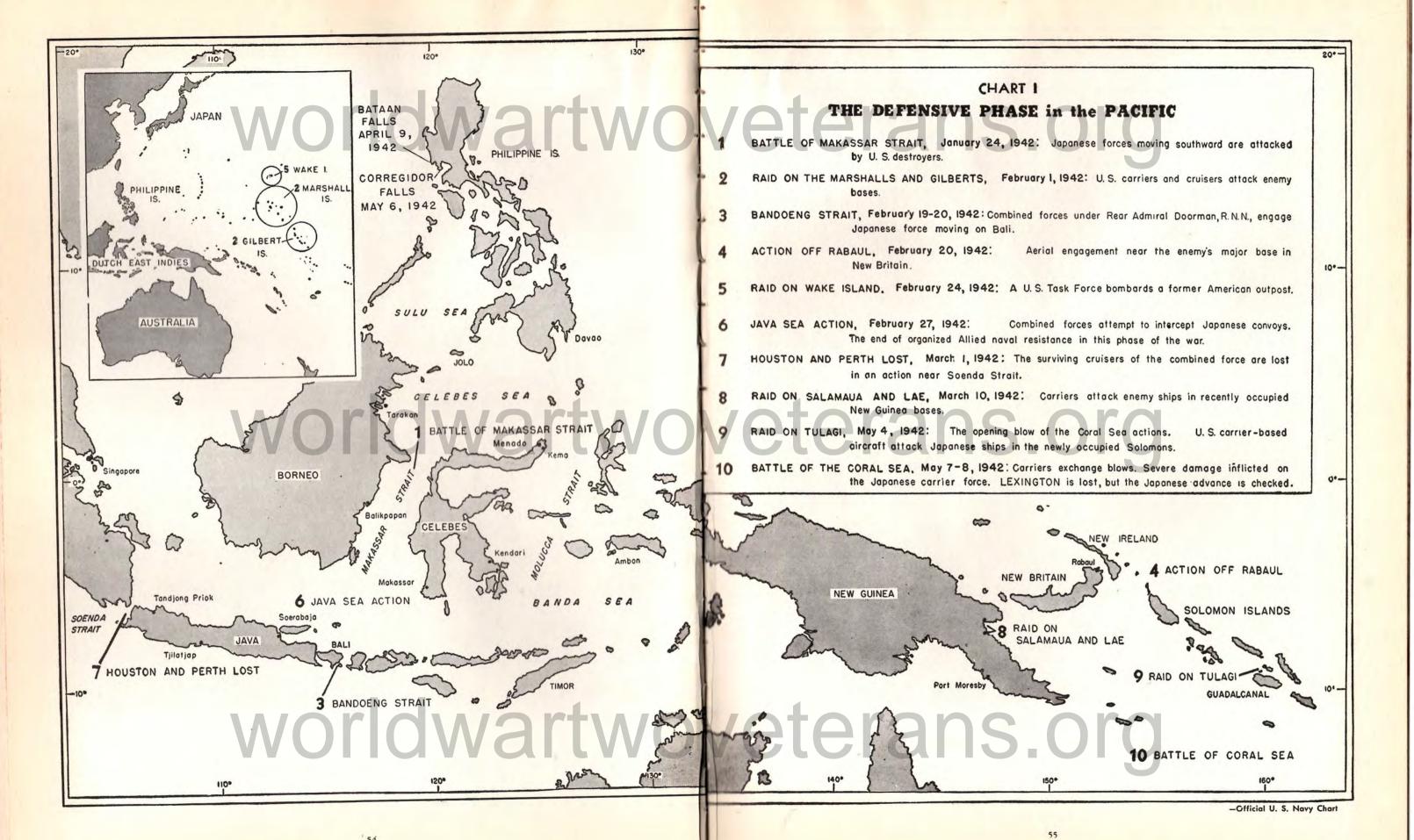
FIRST COMBAT PHOTO taken through the periscope of an American submarine, this remarkable picture shows an enemy destroyer of modern large type after it had been struck by two torpedoes launched by the submarine from which the photo was taken. The destroyer sank in nine minutes.



OFFICIAL U.S. NAVY PHOTOGRAPH

### THE END OF THE AIRCRAFT CARRIER LEXINGTON

ABANDONING SHIP. Men of the USS LEXINGTON leaving by ropes after the carrier was torpedoed in the Battle of the Coral Sea on 8 May 1942. The destroyer at the right is taking off the sick and wounded and not a single man from the LEXINGTON was lost in the rescue operation. The Battle of the Coral Sea stopped the enemy's south Pacific advance and the new offensive, taken over by United States forces, was held to the very end. (This photo is one of the 100 best pictures of the war taken by Navy, Marine Corps, and Coast Guard photographers.)





OFFICIAL U.S. NAVY PHOTOGRAPH

### JAP CRUISER BLASTED BY U. S. CARRIER PLANES

BATTLE OF MIDWAY. The Japanese heavy cruiser MIKUMA lies dead in the water after having been bombed by U.S. carrier-based Naval aircraft. She sank soon after on 6 June 1942 from the merciless pounding received, evident in the photo above. The complete defeat and heavy losses suffered by the enemy in this naval battle restored the balance of power in the Pacific and cancelled the threat to the American west coast. American losses in the Midway battle were the carrier YORKTOWN and the destroyer HAMMANN, both sunk by enemy torpedoes.

which carried them right up to the enemy's doorstep to sink his ships. One of the major factors deciding the collapse of the Nipponese Empire was the result of the work of the Navy's undersea fleet. And the first of the Fleet's surface unit operations building up the climax of the first six months of the war at sea marked a new phase of operations in the Pacific — the checking of the enemy offensive. That major sea conflict was the Battle of the Coral Sea.

The United States attacks on Salamaua and Lae and in the Battle of the Coral Sea foiled the enemy's invasion plan in addition to sinking a Japanese aircraft carrier, three heavy cruisers, one light cruiser, two destroyers and several transports. The Japanese force also suffered a cruiser and destroyer probably sunk, and a second aircraft carrier was hit and left ablaze. American losses were the 33,000-ton aircraft carrier Lexington, the destroyer Sims, and the 25,000-ton tanker Neosho. The Lexington took several bomb and torpedo hits from counter-attacking Japanese planes while her own aircraft were blasting the enemy force off the Solomons on May 8. Several hours after the battle and while on reduced speed, the carrier was blasted by terrific internal explosions caused by the leaks from damaged gasoline lines, and sank soon afterwards. Ninety-two percent of her crew, however, was rescued and reached port safely.

Fought entirely by planes whose carriers were nearly two hundred miles away from each other, the Battle of the Coral Sea marked the first major engagement in naval history in which surface ships never exchanged a shot. The Japanese had been stopped — and the Allies definitely took over the offensive and were to hold it now to the very end.

### BATTLE OF MIDWAY

Baffled and frustrated by the pounding resistance to their invasion attempts in the north-Australia arena, the Japanese ambitiously pushed a scheme to break through the mid-Pacific defenses of the United States and to invade the North American continent. The first indication of this plan was revealed when Navy patrol planes spotted a strong enemy force proceeding east on the morning of June 3. The planes from this force raided the naval and air base at Dutch Harbor in the Aleutians, but damage was slight. Meanwhile, some 1,900 miles to the southwest, another Jap naval force in considerable strength approached Midway Island in two fleets. But the superior United States Naval strategy awaited them and thus began the four-day battle over a wide area in the Pacific which was to register one of the most glorious victories in American naval history.

The first shock came to the invading fleet when Hawaii-based Flying Fortresses, flown to the Midway scene in a surprise move, bombed with great results a concentration of five columns of Japanese ships. This was followed by naval patrol plane attacks, the planes improvised as bombers and torpedo carriers. The enemy planes in strong force raided Midway's airfields, docks and harbor installations but succeeded in inflicting only minor damage. Although overwhelmingly superior in strength and numbers, the Japanese invasion fleets were attacked so furiously by the combined American forces that they were forced to withdraw in their most serious defeat. The Japanese losses were tremendous: four aircraft carriers, two battleships damaged, two heavy cruisers sunk and three damaged, one light cruiser damaged and three destroyers sunk. The exact damage to the burning, decisively beaten Jap fleets was difficult to sum up due to the wide range of action. Approximately 5,000 Japanese were killed or drowned in comparison to American losses of 92 officers and 215 enlisted men. The United States Navy lost the aircraft carrier Yorktown and the destroyer Hammann.

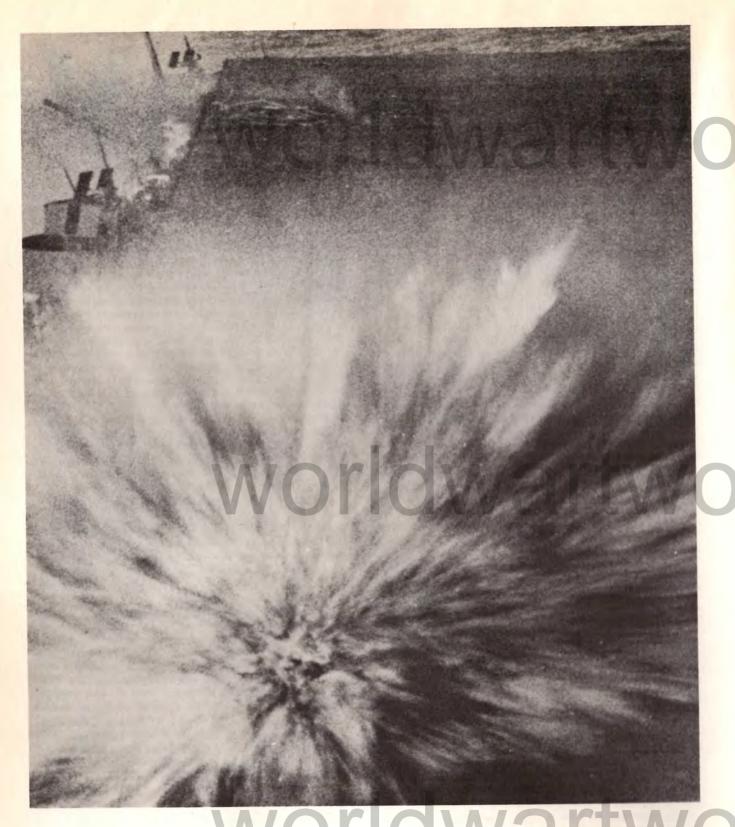
In exactly six months since the disastrous blow to our naval strength at Pearl Harbor, the balance of power in the Pacific had been restored. The Japanese had been completely defeated, and the threat to the American west coast was removed.

In the fog-bound Aleutian Islands, Attu and Kiska, 1,300 miles from the Alaskan mainland and only 600 miles from the new American naval base at Dutch Harbor, were the scene of Japanese landings on June 13. United States forces pierced the fog two days later and attacked the enemy, sinking one cruiser and severely damaging three other cruisers, an aircraft carrier, a destroyer and a gunboat. Army bombers attacked a number of enemy transports observed at anchor in Kiska harbor, sank one and damaged others. The Japanese thrust in the Aleutians was doomed to dismal failure.

Private Lloyd W. Kendrick of Palmer Lake, Colo., was in this theater of action. He had joined the Army in September of 1940, and returned to the States in February, 1944, after 33 months' service in the Aleutians with Company B, 37th Infantry.

### MARINES INVADE SOLOMONS

The turning point in the Pacific land war was inaugurated in a series of offensive moves beginning with the Solomons operation. The use of the Solomons as advanced air and naval bases had enabled the enemy to make attacks on the Allies' long Pacific supply line and on the north coast of Australia. The need to remove this costly and dangerous attrition of the enemy's, plus the need for a victory in the face of Australia's im-



OFFICIAL U.S. NAVY PHOTOGRAPH

### THE ENTERPRISE IS BATTERED IN SOLOMONS FIGHT

DIRECT HIT—A Jap bomb hitting the flight deck of the USS ENTERPRISE on 24 August 1942 exploding right into the camera, killing the photographer although the film in his camera was not destroyed. A bold fighter in the lean days when American forces challenged formidable Japanese naval might in the first sustained United States drive in the Solomons, the ENTERPRISE after quick repairs teamed up with the HORNET to wallop the enemy in the October 26 Battle of Santa Cruz, the sea engagement which ended a crucial phase in the South Pacific.

The FIGHTING MEN of COLORADO



Pvt.
Lloyd Wayne Kendrick

Born 19 Sept. 1922 in Colorado. He attended Palmer Lake grade and Lewis High school in Monument, Colo., and was a student at the time of joining the Army on 27 Sept. 1940. He received his basic training at Ft. Francis Warren, Wyoming, and served in the Aleutians for 33 months with Co. B, 37th Infantry. He returned in March 1944 to Camp Robinson, Ark., and was honorably discharged on 24 June 1945. He is the son of Mr. and Mrs. Henry M. Kendrick of Palmer Lake, Colo., and the husband of Mrs. Edna Kendrick



FO Arthur Lamar Kendrick

Born 12 March 1919 in Colorado. He attended primary and high schools in Palmer Lake and Monument, Colo., and was a railroad employee prior to joining the Army Air Corps on 24 Jan. 1941. He trained at fields and bases in III., Ariz., N. M., Wash., Colo., and Kans., and served with the 20th Air Force on Guam. Flight Officer Kendrick flew in the B-29 "City of Denver," and successfully accomplished 35 missions over the Japanese homeland. Honorably discharged on 21 Nov. 1945, he is the son of Mr. and Mrs. Henry M. Kendrick of Palmer Lake, Colo.



Tech./Sgt. Wm. E. Dodds

Born 10 June 1922 in New Mexico. Attended Alamosa, Colo., high school, and joined the Marine Corps on 3 May 1941. Trained at San Diego, Calif.; and served in the Pacific Area with the First Marine Division, in the New Hebrides, and the battles of Guadalcanal and Midway. Honorably discharged on 18 April 1946, he holds the American Defense, American Theater, Asiatic-Pacific with 3 Stars, Unit Citation, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. T. E. Dodds of Alamosa, and the husband of Betty Jean Dodds.



Sgt. Wiley Woodrow Tyler

Born 31 March 1921 in Pocahontas, Ark. Attended Arkansas and Crowley, Colo., schools and joined Marines on 19 Feb. 1942. Trained at San Diego, Calif., and served with Co. L, 8th Marines, 2nd Marine Division. Machinegunner in a line company, he fought on Guadalcanal, Tarawa, Saipan and Tinian. Followed active service with duty at Marine Base, Quantico, Va., and holds A-P Ribbon with 4 Battle Stars, Pres. Unit Citation with 2 Stars, Commendation, and Victory Medal. Son of Mr. and Mrs. W. A. Tyler, and husband of Imogene Tyler, Crowley, Colorado.

minent invasion, led the United States to launch a counter-invasion. Accordingly then, American planes began paying visits with bombs to the strongly fortified Jap-held Solomon Islands.

Early on the morning of August 7, warships and planes of the Pacific Fleet heavily bombarded the enemy positions in the Tulagi area of the islands, and the United States Marines went ashore in landing barges. Against fierce resistance by the Japanese, the Marines by nightfall were entrenched on Tulagi, Florida and Guadalcanal. The next day they captured the highly important Henderson airfield on Guadalcanal and held it against a long series of heavy air, sea and ground assaults by the enemy. In three days the Marines were in firm control of their areas, had captured quantities of munitions and supplies, and were engaged in mopping up the enemy forces which were defeated on the beachheads. Retiring to the interior, the Japanese soon launched counter-attacks of the most violent nature in an attempt to dislodge the Americans. The importance of the Solomons to the Japanese was shown by

their exhaustive efforts to regain the islands in a bloody, terrifying six-months' campaign.

The landings were made by the First Marine Division (reinforced) by elements of the Second Marine Division) under the command of Major General Alexander A. Vandegrift. With the First Division were Technical Sergeant William E. Dodds of Alamosa and Private Donald H. Beale of Pueblo, Colo. Sgt. Dodds, who made two trips to the Pacific Theater to pick up his battle stars, fought in the battle for Henderson Field and shared in the Presidential Unit Citation awarded the First Marine Division for its work on Guadalcanal. Pvt. Beale went in on Tulagi with the first wave and battled through the worst fighting on the island. He was killed in action on 3 November 1942 on Guadalcanal, when his unit began the destruction of the Japanese crack 38th Division, known as specialists in taking airfields. Pvt. Beale was with a heroic small outpost of Marines which held the enemy troops in check until the Marines could muster an attack in force.

With the Second Marine Division were Corporals





### Corp. Lawrence Chester Desmond

Born 17 August 1923 in Oklahoma City, Oklahoma. Attended Oklahoma City grade schools, and high school in Kansas City, Missouri. Previously a machine shop employee, he

joined the Marine Corps on 10 January 1942, on the same date of enlistment as his brother, Vincent Desmond. Paralleling his brother's military career for its entire course, Lawrence trained at the Marine Corps Base in San Diego, Camp San Luis Obispo, and Camp Elliott, in California. He also served with the 2nd Defense Battalion, 2nd Marine Division, Tutuila, Samoa; and fought through the Marine campaigns on Guadalcanal, Tarawa, Saipan and Tinian. With his brother, he followed his active service with duty at the U.S.M.C. Depot of Supplies, San Francisco. Also holds the same decorations: American Theater Area Ribbon, Asiatic-Pacific Ribbon with 4 Battle Stars, and the Victory Medal.



Corp. Vincent Semtner Desmond

Born 7 May 1921 in Oklahoma City, Oklahoma. Attended Oklahoma City grade schools, and high school in Kansas City, Missouri. Engaged in the printing business prior to joining the

Marines on 10 January 1942. Received his preliminary training at the Marine Corps Base in San Diego, California; and served with the 2nd Defense Battalion, 2nd Marine Division, Tutuila, American Samoa. Participated in the Marine campaigns on Guadalcanal, Tarawa, Saipan and Tinian. Following his active duty with service at the Depot of Supplies, San Francisco, California, Corporal Desmond has been awarded the American Theater Area Ribbon for his service in the continental United States, the Asiatic-Pacific Ribbon with 4 Battle Stars, and the World War II Victory Medal for service in the armed forces during the war. He is the son of Mr. and Mrs. Chester A. Desmond, of Denver.

Lawrence C. Desmond and Vincent S. Desmond, brothers from Denver; Sergeant Sam Catalano of Alamosa, and Sergeant Wiley W. Tyler of Crowley, Colo. The Desmond boys entered their first campaign on Guadalcanal, but were to win additional battle stars in their parallel military careers with the Marines in the Pacific. Honors for distinguished service also were won by Sgt. Catalano of the Second Marines, and Sgt. Tyler of the 8th Marines.

The struggle for Guadalcanal was the most epic chapter in the long and glorious history of the U. S. Marine Corps. In the tropical jungles of the Pacific outpost they met the most savage kind of fighting ever seen, and overcame the desperate enemy in a prolonged conflict. The Solomons campaign was not too auspicious in its beginning. Japanese planes attacked the United States transports unloading stores and equipment at Guadalcanal; and that night in a swift, surprise move an enemy naval force slipped between the inner guard close to the transports and the outer defense task force. In sudden action at close range the Japanese ships sunk the Australian cruiser Canberra and the American cruisers Quincy, Astoria and Vincennes.

Enemy reinforcements arrived on Guadalcanal the

night of August 10-11 and began their vicious night attacks on the American troops. Despite their suicidal tactics, the Japanese came out second-best in hand-to-hand encounters with the United States Marines. Casualties were extremely heavy on both sides, however, as the ferocity of the fighting increased. Since the Japanese preferred suicide to surrender, few prisoners were taken by the Marines in the early days of the South Pacific campaign.

### NEW GUINEA CAMPAIGN

Another campaign of hardship and under miserable conditions was being carried out in New Guinea where American and Australian troops struggled to force the invaders back to the sea. To stop the Japanese effort to reinforce their troops in the Bismarck Archipelago, strong air attacks were constantly being pressed against enemy ships and bases in New Guinea, New Ireland and in the Solomons area.

In a stroke designed to by-pass the Owen Stanley Range in New Guinea and capture Port Moresby, in addition to securing an advance base for the recapture of their lost positions in the Solomons, the Japanese on

### S/Sgt. Bernard Heywood Desmond

The FIGHTING MEN of COLORADO

Born 8 October 1915 in Maud, Oklahoma. Attended Central High School in Oklahoma City and was a salesman and chef prior to entering service on 19

prior to entering service on 19
May 1941. Received his preliminary training at Fort Leonard Wood, Missouri, and served
with Company B, 29th Engineers. Left for New Guinea in
November of 1944; then went to the Philippines, taking part
in the Luzon Campaign with the 114th Combat Engineers, of
the 32nd (Red Arrow) Division. It was the 32nd which,
finishing the war on Luzon, had the distinction of accepting
the surrender of Japanese General Yamashita near Baguio. Sergeant Desmond was with the 114th Engineers in its occupational duties at Kokura, Japan. He was honorably discharged
on 6 January 1946 at Camp Beale, California; having earned
the American Defense Service and Good Conduct Medals, the
American Theater Area, Philippine Liberation, and AsiaticPacific Ribbon with Battle Star. He is the son of Mr. and
Mrs. Chester R. Desmond of Denver, and the husband of Zola
Desmond, of San Francisco, California.

August 27 landed troops at Milne Bay, Papua. These troops ran into a waiting, unsuspected Allied force and suffered severe casualties to the extent that the bulk of the invading force was withdrawn two days later. On September 10, the Japanese made another attempt to take Port Moresby, only to meet as little success as before. In the steaming, impenetrable jungles of New Guinea, Allied forces made their way to the Buna side to engage the enemy, while the Australians began their march into the Owen Stanley mountains September 28. The Japanese lost their last foothold on the Buna side of the mountains on November 2 when Kokoda was retaken. In clearing New Guinea of the foe, the ground troops had the excellent cooperation of engineers, paratroopers and native supply carriers.

### GUADALCANAL VICTORY

Japanese opposition on Guadalcanal continued to be heavy, and as the fanatical troops insisted on fighting to the last man, the enemy landed as many reinforcements as possible under cover of darkness to swell their depleting ranks. Supply ships for the Marines on Guadalcanal were still running the fire of the enemy,



Corp.
Seward A. Linton

Born 13 July 1912 in Coffeyville, Kansas. Attended Denver West High School and was a mail carrier prior to joining the Army on 16 September 1940. He trained at Ft. Sill, Okla.: Camp

Barkley, Texas; Ft. Devens, Mass.; Pine Camp, N. Y.; and Camp Pickett, Va. Originally in Hq. Co. 157th Inf., he was transferred 21 March 1942 to Co. B, 157th Infantry, 45th Inf. Division. Participating in the invasion of Sicily, he landed with the first Allied assault waves on that island on 10 July 1943, and fought throughout the entire Sicilian Campaign. Honorably discharged on 23 October 1945, Corporal Linton had earned the American Defense Service and Good Conduct Medals, the Combat Infantry Badge, and ETO Ribbon with Battle Star. Son of Mr. and Mrs. William Linton, deceased, he is married to the former Margaret Desmond, of Denver.



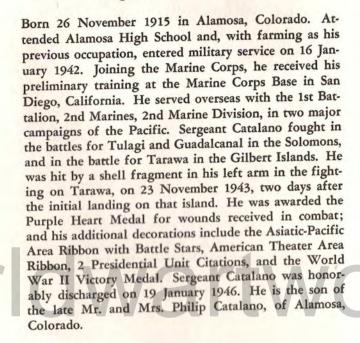
### Pvt. Donald Harkness Beale

Born 29 September 1921 in Lime, Colorado. He attended Central High School and was a steel mill employe prior to joining the Marine Corps on 5 January 1942. He received his pre-

liminary training at San Diego, California, and shipped overseas with advance elements of the First Marine Division. Private Beale was in the initial invasion of the Solomons, going in on Tulagi on 7 August 1942, and took part in the fighting which destroyed in three days the enemy headquarters garrison on that island. For the following three months he shared in the First Marine Division's desperate struggle to hold Guadalcanal against the constantly reinforced enemy. He was killed in action on 3 November 1942 while resisting and holding in check, with a small outpost of Marines, a landing attempt on Guadalcanal by a strong party of crack Japanese troops. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, Private Beale also earned the Presidential Unit Citation for outstanding service. He was the son of Mrs. Madge H. Beale of Pueblo, Colo.



### Sergeant Sam Catalano





### Storekeeper 3/C John Catalano

Born 11 November 1921 in Alamosa, Colorado. Attended Alamosa primary and High School, and was engaged in farming prior to entering naval service on 4 July 1942. He received his preliminary training at San Diego, California, and served aboard the heavy cruiser USS NEW ORLEANS. Part of Task Force 16, the NEW ORLEANS was instrumental in breaking up the Japanese attempts to reinforce their troops on Guadalcanal. In the naval defense of Guadalcanal, Storekeeper Catalano's principal action occurred in the Battle of Lunga Point. In this furious engagement of 30 November 1942 the NEW ORLEANS, though badly crippled in the action, helped to turn back the last enemy reinforcement attempt off Guadalcanal. After his later transfer to Air Base 60, Russell Islands, Catalano followed his wartime service with duty at Bayonne, New Jersey. He holds the American Theater Area Ribbon, Asiatic-Pacific Ribbon with Bronze Stars, and the Victory Medal. Son of the late Mr. and Mrs. Philip Catalano of Alamosa, he is married to Juanita Catalano, of Richmond, Virginia.



### SYSTA

FIGHTING MEN

Corporal Rose Catalano

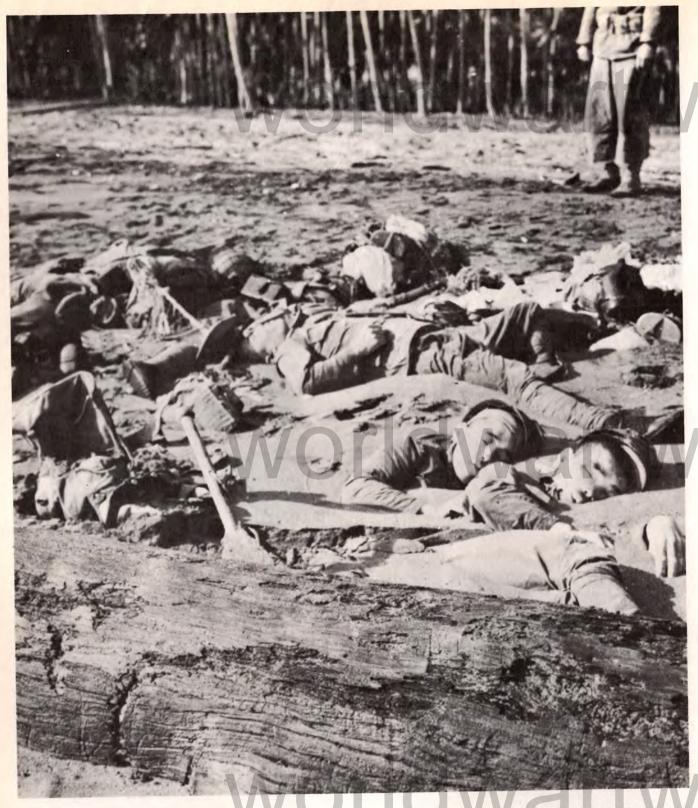
Born 19 June 1909 in Salida, Colorado. Attended Alamosa, Colorado, schools and Adams State Teachers College. Taught school at Pagosa Springs, Colorado, prior to joining military service on 31 March 1944. After receiving her preliminary training at the Women's Auxiliary Corps Training Center, at Fort Des Moines, Iowa, she served with Squadron D (WAC Detachment), 2123 Army Air Forces Base Unit, Harlingen Army Air Field, Harlingen, Texas. As a file clerk at the Post Headquarters of the Army Air Forces Gunnery School at the Harlingen Army Air Field, her work included the posting and filing of all current publications such as Army Regulations, War Department Circulars, Memoranda, Army Air Forces Letters, General Orders, and various other publications. Corporal Catalano earned the Army Good Conduct Medal and the American Theater Area Ribbon, and was honorably discharged on 15 December 1945. She is the daughter of the late Mr. and Mrs. Philip Catalano, of Alamosa, Colorado; and the sister of Mrs. Mary E. Campbell, also of Alamosa. Her brothers, Sam and John Catalano, also served in World War II.



### MM 1/C Foster B. Campbell

Born 7 April 1922 in Loveland, Colorado. Attended Denver high schools and was a machinist prior to entering naval service on 14 December 1942. Received his preliminary training at U.S.N.T.S., Farragut, Idaho, and was assigned for duty aboard the USS IRWIN. On this ship he took part in the invasion of Sicily, and then sailed to the South Pacific for the major campaigns which were to come in that area. He participated in the invasion and defense of the Marshall Islands; the invasion and defense of the Marianas; strikes on Formosa and the Philippines; the second Battle of the Philippine Sea; the invasion of Leyte; the first and second strikes on Honshu and Kyushu; the invasion and defense of Iwo Jima; the capture and defense of Okinawa; Occupation of Japan, and Occupation of Korea. Machinist's Mate Campbell was awarded the American Theater Area Ribbon, European-African-Middle Eastern Ribbon with Bronze Star, Asiatic-Pacific Ribbon with 6 Bronze Stars, Philippine Liberation Ribbon with Bronze Star, the Victory Medal, and a Letter of Commendation received on Okinawa. He was honorably discharged on 25 November 1945. The son of Mrs. Elizabeth Campbell of Denver, he resides in Alamosa, Colorado, with his wife, the former Mary Catalano, of Alamosa, and their son.





OFFICIAL U.S. MARINE CORPS PHOTO

### U. S. MARINES MARCH THROUGH THE SOLOMONS

THE ENEMY CHOSE TO DIE—The early morning sun reveals the corpses of Japs half-buried in the tidal sands of Guadalcanal's Tenaru River after a Banzai attempt to dislodge Marines on the island. Very few Japanese surrendered in the bitter fight for this American toehold in the Solomons. A matter of years of warfare was hinged on the long-drawn-out Solomons Campaign which began with the landings on 7 August 1942. The Battle of Guadalcanal was the first test for our Marines who were to leap-frog so gloriously across the Pacific.

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \*

and on September 15, while escorting a large convoy bound for Guadalcanal, the 14,700-ton U. S. aircraft carrier Wasp was hit by three torpedoes from an enemy submarine and went down in the Coral Sea. The convoy reached port safely, however, and ninety per cent of the Wasp's crew was saved by escort vessels.

Signalman Third Class Edward L. Noel, a 17-year-old lad from Denver, served aboard the light cruiser USS BOISE in support of the Guadalcanal landings, and then engaged in one of the most spectacular naval battles of the Solomons campaign—the Battle of Cape Esperance. In the middle of the night of October 11-12, Rear Admiral Norman Scott's squadron of four cruisers and five destroyers flushed a strong Jap force in the "Slot" off the northwestern tip of Guadalcanal. The BOISE made history that night, earning the nickname of "One-Ship Fleet." The hard-hitting, accurate-shooting cruiser had immediately engaged the heavier Japanese ships, taking many hits in return. Severely damaged and afire, she was forced out of the action once, but plunged back into the fight and either sank or was in at the kill of six enemy warships. The shattered Japanese scurried away from the battle after less than 30 minutes of action—leaving behind a sizable contribution to Iron Bottom Bay. Although casualties were heavy aboard the BOISE, Signalman Noel came through the fight unharmed. His next major action was to take place in the Mediterranean.

The United States carrier Hornet went down on October 26 in one of the many naval and air fights raging around Guadalcanal but on the nights of November 12-13 and November 14-15 the Japanese lost 28 warships and transports in two major engagements at Guadalcanal, a heavy price which discouraged the enemy from further serious attempts to keep the island fully garrisoned with their troops. The American troopship President Coolidge struck an enemy mine off a small island in the Solomons group on December 12 and was lost. Of the 4,000 troops aboard, two lives were lost.

With the exception of encounters with the "Tokyo Express," surface naval action in the Guadalcanal area ended with the Battle of Tassafaronga (Lunga Point), November 30, 1942. A force of cruisers and destroyers under the command of Rear Admiral C. H. Wright fought a furious engagement in Savo Sound with a Japanese squadron. The enemy thrust was turned back, although the NORTHAMPTON was lost and three other heavy cruisers damaged. Storekeeper Third Class John Catalano of Alamosa, Colo., was aboard the USS NEW ORLEANS, one of the cruisers which took a torpedo hit in the fight. At the time Catalano was busy in the hottest, fastest naval engagements of the war, his brother, Sgt. Sam Catalano of the Marine Corps, was on Guadalcanal slugging it out with the vicious, fanatical



SC 2/C Sammie Joc LeRouge

Born 22 Oct. 1922 in El Vado, N. M.
Attended high school in Santa Fe,
and was a clerk prior to entering
service on 6 Feb. 1942. Trained at
Great Lakes, Ill., and served aboard
the transport USS KENMORE in the
Solomons and New Hebrides. Aboard the USS McDERMUT
(DD-677) with the 5th Fleet, he saw action at the Marianas,
Palaws and the Philipripes was in the Battle of Levis Culf

(DD-677) with the 5th Fleet, he saw action at the Marianas, Palaus, and the Philippines; was in the Battle of Leyte Gulf, and in sea-air fighting off the Ryukyus. Honorably discharged on 15 Oct. 1945, he holds the American Theater Ribbon, Asiatic-Pacific Ribbon with 8 Battle Stars, Philippine Liberation with 2 Stars, Good Conduct Medal, and Victory Medal. He is the son of Mr. Sam LeRouge of Santa Fe; and is the husband of Mrs. Julia C. LeRouge of Alamosa, Colo.

Jap troops. Only a few miles distant from each other, the brothers were unaware of each other's near presence until the campaign was over.

Ship's Cook Second Class Sammie J. LeRouge of Alamosa saw plenty of action in the Solomons area during his 13 months of service aboard the transport USS KENMORE. Constantly under fire, the KENMORE landed about 3,000 Marines and Seabees at Guadalcanal, running out of the perilous waters under cover of night. When his transport was converted into a hospital ship, LeRouge shipped aboard the famed destroyer USS McDERMUT for further extensive service in the Pacific.

The "Tokyo Express," that island-to-ship-to-shore operation which had kept Guadalcanal supplied with enemy troops, was thrown in reverse the first of December and the Japanese evacuated what number of their troops they could. On December 9, the United States Marines who had spent the record time of five months without relief on Guadalcanal re-embarked and left the island in the firm possession of United States Army troops. Only 4,000 Japanese remained on the island and the Army made short work of the isolated, scattered units. The enemy had lost 40,000 men in his desperate, futile efforts to regain Guadalcanal. The Marines left 1,600 of their dead in the island graves.

Seaman First Class Harry W. Johnston Jr. of Hot Sulphur Springs, Colo., served aboard the armed evacuation ship USS TYRON in the Southwest Pacific and as a crew member of the destroyer USS DRAYTON in the Guadalcanal area.

Technical Sergeant Kenneth H. Seaman of La Veta,



SIGNAL CORPS PHOTO

### LAND'S END

NIPPONESE MASS SUICIDE. Forced to the edge of the sea where further retreat was impossible, these Japanese soldiers in the Solomons preferred death to surrender and blew themselves to bits by exploding hand grenades pressed to their bodies. The enemy dead littering the beach testifies to the irresistible resurgence of American forces in a campaign which began originally as an unequal struggle.



SIGNAL CORPS PHOTO

### EBB TIDE

A WATERY GRAVE. Symbolic of the decline of Japanese military fortune is the receding tide which reveals the corpse of an enemy warrior who met his end on Guadalcanal. He was a Japanese Imperial Marine, one of the elite in his country's fighting forces. But even the finest of Hirohito's crack troops proved to be no match for the brand of battle displayed by the U.S. Leatherneck.



and Private First Class Bernard P. Perez of Lamar, Colo., were with the 25th Infantry Division when the Army, under command of Major General Alexander M. Patch, took over from the Marines. Sgt. Seaman, who fought through the Pearl Harbor attack, was with the 35th Infantry Regiment, and Pfc. Perez was with the 27th Infantry of the "Tropic Lightning" outfit which bounced the Japs out of their Solomons hiding places in a series of bitter engagements.

Japanese resistance at Papua, New Guinea, did not

end until January 22 when their last remaining positions fell after weeks of the fiercest kind of fighting in the worst weather and terrain in the world. The American and Australian troops, particularly around Buna and Buna Mission, had to meet the most ferocious fighting the enemy had shown in the Southwest Pacific to that date. The importance with which the Japanese military regarded the maintenance of their most advanced base was shown in the manner which hundreds of the enemy troops flung away their lives in the last savage days of

### CHART II THE OFFENSIVE-DEFENSIVE PHASE in the PACIFIC

1 U.S. LANDING, August 7, 1942 U.S. Marines establish foothold on Guadalcanal and Tulagi in the first major Allied offensive

of the Pacific War.

2 BATTLE OF SAVO ISLAND, August 9, 1942

Japanese night attack on naval forces protecting landing. One Australian and three

3 BATTLE OF THE EASTERN SOLOMONS, August 23-25, 1942 Powerful Japanese naval force is intercepted by U.S. carrier-borne aircraft Enemy breaks off action after loss of carrier support.

4 BATTLE OF CAPE ESPERANCE, October 11 - 12, 1942: U.S. cruisers and destroyers in a surprise night attack engage a sizeable enemy force near Guadalcanal.

5 BATTLE OF SANTA CRUZ ISLANDS, October 26, 1942. Blows are exchanged by U.S. carriers and Japanese carriers operating with a powerful enemy force moving to support land operations at Guadalcanal. Two enemy carriers put out of action and four enemy air groups decimated.

6 BATTLE OF GUADALCANAL, November 13-14-15, 1942 Enemy concentrates invasion force at Rabaul U.S. naval forces covering reinforcements for troops on Guadalcanal meet and decisively defeat this force in a series of violent engagements in which heavy losses are sustained by both sides

7 BATTLE OF TASSAFARONGA, November 30, 1942 A Japanese attempt to reinforce is defeated at heavy cost. NORTHAMPTON lost, three U.S. heavy cruisers severely damaged.

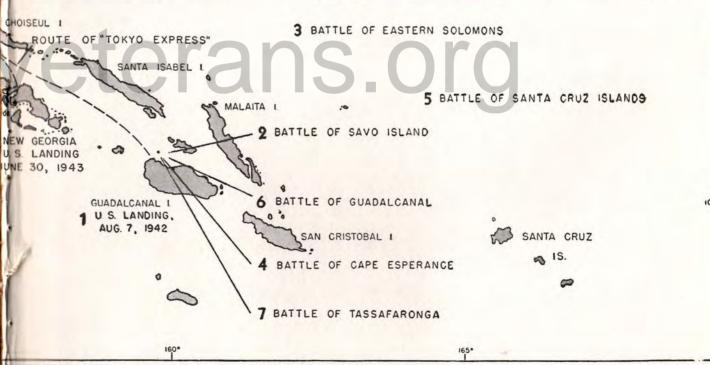
Japanese complete withdrawal, February 7-8, 1943.

8 FIRST BATTLE OF KULA GULF, July 6, 1943: U.S. cruisers and destroyers intercept the "Tokyo Express" HELENA lost

9 SECOND BATTLE OF KULA GULF, July 13, 1943 The circumstances of the engagement of July 6th are repeated. Three Allied cruisers severely damaged by torpedoes.

10BATTLE OF VELLA GULF, August 6, 1943: Japanese destroyers escorting reinforcements are intercepted by our forces.

Several enemy destroyers sunk



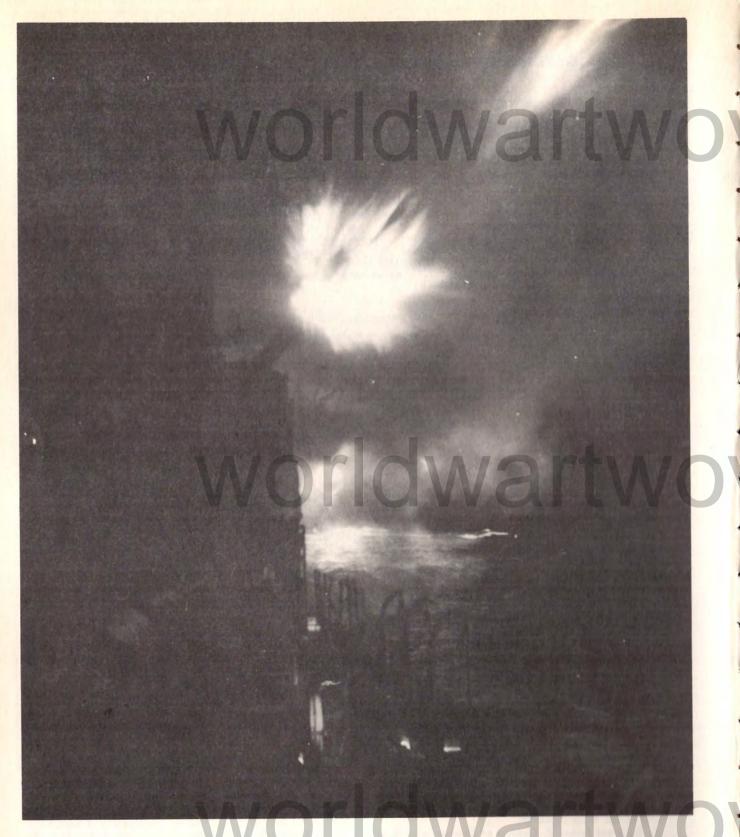
-Official U. S. Navy Chart

the battle. They were completely outfought to the last man, and vast quantities of the enemy's military equipment and stores were captured.

Staff Sergeant James E. Denton of Denver, and Staff Sergeant Donald B. Bailey of Grand Valley, Colo., were with the 41st Infantry Division during the New Guinea campaign. Sgt. Denton served with Company M, 163rd Infantry, at bloody Sanananda, receiving the Distinguished Unit Citation and coming through the fighting unscathed, although he never missed a single day of

action. Sgt. Denton served with Company A, 116th Medical Battalion and 1st Battalion, 162nd Infantry, at Salamana, and also received the Distinguished Unit Citation. From this beginning of its great battle log, the 41st "Jungleers" Division was to set a record of more actual months in jungle combat than any other division in the Pacific.

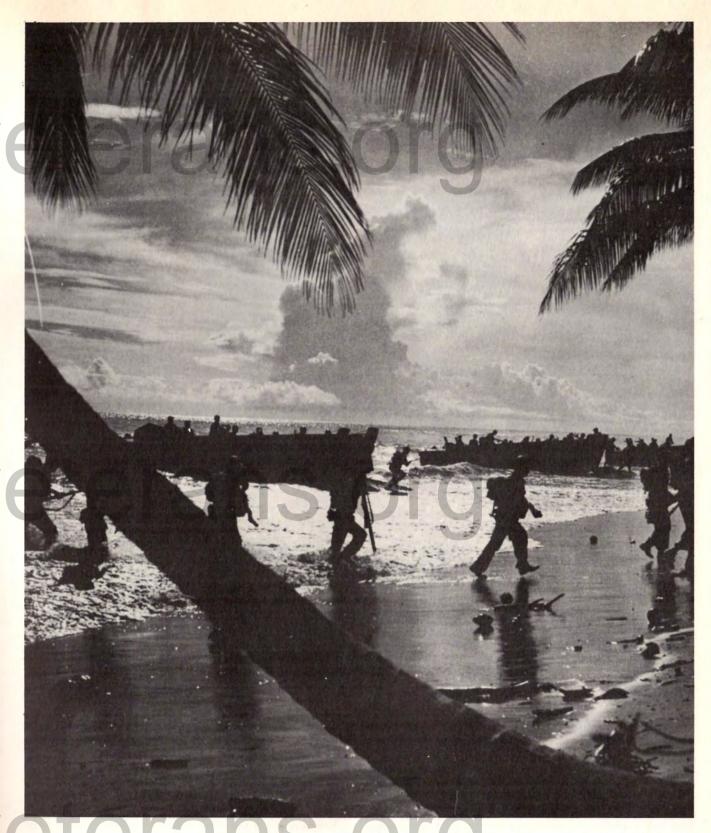
The last remnants of Japanese troops were evacuated from Guadalcanal on February 9, 1943, and on the following day came the announcement from Washing-



OFFICIAL U.S. NAVY PHO

### FIVE-INCH GUNS FIRE DURING A NIGHT ATTACK

JAP STRONGHOLDS IN THE SOLOMONS are blasted by naval guns in the operation which saw the beginning of the United States offensives in the Pacific war. The turning point in the war came with the victories of American forces in the Solomon Islands and their surrounding waters.



SIGNAL CORPS PHOTO

### UNITED STATES FORCES GO ISLAND HOPPING

COMPLETE CONTROL OF GUADALCANAL was won by the Americans by 9 February 1943. The Japanese, after losing some 50,000 men, had abandoned further efforts to recapture it. Our forces lost no time in using the island as a springboard in what then loomed as an interminable island-hopping campaign. Above, American troops of an infantry division are shown rushing ashore from a landing boat during amphibious training on Guadalcanal.





### S. 1/C Harry Wesley Johnston, Ir.

Born 5 August 1925 in Colorado. He attended schools in Eaton, Kremmling and Hot Sul-phur Springs, and joined the Navy on 21 Sept. 1942. He

served in the Pacific aboard the armed evacuation ship USS TYRON, the PRESIDENT POLK, and the USS DRAYTON (DD-336). Seaman Johnston fought in the campaigns of Guadalcanal, New Guinea, and the Bismarck Archipelago, with his principal action taking place in the assault and the capture of Cape Gloucester. He later entered Oak Knoll Naval Hospital in Oakland, California, and from there was transferred to Glenwood Naval Hospital at Glenwood Springs. Honorably discharged on 1 March 1945, his decorations include the American Theater Area Ribbon, the Asiatic-Pacific Theater Ribbon with three Battle Stars, Good Conduct Medal, World War II Victory Medal, and the Presidential Unit Citation for outstanding service at Lae, Saidor and Cape Gloucester. He is the son of Harry Wesley Johnston, Sr., and Mrs. Harold S. Law of Hot Sulphur Springs, Colorado.



S/Sgt. James E. Denton

Born 11 Nov. 1914 in Denver, Colo. Attended Fairmont and Byers H. S. and was a glazier prior to joining service on 12 Nov. 1941. Trained at Camp Wolters, Texas, and served overseas with Co. M, 163rd Inf., 41st Div. Fought in the battles of Sanananda, Papua; Gona, Aitape, Wakde, and Biak, New Guinea. Honorably lightered and 10/21. discharged on 22 Aug. 1945., he holds the American Defense Service Medal, Good Conduct medal, Dist. Unit Citation, Asiatic-Pacific Ribbon with 3 Battle Stars, and Victory Medal. He is the son of Mr. and Mrs. Wm. T. Denton of



S/Sgt. Donald Burdette Bailey

Born 6 Jan. 1919 in Colo. Attended Colo. and Wash. schools and was a bus driver prior to joining the Army on March 1941. Trained at Ft. Lewis, Wash., and served with Co. A, 116 Med. Bn., 41st Div. Attached to 162nd Inf. Reg., took part in Salamua, Hol-landia, and Biak Island compaigns. Awarded the Bronze Star Medal, American Defense Service, A-P Ribbon with Bat-Honorably discharged on 24 Aug. 1945. Son of Mr. and Mrs. T. E. Bailey of Grand Valley, Colo. Wife, Mrs. Mol-lie Bailey, and daughter, of



Pfc. Richard D. Johnston

Born 9 April 1923 in Colorado. He attended schools in Eaton, Kremmling and Hot Sulphur

Inf. Reg., 10th Mountain Div. His regiment spearheaded the landing on Kiska in 1943, and went into action in Italy in Jan. 1945. Pfc. Johnston took part in the capture of Mount Belvedere and other bitter battles on Europe's most difficult battleground, and was killed in action on 14 April 1945, near Torre Iussi, Italy. Posthumously awarded the Purple Heart for his supreme sacrifice, and the Silver Star for gallantry in action, he also earned the American Defense Service, American Theater, Good Conduct, Combat Infantryman Badge, Asiatic-Pacific with Star, and the ETO Ribbon with 2 Stars. He was the son of Mrs. H. S. Law of Hot Sulphur Springs, and Harry W. Johnston Sr. of Pierce, Colo. He is also survived by his wife, Alice Pauline Johnston of Hot Sulphur Springs, and two daughters, Sharon Lynne and Sandra Noreen.



Tech/5 Harper E. Wray

Born 25 Nov. 1919 in Missouri. Attended Mo. and Idaho schools and joined the Army 7 July 1941. Trained at on 7 July 1941. I rained at Ft. Lewis, Wash, and took part in the Aleutians Campaign, Later served with Hq. & Hq. Co., 87th Mt. Inf. Reg., 10th Mountain Div., and fought in the battles for Mt. Belvedere and Mt. Della Vedette Italy. detta, Italy. Later served at Camp Carson, Colo. His decorations include the American Defense, A-P with Star, ETO with 2 Stars, Bronze Star, Combat Inf. Badge, and Good Conduct. Son of Mr. and Mrs. J. W. Wray of Caldwell, Ida., husband of Mrs. Joy Wray.



Bernard P. Perez

Born 17 Sept. 1912 in San Luis, Mexico. Attended schools in Wiley, Colorado, and was engaged in farming prior to entering service on 23 Feb. 1942. Trained at Camp Robin-son, Ark., and served with Co. D, 27th Inf. Reg., 25th Divi-sion. In action four times from Guadalcanal through North-ern Solomons, and then took part in the invasion of Luzon,
P. I. Holds the Good Conduct Medal, Combat Infantry
Badge, A-P Ribbon with 3
Battle Stars, and Victory
Medal, Honorably discharged on 5 Oct. 1945. He is the son of Mrs. Luz Perez of Lamar,

### The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*



Sgt. Jack L. Critchfield

Born 28 Jan. 1915 in Imperial, Nebr. Attended Imperial schools and was a rancher at time of joining service on 13 March 1941. Received his pre-Roberts, Calif., and served with Hdq. Co., 159th Inf. Reg., 7th Division; taking part in the invasion and occupation of Attu in the Aleutian Islands Campaign. Honorably discharged on 23 Oct. 1945, he holds the American Defense, American Theater, Asiatic-Pa-cific with Battle Star, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. John W. Critchfield of Burlington, Colo.



Corp. Max G. Critchfield

Born 6 Aug. 1919 in Imperial, Nebr. Attended schools in Kit Carson county and was a hatchery supervisor at the time of joining service on 16 Sept. 1940. Trained in Okla., Texas, Mass., N. Y., and Va., and served with Co. I, 157th Inf. Reg., 45th Division. Fought in the campaigns of Sicily, Naples-Foggia, Rome - Arno, Southern France, Rhineland and Central Europe. Honorably discharged on 7 Nov. 1945, his decorations include the ETO Ribbon with 6 Battle Stars, and Dist. Unit Citation. He is the son of Mr. and Mrs. John W. Critchfield of Bur-



Pfc. George W. Critchfield

Born April 1923 in Imperial, Nebr. Attended schools in Kit Carson county, and entered Marine Corps on 20 Aug. 1943 after 3 years in National Guards. Trained at Camp Elliott, Calif., and served overseas with Co. G, 2nd Bn., 3rd Marines, 3rd Marine Div. Took part in the invasion of Characteristics. Guam, and was wounded in action on 26 July 1944. Honorably discharged in 1946, he holds the Purple Heart, American Defense, Asiatic-Pacific with Battle Star, Good Con-duct and Victory Medals. He is the son of Mr. and Mrs. John W. Critchfield of Bur-



Pvt. John Junior Critchfield

Born 15 Oct. 1925 in Imperial, Nebr. Attended schools in Kit Carson county and joined the Marine Corps on 10 April 1944. Trained at Camps Elliott and Pendleton, Calif., and served overseas with Co. D, 2nd Bn., 28th Reg., 5th Marine Div. He was with the first wave of Marines to land on Iwo Jima, and took part in the capture of Mt. Suri-bachi. Killed in action on Iwo 10 March 1945. Posthumously awarded the Purple Heart for his supreme sacrifice, he also earned the Presidential Unit Citation. He was the son of Mr. and Mrs. John W. Critchfield of Burlington.

ton that the whole of the island was under American control. The loss of the island, which was intended as a base for the invasion of Australia, was a severe blow to the enemy. It is estimated that the bitter sixmonth campaign cost the Japanese a total of 75,000 men, 800 aircraft and 166 warships and transports.

### BATTLE OF BISMARCK SEA

But the Japanese were not through with their at-tempts to complete the conquest of the Southwest Pacific. On March 1 American bombers attacked a convoy like no other convoy had ever been attacked before. The enemy force, comprising 12 transports and 10 cruisers and destroyers, had been detected on their course for Lae and Salamaua in New Guinea. The purpose of the Japanese force had been to trap Mac-Arthur there, but after two days and nights of furious attack under the United States bombers, not one of the original 22 Japanese ships were left afloat. This was

the Battle of the Bismarck Sea - another American victory and another major disaster for the Japanese.

Over the vast Pacific area the surging tide was sweeping against the Japanese. Long range American bombers were establishing new flight records in long overwater hops to blast enemy ships and bases; the Gilberts were under attack in the new offensive of the Allies in the Central Pacific; and the Marines in the spring of 1943 landed without opposition on the strategic Funafuti atoll in the Ellice Islands. The stage was being set for the fury of the Allied Nations' offensive of 1943.

And China, in her sixth year of war with brutal Japan, was showing her resurging power in a series of strong offensives against the enemy. China's spirit had never cracked in her agonizing plight, and despite her isolation from Allied help and supplies and the ravages of famine, that gallant nation was fighting back harder than ever before in the spring of 1943. Generalissimo Chiang Kai-shek had some 5,000,000 fighting men under his command and another 15,000,000 in reserve,

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \*



### S/Sgt. John Walter Kincaid

Born 5 August 1920 in Rouse, Colorado. He attended Le Veta schools and was a student at Western State College in Gunnison, Colo., at the time of entering the Marine Corps on 16

April 1942. He trained at San Diego, Calif., and served in the Band Section, Div. Hq. Co., 3rd Marine Division, FMF. He was in assault waves at Bougainville with the 2nd Bn., 9th Marines, and stayed in action throughout the first two phases of the campaign; and landed on Iwo Jima with Hdqrs., 3rd Marine Division, remaining there for some time after the end of that campaign. Sergeant Kincaid's decorations include 4 Battle Stars for his Asiaic-Pacific Ribbon, and he received a Commendation and recommendation for rating for his action in picking up wounded far in enemy territory on Bougainville. He is the son of Mr. and Mrs. Charles F. Kincaid of La Veta, Colorado.



Lieut. Stanley K. Hutchin

Born 4 July 1919 in Durango, Colo. Attended Durango oschools and graduated from U. S. Naval Academy at Annapolis, Class of '43. Trained at Naval Air Station, Pensacola, Fla., and served aboard USS DORSEY. Participated in the Solomons Area Campaign and was among the first echelons to Bougainville, doing minesweeping and escort duty, and in AA engagements around Empress Augusta Bay. Awarded American Theater, Escort, and Asiatic-Pacific with 2 Stars. Postwar service in Fighting Sqdn. 81. Wife, Hazel Hope, and daughter, Mona Darrelle, of Denver.



Tech/5
Robert Charles Nelson

Born 8 April 1923 in Denver. Was a student of Manual High School and entered service on 6 May 1943. Trained at Camp Roberts, Calif., and served 4 months as an automatic rifleman on Bougainville with Co. C, 182nd Inf., Americal Div. Transferred to the 1st Bn. aid station and served as a medic on Bougainville and Cebu, P.I. Holds the American Theater, Good Conduct, and Victory Medals; Medical Combat Badge, Arrowhead, and A-P Ribbon with 2 Battle Stars. Honorably discharged 6 Dec. 1945. Son of Mr. and Mrs. C. E. Nelson, of Denver.



Pvt. Lee Zehna

Born 28 February 1912 in Hastings, Colorado. He attended public schools in Fort Collins and Denver, and was a railroad employe prior to entering service on 1 May 1942. He received

his preliminary training at Fort Leonard Wood, Missouri, and served overseas with Company F, 532nd Regiment, Combat Engineers. He took part in the D-Day operations at Finschafen, New Guinea, on 22 September 1943, working day and night unloading ammunition and constructing defenses while under enemy attack from land and air. While in support of the Philippines invasion, he was in a convoy under heavy enemy air attack. Private Zehna lost his life on 21 December 1944, when a Japanese suicide plane crashed into his boat, the Liberty Ship JUAN DE FUGA, off the coast of Mindoro. He was posthumously awarded the Purple Heart Medal for his supreme sacrifice, and had also earned the Asiatic-Pacific Ribbon with 2 Battle Stars, and the Philippine Liberation with Star. He was the son of Mr. and Mrs. Ruben Medina of Denver, Colorado.



Corp. Forrest B. Warren

Born 18 August 1924 in Glasgow, Mo. Attended primary and high schools in Glasgow and was a student prior to entering service on 29 March 1943. Trained at Marine Base, San Diego, and served with 3rd Parachute Bn., 3rd Marine Division, and Aerial Delivery Section, 3rd Amphibious Corps. Took part in landing operations on Bougainville and Palau, and air supply to troops. Honorably discharged on 24 Jan. 1946, his decorations include the Victory Medal and Asiatic-Pacific Ribbon with 2 Battle Stars. He is the son of Mr. and Mrs. A. F. Warren, of Denver and Glasgow.



AMM 2/C James P. Warren

Born 25 Sept. 1922 in Fayette, Mo. Attended Iowa public schools and was a student prior to entering service on 27 Jan. 1942. Trained at Navy Pier, Chicago, and served with CASU·No. 1, Pearl Harbor, and aboard the USS PENSA-COLA (FSC-5). Took part in bombardments of Tarawa, Aleutians, Midway, Marianas, and invasions of Marshalls and Philippines. Honorably discharged on 5 Oct. 1945, and awarded A-P Ribbon with 4 Stars, American Theater, Good Conduct, Philippine Liberation, and Victory Medal. Son of Mr. and Mrs. A. F. Warren, of Denver, and Glasgow, Mo.

### The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

trained and waiting for equipment. Japan was to suffer some crushing defeats from these men in the land fighting in China.

### ALEUTIANS REGAINED

In clearing the Japanese out of the Aleutians, American forces landed on Amchitka Island, unopposed, in January and on May 11 landed on Attu, outermost of the islands, 650 miles east of the nearest Japanese-owned base and 196 miles west of Kiska, the other Aleutian island seized by the enemy in June of the previous year. The immediate fighting was heavy and centered on the north coast around Holtz Bay. On May 18 the American force surging north from Massacre Bay joined the force from Holtz Bay and encircled the enemy troops at Chicagof Harbor. With the assistance of naval shelling and air bombing, the Americans managed to swiftly increase the pressure on the enemy through snow, sleet and rain, and on May 29 absorbed the last desperate attack of the trapped Japanese. The Japanese garrison of 2,000 men was annihilated — only twenty prisoners were taken by the Americans.

Private Joe P. Martinez of Ault, Colo., serving with Company K, 32nd Infantry Regiment of the 7th Infantry Division, gave his life in heroic action on Attu May 26, 1943, leading his battalion to victory after almost singlehandedly breaking final Jap resistance. Twice the reinforced American battalion faltered in the attack, and twice Pvt. Martinez went out alone to absorb all the fire and inspire the men. Pvt. Martinez was posthumously awarded the Congressional Medal of Honor.

Private First Class Ira B. Denton of Mosca, Colo., was in the Alaska Reserve and supply services for the Attu attack. Sergeant Jack L. Critchfield, a young rancher from Burlington, Colo., was with Headquarters Company, 159th Infantry Regiment attached to the 7th Division in the fighting of Attu.

The 7th Infantry Division distinguished itself by being the first to recapture American territory from the Japs. In addition, at least 8 Distinguished Unit Citations were awarded various units of this crack outfit as they received their baptism of fire in the bitter and violent struggle on Attu.

In a highly successful surprise attack, U. S. Marines landed on Rendova Island in the Central Solomons on June 30 and quickly overcame all opposition. Only a seven-mile strait of water separated Rendova from the Jap-held New Georgia Island and its important airbase. This stronghold soon fell in a skillful and daring all-out assault by Army and Marine units.

Technical Sergeant Kenneth H. Seaman of La Veta was with Company F, 35th Infantry Regiment, and Private First Class Bernard P. Perez was with Company D, 27th Infantry Regiment of the 25th Infantry Division when the Army helped to make American property of New Georgia and Vella LaVella during the July-September fighting.

United States and Canadian forces landed on Kiska Island in force on August 15, only to find that the Japanese, deeming their position too precarious in that bleak land, had evacuated under cover of fog. LST's, manned by the United States Coast Guard, were used extensively in the unopposed action.

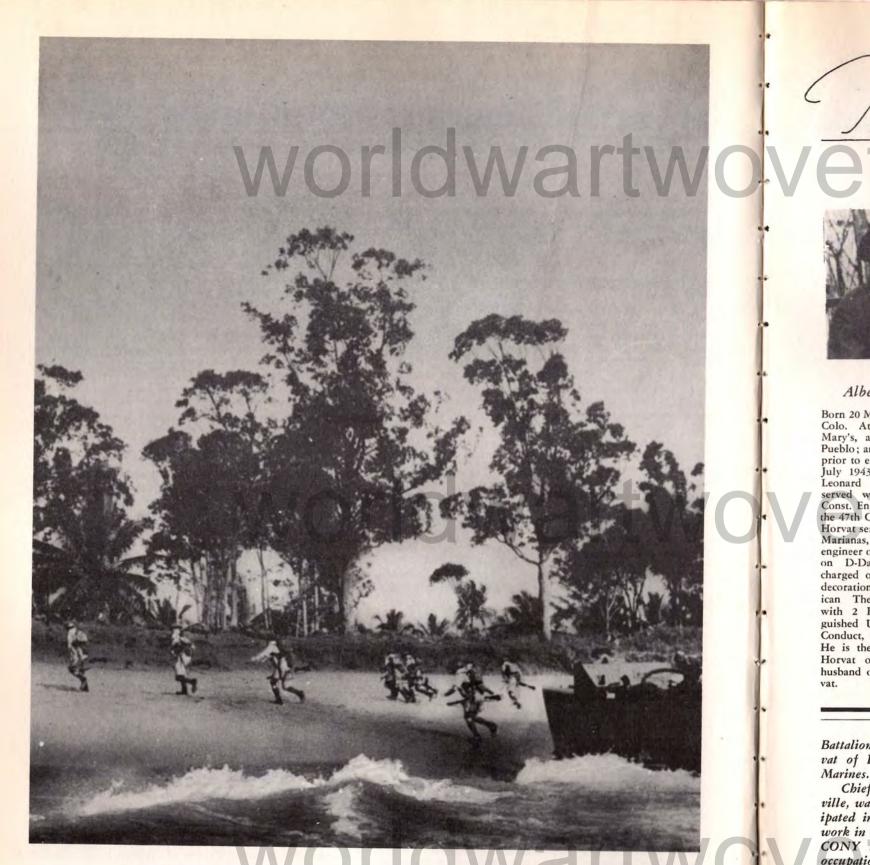
Spearheading the landing and ready to play a prominent role in the Kiska invasion, was the 87th Mountain Infantry Regiment of the 10th Mountain Division. With the Colorado-trained outfit in the unopposed Aleutians operation were Staff Sergeant Servin M. Stegmiller of Tabernash, Headquarters Company, 2nd Battalion; Private First Class Richard D. Johnston of Hot Sulphur Springs, Company A; and Technician Fifth Grade Harper E. Wray of Grand Valley, Colo., Hq. & Hq. Company. All of these boys were to keep a historic rendezvous with the Germans on the ice-covered slopes of the North Appennines in Italy.

In the Southwest Pacific, Finschhafen in New Guinea was attacked on September 22, 1943, and was occupied on October 2. Private Lee Zehna of Denver, with Company F of the 532nd Combat Engineers, took part in the D-Day operations at Finschhafen and worked day and night unloading ammunition and constructing defenses, all the while under Japanese fire from attacks by land and air.

On November 1, 1943, the Third Marine Division landed at Empress Augusta Bay, Bougainville Island, Nothern Solomons. The prime objective of the move was to neutralize or capture the Japanese air facilities on that island. Naval support was excellent, and Lieutenant Stanley K. Hutchins of Durango, serving aboard the fast minesweeper USS DORSEY, was in the first echelons to Bougainville, taking part in the minesweeping operations and escort duty, all the while engaged in sharp battles with enemy aircraft. Lt. Hutchins, a graduate of the United States Naval Academy in '43, fought through the Solomons Campaign and was later to serve in Fighting Squadron 81.

Marine paratroopers paced the attack on Bougainville, and were commended for creating a diversion from the scene of the main landing. In this early assault was Corporal Forrest B. Warren of Denver, a sharpshooter serving with the Third Parachute Battalion.

Other Colorado men who were with the Third Marine Division in the Bougainville battle included Platoon Sergeant Elmer G. Schreiber of Denver, serving with Company K, 3rd Battalion, 9th Marines; Staff Sergeant John W. Kincaid of La Veta, serving with the 2nd



### BRITISH OPERATIONS IN MADAGASCAR

BRITISH OFFICIAL PHOTO

CAPTURED WITH LITTLE OPPOSITION and no casualties, three key positions on the west coast of Madagascar are attacked by United Kingdom troops, South African troops, and East African troops in the fall of 1942. The operation was designed to prevent the use of the strategically important island by Axis forces.

The FIGHTING MEN of COLORADO





S/Sgt. Albert K. Horvat

Born 20 March 1913 in Pueblo, Colo. Attended Edison, St. Mary's, and Central High in Pueblo; and was a foundryman prior to entering service on 28 July 1943. He trained at Ft. Leonard Wood, Mo.; and served with Co. C, 1397th Const. Engrs., 10th Army, and the 47th Const. Engrs. Sergeant Horvat served on Saipan in the Marianas, and was a combat engineer on Okinawa, going in on D-Day. Honorably discharged on 26 Jan. 1946, his decorations include the American Theater, Asiatic-Pacific with 2 Battle Stars, Distinguished Unit Citation, Good Conduct, and Victory Medal. He is the son of Mrs. Mary Horvat of Pueblo, and the husband of Julia Barker Hor-



MM 2/C Joseph J. Horvat

Born 30 Dec. 1914 in Washoe, Montana. Attended Edison, St. Mary's, and Central High in Pueblo, and was a foundryman prior to entering service on 7 May 1942. He trained at Norfolk, Va., and served in the Pacific Theater with the 12th Naval Const. Bn., and Motor Repair Unit 1059. Machinist's Mate Horvat served on Guam, and also took part in the invasion of Attu, Aleutians. Honorably discharged on 28 Oct. 1945, his decorations include the American Theater, Asiatic-Pacific with Battle Star, Unit Citation, Commendation, Good Conduct, and Victory Medal. Son of Mrs. Mary Horvat of Pueblo; he is the husband of Jewell Taylor Horvat, and they have two children, Barbara Jo and Sharon Kay.



Tech/4 Mark B. Horvat

Born 25 April 1919 in Pueblo, Colo. Attended Edison, St. Mary's, and Central High in Pueblo, and was a foundryman prior to entering service on 16 June 1942. He trained at Camp Crowder, Mo., and served with Co. C, 927th Sig. Bn., 12th Tactical Air Force. Sergeant Horvat took part in the campaigns of North Africa, Sicily, Naples - Foggia, Rome - Arno, Southern France, Northern France, Rhineland, and Central Europe. Honorably discharged on 30 Sept. 1945, his decorations include the American Theater, E-A-ME with 9 Stars, Unit Citation, Good Conduct, and Victory Medal. Son of Mrs. Mary Horvat of Pueblo; he is the husband of Sylvia Montgomery Horvat, and they have two children, Dana Lynn and Mark B. Jr.



Corp.
Anthony D. Horvat

Born 24 May 1921 in Pueblo, Colo. Attended Edison, St. Mary's, and Central High in Pueblo, and was a foundryman prior to joining service on 5 Jan. 1941. He trained at San Diego and Camps Elliott and Pendleton, Calif., and served with Co. L, 3rd Bn., 9th Marine Reg., 3rd Marine Division. Corporal Horvat took part in the assault landings on Bougainville in the Solomons, and on Iwo Jima. He was killed in action on Iwo Jima late in February, 1945, and was posthumously awarded the Purple Heart Medal for his supreme sacrifice. He had also earned the American Defense, American Theater, Asiatic-Pacific with 2 Battle Stars, and Good Conduct Medal. Anthony D. Horvat was the son of Mrs. Mary Horvat of Pueblo.

Battalion, 9th Marines; and Corporal Anthony D. Horvat of Pueblo, with Company L, 3rd Battalion, 9th Marines.

Chief Fire Controlman William C. Scholl of Leadville, was another veteran of Pearl Harbor who participated in the full Solomons Campaign. Cited for his work in the battles, he served aboard the destroyer USS CONY through severe enemy air attacks during the occupation of Vella LaVella and the Treasury Islands.

Technician Fifth Grade Robert C. Nelson of Denver, was with Company C, 182nd Infantry, Americal Division on Bougainville as Army troops in December, '43 moved in to relieve the Third Marine Division. He saw plenty of action in the bloody fighting for Hill 260 and along Numa-Numa Trail as his division smashed the

Japanese 6th Imperial Division. Nelson also earned the Medical Combat Badge for his work as a medic with the 182nd's 1st Battalion aid station.

### BATTLE OF TARAWA

The Pacific atoll warfare of 1943-44 brought in a new series of offensives marked by savage fighting and higher casualties. Preceded by intense naval and air attacks, American landing forces went ashore on Makin and Tarawa on November 21, 1943. The Japanese on Makin were annihilated in a sharp battle which was over in fifty-four hours. Only a few prisoners were taken and the garrison of 1,000 men was wiped out. The

he FIGHTING MEN of COLORADO

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### artwovetera

### Staff Sqt. Servin M. Stegmiller

Born 18 September 1920 in Adrian, Michigan. He attended parochial schools in Adrian, and was a radio technician prior to joining the Army on 21 April 1942. He received his preliminary training at Fort Lewis, Washington, and served in two theaters of war with Headquarters Company, Second Battalion, 87th Mountain Infantry Regiment, 10th Mountain Division. Sergeant Stegmiller's regiment had been ready to play a prominent role in the landing on Kiska in the Aleutians, spearheading this landing, but no opposition developed. The 10th Mountain Division went into action in January of 1945, near Bologna, in the central sector of the Allied line in Italy. The specially-trained division captured Mount Belvedere after a desperate see-saw struggle, and cleared other peaks in the difficult territory. It paced the Fifth Army's northern Apennines offensive in mid-April of 1945, and its troops were the first to reach the vital Po Valley. Crossing the Po River and overrunning strong points, the 10th was fighting against fanatical opposition, when resistance in northern Italy ended on 2 May. The 10th had a short stay in the occupational forces, then sailed for the U. S. in August for inactivation. Sergeant Stegmiller was honorably discharged on 9 November 1945, and had earned the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon, ETO Ribbon with 2 Battle Stars, Good Conduct Medal, and World War II Victory Medal. He is the son of Servin H. and Alice G. Stegmiller of Tabernash, Colorado.

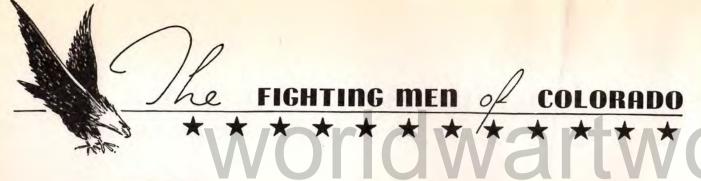


FIGHTING MEN OF COLORADO

\* \* \* \* \* \* \* \* \* \* \*

S.M. 3/C William D. Stegmiller

Born 10 April 1926 in Adrian, Michigan. He attended public schools in Michigan, and Parochial in Chicago, Illinois, and was a student-machinist at the time of joining the Navy on 1 November 1943. He received his boot training and Signalman schooling at Farragut, Idaho, and served in the Pacific aboard the USS SHELTER (AM-301), Second Section of Mine Division 36 of Mine Squadron 12, under the command of the Third, Fifth, and Seventh Fleets. He took part in the reduction of defenses and occupation of Iwo Jima, arriving at the island with the initial bombardment forces. His ship took enemy fire from the air and the beaches while sweeping for mines within a mile of the shoreline, and after the invasion was used for escort and patrol duty around the island. Signalman Stegmiller was later assigned to the Okinawa operation, arriving eight days before the invasion. The SHELTER swept first for the occupation of Kerama Retto near Okinawa, and underwent a torpedo attack while clearing the waters just off the Okinawa invasion beaches. The SHELTER continued her hazardous occupation after cessation of hostilities by sweeping in the Yellow Sea for the occupation of Korea, clearing the approaches to Nagasaki and Sasebo, and sweeping the Tsushima Straits between Kyushu and Korea. Signalman Stegmiller has earned the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 2 Battle Stars, Philippine Liberation Ribbon, Good Conduct Medal, World War II Victory Medal, and Japanese Occupation Ribbon. He is the son of Servin H. and Alice G. Stegmiller of Tabernash, Colorado.





Sgt. Elmer George Schreiber

Born 29 July 1919 in Denver, Colorado. He attended Denver public schools, and was a graduate of Manual High School and a CCC Camp enrollee prior to joining the Marine Corps on 20 December 1941. He received his preliminary training at the Marine Corps Base in San Diego, California, and served overseas with Company K, 3rd Battalion, 9th Marines, Third Marine Division. Sergeant Schreiber was in active service on Guadalcanal, Bougainville, Kwajalein, Eniwetok, Guam, and Iwo Jima. He was killed during action against the enemy on Iwo Jima on 25 February 1945. In this action, he worked his way through a heavy barrage of Japanese artillery fire to set up and fire a machine gun in a covering action for a platoon withdrawing from an untenable position. He remained at his gun and continued firing from a location near Motoyama Airfield No. 2 until the wounded had been evacuated from his sector and his company had established a defense line for the night. Platoon Sergeant Schreiber was posthumously awarded the Purple Heart and Bronze Star Medals. He had also earned the Presidential Unit Citation, American Theater Area Ribbon, Asiatic-Pacific Ribbon with 4 Battle Stars, and the Good Conduct Medal. He was the son of Mr. and Mrs. George Schreiber, of Denver.



Pfc. Ira B. Denton

Born 28 November 1911 in Colorado. He attended schools in Mosca and Hooper, Colorado, and was a rancher prior to entering service on 18 May 1942. He trained at Camp Roberts, California, and served with

Co. F, 53rd Infantry, in Alaska as part of the forces engaged in the assault on Attu, Aleutian Islands. He was later transferred to Co. G, 3rd Infantry, 106th Division, and then to Co. K, 109th Infantry, 28th Division, serving in Northern France and the Rhineland. Honorably discharged on 20 September 1945, Pfc. Denton was awarded the American Theater Ribbon, Asiatic-Pacific Ribbon with Star, ETO with 2 Stars, Good Conduct Medal, and Victory Medal. He is the brother of Alma A. Denton of Mosca, Colorado.



Corp.
Billy Eugene Cody

Born 7 September 1925 in Oklahoma. He attended primary and high schools in Waverly and Alamosa, Colorado, and was a department store employe prior to entering service on 19 February 1943. He trained

at San Diego and Camp Pendleton, California; and served in the Southwest Pacific with the 10th Marine Regiment, Second Marine Division. Corporal Cody fought in the battles of Tarawa, Saipan, and Okinawa, and after the cessation of hostilities was assigned to duty in Nagasaki, Kyushu, Japan. His decorations include the American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 3 Battle Stars, Presidential Unit Citation with Star, Good Conduct, Japan Occupation, and Victory Medal. He is the son of Mr. and Mrs. Ray K. Cody of Alamosa, Colorado.



S 2/C Ray Oliver Berridge

Born 27 Dec. 1922 in Calhan, Colo. Attended primary and high schools in Calhan and was engaged in agriculture and livestock raising prior to entering service on 20 Nov. 1942. He received his preliminary training

at the Naval Training Station in Farragut, Idaho, and served as a gunner aboard the escort carrier USS LISCOME BAY. Participating in the assault on Tarawa and Makin in the Gilberts on 20 Nov. 1943, he lost his life when his ship went down off Makin on 24 Nov. The LISCOME BAY was torpedoed by a Japanese submarine and sank in a few minutes with heavy casualties. Seaman Berridge was posthumously awarded the Purple Heart Medal for his supreme sacrifice, He was the son of Mr. and Mrs. Henry Oliver Berridge, of Colorado Springs, Colo.

### The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Americans lost 65 dead and 121 wounded in the suicide attacks and hand-to-hand struggles.

But the Tarawa assault on the principal island of Betio was a different story. There a natural reef barrier was supplemented by intricate and extremely strong underwater and beach defenses. The island pillboxes were of such strength that they survived the fierce barrages which clipped the rest of the island bare. The enemy had completely camouflaged the full strength of the tank traps and tanks on the island.

The landing Marines plunged into a pit of death. Withering fire from concealed guns swept the landing operations and even the covering planes ran into un-suspected anti-aircraft fire. Even after reaching the surf, the Marines were subjected to fire from the rear as the concealed enemy opened up from the hulk of a wrecked boat offshore. The fate of the entire invasion hung by a slender thread and it was not until noon of the second day, when communications were firmly established, that the tide of battle turned. The last organized resistance was overcome on November 23, but Betio was a graveyard when the battle was over. In their conquest of Tarawa, the Marines lost 1,026 killed and 2,557 wounded. But in this scene of destruction, 4,500 Japanese had been wiped out-cut down by arms fire and hand-to-hand, dug out from pits and burned out of pillboxes by flamethrowers and burning gasoline. Seabees performed a record job of clearing the wreckage and preparing the airfield for use by the American planes—an airfield which was to become the backbone of defense against Japanese attacks from the Marshalls.

Major General Holland M. Smith was in command

Major General Holland M. Smith was in command of the amphibious forces which attacked the Gilbert Islands, and Major General Julian C. Smith commanded the Second Marine Division, conquerors of Tarawa.

Sergeant Sam Catalano of Alamosa, fighting with the 1st Battalion, 2nd Marines, was wounded in the left arm by a shell fragment on the third day of the battle just as victory was won. He earned the Purple Heart, and his second Presidential Unit Citation.

Also coming up from Guadalcanal to the Tarawa scrap for their second Citations were the Desmond brothers form Denver, Cpls. Vincent S. and Lawrence C., with the 2nd Defense Batallion; and Sergeant Wiley W. Tyler of Crowley, Colo., with Company L, 8th Marines. Machinegunner Tyler had previously been awarded Commendation for his work on Guadalcanal.

Corporal Billy E. Cody picked up his first Citation on Tarawa with the 10th Marines, 2nd Marine Division, but the 18-year-old fighter from Alamosa was to be cited again, in the Marianas along the long road to Japan.

Naval losses in the Tarawa assault were light. The most serious was the sinking of the escort carrier Liscome Bay, the only U. S. carrier to be lost in 1943. A torpedo sent her down in flames early on November 24, and with her went 52 officers and 686 men.

Seaman Second Class Ray O. Berridge of Calhan, Colo., a heroic young gunner on the LISCOME BAY, lost his life when his ship went down off Makin. The flagship carrier was spearheading the Gilberts assault when torpedoed by a Japanese submarine, and sank wihin a few minutes. Among her casualties were Rear Admiral H. M. Mullinnix, and the commanding officer, Captain I. D. Wiltsie.

Electrician's Mate Second Class Robert J. Hubkey of Denver, serving aboard the destroyer USS HAZEL-WOOD, participated in the seizure and occupation of the Gilberts. He had previously taken part in the swift and deadly carrier strikes against Wake and Tarawa.

The entire Gilbert Islands were taken in four days, and the small units of Japanese troops still on isolated islands were wiped out at the Americans' leisure.

### NEW GUINEA AND NEW BRITAIN

On December 15, after land-based planes had delivered a two-weeks drubbing to the Japanese on the western shore of New Britain, the American Sixth Army crossed the seventy-mile water stretch from New Guinea and landed near Arawe, an important enemy base about 270 miles from Rabaul and occupied the entire three-



Sgt. Manvel J. Mills

Born 24 August 1915 in Mullinville, Kansas. Attended public schools in Clifton and Grand Junction, Colorado, and was a grocer prior to joining the Army on 8 January 1941. He was attached to the 158th Infantry

and served in three major Pacific campaigns, New Guinea, Bismarck Archipelago and the Philippines. As leader of a combat rifle squad, he saw extensive fighting service in patrol and scouting missions. His decorations include: American Defense Service, American Theater Area, Asiatic-Pacific Ribbon with 3 Battle Stars, Philippine Liberation with Star, Combat Infantry Badge, and Bronze Arrowhead for participation in the initial landing on Legaspi, P.I. Honorably discharged on 16 June 1945. He is the son of Mrs. J. Mills of Clifton, Colo.





Vartw

### EM 2/C Robert J. Hubkey

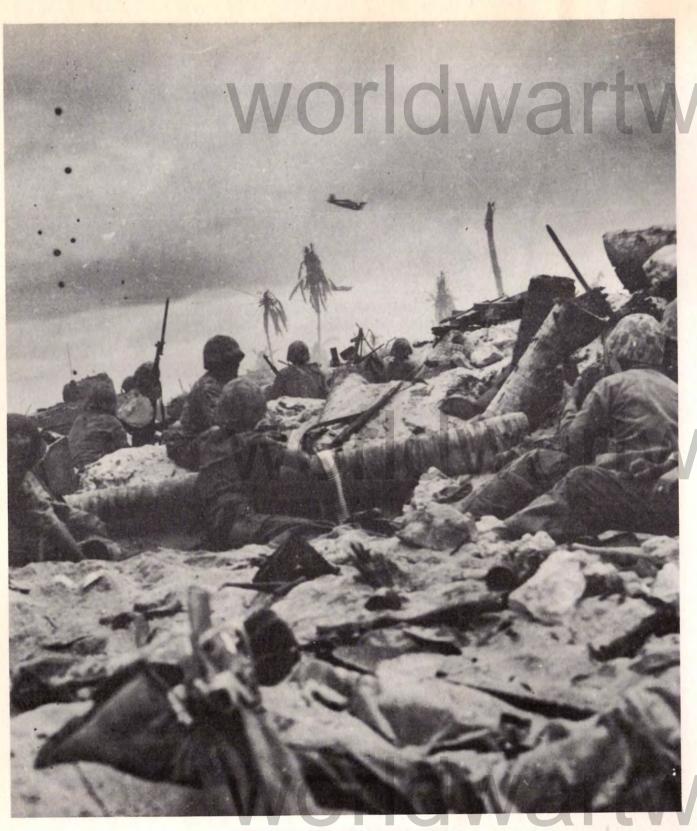
Born 25 November 1921 in Denver, Colorado. He attended Swansea, Skinner Junior High, North High, Chappell House Art School, and was an artist with a sign company prior to entering service on 20 July 1942. He received his preliminary training in San Diego, California, and served aboard the USS HAZELWOOD (DD-531), Task Force 58, Third Fleet. Electrician's Mate Hubkey had 20 months of destroyer duty, and participated in the carrier strikes on Wake and Tarawa, the seizure and occupation of the Gilbert and Marshall Islands, operation in Bismarck Archipelago, seizure and occupation of Palau and Leyte, support and seizure and occupation of Lingayen, Iwo Jima and Okinawa, and shared in probable credit for a submarine sunk. He was killed in action during a great sea-air battle off Okinawa on 29 April 1945, when the HAZELWOOD was hit by Japanese suicide craft. In this action the enemy suicide planes attacked the task force in strength, hitting and badly damaging two destroyers, but lost 25 aircraft knocked out of the air by planes and guns of the task force. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, Robert Joseph Hubkey was also entitled to the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 10 Battle Stars, and Philippine Liberation Ribbon with 2 Stars. He was the son of Mr. and Mrs. Edward M. Hubkey of 2931 Umatilla Street, Denver, Colorado.



SIGNAL CORPS PHOTO

A 27TH DIVISION COMBAT TEAM landed on Makin while the 2nd Marine Division landed on Tarawa. In this photo the infantry assault wave attacking Butaritari, Yellow Beach Two, finds it slow going in the coral bottom waters. Jap machine gun fire from the right flank, eight hundred yards away in two wrecked ships, makes it more difficult for them. There were a few casualties from the Jap gun fire. The assault barge on the right where Jap machine gun fire strafed and hit the operator and gun crew, is grounded on the coral reef. Medium tanks can be seen to the left center mopping up any Jap gun emplacements in the beach area.

THE ARMY IN THE GILBERTS



OFFICIAL U.S. MARINE CORPS PHOTO

### AS THE MARINES LAND ON TARAWA

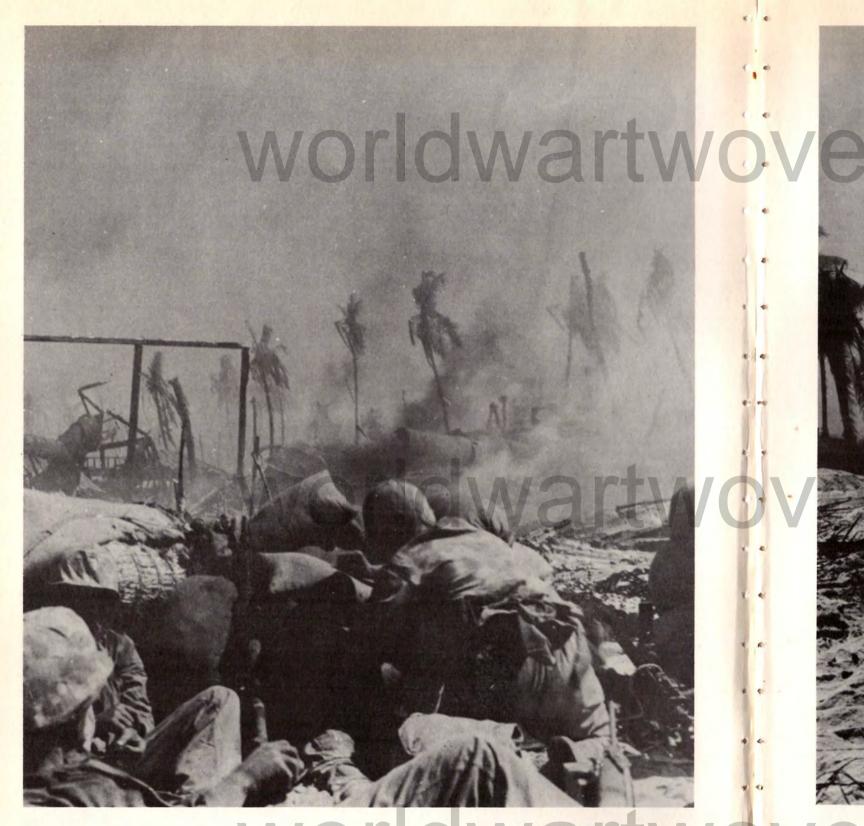
MARINES SEIZE WHAT COVER THEY CAN on the beach at Tarawa, Gilbert Islands, as shown by this action photo made by a Marine combat photographer, while American dive bombers roar in over the place to bomb and strafe enemy positions. Tarawa was hit with the greatest aerial blows of the war up to that time, and cruisers and destroyers shelled it heavily before the landing troops went ashore.



OFFICIAL U.S. MARINE CORPS PHOTO

### BARBED WIRE DOESN'T STOP THEM

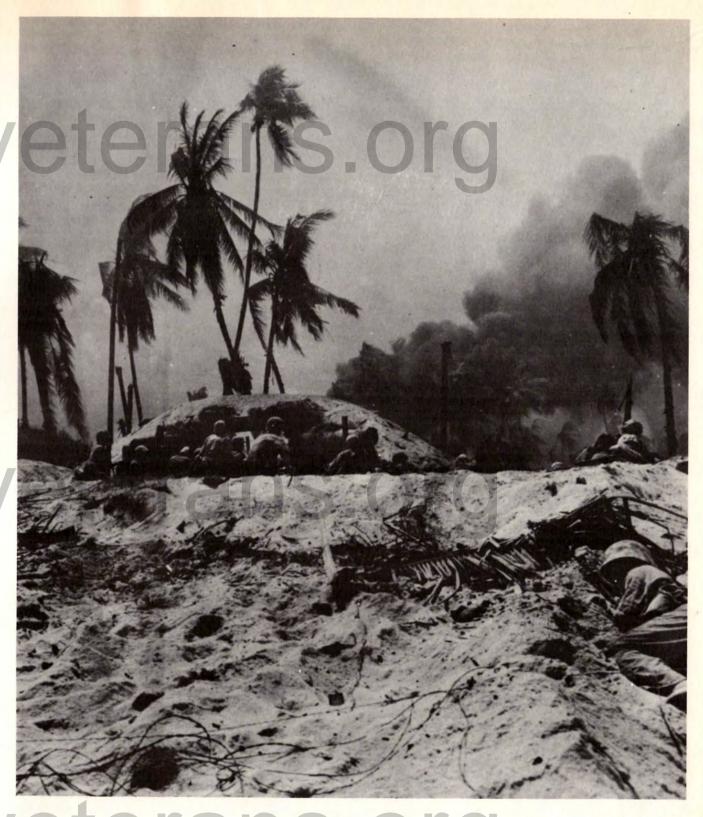
ON THE BEACH AT TARAWA, a Marine with fixed bayonet leads others around a barbed wire entanglement during the Leatherneck assault on that island. Grim determination is etched on the leader's face as he carries his rifle in the crook of his arm instead of using his wounded hand. Tarawa landings took place on 21 November 1943.



OFFICIAL U.S. MARINE CORPS PHOTO

### BATTLE FRONT ON TARAWA

TARGET — A PILLBOX. Marines fire from behind a sandbag entrenchment which they hastily threw up as protection on the flat island of Tarawa where the highest point of land was only twelve feet high. The Marine crouching (second from right) has just thrown a hand grenade, while the Marine next to him (right) reloads a machine gun. On the left (facing camera) another Marine uses a field telephone, as smoke and dust from the battle roll back over the entrenchment.



OFFICIAL U.S. MARINE CORPS PHOTO

### PILLBOXES WIPED OUT ON TARAWA

MOVING UP. Marines take shelter behind a Japanese pillbox before advancing on the Jap air strip on Tarawa. At the order to charge and take a heavy reinforced concrete pillbox on Tarawa these Marines engaged in the type of fighting that claimed so many of the casualties. The only way pillboxes of this type could be taken was by driving the Japs outside by Marines fighting from on top of the pillbox which exposed them to Jap fire from other pillboxes.



### OFFICIAL U.S. MARINE CORPS PHOTO

### DESOLATION AND RUIN IN THE PACIFIC

A TROPICAL ISLAND. Tarawa could have been described as a tropical island before the Japs took it and the Marines took it away from them, but this scene as the smoke of the battle clears away doesn't look like the tropical island celebrated in song and prose. A Marine (kneeling) goes through the wreckage of a building in search of wounded.



### AFTER THE BATTLE IS OVER

OFFICIAL U.S. MARINE CORPS PHOTO

AFTERMATH. Quietness had returned to this lagoon on Tarawa, Gilbert Islands, following the fierce battle for the island. A few hours earlier it was an inferno of bursting shells, yelling men and roaring motors. The Marines have forced back the enemy and the aftermath of dead bodies and wrecked amphibious tractors, following the fight, remain on the battlefield.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*



artwo

### Pfc. Charles William Howe

Born 24 January 1925 in Englewood, Colorado. Attended Hawthorne and Englewood Junior and Senior High schools, and entered military service on 14 June 1943. After his preliminary training he was assigned to Co. I, 158th Infantry "Bushmasters" and was with this famed combat team throughout all his service in the Pacific theater of war. Pfc. Howe fought in the campaigns of New Guinea; Arawe, New Britain; the Southern Philippines, and Luzon. On the 1st of April 1945 his reinforced combat team landed at Legaspi in southeast Luzon, and with the help of guerrillas this force cleared out the southeastern tip of the island and then moved northward toward other United States troops advancing from central Luzon. Pfc. Howe lost his life in this bitter fighting when, on April 5, he fell in action mortally wounded from rifle fire. The Purple Heart Medal was posthumously awarded him for his supreme sacrifice. His other awards and decorations included the Good Conduct Medal, the Bronze Arrowhead, Asiatic-Pacific Ribbon with 4 Battle Stars, Philippine Liberation Ribbon with Bronze Star, and the World War II Victory Medal. He was the son of Mr. and Mrs. Charles Edward Howe, of Englewood, Colorado.

### he fighting men of colorado \* \* \* \* \* \* \* \* \* \* \* \* \*



Pfc. John Owen Owens

Born 20 Dec. 1924 in Welch, Okla. Attended primary and high schools in Rocky Ford, Colo., and was a student at the time of joining the Marine Corps on 19 Nov. 1942. Trained at San Diego and served in the Pacific with Co. I., 3rd Bn., 7th Marines, 1st Div. Fought in New Guinea, New Britain, and was killed in action on Peleliu 25 Sept. 1944. Pfc. Owens had earned the Bronze Arrowhead, Asiatic-Pacific Ribbon with 3 Battle Stars, 2 Citations, and was posthumously awarded the Purple Heart. He was the son of Mr. and Mrs. Joseph Owens of Rocky Ford, Colo.



Pfc. Earl W. McNall

Born 3 Dec. 1918 in Denver, Colo. Attended West High and was a lithographer prior to entering service on 2 March 1942. Trained at Camp Haan, Calif., and Ft. Lewis, Wash.; and attached to Co. E, 160th Inf., 40th Div. Served in Hawaii and Guadalcanal, and saw action in New Britain and Luzon, P. I. Wounded on 24 Feb. 1945, and honorably discharged 4 June 1946. Holds American Theater, Asiatic-Pacific with 2 Stars, Philippine Liberation with Star, Arrowhead, Purple Heart, Good Conduct and Victory Medal. He is the son of Mrs. Esta McNall of Denver.



Pfc. Raymond L. Johnson

Born 3 Sept. 1917 in Colo. Attended Greeley schools and entered service on 3 March 1942. Trained at Camp Haan, Calif., and served with Co. C, 115th Med. Bn., 40th Div. Was with initial landing in Lingayen Gulf and aided in the liberation of Clark Field. Previously served in Hawaii, Guadalcanal and New Britain, and made assault landings on Mosbato and Mindanao. Holds the Bronze Arrowhead, Asiatic-Pacific Ribbon with 3 Stars, Combat Medical Badge, Philippine Liberation, Good Conduct, and Victory Medal. Son of Mr. and Mrs. Walter Johnson of Denver.



AMM 1/C Charles R. Johnson

Born 10 August 1923 in Ft. Lupton, Colo., and attended Fairmont, and Barnum School in Denver. Employed with a construction firm at time of entering service on 13 May 1943. Received preliminary training at Farragut, Idaho, and later transferred and served at NATTC, Norman, Oklahoma; NAAS, Barin Field, Pensacola, Florida; and NATTC, Chicago, Illinois. Honorably discharged on 19 April 1946, and holds the American Area Ribbon and Victory Medal. Son of Mr. and Mrs. Walter Johnson of Den-

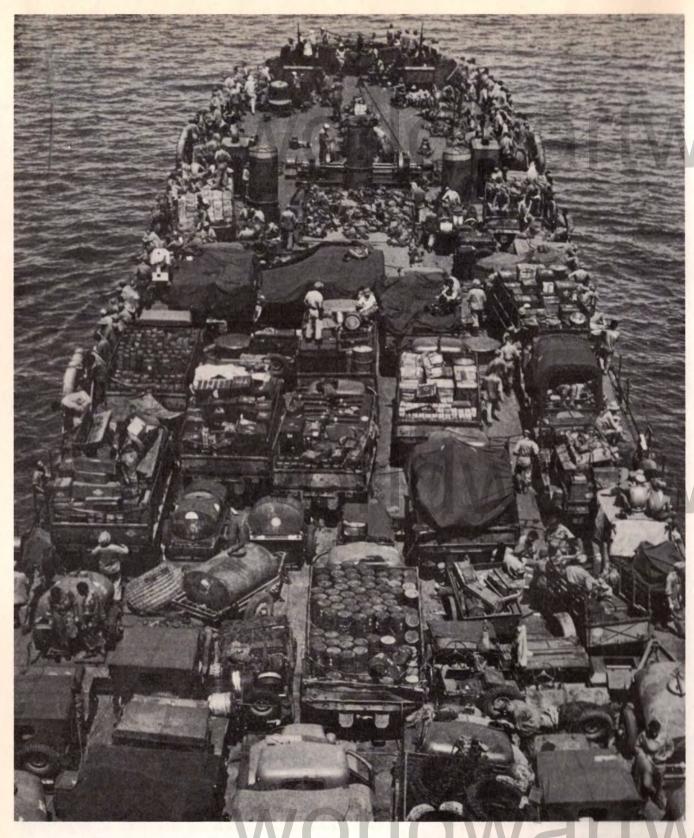
mile peninsula in five hours. The troops pushed six miles inland through tangled swamps during the next three days and captured the Arawe airstrip. A heavy enemy counterattack pushed the Americans back and the battle see-sawed near the beaches. Marines, including veterans of Guadalcanal, stormed ashore Christmas morning at Cape Gloucester, New Britain, and engaged the enemy in one of the most savage battles of the war. The Marines walked over a thousand of the Japanese dead and on the fourth day forced the survivors into the hills. The battle for the Cape Gloucester air field lasted for three furious days before the strongly entrenched enemy was dug out and destroyed.

The First Marine Division made the attack on Cape Gloucester and had to fight for every inch of ground gained. Private First Class John O. Owens of Rocky Ford, Colo., was serving with Company L, 3rd Battalion, 7th Marines of the 1st Marine Division. He weathered 5 Japanese attacks and a desperate bayonet charge as the Marines expanded their beachhead.

Seaman First Class Harry W. Johnston Jr. of Hot Sulphur Springs, Colo., was aboard the destroyer USS DRAYTON in the naval support of the Cape Gloucester landings. The amphibious operation was marked by split-second timing and engineering on the part of all forces participating in the assault.

Arawe was the scene where the famed 158th Infantry Regimental Combat Team went into action. With the "Bushmasters" in that battle were Private First Class Charles W. Howe of Englewood, and Sergeant Manvel J. Mills of Clifton, Colo.

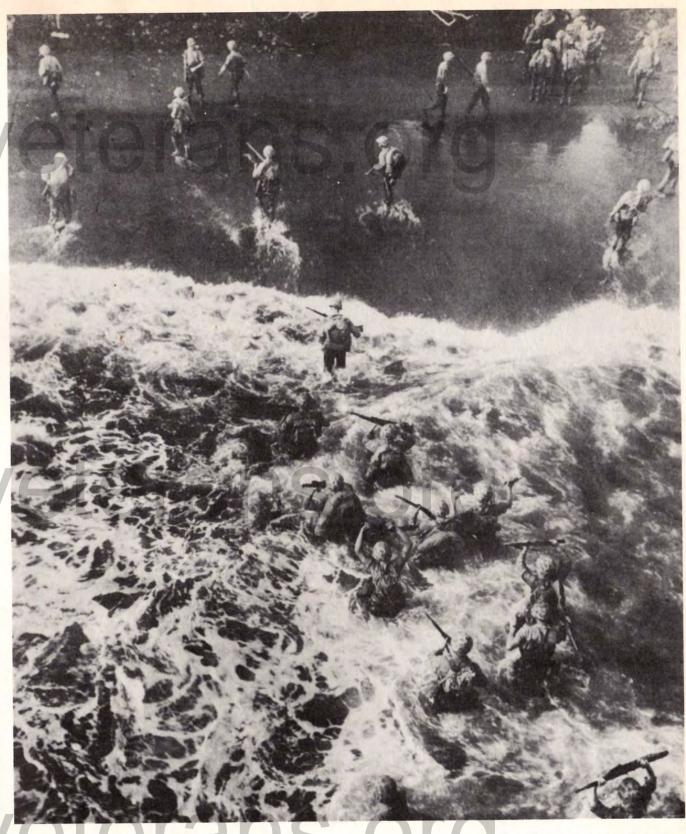
The 40th Infantry Division got its first taste of combat on New Britain in December 1943. Knifing through the snarled jungle, the Doughboys continued the offensive initiated by the 1st Marine Division. With the 40th Division were Private First Class Raymond L. Johnson of Denver, serving with Company C, 115th Medical Battalion; and Private First Class Earl W. McNall of Denver, serving with Company E, 160th Infantry.



OFFICIAL U.S. COAST GUARD PHOTO

### INVADING CAPE GLOUCESTER, NEW BRITAIN

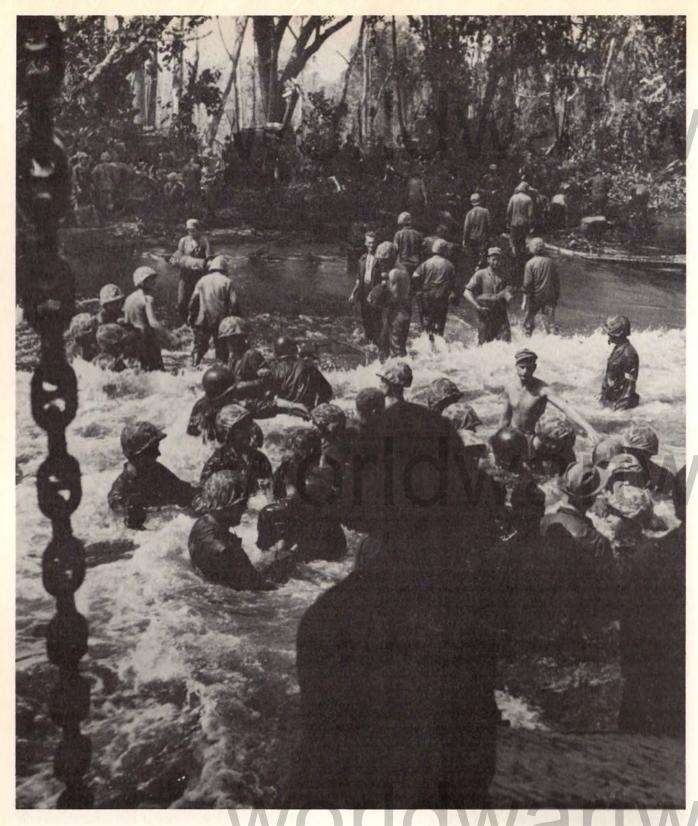
CRAMMED WITH MEN AND MATERIAL for the invasion of Cape Gloucester, this Coast Guard manned LST (Landing Ship, Tanks) nears the Japanese held shore. Coast Guard and Navy manned LST's participated in the operation. Troops shown in the picture are Marines.



OFFICIAL U.S. MARINE CORPS PHOTO

### MARINES STORM ASHORE ON PACIFIC ISLE

OVER THE SIDE. Carrying their rifles high, Marines of the 1st Division wade through a three-foot surf at Cape Gloucester from their LST and immediately assemble at designated spots to push into the New Britain jungle and lay siege to the Jap-held airport.



OFFICIAL U.S. COAST GUARD PHOTO

### SECURING NEW BRITAIN

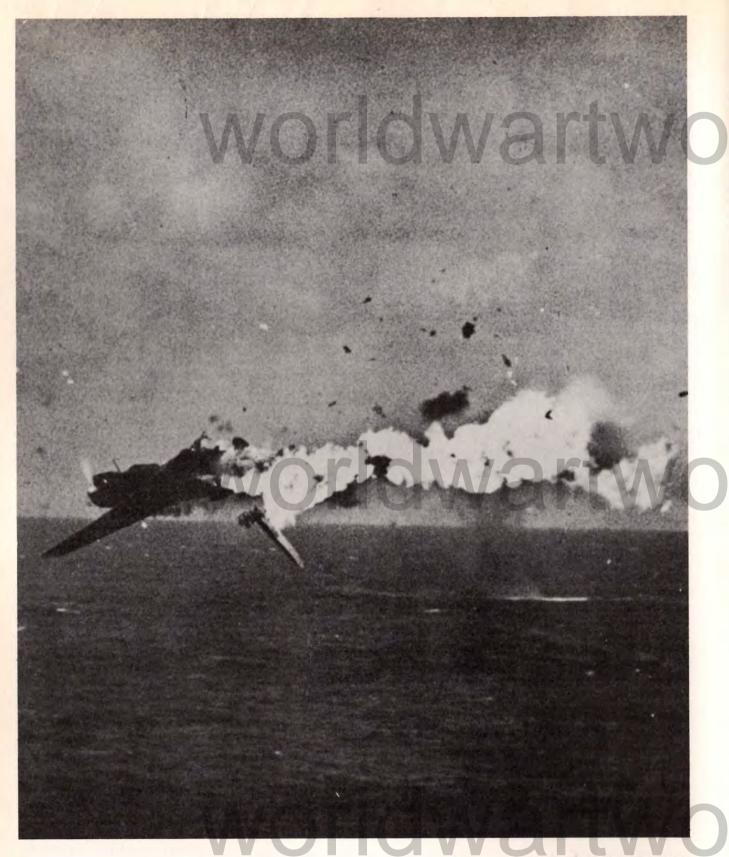
INVASION ROAD. U.S. Coast Guardsmen and Marines build a temporary cause-way for unloading as the invasion of Cape Gloucester gets underway on 26 December 1943. A reinforced cavalry regiment landed in the Arawe area on 15 December 1943, and by mid-March following, joint operations of the Marines and the Army's Arawe Force had secured western New Britain.



OFFICIAL U.S. MARINE CORPS PHOTO

### STEMMING A COUNTER-ATTACK

JUNGLE FIGHTERS. Marines using machine guns and carbines push back a counter-attack on their position on Cape Gloucester. The Japs retreated into the jungle until they gathered what they considered enough strength to strike back. The Marines, however, soon had them in full retreat, again.



OFFICIAL U.S. NAVY PHOTOGRAPH

### JAP PILOT'S LAST RIDE

DIRECT HIT. A Jap torpedo bomber exploding in the air after a direct hit by a five-inch shell from the USS YORK-TOWN as it attempted an unsuccessful attack on the carrier 4 December 1943 off Kwajalein.

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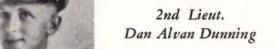
While the fighting continued on New Britain, the American forces captured Saidor on New Guinea in a strong combined assault and trapped the Japanese on the north coast of the island between themselves and the advancing Australians. In another stunning move which dazed the Japanese with its speed and efficiency, American and New Zealand troops on February 14 occupied Nissen Island, 120 miles east of Rabaul; for all strategic military purposes completing the campaign for the Solomon Islands. A major air base was constructed on the island in three weeks time by the Seabees.

Second Lieutenant Dan Alvan Dunning of Denver was killed in a plane crash near Darwin, Australia, on January 17, 1944. Flying with the 300th Bomb Group, 329th Squadron, he was engaged in intensive bombing of enemy objectives from Darwin as U.S. forces were struggling for every gain in the Southwest Pacific. On the day of his death Lt. Dunning was returning from a completed mission but his plane had been so badly damaged in combat that it crashed on its home field with the loss of the entire crew.

Sergeant Robert Cecil Larkin of Colorado Springs served in the New Guinea Campaign with the combat 45th Ordnance, attached to an air fighter squadron. The 45th acted as ground defense during air raids and against possible attempted enemy landings, and was subjected to severe enemy air attack at Milne Bay, Buna, and Papua. Sgt. Larkin was awarded the Distinguished Unit Citation for his squadron's participation in the Battle of the Bismarck Sea.

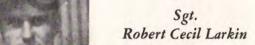
### CONQUEST OF MARSHALLS

The Marshall Islands, last salient in the Japanese protective outer ring now that the Gilberts and Solomons were regained by the Allies, were subjected to terrific bombardment all through the months of December, 1943, and January, 1944. Kwajalein, in the heart of the sprawling Marshalls, was struck a thunderous impact on the night of January 29-30. The Japanese were pre-pared for the expected attack but believed it would fall first on the outer fringes of their defense, not in its very center. Everything the Americans could assemble to make up their task and invasion forces was thrown into the assault. Land-based aircraft of the Army, Navy and Marine Corps joined the carrier planes and everything that could float, from battleships to the smallest boat, hit Kwajalein and its surrounding islands. When the Army and Marine troops landed on shell-swept Kwajalein, Roi and Namur, 75 per cent of the Japanese garrison had been killed and the remainder driven out of their minds by the impact of the bombardment. Japanese plane strength had been destroyed to the extent that in the nine days the invasion ships remained in the



Born 15 June 1916 in Thebes, Illinois. Attended Thebes Grade and Colorado Springs High School, and was an employe of the United States Mint in Denver. Joined Army Air Forces on 19 May 1942, and trained

Forces on 19 May 1942, and trained at San Angelo Army Air Field, Texas. With 300th Bombardier Group, 329th Squadron, assigned to bombing enemy objectives from Darwin, Australia. Died in plane crash 17 January 1944. His plane, mission completed but badly damaged in combat, crashed on home field with loss of entire crew. Posthumously awarded the Purple Heart Medal for his supreme sacrifice. He was the son of Mrs. Sylvia Dunning Crook of Denver, Colorado.



Born 21 April 1921 in Colo. Springs, Colo. Attended public schools in Colo. Springs, and was in the trucking business prior to joining the Army Air Corps on 29 March 1939. Trained at Ft. Warren, Wyo.; and

Trained at Ft. Warren, Wyo.; and served in the Pacfic Area with Co. D, 89th QM Bn. M.M., 622nd Ordnance Plat., 45th Ordnance Plat. (Combat), and 1540th Ordnance S & M Co. Took part in the Milne Bay and Buna, New Guinea, and Papuan campaigns. Honorably discharged on 8 Sept. 1945; earned the American Defense with Star, Asiatic-Pacific with 2 Stars, American Theater, Good Conduct, Distinguished Unit Citation, and Victory Medal. He is the grandson of Mrs. Lucy J. Larkin of Colo. Springs, and is married to the former Dorothy Steele of Melbourne, Australia.

Marshalls waters, not a single enemy plane was available for attack.

Aviation Machinist's Mate Second Class Robert P. Chariton of Pueblo, Colo., who served with Fleet Air Wing 8, took part in the capture of Majuro Atoll in the Marshalls and establishing of a base there. Majuro's vast harbor was quickly utilized by the high-speed supply train which kept the United States task fleets always ready on the foremost firing lines.

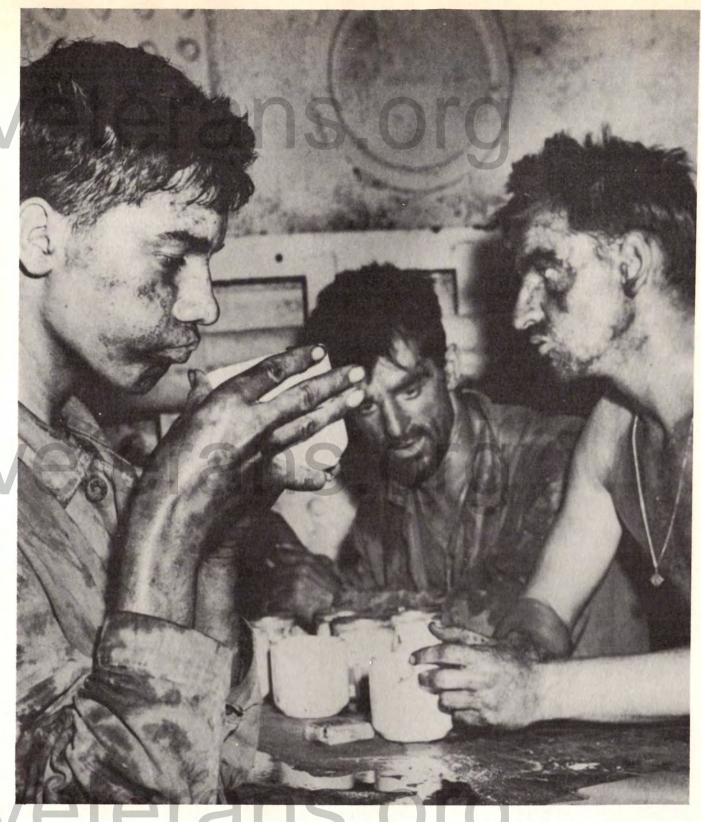
By February 4, Roi and Namur had been taken, and



SIGNAL CORPS PHOTO

JAPS ARE SMOKED OUT of a blockhouse as United States troops end resistance on the island by 8 February 1944. The 7th Division, veteran of Attu, landed on the southern islands of Kwajalein Atoll, while the 4th Marine Division attacked the northern tip at Namur and Roi. The full force of American air, naval, and artillery bombardment brought complete and utter destruction to the island.

FLAMETHROWERS ON KWAJALEIN



OFFICIAL U.S. COAST GUARD PHOTO

### COFFEE FOR THE CONQUERORS OF ENIWETOK

BEGRIMED AND WEARY from two days and two nights of fighting, these Marines are typical of the conquerors of Eniwetok Atoll. They swept Engebi Island away from the Japs in six hours and then went on to wipe out the Nips on Eniwetok. Marine and Army combat teams landed on Eniwetok on 19 February 1944 and completed its capture three days later.



OFFICIAL COAST GUARD PHOTO

### THE HELPING HAND OF THE COAST GUARD

AS A WOUNDED MARINE is hoisted from a landing craft to an assault transport off Eniwetok Atoll, a Coast Guardsman reaches out from the rail to swing the litter over the side. Coast Guardsmen manned landing craft with speed and skill which figured largely in the quick conquest of the Marshalls stronghold.

Kwajalein subdued all but for scattered sniping. The strongest enemy base east of Truk had fallen to the Americans. The total cost in casualties to United States troops for the operation was 1,516, of which 286 were killed. The Japanese lost 8,122 dead and 264 prisoners.

Eniwetok, 350 miles closer to Japan, was invaded February 19 in the same manner as the highly successful Kwajalein operation. The Marines cut through the most fanatical opposition, and the conquest of the Marshalls was completed on February 22.

Electrician's Mate Second Class Robert J. Hubkey of Denver was aboard the destroyer USS HAZELWOOD in the seizure and occupation of the Marshall Islands.

in the seizure and occupation of the Marshall Islands.
Also in the fighting through the Marshalls Campaign was Lieutenant (j.g.) Austin J. Trinkle of Denver.
Lt. Trinkle, who had been with Patrol Squadron VP-14 in the Battle of Pearl Harbor, was now operating from the heavy cruiser USS LOUISVILLE.

### RAID ON TRUK

The formidable and closely-guarded Japanese base of Truk was raided on February 16-17 by famous Task Force 58, which sailed completely around the island and sank everything in sight. Two days before the naval strike, Army bombers blasted Ponape, the strategic outpost between Truk and the Gilbert-Marshall grouping of the islands, thus blinding Truk's reconnaissance through their destruction of the field and planes on Ponape. The planes from Task Force 58 made their strikes by day and night and when the action was over 204 Japanese planes had been destroyed and ground defenses and installations smashed. Task Force 58 also sank twenty-three ships, including two cruisers and three destroyers, probably sank six more ships and damaged seven others. Admiral Chester W. Nimitz announced that the Japanese visit at Pearl Harbor was returned by the visit of the Pacific Fleet to Truk and that a partial settlement of debt was effected.

Task Force 58 was now beginning to show a true picture of its speed and striking power. Admiral Raymond Spruance, with Admiral Marc Mitscher directing his carriers, decided that the whole Pacific was his range and meant to go wherever and whenever he wished. The Japanese-controlled Marianas were the next objective in the drive for advanced American bases, and the armada was soon on its way to Saipan—the main Japanese base and anchorage in the Marianas, and Tinian, just below it, a naval and air base. Japanese observation planes spotted the fleet on the afternoon of February 21 and that night commenced throwing in their air attacks. They lost heavily in the vain attempts to pierce the anti-aircraft curtain thrown up by the fleet and not one of the American ships was hit. The next day Saipan and Tinian were struck hard by carrier planes and the Saipan

airfield was shattered. A new airfield was discovered on Guam, and it too was pounded. More than 125 Japanese aircraft were destroyed.

In the meantime, Army air power was making possible the campaign in the bleak arenas of action in the China-Burma-India Theater. A comparative handful of men were carrying on the war under incredibly bad conditions.

One of the most outstanding figures in this colorful group of airmen was Major Robert A. McClung of Trinidad, Colo. A newspaperman and commercial artist before be took up flying, the tough young officer was in continual combat from August 1942 until May 1944. With the 25th Squadron, 51st Fighter Group in CBI, he flew 66 combat missions and held the Air Medal, Distinguished Flying Cross, and the Silver Star awarded him for being one of the first pilots to develop the use of the 1,000-lb. bomb with the P-40 in combat. Major McClung created the insignia for the renowned Assam Dragons and wrote a book called "Flight of the Dragons." Transferred to AAF Headquarters in Washington, he was later to fly in the 445th Fighter Squadron—the first jet fighter group.

Staff Sergeant Harold F. Hart Jr. of Denver was stationed in India for 14 months with the Air Transport Command. An aerial engineer on a C-46 cargo plane, he flew supplies all over the China-Burma-India Theater. Sgt. Hart helped to fly in the equipment for the great

Assam Valley pipeline.

Another "Hump" flyer was First Lieutenant George
E. Wright of La Junta, serving with the 1st Combat
Cargo Squadron, 14th Air Force. Lt. Wright took part
in the battle of Suichwan and the evacuation of Chibkiang, China, and the Battle of Burma. He won the
Distinguished Flying Cross 3 times for outstanding piloting in Burma and China.

Corporal Frederick G. Hupp of Denver served in China with Headquarters Squadron, 68th Air Service Group, 14th Air Force. Working in transportation and supply, he was on administrative staffs in Chengkung, Kunming and Shanghai, China.

Corporal Ralph Cox of Pueblo, after special training at a motor engineering school in Detroit, Mich., was assigned to duty with the 3rd Repair Squadron and 26th Depot Repair Squadron, Central India Air Depot in Agra, India.

Corporal Laurence C. O'Hare of Pueblo also won his campaign stars in the CBI Theater. He served as a radio operator. Air-Sea Rescue, India Air Task Force; and Tower Operator and radio maintenance man with 9th Bombardment (H), 7th Bombardment Group.

Captain John R. Hardesty of Rocky Ford, Colo., a Regular Army artilleryman before the war, was with the 3rd OTU Ferrying Division at Reno, Nev., Army Air Base, and the 1266th AAF Base Unit, NAFD Air Transport Command in Teheran, Iran.



OFFICIAL U.S. AIR FORCE PHOTO

### AERIAL INVASION OF BURMA

COLONEL PHILIP COCHRAN'S AIR COMMANDOES move British foot troops behind Japs in Burma, in March, 1944. Gliders of the First Air Commando Force prepare for the forward air movement under command of Major General Orde C. Wingate. Bomber with the 5-stripe insignia of the Air Commandoes attacks Jap stores and supply depots used by the enemy against the Allied invasion.

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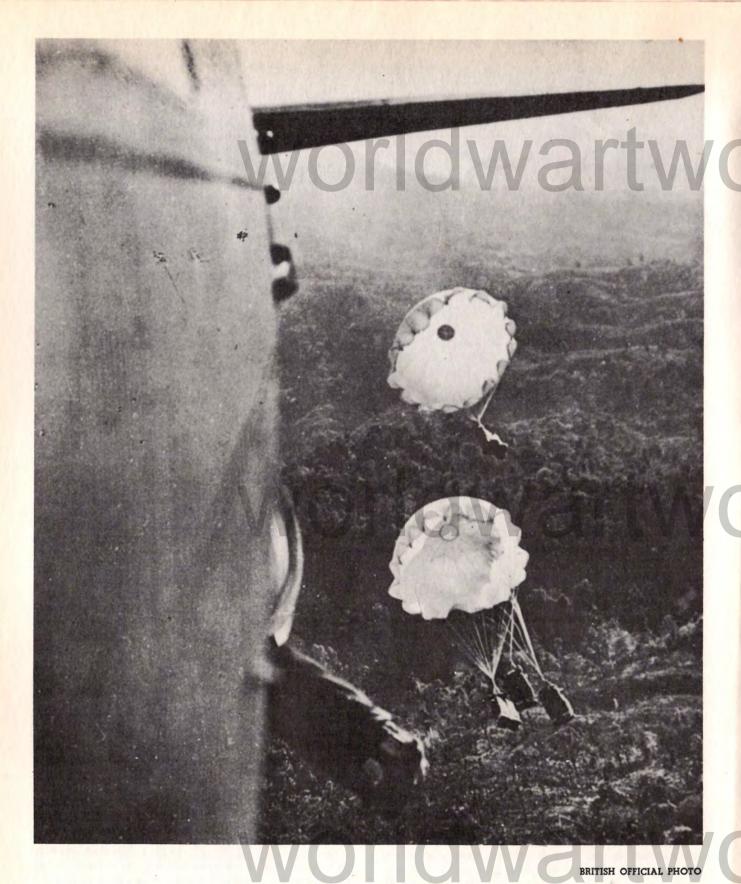
S/Sgt. Harold F. Hart, Jr.

Born 1 April 1916 in Denver, Colorado. He attended St. Francis and South High School, and operated a floor construction business prior to entering service on 29 October 1942. He received his training at Miami Beach, Florida; Keesler Field, Mississippi; and Buffalo, New York, and served overseas in the China-Burma-India Theater with 1326th B.U., Squadron C, Air Transport Command. The ATC, against tremendous odds, flung an aerial route between India and isolated China over the "Hump" in the greatest sustained transportation achievement of the war. Its planes flew in the worst types of weather and under almost impossible conditions, conquering rocky crags of the towering Himalayas and ice-filled clouds to build its original trickle of supply into a volume many times over the capacity of the old Burma road. In Burma, the ATC made it possible for Allied troops to exist in the jungle only through its services of supply, evacuation and transportation. As an aerial engineer on a C-46 cargo plane, Sergeant Hart served 14 months in the China-Burma-India Theater, taking part in the most important operations of the great project. Honorably discharged on 7 February 1946, his decorations include the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 3 Campaign Stars, Good Conduct Medal, and World War II Victory Medal. He is the son of Naomi B. and Harold F. Hart, Sr., of Denver, and has a daughter, Sharron Lee.



Major Robert A. McClung

Born 30 August 1915 in Trinidad, Colorado. He attended Trinidad schools, Berkeley College, California, and Grand Central Art School in New York City, and was a newspaper man and commercial artist prior to joining the Army Air Corps on 3 May 1941. He received his training at Muskogee, Oklahoma; Brady, and Kelly Field, Texas. He served four months in the Panama Canal Zone with the 53rd Fighter Group, 13th Squadron, and was transferred in August of 1942 to the 51st Ftr. Gp., 25th Ftr. Sq. for action in the CBI Theater. Major McClung was in continual combat while a member of this group until May of 1944, completing 66 combat missions. From July 1944 until April 1945 he served with the Office of Information Services, Hq. A.A.F. in Washington, D. C., and was assigned to the 412th Ftr. Gp., 445th Ftr. Sq. (first jet Fighter Group) from April 1945 until October 1945. He went on inactive duty, Air Corps Reserve, on 17 February 1946. Major McClung has been awarded the American Defense Medal, American Theater Ribbon, Asiatic-Pacific Ribbon with 3 Battle Stars, the Air Medal, Distinguished Flying Cross, the Silver Star for being one of the first pilots to develop the use of 1,000-lb. bombs with the P-40 in combat, and the Victory Medal. He created the inignia for the Assam Dragons and is the author of the book "Flight of the Dragons." Major McClung is the son of Mrs. Lillian H. McClung of Denver, and the late R. E. McClung. He is married to the former Elizabeth McDowell Miller and they have a son, Robert A. McClung III.



RESCUE IN BURMA

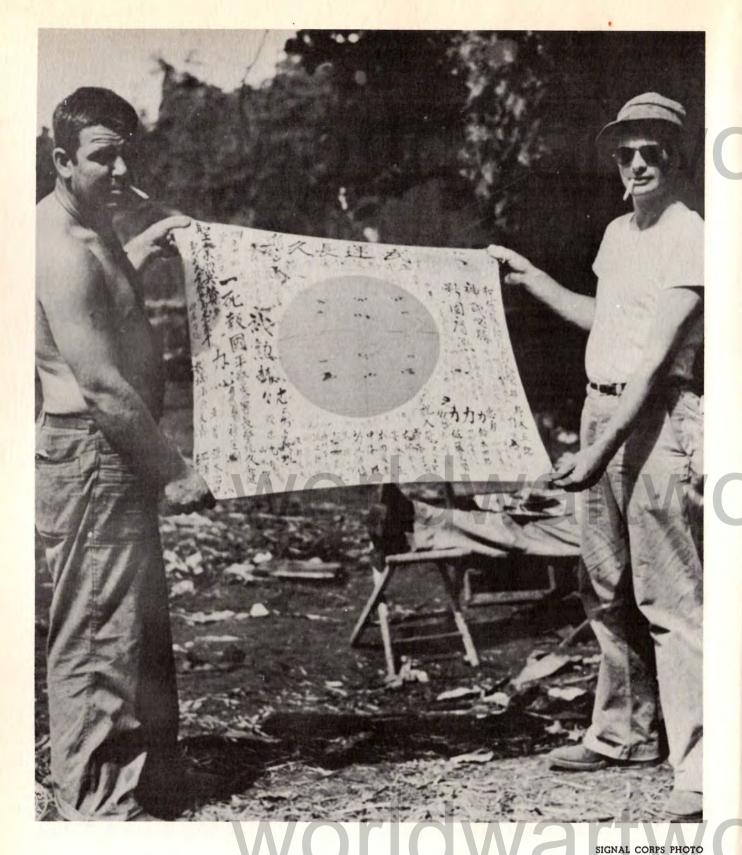
THE R.A.F. AIDED A WINGATE RAIDING PARTY by dropping supplies and later landing planes to remove the sick and wounded soldiers from a column of Brigadier O. C. Wingate's "Chindits," penetrating 170 miles behind the Jap lines in Northern Burma. 1943.

voridwartwoveterans.org

OFFICIAL U.S. AIR FORCE PHOTO

### CLEARING STRIP FOR BURMA LANDING

INDIA-BASED C-47'S TOWED GLIDERS with bulldozers, tractors, jeeps and mules into Burma behind enemy lines on the evening of 5 March 1944. This photo shows an advance crew clearing the invasion field the morning after the night landings, in preparation to receive nearly 100 C-47's with thousands of armed men.



### BLOODED BANNER OF NIPPON

WAR TROPHY. U. S. troops display a Japanese flag taken from the enemy in the Pacific. This type of Rising Sun banner was carried individually by the Jap soldier and was his most prized personal possession. Generally a gift from zealous friends and relatives from home, the flags were often inscribed with blood. The punctured "meatball" insignia on the flag pictured above is stained with its erstwhile owner's blood.



### 1st Lieut. George Edward Wright

Born 28 November 1920 in La Junta, Colorado. He attended primary and high schools in La Junta, the University of Colorado, and entered service on 22 May 1942. After completion of

May 1942. After completion of his flight training in Missouri and Michigan, he was assigned to the 1st Combat Cargo Squadron, 1st Combat Cargo Group, 14th Air Force, and served in the China-Burma-India Theater. Flying at the limit of their endurance, the pilots of the 14th Air Force provided the Himalayan air route into China, a vital and hazardous lifeline which stands as one of the great logistical accomplishments of the war against Japan. Lieutenant Wright's principal actions took place in the Battle of Burma, Battle of Suichwan, and Chihkiang, China. Honorably discharged on 28 February 1946, his decorations include the Asiatic-Pacific Ribbon with 5 Battle Stars, Air Medal with 3 Oak Leaf Clusters, and the Distinguished Flying Cross with 2 Oak Leaf Clusters. He is the son of Mr. and Mrs. H. O. Wright of La Junta, Colo.



### Corporal Ralph Cox

Born 23 March 1915 in Hamilton, Ohio. He attended Hamilton public schools and was a steelworker prior to entering service on 3 September 1942.

steetworker prior to entering service on 3 September 1942. He received his preliminary training at Camp Kearns, Utah; Lincoln Air Base, Lincoln Nebraska; and Pratt & Whitney Eng. School in Detroit, Michigan. He served overseas with the 3rd Repair Squadron, Central India Air Depot in Agra, India, and was later transferred for service with the 26th Depot Repair Squadron, Central India Air Depot in Agra. He was honorably discharged on 15 November 1945. Among his decorations for war service are included the Asiatic-Pacific Area Ribbon, Good Conduct Medal, and World War II Victory Medal. Corporal Cox is the nephew of Mr. and Mrs. Fred King of Hamilton, Ohio. He is married to Beatrice Marie Cox of Pueblo, Colorado, and they have a daughter, Theresa Lavon.



Cpl. Frederick G. Hupp

Born 19 April 1922 in Denver, Colo. Attended St. Joseph and St. Francis de Sales High School, and joined the Air Corps on 23 Sept. 1942. Trained at Minter Field, Calif., and served in China with Hq. & Hq. Sqdn., 68th Air Service Group, 14th Air Force. Corporal Hupp saw service in Chengkung, Kunming, and Shanghai, and was honorably discharged on 26 March 1946. His decorations include the American Theater, Asiatic-Pacific, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. William Hupp, and husband of Esther Robles Hupp, Denver.



Cpl.
Laurence C. O'Hare

Born 19 Jan. 1911 in Pueblo, Colo. Attended primary and high schools in Pueblo, and entered service on 31 July 1942. He trained at Scott Field, Ill., and served in the China-Burma-India Theater as a radio operator, air-sea rescue, India Air Task Force, and as a tower operator and radio Maintenance man with 9th Bomb (H), 7th Bomb. Grp. Honorably discharged on 9 Dec. 1945, and holds the American Theater, Asiatic-Pacific with 3 Stars, Good Conduct, and Victory Medal. He is the son of Mrs. D. W. Coughlin of Pueblo, Colo.



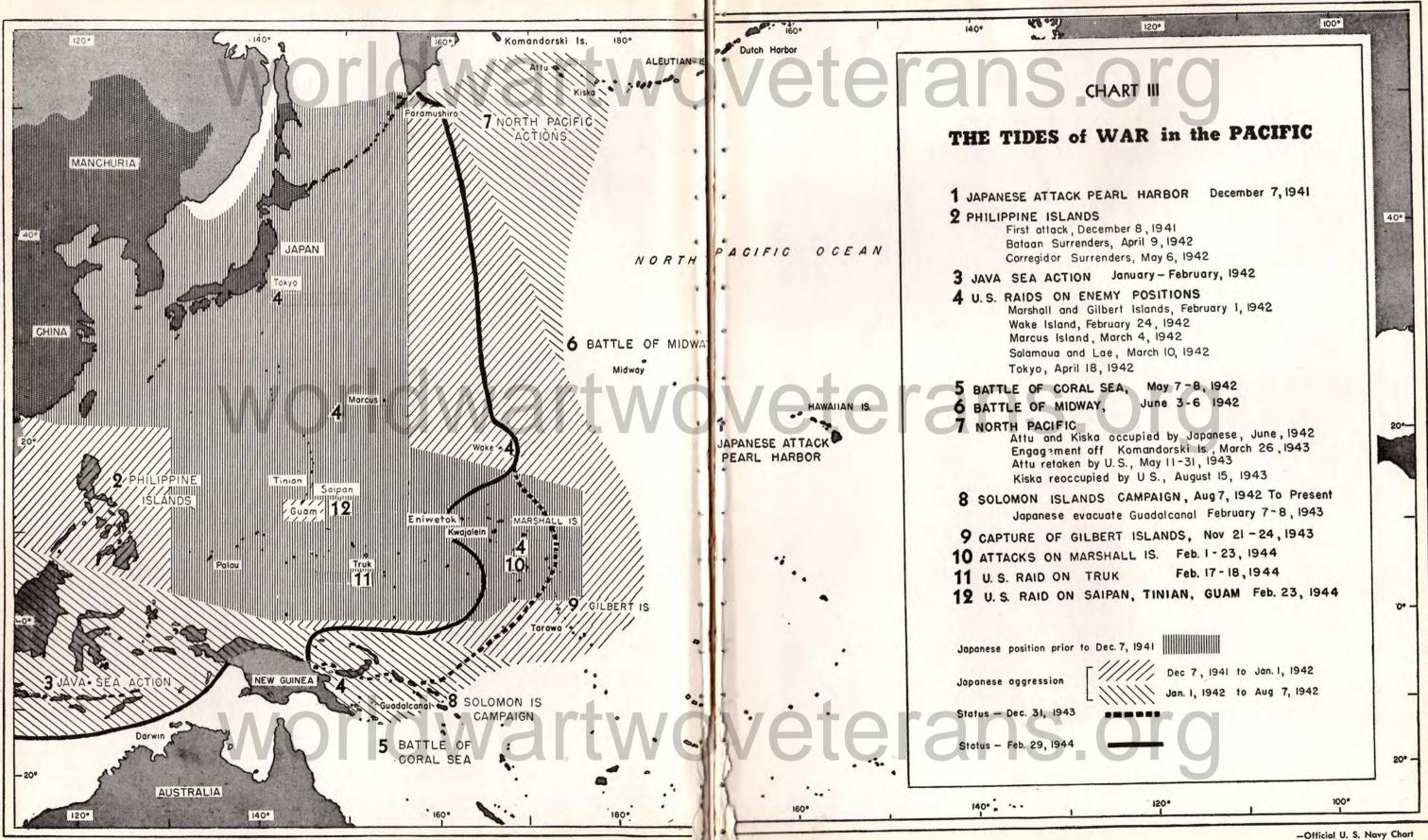
T/5
Eugene D. Coughlin

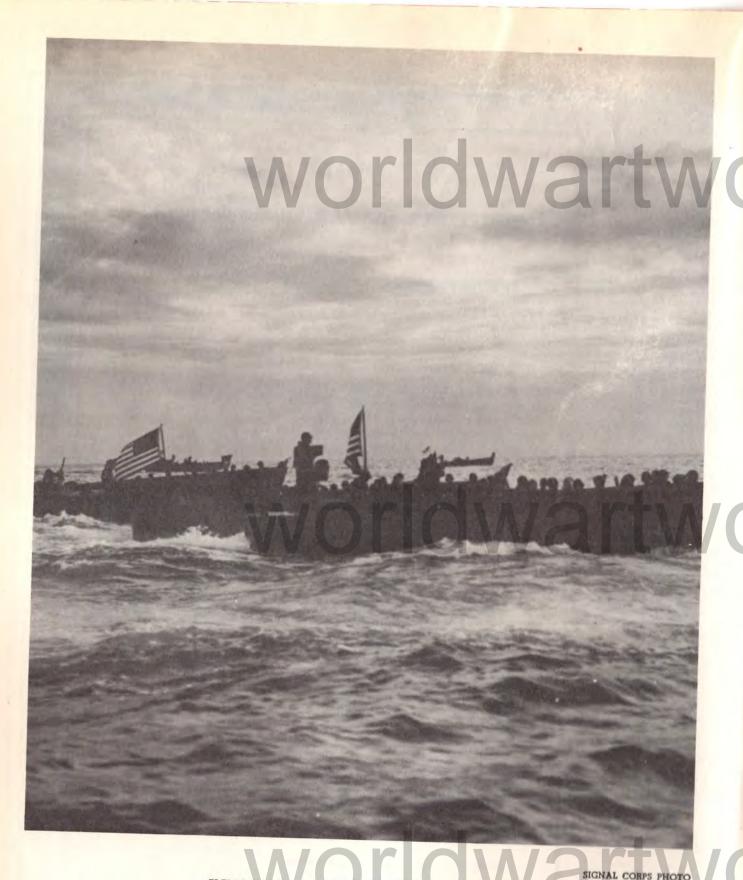
Born 8 Aug. 1922 in Pueblo, Colo. Attended primary and high schools in Pueblo, and was an apprentice embalmer prior to entering service on 9 Nov. 1942. Trained at Army hospitals in Georgia and Florida, and served with the 195th M. D. (Avn). Attached to 409th Bomb Group, he took part in the campaigns of Ardennes, the Rhineland and Central Europe. Honorably discharged on 2 Nov. 1945, he holds the American Theater, ETO with 3 Stars, Good Conduct, and Victory Medal. He is the son of Dennis W. and Bstelle Coughlin of Pueblo, Colo.



PhM 3/C Donna J. Coughlin

Born 26 July 1923 in Pueblo, Colo. Attended Central High, Pueblo Jr. College, Seton School of Nursing in Colo. Springs, Colo.; and was a student at the time of joining military service on 19 Oct. 1943. Trained at Hunter College, N. Y., and served 25 months at Sampson, N. Y., after schooling for medical corpsman and dental technician, USNTS, Sampson. Transferred on 30 Nov. 1945 to Dental Dispensary, U. S. Naval Air Station, Norfolk, Virginia. She is the daughter of Dennis W. and Estelle Coughlin of Pueblo, Colorado.





### INVASION OF A NEW GUINEA BEACH

MOVING INTO ATTACK, the LCV's are headed for Red Beach, Tanahmerah, New Guinea on 22 April 1944. In the Hollandia-Aitape operation of which this scene is a part, three main landings were made by troops of the 24th, cans, and cut off more than 50,000 Japanese troops to the eastward.

The FIGHTING MEN of COLORADO

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### ADMIRALTIES CAMPAIGN

A switch in MacArthur's tactics pointed to the north and troops were landed on Los Negros Island in the Admiralties on February 29. The move was intended merely as a destructive raid and the men were landed from destroyers instead of the slow landing craft, but the troops found easy progress and captured the air-field with so little trouble that plans were immediately changed and the raid was converted into a full-scale invasion. It was three days before the enemy decided to resist in force, but American reinforcements had arrived by this time and were set to meet the shock of the Japanese attack. The enemy hit the invaders as darkness fell on March 3, using Imperial Japanese Marines— the same sort of fighters who had defended Tarawa. The bloody night battle was turned when American planes added their weight to the struggle in the morning. Los Negros was cleared of the enemy in less than a week, and the airfield and harbor were being used by the U. S. forces. All but a few hundred of the 5,000 Japanese on the islands were killed.

The First Cavalry Division fought in one of the wildest battles of the Pacific March 1 on Momote Airstrip on Los Negros. First Sergeant George E. Stevens of Denver was with the Cavalry troopers, serving in Headquarters Company, 8th Engineer Squadron as a combat engineer.

With the 158th Infantry "Bushmasters" in the Bismarck Archipelago fighting were Private First Class Charles W. Howe of Englewood, and Sergeant Manvel J. Mills of Clifton, Colo.

Electrician's Mate Second Class Robert J. Hubkey of Denver was aboard the USS HAZELWOOD in the naval support of the Bismarck Archipelago operation.

The campaign in the Admiralties was over in 18 days, with the Americans deep in the enemy lines and the dangerous enemy salient which was one directed toward Australia was turned and pointed to Truk, the Philippines and Japan.

Rabaul was isolated on March 20 when Marines, including Carlson's Raiders, occupied Emirau Island in the St. Matthias group to the enemy's rear. Allied naval units struck at Kavieng, 75 miles southeast of Emirau, to keep the enemy busy while the Marines made a swift conquest of their latest landing. The Marines on March 6 had landed on Willaumez Peninsula on New Britain from Cape Gloucester, split the enemy forces in three days after fierce fighting along the beachhead, and were proceeding in mopping up the remnant forces.

proceeding in mopping up the remnant forces.

On March 29, while Army planes struck at outlying targets, Task Force 58 began a three-day raid on the Palaus, where the enemy warships had been seeking refuge after the February attack on Truk. The Palaus were put completely out of commission by the raid and every Jap ship at anchorage was sunk or damaged.



1st Sgt. George E. Stevens

Born 22 Feb. 1916 in Denver, Colo. Attended Villa Park, Lake Jr. and Sentinel Ridge schools, and recalled to active duty on 13 Feb. 1941 after service in Regular Army and Reserve since 1935. Trained at Ft. Logan, Colo., and attached to Hq. Co., 8th Engr. Sqdn., 1st Cavalry Div., and 3014th Engr. Maintenance Co. Sergeant Stevens took part in the campaigns of New Guinea, Bismarck Archipelago, and Luzon; and was honorably discharged on 18 Aug. 1945. The son of Mr. and Mrs. Edgar C. Stevens of Denver, he is married to Barabara Thieman Stevens and they have a son, Harold E.



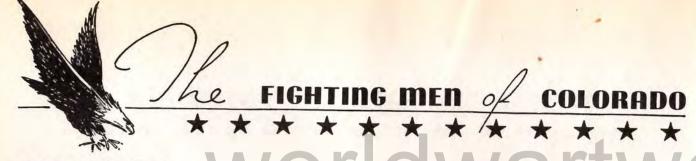
T/4
Eugene Stevens

Born 7 June 1914 in Denver, Colo. Attended Eagleton and West High and engaged in agriculture prior to joining service on 20 Jan. 1941. Trained at Ft. Sill, Okla., and served with Service Co.'s 157th Inf., 45th Div., and 410th Inf., 103rd Div. Fought in campaigns of Sicily, Naples-Foggia, Rome-Arno, Southern France, Rhineland, and Central Europe. Honorably discharged on 13 Oct. 1945, his decorations include the Bronze Star, American Defense Service, American Theater, ETO with 6 Battle Stars, and Victory Medal. Son of Mr. and Mrs. Edgar C. Stevens of Denver.

Eighteen men and 25 planes were lost but not a single warship was hit in the United States force. The enemy lost 28 ships sunk by planes and 3 by naval guns, 18 ships beached or damaged, 214 planes destroyed or damaged, and most of the docks and installations totally destroyed.

### NEW GUINEA LANDINGS

On April 22 was launched an invasion so large and so important that Admiral Nimitz came from Pearl Harbor to witness the operations. General MacArthur's forces merged with Task Force 58 for the invasion of Netherlands New Guinea at Hollandia—a full scale rehearsal for the Philippines. Top commanders watched closely as the vital strategy was put into effect: Guarded by American and British warships, MacArthur's transports came up from the southeast while Task Force 58 came down from the northeast. Three separate landings were carried out; at Tanahmerah, Humboldt Bay,





### Chief EM William I. Kennaugh

Born 23 January 1921 in Victor, Colo. He attended Victor primary and high schools and was a student at the time of joining the Navy on 19 Sept. 1939. After his training at the Great

After his training at the Great Lakes N.T.S., he was assigned to the Atlantic neutrality patrol aboard the USS McCLANAHAN, one of the fifty old four-piper destroyers later turned over to the British in exchange for the use of bases. He later served aboard the destroyers USS BARNEY and USS DAHLGREN, and was then assigned to the PT Tender USS MOBJACK (AGP 7), operating with the Third and Seventh U. S. Fleets in the Pacific. Chief Electrician's Mate Kennaugh took part in the invasion of Balilpagan Brange and Kennaugh took part in the invasion of Balikpapan, Borneo, and was also at Aitape, New Guinea, Morotai, and the Philippines. He was honorably discharged on 7 Dec. 1945, and has been awarded the American Defense Service Ribbon with Stars, American Theater Area, Asiatic-Pacific Ribbon with Stars, Philippine Liberation with Star, Good Conduct with Clasp, and the Victory Medal. He is the son of Mrs. Clara Kennaugh, of Denver.



1st Lt. Dorothy P. Gilbert

Born 21 July 1910 in Colo. Springs, Colo. Attended schools in Gardner, Walsen-burg, and Colo. Springs, and was a hospital supervisor prior to entering service on 5 March 1943. Trained at Peterson Field, Colo., and served as operating room supervisor with 60th Gen. Hospital in New Guinea and Philippines, and aboard the Hospital Ship USS TASMAN. Honorably discharged 11 Feb. 1946, Lt. Gilgert earned the American Theater, A-P with 3 Stars, Philippine Lberation, and Vic-tory Medal. She is the daughter of Mr. and Mrs. Paul Gilbert of La Veta, Colo.



M/Sgt. Paul F. Gilbert

Born 8 Oct. 1915 in Colo. Springs, Colo. Attended schools in Gardner, Walsenburg, and Colorado State A. & M., and was a senior wildlife technician prior to entering service on 17 April 1942.
Trained at Sheppard Field,
Texas, Lowry Field, Colo.,
and Bolling Field, Wash., D. and Bolling Field, Wash., D.
C.; and served with 6th
Photographic Sq., Peterson
Field, Colo., and Photogrammetry Unit, Jefferson Barracks,
Mo. Honorably discharged on
13 March 1946. Son of Mr. and Mrs. Paul Gilbert of La Veta, Colo. Married to Margaret Sterret Gilbert, and father of James Robert.



S. 1/C Stanley B. Kennaugh

Born 3 Sept. 1917 in Victor, Colo. He attended Victor primary and high schools and was a consruction worker prior to entering service on 23 March 1944. He took boot training at

Farraugut, Idaho, and gunnery at San Diego, and served aboard the SS HILLMAN and SS BANDELIER, in the Armed Guard Service. He was engaged in missions following up the Pacific island invasions to supply our bombers with high test gas and also carrying fighter planes to be delivered to the various new airfields being constructed. Seaman Kennaugh's ship was under attack enroute to the Philippines, battled through heavy air attacks in Lingayen Gulf and Manila, in action at Leyte, and through submarine attacks on the return run to New Guinea for through submarine attacks on the return run to New Guinea for through submarine attacks on the return run to New Guinea for supplies. In service later at the Navy Garage in New Orleans, Seaman Kennaugh had earned the American Theater Ribbon, Asiatic-Pacific with 2 Stars, Philippine Liberation, and Victory Medal. Son of Mrs. Clara Kennaugh of Denver, he has a wife, Lorraine, and two sons, Dennis and Jerry, also of Denver.



1st Lt. Warren Gilbert

Born 4 Aug. 1923 in Gardner, Colo. Attended Gardner schools and Colorado State A. & M., and was a student at the time of entering service on 20 Oct. 1942. Trained at Ft. Sill, Okla., and Ft. Knox, Ky., and served overseas with 31st Field Artillery Bn., 7th 31st Field Artillery Bn., 7th Inf. Division. Took part in the Southern Philippines Campaign, and D-Day Invasion of Okinawa. Honorably discharged on 16 Sept. 1946, and holds the American Theater, Asiatic-Pacific with 2 Stars, Philippine Liberation, Victory Medal and Japan Occupation Medal and Japan Occupation. Son of Mr. and Mrs. Paul Gilbert of La Veta, Colo.



S/Sgt. Douglas Lee Gilbert

Born 28 June 1925 in La Veta, Colo. Attended primary and high schools in Huerfano county, and was a studentsurveyor prior to entering service on 5 Dec. 1943. Trained at Sheppard Field, Texas, and served overseas with the 141st Army Airways Communications System; han-dling inter-island and air-toground communications in the Okinawa invasion. Honorably discharged 26 April 1946, and awarded American Theater, Asiatic-Pacific with Star, Good Conduct, Victory Medal, and Japan Occupation. Son of Mr. and Mrs. Paul Gilbert of La Veta, Colo.

and Aitape. Behind the first two points, three enemy airfields at Hollandia, Cyclops and Sentani were strongly protected by a mountainous coast line, and presented extremely difficult objectives. The first waves of infantry went ashore at Tanahmerah Bay and Humboldt Bay on either side of Hollandia, and at Aitape; after the beaches had first been plastered by naval guns, dive bombers and fighters, and rocket boats.

The airfield at Hollandia fell quickly, but the enemy resisted furiously at Sentani. The plunging Americans by-passed the strongpoints and traversed jungle swamps to attack the Japanese from all sides. The weight and momentum of the American assault overwhelmed the enemy and within five days the objectives were secured. The enemy lost nearly 1,000 killed to American losses of 28 killed and 95 wounded in one of the most important amphibous operations of the war. Aitape fell in two days in a swift advance with only slight American casualties. Eighty-six Allied prisoners were liberated at Aitape, and 621 at Hollandia.

With the 41st Infantry Division drive in New Guinea were Staff Sergeant James E. Denton of Denver, serving with Company M, 163rd Infantry; and Staff Sergeant Donald B. Bailey of Grand Valley, attached to the 2nd Battalion, 162nd Infantry.

Corporal Claude A. Dunmire of Denver was with Company C, 34th Infantry, 24th Division at Hollandia and followed through to the end of the campaign on New Guinea.

Private First Class Wade H. Thomas Jr. of Denver served in New Guinea with the 91st Engineers Service Regiment. Hospitalized by illness, he was later returned to the States by hospital ship from the Dutch East Indies area.

Task Force 58 cleaned up and then paid another visit to Truk. When it left after its destructive work, the erstwhile strong enemy base had been scratched off as a dangerous factor in the Pacific war.

The next series of island-hopping began for United States troops on May 17, at Tum and Arara, and then to Wakde. Ten days later a two-hundred mile jump along the New Guinea coast put them on Biak Island in the Schoutens. Enemy garrisons were wiped out with a bare minimum of American casualties. The front had now been advanced 1,800 miles westward and 700 miles to the north from the farthest point south reached by

Staff Sergeant Jame R. Younger of Clifton, Colo., served in New Guinea with the 126th Signal Radio Intelligence Company, and was awarded a Citation for meritorious service.

First Lieutenant Dorothy P. Gilbert of La Veta, Colo., an Army Nurse, served with the 60th General Hospital in New Guinea. Lt. Gilbert had previously been stationed in Brisbane, Australia, with the 153rd



Corp. Claude A. Dunmire

er, Mo.; and served with 126th Signal Radio Intelligence Co., in Australia, New Guinea, Dutch East Indies, Philippines, and Japan Occupation. Honorably discharged on 4 Dec. 1945, his decorations include the Asiatic-Pacific Piblogania, 2 Steep Philip

ic Ribbon with 2 Stars, Philip-

pine Liberation with Star, and Unit Citation for meritorious

service. He is the son of Mr. and Mrs. Howard P. Younger

of Clifton, Colo.

tered service on 22 Jan. 1944. Trained at Camp Croft, So. Carolina, and served with Co. C, 34th Inf., 24th Div. In support of Hollandia, Verde Is., invasions and with landings on Biak and Leyte, fighting on Biak and Leyte, fighting these campaigns to the end. Amphibious landing, Bataan. Later served in 27th Gen. Hospital, Manila. Decorations: 2 Battle Stars, New Guinea and Leyte; Purple Heart, Leyte; Philippine Liberation; Inf. Combat Badge; and Unit Citation. Wife, Lois E., and one child, of Denver. Born 9 Aug. 1920 in Colorado. Attended primary and high school in Grand Junction, and was a teletype operator prior to entering service on 27 Aug. 1942. Trained at Camp Crowd-

Born 4 Aug. 1919 in Chero-kee, Okla. Graduated from Oklahoma University and en-



S/Sgt. lames R. Younger

Station Hospital, and aboard the hospital ship TAS-

Captain William K. Woolley of Denver served in the Finance Division, U.S. Service of Supply, Southwest Pacific Area. Capt. Woolley was in New Guinea for 14 months and saw service in Oro Bay.

Chief Electrician's Mate William J. Kennaugh of Denver was aboard the PT Tender USS MOBJACK at Aitape in the New Guinea Campaign. Chief Kennaugh had served in the pre-war period aboard the old de-stroyer USS McLANAHAN, later delivered to the Brit-

ish, in the Atlantic neutrality patrol.

The Navy lost its civilian chief on April 28 when Secretary of the Navy Frank Knox died of a heart attack in his Washington home. Since July, 1940, when he first took office. Secretary Knox had supervised the growth of the United States Navy from 435 combat ships of all kinds to nearly 1,000. This Navy now, in the summer of 1944, was spreading destruction far and

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OFFICIAL U.S. MARINE CORPS PHOTO

### FIRST WAVE INTO SAIPAN

UNDER COVER OF BOMBARDMENT by air and naval supporting units, these Marines in various types of landing craft form the first wave to hit the beach at Saipan in the Marianas. The Fifth Fleet was assembled for the amphibious operation against the Marianas, and Marines and Army troops went ashore on Saipan on 15 June 1944.

### The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



PO 1/C Ralph Carlton Woolley

Born 24 Dec. 1917 in Denver. Attended Park Hill and East High schools in Denver, Denver and Baylor universities; and was professor of voice at Pensacola, Fla., College of Music prior to entering service in Nov. of 1943. Received training at the Chaplains' School, College of William & Mary, Va., and served as assistant chaplain in Chaplain's Office at U. S. Naval Air Station, Willow Grove, Pa. Honorably discharged with rating of Specialist in Welfare in Jan. of 1946. Resides in Denver with his wife, Louise, and son. His parents are Mr. and Mrs. R. E. Woolley of Denver.



Capt. William Kenneth Woolley

Born 20 Feb. 1921 in Denver. Attended Park Hill, East High and Colorado University. Was assistant auditor at Camp Hale prior to joining service on 23 Oct. 1942. Received air forces training at Kearns, Utah, and Los Angeles; and at Finance O.C.S., Duke University, N. C. Served in S.O.S., Southwest Pacific Area, New Guinea and the Philippines. Holds the Philippine Liberation Ribbon, and Asiatic-Pacific Ribbon with 3 Battle Stars for Oro Bay, Leyte, and Luzon. Honorably discharged on 15 March 1946. He is the son of Mr. and Mrs. R. E. Woolley of Denver.



Tech/5 Norman Clark Woolley

Born 2 June 1924 in Denver. Attended Park Hill, East High and Colorado University. Entered service on 19 Feb. 1943 and trained at Ft. Monmouth, N. J., and Drew Field, Fla. Served with 564th SAW Bn., 2nd Air Defense Command, and 566th SAW Bn., from Normandy to Central Germany. Among his numerous decorations are the Belgian Fourragerre and Organizational Citation. Honorably discharged 28 Dec. 1945, and followed active duty with government service in Paris. Married to Rosalee Kerkhof of Lanaken, Belgium, he is the son of Mr. and Mrs. R. E. Woolley of Denver.

wide over the ocean in anticipation of new strategic moves. The submarines especially, were effective in whittling down Japan's reserve of tonnage. The enemy was jittery and all his population and resources were mobilized on a war footing.

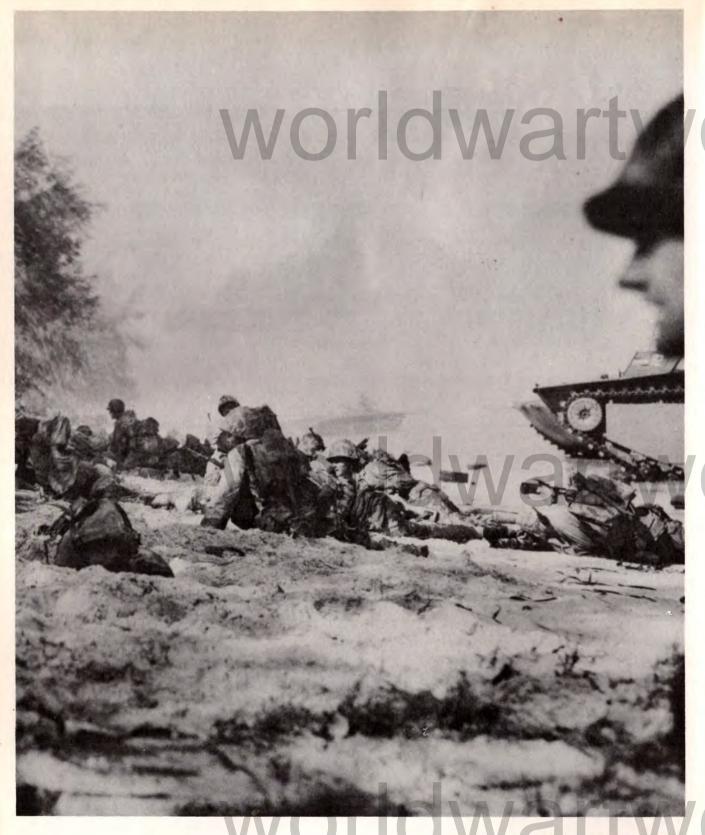
### MARIANAS VICTORY

While the Allies were cracking Japan's hold on Burma, Allied naval and air forces were raiding Sumatra and destroying oil refineries in the Netherlands East Indies. And for an amphibious operation against the Marianas, the Fifth Fleet—the greatest invasion armada the world had ever seen—was assembled by Admiral Spruance in early June.

Assigned to eliminate Japanese air opposition on the 600-mile chain of Mariana Islands, the carriers and warships of Task Force 58 sped to the scene and delivered a smashing pre-invasion bombardment on Saipan,

Tinian and Guam which lasted a full four days. Not only was Japanese air strength wiped out, but every coastal gun was knocked out and most of the enemy shipping was under water.

Marines and Army troops went ashore on the southwest end of Saipan on June 15, on a two-mile beachhead. In the face of stiffening resistance they expanded the beachhead after three days to five and one-half miles in length and two miles in width. On the fifth day the Japanese backed up the local fighting with fleets of aircraft, which compelled a delay in the planned invasion of Guam—a circumstance which paid unexpected dividends. Two large enemy fleets were converging to catch Task Force 58 in a trap, sink it and nullify the invasion of Saipan. But the Americans were ready; holding near Guam to keep the Marianas in check, several task groups built around carriers were dispatched on sorties to intercept the Jap attacks. Land-based planes joined the American carrier craft and on June 18 the



### OFFICIAL U.S. MARINE CORPS PHOTO

### FIGHTING FROM THE BEACHHEAD

PINNED DOWN by Jap machine gun fire, the first wave of Marines to hit the Saipan beach dig in for cover. The Saipan landings were made by the Fifth Marine Amphibious Corps, consisting of the 2nd and 4th Marine Divisions, followed by the 27th Infantry Division.

FIGHTING MEN of







S. 1/C Edwin John Jacobsen, Ir.

Born 10 Nov. 1925 in Denver, Colo. He attended grade schools and South High in Denver, and entered service on 11 Nov. 1942. He trained at Farragut, Idaho, and served four months with the

and served four months with the British Fleet in the Atlantic, and 30 months in the Pacific with the Third and Fifth U.S. Fleets, aboard the USS SOUTH DAKOTA (BB-57). Seaman Jacobsen fought in naval campaigns from the Gilbert and Marshall Islands to the occupation of Japan, and altogether served over 3 years on the SOUTH DAKOTA and took part in 14 major operations in the Pacific Area. He later served with Philadelphia Group 16th Fleet, and was honorably discharged on 12 Jan. 1947. His decorations include the European Theater of Operations Ribbon, American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 14 Battle Stars, Philippine Liberation Ribbon with 2 Stars, Japan Occupation Ribbon, Good Conduct Medal, and the World War Occupation Ribbon, Good Conduct Medal, and the World War II Victory Medal. He is the son of Mr. and Mrs. Edwin John Jacobsen Sr. of Denver.

slaughter of the Zeros began. The enemy planes had been launched from the northern force at extreme range, expecting to refuel and rearm at Saipan, Rota and Guam; but they met American planes waiting for them over these places. While one torpedo did strike the old battleship Maryland, more than 400 of the best planes and pilots in the Nipponese navy went to their death in vain efforts to reach the American ships.

Seaman First Class Edwin J. Jacobsen Jr. of Denver, who had been in the naval campaigns in the Gilberts, Marshalls, Western New Guinea and in various Pacific carrier raids, served aboard the battleship USS SOUTH DAKOTA in the Marianas battle.

Chief Fire Controlman William C. Scholl of Leadville served through the entire Marianas Campaign aboard the destroyer USS CONY and the attack transport USS CALVERT, and received Commendation for repairing gun instruments and training crews for action

Carpenter's Mate Second Class Robert W. Nason of La Veta, serving aboard the repair ship USS AGENOR, experienced furious battle action when his ship fought through air and torpedo attacks off the town of Garapan, Saipan.

Lieutenant Austin J. Trinkle of Denver, flying with an air unit from the cruiser USS LOUISVILLE, won the

Air Medal for outstanding spotting of ships' gunfire during the bombardments in the Marianas, and for bombing and strafing enemy personnel.

Task Force 58 chased the enemy ships toward the Philippines and its planes caught up with them late in the following afternoon. Despite low fuel and the slim chance they had to return to their mother ships, the American pilots pressed the attack in the gathering darkness. Of the 30 Jap planes in the air, 26 were shot down and one large carrier was sunk and another damaged; one cruiser exploded; a battleship, two cruisers, a destroyer and two light carriers were damaged, and a third light carrier was sunk by a submarine. Gales and darkness broke off the attack, and the Battle of the Philippine Sea-the greatest sea-air fight since Midway -was over. Seventy-five per cent of the American flyers found carrier safety in the darkness and bad weather, and two-thirds of those forced to land in the sea were rescued. Task Force 58 was undamaged and returned to its work in the Marianas and Bonins, and in two weeks brought its total of enemy planes destroyed to 757, and thirty ships sunk. The Japanese abandoned further attempts to reinforce the Marianas.



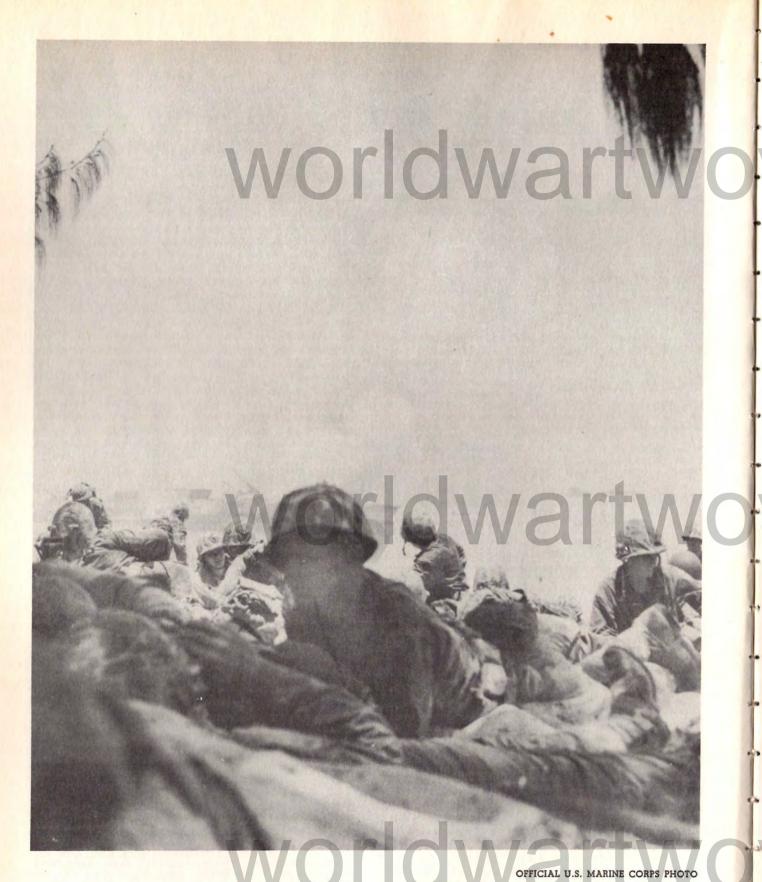
CM 2/C Robert W. Nason

Born 26 Sept. 1920 in Pagosa Springs, Colo. He attended Del Norte schools and was a timber worker prior to enter-ing service on 1 Jan. 1942. He trained at San Diego, Calif., and worked with repair teams on ships and bases in the Pacific. Carpenter's Mate Nason participated in the invasions of Saipan and Guam, and was awarded the Asiatic-Pacific Ribbon with Battle Star, and a Letter of Recommendation. Honorably discharged on 15 Dec. 1945, he is the son of Mr. and Mrs. C. B. Nason of La Veta, Colo.



Corp. Dan Edmund Nason

Born 29 April 1922 in Pagosa Springs, Colo. He attended La Veta and Del Norte schools, and was a timber worker prior to entering service on 16 April 1943. He trained at Sheppard Field, Texas, and served at several air bases in the U.S. before shipping overseas. He was first in the 95th Repair Sqdn., 63rd ADG, and then the 323rd Supply Sqdn., Payne Field, Egypt, until after the end of the war. He holds the European-African-Middle Eastern Ribbon, and the American Theater and Victory Medals. He is the son of Mr. and Mrs. C. B. Nason of La Veta, Colo.



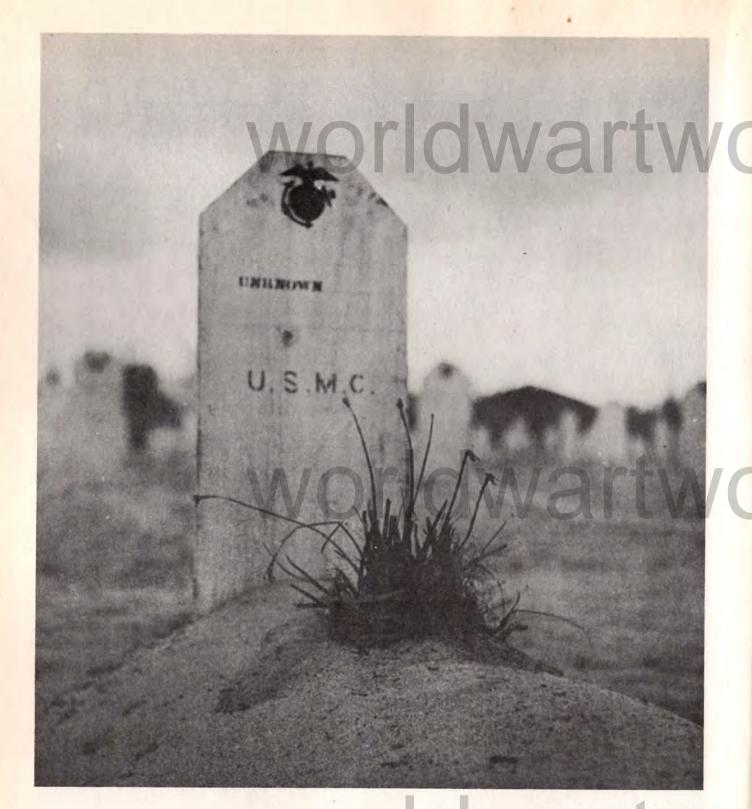
ASHORE AND INCHING UP

PREPARATIONS FOR ATTACK on Jap positions inland are made by Marines despite heavy fire from the enemy. In the background an amphibious tractor is burning from a direct hit by Jap artillery. Possession of the island of Saipan was gained after 25 days of extremely savage fighting, altho mopping-up operations continued for months.

CASUALTIES ON SAIPAN

OFFICIAL U.S. MARINE CORPS PHOTO

LIFE SAVER. A Navy Corpsman, attached to a Marine unit on Saipan, administers blood plasma to a wounded Marine while another at the right waits his turn for treatment. This photo was made during the fighting at the front lines. Both men will be evacuated to a rear base hospital for further treatment.



#### OFFICIAL U.S. NAVY PHOTOGRAPH

# UNKNOWN MARINE

THE GRAVE OF AN UNKNOWN MARINE who died at Saipan is decorated with a clump of weeds. The 25-day struggle for Saipan, pivot island of the Marianas group, cost more in Marine casualties than any other Pacific campaign, and three times that of the Battle of Tarawa. Navy doctors and corpsmen attached to the Marine units came ashore with their outfits and at the first outbreak of fighting began treating the wounded. As the invading forces pushed back the enemy, field hospitals were established and on-the-spot medical care was given the wounded Leathernecks. American casualties on the rocky island, 5 miles wide and 15 miles long, totaled more than 15,000 in killed, wounded and missing.

# he fighting men of colorado



Staff Sgt. Gordon Guy Thorngate

Born 5 May 1925 in Denver, Colo. Attended West High School and was machinist at time of entering service on 10 August 1943. Trained at Camp Hood, Texas, and Camp Claiborne, La. Served with 2751st Engineer Heavy Shop Co., and landed on Guam, participating in final hours of invasion and carrying on in reconstruction and building work. Holds Asiatic-Pacific Area Ribbon with Battle Star. Son of Mr. and Mrs. Guy H. Thorngate of Denver. Wife, Catherine and daughter also of Denver.



Coxswain
Wilfred R. Edwards

Born 31 March 1925 in Del Norte, Colo. Attended Colo. public schools and was a grocery clerk prior to joining service on 19 August 1943. Trained at Camp Peary, Va., and served with 1036 (Spc), Co. B, and 27th (Spc), Co. B. Coxswain Edwards took part in the invasion of Tinian 28 July 1944, and the invasion of Okinawa 1 April 1945. His decorations include the Asiatic-Pacific Ribbon with 2 Battle Stars, and the World War II Victory Medal. He is the son of Mr. and Mrs. Ray A. Edwards of Creede, Colorado.

The enemy troops on Saipan fought to the death as American troops continued their grim business of taking the island. Through tangled jungle growth and sheer mountain slopes the advance continued, and Garapan, the capital of Saipan, was entered during the last days of June. Sealing up the defenders in their caves and pushing them into death traps along the coast, the Americans concluded the Battle of Saipan on July 10, and the twenty-five days of fighting were an orgy of death. United States losses were 2,359 killed in action, 11,481 wounded and 1,213 missing. Over 25,000 Japanese had been killed and the few who remained were to hide in the hills and continue sniping activity for more than a year. One of the Japanese dead was Admiral Chuichi Nagumo, who had commanded the forces that made the sneak attack on Pearl Harbor. As Japanese Commander in Chief for the Central Pacific, he had been selected to lead the losing defensive struggle on Saipan.

Private First Class Robert Garcia of Greeley, Colo., served with Company A, 1st Battalion, 2nd Regiment, 2nd Marine Division in the battle of Saipan. Awarded the Presidential Unit Citation for meritorious service, he also received the Purple Heart for gunshot wounds received in the July 3 action at Garapan.

Also with the 2nd Marine Division on Saipan, and

Also with the 2nd Marine Division on Saipan, and later to help capture Tinian, were Sergeant Wiley W. Tyler of Crowley, a machinegun section leader with Co. L, 8th Marines; Corporal Billy E. Cody of Alamosa, with the 10th Marines; and Corporals Vincent S. and Lawrence C. Desmond of Denver, with the 2nd Defense Battalion.

Staff Sergeant Albert K. Horvat of Pueblo served with Company C, 1397th Construction Engineers on Saipan, and was awarded the Distinguished Unit Citation for meritorious service.

The calamity of the complete defeat rocked Tokyo.



Pfc. Robert Garcia

Born 28 May 1924 in Johnstown, Colorado. Attended Johnstown High School and was a welder in a San Francisco shipyard prior to entering service on 26 April 1943. Trained at San Diego, Calif., and served with Co. A, 1st Bn., 2nd Marine Reg., 2nd Marine Div. Participated in Saipan invasion. Holds Asiatic-Pacific Area Ribbon, Presidential Unit Citation, and awarded Purple Heart Medal for gunshot wounds received at Garapan, Saipan, 3 July 1944. Honorably discharged 24 July 1945. Son of Mrs. Petra Garcia, Greeley, Colo. Wife, Beatrice, of San Francisco.



SK 2/C Hover Deane Van Wye

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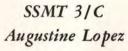
Born July 1918 in Florence, Colo. Attended Central H. S. and Pueblo Jr. College, and was an accountant prior to entering service on 22 Dec. 1942. Trained at Camp Peary, Va., Camp Endicott, R. I., and Port Hueneme, Calif. Served with 99th Naval Const. Bn. and A.B.C.D. Navy 128, and was with supply crews attached to Marine units in the amphibious assaults on Makin, Wotje, and Ulithi Is. Awarded the American Theater and Asiatic-Pacific Ribbons. Son of Mr. and Mrs. H. Van Wye of Pueblo. Wife, Virginia Lee, and daughter, Barbara, also of Pueblo.





# Gunner's Mate 2/C Ambrose Lopez

Born 6 January 1924 in Las Vegas, New Mexico. He attended Keensburg public schools and Manual High School, and was a student before entering military service on 10 December 1942. He received his preliminary training at the Naval Training Station, Farragut, Idaho, and served in both the European Theater of Operations and the Pacific Theater of war, aboard the escort aircraft carriers USS WAKE ISLAND (CVE-65) and USS PYBUS (CVE-34). Gunner's Mate Lopez took part in the sea-air fighting during the invasion of Luzon in the Philippines, and also the invasion of Okinawa. During the Okinawa operations, his ship was hit by two Japanese suicide planes and was put out of action for over a month. Honorably discharged on 31 Ocotber 1945, his decorations include the American Theater Area Ribbon, ETO Ribbon, Asiatic-Pacific Ribbon with 3 Battle Stars, Philippine Liberation, Good Conduct, and World War II Victory Medal. He is the son of Mr. Vivian Lopez of Denver.



Born 2 September 1918 in Las Vegas, New Mexico. He attended primary school in Keensburg and Manual High School, and was a tailor prior to entering military servive on 25 May 1944. He received his preliminary training at the Naval Training Station at Farragut, Idaho, and served in both the Atlantic and Pacific Theaters aboard the Transport USS GENERAL LEROY ELTINGE (AP-154). He was honorably discharged on 12 February 1946 at Shoemaker, California, and holds the European Theater of Operations Ribbon, the Asiatic-Pacific Theater Ribbon, American Theater Area Ribbon, and World War II Victory Medal. The son of Mr. Vivian Lopez of Denver, he is married to Jennie Ortega Lopez and is the father of two children, a boy and a girl.



# Sergeant Libe Ortega

Born 22 June 1922 in Las Vegas, New Mexico. He attended Keensburg public schools and Manual High School, and was a manufacturing plant employee prior to entering military service on 20 October 1942. He received his preliminary training at Ocean Side, California, and served in the Pacific theater of war with Company D, 3rd Tank Battalion, 3rd Marine Division. He took part in the campaign that won back the island of Guam from the enemy, and later participated in the invasion and capture of Iwo Jima. Sergeant Ortega was wounded in the fighting on Iwo Jima on 3 March 1945. Honorably discharged on 2 November 1945 after three years of service, his decorations include the American Theater Area Ribbon, Asiatic-Pacific Area Ribbon with Battle Stars, Purple Heart Medal, and the Good Conduct and World War II Victory Medals. He is the son of Mr. and Mrs. Ricardo Ortega of Denver.



**COLORADO** 

On July 19, Premier Tojo, who had been relieved of his post as active head of the Japanese Army, resigned with his entire cabinet and General Kuniaki Koiso succeeded him as premier.

#### **GUAM RECAPTURED**

Giving the enemy no rest, the Americans turned their their attention again to Guam and covered that island with a blanket of shells and bombs. On July 21, under rocket fire cover, elements of the Third Amphibious Corps stormed ashore and closed with the desperate Japanese. Organized resistance ended on Guam twenty days after the landing and American rule was proclaimed once more over the island which was the first United States possession to fall into the enemy's hands. The three-week campaign cost the Japanese more than 17,000 killed and 500 prisoners; the Americans lost 1,214 killed, 5,704 wounded and 329 missing.

Sergeant Libe Ortega of Denver was with Company

Sergeant Libe Ortega of Denver was with Company D, 3rd Tank Battalion, 3rd Marine Division in the invasion and capture of Guam.

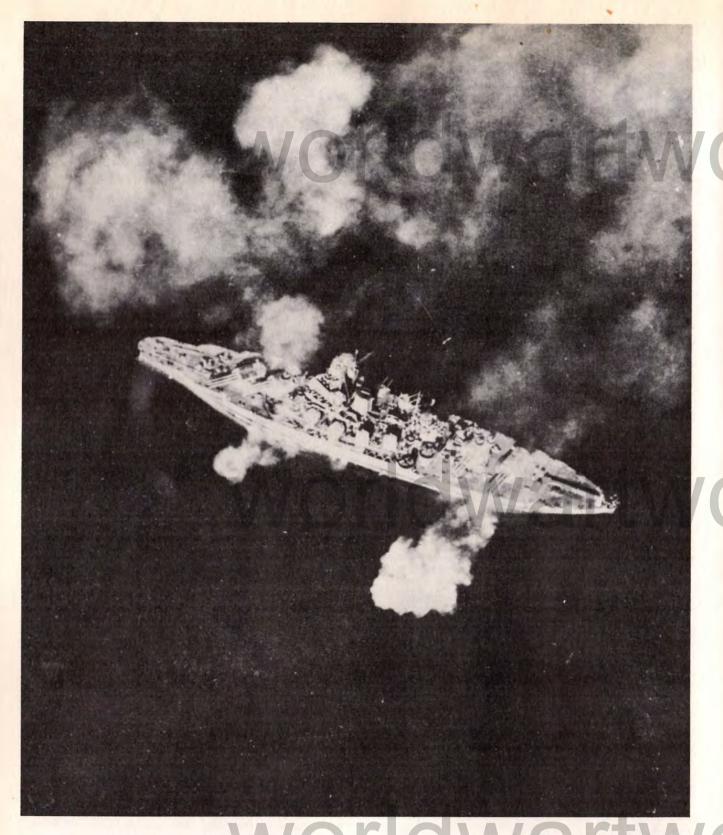
Platoon Sergeant Elmer G. Schreiber of Denver, a

veteran of the battles of Guadalcanal, Bougainville, Kwajalein and Eniwetok, fought on Guam with Company K, 3rd Battalion, 9th Marines, 3rd Marine Division, and was a holder of the Presidential Unit Citation.

Staff Sergeant John W. Kincaid of La Veta fought through the Guam campaign with the 1st Battalion, 9th Marines.

Private First Class George W. Critchfield of Burlington, Colo., twice narrowly escaped death on Guam. In the initial landing with Company G, 2nd Battalion, 3rd Marines, 3rd Marine Division, he fought steadily for 4 days and nights until a shell burst put him out of action, nearly blind and with a pierced lung. Later, a Navy buddy saved his life when Japanese troops were repulsed after breaking through a close guard and reaching the hospital, there killing many of the helpless patients. Invalided home, Critchfield embarked again for the Pacific Theater in June 1945 after regaining his health.

Staff Sergeant Gordon G. Thorngate of Denver landed on Guam with the 2751st Engineer Heavy Shop Company. These early engineers repaired equipment and began Guam's great program of reconstruction and building.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### BOMBARDMENT OF GUAM

USS PENNSYLVANIA BLASTING GUAM just before the American landing on 21 July 1944. The first United States possession to fall into the enemy's hands, Jap-held Guam was covered with a blanket of bombs and shells in the softening-up operation preceding the invasion. The landings were made by the 77th Infantry Division, the 3rd Marine Division, and a Marine Brigade of the III Marine Amphibious Corps.



CM. 2/C
Byron Lester Denton

Born 9 Nov. 1924 in La Veta, Colorado. He attended Le Veta primary and high schools and was a State trapper prior to entering service on 18 June 1943. He received his preliminary

training at Camp Peary, Va., and Port Hueneme, Calif., and served with Co. B, Platoon 4, 67th Naval Const. Bn. Carpenter's Mate 2/c Denton worked on a Pearl Harbor airfield and loaded ammunition at Eniwetok Atoll before moving with his unit into Tinian in the Marianas on 2 August 1944. Under bombing, strafing and sniping from the enemy, he helped to build six air strips, 5 camps, warehouses, and camp water and communication lines. He also helped to build the lift that loaded the atomic bombs into the B-29's destined to carry the bombs to Hiroshima and Nagasaki. Seabee Denton was later sent to Eniwetok for construction work after winning his Battle Star on Tinian. He is the son of Mr. and Mrs. Bryan L. Denton of La Veta, Colo.



Sgt.
Francis B. Denton

Born 13 Nov. 1919 in La Veta, Colorado. He attended La Veta primary and high schools and was a State trapper prior to entering service on 20 March 1942. He received his preliminary

training at Fort Bliss, Texas, and was an artillery range coach at Camp Barkeley, winning a commendation for leading the entire camp in marksmanship. He was assigned to Co. L, 357th Infantry, 90th Division and fought in the Normandy Campaign. Sergeant Denton was killed in action on 7 July 1944, during bitter fighting in the hedgerow country of the Cherbourg Peninsula. He was struck and instantly killed by hostile fire from counter-attacking enemy troops after his rifle company had succeeded in its mission of seizing the north bank of Du Plessis Canal near Beau Cordray. Sergeant Denton was posthumously awarded the Purple Heart Medal for his supreme sacrifice. He was the son of Mr. and Mrs. Bryan L. Denton of La Veta, and was married to the former Miss Charlotte Karst, also of La Veta.

Also present at Guam was Carpenter's Mate Second Class Robert W. Nason of La Veta, serving aboard the repair ship USS AGENOR.

After only a week's rest on Saipan after capturing that island, the Marines crossed the two and one-half mile channel to Tinian and took that island in nine days. During August the headquarters of the Amphibious Pacific Fleet was moved from Pearl Harbor to Saipan—3,000 miles closer to the Philippines, China and Japan.

Coxswain Wilfred R. Edwards of Creede, Colo., a Seabee serving with the 27th(Spc), Company B, took part in the lightning conquest of Tinian, where the ratio of enemy losses to U.S. casualties was the greatest of the war.

Carpenter's Mate Second Class Byron L. Denton of La Veta, a Seabee with Company B, Platoon 4, 67th NCBn., underwent strafing, bombing and sniping by the enemy while working on embattled Tinian. Denton helped build air strips, camps, warehouses, and water and communication lines, and later had the distinction of helping to build a lift that would load new earthshaking bombs on two B-29's bound for Japan—one to Hiroshima and the other to Nagasaki.

Motor Machinist's Mate Third Class John C. Vories of La Veta served in a Naval Military Government Unit on Tinian. His work consisted principally of rounding up and taking care of the frightened and confused civilians, mostly Japanese and some Koreans, on the island.

While the strong Allied Eastern Fleet was hammering Sabang, on Sumatra, into a pile of wreckage during the last week in July, General MacArthur's forces made a 200-mile jump from Noemfoor and seized the Sansapor coastal strip at the northwestern end of New Guinea and the islands of Amsterdam and Middleburg off the coast, pushing their spearhead to within 600 miles of Mindanao. Air attacks were lashing Mindanao and the Moluccas all the while.

The United States Navy now had more than sixty carriers and 37,000 planes, and these were being put to good use. On September 15 Admiral Halsey's Third Fleet carried landing forces to the spectacular invasion of the Palaus while Morotai, northernmost of the Halmaheras and 500 miles to the southwest of Palau, was invaded at the same time. Peleliu, in the Palaus, was to offer the First Marine Division some of the hardest fighting it had ever encountered. It was here that the grim battle of "Bloody Nose Ridge" was fought. The



OFFICIAL U.S. NAVY PHOTOGRAPH

## THE VOICE OF THE UNITED STATES FLEET

TARGET GUAM. Fourteen-inch guns of a U. S. battleship pound Guam's shore installations prior to the invasion in July, 1944. The struggle for the island was bitter before organized resistance ended on August 10. With Guam once more in American hands, elements of the 2nd and 4th Marine Divisions moved in to knock out several thousand Japs still entrenched on Tinian Island, just south of Saipan, and control of the Marianas was won by U. S.



MoMM 3/C John Calvin Vories

Born 28 March 1914 in La Veta, Colo. He attended La Veta public schools and was a rancher previous to entering service on 28 March 1944. He served with a Naval Military Government Unit on Tinian, in the

Marianas. His work consisted of keeping order among and caring for the native and civilian population of the island, mostly Japanese and some Koreans, and carrying on administrative work for the Navy. Honorably discharged on 10 Jan. 1946, he earned the Asiatic-Pacific Theater, American Theater, and Victory Ribbons. The son of Mrs. Edna Vories of Ogden, Utah, he is married to Virginia Akers Vories of La Veta, and they have two daughters, Sarah Ellen and Virginia Benton.



Corp. Elden M. Martin

Born 7 May 1925 in Kansas. Attended primary and high schools in Eads, Waverly and Alamosa, Colo., and entered service on 17 Sept. 1943.

Trained at San Diego, Calif., and served with Co. C, 3rd Armored Amphibian Bn., 1st Marine Division. He was in the initial landings on Peleliu and remained in action until the island was secured; and took part in the invasion and capture of Okinawa. He was later transferred to the 5th Marine Division and assigned to occupational duty in Japan, at Sasebo, Kyushu. Corporal Martin was honorably discharged on 29 Jan. 1946, having earned the American Theater Ribbon, Asiatic-Pacific with 2 Stars, Japan Occupation, and the Victory Medal. He is the son of Mr. and Mrs. Smith S. Martin of Alamosa, Colo.



Pfc. Walter Lee Sexton

Born 28 May 1920 in Big Stone Gap, Virginia. He attended the public schools of Wolcott, Colo., and was a railroad employe prior to entering service on 18 August 1943. He

trained at Camp Adair, Oregon, and served overseas with Co. D, 323rd Infantry Regiment, 81st Division, 8th Army. Pfc. Sexton was part of an 81st combat team that secured Asor Island in the Ulithi Group on 23 Sept. 1944; fought in the battle for Peleliu Island, in the Palaus, where he was wounded by enemy fire on 20 Oct. 1944; was in action on Mindanao, Visayas and Baisayan in the central Philippines; later took part in the mopping up operations on Leyte, and then went on to Japan for occupation duty. His decorations include the Purple Heart Medal, Asiatic-Pacific Ribbon with 2 Battle Stars, Philippine Libertation with Star, Arrowhead, Occupation Ribbon, Good Conduct, and the Victory Medal. He is the son of Mrs. Florence Sexton of Wolcott, Colorado.

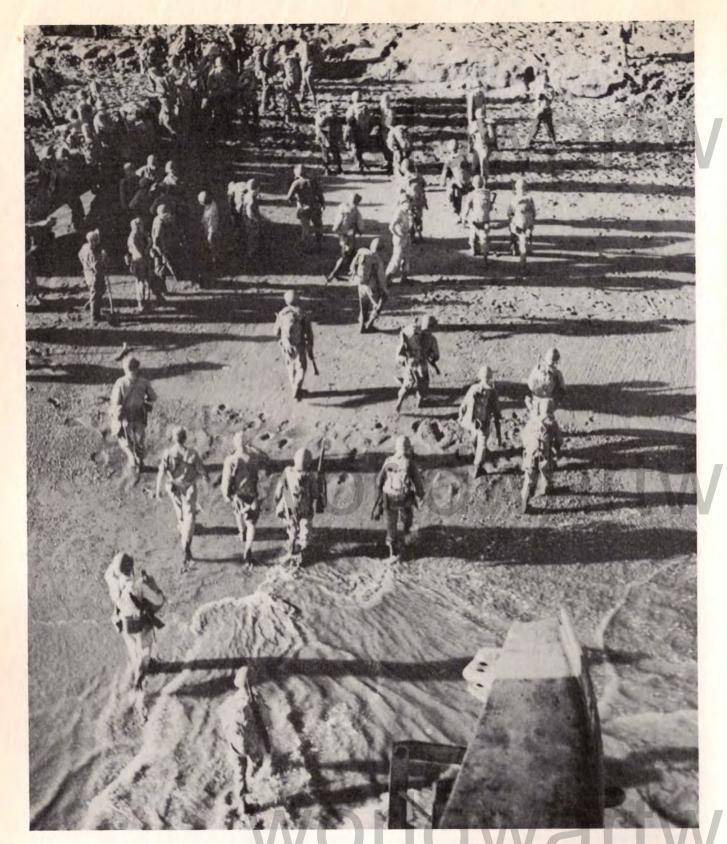
Japanese were overwhelmed in a few days, with more than 1,200 killed, but here as elsewhere it would be months before the last fanatical enemy soldiers were to be exterminated. The eastern flank of the drive on the Philippines was now secured, at a cost of 1,022 United States troops killed in the latest fighting, 6,111 wounded and 250 missing.

Private First Class John O. Owens of Rocky Ford, Colo., a twice-cited veteran of South and Central Pacific campaigns, fought on Peleliu Island with Company L, 3rd Battalion, 7th Marines, 1st Marine Division. He was killed in action on the tenth day of fighting, and was posthumously awarded the Purple Heart Medal for meritorious service and bis supreme sacrifice.

Corporal Elden M. Martin of Alamosa was with Company C, 3rd Armored Amphibian Battalion, 1st Marine Division on Peleliu and was in action until the island was secured.

Corporal Forrest B. Warren of Denver, a Marine paratrooper, was with the 3rd Amphibious Corps in the assault on Peleliu and also supplied troops by air de-

Private First Class Walter L. Sexton of Wolcott, Colo., served with Company D, 323rd Infantry Regi-



#### WESTWARD ON DUTCH NEW GUINEA

LANDING AT SANSAPOR on 30 July 1944 by elements of the U. S. 6th Division secured air and naval bases still further west, on the Vogelkop Peninsula. Although 18,000 Japanese garrisoned the Vogelkop Peninsula, the Americans again caught the enemy off balance and resistance was slight.

FIGHTING MEN OF COLORADO

Born 7 January 1925 in Walsenburg, Colorado. Attended Walsenburg schools and worked in a steel mill prior to entering service on 28 June 1943. He received his preliminary training at Treasure Island, and Fort Winfield Scott, San Francisco, Calif.; and served with Navy 3011, Division 3. Landed on Asor Island on 2 November 1944, and continued service in the Western Carolines after the close of the war. His decorations include the American Theater, Asiatic-Pacific with Battle Star, and Victory Medal. He is the son of Mr. and Mrs. C. A. Thomas of Pueblo, Colorado.



RT 3/C Charles Leon Thomas

ment, 81st Infantry Division as the "Wildcat" outfit pitched in on Peleliu to assist the Marines. Sexton was wounded while standing guard at a machinegun position early on the morning of October 20. He was hit in the right shoulder as the Japs launched a hand grenade

Electrician's Mate Second Class Robert J. Hubkey of Denver was a crew member of the destroyer USS HAZELWOOD in the Navy's part of the seizure and occupation of Palau.

Radio Technician Third Class Charles L. Thomas of Pueblo served with Navy 3011, Division 3, in the Palaus and Western Carolines, taking part in the landing on Asor Island November 2 and later going to Ulithi.

Storekeeper Second Class Hover D. Van Wye of Pueblo, a veteran of amphibious assaults in the Gilberts and Marshalls, landed on Ulithi September 23. With the 99th NCBn. and Advanced Base Construction Detachment, Navy 128, he was with supply crews landing with the Marines, establishing beachheads and getting sufficient supplies ashore.

Playing a starring role with the Army Air Forces in the Pacific fighting at this time was one of Colorado's most distinguished military figures, Lieutenant Colonel Lucius L. Moore of Denver. A former Marine Corps officer and veteran of Verdun and Chateau Thierry in World War I, Colonel Moore had won honors early in World War II through his building of an air warning organization, integrating all defense arms, in a vital Pacific coast area. With the Far Eastern Air Force in the Southwest Pacific in 1944-45, he was giving his abilities in the climactic campaigns pivoting from the North-ern Solomons and New Guinea. Colonel Moore's military awards were unique in that he was twice to earn a World War Victory Medal.

veterans.org



OFFICIAL U.S. NAVY PHOTOGRAPH

## SEIZURE OF MOROTAI ISLAND

LCI'S UNLOAD TROOPS on Red Beach at Morotai, north of Halmahera and 500 miles to the southwest of Palau. Coinciding with the invasion of Peleliu, the 31st and 32nd Divisions landed on Morotai to secure the eastern flank of the drive on the Philippines.

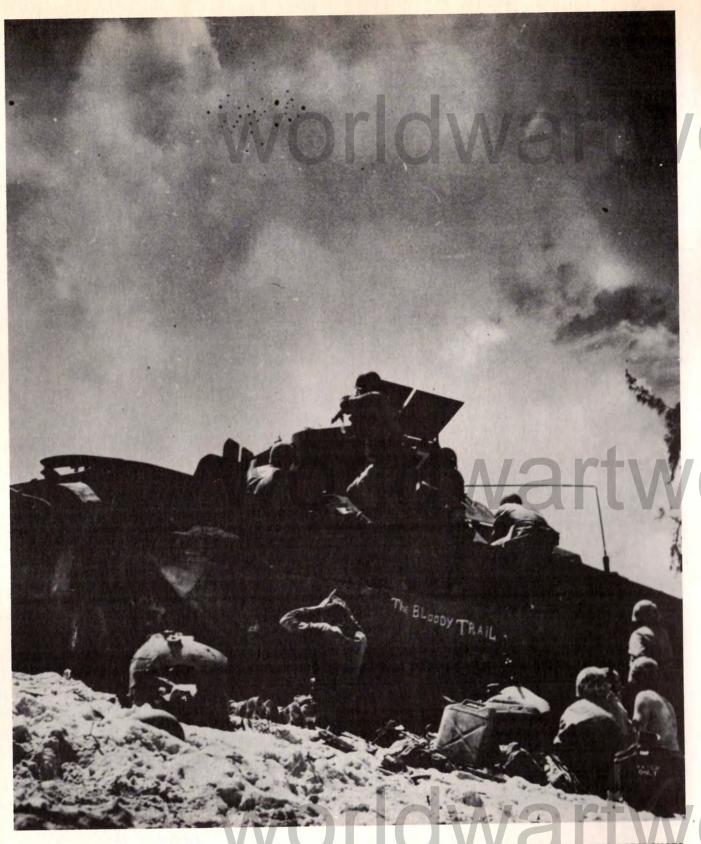
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OFFICIAL U.S. MARINE CORPS PHOTO

# THE PALAUS ARE INVADED

GREEN WAVES ON ORANGE BEACH. Marines of the First Division are pinned down by heavy enemy mortar fire and remain near their equipment as they hit "Orange Beach 3" on Peleliu Island in the Palau group of the Caroline Islands. The Marines, with a combat team of the 81st Infantry Division in reserve, landed on Peleliu 15 September 1944. Amtracs, hit while carrying the green-clad leathernecks ashore, burn in the background in the photo above.



OFFICIAL U.S. MARINE CORPS PHOTO

# THE BLOODY TRAIL TO JAPAN

AMTRAC SHELTER. Engaged in the bitter struggle to establish the Peleliu beachhead, Marine infantrymen carry on the fight from the shelter of an amphibious tractor which brought them ashore. Riflemen atop the amphibian are firing at the Japs while their comrades get a breather. Note the "Nom de Guerre" of the tractor.

# voveterans.org



OFFICIAL U.S. MARINE CORPS PHOTO

# MAKING IT HOT FOR A SNIPER

CLEAN-UP JOB. A Marine patrol closes in on a pillbox on Peleliu Island as one of their members sends a sheet of fire into an opening from a flame thrower. This scene was common as the Leathernecks of the First Division landed on D-Day. Capture of the island was completed in two weeks, except for a few isolated enemy groups which held out in caves for another two months.



OFFICIAL U.S. MARINE CORPS PHOTO

## MARINES ADVANCE ON PELELIU ISLAND

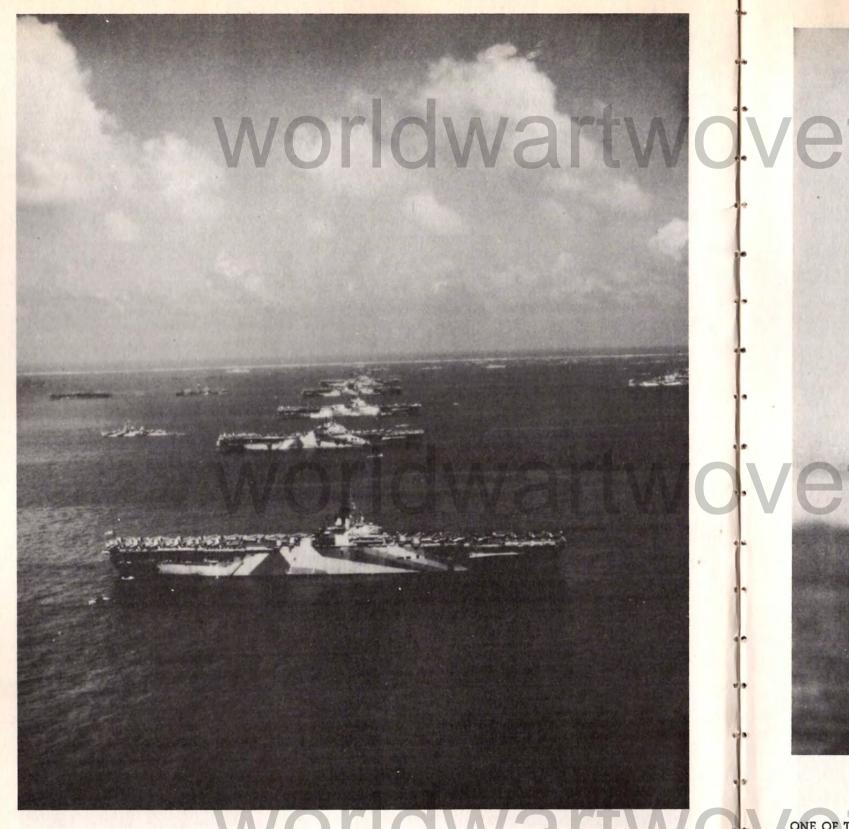
INCH BY INCH. Marines move toward another objective, inch by inch on their bellies, on Peleliu as the Leathernecks meet stiff resistance on the Gibraltar of the Rising Sun in the Palau group of the Caroline Islands. Despite stubborn resistance, the Japanese lost another important stepping-stone to the Philippines and the ultimate conquest of Japan.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### PALAU ISLANDS ARE TAKEN IN STRIDE

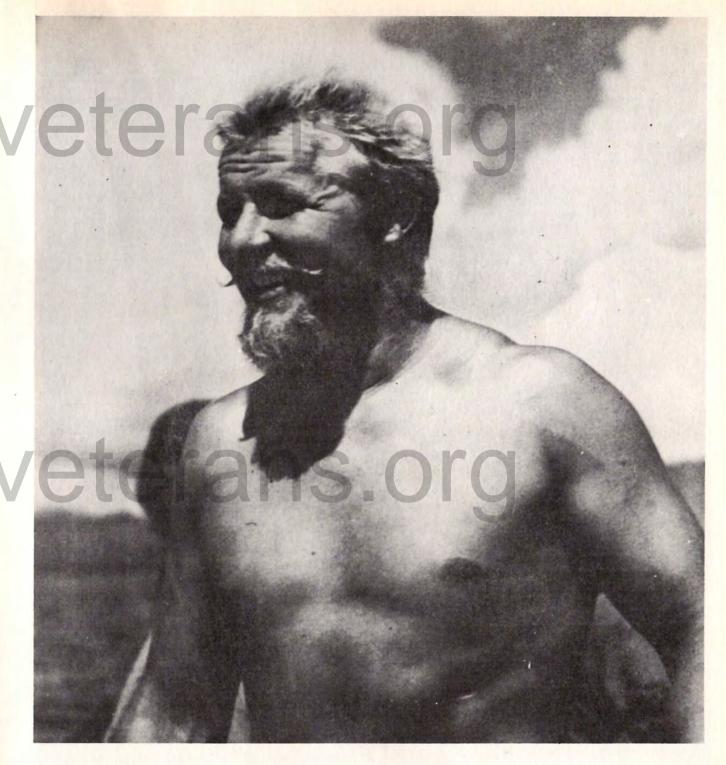
ANGAUR INVASION. A United States scout plane flying over ships and landing craft carrying invading Yanks to the shores of Angaur Island in the Palau group, south of Peleliu. The Angaur invasion was made by the 81st Division on September 17, two days after the Peleliu landings.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### STARS OF THE FLEET ON PARADE

MURDERER'S ROW. United States carriers read from foreground to background: USS WASP, USS YORKTOWN, USS HORNET, USS HANCOCK, USS TICONDEROGA, and USS LEXINGTON in Ulithi Atoll before a carrier strike on the Japs. Taken without opposition on 21 September 1944 by the 81st Division, Ulithi with its excellent anchorages gave the United States another advanced base for floating drydocks, repair ships and auxiliaries.

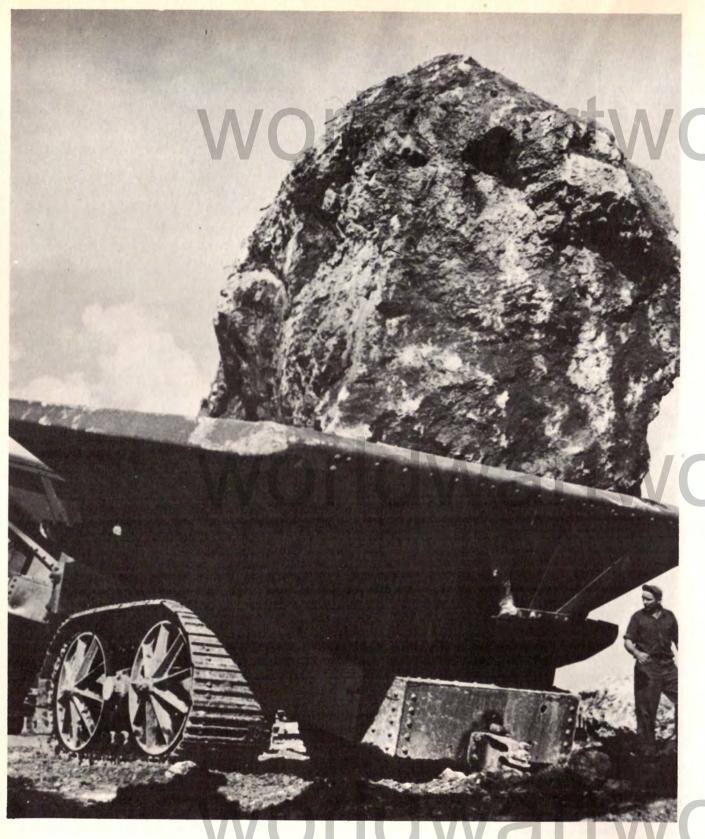


OFFICIAL U.S. NAVY PHOTOGRAPH

## WARRIORS IN TRUNKS

ONE OF THE MOST DANGEROUS and difficult assignments of the war was undertaken by the Navy's Underwater Demolition Teams. Unarmed, garbed only in swimming trunks, members of these teams swam to action—braving enemy fire to clear out with explosives the natural and man-made obstacles lurking off the beaches chosen as objectives of our amphibious landings. From Normandy in the East, from the Marshalls to Balikpapan in the West, they sowed the first seeds of victory by blasting—often at the cost of their own lives—the searoads from ships to enemy shores.

VIKING. Resembling a throwback to the days of the Norsemen, the bearded, blond Finnish-born Seabee shown above exudes pleasurable anticipation as he looks forward to blowing up Jap obstacles off Guam as a member of the Navy UDT.



OFFICIAL U.S. NAVY PHOTOGRAPH

# WAR BASE CONSTRUCTION

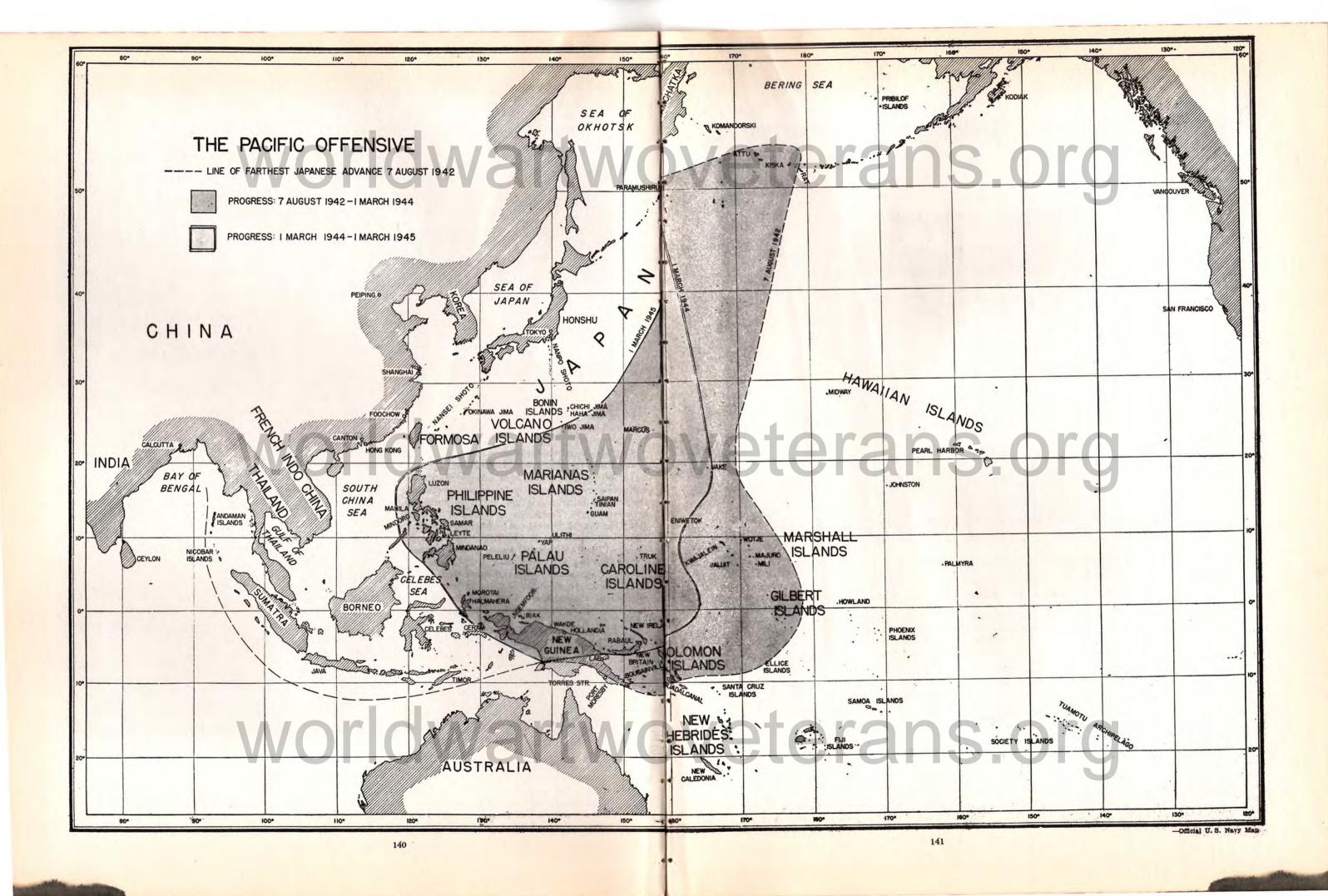
RINGING THE WORLD WITH BASES, U. S. Construction Battalions contributed heavily toward American success in warfare through their labor. With bulldozers, drills, hammers, picks and shovels, they carved roads and built great bases out of jungle and sand. Casualties were high among the Seabees, who fought as well as they worked.



OFFICIAL U.S. NAVY PHOTOGRAPH

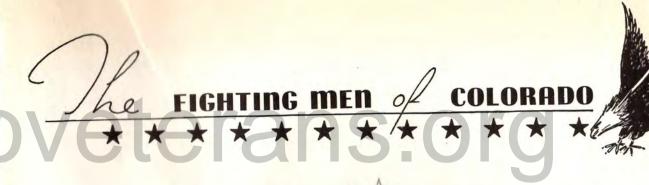
# SANDBAG COMMUNION

SITTING ON SANDBAGS IN A CANVAS CHAPEL, SEABEES somewhere in the Western Pacific bow their heads in prayer during a candle-light holy communion service. These construction workers built a proud record of service in World War II. Going in with assault troops, they often found it necessary to drop their tools to man guns and engage the enemy in hand-to-hand combat.



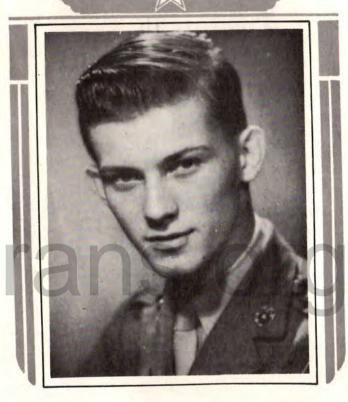
The FIGHTING MEN of COLORADO

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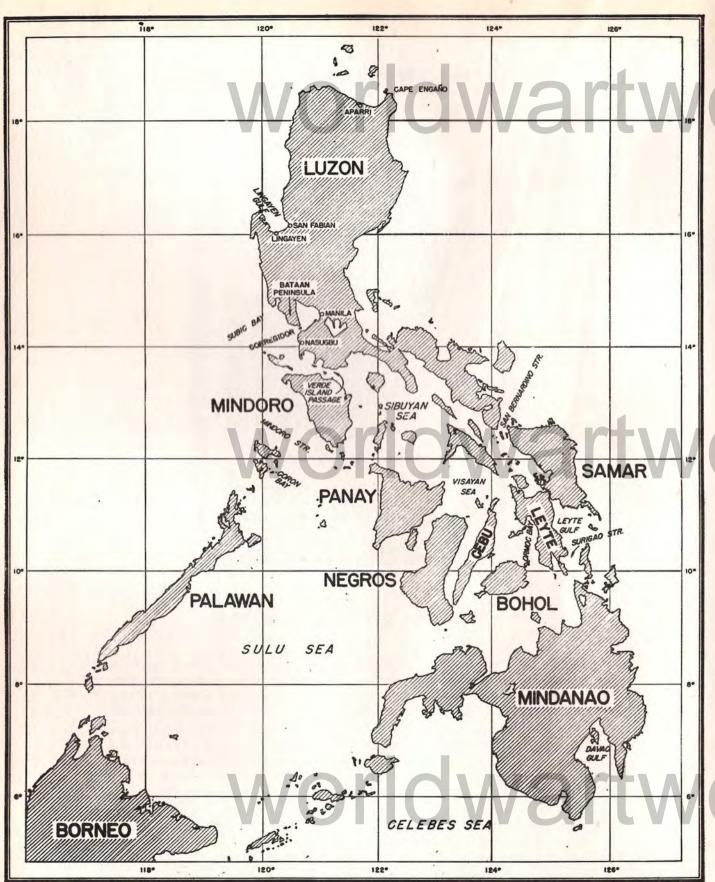


Corporal Lynn Lucius Moore

Lieut. Col. Lucius Lisk Moore

Born 28 April 1896 in Denver, Colorado. He attended Clayton Grammar School, North Denver High School, and Pennsylvania Military College at Chester, Pa. His wartime military service began with World War I, and he served as a second lieutenant in the Marine Corps from 26 June 1917 to 20 June 1919, when he was honorably discharged. During this time he was with 77 Co., 6th MG Bn., 4 Brigade, Marines 2nd Division, AEF, at Verdun and Chateau Thierry, and Special Det. Military Police, M.B., Philadelphia Navy Yard. He saw additional military service as a Captain of Military Police, Officers' Reserve Corps, from 1924 to 1926; and as Captain in Fleet Marine Corps Reserve and Volunteer Marine Corps Reserve from 1926 until his honorable discharge in 1940. He was appointed Major, ORC, Army of the United States, on 25 April 1942. Assigned to a supervisory capacity in a vital organizational project, he served successively with the 616th Signal Air Warning Company, IV Fighter Command, and Air Defense Wing, IV Fighter Command, Fourth Air Force, in San Diego, California; the 592nd Signal Air Warning Battalion, Fourth Air Force, Camp Pinedale, California. Colonel Moore served overseas in 1944 with the 13th Air Warning Group (Prov.), XIII Fighter Command, Thirteenth Air Force, South Pacific; and with the Far Eastern Air Force, Southwest Pacific, in 1944-1945. His principal battle actions in the Pacific occurred in the Northern Solomons and the New Guinea Campaigns. Colonel Moore was retired to inactive status, Reserve Officer, on 3 August 1945. In addition to his Commendations, his decorations include the American Theater Area Ribbon, the Asiatic-Pacific Theater Ribbon with 2 Battle Stars, and the Victory Medal with 2 Stars. In his peacetime occupation, Colonel Moore is a district traffic superintendent for a telephone company. He is the son of Mrs. Marie Prince-Moore and the late Lucius Lisk Moore of Denver, and the husband of Margaret Sauer Moore, also of Denver.

Born 26 July 1926 in Denver, Colorado. He attended Denver primary and high schools, Middlebury College, University of Colorado summer school, and Yale University, and was a student at the time of entering the Marine Corps on 16 July 1945. He received his preliminary training at Parris Island, South Carolina, and was attached to Company B, First Headquarters Battalion, Headquarters Troops, Headquarters, United States Marine Corps in Washington, D. C. He was later stationed with the Fleet Marine Force, Pacific, Headquarters Battalion, Headquarters Company, for duty with Headquarters Company Fifth Amphibious Corps, serving in the Pacific Theater of Operations with his uncle, Lieut. Col. Lucius Lisk Moore of the Army Signal Corps. As Assistant Editor of "Leatherneck," the Marine Corps magazine published in Washington, Corporal Moore's duties took him on a fivemonth China tour, and he was also appointed Japan Correspondent for the same magazine. He holds the American Theater Area Ribbon, the Asiatic-Pacific Theater Ribbon, Japan Occupation Ribbon, and the Victory Medal for pre-surrender service. Corporal Moore is the son of Truman Prince-Moore and Lynn Townsend Moore of Denver.



-Official U.S. Navy Map

# THE INVASION OF THE PHILIPPINES

Yanks on the Road Back to Fulfill a Pledge

Chapter Three

HE HORIZONS OF THE Japanese Empire were growing dark under the looming shadows of growing Allied might. The shadow was darkest on the Philippine side of the Nipponese, where the tremendous powers of the United States were gathering land, sea and air forces for perfectly coordinated, devastating assaults.

The enemy's defenses in the Philippines were being felt out during July, 1944. Air fields and bases around Davao, in Mindanao, became the targets for General Kenney's far-ranging Far Eastern Air Force-which included the Australian, Netherlands, and New Zealand Air Groups with the United States Fifth and Thirteenth Air Forces. The bombers dropped hundreds of tons of missiles each day on enemy targets and left them in flaming ruins. The mauled Japs reeled under the massive blows and found themselves unable to offer sufficient resistance to lessen the shock of the strikes. Beginning September 8, the Third Fleet joined the Army assault and began to register record bags of enemy shipping. Twenty-five days later, the siege of destruction from air and sea-ranging from tip to tip in the Philippines—had destroyed the enemy's forces in the southern and central islands, and sunk or damaged 525 of his ships. To the American loss of about fifty planes and an equal number of men, the Japanese had 1,100 planes destroyed, probably destroyed, or damaged.

B-29's were making their bistoric daylight bombing runs over Japan. First Lieutenant Joseph C. Connell of Denver, flying with the 749th Bomb Squadron, 468th Bomb Group, 58th Bomb Wing of the 20th Air Force, got a Jap plane in the 20 August 1944 raid on Yawata. He toggled off his bombs over the target and then was forced to turn gunner and shoot down a Jap fighter

which threatened his plane with a frontal attack. It was the first plane to attack the formation as he came out of his bombing run, coming in at 2 o'clock to make its pass. Connell opened fire and the Jap broke up in the air about 300 yards out. This kill became one of the five enemy planes shot down by the crew of his Superfort, the "Miss Minette."

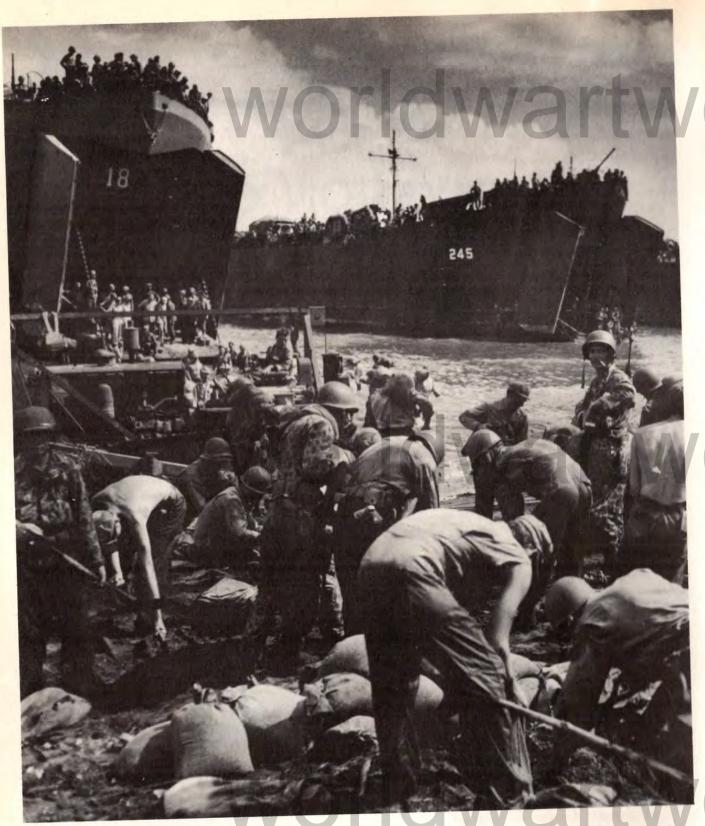
A veteran of the India-based 20th Air Force's campaigns in China, Burma, Sumatra and the Malay Penin-



1st Lieut. Joseph Charles Connell

Born 1 July 1918 in Denver, Colorado. Attended St. Joseph's Grade and High Schools, and Regis College. Entered service on 5 Jan. 1942 and trained at AAF Navigation School, Hon-

do, Texas. Commissioned a bombardier and received his wings in Nov. of 1942, and served with the India-based 20th Air Force; 749th Bomb Sq., 468th Bomb Grp., 58th Bomb Wing. Bombed Japan, Occupied China, Burma, Sumatra and Malay Peninsula. Took part in daylight bombing mission of Yawata, Japan, on 20 August 1944, winning Distinguished Unit Citation. Six Battle Stars awarded to Asiatic-Pacific Ribbon for: China Campaign, Air Combat-CBI Theater, India-Burma, Japan and Central Burma Campaigns. Holds Distinguished Flying Cross with Oak Leaf Cluster for combat flying time and target accuracy as leading crew, and the Air Medal with 2 Oak Leaf Clusters for 400 combat hours. Placed on inactive duty 18 October. 1945. Son of Mrs. Mary J. Cook, of Denver.



OFFICIAL COAST GUARD PHOTO

# THE "OLD 18" DOES IT AGAIN

VETERAN OF SEVERAL AMPHIBIOUS INVASIONS along the long road from the Solomons to the Philippines, the Coast Guard-manned LST 18 unloads its fighting men and machines on the beaches of Leyte Island. Another Coast Guard-manned LST, the 202 (extreme right), also rings up another invasion. On the beach Coast Guardsmen and troops are filling sandbags for beach gun emplacements.

sula, Lt. Connell won the Distinguished Unit Citation awarded for the Yawata mission. A lead bombardier with 400 combat hours, he also held the Distinguished Flying Cross with Oak Leaf Cluster, and the Air Medal with two Clusters.

Staff Sergeant Jabe P. Smith of Monte Vista also won the Distinguished Unit Citation for the Yawata raid. Like Connell, he flew with the 794th Bomb Squadron, 468th Bomb Group, 58th Wing of the 30th Air Force and took part in bombing missions from Singapore to Tokyo. Sgt. Smith, a B-29 engine specialist, had also served with the U.S. eastern coast anti-submarine patrol.

The attacks were pressed without pause and the Japanese targets were lashed unmercifully. The American ships and planes penetrated deeply into the enemy lines from Marcus Island to the Ryukyus, and the carriers of the Third Fleet ranged west of Japan near the China coast in the middle of October to deliver the longest sustained carrier assault in history. The main Japanese base of Formosa was struck by 1,000 United States carrier planes and was all but obliterated in a five-day attack. The Third Fleet destroyed nearly a thousand enemy planes and sank or damaged 80 ships in the attack, in addition to blasting numerous smaller craft. This bold sortie in Japan's private waters was an open challenge for the Nipponese Navy to come out and fight, but the enemy fleet remained in hiding.

On the morning of October 20, an armada of more than 750 ships brought four army divisions to the heart of the Philippines. After a preliminary bombardment by ships' guns, the landing troops hit the beaches and the American flag was planted on the shores of Leyte. Mac-Arthur had returned—and the process of liberation was under way.

The joy of the loyal and faithful Filipinos hardly exceeded that of the people of the United States. As the natives rejoiced and flocked to the liberators, daring guerrilla bands in the Islands pitched into a new activity of sabotage and intelligence. The value of the help supplied to the Americans by these fearless men and women was enormous.

Spearheading the invasion, the ground troops under General Walter Krueger included every able-bodied soldier who had escaped from Corregidor before it surrendered. Poetic justice had its day at sea, also, where the battleships Pennsylvania and California stood close to Leyte's shores and heaved tons of shells into the enemy positions.

Aviation Machinist's Mate Second Class James Pierce Warren of Denver was aboard the cruiser USS PENSA-COLA in the Philippines invasion. He had previously taken part in the battle of Midway, and the operations against the Aleutians, Marshalls, Gilberts and Marianas.

Electrician's Mate Second Class Robert Hubkey of Denver, aboard the destroyer USS HAZELWOOD in Task Force 58, Third Fleet, won his sixth battle star in the seizure and occupation of Leyte.

Seaman First Class Stanley B. Kennaugh of Denver served in the armed guard aboard the SS HILLMAN and SS BANDELIER. He saw action at Leyte when his ship, following up the invasion with a cargo of high test gasoline and fighter planes, went through a torpedo attack.

Seaman First Class George Curtis of Hooper, Colo., was cited for his work in the invasion of the Philippines. Curtis was with the Seventh Fleet, aboard the troop transport USS GENERAL M. L. HERSEY.

Aviation Chief Machinest's Mate Charles D. Vey of Greeley, Colo., flew with the wide-ranging, hard-hitting "Buccaneers" squadron throughout the Philippines in support of the Leyte landings. A veteran of the Midway battle, Chief Vey held the Presidential Unit Citation for pioneering reconnaissance and search missions in Japcontrolled territory in the South Pacific. Plane captain and waist gunner of a 4-engine patrol bomber, Vey was severely injured and nearly lost his life in a wild sky battle over Camotes Sea shortly after the invasion of the Philippines. His plane was attacked by 20 enemy fighters and forced down, crash landing in the sea with a dead pilot and controls shot away.

Machinist's Mate Second Class Ralph L. Smith of Creede, Colo., a hero of the early fighting in the Philippines during the first Jap offensive, was held in the Bilibid prison war camp prior to the American invasion of the Philippines, having been previously declared lost at Corregidor on 3 May 1942. On 24 October 1944, while



Staff Sgt. Jabe P. Smith

Born 10 Jan. 1914, Tobe, Colo., and attended schools at Taos, N. Mex. Entered Army Air Forces 21 May 1942 and trained at Sheppard Field, Texas. Flew with 13th Anti-Sub-

Texas. Flew with 13th Anti-Sub-marine Squadron on U. S. east coast patrol, and served in India, China and Tinan, Marianas. With 794th Bomb. Sqdn., 468th Grp., 58th Wing, 20th Air Force, in destroying drydocks at Singapore, and bombing until fall of Japan. Unit Citation obtained for bombing Yawata steel works on 20 August 1944. Holds American Theater Ribbon with one Battle Star, and Asiatic-Pacific Ribbon with six Battle Stars. Honorably discharged 19 Oct. 1945. Rancher before service and son of Mrs. Iva Hart of Monte Vista, Colo.

# FIGHTING MEN OF



ARM. 2/C John Eugene Griffith

Born 12 August 1924 in Pueblo, Colorado. He attended schools in Arkansas City and Wichita, Kansas, high schools in Pueblo and Albuquerque, New Mexico, and was a student at the Uni-

versity of New Mexico at the time of entering service on 15 January 1943. He trained at San Diego, California, and served in the Pacific Area with Bombing Squadron 80, Division 6, aboard the USS TICONDEROGA (CV-14). Aviation Radioman Griffith took part in fast carrier force strikes in the Philippines, with dive-bombing attacks against enemy shipping movements and shore installations. On 13 November 1944, while attacking targets in Luzon as a supporting operation for while attacking targets in Luzon as a supporting operation for the Leyte invasion, he lost his life when his plane was shot down in Manila Bay by enemy antiaircraft fire. In addition to the Purple Heart Medal, awarded for his supreme sacrifice, he earned the American Theater Ribbon, Asiatic-Pacific Theater Ribbon, and the Philippine Liberation Ribbon. He was the son of William Eugene and Grace Griffith of Pueblo, Colo-



RM. 3/C Charles Leland Griffith

Born 21 June 1926 in Pueblo, Colorado. He attended school in Arkansas City, Kánsas, Robinson Jr. High in Wichita, Kansas, high school in Albuquerque, New Mexico, Centennial High

in Pueblo, and was a student prior to entering the service on 28 June 1944. He received his preliminary training at USNTC, Farragut, Idaho, and served in the Pacific Area aboard the USS CROCKETT (APA-148), Division "C". Radioman Griffith took part in the fighting at Okinawa in June of 1945; in the transporting of troops in the Philippines area; and in transporting of troops to Amori, Japan, for occupational duty. Honorably discharged on 5 March 1946, his decorations include the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon, Philippines Liberation Ribbon, and the World War II Victory Medal. He is the son of William Eugene and Grace Griffith of Pueblo, Colorado.



Tech/5 Max A. Martinez

Born 20 June 1922 in Trinidad, Colo. He attended school in Erie, Colo., and Manual High

Erie, Colo., and Manual High School in Denver, and was a public library employe prior to entering service on 23 February 1944. He received his preliminary training at Camp Barkeley, Texas, and served in the Pacific Theater with headquarters ordnance sections and Hq. 3120 Ordnance Supply Co., Sixth Army. Corporal Martinez took part in the invasions of the Philippines, and later saw occupation duty at Kobe Base, Japan, with Hq. & Hq. Company, Ordnance, Sixth Army. Honorably discharged on 27 December 1945, his decorations include the Asiatic-Pacific Theater Ribbon with 3 Battle Stars, Philippine Liberation Ribbon, Good Conduct Medal, Victory Medal, and Japan Occupabon, Good Conduct Medal, Victory Medal, and Japan Occupa-tion Ribbon. Son of Ross G. and Lila Martinez of Denver, he is the husband of Mrs. Gecilia Martinez and they have two



Pfc. Ross J. Martinez

Born 22 September 1923 in Serene, Colorado. He attended Manual Training High School in Denver, and was a warehouseman prior to entering service on 28 May 1943. He

received his preliminary training at the Army Air Base in Lincoln, Nebraska, and served in the Continental United States, engaged in 1st and 2nd echelon maintenance work on airplanes in general. Private First Class Martinez was with the 59th Air Depot Group at Kelly Field, Texas, and also an Air Base Group at Wright Field, Texas. Honorably discharged on 2 March 1946, his decorations include the American Theater Area Ribbon, Good Conduct Medal, and the World War II Victory Medal. He is the son of Ross G. and Lila Martinez of Denver, Colorado.

# FIGHTING MEN





Tech/4 Lyle Allen Hulburt

Born 3 April 1919 in Palisade, Colo. He attended schools in Clifton, Colo., and was a farmer prior to entering service on 21 March 1941. He trained at Fort Benning, Ga., and served with Co. D, 193rd Tank Bn., and Co. A, 763rd Tank Bn., in Hawaii. He was in the invasion of Leyte and was wounded on 26 Oct. 1944. Honorably discharged 6 June 1945, he earned the American Defense, Asiatic-Pacific, Philippine Liberation, Purple Heart, Good Conduct and Victory Medals. He is the son of Mr. and Mrs. Fred Hulburt of



Lowell Hulburt

Born 26 August 1914 in Pali-sade, Colo. He attended Clif-ton grade and Grand Junction High schools, and was a farmer at the time of entering service on 3 Nov. 1941. After training at Camp Wallace, Texas, he served with the 71st Coast Artillery A.A., 241st Searchlight Bn., and 550th Light Pontoon Co. He was also with the 102nd Brigade in Philadelphia which set up the Anti-Aircraft plotting board used in an Eastern Seaboard area. Honorably discharged on 8 Dec. 1945, he is the husband of Patricia Hulbert, and the son of Mr. and Mrs. Fred Hulburt of Clifton.



John Malouff

Born 28 Feb. 1912 in La Junta, Colo. He attended Las Animas and Capulin schools, and was a miner prior to entering service on 18 Oct. 1942. He reice on 18 Oct. 1942. He received his preliminary training at Camp Adair, Ore., and served in Co. D, 383rd Inf., 96th Division, in the Pacific. He took part in the Leyte Campaign, and wounded 10 April 1945 while fighting on Okinawa Tater transferred to Okinawa. Later transferred to Mindoro, P. I., Pfc. Malouff's service earned him the Purple Heart, American Theater, Asiatic-Pacific with 2 Stars, Good Conduct and Victory Medals. He is the son of Mrs. Julia Malouff of Capulin, Colo.



Pfc. Neff David Malouff

Born 12 May 1918 in Capulin, Colo. He attended La Jara and Capulin schools, and was a transportation worker prior to entering service on 15 May 1944. He trained at Camp Robinson, Ark., and fought in France and Germany with the 222nd Infantry, 42nd Division. He was awarded the Purple Heart for wounds received on 12 Jan. 1945 at Weisenburg, Germany, and eventually was transferred to McClaskey Gen. Hospital in Temple, Texas. The son of Mrs. Julia Malouff of Capulin, he is married to Geneva Malouff, also of Capulin, and they have a daughter.

being moved from Bilibid to an island about 300 miles distant, the convoy came under attack. The unmarked ship carrying him and other prisoners was torpedoed and sunk off the China coast. Smith did not survive the

Aviation Radioman Second Class John E. Griffith of Pueblo served with bombing squadron VB-80, Division 6, aboard the aircraft carrier USS TICONDEROGA, taking part in numerous dive-bombing attacks against Japanese shore installations and shipping movements in the Philippines. While flying on a dive-bombing mission on November 13, 1944, in a sustained attack against Luzon in support of the Leyte operation, Griffith lost his life when his plane was hit by anti-aircraft fire and crashed in Manila Bay.

The element of surprise gave the Japanese little time for preparation to resist the invasion, and the beachheads were secured with little casualties as American troops, heavy equipment and supplies flowed ashore in great volume. The enemy had an estimated force of

225,000 men, including the 15th Japanese Division-the unit which flayed the defenders on Bataan. The Jap Fifteenth became the primary object of vengeance on the part of the Americans.

First Lieutenant Thomas G. Clark of Denver, in the Regular Army since 1936, made the Leyte landing and pitched into the fighting with A Troop, 5th Cavalry of the crack 1st Cavalry Division.

Private First Class John Malouff of La Junta, Colo., was in the Leyte battle with Company D, 383rd Infantry, 96th Division.

Technician Fourth Grade Lyle A. Hulburt of Clifton, Colo., joined the ranks of the Purple Heart legion early in the fighting on Leyte. Fighting his way up from the beachhead in the initial assault, Hulbert was stopped in the seventh day of the attack when he was bit by shell fragments and blinded in his right eye.

First Lieutenant Warren Gilbert of Gardner, Colo., served on Leyte with the 31st Field Artillery Battalion,

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



artwo

# 1st Lieut. Thomas G. Clark

Born 12 June 1920 in Deleon, Texas. Attended primary and high schools in Deleon, and joined the Army on 24 September 1936. He received his preliminary training at Fort Clark, Texas, and served in Troops A, B, and C, and 1st Sq., Hq., Fifth Cavalry, First Cavalry Division. All of his combat service was in Troop A, Fifth Cavalry, First Cavalry Division, Sixth Army. His principal engagements occurred in the Philippines, and he was in the initial assault on Leyte Island, on 20 October 1944; landed on Luzon on 27 January 1945, and entered Manila with the First Cavalry Division. Lieutenant Clark landed in Yokohama on 2 September and entered Tokyo with the First Cavalry Occupation Forces. He was awarded the Purple Heart Medal for concussion and shell fragment wounds received during the fight for Intramuros, Mánila. He also holds the American Defense Service, Good Conduct, and Victory Medals; Combat Infantry Badge, Distinguished Unit Citation, the Bronze Arrowhead, Philippine Liberation Ribbon with 2 Bronze Stars, and the Asiatic-Pacific Ribbon with 3 Bronze Stars. Lieutenant Clark followed his battle service with duty at the CRTC, Fort Riley, Kansas. He is the son of Mrs. A. C. Lawless of Deleon, Texas, and his wife is Virginia Clark of Denver.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



ACMM. Charles Delen Vey

Born 17 July in Willis, Kansas. He attended primary and high schools in Stoneham, Keota and Greeley, Colo., and he entered service on 25 June 1941. He received his training at San Diego

and the Naval Air Station at Alameda, Calif.; and served in the Pacific Area with Squadron VP-44, Headquarters Squadron Patrol Wing Two, Squadron VP-71, the famed "Buccaneers", and Bombing Squadron 104. Among other actions, he was in the battles of Midway and the Philippines, and was seriously injured when his plane crashed after a battle with enemy aircraft over the Camotes Sea, Philippines, on 11 Nov. 1944. He was later assigned to duty as Supervisor of Naval Aviation Machine Shop, USNAS, San Diego, Calif. Recipient of the Purple Heart Medal and Presidential Unit Citation, he also has been awarded the American Defense Service Medal, American Theater Ribbon, Asiatic-Pacific Ribbon, Philippine Liberation Ribbon, Good Conduct Medal, and the Victory Medal. He is the son of Mrs. Celesta M. Vey of Greeley, Colo.; and the husband of Mrs. Margie Vev.



S 1/C George Burt Curtis

Born 29 October 1925 in Colorado. Attended primary and high school in Park County, Colo., and was a rancher prior to entering service on 15 February 1944. He trained at Farragut, Idaho, and served in the Pacific Theater with the 7th Fleet, Second Division, aboard the USS GEN. M. L. HERSEY (AP-148), taking part in the invasion of the Philippines. Honorably discharged on 20 April 1946, his decorations include the Asiatic-Pacific Ribbon, Philippine Liberation, Good Conduct, Citation, and Victory Medal. He is the son of Mr. and Mrs. Fred V. Curtis of Hooper, Colorado.



T/5
Donald Lee Curtis

Born 12 March 1924 in California. Attended primary and high school in Park County, Colo., and was a rancher prior to entering service on 30 Dec. 1944. He trained at Camp Hood, Texas, and served in the Pacific and in the Occupation of Korea with Company D, 17th Infantry Regiment, 7th Division. Honorably discharged on 29 Nov. 1946, his decorations include the Asiatic-Pacific Theater Ribbon, Occupation Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. Fred V. Curtis of Hooper, Colorado.

7th Infantry Division, the spearhead division of the Leyte invasion.

Technician Fith Grade Max A. Martinez of Denver entered his third Pacific campaign at Leyte. Serving with ordnance supply companies, Martinez was with units following the initial invasions and supplying the Sixth Army troops with ordnance equipment.

The invasion proceeded rapidly. Tacloban, the capital of Leyte, was liberated the third day and its air field put into use. At the end of the first week the Americans controlled a seventy-mile front and were fully engaged in the strategy to drive the Japanese from the coast and into the inland mountains. Amphibious tanks were sent across the one-mile San Juanico Strait to Samar Island. At the end of October nearly 2,000 square miles of Leyte and Samar were firmly in American control, and more than 1,500,000 Filipinos had been liberated. Over 200 miles of unbroken coastline were held on Leyte, and from the northwestern tip of Samar the Americans

could look across San Bernardino Strait on Luzon. The cost of the great gains accomplished was 706 American dead, 270 missing and 2,245 wounded. The Japanese lost more than 25,000 in killed alone.

Technician Fifth Grade Robert C. Nelson of Denver was with a medical detachment, 182nd Infantry of the Americal Division, in the fight for Samar Island. Nelson was also in the Biri battle, and 96 days in the front lines in the beachhead and campaign of Cebu.

Suddenly and without warning, a greater hazard than any the Japanese could create was thrown into the Americans' path. A dreaded typhoon struck and a seventy-mile wind ripped across the island. Communications bogged down as the roads were turned into quagmires, and tents and house roofs were blown away. Little damage was done to the fighting equipment, however, and every ship in the area safely weathered the blow. But the typhoon season delayed the full conquest of Leyte for many bloody weeks to come.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### THE END OF THE PRINCETON

A HUGE GEYSER OF SMOKE AND FLAME marks the end of the USS PRINCETON as it was hit by our own torpedo after all hands abandoned ship. The PRINCETON was damaged during a Jap air attack on 24 October 1944 and desperate efforts to save the ship were vain, therefore she was ordered destroyed. The light carrier suffered the mortal blow when the Third Fleet came under intensive enemy land-based plane attacks during the Battle of Leyte Gulf. (One of the 100 best pictures of the war taken by service photographers.)

THE BATTLE OF LEYTE GULF

The Japanese had an ambitious and gigantic plan to annihilate General MacArthur's invasion forces and to wreck, or at least seriously cripple, the United States Navy. The plan was to squeeze the American Third and Seventh Fleets between two Japanese naval forces, batter them to the bottom of the sea, and then to wipe out the 250,000 Americans committed on Leyte. There is evidence to indicate that this plan was set up before the Philippine invasion, as the enemy resistance offered early in this operation was purely minimum.

The major flaw in the plan was that either the Japanese had underestimated the strength of the U. S. Fleets in the Philippines, or else were driven to the move in sheer desperation.

From two U. S. submarine outposts early on the morning of October 23, word was flashed to the invasion forces that a strong Japanese fleet was heading northeastward from the South China Sea into Philippine waters, between Palawan and the dangerous ground to the west. The enemy force consisted of five battleships, ten heavy cruisers, one or two light cruisers, and about fifteen destroyers. With an amazing display of courage, two American submarines—the Darter and the Dace—attacked the formidable armada after sending their warnings, and slammed four torpedoes into each of three heavy cruisers, sinking two and severely damaging the third.

Other contacts with the enemy were reported on the same day, where the reporting submarine crippled a heavy cruiser in Mindoro Strait, south of Luzon and near the mouth of Manila Bay. It was clear that two enemy naval forces were heading for battle: the Southern Force and the Central Force, as they were subsequently named. A third enemy fleet, up to this time undetected, threw away its secrecy on October 24 by sending its carrier planes to attack the American invasion fleet. This fleet became known as the Japanese Northern Force. It included two battleships, four carriers, two heavy and three light cruisers, and six destroyers. While it complicated the problem for the American naval commanders, the early discovery of this powerful force proved to be the ruin of the Japanese Navy.

Every land-based plane the enemy could muster from the more than 100 airfields in the Philippines was flung against the American invasion force in Leyte Gulf on October 24. At a cost of 150 of these planes shot down, the carrier USS Princeton was lost from the hits she suffered in the assault.

While Admiral Kinkaid's Seventh Fleet was kept close inshore of Leyte Gulf to cover the invasion and help repel the Southern and Central Forces, Admiral Halsey took his Third Fleet north and to the east of Luzon to keep the three enemy prongs from closing. The Central Force driving east through the Sibuyan Sea, a real menace to the Seventh Fleet, was made up of five battleships, eight cruisers and about fifteen destroyers. The Southern Force, as it passed from the Mindanao Sea into the narrow Surigao Strait and the Leyte Gulf, ran into the forces of Rear Admiral Jesse Oldendorf, and suffered three ships heavily damaged from daring PT-boat attacks.

Three destroyer squadrons next attacked the enemy force in the darkness with torpedoes and succeeded in confusing the force entirely. Lighting up the area with star shells, the Japanese revealed themselves as beautiful targets for an American battleship squadron waiting impatiently in the darkness. The five capital ships—believed by the enemy to have been lost at Pearl Harbor—were the rebuilt West Virginia, Maryland, Tennessee, California and Pennsylvania, modernized and more powerful than ever. The battleships opened fire with their 14- and 16-inch guns.

The sledgehammer blows slowed down the Japanese ships, which hesitated and then attempted to turn about and escape. It was then that Admiral Oldendorf realized the dream of every admiral— "Crossing the T." As each enemy ship turned from its column in the narrow channel, it was exposed fully broadside to the combined fire of the American heavy squadron. The slaughter continued for nearly an hour and the remnants of the fleeing Jap fleet were pursued down the Strait. Of the original enemy force of two battleships, four cruisers and nineteen destroyers, all had been sunk except one battleship, two cruisers and about six destroyers. The remainder was finished off the following morning by carrier planes and land-based bombers.

The American force suffered one PT-boat sunk and a destroyer damaged by gun fire. Not another ship was hit in this sweeping and one-sided victory for the United States ships

Gunner's Mate Second Class Harold A. Degnan of Denver, a veteran of naval fighting in the Mediterranean and the Arctic Cicle, was aboard a destroyer in the night battle of Leyte Gulf.

Shipfitter Third Class Murray L. Westbrook of Denver, who received his baptism of fire in the Palaus together with his ship, the destroyer USS LEUTZE commended by Admiral Oldendorf for excellent gunnery, was aboard the sharp-shooting LEUTZE in the daring night attack against the Japanese heavies in Surigao Strait.

Also in this same action was Ship's Cook Second Class Sammie J. LeRouge of Alamosa, Colo., who was aboard the destroyer USS McDERMUT. The destroyer squadron's torpedo attack resulted in the sinking of a Jap battleship and destroyer.

Lieutenant Austin J. Trinkle of Denver was aboard the cruiser USS LOUISVILLE in the Second Battle of





SF. 3/C Murray Lee Westbrook

Born 6 Feb. 1919 in Fort Smith, Ark. He attended Boulevard and North High School in Denver, and was an arms plant employe prior to entering service on 11 Sept. 1942. He trained at

Farragut, Ida., and was assigned to duty aboard the USS LEUTZE (DD-481). Attached to the Fifth Fleet, the LEUTZE and her crew began an action-packed career starting with the Navy's battle for the Palau Islands. The first phase of the Leyte Campaign came next, followed by the famous night battle of Surigao Straits; further action in the Philippines, including Lingayen Gulf; and support of the invasion of Iwo Jima. Damaged four times previously, the LEUTZE was heavily hit in the mass suicide air attack at Okinawa on 6 April 1945, and Shipfitter Westbrook loft his life in this action. Posthumously awarded the Purple Heart for his supreme sacrifice, he also earned the American Theater, Asiatic-Pacific with 5 Battle Stars, Philippine Liberation with 2 Stars, Commendation, and Presidential Unit Citation. He was the son of Mr. and Mrs. Lee Roy Westbrook of Denver.



SK. 2/C Clayburn Westbrook

Born 28 December 1913 in Sebree, Kentucky. He attended school in Fort Smith, Arkansas, and was a railroad employe prior to entering service on 11 September 1942. He trained at

San Diego, California, and served overseas with Navy No. 3256. Storekeeper Westbrook was stationed at New Caledonia for two years, and later on Okinawa. Altogether, he served in the supply depots on both shore stations overseas for a total of twenty-seven months. Honorably discharged on 10 October 1945, Clayburn Westbrook earned the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 2 Campaign Stars, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. Lee Roy Westbrook of Denver. The husband of Dorothy Regan Westbrook, they have two sons, Donald and Ronald, and reside in Denver.

the Philippines. The flagship LOUISVILLE fired the first salvos scoring the first hits in this momentous action.

Seaman First Class James H. Corn of Denver, who took part in six major naval operations in the Pacific, served aboard the battleship USS MARYLAND in the bombardment of Leyte Gulf and the battle of Surigao Strait.

The Japanese Central Force, which was believed to have left the scene, suddenly surged out of San Bernardino Strait on the morning of the twenty-fifth and bore down on Rear Admiral Thomas Sprague's meagre force. In the face of disaster, the stripped-down Seventh Fleet turned to fight it out with an immensely superior foe. The escort carriers were converted merchantmen — unarmored and with light armament only — and they came under the fire of the enemy battleships and cruisers as they launched their planes. The planes sank two cruisers and two destroyers but failed to stop the charging Japanese fleet. The American escort carrier Gambier Bay went down at nine o'clock under the heavy shelling, and an hour later Japanese land-based planes came in to join the fight. The escort carrier Saint Lo went down, followed by the destroyers Hoel and Johnston and the destroyer escort Roberts. The four remaining escort carriers - Suwanee, Santee, White Plains and Kitkun Bay—were badly hit. These ships were courageously sacrificing themselves to avert a highly probable disaster to the Seventh Fleet, but the struggle looked hopeless. Then at noon the Japanese suddenly and without apparent reason broke off the engagement and steamed away at high speed for San Bernardino Strait. Possibly word of what was happening to the other Japanese ships caused the force to seek escape before it too, came in for total destruction. At any rate, the dazed and battered Americans, with five ships sunk and over a hundred planes lost, gave thanks for the end of the harrowing sea-air battle and their salvation.

The Third Fleet, engaged with the Japanese Northern Force off Cape Engano before down on October 25, did not suffer a scratch as it battered its opponent into defeat—only 10 planes and 18 American flyers were lost. The faster, lighter enemy ships which escaped destruction in the main actions were hunted down along with the cripples for several days. Land-based planes from the Southwest Pacific and the U. S. Fourteenth Air Force in China joined in the mopping-up operations and the score sheet when finally tallied read: Japanese: Sunk—four carriers, three battleships, six heavy cruisers, two light cruisers, three light cruisers or large destroyers, six destroyers; believed sunk—three heavy cruisers, two light cruisers, seven destroyers: badly damaged—six battleships, four heavy cruisers, one light cruiser, and

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

ten destroyers. Total—fifty-seven Jap ships hit, thirty-six sunk or probably going to the bottom.

American: Sunk—one light carrier, two escort carriers, two destroyers, one destroyer escort; damaged—four escort carriers, one destroyer.

Aboard the battleship USS SOUTH DAKOTA in the fifth Fleet's action were Seaman First Class Edwin J. Jacobsen, Jr., and Seaman First Class Spencer F. Rice, Jr., both of Denver.

Gunner's Mate Second Class Robert H. Heinz of Denver also took part in the Third and Fifth Fleet's engagements in the Philippines. Holder of the Navy Unit Citation and veteran of the Pearl Harbor attack, Heinz fought in the campaigns of the Gilberts, Marshalls, Palaus, Marianas, Formosa, the China Sea, and at Casablanca aboard the battleship USS MASSACHUSETTS. Electrician's Mate Second Class James B. Dick Jr. of

La Veta, Colo., was a crew member of the light cruiser USS MOBILE, Third Fleet, when his ship took part in the Second Battle of the Philippines.

the Second Battle of the Philippines.

Motor Machinist's Mate First Class Foster B. Campbell of Alamosa, Colorado., served aboard the destroyer USS IRWIN during the destruction of the Japanese fleets. Campbell was a veteran of the invasion of Sicily, and of the Marshalls and Marianas campaigns. His ship, the IRWIN, helped remove personnel from the sinking carrier USS PRINCETON during the early stages of the Battle of Leyte Gulf.

The Japanese had created a desperate situation and had come extremely close to turning the American invasion of Leyte into a gory debacle; but American courage, resourcefulness and fighting spirit came through to win and leave Japan wide open by reducing her navy to the status of a fifth-rate power.

The United States now had sixteen battleships in the Pacific, including the newest and most powerful, the Iowa and and the South Carolina. Three of the newest carriers, Lexington, Wasp and Hornet, all bore honored names.

#### LEYTE JAPS CRUSHED

Japanese morale dropped accordingly with the diminishing of the Imperial Fleet. A defeatist attitude crept over the civilian population and became apparent in some of their high-ranking officals. The enemy island garrisons, which had displayed a marked aversion in surrendering even singly, now were preparing to lay down their arms in successively larger groups.

For their last stand in Leyte, the Japanese began to funnel in powerful units of the Kwantung Army at Ormoc—the last sizable port left open to them. The enemy forces left to defend the other islands in the Phil-



EM. 2/C James Brand Dick, Jr.

Born 16 September 1923 in Colorado. He was a student of Walsenburg County High School and was a mechanic prior to entering service on 18

June 1943. He received his preliminary training at the USNTS at Farragut, Idaho, and was assigned to the USS MOBILE (C.L. 63) for duty. He served aboard the MOBILE in the Third, Fifth, and Seventh Fleets and took part in the Second Battle of the Philippines, the first raid on Formosa, and the Okinawa invasion operations. Honorably discharged on 13 December 1945, he has been awarded the American Theater Area Ribbon, Asiatic-Pacific Ribbon with three Battle Stars, Philippine Libertation Ribbon with two Stars, and the World War II Victory Medal. He is the son of Mr. and Mrs. James B. Dick, Sr., of Denver, and the husband of Mrs. Lois Dick of Le Veta, Colorado.



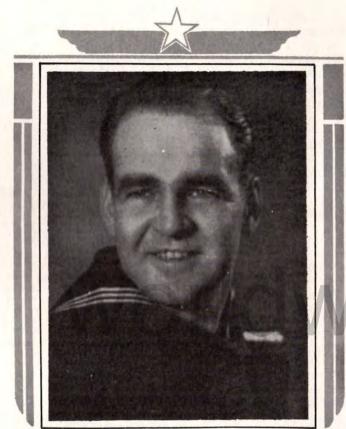
MoMM 3/C Clayton Woodrow Hern

Born 6 September 1913 in Washington. He attended public schools at La Veta, Colorado, and was engaged in the trucking business prior to entering ser-

and was engaged in the trucking business prior to entering service on 18 January 1944. He received his preliminary training at the USNTS in Farragut, Idaho, and was assigned to duty in the South Pacific. He served aboard the USS FACILITY (A.M. 233), which was attached in various periods of the Pacific war to the United States Third, Fifth, and Seventh Fleets. He took part in the invasion operations of the Okinawa group, and was in a China Sea sweep when V-J Day was declared. Honorably discharged on 25 December 1945, he has been awarded the American Theater Area Ribbon, the Asiatic-Pacific Ribbon with Battle Star for the Okinawa Campaign. and World War II Victory Medal. He is the son of Mr. and Mrs. R. C. Hern of La Veta, Colorado, and the husband of Mrs. Bonita Hern, also of La Veta.







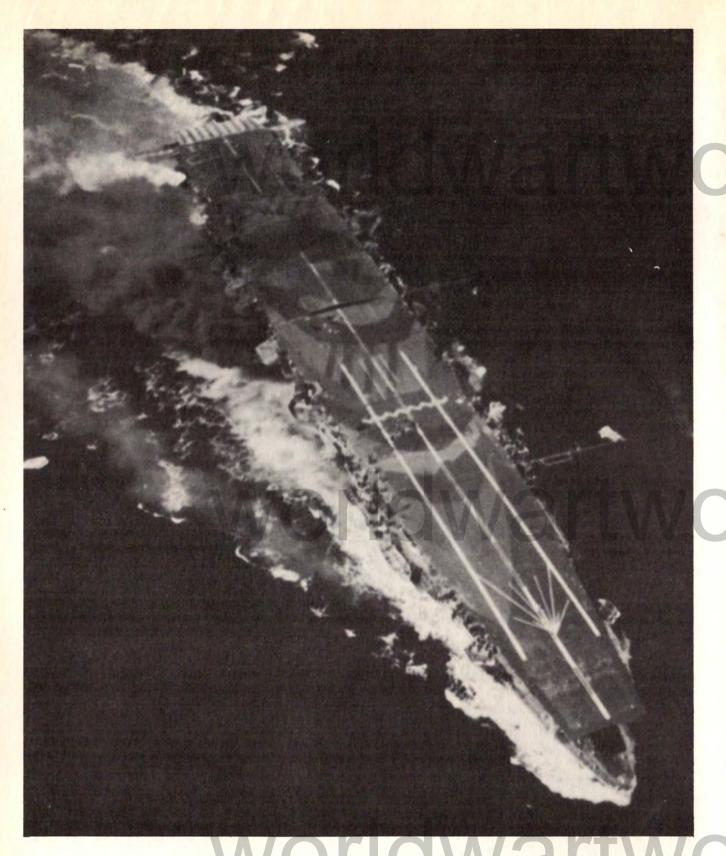
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# GM 2/C Harold a. Degnan

Born 26 June 1914 in Rockland, Illinois. He attended Boulevard, Baker Junior High and West High School in Denver, and was an employe of a rubber manufacturing firm prior to entering service on 11 September 1942. He received his preliminary training at San Diego, California, with special schooling in electric hydraulics. Gunner's Mate Degnan served aboard the ships USS COWIE, USS WICKES, USS REFUGE, USS LEEDSTROWN, USS MARKAB, and USS LST-464 FFT. He took part in the invasions of North Africa and Sicily, convoy duty on the Murmansk route, attacks on Paramushiro and Shumushu, and battles accompanying the invasions of Leyte and Luzon, Philippine Islands. On 10 January 1945, the day after the Luzon invasion, he was critically wounded and hospitalized in the Southwest Pacific. In the action, Gunner's Mate Degnan was serving aboard a destroyer in naval support of the landings, when a Japanese plane scored a bomb hit on his ship, wounding him and fourteen members of his gun crew. Honorably discharged on 18 October 1945, his numerous decorations include the Purple Heart Medal, the American Theater Area Ribbon, the European-African-Middle Eastern Area Ribbon with 3 Battle Stars, Asiatic-Pacific Ribbon with 3 Battle Stars, Philippine Liberation with 2 Stars, and the Good Conduct and World War II Victory Medals. He is the son of Mr. and Mrs. A. J. Clark, of 1043 Cherokee Street, Denver.



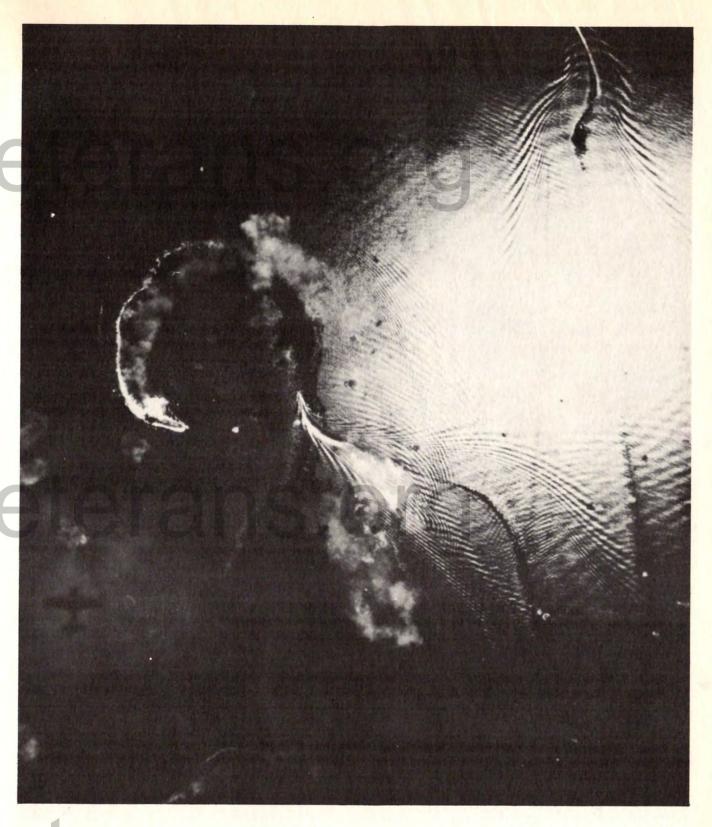
Born 25 August 1918 in Marshalltown, Iowa. He attended Denver schools and was a student at Boulevard, Baker Junior High, and a graduate of West High School in 1936. Prior to entering military service on 29 June 1944, Charles Dieckman was an Army Air Forces Procurement Inspector at the Firestone Rubber Company plant at Santa Ana, California. He received his preliminary training at Camp Hood, Texas, with Company C, 153rd Battalion, 91st Regiment, IRTC. Shipping overseas late in 1944, he was with Company K, 9th Infantry, 2nd Division, First Army, then embroiled in the great Battle of the Bulge. Stubbornly holding a shoulder of the enemy salient caused by the Ardennes break-through, the 2nd Division went on to recapture all ground lost, and in February and March stormed key German towns in its thrust to the Rhine. The river defenses were breached in the First Army's spectacular crossing over the intact Ludendorff Bridge in the Remagen area, with the subsequent establishing of a bridgehead on the east bank. In the hard fighting on 26 March 1945, the very day that the First Army broke out of the bridgehead and began its race toward Frankfurt, Pfc. Dieckman was struck and killed instantly by a sniper's bullet. He was posthumously awarded the Purple Heart Medal for his supreme sacrifice. Charles Frederick Dieckman was the son of Mr. and Mrs. A. J. Clark, of 1043 Cherokee Street, Denver.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### NIP CARRIER CORNERED BY YANKS

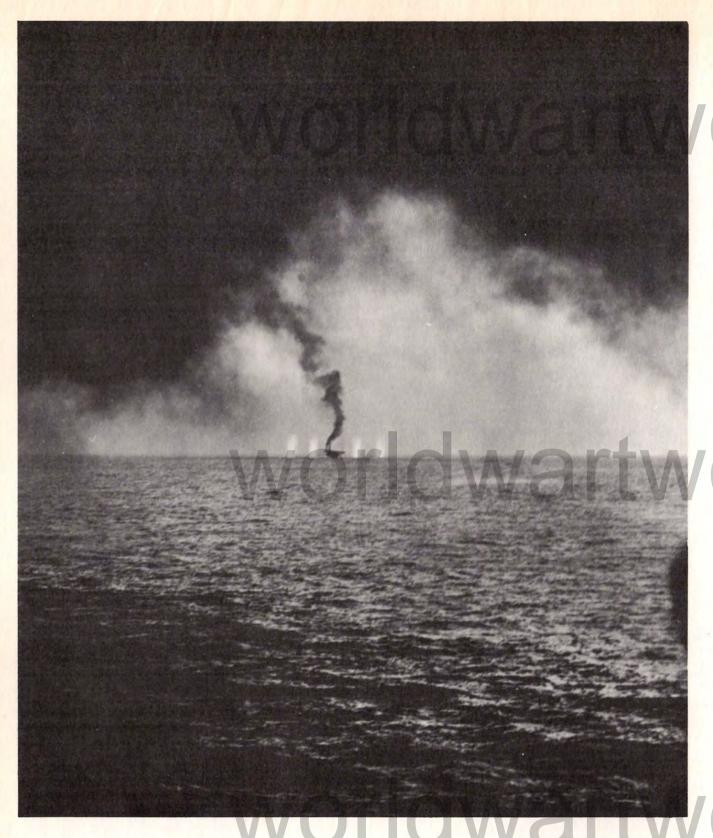
"SCRATCH ONE FLATTOP." Her flight deck buckled by the force of the explosion of torpedoes and punctured by bombs from Navy planes, this Zuiho-class Jap carrier maneuvers to escape further blows, but was sunk on 24 October 1944. Japan risked and lost the bulk of her remaining fleet in the Second Battle of the Philippine Sea.



OFFICIAL U.S. NAVY PHOTOGRAPH

# DIAGRAM OF DOOM FOR JAP FLEET

SECOND BATTLE OF THE PHILIPPINE SEA. The wake of a fleeing Japanese ship etches a gigantic question mark in the waters of Tablas Strait as it vainly dodges the aerial attack of Navy planes from Admiral Halsey's Third Fleet and Admiral Kinkaid's Seventh Fleet in the Second Battle of the Philippine Sea. The wakes of other Japanese ships can be seen, as well as the shadow of one of the Navy attacking planes. In this action, approximately sixty enemy ships were sunk.



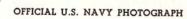
OFFICIAL U.S. NAVY PHOTOGRAPH

## U. S. BABY FLATTOP UNDER ATTACK

THE USS GAMBIER BAY bracketed by shells from the Jap Fleet as the United States Seventh escort group fought off attack by the Jap warships 25 October 1944. Dimly seen on the horizon (right) is a Jap cruiser. The GAMBIER BAY, the escort carrier USS SAINT LO, two destroyers and a destroyer escort were the American losses in the decisive battle for Leyte Gulf. Japan was virtually eliminated as a sea power.

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# NIP SUICIDE CRASH-DIVES YANK CARRIER

A JAP SUICIDE PLANE EXPLODING on the USS ESSEX in the sea-air-battle of 25 November 1944. The enemy attempted desperately to knock out by air the United States fleet units supporting the Philippines invasion, and which were blasting the Japanese reinforcement lines to Leyte.



OFFICIAL U.S. NAVY PHOTOGRAPH

# CLOSE-UP OF A KAMIKAZE

A JAPANESE SUICIDE PLANE EXPLODING as it hit the deck of the carrier USS INTREPID on 25 November 1944. Damage suffered in this attack was the worst the frequently hit INTREPID received. (One of the 100 best pictures of the war taken by service photographers.)

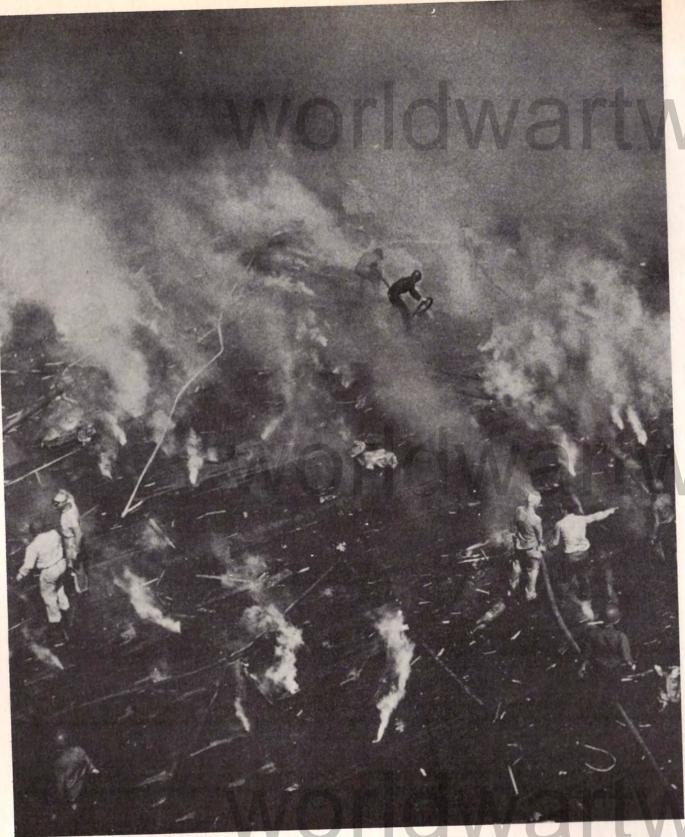
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OFFICIAL U.S. NAVY PHOTOGRAPH

THE INTREPID UNDER ATTACK

FIRE BATH. Gunners aboard the USS YORKTOWN watching as two Jap planes attack the USS INTREPID. One plane has crashed aboard the INTREPID's deck, while its bomb just missed the carrier, the other plane missed the carrier and crash-dived near the bomb that missed. (One of the 100 best pictures of the war taken by service photographers.)



OFFICIAL U.S. NAVY PHOTOGRAPH

# THE INTREPID AFTER ATTACK

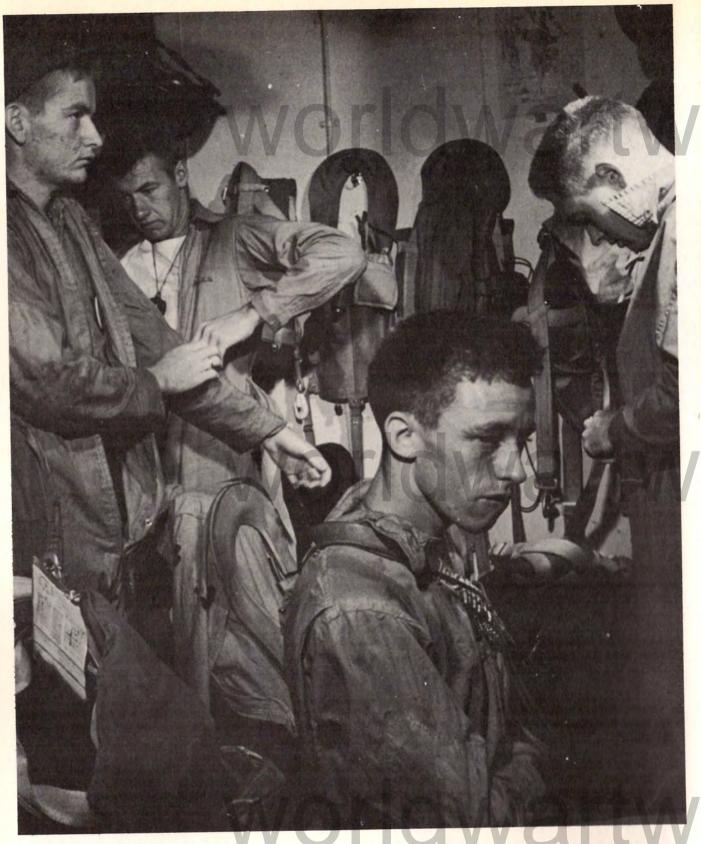
NAVY FIRE FIGHTERS turning hoses on dozens of small fires started by bombs from suicide planes that crashed into the INTREPID off the coast of Luzon. (One of the 100 best pictures of the war taken by service photographers.)



OFFICIAL U.S. NAVY PHOTOGRAPH

#### HELLDIVER BOMBS FIND TARGET

AN EXPLOSION RIPS INTO JAP TRANSPORT and sends oil and debris showering high into the air. Note the tip of the ship's bow protruding from the smoke and pointing into the direction of the Helldiver that presumably delivered the hit. In the left background, another transport has been hit. The action took place near MarinDuque Island, south of Luzon, on 25 November 1944.



OFFICIAL U.S. NAVY PHOTOGRAPH

## RAID COMING UP

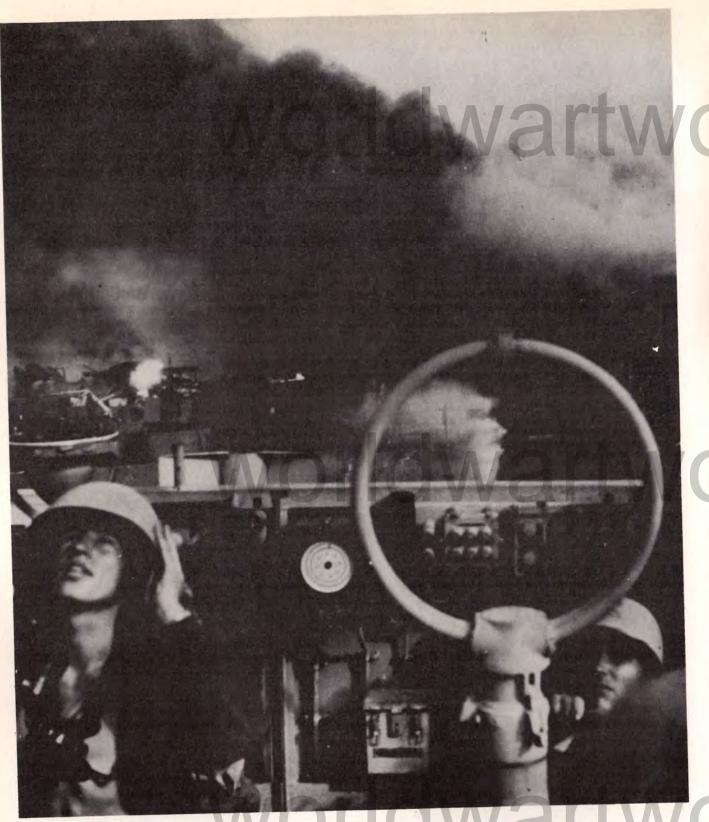
VETERAN AIR CREW MEN donning their flight gear for a strike against Manila. Sober faces show they know what they are up against. Air fighting in the Pacific war reached a new high in fury over the Philippines.



OFFICIAL U.S. NAVY PHOTOGRAPH

# AIR CASUALTY COMES BACK TO SHIP

WOUNDED. Carrier deck hands tenderly lifting an airman out of the turret of a Grumman torpedo plane after it landed aboard the USS SARATOGA. On constant call, carrier planes flew countless missions for every opportunity at a strike against the enemy. American courage and endurance like this overcame all obstacles to victory.



OFFICIAL U.S. NAVY PHOTOGRAPH

# LST IS VICTIM OF JAP BOMBERS OFF MINDORO

NOT WITHOUT CASUALTIES was the successful assault on the Philippine island of Mindoro, 15 December 1944. Slashing at our landing craft in an effort to halt the invasion, Jap bombers based on nearby islands scored a hit on a U. S. Navy LST, causing fire and damage to supplies waiting to be sent ashore. As the rescue boat approaches the burning LST, all hands prepare for another attack from Jap bombers.

COLORADO



S 1/C James Herbert Corn

Born 23 August 1923 in New Raymer, Colo. He attended Edgewater High School and was a railroad carpenter prior to entering service on 9 Dec. 1942. He trained at Farragut, Ida., and served aboard the USS MARYLAND, Third Fleet, Southwest Pacific. He was in the battles of Tarawa, Surigao Straits, and the bombardment of Leyte Gulf, and his decorations include the Asiatic-Pacific Ribbon with 6 Battle Stars, and Philippine Liberation with 2 Stars. Honorably discharged on 27 Oct. 1945, he is the son of Lewis Evan and Laura Preston Corn, of Denver.

the Third Fleet at its destructive work in the Manila area. The carrier planes in conjunction with land-based craft from Kenny's command wrought fearful havoc as they ripped up and demolished the Japanese bases and airfields throughout the Philippines—especially on Luzon. Enemy planes tumbled from the skies and enemy ships burned and sank in unbelievable numbers in the sustained, month-long assault. General Tomoyuki Yamashita, MacArthur's old foe on Bataan, succeeded Field Marshal Count Hisaichi Terauchi as commander in the Philippines, and made a determined effort to break out of the muddy Ormoc pocket. A continual stream of reinforcements—those who had lived through the bombing of their convoys—were thrown in to face the furious American fire as soon as they

ippines were being reduced as MacArthur's troops continued to grind up the reinforcements pouring into Ormoc. The early part of November saw the return of

Capable as Yamashita might have been as a commander, he met a brilliant master in General Krueger, who inflicted on the enemy general a defeat described as the greatest ever suffered in the military annals of the Japanese Army. Leyte and its surrounding waters became a burial ground for Japanese troops, planes and ships.

landed. The Japanese suffered terrific losses, and while

exacting a toll of casualties, failed to slow the powerful

American advance.

Heroism and sacrifice by United States troops on Leyte was the outstanding contribution towards their success in the campaign. Private Elmer E. Fryar of Denver made his amazing singlebanded stand against an attacking enemy force and broke up the assault, and then gave his life to protect a fellow soldier. A grateful government conferred on his memory the highest military decoration it could bestow, the Medal of Honor.

Corporal Claude A. Dunmire of Denver, a veteran of the fighting in New Guinea, received the Purple Heart after being wounded by shrapnel from a Japhand grenade while on a combat patrol at Kilay Ridge, Leyte, on Dec. 10, 1944. Serving with Company C, 34th Infantry Regiment, 24th Infantry Division, Dunmire also earned the Combat Infantry Badge and Unit Citation.

On December 15, MacArthur's troops landed on the island of Mindoro, 155 miles south of Manila. The move was a surprise to the defenders, who offered little opposition as the Americans established their beachhead. The invasion of Mindoro proceeded rapidly with the help of guerrillas who held much of the island's territory.

Private First Class William E. Surber of Idaho Springs, Colo., died in the sinking of a Japanese prison ship on Dec. 15, 1944. Surber had been listed as missing from the fall of Corregidor, where he had fought as an anti-aircraft artilleryman with the 60th Coast Artillery, until March 1943 when it was learned that he was a prisoner of war. His death occurred when the prison ship went down in Subic Bay, Luzon, as he was being moved to Japan from Bilibid Prison.

Private Lee Zehna of Denver, who took part in the D-Day operations at Finschfen, New Guinea with Company F, 532nd Regiment, Combat Engineers, was in a convoy under constant air attack for two days coming into Mindoro. He was killed in action on Dec. 21, 1944, when a Jap suicide plane crashed into his ship 60 miles south of Mindoro.

The Leyte-Samar campaign was declared closed on December 26. To United States casualties of 2,750 killed and 8,500 wounded and missing; the enemy lost 125,000 men, all but about 500 prisoners, killed. Close to 3,000 planes, more than the Japanese could replace, were lost during the period of the invasion.

While the never-ending war in the air continued; and a typhoon on December 17 caused the loss of destroyers Hull, Spence and Monaghan with heavy casualties; a new name was showing up in the war dispatches: Iwo Jima, a little island in the volcanic group between Saipan and Japan, was bombed and shelled three times in December.

The American tide swept on, irresistible, and new landings in January, 1945, brought it to within 100 miles of Manila. The fastest-moving offensive in the history of modern warfare had been conducted in the previous year, and the enemy had been driven back more than 3,000 miles across the Central Pacific. The people of the United States had every reason to be proud of the courage and fighting ability of the men in the armed forces, and of the American leadership which had guided their sons through the victorious battles.

# THE WHITE HOUSE WASHINGTON

The President of the United States takes pride in awarding the MEDAL of HONOR posthumously to

PRIVATE ELMER E. FRYAR, CO. E, 511th PARACHUTE INFANTRY, UNITED STATES ARMY,

for service as set forth in the following

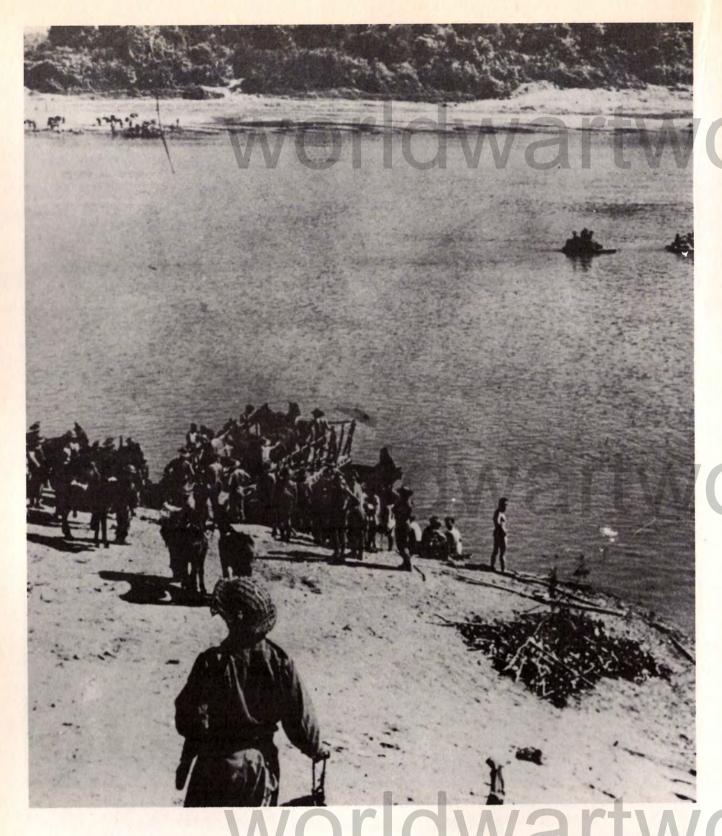
CITATION:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty at Leyte, Philippine Islands, on 8 December 1944. Private Fryar's battalion encountered the enemy strongly entrenched in a position supported by mortars and automatic weapons. The battalion attacked, but in spite of repeated efforts was unable to take the position. Private Fryar's company was ordered to cover the battalion's withdrawal to a more suitable point from which to attack, but the enemy launched a strong counterattack which threatened to cut off the company. Seeing an enemy platoon moving to outflank his company, he advanced to higher ground and opened heavy and accurate fire. He was hit and wounded, but continuing his attack he drove the enemy back with a loss of twenty-seven killed. While withdrawing to overtake his squad he found a seriously wounded comrade, helped him to the rear, and soon overtook his platoon leader who was assisting another wounded man. While these four were moving to rejoin their platoon an enemy sniper appeared and aimed his weapon at the platoon leader. Private Fryar instantly sprang forward, received the full burst of automatic fire in his own body and fell mortally wounded. With his remaining strength he threw a hand grenade and killed the sniper. Private Fryar's indomitable fighting spirit and extraordinary gallantry above and beyond the call of duty contributed outstandingly to the success of the battalion's withdrawal and its subsequent attack and defeat of the enemy. His heroic action in unhesitatingly giving his own life for his comrade in arms exemplifies the highest tradition of the Armed Forces of the United States.



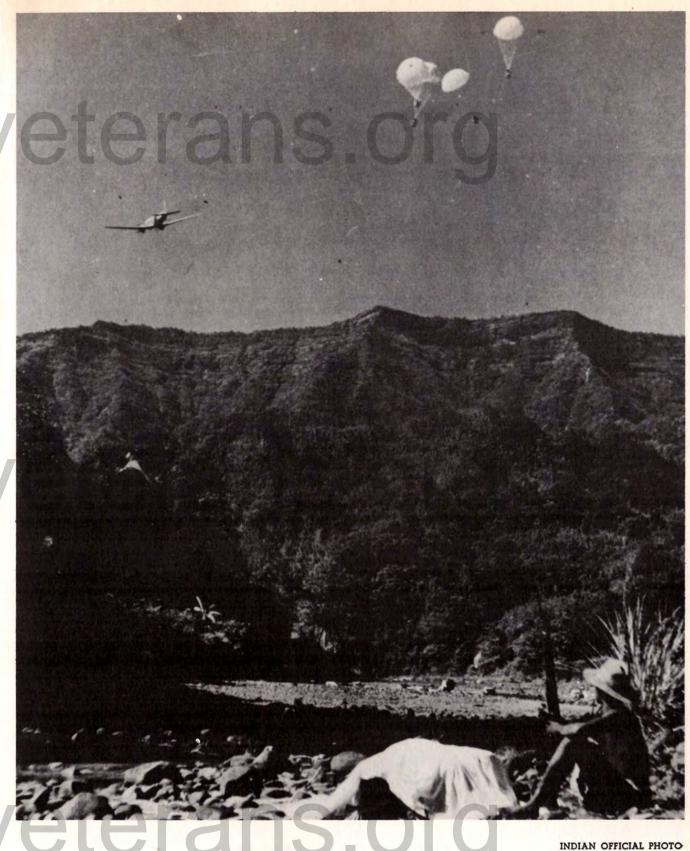
# Private Elmer Edward Fryar

Born 10 February 1914 in Denver, Colo. Attended Prospect Valley and Wheatridge High School, and was a farmer and miner prior to entering military service. Served enlistment in the Army, 1932-35, and joined the Marine Corps in 1939. Transferred to Paratroops in 1942 and served with Co. E, 2nd Bn., 511th Parachute Inf. Reg., 11th Airborne Division. Killed in action, Leyte, on 8 Dec. 1944. Decorations awarded: American Defense Service Medal, American Theater Ribbon, Good Conduct Medal, Asiatic-Pacific Ribbon with Bronze Star, Philippine Liberation Ribbon, Distinguished Unit Citation, and Congressional Medal of Honor. Son of George Franklin and Martha Fryar of Denver.



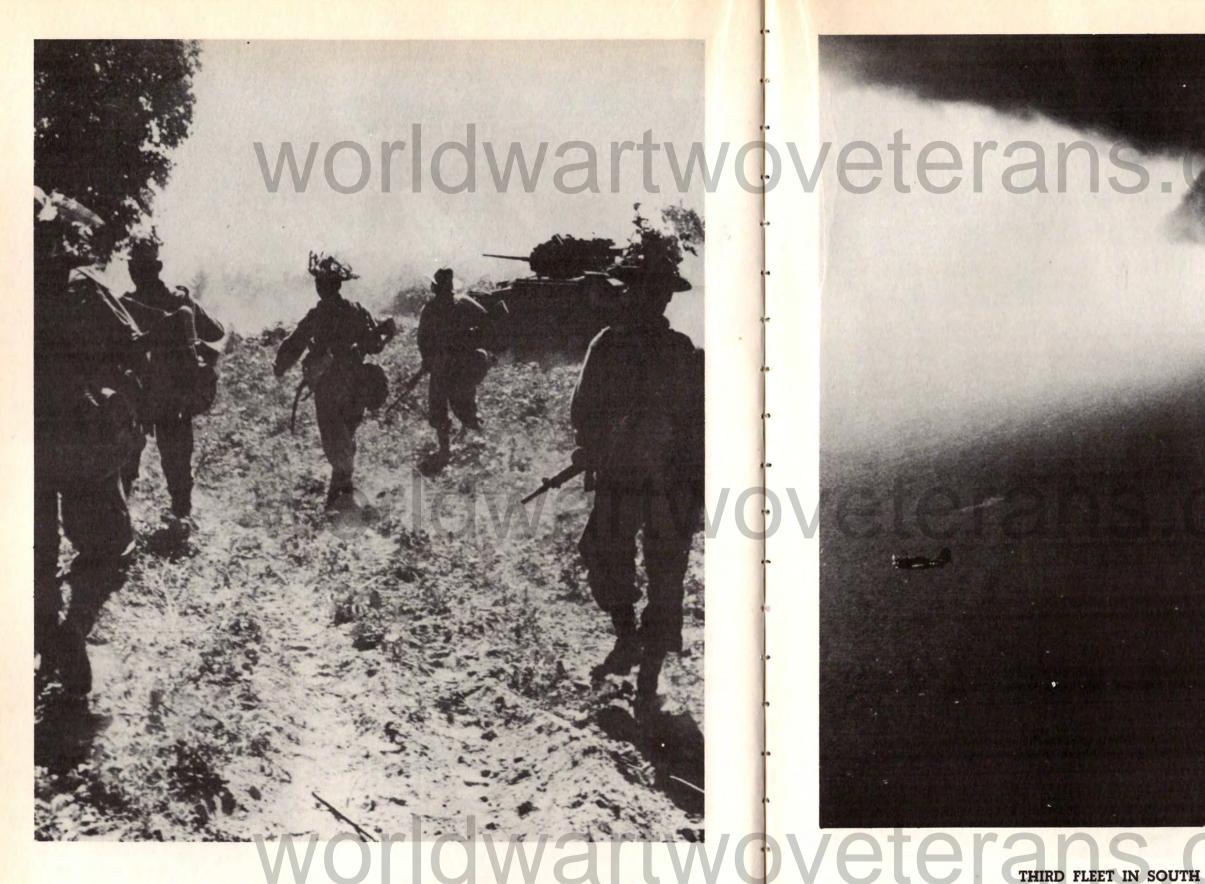
# CHINDWIN CROSSING IN BURMA

TROOPS OF A WELSH REGIMENT landing on the east bank of the Chindwin after an unimpeded crossing. On 17 November 1944, British and Indian troops of the 4th Corps crossed the river and pushed east to link up with the 36th British Division during the week ending December 15th, capturing several Jap-held towns between the two dates.



# INDIAN ARMY CORPS IN BURMA

SUPPLY PLANE COMES LOW TO DROP FOOD to the 81st West African Division in the Kaladan valley, December, 1944. Supported on their right flank by the Indian Navy in the Bay of Bengal, the Indian, British and West African troops of the 15th Indian Army Corps fight their way southwards in the rugged country of Arakan.



BRITISH OFFICIAL PHOTO

#### BURMESE BATTLEFRONT

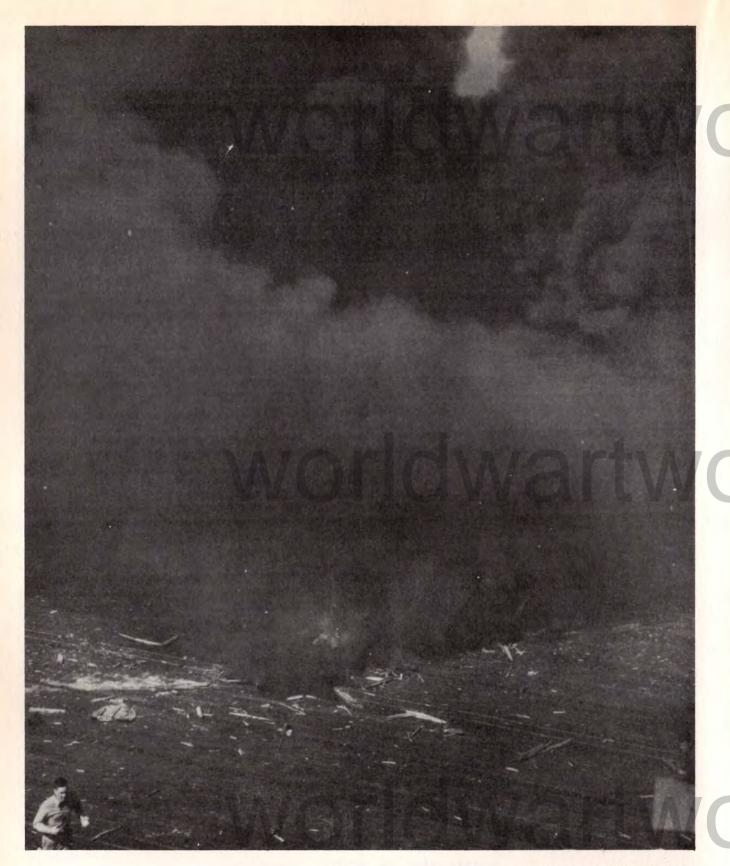
MEN OF THE GURKHA RIFLES, 19th Indian Division, go into action at the Singu bridgehead with tanks in support. Slashing their way through thick jungles, the troops pictured above have reached inside the limits of Mandalay.



OFFICIAL U.S. NAVY PHOTOGRAPH

THIRD FLEET IN SOUTH CHINA SEA

SUPPORTING BLOWS FOR LUZON INVASION were struck by the Third Fleet which sailed through 4,000 miles of the South China Sea, smashing docks, oil storage and airfield facilities in enemy-held French Indo-China. This photo shows a Navy SB2C leaving a burning Jap ship it sank in an enemy convoy off French Indo-China on 12 January 1945. Japanese naval losses that day were over seventy ships sunk or damaged.



OFFICIAL U.S. NAVY PHOTOGRAPH

#### YANK CARRIER SUFFERS HIT

THE USS TICONDEROGA. Smoke pouring from a bomb hole on the USS TICONDEROGA's elevator shaft as the first of two Japanese suicide planes crashed her on 21 January 1945 while operating off the coast of Formosa.

## INVASION OF LUZON

The world's mightiest fleet led the Luzon Attack Force—850 ships strong—through the Sulu and China Seas to Lingayen Gulf, halfway up Luzon's western coast. Japanese planes consistently harassed the huge armada but with little telling effect. After an earthshaking bombardment which knocked out the enemy coastal defenses and sent the troops scurrying into the hills for safety, the Sixth Army on January 9 landed on four beaches extending fifteen miles north and east of Lingayen. The airstrip, four miles inland, fell the first day and the invasion troops pushed steadily down toward Manila without meeting much opposition on land. The two and one-half million tons of American shipping in the Gulf provided a tempting target to the enemy, who sent in his planes, submarines and suicide swimmers with TNT packages. But the convoy was too well protected, and the Jap efforts at destruction were in vain.

Gunner's Mate Second Class Harold A. Degnan of Denver, on destroyer duty in the invasion of Luzon, suffered 33 wounds when a Jap plane dropped an antipersonnel bomb on his destroyer on Jan. 10, 1945, the day after the invasion. One of 15 crew members on his ship wounded in the attack, Degnan was hospitalized in the Southwest Pacific. The Luzon engagement climaxed 28 action-packed months of naval duty for Degnan in the Atlantic, Mediterranean, the North Sea and the Pacific.

Electrician's Mate Second Class Robert J. Hubkey of Denver took part in the Lingayen operation aboard the destroyer USS HAZELWOOD.

Chief Quartermaster William G. Noel of Denver, a veteran of the early naval fighting in the Southwest Pacific and the Aleutians, was at Lingayen Gulf aboard the escort carrier USS SAGINAW BAY. Narrowly missed being torpedoed during the invasion, the SAGINAW BAY provided planes for air cover and ground troop support.

Lieutenant Austin J. Trinkle of Denver, serving with an air unit attached to the heavy cruiser USS LOUIS-VILLE, was wounded in sea-air fighting in Lingayen Gulf on Jan. 6, 1945. A veteran of campaigns in the Pacific beginning with the attack on Pearl Harbor, Lt. Trinkle was awarded the Distinguished Flying Cross for his rescue of another naval aviator near Mactan off Cebu, P. I., in October, 1944, while under fire from an enemy patrol boat.

Seaman First Class Edwin J. Jacobsen, Jr. of Denver took part in the Philippines Campaign aboard the battleship USS SOUTH DAKOTA.

Gunner's Mate Second Class Ambrose Lopez of Denver served aboard the escort carrier USS WAKE ISLAND in the Luzon invasion. His ship fought



Seaman 1/C Harold Lee McMillan

Born 11 June 1925 in Colorado. Attended Franklin West, Cole Jr., and Manual High School. Entered service on 8 July 1943 and received preliminary training at the Naval Training Center, Farragut, Idaho. Attached

ing Center, Farragut, Idano. Attached to the U. S. Naval Armed Guard and served aboard the ships SS ALCOA PIONEER, SS EDWIN C. MUSICK, and SS NORMAN J. COLMAN. Participated in the invasions of Sicily, Manila, and had his ship sunk from under him off New Zealand. Holds the American Theater Area and Philippine Liberation Ribbons, and the Asiatic-Pacific and European with Battle Stars. Honorably discharged on 26 October 1945. Son of Mr. and Mrs. W. E. McMillan of Denver, and husband of Elena McMillan, also of Denver.



F 2/C George W. McLain

Born 16 August 1899 in Aguilar, Colo. Attended school in Colo. and was a farmer prior to joining the navy on 12 Nov. 1942. Trained at Farragut, Ida., and served in both the Atlantic and Pacific. Aboard the USS ALABAMA (BB-60), he took part in the battles of the Gilberts, Marshalls, Marianas, Carolines, Palaus, and the Philippines. Honorably discharged on 7 Feb. 1945, his decorations include the American Theater, European Theater, Asiatic-Pacific, 7 Battle Stars, and Victory Medal. He is the brother of Mrs. Helen S. Weir of La Veta, Colo.



Pvt. Ralph Weir

Born 18 April 1915 in Aguilar, Colo. Attended school in La Veta, Colo., and was in the trucking business prior to entering service on 22 Sept. 1941. He received his training at Fort Sill, Okla., and Ft. Leonard Wood, Mo.; and served overseas with Battery C, 979th Field Artillery Bn. He took part in the D-Day invasion of Normandy, and fought in France, Belgium and Holland. Killed in action on 27 Sept. 1944 in Holland, and post-humously awarded the Purple Heart Medal for his supreme sacrifice. He was the son of Helen S. and Robert Weir of La Veta.





EM 3/C Charles Elmer Warner

Born 23 July 1916 in Greeley,
Colo. Attended Pierce, and
Greeley High, and was an
electrician prior to entering
service on 13 Sept. 1944.
Trained at Farragut, Idaho,
and served in the Pacific
Theater with 35th and 19th
N. C. B. Honorably discharged on 7 Feb. 1946, and
holds the American Area, Asiatic-Pacific, Philippine Liberation, and Victory Medal. Son
of Mrs. Phyllis Warner of
Denver. The husband of Mrs.
Clara Warner, they have two
children, Janet and Karen Sue,
and reside in Kersey, Colorado.

through heavy air attacks and shot down three Jap suicide planes during the invasion period.

Seaman Second Class Stanley B. Kennaugh of Denver, in the Armed Guard Service aboard a cargo ship carrying high-test gaoline, fought through heavy air raids in Lingayen Gulf in the South Pacific and at Leyte.

Seaman First Class Harold L. McMillan of Denver also served in the Naval Armed Guard, and saw action at Manila. A veteran of the invasion of Sicily, McMillan once had a ship sunk from under him in an enemy attack off New Zealand.

Fireman Second Class George W. McLain of La Veta, Colo., serving aboard the battleship USS ALA-BAMA, Third Fleet, entered his seventh major campaign with the invasion of the Philippines. McLain had earlier taken part in the Atlantic patrol, and the campaigns of the Marshalls, Gilberts, Marianas, Carolines, and Palaus.

Electrician's Mate Third Class Charles E. Warner of Greeley, Colo., serving in the Pacific Theater with the 35th and 19th Naval Construction Battalions, entered his major campaign on Luzon in the invasion of the Philippines.

The relentless advance of the Sixth Army crunched through all resistance. Camp O'Donnell, about fifty miles from Manila and the scene of the Japanese hell which contained the survivors of the Death March from Bataan, was liberated and Clark Field was taken on January 26. General Eichelberger, the most experienced jungle fighter in the Allied Armies, led the U. S. Eighth Army ashore at the base of Bataan Peninsula on January 29, and MacArthur had two armies for the first time heading for a single objective. Eichelberger led his men into Manila only 104 hours after the first troops left their ships.

The Sixth and Eighth Armies met on Bataan Peninsula and commenced their drive on Mariveles and Corregidor. Fierce hand-to-hand fighting had developed in Manila, and the inhabitants of that city who had suffered inhumanly at the hands of the Japanese during the occupation were to suffer still more as the enemy, in a series of planned executions, blasted and burned the city in one of the most merciless campaigns of sabotage on record.

General MacArthur had left Manila in December, 1941, and entered it again on February 7, 1945. A week later, troops landed on Mariveles, and on the following day an airborne regiment was dropped on Corregidor—winning command of the rocky plateau in three hours. The American flag was raised once more over "The Rock" in an official ceremony on March 2. Manila was cleared of the enemy in the second week of March, but even before its complete liberation, the civil government of the Philippines was returned to President Sergio Osmena and his Cabinet. The rest of Luzon was cleared of the enemy in the battles of northern Cagayan, Aparri,



Pfc. Dewey Earl Younger

Born 3 May 1918 in Burlington, Missouri. Attended schools in Pueblo, Colorado, and joined the Army on 28 Feb. 1941 after previous service in the Colorado National Guard. He received

his preliminary Army training at Camp Forest, Tenn., and saw service in the Pacific, beginning with the New Guinea Campaign. His principal action was in the Philippines and in the Luzon Campaign he landed in Lingayen Gulf on 9 Jan. 1945 with the XIV Corps and fought along the main road through Clark Field and Manila. He successively was attached to the 1st Cavalry east of Manila, 38th Division in Southern Luzon, and transferred back to Battery A, 289th F. A. Obsn. Bn., 1st Corps, 6th Army for the finish of the campaign on Northern Luzon. He was honorably discharged on 13 Oct. 1945, and holds the American Defense Service, Victory and Good Conduct Medals, Asiatic-Pacific Ribbon with Battle Stars, and Philippine Liberation. Son of Mr. and Mrs. O. A. Younger of Pueblo, his wife Hazel Ruth and daughter Donna Marie are





Corporal Bennie G. Mukogawa

Born 20 Oct. 1914 in Maui, Territory of Hawaii. He attended schools in Hawaii, and was engaged in motor transport in Los Angeles prior to entering service on 6 Aug. 1940. He trained at Camp Roberts, Calif., and

Ft. Houston, Texas; and served with the Infantry in the Southwest Pacific Area, principally at Australia and Luzon. Corporal Mukogawa was honorably discharged on 5 Dec. 1945, and is entitled to the American Defense Service Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, Good Conduct Medal, and World War II Victory Medal. The son of Mr. and Mrs. N. Mukogawa of Wailuku, Maui, T. H.; he is married to Marian Mukogawa, and they have two children, David and Lei.

Tuguegarao, Baguio and other points, and organized re-

went ashore on Luzon with Cannon Company, 1st Infantry Regiment, 6th Infantry Division, and fought in the bitter battles of Zig-Zag Pass and Hill 6 south of Manila. A Regular Army man since 1929, Noe added the Distinguished Unit Citation, earned on Luzon, to

First Sergeant Fred E. Noe of Englewood, Colo.,

Private First Class Raymond L. Johnson of Denver

underwent four days of enemy air raids before taking

part in the initial landing in Lingayen Gulf. With Company C, 115th Medical Battalion of the 40th Infantry Division, Johnson was in the fighting around Clark

Field, Zambales, and also made assaults with the 108th

Regimental Combat Team on Masbate and Mindanao.

His military awards included the Combat Medical

with Company E, 160th Infantry Regiment of the 40th Division, the first division to reach Clark Field. A

machine gunner, McNall was wounded on the battle-

field by a machine gun bullet in his right thigh in action

five miles west of Clark Field on Feb. 24, 1945, an

engagement which exacted beavy casualties from his

Colorado National Guardsman before the war, was with

Battery A of the 289th Field Artillery Observation Bat-

talion in the Luzon Campaign, following up his service

Private First Class Dewey E. Younger of Pueblo, a

Private First Class Earl W. McNall of Denver served

sistance came to an end on July 4.

bis numerous decorations.

company.

in New Guinea. Variously attached to the 38th and 43rd Infantry, and 1st Cavalry Divisions, Younger took part in the Lingayen landing, the march to Clark Field and Manila, the fighting at Ipo Dam, and in the clean-up operations in the northern and southern regions of Luzon.

First Lieutenant Thomas G. Clark of Denver was with A Troop, 5th Cavalry Division on Luzon. He was with A Troop in the Leyte Campaign when it won the Distinguished Unit Citation for brilliant action in clearing supply lines after forward elements of another regiment had been cut off. Lt. Clark received the Purple Heart for shell fragment wounds suffered in the bitter fighting for Intramuros, Manila.

First Sergeant George E. Stevens of Denver, an Army Regular, served on Luzon with the 3014th Engineers Maintenance Company. Stevens had previously been in the campaigns of New Guinea and the Bismarck Archipelago, and took part in the invasion of the Admiralities with the 1st Cavalry Division.

First Lieutenant Dorothy P. Gilbert of Colorado Springs served with the Army Nurse Corps on Luzon as

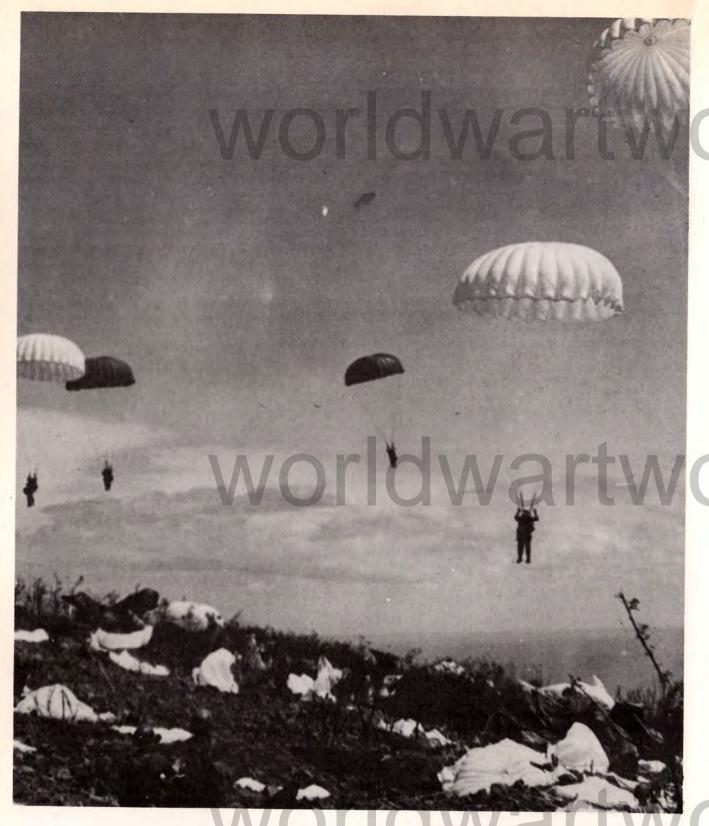


lst/Sgt. Fred Emery Noe

Born 18 June 1913 in Englewood, Colorado. He attended primary and high schools in Englewood; and entered service on 10 January 1944, after previous enlistments since 1929.

Previous enlistments since 1929.

He had received his training at Fort Logan, Colo.; Fort Warren, Wyo.; and Camp Fannin, Texas. Sergeant Noe served with Cannon Company, 1st Infantry Regiment, 6th Division, 6th Army, in the Southwest Pacific Theater and took part in the invasion of Luzon, Philippines. He fought throughout the entire Luzon Campaign, and was later assigned to occupational duty in Korea. Honorably discharged in Korea on 22 December 1946, he reenlisted the following day, and upon his return to the States was stationed at Camp Hood, Texas. His decorations include the American Defense Service Medal, American Theater, Asiatic-Pacific with Star, Philippine Liberation with Star, Bronze Arrowhead, Good Conduct with 3 Clasps, Distinguished Unit Citation, Victory Medal, and Occupational Ribbon. The son of Mrs. Nettie Viola Steck of Englewood, Sergeant Noe is married to the former Kathryn M. Van Vleet, and they have three children—Emery Dale, Kenneth Gary and Joseph Eugene.



SIGNAL CORPS PHOTO

# PARATROOPS RECAPTURE CORREGIDOR

AIRBORNE INVASION. Following the landings in Lingayen Gulf, Luzon, Philippine Islands on 9 January 1945, the U.S. Sixth and Eighth Armies met on Bataan Peninsula and commenced their drive on Mariveles and Corregidor. On 16 February the 503rd Parachute Infantry Regiment jumped on Corregidor Island and won control of the rocky plateau in three hours. The American flag flew over "The Rock" before Manila was cleared of the enemy.

The FIGHTING MEN of COLORADO

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Pfc. Miles R. Fletcher

Born 9 August 1924 in Flushing, Ohio. He attended West High School in Denver, and was a student prior to entering service on 17 June 1943. He received his training at Camp

ice on 17 June 1943. He received his training at Camp Roberts, Fort Ord, and Fort McDowell in California, and served overseas with Company E, 161st Infantry Regiment, 25th Infantry Division. He was in New Zealand and New Caledonia, and took part in the invasion of the Philippines, going into action on Luzon on 17 January 1945. Private First Class Fletcher was killed in action at San Fabian when struck by enemy machine gun fire on 7 March 1945. He was post-humously awarded the Purple Heart Medal for his supreme sacrifice, and had also earned the Good Conduct Medal, Asiatic-Pacific Theater Ribbon with Battle Star, Philippine Liberation Ribbon with Star, Combat Infantryman Badge, and Distinguished Unit Citation. Miles R. Fletcher was the son of Mrs. Faye N. Fletcher of Denver.

Colo., helped free American prisoners of war on Luzon, and was wounded in action on April 25, 1945. A veteran of the Pearl Harbor attack and the early fighting in the Solomons, he served with Company F, 35th Infantry, 25th Division. His decorations earned on the battlefield, in addition to the Bronze Arrowhead, Combat Infantry Badge and Purple Heart, included the Bronze Star and Silver Star Medals.

First Sergeant Stanley E. Wills of Monte Vista, Colo., served with Company I, 161st Infantry Regiment, 25th Division in the Luzon campaign. Wills took part in the fighting which captured the strategic Balete Pass, and the town of Sante Fe, opening the only southern land route to the Cagayan Valley and the last enemy stronghold on Luzon.

Staff Sergeant Otis W. Murray of Grand Valley, Colo., served in Headquarters Company, 1st Battalion, 161st Infantry Regiment, 25th Division in the Sixth Army's campaign on Luzon. Murray took part in the battle of rugged Balete Pass and the Battle of San Manuel.

Private First Class, Miles R. Fletcher of Denver served with Company E, 161st Infantry Regiment, 25th Division in the Luzon invasion. He was killed in action at San Fabian when hit by Japanese machine gun fire on March 7, 1945. Posthumously awarded the Purple

an operating room supervisor. Earlier stationed in New Guinea and the Southern Philippines, Lt. Gilbert saw battle front service in northern Luzon.

Corporal Bennie G. Mukogawa of Alamosa rendered sterling service with Infantry forces in Manila, P. I., following a tour of duty in the Southwest Pacific. Hawaiian-born Mukogawa wore the American Defense Service Ribbon awarded for his pre-Pearl Harbor service.

Private First Class Charles W. Howe of Englewood, Colo., serving with Company I, 158th Infantry Regiment through campaigns in New Guinea, New Britian and the Southern Philippines, landed April 1, 1945, at Legaspi in southeast Luzon with the famed Pacific "Bushmasters." During the sharp fighting, on April 5, Howe was killed in action by enemy rifle fire. The 20-year-old Colorado trooper, who had battled in four major campaigns, was posthumously awarded the Purple Heart Medal and the Philippine Liberation Medal with Bronze Star.

Sergeant Manvel J. Mills of Clinton, Colo., also served with the great 158th Infantry team in the Southwest Pacific and the Philippines. Climaxing his four years of outstanding military service, Mills led a combat rifle squad in many scouting and patrol missions on Luzon.

Technical Sergeant Kenneth H. Seaman of La Veta,



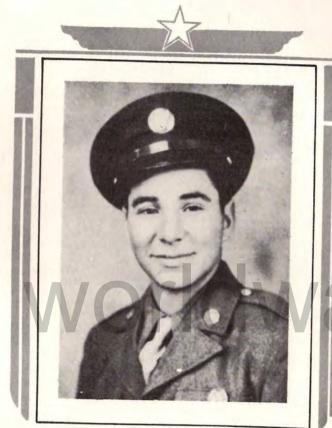
1st/Sgt. Stanley Ewing Wills

Born 7 November 1922 in Monte Vista, Colorado. He attended Hooper High School and Adams State Teachers College, and entered service on 22 May 1943. He received his preliminary

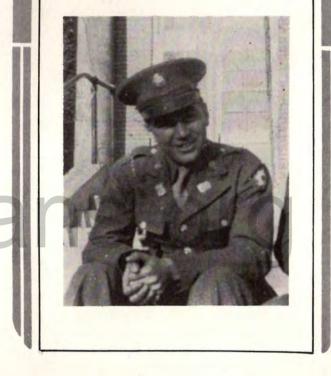
He received his preliminary training at Camp Roberts, California, and served overseas with Co. I, 161st Infantry Regiment, 25th Division, 6th Army. Sergeant Wills fought in the Luzon Campaign and took part in the fighting which captured strategic Balete Pass. The narrow, rugged gateway to the Cagayan Valley of northern Luzon was taken after a siege of two months, and was the last and most strongly defended enemy stronghold on Luzon. Sergeant Wills later served with the Army of Occupation in the Nagoya area of Japan, and was honorably discharged on 25 January 1946. His decorations include the American Theater Area, Asiatic-Pacific Ribbon with Battle Star, Philippine Liberation with Star, Combat Infantryman Badge, Occupation Ribbon, Good Conduct, and Victory Medal. He is the son of Mrs. Anna Wills of Pueblo, Colorado.







artwovetera



# Pfc. Ernest E. Solis

Born 7 June 1926 in Colorado. He attended Annunciation School in Denver, and was a steelworker prior to entering service on 24 October 1944. He received his preliminary training at Camp Wolters, Texas, and served overseas with Company D, 136th Infantry Regiment, 33rd Infantry Division. Corporal Solis saw active duty on Luzon in the Philippines, taking part in the battles of Lingayen Gulf, the enemy stronghold of Baguio, and Manila. He remained on Luzon until the liberation of the Philippines was accomplished, and took up special training in preparation for the invasion of Japan. He landed at Wakayama on the Japanese island of Honshu with the American Forces of Occupation, was attached to the 99th Military Government, and later transferred to 107th Military Government Company, where he served as company clerk. Corporal Solis received his honorable discharge on 26 July 1946 at Fort Lewis, Washington. He had earned the Asiatic-Pacific Theater Ribbon with a Battle Star for the Luzon Campaign, the Philippine Liberation Ribbon, Japanese Occupation Ribbon, and the Good Conduct and World War II Victory Ribbons. He is the son of Mr. and Mrs. Alfonso E. Solis, Sr., of Denver.

Cpl. Alfonso E. Solis, gr.

Born 26 March 1925 in Colorado. He attended primary and high schools in Trinidad, Colorado, and entered military service on 29 July 1943. He received his preliminary training at Fort Snelling, Minnesota, and served overseas in a Military Police Platoon of the 119th Infantry Regiment, 30th Infantry Division, U.S. Ninth Army. He took part in the Normandy Campaign in France when the Ninth Army captured Dieppe, LeHavre and Brest, and participated in the Rhineland Campaign and the action of the Ninth Army at Aachen. He also saw action in Belgium, Dusseldorf and the Battle of the Bulge, and made the Roer crossing. The final battle of his military career was the crossing of the Rhine River, where he lost his life as the objective was being accomplished. Pfc. Solis was killed in the line of duty on 24 March 1945 in a battle area between Wesel and Duisburg, Germany. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, he also earned the Bronze Star and Citation for heroic achievement during the period of 22-24 March 1945, when on traffic control duty under frequent shelling at a road junction near the site of his division's crossing of the Rhine, he continued his important task of directing the movement of men and equipment until mortally wounded by shell fire. Ernest Solis was the son of Mr. and Mrs. Alfonso E. Solis, Sr., of Denver.





EM 3/C Charles Elmer Warner

Born 23 July 1916 in Greeley, Colo. Attended Pierce, and Greeley High, and was an electrician prior to entering service on 13 Sept. 1944. Trained at Farragut, Idaho, and served in the Pacific Theater with 35th and 19th N. C. B. Honorably discharged on 7 Feb. 1946, and holds the American Area, Asiatic-Pacific, Philippine Liberation, and Victory Medal. Son of Mrs. Phyllis Warner of Denver. The husband of Mrs. Clara Warner, they have two children, Janet and Karen Sue, and reside in Kersey, Colorado.

through heavy air attacks and shot down three Jap suicide planes during the invasion period.

Seaman Second Class Stanley B. Kennaugh of Denver, in the Armed Guard Service aboard a cargo ship carrying high-test gaoline, fought through heavy air raids in Lingayen Gulf in the South Pacific and at Leyte.

Seaman First Class Harold L. McMillan of Denver also served in the Naval Armed Guard, and saw action at Manila. A veteran of the invasion of Sicily, McMillan once had a ship sunk from under him in an enemy attack off New Zealand.

Fireman Second Class George W. McLain of La Veta, Colo., serving aboard the battleship USS ALA-BAMA, Third Fleet, entered his seventh major campaign with the invasion of the Philippines. McLain had earlier taken part in the Atlantic patrol, and the campaigns of the Marshalls, Gilberts, Marianas, Carolines, and Palaus.

Electrician's Mate Third Class Charles E. Warner of Greeley, Colo., serving in the Pacific Theater with the 35th and 19th Naval Construction Battalions, entered his major campaign on Luzon in the invasion of the Philippines.

The relentless advance of the Sixth Army crunched through all resistance. Camp O'Donnell, about fifty miles from Manila and the scene of the Japanese hell which contained the survivors of the Death March from Bataan, was liberated and Clark Field was taken on January 26. General Eichelberger, the most experienced jungle fighter in the Allied Armies, led the U. S. Eighth Army ashore at the base of Bataan Peninsula on January 29, and MacArthur had two armies for the first time heading for a single objective. Eichelberger led his men into Manila only 104 hours after the first troops left their ships.

The Sixth and Eighth Armies met on Bataan Peninsula and commenced their drive on Mariveles and Corregidor. Fierce hand-to-hand fighting had developed in Manila, and the inhabitants of that city who had suffered inhumanly at the hands of the Japanese during the occupation were to suffer still more as the enemy, in a series of planned executions, blasted and burned the city in one of the most merciless campaigns of sabotage on record.

General MacArthur had left Manila in December, 1941, and entered it again on February 7, 1945. A week later, troops landed on Mariveles, and on the following day an airborne regiment was dropped on Corregidor—winning command of the rocky plateau in three hours. The American flag was raised once more over "The Rock" in an official ceremony on March 2. Manila was cleared of the enemy in the second week of March, but even before its complete liberation, the civil government of the Philippines was returned to President Sergio Osmena and his Cabinet. The rest of Luzon was cleared of the enemy in the battles of northern Cagayan, Aparri,



Pfc. Dewey Earl Younger

Born 3 May 1918 in Burlington, Missouri. Attended schools in Pueblo, Colorado, and joined the Army on 28 Feb. 1941 after previous service in the Colorado National Guard. He received

his preliminary Army training at Camp Forest, Tenn., and saw service in the Pacific, beginning with the New Guinea Campaign. His principal action was in the Philippines and in the Luzon Campaign he landed in Lingayen Gulf on 9 Jan. 1945 with the XIV Corps and fought along the main road through Clark Field and Manila. He successively was attached to the 1st Cavalry east of Manila, 38th Division in Southern Luzon, and transferred back to Battery A, 289th F. A. Obsn. Bn., 1st Corps, 6th Army for the finish of the campaign on Northern Luzon. He was honorably discharged on 13 Oct. 1945, and holds the American Defense Service, Victory and Good Conduct Medals, Asiatic-Pacific Ribbon with Battle Stars, and Philippine Liberation. Son of Mr. and Mrs. O. A. Younger of Pueblo, his wife Hazel Ruth and daughter Donna Marie are also of Pueblo.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Corporal Bennie G. Mukogawa

Born 20 Oct. 1914 in Maui, Territory of Hawaii. He attended schools in Hawaii, and was engaged in motor transport in Los Angeles prior to entering service on 6 Aug. 1940. He trained at Camp Roberts, Calif., and

trained at Camp Roberts, Calif., and Ft. Houston, Texas; and served with the Infantry in the Southwest Pacific Area, principally at Australia and Luzon. Corporal Mukogawa was honorably discharged on 5 Dec. 1945, and is entitled to the American Defense Service Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, Good Conduct Medal, and World War II Victory Medal. The son of Mr. and Mrs. N. Mukogawa of Wailuku, Maui, T. H.; he is married to Marian Mukogawa, and they have two children, David and Lei.

in New Guinea. Variously attached to the 38th and 43rd Infantry, and 1st Cavalry Divisions, Younger took part in the Lingayen landing, the march to Clark Field and Manila, the fighting at Ipo Dam, and in the cleanup operations in the northern and southern regions of Luzon.

First Lieutenant Thomas G. Clark of Denver was with A Troop, 5th Cavalry Division on Luzon. He was with A Troop in the Leyte Campaign when it won the Distinguished Unit Citation for brilliant action in clearing supply lines after forward elements of another regiment had been cut off. Lt. Clark received the Purple Heart for shell fragment wounds suffered in the bitter fighting for Intramuros, Manila.

First Sergeant George E. Stevens of Denver, an Army Regular, served on Luzon with the 3014th Engineers Maintenance Company. Stevens had previously been in the campaigns of New Guinea and the Bismarck Archipelago, and took part in the invasion of the Admiralities with the 1st Cavalry Division.

First Lieutenant Dorothy P. Gilbert of Colorado Springs served with the Army Nurse Corps on Luzon as

Tuguegarao, Baguio and other points, and organized resistance came to an end on July 4.

First Sergeant Fred E. Noe of Englewood, Colo., went ashore on Luzon with Cannon Company, 1st Infantry Regiment, 6th Infantry Division, and fought in the bitter battles of Zig-Zag Pass and Hill 6 south of Manila. A Regular Army man since 1929, Noe added the Distinguished Unit Citation, earned on Luzon, to his numerous decorations.

Private First Class Raymond L. Johnson of Denver underwent four days of enemy air raids before taking part in the initial landing in Lingayen Gulf. With Company C, 115th Medical Battalion of the 40th Infantry Division, Johnson was in the fighting around Clark Field, Zambales, and also made assaults with the 108th Regimental Combat Team on Masbate and Mindanao. His military awards included the Combat Medical Badge.

Private First Class Earl W. McNall of Denver served with Company E, 160th Infantry Regiment of the 40th Division, the first division to reach Clark Field. A machine gunner, McNall was wounded on the battlefield by a machine gun bullet in his right thigh in action five miles west of Clark Field on Feb. 24, 1945, an engagement which exacted heavy casualties from his company.

Private First Class Dewey E. Younger of Pueblo, a Colorado National Guardsman before the war, was with Battery A of the 289th Field Artillery Observation Battalion in the Luzon Campaign, following up his service



lst/Sgt. Fred Emery Noe

Born 18 June 1913 in Englewood, Colorado. He attended primary and high schools in Englewood; and entered service on 10 January 1944, after

previous enlistments since 1929. He had received his training at Fort Logan, Colo.; Fort Warren, Wyo.; and Camp Fannin, Texas. Sergeant Noe served with Cannon Company, 1st Infantry Regiment, 6th Division, 6th Army, in the Southwest Pacific Theater and took part in the invasion of Luzon, Philippines. He fought throughout the entire Luzon Campaign, and was later assigned to occupational duty in Korea. Honorably discharged in Korea on 22 December 1946, he reenlisted the following day, and upon his return to the States was stationed at Camp Hood, Texas. His decorations include the American Defense Service Medal, American Theater, Asiatic-Pacific with Star, Philippine Liberation with Star, Bronze Arrowhead, Good Conduct with 3 Clasps, Distinguished Unit Citation, Victory Medal, and Occupational Ribbon. The son of Mrs. Nettie Viola Steck of Englewood, Sergeant Noe is married to the former Kathryn M. Van Vleet, and they have three children—Emery Dale, Kenneth Gary and Joseph Eugene.

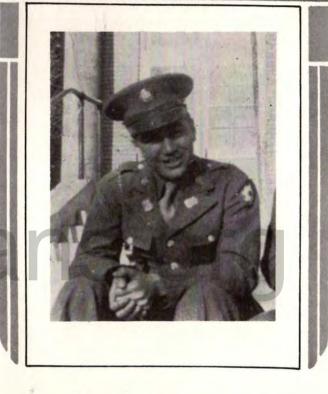
The FIGHTING MEN of COLORADO

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artwowetera



# Cpl. Alfonso E. Solis, gr.

Born 7 June 1926 in Colorado. He attended Annunciation School in Denver, and was a steelworker prior to entering service on 24 October 1944. He received his preliminary training at Camp Wolters, Texas, and served overseas with Company D, 136th Infantry Regiment, 33rd Infantry Division. Corporal Solis saw active duty on Luzon in the Philippines, taking part in the battles of Lingayen Gulf, the enemy stronghold of Baguio, and Manila. He remained on Luzon until the liberation of the Philippines was accomplished, and took up special training in preparation for the invasion of Japan. He landed at Wakayama on the Japanese island of Honshu with the American Forces of Occupation, was attached to the 99th Military Government, and later transferred to 107th Military Government Company, where he served as company clerk. Corporal Solis received his honorable discharge on 26 July 1946 at Fort Lewis, Washington. He had earned the Asiatic-Pacific Theater Ribbon with a Battle Star for the Luzon Campaign, the Philippine Liberation Ribbon, Japanese Occupation Ribbon, and the Good Conduct and World War II Victory Ribbons. He is the son of Mr. and Mrs. Alfonso E. Solis, Sr., of Denver.

# Pfc. Ernest E. Solis

Born 26 March 1925 in Colorado. He attended primary and high schools in Trinidad, Colorado, and entered military service on 29 July 1943. He received his preliminary training at Fort Snelling, Minnesota, and served overseas in a Military Police Platoon of the 119th Infantry Regiment, 30th Infantry Division, U.S. Ninth Army. He took part in the Normandy Campaign in France when the Ninth Army captured Dieppe, LeHavre and Brest, and participated in the Rhineland Campaign and the action of the Ninth Army at Aachen. He also saw action in Belgium, Dusseldorf and the Battle of the Bulge, and made the Roer crossing. The final battle of his military career was the crossing of the Rhine River, where he lost his life as the objective was being accomplished. Pfc. Solis was killed in the line of duty on 24 March 1945 in a battle area between Wesel and Duisburg, Germany. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, he also earned the Bronze Star and Citation for heroic achievement during the period of 22-24 March 1945, when on traffic control duty under frequent shelling at a road junction near the site of his division's crossing of the Rhine, he continued his important task of directing the movement of men and equipment until mortally wounded by shell fire. Ernest Solis was the son of Mr. and Mrs. Alfonso E. Solis, Sr., of Denver.



OFFICIAL U.S. NAVY PHOTOGRAPH

## FIRE TRAIL OF A KAMIKAZE

A JAP SUICIDE PLANE BLAZING as it passes over and misses the USS LUNGA POINT on 21 February 1945. The Nipponese air suicide corps tried consistently to cripple American fleet units, but most of the planes were shot down before they had the chance to crash their targets.



Tech/5 Merl Dean Meek

Born 19 May 1926 in Pueblo, Colorado. Attended Pueblo primary and high schools, and entered service on 14 September 1944. He received his preliminary training at Camp Roberts,

ary training at Camp Roberts, California, and in February of 1945 sailed to the Philippines for active duty, passing through Leyte and Manila. On Northern Luzon he joined the 136th "Bearcat" Infantry Regiment, 33rd Division, as a member of a machine gun section and took part in the fighting for Skyline Ridge in the mountains of northern Luzon. After the cessation of hostilities, he continued service with the 13th General Hospital in Osake, Honshu, Japan. Corporal Meek's decorations include the Good Conduct and Victory Medals, Combat Infantryman Badge, Asconduct Pacific Ribbon with 2 Battle Stars, Philippine Liberation with 2 Stars, and the Japanese Occupation Ribbon. He is the son of Mrs. Mildred Meek of Pueblo, Colorado.

Private First Class Claude T. Cecil of Greeley three times earned the Purple Heart for wounds received in action, once by bayonet and twice by grenade fragments. Serving with Company I, 148th Infantry Regiment of the 37th Division, Cecil battled through bloody Balete Pass and the Cagayan Valley for the finish of the campaign on Luzon.

Technician Fifth Grade Merle D. Meek of Pueblo had a narrow escape from death while in combat on Luzon. During the heat of the wild fighting to take Skyline Ridge in the rugged mountains of northern Luzon, Meek felt a blow on his head. Unburt, he continued fighting. Later, after the objective had been taken, he looked at his helmet and found a hole in it. A Jap bullet had pierced the steel, but left him unburt. A machine gunner of the 136th Infantry Regiment of the 33rd Division, Meek was promoted from private and awarded the Combat Infantry Badge for exemplary performance under fire.

Technician Fourth Grade William Miller of Palisade, Colo., served with the 816th and 632nd Tank Destroyer Battalions, and the 164th and 469th Antiaircraft Battalions in the liberation of the Philippines.

Private First Class Harold F. Oaks of Denver was with the medical detachment of the 1st Battalion, 103rd Infantry Regiment, 43rd Division; on Luzon. A medical

Heart Medal for his supreme sacrifice, Fletcher also won the Distinguished Unit Citation, awarded his company for action at San Manuel in January 1945.

Also with the rampaging "Tropic Lightning" outfit in the fighting on Luzon were Private First Class Lyman E. Van Horn of Grand Valley, and Private First Class Bernard P. Perez of Lamar, Colo. Van Horn, a rifleman and first scout with Company C, 27th Infantry Regiment, received the Purple Heart after being wounded by enemy gunfire at Balete Pass on April 3, 1945. Perez fought through the campaign on Luzon with Company D, 27th Infantry Regiment of the 25th Division.

Staff Sergeant Bernard H. Desmond of Denver was with the 114th Combat Engineers, 32nd Infantry Division on Luzon. Desmond and his fellow engineers distinguished themselves in the tortuous, exhausting "Red Arrow" battle of Villa Verde Trail. The 32nd had the distinction of accepting the surrender of the Japanese General Yamashita near Baguio.

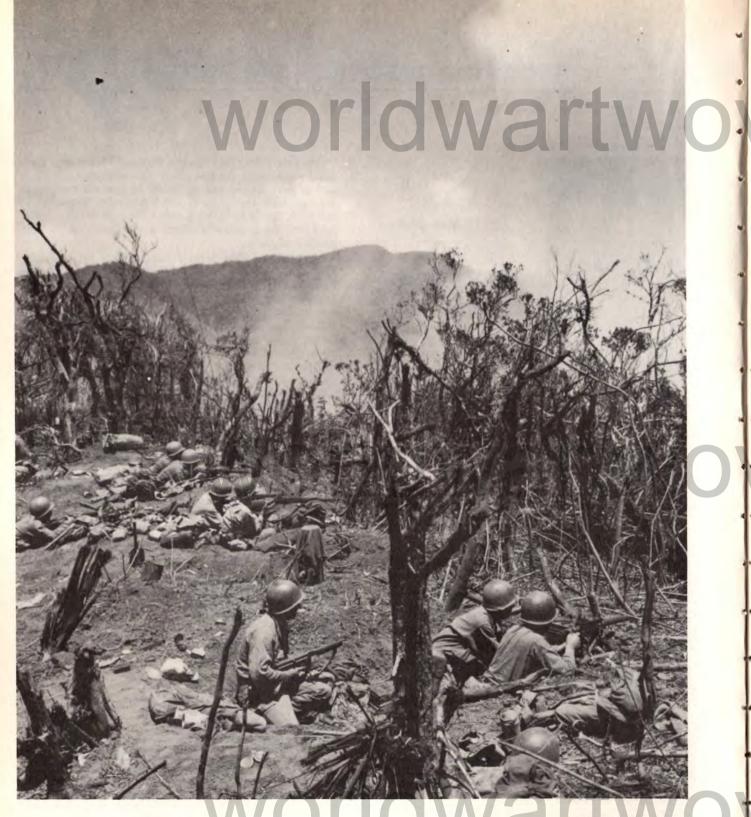
Corporal Alfonso E. Solis of Denver was with Company D, 136th Infantry Regiment of the 33rd Infantry Division on Luzon. In the capture of its objective, Baguio, in a long, tough uphill fight, the 33rd also brought liberation to Brig. Gen. Manuel Roxas, former aide to General MacArthur and later president of the Philippine Republic.



S/Sgt. Dewey R. Campbell

Born 11 November 1917 in Bonne Terre, Missouri. He graduated from South Denver High School in 1935, and was a department store employe prior to entering service on 26 Jan-

to entering service on 26 January 1943. He received his preliminary training at Fort Francis E. Warren, Wyoming, and served with the 160th Quarter-master Salvage Collecting Co. at Fort Bragg, N. C., and overseas in San Fernando and Manila, Luzon, P. I. He was later transferred to Q.M. Section, Alaska Defense Command, Camp Whittier, Alaska; to Sqdn. B, Armament Platoon, Lowry Field, Colorado; and to Co. B, 133rd Bn., 33rd Inf. Regiment, Camp Livingston, Louisiana. Honorably discharged on 6 February 1946, Sergeant Campbell's decorations include the American Theater Area Ribbon, Asiatic-Pacific Ribbon with 2 Stars, Philippine Liberation, and the Good Conduct and Victory Medals. The son of Mr. and Mrs. E. W. Campbell of Denver, he is the husband of Sybil Augusta Campbell, also of Denver, and they are the parents of a daughter, Peggy Jo.



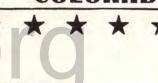
SIGNAL CORPS PHOTO

#### CLEARING THE PHILIPPINES

THE AMERICAN SWEEP THROUGH THE PHILIPPINES pocketed the remaining groups of the enemy in the hills, where the fighting was fierce and heavy. This photo shows troops of the 128th Infantry Regiment, 32nd Division, dug in on top of Hill 604, Villa Verde Trail, and firing on Jap positions over the next ridge.

FIGHTING MEN of COLORADO







S/Sgt. Otis W. Murray

Born 2 April 1925 in Colorado. He attended Wallace Creek primary and Grand Valley High School, and entered military service on 10 June

1943. He received his preliminary training at Camp Roberts, Calif., and served overseas with Hq. Co., 1st Bn., 161st Infantry Regiment of the 25th Division. In the Luzon Campaign, he took part in the Battle of Balete Pass and the Battle of San Manuel. Sergeant Murray was transferred to the 4th Infantry in the last few months of his service, and was honorably discharged on 25 Jan. 1946. He was awarded the Asiatic-Pacific Ribbon with Star, Philippine Liberation, Combat Infantry Badge, Good Conduct and Victory Medals. He is the son of Mr. and Mrs. Otis Murray of Grand Valley.



Lyman E. Van Horn, Jr.

Born 12 April 1925 in Grand Valley, Colo. Attended Grand Valley grade and high schools and was a railroad employe prior to entering service on 24 June 1943. He received his pre-

liminary training at Camp Roberts, Calif., and served in Co. C, 27th Infantry, 25th Division in the Philippines as a rifleman and first scout. While fighting in the battle for Balete Pass on Luzon in the Philippines, he was wounded by enemy rifle fire on 3 April 1945. Pfc. Van Horn was awarded the Purple Heart, and also holds the Asiatic-Pacific Ribbon with Star, Philippine Liberation with Star, and Good Conduct and Victory Medals. Honorably discharged on 26 Oct. 1945, he is the son of Lyman and Gladys Van Horn of Grand Valley, Colo.

aid man attached to a line company of riflemen, Oaks took part in the battle of Ipo Dam near Manila, and was in action until July 5, when he was stricken ill and hospitalized on Levte. He was later transferred to a medical detachment of the 182nd Infantry Regiment, Americal

Staff Sergeant James R. Younger of Clifton, Colo., a veteran of the New Guinea Campaign, saw action in northern Luzon with the 126th Signal Radio Intelligence Company. Younger wore the Unit Citation for meritorious service in the Southwest Pacific.

Private First Class Robert J. Watkins of Fort Morgan, Colo., served on Luzon with the 80th and the 85th Chemical Mortar Battalions, as an ammunition handler and driver.

Private First Class Mike A. Gallegos of Del Norte, Colo., earned his Philippine Liberation Ribbon while serving with Anti-tank Company, 169th Infantry Regi-ment of the 43rd Division. He was later transferred to Battery A of the 517th Field Artillery Battalion.

Technician Fifth Grade Max A. Martinez of Denver was in supply service for Sixth Army troops. A veteran of three campaigns, Martinez worked with the 3120 Ordnance Supply Company on Luzon.

Captain William K. Woolley of Denver was in the Luzon Campaign with Finance Division, U.S. Services of Supply, after service in New Guinea and the Southern Philippines. Woolley was later transferred to the Office of the Fiscal Director, GHQ, Armed Forces in the Pacific.



Robert I. Watkins

Born 12 Feb. 1923 in Evans, Colo. Attended Gill High and business college, and was a clerk and farmer prior to entering service on 8 Jan. 1945. Trained at Camp Roberts, California, and served in the Philippines with 80th and 85th Chem. Mortar Bns. Later transferred to Military Government, Korea, and honorably discharged 6 Aug. 1946. Holds Asiatic-Pacific Ribbon, Philippine Liberation, Japan Occupation, and Victory Medal. Son of Mr. and Mrs. James A. Watkins of Ft. Morgan, Colo.; married to Mrs. Opal Watkins, and they have a daughter, Prudence Marie.



Mike A. Gallegos

Born 19 Nov. 1924 in Center, Colo. Attended Center schools and was engaged in farming prior to entering service on 20 Dec. 1944. Trained at Camp Roberts, Calif., and served with Anti-Tank Co., 169th Reg., 43rd Div., 8th Army, in the Philippines. Transferred to Battery A, 517th Bn., Field Artillery, and re-enlisted in the Regular Army on 17 Nov. 1945 for an 18-months term. Continued service in the Occupation of Japan. Holds the Philippine Liberation and Japanese Occupation Ribbons. Son of Mr. and Mrs. Cirillo Gallegos of Del Norte, Colo.

# orldwartwo

## SIGNAL CORPS PHOTO

## BLASTING A PATH THROUGH BALETE

VETERAN ARTILLERYMEN of the 90th Field Artillery, 25th Division, lay down a murderous barrage on troublesome Jap artillery positions in Balete Pass, Luzon, P. I. Sixth Army Divisions met a fanatical enemy in the mountains of north Luzon and fought long weeks for bitterly-contested ridges.

# Le FIGHTING MEN & COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*



Tech/4 William Miller

Born 17 May 1915 in Palisade, Colo. He attended public schools in Palisade and Grand Junction, and was a farmer prior to entering service on 16 May 1942. He trained at Camp Cooke, Calif., and Camps Bowie, Hood, and Swift in Texas, and served in the 816th and 632nd Tank Destroyer Bns., and the 164th and 469th AA Bns. in the Pacific. He was honorably discharged on 26 Jan. 1946, and holds the American Theater, Asiatic-Pacific, Philippine Liberation, and Victory Ribbons. He is the son of Mr. and Mrs. August Miller of Palisade.

Born 10 June 1925 in Galeton, Colo. Attended schools in Barnesville, Colo., and was a farmer prior to entering service on 11 Oct. 1944. Trained at Camp Robinson, Ark., served in the Philippines with Co. I, 148th Inf. Reg., 37th Division. Fought in the battles for Balete Pass and Cagayan Valley, Luzon. Honorably discharged on 20 Oct. 1945, his decorations include the Purple Heart Medal with 2 Oak Leaf Clusters. The son of Otto and Clara Cecil or Greeley; he is the husband of Melva A. Cecil, and father ot Sherry Cecil.



Pfc. Claude T. Cecil

Born 13 Dec. 1921 in Palisade, Colo. He attended schools in Palisade and Grand Junction, and was a farmer prior to joining the Army Air Corps on 15 Nov. 1940. He received his preliminary training at Kelly Field, Texas, and served with the 83rd Bombardment Sqdn., 12th Bombardment Group (Medium). Sergeant Miller took part in the breaking of the El Alamein Line in North Africa, and also served in the European and Asiatic-Pacific Theaters. He was honorably discharged on 25 June 1945, and is the son of Mr. and Mrs. August Miller of Palisade, Colo.



Sgt. Robert Miller



Pfc. Jim M. Venable

Born 21 Nov. 1920 in Missouri. Attended West High School in Denver and worked for a mining company prior to entering service on 20 Nov. 1944. Trained at Camp Hood, Texas and served with Co. I, 34th Inf. Reg., 24th Division. Participated in the Philippines invasion and won a Battle Star for action on Mindanao. Later transferred to Service Co., 34th Infantry, for occupation duty in Matsuyama, Japan. He is the son of Mr. and Mrs. M. T. Venable of Colorado Springs, Colo. His wife, Edna, and son, James, also reside in Colo. Springs.



Fireman Richard Miller

Born 3 March 1924 in Palisade, Colo. He attended public schools in Palisade and Grand Junction, Colo., and was a farmer prior to joining the Merchant Marine service on 19 February 1945. He received his training at the Seaman School in San Francisco, Calif., and served in the Pacific Area aboard the SS UNION COOPER VICTORY and the SS BENTS FORT, operated by Pacific Tanker, Inc., and Deaconhill Shipping Co., respectively. M. M. Fireman Miller is the son of Mr. and Mrs. August Miller of Palisade, Colo.

Born 23 May 1926 in Denver, Colo. Attended schools in Denver, Dillon and Breckinridge, and entered service on 16 Nov. 1944. He trained at Camp Hood, Texas, and served overseas with Co. E. 2nd Bn., 124th Reg., 31st Division. He saw combat action on Mindanao, and later served in the Southern Philippines with the 172nd Station Hospital. His decorations include the Asiatic-Pacific Ribbon with Battle Star, Philippine Liberation with Star, Combat Infantryman Badge, and Victory Medal. He is the son of Mr. and Mrs. Jesse N. Cox of Dillon, Colorado.



Pfc. Wallace Newton Cox



FIGHTING MEN of COLORADO

Pfc. Harold Francis Oaks

Born 30 Sept. 1919 in Denver. He attended St. Francis and South High schools, and was a salesman prior to entering service on 28 Oct. 1944. He trained at Camp Wolters, Texas, and

served overseas with the 1st Bn., 103rd Inf. Reg., 43rd Div., and later the 182nd Inf. of the Americal Div. He was in action on Luzon in the Philippines as a medical aid man attached to a line company of riflemen, and later was with occupation forces in Fushinobe, Japan. Pfc. Oaks holds the Asiatic-Pacific Ribbon with Star, Philippine Liberation with Star, Combat Medical Badge, Good Conduct and Victory Medals. He is the son of Mr. and Mrs. Harold Oaks of Denver. Husband of Esther Ida Oaks, also of Denver, they have three children.

Staff Sergeant Dewey R. Campbell of Denver was at San Fernando and Manila, Luzon, with the 160th Q.M. Salvage Coll. Company. Campell also had Alaska service, and was a drill sergeant and bayonet-fighting instructor at Camp Livingstone, La.

Private First Class Jim M. Venable of Colorado Springs fought in the Southern Philippines Campaign with Company I, 34th Infantry Regiment, 24th Infantry Division. The 24th Division hit Mindanao on April 17, 1945, plowed through to the coast, stormed Davao, and then began mopping-up operations of the Japs who fled into the hills before the powerful drive.

Private First Class Walter L. Sexton of Wolcott, Colo., a veteran of the Palaus Campaign, was at Mindanao with Company D, 323rd Infantry Regiment, 81st Division, in the capture of Narang Airfield. Sexton saw additional action after Mindanao in the Visayas, Baisayan, and in mopping-up operations on Leyte.

Private First Class Wallace N. Cox of Dillon, Colo., was with Company E, 2nd Battalion, 124th Infantry Regiment, 31st Division in the savage combat on Mindanao which shattered the resistance put up by the Japanese. Following the cessation of hostilities, Cox was transferred for duty with the 172nd Station Hospital.

The most heartrending scenes in the liberation of the Philippines took place at the release of the prisoners in the Japanese camps. Over 20,000 humans in the camps had died under the devilish treatments of the Japs; and the camps of Cabanatuan, Los Banos, Santo Tomas, Bilibid Prison and other internment points yielded physical and psychological wrecks of what had once been fine

human specimens. The stories by the sick and broken survivors of what had occurred during their imprisonment inflamed the entire civilized population of the world into a furious rage. The call for justice rang out —and justice would be done.

United States forces overran the remaining islands with dazzling speed and the Philippine campaign was declared closed on July 5. A great land mass of 115,600 square miles, with a population of 17,000,000, was freed of the enemy. The great victory had cost 12,500 American lives, 450 missing, and 45,000 wounded. But of the estimated 450,000 Japanese troops in the Philippines, only 30,000 were left alive.

The United States air forces pushed their attrition to the limit. The Jap had taken a terrific beating in the Philippines and was now really on the run, but the air arms gave him no peace.

Staff Sergeant Jack W. Platz of Moffat, Colo., flew with the 320th Bomb Squadron, 90th Bomb Group—the famed "Jolly Rogers" of the Fifth Air Force—in the Philippines battle. In the air cover for the Luzon operation, he also took part as an aerial gunner in the invasion of Borneo and flew several missions over Formosa. On June 20, 1945, his plane was returning from a mission when it ran into a heavy storm over Luzon. In bucking the storm, the plane ran out of fuel and the crew was ordered to bail out. Sgt. Platz was not heard from again. The 22-year-old ex-well driller, a real air hero was declared missing in action as of that date.

Staff Sergeant Laurence K. Anderson of Durango was also with the "Jolly Rogers" group, serving with the 400th Bomb Squadron. An aerial armorer and gunner, he flew waist position in his B-24. Anderson took part in the recapture of the Philippines, hombing military objectives in the China and Indo-China theaters, in the covering of the Bataan, Corregidor, Zamboanga and Legaspi landings, and the bombing operations against New Guinea, Formosa, the China Coast and Borneo. Altogether, Anderson flew in 40 missions and marked up 300 hours combat time.

Corporal Cleburne S. Gilliland of Denver served with the 360th Air Service Group, Far East Air Forces in the Philippines. Gilliland was awarded the Presidential Unit Citation, won Battle Stars for campaigns of Bismarck Archipelago, New Guinea, and Luzon.

Staff Sergeant Rodney L. Kellogg of Denver was with the 11th Airdrome Squadron of the 13th Air Force. Holder of the American Defense Service Medal for pre-Pearl Harbor service, Kellogg saw action at Guadal-canal, New Georgia and New Guinea before he entered the Philippine fight.

Technical Sergeant Everett E. McMillen of Denver also had pre-war service. He saw service with the 13th Air Force at New Caledonia, New Zealand and Guadalcanal; and at New Guinea and Luzon with the Far East eterans.org

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Staff Sgt. Jack W. Platz

Born 21 February 1923 in Rocky Ford, Colorado. He attended high school in Moffat, Colorado, and was a well driller prior to entering service on 29 June 1943. He received his preliminary training at Las Vegas, Nevada, Army Air Field; and served in the Southwest Pacific Area with the 320th Bomb Squadron, 90th Bomb Group, the famed "Jolly Rogers" Liberator bombardment group of the Fifth Air Force. It was the Fifth Air Force around which United States air strength in the Southwest Pacific was built, and which developed the low level skip-bombing tactics so highly effective against Japanese surface targets. As a B-24 aerial gunner, Sergeant Platz flew in the Fifth Air Force's punishing raids against enemy objectives in the Philippines, Formosa, Netherlands East Indies, and Indo-China, neutralizing air fields and transportation facilities. He also took part in the Fifth's bombardment support of the Borneo invasion after putting the oil center of Balikpapan out of action, thereby eliminating the Dutch East Indies as a staging area for enemy reinforcement of the Philippines; and after the Fifth acquired bases in the Southern Philippines, followed with the concentrated hammering of objectives on Luzon and the reduction of Corregidor. On 20 June 1945 his plane ran out of fuel over Luzon after bucking through a heavy storm on returning from a mission, and the crew was ordered to bail out. S/Sgt. Platz was not heard from again and was declared missing as of that date. He was the son of Mr. and Mrs. Ora W. Platz of Moffat, Colorado.

# FIGHTING MEN OF COLORADO



Tech. Sgt. Everett E. McMillen

Born 23 March 1914 in Bright-on, Colorado. He attended

on, Colorado. He attended Ebert and Morey schools in Denver, and graduated from Cambria High School, California, in 1933. He was a Denver hotel employe prior to entering the Army Air Corps on May 1941. After receiving his training at Stockton Air Base and Mather Field in California, and Williams Army Air Field in Arizona, he went overseas and served with Hq. & Hq. Co. in Auckland, New Zealand. Later assigned to the 13th Air Force, he served in New Caledonia and Guadalcanal; attached to the 5th Depot, Levie, 5th Depot, 5th De to the 5th Depot, Leyte; 5th Depot, Luzon; Far East Air Force, Hollandia, New Guinea, Morotai, Biak, Luzon, and Okinawa. Sergeant McMillen also served with the 11th Airborne Division as Perimeter Guard, Batangas Bay, Luzon. Honorably discharged on 2 Nov. 1945, his decorations include the American Campaign and Defense Service Medals, Good Conduct with Clasp, Asiatic-Pacific Ribbon with 4 Stars, Philippine Liberation with Star, and the Victory Medal. He is the son of Mr. and Mrs. George W. McMillen of Denver.



2nd Lieut. Corliss E. Dysinger

Born 16 October 1911 in Des Moines, Iowa. He attended Des Moines public schools and after graduating from East High School, joined the Army Air

Corps on 6 May 1941. He served at Hamiltion Field and March Field in California, Chanute Field in Illinois, Sheppard Field in Texas, and received glider pilot training at San Antonio. An honor graduate of the Glider Pilot Class of 25 January 1943 at Dalhart Army Air Field, Texas, Lt. Dysinger applied his ambition in research work for future development of cargo gliders. While serving with the 55th Troop Carrier Squadron at Sedalia Army Air with the 55th Troop Carrier Squadron at Sedalia Army Air Field in Warrensburg, Mo., he was fatally stricken with pneumonia, and a promising career ended with his death on 11 February 1943. Lt. Dysinger held the Aerial Gunner Sharpshooter's Badge, Good Conduct Medal with Clasp, and the American Campaign and Defense Service Medals. He was the son of Elmer J. and Sarah A. Dysinger of Des Moines, and the husband of Mrs. Leona Dysinger of Denver.

Air Force. McMillen was attached to 5th Depot at Leyte and Luzon, and also was with the 11th Airborne Division perimeter guard at Batangas Bay, Luzon. His next job was on Okinawa.

Technical Sergeant Harley Graham of Denver served in the Southwest Pacific with the 4th Air Cargo Resupply Squadron, 54th Troop Carrier Wing, Fifth Air Force. A veteran of the invasion of New Guinea, he took part in the operations at Mindoro, Leyte and Luzon in the Philippines. Graham's unit received a Commenda-

tion from General McArthur for its work in the major Pacific campaigns.

Technical Sergeant Robert E. Stout of Clifton, Colo., a former instructor of airplane armament at Lowry Field, served with the 35th Fighter Squadron, 8th Fighter Group in the Southwest Pacific area. His group had a total of nearly 300 enemy planes and several thousand tons of enemy shipping destroyed in its New Guinea and Philippines operations, and Stout twice received the Distinguished Unit Citation.



Cleburne S. Gilliland

Born 26 Aug. 1918 in Willard, Colo. Attended University of Colorado and worked with the Bureau of Reclamation prior to entering service on 21 Jan. 1942. Trained at Lowry Field, Colo., and served with the 360th Air Service Group, Far East Air Forces. In early air offensives for Wewack and Rabaul. Awarded Asiatic-Pacif-ic Ribbon with Battle Stars for Bismarck Archipelago, New Guinea, and Luzon Campaigns; Philippine Liberation, Unit Citation, Good Conduct, and Victory Medals. Honorably dis-charged 23 Dec. 1945. Son of Mr. and Mrs. S. S. Gilliland of Denver.



Rodney L. Kellogg

Born 1922 in Agate, Colo. Attended Agate Primary and High Schools, and entered service on 19 July 1941. Received preliminary training at Brooks Field, Texas, and served with the 11th Airdrome Sq., 13th Air Force. Fought through the campaigns of Guadalcanal, New Georgia, New Guinea, and the Philip-pines. Holds the American Defense Service and World War II Victory Medals, and the Asiatic-Pacific Area Ribbon with 4 Battle Stars. Honorably discharged on 11 November 1945. Son of Mrs. Edith A. Kellogg, of Denver.



T/Sgt. Robert Eugene Stout

Born 11 June 1920 in Colorado. He attended Grand Junction High School and Mesa College, and was a rancher and ordnance instructor prior to entering service on 18 Sept. 1942. He trained at Ft. Logan, Colo., Jefferson

Barracks, Mo., and was an armament instructor at Lowry Field Barracks, Mo., and was an armament instructor at Lowry Field until leaving in August 1944 for duty overseas. Sergeant Stout served with the 35th Fighter Sqdn., 8th Fighter Grp., and took part in the campaigns of New Guinea, Southern Philippines, Luzon, and Air Offensive Japan and Western Pacific. Honorably discharged on 12 Nov. 1945, his decorations include the Distinguished Unit Citation with Gold Star. Son of Mr. and Mrs. W. E. Stout of Clifton, Colo., he is married and has two sons.

Born 8 Aug. 1923 in Durango, Colo. Attended Bayfield High and entered service on 2 June 1943. Trained in Neb., Texas, Colo. and Wash. Served with 400th Bomb Sqdn., 90th Bomb Grp., 5th Air Force, as a B-24 waist gunner. Flew in action over New Guinea, China, Indo-China, and the Philippines. Covered landings on Bataan and Corregidor, and later ferried airborne troops into Japan. Decorations in-clude Air Medal with 2 Clus-ters, Pacific Area with 5 Stars, Philippine Liberation and Vic-tory Medal. Honorably discharged on 19 Dec. 1945. Son of Mrs. Mary Lassan of Dur-



S/Sgt. Laurence Kenneth Anderson



Pfc. Wade H. Thomas, Ir.

Born 3 August 1912 in Fort Worth, Texas. He attended Chas. E. Gwynn School in Fort Worth, Whittier School in Denver, and was engaged in taxi

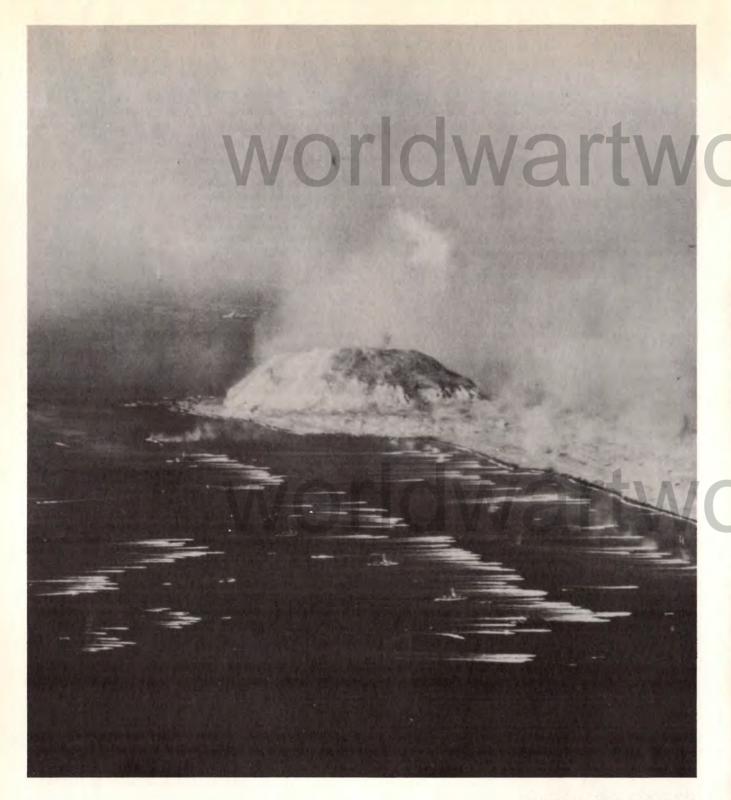
service prior to entering the armed forces on 20 April 1942. He received his preliminary training at Fort Leonard Wood, Missouri; and served overseas in the Southwest Pacific Area with H. & S. Company, 91st Engineer General Service Regiment, with his principal service rendered in New Guinea and the Dutch East Indies. Honorably discharged on 9 February 1946, Pfc. Thomas had earned the American Theater Area Ribbon, Asiatic-Pacific Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Wade H., Sr., and Janie Thomas of Denver, Colorado.



Tech. Sgt. Harley Graham

Born 15 August 1919 in Mound City, Kansas. He attended Mound City public schools and was a railroad stationary fireman prior to entering service on 15 August 1942. Receiving

his preliminary training at Mather Field, California, he served overseas with the 4th Air Cargo Resupply Squadron, 54th Troop Carrier Wing, Fifth Air Force, Southwest Pacific. Sergeant Graham took part in the invasion of New Guinea, and the invasions of Mindoro, Leyte and Luzon in the Philippines. His unit was responsible for expediting air supplies to combat troops, oftentimes under enemy fire while carrying out its missions. Continuing his postwar service in the Army Air Forces, Sergeant Graham has been awarded the American Theater Area Ribbon, Asiatic-Pacific Ribbon with 3 Stars, Commendation Ribbon, Philippine Liberation with Star, Good Conduct, Victory Medal, and Japanese Occupation. The son of Mr. and Mrs. Henderson Graham of Mound City, Kansas, he is the husband of Mary Smith, of Denver, and they have a daughter, Roberta Louise.



OFFICIAL U.S. NAVY PHOTOGRAPH

## INVASION OF IWO JIMA

IWO JIMA WAS OF VITAL IMPORTANCE to the air assault on Japan. Its possession would mean fighter escort for the B-29 sweeps over Tokyo, and way fields to save hundreds of battle-damaged bombers unable to make the full return flight to their bases in the Marianas, 800 miles farther to the south. The eight square miles of Iwo Jima made up a rocky fortress defended by over 20,000 enemy troops, perfectly situated and perfectly prepared, and was to be turned into one of the bloodiest battles in the Pacific war. After a 72-day bombardment from the air and a three-day bombardment from the sea, the Fifth Marine Corps supported by the Fifth Fleet landed along the southeast coast of Iwo, 775 miles from the main Japanese Island of Honshu, on 19 February 1945.

## LAST BATTLES IN THE PACIFIC

Iwo Jima and Okinawa Fall to Victorious American Forces

Chapter Four

B-29 Superfortresses were ushering in a new era of warfare from the skies. These mighty battleships of the air were pounding into dust and flames the bases and cities of the enemy in a vast perimeter. The people on the Japanese homeland, formerly smug in their centuries-old security, now gazed in terror as the huge bombers circled daily in their skies. The bases for these giants were on Saipan, Tinian and Guam. Guam was now the Headquarters of Admiral Nimitz, and thanks to the work of the dauntless Seabees, had been developed into a far mightier base than Pearl Harbor had ever been. But additional bases were needed nearer Tokyo so that fighter planes could escort the long-range B-29's, Flying Fortresses and Liberators. The eyes of the American Command were on the strategic springboard of Iwo Jima, only 750 miles from the Japanese capital.

Heavily fortified Iwo was under daily air attack. The island, only five miles long and less than two miles wide, enjoyed an ideal defensive position and presented an extremely difficult objective to be seized. The entire shore line could be covered with concentrated fire against any invasion, and there were only two beaches on which a landing was possible. United States forces prepared to take this island.

A diversionary assault succeeded far beyond expectations. On the morning of February 16, the Fifth Fleet sailed close to the shores of Japan, and in the first carrier blow against a great metropolis, launched 1,200 planes in a two-day assault against Tokyo. As the unprecedented destruction rained on the Japanese capital, the enemy was so occupied and numbed with shock that he never suspected that the Iwo landings were approaching their H-hour. Closing in on Iwo Jima were 800 naval vessels and 60,000 Marines.

## MARINES TAKE IWO

Cruisers, destroyers and six battleships circled the eight square miles of the little island on the morning of February 19 and poured in a devastating load of shells from very close positions. The returning fire was considerable and caused heavy casualties among the gunboats firing into the shore defenses. The water's edge was littered with wreckage as the Marines stormed ashore on the east coast. In two hours they established a beachhead 4,500 yards long and 500 yards deep in a position north of Mount Suribachi, the extinct volcano that dominated the southern end of the island. The Fourth Marine Division had the job of driving across the narrow tip of the island while the Fifth was assigned the task of taking the two main airfields in the center. The Third Division was held in reserve.

Signalman Third Class William D. Stegmiller of Tabernash, Colo., was aboard the fleet minesweeper USS SHELTER in the reduction of defenses and occupation of Iwo Jima. The SHELTER arrived at the island with the initial bombardment force on February 16 and swept for mines within a mile of the island, taking fire from the beach and returning it with all guns. During the landing operations the SHELTER escorted amphibious craft and let lent its anti-aircraft fire in breaking up enemy air attacks. The minesweeper was also on antisubmarine patrol around the island.

Electrician's Mate Second Class Robert J. Hubkey of Denver was aboard the destroyer USS HAZEL-WOOD in the seizure and occupation of Iwo Jima.

Motor Machinist's Mate First Class Foster B. Campbell of Denver took part in the Tokyo strikes and the invasion and defense of Iwo Jima aboard the destroyer USS IRWIN.

# worldwartwo

## OFFICIAL U.S. MARINE CORPS PHOTO

## THE IWO ATTACK BEGINS

A WAVE OF MARINES begin the attack from the beach at Iwo Jima on D-Day as another boatload of battle-tested veterans land on the beach by an assault craft. Although landing under cover of a terrific naval and aerial barrage, all but the very first waves of the Fourth and Fifth Marine Divisions got a fierce reception.

The FIGHTING MEN of COLORADO

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



EM 1/C Harvey Charles Weber

Born 16 December 1923 in Memphis, Tennessee. Attended grade school and South High in Denver and was a sheetmetal worker prior to entering military service on 27 November 1942. He received his preliminary training at the United States Naval Training Station at Farragut, Idaho, and was assigned for duty aboard USS Yard Mine Sweeper 93. He later served on the USS BENNINGTON (CV-20) in the Caribbean, and was with the BENNINGTON when it sailed for the far Pacific to join in the final great battles of the war. Attached to the Third and Fifth Fleets, the BENNING-TON and her crew participated in raids on airfields and installations on Okinawa, Ie Shima, Honshu, Kyushu, and Nansei Shoto; in the attack on the enemy naval base at Kure; in the sinking of an enemy convoy including the Japanese battleships YAMATO and NAGATO; in support of the invasion and occupation of Okinawa and Iwo Jima; and in strikes against the Tokyo area including airfields, shipping, naval units and factories. Electrician's Mate 1/C Weber has been awarded the American Theater Ribbon, the Asiatic- Pacific Ribbon with 3 Bronze Stars for the Iwo Jima and Okinawa actions and the raids on Tokyo, and the Good Conduct and Victory Medals. He is the son of Mrs. Minnie Weber of Denver, Colorado.

Chief Quartermaster William G. Noel of Denver entered his eighth major operation in the Iwo campaign, serving aboard the escort aircraft carrier USS SAGINAW BAY.

Aviation Ordnanceman First Class Fenton E. Douglass Jr. of Denver had been in the battle of Tarawa before moving into the Iwo fight, and had also seen service in the Marianas. Douglass served with various carrier aircraft service units and Fleet Air Wing 14, and had won a Commendation for fearless and aggressive voluntary action on the night of 26 December 1944 during an air raid, when he assisted in the removal of PV aircraft away from burning planes.

Electrician's Mate First Class Harvey C. Weber of Denver served aboard the carrier USS BENNINGTON in support of the invasion and occupation of Iwo Jima. Weber took part in the numerous strikes against the Japanese home islands, the Battle of the Inland Sea, and was in at the kill of the two Jap super-battleships, YAMATO and NAGATO.

Seaman First Class William J. Gutierrez of Swink, Colo., served aboard the seaplane tender USS HAMLIN in the Third Fleet's operation at Iwo Jima. Gutierrez was a veteran of the Philippine Campaign and also took part in the Ryukyus offensives.

Shipfitter Third Class Murray L. Westbrook of Denver served aboard the destroyer USS LEUTZE at Iwo.

Giving close-in fire support directly under the muzzles of Jap shore-based defense guns, the LEUTZE lost her captain and suffered thirty crew members wounded after taking a hit in her forward stack.

Seaman First Class Robert D. Lindemann of Denver, a veteran of the Philippine Campaign, fought through the most violent air-naval engagement making the Iwo Jima invasion. A crew member of the USS BISMARCK SEA, he survived the sinking of his ship when the escort carrier was attacked and sent down by enemy air attack off the island on 21 February 1945. Lindemann was cited by his captain for bravery during the action.

Motor Machinist's Mate Third Class Vernon H. Koenig of Denver earned the Purple Heart during the invasion of Iwo. Going in with the initial assault waves on D-Day, Koenig suffered shrapnel wounds on the sixth day of the battle when his ship, USS LCT-1029, was sunk by enemy mortar fire.

Seaman First Class Glenn W. Gunter of Mosca, Colo., served aboard the attack transport USS DEUEL in the invasion of Iwo Jima.

Chief Machinist's Mate Clarence A. Pfertsh of Denver served at Iwo aboard the destroyer USS CUM-MINGS. A veteran of eight major naval campaigns in the Southwest Pacific, including the Philippine sea battle, Chief Pfertsh had the honor of being in the escort for President Roosevelt during the Commander-in-





S 1/C William I. Gutierrez

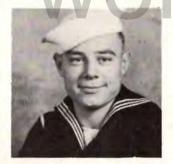
Born 24 May 1925 in Swink, Colorado. He attended primary and high schools in Swink, and was a student at the time of en-tering service on 18 March 1943. He trained at Farragut, Idaho,

and was assigned to duty aboard the USS HAMLIN (AV-15), attached to the Third Fleet. Seaman Gutierrez saw action in the Philippines Area, in the invasions of Iwo Jima, Kerama Retto in the Ryukyus, and Okinawa; and was in the first part of the Third Fleet's occupation forces to enter Japan. Honorably dis-charged on 19 Dec. 1945, he was awarded the Purple Heart for wounds received in action at Kerama Retto. He also holds the American Theater, Asiatic-Pacific with 3 Stars, Philippines Liberation, Commendation, Japan Occupation, and Victory Medal He is the son of George and Fannie Gutierrez of Swink, Colorado. The husband of Ruth Irene Gutierrez, they have a daughter, and reside in Tacoma, Washington



MoMM 3/C Vernon H. Koenig

Born 14 Oct. 1925 in Hoxie, Kan. Attended Kan. and Colo. schools and was a Westwood High student at time of entering service on 5 Oct. 1943. He trained at Farragut, Navy Pier and Norfolk before going overseas in June 1944 for service aboard LCT 1029. He took part in the invasion of Iwo Jima and was wounded when his ship was sunk. He later served on Saipan and Iwo Jima. His decorations include the Purple Heart, Bronze Star, and Asiatic - Pacific Ribbon with Battle Star. He is the son of Mr. and Mrs. Koenig of Denver.



RM 3/C Victor C. Koenig

Born 14 October 1925 in Hoxie, Kansas. He attended Kansas and Colorado schools and was a student at Westwood High at the time of entering service on 5 October 1943. He received his boot training and radio schooling at Farragut NTS, Idaho, and rarragut N1S, Idaho, and went overseas in June 1944. Radioman Koenig served aboard the tanker USS ANTONA (IX-133) in fleet supply missions in the Pacific, later served on Okinawa. His decorations include the American Theater and Asiatic-Pacific Ribbons, and Victory Medal. The son of Mr. and Mrs. Henry Koenig of Denver.



S/Sgt. Louis A. Gutierrez

Born 26 December 1922 in Swink, Colorado. He attended public schools in Swink, and worked at the La Junta Army Air Field prior to entering military service on 14 December

1942. He received his preliminary training at the Marine Base in San Diego, California, and was assigned to duty in the Continental United States. Sergeant Gutierrez served in the Bombardier and Gunnery School, and also Service Squadron 43, at El Centro, California; and later Service Squadron 48, Carrier Group 51, at Santa Barbara, California. He was preparing to ship overseas when the war ended, and was honorably discharged on 9 November 1945. His decorations include the American Theater Area Ribbon, and World War II Victory Medal. The son of George and Fannie Gutierrez of Swink, Colorado, he is married to Blanch Gutierrez, and they have a son.



S 1/C Robert D. Lindemann

Born 13 Jan. 1927 in Denver, Colo. Attended Manual High School and entered Navy on his 17th birthday, 13 Jan. 1944. Trained at Bremerton, Wash., and was assigned to duty aboard the escort aircraft carrier USS BISMARCK SEA. He saw action in the Battle of Luzon, and was a survivor of the sinking of the BIS-MARCK SEA off Iwo Jima on 21 Feb. 1945. His decorations include a special Citation for bravery during the enemy air attack on his ship. Seaman Lindeman continued postwar service on Guam, Marianas Is. He is the son of Mrs Hulda I. Gillette of Denver. He is the son of Mrs.



Clarence A. Pfertsh

Born 12 Aug. 1917 in Welby, Colo. Attended school in Welby and entered service on 24 Feb. 1942. Trained at San Diego, Calif., and served in the Pacific Area aboard the USS CUMMINGS (DD-365). At-tached to DD Div. 4, he served in the 3rd, 5th, 7th and 9th Fleets, and Task Force 58, and fought in campaigns from Guadalcanal to Iwo Jima. Honorably discharged 25 Oct. 1945, he holds the American Theater, Asiatic-Pacific with 8 Battle Stars, Philippine Liberation, Good Conduct, and Victory Medal. He is the son of George and Mary Ann Pfertsch of Den-



S1/C Glenn Wm. Gunter

Born 9 December 1922 in Romeo, Colorado. Attended school in Mosca, Colorado, and was a farmer prior to entering service on 9 May 1944. He trained at Farragut, Idaho, and served in the Pacific Area aboard the USS

DEUEL (APA-160). Seaman Gunter took part in the invasions of Iwo Jima and Okinawa, and was later assigned to duty in the Philippines. His decorations include the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon with 2 Battle Stars, Philippine Liberation Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the husband of Mrs. Eula Gunter of Mosca, Colorado, and they are the parents of a daughter, Nyla Lou Gunter.



Robert Ray Cooley

Born 20 July 1926 in Mosca, Colo. Attended schools in Mosca and entered service on 31 June 1944. Trained at Farragut, Ida., and served in the Pacific Area aboard the USS CALLAGHAN (DD-792). Took part

in the raids on Formosa and Indo-China, and the invasions of Iwo Jima and Okinawa. He was present at Okinawa before the initial landings and until after the island was secured. Fireman Cooley lost his life when his ship was sunk off Okinawa by an enemy plane on 29 July 1945; the suicide craft crashing into the very gun mount in which he was stationed. A memorial service was held at sea on 12 Aug. 1945 for the men who lost their lives in this action. Robert Ray Cooley was the son of Otis B. and Alice C. Cooley of Mosca, Colo.

Born 1 December 1922 in Denver, Colo. Attended Fairmont, Baker Jr. High and West High Schools, and was a telephone lineman prior to entering service on 18 August 1942. Received his training at San Diego and Alameda, Calif., and Memphis, Tenn. Served with CASU 16, 44, 5, and 6, and FAW 14; and took part in the battles of Tarawa, Saipan, Tinian, and Iwo Jima.
Followed active service with
duty at NAS, San Diego. His
decorations include the Commendation Ribbon for outstanding action. He is the son of Mr. and Mrs. F. E. Douglas Sr. of Denver.



AOM 1/C Fenton E. Douglass, Jr.

Chief's tour of bases at Pearl Harbor and Adak, Alaska in July and August of 1944. At Seattle, Wash., the President made his address to the nation from the forecastle of the CUMMINGS.

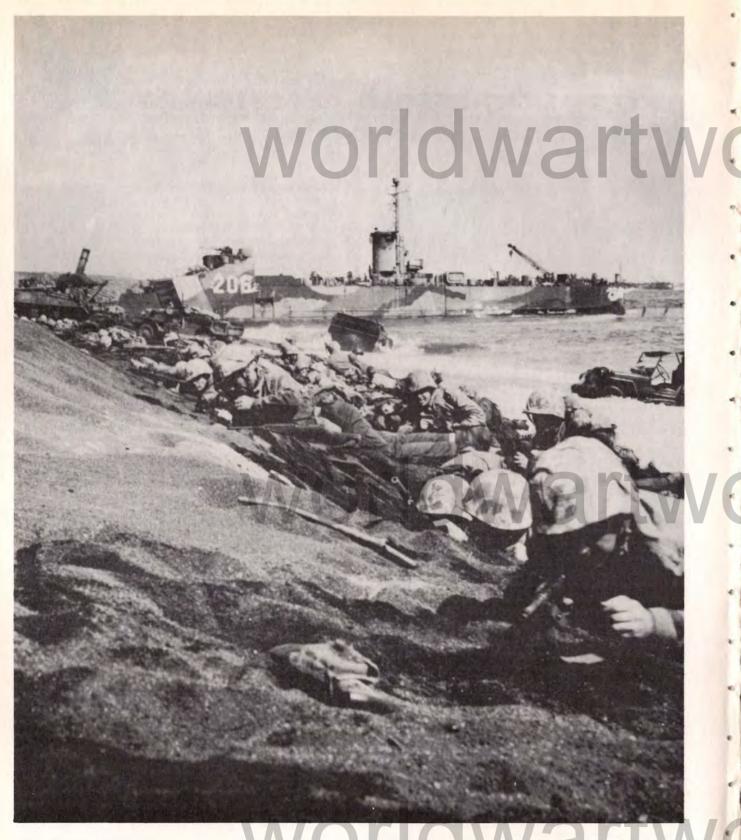
Fireman First Class Robert R. Cooley of Mosca, Colo., served aboard the destroyer USS CALLAGHAN in the invasion of Iwo Jima. Cooley also took part in raids on Formosa and Indo-China.

The struggle that followed was a nightmare for the troops and the Marine Corps had on its hands the toughest fight in its career. The enemy garrison of 20,-000 troops was skillfully hidden in an intricate, powerful system of defenses and was employing the most modern weapons the Japanese had yet shown. Most of the shore defenses and air power had been knocked out by the sea and air bombardment preceding the landing, but as the Marines scrambled and slipped on the treacherous volcanic sand and ash, they were met with a withering fire from mortars and heavy gun positions on Suribachi.

The Marines drove across the island by the end of the first day, isolated Suribachi, and got a toehold on the Motoyama No. 1 airfield, which they fully occupied the following day. The enemy threw in a furious counterattack early the second day which was broken up only after a desperate battle. The ferocity of the fighting raged undiminished into the third day. Although 1,800 Japanese dead had been counted, American casualties were also heavy and the Third Division was landed to take positions between the Fourth and Fifth. Some of the enemy aircraft managed to rise and attacked the supporting ships, sinking the escort carrier Bismarck Sea. All that night and the following day the Japanese hurled violent and constant counterattacks. These attacks were repulsed, but they succeeded in slowing down the American advance and adding to the mounting toll of casualties.

Substantial progress was made on February 23. The Third and Fourth Divisions were crowding the southern end of Motoyama Airfield No. 2, and the Fifth was making headway around the western end. The Twentyeighth Marine Regiment was blasting and burning its way up 554-foot Mount Suribachi, and an advance patrol fought its way through opposition to plant the American flag atop the extinct crater at 10:35 in the morning. The capture of Suribachi brought relief from the deadly mortar and artillery fire which had issued from it to pin down and tear up the American advance. The Marines lost 385 killed in the first two days, and 4,168 wounded.

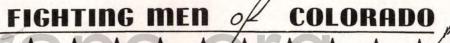
Platoon Sergeant Elmer G. Schreiber of Denver, a veteran of the campaigns in the Solomons, Marshalls and Marianas, was killed during action against the enemy on 25 February 1945 while serving with Company K, 3rd Battalion, 9th Marines, Third Marine Division.



OFFICIAL U.S. MARINE CORPS PHOTO

## INTO THE ENEMY FIRE

PINNED DOWN. Fourth Division Marines are briefly pinned down by enemy fire as they hit the beach at Iwo Jima on D-Day. Making their fourth amphibious assault in thirteen months, the veteran fighters are preparing to secure the right flank of the initial beachhead.





Corp. Bonito Salisbury

Corp. William Jennings Bryan

Born 26 Sept. 1925 in Ignacio, Colorado. He attended Ignacio primary and high schools and was a student prior to entering service on 22 Sept. 1943. He trained at Camp Pendleton in

Oceanside, California, and served overseas as an automatic rifleman with Company D, 2d Battalion, 28th Marines, Fifth Marine man with Company D, 2d Battalion, 28th Marines, Fifth Marine Division. Corporal Bryan landed on Iwo Jima 35 minutes after H-hour, 19 Feb. 1945, and was with his regiment in the savage four-day battle required to capture Mt. Suribachi. He continued in the fighting until wounded by machine-gun fire on 1 March during an assault on an enemy-held ridge. Honorably discharged on 21 December 1945, Corporal Bryan's decorations include the American Theater Area Ribbon, Asiatic-Pacific Ribbon with Battle Star, Purple Heart Medal, Presidential Unit Citation and the Victory Medal. He is the son of Mrs. Nettie Bryan of Ignacio, Colorado.

Carrying his machine gun and aided by a fellow Marine, Schreiber worked his way through a heavy barrage of Japanese artillery fire in the vicinity of Motoyama Air-Japanese artillery fire in the vicinity of Motoyama Atr-field No. 2, setting up his weapon in a position from which he could deliver covering fire for a platoon with-drawing from untenable ground. Despite a heavy and fatal enemy hombardment, he remained at his gun and continued to fire while wounded men were being evacu-ated from the front, refusing to leave until his company had established a defense line for the night. By his cool courage indomitable fighting spirit and steadfast devocourage, indomitable fighting spirit and steadfast devo-tion to duty, Sgt. Schreiber contributed materially to the saving of many lives and to the successful organization of defense in a vital area. He was posthumously awarded the Purple Heart and Bronze Star Medals for upholding the highest traditions of the U.S. Naval Service.

Corporal Anthony D. Horvat of Pueblo, a veteran of the campaign on Bougainville, was killed in action during the early fighting on Iwo Jima, when the frightful concussion of enemy artillery fire took his life. Post-humously awarded the Purple Heart Medal for his supreme sacrifice, Cpl. Horvat had also earned the American Defense Service Medal for pre-Pearl Harbor service. He bad served with Company L, 3rd Battalion, 9th Marine Regiment, 3rd Marine Division.

Sergeant Libe Ortega of Denver, who had taken part in the invasion and capture of Guam, was in the Iwo fight with Company D, 3rd Tank Battalion, 3rd Marine Division. Ortega was in the thick of the bloody fighting Born 4 Dec. 1923 in Council Bluffs, Iowa. He ws a student at Central High School in St. Joseph, Mo., at the time of joining the Marines on

Pendleton, Calif., he served in the 7th Defense Battalion in the emergency on Samoa, then returned to the States for reassignment in May of 1943. He fought on Iwo Jima with Co. C, 1st Bn., 28th Reg. of the 5th Marine Div., and was killed in action on 3 March 1945 by mortar fire after wiping out an enemy position. Corp. Salisbury had earned the American Defense, Asiatic-Pacific, Good Conduct and Purple Heart Medals. Son of Orman and Ida Salisbury, St. Joseph, Mo. Wife, Marie, and son, Terry, of Denver.

> Corp. Richard Alvin Nichols

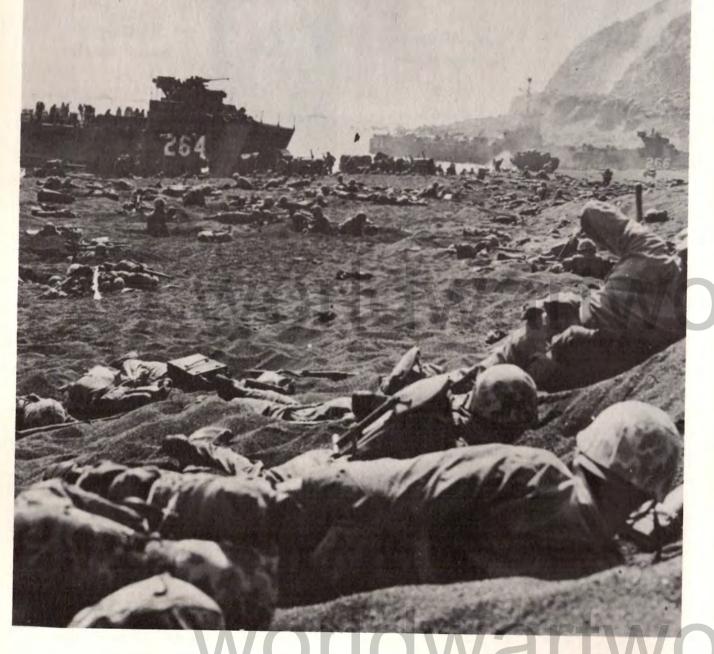
> > Born 23 July 1921 in Denver, Colorado. Attended Fairmont, Baker and West High schools, and was a steel-

worker prior to entering service on 5 May 1944. Received his preliminary training at Camp Crowder, Missouri, and served with Co. B, 49th Signal Heavy Construction Bn. He was under air attacks while aboard ship off the coasts of Tinian and Saipan; and landed on Iwo Jima 19 Feb. 1945, participating in all the battles on that island and serving there until 28 Sept. 1945. Following with service on Guam after the close of the war, he holds the Asiatic-Pacific Ribbon with Battle Star and Meritorious Unit Citation. Son of Mr. and Mrs. Urcil Nichols, he is married and has two children.

until knocked out of the battle with a leg wound on 3 March 1945.

Corporal William J. Bryan of Ignacio, Colo., landed with the first assault waves in the invasion. Serving as an automatic rifleman with Company D, 2nd Battalion, 28th Marine Regiment, 5th Marine Division, be took part in the storming of Mt. Suribachi and was at the peak when the Flag was raised over Iwo. He continued in the fighting until March 1 when he was wounded by enemy machine gun fire during an assault on a ridge.

# worldwartwo



OFFICIAL U.S. MARINE CORPS PHOTO

## ACROSS THE BEACH

MARINES BURROW IN THE VOLCANIC SAND on the beach at Iwo Jima, as their comrades unload supplies and equipment from landing vessels despite the heavy rain of enemy fire from deeply planted Japanese positions on Mount Suribachi in the background.

The FIGHTING MEN of COLORADO

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Pfc. Max Renwick Willcox

Born 11 June 1925 in Greeley, Colorado. He attended primary and high schools in Greeley, and was a clerk and newspaper employe prior to joining the Marine Corps on 30 January 1943. He

received his preliminary training at San Diego and Camp Pendleton, California, and served overseas in the Pacific Area with Company D, Second Battalion, 27th Marines, Fifth Marines Division, Pfc. Willcox participated in the invasion and assault on Iwo Jima, and was killed in action on that island on 7 March 1945. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, he had also earned the American Theater Area Ribbon and Asiatic-Pacific Theater Ribbon with Battle Star. He was the son of Mr. and Mrs. J. L. Willcox of Greeley, Colo.



Sgt. Genevieve Willcox

Born 30 June 1921 in Superior, Nebraska. She attended high school in Greeley, Colorado, and was a nurse at the Colorado State Hospital in Pueblo prior to joining military service on 23

February 1943. She received her preliminary service on 25 February 1943. She received her preliminary training at Ft. Des Moines, Iowa; and served with SCU 1550, WAC Det. at Fort Knox, Kentucky, SCU WAC Det. at Fort Des Moines, Iowa, and SCU WAC Det. at Fort Leavenworth, Kansas. Sergeant Willcox received her honoable discharge on 6 February 1946, and had earned the American Theater Area Ribbon, Service Ribbons, Good Conduct Medal, and the World War II Victory Medal. She is the daughter of Mr. and Mrs. J. L. Willcox of 1201 Fifteenth Avenue, Greeley, Colo.

Sgt. Bryan was awarded both the Purple Heart Medal and the Presidential Unit Citation.

Corporal Durward R. Dunn of Burlington, Colo., also served with Company D, 2nd Battalion of the glory-laden 28th Marines. He was killed in action by Jap machine gun fire on March 1 in fighting which exacted severe casualties among his company. A veteran of Bougainville and Vella LaVella in the Solomons where he served with the 1st Marine Parachute Regiment, Cpl. Dunn earned the American Defense Medal for prewar service in addition to his posthumous awards of the Purple Heart and Presidential Unit Citation.

Corporal Bonito Salisbury of Denver died a hero's death on Iwo Jima. A pre-Pearl Harbor Marine, he was serving with Company C, 1st Battalion, 28th Regiment of the 5th Marine Division, when he volunteered to wipe out a Jap mortar position earlier by-passed by the 28th Marines in their drive for forward positions. Salisbury had just completed his mission when he was struck by a mortar shell and killed instantly.

Private First Class Max R. Willcox of Greeley, Colo., served with Company D, 2nd Battalion, 27th Marines of the 5th Marine Division on Iwo Jima. He was killed in action on March 7 after fighting from the beachhead and through the thick of the bloody campaign. Pfc. Willcox was posthumously awarded the Purple Heart Medal for his supreme sacrifice.

Private John J. Critchfield of Burlington, Colo., was with the first wave of Marines to hit Iwo. Serving with Company D, 2nd Battalion, 28th Regiment of the 5th Marine Division, he was in the battle for Suribachi and was present at the flag-raising when the peak was captured. He continued fighting with his unit on the west side of the island until killed in action by a Jap sniper on March 10. Pvt. Critchfield was posthumously awarded the Purple Heart and the Presidential Unit Citation.

Staff Sergeant John W. Kincaid of La Veta, Colo., landed at Iwo with Headquarters, 3rd Marine Division, remaining on the island for the duration of the campaign and some time after. A veteran of the Solomons and Marianas campaigns, Sgt. Kincaid included in his battle honors a Commendation and recommendation for rating earned by heroic action in picking up wounded far in enemy territory.

Sergeant Dale F. Kinkade of Colorado Springs was decorated for meritorious achievement against the enemy on Iwo March 23 while serving as an automatic rifleman with Company I, 3rd Battalion, 9th Marines, 3rd Marine Division. Taking command of a rifle unit on that day when all the officers had become casualties, Kinkade led his men in an attack against a heavily defended enemy stronghold which was impeding an advance, and destroyed the enemy position. He was

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OFFICIAL U.S. MARINE CORPS PHOTO

## IN THE AFTERNOON

WHILE SMOKE AND DUST from the fight on the slopes of Mount Suribachi distort the shape of the volcano, United States Marines that afternoon hit the beach where the first waves landed in the morning on Iwo Jima, and scramble forward through the soft, treacherous ash.

veterans.org

READY TO ATTACK

OFFICIAL U.S. MARINE CORPS PHOTO

IN FULL VIEW OF ENEMY OBSERVERS on the slopes of Mount Suribachi, to the left, and ignoring murderous mortar fire raining upon them from all sides, Fifth Division Marines worm up the sandy ridge from the beach of Iwo Jima in one of the many phases of their relentless D-Day assault.



OFFICIAL U.S. MARINE CORPS PHOTO

OUT BUT NOT DOWN

FIGHTING IN THE FRONT LINES of Iwo Jima, this Fifth Division Marine was badly shocked when a Jap mortar shell landed beside him. Still on his feet, he was hurried towards a behind-the-lines aid station by two supporting Marines. There were no safe areas, even for the wounded, in the early days of the battle.

he fighting men of colorado



Corp. Durward Ray Dunn

Born 6 May 1921 in Wheeler, Texas. Attended Burlington, Colo., primary and high schools and joined the Marine Corps on 9 Sept. 1940. Trained at San Diego, and fought on Bougainville, Solomon Is., with Co. I, 3rd Parachute Bn., 1st Marine Parachute Regt. Killed in action 1 March 1945 by machine gun fire on Iwo Jima while fighting with Co. D, 2nd Bn., 28th Marine Regt., 5th Div. Awarded the Purple Heart, American Defense, and Asiatic-Pacific with 2 Battle Stars. He was the son of Mr. and Mrs. William Dunn, and husband of Barbara Dunn, of Burlington.

Born 11 Feb. 1920 in Burchard, Nebr. He attended Colorado Springs primary and high schools, and was employed in Civil Service prior to joining the Marines on 6 July 1942. He trained at San Diego, and served overseas in Co. 1, 3rd Bn., 9th Marines, 3rd Marine Division. Sergeant Kinkade earned the Bronze Star for meritorious achievement against the enemy while fighting as an automatic rifleman on Iwo Jima. He is the son of Mr. and Mrs. Neelen F. Kinkade of Fairbury, Nebr., and the husband of Mrs. June Kinkade of Colorado Springs.



Sgt. Dale F. Kinkade

awarded the Bronze Star Medal for his display of leadership, initiative and valor.

Corporal Richard A. Nichols of Denver, a veteran of action at Tinian and Saipan in the Marianas, served with Company B, 49th Signal Heavy Construction Battalion on Iwo Jima for seven months beginning with the D-Day assault, taking part in the heaviest fighting during the campaign. Cpl. Nichols shared in a Meritorious Unit Plaque award.

The southern half of Iwo, including the No. 2 Airfield, was under Marine control by February 25, and the main villages of Nishi and Higashi were being pressed. Progress was slow, but steady, and on March 10 the enemy forces were split into three parts and subjected to combined land, sea and air battering. The end came on March 16. The United States Marines had taken a vitally important objective in twenty-six days over tremendously powerful defenses and fanatical enemy resistance. Their toll in casualties amounted to 4,189 officers and men killed, 441 missing, and 15,308 wounded. The Japanese lost more than 20,000 dead.

Bloody Iwo was a miniature of the destruction which was being wrought in Japan. Thousands of tons of explosive and fire bombs dropped by the B-29's were violently turning Japan into a land of chaos. Strangled by blockade, and with her defenses being blasted away, the Land of the Rising Sun lay shattered, and in flames.

Captain Ernest M. Shirley Jr. of Pueblo flew 35 combat missions against the Japanese homeland as a B-29 plane commander and flight leader. Earlier, he had flown in eight raids against Japanese installations in the Aleutians and also against the Jap naval base at Paramushiro in the Kuriles. Captain Shirley made his demolition, incendiary and mining raids over Japan while with the 1st Bomb Squadron, 9th Bomb Group, 313th Wing of the 20th Air Force based on Tinian in the Marianas. Later to become officer-in-charge of the Administrative Section, Operations Division of U. S. Strategic Air Force on Guam, the young airman's war record earned him the Distinguished Flying Cross with 2 Oak Leaf Clusters, Bronze Star, Air Medal with 3 Clusters, and Distinguished Unit Citation.

Flight Officer Arthur L. Kendrick of Palmer Lake, Colo., also served with the 20th Air Force on Guam, flying in the B-29 "City of Denver" for 35 missions successfully accomplished over the Japanese homeland. His unit was cited for the courage, determination and combat proficiency displayed by the crew members in an aggressive aerial bombardment of Yokohama.

an aggressive aerial bombardment of Yokohama.
Staff Sergeant John A. Meier of Denver was killed in action on 5 May 1945 while on a bombing mission over Japan. He was flying with 871st Bomb Squadron, 497th Bomb Group of the 20th Air Force when his B-29 was attacked by enemy fighters and sent down over Kure.

Corporal James B. Graham of Pueblo served on Saipan attached to ground forces servicing the giant planes. He was with the 875th Bomb Squadron, 498th Bomb Group, 73rd Wing of the 20th Air Force, the first B-29 Wing to operate in the Pacific against Japan.

As the Allies watched the convulsions of Japan, they saw the vanishing ghosts of her once powerful fleet and air force, dissipated in the skies and waters of the Pacific. But they also saw vast and still intact Japanese armies numbering 5,000,000 men. The battle was not over yet. These armies must be met and destroyed.



OFFICIAL U.S. MARINE CORPS PHOTO

## FIREWORKS ON HELL'S HALF ACRE

THIRD MARINE DIVISION landed on third day of Iwo assault to bolster the center of the Marine line, and to join the fight for Motoyama air strip. Above, the first rounds take flight as Marine rocketeers launch pyramids of projectiles toward Japanese emplacements in support of a Leatherneck advance. Being mobile, the rocket units resorted to hit and run tactics to escape enemy counterfire.



Capt. Ernest M. Shirley, Ir.

Born 4 March 1921 in Lexington, Ky. He attended Pueblo Central High and Colorado School of Mines, and was a student at the time of joining the Army Air Corps on 27 March 1942. He trained at flying schools and air fields in California and New Mexico, and served his first combat duty in the Aleutians. During 1944 he was a B-29 instructor pilot at Clovis, N. M., and during January-July 1945 served with the 1st Bomb. Squadron, 9th Bomb. Group, 313th Wing, 20th Air Force, as a B-29 plane commander and flight leader. Based on Tinian in the Marianas, Captain Shirley flew 35 combat missions against the Japanese homeland. From July 1945 until January 1946 he was officer-in-charge of the Administrative Section, Operations Division of U.S. Strategic Air Force on Guam. He was honorably discharged on 7 April 1946, and his decorations include the Asiatic-Pacific Ribbon with 5 Stars, Distinguished Flying Cross with 2 Oak Leaf Clusters, Bronze Star, Air Medal with 3 Oak Leaf Clusters, and Dist. Unit Citation. He is the son of Mr. and Mrs. E. M. Shirley, Sr., of Pueblo, Colo.



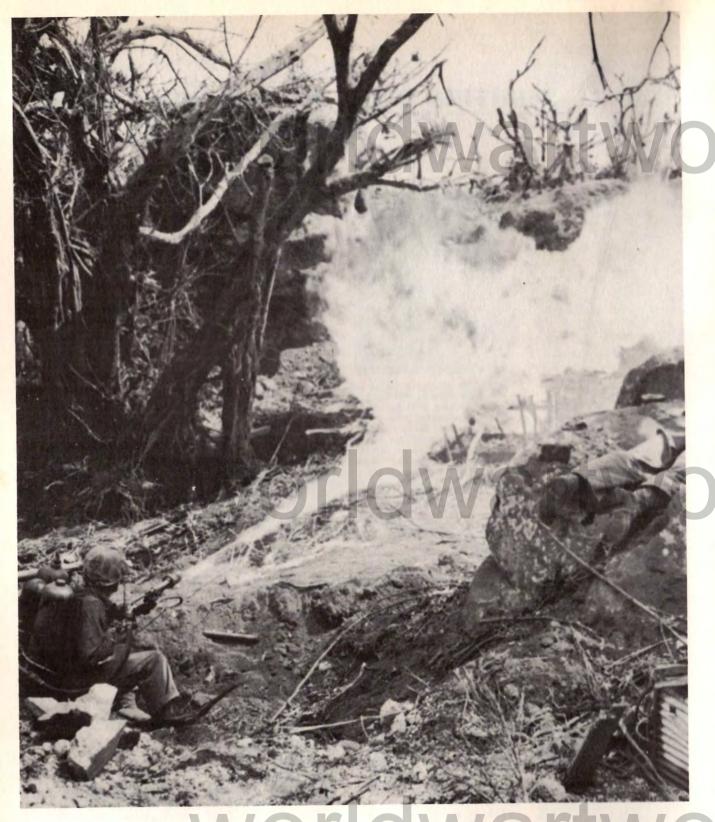
Corp. James B. Graham

Born 22 Aug. 1921 in Colorado Springs, Colo. Attended Thatcher and Centennial H. S. and was a steel mill crane-S. and was a steel mill craneman prior to entering service on 17 Dec. 1942. Trained at Kelly Field, Texas, Great Bend, Kan., and served with ground forces on Saipan attached to the 875th Bomb. Sqdn., 498th Bomb. Grp., 73rd Bomb. Wing; first B-29 Wing to operate in the Pacific to operate in the Pacific against Japan. Holds the Amer-ican Theater, A-P Ribbon with 3 Stars, Good Conduct and Victory Medals. Honorably discharged on 22 Nov. 1945. He is the son of Mrs. Pearl Graham of Pueblo, Colo.



S/Sgt. John Alois Meier

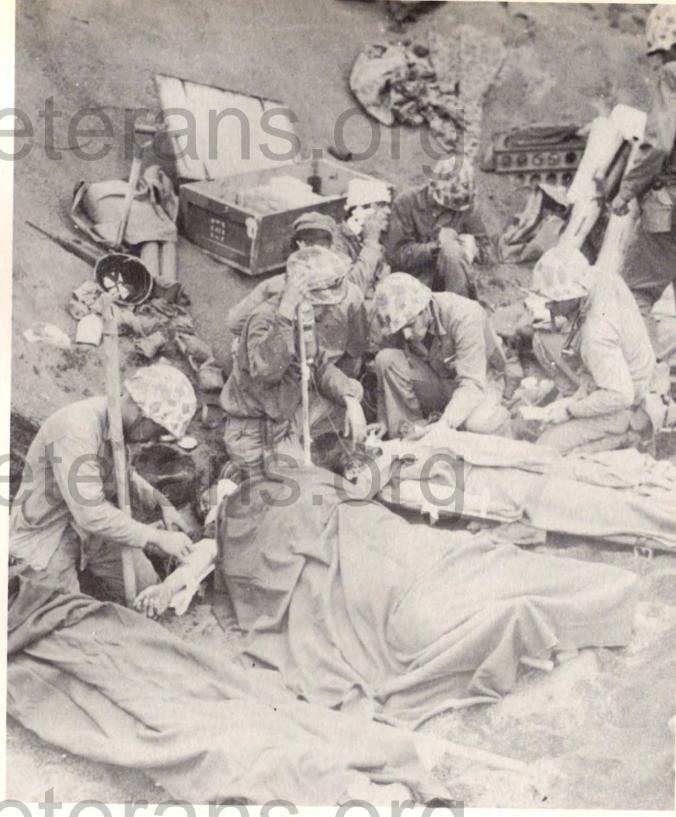
Born 4 March 1921 in Ft. Cobb, Okla. He attended primary and high schools in Maple Grove and Aurora, Colorado, and was a steel-worker prior to entering service on 10 November 1943. After his training, he was assigned to the 20th Air Force, and served in the Pacific Area with the 497th Bomb. Grp., 871st Bomb. Sqdn. Sergeant Meier lost his life on 5 May 1945 when his plane was shot down by enemy aircraft while on a B-29 bombing mission over Kure, Japan, and was posthumously awarded the Purple over Kure, Japan, and was posthumously awarded the Purple Heart Medal for his supreme sacrifice. He was the son of Mrs. Florence Lee Meier of Denver; and is also survived by his wife, the former Louise M. Petefish of Littlefield, Texas, and a son, John Alois, Jr.



OFFICIAL U.S. MARINE CORPS PHOTO

## DEVIL'S BREATH ON HELL'S ISLAND

TWO MARINES HIT THE DECK to throw a scorching inferno at the mighty defenses which blocked the way to Iwo Jima's Mount Suribachi. High explosives and flame were used to blast and burn the Japs from their powerful, thickly-sown defense positions. Only about a hundred Japanese were taken alive out of a garrison that numbered approximately 23,000.



eterans on Iwo

OFFICIAL U.S. MARINE CORPS PHOTO

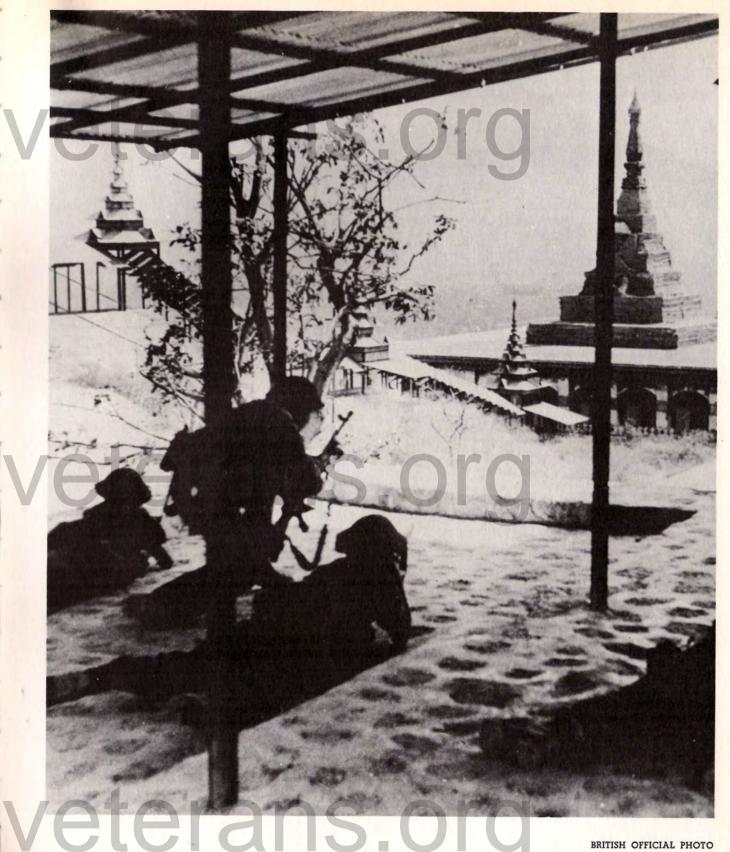
PLASMA WARD. Navy doctors and corpsmen administer to wounded Marines at an aid station established in a gully on Iwo Jima. The high casualty rate in this operation required the use of gallons of plasma and whole blood sent by air from the West Coast.



GOVERNMENT OF INDIA INFORMATION SERVICES

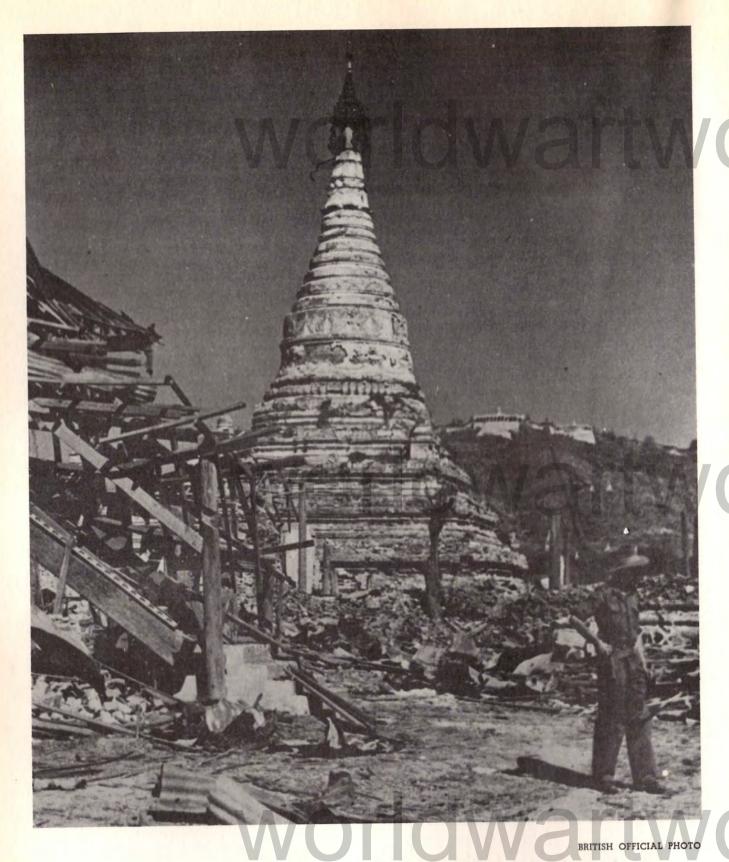
## MANDALAY PORT SIEGE

JAP EFFORTS TO HOLD FORT DUFFERIN, last enemy strong point in Mandalay, cracked under merciless pounding by besieging Allied forces. In this photo, men of a medium battery, R.A., bombard the fort over open sights.



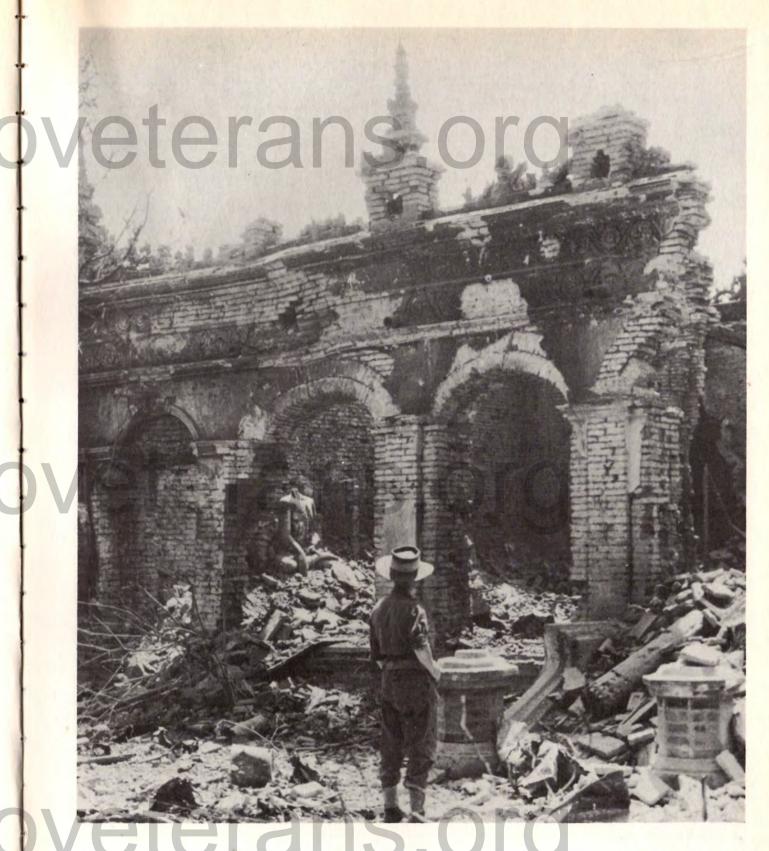
## FALL OF FORT DUFFERIN

A STRONG ARMORED COLUMN THRUST on 8 March 1945 fought its way into Mandalay and 12 days later captured the last remaining stronghold of the Japanese-held city. The picture shows British riflemen guarding the slopes of Mandalay Hill as the battle raged about Fort Dufferin below.



## THE BATTLE FOR MANDALAY

ENEMY RESISTANCE CEASED IN MANDALAY on 20 March 1945. British and Indian troops captured Burma's second city after 12 days of fighting in blazing heat of 130 degrees. A British soldier is shown above inspecting bomb damage by Allied air attacks on the outskirts of Mandalay. In the background is Mandalay Hill, taken by charging Gurkhas.



BRITISH OFFICIAL PHOTO

## BOMB-SHATTERED MANDALAY

A BRITISH INFANTRYMAN ON GUARD in a bomb-damaged building in the heart of Mandalay. The streets of Mandalay are filled with rubble following the fight for the city, climaxing the campaign of the British 14th Army to clear the Japanese out of the central Burma.



OFFICIAL U.S. NAVY PHOTOGRAPH

## HORNET GUNNERS MAKE A KILL

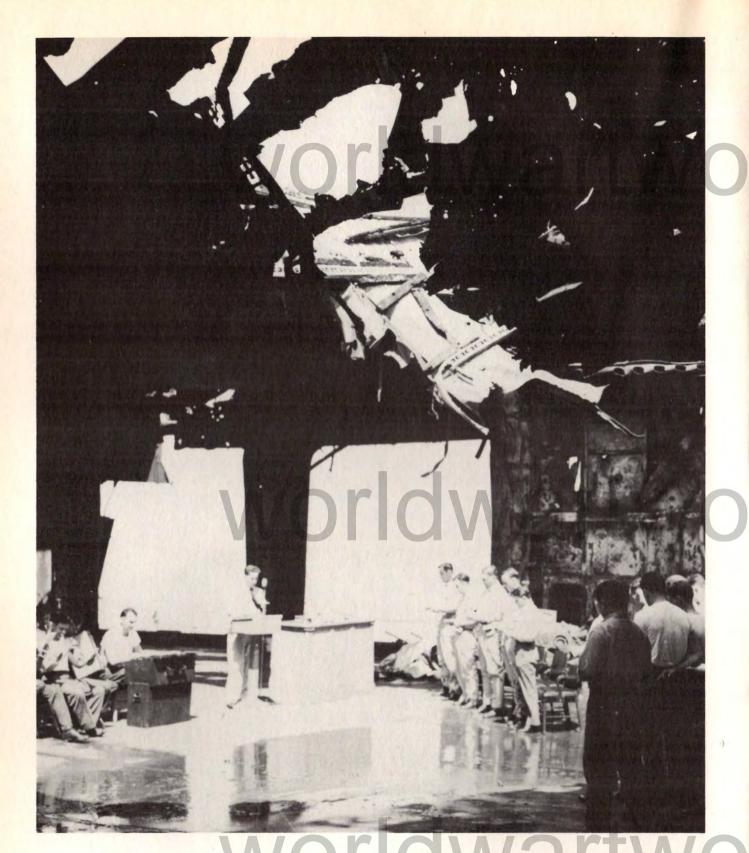
FLAMING COFFIN FOR JAP. Gunners of the USS HORNET score a direct hit on a Jap bomber which flames like a huge torch in the sky. This action came on 18 March 1945 when a U.S. fast carrier task force sent its planes to cut loose over targets in Japan's Inland Sea.



OFFICIAL U.S. NAVY PHOTOGRAPH

## THE CARRIER FRANKLIN ON FIRE

THE USS FRANKLIN LISTS HEAVILY as the cruiser USS SANTA FE stands by to help the badly damaged carrier. Hit by two bombs from a lone Japanese dive bomber which penetrated the defense ring while the 27,000-ton FRANKLIN lay only 60 miles from the shore of Japan on 19 March 1945, burning fuel and exploding ammunition turned the carrier into an inferno. Twisted and scarred from the experience, she made an American port under her own power and lived to fight again.



OFFICIAL U.S. NAVY PHOTOGRAPH

## BURIAL SERVICES AT SEA

MEN ABOARD THE USS FRANKLIN conducting a prayer service before a burial at sea for those men lost in the FRANKLIN's heroic fight against death off the coast of Japan. The carrier's losses in the catastrophe were 800 killed or missing and 300 wounded. In the largest mass decoration in American naval history, nearly 200 awards for valor were awarded to members of the FRANKLIN's crew.

veterans.org

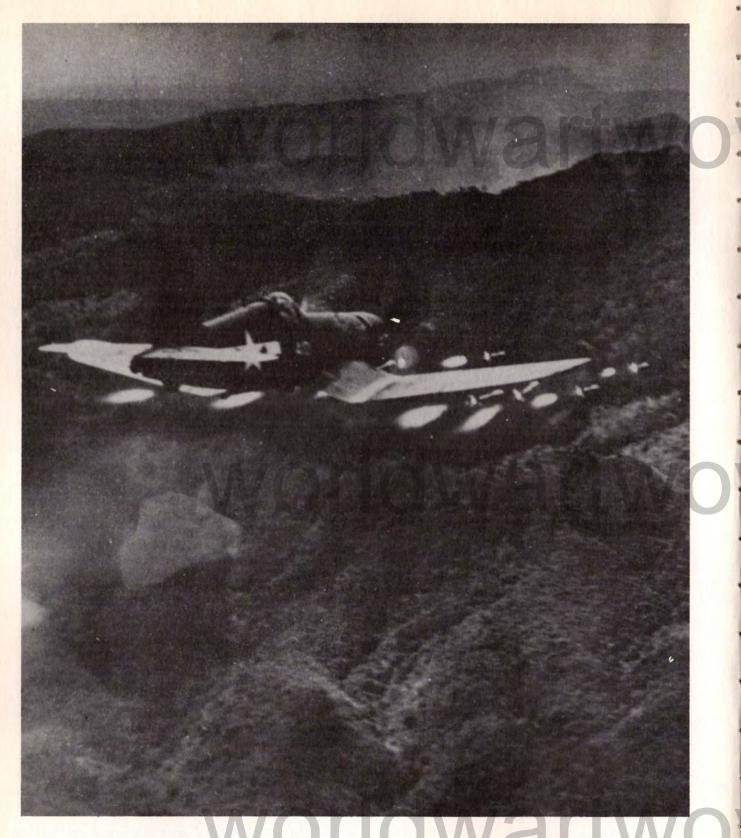
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OFFICIAL U.S. NAVY PHOTOGRAPH

## JAP HOME TERRITORY UNDER FIRE

SHOWERS OF ROCKETS from LSM's (R) blast the shores of Tokishiki Shima, launching the offensive on the Ryukyus 26 March 1945. The 77th Division of the Tenth Army landed on Kerama Retto, west of Okinawa, and in three days the force had secured all islands in the Kerama chain and had emplaced artillery within range of the key island, Okinawa.



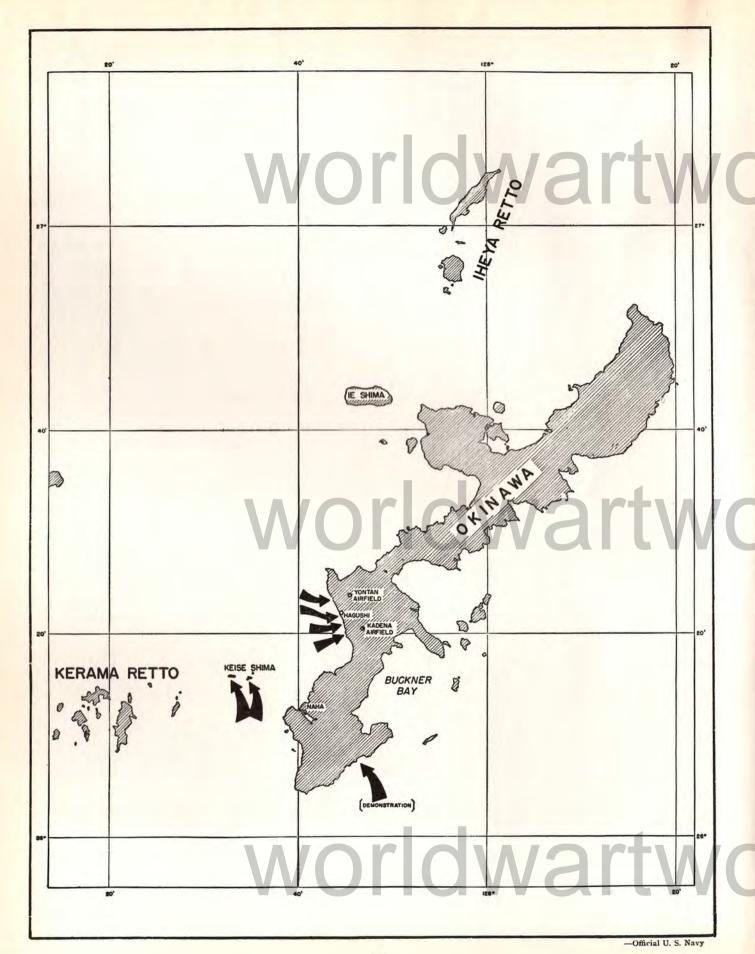
OFFICIAL U.S. MARINE CORPS PHOTO

MAKING A RUN over Japanese positions on Okinawa, a Marine Corsair cuts loose eight five-inch rockets—comparable to a full broadside from a destroyer. This unusual photo was made by a Marine from a plexi-glass-nosed belly tank slung under the wing of a P-38. The concussion from the rocket blast blew the photo ship over on its right wing and almost caused it to crash into the target area. eterans.org

THE INVASION OF OKINAWA

OFFICIAL U.S. NAVY PHOTOGRAPH

LANDINGS ON JAPANESE HOME TERRITORY were carried out on 1 April 1945, Easter Sunday, by the U.S. Tenth Army, made up of the XXIV Army Corps and the III Marine Corps. Beachheads were established on the west coast of long, narrow Okinawa under cover of an intense naval bombardment. This photo shows amtracs moving in as a gun-studded battleship hurls mighty salvos into the targets ashore.



The FIGHTING MEN of COLORADO

\* \* \* \* \* \* \* \* \* \* \* \* \* \*

BEGINNING OF THE END—OKINAWA BATTLE

With the navy and air force blazing the trail, United States troops piled ashore on the bastion of Okinawa—last barrier to the invasion of Japan—on Easter Sunday, April 1, 1945. Here was begun the last great epic of World War II. This classic battle was still to be swaying in fury when the war ended in Europe on May 7. Possession of the island was to be gained on June 21—and seventy days after the fall of the final Japanese stronghold . . . the end of the war in the Pacific.

The situation was being changed all over the vast Pacific theater of war. As the Philippines were being restored and Burma was being cleared of the enemy, operations in the East Indies were proceeding according to Allied strategy. The South and Central Pacific was cleared or neutralized, and on the Asiatic continent the Japanese were finding that they were in good position to have the initiative taken from them by the Allied commanders. The scene was now ready for an invasion of the enemy's home territory.

The most expedient method of launching the expected assault appeared to lie in the Ryukyu Islands, considered an integral part of Japan itself. The string of islands stretched in a southwesterly direction from Kyushu, southernmost island of Japan, to the Amami group which made up the northern mass of the Ryukyu Archipelago. Below was the Okinawa group, largest and most important of all. Okinawa was essential because it dominated the East China and Yellow Seas. In Allied hands, the island would open up the China coast from Foochow to Korea, expose all of southern Japan to aircraft strikes, bring the bastion of Formosa into the open for attack, and enable the blockade of the home islands to be drawn tighter than ever.

Okinawa, the main island in a group of more than fifty, was nearly seventy miles long and from three to ten miles wide. Its many beaches available for landing purposes offered attackers the valuable element of surprise. Over the rugged and mountainous terrain in the northern part of the island, and the fertile valleys of the south, were scattered about 500,000 inhabitants—with 70,000 of this number concentrated in the capital city of Naha on the west coast. The total population of the Okinawa group was 820,000 and was garrisoned by 100,000 Japanese troops. Criss-crossed by fine landing strips, the main island was heavily fortified even to the extent that defenses were created of the sacred caves and burial places.

Okinawa was selected as the next stopping place for the American forces converging on Japan. The commands were drawn up in this fashion: Major General Willis Hale—commander of the Army Air Forces of the Pacific Ocean Areas and deputy commander of the Twentieth Air Force, succeeding Lieutenant General Millard Harmon who was lost with a plane in early March while flying from Pearl Harbor to an advanced base; General Arnold—retaining command of the Twentieth Air Force; General MacArthur—command of all army forces in the Pacific theater; Admiral Nimitz—command of all naval forces in the Pacific theater. Over-all direction and coordination of strategy lay in the joint chiefs of staff, Generals Marshall and Arnold and Admirals King and Leahy.

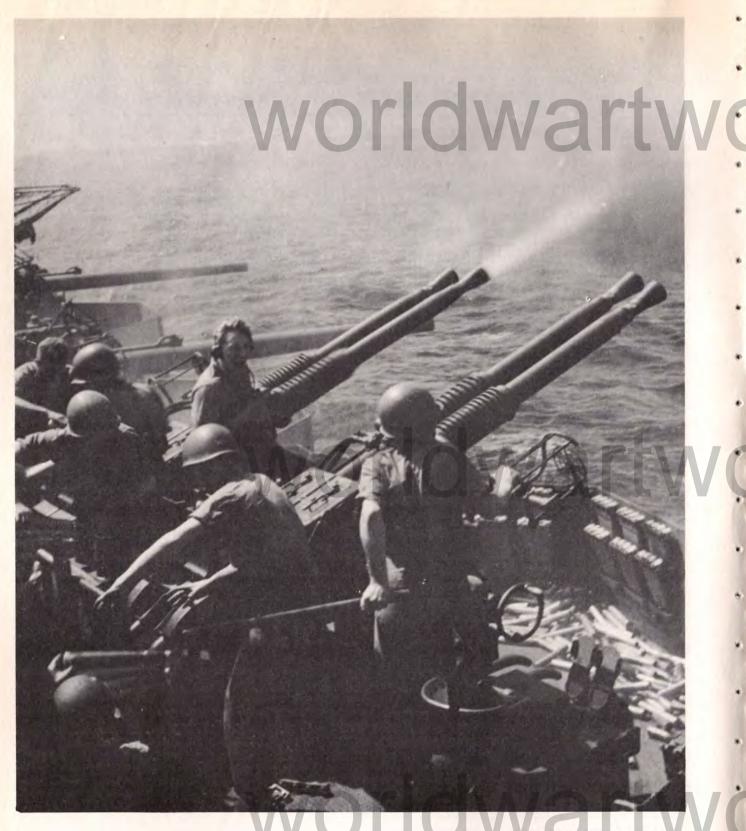
The Japanese defenses were rushed desperately in the face of the impending invasion. The enemy's "secret weapons" were brought into use-some good and some bad. In the latter class were the bomb-carrying paper balloons which were floated on air currents from Japan to the North American mainland. The novel weapon was ineffective and proved to be only of nuisance value, although several American civilians were killed when they innocently investigated the downed balloons. Of a different and far more dangerous nature were the Kamikaze, or suicide planes. A later improvement on this same device resulted in the Baka bomb-a small explosive-laden monoplane launched with its pilot from another plane and jet-propelled at terrific speed straight into its target. These fanatical, one-way strikes from the air-each individual one resulting in the destruction of a plane and its pilot-first put in their appearance at Leyte and caused considerable casualties among naval vessels and personnel.

Fireman First Class Robert R. Cooley of Mosca, Colo., served aboard the destroyer USS CALLAGHAN at Okinawa and was on the scene four days before the invasion of the island. A veteran of the Iwo Jima action and raids on Formosa and Indo-China, Cooley was killed in action at Okinawa on 29 July 1945 when a Jap suicide plane crashed his ship, hitting the upper handling room of a 5-inch gun where he was stationed.

Signalman Third Class William D. Stegmiller of Tabernash, Colo., served aboard the minesweeper USS SHELTER at Kerama Retto eight days before the Okinawa invasion. The SHELTER fought through enemy submarine and air attacks at Okinawa, with Cooley taking up his second battle station as a light machine gunner whenever an enemy plane came into range.

Chief Quartermaster William G. Noel of Denver was aboard the escort carrier USS SAGINAW BAY in the Okinawa operation. A prime target of suicide planes while engaged in air cover for transports and ground support for troops on Okinawa, the SAGINAW BAY fought through many attacks. Her gunners shot down 12 attacking planes.

Gunner's Mate Second Class J. H. Scheible of Alamosa, Colo., was aboard the destroyer USS WILSON in the invasion of Okinawa and all the subsequent fighting there. His unit shot down 13 enemy planes in sea-air engagements.



OFFICIAL U.S. NAVY PHOTOGRAPH

## YANK GUNNERS CLEAR THE SKIES

FREQUENT ENEMY AIR ASSAULTS were made on our shipping in the Okinawa area, causing considerable damage among the 1500 U.S. ships supporting the invasion. Clouds of Japanese planes, including the deadly Baka—piloted version of the German V-I—attacked the fleet consistently. Gunners like the 40-MM marksmen shown above had their hands full knocking the suicide planes out of the air before the death dives could begin.

Torpedoman's Mate First Class Claude L. May of Ordway, Colo., a veteran of the battles of the Marshalls, New Guinea, Marianas, Carolines and Ryukyus, was at Okinawa aboard the seaplane tender USS CARSON, attached to the 7th Fleet, Air Wing 1. May won a Commendation for superior performance of duties while at Okinawa.

Electrician's Mate First Class Harvey C. Weber of Denver was in the invasion and occupation of Okinawa aboard the carrier USS BENNINGTON. The BENNINGTON also took part in strikes against the Tokyo area including airfields, shipping, naval units and factories.

Gunner's Mate First Class Harry L. Larson of Creede, Colo., served on the repair ship USS NESTOR during 70 days of the Okinawa campaign. A veteran of nearly three years service in the Pacific, mostly in naval Armed Guard service, Larson was the recipient of a Navy Commendation. He was cited for orderly aiding in abandonment of ship during the sinking of the transport PRESIDENT COOLIDGE in the Solomons on 12 December 1942.

Gunner's Mate Second Class Ambrose Lopez of Denver was aboard the escort aircraft carrier USS WAKE ISLAND at Okinawa. His ship was hit by two Kamikazes during the invasion and was put out of action for better than a month.

Motor Machinist's Mate First Class Foster B. Campbell of Alamosa took part in the capture and defense of Okinawa aboard the destroyer USS IRWIN. Campbell received a Commendation for his work at Okinawa.

Coxswain Wilfred R. Edwards of Creede, a veteran of the Tinian invasion, took part in the D-Day operation at Okinawa. Edwards served with Company B, 1036 (Spc) and 27th(Spc).

Seaman First Class Clifford M. Sullivan of Pueblo served with 87th Headquarters Company, 17th Construction Regiment, and won a Commendation for helping to build the first airfield on Okinawa under fire.

Seaman First Class William J. Gutierrez of Swink, Colo., took part in the invasion operation aboard the large seaplane tender USS HAMLIN. He was wounded in action on May 8 while his ship was under attack by Jap suicide planes at Kerama Retto, the place often referred to as "Kamikaze Cove."

Storekeeper First Class Charles W. Reiter of Boone, Colo., served on Okinawa with U. S. Naval Ground Forces. He also took part in the raids and battle of Ie Shima and was to be present on that island when the Japanese peace emissaries landed there on their way to U. S. Headquarters in Manila.

Seaman First Class Edwin J. Jacobsen, Jr. of Denver was at Okinawa aboard the battleship USS SOUTH DAKOTA. This engagement constituted for him his



TM 1/C Claude Leon May

Born 11 January 1922 in Grove, Oklahoma. He attended grade school in Oklahoma and high school in Arkansas, and operated a trucking service prior to entering the Navy on 25 August

1942. He trained at San Diego, California, and Naval Torpedo Station in Keyport, Washington; and served aboard the USS MANILA BAY (CVE-61) attached to Third Fleet, and the USS CARSON (AVP-37) attached to Seventh Fleet, Fleet Air Wing One. Torpedoman May saw action in the campaigns of New Guinea, Marshall Islands, Marianas, Carolines, and the Ryukyus. Honorably discharged on 31 October 1945, his decorations include the American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 7 Battle Stars, Commendation Ribbon for superior performance of duty at Okinawa, Japan Occupation Ribbon, Good Conduct Medal, and World War II Victory Medal. The husband of Lavona Stice May, they have one child, and reside in Ordway, Colorado. He is the son of Mrs. Myra Routh of Colton, California.

participation in a fourteenth major operation in the Pacific area.

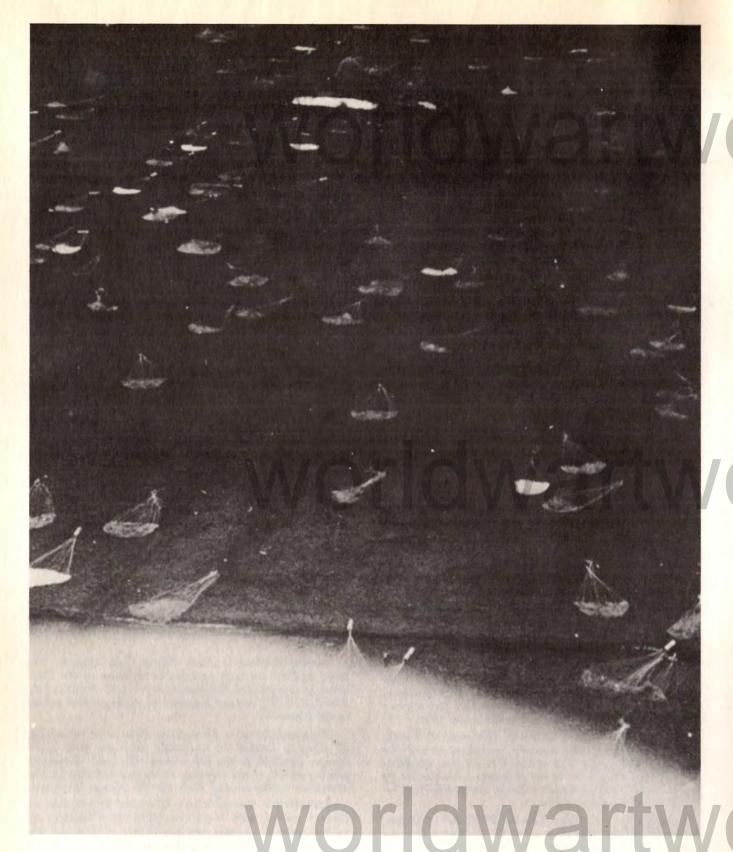
Electrician's Mate Second Class James B. Dick Jr. of La Veta served aboard the light cruiser USS MOBILE at Okinawa. He had also taken part in the first raid on Formosa.

Motor Machinist's Mate Third Class Clayton W. Hern of La Veta took part in the invasion of the Okinawa group aboard the minesweeper USS FACILITY. The FACILITY earned a record of distinguished action in the China Sea.

Pharmacist's Mate First Class George H. Kendrick of Greeley landed on Okinawa with the first wave troops, attached to the 6th Marine Division. Kendrick was a veteran of the fighting at Namur and Roi in the Marshalls while serving with the 4th Marine Division.

Storekeeper Second Class Clayburn Westbrook of Denver served with Navy No. 3256 on Okinawa. A veteran with 27 months overseas service, Westbrook, his principal work prior to the Ryukyus was at New Caledonia.

Radioman Second Class William H. Young of Allison, Colo., a crew member of the transport USS RUT-LAND, served with Beach Party Team No. 24 on Okinawa, unloading artillery and ammunition from swamped craft, and squaring away landing craft fouled



BRITISH OFFICIAL PHOTO

## LAND, SEA AND AIR FORCES CAPTURE RANGOON

HUNDREDS OF PARACHUTES left on the ground by the paratroops who landed by them during the final attack on Rangoon near one of the strategic targets to which they were assigned. Rangoon was occupied on 3 May 1945 by British and Indian land and sea forces, supported by American and British air forces.



GM 2/C J. H. Scheible

Born 19 Dec. 1925 in Braymer, Mo. Attended Bunker Hill and Kirk, Colo., high school, and entered service on 23 May 1943 immediately after graduation. Trained at Farragut, Idaho, and was assigned to USS WILSON (DD-408). Served in Hawaii, Solomons, Philippines; and took part in the invasion and occupation of Okinawa, where his unit saw intense fighting and was credited with shooting down 13 enemy planes. Gunner's Mate Scheible had further duty in the Marshalls and Marianas. He is the son of Mr. and Mrs. John H. Scheible of Alamosa, Colo.

Born 1 Feb. 1922 in Pueblo, Colo. Attended Parkview and Centennial High, and was a foundryman prior to entering service on 27 April 1944. Trained at Farragut, Ida., and served in the Pacific aboard USS LST-822. Took part in the Philippines and Okinawa campaigns, and earned the American Theater, Asiatic-Pacific with 2 Stars, Philippine Liberation, Good Conduct, and Victory Medal. Honorably discharged 1 Feb. 1946. He is the son of Mr. and Mrs. M. C. Forester of Pueblo; husband of Jeanne Elizabeth Forester, and father of Gloria Jeanne.



RDM 2/C Maurice C. Forester

Born Oct. 1919 in Portland, Ore. Attended Columbian and Central H. S., and was a foundry worker prior to entering service on 3 Sept. 1943. Trained at Camps Peary, Va. and Endicott, R. I. Served with 87th Hdqs. Co., 17th Const. Reg., in Australia, New Guinea, Admiralties, Marianas, and Okinawa. Awarded ATA, A-P Ribbon with 2 Battle Stars, Commendation Ribbon and Victory Medal. Honorably discharged on 17 Nov. 1945. He is the son of Mr. and Mrs. Phillip Sullivan, and the husband of Elaine Sullivan, of Pueblo, Colorado.



S 1/C Clifford M. Sullivan



PhM 1/C George H. Kendrick

Born 16 Aug. 1923 in Greeley, Colo. Attended Greeley High and was a student at the time of joining the Navy on 25 Aug. 1941. Trained at San Diego, Calif., and served with 4th Amphib. Tr. Bn., FMF, Pacific; taking part in the invasions of the Marshalls and Okinawa. Honorably discharged, 6 Nov. 1945, and awarded the American Defense Service, American Theater, Asiatic-Pacific with 2 Stars, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. G. E. Kendrick of Greeley; husband of Ferne L., also of Greeley, and father of George Howard, Jr.



GM 1/C Harry Leland Larson

Born 28 August 1910 in Del Norte, Colorado. Attended Del Norte and Creede schools and was a garage operator prior to entering service on 5 July 1942. He received his preliminary training at San Diego, and served 33 months in the Pacific area. Served aboard the SS COOLIDGE, SS MATSONIA, SS KIT CARSON; and the USS NESTOR during 70 days of the Okinawa Campaign. Honorably discharged 1 Nov. 1945, and holds the American Theater, A-P Ribbon with Battle Star, Commendation and Victory Medal. Son of Mrs. Bertha Larson of Jerome, Idaho.

Born 15 Sept. 1922 in Colona, B. C. He attended Boone (Colo.) High School and was a motor salesman prior to entering service on 9 Oct. 1942. He received his boot training and storekeeping course at Farragut, Idaho, and saw active service in the Pacific. He took part in the raids and battles of Ie Shima and Okinawa, and continued in postwar service on Ie Shima. He holds the American Theater Ribbon, Asiatic-Pacific with 2 Stars, Good Conduct and Victory Medals. He is the husband of Margaret Catherine Reiter of Boone, Colo.

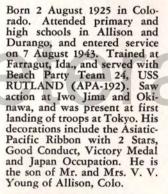


SK 1/C Charles Willard Reiter

## 



RM 2/C William H. Young



Born 8 Jan. 1912 in Pueblo, Colo. Attended Columbian and Central High, and was a student prior to joining the Navy on 5 April 1932. Trained at San Diego, and served in the Pacific aboard USS COLORADO, USS DEWEY, USS TUCKER, USS CASE, USS S-39, USS MONOGAHELA, and USS LST-556. Took part in the campaigns of the Southern Solomons, Palaus, Philippines, and Okinawa; and holds the American Theater, China Service, American Defense with Star, Asiatic-Pacific with 5 Stars, Philippine Liberation with 2 Stars, and Victory Medal. Son of Mr. and Mrs. Boyd. K. Seavey of Pueblo; he is married to the former

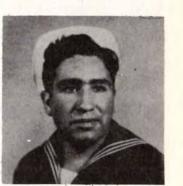
Dorothy R. Downey, and they



Lt.(jg) Boyd K. Seavey, Jr.

have two sons, Boyd K. III and Steven Rex.

Born 4 Mar. 1925 in Colorado. Attended Ft. Garland, Colo., High School, and was a farmer prior to entering service on 12 July 1943. Trained at San Diego, California, and served in the Pacific Area aboard the USS OSTERHAUS (DE-164). Took part in the Battle of Okinawa, and later assigned to Adv. Fire Control School, Naval Repair Base, San Diego. His decorations include the American Theater Ribbon, Asiatic-Pacific Theater Ribbon with Star, Good Conduct Medal, and Victory Medal. He is the son of Mr. and Mrs. Faustin Medina of Ft. Garland.



FC(R) 3/C A. A. Medina

F 1/C A. Don Young

Born 28 May 1927 in Colorado. He attended primary and high schools in Allison and Durango, Colorado, and Fort Lewis College, and was a student at the time of entering military service on 26 May 1945. He received his preliminary training at USNTS, Great Lakes, Illinois, and was assigned to duty aboard the escort aircraft carrier USS ADMIRALTY ISLANDS (CVE-99). He is the son of Mr. and Mrs. V. V. Young of Allison, Colorado.

up by grinding surf. Young had also seen action at Iwo Jima.

Radarman Second Class Maurice C. Forester of Pueblo, a veteran of the Philippines campaign, served at Okinawa aboard USS LST-822. He was at general quarters for 22 nights out of 24 during his action around the island.

Seaman First Class Spencer F. Rice Jr. of Denver served aboard the battleship USS SOUTH DAKOTA at Okinawa. A veteran of eight major naval operations in the Pacific, Rice bad also weathered three typhoons.

Fire Controlman(R) Third Class Augustine A. Medina of Ft. Garland, Colo., served in the Okinawa area aboard the destroyer escort USS OSTERHAUS.

Seaman First Class Glenn W. Gunter of Mosca, Colo., a veteran of Iwo Jima invasion, served at Okinawa as a crew member of the transport USS DEUEL.

Radioman Third Class Charles L. Griffith of Pueblo saw action at Okinawa while aboard the transport USS CROCKETT. Griffith had previously taken part in the transporting of troops in the Philippines area.

Lieutenant (j.g.) Boyd K. Seavey Jr. of Pueblo entered his fifth major naval campaign at Okinawa. A Regular Navy man since 1932, Lt. Seavey had served on battleships, destroyers, submarines and landing craft. In addition to taking part in action in the Southern Solomons, Palaus, and the Philippines, he was a veteran of China service.

Radioman Third Class Victor C. Koenig of Denver served in the Okinawa area aboard the Fleet Supply Tanker USS ANTONA.

## IEAR MISS

OFFICIAL U.S. NAVY PHOTOGRAPH

A JAP PLANE JUST MISSES its suicide plunge toward the USS SANGAMON as it passes the cat-walk on the star-board quarter during an attack off the Ryukyus on 4 May 1945. Shortly after this escape the SANGAMON was hit by another Kamikaze in the center of the flight deck. The Okinawa invasion precipitated the greatest sea-air engagements of the war.



## OFFICIAL U.S. NAVY PHOTOGRAPH

## BUNKER HILL AFIRE AFTER HITS

FLAMES AND SMOKE from gasoline fires and exploding ammunition shoot into the air from the carrier USS BUNKER HILL after two hits within 30 seconds the morning of 11 May 1945 by Jap suicide pilots off Okinawa. The BUNKER HILL was seriously injured by the attack, but managed to make her way home. Only the heaviest naval units could continue fighting after being struck by the suicide charges.

## FIGHTING MEN of COLORADO





Sgt. James Donald Awbrey

Born 27 November 1925 in Bentley, Oklahoma. Attended Centennial High and Midwest Commercial College, and entered military service on 20 October 1943. Trained at San

Diego Marine Corps Base, and served with Hq. Squadron, 2nd Marine Aircraft Wing. He was the assault landing on Okinawa 1 April 1945, and for the following three weeks in the defense of Yontan and Kadena Airfield against enemy snipers and infiltrating troops. Under artillery and aerial bombing attacks, Sergeant Awbrey helped set up a camp site and an operating section, and headquarters for the commanding general and also helped with the respection of eral; and also helped with the evacuation of wounded and carried ammunition to the front lines. Following service with his unit on Okinawa after the close of hostilities, he holds the American Theater, Bronze Arrowhead, Asiatic-Pacific with Bat-tle Star, and World War II Victory Medal. He is the son of Mr. and Mrs. Jack Floyd Awbrey of Pueblo, Colorado.



Sgt.. Raymond E. Hill

Born 12 Aug. 1921 in Colo. Attended Red Cliff and Steamboat Springs schools, Leadville High, and University of Colo. Peacetime occupation, highway engineer. Entered service on 25 March 1943. Trained at Ft. Leonard Wood, Mo., CCNY, New York City, Camp Shelby, Miss., and Camp Rucher, Ala. Served with 545th Engineer Topographical Co., in charge of survey party for airfields on Korea and nearby islands. With Occupation Forces, Kyongsong (Keijo), Korea, after transfer from Okinawa. Son of Mr. and Mrs. Ray F. Hill, of Dillon, Colorado.



Corp. Robert E. Jones

Born 11 Sept. 1920 in Trinidad, Colo. He attended Trinidad grade schools and Golden High, and was a horse trainer prior to entering service on 11 April 1942. He trained at San

Diego and served at Marine Barracks in Kodiak, Alaska, and Puget Sound, Wash., and in Marine Detachments aboard the USS TENNESSEE and USS CALIFORNIA. On the TENNESSEE he was in the battles of Tarawa, Marshall Islands, Marianas, Surigao Straits, and the invasion of Okinawa. He holds the American Theater and Asiatic-Pacific Ribbons, Philippine Liberation, Good Conduct and Victory Medals, and a Letter of Commendation. Honorably discharged on 7 February 1946, he is the son of Rex and Viola Jones of Golden, Colo.



Corp. Charles W. Jones

Born 30 Sept. 1918 in Bowen, Colo. He attended grade school in Trini-dad, Colo., and high school in Cim-arron, N. Mex., and was a truck driver prior to entering service on 5 May 1944. He trained at Sheppard

Field, Texas, Truax Field, Wis., and Greensboro, N. C. Corporal Jones served first in the Army Air Forces M.P.'s, and was then transferred to the Air Transport Command, working in the transportation of supplies and helping in the evacuation and transportation of prisoners of war. He holds the American Theater and ETO Ribbons, the Air Medal, Distinguished Unit Citation, and Good Conduct and Victory Medals. Honorably discharged on 15 Jan. 1946, he is the son of Rex and Viola Jones of Golden, Colo., is married and has three children.

The April 1 invasion of Okinawa was preceded by the capture of outlying islands by United States troops beginning March 26. Heavy artillery was immediately set up on these islets to aid in the invasion operations, while the Fifth Fleet pounded Okinawa without pause. The fleet ships suffered some hits from the swarms of suicide planes but only a few of these deadly craft managed to get through the sky barrages laid by the ships' guns. The enemy fought with animal ferocity in resisting the invasion, but at the end of the first week after

the landings on an eight-mile strip on the west coast, the Americans were in control of the central third of Okinawa and were close to Naha, the capital.

Sergeant James D. Awbrey of Pueblo made the assault landing on Okinawa with Headquarters Squadron, 2nd Marine Aircraft Wing. During the first three weeks of the battle he helped in the defense of Yontan and Kadena airfields against snipers and infiltrating enemy troops. The following nonth he helped in the evacua-tion of wounded and carried ammunition to the front



OFFICIAL U.S. NAVY PHOTOGRAPH

## TRANSFER AT SEA

A WOUNDED MAN FROM THE USS BUNKER HILL being transferred to the USS WILKES BARRE after he was injured in a Jap suicide attack on the BUNKER HILL off Okinawa 11 May 1945. The U.S. Navy took more losses at Okinawa than any nation's navy had ever taken in one campaign in the history of sea warfare.

the fighting men of colorado



S 1/C William Eugene Jones

Born 11 Sept. 1924 in New Castle, Colo. Attended Larson and Rifle Union High, and was a rancher prior to entering service on 21 March 1944. Trained at Farragut, Idaho, and Treasure Island, Calif., and served aboard the USS HUGH W. HADLEY (DD-774) attached to the 3rd Fleet. He took part in the Battle of Okinawa, where his ship was damaged by enemy air attack. Returned to the states in Sept. of 1945 and assigned to naval recruiting duty in Denver. He is the son of Mr. and Mrs. Theodore Jones of New Castle, Colo.



T/5 William Jackson Thompson

a rancher prior to entering service on 7 Jan. 1941. Train-

ed at Ft. Sill, Okla., and Camp Barkeley, Texas; and served in the 157th Inf., 45th Division. He took part in the fighting in

Sicily and Salerno, and was killed in action at Anzio Beach-

head on 25 March 1944. Posthumously awarded the Purple Heart Medal for his supreme sacrifice, he had also earned the ETO with 3 Battle Stars.

He was the son of Mr. and

Mrs. Theodore Jones of New

Castle, Colo.

Born 9 February 1921 in Trinidad, Colorado. He attended high school in Crawford, Okla., and was a miner prior to entering service on 20 May 1944. He received his preliminary training at Camp Abbot. Ore, and

training at Camp Abbot, Ore., and Ft. Lewis, Wash., and served overseas with Company C, 1631st Engineers Construction Battalion. He saw action on Okinawa, and took part in a battle to save a radar station on the central part of that island. Honorably discharged on 7 April 1946, Corporal Thompson's decorations include the American Theater, Asiatic-Pacific Theater with Battle Star, Occupation Ribbon, Good Conduct, and Victory Medal. He is the husband of Doris Mae Thompson, and they have two children: Lela Adeline and Doris Lea.



S. 1/C George Edward Barros

Sgt.

Robert T. Jones

Born 15 April 1923 in Aguilar, Colorado. He attended Colorado public schools, including Cole Jr. High and Manual Training High in Denver, and was an arms plant employe liminary training at Farragut, Idaho, he was assigned for duty with the Armed Guard, United States Navy, and served as a Navy gunner aboard the merchant ships SS ROBIN WENTLY, SOLUTION COLORANGE CONTRACTOR CONTRACTOR

liminary training at Farragut, Idaho, he was assigned for duty with the Armed Guard, United States Navy, and served as a Navy gunner aboard the merchant ships SS ROBIN WENTLY, SS JOHN C. AINSWORTH, SS HAWAII, and SS FISHER AIMS. Seaman Barros fought through an enemy submarine attack at Palau, bombardment at the Marshalls, and through the great air raids during the Battle of Okinawa. Honorably discharged on 15 November 1945, his decorations include the American Theater Area Ribbon, Asiatic-Pacific Ribbon with 3 Stars, and the Good Conduct and Victory Medals. The son of Mr. and Mrs. Edward Barros of Denver, he is married to the former Miss Rosalie Trujillo of Denver and they have two children, Georgia Ann and Dennis.

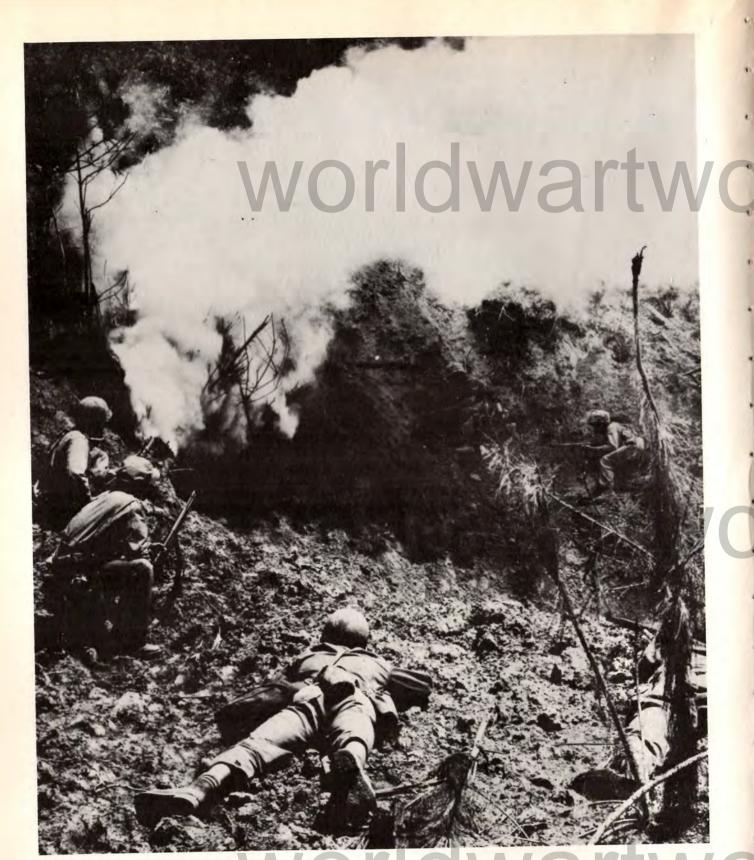
lines. Working with the Tenth Army's Tactical Air Force, which headed all air operations in the Ryukyus, Awbrey was in a camp that came under eight enemy artillery and ten aerial bombing attacks.

Corporal Robert E. Jones of Golden, Colo., served in the Marine Detachment aboard the battleship USS TEN-NESSEE at Okinawa. A veteran of the invasions of the Gilberts, Marshalls, Marianas, and the Battle of Surigao Strait in the Philippines, Jones was awarded a Commendation for his fire fighting and rescue work when a 5-inch gun mount on his ship was hit by a shell from an enemy shore gun on Tinian.

Corporal Billy E. Cody of Alamosa, Colo., a veteran of the battles of the Gilberts and Marianas, served on Okinawa with the 10th Marines, 2nd Marine Division.

Corporal Elden M. Martin of Alamosa, a veteran of the invasion of Peleliu, served on Okinawa with Company C, 3rd Armored Amphibian Battalion, 1st Marine Division.

Technician Fifth Grade William J. Thompson of Trinidad served on Okinawa with Company C, 1631st Engineers Construction Battalion. His principal action came on a high point in the center of the island, when



OFFICIAL U.S. MARINE CORPS PHOTO

TRAPPED

RIFLE SIGHTS LINED UP on an entrance to an Okinawa cave, Marines await the result of an explosion charge to pick off any Japs who attempt to escape. These bitterly contested cave positions formed the Japanese "Little Siegfried Line," defending the capital city of Naha.

a fierece day and night battle was fought to repel an enemy attack and to save an important radar station.

Private First Class John Malouff of Capulin, Colo., a veteran of the campaign in Leyte, was wounded on April 10 on Okinawa while serving with Company D, 393rd Infantry, 96th Infantry Division.

First Lieutenant Warren Gilbert of La Veta, a veteran of the Leyte invasion, was in the D-Day operation at Okinawa and fought through the campaign with the 31st Field-Artillery Battalion of the 7th Infantry Division.

Sergeant Raymond E. Hill of Dillon, Colo., served on Okinawa with the 545th Engineers Topographical Company, and later was to head an airfield survey party on Korea and nearby islands.

Staff Sergeant Albert K. Horvat of Pueblo, a veteran of the Saipan invasion, was with combat engineers of the 10th Army on the D-Day invasion of Okinawa and took part in some of the heaviest fighting of the campaign.

Staff Sergeant Douglas L. Gilbert of La Veta went in with the Task Force on Okinawa, serving with the 141st Army Airways Communication System. Gilbert's outfit handled all communications with adjoining islands, and also worked air-to-ground aircraft that participated in the invasion.

A diplomatic stroke against Japan rocked that country coincidentally with the Okinawa invasion. On April 5, Russia denounced its non-aggression treaty with the Nipponese, and this move shook up the enemy's second wartime government with the removal from office of Premier Kuniako Koiso and his entire Cabinet. The new government was formed with Admiral Baron Kantaro Suzuki at its head. Significantly, the new premier was considered as a moderate and a statesman who had opposed Japan's army clique.

The 1,500 ships in the Okinawa invasion armada fought through one of the greatest sea-air engagements of the war on April 5. Clouds of Japanese torpedo and dive bombers, plus suicide planes, attacked the fleet consistently throughout the whole day. The enemy lost more than 400 planes to American markmanship, but sank several destroyers and damaged many other ships. The invasion continued.

Shipfitter Third Class Murray L. Westbrook of Denver was killed in action on April 6 when his ship, the destroyer USS LEUTZE, was hit by an enemy suicide plane in the mass air attack. Westbrook had fought through the battles of the Palaus, Philippines, and Iwo Jima, and had earned a Commendation and the Presidential Unit Citation for distinguished service.

Electrician's Mate Robert J. Hubkey of Denver, a veteran of ten major naval engagements, lost his life on April 29 in a sea-air battle off Okinawa. His ship, the

destroyer USS HAZELWOOD, was assisting the destroyer USS HAGGERT when the two ships were hit and badly damaged by Jap suicide planes. The enemy attack was in strength, and 25 Kamikazes were blasted from the sky in the battle.

Seaman First Class George E. Barros of Denver fought through nightly air attacks at Okinawa. A Navy gunner aboard merchant ships, Barros was a veteran of submarine and air attacks at the Palaus and Marshalls.

Seaman First Class William E. Jones of New Castle, Colo., served aboard the destroyer USS HADLEY in the invasion of Okinawa. His ship was hit and hadly damaged by an enemy suicide plane on May 11 and was forced out of action. Jones received the Presidential Unit Citation for the Okinawa action.

Fifty miles off Kyushu the following day, the dwindling Japanese Navy was caught by the Fifth Fleet and in the battle lost the superbattleship Yamato, two cruisers and six destroyers. And for the first time, fighter planes, flying from Iwo Jima, escorted the B-29's in their task of leveling enemy cities.

The direct command of the Okinawa campaign proved itself to be of the usual order of high standard of American excellence. The initial phase of the operations was in the nature of a coup—the Japanese were firmly entrenched in their fortified positions facing east for the expected invasion, only the Americans came from the west. It was nine days before the surprised defenders could rally their forces and mount a counter offensive, but by then it was far too late. The Americans' walkover enabled them to advance so far inland and gave them so much time to consolidate their positions, that there was no question of reversing the outcome. The directors of this assault which made Okinawa the costliest Japanese loss of the war included: Admiral Spruance, overall commander of the invasion; the noted Lieutenant General Simon Bolivar Buckner, Jr., commander of the Tenth Army; Vice Admiral Turner, in charge of amphibious landings; Major General John Hodges, commander of the Twenty-fourth Army Corps; and Major General Roy Geiger, commander of the Marines' Third Amphibious Corps.

Enemy resistance grew to major proportions after the ninth day, but the advance of the United States troops continued steadily. The shocking announcement of President Roosevelt's death on April 12 saddened the troops in the loss of their Commander in Chief, but strengthened them in a new resolve to get their job done more quickly.

The first important enemy defense stand was north of Naha, where the Japanese fought from strong positions in caves and pillboxes. It was here where they met American artillery fire by unlimbering their own heavy caliber guns, opening the greatest duel of big guns ever



## SACK TIME

WITH A STEEL HELMET FOR A PILLOW and the coral ground for a bed, a Sixth Division Marine and "friend" take a well earned nap in front of a 105-MM howitzer on Okinawa. The tired artilleryman's companion is the unit's mascot.

he fighting men of color

eteransto

to be staged in the Pacific. This type of warfare began to rapidly increase the toll of casualties on each side, as the stiffening defense materially slowed down the evercharging Americans. Fleet personnel suffered heavily also, as the Japanese continued their bombardment with suicide planes. More men were lost in this campaign than in any previous single action in the history of the United States Navy.

With the end of the comparatively easy campaign in the northern part of the island, General Buckner brought down most welcome Marine reinforcements to the south, where the fighting had developed into war at its worst. On April 20 a general offensive was opened behind a tremendous barrage laid down by big guns, but the amazingly strong enemy fortifications held the battle line firm and prevented a breakthrough. Carrier planes and Superfortresses joined the air groups on the island in hammering the entrenched Japanese, but the enemy held in a fight to the death. The battle never ceased and artillery kept up the fight at night after the troops' attrition by day. Each attack by the Americans was answered by a series of counterattacks by the unyielding enemy. Flamethrowers and all the other modern equipment of warfare found their fullest use in the raging battle on Okinawa. The American advance was painfully measured in yards.

The great day of May 7, 1945—V-E Day in Europe—came and passed and the United States fighters in the mud and hell of Okinawa slogged and fought on in the face of desperate resistance and a mounting toll of casualties. The Japanese had been told officially that their hopes to win the war were anchored solely on the fighting on Okinawa, and that the fate of their nation

Born 28 July 1926 in Coldwater, Kansas. Attend Centennial High School in Pueblo, Colo., and was an ordnance plant employe prior to entering service on 17 June 1944. He served in the Pacific Theater as a gunner, cargo handler and carpenter's helper aboard the cargo ship USS BLOUNT (AK-163), supplying bases and taking part in the invasion of Tarakan, Borneo. His decorations include the Asiatic-Pacific Theater Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. Paul E. Shelley of Pueblo, Colo.



CM 3/C Rex R. Shelley

RM 3/C Harold Eugene Petsch, Jr.

Born 21 April 1926 in Denver. Attended Lincoln, Byers Junior and South High School, and entered the Navy on 19 Feb. 1944. Received preliminary training at U. S. Naval Training Station at Farragut, Idaho, and served with LSM Group 20, Flot.7; LSM 68. Principal action aboard LSM 68 was the assault on Brunei Bay, Borneo. Radioman Petsch was awarded the American Theater Area Rib.

and served with LSM Group 20, Flot.7; LSM 68. Principal action aboard LSM 68 was the assault on Brunei Bay, Borneo. Radioman Petsch was awarded the American Theater Area Ribbon, the Asiatic-Pacific Area Ribbon with Bronze Star, Philippine Liberation, and World War II Victory Medal. He was Harold E. Petsch of Denver, he was a packing house employe honorably discharged on 9 May 1946. The son of Mr. and Mrs. before entering service.

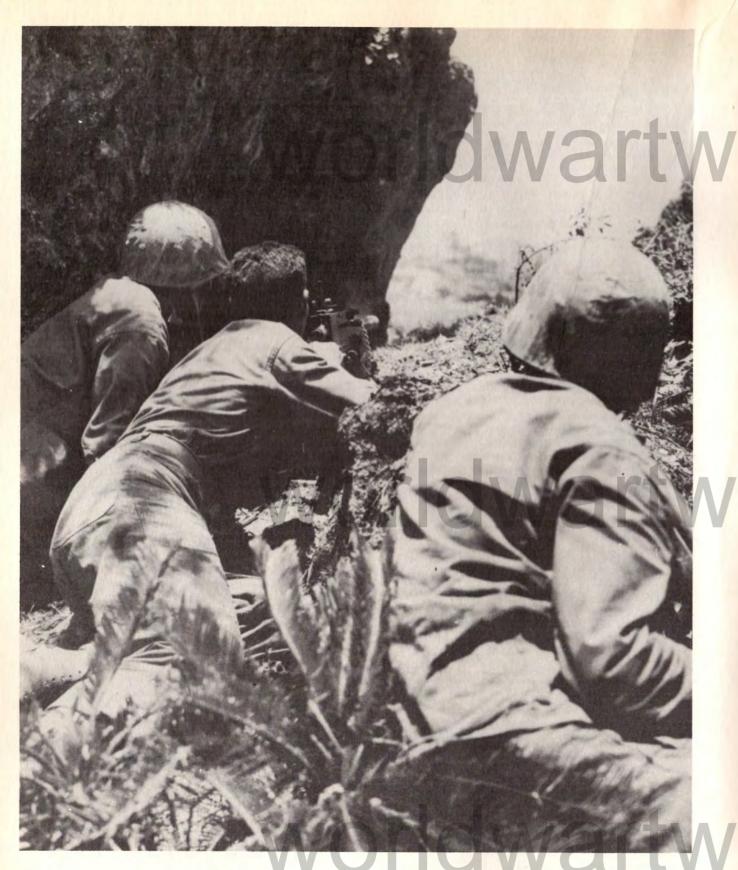
and its people depended on the outcome. The actions of the Japanese showed their belief in those words.

However, the enemy defense began to crumble visibly during the first week in June, and the end was in sight. General Buckner on Sunday, June 10, in an unprecedented move called upon the enemy commander to surrender and save his troops, but the ultimatum was ignored and the slaughter continued. Many of the Japanese saw the futility of their resistance and, in a new sight in the Pacific fighting, began to surrender in groups and later in companies.

Carpenter's Mate Third Class Rex R. Shelley of Pueblo took part in the first phase of the Borneo operations, serving aboard the cargo ship USS BLOUNT hauling supplies for the amphibious invasion fleet that struck Tarakan, Borneo, on I May 1945. Shelley worked as a gunner, cargo handler and carpenter's helper aboard the BLOUNT.

Radioman Third Class Harold E. Petsch Jr. of Denver took part in the assault on Brunei Bay, Borneo, in an invasion operation beginning on June 10. Petsch was a crew member of the USS LSM-68, and was a veteran of the Philippines campaign.

Chief Electrician's Mate William J. Kennaugh of Denver, a veteran of Atlantic duty and the New Guinea and Philippines campaigns, served aboard the PT Tender USS MOBJACK in action at Balikpapan, Borneo, four days prior to the July 1 invasion. The BLOUNT's boats kept the waters and beaches clear during the invasion of the vital oil center.



OFFICIAL U.S. MARINE CORPS PHOTO

## ACTIVE PATROL

WHILE OUT ON PATROL, these Marines spotted Japs emerging from a cave opposite them. They are shown edging around a cliff to get a sight on the Japs before launching their attack.

Just as the final American offensive was sweeping the enemy before it, on June 18, General Buckner—who liked to go as far forward as possible in the fighting lines—was struck by a shell fragment and died in ten minutes. A popular and well-loved fighter, General Buckner was the highest ranking army officer killed in action during the Pacific war and the first area chief to lose his life in combat within his own sphere of operations. He was buried with simple ceremonies in the American cemetery on Okinawa.

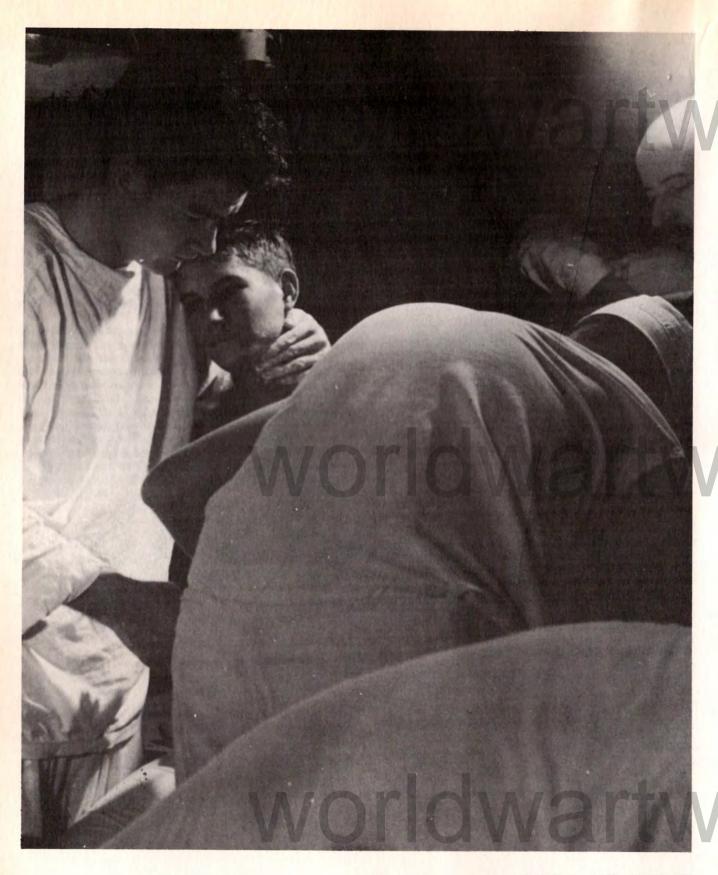
Within three days of Buckner's death, at 1:00 p.m., on June 21, the Battle of Okinawa came to an end and the big guns on land and sea were silent for the first time in more than eighty days. The end came quickly and finally, and though hundreds of Japanese jumped from the cliffs to their death in the sea, 1,700 of them surrendered on the final day. Early the morning of the last day of enemy resistance, Lieutenant General Mitsuri Ushijima, Japanese commander in chief on Okinawa, and his chief of staff, Lieutenant General Isamo Cho, ceremoniously committed suicide by hari-kiri on a narrow ledge outside their cave.

The Okinawa fighting had cost the Japanese 109,000 killed and 7,000 prisoners; and the half-million inhabitants of the islands were under the jurisdiction of the United States Military Government.

The heaviest losses that American forces incurred in the Pacific was the cost of taking bloody Okinawa. Total casualties were close to 50,000, of which 12,500 represented killed and missing and 35,500 wounded. Of the dead, the Navy alone suffered 5,000, with as many wounded.

Kamikaze attacks caused the majority of the naval casualties, but the many hundreds of these suicide craft lost in the battles around Okinawa nipped the full seriousness of the deadly attacks, which persisted even after the loss of Okinawa. Numerous ships—destroyers and other light craft, and cargo vessels, were sunk in the suicide strikes. Several battleships and cruisers were also hit, and while the heavier units remained throughout the fighting unimpaired, some of the others were so badly damaged that they required immediate repairs. The carrier Bunker Hill was set afire and seriously injured by the suicide planes, but managed to make her way home.

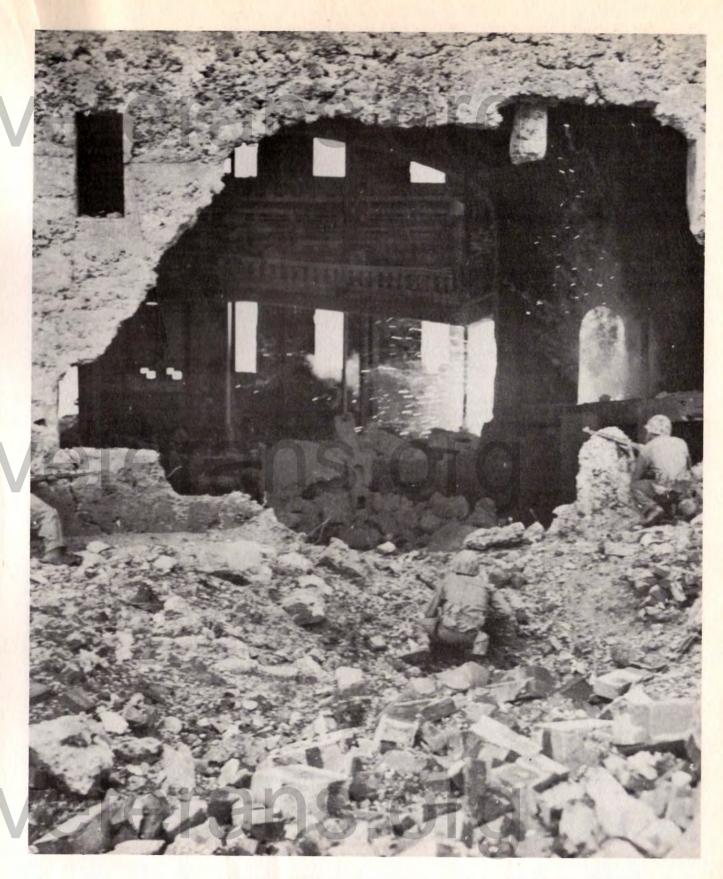
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## CARE ABOARD A HOSPITAL SHIP

HOSPITAL CORPSMEN. A hospital corpsman aboard the hospital ship USS SOLACE cares for the wounds of an Army private machine-gunned in the fighting on Okinawa.



OFFICIAL U.S. MARINE CORPS PHOTO

## TOUGH ON SNIPERS

MARINES LAYING SIEGE to a shattered Okinawa building, toss a phosphorous grenade to dislodge a Japanese sniper hidden in the ruins. Should the sniper attempt to escape, the waiting riflemen will go into action.



JAP CASUALTY IN GULF OF SIAM

BRITISH OFFICIAL PHOTO

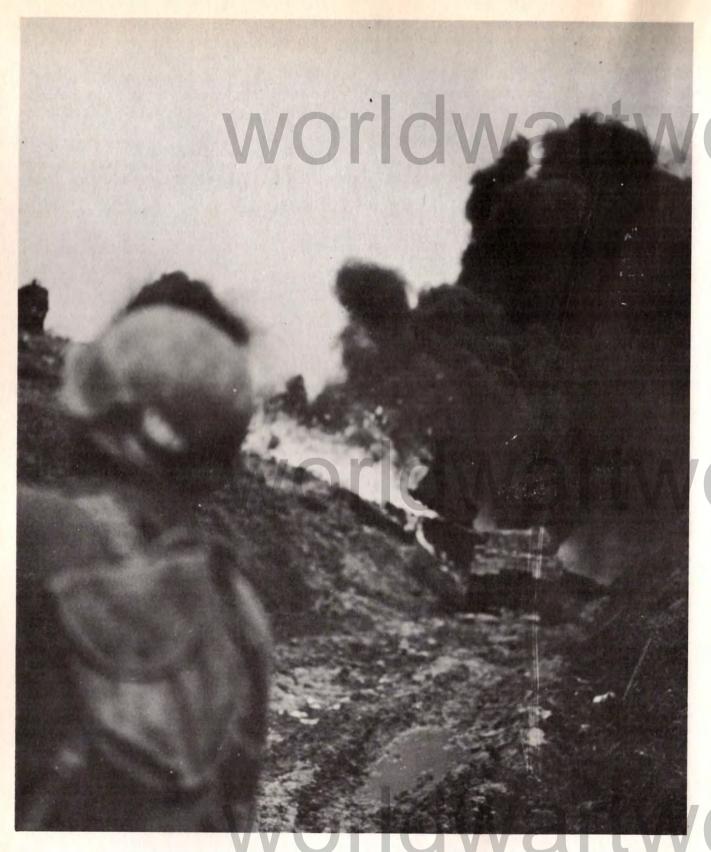
THE JAP SUBMARINE DEPOT SHIP "ANGTHONG" burns furiously, as oil oozes from the doomed vessel. The attack took place in the Gulf of Siam on 1 June 1945 and the R.A.F. Liberators destroyed many Japanese ships in the attack.



BRITISH OFFICIAL PHOTO

## BRITISH FLIERS SUPPORT OKINAWA CAMPAIGN

BOMBS BURST AROUND JAPANESE SHIPPING sheltering in Hirara Bay on Miyako Island during the attacks by Avenger bombers of the British Pacific Fleet Task Force on the Sakishima Islands. The attacks were made in support of the U.S. landing in Okinawa.



SIGNAL CORPS PHOTO

## FIRE FURY FOR ENEMY

A FLAME THROWING TANK of the 96th Division burns out Japs hiding in holes along a sunken road on bitterly contested "big apple" ridge, Okinawa. The fanatic resistance of the enemy cost nearly 110,000 Japanese dead before American forces established full control over the island on 21 June 1945.



BRITISH OFFICIAL PHOTO

## BRITISH HIT JAP CARRIER IN INLAND SEA

WORKING WITH THE U.S. THIRD FLEET, airmen of Vice Admiral Sir Philip Vian's British carrier force on 24 July 1945 found and bombed a Japanese escort carrier of the Kobe type north of the Shikoku island port of Takamatsu, in Japan's Inland Sea. Direct hits were scored, one bomb going straight down the aircraft elevator of the stricken vessel.



# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

## THE SURRENDER OF JAPAN

Shattered Nippon is Seared by the Atomic Bomb

Chapter Five

HE JAPANESE PEOPLE LIVED throughout a holocaust in the last, shattered days of their Empire. They were being gradually consumed by the vast weight of explosives and fire brought to them daily now by mighty American sea and air forces. The greatest of all invasions was coming soon, and the dying enemy prepared to make his final stand.

There was no choice for the enemy other than to resist the actual landings on his home islands and attempt to make the operation as costly as possible to the invaders. His ability to strike first had been completely crushed; his once powerful navy had lost twelve battleships, nineteen carriers, thirty-six cruisers, 126 destroyers, and 125 submarines. Only about a dozen destroyers and coastal vessels were left fit for sea duty, and his pre-war merchant fleet of 7,000,000 tons was cut to less than 1,500,000.

But the enemy still had millions of troops ready to meet the attackers, and recalling that over 250 American ships had been hit by Kamikaze squads during the Okinawa campaign, had hoarded between 6,000 and 9,000 suicide craft with which to blast the invasion troop ships and their escorting warships. The coming Battle of Japan promised to be hard, and bloody.

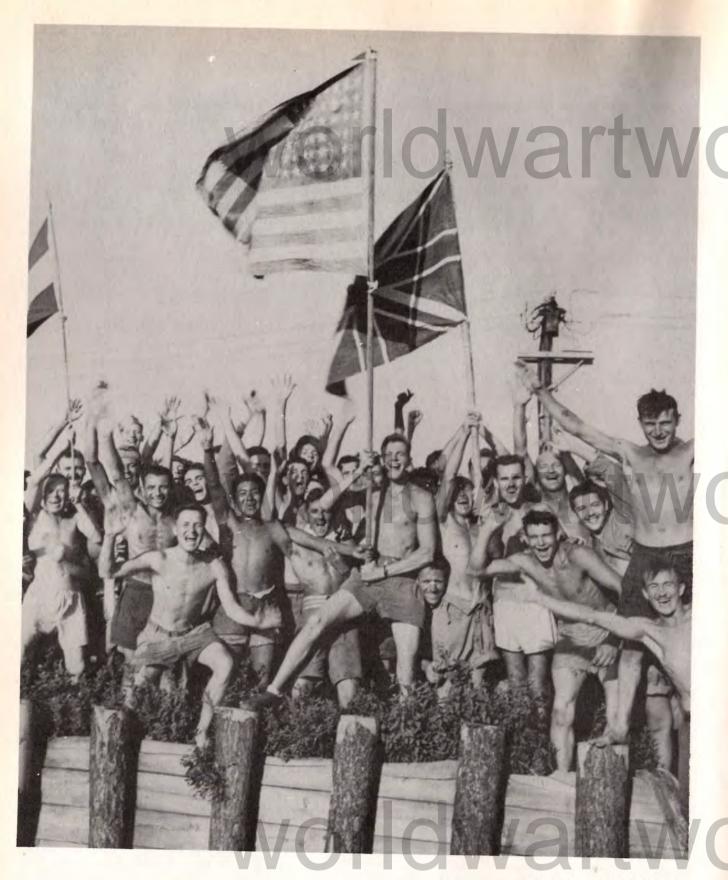
Since it was a question of American lives against Japanese lives, the enemy was bound to suffer second choice in the matter — and the American Command turned necessarily, if somewhat reluctantly, to a new method of warfare. The Allies held a secret new weapon of such importance that an entirely new age for mankind was to be ushered in with its use. The Atomic Bomb was ready, and the Americans were going to use its fantastic power against the enemy to bring the war to a quick conclusion.

Since 1940, when the joint Anglo-American experiments on the atomic bomb were begun in the United States, until the announcement of the release of the perfected weapon over Japan, the scientific construction embodying the force from which the sun draws its powers was the world's best kept secret. This despite the fact that over 100,000 persons, under the direction of scientists and the military, were engaged in the work on the bomb in a feverish race to win over like work being conducted in the laboratories of Germany. The German effort was crushed and the race was won by the workers in three hidden United States cities: One at Oak Ridge, Tennessee; the second in an isloated mesa near Santa Fe, New Mexico, where the first actual test was made; and Richland Village, near Pasco, Washington.

The Japanese government was provided an opportunity to spare its people from utter destruction by accepting the ultimatum issued from the Potsdam Conference in July of 1945. When the surrender terms were rejected, the Japanese homeland was told it could expect a rain of ruin from the air the like of which had never been seen on this earth.

## HIROSHIMA AND NAGASAKI

Shortly before nine o'clock on the morning of Monday, August 6, 1945, two B-29's circled over the Japanese city and army base of Hiroshima on the Inland Sea. The 350,000 residents of that city rushed to airraid shelters but the "all-clear" signal was sounded a few minutes later when the two Superfortresses flew away. The two planes were checking the weather, visibility, wind and other data for a third, lone B-29 which



OFFICIAL U.S. NAVY PHOTOGRAPH

## THE END OF THE WAR

WAVING THE FLAGS OF THEIR COUNTRIES, Allied prisoners of war on Yokohama, Japan, cheer wildly as the first units of the United States Fleet enter the harbor to take them aboard.

came over the city just as the people began to go about their usual business.

At 9:15 a small explosive charge in a bomb-casing attached to a parachute was dropped from the bomb bay of the plane. The parachute opened and drifted slowly down to the great city below. Spectators gazed curiously at the parachute until it floated down to 1,500 feet above the ground—then it seemed as if the world had suddenly come to an end. The heavens were ripped with a tremendous flash of fire which could be seen 200 miles away. A great column of smoke and dust, boiling and writhing in flame, rose high into the sky. A white, mushroom-shaped head grew out of the dark column and shot into the stratosphere. In two minutes the head was 40,000 feet above the earth and still rising.

In a split second, the atomic bomb had wiped 60 per cent of Hiroshima off the map. An explosive force equivalent to 20,000 tons of TNT—which would have required 2,000 Superfortresses to carry—obliterated everything in a wide range. The triple destruction of concussion, heat and radioaction instantly killed one-tenth of Hiroshima's population, fatally injured many more, and 30,000 simply disappeared.

Three days later, while the world was still gasping over the incredible news of the release of the first atomic bomb, the reeling homeland of the Japanese Empire felt the shock of a second bomb. The city of Nagasaki was devastated. Accompanied by great loss of life, nearly half of Nagasaki's 50,000 buildings were destroyed and the others damaged beyond repair. Wherever the atomic bomb landed, an entire city vanished. The fate of a doomed Japan was sealed.

The dazed enemy received still another shock. Between the Hiroshima and Nagasaki blows, Russia entered the Pacific war—fulfilling her agreement at Yalta to join the United Nations against Japan after the defeat of Germany. Red armies on August 9 began to sweep into Manchuria.

A series of rapid and bewildering events commenced to take place on August 10. The Tokyo radio broadcast that Japan was ready to surrender if the Emperor's prerogatives were not prejudiced. The United States, on behalf of the Allied Nations, countered with the reply that the Emperor and his government would be subject to the direction of the Allied Supreme Commander. A false radio report the next day that the Japanese had agreed merely added to the growing tension. Following numerous contradictory reports and a sinister silence from Tokyo, word finally reached Washington on August 14 that the terms had been accepted by Japan. The long delay had stirred fears of Japanese treachery, and while the pace of fighting slowed down, combat conditions were maintained everywhere.

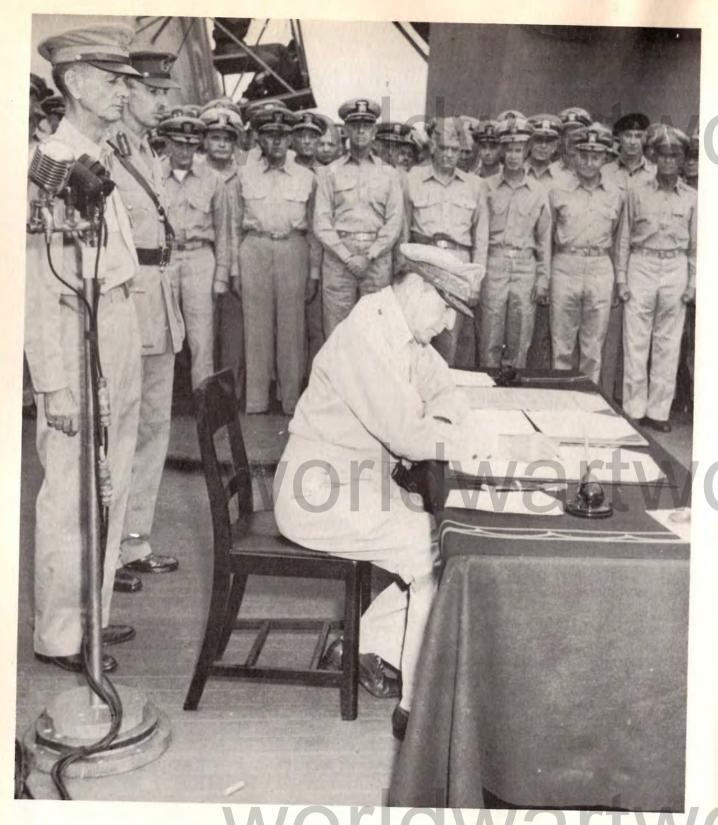
President Truman had at once conferred with the heads of the other Allied nations, and on August 11 the

State Department dispatched orders and instructions necessary to the Japanese government to carry out the provisions of the Potsdam Declaration. There followed another delay, but fighting on all fronts and a B-29 assault helped the enemy to move toward agreement. General Douglas MacArthur was appointed Supreme Allied Commander. He established the code word "Bataan" for communication between the Allies and Japan, and ordered the Japanese emissaries to start for Manila on the 17th. The Suzuki Government in Japan resigned, and more delay occurred before the enemy envoys reached Manila. They were treated coldly and formally as they were asked questions and given instructions on vital preliminary matters pertaining to the surrender. On August 20, MacArthur announced his intention to move to Japan to accept the formal surrender within ten

Fully-armed advance units of the Army, Navy and Air Force cautiously proceeded into Japan to make preparations for the American occupation, and on August 29, at Atsugi airfield just below Tokyo, the first American flag raised in victory over the soil of Japan was unfurled. The first concern of the Allied leaders was for the more than 150,000 prisoners of war and internees held in Japanese camps and prisons. These were liberated by rescue teams ranging all over the Pacific theater in search of the many scattered camps even before the occupation details were concluded. This first job to be undertaken by the victorious nations revealed all the revolting conditions under which the prisoners lived and were treated, and the number who died by the inhumane treatment of the Japanese. The revelation of the prison camps did not tend to make the occupation of Japan less grim. General Wainwright was rescued from a camp near Mukden on August 19 with many of his friends, including Lieutenant Colonel James P. Devereaux, commander of the Marines in the heroic stand at Wake Island.

## UNCONDITIONAL SURRENDER

United States forces streamed into Japan and on September 2, 1945, the stage was set for the surrender ceremony. The mighty battleship USS Missouri lay in Tokyo Bay, which was patrolled by numerous naval craft both great and small, while the sky above was filled with army and navy planes. The flags of the United Nations floated from the Missouri, and her decks and turrets were jammed with uniformed spectators eager to watch the momentous proceedings. In a cleared space on the deck between Number 2 turret and the rail stood a table and two chairs—the surrender documents would be signed here. More than 100 United Na-



SIGNAL CORPS PHOTO

## SURRENDER OF THE JAPANESE EMPIRE

GENERAL OF THE ARMY DOUGLAS MacARTHUR SIGNS AS THE SUPREME ALLIED COMMANDER DURING FORMAL SURRENDER CEREMONIES ON THE USS MISSOURI IN TOKYO BAY, 2 SEPTEMBER 1945. BEHIND GENERAL MacARTHUR ARE LT. GEN. JONATHAN WAINWRIGHT (LEFT), WHO SURRENDERED TO THE JAPANESE AFTER BATAAN AND CORREGIDOR, AND LT. GEN. A. E. PERCIVAL, BRITISH COMMANDER WHO SURRENDERED TO THE JAPANESE AT SINGAPORE.

The FIGHTING MEN of COLORADO

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tions high-ranking officers stood overlooking the cleared space where the ceremony would take place.

The eleven-man Japanese delegation came aboard to face the Allied military leaders arraigned on the deck of the flagship, and General MacArthur stepped to a microphone and spoke on the principles of the surrender. It was 9:00 a.m., Sunday, September 2, Tokyo Time, and 8:00 p.m., Saturday, September 1, Eastern War Time. At the conclusion of his short talk, MacArthur invited the Japanese representatives to sign the surrender instrument.

Foreign Minister Mamoru Shigemitsu approached the opposite side of the table and signed in behalf of the Japanese Imperial Government, the American copy first, then the duplicate copy for Japan. General Yoshijiro Umezu, chief of the Imperial General Staff, then signed for the Japanese Imperial General Headquarters.

General MacArthur, flanked by Generals Wainwright and Percival, signed the document next on behalf of all the nations at war with Japan. His signature was followed in order by: Admiral Chester Nimitz, the representative of the United States of America; General Hsu Yung-chang, representing the Republic of China; Admiral Sir Bruce Fraser, the United Kingdom; Lt. General Kuzma N. Derevyanko, Union of Soviet Socialist Republics; General Sir Thomas Blamey, Australia; Colonel Lawrence Moore-Cosgrave, Canada; General Jacques Pierre Leclerc, France; Admiral Conrad E. L. Helfrich, the Netherlands; and Air Vice Marshal Leonard M. Isitt, New Zealand.

With a prayer that peace be restored to the world

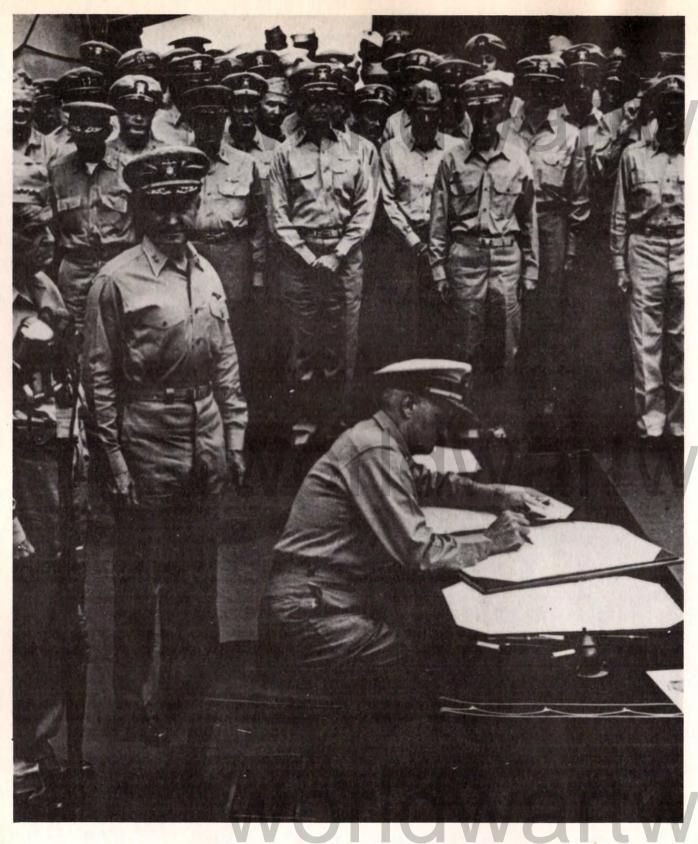
and that God preserve it always, General MacArthur declared the proceedings closed. The Japanese envoys departed with their copy at 9:20. World War II was over.

The occupation of the Empire was carried out quietly and efficiently, and with the arrival of General MacArthur in Tokyo the Stars and Stripes was raised over the lowered flag of the Rising Sun. The Emperor and all his subjects were under the orders of the Supreme Commander of the Allies. Democracy now ruled in the far away lands of the East, and justice would be measured out to those who deserved it—justice returned in the manner in which they lived.

Thus vanished the Japanese illusion of mastery over the world, an order established and ruled by despotism and brutality. The great and costly war the Japanese had begun was now returned to them, and crushed them utterly in its ending. A free democracy—with the calm, deliberate determination and unmatched fighting ability of its soldiers; with all the spirit and industry of its liberty-loving peoples; and with all the resources and products of its mines and factories and farms—triumphed in the conflict.

And the purpose of the great victory—won at the terrible cost of death, and hurt, and suffering, and hard-ship—was this: That the menace of Japan be removed, that the country and its defeated people be guided and taught the principles of a peace-loving democracy with all its truth and justice, and that the nation of Japanese people not be permitted to join the ranks of the great, free nations of the world until fully worthy of that honor.

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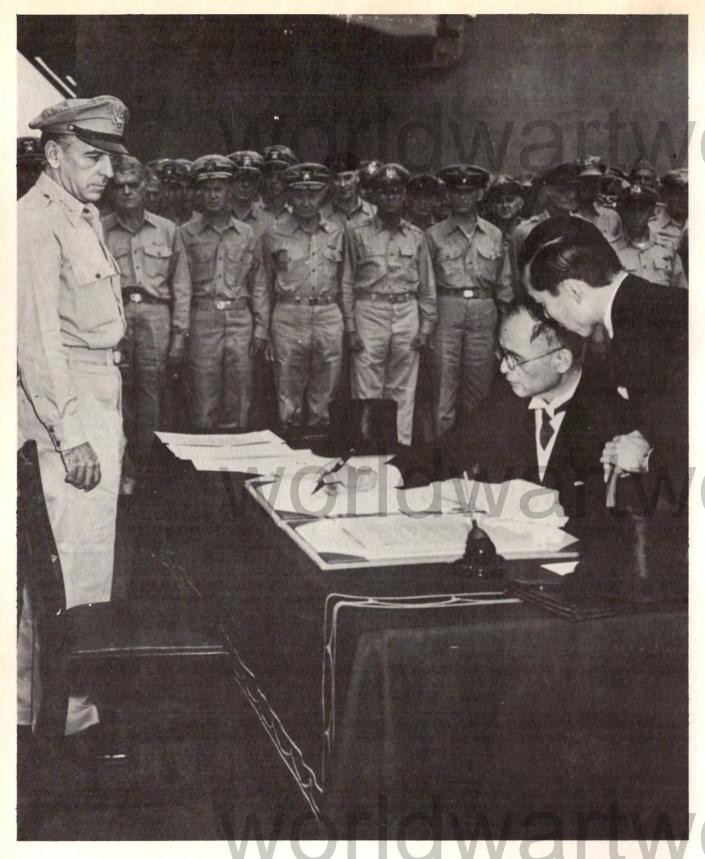
## TOKYO HARBOR — 2 SEPTEMBER 1945

ADMIRAL NIMITZ SIGNED THE DOCUMENT OF THE JAPANESE SURRENDER AS THE REPRESENTATIVE OF THE UNITED STATES OF AMERICA. THE BRIEF FORMAL CEREMONY MARKED THE FIRST SURRENDER IN JAPAN'S LONG HISTORY.



## THE CONQUERED

THEIR FACES SHOWING MIXED EMOTIONS, the Japanese delegates representing the civil and military governments of their country arrive on board the USS MISSOURI for the signing of the surrender documents.



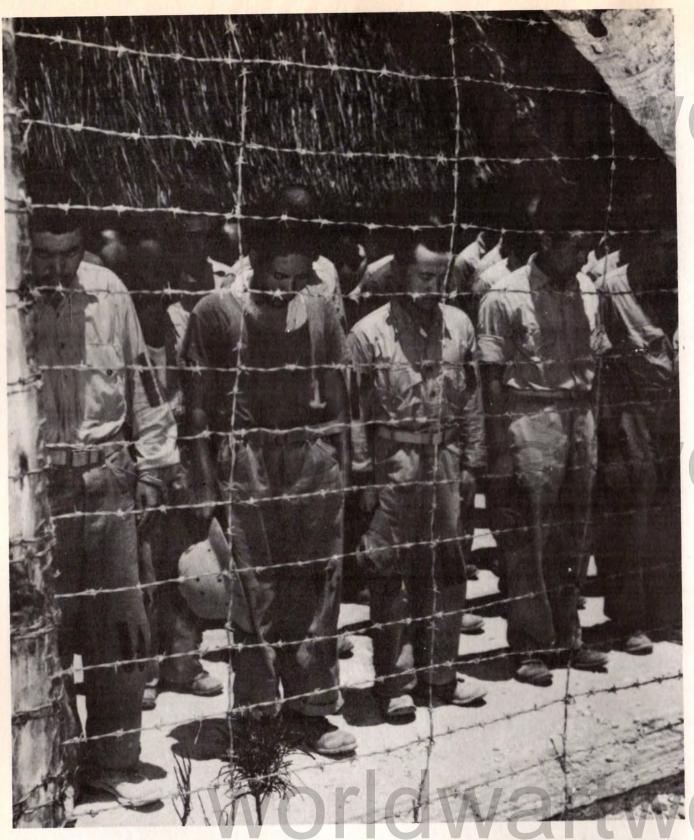
SIGNAL CORPS PHOTO

"WE . . . HEREBY ACCEPT PROVISIONS . . . " JAPAN'S FOREIGN MINISTER Sigemitsu affixes his signature to the surrender document as high ranking officers of the U. S. Armed Forces grimly observe the proceedings.

SEAL OF THE EMPIRE

SIGNAL CORPS PHOTO

DIRECTIVE BY EMPEROR Hirohito and his chief ministers stipulating complete compliance to any arrangements directed by the Supreme Commander of the Allied Powers.



OFFICIAL U.S. NAVY PHOTOGRAPH

## NEWS OF DEFEAT COMES TO JAP POWS

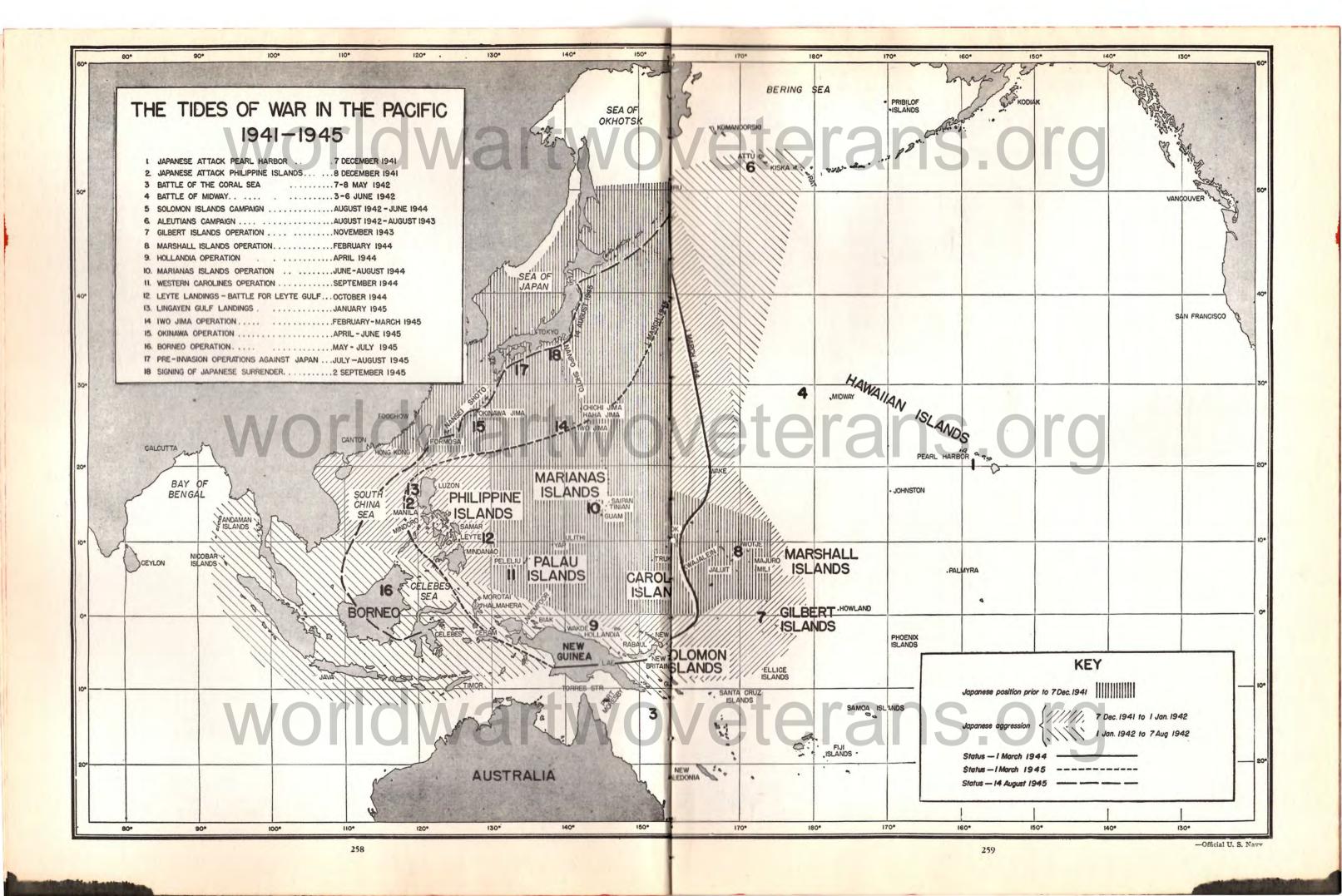
NEWS OF THE DEFEAT and unconditional surrender of Japan reached these Japanese prisoners of war at a POW Camp on Guam, 15 August 1945, when with bowed heads they heard Emperor Hirohito broadcast to the people of Japan.

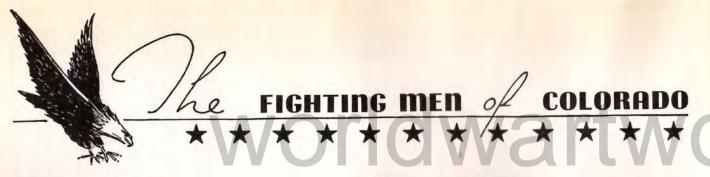


BRITISH OFFICIAL PHOTO

## PEACE IN THE PACIFIC

THE BRIDGE OF H.M.S. KING GEORGE V, flagship of the task force that had fought with the U.S. Third Fleet, flies the cease-fire signal. (With the British Pacific Fleet off the Japanese coast when Japan asked for peace and surrendered to the Allies.)







SM 3/C Kenneth Bryan Davis

Born 19 November 1926 in Seymour, Missouri. He attended primary and high schools in Greeley, Colorado, and was a skating instructor prior to entering service on 27 October

1944. He received his training at San Diego and Pearl Harbor, and served aboard the USS PENNSYLVANIA (BB-38), and THE USS ESSEX (CV-9). Signalman Davis was aboard the PENNSYLVANIA when that ship suffered hits in two engagements—once from enemy shore batteries while shelling Wake Island on 1 August 1945, and again from a Japanese aerial torpedo in Buckner Bay, Okinawa, on 12 August 1945. Honorably discharged on 23 July 1946 at Bremerton, Washington, he was awarded the American Theater Area Ribbon, Asiatic-Pacific Area Campaign Ribbon, and World War II Victory Medal. He is the son of Mrs. Laura M. Vose of Greeley, Colorado, and the husband of Mary C. Davis, also of Greeley.



MoMM 3/C Joe A. Maes

Born 24 August 1923 in Clayton, New Mexico. Attended Clayton and Brighton, Colorado, schools and was engaged in the floral business previous to his entering the armed forces on

14 August 1943. Received his preliminary training at U.S.N.T. Base, Farragut, Idaho, and was assigned to Argus Unit No. 23 at Port Hueneme, California. Received additional training in the Mojave Desert, and at San Clemente Island, Calif. Crossed to Kauai Island, Hawaii, and was transferred in July of 1944 to a Fighter Direction Unit. He was stationed with this unit at Kanoche Bay on Oahu Island, Hawaii, and served there for the following 15 months; later transferred to duty at San Francisco. Holds the Asiatic-Pacific Theater Area and American Theater Area Ribbons, and the Good Conduct and World War II Victory Medals. He is the son of Mr. and Mrs. Vincent Maes of Brighton, Colorado, and is married to the former Lucille Madrid of Brighton.



CM 3/C Orris H. Gesner

Born 18 April 1906 in Downs, Kansas. He attended primary and high schools in Seibert, Colorado, and was a carpenter prior to entering military service on 11 December 1943. He

received his preliminary training at the United States Naval Training Station at Farragut, Idaho, and served in the Pacific Theater aboard the USS DOBBIN (AD-3). The DOBBIN, a destroyer tender attached to the Seventh Fleet, was one of the vessels of the great "Train," the service fleet which kept the combat ships fit and ready, following them close to battle scenes to repair damage sustained by warships in fighting. Carpenter's Mate Gesner was honorably discharged on 2 November 1945, and his decorations include the American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of John H. and Carlotta Jane Gesner of Englewood, Colo.; is married to Donna Edith Gesner of Denver, and is the father of 3 children—Shirley Ann, Orris H. Jr., and Max H. Gesner.



Pfc. Max Hayward Gesner

Born 11 July 1925 in Seibert, Colorado. He attended Grant Junior High and South High School in Denver, and was a student at the time of entering military service on 9 September

1943. He received his preliminary training at Keesler Field, Mississippi; and attended school in Radio Mechanics, AAF, AAFTS, Truax Field, Wisconsin, and Radio Mechanics, AACS, AAFTS, Scott Field, Illinois. Pfc. Gesner served with the 103rd Army Airway Communications System, Headquarters, Patterson Field, Dayton, Ohio, and was a Control Tower Operator. Honorably discharged on 7 February 1946 at Fort Logan, Colorado, his decorations include the American Theater Area Ribbon, Good Conduct Medal, and World War II Victory Medal. The son of Orris H. and Donna Edith Gesner of Denver, he is married to Mary Opal Gesner, also of Denver, and they have two children, James Hale and Janet Eileen Gesner.

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Coxswain Melvin Luke Robr

Born 9 Jan. 1927 in Ness City, Kansas. Attended Denver primary and high schools and was a student prior to entering service on 27 Jan. 1944. Trained at Farragut, Idaho, and San Diego; and served at Pearl Harbor

Diego; and served at Pearl Harbor and aboard the submarine tenders USS APOLLO, USS PROTEUS, and USS BUSHNELL. Aboard the USS TRIGGER (SS-237) on a 60-day patrol in the Philippines area, his ship sank an enemy tanker and a scout ship. He also served aboard the USS SEAFOX. Coxswain Rohr was honorably discharged on 8 May 1946, and was awarded the American Theater Area Ribbon, Asiatic-Pacific Area Ribbon, Silver Submarine with Star, and the World War II Victory Medal. He is the son of Mr. and Mrs. Lawrence Rohr of Denver.



Coxswain Vernon C. Lamb

Born 5 May 1910 in Liberal, Kansas. He attended public schools in Liberal and was a miner and Palisade, Colo., municipal employe prior to entering service on 6 Dec. 1943. He received his boot training at Bainbridge, Md.,

general training at Philadelphia Navy Yard, gunnery at Lido Beach, Long Island, N. Y., and Damneck, Va., and pre-commission training at Newport, R. I. He boarded ship at Newport on 31 May 1945 and served aboard the USS KERMIT ROOSEVELT (ARG-16), Division 1 in the South Pacific until honorably discharged on 5 Jan. 1946. Coxswain Lamb was awarded the American Theater, Asiatic-Pacific and Victory Ribbons. Son of Mr. and Mrs. C. E. Lamb, he is the husband of Mrs. Zela Lamb of Clifton, and has two sons.

Carpenter's Mate Second Class Byron L. Denton of La Veta, a Seabee serving with Company B, Platoon 4, 67th Naval Construction Battalion, helped build the lift that loaded the atomic bombs on the B-29's bound for Hiroshima and Nagasaki.

Coxswain Melvin L. Robr of Denver, in the submarine service in the Pacific, made a run in the famed USS.TRIGGER in the Philippine area early in 1945. On this successful 60-day patrol, the TRIGGER sank an enemy tanker and a scout ship.

Fireman First Class Robert E. Powell of La Veta served on the submarines USS LIONFISH and USS MANTA. Powell was on the LIONFISH during its last war patrol off the coast of Japan, and on this patrol a Jap I Type sub was sunk by LIONFISH.

SSMT Third Class Augustine Lopez of Denver, a crew member of the transport USS GENERAL LEROY ELTINGE, earned both the ETO and A-P Ribbons for his war service.

Gunner's Mate Third Class Harold W. Tavenner of Denver did transport duty in the north and south Pacific aboard the USS ST. CROIX, and aided in the return of troops following the cessation of hostilities.

Specialist Second Class Theda L. Reese of Denver, on Naval duty in Washington, D. C., was transferred to Pearl Harbor at her own request, for foreign service.

Signalman Third Class Kenneth B. Davis of Greeley was aboard the USS PENNSYLV ANIA when the battle-ship was hit aft by a torpedo launched by an enemy plane in Buckner Bay, Okinawa, on the evening of 12

August 1945. The PENNSYLVANIA had taken aboard Vice Admiral Oldendorf and his Staff, and only quick action by ship's repairmen prevented serious results.

Motor Machinist's Mate Third Class Joe A. Maes

Motor Machinist's Mate Third Class Joe A. Maes of Brighton served 15 months with a Fighter Direction Unit, stationed at Kanoche Bay, Oahu Island, Hawaii.

Seaman First Class John D. McIntyre Jr. of Grand Junction; a veteran of action in the Atlantic and North African Theaters, was with an Armed Guard Unit in the Pacific. McIntyre served aboard the ships TRADE WINDS, EWING YOUNG, GRACE R. HEBARD, and NANCY HANKS.

Soundman First Class Carl C. Parks of Englewood served for over two years aboard the Weather Report Ship USS ALMANDITE, a unit of the secret weather fleet to which so many fighting men unknowingly owed their lives.

Coxswain Vernon C. Lamb of Clifton served over seven months in the South Pacific aboard the auxiliary ship USS KERMIT ROOSEVELT.

Motor Machinist's Mate Third Class Earl W. Davis of Pueblo saw service with Naval Ammunition Depot in New Caledonia, and Section Base, Navy 3964 on Samar, Philippine Islands.

SSMB Third Class Dan Leyva of Cokedale served 18 months in Ships Service Activity, Naval Air Station, Pearl Harbor.

Radarman Third Class Victor F. Schneider of Denver served aboard the carrier USS ANTIETAM, Task Force 58, and was in the support of the Occupation Army's

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*





S 1/C John Douglas McIntyre, Jr.

Born 29 May 1923 in Montrose, Colorado. Attended Montrose and Grand Junction primary and high schools, and was a construction worker prior to entering service on 28 Nov. 1942.

Trained at Farragut, Idaho, and at the Gunnery School, Destroyer Base, San Diego, Calif. He served at sea in all the major theaters of war, and was with an Armed Guard Unit (Pacific) aboard the ships SS TRADE WINDS, SS EWING YOUNG, SS GRACE R. HEBARD, and SS NANCY HANKS. His severest action was at Bristol, England, where his ship, the TRADE WINDS, was bombed by the enemy. Seaman 1/C McIntyre was honorably discharged 9 January 1946 at Shoemaker, California. Among his decorations are included Campaign Ribbons for the Asiatic-Pacific Area, Philippine Islands, Atlantic, North African, and the American Theater Area. He is the son of Mr. and Mrs. John Douglas McIntyre, Sr., of Grand Junction, Colorado.



Specialist 2/C Theda L. Reese

Born 24 May 1920 in Hayes Center, Nebraska. Attended Springfield and Hayes Center primary, and Lakemore, Ohio, High School. International Business Machine operator for Denver Blue Cross, Colorado Hospital Service, prior to joining WAVES in November of 1942. Basic training at Cedar Falls, Iowa, and stationed in Washington, D. C., until transferred to Pearl Harbor in March of 1945 as specialist operator IBM. Daughter of Mrs. E. Tanner of 1746 Pennsylvania, Denver, Colorado.



MoMM 3/C
Earl Wayne Davis

Born 27 Aug. 1914 in Telluride, Colo. Attended Centennial High in Pueblo, and was a bus operator prior to entering service on 4 Aug. 1942. Trained at San Diego, Calif., and Richmond and Norfolk, Va.; and served in New Caledonia and the Philippines with NAD, 131 Navy, Section Base, Navy 3964. Honorably discharged on 27 Sept. 1945, and holds the American Theater, Asiatic-Pacific, Philippine Liberation, Good Conduct and Victory Medal. Son of James and Grace Davis of Pueblo. He is married to Mary Walker Davis, also of Pueblo, and they have one child.



SOM 1/C Carl C. Parks

Born 29 May 1906 in Indiana. He attended primary and high schools in Colorado and worked in shipyards and in the Maritime Service prior to entering the Navy on 26 Sept. 1942. He trained at the West Coast Sound School in San Diego, Calif., and served aboard the USS ALMAND-ITE, a weather report ship, for over 2 years. He was later assigned to Enlisted Troop Train Personnel, S.P. duty, and was honorably discharged on 19 Jan. 1946. He is the son of Rosa M. and A. A. Parks, of Englewood, Colorado.



ETM 2/C James C. Hickle

Born 8 Oct. 1926 in Wichita, Kansas. Attended South High in Denver and was a student at University of Colorado at the time of entering service on 13 Jan. 1944. Trained in III., Okla., and Calif., and served in the Pacific aboard the USS EVERETT F. LARSON (DD-830); in patrol and inspection of vessels, servicing of electronic equipment, and shore patrol duty in Japan. His decorations include the American Theater Ribbon, Asiatic-Pacific Ribbon, Good Conduct, Victory Medal, and Japan Occupation Ribbon. He is the son of Mr. and Mrs. J. L. Hickle of Denver.



Y 3/C James Wm. Clair

Born 17 July 1927 in Colorado. He attended primary and high schools in Waverly and Alamosa, Colorado, and practiced farming prior to entering service on 29 May 1945. He received his preliminary training at USNTC, San Diego, Calif., served at Camp Parks, Calif., and was later assigned to duty aboard the USS MYRMIDON (ARL-16). Yeoman Clair holds the American Theater Area Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. William J. Clair of Alamosa, Colo.



Coxswain
Daniel L. Luddington

Born 11 July 1927 in Hotchkiss, Colo. Attended Golden High School, and entered service on 29 May 1945. Trained at Great Lakes, Ill., and Camp Endicott, R. I.; and served in the Philippines with the 93rd USN Construction Bn., Company B, and with Headquarters Company, 61st USN Construction Bn. Honorably discharged on 25 June 1946, and awarded the American Theater Area Ribbon, Asiatic-Pacific Area Ribbon. Good Conduct Medal, and the World War II Victory Medal. He is the son of Mrs. Helen Luddington of Golden, Colo.



F 1/C Robert Edward Powell

Born 19 July 1926 in Liberal, Kansas. Attended the La Veta grade and Pueblo high schools, and was a steel mill employe prior to entering service on 26 July 1943. Trained at Farragut, Idaho; Ames, Iowa; and New London, Conn. Served with Submarine Div. 241, aboard USS LIONFISH and USS MANTA, in operation with the Third Fleet, Pacific. Holds the American Theater and Asiatic-Pacific Ribbons, Submarine Combat Insignia for successful war patrol, and Victory Medal. Honorably discharged in April of 1946, he is the grandson of Mr. and Mrs. C. R. Powell of La Veta, Colo.

Born 22 Dec. 1918 in Denver. Attended Denver schools and University of Alabama, and was a manufacturing firm foreman prior to entering service on 20 June 1944. Trained at camps and schools in Va., R. I., N. J., and Hawaii, and served aboard the USS AN-TIETAM (CV-36) in support of China and Japan Occupations. Honorably discharged on 26 Jan. 1946, he was also a navy enlisted war correspondent and editor of his ship's daily and monthly publications. He is the son of Mrs. Fanny Schneider, and husband of Anne Harris Schneider, Jackson, Tenn.



RdM 3/C Victor F. Schneider

landings in China and Japan after the Japanese capitulation. Schneider was also a Navy enlisted war correspondent and edited his ship's daily and monsply publications.

Seaman First Class Walter E. Keever of Greeley served in the U. S. Coast Guard Patrol, and aboard the transport USS ADMIRAL WILLIAM L. CAPPS in the Pacific. Keever was at Okinawa and the Philippines, and helped evacuate several hundred civilian internees of Santo Tomas prison camp.

Carpenter's Mate Third Class Orris H. Gesner of Englewood served aboard the Destroyer Tender USS DOBBIN, attached to the 7th Fleet. The DOBBIN was one of the great "Train" vessels making up the service and supply fleet keeping the combat force fit and ready, following into battle areas to repair the damage sustained by the warships in fighting.

Radioman Second Class Raymond D. Herrick of Denver served as a radio operator in a Pacific Fleet Radio Unit in the Hawaiian Islands and on Guam. Motor Machinist's Mate Second Class Charles G. Chamberlain of Frisco, Colo., served in the Pacific area abord the transports USS CLEBURNE, USS AMYCOS. USS RIGEL, and the USS LST-464.

Seaman First Class Bradley O. Chandler of Genoa, Colo., a Seabee serving with the 134th Naval Construction Battalion, was stationed at Guam for most of his time in Pacific duty.

Yeoman Third Class James W. Clair of Alamosa served aboard the auxiliary ship USS MYRMIDON in the Pacific.

Fireman First Class A. Don Young of Allison served aboard the escort carrier USS ADMIRALTY ISLANDS in the Pacific.

Radioman Third Class Donald W. Lindstrom of Greeley served aboard the auxiliary ship USS DOW-DITCH and the USS YP-42 in the Pacific, and was at Okinawa.

Aviation Chief Machinist's Mate Robert J. Surber of

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \*



S 1/C Walter E. Keever

Born 25 August 1925 in Mc-Allaster, Kansas. Attended pri-mary and high schools in La Jara and Colorado Springs, and was an aircraft plant employe prior to entering service on 15 Aug. 1943. Trained at Alameda, Calif., and served aboard the USS YP-131, USS YP-370, and the USS ADM. W. L. CAPPS (AP-121). Honorably discharged, his decorations include the American Theater, European-African-Middle Eastern Theater, Asiatic-Pacific Theater, and World War II Victory Medal. He is the son of Mr. and Mrs. Eugene L. Keever of Greelev.



S 1/C Bradley O. Chandler

Born 6 October 1913 in Glen, Colorado. He attended public schools at Glen and Lindon, Colorado, and worked in a steel mill prior to entering service on 4 April 1945. He received his preliminary training at Great Lakes and Camp Endicott, R. I., and was assigned to the 134th Naval Construction Battalion, serving on Guam for most of his time in overseas duty. Honorably discharged on 3 March 1946, he is the son of Mrs. Alice E. Chandler of Genoa, Colo. He is married to the former Miss Martha Crabb, and they have two daughters.

Born 2 December 1923 in Lebanon, Kansas. Attended primary and high schools in La Jara and Colorado Springs, Colorado, and was an airline employe prior to entering service on 14 December 1942. Received his training at USNTS in Farragut, Idaho, and was attached to Company 163, Camp Hill, at Farragut. Honorably discharged on 6 January 1943. He is the son of Mr. and Mrs. Eugene L. Keever of Greeley, Colorado; is married to Faye Cady Keever, and they have a son, Jimmy Duane Keever.



A/S Duane S. Keever

Born 31 March 1924 in Shaw, Colorado. Attended Glen and Lindon, Colo., schools and was a farmer prior to entering service on 28 Feb. 1945. He received his preliminary training at Camp Fannin, Texas, and was assigned to the 318th Fighter Control Sqdn. From 28 Aug. 1945 he was stationed in the Philippines and Hawiian Islands until honorably discharged on 19 July 1946. Was awarded the Expert Infantry Badge, Asiatic-Pacific Ribbon, and Good Conduct and Victory Medals. He is the son of Mrs. Alice Chandler of Genoa, Colo.



Corp. Ray W. Chandler



Tech/5 Harold M. Sterrett

Born 14 June 1914 in La Jara, Colo. Attended La Jara schools and was a chef prior to entering service on 10 July 1941. Trained in La., Calif., and Va.; and served in the European Theater with Co. D, 33rd Armd. Div. Fought in Normandy, Northern France and Rhineland, and was killed in action on 10 Sept. 1944 in Belgium. Posthumously awarded the Purple Heart for his supreme sacrifice, he also earned the ETO with 3 Stars, American Defense, American Theater, and Good Conduct. Brother of Mrs. Hazel I. Keever of Greelev.



RM 3/C Donald W. Lindstrom

Born 21 May 1926 in Mead, Colo. Attended primary and high schools in Mead and Greeley, and was a clerk and newspaper employe prior to entering service on 14 May 1944. Trained at Farragut, Ida., and received radio schooling in Texas, Great Lakes and Annapolis. Served in the Pacific Area aboard USS Bowditch (AGS-4) and USS YP-42; was at Okinawa; and later assigned to Naval Repair Base, San Diego. Holds the American Theater, Asiatic-Pacific, Good Conduct, and Victory Medal. He is the son of Mr. and Mrs. Carl W. Lindstrom of Greeley.

### The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



RM 2/C Raymond D. Herrick

Born 6 Nov. 1925 in Wheatland, Wyoming. He attended grade school in Wyoming, and Bancroft and Lakewood High, and worked in a transportation company prior to entering service on 15 June 1943. He received his preliminary training at the Naval Training Station in Farragut, Idaho, and was attached to a Pacific Fleet Radio Unit, serving in the Hawaiian Islands and on Guam. Honorably discharged on 12 March 1946, Radioman Herrick earned the American Theater and Asiatic-Pacific Ribbons, and the Victory Medal. He is the son of Mr. and Mrs. L. G. Herrick of Denver.



MoMM 2/C Charles G. Chamberlain

Born 14 April 1921 in Ft. Scott, Kansas. Attended pri-mary and high schools in Frisco and Breckenridge, Colo., and was a truck driver prior to entering service on 16 Feb. 1942. Trained at San Diego, Calif., and served in the Pacific aboard the USS CLE-BURNE (APA-73), USS AMYCOS, USS RIGEL, and USS LST-464. Honorably discharged on 29 Nov. 1945, he holds the American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mrs. Lydia E. Chamberlain of Frisco, Colo.

Idaho Springs, an aviation machinist instructor, served with Carrier Aircraft Service Unit 32, Engineering, and was later assigned to duty at Maui, Hawaiian Islands.

Coxswain Daniel L. Luddington of Golden, a Seabee serving with Company B, 93rd Naval Construction Battalion and Headquarters Company, 61st NCB, was at Samar in the Philippines.

Electronics Technician's Mate Second Class James C. Hickle of Denver served in the Pacific aboard the destroyer USS EVERETT F. LARSON, Communications Division, in patrol and inspection of vessels, and servicing Radar and Sonar gear.

Machinist's Mate Joseph J. Horvat of Pueblo served with the 12th Naval Construction Battalion and Motor Repair Unit 1059 in the Pacific. He was awarded a Commendation for work performed on Guam, and the Presidential Unit Citation for meritorious service on Attu.



SM 2/C Wilber Leroy Gearbart

Born 16 August 1927 in Pittsburg, Kansas. He attended Collbran and Grand Junction, Colorado, schools and was a sheet metal apprentice prior to joining the Maritime Service

on 30 June 1945, at the age of seventeen. He received his preliminary training at Avalon, California, and on completion of his course was assigned to the SS JOHN DEERE. On this ship he was engaged principally in the United States-Australia run, carrying supplies and equipment and returning fighting men from overseas bases. Steward's Mate Gearhart is the son of Mr. and Mrs. R. H. Gearhart of Grand Junction, Colorado.



3rd Officer Wm. A. Hawkins

Born 11 April 1928 in Denver, Colo. Attended Denver schools and was a student at South High at the time of entering the Merchant Marine on 1 June 1944. Trained at Catalina

Island, California, and served aboard the ships SS SANTA CRUZ, SS ORSON D. MUNN, SS WM. I. CHAMBERLAIN, SS EXIRIA, and SS MATCHLESS; seeing action in the Marianas, Philippines, New Guinea and the Netherlands East Indies. Honorably discharged on 1 April 1946, his decorations include the Atlantic War Zone Bar, Pacific War Zone Bar, Service Emblem, and the Philippine Liberation Medal. He is the son of Mr. and Mrs. Andy Hawkins of Denver.



#### ARM 1/C Theodore Kenneth Dorak

Born 4 July 1920 in Denver, Colorado. He attended Garden Place and North High School in Denver, and was a reilroad em-ploye prior to entering service on 8 December 1941. He trained

at San Diego, Calif., and Norfolk, Va.; and served in the Southwest Pacific aboard the USS YORKTOWN (CV-10), taking west Pacific aboard the USS YORKTOWN (CV-10), taking part in 14 major bombing missions from Marcus to Guam. He was later attached to Squadron VT-5 aboard the USS FRANK-LIN (CV-13), and flew in bombing raids against the Philippines, Okinawa, Iwo Jima, Formosa, and Japan. Aviation Radiomar. Dorak lost his life on 19 March 1945 in the daring rescue operations which saved the shattered FRANKLIN, when the carrier was blasted by enemy bombs close off the southeast coast of Kyushu. His awards included the American Theater Ribbon, Asiatic-Pacific Ribbon with 10 Battle Stars, Philippine Liberation Ribbon with 2 Stars, Purple Heart Medal with Gold Star, Good Conduct Medal and Presidential Unit Citation. He was the son of Mr. and Mrs. E. E. Dorak of Denver.



AM 2/C Edward John Dorak

Born 11 September 1922 in Denver, Colorado. He attended Garden Place and North High School in Denver, and was a railway employe prior to entering service on 8 December 1941.

He trained at San Diego and Terminal Island, Calif.; and served in the Southwest Pacific Area aboard the USS LOUISVILLE (CA-28). Attached to the V Division as a gunner, he took part in the fighting in the Marshalls, Carolines, New Guinea, Marianas, Palaus, and the Philippines, ad also was at Surigao Straits in the Navy's Second Battle of the Philippines. Honorably discharged on 26 October 1946, Aviation Metalsmith Dorak's decorations include the American Theater Ribbon, Combat Wings, Asiatic-Pacific Theater Ribbon with 11 Battle Stars, Philippine Liberation with 2 Stars, Good Conduct Medal, Presidential Unit Citation with 2 Gold Stars, and World War II Victory Medal. He is the son of Mr. and Mrs. Edward E. Dorak of Denver, and the husband of Lorraine Dorak.



S 1/C Spencer F. Rice, Ir.

Born 26 Dec. 1924 in Morrison, Colo. Attended Valverde, Byers Jr. High and South High School in Denver, and was a railroad terminal employe

and was a railroad terminal employe prior to entering service on 12 Jan. 1944. Trained at Farragut, Idaho, and served in the Pacific Area aboard the USS SOUTH DAKOTA (BB-57). Seaman Rice fought in battles from Saipan to Japan, and was present during the surrender ceremonies in Tokyo Bay. Honorably discharged on 26 April 1946, he holds the American Theater Ribbon, Asiatic-Pacific Ribbon with 8 Battle Stars, Philippina Liberation Pibbon with 2 Stars Good Conduct Model. ippine Liberation Ribbon with 2 Stars, Good Conduct Medal, World War II Victory Medal, and Japan Occupation Ribbon. He is the son of Spencer Floyd Rice, Sr., of Denver, and the late Mrs. Bessie Rice.



F 1/C Chauncey Carlyle Warren

Born 19 April 1911 in Dillon, Colorado. Attended Dillon and Bainbridge, Ohio, Grade and High Schools. Engaged in transportation and was a guard for two years at a Denver munitions plant prior to enpulse 1943. Regarded beside tasking at the colorada.

tering service on 20 November 1943. Received basic training at Government Island, Alameda, California, and served at Permanent Personnel, Operating Base, U. S. Coast Guard. Assigned to machine shop for the Federal Bureau of Roads, and then transferred as Fireman at Camp Knight, Oakland, California, to Fire Boat, U.S.C.G., 600 13-F, Port of Oakland. Continued West Coast patrol duty from V-J Day to discharge date. Son of Bradish F. Warren, Dillon, Colorado. Husband of Berla M.





Commander James R. Cannon, Ir.

HANNA as 2nd Asst. Eng., ship torpedoed in Atlantic. Rose from 3rd Asst. Eng. on SS ELIAS HOWE to Chief Eng. on SS BUENO VISTA HILLS, and on SS MANDARIN, supplyss BUENO VISTA HILLS, and on SS MANDARIN, supplying the Navy in New Guinea and Guam with high-octane gaso-line. In previous Pacific action, had sailed as 1st. Asst. Eng. on SS CAPE ISABEL, and was with the Navy Fifth Amphibious in the invasions of the Gilbert and Marshall Islands. Holds the Pacific and Atlantic War Zone Bars, the Mediterranean-Middle East Bar, the Merchant Marine Combat Bar with Star for riding out a ship completely disabled by enemy action, and additional Merchant Marine Combat Bar for being aboard a ship under torpedo attack and undergoing 90 air raids in 10 ship under torpedo attack and undergoing 99 air raids in 10 days. Promoted to Commander in U.S.M.S. in April of 1945. Later served as Chief Eng. aboard SS SEA DEVIL returning U. S. overseas troops.

Avation Radioman First Class Theodore K. Dorak of Denver earned one of the most distinguished records among Colorado men in combat. Entering service the day after Pearl Harbor, Dorak served 15 months aboard the carrier USS YORKTOWN, making photography reconnaissance flights in addition to his 14 major bombing missions, participating in the operations on Marcus, Wake, Mili, Kwajalein, Wotje, Truk, Saipan, Tinian and Guam. Later attached to Squadron VT-5 aboard the carrier USS FRANKLIN, he was in bombing raids over the Philippines, Okinawa, Japanese coastal islands and Formosa. He lost his life on 19 March 1945 aboard the FRANKLIN when is was hit by aerial bombs off the coast of Japan. Dorak was killed in helping to save his ship. His war decorations included ten Battle Stars, Wings with three Silver Stars, Purple Heart with Gold Star, Presidential Unit Citation, and an individual Citation for daring flight beyond reconnaissance.

Avation Metalsmith Second Class Edward J. Dorak of Denver, brother of Theodore Dorak, also entered service on the day following the attack on Pearl Harbor. He served in the Pacific aboard the heavy cruiser USS LOUISVILLE as a gunner attached to Squadron VCS-4.



SK 1/C Marion L. Kidwell

Born 15 Sept. 1917 in Salt Lake City, Utah. Attended school in Salt Lake City and

was a student at Horace Mann in Denver. Followed peacetime occupation of mechanic prior to entering the naval service in Nov. 1943. Received boot training at the Naval Training

Station at Farragut, Idaho, and graduated rom Naval Aviation Technical Training Center, Norman, Okla., on 1 July 1944. Served later in Jackson-ville, Fla., and at U.S.N.A.A.S.

in Holtville, Calif. Son of Mrs. Eva R. Santopietro of Denver, and J. J. Falk of Los Angeles.

Husband of Mrs. Susie Falk,

Denver.

Born 10 Feb. 1922 in Flem-ing, Colo. Attended Fleming schools and was a farmer prior to entering service on 8 Aug. 1942. Trained at San Diego, Calif., and served in the Pacifcalif., and served in the Pacific Area with Fleet Air Wing 17 and CASU F 58, servicing Navy Patrol Bombers (PBY's) for the Philippine Campaign. Honorably discharged on 31 May 1946, his decorations include the American Theater, Asiatic-Pacific, Philippine Liberation, Good Conduct and Victory Medal. He is the son of Mr. and Mrs. Clyde W. Kidwell of Colorado Springs,



AMM 3/C James Edward Falk

He took part in the operations against Wotje, Kwajalein, Eniwetok, New Guinea, Palau, Truk, Yap, Satawa, Saipan, Tinian, Guam, Leyte, Mindoro, Luzon, and was in the fighting at Surigao Strait in the 2nd Battle of the Philippines. Edward Dorak's decorations included 11 Battle Stars and the Presidential Unit Citation with 2 Gold Stars.

Storekeeper First Class Marion L. Kidwell of Colorado Springs served in Fleet Air Wing 17 and in Aircraft Service Units in New Guinea, the Admiralities, Palawan and Manila. Kidwell belped in the servicing of the Navy patrol bombers which did such outstanding work in the Philippines Campaign.

Commander James R. Cannon, Jr., of Denver circled the world during his duty with the U.S. Maritime Service and fought through heavy action in the principal sea combat areas. Achieving his Commander's rank while only 27 years of age, the young officer earned





ARM 3/C James Edward Carroll

Born 7 Dec. 1925 in Denver, Colo. Attended St. Joseph primary and high school, and was a railway employe prior to entering service on 1 Feb. 1944. Trained at Farragut, Idaho, and Aviation Radio School at

Memphis, Tenn.; and served with Special Weapons Experimental Flight Test Div., Naval Aircraft Modification Unit, Johnsville, Pa. Engaged in experimental flight tests of new aircraft equipment and guided missiles. Honorably discharged on 8 June 1946, he is the son of Margaret Elizabeth and Edward Dominic Carroll of Denver.



T/4
George Patrick Kauffmann

Born 20 April 1927 in Washington, D. C. He attended St. Louis Parochial in Englewood, Colorado, and Englewood High School, and was a student prior to entering military service on 18 May 1945. He received

his preliminary training at Camp Livingston, Louisiana, and served overseas in the occupation of Japan with the 1113th Engineers Construction Group, and 1902nd Engineers Aviation Battalion, stationed at Fukuoka, Kyushu, Japan. Sergeant Kauffmann was honorably discharged in January of 1947, and is the son of Mr. and Mrs. Paul Kauffmann of Englewood, Colorado.

Born 7 April 1904 in Glenville, Minn. Attended schools in Alamosa, Rocky Ford, Center and Denver, Colo., and was a book-keeper and accountant prior to entering service on 2 August 1942. Trained at Seattle, Wash., and attached to Army Service Forces, Transportation Corps, at Prince Rupert, B. C.; engaged in transporting supplies to Alaska and the Aleutian Chain. Honorably discharged on 16 Sept. 1945, his decorations include the American Theater, Asiatic-Pacific, Good Conduct, and Victory Medal. He is the son of Mrs. Annie McNitt of Alamosa.



Tech/5 Roy H. Benton



AEM 1/C Chas. W. Milholland

Born 1 November 1925 in Bethany, Missouri. He attended public schools in Wolcott and Eagle, Colorado, and was a student prior to entering service on 30 August 1943. He received his preliminary training at Faceived

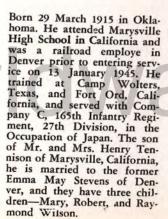
ice on 30 August 1943. He received his preliminary training at Farragut, ldaho, and electrical schooling at Seattle, Washington; and served as an electrical and gunnery instructor at USNAS, Pasco, Washington. He was later assigned to duty aboard the USS SAIDOR (CVE-117) in the Pacific, and was honorably discharged on 11 May 1946 at Shoemaker, California. His decorations include the American Theater Area Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. L. F. Milholland of Wolcott, Colorado.



Pvt. Paul A. Kauffmann

Born 14 April 1925 in Littleton, Colorado. He attended St. Louis Parochial School in Englewood, Colorado, and Englewood High School; and was an aircraft mechanic prior to entering military service on 26 April

gust 1943. He received training at Camp Blanding, Florida, and was attached to Company F, 210th Infantry Training Battalion, 65th Regiment, I.R.T.C. at Camp Blanding. Pvt. Kauffmann was honorably discharged on 24 December 1943. He is the son of Mr. and Mrs. Paul Kauffmann of Englewood, Colorado.





Pfc. Claude Wilson

### Le FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*

Born 29 Jan. 1917 in Sidney, Nebr. Attended Sacred Heart School in Boulder, and St. Francis de Sales and St. Vincent de Paul in Denver, and was a mechanic prior to entering service on 1 July 1940. Trained at Brooks Field, Texas, and Chanute Field, Ill., and served in North Africa with the 8th Troop Carrier Sqdn. Killed in a plane crash near Oran while on a training flight on 1 June 1943. The son of Mr. and Mrs. Edward F. Rummelhart of Denver, he is also survived by his wife, the former Frances M. Humphries of Englewood, Col.



T/Sgt. Robert J. Rummelbart

Born 3 Sept. 1915 in Sidney, Nebr. Attended at parochial schools in Calif., Boulder and Denver, Colo., and was a printer prior to entering service on 22 June 1942. Trained at Ft. Leonard Wood, Mo.; served in the Pacific Area with Co. F, 331st Engineers. Sergeant Rummelhart spent 28 months in the Aleutians, and was honorably discharged on 20 Oct. 1945, with the awards of the American Theater Ribbon, Asiatic-Pacific Ribbon with Battle Star, Good Conduct Medal, and Victory Medal. He is the son of Mr. and Mrs. Edward F. Rummelhart of Denver.



Sgt. Frank J. Rummelhart

numerous decorations for his outstandingly active military service.

Steward's Mate Second Class Wilber L. Gearbart of Grand Junction served in the Merchant Marine aboard the SS JOHN DEERE. His main duty was on the U.S.-Australia run, carrying supplies and returning fighting men from overseas bases.

Third Officer William A. Hawkins of Denver served in both the Atlantic and Pacific during his Merchant Marine service. He took part in the battles of New Guinea, Dutch East Indies, Marianas and the Philippines.

Fireman Richard Miller of Palisade, Colo., served in the Merchant Marine aboard the tanker SS UNION COOPER VICTORY and the SS BENTS FORT in the Pacific.

Fireman First Class Chauncey C. Warren of Dillon, Colo., served aboard the Coast Guard Fire Boat 600 13-F, Port of Oakland, on West Coast patrol duty.

Avation Radioman Third Class James E. Carroll of Denver served with Special Weapons, Experimental Flights Test Division, Naval Aircraft Modification Unit at Johnsville, Pa., in experimental flight tests of new aircraft equipment and guided missles.

Avation Electrician's Mate First Class Charles W. Milholland of Wolcott, Colo., was a turret gunner and gunnery instructor at U.S. Naval Air Station at Pasco,

Born 5 July 1917 in Alamosa, Colorado. Attended Alamosa public schools and was a clerk before joining the National Guard on 24 Feb. 1941. Served with the Guard until August 1941, Monte Vista, Colo.; with 2nd Army Headquarters at Camp Forrest, Tenn., until July 1944; then with 8th Army Headquarters, Artillery Section. Shipped overseas for foreign duty in New Guinea, Philippines, and Yokahama, Japan. He is the son of Mr. and Mrs. I. Hugh Tomberlin of Alamosa, Colorado.



M/Sgt. Walter R. Tomberlin

Born 23 Dec. 1912 in Paonia, Colo. Attended the Alamosa schools and worked for an Oregon lumber firm before entering service on 26 Oct. 1944. Trained at Fort Riley, Kansas, and was attached to Co. F, 543rd Eng. Boat & Shore Reg., 3rd Special Brigade. Landed for occupational action at Aomori, Honshu, Japan, during surrender operations. Awarded the Philippine Liberation, Asiatic-Pacific Ribbon, Landing and Occupation—Japan, and Good Conduct. Son of Mrs. W. R. Sparks of Alamosa, Colo. Wife, Winifred, and two children, of Coos Bay, Oregon.



Tech/5 Chester F. Sparks

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Corporal Richard V. Calkins



Sgt. Harold B. McAllister

Born 15 November 1910 in Ivanhoe, Oklahoma. He attended primary and high schools at Seiling, Okla., and entered military service on 14 October 1940. He received his prelim-

inary training at Fort Logan, Colorado, and served with Company B, 18th Engineers. Sergeant McAllister served over 3 years outside of the United States, in Canada, Alaska and the Aleutian Islands. He worked on the highway from Whitehorse, Canada, to Alaska, and helped build airports in the Aleutians. Honorably discharged on 26 May 1945, his decorations include the American Defense Service, American Theater Area, Good Conduct, and Asiatic-Pacific Theater Ribbon. He is the son of Mr. and Mrs. David McAllister of Grand Junction, Colorado. Husband of Violet McAllister, also of Grand Junction, they have two children.

Born 14 May 1921 in Denver, Colorado. Attended Gilpin, Beach Court, Skinner Jr. and Englewood High School. Honor student and winner of Denver University scholarship. Violinist and active in dramatics. Worked in Medical Department, Dentistry, at Fort Logan prior to entering service 22 October 1942. Received preliminary training at Kearns Field, Utah, and assigned as finance technician with 3rd Airdrome Squadron of the Fifth Air Force Service Command. Printed weekly paper called "Pulse" for Unit. Shipped over-seas in April 1943 and followed course of war from Australia through New Guinea (Lae, Finchshafen, Port Moresby), the Philippines (Leyte, Luzon), Ie Shima, Ryukyus, to Japanese mainland. With elements of 3rd Airdrome Squadron landing at Atsugi Airfield, Honshu, Japan, on 28 August 1945 to carry out mission of pre-paring the airstrip for arrival of General MacArthur and occupation troops; first to arrive in Japan. Decorations include: Asiatic-Pacific Service Medal (in Pacific Theater from 4 June 43 to 27 October 45), New Guinea Campaign Star (from 19 October 43 to 5 December 44), Southern Philippine Campaign Star (from 15 January 45 to 8 April 45), Luzon Campaign Star (from 9 April 45 to 16 July 45), Philippine Liberation Ribbon, and World War II Victory Medal. Honorably discharged 13 November 1945. Son of Mr. and Mrs. John Calkins of 4320 South Logan Street, Denver, Colo-



Tech. Sgt. William D. Sereff

Born 2 Jan. 1912 in Lima, Ohio. Attended Lima Central High School and the School of Mines, Golden, Colo. Was a professional musician at the time of joining the Army Air Corps on

joining the Army Air Corps on 18 Nov. 1940. Received his preliminary training at Barksdale, La., and served with Hq. & Hq. Sq., Antilles Air Command, Antilles Dept. Puerto Rico. Also served with the 33rd Material Sq., 23rd Air Base Group. For four years was a bandsman and leader of an air corps band, playing for USO shows and touring all the bases under the Antilles Air Command in the only Continental orchestra in the entire Caribbean Area. Visited Aruba, Curacao, Cuba, Jamaica, St. Lucia, St. Thomas, Trinidad, St. Croix; British, Dutch and French Guiana, and South America. Awarded the Good Conduct Medal and the American Area Service Ribbon. Honorably discharged on 11 July 1945. Son of Mr. and Mrs. Peter H. Sereff, of Denver.

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



Sgt. John Raymond Bond

Born 1 May 1918 in Marysville, Kansas. He attended West High School in Denver, and was a steelworker prior to entering service on 8 Feb. 1945. He trained at Camp Roberts, Calif., and served overseas

with Co. B, 307th Infantry, 77th Division; on Cebu, Philippine Islands, and in the Occupation of Japan. Honorably discharged on 23 Oct. 1946 at Camp Beale, Calif., he was awarded the Asiatic-Pacific Theater Ribbon, Philippine Liberation, Japan Occupation, Good Conduct, and World War II Victory Medal. He is the son of Mr. and Mrs. William Bond of Denver; is married to Iline Crawley Bond, also of Denver, and they have two sons, John William and Lonnie Blair.



Pfc. James B. Brown

Born 13 March 1921 in Meeker, Colorado. Attended Colorado and California schools, and was a shipyard and oil field worker prior to entering service on 7 December 1944. He received his preliminary training

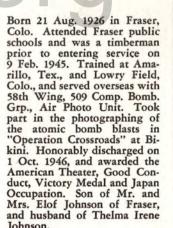
at Camp Roberts, Calif., and served with Hdqs. and Hdqs. Battery, 368th Field Artillery Battalion, 98th Infantry Division in the Pacific. He followed his active war service with duty in the Occupation Forces, based at Osaka, Japan. He is the son of Mr. and Mrs. Walter M. Brown of Meeker, Colorado. His wife, Martha Fair Brown, and daughter, Judith Ann, reside in Palisade, Colorado.





1st Lieut. Lewis E. Maxson

Born 15 March 1920 in California. Student of Englewood, Colo., High School, had naval service 1937-41, and was an aircraft firm employe prior to joining air forces on 30 April 1942. Received flight training in Texas, and served as instructor in C-47 transition training, Troop Carriers. Later transferred to Hawaiian Area, and with 19th Troop Carrier Sqdn. flew scheduled Pacific runs. Returned to U. S. for separation at Ft. Logan, 20 March 1946. Holds American Defense, Good Conduct and Victory Medals, and A-P Ribbon. Son of Mr. and Mrs. Llye E. Maxson of Littleton, Colo.





Corp. Edward Elof Johnson

Wash., prior to his transfer for duty aboard the escort aircraft carrier USS SAIDOR.

Aviation Machinist's Mate First Class Charles R. Johnson of Denver served at Naval Air Training Centers at Norman, Okla., Pensacola, Fla., and Chicago, Ill. Aviation Machinist's Mate Third Class James E. Falk of Denver served at Naval Air Stations at Norman,

Okla., Jacksonville, Fla., and Holtville, Calif.

Petty Officer First Class Ralph C. Wooley of Denver

served as assistant Chaplain, Chaplain's Office, at the U.S. Naval Air Station in Willow Grove, Pa.

Apprentice Seaman Duane S. Keever of Greeley served with Company 163 at Camp Hill in Farragut, Idaho.

Pharmacist's Mate Third Class Donna J. Coughlin of Pueblo served at Sampson, N. Y., and U.S. Air Naval Station Dental Dispensary at Norfolk, Va.

# FIGHTING MEN of COLORADO



Pfc. Ioe O. Sanchez

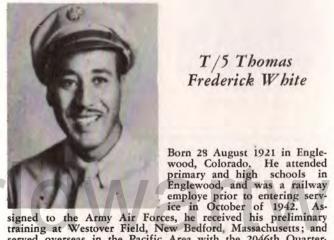
Born 5 August 1915 in Park View, New Mexico. He attended schools in Alamosa, Colorado, and was a rancher prior to entering service on 10 April 1942. He received his preliminary training at Fort Lewis, Washington, and was assigned to duty with Company A, 174th Infantry Regiment. Hospitalized for six months as a result of a training accident in California in 1943, he was later transferred to Company F, 391st Infantry Regiment, 98th Infantry Division. The 98th went to Hawaii in April of 1944 and remained there on guard duty until the end of the war with Japan. The division underwent intensive combat training during its stay in Hawaii, and supplied men to a number of other units which carried on combat operations in the Pacific and was kept in reserve for duty anywhere in the Pacific. Its presence in Hawaii was a closely-guarded secret and was not made known until 25 August 1945. After V-J Day it was on occupation duty in Japan until inactivation. Pfc Sanchez was honorably discharged on 14 January 1946 at Ft. Logan, Colorado, and his decorations include the American Theater, Asiatic-Pacific, Good Conduct, Victory Medal, and Japan Occupation. He is the son of Feliberto and Aurelita Q. Sanchez of Alamosa, Colorado.



1st Lieut. Wendell A. Peters

Born 30 December 1915 in Denver, Colorado. He attended Bar-

ver, Colorado. He attended Barnum and Perry grade schools, West High, and Denver University; and entered military service on 20 April 1942. He received his preliminary training, anti-aircraft artillery, at Fort Eustis, Va.; later served as master gunner with the 450th AA Artillery Bn. at Camp Davis, N. C.; graduated from Officers Candidate School at Camp Davis; and served at Camp Tyson, Tenn.; Fort Myers, Fla; Selfridge Field, Mich.; Laredo, Tex.; and was Base Gunnery Officer, 118th Base Unit, 477th Composite Group, at Godman Field, Ky. Lieutenant Peters was honorably discharged on 17 May 1946, with the honor of a high scholastic record and establishing the following military precedents for officers of his race: First to attend and graduate combat gunnery officers course, Fort Myers, Fla., and Laredo, Tex.; and first Flexible Gunnery Officer, Army Air Corps. The son of Alfred S. and Cora I. Peters of Denver; he Corps. The son of Alfred S. and Cora I. Peters of Denver; he is the husband of the former Miss Katherine White, and they are the parents of twin daughters, Joan and Janet.



T/5 Thomas Frederick White

Born 28 August 1921 in Engle-

served overseas in the Pacific Area with the 2046th Quarter-master Trk. Company (AAF). Corporal White was honorably discharged on 16 January 1946, and has earned the following decorations: American Theater Area Ribbon, Asiatic-Pacific Theater Ribbon, Good Conduct Medal, and the World War II Victory Medal. He is the son of Omeara Frank and Lillie White of Englewood, Colorado.

### FIGHTING MEN of COLORADO

Corporal Lynn L. Moore of Denver served with Fleet Marine Force, Pacific, Headquarters Battalion, Headquarters Company, for duty with Headquarters Company, 5th Amphibious Corps. Moore was appointed assistant editor and Japan Correspondent for "Leather-neck," the Marine magazine published in Washington. His duties also took bim on an extended tour of China.

Staff Sergeant Louis A. Gutierrez of Swink, Colo., served in bombardier and gunnery schools, Service Squadron 43 at El Centro, Calif., and Service Squadron 48, Carrier Group 51 at Santa Barbara, Calif.

Sergeant Harold B. McAllister of Grand Junction served with Company B, 18th Engineers, and worked on the Alcan Highway from Whitehorse, Canada, to Alaska. He also helped baild airports in the Aleutian Islands.

Technician Fifth Grade Roy H. Benton of Alamosa served with Army Service Forces, Transportation Corps in Prince Rupert, British Columbia, engaged in transporting supplies to Alaska and the Aleutians.

Sergeant Frank J. Rummelbart of Denver served with Company F, 331st Engineers, and spent 28 months in the Aleutians.

Private First Class Joe O. Sanchez of Alamosa served with Company F, 391st Infantry Regiment, 98th Division in Hawaii, the 13th Regimental Depot in Honolulu, and Company G, 902nd Infantry.

Private First Class James B. Brown of Palisade, Colo., served with Headquarters and Headquarters Battery, 368th Field Artillery Battalion, 98th Division with Occupation Forces at Osaka, Japan.

Technician Fourth Grade George P. Kauffmann of Englewood served with 1113th Engineers Consruction Group and 1902nd Engineers Aviation Battalion with the Occupation Forces at Kyushu, Japan.

Private First Class Claude Wilson of Denver served with Company C, 165th Infantry Regiment, 27th Infantry Division, in the Occupation of Japan.

Master Sergeant Walter R. Tomberlin of Alamosa served with the 8th Army Headquarters, Artillery Section, and had overseas duty on New Guinea, the Philippines, and at Yokobama, Japan.

Sergeant John R. Bond of Denver served with Company B, 307th Infantry Regiment, 77th Infantry Division on Cebu in the Philippines, and in the occupation of Japan.

Technician Fifth Grade Chester F. Sparks of Alamosa served with Company F, 543rd Engineer Boat and Shore Regiment, 3rd Special Brigade in landing and occupational operations on Honshu, Japan, during the surrender period.

Technician Fifth Grade Donald L. Curtis of Hooper,

Colo., served with Company D, 17th Infantry Regiment, 7th Infantry Division, in the Occupation of Korea.

First Lieutenant Lewis E. Maxson of Littleton was with the 44th Troop Carrier Squadron flying personnel and cargo in C-46 planes from the Hawaiian Islands to Guam, Okinawa and Tokyo, and later flew with the 19th Troop Carrier Squadron in scheduled runs from the Hawaiian group througout the Pacific.

Corporal Richard V. Calkins of Denver followed the course of the war with the 3rd Airdrome Squadron of Fifth Air Force Service Command, the first unit to land in Japan, at Atsugi Airfield, Honshu, to prepare the airstrip for the arrival of MacArthur and occupation troops. A veteran of four major campaigns in the Pacific, Calkins was a finance technician and also helped publish his unit's weekly newspaper.

Technician Fifth Grade Thomas Frederick White of Englewood served in the Pacific area with the 2046th Quartermaster Truck Company, an Army Air Force Unit.

Corporal Edward E. Johnson of Fraser, Colo., served with the 58th Wing, 509 Composite Bomb Group, Air Photo Unit at Kwajalein and during "Operation Crossroads," taking part in the photographing of the Able Day and Baker Day atomic bomb test blasts at Bikini.

Corporal Ray W. Chandler of Genoa, Colo., served in the Philippines and in the Hawaiian Islands with the 318th Fighter Control Squadron.

Technician Fifth Grade Jose A. Montoya of Sanford, a veteran of six months action on Okinawa, served with Company A, 1901st Engineers Avation Battalion, Fifth Air Force, in the Occupation of Korea.

Second Lieutenant Corliss E. Dysinger of Denver died of illness on 11 Feb. 1943 while serving with the 55th Troop Carrier Squadron at Sedalia Army Air Field, Warrensburg, Mo. In the Regular Army since 1931, Dysinger was bonor graduate of his Glider Pilot class at Delbart, Texas.

Private First Class Ross J. Martinez of Denver served with the 59th Air Depot Group at Kelly Field, Texas, and 400th Air Base Group at Wright Field, Texas, engaged in aircraft maintenance work.

Corporal Horace G. Angevine of Denver served as a classification specialist with the Western Technical Training Command, 2nd Air Force at Harvard, Nebraska.

Second Lieutenant Louis W. Supancic of Palisade, Colo., served as a United States Army Air Forces Navigator; Unassigned Air Corps.

Private First Class Loren C. Peterson of Genoa, Colo., served with the 107th AACS Squadron, Atlanta Army Air Base and Moody Field, Ga., and at Greenville, South Carolina.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \*



#### lst Lt. Hugh Ross Jackson

Born 28 Sept. 1918 in Greeley, Colo. Attended primary and high schools in Greeley, and Colorado State College, and was a student at the time of joining the Air Corps on 11 Dec.

and flight training at Hickam Field, Hawaii; Santa Maria and Merced, Calif.; Luke Field, Ariz.; Laughlin Field, Tex.; and Barksdale Field, La. Lt. Jackson was serving as a B-26 pilot with the 476th Bomb Sq., 335th Bomb Grp., when he was killed in a plane crash at Kirbyville, Tex., on 31 Aug. 1943; while on a combat gunnery training mission, and 10 days before his scheduled departure for overseas duty. He was the son of Mr. and Mrs. C. O. Jackson of Greeley; and is also survived by his wife, Loys Ingle Jackson, and son, Stanley Hugh.



T/5 Jose A. Montoya

Born 19 April 1926 in Lasauses, Colo. Attended Lasauses public schools and was a farmer prior to entering service on 7 July 1944. He trained at Buckley Field, Denver, and served with 1901st Engr. Avn. Bn., Fifth Air Force; in Hawaii, Marshalls, Saipan, in action on Okinawa, and with Occupation Forces in Korea. Honorably discharged on 18 July 1946, he earned the Good Conduct and Victory Medals, Occupation Ribbon, American Theater, and Asiatic-Pacific Ribbon with Battle Star. He is the son of Mr. and Mrs. Pedro J. Montoya of Sanford, Colo.



Cpl. Horace G. Angevine

Born 12 Dec. 1917 in Denver, Colo. Attended primary schools and South High, and was an accountant prior to entering service on 19 Feb. 1943. Trained at St. Petersburg, Fla., and served as a classification specialist with the Western Technical Training Command, 2nd Air Force. Honorably discharged on 19 Nov. 1945, his decorations include the Expert Marksman Medal, Good Conduct, American Theater, and Victory Medal. Son of Mr. and Mrs. Daniel G. Angevine of Albuquerque, N. Mex.; husband of Mrs. Shirley Angevine, they have two children.



Sgt. Wallace Duncan Hall

Born 16 April 1919 in Oklahoma City, Oklahoma. He attended primary schools and West High in Denver, and was a manufacturing plant employe prior to entering military service on 24 October 1942. He received

his preliminary training at Lowry Field, Colorado, and San Antonio, Texas, and served with the Second Air Force, as an aerial gunnery instructor at the Alamogordo Army Air Base, Alamogordo, New Mexico. Sergeant Hall was honorably discharged on 6 November 1945, and his decorations include the American Theater Area Ribbon, Good Conduct Medal, and World War II Victory Medal. The son of Florence B. Pottle of Denver, he is married to Mary Elizabeth Hall, also of Denver, and they have two childdren—Gayle D. and Wallace J. Hall.



Pfc. Loren C. Peterson

Born 11 Sept. 1916 in Colo. Attended high school in Iliff and was an aircraft plant employe prior to entering service on 10 Aug. 1943. Received basic training at Sheppard Field, Tex.; flight training in Okla.; Radio Operator and Mechanics School at Sioux Falls, So. Dak., Army Air Base, and remained as instructor after completing school. Attended Radar School at Ft. Dix, N. J.; and served with 107th AACS Sqdn. in Ga. and So. Carolina. Honorably discharged 19 March 1946. Son of Mr. and Mrs. C. W. Peterson, and husband of Dortha Peterson, Genoa, Colo.



Pfc. Lawrence J. Shock

Born 12 August 1922 in Colorado, Attended primary and high schools in Allison and Durango, Colorado, and was a farmer prior to joining the Air Corps on 21 October 1942. Trained at Hondo, Texas, and served as an airplane mechanic at Hondo Army Air Field and Randolph Field, Texas. Honorably discharged on 31 October 1945. He holds the American Theater Area Ribbon, Good Conduct Medal, and World War II Victory Medal. He is the son of Mr. and Mrs. Russell F. Shock of Allison, Colorado.

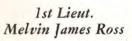




2nd Lieut. Louis W. Supancic

Born 2 June 1922 in Colorado. He attended school in Walsenburg, Colorado. Palisade High School and was a student at Colorado University in Boulder at the time of entering the Army Air Forces on 24 March 1943. He received his training courses at the San Marcos Arrmy Air

He received his training courses at the San Marcos Arrmy Air Field, San Marcos, Texas, Army Air Forces Navigation School, and served as a navigator in Unassigned Air Corps. Lieutenant Supancic received his honorable discharge on 17 October 1945. He is the son of Mr. and Mrs. Louis Supancic of Cameo, Colorado, and the husband of Mrs. Mary Lou Supancic, of Palisade, Colorado.



Born 6 Dec. 1922 in Burlington, Colo. Graduate of University of Denver, and rail line clerk prior to joining Marine Air Corps on 13 Jan. 1943. Received preliminary training at Recruit Depot, Marine Corps Basin Base in San Diego, Calif. Transferred to Personnel Grp. at Miramar and later to M.A.G. 15 at Camp Kearney, Calif. Also served at VP 102, San Francisco, and MAG 35 Hdq. Sqd., MCAS, El Centro, Calif. Son of Mrs. Clara A. Ross of Denver, and husband of Vivienne Jones Ross of Ft. Worth, Texas.



Private First Class Lawrence J. Shock of Allison, Colo., served as an airplane mechanic at Hondo Army Air Field, Texas, and at Randolph Field, Texas.

Sergeant Wallace D. Hall of Denver serced with the Second Air Force as an aerial gunnery instructor at Alamogordo Army Air Base, Alamogordo, New Mexico.

First Lieutenant Hugh R. Jackson of Greeley served with the 476th Bomb Squadron, 335th Bomb Group at Barksdale Field, La., and lost his life in a plane crash on 31 August 1943 at Kirbyville, Texas, just ten days before his scheduled departure for overseas duty.

Private First Class Robert J. Watkins of Fort Morgan, Colo., served with the 80th and 85th Chemical Mortar Battalions on Luzon in the Philippines, and with Military Government in Korea.

Private First Class Louis Sosa of Pueblo served in the supply division of the Lincoln, Nebr., Army Air Base, and as avation engineer, Fourth Air Force at Geiger Field, Wash.

First Lieutenant Russell Tavenner of Denver had duty in a tank destroyer battalion, was later detailed to Infantry, and served after the war in the Quartermaster Corps at Camp Atterbury, Ind.

First Lieutenant Melvin J. Ross of Denver served with Marine Air Group 15 at Camp Kearney, Calif., VP-102 at San Francisco, and Marine Air Group 35, Headquarters Squadron, MCAS, El Centro, Calif.

Private First Class Dalton V. Joyner of Denver served in the Transportation Corps, San Francisco Port

of Embarkation, handling inbound and outbound troops and checking and assigning to barracks.

Corporal Eugene H. Stewart of Denver served with Squadron F, 237 AAF 13 U, Kirtland Field, Albuquerque, New Mexico, as a member of ground and maintenance crew.

Corporal Rose Catalina of Alamosa served with Squadron D, WAC Detachment, 2123 Army Air Forces Base Unit at Harlingen Army Air Field Harlingen, Texas, as a file clerk at Post Headquarters, Army Air Forces Gunnery School.

First Lieutenant Wendell A. Peters of Denver served with 450th AA Artillery Battalion at Camp Davis, N. Carolina, as a master gunner, and as Base Gunnery Officer with the 118th Base Unit, 477th Composite Group at Godman Field, Ky.

Corporal Richard F. Claxton of Grand Junction served with Section B, 9206 TSU, San Francisco, Calif., and was in Specialized Service, Army Postal System, San

Lieutenant Colonel Leonard R. Walker of Pueblo earned an outstanding record through his superior performance of duties as a Maintenance and Supply Director of Army Air Field installations on the West Coast.

Private Glen A. Roberts of Bovina, Colo., served with an anti-aircraft artillery battery at Fort Riley, Kan.

Sergeant Lowell Hulburt of Clifton served with Battery B, 71st Coast Artillery Anti-aircraft, and Headquarters, 241st Searchlight Battalion at Washington, D. C.,



#### Pfc. Louis Sosa

Born 21 May 1911 in Santa Eulalia, Chihuahua, Mexico. He attended schools in La Junta, Colorado, and was an employe of the Pueblo Ordnance Depot prior to entering military service on 8 December 1942. He received his preliminary training at St. Petersburg, Florida, and Buckley Field, Denver, Colorado. He was assigned to duty at the Lincoln Army Air Field, Lincoln, Nebraska, and served as a supply clerk at that post for twenty-eight months. In July of 1945 he was transferred to the 463rd AAF Base Unit, AAF Aviation Engineer School, Army Air Base, at Geiger Field in Washington. Here he underwent training in the skilled subjects taught by the AAF Aviation Engineer School: Repair and operation of automotive equipment such as tractors and graders used in airport construction, draftsmanship, camouflage technique, carpentry, operation of highway construction equipment, which is used in the building of airport landing strips, surveying and knowledge of the operation of weapons, including in the latter class the study of the 50-cal. machine gun, the mortar, bazooka, rifle, carbine and pistol. Pfc. Sosa was still at the school when hostilities ceased, and was honorably discharged at Fort Logan, Colorado, on 7 March 1946. His decorations include the American Theater Area Ribbon, Good Conduct Medal, and the World War II Victory Medal. He is the son of Mr. and Mrs. Jesus Sosa of Pueblo, Colorado.



Pvt. Glenn Arden Roberts

Born 11 December 1915 in Bovina, Colo. He attended Bovina public schools and entered military service on 13 June 1945. He received his preliminary training at Fort Bliss, Texas, and was later stationed at Fort Riley, Kansas, in service with an anti-aircraft artillery battery. He is the son of Raymond Henry and Mabel Roberts, of Bovina, and the husband of the former Miss Elinor Phillips of Arriba, Colo. They have a son, Darroll Wayne.



Corp. Eugene Harold Stewart

Born 30 October 1916 in Washington County, Colorado. Was an arms plant employe after finishing high school, and entered service on 16 Oct. 1942. Received his preliminary training at Fort Bliss, Texas, and served with Squadron F, 237th AAF, 13 U., at Kirtland Field, Albuquerque, N. Mex. Worked throughout the war as a member of a ground and airdrome maintenance crew, and continued in the postwar period with duty at Kirtland Field. He is the son of Mr. and Mrs. Lloyd E. Stewart of Denver. His wife, Margaret Eileen, and daughter, Cheryl Ann, also of Denver.



Corporal Richard F. Claxton

Born 1915 in Elwood, Indiana. Attended West High School in Denver and was U. S. mail carrier prior to entering service. Entered Army 30 January 1944 and received basic training at Camp Lee, Virginia. Attended Army Service Forces Technical School for specialized service in Army Postal system. Served in A.P.O., San Francisco, Section B, 9206 TSU. Transferred to Fort Mason, San Francisco. Son of Mrs. Bessie Neis of Grand Junction. Wife, Mrs. Alma Claxton, and two children reside in Denver.



Dalton V. Joyner

Born 29 February 1916 in Vernal, Utah. He attended school in Baltimore, Md., and was a steelworker prior to entering service on 1 March 1944. Receiving his preliminary training at Camp Polk, La., he was assigned to the Transportation Corps, San Francisco P.O.E., in the work of handling inbound and outbound troops. Honorably discharged at Camp Beale, Calif., on 16 December 1945, he is the son of Mr. and Mrs. C. A. Joyner of Denver. His wife is Arabella M. Joyner, also of Denver, and they have two daughters and a son.



Born 29 Nov. 1922 in Denver, Colo. Attended Alameda, Byers, and South High schools in Denver, and was a delivery driver prior to entering serv-ice on 12 Feb. 1943. He re-ceived his preliminary training at St. Petersburg, Fla., and served as a radar operator with the 765th Signal Aircraft Warning Co. He also was atwarning co. He also was attached at successive intervals with 566 Sig. A.W. Bn., 552 Sig. A.W. Bn., 55 Sigg. A.W. Detachment, 462 AAFBU, and 999 AAFBU. Honorably discharged on 4 Feb. 1946. He is the son of Mr. and Mrs. Charles Quintrall, of Denver.

Sgt. Edward C. Quintrall

550th Light Pontoon Company at Ft. Jackson, N. Carolina, and Company A, Disposition Area, Det. 21, Transportation Corps at Camp Shanks, N.Y.

Sergeant Edward C. Quintrall of Denver was a Radar

Operator with the 765th Signal Aircraft Warning Company, and also served with 566th AW Bn., 552nd Sig. AW Bn., 55th Sig. AW Bn., 462 AAFBU and 999 AAFBU.

Private First Class Max H. Gesner of Denver served with the 103rd Arm Airways Communications System, Headquarters, Patterson Field in Dayton, Obio, as a Control Tower Operator.

Master Sergeant Paul F. Gilbert of Le Veta served with the 6th Photgraphic Squadron at Peterson Field, Colo., and with Photogrammetry Unit at Jefferson Barracks, Mo.

Sergeant Genevieve Willcox of Greeley served with SCU 1550, WAC Detachment at Ft. Knox, Ky., SCU WAC Detachment at Ft. Des Moines, Iowa, and SCU WAC Detachment at Ft. Leavenworth, Kansas.

Private Paul Kauffmann of Englewood served with Company F, 210th Infantry Training Battalion, 65th Regiment at Camp Blanding, Fla.

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It. Col. Leonard R. Walker

Born 3 September 1913 in Pueblo, Colorado. He attended schools in Denver, Craig, Las Animas, and University of Colorado at Boulder. Beginning his brilliant military career early in life, he spent 4 years (1930-'33) at CMTC, Ft. Logan, Colorado, winning the medal each year for being the outstanding student. In addition to this unique record, he won the General Pershing Medal for distinguished attainment in military education, and earned four times the Expert's qualifications in arms. A devoted instructor in life saving and water saftey, he also won a permenant award for athletic attainments at Camp Logan. Commissioned a second lieutenant in December of 1934, he was given command of various CCC companies in Arizona, Colorado and Wyoming, and in 1938 was appointed sub-district commander of camps in Wyoming. Requesting active duty with the Regular Army, he was assigned to the Air Corps on 30 June 1941. From 17 December 1941 to 1 November 1944, he served as Base S-4 Officer and Director of Supply & Maintenance at March Field, California. Transferred to the Army Air Base at Van Nuys, California, he was in charge of the largest supply and maintenance department of any installation on the West Coast, preparing policy and directing all activities concerned with arrangements for supply, transportation, evacuation, and other related administrative matters. Colonel Walker carried out his numerous duties and high responsibilities in a manner that brought him praise and commendation, and consistently earned "superior" ratings. Honorably discharged from service on 23 February 1946, Colonel Walker is the son of Mr. and Mrs. Edward R. Walker of Pueblo. He is married to the former Margaret Ann Helmer of Boulder, Colorado, and they have three children: Joan, Lenore, and Leonard, Jr.

C HISTORIES AND BATTLE LOGS

U.S. ARMY DIVISIONS

PACIFIC THEATER OF WAR

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(Status Beginning 1946)



#### AMERICAL DIVISION

(Name derived from combining "America" and "Caledonia")

Shoulder Patch: Four white stars on a blue shield. Stars are in form of the Southern Cross, indicating organization of the division south of the Equator. The Americal was the only Army division not having a numerical designation.

Source of Division: Task Force 6814.

Activation Date: 27 May 1942 in New Caledonia.

Inactivation Date: 12 December 1945, Seattle,
Washington.

Overseas Training: Unique in that the Task Force, whose units eventually comprised the division, sailed from New York 23 Jan. 1942 and trained on board the ship that carried it to Australia and thence to New Caledonia. Outfit trained after activation in New Caledonia for combat in jungle terrain. After moving to Fiji in March and April 1943, the division had intensive battalion and small unit training. During July, August, September and October of 1944, the division underwent intensive training on Bougainville in preparation for action in the Philippines.

Battle Credits (Division): Guadalcanal, Northern Solomons and Southern Philippines.

Awards: Major units of the division were cited by letter, 1st Marine Division, 30 April 1943. From this, major portions of the division received the Presidential Unit Citation (Navy) for their action with the 1st Marine Division from 13- October 1942 to 9 December 1942. Company E, 182d Inf. Regiment, awarded Distinguished Unit Citation for action at Bougainville 10-11 March 1944.

Successive Commanding Generals: Maj. Gen. (lately Lt. Gen.) Alexander M. Patch, May to Dec. 1942; Brig. Gen. Edmund B. Sebree, Jan. to May 1943; Maj. Gen. John R. Hodge, May 1943 to March 1944; Maj. Gen. Robert B. McClure, April to October 1944; Maj. Gen. William H. Arnold, Nov. 1944 to inactivation.

Current Commanding General: Maj. Gen. William H. Arnold was born on 18 Jan. 1901 at Dyersburg, Tenn., and upon graduation from the United States Military Academy, with a B.S. degree, on 12 June 1924, was ordered to duty with the 6th Infantry at Jefferson Barracks, Missouri, as a 2nd Lt. Entering the Infantry School at Fort Benning, Ga., Sept. 1927, he graduated in May 1928 and was ordered to Schofield Barracks, T.H., for duty with the 21st Inf. From January 1934 to June 1936 he was on duty with the 15th Infantry in China. He enrolled in the Command and General Staff School, Fort Leavenworth, Kansas, in Aug. 1937 and was graduated in June 1938. Next came a variety of assignments and posts until he became Chief of Staff, XIV Corps, in the South Pacific Area, and in November 1944 he assumed command of the Americal Division, then fighting on Bougainville, commanding the division until its inactivation.

Component Units: 132d, 164th, 182d Inf. Regts.; 245th, 246th, and 247th FA Battalions (L); 221st FA Battalion (M).

Combat Highlights: The Americal Division went into action on Guadalcanal early in Oct. 1942 and was the first Army unit to conduct an offensive operation against the enemy in any theater of war. The 164th Infantry re-enforced the 1st Marine Division debarking

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

on 13 Oct. Jap efforts to regain the island were strenuous. They received a bombing during unloading and every two hours during the remainder of the day. Thereafter there were frequent Nip air attacks on days following. On their first two nights they were subject to heavy Jap naval gun-fire.

During 24-27 Oct. 1942 the 3rd Battalion, 164th Infantry restored the perimeter line by attack in hand to hand combat at night and threafter stood off repeated attacks at "Coffin Corner" near the Lunga River south of Henderson Field which was saved by their action in this hot-spot. Shortly after this the regiment was heavily engaged simultaneously at Koli Point and on the west bank of the Matanikau River. Another highlight on this island was the attack of the 132d Infantry Regiment which took Mt. Austen, despite seven Jap counterattacks. Finally with the aid of other units sent in, the regiment bottled up the famed Oka Regiment of the Japanese Army and wiped it out. This operation caused the Japs to lose all observation on vital Henderson Field.

The division went on to fight in the actions at Matanikau and the Bloody Ridge, with resistance ending on Guadalcanal 8 Feb. 1943. The division moved to Fiji in march 1943. Here its mission was defense of the Main island to Viti Levu and extensive training in preparation for combat elsewhere. During the period 25 Dec. 1943 to 12 Jan. 1944 the Americal landed on Bougainville, relieved the 3rd Marine Division and was given the job of holding and extending the right half of previously established perimeter.

The decisive battle for the island began in early March 1944 when the Japanese 6th Imperial Division (re-enforced) launched an all-out attack. The Americal had plenty of action in its sector—notably the epic 19-day fight by the 182d Infantry for Hill 260. The south half of the hill, 700 yards outside the perimeter and topped with a giant banyan tree that was used for American artillery observation, fell to the enemy in early stages of the action. The Japs dug in and swarmed about the roots of the gigantic tree. After 19 days the hill was taken and the Jap offensive strength shattered. The Americal Division remained in the line on Bougain-ville participating in the pursuit of the broken Japanese and destruction of the remnants until Dec. 1944.

In Jan. 1945, the division went to Leyte and Samar where for the next two months it continued cleaning out remaining Jap forces in addition to invading and securing the small islands of Biri, Capul, Ticao and Burias. On 26 March 1945, following a heavy air and naval bombardment, men of the Americal landed on Cebu Island, five miles south of Cebu City. The City fell to the division and Lahug Airfield was taken on 28 March. Then began three weeks of costly and bitter fighting, described by Lt. Gen. Robert Eichelberger as being "the

toughest positions to reduce, considering the size of the forces involved, that I have ever seen."

Under constant pressure, the Japs abandoned their remaining positions 17-18 April and began a retreat to the north, where they were tracked down by American and Filipino troops. In conjunction with the action at Lahug Airfield, Americal troops landed on Cauit and Mactan Islands. After resistance near Cebu City was broken, combat teams made landings on Behol, Negros and Mindanao where they fought until July.

When Japanese capitulation came in Aug. 1945 the the troops were still mopping up Jap remnants. In Sept. 1945 the division landed in Japan, taking part in the occupation of Tokyo-Yokohama area until shipped home for inactivation after nearly 4 years of foreign service in which they had traveled from Melbourne, Australia to Tokyo by way of the Solomon and Philippine Islands.

Heroes: Medal of Honor—S/Sgt. Jesse R. Drowley of Luzerne, Michigan, for action on 30 Jan. 1944 at Torokina River.

Navy Cross—Lt. Colonel Robert A. Hall, while in command of the 3d Battalion, 164th Infantry Regiment, for action on 24-25 Oct. 1942. Col. Hall "preceded his battalion to the sector, acquainted himself with the situation,, made a reconnaissance under heavy enemy fire, and did thereby distinguish himself by extraordinary heroism."

Division Awards as of 1 January 1946

1	Oak Leaf				
		Awards	Cluster	Tot.	
Medal of Honor		1		1	
DSC		40		40	
Navy Cross		1		1	
DSM		3		3	
Legion of Merit		75	2	77	
Silver Star		539	21	560	
Soldier's Medal		60	2	62	
Bronze Star		2494	136	2630	
		3212	161	3373	
Air Medal		34	37	71	
		3246	198	3444	
GRAND TOTAL (Le	ess Pu	rple Hea	rt) 3444		
Division Casualties as	of 20	March 19	946		
	KIA	WIA	MIA	TOT.	
Guadalcanal (18 Nov. 1942-					
9 Feb. 1943)	344	998	9	1351	
Bougainville (12 Jan. 1944-					
30 April 1944)	232	1122	8	1362	
			(Incomplete)		
P. I.					
(JanJune 1945)	541	1929	unknown	2470	
4000	1117	4049	17	5183	



#### Ist CAVALRY DIVISION

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Shoulder Patch: Large shield of Cavalry color, yellow, with black diagonal bar and thoroughbred horse's head in upper right corner. Bar signifies the division as first in name and in battle.

Song: None; "Carry Owen" (7th Cav. Regt.) is acclaimed.

Type of Division: Regular Army.

Nickname: None; men prefer to be known as "Cavalry Troopers."

Histroy: 1st Cavalry Division was organized 31 Aug. 1921 at Ft. Bliss, Texas under command of Major General Robert L. Howze. For 20 years outfit was stationed along the border, trained there and held various maneuvers, Texas and New Mexico. In 1940 participated in two maneuvers, East Texas and Western La. areas. In Sept. 1941 participated in Third Army maneuvers in Louisiana.

Training under AGF: Took part in maneuvers in Louisiana from 3 Aug. to 21 Sept. 1942 and returned to Ft. Bliss for further unit trainig. Dehorsed in the latter part of 1942. With exception of limited field maneuvers, took no part in other combined maneuvers prior to leaving country.

Left This Country: May 1943 for Southwest Pacific.

Overseas Training: Extensive training overseas covering amphibious operations and specializing in attack with stealth; training carried on in Australian Jungle Training Center and later in New Guinea.

Battle Credits (Division): New Guinea, Bismark Archipelago, Southern Philippines, Luzon.

Awards: The 2d Squadron of the 5th Cavalry Regiment received the Distinguished Unit Citation for action on Los Negros Island from 29 Feb. to 2 March 1944. Troop A of the 5th Cavalry Regiment received the Distinguished Unit Citation for action on Leyte, P.I., from 29 Nov. to 2 Dec. 1944. The Seventh Cavalry Regiment Reconnissance Troop was awarded the Distinguished Unit Citation for action on Kwajalein from 31 Jan. to 5 Feb. 1944. Troop G of the 7th Cavalry Regiment was awarded the Distinguished Unit Citation for action on Leyte, P.I., from 12 Dec. to 18 Dec. 1944. Troop G of the 12th Cavalry Regiment was awarded the Distinguished Unit Citation for action on Los Negros Island on 7 Mar. 1944.

Successive Commanding Generals: Major General Innis P. Swift 19 April 1941 to 19 Aug. 1944; Major General Verne D. Mudge, 19 Aug. 1944 to July 1945; Major General William C. Chase from July 1945.

Current Commanding General: Major General William C. Chase was born in Providence, R.I., on 9 March 1895 and was commissioned a second lieutenant of Cavalry in the Regular Army 1916 following graduation from Brown University. He saw action overseas in World War I and returned to the U. S. in 1921 to become professor of military science and tactics at Michigan Agricultural College. Was graduated from the Cavalry School in 1926, from the Infantry School in 1927, and from the Command and General Staff School in 1931. After duty in the Philippine Islands he entered the Army War College in Washington, D.C., and was graduated in 1935. He then served successively as an

# The FIGHTING MEN OF COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

instructor at the Cavalry School and at the Command and General Staff School. In Feb. 1945 he became commanding general of the 38th Infantry Division, and the following July, of the 1st Cavalry Division.

Component Units: 1st Cavalry Brigade, consisting of the 5th Cav. Regt. and 12th Cav. Regt.; and the 2d Cavalry Brigade, with the 7th Cav. Regt. and 8th Cav. Regt.; 61st, 82nd, 99th, and 271st Field Artillery Battalions. Oldest Regt. is the 5th, organized as the 2nd Cav. Regt. in 1855 and commanded by then Lt. Col. Robert E. Lee, who resigned his command when the Civil War began. The 2nd Regt. was designated 5th Regt. by Congress in 1861. The 7th Regt., organized in 1866 and commanded by General George Custer, fought at Little Big Horn in the famous "Custer's Last Stand"—still called Custer's Regt. The 8th, also organized in 1866, fought against Sitting Bull and the Sioux Indians and in the Mexican Punitive Expedition. Youngest of the four is the 12th, which was formed in 1901, saw duty in the Philippines, on the Mexican border and the Canal Zone.

Combat Highlights: The division landed in the Admiralty Islands at Hyane Harbor on Los Negros in Feb. 1944 and within half an hour elements successfully took Momote Airstrip while other units branched out and seized Pajitalai Mission and Lombrum Plantation. One of the wildest battles of the Pacific was fought on Momote Airstrip on 1 March. When the reconnaissance force hit the beach the previous evening, it had met only minor resistance and the troopers were well dug in by nightfall. Early the next morning the Japs began fierce counterattacks; coming in waves, screaming "Banzai" and some even singing "Deep in the Heart of Texas."

Behind the cavalrymen was the sea. The Japs were all big men, Imperial Marines. Many were drunk; many carried bayonets on long poles, trying to spear troopers in foxholes. The cavalrymen held the strip, against great odds. More than a week later the bulk of the division arrived. Approximately 4500 Japs were killed in battle for the Admiralties. The division was one of the spearhead units invading Leyte on 20 Oct. 1944, and for this action the division won citation, with subordinate units also cited. Within five hours enemy-held and subbornly defended Cataisan Airfield fell. Record combat time for division was made by 12th Regiment during Leyte Campaign—72 days in the line without relief.

The 1st Cavalry was the first American division to enter Manila in Gen. MacArthur's liberation campaign, starting its dash to Philippines' capital 31 January after landing at Lingayan, Luzon, 17 January 1945. At Cabanatuan, north of Manila, troopers met their first resistance. Surprising the Japs just before daylight early on 1 February, they punched through speedily. Twenty miles from Manila, at the Angat River, the 1st Cavalry and 37th Inf. Div. made contact; they were neck-and-neck in fighting to the capital. Retreating Japs blew every bridge, many streams and rivers had to be forded.

The night of 3 February, a cavalry tank clanked past Manila's city limits, first into the city by several hours. Once inside, the units split, one speeding to capture and occupy the Malacana Palace and the other crashing the walls of Santo Tomas University, liberating more than 3700 Allied civilians.

The division remained on Luzon, mopping up scattered Jap elements and resting. Late in August, after the capitulation of Japan, it readied itself for the move forward on the road to Tokyo.

On 10 Sept. the division became the first American unit to enter the city of Tokyo and realized the fulfillment of a dream held since first it entered combat in Feb. 1944. The division is presently on occupation duty in Japan.

Heroes: Sgt. Troy A. McGill of Ada, Oklahoma, member of Troop G, 5th Cavalry, was awarded the Medal of Honor posthumously for heroic action at Momote Airstrip on Los Negros Island on 4 March 1944. Early in the morning the Japs attacked and all of Sgt. McGill's eight men, with one exception, were killed or wounded. Sgt. McGill fired his weapon until it ceased to function, then with disregard of safety, knowing he faced certain death, he left his foxhole and using his rifle as a club, engaged in hand-to-hand combat until killed by the enemy.

Pfc. William J. Grabiarz of Buffalo, New York, was awarded the Medal of Honor posthumously for the supreme heroism he displayed in Manila, Philippine Islands, on 23 Feb. 1945, when he left his place of safety behind a tank to absorb deliberately a hail of enemy bullets and thus saved the life of his troop commander. He met his death when he threw his body over the injured form of his commanding officer to cover him from a fusillade of Jap bullets.

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#### 6th INFANTRY DIVISION

Nickname: Red Star. (Formerly called the Sight Seein' Sixth, adopted during the World War because of the great amount of hiking across France which it did.)

Shoulder Patch: Patch consists of a six-pointed red star, the six points standing for the numerical designation of the division. The patch was chosen by Maj. Gen. Walter H. Gordon, who commanded the division in France during the First World War.

Source of Division: Regular Army units.

History: The division was organized in Nov. 1917 from Regular Army units, and the elements of the division received training at Camp McClellan, Ala., Camp Forrest, Tenn., and Camp Wadsworth, S. C. The division went to France in June and July of 1918. In Sept. 1918 it occupied the Gerardmer Sector in the Vosges Mountains in Alsace, remaining there until Oct. 12, when it was relieved by the French. In November it took part in the Meuse-Argonne offensive, advancing through the Argonne Forest in the Verdun-sur-Meuse area. It was with the Army of Occupation in Germany until June, 1919, when it returned to the U.S. The division was inactivated in 1921. The 1st Infantry Regiment stems from a unit organized in 1784 and which participated in campaigns against the Federated Indian Tribes and the Miami Nation. The 1st was used to explore the West in 1806. It has participated in the War of 1812, the Black Hawk War, the Seminole War, and the Mexican and Civil Wars. The 20th Infantry Regiment goes back to a unit organized in 1812, which saw action in the War of 1812 in this country and Canada. It fought in the Civil War, the Spanish-American War, and in 1899

went to the Philippine Islands, where it saw action against the Insurgent Army. The 63d Infantry Regiment was organized as part of the 11th Infantry Division in 1917, but did not serve overseas during the World War.

Activation Date for This War: October, 1939.

Training: The division was activated at Fort Lewis, Wash., and went to Fort Jackson, S. C., in Nov. 1939 and then to Fort Leonard Wood, Mo., for maneuvers from May to Aug. 1941. The division came under the Army Ground Forces on March 9, 1942, and the following month was reorganized and redesignated the 6th Motorized Division. It took part in the Second Army maneuvers in Tenn. from Sept. to Nov. 1942. In Dec. 1942 the division moved to the Desert Training Center, with station at Camp Young, Calif., and remained there until Mar. 1943, at which time it was transferred to Camp San Luis Obispo, Calif. It was reorganized and redesignated as the 6th Infantry Division in May, 1943. Left This Country: July, 1943, for Hawaii.

Battle Credits: Luzon and New Guinea.

Successive Commanding Generals: Brig. Gen. Clement A. Trott from Oct. 1939 to Oct. 1940; Brig. Gen. Frederick E. Uhl from Oct. to Dec. 1940; Maj. Gen. Clarence S. Ridley from Jan. 1941 to Aug. 1942; Maj. Gen. Durward S. Wilson from Sept. to Oct. 1942; Maj. Gen. Franklin C. Sibert from Oct. 1942 to Aug. 1944; Maj. Gen. Edwin D. Patrick from Aug. 1944 to Mar. 1945 (killed in action); Maj. Gen. Charles E. Hurdis from Mar. 1945 to present.

Current Commanding General: Maj. Gen. Charles E. Hurdis was born in Central Falls, R. I., on Oct. 6,

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1893. Upon graduating from the United States Military Academy he was commissioned a second lieutenant of Field Artillery in 1917, and sailed for France with the A.E.F. in July, 1917, where he served with the 6th Field Artillery in both the Lunewille and Ribeaucort sectors until Dec. 1917. He returned to this country in 1920 and in the years which followed was graduated from the Command and General Staff School, the Field Artillery School, and the Army War College in Washington, D. C. In Oct. 1941 he became commanding general of the Field Artillery Replacement Training Center at Camp Roberts, Calif. In March, 1942, he was appointed artillery commander of the 6th Motorized Division, later redesignated as the 6th Infantry Division. He went to Hawaii with the division and became its commanding general in March, 1945. He has the Legion of Merit, awarded in 1943 for his services as chief of the Troop Training Section, Training Branch, G-3 Division, War Department General Staff.

Component Units: 1st, 20th and 63d Infantry Regiments; 1st, 51st and 53d (L) and 80th (M) Field Artillery Battalions.

Battle Log: When the division arrived in Hawaii in July, 1943, it relieved the 27th Infantry Division in the southern sector of the defensive positions on the island of Oahu. Later the 6th took over defense of the entire island. During Jan. and Feb. 1944 the 6th moved to Milne Bay, New Guinea, and from there it moved to the Toem-Makde area of Dutch New Guinea in June. The outfit first plunged into combat during June and July, 1944. It advanced west from Toem, defeating the Japanese in the bloody battle of Lone Tree Hill, and securing the Maffin Bay area in a major American victory. With little or no rest, the division jumped into combat again, this time in an amphibious landing July 30 at Sansapor, on the Vogelkop Peninsula, in the Netherlands East Indies. Rapidly the 6th secured the Sansapor coast from the Ker River to the Wesan River. In its lightning strike the division captured many Jap prisoners.

On Jan. 9, 1945, the division landed as part of the assault troops in Lingayen Gulf and began the recapture of Luzon. At once it took to the hills in pursuit of the Japs, and while most other invading units battled on flat terrain, the 6th Division hacked away in the mountains. Not until the Okinawa Campaign did American

forces in the Pacific encounter as much enemy artillery as did the 6th from Jap guns in the mountains. The division kept moving from peak to peak, and during the first month killed 5000 Japs. During the fierce fight around Munos it knocked out 57 tanks and wrecked numerous artillery pieces.

The unit moved to the northern end of Luzon and fought with the 25th Infantry Division in the Cagayan Valley campaign. By Feb. 12, 1945, the 6th had reached the east coast of Luzon at Dingalen Bay, splitting Luzon from coast to coast. The outfit fought to dig the Japs out of the Carabelle Mountains. Elements of the division participated in an encircling movement in support of the 38th Inf. Division's landing at Mariveles Harbor. Later reunited, the 6th took part in the protracted campaign to clear the Marakina watershed east of Manila of the remaining enemy forces. Together with the 1st Cavalry and 43d Infantry Divisions it cracked the strong Jap defense positions on the Antipolo-Wawa line. The 6th captured Mt. Mataba on April 12 and by June 23 Kayapa had fallen. Pressing on against remaining Japs, it took Bolog on July 1, Mt. Santo Domingo on July 10 and Kiangan on July 15. By July 26 the 6th had contacted Philippine forces near Bonaue. The division is presently doing occupation duty in Korea.

Heroes: 2d Lt. Donald E. Rudolph (then T/Sgt.) of Minneapolis, Minn., was awarded the Medal of Honor for action on Luzon on Feb. 5, 1945.

T/4 Arthur O. Beyer of Ogema, Minn. and St. Ansgar, Iowa, was awarded the Medal of Honor for 15 Jan. 1945 action.

Pvt. Nicholas Minue of Cartaret, N. J., was awarded posthumously the Medal of Honor for 28 April 1943 action.

S/Sgt. Archer T. Gammon of Danville, Va., was awarded posthumously the Medal of Honor for 11 Jan. 1945 action.

Distinguished Service Cross winners: Maj. Gen. Edwin D. Patrick of Ruidoso, N. M., commanding general of the division (awarded posthumously); 1st Lt. Theodore Prankel of Moodus, Conn., for June 1944 action; 2d Lt. Floyd Hesse of Red Lake Falls, Minn., for March 1945 action; 1st Lt. Robert A. Stewart of Bogulusa, La., for June 1944 action.

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#### 7th INFANTRY DIVISION

Nickname: "Hour Glass" Division.

Shoulder Patch, Origin: Red circular patch bearing black hour glass, which is formed by inverted "7" and superimposed "7."

Type of Division: Regular Army.

History: Organization directed on December 6, 1917, to be carried out at Camp Wheeler, Macon, Ga. Original personnel drafted from Ill., Iowa, Mich., Mo., and Pa. U. S. training completed July, 1918; embarkation from N. Y. and Hoboken from July to Sept. Final training completed in Toul area. Division was in the line twice in October at Villers-en-Haye. During June and July, 1919, emergency personnel and some units mobilized in U. S. Division demobilized in September, 1921.

Reactivation Date: July, 1940.

Training: Upon organization in July, 1940, division assigned to VII Corps at Ft. Ord, Calif. Shipped to Camp Luis Obispo in April, 1942; participated in maneuvers at Desert Training Center, August through October, 1942; in November to Camp San Luis Obispo under II Armored Corps; in January, 1943, under Western Defense Command, to Ft. Ord, Calif., and in February had special amphibious training under War Department control. Prior to leaving country, held maneuvers at Camp Young, Calif.

Departure Date: April, 1943, for Alaska.

Overseas Training: Prior to Marshall Islands campaign, division had four months' training in Honolulu, including amphibious activities. After Marshall combat, returned to Hawaii for further training. Awards: Distinguished Unit Citations for following organizations: 17th Inf. Regiment's Co. B, action 16 May 1943; Co. F, 16 May 1943; Service Co., 29 May 1943; 32d Inf.'s Co. E, 20-21 May 1943; Co. I, 26 May 1943; Co. K, 26 May 1943; Reconnaissance Troop and Medical Battalion, approximately May 1943; 4th Inf. Regiment's Co. A, action 29 May 1943.

Battle Credits: Aleutian Islands, Ryukyus Island, Eastern Mandates, South P. I. (Division).

Successive Commanding Generals, Dates: Brig. Gen. Joseph W. Stilwell, 1 July 1940 to Aug. 1941; Maj. Gen. C. H. White, Aug. 1941 to Oct. 1942; Maj. Gen. A. E. Brown, 24 Oct. 1942 to 6 April 1943; Maj. Gen. C. H. Corlett, 7 April 1943 to 19 Feb. 1944; Maj. Gen. A. V. Arnold, March 1944 to present.

Current Commanding General's Biography: Archibald Vincent Arnold, born in Collinsville, Conn., 24 Feb. 1889; graduated from United States Military Academy and commissioned second lieutenant of Infantry, 12 June 1912; served as assistant football coach at West Point until Dec. Served on border patrol. In 1913 toured Panama and Hawaii, returned to U. S. in 1918 for duty as student and later instructor at Field Artillery School. In 1919, tour of duty in Europe. Field Artillery School graduate in 1921; in 1927 became Professor of Military Science and Tactics at Yale University. In 1928 graduated from advance course, FAS, and year later from Command and General Staff School, then assigned as instructor at the Infantry School, remaining there until 1934. In 1935 graduated from Army War College, and in 1943 became Artillery Commander of 7th Division and sailed overseas in that capacity.

Component Units: 17th, 32d, 184th Infantry Regiments; 48th, 49th, 57th (L); 31st (M) Field Artillery Battalions.

Combat Highlights: From 11 May to 2 June 1943, combat team of 7th Division had baptism of fire in bitter and violent struggle on Attu. Battling weather and a firmly entrenched foe, this team fought so successfully and heroically that at least eight Distinguished Unit Citations were awarded various units. On Aug. 20, 1943, major units of the 7th Division—included in Maj. Gen. Charles H. Corlett's Ninth Amphibian Force—took part in the assault on Kiska. The island was found to be unoccupied. The division distinguished itself by being the first to recapture American territory from the Japs. Early in 1944 division assigned with 4th Marine Division as spearhead of combined force to secure control of Kwajalein Atoll. Here the division, along with the 4th Marine Division, became the first outfit to capture territory which the Japs held prior to the war. On 20 Oct. 1944 the 7th landed on Leyte in Philippines with Gen. Mac-Arthur's forces. In this operation the 7th Division was the spearhead division. It was here that training paid off big dividends while 7th division fought foe being constantly reinforced. Pillboxes, dense jungle growth and stubborn foe made for vicious battles. The division distinguished itself in gallant fighting on bloody Okinawa. The division is presently on occupation duty in Korea.

Heroes: Pvt. Joe P. Martinez of Ault, Colo., and Co. K, 32d Inf. Regt. The Medal of Honor, post-humously. At Attu, May 26 1943, Pvt. Martinez led his battalion to victory, almost singlehandedly breaking final Jap resistance. Twice the reinforced American battalion faltered in the attack, and twice Pvt. Martinez went out alone to absorb all the fire and inspire the men.

Pfc. Leonard C. Brostrom of Preston, Idaho, was posthumously awarded the Medal of Honor for 28 Oct. 1944 action on Leyte.

S/Sgt. Robert H. Dietz of Kingston, N. Y., was posthumously awarded the Medal of Honor for 29 March 1945 action.

Pfc. Joseph P. Harrington, Seattle, Wash., awarded DSC for heroic action on Kwajalein. Under mortar con-

centration and in face of direct and heavy small arms fire, he knocked out two Jap pillboxes with flamethrower, operating within 25 yards of his objective.



Pvt. Joe P. Martinez of Ault, Colo. Medal of Honor Winner

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#### 11th AIRBORNE DIVISION

Nickname: The Angels. (It was not until the latter stages of the Luzon campaign that the division was tagged with a nickname. Maj. Gen. Joseph M. Swing, commanding general of the division, then began referring to his men as "The Angels," and the name was generally adopted.

Shoulder Patch: The patch is a shield of royal blue. A red circle centered on the shield contains a white numeral "11." A thin white ring borders the red circle, with white wings rising obliquely from the white periphery. In the top arc, the white letters "Airborne" are aligned with the shape of the arc.

History: The 11th Airborne Division was organized in Aug. 1918 at Camp (now Fort) Meade, Md. The division was in training until Nov. 1918, when it prepared for departure overseas. The signing of the Armistice on Nov. 11 stopped all further troop movement and the division was demobilized by Feb. 1919.

Activation Date: 25 February 1943.

Training Under Army Ground Forces: The division was activated at Camp Mackall, N. C., and trained under the Airborne Command. In Jan. 1944 it moved to Camp Polk, La., for training under the Third Army, and starting in Feb. participated in Louisiana maneuvers.

Left This Country: April 1944 for the Southwest Pacific.

Overseas Training: Trained in New Guinea.

Battle Credits (Division): New Guinea, Southern Philippines, and Luzon.

Awards: The Distinguished Unit Citation was

awarded the following elements of the 11th Airborne Division for action at Manila from 31 Jan. to 5 Feb. 1945; Headquarters and Headquarters Company, 1st, 2nd and 3rd Battalions of the 511th Parachute Inf. Regt.; 1st Battalion of the 187th Glider Inf. Regt.; Headquarters and Headquarters Company of the 188th Glider Inf. Regt.; Headquarters and Headquarters Company of the division.

Commanding General: Maj. Gen. Joseph M. Swing has been commanding general of the division from its activation to present. He was born in Jersey City, N. J., on 28 Feb. 1894. Following graduation from the U.S. Military Academy, he was commissioned a second lieutenant of Field Artillery in 1915. In 1916 he took part in the Punitive Expedition into Mexico and the following year went to France as an aide to Gen. Peyton C. March. He returned to the U. S. in March 1918 with Gen. March when the latter was named Army Chief of Staff. He went to Hawaii in 1921 and joined the 11th FA Rgt. at Schofield Barracks. Was graduated from the Field Artillery School and from the Command and General Staff School at Ft. Leavenworth, Kansas, then returned to the Field Artillery School as an instructor. In 1931 he went to Washington, D. C., for duty in the office of the Chief of Field Artillery, and became chief of the War Plans section of that office two years later. Was graduated from the Army War College in 1935 and assigned to Fort Hoyle, Md., with the 6th FA Regiment. In 1940 he assumed command of the 1st Cavalry Division Artillery and was named commanding general of the 11th Airborne Division when it was activated in Feb. 1943.

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Component Units: 187th Glider Infantry Regiment; 511th Parachute Inf. Regt.; 457th Parachute Field Artillery Battalion; 472d and 675th Glider FA Battalions.

Combat Highlights: Effective action on Leyte and Luzon marks the brief but impressive combat record of the 11th Airborne Division. The division went into action on 18 Nov. 1944 as regular Infantry troops, making no jump. Landing 40 miles south of the capital city of Tacloban on Leyte, P.I., "The Angels" found themselves up against a fanatical enemy. Their mission was to clear the Oromoc-Burauen supply trail, the Japs' combat lifeline, and to squeeze the enemy against American divisions driving down from the north and northwest coasts. The mission of the division was largely accomplished through the surprise and effectiveness of its night attacks.

Most dramatic action for the 11th on Leyte came on 6 Dec. 1944, when Douglas-type Jap carriers flew over San Pablo airstrip and more than 250 Nipponese parachutists spilled out. The attack was completely unexpected and, because of the fading light and the American-like silhouette, the aircraft was not identified until seconds before the paratroopers tumbled out. In the ensuing battle it was paratrooper against paratrooper. The next morning the Japs who had survived the night were hunted down and killed. During the latter part of Dec. 1944 the Japs on Leyte had ceased to become effective as a fighting force. More than 5700 had been killed by the division.

Early in Jan. 1945 the division was taken out of the line and given a brief rest. On 26 Jan. the division was loaded aboard Navy landing ships for the invasion of Luzon. The paratroopers landed, amphibiously, at Nasugbu, on the southwestern coast of Luzon, and more than 60 road miles from Manila. Against heavy and often accurate artillery fire the 11th started its drive.

On 3 Feb. the 511th made its first combat jump, dropping on a ridge near the Manila Hotel Annex. Paratroopers who landed expecting to fight Japs found none, however. The men were greeted by grinning Filipinos. For 10 of the 30 miles back to Nasugbu, however, fighting was still going on. The next morning the divi-

sion took off for Manila. The road was clear for a way, but at Imus, 10 miles from the Manila suburbs, the scattered Japs reorganized and the battle was on. Opposition was quickly overcome and the 11th moved on to Bacoor. Here the southern Battle of Manila began. The Japs were entrenched behind what was known as the Genko Line. By the middle of February the division had reached the Manila Polo Club, and patrols fanning out north and east contacted patrols of the 1st Cavalry Division. Manila was at last in Yank hands. After taking Nichols Field, the paratroopers pushed on toward Fort McKinley, and on 21 Feb. the Nichols Field-Fort McKinley phase of the Luzon campaign was finished. The division went on the next day in a combined air and sea assault to liberate prisoners at the Los Banos prison camp.

Following the Los Banos raid, the 11th Airborne was given the mission of cleaning out Batangas Province, a 55,000 square mile area south of Manila. By mid-April 1945 the Japs had given up the fight and combat was limited to occasional skirmishes between patrols. On 4 May the campaign was declared closed.

After the capitulation of Japan in August the division was readied for a role in the occupation of Nippon. Troops landed by plane at Atsugi Airfield near Yokohama the last of August and as of 18 Sept. were occupying the Sendai-Fukufhima area some 200 miles north of Tokyo. The division is still on occupation duty in Japan.

Heroes: Pvt. Elmer Fryar of Denver, Colo., was awarded the Medal of Honor posthumously for action on Leyte, P.I., on 8 Dec. 1944, when he singlehandedly killed or wounded 27 Japs though he himself was wounded. Under heavy enemy fire he evacuated a wounded comrade to safety and later, while walking down a trail with his platoon leader, saved that officer's life by throwing himself between the officer and a burst from an enemy gun.

Pfc. Manuel Perez, Jr., of Nuevo Laredo, Mexico, was awarded the Medal of Honor posthumously for action on Luzon on 13 Feb. 1945, when at least 23 Japs fell before his whirlwind assault on a Japanese pillbox which had been blocking his company's advance.

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#### 24th INFANTRY DIVISION

Nickname: Victory Division. (When the division hit Leyte, Filipinos greeted the men with the word "Victory" and made the "V" sign with their fingers. It was then that the 24th began calling itself the Victory

Shoulder Patch: Shoulder patch is a green taro leaf bordered in yellow, superimposed on a red circle which is bordered in black. This was the shoulder patch of the old Hawaiian Division, which was reorganized and redesignated the 24th shortly before war broke out. It was natural for the division to choose a patch symbolic of the Hawaiian Islands. The taro is a native plant of Hawaii and from it is extracted certain food concoctions and a drink called poi.

Source of Division: Regular Army units.

History: The 24th Infantry Division stems from the old Hawaiian Division, a Regular Army unit which was stationed in the Hawaiian Islands. The Hawaiian Division had been organized in the Territory of Hawaii just after the World War. It garrisoned and protected these islands until it was redesignated. It was never in the U. S. The Hawaiian Division was one of the old square Infantry divisions. Two of its Infantry regiments were assigned to the 25th. A regiment of the Hawaiian National Guard made up the third regiment of the division. Later this National Guard regiment ws replaced by the 34th Infantry Regiment. The 19th Infantry Regiment was nicknamed the "Rock of Chickamauga" when it stood firm on the battlefield of that name in the Civil War. Capt. A. S. Rowan, the man who carried the message to Garcia, was a company commander in the 19th

at one time. The regiment went to Hawaii in 1922 and never returned to the U.S. The 21st Infantry Regiment was organized during the Civil War and fought at Antietam and Cold Harbor. After the Civil War it helped quell Indian uprisings in the West and later fought in the Spanish-American War. It was in the Philippines from 1900 to 1910. The regiment was assigned to Hawai in 1921. The 34th Infantry Regiment saw action during the World War in France with the 7th Infantry

Activation Date: October 1, 1941.

Training: Both the 19th and 21st Infantry Regiments were part of the Hawaiian Division, and when that unit was reorganized and redesignated as the 24th, were assigned to the new division. During the years of peace following the World War, when they were part of the Hawaiian Division, these two regiments trained for the defense of the islands. The 34th Infantry Regiment, also a Regular Army unit, trained at Fort Jackson, S. C., prior to leaving the U.S. for Hawaii in Dec. 1941.

Battle Credits (Division): New Guinea, Southern Philippines, Luzon.

Citations: The 2d Battalion of the 19th Infantry Regiment received the Distinguished Unit Citation for action on Leyte, P. I., from Nov. 10 to 23, 1944; the 1st Battalion of the 34th Infantry Regiment received the Distinguished Unit Citation for action from Nov. 10 to Dec. 4, 1944, on Leyte, P. I.; units of the 34th Infantry Regiment were awarded the Distinguished Unit Citation for action from Feb. 16 to 28, 1945, for action in seizing the fortress of Corregidor.

## FIGHTING MEN of COLORADO

Successive Commanding Generals: Maj. Gen. Durward S. Wilson from Oct. 1941 to July 1942; Maj. Gen. Frederick A. Irving from Aug. 1942 to Oct. 1944; Maj. Gen. Roscoe B. Woodruff from Nov. 1944.

Current Commanding General: Maj. Gen. Roscoe B. Woodruff was born in Oskaloosa, Iowa, on Feb. 9, 1891. He was commissioned a second lieutenant of Infantry in 1915 following graduation from the United States Military Academy at West Point, N. Y. He first saw service on the Mexican Border and then went to France in 1917 with the 2nd Infantry Division. Returning to the U.S., he served as assistant chief of staff G-2 in the Eighth Corps Area, and in 1921 went to the Panama Canal Zone, returning in 1924.

Was graduated from the Infantry School in 1926, and the following year from the Command and General Staff School, where he remained on the faculty for four years. Was graduated from the Army War College in 1932 and then served on the faculty of the United States Military Academy for four years.

From 1936 to 1940 he served in the plans and training (G-3) Section of the War Department General Staff. In 1942 he assumed command of the 77th Infantry Division, and the next year became commanding general

of the VII Corps at Jacksonville, Fla. In Feb. 1944 he assumed command of the XIX Corps in England, and returned to the U.S. in March 1944 to

become commanding general of the 84th Infantry Division. In June 1944 he went to Hawaii to command Army Garrison Force 284 at Oahu, and in Nov. 1944 became commanding general of the 24th Infantry Divi-

Component Units: 19th, 21st and 34th Infantry Regiments; 11th (M), 13th, 52d, and 63d (L) Field Artillery Battalions.

Battle Log: The 24th Infantry Division was attacked at the outset of the war, on Dec. 7, 1941, when the Japanese bombed Pearl Harbor. At that time it was one of two divisions of the U.S. Army outside the continental limits of the U.S. and had its headquarters at Schofield Barracks, T.H. Light casualties were suffered. During the early part of the war in the Pacific the division was charged with the defenses of northern Oahu, and built an elaborate system of positions. It moved to Australia in Aug. and Sept. 1943, and then to Goodening Island in Jan. 1944 to stage for the Tanamerah Bay-Hollandia operations.

The 24th landed in Dutch New Guinea on April 22, 1944. This was a perfect tactical operation. In five days the division smashed through to an important airfield, and by June 6 had killed 1771 Japs and taken 502 prisoners. Soon afterward the 34th Infantry Regiment went to Biak in support of the 41st Infantry Division and helped capture Boroke and Soride Airdrome.

On Oct. 20, 1944, the division saw action again,

when the 19th and 34th Infantry Regiments landed on Leyte, P. I. Together they cleaned up the Leyte Valley and advanced to Jaro, then the 34th spearheaded an advance which cleared the way to Pinamopoan. It was relieved in front of Breakneck Ridge by the 21st Infantry Regiment. The 21st took the ridge and was subsequently relieved.

On Leyte the Victory Division killed more than 7000 Japs and suffered 2340 casualties. The 19th Infantry Regiment was pulled out of Leyte to make the landing on Mindoro Island, and the 21st Infantry Regiment soon followed, shooting elements to Marinduque Island. The 34th Infantry Regiment was selected to spearhead the landing of the 38th Infantry Division above Subic Bay on Jan. 29, 1945, and led that attack clear into Zig-Zag Pass on Luzon, P. I.

In Feb. 1945 the 3d Battalion of the 34th Infantry Regiment made the amphibious assault on Corregidor in support of paratroopers. Meanwhile, the 2d and 3d Battalions of the 19th Infantry Regiment were sent from Mindoro to support the 11th Airborne Division, driving on Manila from the south.

These two battalions fought their way up to the gate of Fort McKinley (which they had helped build during a previous tour of duty in the Philippines) and liquidated a number of Japanese on their old training ground. Men of the 24th then began assembling on Mindoro, and between brief rests neutralized Lubang, Verde, Simara, and Ronblon Islands. On April 17, 1945, the division hit at Parang on Mindanao, but found few Japs. The 19th Infantry Regiment moved inland as fast as its men could march, and the 21st moved up the Mindanao River in an unprecedented river thrust, supported by gunboats. They made a juncture at Fort Pitkit. The 34th then took over and plowed through to the coast to

The division ultimately stormed into Davao and in June began a mopping up of Japs who fled before them into the hills of Mindanao. Upon completion of mopping up and after V-J Day the division went to Japan and is presently doing occupation duty there.

Heroes:

Pvt. Harold H. Moon of Albuquerque, New Mexico, was posthumously awarded the Medal of Honor for 21 October 1944 action on Leyte.

Sgt. Charles E. Mower of Chippewa Falls, Wisconsin, was posthumously awarded the Medal of Honor for 5 November 1944 action on Leyte.

Pfc. James H. Diamond of Gulfport, Mississippi, was posthumously awarded the Medal of Honor for 8, 9, 10, and 14 May 1945 action on Mindanao.

Sgt. (then Pfc.) Frank Robinson of Dawney, Calif., won the Distinguished Service Cross for action on Leyte.

Col. Aubrey S. Newman of Hobgood, North Carolina, won the Distinguished Service Cross for 20 October 1944 action on Leyte.



#### 25th INFANTRY DIVISION

Nickname: Tropic Lightning. (Sometimes called the Pineapple Division.)

Shoulder Patch: Patch is in the form of a taro leaf in red, on which is superimposed a flash of lightning, in gold. Use of the taro leaf for its patch by the division signifies the fact that it stems from the old Hawaiian Division, which was disbanded in 1941. The lightning flash represents the speed with which the division carries out its assignments.

Source of Division: Regular Army units.

History: The 25th Infantry Division comes from the old Hawaiian Division. When the Hawaiian Division was disbanded in 1941, two of its regiments—the 27th and 35th Infantry Regiments—were assigned to form the 25th. The 296th Infantry Regiment of the Hawaiian National Guard formed the third Infantry regiment of the division, but was later replaced by the 161st Infantry Regiment, a unit of the Washington and Oregon National Guard.

Activation Date: October, 1941.

Training: Prior to the Jap attack on Dec. 7, 1941, the 25th had detachments on active patrol guarding vital installations in the southern sector of Oahu. On Dec. 7 the division proceeded from Schofield Barracks to its defensive beach positions and later was given the mission of defending all naval installations on Oahu, the city of Honolulu and the Ewa Plains. During this period it also received intensive training in jungle warfare and amphibious tactics. The 161st Inf. Regt., originally part of the 41st Inf. Div., received its training in this country at Fort Lewis, Wash., and was en route to the Philip-

pines when Pearl Harbor was attacked. It stopped at Oahu and was assigned to the 25th.

Overseas Training: Following the campaign on Guadalcanal, the 25th received intensified training in jungle warfare. After fighting in the New Georgia group, it went to New Zealand and subsequently to New Caledonia, where training for fighting the enemy in open terrain was given.

Awards: The Cannon Company and Company E of the 161st Infantry Regiment received the Distinguished Unit Citation for action at San Manuel, Luzon, P. I., in Jan. 1945.

Battle Credits (Division): Guadalcanal, Luzon.

Successive Commanding Generals: Maj. Gen. Maxwell Murray from Oct. 1941 to May 1942; Maj. Gen. J. Lawton Collins from May 1942 to Jan. 1944; Maj. Gen. Charles L. Mullins, Jr., from Jan. 1944 to present.

Current Commanding General: Maj. Gen. Charles L. Mullins, Jr., was born at Gretna, Neb., on Sept. 7, 1892 and following graduation from the U.S. Military Academy at West Point, in 1917, was appointed a second lieutenant of Infantry. He served with Infantry units at various posts in this country until 1919 when he became professor of Military Science and Tactics at the University of Illinois.

In 1920 he began a tour of duty in Hawaii, becoming aide to the commander of the Hawaiian Department. Was graduated from the Infantry School in 1925 and then became an instructor at the U.S. Military Academy. Was graduated from the advanced course at the Infantry School in 1930, from the Air Corps Tactical School in

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1932 and from the Command and General Staff School in 1934.

After a tour of duty with the 29th Inf. Regt. at Ft. Benning, Ga., he was assigned to the office of the Chief of Infantry, in Washington, D. C., in 1936. Was graduated from the Army War College in 1939. The same year he was assigned to the U.S. Military Mission at Managua, Nicaragua, and later served with the American Legation in San Jose, Costa Rica, as chief of the Military Mission there. In Aug. 1942 he was assigned to duty with the 11th Armored Div. at Camp Polk, La., and in Sept. 1943 was made assistant division commander of the 25th Inf. Div. He became commanding general of the 25th Inf. Div. Jan. 1944.

Component Units: 27th, 35th and 161st Inf. Regts.; 8th, 64th, 89th (L) and 90th (M) Field Artillery Battalions.

Battle Log: Heroic action on Guadalcanal started a combat record for the 25th Inf. Div. which saw that unit triumph over the Japs on New Georgia, during bitter fighting on Vella LaVella and on Luzon. The division went into action on Guadalcanal on Jan. 10, 1943. A main objective was the seizure of Mt. Austen. The 25th also knocked the Japs out of three main pockets. On 5 Feb. the 161st Inf. Regt. made a junction with other American units a few miles east of Cape Esperance, and the Japanese occupation on Guadalcanal was over.

The division was then assigned to garrison the island for five months. On July 1 a battalion of the 35th was sent to the Russell Islands for brief duty there and a few days later the division was ordered to New Georgia. The 161st Inf. Regt. arrived off shore of the New Georgia group on July 21, 1943, and was immediately sent into the fight for Munda airfield. By Aug. 7 the regiment had secured all of the high ground around the field and it became American property.

By this time the 27th Inf. Regt. had joined the fight and was battling for Zieta and Piru plantations. Later the division took part in a historic 19-day march through jungle mud to secure the important harbor of Bairoko. In Sept. 1943 units of the 25th helped take Arundel Island while other elements secured Vella LaVella island despite intense Jap air raids. In Oct. 1943 the division was sent to New Zealand to recuperate. In Feb. 1944 it moved again, this time to New Caledonia. Here training in fighting the enemy in the open was an important part of the program prepared for the eventual fighting which was to result in liberation of the Philippines.

On Jan. 17, 1945, the 25th went into action on Luzon. In a short time it had taken the town of Binalonan and cut the vital Highway 8. In this initial action the first large haul of enemy material on Luzon was captured, including 10,000 rounds of artillery shells. The division pushed on to take the town of San Manuel during fierce fighting which included a banzai attack against American lines which refused to give way. While other American units were making a dash for Manila, the 25th was holding the left flank and engaging Jap armor. Later the division swung north up Highway 5 with the mission of taking the gateway to the broad Cagayan Valley, Balete Pass.

After a siege of more than two months, the 25th forced its way through the narrow, rugged pass, only road to the fertile Cagayan Valley of northern Luzon, on May 15, 1945. The division had to scale 1500-foot ridges in order to take the pass. The last and most toughly defended Jap strongholds had been eliminated with the capture of Balete Pass, and in June and July the division went on to mop up remaining enemy elements on the island. The division is presently doing occupation duty in Japan.

#### Heroes:

Maj. Charles Davis of Montgomery, Ala., was awarded the Medal of Honor for 12 Jan. 1943 action on Guadalcanal.

Sgt. William G. Fournier of Winterport, Maine, and T/5 Lewis Hall of Wellston, Ohio, were awarded the Medal of Honor posthumously for the same action on 10 January 1943 on Guadalcanal.

S/Sgt. Raymond H. Cooley of Richard City, Tennessee, was awarded the Medal of Honor for action near Lumboy, Luzon, on 24 February 1945.

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#### 27th INFANTRY DIVISION

Nickname: New York Division. (Division has been composed of New York State National Guard units in this war and World War I.)

Shoulder Patch: The patch is khaki-bordered and circular in shape. Against a black background and within a red circle are the letters "NY" worked into a monogram, which stand for New York. Within the red circle are stars depicting the constellation of Orion, a tribute to Maj. Gen. John F. O'Ryan, who commanded the division during World War I.

Song: "Hymn of the 27th Division."

History: First employment of New York National Guard troops as a complete tactical division was along the Mexican border, from June 1916 to March 1917. It was then known as the 6th Infantry Division. In July 1917, the War Department redesignated it as the 27th Infantry Division. On 5 Aug. 1917, the 27th was inducted into federal service and began training at Camp Wadsworth, Spartanburg, S. C. The division went over-seas in the early summer of 1918 and trained with the British. The artillery brigade joined the American First Army in France and supported action in the Meuse-Argonne offensive. The remainder of the division had its first front-line experience in the Dickebusch Lake and Scherpenberg sectors on the north face of the Lys salient. This merged into the Ypres-Lys offensive in Aug. 1918. Later the 27th took part in the Somme offensive and went on to gain a foothold in the Hindenburg Line's principal trench. The division spent a total of 57 days in active campaigning, suffering 1698 men killed, 4433 wounded, 1658 gassed, and 261 missing. It reverted to National Guard status after demobilization at Camp Upton, N. Y., in April 1919.

Induction Date: 15 October 1940.

Inactivation Date: 31 December 1945, Fort Lewis,

Washington.

Training: The division first went into training after being called into federal service in 1940 at Fort McClellan, Ala. During the summer of 1941 it took part in maneuvers held in Tenn., La., and Ark. Directly after the Pearl Harbor attack the division was transferred to the West Coast and remained on the coast until it was sent overseas.

Left This Country: April 1942 for Hawaii.

Overseas Training: Trained at Schofield Barracks, T.H., with particular emphasis on jungle fighting; also trained at outer islands of Hawaiian Group.

Battle Credits (Division): Ryukyus and Western Pacific.

Successive Commanding Generals: Maj. Gen. Ralph McT. Pennell, from Oct. 1940 to Nov. 1942; Maj. Gen. Ralph C. Smith, from Nov. 1942 to June 1944; Maj. Gen. George W. Griner, Jr., from June 1944.

Current Commanding General: Maj. Gen. George W. Griner, Jr., was born in Whitesburg, Ga., on 28 Sept. 1895. He graduated in 1917, from Southern Methodist University at Dallas, Texas, and commissioned a second lieutenant in the Infantry Reserve in Aug. 1917. In March 1918, he went to France and served 16 months with the 15th Machinegun Battalion. He participated in the St. Mihiel and Meuse-Argonne engagements. Was FIGHTING MEN of

graduated from the Infantry School at Fort Benning, Ga., in 1923, and in Jan. 1924 became professor of military science and tactics at Allen Academy, Bryan, Texas. Was graduated from the Command and General Staff School at Fort Leavenworth, Kansas, in 1933 and then went to the Philippine Islands. Returned to the U.S. in 1935, and stationed at Fort Thomas, Ky. In 1939 he was graduated from the Army War College and assigned to the Supply Division of the War Department General Staff. In June 1941, he became assistant chief of staff, G-4, War Department General Staff, in Washington, D. C. In Jan. 1942 he was ordered to the European Theater of Operations, where he held the position of assistant chief of staff, G-4, for that theater. He returned to the U.S. and became assistant division commander in Jan. 1943 of the 77th Infantry Division at Fort Jackson, S. C. Upon activation of the 13th Airborne Division, at Fort Bragg, N. C., that August, he was named its commanding general. In November he was named as commanding general of the 98th Infantry Division at Camp Rucker, Ala. In June 1944, he assumed command of the 27th Infantry Division on Saipan.

Component Units: 105th, 106th and 165th (The "Fighting 69th" of World War I fame) Infantry Regiments; 104th, 105th, 249th (L) and 106th (M) Field Artillery Battalions.

Combat Highlights: Swift capture of such Japanese bastions as Makin, Eniwetok and Saipan and fighting on Okinawa have been recorded in the expanding log of the 27th Infantry Division. Elements of the division saw combat action for the first time in Nov. 1943, when a landing was made on Makin Island. Here the 165th Infantry Regiment of the division and a battalion of the 105th Infantry Regiment took the island after three days of bloody fighting. The Japs tried two Banzai charges against the divisional elements, but both were repulsed and almost all of the enemy were killed by the time the action on Makin was concluded.

Elements of the 27th next came to grips with the enemy on Eniwetok atoll in Feb. 1944, as the campaign for the Marshall Islands continued. After landing on the tiny island, the New Yorkers spent a good part of their time neutralizing enemy mortar positions. The men made rapid advances with the support of light tanks and continued to drive inland. By 23 Feb. 1944 the

troops had captured Eniwetok. The division then began a period of intensive preparation for combat and on 16 June 1944 made a joint amphibious night landing with the Marines on Saipan. By 18 June a bridgehead had been established and our forces had fought to within 200 yards of Aslito airstrip. By 2 July the advance had gained momentum. In rapid succession, Garapan and Tanapag were captured. During a pitched battle on 7 July the left flank of the division was overrun by a strong enemy Banzai charge and the 27th suffered severe losses. Some ground was given, but ultimately it was regained. Jap resisters were sealed in caves. By 8 July the battle for Saipan had virtually ended, although mopping up of fanatical Japs continued for a few days.

Next, the 27th went into action on Okinawa on 15 April 1945. Less than 15 days later the New Yorkers captured Machinato Airfield, on the west coast of the island, after bloody fighting. On 12 May, elements of the division made a surprise invasion of Kume Island, 50 miles west of Okinawa, seizing the Japanese fortification there with little opposition. After mopping up, these elements returned to the fight on Okinawa. At that time bitter fighting raged all along the southern Okinawa front. The 27th launched a powerful offensive to crack the Jap defenses and was given credit for helping to break the back of Nipponese resistance on the island.

On 20 June 1945, the 27th left the front lines and began mopping-up operations in the northern section of the island. Previously it had cleaned out more than 500 caves of fanatical Jap soldiers. The division went into Japan on occupation duty after V-J Day, and was inactivated upon its return to the U.S. in December 1945.

Heroes: Lt. Col. William J. O'Brien of Troy, N. Y., was awarded the Medal of Honor posthumously for action on Saipan on 7 July 1944, when he was seriously wounded, refused evacuation, and continued to fight against overwhelming numbers of Japanese engaged in a Banzai charge.

Sgt. Thomas Baker of Troy, N. Y., was awarded the Medal of Honor posthumously for the same action as that in which Col. O'Brien was killed. Wounded during the Banzai attack, Sgt. Baker refused to be evacuated to the rear, and, propped up against a tree, he continued to fire at advancing Japs with his pistol.

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#### 31st INFANTRY DIVISION

Nickname: Dixie Division.

Shoulder Patch: The patch is a white disc on which is a red circle. Within the circle are two red D's, back to back. The D's stand for Dixie Division, the 31st having drawn its strength in World War I from National Guard units of Ala., Fla., and Ga., and in this war from La., Miss., Ala., and Fla.

Slogan: "It Shall Be Done."

Source of Division: National Guard units as listed

History: The division was organized in Oct. 1917 at Camp Wheeler, Ga., and went overseas during Sept., Oct., and Nov. 1918. Upon arrival in France it was designated as a replacement division. The personnel of most of the units were withdrawn and sent to other organizations. A somewhat skeletonized division remained at Brest, returning to the U.S. in Dec. 1918, and was demobilized early in 1919. The 31st was reorganized in 1923 as a National Guard division, with its several component units coming from La., Miss., Ala., and Fla. The 124th Infantry Regiment was organized from companies which date back to 1887 and on its shield is a sheathed sword, representing participation in the Spanish War, a cactus denoting service on the Mexican border and a fleur-de-lis for service in World War I. A cross of red on the shield is from the flag of the State of Florida. The 15th Infantry Regiment dates back to 1798, when it was organized as the Adams County, Miss., Militia. It fought in the War of 1812, the Creek Indian War, the Mexican War, and then, as the First Mississippi Volunteers, it participated in the War Between the States. When World War I broke out, it was stationed on the Mexican border and later saw service overseas with the 39th Infantry Division. Its regimental motto is "Stand Fast." The 167th Infantry Regiment comes from Alabama and originated in 1836. During World War I it was part of the 42d Infantry Division.

Induction Date: 25 Nov. 1940.

Inactivation Date: 21 December 1945, Camp Stoneman, Calif.

Training: The 31st was assigned to Camp Blanding, Fla., on its induction. It took part in the Third Army maneuvers held in Louisiana in Sept. 1941 and in Nov. 1941 participated in the maneuvers held in the Carolinas under GHQ and the IV Corps. Early in 1942 it moved to Camp Bowie, Texas, and on 9 March 1942 came under the Army Ground Forces. From Aug. to Sept. 1942 the Dixie Division played an important part in Third Army maneuvers in Louisiana and at the completion of maneuvers moved to Camp Shelby, Miss. During July and Aug. 1943, the division was part of the Third Army which maneuvered in Louisiana. Upon completion of maneuvers the 31st moved to Camp Pickett, Va.

Left This Country: February 1944, for Southwest Pacific Theater of Operations.

Overseas Training: Trained briefly at Oro Bay, British New Guinea, prior to entering combat.

Battle Credits (Division): New Guinea and Southern Philippines.

Successive Commanding Generals: Maj. Gen. John C. Persons from Nov. 1940 to Sept. 1944; Maj. Gen. Clarence A. Martin from Sept. 1944 to inactivation.

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Current Commanding General: Maj. Gen. Clarence A. Martin was born at Belle Haven, Va., on 13 Sept. 1896. He was graduated from Virginia Military Institute at Lexington, Va., in 1917 and that same year was appointed a second lieutenant of Infantry. In Aug. 1918 he went to France with the A.E.F. and served with Infantry units overseas. Was graduated from the Infantry School at Fort Benning, Ga., in 1922 and then became professor of military science and tactics at Tennessee Military Institute, Sweetwater, Tenn.

From 1927 until 1929 he served a tour of duty in the Philippine Islands. In 1932 he became professor of military science and tactics at Virginia Military Institute. Was graduated from the Command and General Staff School at Fort Leavenworth, Kan., in 1937 and from the Army War College in Washington, D. C., in June 1940. In Sept. 1940 he became division special staff instructor with the 30th Infantry Division at Fort Jackson, S.C., and a year later became assistant Chief of Staff, G-3, plans and training officer with that division.

He was assigned as assistant division commander of the 32nd Infantry Division serving in the Southwest Pacific Area in Feb. 1943, and became commanding general of the 31st in Sept. 1944.

Component Units: 154th, 155th and 167th Infantry Regiments; 114th (M), 116th, 117th and 149th (L) Field Artillery Battalions. After the division had gone overseas, the 154th Infantry Regiment was disbanded and the 124th Infantry Regiment was added to the division.

Combat Highlights: Once having reached the Southwest Pacific, the 31st wasted little time moving into combat. In March 1944, the 124th Infantry Regiment went to Aitape and caught a heavy assignment for its first action. In the bloody fighting along the Druinimor River the regiment killed more than 3000 of the enemy and played a major part in breaking the back of the bypassed Japanese Eighteenth Army. On 22 March 1944, General MacArthur was able to announce that 30,000 Japs were trapped between Aitape and Hollandia. Later the 155th and 167th Infantry Regiments fought in the Wakde-Sarmi area of New Guinea. Fighting was much lighter here, and by 18 May the capture of Wakde was announced. These two regiments accounted for more than 1000 Japs while on the Maffin Bay perimeter which guarded the Fifth Air Force's airstrip.

In Sept. 1944, the Dixie Division sailed from Maffin Bay for the reconquest of Morotai, and on 15 Sept. hit beaches of this Dutch island less than 350 miles from the Philippines. The 31st quickly secured a beachhead, and by noon of D-Day had seized Pitoe Airdrome. The capture of Morotai gave our forces control of the Halmahera Sea and cut off 20,000 Jap troops on the island

of Halmahera. On 15 Nov. 1944, a battalion combacteam from the 167th Infantry Regiment backtracked several hundred miles to the tiny Mapia Island group to knock out a Jap spotter station. This battalion killed 167 bitterly resisting well-entrenched Japanese in two days with the loss of only 12 American lives. In the nearby Asia Island group a reinforced company of the 124th Infantry Regiment landed to find no Japs.

For months the 31st maintained the perimeter defense on Morotai for the 13th Air Force and carried out patrol missions into Morotai's rugged interior. The 31st was sent to Mindanao, P. I., in April 1945. The division's first assignment was to push north from Kabacan. It had not gone five miles, however, before it successfully engaged in a six-hour battle with Japs who had been advancing to attack Kabacan. Their defeat at this point prevented the Japs from erecting defenses in the gorge country farther north which might have proved costly in men and time.

Working through central Mindanao, and fighting a fanatical enemy who used every advantage of terrain and cover, the 31st by 18 May 1945, had pushed 17 miles in a period of three days to recapture the former American air base at Valencia. Five days later the 31st paced a nine-division assault to clean out the last major Japanese resistance in the Philippines and captured the provincial capital of Malaybalay, the last big enemy-held city on Mindanao. It also wrested the airfield near the city from the Japs. In June 1945, the 31st was reported mopping up scattered resistance on the island. Units of the division sailed for home in Nov. and the division was inactivated on the west coast in Dec.

Commendations: Lt. Gen. Robert Eichelberger, commanding general of the Eighth Army, commended the 31st for its execution of operations which resulted in splitting all Jap forces in central Mindanao.

Heroes: Corporal Harry R. Harr, Hollidaysburg, Pa., awarded the Medal of Honor posthumously for saving the lives of four "Dixie" comrades by smothering an exploding Jap hand grenade under his own body on 5 June 1945 near Maglamin, Mindanao.

Lt. Col. George D. Williams of Birmingham, Ala., won the Distinguished Service Cross. Along the Druinimor River in Aitape, British New Guinea, he moved through heavy fire to a forward position in order to direct operations against the Japs. His leadership helped repulse Japs who were attacking his battalion from front and rear.

Chaplain (Capt.) Aidan R. Potter of Chicago, Ill., was awarded the Silver Star for his action in exposing himself to the fire of six enemy machineguns in order to assist in the evacuation of infantrymen during the Mapia operation.

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#### 32nd INFANTRY DIVISION

Nickname: Red Arrow Division (called "Les Terribles" during World War I).

Shoulder Patch: Patch consists of a line shot through with a red arrow. The entire insignia is in red, and dates back to the division's World War I record, signifying that it pierced every enemy line it faced.

Song: "32d Division March," published by Ward-Brodt Music Co., Madison, Wis.

Type of Division: "National Guard, composed of units from Michigan and Wisconsin.

History: The fighting units from which the 32nd Infantry Division originated were bands of Indian fighters who made Michigan and Wisconsin. The division was first called into federal service in July 1917 and trained at Camp MacArthur, Texas. It went to France in March 1918, but the first casualties were suffered enroute when the transport "Tuscania," carrying elements of the division, was torpedoed and sunk. In France the 32d participated in action in the Haute-Alsace Sector and in the Meuse-Argonne Offensive. The 32d was the first division to cross the Hindenburg Line, and during its combat career captured 2153 prisoners. After the Armistice the division led the American Army's advance into Germany. It returned to the U.S. in May 1919 and was demobilized.

Activation Date: 15 October 1940.

Training: The division trained first at Camp Beauregard, La., and in Jan. 1941 moved to Camp Livingston, La. After maneuvers in Louisiana in Sept. 1941 and in the Carolinas immediately afterwards, the division was

triangularized. It returned to Camp Livingston, and continued training until Feb. 1942, at which time it left for a port of embarkation.

Left this Country: 11 April 1942 for Australia.

Overseas Training: The division helped construct part of the Australian Jungle Training Center and then used it for training purposes. It also received training at the Australian Amphibious School.

Citations: Distinguished Unit citation was given 32d's Headquarters and Headquarters Company, each of the three Infantry Regiments and all Field Artillery Battalions for action on Leyte, P. I., in Nov. 1944.

Battle Credits (Division): New Guinea, Southern Philippines and Luzon.

Successive Commanding Generals: Maj. Gen. Irving J. Fish from Oct. 1940 to Mar. 1942; Maj. Gen. Edwin F. Harding from Mar. 1942 to Jan. 1943; Maj. Gen. William H. Gill from Feb. 1943 to present.

Current Commanding General: Maj. Gen. William H. Gill was born in Unison, Va., on Aug. 7, 1886. He was graduated from Virginia Military Institute in 1907. Commissioned as a second lieutenant of Infantry in the Regular Army in 1912, he served first with Infantry units at posts in this country and the Philippine Islands. He went to France in 1918 with the 5th Infantry Division and took part in several major engagements. Returning to the U.S. in 1919, he became an instructor of the Virginia National Guard. Was graduated from the Infantry School in 1923 and from the Command and General Staff School in 1925, subsequently serving as an

instructor at that school. Was graduated from the Army War College in 1930. He then served in the Training Branch of the War Department General Staff.

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In 1936 he went to Hawaii to become executive officer of the 29th Infantry Regiment at Schofield Barracks. He returned to the U.S. in 1938, becoming professor of military science and tactics at the University of California. In May 1942 he was named commanding general of the 89th Infantry Division at Camp Carson, Colo., and in Feb. 1943 assumed command of the 32d.

Component Units: 126th, 127th and 128th Infantry Regiments; 120th, 126th and 129th (L) and 121st (M) Field Artillery Battalions.

Battle Log: Distinction of being one of the first American Infantry units to hit the Japs a hard blow, a record of more than 13,000 hours of combat and action on Buna, Saidor, Morotai, Leyte and Luzon are now part of the history of the 32d Infantry Division. Late in Sept. 1942 the Jap advance in New Guinea had penetrated to within 32 miles of Port Moresby. On four hours notice the 1st Battalion of the 128th Infantry Regiment prepared to move to Port Moresby, arriving there by air Sept. 21. It was the first complete unit of U.S. Infantry forces to be airborne into combat. Other elements of the division soon followed by air. On Sept. 28 elements of the 32nd were committed in action on the Goldie River to protect the Australian left flank.

It was not long before the Japs yielded Ioribaiwa and withdrew hastily up the Kokoda Trail. The immediate threat to Port Moresby and Australia had been stopped. While the Australians continued to drive the enemy back, the 32d Division elements in New Guinea were moved by air to bases east of Buna, with the exception of the 2d Battalion of the 126th Infantry Regiment. This battalion, in one of the great feats of the war, crossed the lofty Owen Stanley mountains on foot by a rugged trail rising over 8000 feet. It reached Buna in mid-November 1942 after a 42-day trek to join other units of the division.

The fighting for Buna-Sanananda was tough, but by Jan. 1943 mopping up on Sanananda had been completed and the campaign was over. The 32d was then returned to Australia and from Jan. to Sept. 1943 recuperated from its first taste of jungle fighting and received more training. First element of the division to move into action again was the 126th Infantry Regiment, which formed the nucleus of a task force which landed on Saidor Jan. 2, 1944. With Australian troops, the regiment helped end resistance on Saidor by Apr. 14, 1944.

On Apr. 22, the 32d had a chance for action again when it participated in the landing at Aitape, 300 miles west of Saidor. Initial resistance was slight, but for six weeks, between June 27 and Aug. 15 the division had to stand off fierce Jap counter-attacks in the Driniumor River area before American positions were secured. During this period approximately 9300 Japs were killed. Highpoint of the battle for Aitape came on July 10 when the Jap Eighteenth Army commander launched his all-out effort and forced a crossing of the Driniumor. American troops withdrew two miles and then lashed back in a fierce counter-assault which regained the ground and set off bitter weeks of jungle fighting. By Aug. Aitape was secure in American hands.

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After a short period of recuperation on Aitape, the division's 126th Infantry Regiment, along with the 120th Field Artillery Battalion, embarked as part of the task force which landed on Morotai Sept. 15. The rest of the division moved to Hollandia, where it staged for the Philippines. The 32d's 121st Field Artillery Battalion had participated in the Bial landing on May 27, 1944, and remained there until December when it joined the division at Leyte. The 32d landed on Leyte on Nov. 14, 1944, three weeks after the initial landings. The division went into action in the Carrigara-Pinamapoon sector and soon went on to take Limon and wipe out the Jap spearhead at Culasian Point. The fighting on Leyte became a slugging match, with the 32d and the famed Jap 1st Division fighting it out.

During the period from Nov. 16 to Dec. 22 every bit of ground from Pinamapoon to Loney was contested. Ultimately, however, the 32d broke the vaunted Yamashita Line, joined forces with the 1st Cavalry Division, and both pushed westward to the seacoast at Tabango Bay, cleaning the last of the Japs from northern Leyte. On Jan. 24, 1945, the division embarked for Luzon, P.I., and Jan. 30 moved into the line to the east of Lingayen Gulf. For its fighting on Luzon, the 32d will be known as the division which won the battle of the Villa Verde Trail-119 days of tortuous mountain fighting. The division was given the job of driving up the Villa Verde Trail in northern Luzon's sharp-ridged Caraballo Mountains while the 25th Infantry Division drove up Highway 5. The two units met in the vicinity of Santa Fe and thus secured Balete Pass, only route to the Cagayan Valley which stretches to the north.

More than 9000 Japs were killed by the division during this drive. On 28 May 1845, the battle of Villa Verde Trail was won as the 32d and the 25th met. The division then took part in mopping up of Jap elements on Luzon and was on the island when the Japanese capitulated. The division is presently on occupation duty in Japan.

Heroes: Pfc. Thomas E. Atkins of Campobello, S.C., was awarded the Medal of Honor for action on Luzon, 10 March 1945, when he suffered a serious wound in a heroic stand against the Japanese, and even while being taken to the rear for hospitalization continued his fight by twice attacking enemy patrols.



S/Sgt. Gerald L. Endl of Janesville, Wis., was awarded the Medal of Honor posthumously for action at Anamo, New Guinea, 11 July 1944, when he staged a one-man counter-attack against Japs who were threatening to envelop his company.

Pvt. Donald R. Lobaugh of Freepost, Pa., was awarded the Medal of Honor posthumously for action at Afua, New Guinea, when he gave his life in a single-handed charge against Jap troops to clear the way for withdrawal of his platoon from a position in which they were cut off by the enemy.

Sgt. Leroy Johnson of Grant, La., was awarded the Medal of Honor posthumously for action on Leyte 15 Dec. 1944 when he threw himself on two Jap hand grenades in order to spare the lives of men in his combat squad.

Pfc. William R. Shockley of Selma, Calif., was awarded the Medal of Honor posthumously for action in Luzon, P. I., 31 March 1945 when he died at his machine-gun in an effort to save his comrades from the enemy as Japs swarmed his position on the Villa Verde Trail.

S/Sgt. Ysmael R. Villegas of Casa Blanca, Calif., was awarded the Medal of Honor posthumously for action on Luzon in March 1945 when he attracted to himself the full force of the enemy's fire-power to give the men of his squad an opportunity to move into Jap foxhole positions.

1st Sgt. Elmer J. Burr of Menasha, Wis., was awarded the Medal of Honor posthumously for action in Buna in Dec. 1942 when he threw himself on an enemy grenade in order to save the lives of his commanding officer and other personnel.

Sgt. Kenneth Gruennert of Helenville, Wis., was awarded the Medal of Honor posthumously for action at Buna, New Guinea, in Dec. 1942 when he destroyed enemy pillboxes which were holding up the advance of his unit.

Pfc. David M. Gonzales of Pacoima, Calif., was awarded the Medal of Honor posthumously for action in Luzon on 25 April 1945.

Pfc. William A. McWhorter of Liberty, Mo., was awarded the Medal of Honor posthumously for action on Leyte on 5 Dec. 1945.

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#### 33rd INFANTRY DIVISION

Nickname: Illinois Division. (Division is also known as the Prairie Division since Illinois is the Prairie State and the division drew its personnel from Illinois National Guard units.)

Shoulder Patch: The patch is circular in shape and contains a gold cross on a field of black. Its origin is reputed to derive from the fact that a regiment of the division which served in the campaign against the Moros in the Philippines and later served with the 33rd in World War I marked its property with this sign to protect it from thievery since the color yellow is taboo to Mohammedans. Later during World War I, the division was suddenly ordered to have all its property marked with a divisional insignia. Having yellow paint exclusively available, the division recalled the Moro campaign practice and daubed yellow crosses on its equipment.

Song: "33d Division Marching Song," music by Mark R. Foutch and words by Paul R. Ballard.

Source of Division: Illinois National Guard units.

History: The division was organized at Camp Logan, Texas, from Illinois National Guard troops in July 1917, and trained at that camp. Elements of the 33d arrived in France during May and June, 1918, and were then given additional training. The division fought in the Amiens and Verdun sectors and took part in the St. Mihiel and Meuse-Argonne offensives. During its operations it suffered 7255 casualties and captured 3987 prisoners. The division returned to the U.S. in May 1919.

Induction Date: Division was inducted into federal service on 5 March 1941.

Inactivation Date: 5 February 1946 in Japan.

Training: The division was first assigned to Camp Forrest, Tenn., under the III Corps of the Second Army. The following Sept. the 33d had its first real test of efficiency, during the Second Army maneuvers in Louisiana, and won praise from Lt. Gen. Ben Lear, then commanding general of the Second Army. On 9 March 1942 the division came under the Army Ground Forces, and the following August was transferred from Camp Forrest to Fort Lewis, Wash. In March 1943 it went to Camp Young, Calif., and went on maneuvers at the Desert Training Center, between April and June 1943.

Left This Country: July 1943 for Hawaii.

Overseas Training: Arriving in Hawaii, the division was assigned the task of guarding vital installations. It also received training in jungle warfare. In May 1944 the 33d moved to New Guinea, where it received additional training.

Battle Credits (Division): New Guinea, Luzon.

Successive Commanding Generals: Maj. Gen. Samuel T. Lawton from March 1941 to May 1942; Maj. Gen. Frank Mahin from May to July 1942; Maj. Gen. John Millikin from Aug. 1942 to Sept. 1943; Maj. Gen. Percy W. Clarkson from Oct. 1943.

Current Commanding General: Maj. Gen. Percy W. Clarkson was born in San Antonio, Texas, on 9 Nov. 1893. Was commissioned a 2d Lt. of Inf. in 1916 and served in France during World War I. In 1924 he was



assigned to the office of the Chief of Inf. in Washington, D. C. Was graduated from the Inf. School at Ft. Benning, Ga., in 1927 and from the Command and General Staff School at Fort Leavenworth, Kansas, in 1928. He then went to the U.S. Military Academy at West Point, N. Y., as an instructor for five years. In 1934 he was graduated from the Army War College in Washington, D. C., and the same year completed a course at the Chemical Warfare School, Edgewood Arsenal, Md.

In July 1940 he was assigned as chief of the Officers' Branch of the Personnel Division, G-1, War Department General Staff, and Nov. 1941 became chief of staff of the 36th Inf. Div. at Camp Blanding, Fla. He became assistant division commander of the 91st Inf. Div. in June 1942, and in Oct. 1943 was named as commanding general of the 33d.

Component Units: 123d, 130th and 136th Inf. Regts.; 122d, 124th and 210th (L) and 123d (M) Field Artillery Battalions.

Battle Log: In May 1944 the division was sent to New Guinea, where it engaged first in perimeter defense. The division then took part in the fight for Wakde, driving the Japs from the Wakde-Sarmi area by the end of May. On 24 Dec. 1944 the division jumped off for the second battle of Morotai, an island of the Halmahera group in the Netherland East Indies. After completing operations on Morotai, the 33d's next combat action came in Feb. 1945, when it moved to Luzon, going into the line 13 Feb. in the Demortis-Rosario-Pozorrubio area with the mission to secure the key terrain along that line and to push aggressive reconnaissance to the front.

Ultimate objective of the 33d's campaign on Luzon was the liberation of Baguio, summer capital of the Philippines. For three months before this objective was accomplished the division fought over the most rugged terrain on Luzon. The battles were against an enemy who fought and died in entrenched hill positions. The fight for Baguio was uphill all the way. By mid-March the Illinois Division had pushed into the Pugo River

Valley, securing the town of Pugo and hills dominating the town. In April, after many days of bitter fighting, Mt. Calugong was taken. Then the 123d and 130th Inf. Regts. executed a double envelopment which resulted in the seizure of Hill 24-A, atop Mt. Mirador, overlooking the very heart of Baguio.

The stage was then set for a final drive into Baguio and the 33d along with the 37th Inf. Div. made a coordinated attack and seized the summer capital and nearby Camp John Hay on 26 April. The occupation of Baguio ushered in the final phase of the campaign. Capture of Baguio brought liberation to Brig. Gen. Manuel Roxas, former aide to Gen. MacArthur. Isolated pockets of enemy resistance in the areas around Mt. Bilbil, Mt. Lomboy and Mt. Santo Tomas were eliminated by the 33d.

In May the division went on to break the San Nicolas-Tebbo-Itogon Route which the enemy held, and by May 13 had broken the last enemy resistance in the division zone. With the withdrawal of the 37th Inf. Div., the Illinois men were holding a line extending from the coast at Bacnotan southeastward through the mountains to San Nicholas, 65 miles away. In June and early in July the division was still reported engaged in action against Jap elements on Luzon. The division was on occupation duty in Japan until inactivated.

Heroes: Pfc. Dexter J. Kerstetter of Centralia, Wash., was awarded the Medal of Honor for action near Galiano, Luzon, P. I., on 13 April 1945.

S/Sgt. Howard E. Woodford of Barbarton, Ohio, was awarded posthumously the Medal of Honor for 6-7 June 1945 action on Luzon.

Sgt. (then Pfc.) John R. McKinney of Sylvania, Ga., was awarded posthumously the Medal of Honor for 11 May action on Luzon.

1st Lt. James E. Finn of Long Beach, Calif., 1st Lt. Robert R. Kimball of Toledo, Ohio, and T/Sgt. Charles L. Whitlock of Mt. Vernon, Ill., were awarded posthumously the Distinguished Service Cross for action on Luzon.

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#### 37th INFANTRY DIVISION

Nickname: "Buckeye" Division.

Shoulder Patch: "Brilliant red circle on a circular background of white; the patch was adopted from the Ohio State flag which was a red circle on white near the center of the red, white and blue banner. (Troopers refer to their division insignia as the "fried egg" patch.)

Song: None, officially, although "Rodger Young," the Infantry Song, was written about a Medal of Honor winner who died in combat with the organization.

Source of Division: Ohio National Guard.

History: The division was organized in August 1917, from National Guard troops in Ohio, supplemented by drafted personnel. The unit sailed in June 1918, and in July it entered the line in the Baccarat Sector, southeast of Metz. On 4 Aug. it commanded that sector, which it held until 16 Sept.

Moving into the Meuse-Argonne offensive, the 37th attacked on 26 Sept. and reached the southwestern slope of Montfaucon. It moved to the St. Mihiel front 16 Oct. Next it participated in the Ypres-Lys offensive, entering the front lines the night of 30 Oct. It advanced nearly nine miles, driving the enemy beyond the Scheldt River, and gaining a bridgehead. After being relieved 4 Nov. and resting, it again forced a crossing over the Scheldt on 10 Nov. and was pursuing the enemy at the time of the Armistice.

Induction Date: October 1940.
Inactivation Date: 18 December 1945, Camp Anza,

Training: Upon being federalized, it was assigned to Camp Shelby, Miss., in Oct. 1940. In June 1941, and

from August to October the division engaged in extensive maneuvers under the V Corps at Camp Claiborne, La. It was shipped to Indiantown Gap, Pa., in February 1942.

Left This Country: May 1942, for the Southwest Pacific.

Overseas Training: In June 1942 the division fortified the Fiji Islands against invasion, meanwhile continuing training. After the ground campaign on Guadalcanal was closed, the 37th moved there in April 1943, and training continued despite frequent and serious Japaerial attacks.

Battle Credits (Division): Northern Solomons and Luzon.

Awards: Companies E and F, 148th Infantry, received the Distinguished Unit Citation for the tremendously significant part in the action in Hill 700 which resulted in a victory of major importance to the United States defense of Bougainville Island. This double envelopment by the two companies occurred 11-12 March 1944. Company F, 129th Infantry, received the award for repelling the attacks of a large enemy force against its sector of the American perimeter in the Empress Augusta Bay area on Bougainville Island from 15-26 March 1944. Headquarters Company, 129th Infantry, received the award for helping repel four major Jap attacks on its battalion perimeter, Bougainville Island, 12-26 March 1944.

Headquarters Company, 148th Infantry, received the award for helping in a counter-attack against the enemy salient atop Hill 700, Bougainville Island, 11-12 March

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1944. Company F, 145th Infantry, received the award for a counter-attack which proved highly instrumental in preventing a Jap break-through on Hill 700, Bougain-ville Island, 9-12 March 1944.

Current Commanding General: Maj. Gen. Robert S. Beightler, from October 1940 to inactivation. Maj. Gen. Beightler was born in Ohio, 21 March 1892, and enlisted in the Ohio National Guard as a private 7 Aug. 1911, serving in the ranks until March 1914, when he was appointed second lieutenant of Infantry. He went into Federal service on border patrol duty in July 1916, and re-entered Federal service for the World War as a first lieutenant in July 1917. In civilian life the general, who began as a civil engineer in 1912, has been a member of Stellhorn & Beightler, contracting engineers, since 1930.

He graduated from the National Guard Officers' Course at the Command and General Staff School, Ft. Leavenworth, Kans., in 1926 and from the Military Intelligence Course, Army War College, Washington, D. C., in 1930. He re-entered Federal Service in October 1940, to become commanding general of the 37th Infantry Division that month, moving with his unit to the Southwest Pacific in the spring of 1942.

Component Units: 129th, 145th and 148th Infantry Regiments; 6th, 135th and 140th (L) and 136th (M) Field Artillery Battalions.

Combat Highlights: Late in June 1943, elements of the 37th embarked on their first combat in the Pacific. Two Infantry battalions were attached to a Marine Raider battalion which landed in the Bairoka Harbor Sector of New Georgia Island, 3 July. They fought their way down the coast until they rejoined the remainder of the division after the fall of Munda Airfield, Allied objective on New Georgia. The entire division was committed to the Munda Campaign on 15 July to work with the 43d Infantry Division. A coordinated drive of the two units took Munda Airfield early in August, following one of the toughest campaigns of the Pacific.

The division returned to Guadalcanal to prepare for the Bougainville operation. A part of the I Marine Corps, the first unit of the 37th landed on Bougainville 8 Nov. 1943, a week after establishment of the beachhead on Augusta Bay, by Marine assault forces. Remainder of the 37th landed on Bougainville 13 and 19 Nov. The division relieved Marine troops, extended the island perimeter and started construction of a strong defensive ring to protect American airstrips. Only patrol action occupied the unit until the spring of 1944 when the Jap Sixth Division, infamous for the rape of Nanking in 1940, tried to push the Americans into the sea. First blow came in March, but after two weeks their drive was broken.

The 37th accounted for some 8,000 dead during the

attack on the American beachhead. The 37th continued holding the Bougainville perimeter until moving to the Philippines. On 9 Jan. 1945 the 37th, a part of the Sixth Army Task Force, landed on the beaches of Lingayen Gulf in the Pangasinan Province, west of the mouth of the Calmay River. It met no opposition in the first stages and Infantry spearheads raced inland.

Only isolated pockets of Jap defenders were met on Luzon's central plains until the unit neared Clark Field and Ft. Stotsenberg, 26 Jan. Here suicide Jap defenders fought fiercely for the Philippines' greatest airfield prize. Main strips of Ft. Stotsenberg proper were taken in three days of savage fighting. Renewing the drive on Manila, San Fernando, provincial capital of Pampanga, was seized. Small delaying enemy forces fought bitterly at Malolos and Plaridol, but the main column of the 37th bypassed this resistance and continued its pace.

On 4 Feb. Infantry columns of the 148th Regiment entered Manila, the Pasig River was reached the next day and Bilibid Prison was seized as some 2,000 American internees were liberated. Several days later elements of the 37th crossed the Pasig and began a hand-to-hand battle that finally overran all Jap resistance by 3 March. Casualties were more than 3,800 in Manila, but the division, and the 1st Cavalry Division, accounted for more than 10,000 enemy dead.

The "Buckeyes" then moved into the hills of northern Luzon to crash Jap positions around Baguio, Cagayen Valley and Balete Pass. It joined up with the 11th Airborne Division on Luzon 11 June after several weeks of mopping up. It was in the Baguio Sector, 2 July and late that month was still eliminating isolated Jap defenders. Elements sailed for the U.S. in mid-November and continued arriving through early December prior to inactivation of the division.

Heroes: Medal of Honor (P)-posthumous: 2nd Lt. Robert M. Viale (P) of Eureka, Calif., for 5 Feb. 1945 action when he fell on grenade he had dropped, thus saving lives of several of his men and a group of nearby civilians.

Pvt. Rodger W. Young (P) of Clyde, Ohio, for 31 July 1943 action on New Georgia. Though wounded twice, he continued to crawl to within grenade distance of enemy emplacement, arose and hurled his grenades, in which process he was hit a third time and killed.

Pfc. Frank J. Petrarca (P) of Cleveland, Ohio, for July 1943 action on Horseshoe Hill, New Georgia. Aided several wounded men while under intense enemy fire and was mortally wounded on his third mission; in one case he shielded dying soldier with his own body.

Pfc. Cleto Rodriguez (P) of San Antonio, Texas, for 9 and 11 February 1945 action in Manila, P. I. He and a companion pitted their lives against 300 Japs, materially aiding the advance of our troops.

The FIGHTING MEN of COLORADO

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Pfc. John N. Reese Jr. (P) of Pryor, Okla., for 9 Feb. 1945 action in Manila. He and a companion pitted their lives against 300 Japs entrenched in a railroad station (same action as Pvt. Rodriguez's).

Pfc. Joseph J. Cicchetti (P) of Waynesburg, Ohio, for action near Manila, P. I., in Feb. 1945. Led a litter bearer team that rescued 14 wounded men in the face of intense enemy fire and at the cost of his own life.

Distinguished Service Cross:

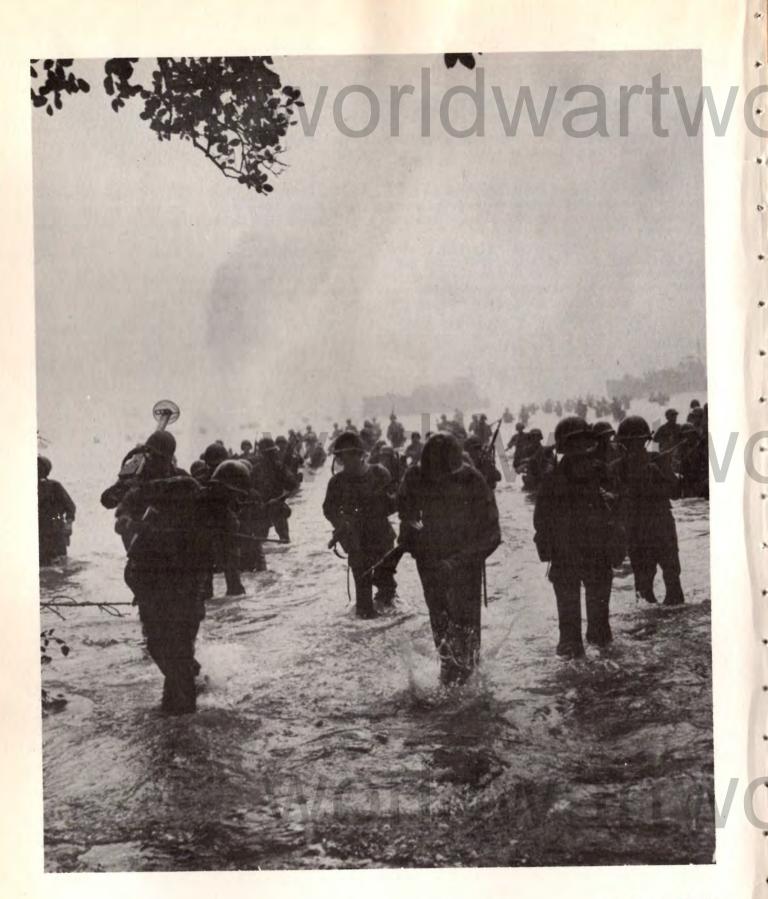
1st Lt. Robert W. Curry of White Sulphur Springs, W. Va., for heroism at Bougainville, March 1944, while defending his pillbox against overwhelming odds. Sgt. (then Pfc.) Leo D. Blake of Lebanon, N. H., for heroism at Manila, P. I., 12 Feb. 1945 when he aided his unit's advance by using his bazooka on pillboxes.

Pfc. Ellis J. Norman of Pineville, La., for heroism on Bougainville Island, 6-24 March 1944, when as a scout he discovered an ambush which would have meant destruction of his patrol, later killed 12 Japs and gave first aid under perilous conditions.

Maj. Gen. Robert S. Beightler won the Silver Star for bravery at Bougainville. He also has the Distinguished Service Cross, Legion of Merit (Navy) and Bronze Star.

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U.S. TROOPS BROUGHT ABOUT A NEW HIGH PEAK OF DEVELOPMENT IN AMPHIBIOUS WARFARE.

#### 38th INFANTRY DIVISION

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Nickname: Cyclone Division. While the division was in training at Camp Shelby, Miss., during World War I its tent city was leveled by a storm. It promptly became known as the Cyclone Division. After its action at Bataan during this war, the men of the 38th began to use the phrase "Avengers of Bataan" as a divisional nickname.

Shoulder Patch: The patch is in the form of a shield divided vertically into a field of red and a field of blue. In the center of the shield, in white, are the letters "C" and "Y" interlocked. A scroll, with the words "Avengers of Bataan," has been placed above the letters since the division's action at Bataan.

Source of Division: National Guard units. In both World War I and this war the division's personnel was drawn from Indiana, Kentucky and West Virginia National Guard units.

History: The division was organized and trained at Camp Shelby, Miss., and went overseas between Sept. and Oct. 1918. The division was overseas for six months, but during that period it was skeletonized and its personnel was sent to other units. It never saw action as a division in World War I. The last element of the 38th to return to this country from France was demobilized by June 1919. The 149th Infantry Regiment was formerly the 2d Kentucky Infantry, which was commanded by Daniel Boone, frontiersman. The 138th Field Artillery Battalion was the former colonial 1st Kentucky Infantry, and at one time was commanded by George Clark, old Indian fighter. The 152d Infantry Regiment identified itself with the 2d Indiana Regiment which was organized in 1810 and saw service at Tippecanoe.

Induction Date: 17 January 1941.

Inactivation Date: 10 November 1945, Camp Anza, alif.

Training: The division began training in this war at Camp Shelby, Miss., and had its first maneuver exercises during the Third Army maneuvers which were held in Louisiana in Sept. 1941. On 9 March 1942 the 38th came under control of the Army Ground Forces and was assigned to the IV Corps of the Third Army at Camp Shelby. During 1942 the 151st Infantry Regiment was sent to Fort Benning, Ga., for extensive training and to act as school troops for a six months period, rejoining the division in Sept. 1942 to take part in the Third Army's Louisiana maneuvers.

In Nov. 1942 the entire division was moved to Carrabelle, Fla., to learn amphibious warfare under instructors back from the invasion of North Africa. In March 1943 the 38th moved to Camp Livingston, La. During its training period in this country the division furnished eight cadres, parts of 14 task forces and produced between 4000 and 5000 officer candidates.

Left This Country: December 1943 for Hawaii.

Overseas Training: Division received further training in Hawaii, where it also did defense duty.

Battle Credits (Division): New Guinea, Southern Philippines and Luzon.

Successive Commanding Generals: Maj. Gen. Robert H. Tyndall from Jan. to April 1941; Lt. Gen. (then Maj. Gen.) Daniel I. Sultan from April 1941 to April 1942; Maj. Gen. Henry L. C. Jones from April 1942 to Feb. 1945; Maj. Gen. William C. Chase from Feb. to



July 1945; Maj. Gen. Frederick A. Irving from Aug. 1945.

Current Commanding General: Maj. Gen. Frederick A. Irving was born in Taunton, Mass., on 3 Sept. 1894 and following graduation from the United States Military Academy was appointed a second lieutenant of Infantry in 1917. He served in France during World War I with the 15th Machine Gun Battalion and took part in engagements in the Arnould and St. Die sectors and the St. Mihiel offensive.

Returning to the U.S., he became an instructor at the Infantry School, Fort Benning, Ga., and in 1922 went to the United States Military Academy as an instructor. Was graduated from the advanced course at the Infantry School in 1927 and then served a tour of duty in Hawaii. In Aug. 1932 he was designated as an instructor in weapons at the Infantry School. Was graduated from the Command and General Staff School at Fort Leavenworth, Kansas, in 1938 and then returned to the United States Military Academy as an instructor.

On 4 Jan. 1941 he was appointed commandant of cadets at that institution. He was assigned to the Hawaiian Department early in 1942, and in July 1942 became commanding general of the 24th Infantry Division. He went to New Guinea with the division in 1944, and in October of that year was announced as participating in the invasion of Leyte, P. I. He was relieved of this command in Nov. 1944, and became commanding general of the 38th Infantry Division in Aug. 1945.

Component Units: 149th, 151st and 152d Infantry Regiments; 138th, 139th, 163d (L) and 150th (M) Field Artillery Battalions.

Combat Highlights: Spearheading the drive which annihilated Japanese forces on Bataan, in the battle that liberated Luzon, is an achievement of which men of the 38th are justly proud. The division first saw action on 7 Dec. 1944, when the 149th Inf. Regt. was sent into Leyte, P. I., for a month of mopping-up campaigning. It then moved on to Luzon, P. I., to make its now famous Subic Bay landing on Bataan Peninsula on 29 Jan. 1945. Division troops poured in for 16 days of fierce action to smash through an intricate maze of Japanese fortifications at Zig-Zag Pass, key defense to the rapid reduction of Bataan Peninsula.

While one division regimental combat team made an amphibious landing at Mariveles, on the tip of the Peninsula, another force struck swiftly down the east coast through Balanga, Pilar and across the neck of land to Bagac—the March of Death route—to gain control of the entire peninsula. Some units of the 38th then landed, at D plus 4, on Corregidor to assist in the defeat of the strong Jap garrison there.

The division was then divided up into three regimental combat teams. One force mopped up remnants of enemy troops on the peninsula. Another regimental combat team plus a provisional company organized from the 38th Division Artillery struck north and west of Zig-Zag Pass against powerful Jap defenses in the Zambales Mountain ranges, while the third regimental combat team was charged with the reduction of enemy defenses on the remaining three islands—Cabello, Fort Drum and Carabao—guarding the entrance to Manila Bay.

Later sent to the Marakina water shed, the Cyclone boys worked in May 1945 to free eastern Luzon from the Japs and helped preserve Manila's water supply. This involved fighting in the Sierra Madre Mountains northeast of Manila to oppose Jap forces drawn up behind the Shimbu Line, an area defended by almost impassable terrain in addition to a well-developed and interlocking series of caves, pillboxes, tunnels and artillery emplacements. Here division troops defeated the Japanese in a series of bitterly contested engagements culminating in the seizing of the Marakina River line and the capture of strategic Wawa Dam, an important source of water supply to Manila.

Division troops engaged in combat with the Japs in the bamboo thickets and mountainous terrain of the Marakina area up to and after V-J Day. The division was alerted for home in late Sept.; elements arrived during Oct., with inactivation shortly thereafter.

Heroes: Pfc. William H. Thomas of Ypsilanti, Mich., was awarded the Medal of Honor posthumously for action on Luzon, P. I., on 22 April 1945, when after having been mortally wounded by enemy explosives which blew off both his legs, he fought on and killed three Japs.

Capt. (then 1st Lt.) Vincent A. Kimberlin of Wilson, Okla., was awarded the Distinguished Service Cross for action near Olongapo, Luzon, P. I., on 12 Feb. 1945, when, amidst heavy and telling fire, he boldly moved to wipe out a machine-gun position that had infiltrated into his position.

Pfc. Andrew Petko of Lakewood, O., received the Distinguished Service Cross for action near Olongapo, Luzon, P. I., on 8 Feb. 1945 when, under heavy and effective enemy fire and wounded in both knees, he directed and participated in evacuation of his wounded comrades and the searching out of two pillbox positions.

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#### 40th INFANTRY DIVISION

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Nickname: "Sunburst" Division.

Shoulder Patch: The insignia is in the shape of a dark blue diamond, and on it, in yellow, is the sun, with twelve rays. The sun is circled in red. The patch is symbolic of the "Golden West" sunshine, and a perfect sky.

Source of Division: National Guard of California, Nevada and Utah. (The 108th Infantry Regiment now part of the 40th Division, is a National Guard unit of New York State.)

History: The division organized 18 July 1917, began training at Camp Kearney, Calif., and by 31 Aug. 1918 the movement overseas was completed. Stationed at La Guerche-sur-L'Aubois, France, the unit was designated the 6th Depot Division to receive, train, equip and forward replacements. By 30 June 1919, the organization had returned to the U.S. Demobilized in 1919, the division was reorganized seven years later. Federal recognition was extended in 1926.

Induction Date: 3 March 1941.

Inactivation Date: 7 April 1946 at Camp Stoneman,

Training: Upon induction the division assembled at Camp San Luis Obispo, Calif., for training. On 8 Dec. 1941 it moved to southern California where, along with other troops under Gen. Joseph W. Stillwell, Hq. Southern California Sector, it undertook defense of that area. In April 1942 it was relieved and sent to Ft. Lewis, Wash., for advanced training.

Left This Country: August 1942, for the Central

Overseas Training: Additional training was given the division in the Hawaiian Islands.

Battle Credits (Division): Bismarck Archipelago, Southern Philippines, and Luzon.

Awards: The reinforced 3d Platoon of Company F, 185th Infantry, was awarded the Distinguished Unit Citation for action on 29 March 1945. Under the cover of night the unit preceded the landing force and landed at Patik, Negros, Philippine Islands.

Successive Commanding Generals: Maj. Gen. Walter P. Story, March to September 1941; Brig. Gen. Ernest J. Dawley (later major general), September 1941 to April 1942; Maj. Gen. Rapp Brush, April 1942 to July 1945; Brig. Gen. Donald J. Myers, from July 1945.

Current Commanding General: Brig. Gen. Donald J. Myers was born at Red Cloud, Neb., on 9 April 1893. He attended the University of Colorado and entered federal service as a first lieutenant in the Colorado National Guard on 27 June 1916. He was commissioned second lieutenant, Infantry, in the Regular Army on 14 June 1917, and promoted to first lieutenant the same date. After attending the Officers' Training School at Fort Leavenworth, Kansas, he was assigned to the 19th Infantry, Fort Sam Houston, Texas,

In March 1919 he became professor of Military Science and Tactics at the University of West Virginia. Upon graduation from the Infantry School, Fort Benning, Ga., in June 1921, he returned to his duties at the University of West Virginia, and in Sept. 1923 went to the Panama Canal Zone for duty with the 14th Infantry and the 19th Infantry Brigade. In Sept. 1928 he was



assigned to the University of Indiana as professor of Military Science and Tactics until Aug. 1932. He was graduated from the two-year course at the Command and General Staff School, Fort Leavenworth, in June 1934. He graduated from the Army War College, Washington, D. C., in July 1935.

In Dec. 1935 he was assigned to the 16th Infantry at Fort Jay, N. Y., and in July 1936 became Assistant Chief of the Construction Branch in the supply division, G-4, of the War Department General Staff, Washington, D. C. He went to Hawaii in May 1940 for duty with the 35th Infantry.

He became Plans and Training Officer, G-3, of the 25th Infantry Division in Oct. 1941 and in April 1942 was named Chief of Staff of the 40th Infantry Division, Fort Lewis, Washington. In Feb. 1943 he became Assistant Division Commander of the 33d Infantry Division and served with it, in the Pacific, until he assumed command of the 40th Infantry Division, in July 1945.

Component Units: 108th, 160th, and 185th Infantry Regiments; 143d, 164th, 213th (L) and 222d (M) Field Artillery Battalions.

Combat Highlights: Following a three months' staging period on Guadalcanal, the 40th got its first taste of combat in December 1943 on New Britain. Knifing through the snarled jungle, the Doughboys continued the offensive initiated by the 1st Marine Division. From Talasea, on New Britain's north coast, men of the 185th Infantry leaped 25 miles east to take Cape Hoskins' airdrome and to make escape-proof the trap which surrounded thousands of Japs slowly perishing in the Rabaul area.

In the fall of 1944 the 40th was among units chosen by Gen. MacArthur to participate in the invasion of Luzon. Following practice landings at Lae, New Guinea, the division was off for Lingayen Gulf.

Marching day and night, and sometimes shuttled by

trucks, men of the 160th Infantry raced at "blitz" speed southward down the broad, level plains toward Clark Field, and Manila. On 21 Jan., only 11 days after the invasion, the 160th Regiment entered Tarlac, strategic railroad-highway junction. The 40th then pushed on to San Miguel, Capas and then Bamban. Crossing the Bamban River, the 40th's infantrymen were the first troops to reach Clark Field, target of the first Japanese bombing attack in the Philippines at the outbreak of the Pacific war. The division also captured Fort Stotsenberg and Camp O'Donnell. The division then pushed the Japanese more than ten miles into the Cabusilan mountains and later sealed the mouths of hundreds of caves and tunnels, leaving thousands of Japs to die in their own graves.

After 53 continuous days of combat, the 40th had accounted for 6,145 Japs killed and captured on Luzon. Elements of the division sailed on 14 March from Luzon, cut behind the Japs and invaded Panay Island, in the Visayas, four days later. Within ten days they liberated virtually all of Panay and converted airfields at Santa Barbara and Mundurriao into first-class strips to enable American planes to land.

On 29 March the division jumped across the Guimaras Strait to invade Negros. Only 27 hours after the invasion, Bacoled, capital of Occidental Negros, fell to the 40th. Through 1 June, the division had slain or captured 4,732 Japs in the fighting on Panay and Negros. After V-J Day the division went into Korea, and is still on occupational duty there.

Heroes: S/Sgt. John C. Sjogren of Rockford, Mich., was awarded the Medal of Honor. He killed 43 Japs and destroyed 9 pillboxes. He earned the tribute to heroism 23 May 1945, when he single-handedly slaughtered waiting Japs with his bare hands, wrenched a spitting machinegun from the firing slot of a pillbox, thereby paving the way for his company's successful advance.

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#### 41st INFANTRY DIVISION

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Nickname: Jungleers Division. During the New Guinea campaign, fought in the jungle, the sobriquet "Jungleers" became popular with the men and has stuck. The division claims more actual months in jungle combat than any other division in the Pacific. Previously it had been called the Sunset Division, the name deriving from its shoulder patch.

Shoulder Patch: The patch is in the form of a semicircle. Against a background of red, twelve rays of the sun, in orange, are shown shining over the blue waters of the Pacific Ocean. A blue base on the patch represents the ocean. The sun setting on the Pacific represents the fact that the division drew its personnel from National Guard units of the Pacific Northwest states in World War I and this war.

Song: "41st Division Marching Song" by Pvt. Frederick Valdez. "First in Old Manila" is the marching song of the 162d Infantry Regiment.

Source of Division: National Guard units from Oregon, Washington, Idaho and Montana.

History: The division was organized at Camp Greene, N. C., in July 1917 from National Guard units from Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, South Dakota, and Colorado. By Feb. 1918 the entire division had arrived in France. Units of the division fought at Chateau-Thierry, in the Aisne-Marne and St. Mihiel operations, but the division did not see action as a unit. The division was demobilized by June 1919. The 162d Inf. Regt. was formed from the old 2d Oregon Volunteers which served against the Spaniards and Insurrectionists in Manila in 1899.

Induction Date: September 1940.

Inactivation Date: 1 January 1946, in Japan.

Training: Division trained at Fort Lewis, Wash., on being called into federal service. With the exception of maneuvers held under the Fourth Army at Hunter Liggett Military Reservation, Calif., in July 1941, the 41st was stationed at Fort Lewis throughout its training period in the U.S.

Left This Country: March 1942 for Australia.

Overseas Training: The 41st was given intensive training in amphibious warfare while in Australia.

Battle Credits (Division): New Guinea and Southern Philippines.

Awards: The 163d Inf. Regt. received the Distinguished Unit citation for action in the Papuan Campaign from 23 July 1942 to 23 Jan. 1943. The 2d Platoon, Co. L of the 163d Inf. Regt., received the Distinguished Unit citation for action on 27 April 1944, near Aitape, New Guinea. The 1st Bn. of the 162d Inf. Regt. received the Distinguished Unit citation for action near Salamaua, New Guinea, from 29 June to 12 Sept. 1943.

During 45 months service in the Pacific, the division has earned more than 10,000 decorations, including 27 Distinguished Service Crosses, 2 Distinguished Service Medals, 557 Silver Stars, 34 Legion of Merit awards, 49 Soldiers' Medals, 1424 Bronze Stars, 77 Air Medals and 8000 Purple Hearts.

Successive Commanding Generals: Maj. Gen. George A. White from Sept. 1940 to Nov. 1941; Brig. Gen. Carlos A. Pennington from Nov. to Dec. 1941; Maj.



Gen. Horace H. Fuller from Dec. 1941 to June 1944; Maj. Gen. Jens A. Doe from June 1944.

Current Commanding General: Maj. Gen. Jens A. Doe was born in Chicago, Ill., on 20 June 1891, and following graduation from the United States Military Academy was commissioned a second lieutenant of Infantry in 1914. He served in France in 1918 with machine-gun units. Returning to the U.S., he became an instructor at the Infantry School at Camp (now Fort) Benning, Ga.

Was graduated from the field officers' course of the Infantry School in 1922 and was subsequently assigned to duty at the U.S. Military Academy. Was graduated from the Command and General Staff School at Fort Leavenworth, Kansas, in 1926, and then went to China for duty with the 15th Inf. Regt. at Tientsin. Was graduated from the Army War College in June 1933, then served as an instructor at the Command and General Staff School until 1937.

He next served as professor of military science and tactics at the University of California at Berkeley. He assumed command of the 17th Inf. Regt. at Fort Ord, Calif., in Feb. 1941. In Feb. 1943 he became assistant division commander of the 41st Inf. Div., and in June 1944 took over as commanding general of the division.

Component Units: 162d, 163d, 186th Infantry Regiments; 146th, 167th, 205th (L) and 218th (M) Field Artillery Battalions.

Combat Highlights: From Papua's "Bloody Sanananda" to equally bloody Zamboanga in the Philippines the 41st has set a combat record which is among the foremost in the Pacific theater. First element of the division to go into action was the 163d Inf. Regt. which went into action at Sanananda, Papua, on 2 Jan. 1943 and fought through until 23 Jan. 1943.

Lacking naval support and obliged to rely on supplies flown in over the Owen Stanley Mountains, the regiment ultimately emerged from the Sanananda fighting in rags, bearing the marks of jungle fighting at its worst. But their action in Papua had helped stem the Jap tide short of Port Moresby. Six months later, on 29 June 1943, the 162d Inf. Regt. stormed ashore at Salamaua and began 76 days of unrelieved fighting, setting a récord in jungle fighting.

The regiment fought through until 12 Sept. 1943. The 41st then started a 1000-mile campaign up through the New Guinea jungles—assault landings at Aitape, action at Hollandia, Toem-Wadke, and Biak Island in the Schoutens. The 163d Inf. Regt. fought at Aitape from 22 April to 15 May 1944, while the remainder of the unit fought at Hollandia from 22 April to 7 May 1944. The 163d fought at Toem-Wadke from 17 April to 3 May, while the 167th Field Artillery Bn. of the division stayed to fight until 26 Dec.

At Biak the division was engaged from 27 May 1944 to 22 Jan. 1945. The Biak operation, during which the Jungleers liquidated more than 8000 Japs, clinched the New Guinea phase of the Pacific war by giving U. S. forces their most advanced air base in the far eastern area at that time. At Biak the 41st also fought the first tank-to-tank battle of the Pacific war. All of 11 Nip tanks were destroyed and none of ours was knocked out. During the year 1944 there were 16 major amphibious invasions made against Jap strong points in the Pacific and four of these were participated in by the 41st—at Aitape, Wadke, Hollandia and Biak.

The 41st struck the Philippines at Palawan on 28 Feb. when the 186th Regiment Combat Team landed to clear the Japs out—a task it was still at in mid-June. The rest of the division had not been idle, however. The first landing of U.S. troops on Mindanao was effected by elements of the 41st in the Eighth Army, in an amphibious assault on Zamboanga Peninsula on 10 March 1945. A day later the 41st had secured two airfields, its immediate objectives. Zamboanga City itself was taken late in the afternoon of 11 March under continuous Jap mortar and artillery fire. The 41st pressed inland, taking Pasanoca on 16 March and Capisan two days later.

On 19 March the assault forces were reinforced by the 1st Bn. of the 186th Inf. Regt. which had been fighting in Palawan. For a week thereafter the battle for Zamboanga was an uphill fight from ridge to ridge against determined resistance. Early in April 1945 resistance in force had dissipated and it was estimated that some 3000 of the originally estimated enemy strength of from 6000 to 7000 had been killed by that time. Contingent to the Zamboanga operation, an element of the division invested Basilan Island, 12 miles SW of the Zamboanga Peninsula, against no resistance.

The division, less certain elements, was committed in April 1945 to liberate the Sulu Archipelago. First landings were made on Bongao and Sanga Sanga Islands, northernmost of the group; 11 April, elements of the 163d Infantry Regiment took Jolo Island, largest in the Sulu group; on 26 April elements of two Infantry regiments made a new landing at Sibuco to forestall any organized enemy exodus to the north. By 8 June 1945, an additional 2000 Japs had been killed. Fighting and mopping up continued until V-J Day, and occupational duty in Japan followed. Inactivated on New Year's Day, the division claims the longest overseas combat service.

Heroes: S/Sgt. Hyrum D. Jones of Alpine, Utah, was awarded the Distinguished Service Cross posthumously for action on Wakde Island in 1944 when he attacked a machine-gun revetment of the enemy with rifle and grenades, killing all 17 Jap occupants. He was killed by machine-gun fire while returning to his squad. Sgt. Leonard C. DeWitt of Olympia, Wash., was

the fighting men of colorado

\* \* \* \* \* \* \* \* \* \* \*

awarded the Distinguished Service Cross for heroism in New Guinea in 1943. He singlehandedly attacked an enemy position, inflicting heavy casualties with his submachine-gun and using his helmet to dispatch one Jap when he ran out of ammunition.

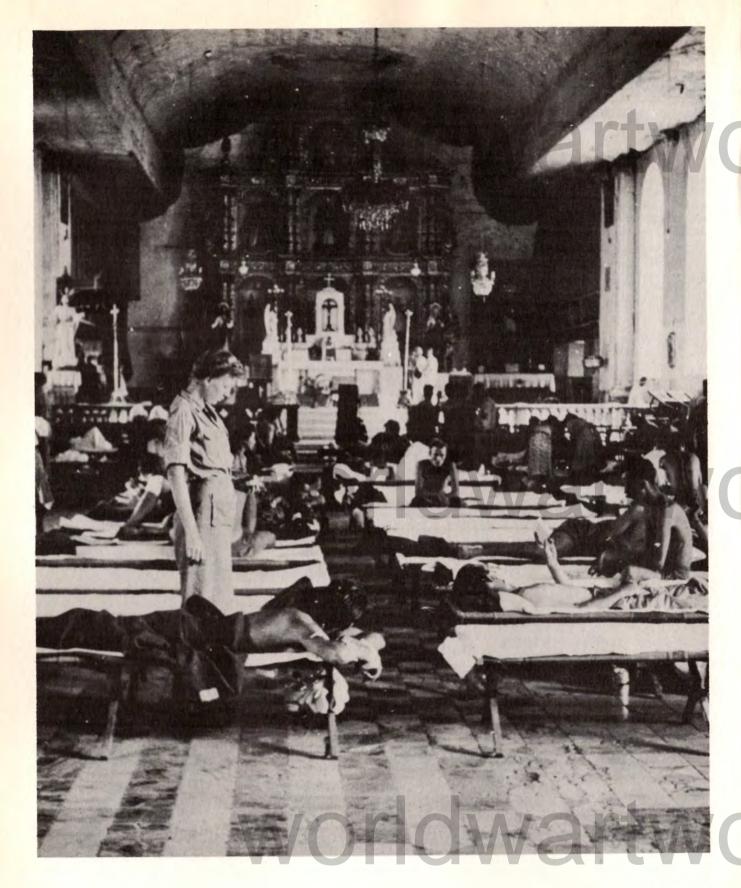
Pvt. Edward Morales of San Jose, Calif., was awarded the Distinguished Service Cross posthumously for action on Biak when he made a frontal attack on a machine-gun emplacement with his Thompson submachine-gun and grenades, killing eight of the enemy

while he was under intense fire. He was killed by snipers while moving forward alone to attack a second emplacement.

S/Sgt. Jordan W. Davis of Council Bluffs, Iowa, was awarded the Distinguished Service Cross for action on Biak for killing seven Japs while leading his squad against two enemy antiaircraft artillery emplacements while under heavy fire from a hidden position. He made a personal reconnaissance to locate this machine-gun and knocked it out, killing three of the enemy.

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A CHURCH SERVES AS A HOSPITAL FOR YANK TROOPERS IN A FOREIGN LAND.

#### 43rd INFANTRY DIVISION

Nickname: Winged Victory Division. Division received its nickname during the campaign on Luzon, formed from the name of its commanding general, Maj. Gen. Leonard F. Wing, and the ultimate goal of the unit in this war.

Shoulder Patch: The patch is a black grapeleaf imposed on a red quarterfoil background. The patch is khaki-bordered. The grapeleaf represents the fact that the four States whose National Guard troops originally made up the division — Maine, Vermont, Connecticut, Rhode Island — were once called Vinland, so named by the Scandinavian explorer Lief Ericson because of the abundant wild grapes he found there. The four globules of the quarterfoil represent these four States.

Source of Division: National Guard troops from Maine, Connecticut, Rhode Island and Vermont.

. History: The division was organized as one of two National Guard divisions in the I Corps Area following World War I. It came into being on 21 March 1925. The 103d Inf. Regt. dates back to 1861 when volunteer militia companies in the general area of Bangor, Maine, formed the 103d Maine Inf. Regt. which fought in the Civil War. Many of the regiment's companies date their origin back over 100 years, the oldest being Co. C from from Norway, Maine, which was formed in 1800 under the laws of Massachusetts—20 years before Maine be-

came a State. The regiment fought in the Spanish-American War, served on the Mexican Border, and fought in World War I as part of the 26th Inf. Div.

The 169th Inf. Regt.'s history dates back to 1739. The unit's 205 years of continuous history includes service for the Colony of Connecticut, the State of Connecticut, and to the U.S. in the French and Indian Wars, the Revolutionary War, the War of 1812, the Civil War, the Spanish-American War and both World Wars. The regiment's motto is "Armis Stant Leges," which means "Laws are maintained by force of arms."

The 172d Inf. Regt. dates back to ten years before the Revolutionary War when Vermonters, known as the "Green Mountain Boys," banded together under Ethan Allen to protect their land grants from encroachment by the Crown State of New York. Units which were the precursors of the regiment fought in the Revolutionary War, the Civil War, the Spanish-American War, along the Mexican border, and in World War I it was assigned to the 26th Inf. Div.

Induction Date: 24 February 1941.

Inactivation Date: 1 November 1945, Camp Stoneman, Calif.

Training: Upon induction the division was assigned to Camp Blanding, Fla. In July 1941 it took part in



Louisiana maneuvers under the Third Army and the following Nov. went to the Carolinas for maneuvers which were held under the IV Corps. The 43d remained at Camp Blanding until 8 Feb. 1942 when it moved to Camp Shelby, Miss. On 9 March 1942, it came under Army Ground Forces. In Aug. 1942 it moved again, this time to Fort Ord, Calif. On the Pacific coast it received intensive amphibious training.

Left This Country: Oct. 1942 for the Southwest Pacific Theater of Operations.

Battle Credits (Division): Guadalcanal, New Guinea, N. Solomons, and Luzon.

Awards: Distinguished Unit citation: 1st Bn. of the 169th Inf. Regt. for action from 15 to 17 Jan. 1945, at Pozorrubio, Luzon, P. I., for heroic action in establishing a road block; 2d Bn. of the 169th Inf. Regt. for action on 20 Jan. 1945 at Seison, Luzon, P. I., for securing a junction; 3d Bn. of the 169th Inf. Regt. for action on Mt. Alava, Seison, Luzon, P. I., 20 Jan. 1945, when it attacked that elevation; 2d Bn. of the 172d Inf. Regt. for action at Ipo Dam, Luzon, P. I., on 7 May 1945, when it seized a strategic hill.

Successive Commanding Generals: Maj. Gen. Morris B. Payne from Feb. to Aug. 1941; Maj. Gen. John H. Hester from Aug. 1941 to July 1943; Maj. Gen. Leonard F. Wing from Aug. 1943 to inactivation.

Current Commanding General: Maj. Gen. Leonard F. Wing was born in Ira, Vt., on 12 Nov. 1893. He enlisted for service in World War I and served as a private and sergeant until June 1918 when he was commissioned a second lieutenant of Inf. He received an honorable discharge from the Army in Dec. 1918 and returned to Vermont, where he began the practice of law.

In 1919 he enlisted in the Vermont National Guard as a private, and that same year was commissioned a second lieutenant. He remained a member of the Vermont National Guard during the years that followed, being promoted to 1st lieutenant in 1919, to captain in 1920, to major in 1921, to lieutenant colonel in 1929, to colonel in 1933, and to brigadier general in 1938.

In 1941 he was mustered into federal service with the 43d Inf. Div., and in Feb. 1942 was named as assistant division commander. He became commanding general of the 43d in Aug. 1943 and the following month was promoted to major general.

At the time he went into service with the division he was senior partner of the law firm of Fenton, Wing and Morse. (Maj. Gen. Wing died 19 Dec. 1945, Rutland, Vermont.)

Component Units: 103d, 169th, 172d Infantry Regiments; 103d, 152d, 169th (L) and 192d (M) Field Artillery Battalions.

Combat Highlights: Participation in four campaigns—Guadalcanal, the Northern Solomons, New Guinea and Luzon—mark the combat record of the 43d Inf. Div. The division landed late in 1942 in New Zealand, one combat team landing at Espirito Santo in the Hebrides. The division remained in New Zealand as strategic reserve for the purpose of meeting a threatened Japanese invasion. Later the 43d moved to New Caledonia, and in Jan. 1943 moved to Guadalcanal just prior to the termination of the campaign there.

In Feb. 1943 the Winged Victory men invaded the Russell Islands without opposition. The 43d was then organized as a task force, and with elements of the Army Navy and Marine Corps made the first assault on New Georgia at Rendova Island on 30 June 1943. There followed 81 days of continuous combat for the division, during which time it accounted for more than 4000 Jap dead. Credit for playing a vital role in the capture of the Munda airfield on 5 Aug. 1943 went to the 43d. The campaign ended 21 Sept. 1943, and in Feb. 1944 the division left New Georgia and returned to New Zealand for rest and rehabilitation.

The division struck next in June 1944 at Aitape, New Guinea, reinforcing other American units which fought there. It participated in the bloody battle of the Drinimuor River, cutting off a threatened Jap break out of the Wewak, New Guinea, trap. The Winged Victory outfit next went into action as part of the invasion force which landed at Lingayen Gulf, Luzon, Philippine Islands, on 9 Jan. 1945. The division completed its mission of taking the left flank of the assault on Lingayen Gulf and securing the hill masses and road network so as to block off the Japanese in the mountains near Baguio.

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Throughout the initial 30 days of fighting on Luzon the division had constant contact with the enemy, and the number of Japs killed by the 43d equaled the number killed by all other divisions on Luzon during that period. The division moved into the Fort Stotsenberg area of Luzon, eliminated Jap pockets of resistance in the Zambales mountains and then moved southward to crush the Shimbu Line in the Antipolo-New Bosoboso sector east of Manila.

The division helped take Ipo Dam, main source of Manila's water supply, in May 1945, blasting the Shinshu fortress surrounding the dam. In June and July 1945 it was reported mopping up on Luzon. After V-J

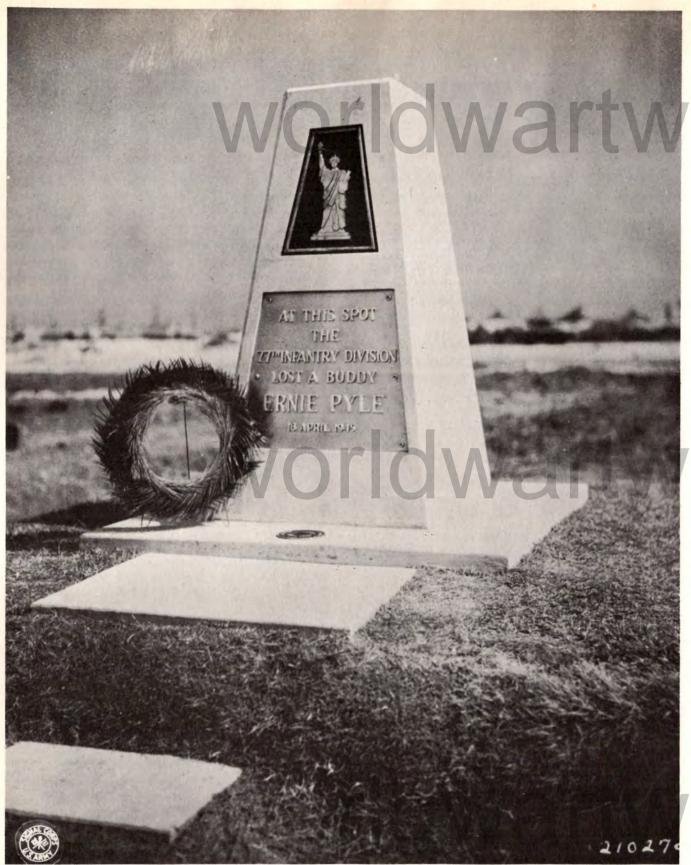
Day the division went into Japan as part of the occupational forces.

Heroes: Capt. (then 2d Lt.) Robert S. Scott of Santa Fe, N. M., was awarded the Medal of Honor for action in New Georgia on 29 July 1943, when he single-handedly held the top of a vital hill against fanatical Jap charges.

S/Sgt. Robert E. Laws of Altoona, Pa., was awarded the Medal of Honor for action in the Philippine Campaign on 12 Jan. 1945 when he successively engaged a pillbox full of Japs in a machinegun duel, a hand grenade melee, and a hand-to-hand struggle. He killed three Japs, silenced the pillbox, and thereby enabled his unit to advance.

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THE 77TH INFANTRY DIVISION'S MEMORIAL TO COLUMNIST ERNIE PYLE ON IE SHIMA.

#### 77th INFANTRY DIVISION

Nickname: Statue of Liberty Division.

Shoulder Patch: Patch consists of the Statue of Liberty, in gold, on a truneated triangle, in blue. The Statue of Liberty was selected for the patch because in World War I most of the men in the 77th were drawn from New York City and surrounding areas.

History: The division was activated at Camp Upton, N. Y., on 18 Aug. 1917 with a cadre made up of officers and enlisted men of the Regular Army and the bulk of its personnel coming from New York City and vicinity. It left this country in March 1918 for France. In Aug. 1918 it was assigned to hold a sector along the Vesle River. In the Meuse-Argonne offensive the 77th advanced through the Argonne Forest. It was in the depths of this forest that the famous episode of the "Lost Battalion" occurred.

On 2 Oct. 1918 six companies of the 308th Infantry Regiment penetrated the German line and reached their objective near Charlevaux Mill, where they were joined by a company of the 307th Infantry Regiment. The Germans surrounded them and launched attack after attack until the evening of 7 Oct., when aid reached the "Lost Battalion." Driving on, the 77th cleared the Argonne Forest and participated in the final phase of the offensive. The division was demobilized in April 1919.

Reactivation Date: 25 March 1942.

Training Under Army Ground Forces: The division first trained at Fort Jackson, S. C., and in February and March 1943 took part in the 3d Army maneuvers. The 77th then spent four months at the Desert Training Center, Camp Young, Calif. In Oct. 1943 it returned to

the east and while stationed at Camp Pickett, Va., was given intensive training in amphibious operations and mountain warfare.

Left This Country: March 1944 for Hawaii.

Overseas Training: Upon arriving at Oahu, T. H., the 77th underwent further amphibious training and received instruction in jungle warfare.

Battle Credits (Division): Western Pacific, Southern Philippines, and Ryukyus.

Successive Commanding Generals: Lt. Gen. L. Eichelberger from March to June 1942; Maj. Gen. Roscoe B. Woodruff from June 1942 to May 1943; Maj. Gen. Andrew D. Bruce from May 1943 to present.

Current Commanding General: Maj. Gen. Andrew D. Bruce was born in St. Louis, Mo., on 14 Sept. 1894. Following graduation from the Agricultural and Mechanical College of Texas he was commissioned as a second lieutenant in the Regular Army in 1917. The same year he went to France and saw action in three major engagements. He returned to this country in 1919, and in 1920 was appointed an instructor at the Infantry School. Was graduated from that school in 1924 and from the Field Artillery School in 1925.

After engaging in experimental work for the Infantry Board he became professor of military science and tactics at the Allen Academy in Bryan, Texas, in 1928, and a year later went to the Army War College to prepare battlefield commemorative studies.

He was graduated from the Command and General Staff School in 1933, from the Army War College in



1936, and from the Naval War College in 1937. He then served in the Operations and Training Division of the War Department General Staff.

In March 1942 he became commanding general of the newly designated Tank Destroyer Command at Camp Hood, Texas, serving there until May 1943, when he assumed command of the 77th Infantry Division.

Component Units: 305th, 306th, and 307th Infantry Regiments; 304th, 305th and 902d (L) and 306th (M) Field Artillery Battalions.

Battle Log: An amphibious landing on Guam and bloody fighting on Leyte and Okinawa are part of the combat record of the 77th Infantry Division. The 77th went into action on July 21, 1944, when reconnaissance patrols made an amphibious landing on Guam. Little resistance was met and the men dug in for the night near Bangi Point. The rest of the division landed a few days later and within eight days the division had occupied the eastern beaches and against light opposition moved into the towns of Yona, San Antonia and Barrigada. The men had also captured the heights of Mt. Barrigada and Mt. Santa Rosa. On Aug. 10 all organized resistance on the island ceased.

From Guam the division started for New Caledonia for a program of rehabilitation. Jap resistance on Leyte, however, forced a change in plans, and the convoy arrived in Leyte Harbor late in November. The division landed near Deposito, Leyte, on Dec. 7, taking the Japs by surprise. The 77th then began a drive up the Ormoc Valley. The troops moved into Panalan and then went on to take Camp Downes. Here some of the strongest resistance of the entire Leyte campaign was encountered.

On Dec. 10 the division captured Ormoc after a bitter fight and then pushed northward toward Valencia in the center of the Ormoc corridor. Later a junction was made with the 1st Cavalry Division, resulting in the seizure of Tambuco and Valencia. The island was declared secure on Dec. 25. The Statue of Liberty men next went into action in the Okinawa campaign, landing on Ie Island early in April 1945.

It was on Ie that Ernie Pyle, war correspondent, was killed by a Jap machine-gun bullet while observing the 77th in action.

After securing the airfield on Ie the division mopped up remaining Jap elements and secured the island by April 21. The 77th moved into the line on Okinawa the latter part of April. Employing tanks and flame-throwers, it moved into the mountainous terrain of the island and soon captured the heights near Shuri. During the battle the Japanese tried to land reinforcements behind U.S. lines. They succeeded in putting 300 Jap marines ashore, but more than 110 were killed and the 77th pushed the remainder back into the sea. The division then went on to take "Chocolate Drop Hill" and "Sugar Loaf Hill."

With flame-throwers and tanks blasting away, the 77th took the towns of Shuri and Naha. Savage fighting continued until May 21 when the organized resistance ended. Troops of the 77th, however, continued to mop up and clean out pockets of Japs for many weeks thereafter. The division is presently doing occupation duty in Japan.

Heroes: Pfc. George Benjamin, Jr., of Carney's Point, N. J., was awarded the Medal of Honor posthumously for 21 Dec. 1944 action on Leyte.

Pfc. Desmond T. Doss of Lynchburg, Virginia, a conscientious objector, won the Medal of Honor for action between April 29 and May 21 1945 on Okinawa. Pfc. Doss' CMH is the first to be awarded to a conscientious objector.

Pfc. Martin O. May of Phillipsburg, New Jersey, was awarded the Medal of Honor posthumously for 19, 20, 21 April 1945 action on Ie Shima.

Capt. Robert P. Nett of New Haven, Conn., was awarded the Medal of Honor for 14 Dec. 1944 action on Leyte.

#### 81st INFANTRY DIVISION

Nickname: Wildcat Division.

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Shoulder Patch: Patch consists of a black wildcat on an olive drab disc which is bordered in black. The division took its name from a creek which flowed near its area at Camp (now Fort) Jackson, S. C., during World War I. The 81st is generally credited with being the first division to wear a distinctive shoulder patch. It was after the 81st had started to wear the patch that the War Department authorized wearing of divisional shoulder patches.

Slogan: Wildcats Never Quit. They Win or Die. Song: "Wildcat March."

History: The division was activated at Camp Jackson, S. C., in Sept. 1917. It arrived in France in Aug. 1918. The 81st distinguished itself during occupation of the St. Die Sector and participation in the Meuse-Argonne offensive. The division received the personal commendation of Gen. Pershing and two streamers to adorn its colors.

Activation Date: 15 June 1942.

Inactivation Date: 30 January 1946, in Japan.

Training Under Army Ground Forces: The division was activated at Camp Rucker, Ala., and in March 1943 moved into Conecuh National Forest in southern Alabama and northern Florida, where it engaged in its first division maneuvers. Upon completing two weeks of these problems, the division went to Tennessee to participate in the Second Army Maneuvers. The 81st then moved to the California-Arizona Maneuver Area, and in Nov. 1943 was sent to Camp San Luis Obispo, Calif.,

near the California coast, for continued advanced training.

Left This Country: June 1944 for Hawaii.

Overseas Training: Final training was given the division on Oahum, T. H.

Battle Credits (Division): Western Pacific and Southern Philippines.

Successive Commanding Generals: Maj. Gen. Gustave H. Franke from June to Aug. 1942; Maj. Gen. Paul J. Mueller from Aug. 1942 to inactivation.

Current Commanding General: Maj. Gen. Paul J. Meuller was born in Union, Mo., on 16 Nov. 1892. Following graduation from the U.S. Military Academy he was appointed a second lieutenant of Infantry in 1915. He first served with Infantry units at various posts in this country and went to France with the 64th Infantry Regiment in 1918, receiving the Silver Star for bravery in action.

In 1919 he became an instructor of the Kansas National Guard in this country, and in 1920 went to Germany for duty with the American forces in that country. He returned to the U.S. again in 1923 and was graduated from the Command and General Staff School in 1924. He was then assigned to the Historical Section of the Army War College. Subsequently he became secretary of the U.S. Infantry Association and editor of the Infantry Journal.

Was graduated from the Army War College in 1928 and later joined the War Plans Division of the War Department General Staff. In 1936 he became an instructor at the Command and General Staff School, and

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in 1940 was named chief of the Training Section in the office of the Chief of Infantry. He was named Chief of Staff of the Second Army in 1941, and in Aug. 1942 assumed command of the 81st Infantry Division.

Component Units: 321st, 322d and 323d Infantry Regiments; 316th, 317th and 906th (L) and 318th (M) Field Artillery Battalions.

Combat Highlights: The Wildcats went into action 17 Sept. 1944 when they stormed ashore on Angaur Island in the Palaus. The conquest of Angaur was speedily effected as troops drove through Japanese defenses to the western shore, cutting the island in half and driving the enemy into isolated pockets of resistance.

Angaur Island was declared secure on 20 Sept. and mopping-up operations were started to destroy the remnants of the Jap garrison. On 23 Oct. the last enemy cave was entered and the destruction of the enemy completed. While the main force of the division had been engaged at Angaur, elements of the 81st attached to the 1st Marine Division had begun an offensive action against the enemy on Peleliu Island 23 Sept.

These troops made a noteworthy contribution to the ultimate success of the operation by splitting the enemy defense force and isolating a sizeable group in the mountainous area of central Peleliu. They also assisted in the destruction of hundreds of the enemy in northern Pele-

liu in addition to mopping up Ngesebus and Kongaru Islands and seizing Garakayo Island still farther to the north. By 27 Nov. all resistance on Peleliu had ended.

By the end of the Peleliu action the 81st had been credited also with aiding in the capture of Ulithi, Ngulu and Kayangal Atolls. On 1 Jan. 1945 the division helped take Fais Island. After a period of rest and rehabilitation the division was ready for action again and was next announced, in May 1945, as fighting on Mindanao, P. I. Here it captured the Narang airfield. A month later it was announced in the Visayan Islands of the central Philippines.

In July the 81st helped secure Baisayan, a small island of the central Philippines. Later it participated in mopping up operations on Leyte, and then went on to Japan for occupation duty.

Heroes: Lt. Col. Raymond S. Gates of Barre, Vt., was awarded the Distinguished Service Cross posthumously for action on Angaur Island. He was killed while directing the operation of his battalion from a forward position.

S/Sgt. Lloyd A. Hansborough of Dierks, Ala., was awarded the Silver Star for action on Angaur Island. When a Jap using a captured automatic rifle hit seven men of his unit, Sgt. Hansborough and his squad circled around a machine-gun and captured the Jap.

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#### 93rd INFANTRY DIVISION

Shoulder Patch: A French Army helmet in blue on a field of black. The patch is circular in shape. The helmet symbolizes the service of the regiments in this division during World War I with French divisions.

History: The division was activated in Dec. 1917, at Camp Stuart, Newport News, Va., but was never fully organized, only the headquarters and two Infantry brigades being established. The nucleus of the division was composed of men from Connecticut, District of Columbia, Illinois, Maryland, Massachusetts, New York, Ohio, Tennessee, and South Carolina. Infantry regiments assigned to the division were stationed at various widely separate posts in the U.S.

Upon arrival in France, headquarters of the division was established at Bur-sur-Seine, pending the arrival and assembly of the units of the division. These units, however, consisting of the 369th, 370th, 371st and 372d Infantry Regiments, were brigaded with the French Army, and in May 1918 the personnel of headquarters was attached to the 1st and 42d Infantry Divisions pending the contemplated reassembling of the 93d. It was never reassembled, however, although never formally dissolved, and its history, therefore, resolves itself into the histories of its four Infantry regiments. All served with units of the French Army. Of these four regiments, only the 369th is a part of the 93d today.

During World War I the 369th took part in the Champagne-Marne Defensive and the Aisne-Marne Offensive and in the offensive operations of the Fourth French Army. Along with the other three regiments mentioned, it returned to the U.S. in February 1919.

The 25th Infantry Regiment, which became part of the 93d on its reactivation during this war, dates back to 1869 when it was organized in New Orleans, La. It was then, as now, a Negro unit, and its companies were distributed at various stations in Louisiana and Mississippi.

In June 1870 it went to West Texas and remained in that area for ten years, building and repairing roads and telegraph lines, scouting for hostile Indians and performing escort duty for wagon trains. During 1890 and 1891 Companies C, E, F, and H took part in the Pine Ridge Campaign, the last important Indian engagement in which the Army took part. The regiment later fought in Cuba and in the Philippines.

Activation Date: 15 May 1942.

Inactivation Date: 3 February 1946, Camp Stoneman, Calif.

Training Under Army Ground Forces: The division was activated at Fort Huachuca, Ariz., and was assigned to the Third Army. In April 1943 the 93d took part in Third Army maneuvers in Louisiana, and in July 1943 moved to Camp Young, Calif. Maneuvers in the California-Arizona Maneuver Area were held during Nov. and Dec. 1943.

Left This Country: Jan. 1944 for Southwest Pacific Theater of Operations.

Overseas Training: Division trained for jungle fighting and night operations in the Southwest Pacific area after leaving this country.

Battle Credits (Division): New Guinea and Northern Solomons.

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Successive Commanding Generals: Maj. Gen. Charles P. Hall from May to Oct. 1942; Maj. Gen. Fred W. Miller from Oct. 1942 to May 1943; Maj. Gen. Raymond G. Lehman from May 1943 to Aug. 1944; Maj. Gen. Harry H. Johnson from Aug. 1944 to inactivation.

Current Commanding General: Maj. Gen. Harry H. Johnson was born at Glenflora, Tex., on 11 April 1895. He attended Texas Agricultural and Mechanical College at College Station, Tex., and entered an officers' training camp in May 1917. Three months later he enlisted in the Army, serving as a private and sergeant of Infantry until Dec. 1917, when he was appointed a second lieutenant of Infantry.

He joined the AEF in France in June 1918, and served with the 36th Infantry Division in various assignments. He participated in the Meuse-Argonne Offensive and later served with the American forces in Germany with the 26th Infantry Division. He returned to the U.S. in Oct. 1919, and was honorably discharged.

He served with the Texas National Guard from Jan. 1921 to Feb. 1929. He was then named as a squadron commander with the 124th Cavalry Regiment and later became regimental executive officer. He was ordered to active duty and served at Houston, Fort Bliss, and Fort Brown, Texas, from Nov. 1940 to Sept. 1941. He was then named to command the 112th Cavalry Regiment at Fort Clark, Texas, until Nov., when he assumed command of the 2d Cavalry Brigade at Fort Bliss, Texas.

From Jan. 1942 to Feb. 1943 he was commanding general of the 56th Cavalry Brigade at Fort McIntosh, Texas, and then was named to command the 2d Cavalry Division at Fort Sam Houston, Texas. In Feb. 1944 he was assigned to the North African Theater of Operations and later was announced as the Allied Military

Governor in Rome, Italy. He served in this capacity until Aug. 1944, when he became commanding general of the 93rd Infantry Division.

Component Units: 25th, 368th, 369th Infantry Regiments; 593d, 594th, 595th (L) and 596th (M) Field Artillery Battalions.

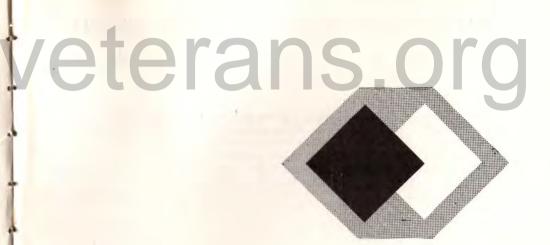
Combat Highlights: First Negro unit larger than a regiment to engage the enemy in this war, the 93d had its first taste of action at Empress Augusta Bay on Bougainville Island during the northern Solomons campaign early in April 1944. The division operated against the Japs along the Numa-Numa trail and the Laruma River during April, working along with the 37th Infantry Division. By the end of April the 93d had secured the Saua River and a portion of the land east of the Torokina River.

In May and June 1944 the division moved to the Treasury Island Group, having completed its mission of harrassing the Japs and denying to them a line of supply from southern Bougainville. The division was next announced as having been assigned as a defense force at Morotai Island in the Dutch East Indies during the early months of 1945.

In July 1945 the 93d moved to the Philippine Islands in preparation for being deployed forward on the road to Tokyo. Before the move could be effected, however, the war with Japan had ended. On 29 Aug. 1945 more than 8000 Japanese on Morotai and Halmahera Islands had surrendered to the 93d. It was the first sizeable surrender of Jap troops completed in the Southwest Pacific area following Japan's capitulation.

The division returned to the U.S. in late Dec. 1945 and was subsequently inactivated.

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#### 96th INFANTRY DIVISION

Nickname: Deadeye Division.

Shoulder Patch: A white diamond and blue diamond which overlap, both being superimposed on a six-sided patch with khaki background. The white and blue diamonds represent purity and courage, respectively, qualities typical of the people in the Pacific Northwest, the section of the country in which the division was organized as reserve unit.

History: The 96th was scheduled to be organized at Camp Wadsworth, S. C., in Sept. 1918, but due to the Armistice it was never activated during the first World War. It came into being again "on paper" in 1923 as a Pacific Northwest reserve division.

Activation Date: 15 August 1942.

Inactivation Date: 3 February 1946, Camp Anza, Calif.

Training Under Army Ground Forces: Division was activated at Camp Adair, Ore., and was assigned successively to the IX and IV Corps while at that station. In May 1943 it was transferred to Fort Lewis, Wash., and between Sept. and Nov. 1943 took part in IV Corps maneuvers in Oregon. Following these maneuvers it was assigned to Camp White, Ore., coming under the Fourth Army. The 96th received its final training in this country at Camp San Luis Obispo, Calif., under the III Corps.

Left This Country: July 1944 for Pacific Area. Overseas Training: Given intensive training in jungle warfare after arriving in Hawaii from the U.S.

Battle Credits (Division): Ryukyus and Southern Philippines.

Successive Commanding General: Maj. Gen. James L. Bradley has been commanding general of the 96th from its activation.

Current Commanding General: Maj. Gen. James L. Bradley was born in Doniphan, Mo., on 18 May 1891. Following graduation from the United States Military Academy in 1914 he was appointed a second lieutenant of Infantry. He first served with the 19th Infantry Regiment at Vera Cruz, Mexico. Subsequently he served at various posts in Texas and Arizona. Was graduated from the Infantry School of Arms at Fort Sill, Okla., in Nov. 1917, and then served as an instructor at that school.

In Oct. 1918 he went to Camp (now Fort) Benning, Ga., and in 1920 he went to Hawaii, where he served with Infantry units, returning to this country in Nov. 1923 for duty with the 4th Infantry Regiment at Fort Missoula, Mont. Was graduated from the advanced course of the Infantry School at Fort Benning in 1925 and from the Command and General Staff School at Fort Leavenworth, Kans., in 1926. He then returned to the Infantry School as an instructor.

He was graduated from the Army War College in 1932 and was then assigned as an instructor at the Command and General Staff School. He became executive officer of the 16th Infantry Regiment at Fort Jay, N.Y., in Sept. 1936, and in Feb. 1938 went to Puerto Rico for duty with an Infantry unit. That same year he returned once more to Fort Jay, N.Y., this time to assume command of the 16th Infantry Regiment.

In Sept. 1938 he was transferred to California for



duty at Headquarters of the IX Corps Area. He became assistant chief of staff G-3 in charge of plans and operations for the Fourth Army in Nov. 1940 and was assigned as chief of staff of the Fourth Army in Nov. 1941. He assumed command of the 96th in Aug. 1942.

Component Units: 381st, 382d, 383d Infantry Regiments; 363d (M) 361st, 362d and 921st (L) Field Artillery Battalions.

Combat Highlights: The 96th started its combat action by invading and helping to liberate Leyte, Philippine Islands, under Gen. Douglas MacArthur. It was the first Allied smash at the Philippine Islands and it started 20 Oct. 1944, when elements of the 382d and 383d Infantry Regiments landed on the island's beaches. Spearheaded by the 382d, the Deadeyes quickly moved inland against spasmodic enemy resistance.

Within a period of approximately two months the division, along with the 7th and 77th Infantry Divisions, had liberated the island. The division then remained on Leyte, drew new equipment and resumed intensive training in preparation for further drives along the road to Tokyo. On 1 April 1945, as part of the newly-formed Tenth Army under Lt. Gen. Simon Bolivar Buckner, it hit the beaches once again, this time at Okinawa.

Against the fanatical resistance of the Jap defenders, the 96th carried on like veterans. Highlight of their action on Okinawa came on 14 May 1945, when the Deadeyes took two of the toughest defensive positions on the Island, Yonabaru Airfield and Conical Hill. By taking Conical Hill, situated 2500 yards east of Shuri, the 96th eliminated the chief remaining observation point on Okinawa which the Japanese held. Taking of the hill was essential to capture of the Yonabaru Airfield, which it overlooks.

Just a month later, on 14 June, the division cracked the center of the previously out-flanked Japanese defense line on southern Okinawa by capturing 500-foot high Yaeju Hill and pushed on south. Five days later Brig. Gen. Claudius M. Easley, assistant division commander of the 96th, was killed in action on Okinawa. His death followed by a few days that of Lt. Gen. Buckner, who was killed by a Japanese shellburst.

On 20 June the Okinawa campaign ended, but units of the 96th took part in the work of mopping up isolated pockets of Japs on the Island. After V-J Day the division returned to the Philippine Islands, leaving there in mid-January for the U.S. and inactivation.

Heroes: Pfc. Edward John Moskala, Chicago, Ill., was awarded the Medal of Honor posthumously for action on 9 April 1945 for killing 30 Japs and wiping out two machine-gun nests while covering the withdrawal of his company from Kakazu Ridge on Okinawa.

Capt. Seymour W. Terry from Little Rock, Ark., was awarded the Medal of Honor posthumously, 11 May 1945, for one-man assaults against strong fortification which halted his company's advance in Okinawa. A 1st Lt. at the time, he wrecked five pillboxes, destroyed several machine-guns and killed more than 35 Japs.

Pvt. Ova A. Kelley, Norwood, Mo., received the Medal of Honor posthumously when on 8 Dec. 1945, on Leyte, he gave his life in a death-dealing charge against entrenched Japs.

Pfc. Clarence B. Craft of Santa Ana, Calif., received the Medal of Honor for action 31 May 1945 when he staged a phenomenal one-man attack on one of the most vital Jap positions in the entire Okinawa campaign.

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#### 98th INFANTRY DIVISION

Nickname: Iroquois Division.

Shoulder Patch: Patch consists of a shield, in the shape of the great seal of the state of New York, with the head of an Iroquois Indian Chief, in orange, superimposed on a blue background. The patch is bordered in orange. The blue and orange colors are those of the Dutch House of Nassau, which was responsible for the early settlement of New Amsterdam, later renamed New York. In peacetime the division existed as an organized reserve unit "on paper" and had its headquarters in upper New York State. Hence, the Iroquois warrior shown on the patch was chosen as the 98th's insignia, since the Iroquois were a confederation of five Indian nations located in upper New York State. The five feathers worn by the Indian shown on the patch represent the Five Nations (Onondagas, Cayugas, Senecas, Mohawks, and Oneidas).

History: The division was to have been organized during the World War at Camp McClellan, Ala., but due to the Armistice, organization was never commenced and the 98th existed in name only.

Activation Date: September 15, 1942.

Inactivation Date: February 16, 1946, in Japan.

Training Under Army Ground Forces: The division was activated at Camp Breckinridge, Ky. In Sept. 1943 it went to Tennessee to take part in the maneuvers of the Second Army for a period of two months. In Nov. 1943

it was transferred to Camp Rucker, Ala., for postmaneuver training.

Left This Country: April 1944, for Hawaii.

Overseas Training: Underwent intensive combat training during its stay in Hawaii.

Successive Commanding Generals: Maj. Gen. Paul L. Ransom, from Sept. 1942 to Nov. 1943; Maj. Gen. George W. Griner, Jr., from Nov. 1943 to Nov. 1944; Maj. Gen. Arthur McK. Harper, from Nov. 1944 to inactivation date.

Current Commanding General: Maj. Gen. Arthur McK. Harper was born in Minneapolis, Minn., on Dec. 23, 1893. Following graduation from the U. S. Military Academy he was commissioned a second lieutenant of Cavalry in 1917. His first assignment was to border patrol duty in Texas. He was transferred to F.A. in 1920 and subsequently served in the Panama Canal Zone.

Was graduated from the F.A. School in 1925 and then became professor of military science and tactics at Iowa State College. In Sept. 1929 he joined the 15th F. A. Regt. at Fort Sam Houston, Texas. Was graduated from the Command and General Staff School in 1936 and became professor of military science and tactics at Xavier University, Cincinnati, Ohio. In Sept. 1940 he was placed in command of the 60th F. A. Bn. at Ft. Bragg, N. C., and later served as artillery commander of the 30th Inf. Div. In Sept. 1943 he was named com-

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manding general of the III Corps Artillery at Ft. Ord, California, and in Nov. 1944 assumed command of the 98th Infantry Division.

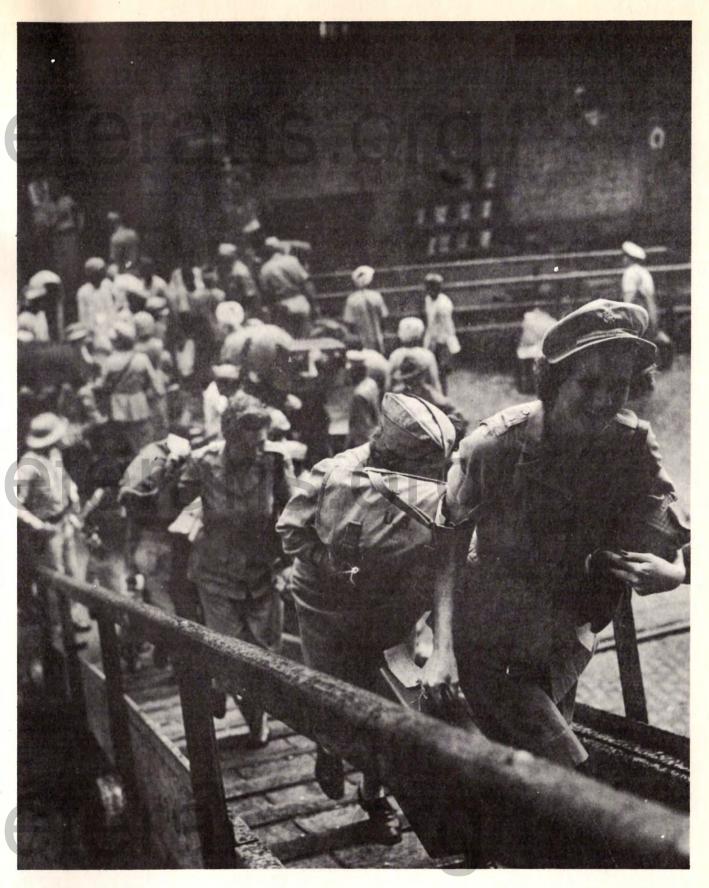
Component Units: 389th, 390th and 391st Inf. Regts.; 367th, 368th and 924th (L) and 399th (M) Field Artillery Battalions.

Overseas History: The 98th went to Hawaii in

April 1944 and remained there on guard duty until the end of the war with Japan. It supplied men to a number of other units which carried on combat operations in the Pacific and was kept in reserve for duty anywhere in the Pacific. Its presence in Hawaii was a closely guarded secret and was not made known until Aug. 25, 1945. After V-J Day it was on occupation duty in Japan until inactivation.

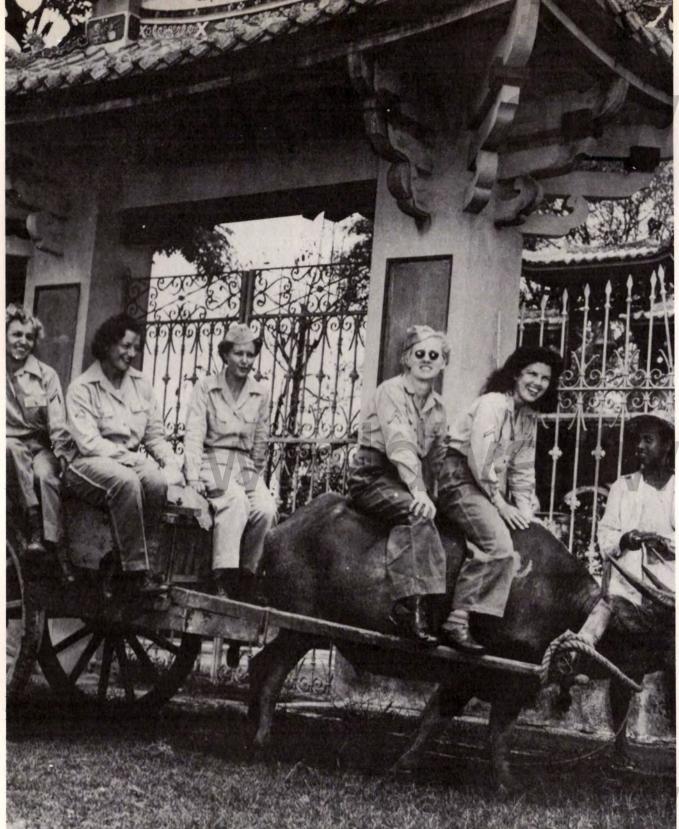
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SIGNAL CORPS PHOTO

FIRST U.S. ARMY NURSES to return to the United States under the rotation policy board the ship that will take them home. They were first nurses to arrive in the CBI theater.



HISTORIES AND BATTLE LOGS

U. S. ARMY AIR FORCES

CONTINENTAL U. S. AND PACIFIC

THEATERS OF WAR

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Courtesy HEADQUARTERS, AAF

SIGNAL CORPS PHOTO

SIGHT-SEEING WACS of the GHQ WAC Detachment in Manila, Philippine Islands, visit the pagoda in a Chinese cemetery during a tour of the city in their free time.

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### FIRST AIR FORCE

A shambling wooden lean-to at Mitchel Field, Long Island, 29 miles from the New York metropolis, was the cradle of American military aviation training for World War II. In January 1941, that was the headquarters of the Northeast Air District, one of the predecessors of the famed 1st Air Force.

From that battered temporary structure came the directions that later expanded the First Air Force from a tiny, inadequate air unit to a thoroughly competent training and protectional organization geared to highpowered air war, turning out thousands of skilled airmen for combat on every aerial world battlefront.

The story of the 1st Air Force goes back to March, 1935, when the 2d Wing of the General Headquarters Air Force was created at Langley Field, Va., under the command of Maj. Gen. Frank M. Andrews. The Wing, which participated in some of the most important tests and experimental maneuvers of the initial expansion period of the AAF, was redesignated as the Northeast Air District on January 16, 1941, with Mitchel Field selected as headquarters. Less than 3 months later, on April 9, 1941, the designation was changed to the 1st Air Force.

Functions of the Air Force eventually became fourfold:

- 1. Defense of the Eastern Seaboard.
- 2. Organization and training of bomber, fighter and other units and crews for assignment overseas.
- 3. Participation with Army Ground Forces in combat training maneuvers.
  - 4. Training of replacements for overseas air forces.

Defense was the primary mission at the beginning of the war, soon yielding place, however, to training, and finally to replacement training as the war went into its third year.

The 1st Air Force, functioning as part of the Eastern Defense Command, was guardian of an area containing many of the nation's most populous and heavy industrial centers, as well as a vast crucial ocean zone. The area of activity stretched south from Maine to Virginia, west to Mississippi and north to Minnesota. To protect this area, so vital to the Allied war effort, the Air Force's striking power—swift fighter interceptors of the I Fighter Command and powerful bombers of the I Bomber Command—were based at more than 40 airdromes on the Eastern Seaboard.

The story of the 1st Air Force is a panorama of developmental change to meet the requirements of training and protection indicated by overseas operations. In May, 1941, when officers of the AAF were striving to build a strong air arm before the U. S. was swept into war, 1st Air Force strength was 15,000. Six weeks after Pearl Harbor, its strength had risen to more than 31,000, with the greatest overall-strength—more than 81,000—reached in August, 1943. An integration program brought the strength down to 52,000 in December, 1944.

Aircraft figures also changed rapidly. While newspaper headlines staggered the public with the news of the Pearl Harbor attack, 1st Air Force officers solemnly examined records showing 337 planes, 57 of which were out of commission. By December, 1943, however, the number of planes had jumped to 1,288, with a peak of 1,900 reached in the summer of 1944.

### The FIGHTING MEN

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At the beginning of the war, only three bases were available: Langley Field, Va., Selfridge Field, Mich., and Mitchel Field, with a total quartering capacity of 25,000 officers and men. Expanding throughout its operational area from Maine to Virginia, the Air Force was capable of housing upwards of 75,000 personnel by the middle of 1944.

During the early part if the war, one of the most important phases of 1st Air Force work was anti-submarine patrol. Regular patrols began in January, 1942, with B-17s from Langley Field taking long sea sweeps that kept them out over the choppy North Atlantic for as long as 12 hours at a stretch.

B-25s and A-29s operated from Mitchel and Westover Fields. It was found, however, that B-17s and B-25s were too fast for effective anti-submarine work, so the highly skyworthy but slightly obsolescent B-18 was brought back from training activities and sent over the submarine infested Atlantic. The B-18's cruising speed of 150 m.p.h. made it ideal.

Frequently 1st Air Force planes attacked submarines with depth charges. Even more frequently they assisted in the work of bringing Navy surface craft to rescue victims of accurate Nazi torpedoes. Important, too, was their work of photographing and reporting all movement at sea of merchantmen, tankers, and all craft that might be suspected of acting as supply ships for enemy raiders.

Effective anti-submarine patrol, however, was too big a job for an air force upon which great training demands were being made. To give the 1st Air Force a chance to turn to essential training functions, and to create a large force directly charged with combating the undersea menace, the Anti-submarine Command was established on Oct. 15, 1942, to expand the functions formerly performed by the I Bomber Command. Actually the new Command was an enlargement of the I Bomber Command, but now worked under operations control of the Navy. During its 10-month existence, the new Command made such terrific inroads into the German submarine wolf-packs that it was dissolved and its offensive and protectional functions were returned to the 1st Air Force. Approximately 100,000 hours were flown by bomber planes on offshore patrol during these combined periods.

The primary and vital task of the 1st Air Force was maintaining a steady flow of fighter and bomber pilots, with their crews of bombardiers, navigators and aerial gunners, from the U. S. combat training field to the sky-fronts overseas. During 1942-44 more than 350 combat units of varying types—ranging from fighter and bombardment groups to airborne engineer battalions, medical detachments, chemical warfare companies and camouflage battalions—were activated, trained or staged at 1st

Air Force installations. These units included more than 7,000 officers and 80,000 enlisted men.

When strategic operations in the late spring of 1944 opened the Allied nations' full-scale offensive, the I Fighter Command eased up its extensive defense operation of the U. S. east coast's aircraft warning system (with approximately 500,000 volunteer workers manning hundreds of observation posts and dozens of information and filter centers) and turned to training fighter pilots, schooling newly commissioned pilots in the tactics and techniques of air battle.

The Operational Training Unit program was initiated in March, 1942. Over a period of 18 months, the training of 18 complete fighter groups was completed. In December, 1943, the OTU program was changed to Combat Crew Training in which Thunderbolt (P-47) pilots were made ready for replacement assignments overseas.

At thirteen 1st Air Force bases along the eastern seaboard, fighter pilot training consumed a rigorous fourmonth period. Eight other bases served as combat replacement training schools for bomber crews. Early in 1944, the emphasis went from training of operational units to replacement combat crews.

Bomber combat crews commitments increased more than 1000 percent between January and June, 1944. At the bomber bases, flying time increased from 10,000 hours in January to a monthly average of more than 24,800 hours for the year 1944. A vigorous safety program resulted in the lowest accident rate of any of the Continental Air Forces for heavy bombardment training per 1000 flying hours during 1944.

Unique to the 1st Air Force was the Combined Air Defense Training Center. Its two-fold mission was to train Antiaircraft Artillery Brigade and Group Head-quarters in normal staff and command functions, and to assemble the tactical AAA units with Army Air Forces and Naval units in the field as a combined team for air and airdrome defense.

From October 1943 to December 1944, five AAA Brigade headquarters, 14 AAA group headquarters, 23 Automatic Weapons Battalions, 13 Gun Battalions, 5 Signal Aircraft Warning Companies and 4 Fighter Control Squadrons, with numerous Ordnance and Aviation Engineer Detachments and Signal Radar Maintenance Units, were trained at this center.

The largest single training job was a movement of the initial units for the 8th Air Force in 1942. In that enterprise, the 1st Air Force provided fields for the concentration, final staging and ferry flight of nine groups, and also provided assistance in the form of advice and officer personnel. The effectiveness of this training may



be judged by the fact that not a single fighter plane was lost on the flight from the United States to the United Kingdom.

Aside from the actual training of units for combat, the greatest accomplishment of the 1st Air Force was the organization of the Air Warning Service. This service consisted of three agencies; the Ground Observer System, the Radar Stations and the Filter and Information Centers. At the peak of operation, in June 1943, there were 5,953 ground observer stations manned by nearly half million airplane spotters. In addition, there were more than 12,000 civilian volunteers working as spotters, plotters and filterers in the Field Information Centers. The method of organizing and training this large civilian personnel was worked out by the Air Defense Command, created to plan the air defense system of the United States.

The 1st Air Force made some notable innovations in training, operations and equipment. The development of sea-research attack tactics and electronic equipment was outstanding. The Air Defense Command pioneered in developing the air warning system, and many notable technical improvements were made after the Air Defense Command was supplanted by the I Interceptor Command.

In 1944, the Convalescent and Rehabilitation Center at Pawling, New York, and the Air Evacuation Hospital at Mitchel Field were established. At the Air Evacuation section of the Mitchel Field Hospital more than 13,297 sick and wounded men flown from the battle fronts in giant hospital planes were admitted during the period from June 1944 to January 1945.

Of 2,000 Medical Department Officers and 10,000 enlisted men trained and sent on to overseas assignments, the greater portion was prepared for combat during 1944.

The 1st Air Force continued its replacement training program during the early part of 1945, as the war drew to a close. On September 16, Mitchel Field became a discharge center for AAF personnel from the metropolitan New York area, New Jersey, Pennsylvania and Delaware.

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#### SECOND AIR FORCE

Four years before the B-29 blitz against the heart of Japan's industrial empire in the spring of 1945, AAF units were activated which eventually organized and conducted the Superbomber training. That training is essentially the story of the Second Air Force—a "Combat man

The Second Air Force originated as the Northwest Air District with Headquarters at Felts Field, Spokane, Wash., Jan. 16, 1941. Redesignated as the Second Air Force on April 9, 1942, it was composed of six bases in the Pacific Northwest—Washington, Oregon and Idaho.

College of the Air."

Three years later the Second Air Force had approximately forty installations in twelve states throughout the area from the Mississippi River west to the Rocky Mountains, and from Canada south to Mexico. Its training program covered hundreds of thousands of men and thousands of fighter and bombardment aircraft.

Aircraft and personnel strength of the Second Air Force increased tremendously during the war years. From 389 fighter, bomber and transport planes on hand in October 1942, the number grew to 2,309 by the spring of 1945. The personnel figure rose from 87,000 officers and enlisted men in November 1942, to 115,800 in March 1945.

The Second Air Force mission during the war eventually was five-fold:

1. Organization and training of bomber, fighter and other units and crews for assignment overseas.

- 2. Participation with Army Ground Forces in combat training maneuvers.
- 3. Provision of units and planes for defense of the Continental U. S., as part of the Western Defense Command
  - 4. Training of replacements for overseas air forces.
  - 5. Training of B-29 crews.

Training by the Second Air Force covered a complete cycle for bombardment and fighter units. From its bases, crews were sent to the various theaters of war as completely trained units and as replacements in B-24 Liberator, B-17 Flying Fortress and B-29 Superfortress four-engine bombers, and in P-40 Warhawk, P-47 Thunder-bolt and P-63 Kingcobra fighter planes.

Combat crews were whipped into fighting shape with particular stress on the ability of the combat crew team as a whole to take a four-engine bomber to any type of target objective within maximum range of the aircraft—by day or night, in fair weather or foul, over land or sea—bomb the objective accurately, and then present the maximum effective defense firepower necessary to ward off enemy attacks.

In the organization and training of bomber and fighting personnel, stress was laid on the close coordination of members of combat crew teams to produce essential mass tactics. Trained and organized groups of bombers and fighters were given a finishing period of training from dispersed airdromes in close simulation of actual conditions encountered in each of the many combat theaters.



Command jurisdiction of the very long range bomber program for the B-29 Superfortress was placed in the Second Air Force in November 1943, because it had pioneered this country's heavy bombardment training. All the experience available from the heavy program was assembled for the new venture. Four bases in the Kansas area were selected as first sites for Superbomber training. All personnel had to be trained for the first time on a new type bombardment airplane. Eight months later, these men were avenging Pearl Harbor over Yawata. As the Allied strategy developed in the Pacific, the Second Air Force kept pace with it by expanding its program in very long range bombardment training.

On VE-Day, it was disclosed that the Second Air Force had played a mighty role in the Allies' total victory over Germany by sending 14,000 heavy bomber crews to Europe in three and a half years of war. Assigned principally to the Eighth and Fifteenth Air Forces, crews trained by the Second Air Force participated in the historic operations that wrecked Germany's aircraft factories, crippled oil facilities and smashed the Luftwaffe.

With victory in Europe, the training effort of the Second Air Force concentrated on B-29 crews for the Pacific and it continued its mission of preparing airplanes, crews and ground personnel to crush the Japanese. Developing the B-29 program while sending 14,000 Flying Fortresses and Liberator crews to Europe to play their own vital part in winning the victory over Germany was the high spot in the history of the Second Air Force.

Conversion of redeployed units was one of the chief tasks of the Second Air Force in preparing Superbomber power to crush Japan. Most of the heavy bombardment groups announced as scheduled for redeployment from the ETO MTO through the continental U. S. were remanned and re-training for Superfortresses in the Second Air Force. The first actual redeployment of an AAF unit through the U. S. occurred when a B-24 group from Europe was sent to the Second Air Force in January, 1945 for retraining in B-29s.

Jurisdiction of this training was placed under the Second Air Force after the 58th Wing, first Superfortress combat organization, was formed by Maj. General Kenneth B. Wolfe at Marietta, Ga., and at the Salina, Kans., installation of the Second Air Force. Departing for the China-Burma-India Theater, the 58th formed the nucleus for the XX Bomber Command.

The XXI Bomber Command and three wings that operated in the Marianas were staffed and trained by the Second Air Force. Headquarters of the XXI was activated March 8, 1944, at Salina, but later moved to Peterson Field, Colorado Springs, under the leadership of Brig. General Roger H. Ramey, later commander of the 58th Wing of the XXI Bomber Command.

How to train crews to fly the Superfortress and at the same time test this new battleship of the skies was the fundamental problem of early training. Newness of pressurized cabins, central fire control and remote turrets, electronic equipment and flight engineers, plus the fact that the B-29 had greater range, speed, altitude and load capacity than any previously operated combat bomber, created monumental training problems.

Training and testing were done in degrees, keeping pace with changes in the airplane—some 2,000 were made in the engine alone—and the setting up of standard procedures for flying it. In the early days, due to the scarcity of B-29s, much of the training was done in other 4-engine aircraft having similar glide and landing characteristics.

'Round-the-clock Superfortress training for 'roundthe-clock over-seas bombing required not only the evolving of new training doctrine but also the conversion of air fields from heavy to very heavy bombardment, with the necessary changes in supply, maintenance, facilities and administration.

The great success of the Second Air Force in fulfilling its mission was attested by the steady flow of B-29 units to the Pacific, by the increasingly destructive blows that hammered Jap industry in preparation for all-out attacks.

In the winter of 1944-45, squadrons were based at Caribbean installations to increase combat efficiency by running missions under weather and terrain conditions similar to those to be met in the Pacific theater.

As training progressed, the airplane commander, if he was fresh from training school, learned that he was more than the first pilot: he was the commander of a small combat force in itself, a \$1,000,000 organization—\$600,000 worth of airplane and \$400,000 worth of training.

The training of the flight engineer was a test of Second Air Force capabilities. Of the eleven ultramodern crew members who stepped into the flying armor of a B-29, the flight engineer had to be on the most intimate terms with the working parts of the complex aircraft and its engines. His was one of the newest air crew jobs in military aviation. Located behind the pilot's seat, the flight engineer had a compartment all his own—a "mad man's den" full of luminous instrument dials. He was the man who constantly held the pulse of the Superfort as it roared toward its target, thus leaving the pilot free to concentrate on flying.

In addition, the Second Air Force trained units to perform specialized jobs, such as photo reconnaissance in modified Superbombers. In line with this training and the training of bombardiers, the heart of many an American city, industrial plant, airdrome and transporta-

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tion system was "bombed", as cameras hooked up to the bombsight recorded the accuracy of the aircraft's offensive power. Gunners learned the techniques involved in central fire control and remote turrets, as electronics combined with armament.

Meanwhile, the ground echelon, besides performing its regular duties, received basic training in camouflage, bomb dispersal, booby traps, chemical warfare, small arms, intelligence, medical methods, airdrome defense, physical training and bivouac.

The aeromedical aspects of the B-29 were studied and this research resulted in modified oxygen system, flying clothing and in-flight feeding. Food warmers taken aloft provided meals heavy in energy-producing, easily-digested carbohydrates. The meals were electrically-heated and helped to nullify the fatigue of long-range missions.

As the training doctrine matured, the Second Air Force met increasingly-greater commitments of Superfortress crews. The result was that in the first year of assault on Japan, B-29s flew more than 100 major missions. As the striking force rose from eighty planes to more than 800, Superbombers smashed targets in nearly sixty cities, carried fire and explosive bombs, laid mines, transported supplies, made photographic and weather reconnaissance missions.

Results of the final 157 days of strategic air attack

by the B-29 showed sixty nine cities blitzed, 288,000,000 square feet of industrial floor space destroyed, 158 square miles of urban industrial area and 581 vital war factories burned out, aircraft productive capacity cut sixty percent, 2,300,000 homes wrecked and nearly a million Japanese killed or injured.

During the formative days of the Second Air Force, Maj. General John F. Curry was the first commander. There were other leaders, but Second Air Force expansion was the greatest under the late Maj. General Robert Olds, who assumed command May 14, 1942, when Headquarters was located at Fort George Wright, Spokane, Wash. The next commander was Maj. General Davenport Johnson, who relieved General Olds, February 25, 1943.

In June 1943, Headquarters was moved to more centrally located Colorado Springs, Colo. Brig. General Eugene L. Eubank, who had led the famed 19th Bombardment Group against the Japs during the early days of the air war over the Philippines, relieved General Johnson July 25, 1943. Maj. General St. Clair Streett took command September 9, 1943. He was succeeded by Maj. General Uzal G. Ent, who had been his Chief of Staff, on January 15, 1944. After General Ent was injured in an aircraft accident, he was succeeded on October 28, 1944, by Maj. General Robert B. Williams, who had been commander of the First Bombardment Division of the Eighth Air Force for fifteen months in Europe.

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### THIRD AIR FORCE

The 3rd Air Force trained and sent overseas nearly 250,000 men from the time of the attack on Pearl Harbor until the surrender of Japan. Its alumni served on every battlefront where the AAF fought. They flew and serviced all types of aircraft from the liaison grasshopper to the giant Superfortress; they manned radar systems, built and defended airfields, and lent a trained hand to almost every job required in a combat air force.

Units organized and trained by the 3rd Air Force supplied the nuclei for three overseas air forces—the 8th, 9th and 12th. Additional units and replacement crews poured out of 3rd Air Force training fields throughout the war to keep these and other combat air forces at full strength.

Starting with a few thousand men and a few score planes, the 3rd Air Force at the height of its wartime activity reached a strength of 180,000 military and civilian personnel, with 4,100 planes operating from bases in 17 states.

The 3rd began as the Southeast Air District, created in January 1941, and placed under command of Maj. Gen. (Now Lt. Gen.) Barton K. Yount, with head-quarters at Tampa, Florida. The district was assigned the area comprising part of North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, Oklahoma and Texas. When the Southeast Air District was redesignated the 3rd Air Force on March 24, 1941, it had about 15,000 officers and men and some 200 aircraft of various types and stages of obsolescence.

In the months immediately after the start of the war, before the AAF Antisubmarine Command was organized, 3rd Air Force planes flew more than a thousand missions on submarine patrol over the Atlantic Ocean and Gulf of Mexico.

War brought tremendous acceleration in its activity. Training operations spread far beyond the original limits of the 3rd and its bases were eventually scattered from the Atlantic to California and from the Gulf of Mexico to Michigan.

In addition to its training program, the 3rd Air Force was made responsible for the air defense of the south-eastern United States and for providing air units for combined air-ground training in maneuver areas. At the time of the attack on Pearl Harbor, the training program included heavy, medium and light bombardment and fighter units.

During 1942 the training mission was changed, following the lessons of battle and the demands of high strategy. Heavy bombers were shifted to the 2nd Air Force, and the 3rd was directed to concentrate on medium and light bombers and fighters. It pioneered the B-26 program, at first a problem child of the AAF. In the latter part of 1942 the training of replacement crews was added to the OTU program.

In 1943, the 3rd Air Force reached its peak in diversity of training. Strategic bombing of Europe brought a demand for more heavy units, and B-17 classes were returned to the 3rd Air Force curriculum in November 1943. Eventually, more than 1600 Flying Fortress crews were graduated.

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Flying Fortress crews carried out long missions over land and water, theoretically attacking "Berlin" or "Manila". Berlin actually may have been Columbus, Ohio, and Manila a Caribbean island, but it was a realistic pretense. Fighters "attacked" the bomber formations, shooting film instead of bullets, and AA batteries along the route threw up a hypothetical barrage. Other crews went through shorter bombing missions in B-25s, B-26s, A-20s and A-26s. In maneuvers with Army Ground Forces, they also practiced strafing and blasting enemy targets just ahead of the tanks and infantry. Fighter pilots, training in P-40s and P-51s, spent hours learning the technique of aerial marksmanship, combat acrobatics and dive bombing.

The battering of German fortifications, airdromes and communications, preliminary to the invasion of France called for more B-26 crews as fast as possible. The III Bomber Command supplied them by intensifying its training and cutting the normal schooling time from 12 to eight weeks. Similarly, invasion plans demanded a great number of fighter pilots. Early in 1944, AAF Headquarters notified 3rd Air Force that fighter pilots with more than 80 hours experience were needed quickly. Two months later, the III Fighter Command in one month sent out 825 pilots with the required training.

Reconnaissance aviation, which had begun with slow observation planes, was developed with fast photographic and tactical aircraft, and at one time the 3rd Air Force was conducting all this type of training for the AAF. The Aircraft Warning Unit Training Center, one of the largest organizations of its kind, was established to school men in the use of radar for detecting enemy aircraft. In the Engineer Aviation Unit Training Center, skilled builders were trained for work under combat conditions.

The varied training program also supplied the AAF with chemical warfare companies, military police units, airdromes squadrons, fire-fighting platoons and miscellaneous specialists needed to support the air arm.

This 3rd Air Force combat college trained another non-shooting flier whose job had become of growing importance—the flying weatherman. Weather reconnaissance crews in bombers loaded with technical apparatus explored the skies and learned how to forecast the most favorable conditions for striking an enemy target hundreds of miles away.

The 3rd Air Force reached the peak of training activity in 1944, sending combat crews overseas at the rate of 1300 a month. At the same time it forced the accident rate down to the lowest level in its history. The rate, which in January 1943 was 1.75 accidents for each 1000 hours of flying, had fallen to .5 per 1000 hours by December 1944. The average rate for 1944 was more than 50 percent below that for the previous year.

The close partnership of air and ground forces in every Allied offensive showed the need for trained liaison officers, familiar both with the problems of ground attack and air support. The III Tactical Air Command was established at Key Field, Mississippi, to meet this specific need.

When Col. Philip Cochran's Air Commandos seized an airport deep behind the Jap lines in Burma in March 1944, new possibilities for commando-type air operations opened up. The 3rd Air Force was assigned the task of training other striking units based on the experience in Burma.

In conjunction with its flying training, the 3rd Air Force operated its own "navy"—a fleet of air-sea rescue boats which patroled 1,800 miles of coastline, ready to speed to the aid of fliers forced down in the Gulf of Mexico or Atlantic Ocean. Some seasoned boat crews were supplied to combat theaters.

Early in 1945, the 3rd Air Force trained a total of 85,377 flying personnel, both officers and enlisted men. This comprised 29,021 pilots, 3,987 bombardiers, 9,057 navigators, 774 flight engineers, 407 bombardier-navigators, 4532 radar-observers, 7,247 flexible gunners, 99 photogunners, 10,000 armorer-gunners, 9,844 mechanic-gunners, 8,342 radio operator-mechanic-gunners, 774 radio operator-mechanics, 774 remote control gunners and 519 electrical mechanic-gunners.

The command structure of the 3rd Air Force underwent several revisions to fit changing needs. During most of its wartime operations, fighter training was under direct supervision of the III Fighter Command, bomber training under the III Bomber Command, and air-ground and reconnaissance training under the III Tactical Air Command. Overseas shipments were handled by another subordinate command, the Staging Wing.

Eleven generals have commanded the 3rd Air Force. General Yount, the first, was succeeded in July 1941 by Maj. Gen. (Lt. Gen.) Lewis H. Brereton. In October 1941, Maj. General Walter H. Frank assumed command, and was followed in June 1942 by Brig. Gen. Carlyle H. Wash. Brig. Gen. Adlai H. Gilkeson served during the early part of December 1942, until the post was assigned to Maj. Gen. St. Clair Streett. The assignment fell next to Maj. Gen. Westside T. Larson, who set a record by serving from September 1943 to May 1945. Brig. Gen. Edmund C. Lynch served during May 1945, being followed late that month by Brig. Gen. Thomas W. Blackburn. General Brereton returned from overseas in July 1945 to assume command for the second time. He was succeeded on March 1, 1946 by Maj. Gen. Elwood R. Quesada.



The present commander is a veteran of more than 19 years in Army aviation, and at 41 is one of the Army's youngest general officers. He entered World War II as a major in command of a fighter group, and left for overseas early in 1943 as a brigadier general, leading an

air defense wing to Africa. Subsequently, he commanded the 12th Fighter Command in operations over Africa, Sicily, Corsica, Italy, France and Germany. He also led the Britain-based 9th Air Support Command and personally led the Allied air invasion of Normandy on June 6, 1944.

### FOURTH AIR FORCE

When the United States marshalled its military and industrial facilities for the war against Germany and Japan, the air training and defense functions within the Continental limits were assigned to the four domestic air forces. One of these "air colleges", the 4th Air Force, was headquartered on the Pacific Coast—facing not only a rigorous training schedule, but also the early menace of Japanese submarines and West Coast invasion.

The 4th Air Force was organized originally as the Southwest Air District of the General Headquarters Air Force on Jan. 16, 1941—at the same time that Hitler was sending his goose-stepping troops into the Balkans.

Redesignated as the 4th Air Force on March 31, 1941, the Pacific Coast air organization was headquartered in downtown San Francisco.

Covering California, Nevada, Washington, Oregon and Idaho, the 4th Air Force directed the activities of 21 main air bases, a score of smaller airfields, and all Pacific Coast Aircraft Warning Services and Antiaircraft. Its aircraft and personnel strength increased tremendously during the war years. From 360 fighter, bomber and transport planes on hand in October 1942, the number grew to 1,330 by the spring of 1945. The personnel figure rose from 36,200 officers and enlisted men in November 1942, to 82,700 in March 1945.

Under direction of the Western Defense Command, the 4th Air Force helped in anti-submarine patrol, as well as its larger task of directing the 150,000 Pacific Coast civilian volunteers of the Aircraft Warning Service from the time of Pearl Harbor until the spring of 1944. As visual spotters and members of Information Centers that coordinated with radar units, anti-aircraft batteries and alerted fighter aircraft, the volunteers stood guard during the early part of the war, until it was clear that the day of defense was over.

Aircraft Warning Communication Service Centers were located in North Hollywood and Berkley, California, and just north of Seattle, Washington. These installations had the added responsibility of taking charge of search and rescue activities of all aircraft in distress in the Command area.

In AAF circles, the 4th Air Force was known as the "Buck Rogers" outfit because it had been entrusted with all AAF training responsibilities in jet-propulsion fighter airplanes, night-fighter aircraft, and aviation Signal Corps personnel in the use of radar. In addition, the 4th Air Force was responsible for training all twin-engine fighter pilot replacements, a considerable portion of four-engine bomber crews and Aviation Engineer Battalions.

Main bases of the 4th included 13 in California: March Field, Muroc Army Air Field, Ontario Army Air Field, Van Nuys, Daggett AAF, Hammer Field, Camp Pinedale, Hamilton Field, Lomoore Army Air Field, Salinas Army Air Base, Santa Rosa Army Air Field and Chico Army Air Field. Other 4th Air Force bases were the Tonopah Army Air Field in Nevada; Paine Field, McChord Field, Geiger Field and Walla Walla Army Air Field in Washington, Portland Army Air Base in Oregon; and Gowen Field and Mountain Home Army Air Field in Idaho.

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Towards the end of the war, the 4th Air Force took part in the B-29 Superbomber program by joining with the 20th Air Force units in training vitally-needed lead crews.

From its inception, the 21st Bomber Command, which sent B-29 formations against Japan from the Marianas, recognized the importance of lead crew training. Past European experience of the 8th and 15th Air Forces had demonstrated conclusively that skilled lead crews were vitally necessary for maximum bombing efficiency—both for locating target areas and bombing the targets themselves.

However, for training purposes, the Pacific theater of operations offered no urban areas or factory targets which even remotely approximated those of the Japanese Empire. The problems of overseas supply prohibited diversion of airplanes from the primary task of bombing tactical targets. Therefore, a proposal was presented to the 20th Air Force to establish a 21st Bomber Command Lead Crew School in the United States.

It was felt that U. S. west coast cities, backed by the spinal column of the Sierra Nevada, would provide geographic conditions amazingly similar to those of the Japanese Islands. It became apparent that a 4th Air Force base in California, Muroc Army Air Field, with its wealth of excellent flying weather, open space and heavy bomber facilities, would be ideal.

Ten B-29s arrived at Muroc Field April 19, 1945, as the first installment of a batch of thiry due by June 15, for use in the training program. Utilizing these airplanes, the first mission to locate radar targets was flown on April 22, and one mission a day was then the rule until the arrival of airplane commanders made possible two daily missions on and after April 25. Classes started in May, and until the close of the school in August, at the end of the Pacific war, a total of 115 lead crews were trained.

The 4th inaugurated a course at Camp Pinedale, near Fresno, Calif., early in 1945, designed to refresh officers in all phases of administration and the handling of troops, with strong emphasis on their conditioning and physical improvement. The schedule called for more than 300 hours of schooling a month and operated on a seven-day week. In addition to the usual classroom subjects, there was a two-day compass problem, 100 miles of hiking, training in hand-to-hand fighting, bayonet drill, a sham battle, swimming and water safety, pole climbing, wire laying and practice in digging foxholes and slit trenches. These outdoor activities, combined with a two weeks' bivouac in the mountains, were the means of graduating many officers much better fit for overseas duty than they had been before the hardening process began.

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#### FIFTH AIR FORCE

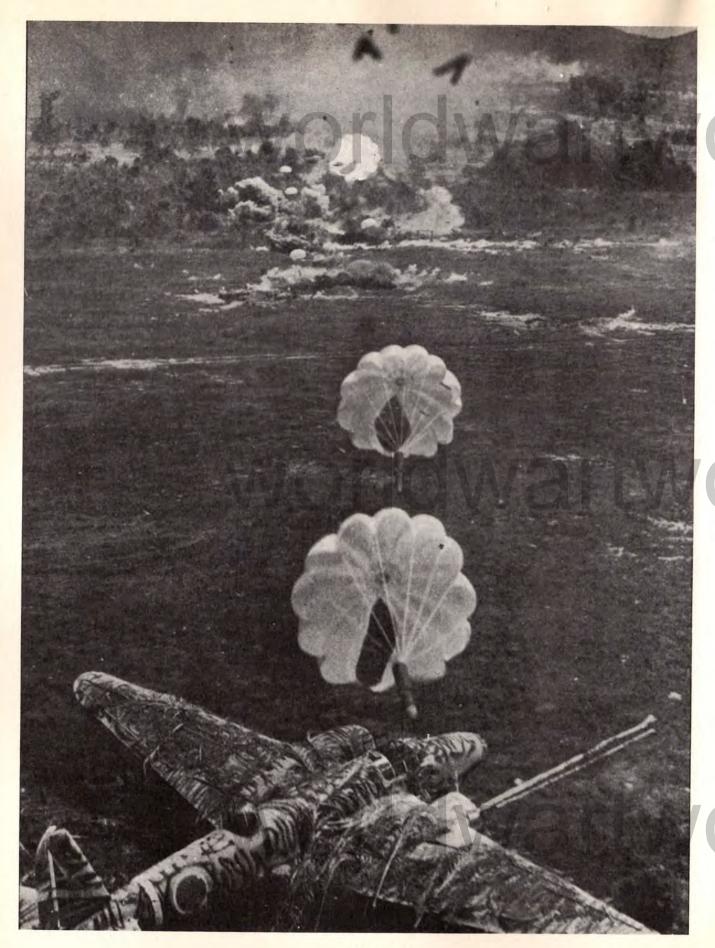
When war came to the Philippines on Dec. 8, 1941, the Far Eastern Air Force, situated astride the line of Japanese advance into the East Indies, became the first Army Air Force to participate in extended operations in World War II. These defenders of the Philippines fought a losing battle, but their heroic resistance was highly important not only for its delaying effects on enemy plans but also for its revelation of tactical principles, which when developed later, helped the U. S. Air Forces to gain the successes which were so vital in the establishment of air superiority in the Pacific. Operating against overwhelming enemy forces, and with inadequate facilities, few supplies and very few reinforcements, the units which later formed the nucleus of the 5th Air Force exacted from the enemy over a period of five months a toll far out of proportion to their meager means.

Finally, what was left of the famous 19th Bombardment Group—and of other bomber and fighter units originally stationed in the Philippines—retreated from the Philippines south through Java to Australia's north coast, where, for a while, it was feared that the enemy would make an invasion. On Feb. 5, 1942, while the Philippine-Java phase of the war was still in progress, the Far Eastern Air Force was redesignated as the 5th Air Force, but it was not until September 3, 1942, that the 5th Air Force as it is known today was formally constituted, with Maj. Gen. George C. Kenny as its commanding general.

It was from Australian bases that members of the 5th AF participated, on May 4 to 8, 1942, in the battle of Coral Sea, the first sea battle in which major action was entirely in the air. Australian-based planes of the 5th added their firepower to U. S. naval planes and helped carry out the vital reconnaissance of the vast stretches of the Coral Sea—the water route by which the Japs were attempting to sweep further south to Australia and New Caledonia. Since the Battle of the Coral Sea marked the first major defeat of the Japanese, it may be said to have been the turning point of the Pacific War.

After the defeat of the Japanese Navy at Milne Bay, at the east tip of New Guinea in Sepetember, U. S. forces were ready to begin the Papuan land campaign which was to assure the safety of Australia from enemy attack and initiate the victorious struggle for air superiority against Japanese bases. The primary objective of the Allied forces in the Southwest Pacific was to advance our own network of air bases deep into Japanese-held territory and at the same time to neutralize the enemy's strongholds one by one. But before this could be accomplished, the enemy threat to Port Moresby on New Guinea just north of Australia had to be removed. This was achieved by the Papuan offensive through Buna and Gona.

All Japanese efforts to reinforce the Buna-Gona region, on the New Guinea east coast about 100 miles northeast of Port Moresby, were frustrated by long-range heavy bombers of the 5th Air Force which patroled over Buna, harrassing the enemy by bombing, strafing, and air combat. Here the Army Air Forces Troop Carrier Command flew a complete striking force—



## FIGHTING MEN OF

troops, equipment and food-into the area, to prove for the first time that an infantry division could be moved and supplied by air. In one air movement in early November, 1942, 3,600 troops were brought from Australia to Port Moresby and 15,000 from Moresby over the high Owen Stanley Mountains to air strips near Buna. These troops were not only transported but were also supplied by air at the rate of more than two million pounds a week. Construction equipment, steel mats and asphalt moved by the same route, and even a four-gun battery of 105-mm howitzers was ferried over by a B-17. Sick and wounded were evacuated on the return trips.

There were countless obstacles to be overcome. In crossing the towering Owen Stanley Range and spreading out through southern New Guinea, troops had to cope with jungles, swamplands, snipers and malaria mosquitoes. Although the only dependable way to supply the ground forces was by dropping supplies from the air, there was at first no supply of parachutes. Stores and equipment, dropped like bombs, crashed and strewed across the ground. The recovery factor was never greater than 20 percent. The airdromes, which spearheaded and covered the advancing troops, had to be cut out of the heart of the dense New Guinea jungle. Normally, landing fields remain a few miles behind the battle front, but in the jagged New Guinea terrain a few miles might mean a day's journey, so the air strips were built right within firing range of the enemy. As each strip was completed, troops and supplies moved in by air. When the front lines changed, new fields had to be cleared, levelled and topped off with landing mats-a backbreaking process.

Most of the Jap attacks came from Rabaul in New Britain, 500 miles northeast of Port Moresby. As the big supply base for all Japanese forces in the Bismarck. Solomons and New Guinea areas, Rabaul Harbor constantly sheltered about 150,000 tons of shipping, with several hundred planes based on the main airdromes outside of town. In all, eight convoys from Rabaul tried to relieve Jap forces in the Buna area, from Aug. 1, 1942, to Jan. 2, 1943, when Buna finally fell. Yet not only was every attempt to bring convoys from Rabaul to that area defeated, but a total of 300,000 tons of shipping was probably sunk or damaged trying to run our air blockade or hiding behind the defenses of Rabaul Harbor itself. All together, 1,888 Japanese aircraft were destroyed in this campaign by U. S. fighters and bombers.

SO LONG, SALLY. Bursting parabombs beat an accompaniment to this refrain from Guadalcanal to Borneo, Tarawa to Tokyo. This Sally was shattered by 5th AF on Boeroe, N.E.I.

After Allied troops occupied Sananda Point and Sananda Village, on Jan. 18, 1943, organized Japanese resistance in Papua was considered at an end. While ground forces continued to clean up enemy stragglers in the Papuan Campaign, the 5th Air Force began to carry out almost daily attacks on enemy strongholds further up the New Guinea coast around Huon Gulf, in preparation for the eventual movement of Allied ground forces north into this strategic area. Chief targets were Lae, major Japanese base and most active airfield in eastern New Guinea; Salamaua with its harbor and airfield, and Finschafen, shipping center and anchorage for seaplanes and tenders. While the 5th's planes were concentrating on these targets, and supporting ground troops in the Morobe area of New Guinea, they were also bombing bases in the Bismarck Archipelago and the Netherlands East Indies, as well as attacking Jap shipping in the Bismarck Sea and surrounding

The Bismarck Sea victory of March 2-4, 1943, proved that the term "isolate the enemy by air" was more than an empty phrase. This battle, which annihilated an entire Japanese convoy with its thousands of troops and tons of equipment steaming south to reinforce belea-guered units in southern New Guinea, proved that thorough diagnosis of the enemy's plans and intentions through reconnaissance, and precise execution of wellplanned, coordinated medium and low-altitude bombing attacks on enemy refueling bases near the scene of action, could bring results of vital importance.

The Bismarck Sea action lasted about 48 hours from the time the 22-ship convoy was first sighted on the evening of March 2, until there was nothing left of it on the evening of March 4. . A total of 20 missions was run, with approximately 35 percent of the bombs scoring direct hits. The Japanese managed to maintain from 20 to 30 fighters over their convoy but the 5th's P-38s, flying bomber cover, prevented them from effectively interfering with the action of our bombers. Level bombing at medium altitude by B-17s and B-25s was closely followed by low, mast-level bombing by A-20s and B-25s which covered their approach by strafing the decks of their targets. Additional protection was afforded through simultaneous deck-strafing by RAAF-manned Beau-fighters.

Both tactically and strategically, this was an outstanding operation. Forty-eight hours after it set out against the Allies, an entire force of Japanese troops and equipment had been destroyed by our planes before it ever touched land. Besides the ships sunk, from 59 to 83 planes were shot down, and at least 9 others were damaged. The 5th lost 1 B-17 and 3 P-38s in combat and a B-25 and a Beaufighter through other causes. Total Air Force personnel losses came to 13 while the Japs lost approximately 12,700 officers and men.



In this action the 5th Air Force, operating in conjunction with Allied amphibious, naval and land forces in and around the Solomons and New Guinea, seized the initiative in the Southern Pacific. For the first time in that theater we were able to strike at times and places of our own choosing.

While Allied air attacks on enemy installations in upper northeast New Guinea were begun as early as March, 1943, the force of these attacks was noticeably increased in the late summer of 1943. The 5th's heavy attacks on Wewak airfields during the latter part of August, 1943, directly aided the successful conclusion of the Huon Gulf campaign by forcing the Japs to base their concentrations in New Guinea so far to the rear that they could scarcely support the front-line ground

troops in the Salamaua-Lae area.

From Aug. 18 to Aug. 21, 1943, intensive air attacks by the 5th on Wewak airdromes on New Guinea, including Dagua and But, resulted in a total of 309 enemy aircraft destroyed or crippled (208 on the ground and 81 in combat), with a loss of only 10 allied planes. The Alexishafen and Madang areas, bases for Japanese operations in the Ramu Valley and staging center for Jap aircraft and barges, were heavily bombed, as were major Japanese targets in the Hansa Bay area. Allied troops eventually effected a junction 14 miles southeast of Saidor to complete the Allied occupation of the Huon Peninsula.

By Sept. 4, 1943, Salamaua and Lae were surrounded by Allied forces in a coordinated ground, air and naval operation. A landing was made northeast of Lae, which cut the enemy's line of communication to Finschafen and the north coast of New Guinea, the 5th's heavy bombers dropping 96 tons of bombs on Lae itself. while medium bombers attacked coastal areas.

In the Lae offensive, three landing trips in the mountains had to be built within fighter range of the Japanese concentration. Sites were picked on the basis of aerial photographs, and a party of U. S. aviation engineers made the long and arduous overland journey to reach it. With the help of natives they cleared enough ground to permit transports to land, and an airborne engineer battalion was ferried in. More than 100 C-47 loads were required to transfer the unit and its equipment.

The field at Marilinan, the staging area for the striking force which knocked out 309 Japanese aircraft at Wewak, was built in this way in one month. The Marilinan base provided fighter cover at Nadzab for the great paratroop landing there which marked the end of our early "palm-tree-to-palm-tree" advance. During this wholly airborne invasion, the 5th landed 1,700 American paratroops, fully supplied and equipped, in only a few minutes. The Nadzab field was later used as a major 5th Air Force base for operations against Wewak, Hollandia and Rabaul.

On September 11, 1943, Salamaua fell to the Allies, and by September 16, Lae, held by the Japs since January, 1942, was captured, constituting one of the major victories in the Southwest Pacific. Shortly thereafter, Allied ground forces under cover of a naval bombardment and air protection landed six miles above Finschafen and captured the airfield the following day.

On October 2, Finschafen fell to the Allies, thus insuring our complete control of the Huon Gulf. A simultaneous air and ground movement of 200 miles from Port Moresby up the Markham River Valley, through the center of inland New Guinea, gave us control of the entire Huon peninsula.

In the Papuan and Huon Gulf campaigns, the 5th Air Force perfected many techniques of aerial warfare which were adopted by all of our air forces in the Pacific. Eventually these tactics won us control of the air and contributed directly to victory over Japan. They included highly effective skip-bombing, night bombing, and aerial blockades which strangled Japanese shipping, retarded the movement of troops and supplies, and in many cases enabled us to by-pass Japanese-held islands of little strategic value, thus shortening the war.

Although our bombing of Japanese shipping was getting results, our losses were too high, and our percentage of hits too low. Night bombing, with the use of flares was carried out at lower altitudes than the daylight missions to increase the percentage of hits and decrease the 5th's losses. The introduction of fighter cover for all daylight bombing missions also served to cut down losses. The problem of accuracy was further solved by skip-bombing. Under the brilliant leadership of the late Major Bill Benn, skip bombing was developed to a fine art. For weeks, Major Benn practiced bombing methods on a half-submerged wreck outside Port Moresby, experimenting with all types of approaches, sizes of bombs and fuzes. Then he trained his squadron of B-17s in the technique he had perfected. When they were ready, he led six planes to Rabaul Harbor one night in October, 1943, and sank six Japanese vessels from an altitude of 200 feet. All six planes returned safely. Henceforth, throughout the 5th Air Force skip-bombing became the standard, sure way to destroy shipping.

Similarly, the 5th had found that its planes did not have enough fire power to knock out the deck defensive weapons which every Japanese boat seemed to have. When its B-25s were remodelled to meet this problem, with enough guns added to counteract anything the enemy might throw at us, the greatest "commerce destroyer" of the war was born. Every B-25 in the theater was then hurriedly remodelled, and the air blockade began to take a deadly toll of Jap shipping.

Another problem the 5th faced was how to help ground troops seize the land on which to build airdromes, and so extend the bomber line from which ad-

vances could be made to get more land for more airdromes. The first step was to gain and maintain air control as far into enemy territory as our longest-range fighters could reach. Then an air blockade was put around the Japanese positions or a section of the coast required to stop the enemy from getting supplies or reinforcements. The 5th's bombers then went to work and pulverized the Japanese defensive system, methodically taking out artillery positions, stores and bivouac areas. Finally the 5th's fighters provided air cover to the amphibious expedition landing on the beaches, with last-minutes blasting of enemy beach defenses, strafing and fighting until the beachhead was secured. When emergency supplies were needed, they were dropped by parachute. Everything that could be flown was thrown against the objective, and when that was obtained, the

whole process started all over again.

The campaign for the Bismarck Archipelago began in October, 1943. Rabaul, in New Britain, had been consistently bombed since the Papuan campaign in 1942. Its nearby airfields of Papopo, Vunkanau and Lakuna, along with its large harbor, had provided the Jap with a major base, but the force of Allied air attacks in the winter of 1943-1944 virtually nullified its usefulness. Other enemy installations in this area, including those at Gasmata, Arawe, and Cape Gloucester on New Britain, the Admiralty Islands, and Kavieng, New Ireland, were also bombed and strafed regularly, thereby both denying the enemy the use of these strongholds for the concentration and movement of troops to bases in New Guinea and the Solomons, and preparing the way for the allied invasion and capture of enemy positions commanding the Bismarck Archipelago.

Beginning in October, 1943, the intensity of air attacks on Rabaul was increased, and record bomb loads were dropped almost daily by a two-pronged offensive from the 5th Air Force and the Solomons-based 13th Air Force. The November 2d raid on Rabaul was not only the most spectacular attack in the Pacific War, but the results were far beyond any other action to date. More Japanese tonnage was sunk in 30 minutes than was sunk in the whole three days of the Bismarck Sea Operation. Approximately 100,000 tons of merchant vessels and naval vessels were listed as sunk, probably sunk or damaged, and 85 aircraft were destroyed, with 23 propables. The U. S. Air Forces lost six bombers and three fighters.

On December 15, 1943, New Britain was invaded by the Allies, and, after an intensive pounding by the 5th Air Force, the Cape Gloucester airfield fell to the Marines on December 30. After a seven-day campaign, the Marines also captured the strategic "Hill 660," giving them control of the Borgen Bay area, while an unprecedented air bombardment of Raboul and New Ireland continued unabated. When the Admiralty Islands were invaded on February 29, 1944, and Momote airfield was seized, Allied possession of air facilities in

these islands completed the blockade of Kavieng, Rabaul and the northeast coast of New Guinea. By March 20, 1944, all vital areas in the Admiralties had been occupied by the Allies, and a few days later all enemy bases in the Bismarck Archipelago had been isolated and the 5th's planes were within bombing range of Truk in the Carolines - Japan's supply bastion in the Central

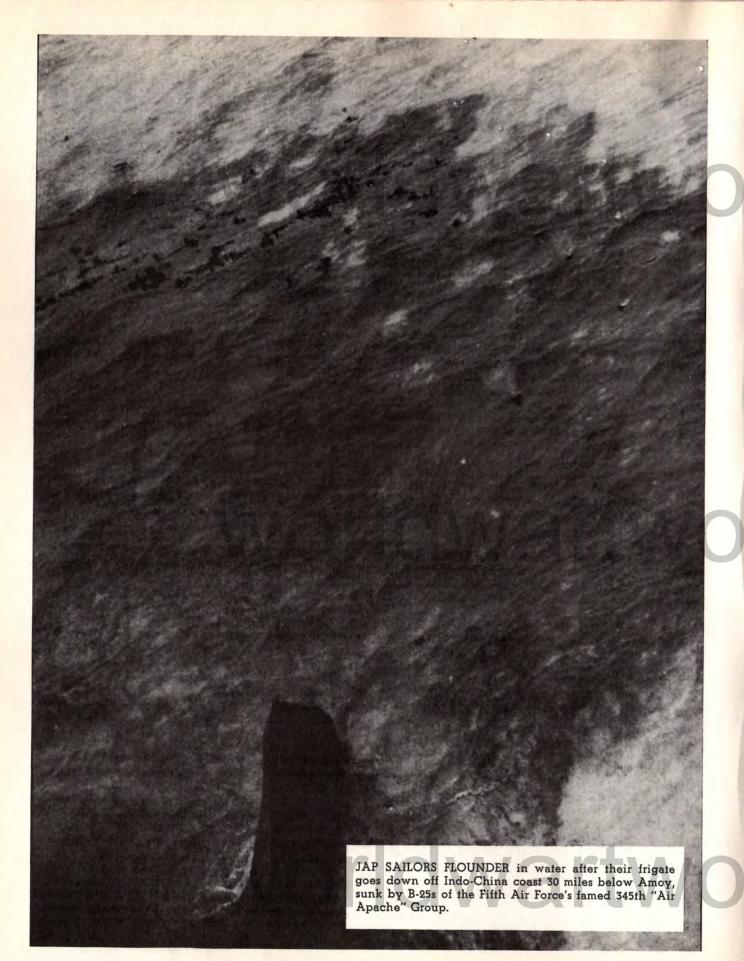
The months of March and April, 1944, were devoted primarily to gaining control of upper northeast New Guinea and to establishing a firm foothold farther west on the north coast of Dutch New Guinea. During the first part of this period, the 5th's air raids were aimed at Wewak and Aitape, with Alexishafen and Hansa Bay as alternate targets. Toward the end of the period, Hollandia became the principal target, with all types of planes carrying out heavy attacks. Other operations also took place against points on the extreme western portion of New Guinea and out across the Banda Sea as far west as Java and other sections of the Netherlands East Indies. The principal 5th Air Force base for operations at this time was Nadzab, site of the great paratroop landing late in 1943, although B-24s and other U. S. planes under Australian operational control were operating from Darwin.

On April 22, 1944, landings by U. S. troops were made at Hollandia and Aitape. By the 25th, three Hollandia airfields and one east of Aitape had been captured. This marked the first liberation of Dutch territory from the enemy and placed Allied forces within 1,100 miles of the Philippines. More than 1,700 sorties were flown by the 5th Air Force, dropping about 1,450 tons on Dutch New Guinea airfields, such as Wewak, Hansa Bay, Aitape and the coast northwest of Alexishafen. By June, 1944, heavy bombers were using Hollandia as an advance base. Wadke, Biak, Owi and Woendi fell to our forces in rapid succession, and the invasion of Noemfoor Island, off the western tip of New Guinea, took place in July.

The drive on Dutch New Guinea started just as the long campaign for British New Guinea ended with a cost to the Japs of more than 200,000 of their finest men. There were approximately 140,000 enemy troops trapped in New Guinea south of the almost straight Allied line which stretched east from Hollandia to the Admiralty and Mussau Islands and across to Green Island in the Solomons.

The enemy had lost from 150 to 175 per cent of the planes he had at the outbreak of the war. Since he started with about 4,000 first-line planes, this means he had lost between 6,500 and 7,000 aircraft. About 20 per cent of his merchant marine were destroyed, and so many of his smaller naval craft were sunk that it was difficult for him to assemble a well-balanced naval task force.

On June 15, 1944, Lt. General George C. Kenney,



The fighting men of colorado

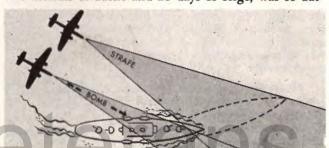
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who had been commander of the 5th Air Force, assumed command of the Far East Air Forces, a new organization which included both the 5th and 13th Air Forces. Major General Ennis G. Whitehead, formerly Kenney's deputy, became the 5th's commander. While the 5th drove on to the west, it was planned that the 13th Air Force would concentrate on enemy bases which had been by-passed, such as Rabaul, Kavieng, Bougainville and other points in the rear areas.

From August to November, 1944, the aim of the 5th was the reduction of the Philippines. This involved attacks on points from western New Guinea north through the Halmaheras to Mindanao Island. Though the 5th Air Force and the RAAF still carried on some operations against the Wewak-Aitape area and points in Netherlands New Guinea, by October the important oil center of Balikpapan on Borneo was receiving heavy bombing from both the 5th and 13th Air Forces.

After Morotai Island fell, a strong force of American troops landed on Leyte Island in the Philippines in October, 1944. The rapid construction of air strips on Mindoro, Leyte, and Samar at the end of 1944, provided the 5th Air Force with its first adequate bases, particularly for operations against the network of Japanese air bases around Manila. In the meantime, the 13th Air Force moved west from the Admiralties to Morotai, and became active against the Southern Philippines and adjacent areas.

The two air forces then turned their attention to the destruction of the Japanese air force, which was struggling to maintain its strength despite ruinous losses. In a single month, the Japanese Air Force in the Philippines had dropped from 654 combat aircraft to 69. They were through from then on in the Philippines. Apart from a suicide effort against convoys bound for Lingayen Gulf, north of Manila, the landings and campaign on Luzon and the other islands were unopposed by Japaircraft. Corregidor, which fell to the Japs in 1942 after five months of battle and 28 days of seige, was so bat-



A TWO-PLANE RUN is used in attacking individual fleet units of the DD class or bigger, and on very large merchant ships. One plane will be mainly used to strafe the enemy's gun positions, covering the other plane as it makes it bomb run.

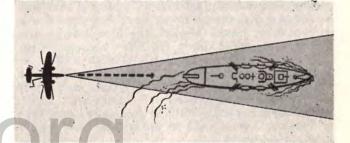
tered by U. S. aircraft that, when paratroops landed, they met no organized resistance.

The culmination of the 5th Air Force campaign in the Philippines was the recapture of Clark Field, to which they returned after a three-year aerial odyessy of 8,000 miles, via Port Morseby, Buna, Lae, Hollandia, Biak, Moratai and Leyte. During their occupation of Clark Air Center, the Japanese had developed it as the strongest link in a chain of airbases from Japan deep into the Pacific and Netherlands East Indies. From December 22, 1944, to January 9, 1945, when our troops landed at Lingayen in Northern Luzon, Clark Air Center was under almost daily attack by heavies of the 5th Air Force, escorted by fighters and joined by lowflying A-20s and B-25s. Out of 203 enemy interceptors, 139 were shot down and at least 228 were destroyed on the ground. Our losses were 7 fighters and 11 bombers.

After the Philippines were entirely in Allied hands, the 5th concentrated on strikes against Balikpapan in the Netherlands East Indies, in coordination with the 13th, and against Formosa off the China coast. Later, after it had been blasted by Naval surface and air units, Okinawa Island was used by the 5th—coordinating with the 7th Air Force which had become part of the FEAF—as a base of operations against Kyushu, southernmost of the Japanese home islands, and against China coast installations, particularly Shanghai. Shipping sweeps between Japan and Korea became a daily stint for the 5th's fliers.

All this was taking place while the 20th Air Force, operating its B-29s out of the Marianas, was blitzing the Jap homeland with incendiary bombs. It was the final coordinated action of the 20th and the Far East Air Forces, sparked by the 5th, that brought the Pacific War to a close in mid-August 1945.

The 5th made a brilliant record. Not only did its bombers and fighters consistently outfight the Japanese Air Force, but also its personnel developed air strategy and air tactics to a new peak, winning high commendation from Headquarters AAF.



SINGLE-PLANE RUN, made on DEs, frigate and smaller units, will not only suffice but is preferable for its flexibility. Less than half the frigate's firepower can be aimed aft at the plane, which fishtails to increase effective cone of fire.

## worldwartw



### SIXTH AIR FORCE

Only 75 miles from the Panama Canal, one of the greatest engineering achievements in the world, there lives a race of people who not only never heard of the Second World War, but have not yet heard of the first. Most of the San Blas Indians, who dwell on the Chucunaque River deep in the jungles of Panama have never seen a white man.

It is in this area—where natives are separated from the Canal and our civilization by a few miles and many centuries, where the jungle is so thick and lethal that men have died within sight of home base, where heat, insects, snakes and torrential rains make life almost unbearable—it is in this area that the 6th Air Force lived and fought during the war against the Axis.

What was later to become the 6th Air Force originated in 1917 when General Henry "Hap" Arnold, then a young Army Captain, was sent to Panama to command the 7th Aero Squadron in flying patrol over the Atlantic entrance to the Canal. The 7th Squadron later became, in turn, a Composite Group, the 19th Composite Wing, the Panama Canal Air Force (on Oct. 20, 1940), the Caribbean Air Force (on Aug. 5, 1941), and finally the 6th Air Force on Feb. 5, 1942. For more than a year before Pearl Harbor, members of the 6th, who wore a galleon above the wings on their shoulder patches, were on 24-hour alert in some of the hottest, most rugged terrain in the world.

The responsibilities of the 6th were three-fold:

- 1. Protection of the Panama Canal, the most strategic military possession in the Western Hemisphere.
  - 2. Anti-submarine patrol.

 Training of operational air squadrons for overseas' duty.

Thousands of operational hours and hundreds of thousands of patrol miles were flown by 6th Air Force personnel in the watch over the Panama Canal. Defense of the Canal was conducted thoroughly and efficiently by the 6th, in the face of secret reports that showed Japan had plans for attacking the Canal by both land and air. Germany, as well, tried to strike at the Canal from the Atlantic side, but the Nazi submarines never were able to break through the 6th's tight air net.

Canal defense strategy was based on establishment of a powerful outer perimeter—a circle of airbases about 1,000 miles from Panama. Made available to us by lendlease from Great Britain and various countries of South America and Holland, these bases—often hacked out of the jungle—were manned by 6th Air Force and U. S. Navy personnel. The patrol for Panama Canal protection, covering an area greater than the United States, was so complete that no enemy thrust ever constituted a real threat.

These perimeter bases were individually small, but taken together they formed a powerful fighter and bomber defense, fitting into a highly coordinated and maneuver-tested plan of dispersal and air control. Actually, the Canal area was one of the world's most strongly defended areas during the war.

Although 1944 brought a continuing line of defeats to the enemy both in the east and west, the 6th's vigilance over the Canal area did not lessen. It was clearly understood that one of the Western Hemisphere's most

## Le FIGHTING MEN OF COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

strategic assets could be put out of commission by only a few enemy "suicide" planes. VE Day was a period of rejoicing for 6th Air Force pilots, but it did not mean that Panama Canal protection could lag. There was still Japan. So 6th personnel settled down again to the monotonous but essential job of securing the skies over water and jungle.

During the early period of the war—a crucial time in sea warfare—the 6th participated heavily in anti-sub-marines search and attack missions, coordinating with the AAF anti-submarine Command and the Antilles Air Command. From bases in the equatorial jungle, bombers smashed at Nazi U-boat packs that were harrassing Caribbean shipping and trying to slip through to the Canal.

The underwater raiders became so bold in 1942 and early 1943 that they stopped submerging when flushed by 6th Air Force scouts. Manning their deck guns with highly-efficient gun crews, the subs fought it out with water-skimming patrol bombers. Since the subs were armed with heavy-caliber machine guns and 20-mm or larger cannons, the 6th lost many aircraft, but eventually the Nazi U-boats were forced to retire.

The story of the training of overseas' replacements by the 6th Air Force is epitomized by the reaction of Maj. Gen. Claire Chennault, wiry, tough, wartime commander of the 14th Air Force in China. The General, who even before the U. S. entry in the war led the famous American Volunteer Group against the Japanese in China, needed replacements for his 14th Air Force who were rough and ready and who were capable of doing "a lot with a little" under difficult conditions. He specifically requested replacements trained in Panama because he knew that men trained by the 6th in the jungle area of Central America were ready for anything.

In July of 1944, when the submarine danger was well in hand, Brig. Gen. Edgar P. Sorenson, then CG of the 6th, suggested to Hq AAF that the Canal Zone would be ideal for absorbing combat training crews into existing tactical units for on-the-job training—especially if the crews were destined for theaters which had extremely unpredictable weather and jungle hazards.

Headquarters acted favorably on the suggestion, and before the war with Japan ended, about one-fourth of each fighter and bomber squadron on duty of the 6th were trainees, who flew on to combat areas after getting the equivalent of the three-month, three-phase training schedule of commands in the States.

The 6th Air Force was greatly responsible for developing air-mindedness in Central and South American countries. From the Air Force School of the Military Training Center of the Panama Canal Department there were graduated men for the air forces of Peru, Colombia, Venezuela, Ecuador, Chile, Brazil, Nicaragua, El Salvador, Costa Rica and Guatemala. Nearly every month at

least a small group of fliers and ground men from our neighbor countries got their wings or certificates. Officers and enlisted men were trained in armament, communications, navigation, gunnery and combat flying. The First Brazilian Fighter Squadron, which made a fine record in Italy, was trained by the 6th.

Air bases of the 6th were largely hacked out of the jungle. Surrounding such bases on every side were groves and other tropical vegetation so thick that men rarely could push their way through. There were cases where fliers, parachuting after engine trouble (since a forced landing was out of the question), died within sight of an air base before rescue parties could hack their way to the rescue.

It was a deadly area in which to be even a few feet off the beaten path. There were snakes—the lethal bushmaster, the poisonous fer-de-lance and the bone-crushing boa constrictor. There were vicious animals and insects in profusion.

The 6th tried to meet these geographical troubles by special training and equipment. Knowing that the men would fly constantly above the jungles, encountering sudden rain-squalls, thunderheads and tropical fronts that would make navigation almost impossible, the 6th trained them in jungle survival. Arriving in a jungle squadron, a new man put on chemically-treated clothing, high boots, gloves and headnet, swabbed his face and hands with ointment, armed himself with a razor-edged machete and jungle knife, and went on overnight jungle hikes.

The 6th was responsible for protecting the southern air transport route, which was in itself a year-round task. Hundreds of reconnaissance and photographic missions were flown by the 6th incidental to the establishment of the protectional chain of new bases in Central America and throughout the Caribbean area.

An agency of good will in the 6th Air Force was the 20th Troop Carrier Squadron, which, in addition to having a hand in instructing fliers of neighbor countries, had a dozen other jobs. Rather than transport troops, it was primarily a freight-carrying and mercy mission outfit. Hardly a week went by without a civilian from one of the nearby countries or an air force or other Army man depending on the squadron to save his life. If someone at an isolated village or air base had acute appendicitis or was bitten by a coral snake or mauled by a jaguar, a pilot of the 20th Troop Carrier Squadron likely had to climb out of bed in the middle of the night to perform an emergency evacuation—and he might had had to land his plane on anything from a strip of beach to a small open space in the jungle.

This one workhorse squadron also flew mail and supplies and shuttled personnel back and forth between

(Continued on Page 353)



OFFICIAL PHOTO, U.S. A.A.F.

ARMY NURSES march through a palm-shaded jungle somewhere in the Caribbean Area.

more than a score of jungle bases, between which there were no highways or railroads. It also set up an international airline to supply and provide transportation for U. S. Army air missions in nearly ever South American country. To do this, it flew regularly, with sadly inaccurate maps and only a few radio aids, over many thousands of miles to some of the world's most treacherous areas—the Andes Mountains and the Amazon Valley. Some of the 20th veteran pilots completed more than 2,500 hours' flying time during their tours. And the squadron had its own submarine troubles. The Germans use to surface, ride the same radio beams the squadron used, and fire on any low-flying transports.

Compared to what they were at the beginning of the war, the 6th's jungle bases were fairly livable in 1945—

in terms of eating, sleeping and working. Food was good; there always seemed to be cattle country close enough to supply plenty of meat. During the dry seasons, the screened and windowless barracks received plenty of breeze at night. There was usually a beer garden and an officer's club and a movie on the base. But all this "splendor" came only after several years of almost primeval living. It is a tribute to the personnel of the 6th that they were able to fight so efficiently under such trying conditions.

The 6th, although based in the Western Hemisphere, was an "overseas" air force in almost every sense of the phrase. Its records, achieved in the skies over the equatorial jungle, show that it made a sizeable and successful contribution to the Allied cause.

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### SEVENTH AIR FORCE

"Just one damned island after another!"

This was how pilots and ground crews of the famous 7th Air Force described their progress from the frantic days shortly after the Japanese sneak attack on Pearl Harbor to the high-powered period in the summer of 1945 when the 7th Air Force joined other Pacific air units in the final operations that crushed Japan.

And it was one island after another: from Hawaii 2,000 miles southwest to the Gilberts, then 600 miles northwest to the Marshalls, 900 miles west to the Carolines, 600 miles northwest to the Marianas, 600 miles north to Iwo Jima, 1,000 miles west to Okinawa—always westward, always pointing toward the Japanese homeland. A map-story of the 7th Air Force would cover 3,000 miles north and south from Midway to the Fijis, and 5,000 miles east and west from Pearl Harbor to the Ryukyus. No land-based air force ever covered more territory and few had to average so many hours per mission.

The saga of the 7th's aerial striking force across the Central Pacific has the pathos and "rags-to-riches" qualities of a Horatio Alger story. First the almost complete decimation of the Hawaiian Air Force (predecessor of the 7th Air Force) at Pearl Harbor; then its gradual build-up and the trans-oceanic search missions to keep the enemy under constant vigilance. Later, long-range heavy bomber attacks softened up strategic islands for amphibious invasions, with greater weight brought against the enemy perimeter defense by the advance of fighter and medium bombers. Finally, after constant consolidation of gains, and the repetition of the island-taking procedure time and time again, the 7th AF was

smashing at Japan from both Iwo Jima, as escort to the long-range strategic B-29s, and from Okinawa with the Far East Air Forces in the rocky Ryukyus. The 7th's air action involved pin-point targets and, excepting only the giant B-29 Superfortress raids, some of the longest over-water operational flights in the AAF.

The 7th was the first air force to feel the enemy weight and the first to take toll of the enemy. It flew to war longer than any other similar force, and no air force used a wider range of aircraft. It fought and bombed day and night, flew much distant reconnaissance, dropped every type of bomb and incendiary, sunk enemy shipping, mined enemy waters, and did countless routine and special jobs. Its personnel lived lonesomely on isolated coral atolls, received little recognition and endured months of dreary monotony.

Here is the 7th's story briefly, year by year:

The Hawaiian Air Force was activated on November 1, 1940. Thirteen months later the HAF was reeling under the first blow of the Pacific air war, as Jap carrier planes bombed and strafed Hickam and Wheeler Fields and Pearl Harbor. In addition to the tremendous Navy loss—10 ships sunk or put out of commission (including 5 battleships) and 8 ships damaged—the U. S. faced an Air Force loss of more than 100 planes, which was about half the entire HAF. Destruction of naval planes reached 80. Personnel losses of the Army and Navy totaled 2,343 killed, 1,272 wounded and 960 missing. Installation destruction for both the Navy and Air Force was severe.

During the height of the Nipponese attack, as smoke from burning hangars made visibility difficult,



about 35 HAF planes of all types managed to get into the air. Outnumbered, but game, the American pilots fought their way up from blasted runways, flew through smoke, flame and American anti-aircraft fire, went into combat against the Jap carrier-based aircraft, and shot down 11 enemy planes. Several American planes were destroyed during the brief air melee, but they were lost in aerial combat rather than caught on the ground like sitting ducks.

HAF ground personnel acted heroically during the Jap attack. Armed with pistols, rifles, machine guns, fire-fighting equipment, with blistered, raw-burned hands,—the men who later were to wear the 7th Air Force patch did their best against tremendous odds. Men still remember how Brigadier General H. C. Davidson, then commanding all fighter aircraft in Hawaii, his face hard with anger, saved a burning plane with some stray fire-fighting equipment.

The night of December 7, 1941 was dark and wet. The flame of morale flickered but did not go out. Rain, driven by a cutting wind, slashed over the charred Hawaiian air installations, as HAF personnel huddled in tents, wet, weary and dazed.

The next day the HAF got to work putting its "home" in order. Morning light brought renewed confidence—a confidence sparked by anger and thoughts of revenge. Repairs began all over Oahu. The repair depot at Hickam Field went on a 7-day, 24-hour schedule, and within 2 weeks some 90 pursuit and other type aircraft were repaired and put into the air.

During the early part of the new year, reconnaissance and preparations for the defense of the islands from an expected enemy landing took up the major time of the HAF, which was redesignated as the 7th Air Force on February 5, 1942.

Let Major General Willis Hale, who took command of the 7th in 1942, tell the story:

"After the first shock of the Jap attack, the immediate reaction was to throw everything into the defense of Hawaii. Ground defenses dug in. Our fighters and bombers were marshalted for air defense. The islands being situated as they are, the pattern of defense as far as aircraft was concerned consisted principally of search missions with alert forces always prepared to strike. Daily missions were flown covering the area around the islands for a radius of more then 800 miles. This meant flights of more than 1,800 miles, because a plane does not fly straight out and straight back; it flies a zigzag pattern in its search sector.

"Our search missions stressed the obvious value of training men in over-water flights, with the direct result that the navigator became the key man of a bomber crew. The navigator's training as well as the pilot's was stepped up. We realized, however, that these search missions did not provide complete training. For that reason we started making round-trip flights to Johnston Island, a typical small coral atoll some 714 nautical miles southwest of Oahu. There are no other landmarks around Johnston. You either hit it or you don't, and the results were very tangible. In order that the men would get complete training, we sent them down in the day-time and had them fly back at night. Thus we trained our over-water flyers the practical way."

The year 1942 was long and bitter for the 7th AF. Squadrons prepared for the days when they would be striking back at the enemy. They didn't have much equipment and the supply problems were trying. But they made a start with reconnaissance flights. One of the earliest and most dramatic was a photo mission for a look at Jap defenses on Wake Island, which the enemy had wrested from a small but gallant Marine unit the day before Christmas, 1941. The mission took off on New Year's Day 1942, stopped at Midway enroute, snapped its pictures and returned with only 15 minutes' gasoline left. Some 4,000 miles had been covered.

This was the first of many long, over-water flights, both photographic and offensive. Here is how General Hale desribed the problems:

"In our long range operations it was obvious that we could not have fighter cover. On the other hand, by flying over these vast expanses of ocean we did not meet a great deal of enemy inteception or antiaircraft fire until we were over the target. To make up for the lack of fighter cover we concentrated on gunnery skill. All our crews went through on intensive gunnery course.

"One of the principal differences in operations in the Central Pacific and in any other theater lies in the fact that we were encountering enemy bases and installations about which nothing was known. Some of these bases had not been seen since 1920 when the Japs acquired them and immediately cleared them of everyone except a few missionaries, and the majority of the bases had not been seen or photographed since 1935 when Japan withdrew from the League of Nations.

"Our great problem was to get information—even photographic information—on these islands. The capture later of enemy bases revealed why our photographs did not show the full enemy strength. The Jap concealed himself by extremely heavy overhead camouflage. In doing so, however, he limited his overhead antiaircraft guns, and this gave our planes a chance to come in lower to knock out the enemy's permanent installations. Moreover, in digging themselves into strong defensive positions, the Japs pinned themselves down with absolutely no mobility."

The 7th's first big offensive chance came early in June 1942. A Jap invasion fleet steamed to within striking distance of Midway, and the famed "Battle of Midway" was on. Seventh Air Force B-17s and torpedocarrying B-26s ranged 1,100 miles out from Hawaii and



joined with Navy forces in repulsing the enemy fleet. During the 3-day air battle (June 3-6), the 7th scored 22 direct hits and 6 probables. The Japs lost 20 ships, while U. S. ship loss was only two—a destroyer and the gallant carrier Yorktown.

The 7th's jubilation over its air victory in the Battle of Midway was cut short. On June 6 the Air Force's spectacular commander, Major General Clarence Tinker, was killed in the first attempted raid by B-24s on Wake Island, the only good Jap land target accessible from Oahu. General Tinker had conceived the blow as diversionary to the Midway operation. Tinker's plane crashed into the ocean, and the 3 other Liberators were unable to locate Wake.

On June 21, Wake finally was hit successfully. The 3 B-24s that had "missed the boat" on the first mission went back to do the job. Despite severe Japanese anti-aircraft fire, the Liberator crews bombed the Jap bastion.

From July to December, 1942, the 11th Bombardment Group of the 7th, commanded by Colonel "Blondy" Saunders, was out of the Central Pacific, engaged in high-priority duty with other Army, Navy and Marine aircraft in the Solomon Islands area. Guadalcanal was the scene of tremendous Allied and Japanese air activity. Taking their place in the plan for a combined drive northward against Jap-held islands, squadrons of the 11th Group were spread out over bases 600 miles apart in the Solomons area. Each facing different problems, the squadrons had certain things in common: few aircraft, torrential rains, temperatures as high as 140 degrees, dengue fever insects, a shortage of equipment, mud and tiresome food.

On August 6, 1942, 15 B-17s of the 11th Group struck at the Rabaul area in New Britain, destroying 75 Jap planes on the ground and 11 in the air. This action prevented the enemy from sending maximum air strength to repulse the American invasion of Guadalcanal.

During the August 23-25 period, the Jap attack on the Eastern Solomons was turned back in large-scale surface and air battles. The 7th's representative, the battle-toughened 11th Group, did its share of the air work. Reinforced by other 7th AF planes, the 11th Group flew north in the Solomons, basing some of its bombers out of Henderson Field on Guadalcanal, which had been won by the Allies after bitter, bloody fighting by the U. S. Marines who stormed the beaches. From June to December, 1942, the 11th lost a total of 21 bombers, but shot down or destroyed on the ground 124 enemy planes, damaged 57.

General Hale had this to say of action in the Solomons:

"The thrust into the Solomon Islands directly diminished the threat to Hawaii. We were loaded with personnel who had been in extensive final phase training of the defensive type. Men and equipment were needed

down under, so we immediately sent combat units and individuals to the South Pacific. We also set up modification centers in Hawaii to improve the aircraft for the special type of missions they had to fly."

In the meantime, the fighters and bombers of the 7th in Hawaii were not idle. Search missions gave way to offensive raids. On December 24, 1942, 26 B-24s bombed Wake Island in the longest offensive mission to date—4,300 nautical miles round-trip, with Midway as the only stop. Terrific toll of the Jap-held island was taken by 135 500-lb. bombs. This raid was the "proving ground" of the B-24, until then fairly new in the Pacific.

The year 1943 saw the 7th going into the offensive with more planes and better-trained personnel. The 11th Group, returned to Oahu in March of that year, switched from B-17s to B-24s and joined its aerial colleagues in striking at Nauru and Tarawa in the Gilberts for some trial missions. The first strike was made on April 23, 1943, staging out of Funafuti in the Ellice Islands, south of the Tarawa targets. Direct hits were scored on fuel tanks and barrack areas. Jap retaliation was stiff, and Funafuti came in for a strong workout.

General Hale states:

"July, 1943, marked the end of the defensive phase of our operations. Plans for the Central Pacific offensive were revealed to us. No longer would we fly from static positions in Hawaii, with occasional raids from our scattered bases. We prepared to take our bombers to bases hundreds and even thousands of miles away where we would close with the enemy and drive him back.

"Admiral Nimitz gathered one of the greatest task forces the world has ever seen and we were the land-based aviation arm. We were ready to move with the force. However, even though we were now changed to a striking force, Hawaii still had to be protected from the air. This protection remained one of the functions of the 7th Air Force."

Strikes continued against the Gilbert Island chain, but it was not until the fall of 1943, with the construction of advanced bases far out in the Central Pacific, that systematic operations against the Gilberts could be undertaken, and their invasion accomplished. On September 18-19, the 7th combined with the Navy to attack Tarawa, Makin, Abemama and Nauru Islands. On November 13, Tarawa was hit heavily again.

The increase of offensive operations caused a step-up in the 7th supply operations. The "ASSRONS" which emerged were something new in Army organizations. These "Air Service Support Squadrons" had to be small and compact enough to move onto a tiny atoll, already crowded to overflowing with all manner of tactical units trying to weep their feet and powder dry, set up overnight, do their all-important job of supplying the

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \*

fighting units, then pull out instantly when the word came, and leapfrog to the next atoll on the long road to Tokyo.

For most of 1943, the 7th was preparing for the offensive—code-named GALVANIC—which started in the fall, and from then on the action was continuous. Actual headquarters were established in the Ellice Islands, 2,200 miles from the "home" base at Oahu. Jap fields were blasted by low-flying Liberators. Bombers based on one island would stage at another, fly over the main target, and instead of turning for home would "ride the wind" on to a third AAF base. Refueling there, they would set out for another target. Eventually they would get home and the crews would prepare for another trip along the Pacific bombing circuit.

Flying out of the Ellice Islands, the 7th blasted the Gilberts and some of the Marshalls—Kwajalein, Nauru, Mili, Jaluit, Maloelap, Majuro and many other island targets which were small, highly defended specks on the wide expanse of water. Weather was almost unforecastable. The crews carried out their job, knowing full well that engine failure could mean a crash landing at sea with almost no hope of rescue.

On December 17, 1943, the 7th units moved into bases in the Gilberts to aid in the neutralization of Wotje, Mili and other strong Jap bases in the Marshalls. These were among the longest regularly scheduled heavy bomber missions of the war, many of them averaging 2,000 miles to a round trip. Crews spent from 10 to 15 hours in the air and averaged a mission every third day.

The 7th was on the march, and there was little time for anything but fighting. Bases were crude and uncomfortable. Inherited from the Japs, they were mixtures of shredded palms, gutted stockades, wrecked runways. "Flies in the day, mosquitoes at night, and dysentery all the time," one officer reported grimly. Men lived on field rations with a minimum amount of drinking water. These bases were highly vulnerable to aerial attack because of the lack of room. There was no place for dispersal. There was just enough room for fox-holes.

After heavy aerial attacks on the Marshalls from late November, 1943, through January, 1944, surface action against these positions began, thus furnishing more advanced air bases for deeper penetration into the system of Japanese island defense. The first landing in the Marshalls was on Majuro on January 31, 1944—the first prewar Jap territory to be taken by Jap troops. The next day the Allies landed on Kwajalein, and eight days later that island was free of Jap resistance. The fall of Eniwetok followed shortly.

In 180 dramatic seconds early in February, 1944, Japanese fighter opposition in the Marshalls was ended. P-40 Warhawks hitched on belly tanks and coordinated a fighter rendezvous for a formation of B-25s dispatched against Maloelap. Jap fighters caught the B-25s but the Warhawks caught the Japs. In three minutes of actual fighting, the P-40s shot down 10, were credited with three probables and drove off the rest. The Mitchells accounted for four more. After this battle no further air opposition was encountered over the Marshalls.

Air attacks were part of the plan to prevent Japanese interception of units engaged in the Marshalls landings. How well air power succeeded in this objective was indicated when the largest naval task force ever employed in the Pacific, up until that time, steamed undetected through the Marshall Islands to Kwajalein.

Bombing had eliminated Japanese detection devices. An attack by naval carrier aviation caught most of the remaining Jap planes on the ground. As a result, not a single unit of the fleet was attacked by a hostile airplane.

The Japanese in the Marshalls were almost impotent offensively after February, 1944. Although bombardment of the Carolines from bases in the Marshalls already had started, and bombing of the Marianas was imminent, the Pacific Area commanders decided to continue strikes against any of the Jap-held Marshalls in order to prevent possible interference with the building of American bases on newly-won Marshall atolls or with missions against the Carolines to the west.

Aircraft flew more than 10,000 sorties against the four by-passed Marshall Islands between November 20, 1943, and June 1, 1944. More than 7,000 tons of bombs were dropped. The total area of the four islands on which enemy installations were built was less than five square miles. Altogether, Army, Navy and Marine aircraft attacking Mili, Wotje, Jaluit and Maloelap destroyed 145 Jap planes, probably destroyed 78 and damaged 56. The 7th's plane loss from February to June 1, 1944, waas 26 aircraft of all types.

Missions against the Carolines were taking place simultaneously, beginning in February, 1944. Mighty Truk, Jap supply bastion, and its satellites — Yap, Woleai, Palau, Ponape—scattered over more than 30 degrees of longitude, were hit with monotonous regularity. Far to the north, Wake continued to take an occasional pounding by the 7th AF, being hit on March 11, 1944, by 22 heavy bombers.

In April, 1944, the 7th Air Force added the Marianas to its growing list of targets. From bases on Eniwetok in the Marshalls, the 7th hit at Guam, Saipan and Tinian—three islands that later were to house the giant B-29s for the final aerial strategic blow against Japan. On the first Mariana's strike on April 18, 1944, the 7th flew one of the longest shuttle bombing missions of the war. Finishing with their targets at Guam, 7th AF Liberators swung south across the Carolines to the American bases in the Admiralties, refueled, and then returned to Eniwetok, bombing Ponape on the way back.



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The mission required about 4,300 miles of overwater flying.

The constant bombing of the Marianas helped prepare the way for the summer amphibious landings, which themselves were supported strongly by the 7th. During July organized resistance on Saipan, Tinian and Guam finally ceased. In the meantime, 7th AF fighters and bombers roared north out of Saipan against the Bonin and Volcano Islands, the first strike at Iwo Jima occurring on July 13, 1944. By mid-August the campaign against Iwo and the Bonins had accelerated to a full, all-out offensive. The 7th, basing its striking power in the Marianas, was now blasting at the inner perimeter of the Japanese defenses, and it had traveled 12,500 miles to do so.

The year 1945 was the year of revenge. Almost blasted from its runways in Hawaii in 1941, the 7th returned in the spring of 1945 with an all-out fighter-bomber attack against the very homeland of Japan. Iwo Jima was the key. The Marines landed on Iwo on February 19. In one of the most bitterly-fought island invasions of the war, with American and Japanese dead littering the slopes of Mt. Suribachi, the Marines gradually destroyed the Jap garrison. Overhead, the 7th's planes staunchly supported the whole operation.

Later, fighters of the 7th moved to Iwo, and on April 7, made their first strike against Japan from this base, as fighter escort to B-29s based in the Marianas. Eighty P-51s joined 300 Superforts in attacks on aircraft factories at Tokyo and Nagoya. Twenty-one Jap fighters were shot down, with the 7th losing only two.

Late in April, 1945, the Iwo-based fighters operated for the first time against Japan proper without B-29s, strafing Atsugi airfield in the Tokyo area, destroying or damaging 84 enemy planes.

FIGHTER FLIGHT LINE on Iwo Jima was a crowded place. Iwo became a roost for the ubiquitous 7th Air Force which hopped from base to base all the way from Hawaii.

In the early summer, the 7th Air Force joined General George C. Kenney's Far East Air Forces (FEAF)—the 5th and 13th. Many of the fighters remained at Iwo as escorts for the B-29s, the rest of the fighters and bombers moving to Okinawa, to build up an air strength aimed at saturating Japan's defenses. From July through August, right up to the surrender of Japan, the 7th struck almost daily at the Japanese from its bases on Iwo and Okinawa.

On July 3-4, airdromes in the Tokyo Bay area were rocketed and strafed by 132 Mustangs from Iwo. On July 8-10, 100 Mustangs swept airdromes in the Osaka, Nagoya and Tokyo areas. On July 18, the 7th heavy and medium bombers joined the 5th Air Force planes in pounding the Shanghai area. On July 24, the 7th and 5th began sweeps against shipping between Korea and Japan. The end of July saw the Tokyo area attacked by 146 Iwo-based P-51s. Planes from Okinawa carried out widespread sweeps over Kyushu. On August 7, the 7th and 5th blasted Kyushu targets and an enemy convoy off Korea.

The 7th was still throwing its aerial blows at Japan when combined Allied might, sparked by the atomic bomb, brought an end to the Pacific war in mid-August.

The 7th Air Force was a precision air unit. It will be remembered for its amazingly accurate pin-point bombings of atolls—tiny but highly important—during the island-hopping war in the wide Pacific expanse.

General Hale sums it up this way:

"There was no such thing as area bombing in this theater. We had to pin-point our targets for the simple reason that the targets were small and had to be hit squarely. A single pin-point in the European theater might have been a factory; here it covered an entire island. For us each installation on an island was an objective and had to be carefully knocked out. Therefore, each plane made its own run with each bombardier doing his own bombing. The target had to be directly hit. The difference of 40 feet one way or the other meant that the bombs would land either in the lagoon on one side of an island or the ocean on the other. And we didn't fly 2,000 miles to kill fish!"

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### worldwartwo



### TENTH AIR FORCE

### worldwartwo

When Maj. General Lewis H. Brereton, veteran of last stand Allied air action in the Philippines and Java, arrived in Ceylon, India, on February 25, 1942, he had one LB-30, five war-weary B-17s, \$250,000 wrapped in a blanket, and orders to take command of the Tenth Air Force.

It was a time of danger. The Japanese were pushing through Southeast Asia toward the sprawling sub-continent of India where they could deliver a severe blow to the Allied cause in the Orient.

The Tenth Air Force had been activated at Patterson Field, Ohio, on February 12, 1942, a fortnight before General Brereton arrived at Ceylon. But it was a paper organization, and the units that were to make up the Tenth eventually gathered in India only after some lengthy wanderings. There was the Seventh Bombardment Group which was en route to the Philippines when the Japs struck at Pearl Harbor. Diverted to Australia, it began preparations to operate in Java. But the Japs took Java too, and the 7th Group finally landed at Karachi, India, on March 12, 1942, an orphan of the war to be taken under Brereton's command. That same day, the 51st Fighter Group, having undergone similar wanderings arrived in Karachi to be added to Brereton's small air organization. The 51st had only 10 P-40s, rather the worse for wear—the rest having been lost at sea to Japanese surface action.

From these meager beginnings, the Tenth Air Force grew to a powerful, though small, air unit. It began its career by bombing Jap installations in Burma, and at the same time, its planes flew the dangerous Hump Route

over the jagged Himalayas, bringing desperately-needed supplies to the China Air Task Force. It supplied General Stilwell in his retreat from Burma, ran some of the longest early missions of the war into Thailand, and worked frantically to protect the India terminals of the trans-Himalayan Ferry Route.

The attacks against Bangkok, Rangoon and other important Jap supply installations finally led to the closing of Rangoon as a port in the fall of 1943. The Tenth's Air Engineers carved fields and airstrips out of Upper Assam and the dense jungles of Burma. It offered strong support during the Impahl-Kohima Cam-paign in the spring of 1944 when the Japs unsuccessfully tried to break through to India, and 200,000 British troops were surrounded and seemingly beyond aid. Its Troop Carrier Command, shrugging at the monsoon, supported British land operations, Merrill's Marauders and General Stilwell in his re-entry into Burma. Its planes gave air support for the capture of the key point of Myitkyina and the drive south that enfolded Bhamo, Lashio, Mandalay and finally Moiktila. Eventually, towards the end of the war against Japan in 1945, the Tenth moved to China to join with the Fourteenth Air Force in the final assault on the enemy.

In its career, the Tenth destroyed 622 enemy aircraft, losing only one plane to every two enemy planes lost. It flew some 96,000 sorties and dropped approximately 47,600 tons of bombs on the enemy, successfully disrupting Jap supply lines in Burma and preventing the enemy drive toward India. It served successfully and efficiently under the most trying conditions, and its step-

## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

by-step story forms one of the most heroic chapters of the war.

Consider the Tenth Air Force as it was in early 1942. As the Tenth was enlarged, its personnel began to arrive in India from various battlefields in the Far East. Some had been at Pearl Harbor when the first Japanese attack was made, some had participated in the desperate fighting in the Philippines, and others had slowly withdrawn from the smaller Pacific Islands into Java. When it became apparent that Java could no longer hold out, these veteran fighters were flown to Ceylon, then into India and Burma to make up the first combat unit of the Tenth Air Force. Pilots of the American Volunteer Group, and a portion of the crews who had been the first to bomb Tokyo in April 1942 with B-25s flown from aircraft carriers, joined the Tenth in India.

Air operations against the Japanese in this theater were officially inaugurated on April 25, 1942, by an attack by B-17s on warships at Port Blair, Andaman Islands, in the Bay of Bengal. The attack was directed by General Brereton himself—the first time that a general had ever led a raid in person.

In Burma, however, the situation was critical. There was a serious threat to the Assam-Burma-China Ferry Command, which had been organized to help counteract the Japanese spring campaign in Burma. Despite the lack of bases and the almost impossible transportation lines, the small American air unit in India went about the job of helping the Ferry Command maintain the supply line to China. The Burma Road had been severed, and the Jap occupation of Burma was being pushed rapidly. With what planes it had available in May, 1942, the Tenth continued its strikes against Jap shipping, communications, rail lines, etc., in Burma. Meanwhile, General Stilwell, retreating from Burma as the Japs completed their occupational thrust, was supplied steadily by the Tenth planes.

Offensive air action, however, was almost negligible, due to the lack of planes, supplies and equipment. The situation was further aggravated by the fact that, in July 1942, General Brereton left for the Middle East to organize the Ninth Air Force, taking with him almost all available aircraft, crews and spare parts. Brig. General Earl L. Naiden took his place until August 18, when Brig. General Clayton L. Bissell assumed command. Meanwhile, personnel of the Tenth was being enlarged and more equipment brought in.

The air war in the Burma area was different from that in any other theater because of the weather, the terrain and the type of target. The targets were very small—there is no large industry in Burma, very limited natural resources, no large transportation network and no very great amount of shipping. But air superiority was still necessary to support our troops, blast Japanese

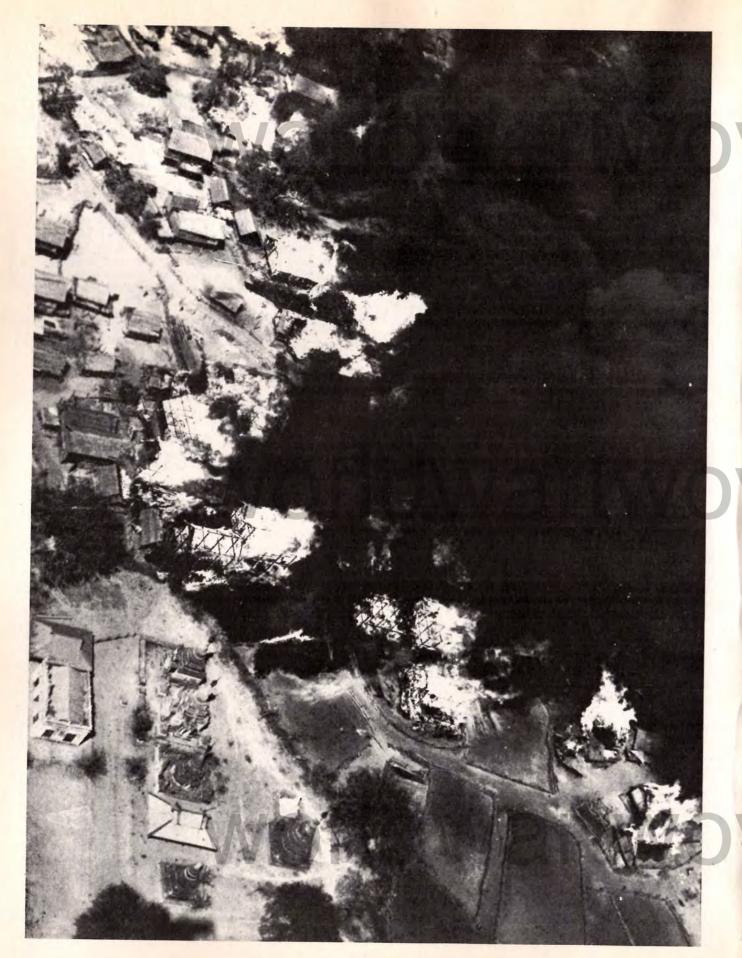
supply lines and keep the transport routes to China over the Hump open.

The most important road to Mandalay from Rangoon was really a meter-gauge railroad which ran from Rangoon to Mandalay and on north to Myitkyina. This railroad had several branch lines, the most important one beginning at Rangoon and going to Akyab. Another important route followed the Irrawaddy River. To deny the enemy the use of these rail and river facilities by bombing bridges, shipping, the railroads themselves, and road networks, was the task of the Tenth Air Force—a task greatly impeded by lack of supplies and by the monsoons which lasted several months and produced particularly hazardous flying weather. They also made the roads impassable for several more months each year.

By the fall of 1942, the Tenth Air Force consisted of units in India and in China-the India Air Task Force under Brig. Gen. Caleb V. Haynes, and the China Air Task Force under Brig. Gen. Claire L. Chennault. It was these two units, separated by miles of the world's worst terrain, that eventually broke the back of Japan's land campaign. The first serious attempt to gain air superiority over Burma followed the activation of the India Air Task Force on Oct. 1, 1942. The Japs struck first. On Oct. 25, 1942, enemy aircraft slipped through the warning system and caught about 33 American fighter planes on the ground at Assam, destroying ten of them, plus nine transports. But on the next day, and on the 28th when they came over again, IATF squadrons were able to destroy 15 Japanese raiders without serious damage to themselves. Thereafter, regardless of the lack of trained personnel, the India Air Task Force started a six-month campaign against the enemy which ended only witth the arrival of the monsoon over Burma.

The opening attack occurred on November 20, when eight B-24s carrying 40,000 pounds of bombs attacked the marshalling yards at Mandalay and caused great damage there. From Myitkyina in northern Burma to Bangkok in Thailand and Port Blair in the Andaman Islands, the India Air Task Force strafed at low level and bombed from high altitudes. In 17 heavy bombing raids between November 20 and December 31, they dropped 414,000 pounds of high explosives on enemy targets.

Two attacks were made on Bangkok—targets being the oil refinery, the central railroad station, naval dock yards and the Bangma arsenal and powder plants, as well as the Dong Mauang airdrome. The leap of 2,760 miles from base to target and return—at that time the longest bombing raid for the war, took the enemy completely by surprise. When the month ended, the enemy had failed to make any attack against the Assam supply bases. The India Air Task Force, having finally seized the initiative, was on its way to air superiority over Burma.



## The FIGHTING MEN of COLORADO \*\*\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

During the period of November 20, 1942, to February 8, 1943, the India Air Task Force flew 58 bombing missions, dropping a total of 521 tons of bombs. Heavy bombers concentrated on the docks and railyards at Rangoon, sea traffic in the Andaman Sea, and refineries and other installations at Bangkok. Medium bombers performed the mission of destroying Japanese lines of communication from Rangoon to northern Burma by the systematic bombing of airdromes, railroad yards, rolling stock, sidings, locomotives and bridges.

During these months, the 51st Fighter Group kept airdromes in northern Burma neutralized, and attacked locomotives, rolling stock and railroad yards in the Myitkyina-Lashio Area. Fighter squadrons also escorted transports on food-dropping sorties. Offensive reconnaissance by the 51st Fighter Group during the latter part of 1942 resulted in the withdrawal of many approaching enemy aircraft, with this Group alone making 996 sorties in that time.

Indeed, the American war effort in Burma was kept alive by the India Air Task Force. The port of Rangoon and the approaches to it were attacked by our heavy bombers, which also began a patrol of the Gulf of Martaban as far south as Tavoy Island and as far west as the Andaman Islands. At the same time, the Japanese gasoline supply to Burma was hampered by the destruction of the large oil refinery at Bangkok by B-24s.

But the lack of adequate combat aircraft and trained crews in the India-Burma sector in 1942 is revealed by the number of sorties flown and the tons of bombs dropped. From April to December 1942, heavy bombers flew only 179 sorties and dropped 299 tons of bombs. Medium bombers from July to December flew 331 sorties and dropped 346 tons of bombs. Total tonnage dropped was 670.

The year 1943 started with the IATF's initial attack on the railroad bridge at Myitnge on January 1, when four hits were made on the north and south approaches, and three possible hits were made on the span at the southern end. Nine days later, the Japanese war effort in Burma received a severe blow when the Myitnge bridge was again bombed and destroyed. This bridge, the most vital link in the Burma railroad system, and across which flowed all the rail traffic south of Mandalay, never was entirely serviceable for rail traffic for the rest of the war period, and the Japanese had to construct a new motor road south of the bridge to a ferry crossing.

KYUNDON, on Jap supply route in central Burma, blazes during interdiction attack by 10th Air Force B-25s, one of whose shadows is shown passing over the pagodas at lower left.

During 1943, the India Air Task Force, which was succeeded by the Assam-American Airbase Command which later became the 5320th Air Defense Wing Command by Brig. Gen. Old, concentrated on active defense of the Ferry Route between India and China and the airfields and equipment in the Assam area. This included the maintenance and operation of an adequate air warning system, continuous fighter protection for the area, offensive patrols in Northern Burma with a concentrated effort to neutralize enemy airdromes, patrol of the Air Transport Command route through Burma, and escort of ATC planes when necessary. The IATF also con-centrated on the neutralization of enemy lines of communication into north Burma, through the destruction and neutralization of shipping and shipping facilities in Rangoon Harbor, systematic bombing and disruption of railway rolling stock and installations from Rangoon northwards, bombardment of river shipping on the Irrawaddy, and destruction of enemy motor convoys wherever they were found.

Destruction of the principal modern docking facilities in Rangoon was accomplished by a number of heavy attacks on the Sule Pagoda wharves. Occasional raids prevented repair and caused shipping to anchor in midstream with the resultant loss of time in unloading and distributing supplies. In the far north, a two-day attack on Kanaing was carried out which resulted in the complete destruction of part of the town. P-40s in the north, carrying 500 pound bombs slung under their bellies, also destroyed the bridge ten miles west of Myitkyina in February 1943, and severed railroad communications with Japanese advanced bases in the Mogaung-Myitkyina area by a successful attack on the bridge at Pinbaw.

In addition to the concentrated attack on railway facilities, a series of carefully planned missions were carried out, designed to close the port of Rangoon to enemy shipping. Aerial mining was conducted at Rangoon, Moulmein, Martaban and Makpalin on the Sittang, Bangkok and Irawaddy Rivers, starting on February 22, 1943 and continuing intermittently. This was the first time that U. S. planes had laid mines against the Japanese in the Pacific theater. The result of these operations was interference with rail supplies and troop movements going into Burma from Thailand.

In March 1943, a concentrated attack was made on important railway bridges and main ports of entry such as Rangoon, Moulmein and Bassein. Many missions were flown against Gokteik Viaduct, Pazundaung Creek Bridge and Myitnge Bridge. The vital Mogaung bridge was knocked out in a successful attack by six P-40s. As a result, rail connections with Myitkyina were severed at a time when the Japanese were attempting to take the initiative with a drive north from Sumprabum in the direction of Fort Mertz.

Attacks on Rangoon, stepped up in March 1943, were



further accelerated in April by a total of 60 sorties. In addition, 26 sorties were made on the Thilawa Oil Refinery, 10 miles down the river, which produced more than 2,000,000 gallons of gasoline, kerosene and other oils.

Since the destruction of the Ava Bridge in 1942, Sagaing had been the Southern terminus of the rail line to Myitkyina. The Ywataung Yards, three miles north, were used by the Japs for staging freight and for temporary storage of supplies. In April and May 1943, these yards were attacked six times and left in ruins.

The Monsoon hindered operations in the middle of May 1943. The concluding attack by the Tenth Air Force, from May 18 to 20, was a three-day blitz of communications in western Burma, hitting all known concentrations, centers, dumps and points of assembly. Approximately 130 sorties were made and 340 tons of bombs dropped during this period. The railroad yards at Prome were heavily hit, and oil installations at Yenangyaung, Pyaye, Padaukpin and Chauk were destroyed.

During 1943, bomb totals of the India Air Task Forces had been stepped up to an unusual degree. In January, the total of bombs dropped was about 200 tons; by May it had reached 1400 tons. From November 1942 through September 1943, heavy and medium bombers performed 714 missions, flew 4,792 sorties, dropped 6,158 tons of bombs and destroyed 44 enemy planes, with 39 probably destroyed. In all, the IATF lost only 12 planes.

American planes operating during the wet monsoon months in 1943 had proved that operations could go on regardless of weather. As a result, up to October, almost 65 percent of the rail facilities of Burma were destroyed, a great amount of shipping was sunk, and whole areas of Japanese installations were devastated. By November 1943, the Tenth Air Force had in fact, gained air supremacy over Burma.

That November, the Tenth joined General Stratemeyer's Eastern Air Command which in turn was a part of the Southeast Asia Command under Lord Louis Mounbatten. Its bomber forces were integrated with RAF bombers to form the Strategic Air Force, while its fighters united with British fighters to form the 3rd Tactical Air Force. In June 1944, the Tenth Air Force reassumed direct operational control of all its units.

During the "interim" period, the Japanese really began to feel the weight of American bombs. The strategic targets selected for the Tenth Air Force, whose head-quarters had moved to Calcutta, were merchant shipping, docks and storage and repair facilities including transfer terminals, rail centers, important bridges, river shipping, rolling stock (with particular emphasis on locomotives), and barracks. Insein, approximately 15 miles north of the port of Rangoon, one of the biggest rail-

road yards and the only one of its size left to the Japs, was destroyed on Nov. 27, 1943.

After a year and a half of shooting up trains and river boats and blasting bridges and military installations, the Tenth Air Force suddenly lashed out, in the latter part of 1943, in offensive strikes that pushed other operations into the background. Hitherto, the struggle of the Tenth had won little recognition in its defensive battle to gain time. But when U. S. Forces finally were augmented and the time came to push the Ledo Road into the northern part of Jap-held Burma, the Tenth Air Force not only had cut the Japanese supply lines to a trickle, but also had gained aerial superiority over most of the country.

Rangoon was the only remaining major Japanese supply center, with anti-aircraft and fighter strength centered there heavily. To neutralize these, the Fourteenth Air Force's lone B-25 group was flown into India to join the Tenth Air Force's only group of B-24s. Together, in late November, they blasted rail and port facilities in the largest operations—except for later B-29 missions ever flown in Asia. New long-range fighters flew their first escort over Rangoon, surprising the Japs who never before had seen our fighters so deep in Burma. Then, to finish the destruction, B-25s swept in at medium altitude to saturate Japanese defenses. Completing around-the-clock operations, RAF bombers struck at night. Four strikes by this combined force crippled Rangoon's docks and marshalling yards and the largest railway repair shop in Burma, and at the same time prevented the Jap fighter force from interfering with the simultaneous launching of General Stilwell's ground offensive in northern Burma.

Heavy bomber sorties for the year 1943 mounted to 2751, with 4651 tons of bombs dropped. Light bombers flew 4002 sorties and blasted the enemy with 4243 tons of bombs. Commencing in the fall of 1943, the Tenth Air Force offered aerial protection to Allied ground forces who were later joined by the famous American jungle fighters known as the Marauders. Food and munitions were dropped by air. At the beginning of ground operations, the 2nd Troop Carrier Squadron and later the 1st Troop Carrier Squadron flew supplies from the Dinjan base to forward drop areas. Engineering equipment, ammunition, medical supplies and food were dropped from an altitude of 200 feet. Clothing and grain were dropped without chutes at 150 feet. The planes flew in all kinds of weather. During March 1944 alone, in 17 missions averaging 6 to 7 planes each, 376 tons of supplies were ferried into the combat areas.

The high degree of mobility and secrecy which resulted from air supply was one of the chief reasons for the success of the Marauders. Casualties were evacuated by L-4s and L-5s based at Ledo. Landing on drop areas, rice paddies or gravel bars along the river, these light

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planes flew the wounded to rear echelon air strips or to collection and clearing companies along the Ledo Road.

Air supremacy gained in the latter part of 1943 was maintained in 1944. During the early part of the year, the 459th Fighter Squadron, using the first P-38s in the theater destroyed more than 100 Jap fighters and bombers on enemy airfields and in the air. Fighter sorties increased from 1978 in January to 3342 in March.

Japanese lines of communications were disrupted by the bombing of seven important bridges in January. Other important missions were successful raids on Bangkok and a long over-water raid on shipping in Mergui harbor. In addition to operations carried out by heavy and medium bombers and by fighter bombers, AAF fighters—constantly protecting the western terminal of the India-China Ferry Route—engaged in offensive sorties against enemy ground troops and dropped bombs on Japanese installations. Airdromes were bombed to prevent the use of fighter aircraft, and fighter opposition was largely eliminated.

When the Indian 7th Division was surrounded in the Arakan in Feb. 1944, and 22,000 British and Indian troops faced almost certain annihilation due to a surprise encirclement, they were supplied by British and American transport aircraft of the Troop Carrier Command of the Eastern Air Command and the ATC. The Japanese had fighter sweeps of 25 to 30 fighters out daily, but attempts to interfere with Allied supply were blocked by increased Allied fighter escorts and standing air patrols over the battle area. To block enemy fighters operating in the Arakan, B-24s and B-25s bombed enemy airdromes at Heho, Mingaladon, Aungban and Toungoo, while P-38s attacked enemy ground troops.

By the end of February 1944, Allied air power was largely instrumental in smashing the Japanese offensive. These operations were conducted by the Strategic Air Force, the Third Tactical Air Force and the Troop Carrier Command assisted by the Photographic Reconnaissance Force. All of these commands operated under the direction of the Eastern Air Command and contained both RAF and AAF units.

The most dramatic air operation of 1944 took place in March and April, when more than 10,000 men, approximately 13,000 animals and close to a million pounds of stores were taken 150 miles by air behind Japanese lines to disrupt communications and relieve a serious threat to the Imphal area. Inspired by Major General Wingate's invasion of Burma in the spring of 1943, and accepted at the conference of Anglo-American leaders at Quebec in August 1943, the First Air Commando Force was organized by Col. Philip G. Cochran and Col. John R. Alison, at the direction of General Arnold, and placed under general control of the Eastern

Air Command. The plan called for an airborne invasion necessitating the use of air power for the transport, supply and evacuation of a division of super-trained Wingate troops. Removal of casualties was to be carried out by air. Troops and equipment were to be carried by air over the mountain ridges separating India from Burma, enabling troops to begin operations in a fresh condition. Cochran and Alison were given a few months to transfer the whole operation to India, establish bases, assemble aircraft and create a strong striking force for close support work.

The force comprised fighter plane, C-47 transports, UC-64 utility cargo light supply planes, L-1 and L-5 "grasshopper" liaison planes, CG-4A heavy gliders, TG-5 training gliders and a squadron of B-25 Mitchell medium bombers. An airborne engineer company based in India was added, this brilliant work assuming an outstanding importance. These forces were joined by those of the Troop Carrier Command.

The plan was for the Air Commandos to fly their gliders, which were towed by transports carrying Wingate's troops which were to guard the fields, while airborne engineers built the airfields with equipment brought in by glider. When the airfield was in operation, it would receive the planes of the Troop Carrier Command, bringing the bulk of the troops.

Opening operations started in February, 1944, when the fighter planes and medium bombers ranged deep into enemy territory, softening up opposition for the coming invasion. They hit bridges, warehouses and locomotives along the main Japanese communications lines from Central to North Burma. Between February 10 and March 6, 1944, the light plane force flew more than 700 sick and wounded men from the front lines to a rear field large enough to accommodate air evacuation planes.

The airborne invasion of Burma was unique in that no one commander was given direct charge of the entire undertaking. Thus success of the operation was dependent on the cooperation of the various British and U. S. army and air units involved. Two sites were selected by Wingate for secret landing grounds—"Broadway" and "Picadilly". At the last minute it was found that Picadilly was in no condition to receive the gliders because of obstructions placed upon it by the Japs, so only Broadway was used, with a secondary field, called Chowringhee, used later.

D-Day was March 5. The first C-47 took off at 6:12 pm, towing two heavily laden gliders. Others followed at five and ten minute intervals. Of the 54 gliders dispatched that night and not recalled, 37 arrived at Broadway. Eight landed west of the Chindwin River in friendly territory, but 9 others landed beyond the east bank in enemy territory. The field was rough and



Beneath this C-46 is the Hump, whose rocky peaks and ice-filled clouds were conquered for supply of China.



LONG SUPPLY LINES were vulnerable to interdiction. Note only a road connects Lashio and Lampang.

rutted by gullies, and the gliders came in so fast that there was no way to avoid collisions. Thirty men were killed and 33 injured in the landings at Broadway that night, and almost all of the gliders were damaged or destroyed in landing. But the invasion was unchallenged and more than 500 men were brought in that night.

It took them one day to build the airfield, and on the night of March 6, sixty-two C-47 sorties were flown into Broadway strip was converted into a stronghold. Two days later, on March 8, it was discovered that the Japanese Air Force was being reinforced in Burma. Twenty P-51s of the Air Commando Force raided enemy airfields and found more than 80 aircraft. They destroyed 34 enemy planes with a loss of two P-51s. Later the same day, nine B-25s destroyed 12 more Japanese planes.

For seven days, troops and supplies moved steadily into northern Burma by transport aircraft operating under the Troop Carrier Command. At Broadway and Chowringhee fields through March 11, thousands of men, more than 500,000 pounds of stores, 1,183 mules and 175 ponies were landed. Broadway was free from

Japanese attack until March 13, when it had served its purpose and had been abandoned.

But that same month, the Japanese struck in Central Burma in force. Crossing the Chindwin River they captured Tiddim, proceeded to Manipur State and surrounded Impahl and Kohima. Moreover, they threatened Dimapur and the Bengal-Assam Railway, which not only carried supplies to the Assam airfields for further transportation to China but also supported the Allied forces protecting the advancing Ledo Road.

In the face of this Jap thrust, orthodox staff tactics called for a retreat, since all ground lines of Allied communication had been severed. But it was decided to rely on air support, and the British Army stayed to fight it out in Manipur. Week after week, the planes of the Eastern Air Command supplied these besieged ground forces with food, ammunition, equipment, and even with drinking water. At the same time, these men were given continuous air support by Allied fighters and fighter-bombers. But it was not till June, with relief of Imphal, that Japanese defeat in that sector was certain. Their offensive turned into a disastrous retreat, the Japs were forced back across the Chindwin River.

One of the most spectacular drives of 1944 was made by General Stilwell's Chinese troops and General Merrill's Marauders from February to June, in an effort to recover Northern Burma and clear the way for the construction of the Ledo Road, which was to link the Indian railhead at Ledo with the old Burma Road to China. The climax of this campaign came in May 1944, with the capture of Myitkyina airfield—the principal Japanese base for the defense of Burma from the north, and the only all-weather strip in Northern Burma. Situated 170 air miles southeast of Ledo, Myitkyina was both the northernmost terminal of a railroad from Rangoon, and the head of navigation on the Irrawaddy River. It was as well, the principal air base from which Japanese aircraft menaced American transport planes flying supplies to China.

In the Myitkyina campaign the AAF really demonstrated the crushing strength and power of correctly-applied air attack. As the Chinese-American forces advanced out of the Hukawng Valley into the Mogaung Valley, they were supplied with food and ammunition by the Troop Carrier Command. Capture of the Myitkyina airfield by Merrill's Marauders and the airborne troops was a high point in the campaign.

But the Japanese succeeded in withdrawing to Myitkyina and there withstood a seige that lasted until August. In that battle, the Tenth with great accuracy bombed and strafed enemy positions a very short distance from Allied lines using B-24s, B-25s, P-51s, P-40s, and P-47s.

In the struggle for Myitkyina, which finally fell on

Aug. 8, 1944, C-47 cargo planes of the Tenth flew men and material into the area. Entire engineer battalions were ferried into valleys and jungles over the famed Ledo pass. During these operations two "firsts" were claimed by the Tenth: Heavy 155-mm guns were airborne into battle for the first time, and extra heavy engineer equipment—most of which had to be cut with an acetylene torch in India and then welded together again in Burma—were carried in transport and cargo planes.

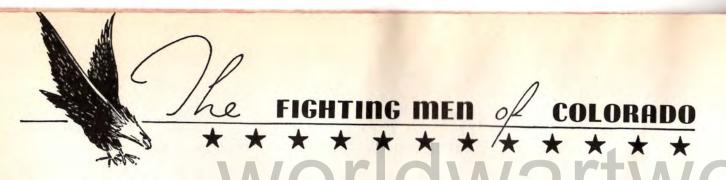
In meantime, in June 1944, the Tenth Air Force resumed operational direction of all American units again, With Maj. General Howard C. Davidson in command. From that time on until early 1945, the Tenth supplied air support for forces working to effect the junction of the Burma and Ledo Roads, and flew supplies to Allied ground armies driving suoth to Bhamo, Lashio and other Jap strong points.

An outstanding example of the Tenth's air supply to ground units was "Operation STAMINA," which occurred in the Imphal area in mid-1944. Here, for the first time in history, an entire army corps, plus civilian and non-combatants—a total of 170,000 people—was almost entirely supplied with food, ammunition and gasoline by air for approximately 12 weeks. The situation was so critical that only air power, acting as a supply agency, saved the besieged troops from annihilation and enabled them to emerge victorious.

Although by April 1945, the Burma campaign had resulted in the capture of Meiktila and Mandalay, the Fourteenth Army was still 400 miles from Rangoon where the supplies vital to its maintenance could reach it by sea during the monsoon season, now only 6 weeks away. No less than 356,000 men were wholly dependent on air supply by this time, and the number was steadily growing. Since the possibilities of maintaining this huge air supply commitment during the difficult monsoon flying weather just ahead were none too bright, to the embattled troops, it was virtually either "Rangoon or Monsoon". But fortunately, on May 3, 1945, Rangoon was taken.

The capture of Rangoon brought to a close one of the most difficult and original campaigns of the entire war. It was a campaign conducted over one of the world's most difficult terrains and in one of the world's most arduous climates. And it was the conquest of Burma which brought to light some entirely new and significant warfare tactics, particularly in regard to use of air power. For in Burma it was shown that whole armies could be transported, supported, evacuated and supplied entirely by air.

Early in 1945, the transport of large units of men and equipment had become a commonplace in Burma setting the pattern for future military operations. While airborne engineers captured or constructed one airfield after another, and transports flew in supplies for the



Fourteenth Army—a huge, routine commitment averaging some 1,750 tons daily—planes of the Tenth Air Force continued to furnish accurate and indispensable fighter and fighter-bomber protection to the ground forces, often destroying enemy strongpoints less than 100 yards ahead of advancing Allied troops.

During the entire conquest of Burma, the Air Transport Command, protected by the Tenth Air Force, never faltered in its assigned job of hauling over the Hump an ever-increasing tonnage—rising from 46,000 tons in June 1944 to a maximum of 71,000 tons in July 1945 this vital stream of supplies kept the Fourteenth Air

Force alive in China. Finally, on August 1, 1945, the Tenth Air Force moved to China and took over half of the Fourteenth Air Force's tactical units. And a fortnight later, when the war with Japan came to an end, the Tenth transported Chinese troops to reoccupy Nanking, Shanghai, Canton and Hankow.

Thus to the very end, and to a very great extent, the war in Burma and India remained an air war. Because it was a new kind of air war, the role of the Tenth Air Force must inevitably assume an historical importance over and beyond the heroism and achievements of the men who fought it to a victorious finish.

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### **ELEVENTH AIR FORCE**

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In no theater of combat did the Army Air Forces fight under more rugged terrain and climatic conditions than it did with its 11th Air Force in the wind-swept, ice-packed Aleutians-Alaska area where Japs and weather were a dual foe.

Here was a land of barren rock, of jagged little islands in sub-zero seas, of high winds, of blinding snows, of fog, desolation and loneliness. Here was an area where a pilot often could not see the other end of a runway while he was taking off, and where the wind might completely reverse its direction before the plane had left the ground. Yet here the 11th Air Force fought the Japs to a standstill, despite the weather and despite the barren, lonely life.

The campaign waged by the 11th fell clearly into three phases. The first ended with the Japanese defeat at Dutch Harbor in June 1942; the second ended with the evacuation of Kiska island in July 1943, after the Japanese had been chased from the Aleutians; the third phase, starting with the Kuriles offensive, was brought to a conclusion only by the surrender of the enemy on Aug. 14, 1945, although four or five more missions would have wiped out all targets in this area.

The first "troops" of the 11th Air Force arrived in Anchorage, Alaska, on Aug. 12, 1940. They consisted of Maj. Everett Sanford Davis, two enlisted men, and a six-year-old Martin B-10. The job of the 11th Air Force at this time was reconnaissance, training of personnel and preparing equipment for operation in the cold Alaskan climate. New techniques for cold weather flying had to be developed to take care of the extreme condi-

tions of fog, "Williwaws" (sudden winds of great velocity), and the temperature.

By mid-1941, there were two combat squadrons in Alaska, the 18th Fighter Squadron, flying P-36s, and the 73rd Bombardment Squadron (M), flying B-18s. The 404th Bombardment Squadron (H), was added later. Plans were made for the establishment of bases. Fields had to be constructed during the summer since the severe Alaskan frost made digging in winter impossible.

In October 1941, construction was begun on two fields, at Cold Bay on the Alaskan Peninsula, and at Otter Point on Umnak Island, for the defense of the Naval Base at Dutch Harbor. To conceal their purpose, both fields were organized as ostensible business enterprises, concerned with fishing and canning. The two cover names were "Blair Packing Company" and "Saxton and Co.," and the peculiar canning equipment consisted of bull-dozers, power shovels and similar construction equipment. The top holding company for these enterprises was the "Consolidated Packing Company" of Anchorage, known in military circles as the Alaskan Defense Command.

Security was so complete that Japanese tactical decisions were based on the assumption that their projected attack on Dutch Harbor would not be opposed by land-based aircraft. By the spring of 1942, the two 5,000-foot strips were completed with the use of pierced-plant steel matting. These fields set the pattern for the construction of future Aleutian runways.

The 11th Air Force, first conceived as the Alaskan Defense Command, emerged as the Alaskan Air Force



on January 15, 1942, and was redesignated the 11th Air Force on Feb. 5, 1942. Brig. Gen. William O. Butler was named commander on March 8, In May 1942, a field headquarters was established at Kodiak, Alaska, and planes were deployed at Cold Bay and Umnak.

The strategic value of the Aleutians was evident to the Japanese. The Aleutians are an archipelago of windswept rocks sticking out of the waterfront between the Pacific Ocean and the Bering Sea. They guard the approaches to North America and threaten the northern approaches to Japan and the Kurile Islands. If the Japs had been able to occupy them, they would have presented a serious threat to the entire northwest North America.

As part of a two-pronged invasion attempt on Midway and on American bases in the Aleutians, the Japanese first raided Dutch Harbor on June 3, 1943. With no knowledge of our two secret air bases, and thinking that the nearest field for land-based American aircraft was at Kodiak, more than 600 miles away Dutch Harbor should have been a sitting duck for the strong Japanese fleet. The initial enemy surprise was almost complete, but because of bad weather, the bombing was very inaccurate. However, casualties and damage were inflicted.

The following day, the "canning companies" went into action. First operations took place early in the morning, when four Zekes and four Val dive-bombers blundered onto the Otter Point Field while flying through Umnak pass en route to Dutch Harbor. All four dive-bombers were shot down, but two American planes and one pilot were lost. The Zekes escaped.

At the same time medium and heavy bombers were attacking the Japanese fleet, when they could find it in the overcast. One B-17 and one B-26 were lost. How much damage was inflicted on the Japanese fleet is not known to us, but the Japanese were completely surprised by land-based aircraft and were forced to revise their scheme of advancing up the Alaskan Peninsula toward Seattle and San Francisco. They settled for two islands in the Western Aleutians, Attu and Kiska.

Kiska supported a small United States Naval station and weather post. Attu was the site of a small village of Aleuts, and another weather station. Neither island was satisfactory for the hasty construction of airfields by Japanese methods. But the race for airfields and bases had begun. We made the first move on Aug. 30, 1942, when American troops landed on Adak Island, 250 miles east of Kiska. Damaged planes from Umnak returning from attacking Kiska were able to land on the hastily constructed airfields at Adak by September 11. On September 14, the first coordinated and fighter-supported bombing mission took off from Adak.

Meanwhile, it was found necessary to build bases from which planees could be ferried to Russia as part of our lend-lease program. In September 1942 the ALSIB (Alaska-Siberia) route was opened. In the 2½

years that the route was in operation, more than 6,000 planes of all kinds were ferried from the United States and turned over to the Russians at Ladd Field, from where they were flown to Siberia via Nome. The 11th Air Force provided an Air Base Squadron Detachment for all Alaska stations until they were replaced by Air Transport Command personnel.

The ALSIB operation was an enormous job. Russian personnel had to be trained to use the planes—and language difficulties were hard to overcome. The weather was bad a great deal of the time, and flying conditions were far from idyllic. The problem of supply was also enormous. But the planes were sent through and the Russians were able to continue their fight against the common German foe.

Throughout the winter of 1942-1943, the 11th Air Force bombed Kiska and Attu whenever possible, although they were handicapped by the almost constant fog which covered the island. At the same time, the bases to the east of Adak were consolidated and built up. In December, Colonel Davis, first commander and pioneer of the 11th Air Force, was killed in a plane crash near Maknek.

On Jan. 11, 1943, American troops landed on Amchitka Island, 75 miles from Kiska, and constructed an airfield there, from which fighters were operating a month later. By March, both medium and heavy bombers could make the short hop from Amchitka to Kiska as often as the weather permitted—sometimees as many as four to six sorties per day.

Throughout this period, the striking power of the 11th Air Force included only three squadrons of medium bombers, three squadrons of heavies and four squadrons of fighters. An addition squadron of P-39s operated in the Aleutian theater for a short while, but their light landing gear was unsatisfactory for use on the rough fields and they were returned to the United States.

Tactically, the 11th Air Force was operating under the jurisdiction of the Navy, since Alaska was still in the situation of a "fleet-opposed invasion." The air arm was commanded by General Butler, and was designated as Task Force X. It included the Air Striking Group (11th Air Force), and the Air Search Group (Fleet Air Wing Four). Overall command was vested in Vice-Admiral Thomas Kinkaid, Commander, North Pacific Force (ComNorPac).

The primary objective of Aleutian operations was to drive the Japanese from their positions. Since Kiska was the main Japanese base, plans were started early in 1943 for the reoccupation of the island. However, on April 1, a plan to by-pass Kiska and capture Attu was approved by the Joint Chiefs of Staff, and on May 11, American troops landed on Attu. In a short but fierce battle, the Japanese garrison was wiped out, and on May 29 the island was declared secure. The first plane, a hospital



Paramushiru Strait shimmers in the 11:00 p.m. Arctic sunset as 11th AF B-25s strike at Nip shipping, 11 May.

C-47, landed on a newly-completed runway on Alexai Point, Attu, on June 7.

The operation against Attu also included the occupation of the Semichi Islands, an archipelago of three tiny bits of land about 35 miles east of Attu. The flattest of these was Shemya, the site of the most important American air base for future operations. Shemya, which is four miles long and two miles wide, was taken without opposition on May 29, 1943, and became a "stationary aircraft carrier."

With Kiska cut off by the occupation of Attu, the japanese made plans to evacuate the Aleutians. On July 28, under cover of a thick fog, enemy destroyers were able to enter Kiska Harbor and remove all occupation troops. When American troops landed on August 15, the island was deserted.

Six million pounds of bombs had been dropped on Kiska and Attu in 11th Air Force operations. The Japanese had been prevented from building an airfield and from bringing in air reinforcements. Fighters were shot out of the air as soon as they came up for combat. Our tiny force of 11th Air Force fighters and bombers played an important part in driving the Japanese out of the Aleutians.

More than a month before the unopposed landing on Kiska, the 11th Air Force began a new phase of operations against the Japanese. On July 10, 1943, six 11th Air Force Mitchells made the long flight to Paramushiru Island in the Kuriles to make the first direct attack on the Japanese home islands since the famous Doolittle raid of April 1942. The planes took off from the newlycompleted runway on Attu. All returned safely.

A week later, Liberators from Attu bombed the Kuriles and took pictures of Japanese installations there. These were the first pictures made of the Jap's northern home-island defenses. The next Kurile raid, carried out on August 11, was a diversionary raid prior to the landings on Kiska. On this mission, the first plane was lost



over the Kuriles, and the pilot and his crew made a forced landing in Russia.

These operations led to the joint mission by heavy and medium bombers on Sept. 11, 1943, in which 10 out of the 20 attacking planes failed to return. It had been proven that the Kurile Islands could be attacked, but new methods—less costly—had to be devised.

Several changes took place following the occupation of Kiska. The 11th Air Force became a component of Task Force "Y", still under Navy jurisdiction. Vice-Admiral Frank J. Fletcher was named COMNORPAC and Maj. General Davenport Johnson relieved General Butler as commander of the 11th Air Force.

Every mission to the Kuriles involved an over-water flight of more than 1600 miles, and at times the distance was nearer 2,000 miles. The straight line distance to the nearest target was 799 miles, but due to navigational requirements, no flight was ever made in a straight line. Missions were carried out in constantly unfavorable weather. Clouds, fog, rain and ice were the rule rather than the exception.

During early 1944, the general aim underlying operations against the Kuriles was that of "harassing." Missions consisted of only two or three aircraft. Later, about March, after more training, all available aircraft were committed to each mission. Instead of harassing, we attacked. Radar bombing as well as visual bombing improved and much more damage was done.

Targets were shipping, airfields, fisheries and canneries. The primary target was Paramushiru Strait, the focal point for enemy shipping in the North Pacific and the Sea of Okhotsk. Merchant ships, fishing craft and naval vessels used the anchorages of Kashiwabara and Kataoka Bays.

March 1944 saw the 11th Air Force bombers over the Kuriles on daylight armed reconnaissance missions. Not many planes were involved, but a sufficient number to convince the Japanese that there were aircraft in the Aleutians and that the Kuriles were in constant danger of air attack. During the crucial period, while other United Nations' forces were advancing in the South Pacific, the Japanese were forced to keep much-needed aircraft in the Kuriles and on Hokkaido as defense against possible attack from the north. Approximately 10 per cent of the enemy air force was stationed in the Kuriles in the middle of 1944, but need for them elsewhere brought a gradual reduction in that figure. As a result, encounters with enemy planes were comparatively few. We probably destroyed more planes on the ground than in the air.

The last half of 1944 saw a drastic reduction in the personnel of the 11th Air Force. Bases east of Adak

were reduced to the status of gasoline stations for the Aleutian air transport routes, and were manned by small units. The XI Fighter Command and the XI Bomber Command and the XI Air Force Service Command were deactivated.

Missions continued against the Kuriles during late 1944 and the first eight months of 1945, despite the tremendous cut in the 11th's size. Targets continued to be canneries, fisheries and airfields. Enemy air reaction was light, although flak resistance continued to the very end.

The air campaign against the Kuriles lasted from July 1943 to the end of the war. Total shipping losses inflicted on the enemy during the campaign were: six ships (4,900 tons) sunk, and 25 ships (7,100 tons) damaged. Major enemy airfield targets were Kataoka on Shimushu; Kashiwabara, Suribachi and Kakumabetsu on Paramushiru; and Tagan Point on Matsuwa. Although several airfields on Paramushiru were still operational at the end of the war, they had been virtually abandoned by the Japanese. There were no operational craft left on any of the airdromes. What little air strength the enemy had left in the northern Kuriles was centered in the Kataoka-Kashiwabara area, but these were almost unoperational. There were 65 canneries and fisheries on the three northernmost Kurile Islands-Araido, Shimushu, and Paramushiru-at the time hostilities began. Ninety-two per cent were eliminated, and Japan's once thriving fishing industry, the largest in the world, was virtually eliminated.

Claims against enemy aircraft for the campaign were: 29 planes destroyed, probably destroyed and damaged, as against 19 planes lost by the 11th. About 155 enlisted men and officers were lost during this campaign. Sorties totaled 1627, and 904 tons of bombs were dropped.

The real nature of the Aleutians and their peacetime value to America were known but not confirmed until September 3, 1945. On that day, a C-54 piloted by Maj. G. E. Cain filed a flight plan at Atsugi Airdrome, near Tokyo, Honshu, Japan. Twelve hours later he landed at Adak, refueled and took off for Seattle. He landed at Washington, D. C., after 31 hours of flying time, with the first motion pictures of the Japanese surrender. Later, in the fall of 1945, several non-stop flights from Japan to Washington were made.

As the last official Intelligence report of the 11th Air Force summed it up:

"The Aleutian Islands, on the Great Circle Route from North America to the Orient, may not have fulfilled their hope of becoming the 'Northern Highway to Victory,' but they certainly are destined to be an aerial highway to peace."

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#### THIRTEENTH AIR FORCE

During the war in the Pacific, most major actions by Allied forces were combined operations in which the air forces, the ground forces, and naval forces functioned as a team, each playing interdependent roles. The 13th Air Force was a member of the Allied Pacific team from its activation in January, 1943, to the fall of Japan. It played its role well under adverse conditions. With the exception of a few units stationed near Noumea, New Caledonia, the 13th was never stationed in cities or towns; it lived and grew in the jungles of the South and Southwest Pacific. In the two years of its existence, its personnel increased greatly, but it still remained one of the world's smallest air forces, consisting of one medium and two heavy bomb groups, two fighter groups and one troop carrier group.

The 13th—the "Jungle Air Force"—travelled its rough air road northwest from the Solomons to the Admiralties, to New Guinea, Morotai, the Philippines—and finally to Okinawa. Its bombers flew some of the longest B-24 missions of the war—to Truk, Yap, and Woleai, to Balikpapan, Batavia, and Singapore—often unescorted by fighters in the face of severe enemy opposition.

The 13th covered millions of square miles of ocean and jungle, dropping bombs with telling effect. Its planes ranged over the Fijis, Espiritu Santo, New Caledonia, Guadalcanal, the Admiralties, Hollandia, Sansapor, Morotai, Leyte, Palawan, and scores of other places, making most of the South and Southwest Pacific their

backyard. The 13th's commanders—Generals Nathan F. Twining, Millard Harmon, St. Clair Street, Paul B. "Queeze" Wurtsmith—so shrewdly deployed the small force at their disposal that the Nips thought they were being hit by no less than an air armada.

The units that eventually composed it saw a great deal of important and exciting action before they officially became part of the 13th Air Force. Early 1942 found the Japanese still moving on the momentum gained by their initial surprise. Australia faced the threat of invasion. It was not difficult to imagine that the Japanese might soon engulf the entire South Pacific. Against this threat, several Army Air Force units were rushed to operate in guerilla style from South Pacific bases.

Fighter units arrived from Australia and were followed in the latter part of July, 1942, by Flying Fortresses of the 7th Air Force. Weak in numbers and controlled by separate base commanders, these units fought to guard the American life-line across the South Pacific. To prevent the Japanese from cutting the vital supply route to Australia, they fought the early Guadalcanal battles as part of the composite army—Navy, Marine and Army units under COMSOPAC—a joint operation that worked out very successfully and disproved the theory that the Army and Navy could not cooperate. During this action, B-17s based on Espiritu Santo and operating under Vice-Admiral Ghormley, commander of the South Pacific Area (COMSOPAC), engaged in long-





range coordinated search operations prior to the landings, and delivered attacks on enemy surface craft and airbases in the Solomons.

In order to satisfy the need for centralized control, all Army Air Force units operating in the South Pacific were combined to form the 13th Air Force which was activated on Dec. 5, 1942. Major General Nathan F. Twining assumed command on Jan. 13, 1943, at New Caledonia. Soon after, headquarters was established at Espiritu Santo, New Hebrides, and reinforcements were brought in.

The general mission of the 13th in its early days was to gain air superiority, support land and sea offensives in the Central Solomons, and destroy enemy supply lines in the Northern Solomons. Organized resistance by enemy ground forces on Guadalcanal ended in February, 1943, although the Japanese continued to hit Guadalcanal from the air until late spring of that year.

Following the capture of Guadalcanal, Allied ground activity in the lower Solomons decreased as surviving groups of Japanese were run down and eliminated. But on Guadalcanal, Henderson airfield was extended and developed, new air strips constructed, and the ground prepared for an advance into the Central Solomons. Even while ground forces engaged Japanese troops at the height of the Gaudalcanal campaign in late 1942, Air Force units of the AAF, the Navy and the Marines were paving the way for landings in the New Georgia region. Japanese strips, airdromes and supply points were pounded by heavy bombers from Guadalcanal and enemy shipping was struck at every opportunity by B-17s and B-24s ranging northward to Bougainville.

Another big triumph of the 13th occurred on April 18, 1943, when Lt. Col. Thomas G. Lanphier, Jr., then a Captain, intercepted and shot down the plane of Admiral Isoroku Yamamoto, Commander-in-Chief of the Imperial Japanese Navy, who was credited by the Japs with the boast that he would dictate terms from the White House. Yamamoto's plane was shot down at the exact spot where U. S. Naval Intelligence had estimated his plane would be, in accordance with a secretly obtained schedule of his flight plan. Acting on information relayed to Commands in the Southwest Pacific by the Secretary of the Navy, Lanphier and a group of 13 Air Force fliers in P-38s departed from Guadalcanal for their rendezvous with Yamamoto, who was accompanied by his entire high command. Admiral Yamamoto later was officially announced by the Japs to have been "killed in combat with the enemy," and Colonel Lanphier was awarded the Navy Cross for the success of his mission.

On June 14, 1943, an enemy force of 120 planes approached Guadalcanal. 13th Air Force fighters, together with Navy, Marine and Royal New Zealand airmen,

intercepted and brought down 94 enemy planes, dealing a lethal blow to Japanese air power in the Solomons.

In June and July, 1943, the Allied offensive was stepped-up with the invasion of New Georgia. The 13th lent support to the New Georgia campaign, and began to neutralize enemy airfields and other installations on Bougainville to pave the way for landing of Allied forces on that island in the coming fall. The principal targets hit were Munda, Vella Lavella, the Bairoko area north of Munda on New Georgia, Kakasa Village on Choiseul Island, Kolobangara and enemy supply vessels moving south from Bougainville.

In July, 1943, the I and IV Island Air Commands were formally assigned to the 13th Air Force, and the XIII Air Force Service Command was transferred to Espiritu Santo. Headquarters and Headquarters Squadron of the XIII Fighter Command moved from New Hebrides to Guadalcanal at this time. On August 1, Major General Twining became Air Commander in the Solomon Islands. Through the succeeding battles of the Solomons, General Twining acted in dual capacity as Air Commander and Commanding General, 13th Air Force.

On October 26, 1943, the campaign for the Northern Solomons began. The advance through the Solomons continued northwestward from New Georgia. By October, 1943, Allied forces, controlling all major points in the Lower and Central Solomons and holding a small but effective foothold in the Northern Solomons, prepared to strike at Rabaul, New Britain, the enemy's chief supply base in the South and Southwest Pacific. The invasion of Bougainville at Empress Augusta Bay, Nov. 1, 1943, had supplied the 13th Air Force with a bomber and several fighter strips within striking distance of Rabaul. Througout the greater part of 1942 and 1943, the 5th Air Force, based in New Guinea, had been hitting heavily at Rabaul and it had been partially neutralized. However, it still was too active for Allied safety, and the 13th Air Force was given the job of administering the knock-out punch, after the 5th Air Force had transferred its operation to the northern part of New Guinea. Since the 13th's new job allowed for fighter escort, the Jungle Air Force was able to blast Rabaul effectively.

In January 1944, 13th Air Force headquarters were moved to Guadalcanal and Major General Hubert R. Harmon assumed command. Throughout January and February and part of March, the heavies basing out of New Georgia concentrated on Rabaul, and at the same time aided amphibious forces in their invasion of Green Island, northernmost of the Solomons, and the Admiralties in February. With the occupation of these islands, the Allies gained control of the Bismarck Sea. Rabaul was effectively cut off and rendered strategically impotent.

With the neutralization of Rabaul completed and



with the acquisition of a forward staging base at Green Island, the 13th's heavy bombers turned their attention to the Caroline Islands. On March 29, 1944, the Liberators made the first land-based attack on Truk, key point of enemy defenses in the Central Pacific. To carry out this mission, the bombers flew north unescorted, over water, for a distance of 1,000 statute miles, requiring 131/2 hours for the round trip. This first attack on Truk was part of a series of strikes designed to protect the flank of a powerful naval task force which was striking at Palau, Yap and Woleai at the same time. It proved to be the most successful mission of the year. The enemy lost 49 planes on the ground, 31 in the air, plus 12 probably destroyed. Thereafter, as the reduction of Truk continued, several squadrons of Liberators moved up to the newly acquired base in the Admiralty Islands. In support of the amphibious landings which were to take place in Hollandia and Aitape on the northern coast of New Guinea on April 22, they began a 13-day series of devastating strikes against Woleai which continued until May 1st.

The last of the heavy bombers arrived in the Admiralties in May, 1944, becoming, as did the earlier units, part of the 13th Air Task Force, under the command of Major General St. Clair Streett. During May, the primary objective of the Task Force was to soften up Biak Island in the Schouten group, preparatory to invasion on 27 May by Allied amphibious forces. On D-Day the 13th was joined by the 5th Air Force to blast the beach defenses just before the first wave of the invading forces swept in.

Immediately after the Biak landing, the heavies redirected their attention to the Carolines, hitting Truk, Woleai, and other targets as part of a coordinated plan of combined operations for the invasion of Saipan in the Marianas on June 15th. When our Saipan operation was treatened by a Japanese naval task force operating north of Yap, the heavies were called upon to hit any Japanese warships which sought refuge or fuel in Yap Harbor. Finding none, they hit the airfield and other installations at this important base which also served as a link in the chain of Jap communications between the Philippines, Palau, Truk and the Marianas. To hit Yap, the heavy bombers flew more than 1,000 miles from their base in the Admiralties, farther than they had ever travelled before. They continued to pound Yap until the end of June, 1944, when they turned their attention to Noemfoor, near New Guinea, hitting it for two days, in cooperation with the 5th Air Force, prior to invasion by American forces on July 2.

Meanwhile, effective June 15, 1944, the 13th joined the 5th Air Force as part of the newly-created Far East Air Forces, and the 13th Air Task Force was dissolved. At the same time, General Streett moved up from command of the dissolved Task Force to the 13th Air Force itself, succeeding General Harmon.

Yap and other targets in the Carolines were hit by heavy bombers throughout July and August, 1944, this time in support of the invasion of Guam and Tinian in the Marianas in the latter part of July.

By August, 1944, the fighters and medium bombers left in the Northern Solomons to operate against Rabaul and barge traffic near New Britain had exhausted their targets. They were ordered moved to northeastern New Guinea to begin operations against targets in Western New Quinea and westward into the Netherlands East Indies.

Late in August, 1944, the 13th's heavy bombers, operating from Wadke, an island near the New Guinea north coast, began an intensive bombardment of Palau, key point in the outer defenses of the Philippines, preparatory to invasion of Allied forces on Sept. 15. This date also marked D-Day for the invasion of Morotai, which was preceded by strikes by all forces—heavies, mediums, and fighters—against enemy airfields and installations in Halmahera and neighboring islands. Headquarters followed the advance of the heavy bombers, and on Sept. 13, 1944, was officially closed in the Admiralties and opened in New Guinea. It remained there only 10 days before moving west to Morotai, one of the islands of the Netherlands East Indies.

From the Netherlands East Indies base they could come to closer grips with the enemy. On Sept. 30, 1944, the 13th flew the first of a number of long-range missions against the great oil refineries at Balikpapan on the east coast of Borneo, which supplied from 15 to 30 percent of Japan's aviation fuel. It was well defended by anti-aircraft and fighter planes, and our forces suffered heavy casualties until, on later missions, fighter escort could make the long haul with the bombers.

With the invasion of Leyte on Oct. 20, 1944, a new phase of operations began for the 13th's heavies which made their first raids on the Philippines on Oct. 22, thus lending support to the Leyte invasion. On Oct. 29, Headquarters moved to the Molucca Islands where it would be nearer the Philippines and in a better position to direct the aerial assault. Throughout November and December, 1944, 13th Air Force heavy bombers concentrated on targets in the Southern and Central Philippines, while medium bombers and fighters continued the campaign to neutralize enemy air facilities in the Netherlands East Indies, and, from their base in Western New Guinea, flew out to cut Jap supply lines in the adjacent waters. Part of the fighter strength, no longer needed for this campaign, moved up to the Moluccas in November, 1944, to join the heavy bombers in their strikes against the Philippines. While the heavies concentrated on land targets in the Philippines, in Borneo and elsewhere, enemy shipping and naval forces also felt the weight of their bombs.



THIS MAP shows how the FEAF conducted its Philippine campaign. The rows of planes started from main U. S. bases. The knife, symbolizing the FEAF's striking power, slashed across Formosa and the China sea, thus, with the Navy and other air forces, virtually cut off Japan's water supply route to her East Indies Empire.

On Jan. 6, 1945, planes of the 13th extended the scope of their operations in the Philippines to include the Manila defense ring, striking Nichols and Nielson airdromes in support of amphibious operations against Luzon. On March 9th, following a long aerial campaign by the 13th, an unopposed landing was made by Allied forces on Zamboanga Peninsula, on the very southernmost island of Mindanao.

In June, 1945, on an 18-hour round-trip from Palawan, 13th Air Force B-24s struck at Batavia, Java, bombing the seaplane base and inflicting heavy damage. That same month, Balikpapan was bombed again for 18 consecutive days by the 5th 13th and PAAF air units, preparatory to the landing of Australian troops at that point on July 1. Operations of the 13th out of Palawan during the late spring and early summer of 1945 were the last blows of the Jungle Air Force during the Pacific air war.

The 13th had accomplished its major mission swiftly and efficiently: gaining air superiority in the Solomons and South Pacific, it had destroyed enemy supply lines, crippled the enemy's oil sources in the Netherlands East Indies, and finally joined up with the 5th Air Force for the final assault on the Japanese Pacific Island Empire. From the Solomons to the Philippines, the 13th's fighters, bombers and reconnaissance planes had made brilliant history for the Army Air Forces.

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### FOURTEENTH AIR FORCE

The story of the Fourteenth Air Force has been aptly summed up by one of Maj. General Claire L. Chennault's own group commanders, Col. Bruce K. Holloway: "mostest with the leastest." Because it operated at the thin end of a 16,000-mile supply line, its history is devoid of grand sweeps of huge numbers of planes going out daily on large-scale offensives. Its story is that of a pint-sized, "frontier" air force composed primarily of individuals who relied on their own initiative, ingenuity, superior tactics and flying-fighter techniques.

The Fourteenth's narrative is one of incredible shortages of equipment and personnel. Indeed, the story of supply is to a great extent the story of the AAF in China, because the supply problem set the China Theater apart from all others, limiting all activity and sometimes stopping it completely. Every item of equipment necessary for maintenance and operation of an air force had to be flown into China along the sole supply route—the 500-mile air lane from India into China, over the towering Himalayas where bad weather and enemy action were a constant threat to success.

Actually, the Fourteenth never received more than 15,000 tons of supplies a month, less than the bomb tonnage of a single heavy bomber mission over Europe. Despite these difficulties, Chennault's units expanded slowly, increased their responsibilities and broadened their objectives to include air supremacy throughout China.

Though numerically small, the responsibility of the Fourteenth Air Force was a man-sized job. It had to conduct effective fighter and bomber operations along a 5,000-mile front which extended from Chungking and

Chengtu in the north to Indo-China to the south, from the Tibetan plateau and the Salween River (in Burma) in the west, to the China Sea and the Island of Formosa in the east.

As stated by Chennault himself, the mission of his half-forgotten, ill-equipped air force was six-fold: (1) to defend its own life-line over the Hump; (2) to ferret out and destroy Japanese aircraft and troop concentrations; (3) to destroy the enemy's military and naval installations in China; (4) to smash and disrupt Jap shipping along the China coast and on the numerous inland waterways of China; (5) to destroy enemy supplies and military installations in Indo-China, Thailand, Burma, and Formosa; and (6) to encourage Chinese resistance and provide all possible aerial support to their ground forces.

To accomplish this ambitious, but imperative mission, the Fourteenth struck and harrassed the enemy from strategically-located airbases in China. Chennault took full advantage of his interior positions, which were spotted on the hub of a semi-circle stretching from Ichang to Hankow and down and around the coast to Canton and Hong Kong, with the Japanese concentrated around the rim of this huge hub. Theoretically, this battle formation gave tactical advantage to the Fourteenth Air Force, and, given an appreciable quantity of planes, men and supplies, Chennault could have blasted the enemy out of China. Since such was not the case, Chennault had to rely on unorthodox tactics to cause the Japs as much damage and confusion as limited supplies permitted.

The Fourteenth jabbed the enemy off balance and kept him guessing—and he often guessed wrong. The

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Fourteenth kept jumping all over the huge map of China: if the weather was unfavorable in north-east China, Chennault's fighters and bombers concentrated their efforts on rich targets to the south, often for several days in succession. Time and again the Japs rushed reinforcements to the target area, thinking the Americans were intent on a prolonged attack at that particular spot. Having thus forced his opponent's hand, Chennault would then either send his planes to strike at a relatively undefended area, or concentrate on the target which the enemy had reinforced—whichever promised the best results.

The AAF in China launched its important attacks from three main bases. From its northernmost lair at Hengyang, the Fourteenth was in a position to attack the important Jap-held ports of Hankow and Canton, as well as Jap installations and traffic movements in the inland waterways of central China. From its main and satellite fields at Kweilin, the Fourteenth swept the coast off the South China Sea and hammered at the port of Hong Kong. From Yennanyi and nearby fields, its planes roared out to protect the eastern terminus of the supply line over the Hump and struck out at Jap air and supply installations and troop movements in and around the strategically-important Burmese towns of Myitkyina, Bhamo, Katha and Lashio.

It was a tremendous task for the woefully-small air force, but this "Frontier" outfit was equal to the task. Although its strength never exceeded 500 planes, the Fourteenth accomplished its protectional and offensive missions brilliantly and effectively. Constantly pushed by the Japs, short of supplies, always out-numbered, the Fourteenth still had enough energy to take on certain additional duties, including the protection of the original B-29 bases in China and, later, the support of other U. S. Air Forces striking from the Philippines and Okinawa.

During those dark days of 1944 when the Fourteenth was losing its eastern bases one after another, a young Fourteenth Air Force Colonel stated that their role was to be a "thorn in the side of the Japs. We aren't serious, but we hurt. The Japs are like boxers; if they take off their gloves to dig out the thorn, somebody is going to bop them right smack in the face." U. S. Air Forces in the Pacific did just that!

The thread of the Fourteenth Air Force's narrative goes back to the summer of 1941. Five months before the Japanese attack on Pearl Harbor, a small group of former Army Air Force, Navy and Marine pilots were privately at war with Japan. The American Volunteer Group, more popularly known as the Flying Tigers, was training to fight for China under Chennault's daring leadership. Their primary mission was the defense of the Burma Road, China's last remaining avenue of communication with the outside world.

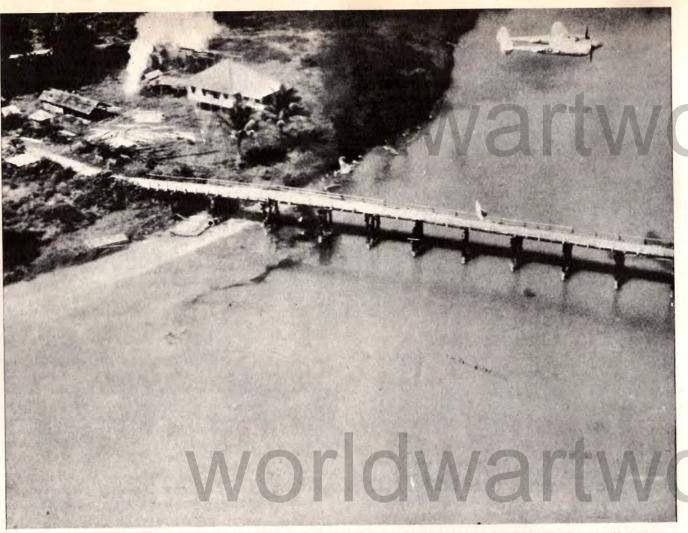
The American Volunteer Group's first reconnaissance missions, preparatory to combat with the Japanese Air Force, took place even while American ships and planes in Hawaii were still smoking from the Jap's sneak attack against the United States.

For seven months thereafter, the Flying Tigers were almost the sole hope of the beleaguered Chinese forces, which for more than four years had been fighting desperate battles with little material help from the Allies. In fact, the AVG provided the first organized air resistance the Japanese had faced since the beginning of the Sino-Japanese War in 1937. At the same time, it served as a proving ground for the revolutionary tactics and theories of Chennault, who had early recognized the impossibility of obtaining, at once, a sufficient force with which to meet the Japanese on equal terms in China. Thoroughly familiar with the P-40's limitations and advantages, he drummed into his pilots the rule that would keep them alive: "If you take the best characteristics of your plane and fight with them, never letting the enemy fight with the best characteristics of his plane, then you can lick him."

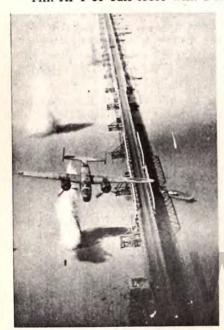
Under Chennault's stern guidance the Flying Tigers hurled themselves against overwhelming odds. Between December 18, 1941 and July 4, 1942, they piled up the astonishing total of 297 confirmed air victories, taking a Jap personnel toll conservatively estimated at 1,500 pilots, navigators, gunners and bombardiers. Even more amazing was the fact that at no time did the Flying Tigers have more than fifty-five planes capable of flight, planes which were never concentrated at one point since the tiny AVG force had a huge, vulnerable area to protect.

The heroic record of Chennault's AVG is the first prologue for the story of the Fourteenth Air Force. The second prologue was provided by the China Air Task Force, which was activated in battle on July 4, 1942. This immediate forbear of the Fourteenth Air Force was composed of thirty-four battered P-40s, most of them inherited from the AVG and seven B-25 Mitchell bombers. The CATF was composed of the 23rd Fighter Group, the 16th Squadron on detached service from the Tenth Air Force's 51st Fighter Group, one flight of the 9th Photo Reconnaissance Squadron, and several flights of the 11th B-25 Squadron of the 7th Bomb Group.

Chief assets of the China Air Task Force were the highly-efficient Chinese ground-observer warning net and the battle-tested theories of aerial warfare, both evolved by Chennault himself. The CATF, which was a part of the Tenth Air Force and responsible to Head-quarters in India, pinned its hopes on the use of Chennault's clever air tactics to deny the Japanese complete air conquest of China until the Allies could bring up more planes and men.



14th AF P-38 cuts loose with a fire bomb (below tail) against 1,100-foot bridge at Wan Lai-kam in Burma.







UNDER ATTACK by 14th AF B-25s, 9,000-foot Yellow river bridge takes misses (left), near misses (center), hits (right).

Note AA tower near bottom, left. Bridge was repeatedly struck. Flimsy Jap repair job once put locomotive in river.

Of the various stages in the development of the Fourteenth Air Force, that covered by the CATF was the most romantic. Men such as Bob Scott, C. V. Haynes, Johnny Alison, Butch Morgan, Tex Hill, Eddie Rector, Bruce Holloway, Johnny Hampshire and Grant Mahony were pioneers in the true sense of the word, and their story is the most stirring chapter in the history of the China-Burma-India Theatre. Pitifully lacking in planes, pilots and supplies, they averted annihilation through improvization, ingenuity and dogged determination. The CATF was a "Guerrilla" air force whose unorthodox methods and tactics baffled and angered the enemy. The CATF hit and ran—"evaporated" in the tremendous expanse of China.

This handful of men and planes held its own until the arrival of additional planes and men made possible its expansion into the Fourteenth Air Force on March 10, 1943.

That day marked the start of a gradual expansion of Chennault's hard-hitting force into something resembling a regular air force. With the arrival of the self-supporting 308th Heavy Bomb Group (B-24s) under Brig. General (then Colonel) Eugene Beebe, the Fourteenth began to exact a terrific toll from the Japanese as it swept the jam-packed enemy sea lane stretching from the Japanese Islands to the South Pacific. Such great names as Medal of Honor winner Stumpy Carswell, Jan LeVan and Johnny Shythe became heroes of the Fourteenth's sea sweeping activities.

No longer a subordinate command of the Tenth Air Force in India, Chennault's force now began to expand its battle plans for China. Briefly, Chennault's plan called for the establishment of staggered arcs of airbases, each probing farther into Jap-held eastern China. The first arc was made up of a string of bases running in a northeast-southwest line, starting with Hengyang, followed by Linglin, Kweilin, Liuchow and Nanning. Kweilin would serve as the hub of these main bases from which all plans would originate. In time, Chennault further expanded his original line of forward air bases and established a second more probing line from Tanchuk through Namyung, Suicheng, Kanchow, Suichwan and Kian. This second line of attack would put his bombers within easier reach of the lush shipping targets off the east coast of China. Even beyond this line, he proposed to operate his air force from an advanced series of bases, consisting of Nanchang, Kienow and Changting. Kienow was about 200 miles from the coast. Within this line of three bases, Chennault would be set to blast Jap targets as far north as Manchuria and as far east as the Jap home Islands.

As the Fourteenth came into existence, it threw its weight into two savage air campaigns to shatter the Japs during their drives from the Hankow sector on the Yangtze River. After the enemy withdrew, the Four-

teenth consolidated its positions, launched the Chinese-American Composite Wing (with American and Chinese pilots and crewmen flying and fighting together), built additional bases in eastern China, and struck at Jap-held ports on China's east coast and at the enemy's coastal shipping.

But a year later, beginning early in the summer of 1944, the Japanese launched a major campaign to split China in half. The Fourteenth got a bitter taste of partial defeat, losing base after base as the enemy's cam-

paign gathered momentum.

Fighting for its very existence, the Fourteenth struck back savagely, giving strong support to the Chinese ground forces. Then defeat gave way to mild success and finally to air victory. The skies of China were cleared of enemy planes, as the Japanese, battered on land, sea and in the air, and with their supply lines at sea strangled by the loss of the Philippines, began their final retreat.

From February 2, 1943, to October 31, 1943, the Fourteenth's pilots and gunners brought down more than 351 Japanese planes with the loss of only sixty-eight—an unrivalled record. This was a confirmed score, and does not include enemy planes probably destroyed or damaged.

Much of the credit for this achievement must go to the very efficient aircraft warning system which Chennault had established in China. Thanks to the sharp eyes and ears of the Chinese and American observers, the Fourteenth bases were notified of the approach of a Jap flight almost as the moment it took to the air.

On May 1, 1943, the forward echelon of the Fourteenth Air Force, under Brig. General (then Colonel) Clinton "Casey" Vincent and Col. (then Lt. Colonel) Tex Hill, moved into eastern China along the Hengyang-Kweilin line, thereby bringing American planes within range of all major Japanese-occupied bases from northern China to French Indo-China and Thailand, and at the same time making Jap shipping in the China Sea doubly vulnerable to air attacks. That same month, B-24s of the 308th Group delivered a severe blow to Jap shipping when they started sowing mines in the Yangtze River and the harbors of Canton, Hong Kong, Haiphong, Hankow, Shanghai, as well as Takao on the island of Formosa.

In September, the Fourteenth began skip-bombing Japanese cargo vessels in the South China Sea and Formosa Straits. By Dec. 31, 1943, such low-level attacks had sunk 125,000 tons of shipping in that area.

Starting the last part of October and lasting through November and December, 1943, parts of seven Japanese divisions, some 60,000 troops, were engaged in a powerful offensive campaign directed against the city of Changteh—southeast of Tung Ting Lake—and Changsha. This was no mere foraging or training expedition,



as the previous drives against Changteh and Changsa had proved. The Japs planned to stay, as evidenced by the fact that they constructed roads and air facilities in the region around Changteh.

But the might of the Fourteenth turned the scales against the Japanese. Its fighters and bombers were the deciding factors as Colonels Vincent and Hill hurled their small forces, consisting chiefly of the 23rd Fighter Group and the 11th B-25 Squadron, against the enemy. The Fourteenth's very effective air operations, coupled with the slow, stubborn resistance of the Chinese ground forces, exacted a high toll from the enemy and drove him back to his Yangtze Rivers bases. The Japanese losses were conservatively estimated at 20,000.

One of the outstanding units of the Fourteenth Air Force was the Chinese-American Composite Wing, originally commanded by Brig. Gen. (then Colonel) Winslow Morse. The CACW went into action on November 4, 1943, striking Amoy and Swatow on the China coast, successfully bombing and strafing enemy ground troops, supply installations and shipping. The formation of the CACW had a far-reaching military and diplomatic significance: through this Wing a hard, competent core of a modern Chinese Air Force became a reality. Col. T. Alan Bennett, who succeeded Colonel Morse as the American Commander of the Wing, stated, "We are here to further the best of international relations. We are making friends . . . through fire and blood—and such friendship lasts."

From November 25 to December 6, 1943, combined B-24 attacks by the Fourteenth, Tenth and the RAF were made on the Rangoon, Burma, area, aimed at neutralizing this important Jap-held port and its rail facilities, which the Japs needed to oppose General Stilwell's Chinese-American Task Force invasion of North Burma from Ledo.

By the end of 1943, the aircraft strength of the Fourteenth had mounted to 285 planes: 188 fighters, 51 heavy bombers, 23 medium bombers, 9 cargo planes, 8 liaison planes, and 6 photo ships.

Early 1944 saw the Japanese controlling three strategic positions—at the Yellow River Bend, within the Yangtze River Bulge, and in the Hong Kong-Canton area of occupation which they had acquired during 1938-1939. During February and March, the Japs set in motion a program of supply accumulation and troop reinforcements in these three base areas. These were the initial moves for the Japanese campaign for East China which was to follow several months later.

Throughout this gruelling campaign, the Fourteenth Air Force was opposed by a numerically superior Jap Air Force operating out of large, fully-supplied, powerfully-supported bases. Then in April, 1944, the continental Army of Japan started its East China campaign

with these strategic objectives in mind: (1) establish an overland transport route, secure and continuous, from Korea-Manchuria-North China-Central China to French Indo-China; (2) eliminate the Fourteenth Air Force's forward operating bases from which General Chennault's men effectively attacked Jap shipping and continuously threatened Formosa; (3 establish military and air dominance over the entire length of the South China coastal hinterland into which American naval and amphibious operations might penetrate; (4) eliminate the Chinese Army as a military force with offensive capabilities; (5) demoralize the Chinese Central Government joined in a military alliance with the United Nations; and (6) stimulate Japanese morale at home by publishing "cheaply-earned" triumphs on the China Front, while suffering defeats in other fronts in the Pacific.

In other words, the Japanese, placed on the defensive by American naval victories in their overseas island empire and by the unremitting air and submarine attrition against their sea lanes, became engaged in a major attempt to enlarge and strengthen their inner-continental zone of defense whose southern limits lay at the Yangtze River Bend, and along the Yellow River to an area taking in all of East China.

The interval between June 22, 1944, and January 30, 1945, was the Fourteenth's most crucial period. During these seven months, Chennault was to see an unlucky thirteen of his hard-won bases, established at a cost of more than \$100,000,000, and built through the blood and sweat of literally thousands upon thousands of Chinese coolies and their American Allies, crumble and fall under the heel of relentlessly driving Japanese forces. The bases which fell were Hengyang, Lingling, Kweilin, Duichow, Paoching, Tanchuk, Nanning, Tushan, Suichwan, Namyung, Sincheng, Nankang and Kanchow.

The Jap offensive got rolling in June 1944, and the only tactical support which the hard-pressed, ill-equipped, semi-trained Chinese armies received was provided entirely by the limited air power at General Chennault's disposal.

Despite the fact that Japan threw some of its best pilots into this offensive, the Fourteenth was able to establish an extraordinary combat ratio of 7.7 enemy planes destroyed for every American plane lost in combat.

An outstanding 1944 contribution of the Fourteenth was provided by a handful of specially equipped B-24 Liberators. Beginning their operations during the late spring of that year against Jap shipping in Formosa Strait and South China Sea, each of these airplanes averaged about 800 tons of shipping sunk per sortie. This attrition put a tremendous burden on the long Japanese lines of supply to the Southwest Pacific and on Japan's dwindling merchant fleet in general. The work of these

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few B-24s produced effects of far-reaching strategic importance.

During 1944, the over-all claims of the Fourteenth Air Force against Japanese shipping were: 640,900 tons sunk, 237,050 tons probably sunk, and 396,950 tons damaged. In aerial combat *alone*, Fourteenth Air Force pilots destroyed 494 Jap planes, while U. S. losses were 64, a ratio of 7.7 to 1.

Enemy troop losses due to Fourteenth Air Force action were 33,450, enough for two or three Jap divisions and about three times the average personnel strength of the Fourteenth Air Force and attached organizations. All this was accomplished by the expenditure of 18,033,025 gallons of gasoline, 9,248,038 rounds of 50-calibre ammunition and 9,877 tons of bombs.

The Fourteenth's first achievement in 1945 was highlighted by the smashing of its opponent in the air. In January, the Jap Air Force was still countering our attacks. During this month, 211 enemy aircraft were destroyed, and on several days there were savage air battles. After January 1945, only 98 Jap aircraft were claimed as destroyed in the air, and none were claimed after June clear evidence that the Fourteenth Air Force had rid the China skies of enemy planes.

The attainment of air supremacy in China was an uphill fight. In spite of the opening of the Stilwell Road into China in January 1945, and the completion of the pipeline to Kunming, the supply position of the Fourteenth Air Force was never better than critical. Although Air Transport Command's monthly over-the-hump tonnage had risen from 13,400 to 43,000 tons between January 1944 and January 1945, only a part of this went to the Fourteenth, whose slender resources had to be hoarded for the most essential commitments. Loss of forward air bases threw its aircraft back to high altitude fields to which its crippled planes were forced to fly—always over mountains. Only stamina and the ability to do much with little kept these planes flying. In spite of these handicaps, the Fourteenth Air Force flew more than 13,000 sorties in 1945.

Fortunately, the South China and Indo-China coasts came within economical range of newly-seized Philippine bases by Spring, and, after the capture of Okinawa, the Shanghai area was heavily attacked by the Fifth and Seventh Air Forces. These developments made it possible for the Fourteenth to concentrate increasingly on inland targets of importance, especially on the Japanese communications corridor in China running north and south between Hankow and Hengyang.

Operations were so organized that in emergencies the Fourteenth could help the Chinese ground forces as much as possible. Thus, both drives of the Japanese ground armies during March 1945, first on Hsian and Ankang and later toward Chihkiang, were successfully

repulsed with the assistance of the Fourteenth. Japanese troops and positions were effectively and repeatedly attacked, air power being the most vital factor in preventing the Japanese from capitalizing on their ground superiority.

By the time the Japanese, in May 1945, decided to give up their Greater East Asia corridor and withdraw from Southern China, they found their mobility and supply lines critically reduced by the attacks of the Fourteenth Air Force. No consecutive stretch of more than fifty miles on their main rail line was in operation at any one time. Rail movements were constantly disrupted. Rail shipping and road convoys fleeing by night were heavily attacked. In its 1945 campaign against rail and road communications and river shipping throughout China, the Fourteenth destroyed 632 locomotives, 930 railroad cars, 1,607 trucks, 427 bridges and 2,114 sampans, junks and barges.

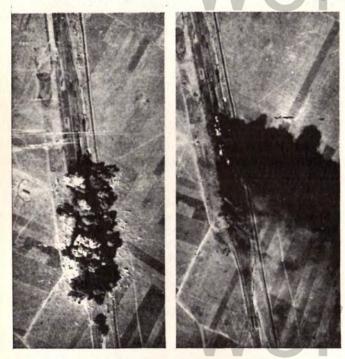
The Fourteenth Air Force also provided valuable assistance to other U. S. Air Forces in their operations. During the invasion of Luzon at Lingayen Gulf on Jan. 9, 1945, the Fourteenth flew night reconnaissance and attack missions to Camrah Bay and up the China coast to Shanghai. At Sinsiang, north of the Yellow River, P-51 Mustangs bombed and staged a column of troops, killing 1,200. In two days of raids coordinated with the U. S. landings on Okinawa, the Fourteenth's planes destroyed or damaged 122 aircraft. Five hundred miles west of Okinawa, 92 more were destroyed and 16 damaged at the Shanghai airdrome, scene of one of the Fourteenth's heaviest blows. The Japs did not make a single attack from Shanghai against our Okinawa operation.

The record of U. S. airpower in China will long remain one of the brightest pages in AAF history. From the birth of the China Air Task Force in July 1942 to the end of May 1945, U. S. planes destroyed 2,315 Jap aircraft, with another 773 probably destroyed. Of these, 1,284 were destroyed in air combat, a startling ratio of 10 Jap planes for each U. S. aircraft lost. Another 558 planes were probably destroyed in air combat, while 1,026 were destroyed on the ground. Japanese merchant shipping losses mounted to more than 2,135,489 tons, with 445 ships or 963,389 tons destroyed, 184 ships or 392,550 tons probably destroyed, and 538 ships or 779,550 tons damaged. Of 99 Japanese naval shipping losses not included in this total damage, 33 were destroyed, 22 were probably destroyed, and 44 were damaged. A total of 18,777 Japanese river shipping craft, less than 100 feet long, are similarly not included in the above totals.

The Fourteenth knocked out a total of 817 bridges, 356 of which were definitely destroyed and 461 damaged; destroyed 1,225 locomotives, badly damaged 34 and damaged 1,485; and destroyed 712 railroad cars and



Straight line in pattern of rice fields is broken by 14th AF hit on rail line between Yochow and Changsha.



AT SIAOKICHEN, interior China, Chinese-American Wing planes lay down bull's-eye bomb pattern to blot out rail yard.



RIVER GRAVE is dug for junk and its cargo at Haiphong, French Indo-China, by China-based 14th Air Force raider.

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damaged 4,389. In operations against Japanese ground troops, the Fourteenth killed 59,454 troops and 18,689 horses.

In the last year of its operation, when Japan was slowly being throttled by the severance of her vital supply lines to Southeast Asia and the Southwest Pacific, the Fourteenth Air Force became more than a harassing and holding force. It blossomed into full maturity as a powerful striking force—a stalwart, hard-hitting organization that had grown from meager beginnings because its men, from airplane mechanic to Commanding General, had dropped the word "defeat" from their military vocabularies.

Early in the war with Japan, General Chennault predicted what he felt would ultimately be the role of the Fourteenth Air Force:

"I don't expect we will ever get enough (supplies and planes) so that the Fourteenth's operations in China will be decisive in this war. But the steady increasing attrition we are inflicting on the Jap is considerable. If we can support the main and fatal blows from the Pacific by containing a large Jap air force within China, we figure we will have accomplished a great deal and have done our job."

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#### TWENTIETH AIR FORCE

The most destructive form of warfare ever waged on land, air or sea should be credited to the powerful Twentieth Air Force-the global B-29 organization that carried the fight to the Japanese home islands—to the source of industrial, economic and political strength. Through its dramatic 14-month operations, using the giant Superfortress, the Twentieth Air Force reduced Japan from a first-rate world power of teeming cities to a political and industrial wasteland.

Highlight of the entire Twentieth Air Force blitz against Japan was the last five months of dynamic operations. In reaching this fiery perfection, which literally burned Japan out of the war, the Twentieth Air Force came a long way from its meager 77-plane, 368-ton shakedown strike against Bangkok rail facilities in Thailand on June 5, 1944.

It had some 100,000,000 miles of combat flying. It had flown 32,612 sorties. It had jumped from small raids in which less than 100 Superbombers were used, to gigantic raids calling for more than 800 B-29s. It had come from smashing railheads or large industrial plants with ordinary high explosive bombs, to burning out huge sections of Nipponese cities with jellied-gasoline bombs -to almost completely destroying entire cities with the awe-inspiring, devastating atomic bomb.

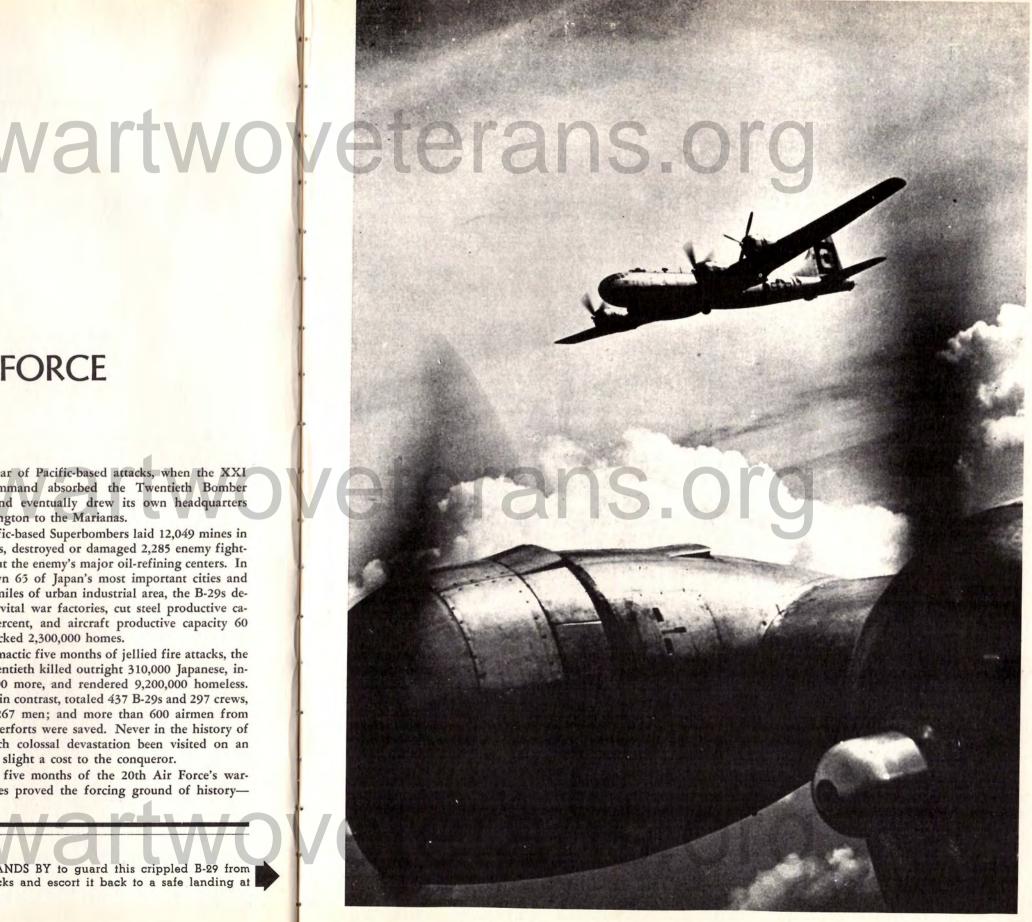
From its modest beginnings in India and China (as the Twentieth Bomber Command, under direction of Twentieth Air Force Headquarters in Washington), the Global Air Force dropped 169,421 tons of bombs in 14 months of operation. More than 160,000 tons fell in the final half year of Pacific-based attacks, when the XXI Bomber Command absorbed the Twentieth Bomber Command and eventually drew its own headquarters from Washington to the Marianas.

The Pacific-based Superbombers laid 12,049 mines in enemy waters, destroyed or damaged 2,285 enemy fighters, wiped out the enemy's major oil-refining centers. In burning down 65 of Japan's most important cities and 158 square miles of urban industrial area, the B-29s destroyed 581 vital war factories, cut steel productive capacity 15 percent, and aircraft productive capacity 60 percent, wrecked 2,300,000 homes.

In its climactic five months of jellied fire attacks, the vaunted Twentieth killed outright 310,000 Japanese, injured 412,000 more, and rendered 9,200,000 homeless. U. S. losses, in contrast, totaled 437 B-29s and 297 crews, or about 3,267 men; and more than 600 airmen from downed Superforts were saved. Never in the history of war had such colossal devastation been visited on an enemy at so slight a cost to the conqueror.

The last five months of the 20th Air Force's wartime activities proved the forcing ground of history—

BUDDY STANDS BY to guard this crippled B-29 from fighter attacks and escort it back to a safe landing at Iwo Jima.





five flaming months in which the B-29s reduced an island stronghold to ashes, tipped a stalemate to victory. Five flaming months in which a thousand All-American planes and 20,000 American men brought homelessness, terror and death to an arrogant foe, and left him practically a nomad in an almost cityless land. This is the chronology, briefly, of that doom and deliverance.

The saga of the 20th Air Force must begin with the story of the B-29 itself. Outside of the atomic bomb, the Superfortress was the most carefully guarded war scheme. It first saw light in 1940 when the chief engineer of Boeing Aircraft Corporation, Wellwood Beall, and Col. Leonard "Jake" Harmon of the Wright Field engineering staff drew up the first rough specifications, based on General Arnold's determined cry of: "Make them the biggest, gun them heaviest, and fly them farthest!"

There is raw drama in the story of the B-29 from the blue-print stage to its eventual flight to Asiatic combat in early 1944. Time and time again it was thought a lost cause. Long before even a sample B-29 existed, the AAF urged construction of huge factories to build the sky giant by the thousand. It reached the point where some men were building the Superfortress—even while others were still finding out if it would fly!

It was the most complex plane ever conceived—60 tons of fighting fury . . . four 2,200-horsepower engines . . . 20,000-pound bomb capacity . . . 137,000-pound maximum over-all weight with bombs and gasoline . . . an instrument panel like a madman's dream . . . 50,000 separate parts . . . one million rivets . . . thousands of miles of complex wiring . . . 141 feet wing span . . . 99 feet long . . . 27 feet high . . . capable of flying a 16-hour mission . . dwarfing the B-17 Flying Fortress—all in all, the biggest, fastest, most powerful bomber in the world.

That was the Army Air Force's three-billion dollar gamble.

In September 1942, Eddie Allen, Boeing's chief test pilot, gave the XB-29 the first trial run, announcing simply after he landed the magic words: "She flies."

The first minor success, however, was followed by failure after failure—engine trouble, jammed gears, dead power plants, fires lurking in the nacelles. Disaster's climax came with the death of Allen and his crew on February 18, 1943, during another trial flight.

Finally on June 27, 1943, Colonel Harmon successfully flew the second experimental B-29, buzzing the Wichita, Kan., Boeing plant, where thousands of workers were on round-the-clock plane-building shifts.

At the Quebec Conference in the fall of 1943, President Roosevelt pledged 200 B-29s would be off the production lines, waiting combat in Asia, by March 1, 1944. It was a staggering promise, but the AAF and the Air-

craft Companies, echoing the slogan, "the difficult we do immediately, the impossible takes a little longer," hit the production lines with all their power.

At Wichita, 25,000 midwestern workers pushed the nation's toughest production project. At Marietta, Ga., Bell Aircraft Corporation directed another 25,000 workers in Superbomber construction. At Omaha, Neb., the Glenn Martin Plant shifted to the B-29. At Renton, near Seattle, Wash., Boeing set another B-29 plant in operation

Working day and night, the four factories, paced by numerous plants making individual parts, built the B-29s and rushed them to nation-wide Air Technical Service Command modification centers. President Roosevelt's deadline was met, and the B-29s raced out of Kansas for action in India.

For the rest of the war period, B-29s were turned out in droves by the aircraft companies.

So much for the Superfortress itself. But the training involved, before the 20th Air Force could fly into combat, was another story.

Jurisdiction of this training was placed under the 2nd Air Force after the 58th Wing, first Superfortress combat organization and the nucleus for the 20th Bomber Command, was formed by Maj. Gen. Kenneth B. Wolfe at Marietta, Ga., and at the Salina, Kan., installation of the 2nd Air Force. The 21st Bomber Command and bomber wings that operated in the Marianas were staffed and trained by the 2nd Air Force. Headquarters of the 21st was activated March 8, 1944, at Salina, but later moved to Peterson Field, Colorado Springs, under the leadership of Brig. Gen. Roger H. Ramey, later commander of the 58th Wing of the 21st Bomber Command.

How to train crews to fly the Superfortress and at the same time test this new battleship of the skies was the fundamental problem of early training. Newness of pressurized cabins, central fire control and remote turrets, electronic equipment and flight engineers, plus the fact that the B-29 had greater range, speed, altitude and load capacity than any previously operated combat bomber, created monumental training-problems.

Training and testing were done in degrees, keeping pace with changes in the airplane—some 2,000 were made in the engine alone—and the setting up of standard procedures for flying it. 'Round-the-clock Superfortress training for 'round-the-clock overseas bombing not only required evolving new training doctrines, but also the conversion of airfields from heavy to very heavy bombardment specifications, with the necessary changes in supply, maintenance, facilities and administration.

As training progressed, the airplane commander learned that he was more than the first pilot; he was the commander of a small combat force in itself, a \$1,000,000 organization — \$600,000 worth of airplane and \$400,000 worth of training.

In addition, the 2nd Air Force trained units to perform specialized jobs, such as photo reconnaissance in modified Superbombers. In line with this training and the training of bombardiers, the heart of many an American city, industrial plant, airdrome and transportation system was "bombed," as cameras hooked up to the bombsight recorded the accuracy of the aircraft's offensive power. Gunners learned the techniques involved in central fire control and remote turrets, as electronics combined with armament.

The great success of the 2nd Air Force in fulfilling its mission was attested by the steady flow of B-29 crews first to Asia and later to the Pacific, and by the increasingly destructive blows that hammered Jap industry in preparation for all-out attacks.

In the winter of 1944-45, squadrons were based at Caribbean installations under 3rd Air Force control to increase combat efficiency by running missions under weather and terrain conditions similar to those to be met in the Pacific theater. Both the 2nd and 3rd Air Forces combined in the training of B-29 replacement units.

Original plans by high AAF officials had been for the B-29 to be used from Pacific islands comparatively near Japan. Considering all future invasion schedules and the time it would take to blast the enemy out of the most ideal bases (such as Formosa would have been), the Marianas, within B-29 range of most of the important Jap targets, were chosen long before the Allies even were within striking distance of these strategic islands. However, it was clear that the B-29 would be in operation before the Marianas were ready for Superfortress operation. (Actually, the B-29s were dropping bombs on June 5, 1944, in C-B-I, while the U. S. Marines still were nine days short of the first invasion blow against Saipan.)

Solution to the problem was to have the Superforts flown to India, set up advanced bases in Western China, and begin operations. It was planned that B-29s would take off from Eastern India, fly to the Chengtu area in Western China, refuel, and strike at Manchuria, Formosa and Kyushu, the southernmost of the four Japanese horne islands. Admittedly, this was not the final solution, but it was felt it would damage the Japs enough to warrant such action, and it would offer opportunities to test the B-29 in combat prior to the time stronger operations could begin from the Pacific.

The AAF set up an unusual plan for operation of B-29s. The 20th Air Force was designated as the global striking force, but headquarters would be in Washington. Operational control of the force was deposited with the Joint Chiefs of Staff in Washington, and General Arnold, as Commanding General of the AAF and the 20th Air Force, was named their executive agent. Brig. Gen. Lauris Norstad, in turn, was named Arnold's deputy and became one of the key men in the new strategic air set-up for high-priority, top-secret liaison between

the commanders in the field and the Joint Chiefs of Staff.

The first B-29 organization to go into the theater of war was the 20th Bomber Command—actually the 58th Wing—under command of General Wolfe. The first B-29 arrived in India early in April 1944, but for many months previous—as early as December 1943—an advanced echelon had been busy arranging for airfields both in Eastern India and Western China. The preparation of these fields—four in each area—was a monumental task, proving that American engineers and more than 350,000 cheerful Chinese coolies could do the "impossible."

The greatest obstacle that stood between the two important field-areas was the jagged Hump of the Himalayas—the highest mountains in the world. In order to prevent ground and air units already in C-B-I from being short-supplied because of 20th Bomber Command needs, the B-29 unit began its own logistical flights over the Himalayas, hauling gasoline and other supplies from India to Chengtu.

This supply run was highly expensive. It was necessary for each B-29 to make six round trips over the Hump for each combat mission. Despite this, targets in Formosa, Manchuria and Kyushu were worth the time, trouble and expense.

On June 5, 1944, the first mission was run directly from Indian bases, over the Bay of Bengal, to the Makasan Railway Yards in Bangkok. The next mission, 10 days later, made use of the Western China fields. Target was the famous Imperial Iron & Steel Works at Yawata (the "Pittsburgh of Japan") on Kyushu. Only 47 of the original 75 B-29s reached the target, and damage was not extensive, but the opening gun had been fired and the B-29 Blitz was on its way.

But it was on its way in an area of climatic surprises: blistering heat that caused engines to overheat while idling, hail as large as eggs, monsoons, drenching rains, terrific humidity that caused wires and delicate instruments of the B-29 to grow mold and short circuit.

Despite these troubles and the constant, nagging problems of trans-Himalayan aerial supply, the 20th Bomber Command continued its bombing in Asia—constantly increasing the numbers of planes, the bomb tonnage and damage to enemy installations.

In July 1944, General Wolfe was ordered home to direct B-29 engineering at Wright Field. His deputy, Brig. Gen. Laverne "Blondy" Saunders, held command through September, and was succeeded by 38-year-old Maj. Gen. Curtis E. LeMay, youngest two-star general in the AAF, who had won his strategic bombardment spurs with the 3rd Bombardment Division of the 8th Air Force in England.

A brilliant tactician, known for his blunt, forceful methods of operation, General LeMay switched from



night attacks to high-level, tight-formation day bombing. Enemy damage increased immediately.

One by one, the targets ticked off:

Sasebo Naval Base—July 7. Showa Steel Works, Anshan—July 29. Pladjoe Refinery, Palembang-August 10. Nagasaki Urban Area-August 10. Yawata—August 20. Anshan-September 8, 26. Okayama Aircraft Assembly Plant-Oct. 14, 16. Einansho Airdrome, Formosa-October 17. Omura Aircraft Factory—October 25. Rangoon Marshalling Yards, Burma-Nov. 3. Singapore Naval Base-November 5. Omura-November 11, 21.

One of the highlights of these operations was the series of October strikes against Formosa. The important Okayama Aircraft Assembly Plant, struck twice within three days (October 14-16), was almost totally annihilated. Two important airdromes, Heito and Einansho, were blasted on October 16-17. The result of these strikes was to hamper severely the enemy's efforts to send aerial reinforcements to the Philippines. This gave material aid to the American invasion.

During these six months of B-29 operations from C-B-I bases, a new tempo in air warfare was being created in the Pacific.

Won by bloody ground force action in the summer, the Marianas (Saipan, Tinian and Guam) soon were the scene of rapid Aviation Engineer work, as large airdromes were bulldozed out of jungle and coral. When the first four Aviation Engineer battalions went ashore on Saipan in August, Jap snipers were still offering opposition, and thousands of Japs were still holed up

With Superfortress production increasing rapidly in the States, the first B-29 arrived in the Marianas in early September, piloted by Brig. Gen. Haywood "Possum" Hansell, Commanding General of the 21st Bomber Command. A week later, planes of the 73rd Wing began to filter in for training flights. Between flights, the men knuckled down to building their own barracks, mess halls and operations shacks.

The first mission, in late October, was a shakedown flight to Truk, battered Jap supply bastion in the by-passed Caroline Islands. On November 1, the B-29 'Tokyo Rose" was the first Superbomber over Tokyo, flying an important reconnaissance mission.

The 21st Bomber Command really launched its aerial drive on Japan on November 24 with the first raid on Tokyo proper. Approximaetely 80 B-29s, led by Brig. Gen. Emmett "Rosie" O'Donnell, ranged out 1,500 miles to hit the third largest city in the world, and specifically the Musashima Aircraft Plant.

The Joint Chiefs of Staff in Washington set up two major priorities for the 21st Bomber Command: (1) aircraft industry, and (2) ports and urban areas. With this guide, and using from 60 to 90 bombers per mission, General Hansell sent his sky giants against the Nipponese targets, with bombing altitudes from 20,000 all the way up to 35,000 feet.

This new long-range strategic air warfare involved new problems for the neophyte air unit.

First, it was more than 1,450 miles from the Marianas to the Tokyo plain area, twice as far as European bombers had to travel to hit their targets.

Secondly, the flight was over water and along a line of Jap-held islands-the Bonins and Volcanoes.

Thirdly, the Jap home islands, situated between the continent of Asia and the broad Pacific Ocean, were subject to unusual weather conditions. Invariably, there were stacks of deep-bellied, stagnant clouds. Winds over Tokyo at high altitude probably were the strongest and most conflicting in the world. Bombardiers frequently had to make as many as five corrections to account for erratic passage of bombs through layers of wind going in different directions. Headwinds were so violent that bombers were forced to approach the target downwind, and often were propelled across the target at airspeeds of more than 500 miles an hour! Bombing accuracy was a constant battle. Wind shifts were rapid, and pilots sometimes returned from aborted missions to report that strong headwinds at the coast held their planes motionless in the air, or even forced them tail-first back to sea! This made the planes doubly vulnerable to antiaircraft fire.

Fourthly, the weather en route was anything but mild, with monstrous gray-black thunderheads, alive with whirlpool drafts, rearing up to more than 35,000

The Superfortress Supermen shrugged at the weather and drove their ships through the fronts to drop bombs either visually or by radar. Here was the early tally

Tokyo-Four times within 10 days, ending Dec. 3.

Iwo Jima—December 7. Nagoya—December 13, 18.

Iwo—December 24. Tokyo—December 27.

Nagoya—January 5.

Tokyo—January 9.

Nagoya—January 14.

Akashi-January 19.

Nagoya—January 23, 26.

In January 1945, General LeMay was moved from his B-29 command in India to take over direction of the 21st Bomber Command at Guam, replacing General Han-



"Tokyo Rose" returns safely to Saipan on 12 November after getting much-needed recon photos of Tokyo.



MUSASHINO AIRCRAFT FACTORY, the future B-29 target at Tokyo, was covered by "Tokyo Rose" in the first U. S. mission over the Japanese capital since Lt. General Doolittle's famous visit in April, 1942.



CAPTAIN R. S. STEAKLEY poses besides his plane after winning Distinguished Flying Cross for leadership during the first B-29 recon. flight over Tokyo.



sell. New man at the helm in India was a lean, Texas airman, Brig. Gen. Roger Ramey.

During February, LeMay increased training and instituted use of lead-crews, a system which had been used successfully in the European theater. This entailed specially-trained, highly-qualified crews to lead the rest of a formation to the target. Both navigation and bombing began to improve greatly.

Feeling his way slowly, and generally following General Hansell's operational plans, General LeMay sent his bombers out in 100-plane formations to hit Kobe on February 4, Nagoya on February 15, and Tokyo on February 19. Then on February 25, LeMay increased his striking force to 200 planes, dropping more than 600 tons of bombs, with the target the urban section of Tokyo. This was the beginning of larger-force raids, leading to the 800-plane climax many months later.

There was one other innovation during February. LeMay ordered new incendiaries used on the February 4th and February 19th raids, in order to test the worth of the jellied gasoline-magnesium bombs. On March 4, Tokyo was struck again by another 200-plane force.

Increase in the number of bombers, the fire-bomb tests, and the many hours that Curtis E. LeMay was pouring over figures of operational results were the tip-offs to Guam officers that their solemn, cigar-chewing commander was readying plans of a new magnitude.

LeMay faced the following facts:

- (1) B-29s were operating in tight formations with heavy loads from 30,000 to 35,000 feet.
- (2) In order to carry a maximum load of bombs for the 15-hour flight to the Tokyo plain and back, a gasoline expenditure of 7,650 gallons per bomber was made. It took 46,000 pounds of fuel to carry between 5,000 and 6,000 pounds of explosives.
- (3) Operating at high altitudes, even this amount of fuel often was not enough to bring home the B-29s.
- (4) To carry the needed quantity of gasoline and even a small load of bombs, the take-off loads had been increased until the figure stood at 135,000 pounds. In order to lift this weight and carry it on a steady climb to more than 30,000 feet, engines had to be kept for long periods at "full military power." This caused engine trouble.
- (5) Study of the results of high-altitude strategic bombing had shown that although damage was increasing, it still was far under what should have been accomplished with the expended bomb tonnages. This was due not only to high altitude, but also to bad weather.
- (6) Weather gave no evidence of improving, and visual bombing was almost out of the question.

Adding all these facts, General LeMay announced bluntly that a lot of effort was being "thrown away."

There was only one thing to do: send larger formations, arm them with incendiary bombs, and have them fly from 8,000 to 5,000 feet! In the face of questions from his worried colleagues at Headquarters, the heavy-bomber tactician explained that such a move would have the following results:

The lower altitude would counteract weather and allow visual bombing. This would increase damage considerably, especially if new, powerful incendiary bombs were used. Gasoline expenditure would be less—allowing for more bombs and greater crew safety. There was every indication that Japanese anti-aircraft, although effective at high altitude, would not be accurate enough at low altitude to counteract the tremendous power of this new method of attack. Enemy fighters, as well, were on the wane.

It was also planned to send the planes in without armament. This would lighten the load considerably, and give greater range, maneuverability and airspeed. (Actually, the tail-gun position was used in the first incendiary raid, but the comparative ease of the mission resulted in the removal of even that gun. From there on out, the Superforts roared to Japan with speed as the most effective "armament.")

General LeMay intended, as well, to have his bombers come in under cover of darkness, using flares where necessary. This would make precision bombing almost impossible. Area bombing, burning out entire urbanindustrial regions, would be the result. These decisions were to change the course of the air war over Japan.

Going completely counter to all previously accepted tenets of American air doctrine, LeMay explained area bombing as necessary in the war against Japan because Nipponese industry was concentrated in tens of thousands of small semi-household shops—"shadow factories"—embedded in the heart of the cities.

Then came LeMay's order: burn out the industrial centers of Tokyo, Kobe, Nagoya and Osaka with heavy, incendiary night raids at low altitude.

Shortly after midnight the morning of March 10, 285 Superforts burned out 15.8 square miles of Tokyo's heart, an area crammed with 11,000 shadow factories and 103,000 persons per square mile. Two nights later, the great aircraft production center of Nagoya was set ablaze by 286 B-29s, dropping 1,950 tons of incendiaries from 5,000 to 6,000 feet altitude.

Osaka, the third port of Japan, was next, when on the night of March 14, 280 Superbombers scattered 2,240 tons of fire bombs across the sprawling industrial center, leveling 8.3 square miles. Early the morning of March 17, Kobe heard the air raid sirens as 309 of LeMay's bombers roared in to blast shipping and munitions plants with 2,328 tons of incendiaries and burn up nearly three square miles of the city's built-up area. Nagoya was



Pointing for Tokyo, P-51s on this mission aren't straying far from the "shepherd" who takes them both ways.

struck again, during the early dawn of March 19, with the fire wave engulfing mills, homes and shadow factories not previously touched and bringing the city's incendiary devastation to five square miles.

Thus, in five maximum-effort missions within 10 days, the LeMay-bossed B-29s fire-blitzed approximately 32 square miles of Japan's four most important cities. During the rest of March, the deadly fire treatment was accorded Tachiarai, Oita, Omura, Nagoya and Tokyo.

These highly successful fire raids had the following operational effects: (1) Approximately 90 percent of the aircraft bombed the primary target, as compared to 36 percent for previous raids; (2) average bomb load per sortie went up from 6,000 to 13,600 pounds; and (3) the B-29 now could be flown a dozen times a month instead of five or six.

For many months the limelight had been off the 20th Bomber Command in C-B-I. Although the eyes of the world were turned almost exclusively on the dramatic adventures of the 21st Bomber Command in the Marianas, the 20th Bomber Command had been accomplishing its mission efficiently during the six months from November 1944 to April 1945, prior to molding its force with the Pacific-based Bomber Command.

More than 30 primary bombing attacks were carried out during this period:

	Rangoon	4
	Omura	4
	Singapore	7
	Bangkok, Thailand	
	Mukden, Manchuria	
	Hankow	1
	Nanking	1
7	Formosa	
	Saigon, Indo-China	2
	Kuala Lumpur, Malaya	
	Kuala Lumpur, Malaya	2

Raids on the steel mills in Manchuria during December contributed greatly to the reduction in Japanese production capacity for several months. Sinking of the



world's largest floating drydock at Singapore on February 1 was an outstanding example of high altitude precision bombing. Destruction on the Rama VI Bridge near Bangkok on February 7 was highly important. For sheer accuracy, the performance of one group of B-29s on this mission has never been surpassed by high altitude bombers. Strike photos showed 96 percent of the group's bombs within 1,000 feet of the aiming point.

Moving over to new airfields on Tinian in April 1945, to mold with the 21st Bomber Command, planes and crews of the 20th Bomber Command took with them a record of hitting 20 different primary targets from Manchuria to Sumatra, from Japan to Rangoon.

April not only brought added strength to the 21st Bomber Command, but also the use of a new and highly-effective emergency base—Iwo Jima. Wrested from the Japs in March by some of the bloodiest fighting of the war, tiny Iwo, situated between the Marianas and Tokyo about 500 miles north of the B-29s' home base, soon became an emergency haven to Superforts which ran out of fuel or were too badly shot up to get home. Hundreds of planes and thousands of crewmen were saved through its use during the next four months.

Assured of its new technique by the success of the 10 March fire raids, the 21st Bomber Command opened up a 4½-month incendiary campaign which burned out the heart of 44 enemy cities. One by one, the principal cities of Japan received their devastating bath of fire. Some of the roll included:

Tokyo . . . Shizuoka . . . Koriyama . . . Nagoya . . . Kanoya . . . Kawasaki . . . Tachiarai . . . Kokubu . . . Izumi . . . Saeki . . . Kiro . . . Hamamatsu . . . Yokohama . . . Osaka . . . Kobe . . . Kure . . . Sasebo . . .

June, July and August, the grinding aerial attrition mounted. With LeMay's methodical enlargement of his five fighting wings to full strength of 1,000 bombers—as the 315th Wing joined the 58th, 73rd, 313th, and 314th—the tonnage increased:

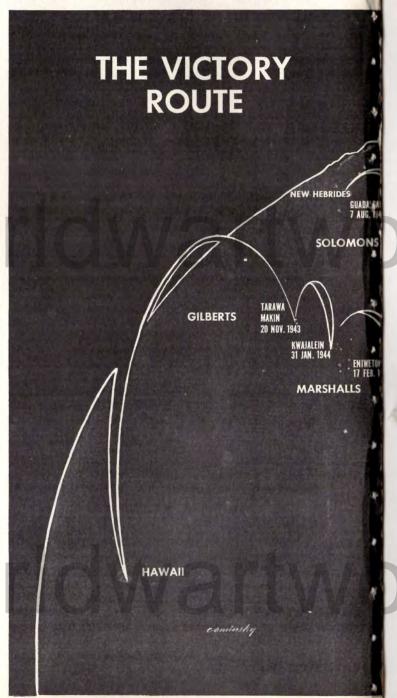
March, 200-plane raids: 13,730-ton total. April, 300-plane raids: 16,196-ton total. May, 400-plane raids: 20,475-ton total. June, 500-plane raids: 32,524-ton total. July, 600-plane raids: 42,581-ton total.

These raids culminated in the first two weeks of August with the dropping of 25,000 tons of fire and explosive bombs on 14 scattered cities, the world-shaking August 2nd mission when 855 B-29s scourged six cities with 6,632 tons of sudden death, and the dramatic single-plane raids of August 5 and 8 when two atomic bombs almost completely demolished Hiroshima and Nagasaki.

The summer had brought certain organization and command changes to strategic operations in the Pacific. On July 5, Headquarters of the United States Army Strategic Air Forces in the Pacific (USASTAF) was

formed under command of General Carl Spaatz, who had directed successful overall air operations in Europe. Lt. Gen. Barney Giles was appointed Spaatz' deputy.

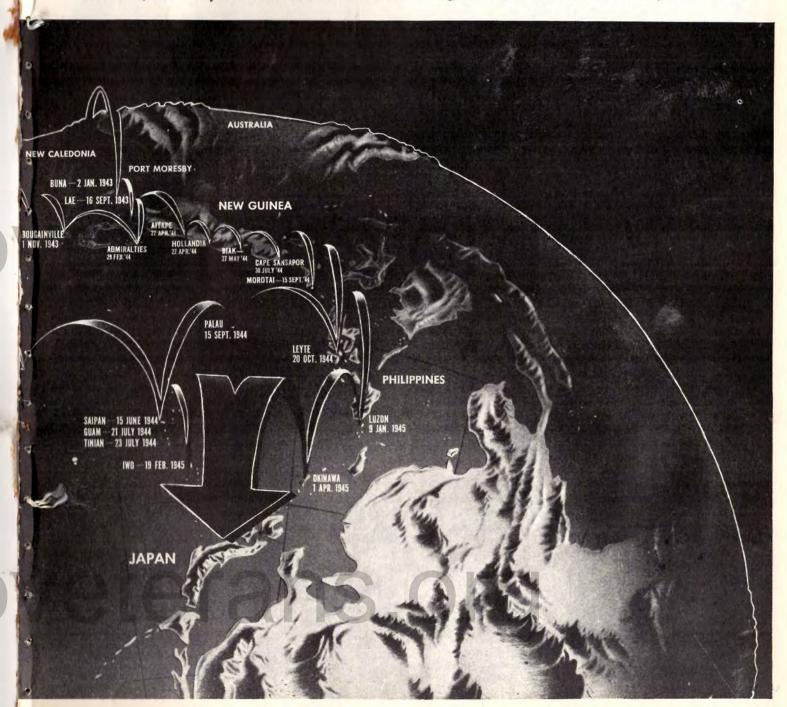
The new air organization was planned for the co-

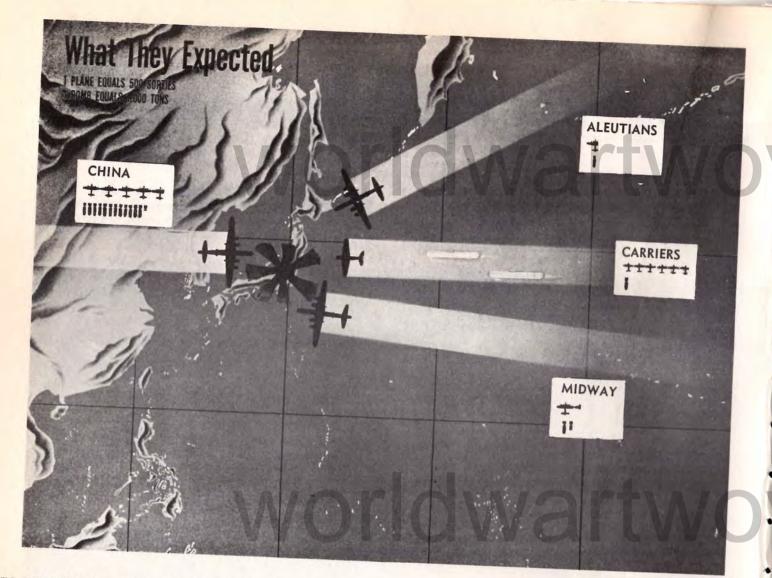


## The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

ordination of operations of the Marianas-based B-29s and future operations of the re-equipped 8th Air Force. The 8th, fresh from victory in Europe and still commanded by Lt. Gen. James Doolittle, was to be based

on Okinawa as the second B-29 arm in the Pacific.
On July 16, the 21st Bomber Command absorbed the Washington 20th Air Force Headquarters, and the air organization in the Marianas officially became known





IN JANUARY 1944, presumably alarmed by the invasion of Tarawa, Jap intelligence officers began speculating on the possibility of bombing attacks against Japan. An elaborate

intelligence document showing the enemy estimate of the scale and direction of such attacks was captured on Okinawa. The basic figures contained in it are reproduced above.

as the 20th Air Force. On the same date, much of the personnel of the old 20th Bomber Command was sent to Okinawa as the nucleus of General Doolittle's B-29 force, which was never to see action due to the war's sudden termination.

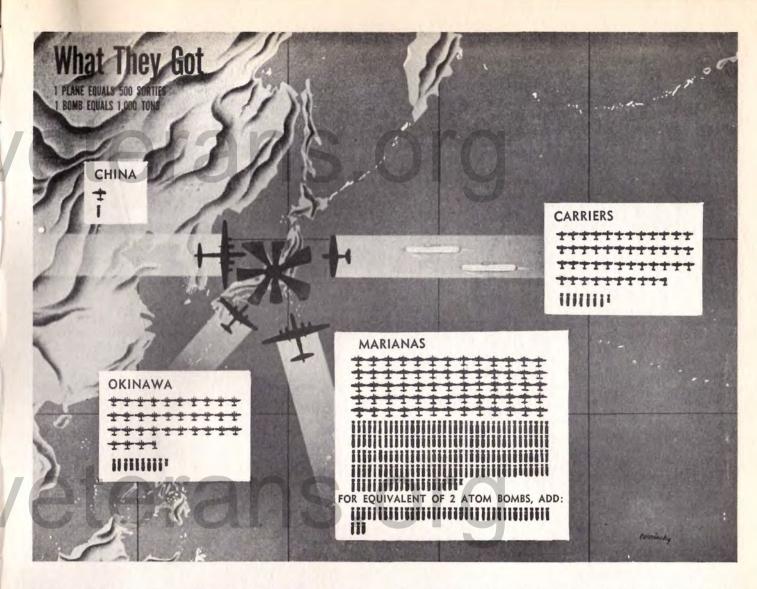
On August 2, General LeMay became Chief of Staff of USASTAF, and Lt. Gen. Nathan F. Twining, former Commanding General of both the 13th and the 15th Air Forces, took command of the 20th Air Force.

By summer, mining missions involving as many as 102 planes were taking place every other night. Each aircraft carried eight 2,000-pound mines or twelve 1,000-pound mines. The cylinders were dropped by parachute from altitudes of 5,000 to 8,000 feet. The first target, the Straits of Shimonoseki, separating the islands of Kyushu and Honshu and providing the only safe ship-

ping route out of the Inland Sea for approximately 500 ships monthly, practically closed to shipping within two weeks. An estimated 150 Jap vessels were sunk or damaged.

Similarly, mining attacks at Kuro and Hiroshima closed an explosive trap around enemy fleet units anchored there. The mining of the eastern approaches to Shimonoseki endangered ships trying to refuel at the great Tokuyana oil storage depots, and the systematic pelting of Sasebo and Osaka harbors blocked Jap fleet and supply vessels which might have sortied out to challenge the Okinawa invasion.

There is no doubt that continuing "normal" B-29 operations—including use of the 8th Air Force, which was to have flown shorter distances and therefore could have carried a great weight of bombs—would have



ACTUAL TONNAGES DROPPED on Japan underscore the complete Jap failure to forecast the scale of the aerial on-slaught launched by us. They were equally poor at predicting

its direction. They expected 75 percent of the effort from China, got less than one percent, apparently had no idea that we would soon be operating from the Marianas and Okinawa.

driven Japan out of the war. However, advent of the atomic bomb put such extreme pressure on the enemy that capitulation followed almost immediately.

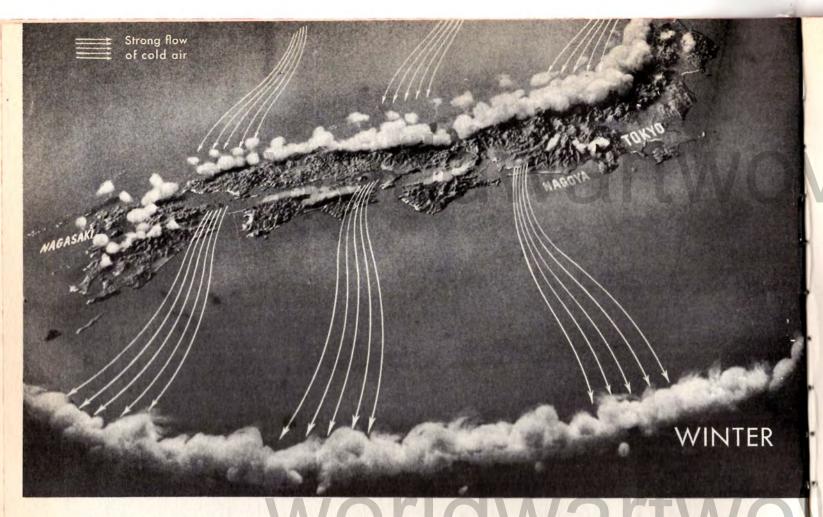
On August 5, the "Enola Gay," piloted by Col. Paul Tibbetts, Jr., dropped the first devastating atomic bomb. The teeming industrial city of Hiroshima was almost completely leveled in a few explosive seconds. Smoke shot up 40,000 feet from the wreckage of the four square miles of destroyed area. More than 100,000 persons were killed, 1,200 injured and 200,000 made homeles.

Three days later, Nagasaki was the target for atomic attack, with the "Great Artiste," piloted by Maj. Charles W. Sweeney, dropping an improved and more powerful fission-explosive. Smoke columns billowed skyward to more than 60,000 feet as Nagasaki was blasted into

ruins. Japan's surrender followed shortly.

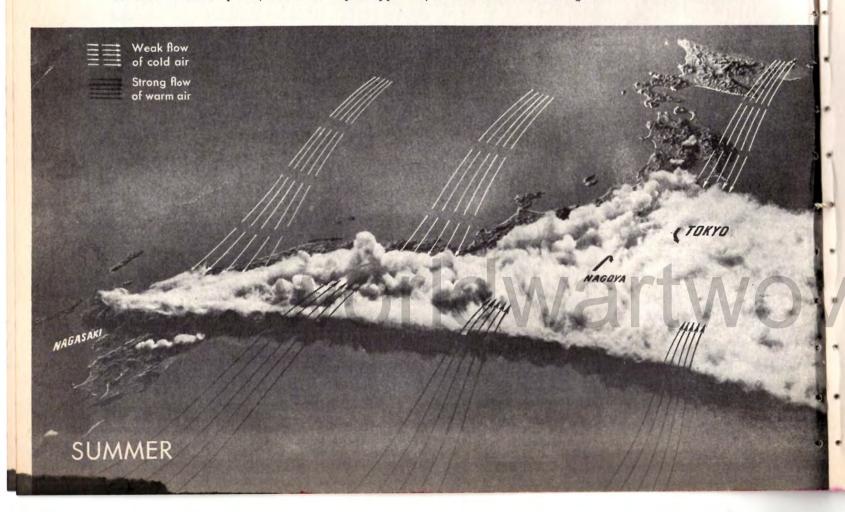
The 1945 application of American Air Power, so destructive and concentrated as to cremate 65 Japanese cities in five months, forced an enemy's surrender without land invasion for the first time in military history. Because of the precedent-shattering performance of the 20th Air Force from March to August 1945, no U. S. soldier, sailor or marine had to land on bloody beachheads or fight through strongly-prepared ground defense to ensure victory in the Jap home islands of Honshu, Kyushu, Hokkaido and Shikoku. Very Long Range air power gained victory, decisive and complete.

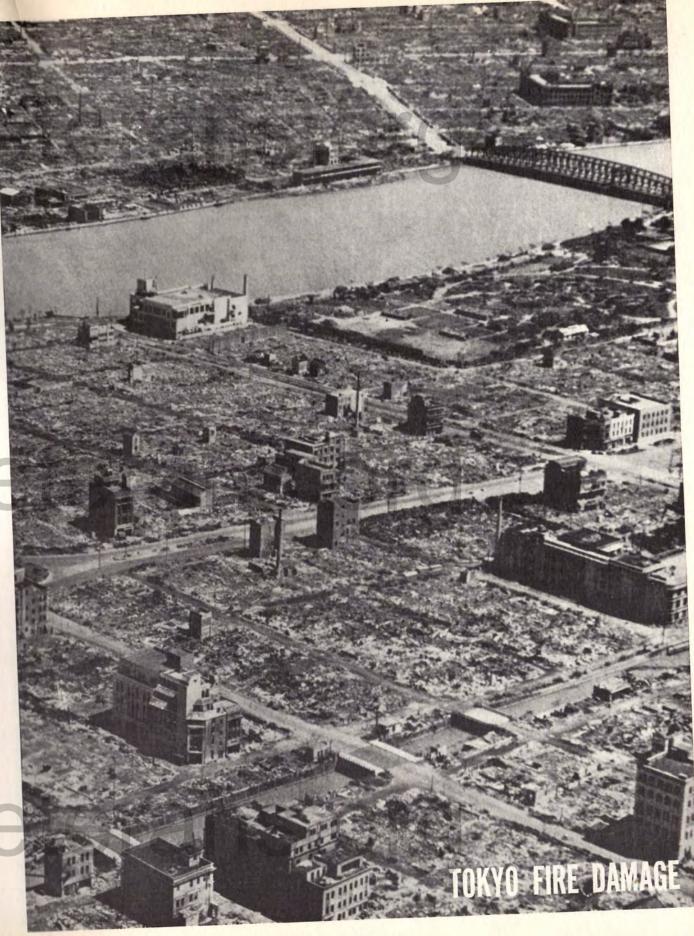
Thus the 20th Air Force, youngest and most powerful AAF organization, closed a dramatic 14-month career and won an unrivalled place in the air annals of World War II.

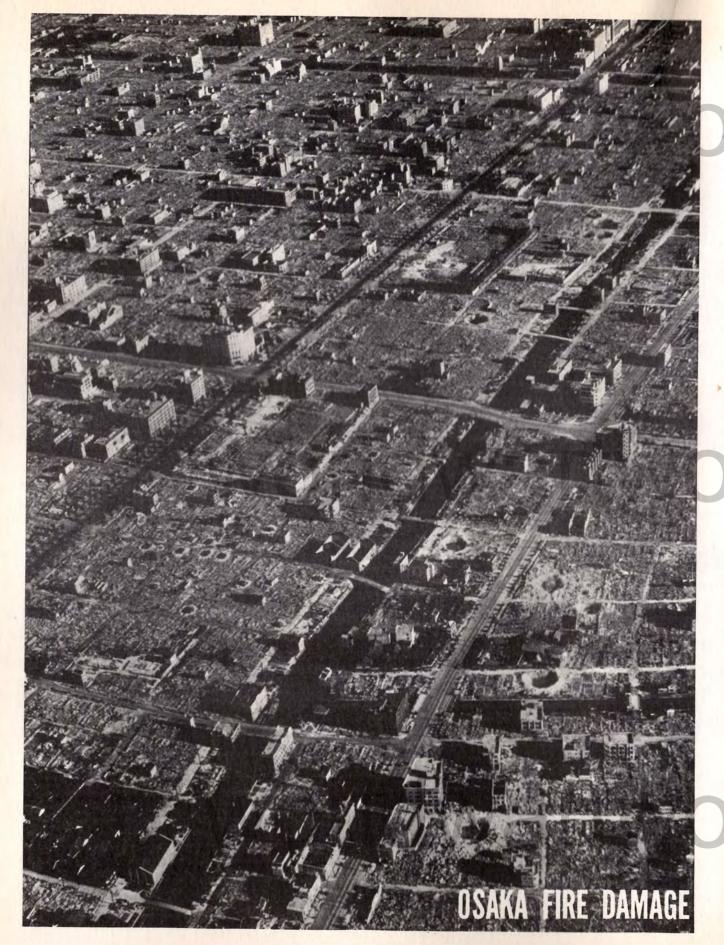


"Winter Weather" photo shows how Japan confronted a B-29 pilot approaching from Saipan, looking northwest.

"Summer Weather" photo, also from Saipan approach, showed clearest bombing area now northwest coast.







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U.S. NAVY SHIPS

Representative Units

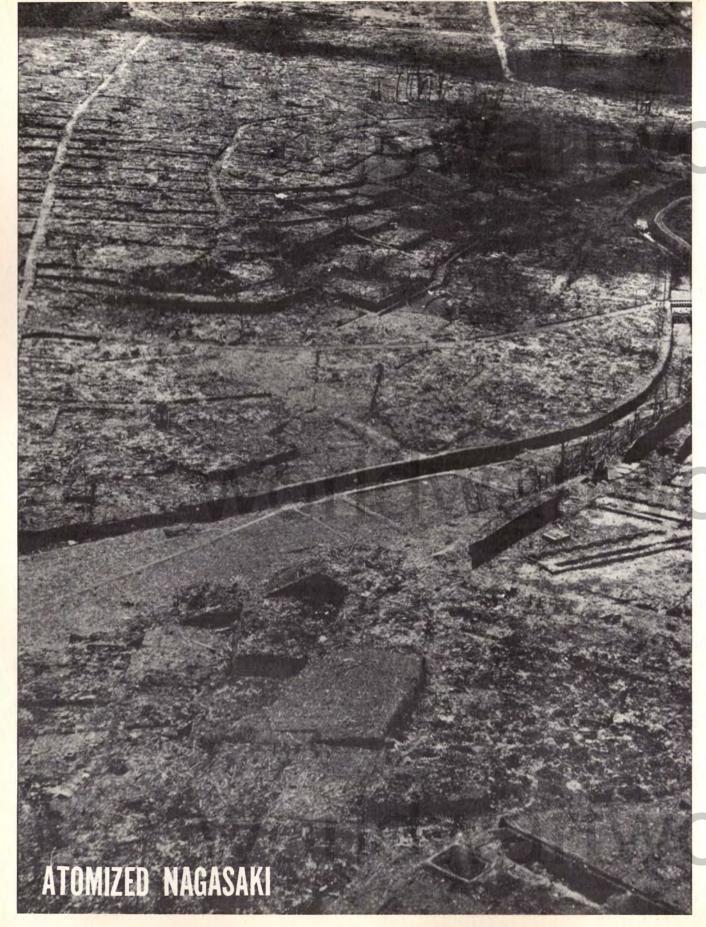
PACIFIC THEATER OF WAR

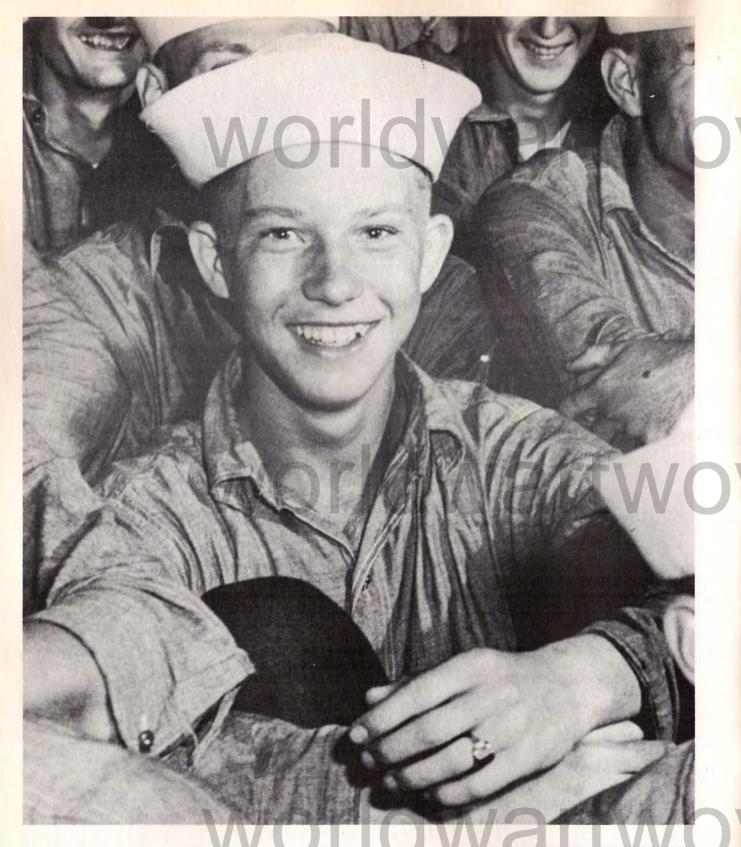
VETER OF WAR

VETER OF WAR

Courtesy, NAVY DEPT.

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### OFFICIAL U.S. NAVY PHOTOGRAPH

YOUTH IN NAVY MAN — The transition from a happy-go-lucky American youth to a duty-conscious member of the U.S. Navy, equipped to handle emergencies and face danger calmly, is a sharp one; a change that takes careful training to effect. Physical drill in the Navy is implemented with mental training.

AMERICAN SAILOR IS HIGH TYPE FIGHTING MAN

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U. S. S. ALABAMA (BB 60)

After three years of operating in European and Pacific waters the battleship USS ALABAMA came out of World War II unscarred by the enemy.

During the war the ALABAMA, latest of the 35,000ton class, traveled approximately 207,000 miles—equal to more than eight times around the earth at the equator.

The ALABAMA first put out to sea in the fall of 1942. Her cruises have taken her to Iceland, Scapa Flow, along the coast of Norway, and then out to the Asiatic Theater to throw her might into the stepping-stone campaigns that preceded her triumphant entry into Tokyo Bay.

She participated in the Pacific campaigns as a heavy support vessel. She lent the power of her anti-aircraft batteries to the protection of the carriers of famed Task Forces 38 and 58. She supported various amphibious assaults with her 16-inch guns.

The keel was laid at the Norfolk Navy Yard February 1, 1940. Hull construction was nearing completion at the outset of hostilities.

A a colorful launching ceremony the ship went down the ways February 16, 1942. Her sponsor was Mrs. Lister Hill, wife of the senator from Alabama.

The ship was placed in commission August 16, 1942. Captain George B. Wilson, USN, now a rear admiral, assumed command. The first watch was set.

On Armistice Day the ship began her "shakedown" cruise in Chesapeake Bay. The turn of the year found her heading into the open sea. She was on her way to Casco Bay for operational training. On January 11,

1943, she returned to Chesapeake Bay for the last week of the "shakedown" phase.

A period of availability and logistic support followed at Norfolk. Joining Task Group 22.2, the ALABAMA steamed back to Casco Bay for tactical maneuvers February 13, 1943. Her sister ship, the SOUTH DAKOTA, participated also.

Captain Fred D. Kirtland, USN, now a commodore, relieved Captain Wilson, March 20, 1943.

As a part of Task Force 22, the ALABAMA headed through submarine-infested waters for Europe in April 1943.

The ship's first foreign port of call was Little Placentia Sound, Argentia, Newfoundland. It was while cruising in this area that the ship is believed to have made initial contacts with enemy U-boats.

The ALABAMA was transferred to Task Force 61, under command of Rear Admiral O. M. Hustvedt, USN, and proceeded to Scapa Flow. Upon arrival May 19, 1943, the ship reported to Admiral Sir Bruce Fraser, Commander-in-Chief of the British Home Fleet, for duty.

Units of this fleet embarked on a program of intensive training in order to coordinate joint operations. During these exercises the fleet put in several times at ports in Iceland where the crew organized the first inter-division athletic teams.

Then early in June the ALABAMA along with units of the British Home Fleet participated as a covering force for the relief of the garrison at Spitzbergen. The



operation took the ship as far north as Bear Island, across the Arctic Circle, enabling the ship's company to become members of the "Royal Order of the Bluenose."

The ALABAMA returned to Scapa Flow where Admiral Harold R. Stark, Commander of U. S. Naval Forces in Europe, was piped aboard for a formal inspection June 25, 1943.

The ALABAMA in company with the British Home Fleet operated shortly afterward in a feint toward the Norwegian coast. This was designed to entice the German battleship TIRPITZ to come out and fight. But she declined to accept the challenge.

On August 9, 1943 the ALABAMA and SOUTH DAKOTA, in company with destroyers, arrived at Norfolk Navy Yard for a 10-day period of limited overhaul and repair.

In company with a force under command of Rear Admiral E. W. Hanson, USN, the ALABAMA started her long journey to the Pacific August 20, 1943. Five days later she cleared the Panama Canal. In mid-September she dropped anchor in Havanna Harbor, Efate, New Hebrides, reporting to the THIRD FLEET for duty.

During the time the ship was based at Efate all efforts were directed at training and such other preparations that would bring the ship to the highest point of battle efficiency for the type of warfare to be waged in this new theater.

However, opportunities were not lacking for officers and the crew to enjoy their first introduction to the tropics. A baseball series was established. Under the able tutelage of Chief Petty Officer Bob Feller, now pitcher for the Cleveland Indians, the ALABAMA won the mythical fleet baseball championship.

The forces present were ordered to sortie October 31, 1943 and proceed to the support of the Gilbert Islands operation. Linking up with carriers of Task Force 50 at Nadi Bay in the Fiji Islands, the ALABAMA moved northward to the Makin Island area to support ground forces in the seizure and occupation of Makin and Tarawa.

In the latter part of November 1943, in her role as protector of carriers, the ship's anti-aircraft battery opened up for the first time on Japanese aircraft.

When local support was no longer required for this operation the group to which the ALABAMA was assigned moved to Nauru. On December 8, 1943 battleships of the group heavily bombarded that island, then important to the Japanese as a phosphate center.

Upon completion of the Gilberts Operation the AL-ABAMA with other fleet units stopped at Espiritu Santo, one of the Navy's earliest Pacific bases. After logistic support there, the force continued on to the Efate Base. Early in January of 1944, orders were received to proceed to Pearl Harbor for drydocking. As cargo, the ship carried eight Japanese prisoners, the first the crew had seen at close hand.

Four days were all that could be allowed at Pearl Harbor as the Navy's timetable called for attacks upon the Marshall Islands. The ship arrived for a rendezvous with the fleet January 22, 1944 at Funa Futi in the Ellice Islands. By then the new battleships IOWA and NEW JERSEY had been added to the fast-growing fleet.

The fleet moved into the Marshall Islands area to support the invasion of Kwajalein Atoll. At the outset of the operation, heavy ships were assigned to bombard, in preparation for landings. Consequently, on January 30, 1944 the ALABAMA'S big 16-inch guns hurled high explosives at the islands of Roi and Namur for six hours.

The Marshall Islands operation provided a new base at Najuro Atoll. Four days after the atoll had been secured the fleet moved into the anchorage, although only crude charts and meager navigational information was available. To a great extent pilots relied on what they had learned of its hydrography in small boats.

The stay there was short. The Japanese were to be given no rest.

On February 12, 1944, the ALABAMA sortied with units of Task Force 58 and headed toward the first strike at the key enemy naval base, Truk. These were "Moseby's Tactics" for after striking Truk, the force probed over into the Marianas and hit Saipan, Guam and Tinian in the first raids of the war against those Japanese positions.

In the course of these raids the force underwent severe air attacks. The worst came the night of February 21-22, lasting 13 hours, during which five men were killed and 11 wounded in a casualty on the ALABAMA. Burial services were held at sea the next day.

Despite the air opposition, the strikes against these islands continued without interruption.

Upon return to Majuro for a period of logistics, the ALABAMA temporarily served as flagship of Vice Admiral M. S. Mitscher, USN, commander of Task Force 58.

On March 22, 1944 the ALABAMA departed with a force for the first raids on Palau. There were several determined air attacks but none of the ships was hit. The ALABAMA'S gunners took a toll of the enemy.

Until this time operations had been focused on the northern jaw of the pincer that was closing on the Philippines. After a week's rest in Majuro, the ALA-BAMA participated in support of General MacArthur's landings at Hollandia, New Guinea, as the southern jaw started to move.

A strike at Truk was followed by a bombardment of

# The FIGHTING MEN of COLORADO COLORA

Japanese positions at Ponape. During the firing, Captain Kirtland observed an undamaged building on the beach. He ordered fire be shifted to this target. The big guns swung off their objective and fired a salvo. The building disintegrated. The guns trained back to their original target, almost impertinently.

There was a long rest in Majuro where much-needed recreation was available. A feature was the baseball series for the "Yokohama Cup".

The fleet sortied June 6, 1944 for the Marianas operations, one of the most important of Pacific actions. First, air strikes supported the landings and ground operations against Tinian, Guam and Saipan. Then the ships, of which the ALABAMA was one, bombarded in support of the invasion of Saipan.

By then the Japanese, in desperation, seemed to throw caution to the winds in their decision to make an all-out effort to stem the tide of their defeat.

On June 19, 1944 a large force of Japanese warships was detected converging on the U. S. task force. A short while later the ALABAMA reported to the rest of the force that a large Japanese air fleet was approaching for what later became known as the Battle of the Philippine Sea. This timely warning enabled the carriers to launch their planes and ready themselves for the blow that broke the back of Japanese air strength, from which they never seemed to recover.

Following this conclusive air action, U. S. surface forces attempted to overtake the fleeing enemy fleet. However, it had warily remained out of range of this area, biding results of its air attacks. When it became apparent that these attacks had failed, the enemy fleet began a high speed retirement which made it impossible to establish contact. Pursuit was eventually abandoned.

Additional support of ground action was provided in the Marianas before the task force departed July 6, 1944 for the newly-acquired base in the Marshalls: Eniwetok, where Rear Admiral E. W. Hanson, with whom ALABAMA had first come to the Pacific, transferred his flag to this ship. ALABAMA served as his flagship of Battleship Division NINE unitl October 1944.

By the middle of July the fleet was on the prowl again. The next raid was into the Western Caroline Islands with air strikes on Japanese positions in the Yap-Ulithi-Palau area. These strikes were in the nature of reconnaissance preluding ground operations against these positions the following month.

Returning to the Marianas area, the force further supported the Marines on Guam and continued to back them them up until the island had been secured early in August 1944.

The ALABAMA embarked six Japanese prisoners for transportation on her return to Eniwetok. During pas-

sage one of the previously-wounded Japanese died. Burial was at sea with customary military honors.

An 18-day stay at Eniwetok devoted to various logistic details to make the ship ready for sea. While there, Captain Vincent R. Murphy, USN, now a rear admiral, assumed command of the ALABAMA.

With strategy now ready to proceed in the acquisition of new bases in the unswerving advance across the central Pacific, the ALABAMA was one of the ships that sortied August 3, 1944 to play a part in the operations designed to soften up Japanese positions in the Palau group and at the atoll of Ulithi.

After conducting these strikes, the force proceeded to the northwest to attack the Philippines. The purpose was two-fold. Japanese air strength and facilities in these areas were to be destroyed as much as possible to provide for unmolested ground action in the Western Carolines and, as it developed, to assess enemy strength in the Philippines. It had become increasingly evident the Japanese were weakening. Thus, the mission was to discover to what degree.

Consequently, between September 12 and 24, 1944 the force to which the ALABAMA was assigned prowled up and down the length of the Philippines, hitting positions from the Visayas to the Northern Philippines. There was meager opposition to these operations, prompting the decision to invade the Philippines at an earlier date than had been originally set.

By late September, Ulithi Atoll had been secured. It was rapidly developing as an advance base of operations. The ALABAMA'S group entered Ulithi Lagoon a scant four days after it had been taken.

Ulithi served as base for the remainder of the operations in the Western Pacific. It provided a magnificent anchorage for the replenishment and logistic requirements of a fleet as large as the Pacific Fleet had become.

With the projected operations against the Philippines scheduled for October, the ALABAMA sortied from Ulithi on the raids which took the fleet up into the Formosa-Okinawa area. These strikes were designed to assess enemy strength and afford distant support for the Leyte invasion.

While these operations were in progress in the very heart of consolidated Japanese positions, again surprisingly, little opposition was met. The force first struck at Okinawa, obviously catching the Japs by surprise. Formosa was hit with comparable success. However, the ships on those days, especially during the night of October 13-14, were subjected to determined air attacks by strong forces of Japanese planes. Two cruisers were damaged but were successfully withdrawn.

Moving south, the target was Japanese air facilities in the Philippines. During these raids large numbers of enemy aircraft were shot down, many airfields destroyed.



The Nips also took staggering losses in ships. By the time landings were stagged at Leyte there was little air opposition.

During the ensuing period operations continued in support of ground operations with carrier planes maintaining airfields on Luzon under attack, denying their use to the Japanese.

Late in October it became apparent that the Japanese were moving strong surface units into the Philippines area and might attempt to oppose U. S. landings by surface ship attacks. As these enemy forces moved up, they were attacked in force by carrier planes.

On October 24, 1944 orderes were received to proceed to the north and prepare to fight a surface action with the strong Japanese forces detected there. This was the day that the PRINCETON was sunk.

The next day the Battle of Cape Engano was fought as part of the Battle for Leyte Gulf, which completely eliminated the Japanese navy as a serious threat in the Pacific.

After a short stay in Ulithi the ALABAMA with other units again conducted operations in support of the advance in the Philippines, continuing to assist in the Visayas campaign up until the seizure of Mindoro.

Near the close of the operation the force encountered a fierce typhoon which resulted in the loss of three destroyers.

Up to then the "Mighty A" had taken part in 12 consecutive operations as one of the screening ships of fast carrier task forces. She had not only escaped damage herself but no carrier she screened in any of these operations had been reached by Japanese bombs, torpedoes or Kamikaze planes.

On Christmas Eve news was received on board that caused jubilation that only men can know who have been away from home for so long. The ALABAMA, in service two years without undergoing any major repairs, was ordered to Bremerton, Washington, for a period in the navy yard.

Homeward bound, the ALABAMA stopped at Pearl Harbor where Captain William B. Goggins, USN, came aboard as prospective commanding officer. On January 18, 1945, at the start of the overhaul, Captain Goggins relieved Captain Murphy.

While the ALABAMA was in drydock, the new veterans of the Pacific were granted rehabilitation leaves.

Upon completion of the overhaul and after training exercises in lower California waters, the ALABAMA again headed for the Far East. She joined the fleet at Ulithi in May. The first operation was with units that were supporting the infantry on Okinawa by bombing Japs wherever the carrier planes could find them. As usual, the ALABAMA was along to help take care of the carriers.

On one occasion, while carrier planes were bombing targets on Kyushu, Japanese planes attacked the force. They tried off and on all night and all the next day to get at the U. S. force. Fighter planes drove off the intruders until the morning of May 14, 1945 when several of the Japs penetrated the combat air patrol defense. It was up to the anti-aircraft batteries of the ships to ward them off.

It was in the midst of this attack that a Kamikaze plane plunged through low clouds onto Vice Admiral Mitscher's flagship, causing considerable damage. Out of four other planes which attacked the ships' formation, the ALABAMA'S gunners shot down two that crashed only about 1000 yards away. They assisted in splashing the other two.

During the operations off Kyushu, the task force in which the ALABAMA was operating had a grim experience when the center of a typhoon passed very close by. The ALABAMA rode out the storm. She sustained superficial damage that was slight compared to that of the nearby cruiser PITTSBURGH, who lost her bow.

On June 10, 1945 the ship received orders to join other battleships of her division for the bombardment of Minami Daito Jima. It was a small place but the Japs had good targets there. So on the way to port the heavies stopped off long enough for a little gunnery practice without wasting ammunition.

Three weeks were spent at the newly-developed base at Leyte Gulf while the Third Fleet completed preparations for its biggest venture—the strikes against Japanese industrial installations, airfields and other facilities from Honshu to Hokkaido.

The ALABAMA and other units of the Third Fleet got underway July 1, 1945. Shortly after departing, Captain Goggins advised all hands over the ship's loudspeaker system that the fleet was steaming north to conduct attacks on the Japanese Empire home islands.

It was quite apparent that Admiral Halsey was firmly determined to knock out the remaining Japs. Included in the Admiral's intentions were plans for battleships to steam up to the Japanese Coast and bombard some of the choice industrial targets of extreme value to the Japs.

Training was intense. By July 10, 1945 the task force was in position and ready to prove its overwhelming power.

Carrier planes started raking the Japanese islands from Nagasaki to Hakodate. By the time the force got up as far north as Hokkaido the Japs had been severely mauled.

Officers and men were completely amazed by the lack of opposition. None of their expectations materialized. Only a few Jap planes had come near the force. Of course, the carrier planes had been finding lots of

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Jap aircraft but they were on the ground. Great numbers of them were destroyed.

The whole affair seemed to be a repetition of the Philippine attacks of last fall. Each time there was a strike the consensus of opinion was: "This is it. This time they will really come out." But they never did.

As a matter of fact, the pilots practically ran out of targets because they were principally out to destroy airfields and planes. Remnants of the Jap fleet were of little worry but became the target when pilots could no longer find more important objectives. The results were great. Destruction of the enemy's navy was completed. The fliers even sank railroad ferries connecting the island of Hokkaido with Honshu, a very serious loss to the empire's industry.

And then came the purely battleship phase of the operation. The big guns were ordered to blast away at the Japanese homeland. First three of the new battleships were turned loose on an industrial area on Hokkaido July 14, 1945. While the ALABAMA was not one of them, it did touch off a lot of enthusiasm for at last the dreadnaughts were getting a crack at the Japs in a more intimate way than merely protecting the carriers.

The ALABAMA'S opportunity came three days later. For another bombardment she was assigned to a group of battleships that included the H.M.S. KING GEORGE V, with whom she had operated during her duty with the British Home Fleet.

The ALABAMA'S principal target for this pounding was an engineering works on Honshu, about 50 miles north of Tokyo.

On board the ALABAMA as an observer was Rear Admiral Richard E. Byrd, USN, retired, the Arctic explorer.

The battlewagons proceeded to the coast under the cover of darkness and probably arrived in position for the bombardment without being observed. If so, the ALABAMA caught a lot of Japs at work in the mills

and other factory buildings and surprised them with more than 1500 tons of shells.

Beforehand there had been some wild conjecture at the sight that would be presented by the furiously burning buildings. But unfortunately the terrific rainstorm that was raging restricted visibility. Nevertheless, the ALABAMA later learned she had done a very handsome job of demolishing the targets assigned her.

Rear Admiral J. F. Shafroth, USN, Commander of Battleship Squadron Two, hoisted his flag on the ALA-BAMA August 12, 1945.

The end of the war found the ALABAMA still at sea. While cruising off the southern coast of Honshu, during the surrender negotiations, the ALABAMA observed her third anniversary. Of the original crew who took her to sea for the first time, there were only 10 officers and 395 enlisted men still on board.

In the initial occupation of the Yokosuka-Tokyo area, the ALABAMA was called upon to send a landing force of marines and bluejackets ashore to assist in this occupation. Her company of bluejackets was the first of the naval companies to land.

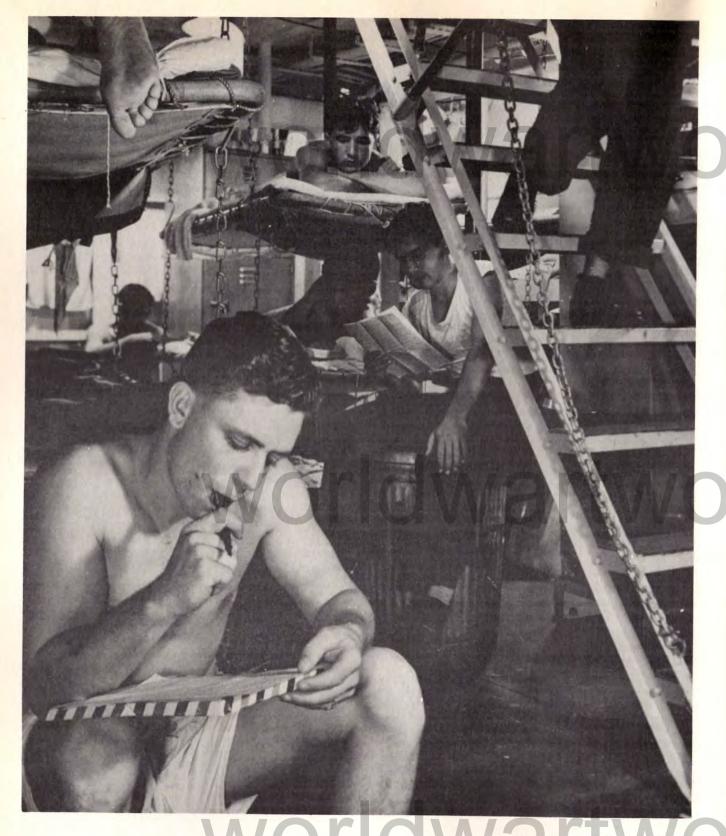
The ALABAMA anchored in Tokyo Bay after 67 days of continuous steaming at sea. Her landing force was returned at this time.

The ship remained in the bay two weeks. All hands had an opportunity to do a limited amount of sight-seeing in Japan and obtain souvenirs.

The ALABAMA began her long journey home with forces assigned on September 20, 1945. At Okinawa the ALABAMA embarked more than 700 men of the Navy, mostly Seabees, with a few Coast Guardsmen, for transportation to the United States. Upon arrival, these men were demobilized while the "Mighty A" participated with Third Fleet units in the Navy Day celebration at San Francisco.

ALABAMA is now (September, 1946) assigned to the 19th Pacific Fleet (inactive) and is berthed at Bremerton, Wash.

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#### OFFICIAL U.S. NAVY PHOTOGRAPH

### BUNK DUTY ON A CARRIER

OFF-DUTY HOURS for crew members of a big United States aircraft carrier are occupied with letter-writing, letter-reading and just plain loafing. This picture was made in a "berthing compartment." The ship is operating in equatorial waters and the men are stripped down against the heat.

(One of the 100 best pictures of the war taken by service photographers.)

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### U. S. S. BENNINGTON (CV 20)

The USS BENNINGTON (CV 20) was named after the Battle of Bennington, which took place August 16, 1777, near Bennington, Vermont. She was the second ship so named. The first BENNINGTON was a gunboat which served her country from 1891 to 1910. She saw service in the South Atlantic, Europe, Hawaiian Islands and the Asiatic Station, and is noted for taking Wake Island in January 1899.

The keel of the huge carrier BENNINGTON was laid at the Navy Yard, Brooklyn, New York, on 15 December 1942 and was launched 26 February 1944. Early in May 1944, nucleus crews assigned to the ship were assembled at the Naval Training Station, Newport, R. I., and at the U. S. Navy Yard, Brooklyn, New York. During this time Air Group 82, destined as the ship's first air group, underwent strenuous training at Norfolk, Va.

Training was the order of the day—training and hard work. For the crew of the BENNINGTON and her air group was, in the main, green. A few were combat veterans and their experience and knowledge were prized and needed.

It was a proud occasion for the crew when they lined up in the broiling sun on the flight deck to participate in the commissioning ceremonies on 6 August 1944 at New York. After a simple but impressive ceremony, the great aircraft carrier took her place to augment the largest Navy in the world. Captain J. B. Sykes took official command of the ship as BENNINGTON'S first Skipper.

The ship started on her shakedown cruise 16 October 1944, bound for the Gulf of Paria. The cruise was filled with drills, exercises and hard work, with air operations

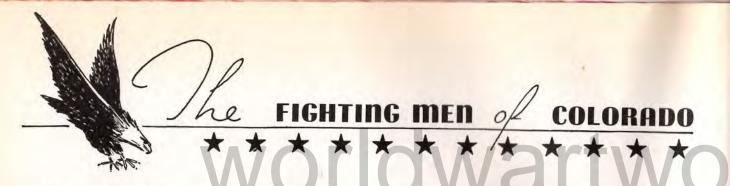
leading the order of the day. The shores of Venezuela were on the horizon and all hands were captivated by the strangeness of the land. Pleasant memories of the shore parties were mingled with the feeling that the ship, crew and air group were now one functioning unit.

On 14 November BENNINGTON was back at Norfolk, Va., where the ship was having its final workingover period preparatory to shoving off for the war zone. In the meantime the crew, divided into port and starboard leave sections, enjoyed eight days' leave—their last for many months to come.

Under way for anchorage at Gravesend Bay, 13 December 1944, BENNINGTON stood out of the bay for Panama the following day. As the ship approached the Panama Canal, Air Group 82, in cooperation with the Army Air Force, made a simulated attack on the canal in an effective demonstration. Her transit of the canal completed on 22 December, BENNINGTON proceeded up the coast to San Diego. Christmas dinner was postponed on the run to San Diego, for rough seas off the Gulf of Tehuantepec promised a seige of sea sickness for some of the "greener" crew members.

The first day of 1945 started BENNINGTON off to the westward in company with a destroyer. Every available square foot of space was filled with extra planes on the flight deck and hangar deck. The fast carrier made the trip to Pearl Harbor in seven days and the band from the Air Station was there to greet the ship when she tied up at Ford Island. Three weeks later, when BENNINGTON shoved off from Pearl Harbor, there was tenseness in the air, for the men knew that the serious business of war was not far ahead.

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The first general quarters was sounded when the ship passed close to Jap-held Truk. Enemy planes were reported taking off from the island. The attack never materialized, however, and BENNINGTON steamed unmolested to the anchorage at Ulithi, where the huge armada of Navy ships amazed even the old-timers.

On 10 February BENNINGTON departed Ulithi as part of Task Force 58, bound for Tokyo to participate in the first carrier offensive on the Japanese homeland. The objectives of the first strikes were to be the destruction of Japanese planes, shipping, aircraft installations, and the prevention of Jap planes from reaching Iwo Jima, where landings were to be made in a few days.

Bogies were in the air sporadically, but the combination of bad weather and surprise along with early neutralization of the airfields prevented any serious enemy air opposition. The few Jap planes that approached the task group were splashed by the combat air patrol and were seen to go down in flames outside the destroyer screen. The flak had been heavy over Tokyo and Yokosuka, however, and BENNINGTON lost her first plane.

On 19 February the air group's planes flew continuous beach-head support strikes over Iwo Jima, where invasion landings were already in progress. Constant air cover over the island kept the Jap planes off the backs of the marines and served as air-borne artillery in fire-bombing selected strong points, caves and blockhouses. On the night of 22 February, other task groups of Task Force 58 sustained heavy kamikaze attacks, but none attacked 58.1, the BENNINGTON group.

The next full-scale attack to materialize took place at Okinawa, where on 1 March considerable medium-sized shipping was attacked in the vicinity of Naha, and the Jap army ground installations were bombed, rocketed and strafed. In addition to their offensive action, the air group photographed the islands of Kerama Rhetto.

The air group up to this time had shot down 19 Jap planes in the air, destroyed 67 on the ground, sank 20 surface craft, and damaged 22 more. More than a dozen airfields were bombed, hangars rocketed, and gun emplacements blasted. All this damage inflicted was unfortunately not without loss to our own forces. Fifteen pilots and seven air crewmen were listed as missing or killed as the result of enemy action.

From 4 March until 14 March, BENNINGTON was again anchored at Ulithi. For the crew it meant liberty on Mog Mog Island, with a chance to get plenty of sun, sand and fresh air, along with two cans of beer, on their liberty day. Other days were spent at hard work with provisioning and rearming the ship. It was while anchored here that a kamikaze plane slipped in one night and caused death and damage on USS RANDOLPH, which was anchored a short distance from BENNING-

BENNINGTON headed north again on 14 March and the 18th found her 80 miles off Kyushu on the Japanese mainland. This time the Jap snoopers got wind of the approach and General Quarters were sounded with the approach of the first bogies. By the time all the guns were manned and ready, Jap flares were drifting down on parachutes, illuminating the task group in an eerie and uncomfortable light. A twin-engined Betty flew in low over the task group. The guns of a cruiser opened with a burst which started a spurt of flame from one of the plane's engines. The Jap turned in toward BENNINGTON in an attempt to crash her flight deck. All starboard anti-aircraft batteries opened up with a murderous stream of fire. The plane hit the sea 200 yards from the starboard beam in a great ball of orange fire.

The next two days, farther north of Kure Naval Base, the prime objective was the Japanese Air Force—in the air, on the ground, wherever it could be found. Fifty-seven enemy planes were definitely shot down or were destroyed by strafing on 18 and 19 March, while another 35 were counted as damaged by BENNING-TON's planes. Flying through heavy flak, BENNING-tons air group damaged a Yamato class battleship off Kure. During this period eight suicide planes were shot down by other ships of the task group, with several very close misses on the HORNET. It was on the 19th that the FRANKLIN burned, with her pillar of smoke visible over the horizon.

Retirement to the south was slowed by the crippled FRANKLIN and the Japs tried their best to add to their score on the 20th and 21st. Twenty-five Bettys, with an equal number of fighter escorts, were reported coming in for an attack. When the final score was tallied, 24 Bettys and 24 fighter planes were shot down.

On 23 March an intensive week of blasting Okinawa and neighboring islands commenced, in preparation for the Okinawa invasion. The pilots were told to get everything that moved on Okinawa—the island fortress, gateway to Japan. The enthusiasm which they put into their work resulted in irreparable damage to the materiel and morale of the Jap defenders.

The high mark of the week was the spotting of a Jap convoy in the East China Sea, heading for Okinawa. Three of the ships were cargo ships, fat and loaded deep in the water, escorted by a pair of destroyers. The planes of Task Group 58.1 sank the entire convoy. One of the ships apparently had a load of ammunition, for when hit she literally exploded in a column of smoke and debris which fanned 3000 feet into the sky.

Just after dawn on 27 March the radar screen showed several bogies coming in from the north, flying high. One of the Jap planes had been tracked to within 15 miles of the ship and was reported in the vicinity of the formation. Four minutes later a Jap Judy broke out of

The FIGHTING MEN of COLORADO

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a low cloud in a shallow dive less than 2000 yards away. A few 20 mm. guns were able to open fire, but failed to stop him. The plane proceeded to complete a perfect run the entire length of the plane-packed flight deck at low altitude. No bomb, no kamikaze dive, nothing happened! Anything was expected, and the only explanation of the incredible luck of BENNINGTON was that most honorable bomb release failed to work, or if the pilot was a kamikaze, he lost his nerve at the "pay window"

Happy Easter was nothing of the kind in 1945, for it fell on 1 April, the day of the invasion of Okinawa. As our amphibious forces streamed toward the beaches, BENNINGTON planes went into the air with their flying artillery. Minutes before the first wave of Marines hit the beaches, the area was thoroughly bombed with flaming napalm. While the actual landings were taking place, fighter planes strafed ahead of the troops to keep the Nips' heads down.

Thus began an air support operation which was to continue for 70 days, broken only once by a nine-day stay at Ulithi. Throughout this period, the Japs continued to step up their kamikaze raids on our lines over Okinawa. These raids provided several "field days" for the BENNINGTON fighter planes. On 6 April, 31 Jap planes were splashed with no losses. A week later, the squadron shot down 34 planes with "meatballs" painted on their wings, with only one BENNINGTON pilot downed. He was later recovered by a rescue plane.

A fighter strike had returned on 6 April and planes had formed in a landing circle around the ship when another plane spilled out of a cloud formation and dove for BENNINGTON. He sprayed the flight deck with a burst from his machine guns. At the same instant some 20 mm. slugs caught him inside his engine cowling, followed by several 40 mm. hits. The kamikaze hit the water only 50 feet from the ship's rudder, exploding as he hit. The carbureter from the plane bounded up intact on the flight deck. BENNINGTON was still a lucky ship!

Probably no ship in history had ever been worked over as thoroughly as the Jap battleship Yamato on 7 April 1945. Over 300 carrier planes took part in the sinking of this huge, modern battleship. It was part of a Japanese task force moving around the tip of Kyushu, presumably to attack the amphibious forces off Okinawa. When the smoke had cleared, BENNINGTON planes had sunk one destroyer, damaged a second one, and scored two torpedo hits on the cruiser AGANO. The first hit on the YAMATO was a 1000-pound armorpiercing bomb which hit near the bow and was followed up with other hits amidships and aft.

The damage absorbed by BENNINGTON planes consisted of one dive-bomber shot down, with both pilot

and gunner seen parachuting into the sea. One torpedobomber was so badly damaged by flak that it had to be jettisoned after it made a safe landing on the carrier deck.

Between 16 April and 8 June, BENNINGTON participated in only one anti-aircraft action. In the early morning of 14 May a single-engined "stranger" was observed tagging along behind three Navy fighters at 8 miles distance. The fighters turned and made runs on the Jap plane, but it got through and came in toward BENNINGTON. He dove straight in from 1000 feet and the second 5-inch burst was a direct hit. Everything disintegrated in one explosion as shell, gas tank and bomb erupted together. The Jap "Tony" was instantaneously converted into small fragments which fluttered down and scattered onto the deck of a destroyer.

A week later a unique combined attack struck BEN-NINGTON when, during anti-aircraft firing exercises, a target drone was hit by gunfire and crashed into the ship at the water line, causing no damage. Seven minutes later, the bow of BENNINGTON struck a mediumsized whale. He was empaled for several hours until the skipper had a chance to back down and dislodge the carcass. The ship had now reached combat maturity.

There was another "treat" in store for BENNING-TON to round out her unusual experiences. She had been steaming for 24 hours to avoid a typhoon, but at daybreak on 5 June it overtook her. Winds at times reached as high as 90 knots, which was as high as the instruments would register. The wind whipped up waves estimated at 40 to 50 feet from trough to crest. The forecastle deck was flooded and the forward passageways and living spaces wrecked; the powerful seas buckled a 35-foot section of the flight deck and both catapults were put out of commission.

Despite the damage done, BENNINGTON launched a fighter sweep over Kyushu's Kanoya Airfield on 8 June. That evening BENNINGTON and a destroyer escort set course for Leyte Gulf for storm-damage repair. The ship dropped her hook in San Pedro Bay on 11 June and anchored for 20 days off Tacloban and the strip of beach where the first Philippine landings had been made the previous October. Work was commenced immediately on the collapsed flight deck and Air Group 82 was detached for return to the States. The ship lost a good air group and good friends.

On 30 June 1945, Captain J. B. Sykes departed for new duties and turned over the command of BEN-NINGTON to Captain B. L. Braun.

On the morning of 1 July, BENNINGTON stood out of San Pedro Bay with her new Air Group One aboard. A large number of ships sortied that day as the task force proceeded to the strike area. On 10 July the force was operating in an area 120 miles southeast of



the southern tip of Honshu, with raids conducted against the following airfields in the Tokyo plains: Tsukuba, Hyakurigahara and Ishioka. BENNINGTON planes were estimated to have damaged or destroyed 98 enemy planes at the airfields visited.

On the 14th of July, the planes conducted offensives against Akkeishi, a paper mill, coal mine and other installations around Kushiro. The next day the weather permitted only one strike, but it destroyed two power plants, set fire to a paper mill and damaged shipping. The 24th and 25th took the ship about 100 miles off Honshu and the planes plastered airfields, factories, railroad yards and enemy shipping.

Big-game targets were presented at Mitsuko Jima on 28 July, when the air group attacked an Ise Class battle-ship and an Amagi Class carrier moored to the dock. The Kobe-Nagoya area took a beating on the 30th, and on the 9th and 10th of August the planes unleashed an attack at the airfields and shipping in Northern Honshu. Eight weeks had passed since the series of operations started on the Jap homeland and the constant routine had begun to wear on the nerves of everyone. Things happened fast from then on. The U.S.S.R. jumped into the war with Japan and the world was soon amazed at the tremendous blasts of the atomic bombs.

On 15 August, a first strike of planes damaged aircraft at the Hyakurigahara Airfield. A second strike was

on its way to destroy a huge electric plant, but was recalled before it reached the target. A "Judy" was reported shot down over another task group and the momentous news of the end of the war seemed in doubt until Admiral Halsey broadcast the news of the surrender of all Japanese forces. BENNINGTON was represented at the scene of the surrender with photographic coverage of the ceremonies aboard the battleship MIS-SOURI, and her planes joined hundreds of others when they roared overhead in a grand gesture of victory.

BENNINGTON continued in the forward area until she returned to Pearl Harbor 29 October 1945. She returned to "Uncle Sugar" 7 November 1945, as she arrived in San Francisco Bay. While the ship remained on the West Coast, the crew enjoyed rotation leave until the first week of the new year.

One more trip to Pearl Harbor to transport planes and personnel brought BENNINGTON back to San Francisco 30 March 1946. She transited the Panama Canal 13-17 April and arrived at Norfolk, Va., 22 April. A short run to Yorktown to unload ammunition was the last for BENNINGTON, for she was inactivated at Norfolk, Va., 8 November 1946, where she is now in commission in reserve as part of the Atlantic Reserve Fleet.

Statistics: Standard displacement, 27,100 tons; length over all, 855 feet 10 inches; beam, 93 feet; speed, 30 knots plus; armament, twelve 5-inch .38 caliber dual-purpose guns, 20 mm. and 40 mm. AA batteries.

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U. S. S. BOISE (CL 47)

The BOISE (CL 47) was built by the Newport News Shipbuilding and Drydock Company, Newport News, Va. She was commissioned on August 12, 1938, with Captain B. V. McCandlish, U. S. Navy, in command. During October-November 1938, she made her shakedown cruise, visiting Capetown, Union of South Africa, and Monrovia, Liberia. Having passed final acceptance trials in January 1939, she departed Norfolk in February to join the Fleet, visiting St. Kitts, British West Indies, en route, and thence went on to Guantanamo Bay to join up. From this time in early 1939 until November 1941, she operated with the U. S. Pacific Fleet, mainly on the West Coast and in Hawaiian waters. From July to November 1940, she served as flagship for Commander Cruisers, Battle Force (R. Adm. Husband E. Kimmel, U.S.N.). On August 28, 1940, Captain S. B. Robinson, U.S.N., relieved Captain McCandlish as Commanding Officer of the BOISE. In June 1941, she was host for about two days to the late Secretary of the Navy Frank Knox, who was aboard to view fleet maneuvers currently in progress. The ship had a brief visit in Long Beach, Calif., in September, and then returned to Pearl Harbor in October 1941 to resume operations with the Fleet.

On November 18, 1941, BOISE departed Pearl Harbor as ocean escort for a troopship convoy bound for Manila, P. I. The convoy arrived Manila on December 4, 1941, and two days later BOISE was ordered to proceed to Cebu to rendezvous with the SS GERTRUDE KELLOGG and escort her to Honolulu. This mission was never completed.

When hostilities with Japan began on December 8 (Philippine time) BOISE was in the Sulu Sea, proceed-

ing to Cebu. In compliance with orders received from Commander in Chief, Asiatic Fleet, on the 8th, she joined USS HOUSTON and assigned destroyers off Naso Point, Panay, on the morning of the 9th, and reported to Rear Admiral W. A. Glassford, U.S.N. (Commander Task Force 5), for duty in Task Force 5, U. S. Asiatic Fleet.

There ensued a period from December 9, 1941, to January 11, 1942, when BOISE was employed with units of Task Force 5 in convoying and protecting important Allied shipping which was clearing the Philippines. These operations took her at various times to Balik Papan, Makassar, Soerabaya, and Darwin, Australia.

On January 11, 1942, at Soerabaya, Rear Admiral Glassford boarded BOISE as Flagship of Task Force 5. During the next ten days she operated with units of Task Force 5 in the Flores Island to the eastward of Java, to counter Japanese activity to the northward in the Celebes Sea and around eastern Celebes. The orders to the Task Force at this time were to cooperate with other Allied Forces in an effort to hold the line of the Malay Barrier against the Japanese advance southward. On the morning of January 20, 1942, Japanese forces appeared off Balik Papan and that evening BOISE with four destroyers from Destroyer Squadron Twenty (old) were ordered to proceed and take station to southward of Makassar Strait, prepared to carry out a night attack when directed. The next morning, while en route from Koepang Bay, Timor, to above assigned station, the ship struck an uncharted reef in Sape Strait, sustaining severe damage to the bottom. The ship was consequently ordered to turn back, and the next day, in Waworada

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Bay, Soembawa, Commander Task Force 5 transferred his flag to MARBLEHEAD. The ship then proceeded to Tjilatjap, Java, to await orders. She was subsequently sent to Colombo, Ceylon, and finally to Bombay, India, for docking and repairs. While at Tjilatjap on January 28, 1942, Captain E. J. Moran, U.S.N., relieved Captain S. B. Robinson, U.S.N., as Commanding Officer in compliance with Bureau of Naval Personnel orders.

Upon completion of repairs at Bombay, BOISE sailed on April 4, 1942, under orders to proceed via Freemantle and Melbourne, Australia, to rejoin the Pacific Fleet. These orders were modified while en route so that the ship went on to Mare Island Navy Yard for urgent military alterations. She arrived at the navy yard on May 13, 1942, and was again ready for sea on June 20, 1942.

On June 22, 1942, BOISE sailed from San Francisco as ocean escort for a troop-laden convoy bound for New Zealand. As events finally turned out, part of the convoy put in at Wellington, and part of it went on to Australia. BOISE's mission as ocean escort was completed on July 12, and on the 14th she arrived in Auckland. In compliance with orders received on the 17th, she sailed on the 18th for Pearl Harbor, stopping off at Tonga Tabu to pick up passengers and casualties. She arrived Pearl Harbor on July 25.

The ship departed Pearl Harbor unescorted on July 27 to carry out a raiding cruise in enemy home waters just prior to the Guadalcanal-Tulagi landings on August 7, 1942. The purpose was to create the impression that a task force was approaching Japan, this apparently to further serve as a feint to draw off Japanese forces from the Solomons prior to the above-mentioned landings.

In any event, the ship was some 650-700 miles east of Tokyo on the evening of August 5, 1942 (ELD), while two of her planes scouted on westward to about 550 miles from Tokyo. No contacts were made by either ship or planes and the degree of success of the mission is unknown. However, it is reasonable to expect that the presence of the ship in enemy home waters was known, for the planes failed to rendezvous with the ship at the end of their search, and the ship employed every facility available for over an hour in an effort to "home" them. The last words heard from the planes were, "We are sitting down now before it gets dark." Just prior to this a report of "five aircraft overhead" precipitated the decision to commence retiring at high speed, and thus the ship came about and headed east at 29 knots. Aviation personnel lost due to these events were Lieutenant J. K. Boal, U.S.N., and Lieutenant (junior grade) F. R. Wollenberg, U.S.N.R., pilots; and A. A. Fletcher, ARM 2/c, U.S.N., and J. S. Petreycik, ARM 3/c, U.S.N., radiomen and rear-seat gunners. The ship returned to Pearl Harbor from this cruise, arriving Aug. 10, 1942.

On Aug. 15, BOISE departed Pearl Harbor as

escort commander of a convoy bound in part for Suva. Fiji Islands, and in part for the New Hebrides. BOISE arrived at Vila, Efate, with the New Hebrides section on August 28, and reported to Commander South Pacific for duty. On September 6 she was ordered to proceed to Espiritu Santo for duty with Task Force 64 under Rear Admiral C. H. Wright, U.S.N. She arrived and joined the same day.

On September 14, 1942, BOISE put to sea with Task Force 64 to participate as covering and support force in Task Force 65 (Rear Admiral R. K. Turner, U.S.N.), for the purpose of landing the U. S. Seventh Marines, Reinforced, on Guadalcanal as reinforcements for the garrison already there. The landings took place as scheduled on September 18, and the force returned to Espiritu Santo on the 21st.

On September 23, 1942, the above Task Force 64 was dissolved and a new Task Force 64 was formed under Rear Admiral Norman Scott, U.S.N. This Task Force 64 out to sea on October 6, 1942, on a raiding mission off Guadalcanal to endeavor to break up the Tokyo Express, which was almost nightly delivering reinforcements and supplies to the Japanese at Cape Esperance on Guadalcanal. From early reconnaissance reports on the 11th, it was evident that suitable targets would be in the area that night, and Commander South Pacific ordered the

The Battle of Cape Esperance was fought that night. In it BOISE took six separate targets under fire, sustained extensive damage from enemy fire, and suffered personnel casualties amounting to three officers and 104 enlisted personnel killed and 20 enlisted personnel wounded. Due to the damage sustained, the ship was ultimately sent to the States for repairs, arriving at Philadelphia Navy Yard on November 19, 1942.

The ship was ready for sea again on March 20, 1943, and left Philadelphia that day under the command of Captain Hewlett Thebaud, U.S.N., for a training period in the Chesapeake Bay area. Her next active war operations beyan on June 8, 1943, when she sailed with a convoy bound for the Mediterranean. She arrived in Algiers on June 21, 1943, to join the Eighth Fleet and report for duty in Task Force 81 (Rear Admiral J. L. Hall, U.S.N.). Subsequently, BOISE participated in the assault on Sicily on July 10, 1943, serving in the Gela Attack Force as a unit of the covering and fire support units. These events extended through the periods 6 to 14 and 19 to 22 July. During the period 9 to 17 August, the BOISE operated with Task Force 88 (Rear Admiral L. L. Davidson, U.S.N.), on the north coast of Sicily in support of the Seventh Army drive on Messina. The fall of Messina on August 17, 1943, terminated the Sicilian Campaign.

The next operation for the BOISE extended over the period from 5 through 19 September 1943. The ship sailed from Oran on the 5th with Task Force 81 for

operations in the Gulf of Salerno, Italy. On the 7th, while en route to Salerno, Commander 8th Fleet ordered the ship to proceed to Bizerte and report to Commander in Chief Mediterranean for duty. She complied, further reporting to Commodore Commanding British 12th Cruiser Squadron for duty.

By the 7th of September, the surrender of Italy was imminent. Incident thereto it was desired to seize and occupy the city of Taranto and the naval base there, in order to deny it to the Germans. To accomplish this objective, the British 12th Cruiser Squadron composed of HMS AURORA (F), PENELOPE, DIDO, and SIRIUS plus HMS ABDIEL and USS BOISE were to load troops and their equipment, transport and land them at Taranto on the 9th of September. Consequently all ships embarked troops and sailed from Bizerte on the 8th, BOISE carrying 788 officers and men of the British 1st Airborne Division, RA, with equipment, including jeeps, motorcycles, light field pieces, and bicycles.

On the morning of the 9th, the above ships rendezvoused northeast of Malta with HMS HOWE (Flagship of Force Zebra, Vice Admiral Malta Commanding), HMS KING GEORGE V, and six destroyers, the combined force proceeded to Taranto. After some delay occasioned by difficulty in getting through the minefields, BOISE, led by HMS JERVIS, entered Porto Mercantile and moored alongside portside to the quay at about dusk. PENELOPE moored alongside shortly afterward and both immediately began unloading to the quay. Other ships unloaded via boats, all unloading and deployment of troops being complete before daylight. About one o'clock in the morning HMS ABDIEL blew up and sank from causes unknown. This was the only untoward incident of the operation. The cruisers departed Taranto shortly after daylight of the 10th to make a quick turnaround trip and bring more troops. However, while at Bizerte on the 11th, BOISE received orders to proceed to Salerno to rejoin her fire support group, since SA-VANNAH had been knocked out of action in a bombing attack. Accordingly, BOISE arrived in the Salerno area on the morning of the 12th, and reported to Commander Task Group 81.5 (Rear Admiral Davidson, U.S.N.) for duty. She remained in the area, rendering fire support as required. By evening of the 16th, she had practically exhausted her ammunition and was sailed to Bizerte to replenish. Upon her return on the 18th, the fighting had swung inland and cruiser fire support was no longer required. Thus on the 19th BOISE was sailed to Palermo to await orders. No further active operations were assigned BOISE, and she was ultimately released from the Eighth Fleet to return to the United States, arriving in New York on November 15, 1943. On September 25, while at Palermo, Captain J. S. Roberts, U.S.N., relieved Captain Thebaud as Commanding

BOISE had an 18-day availability at Brooklyn Navy Yard and then on December 6, 1943, sailed for the Canal Zone. There on the 10th, she reported to Commander Seventh Fleet for duty, and in compliance with orders sailed on the 12th for Milne Bay, New Guinea. She arrived in Milne Bay on December 30, 1943, and served continuously from that date until June 18, 1945, as a unit of the Seventh Fleet in operations in the Southwest Pacific Area. She was assigned to and operated with Cruiser Division Fifteen, commanded by Rear Admiral R. S. Berkey, U.S.N.

Initially BOISE served with the Seventh Fleet units engaged in occupation and consolidation of Eastern New Guinea. Activity was slight during this period. During January 1944, the division operated in the Buna area, engaged in a bombardment in the Madang-Alexishafen area, the night of 25-26 January, and then proceeded to Milne Bay to base and train for forthcoming operations.

The campaign against Western New Guinea began in April 1944. The ship participated in all of the major operations of this campaign on covering, bombardment and fire-support missions. These included the following, which extended through mid-September 1944:

- (a) Aitape-Humboldt Bay-Tanamerah Occupation, at Humboldt Bay.
- (b) Night bombardment of Wakde-Sawar Area.
- Wakde-Toem Occupation.
- (d) Biak Occupation.(e) Noemfoor Occupation.
- Cape Sansapor Landings. (g) Morotai Occupation.
- The BOISE operated almost continuously in the Philpines from October 1944 on, and participated in the
- following operations and engagements: (a) Assault in Levte Gulf, October 20-24.
  - (b) Battle of Surigao Strait, October 25. (c) Covering Operations with Leyte Gulf Security
  - Forces until mid-December 1944. (d) Mindoro Operation, December 12-17.
  - (e) High speed covering operation Leyte to Mindoro, December 26-29, incident to Japanese attack on Mindoro on December 26.
  - (f) Lingayen Occupation, initially as flagship for Commander in Chief, Southwest Pacific Area, January 4-13, 1945, en route to and in Lingayen Gulf; and January 14-31, with Cruiser-Carrier Covering Force off west coast of Luzon.
  - Bataan-Corregidor Operation, February 13-17.
  - (h) Zamboanga Operation, March 8-12.

From November 16 to December 2, BOISE made a trip to Manus and return to replenish supplies and for rest. While at Manus in November, the Commanding Officer, Captain J. S. Roberts, suffered a heart attack, necessitating his detachment. The ship returned to Leyte under the command of Commander T. M. Wolverton,



U.S.N., former Executive Officer of BOISE. At Leyte, on December 6, 1944, Captain W. M. Downes, U.S.N., assumed command, relieving Commander Wolverton. Again, in April 1945, BOISE was sent to Manus for drydocking. She was back in the Philippines and rejoined her division in Subic Bay on April 21.

During the period from April 24 to June 16, 1945, BOISE participated in operations in Borneo waters as follows:

- (a) Tarakan Operation, April 27 to May 3.
- (b) Brunei Bay Operation, June 10-11, coincident with carrying General of the Army Douglas MacArthur on a tour of the Philippines.

As noted earlier, BOISE served as flagship for General of the Army MacArthur during the Lingayen Operation in January 1945. The General and his staff embarked at Leyte on January 4, and remained aboard until January 13, when they transferred to headquarters ashore in the Lingayen Area.

During the period June 3-16, BOISE again transported General MacArthur and staff, this time on a 3500-mile tour of selected places in the Central-Southern Philippines, which included:

- (a) San Jose, Mindoro, June 4.
- (b) Cagayen, Mindanao, June 5.
- (c) Cebu, Cebu, June 6.
- (d) Iloilo, Panay, and Bacolod, Negros, June 7.
- (e) Puerto Princesa, Palawan, June 8.
- (f) Brunei Bay, June 10-11.

(g) Jolo, Sulu Archipelago, June 12.(h) Davao, Mindanao, June 13.(i) Zamboanga, Mindanao, June 14.

The ship returned to Manila on June 15, and the General and his staff disembarked shortly after arrival. She sailed from Manila on June 16 for Leyte, and from Leyte on the 18th for Pearl Harbor and the United States. She arrived at San Pedro, Calif., on July 7, 1945, and remained there, undergoing overhaul and refresher training, until September 28. On August 31, 1945, Captain C. C. Hartman, U.S.N., relieved Captain W. M. Downes, U.S.N., as Commanding Officer. On October 3, 1945, she sail for the Canal Zone en route to the East

To recapitulate, during the 44 months that the United States was at war, BOISE served 35 months overseas. She operated in the Netherlands East Indies Theater in 1941-1942, Pacific Areas in 1942, Mediterranean Theater in 1943, and Southwest Pacific Areas in 1944-1945. She engaged in two night surface actions: (a) the Battle of Cape Esperance, for which she is now credited with sinking or assisting in sinking one Japanese cruiser and two Japanese destroyers; (b) the Battle of Surigao Strait, for which she is credited with assisting in sinking one large Japanese unit. While in the combat areas the BOISE has undergone numerous air attacks and is credited with splashing seven Japanese aircraft. She had never been struck by a kamikaze plane. She has participated in fourteen major invasions and shore bombardments, and has been damaged in action only onceat Cape Esperance.

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### U. S. S. BOWDITCH (AGS 4)

The "S.S. SANTA INEZ," built by Burmeister-Wain, 1928-1929, at Copenhagen, Denmark, became the property of the Grace Lines. In March 1940, she was purchased by the U. S. Navy and fitted out for survey operations. Final commissioning as the USS BOWDITCH was made on 1 July 1940, and after a successful shakedown cruise to New York began a series of survey operations that carry up to the present date.

During the period from March 1941 to August 1941, the USS BOWDITCH carried out geodetic surveys at Portland Bight in Jamaica and the Great Exuma Island in the Bahama Islands. These surveys were followed by work at Cape Hatien, Haiti, and Guantanemo Bay, Cuba, until September, when she returned to Norfolk for an overhaul.

On 8 January 1942, the USS BOWDITCH left Norfolk for another series of survey operations which took the ship to various bays (Solano, Cupica, and Octavia) in Columbia, South America, and the Galapagos Islands, Ecuador, until October of 1942. After this the USS BOWDITCH returned to Norfolk, Va., for overhaul and armament.

In January of 1943 the ship was again ready for survey work, and this she did at Guantanamo Bay, Cuba, Antiqua, and Puerto Rico. Next came Coco Solo, C.Z., and the coast of Ecuador, until October. The ship arrived at Balboa, C.Z., on 21 October 1943, and underwent repairs, and left for San Pedro, 21 December 1943, to pick up stores. Then, on 6 January 1944, she headed out into the Pacific.

Arriving at the Gilberts on January 1944, just after Tarawa had been secured, she moved north with the Pacific Task Forces and took part in the occupation of Majuro Atoll on 4 February, in company with carriers, battleships, cruisers and destroyers of the Pacific Fleet. After completing the Majuro survey she moved to Eni-

wetok, and performed a complete survey of the anchorage there from 4 April to 17 July.

Her next move was to Saipan, where on 21 July she started her new job in the harbor while the battle still raged on the island a few thousand yards away. Since part of the survey work consists of building shore signals and beacons, there were several instances of hand-to-hand conflict with armed Japs who had been flushed by the shore parties. The survey parties had to learn to shoot as well as build.

On 4 October, the USS BOWDITCH, in moving to Guam, encountered rough seas because of a typhoon in the vicinity. At Guam she joined the destroyer ELLET (DD 398) and two (2) LCI's, forming a task group which moved south into the Carolines and occupied the atoll of Ngulu, where the BOWDITCH conducted a survey for a secondary fleet anchorage. She then returned on 23 October to Guam, where she made a complete survey of the coast and harbors.

On March 19, the ship got under way for her most difficult and hazardous assignment, Okinawa. Up to that time the USS BOWDITCH had never fired her guns at an enemy, but at Okinawa she received her baptism of fire. Arriving 29 March 1945, at Kerema Retto, she started routine survey work, only to find that working and fighting now went hand in hand. Scarcely a day went by that her guns did not fire at enemy planes. General Quarters became the expected status, day and night. In all, some 264 general quarters were experienced, four Japanese planes were shot down, and no casualties sustained by the crew. In addition to this was the constant threat of typhoons. Three times the USS BOWDITCH (18 July, 6 August, and 16 September) put to sea, executing the typhoon plan, and experienced heavy seas for several days.

At this writing (5/10/46) the survey parties are repairing damage to buoys and beacons resulting from the typhoons of 16 September in and around Buckner Bay.





### U. S. S. CANOPUS (AS 9)

(Written by Captain E. L. Sackett, U.S.N.)

Chapter I

A less likely candidate than the CANOPUS for the role of heroine in a tale of adventure could hardly be imagined. She was no longer young, and had never been particularly dashing, but her partisans were always ready to ascribe a certain majesty to her appearance. Undeniably, she waddled like a duck, as was pointed out in many a good-natured jibe, but that was only natural in a middle-aged, motherly type, and she was truly "mamasan" to her brood of submarines, which used to forage with her from the Philippines to the China Coast and back again each year.

Built in 1921 to be a combination freight and passenger carrier for the Grace Line, she was shortly taken over by the Navy, and converted to a submarine tender. She was given extensive machine shops, foundries and storerooms to provide for the material needs of the "pigboats," cabins, and living spaces for the comfort of their crews when off duty, and a few guns as a concession to the fact that she was now a man-of-war.

In 1925 the CANOPUS escorted a division of six "S" type submarines of the vintage of World War I to the China Station. This imposing force, before the clouds of World War II gathered on the horizon, carried a large share of the burden of showing the Stars and Stripes in Asiatic ports, much of the time in the midst of "incidents" brought on by the spread of the New Order.

Looking back, it is hard to decide just when the war with Japan became inevitable. Perhaps the background was laid when Japan was given control of the Mandated Islands after World War I. To be sure, these islands,

which lay across American life lines to the Philippines, were not supposed to be fortified, but the Navy, at least, never had any illusions on that score. Throughout the service, there was a general feeling that eventually the Japanese would become open enemies, and that a treacherous blow would be the signal for opening hostilities. We in the Orient were only surprised that this blow landed first at Pearl Harbor, instead of on the Asiatic ships, which comparatively "had their necks out" whenever they visited China ports.

We now know that the Japs wanted bigger game while the advantage of surprise was still in their hands, and probably felt that they could pick off the Asiatic Fleet, anyhow, at their leisure. But American sailors had been treated to a war of nerves for many years, and had been made to feel that they were living on borrowed time. In 1940, things looked so bad that their families had been sent back to the States, in spite of their vehement protests, be it said. These Navy wives were an intrepid lot, and were accustomed to putting up with such hardships and dangers in following their men from port to port, that it took more than a little Japanese menace to make them leave the strange fascination of the Orient voluntarily.

It had always been expected that the CANOPUS, along with other slow auxiliary ships—the destroyer tender BLACK HAWK, the seaplane tender LANGLEY, and the tanker PECOS—would, if possible, be hurried out to safer spots further south when war became imminent, on the basic assumption that the Philippines could not be held for long. In fact, during 1941, war seemed

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so likely that the Fleet was held in the southern Philippines most of the time.

However, in the fall of 1941, the situation appeared to be growing a little more favorable. Freed of the restrictions previously imposed by national policy, at last reinforcements were arriving in the Philippines, and it seemed that after all there might be a chance of holding the islands. Army planes and tanks were coming in rapidly, and more submarines with their tenders had arrived. Within a few months, when these new forces had been organized and shaken down into their new environment, the Philippines would obviously be a much harder nut to crack. The war plan was in process of change, based on the promise that now there was a chance of holding the islands until the Fleet should arrive. Perhaps the Japanese realized this, and decided that it must be "now or never." Their answer was—Pearl Harbor.

### Chapter II

In the fateful first week in December, the CANOPUS had just finished an extensive overhaul at Cavite Navy Yard, and emerged looking more like a war vessel than ever before. Many anti-aircraft guns had been added to her armament, and light armor had been fitted around exposed positions, which later proved of immense value in warding off bomb fragments.

The submarines were considered the first line of defense for the Philippines, and were expected to operate from bases far advanced in the field as possible in order to utilize their maximum effectiveness. But submarines cannot operate long without supplies and repairs, and a surface tender had to be available to supply these services, even though her eventual loss by air attack would be almost a foregone conclusion if she stayed within aircraft range. The CANOPUS was chosen for this sacrifice, probably because the other tenders were newer and faster, and thus better to avoid damage or loss in the open sea. But also involved in the decision was no doubt the fact that the CANOPUS had already demonstrated her ability to care for many submarines of various types and could handle the job alone, as long as she lasted.

When the news of the treacherous blow at Pearl Harbor was flashed at 3:30 A. M. (Manila Time) on December 8th, we knew we had a job to do. There was no further sleep that night. Little knots of men were gathered all over the ship discussing the new situation. The comments heard most frequently were: "Well, this is why the Navy hired us"; "Now, at least, we know it was best that our families were sent back to the States"; but, most urgent of all, "How long will it take the Big Fleet to get here?"

That the Fleet would get there in time we did not doubt then; it was only later, when the full story of the loss of planes and ships at Pearl Harbor became known,

that officers of the Navy familiar with strategic problems involved began to have grave misgivings.

The first day was one of intense activity. "Strip Ship" was no longer a practice evolution—it was the real thing now. The guns had been manned constantly for days, for the Asiatic Fleet was aware of something in the air, and was prepared. But now the gun crews felt something of the tenseness of the hunter, with his finger on the trigger when he hears a rustle in the bushes. Evidently this excitement was general, because our own planes were fired upon by some of the other ships in the harbor, fortunately without damage.

No enemy planes appeared over Manila the first day, but they did strike with deadly effect at Clark Airfield, about sixty miles farther north. There they caught nearly all the Army's heavy bomber strength in the Philippines, already loaded with bombs which they only awaited the order from the high command to deliver on Japanese airfields in Formosa. Who can say what the future progress of the war might have been if that order had been given? We know what telling blows even a few Flying Fortresses can deliver, and here were squadrons of them, their wings clipped before they were allowed to strike one blow for freedom! Even the protecting fighter planes, which had been circling the field all morning in anticipation of just such an attack, had been called in at the same time for fuel and lunch—just in time to suffer the same fate as their big sisters lined up on the field. The crowning irony of that disastrous day was the fact that the field's radio station was hit by the first salvo of bombs, preventing them from summoning help from the fighters circling over Nichols Field, barely thirty miles away.

It was a perfect example of the advantage an aggressor gains by his treachery—he knows what he is going to do, and how to do it—whereas a paralysis seems to grip his victim with the first numbing blows. He must improvise his plans to meet the surprise onslaught, and lose vital time and material before his plans will fit the situation, which is seldom quite what he had visualized.

At midnight of the first day, another air attack on Nichols Field brought the war to a spot where we on the CANOPUS had a grandstand seat for the spectacle, which looked for all the world like a good old Fourth of July display. From our anchorage off Cavite, just far enough away to muffle the noise, the showers of red and yellow tracer bullets, the sparklers of anti-aircraft bursts, followed by the bonfire glare of burning hangars and planes, had an unreal quality which made it hard to realize that this was war, and our own countrymen were fighting and dying amidst the conflagration. We learned that fifth columnists had led the bombers unerringly to the target by bracketing the field with flares, and with the help of the brilliant moon the raiders could hardly miss.



However unreal it seemed, we had no desire to become a pretty bonfire ourselves, so we got under way and steamed around the harbor all night, so as not to be caught napping in the event of an attack. It is a wonderful solace to the nerves to be doing something, no matter how ineffectual, rather than to be a sitting duck, waiting for the hunter to let fly. Unfortunately, even the poor comfort of mobility was to be denied us from that time on.

At dawn the CANOPUS was ordered to go alongside the docks in the Port Area of Manila. This was chosen for the base of operations because when and if the expected sinking occurred, the depth under our keel would be shallow enough so that the ship would rest mostly above water, and valuable stores, torpedoes and equipment could be salvaged. Headquarters for the submarine "Commodore" (Captain John Wilkes, U.S.N.) and his staff were set up in the newly built Navy Enlisted Men's Club. Several CANOPUS officers were incorporated into this staff to build it up to wartime proportions. After all, if the ship was not expected to leave port, why waste their services?

Torpedoes and spare parts were hurriedly unloaded, and lightered out to Corregidor, where less vulnerable shops were put into operation. Other stores and provisions were divided up, and one part stowed in a small inter-island ship in the hope that all would not be lost in one attack.

The superstructure of the CANOPUS was painted to match the color of the docks alongside, and camouflage nets spread overhead in an effort to deceive the Japs as long as possible as to our identity. The more exposed fuel tanks were emptied and filled with water to reduce the danger of a disastrous fire which might make it impossible to save the ship if the oil were touched off by a bomb. With the ship as ready as the men could make her, the grim question as to whether the value of her services in the time left to her would be worth the expected sacrifices was all that remained to be decided.

However, the Japanese had their own schedule, and the CANOPUS apparently was well down on the list of objectives. The main airfields had been first, then came Cavite, with again that weird, unreal feeling, because the splashes, fire and smoke were only too evident a few miles away, while the detonations could not be heard. It hardly seemed possible that those swarms of silverwinged insects so high in the sky could be responsible for that holocaust across the bay. Now at last our gunners had a chance to express their defiance by firing at the groups which passed overhead. Unfortunately, it was little more than a gesture of defiance—for their guns were too small and ancient to have a chance of reaching the bombers at the extreme altitudes they habitually used.

There is a certain empty feeling which attacks the pit

of the stomach with the realization that the order "Commence Firing" will not be the usual directive to see how much canvas and wood can be demolished in the shortest space of time, but instead, an order to blast as many human beings into eternity as possible. When the guns start barking, however, the feeling passes, and a fierce exhilaration takes its place, entirely apart from whatever results may be achieved. A man who has been wondering during the approach of the enemy whether after all he may be a coward, and secretly speculating on a hiding place, forgets all about his fears with the first kick of his gun, and becomes for the moment a killer.

Bomb-damaged ships straggled out of Cavite Navy Yard following the attack, and the CANOPUS repair force slaved night and day getting them ready for sea, as well as equipping their regular brood of submarines for offensive patrols. Daily alarms sent the "pig-boats" to safety on the bottom of Manila Bay, but as soon as the marauding planes had left, the "Business As Usual" sign would be hung out again.

This sort of life did not lack for excitement, but was far from being the peace and rest which submarine crews must have to prepare them physically and mentally for the strain of their war patrols. There was every indication that conditions would get no better, and with the Army falling back on Manila, word came that the city would soon be abandoned to avoid complete destruction. Although CANOPUS was still intact, the harbor could no longer be used as a submarine base. The circle of bombing attacks was drawing tighter each day, and on Christmas Eve our headquarters was hit, and spent bomb fragments landed on our decks.

During the night we got under way for what proved to be our last journey, and steamed out of the Bay toward Corregidor, with great fires and towering columns of smoke astern of us as evidence that the Army was scorching the earth as they prepared to withdraw into Bataan.

We were to set up shop again in Mariveles Bay, on the southern tip of the Bataan peninsula. Some of the submarines were still with us, but now we had no source from which our supplies could be replenished, and it was obvious that the best we could hope to do would be to equip this last group for war patrol, and then "turn in our suits" as far as subs were concerned.

### Chapter III

It was hoped that Mariveles Bay, being close to the guns of Corregidor would be immune to air attacks, although some misgivings were felt on that score when we found a bombed and burning merchant ship in the harbor, and learned that this was the result of a light hearted Japanese Christmas Eve celebration. However, with hopes high, we moored the ship to the shoreline

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in a protected cove, and again spread our camouflage nets overhead. This time, the object was to make the ship look like part of the jungle foliage ashore, and we succeeded very well by using a mottled green paint, with plenty of tree branches tied to the masts and upper works. Unfortunately, a rock quarry nearby had made a white gash in the cliff, and from one direction, this made a background which it was impossible to match. We could only hope that Jap scouting planes would not happen to snap any candid camera shots from that particular direction.

Disillusionment in both these hopes was not slow in coming. On December 29th our daily visitors, evidently deciding that Manila had been adequately taken care of, turned their attention toward us. Squadron after squadron showed their contempt for the guns of Corregidor by blasting that island from end to end, and the last group of the day, as if by an afterthought, wheeled in from that fatally exposed direction and blanketed the CANOPUS with a perfectly placed pattern of bombs. Tied up as she was, and unable to dodge, it seemed a miracle that only one of the closely bunched rain of missiles actually struck the ship, but that one bomb nearly ended our career then and there. It was an armor-piercing type which went through all the ship's decks and exploded on top of the propellor shaft under the magazines, blowing them open, and starting fires which threatened to explode the ammunition.

Disaster and danger are the great touchstones which bring out the true quality in man, and those sailors never faltered. Hardly had the rain of rocks thrown from the craters in the nearby hillside subsided when fire fighting crews had jumped to their work. The Executive Officer, Lt. Comdr. "Hap" Goodall, organized one party on deck, which attacked the blaze from above. They found smoke pouring from ammunition scuttles leading to the magazines below, and directed their hose streams down the hatches, unmindful of ominous detonations which told them the magazines might blow up at any moment. Gunner's Mate Budzaj even climbed down a smoke-filled ammunition trunk with a hose in an effort to get at the bottom of the flame. When the fire pumps failed for a few moments, bucket brigades carried on the battle.

In the meantime, below decks, Lt. Comdr. "Al" Hede had organized another fire party which tackled the problem by carrying their hoses through choking smoke in the compartments near the magazines, pulling wounded and dying men away from the blasted areas where they had fallen. Most of the oxygen type breathing apparatus had been cut off by the explosion, but Shipfitter Cambron donned the one remaining outfit, and carried the hose right down to the magazines, backed up by his shipmates working in relays, each of which stayed as long as men could stand the fumes.

Our fighting Chaplain McManus led a rescue group into the engine room, where fragments and escaping steam had caused the most casualties, administering last rites to dying men and helping to evacuate the injured to makeshift dressing stations.

The officers in charge of the engine room, Machinist Hutchinson and Electrician Hall, had both been badly wounded by the first blast, but the Chief Machinist's Mate left in charge shut off the steam at the boilers until severed steam pipes could be isolated, thus saving more of his men from being scalded to death. He then helped the wounded to safety, and was later found wandering around dazed, having no recollection of what happened after the blast!

For hours the devoted crew fought before all the fires were finally out. When the magazines were inspected, several crushed and exploded powder charges were found, mute evidence showing how close to complete destruction the ship and all on board had been. Nothing less than a miracle could have prevented a general magazine explosion at the time the bomb set off those powder charges, but miracles do happen. The engine of destruction had carried its own anti-dote, and its fragments which severed pipes near the magazine had released floods of steam and water at the danger point, automatically keeping fires away from the rest of the powder. Our numbers weren't just quite up that day.

In months to follow, our crew never quite believed, until the battered hull finally slipped to its last rest beneath the waves, that somehow the old girl would not manage to pull through, as she had that day, and take them all out to rejoin the Fleet. That same night, up went "Business As Usual" sign and repair men went to work binding up the old lady's wounds, at the same time others were busy servicing submarines.

#### Chapter IV

The CANOPUS was seaworthy again in a few days, although much ammunition had been lost by flooding the magazines, and several store rooms were badly messed up by the explosion. This cloud, however, had a silver lining for our Supply Officer, Lieutenant "Gus" Johnson, who found his office wrecked and his accounts burned, giving him a heaven sent chance to put an end to all his laborious accounting system for the duration. From that time on, our supply system was beautifully simple. What we had, we could use without the usual red tape, and if something was lacking nothing could be done about it except to improvise a substitute or do without. There was nothing for the men to spend their money on, so there were no more paydays. Ice cream and canteen supplies were free as long as they lasted. All clothing became community property, to be doled out to whatever unfortunate should appear in the most



nearly naked condition. This Utopian state inevitably welded us all into a great family working and fighting in a common cause, with only one aim—to do our damnedest to lick the Japs.

Curiously enough, the boys who had been the worst troublemakers in time of peace, became our most shining examples in wartime. Perhaps they had just too much restless energy for their own good when things were normal, but this same quality enabled them to perform prodigies when the chips were down.

Ordinary methods of discipline of course failed, since the men got no liberty or pay anyhow, and what would normally be extra duty was now only the usual stint for everyone. But punishments were fortunately unnecessary, as the spirit of the community would tolerate no shirkers, and the men themselves saw to it that no one was derelict in his duty.

When the last of the submarines, carrying the Commodore and his staff to a new southern base, had pulled out just before the New Year opened, we were left with something of the feeling of a mother when the last of her children has grown up and left the home fires, to battle the world alone. Nothing would seem more use-less than a submarine tender with no submarines to look out for, but we were soon to find that there were orphans aplenty to be adopted. There were many small Navy ships which were also stranded by the tide of war ebbing south. These needed constant repairs as well as additional equipment for the task ahead of them. The word also got around to all Army and Air Force Units, of the well-equipped shops which could and did accomplish miracles of improvisation, and these groups were not slow in making full use of all facilities. Again, the men of the CANOPUS could feel that they had a major share in the new mission—to hold Bataan.

Tojo's war birds, however, still wanted to have something to say as to whether the CANOPUS would stay in service. Our first bombing had made it apparent that the ship was not exactly a safe spot to while away the daylight hours, so the policy was adopted of scattering as many of the crew as possible ashore to sleep as best they could during the day, and return on board for work all night. Volunteers were called for to man the antiaircraft guns during the danger period, with such response that practically no changes resulted in the regular gun crews. With the Gunnery Officer, Lieutenant "Red" Otter in control, these enthusiastic boys felt that they were the lucky ones-there was always the chance some Jap plane might venture low enough to be knocked out of the sky, and such vengeance would be sweet enough to justify any risks.

Just a week after the first bombing, the Japs showed their annoyance at such temerity by sending another squadron of planes over the CANOPUS to try and settle the affair once and for all. Again the closely bunched bomb pattern blanketed the ship, but again only one missile made a direct hit. This time it was a quick-acting fragmentation bomb which struck the side of the towering smokestack, and literally sprayed the upper decks with small fragments. The gun crews, who had ducked behind their shields at the last instant before the bombs landed, had little protection from splinters coming down from above, and three-quarters of them were wounded—fortunately with no fatalities. No serious fires were started, but the upper decks looked like a sieve as hundreds of fragments had pierced the light plating.

The stretcher parties from ashore boarded the ship almost before the dust had settled and carried the fifteen wounded men to dressing stations ashore, but the hardest part of the task was to convince each victim that someone else should not get attention first. One of the highlights of the scene was the sight of "Red" Otter dashing to the bridge, bleeding from half a dozen gashes, to make certain his skipper was all right, then dashing back to direct evacuation of the other wounded men before he would allow his wounds to be dressed. What "softies" our decadent democracy produces!

The damage due to the one direct hit had been only superficial, but inspection below decks disclosed that several near misses had also taken their toll. Each side had been pierced a few feet above the water by forty or fifty fragments of bombs exploded by contact with the water alongside. Another bomb had exploded deeper in the water and dished in the hull two or three inches, cracking the plating and loosening rivets which were leaking steadily. These were the wounds which had to be bound up to make the vessel again seaworthy, and the welders were soon on the job, plugging the openings.

The tough old girl was not ready for her grave yet, but if she were to continue a career of usefulness, it seemed best to make the Japs think the last salvo of bombs had done the trick. It was useless to pretend any longer that we weren't there, but at least we could make them think that what was left was useless. The next morning, when "Photo Joe" in his scouting plane came over, his pictures showed what looked like an abandoned hulk, listed over on her side, with cargo booms askew and blackened areas around the bomb holes, from which wisps of smoke floated up for two or three days. What he did not know was that the smoke came from oily rags in strategically placed smudge pots, and that every night the "abandoned hulk" hummed with activity forging new weapons for the beleaguered forces of Bataan. Evidently the Japs were completely deceived, because only one half-hearted attempt was made a week later by dive bombers to finish off the faithful ship, and that was driven away without damage, by our anti-aircraft guns. These had been taken off the ship and mounted on the hills nearby, so as not to draw further retaliation to the vessel.

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Two of the larger anti-aircraft guns had been damaged by the second bombing, and ammunition for the remainder was almost gone. This battery was therefore dismantled to provide similar parts for similar guns which a company of Marines had mounted ashore at the head of Mariveles Bay, and which could be better protected.

#### Chapter V

Jap warships were reported to be infesting the waters around the Philippines, and the Naval Command had decided that no slow auxiliary vessel would have a chance for success in a dash to safer waters. Perhaps there was still a hope for relief to reach the Philippines, in which case the probable heavy loss of life in an attempt to break through would not be justified. The men, in no uncertain terms, expressed their preference for taking any chances at sea, rather than being bottled up, with a land siege in prospect. But orders were orders, and since those in authority did not see fit to assign any great weight to our feelings in the matter, there remained nothing but to make the best of a bad situation and settle down to help make it a good siege while it lasted.

Some sort of protected living quarters ashore were a necessity if the night workers were to get any rest. This problem was partly solved by taking over a large storage tunnel just completed, and building in bunks, offices, hospital accommodations, a radio and telephone communication center, and a makeshift field kitchen for cooking our two meals a day. More than a hundred men not having repair duties lived underground with reasonable comfort, at least after the water dripping from bare rocks overhead had been trapped and piped to a shower spray, so that baths might at least be voluntary.

Many of the repair force slept during the day in this shelter, but most of them scorned the dank air and preferred to take their chances in the wide open spaces in the nearby hills, where they learned to sleep under the shade of tropical trees, leaving a lookout to warn them in time to roll into a fox hole whenever a bomber looked threatening.

By no means were all of our men in the night-owl group. Machine guns on every hilltop were manned by alert sailors with itchy trigger fingers, just living for the day when one of the dirty yellow so-and-sos would venture low enough to give them one good crack at him. This didn't happen often but those that did forget themselves must have thought they had stirred up a hornet's nest and not all of them lived to tell the tale.

Another watchful group took station under the shelter of the quarry's crushed rock storage tanks, where they were near enough to make a dash to their beloved ship in case she were hit again, to do what they could to save her.

Finally, there were lookouts and signal stations on the hilltops, with telephone wires leading and reaching throughout the whole system, to spot marauding planes while still far away, and warn their shipmates of impending danger. These men with little protection to themselves, kept their binoculars coolly trained on the bombers, describing the picture to more sheltered friends. Few of us will ever forget those quiet voices coming over the earphones, "They are heading directly over us—their bomb-bay doors are open—don't believe they dropped bombs this time—no, here they come—looks as if they will hit beyond us"—more words drowned out by a shattering roar—then, "lousy shooting, missed us a quarter-mile—must have their third team in there"

Anyone who has stood in the open when those deadly missiles are rushing down toward him, and has heard the ominous hiss which announces their near approach, will appreciate the iron control of a man who can keep up a blow-by-blow account when his next breath may be his last.

### Chapter VI

Mariveles harbor seemed to be well defended against surprise attack by the Naval forces clustered around it and the Army had stabilized a front about twenty miles farther north, on the other side of Mariveles mountain—but what about the seacoast between? Most of it was very rugged, and backed up by thick jungle, but the one road which provided the only line of communication to the front lines passed quite close to the sea at many points. Commander Francis Bridget, who had been left in charge of the remnants of Naval aviation in the Philippines, did not think that this tenuous life line was adequately defended by the Army against a sudden landing on the coast.

Frank was never one to sit back and criticize when action was needed. He had under his command about a hundred and fifty aviation men, mostly ground crews who had been left without work when their planes were destroyed. He sold the proposition to other Naval Organizations in Bataan, and collected a hundred and thirty men from the CANOPUS, about eighty from the Ammunition Depot detail, a hundred or so Marines, and a few refugees from the ill-fated Cavite Navy Yard. These heterogeneous groups Bridget formed into the "Naval Battalion" with "Hap" Goodall, of the CANOPUS, as second in command, Tom Bowers of the Ammunition detail and a few Marines and aviation officers were the company commanders.

Equipment was a serious problem. The Marines were, of course, ready for field duty, but the others were sailors, and the Navy doesn't provide much equipment for land operation at best, to say nothing of the fact that several of these groups had been separated from



their normal supplies by unforeseen circumstances. However, rifles and ammunition of some sort were finally begged, borrowed or stolen for most of the men. Their white uniforms were dyed to what was supposed to be khaki color, but which turned out to be a sickly mustard yellow. Only about one canteen could be found for every three men, but the great American tin can was pressed into service to make up the deficiency. This had the advantage that the contents could be heated over a fire in case of need, provided care was exercised not to melt out the solder.

Training was next essential. Perhaps two-thirds of the sailors knew which end of the rifle should be presented to the enemy, and had even practiced on a target range, but field training was practically a closed book to them. The experienced Marines were spread thinly throughout each company in the hope that through precept and example, their qualities would be assimilated by the rest.

Thus equipped, mostly with boundless enthusiasm and determination, the motley array sallied forth one day late in January for a preliminary hike to the coast to harden them up. At the base of Mt. Pucot near the sea they met an agitated group of soldiers who had just been chased away by Japs from their signal station on the mountain top. Apparently a landing had been made on nearby Longosokawan Point the night before, just as Bridget feared, and the invaders were working their way inland toward the vital communication road.

Here was "field training" with a vengeance for our budding infantrymen. Figuratively thumbing their manuals, they hastily deployed in accordance with the best traditions of the book, and advanced in line of skirmishers. Contact was established as might be expected and the maneuver described as "The Assault" in the next chapter, drove in the advance patrols of the surprised Nipponese.

The strength of the main forces next encountered convinced our boys that they had a "bear by the tail" and since the book failed to provide the proper procedure in such a contingency, they threw it away. Five days of what was probably the weirdest jungle fighting in the annals of warfare ensued, with all accepted principles violated, and no holds barred. Adjacent units were unable to maintain contact with each other during the night, so, of course, the Japs took advantage of their famous infiltration tactics. However, this did not have the expected results, because our boys, not having been indoctrinated into the ancient Army principle that it is fatal to be outflanked, simply held their ground and sent back detachments to clear out the annoying intruders behind their lines.

Another essential item which had somehow been overlooked in the plans was the service of supply. In

the excitement, nobody thought much about that until nature began to assert itself as night came on and the boys began to get hungry and tired. A hurry call was sent back to the CANOPUS to "send plenty of everything," and trucks were rushed to the new front with food, ammunition, blankets and stretchers for the wounded. For days, all other work was dropped and all hands were pressed into service to make sure the fighting men lacked nothing that would help.

The Jap landing party was made up of picked men, larger and stronger than the average, and well equipped for jungle fighting. Had they made a determined assault, they could undoubtedly have wiped out completely our whole ragged battalion. But they knew the business of war, and were sure our front lines must be backed up by powerful reserves somewhere. If they could only find out where these reserves were located, they would know best to make their drive. The big push was held up while their scouts frantically searched for the elusive reserve forces. How could they guess that the crazy Americans were so ignorant of the art of war as to blithely ignore the necessity for reserves? Sixty more Marines with trench mortars were brought over from Corregidor to counteract the advantage the Japs had enjoyed with similar weapons, but they were also used in the front lines, and could hardly be called reserves.

A diary later found on the body of a Japanese officer testified to their complete bewilderment, describing the strange conduct of the "new type of suicide squads, which thrashed about in the jungle, wearing bright colored uniforms, and making plenty of noise. Whenever these apparitions reached an open space, they would attempt to draw Japanese fire by sitting down, talking loudly and lighting cigarettes."

Bataan may well have been saved from a premature fall by the reckless bravado of those sailors, because if the Japs had succeeded in cutting off supplies to the western Army front, a general retreat from those prepared positions might have been necessary. The lives lost in that timely effort could hardly have been sacrificed in a better cause.

On the fifth day, the 57th regiment of Filipino Scouts arrived to relieve the Naval Battalion. These Scouts were the cream of the crop, having served under American officers as part of the regular Army ever since the Philippines were taken over. The Scouts were intensely proud of their service, and, high indeed were the qualifications of any Filipino who could pass their entrance exams and requirements. The Scouts could, and did, outdo the best of the Japs in the jungle fighting. The officers swore that their men could smell a Jap sniper in the trees, and cited numerous cases where Scouts stalking through pitch-dark jungles at night would suddenly fire a shot upward into the trees, bringing down a sniper. Any Scout who used more than a

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single shot to bring down his enemy had to face caustic comment by his mates.

You may be sure that each tired sailor, when he felt a tap on his shoulder and the welcome words "I'll take over now, Joe" before his Scout relief melted silently into the jungle, knew that his job was to be in competent hands and the battle good as won. After three days of deadly marksmanship of the Scouts, and the shattering blasts of huge mortar shells thrown into their main position by Corregidor guns, the battered and disorganized remnants of the powerful landing force had all been pushed over the cliffs which line the seacoast, leaving hundreds of dead behind.

#### Chapter VII

The Jap landing force was down, but not yet out. The rugged cliffs under which the remnants had taken refuge, were honeycombed with crevices and caves washed into the rock by wave action in ages past. Practically inaccessible from the land side, it was suicide to try to ferret out the desperate yellow men, who still had plenty of food and ammunition to stand a long seige.

Bridget's men had been relieved of the land fighting, but they had not lost interest in the course of events. Attacking the problem from a sailor's viewpoint, they conceived a plan for cleaning out the horner's nests by shooting into them from the sea. Here again, the CA-NOPUS repair men rose to the occasion. Conversion work was started on three of her forty-foot motor launches, to make them into "Mickey Mouse Battleships," armed with heavy machine guns and a light field piece, and protected by boiler plate around the engine and gun positions. No sooner had the first experimental model been finished, than an enthusiastic crew led by "Hap" Goodall, which had been waiting impatiently for another crack at the "Nips", put their brain child into commission and started out. It was a seven or eight mile cruise by water to Longoskawan Point, but they made two round trips the first day, blasting scores of Japs out of their caves with gunfire; as evidence of their success, they brought in two prisoners, alive but dazed, and three others which had not survived the return

The second midget man-of-war was completed on the next day, and both craft steamed out for further glory. However, this time the hunting was not so good, and only four more Japs could be found to be sent after their ancestors, although all the area was thoroughly combed.

Our CANOPUS crew at last felt amply revenged for the loss of seven shipmates who fell during the land fighting, as well as for the six who died in the first bombing the the ship. They were now veterans, and could look any man in the eye.

There was soon more work for our miniature craft,

however. Just after Longoskawan Point had been cleared, another landing had been made on Quinauen Point, several miles further north. This landing had not been made without opposition, since Bulkeley's mos-quito craft had attacked the landing barges and the war vessels guarding them, while the Army's few remaining P-40 fighters bombed and strafed everything in sight. Thirteen loaded barges were reported sunk, and a large destroyer hit by one of Bulkeley's torpedoes, but many of the Jap troops got ashore, and there was more work for the Scouts. This time a whole week was required to push the Japs over the cliffs, as persistent efforts were made to reinforce their beachhead, supplies even being dropped by parachute during the battle. However, the Scouts, reinforced by light artillery, were not to be denied, and at last our sea-borne cleanup squad was again called in to disinfect the cave of Quinauen Point.

Hap Goodall and his raiders did a thorough job, with thirty-three victims counted when the last Japs were laid out for inspection. But this time, the little expedition was not so lucky to get off unscathed. Four Japanese dive bombers, probably in belated response to a frantic radio call for help dived out of the sun on the boats returning from their deadly work. One was shot down by Gunner's Mate Kramb, who died at his machine gun while pouring bullets into the attacking plane, but a salvo of bombs crashed all around the leading boat, blowing a hole in its bottom. Goodall was badly wounded in both feet, but ordered the beaching of the little boats to save the lives of the men still unhurt.

Three men had been killed, and four others wounded by the attack, but the survivors improvised crude stretchers for the wounded men, and laboriously cut their way through the jungle to the road. There a friendly truck driver gave them a lift back to the CA-NOPUS and medical care.

The Naval Battalion had served its purpose, and their work on Bataan was done. Light naval guns were now being mounted along the coast, and machine gun nests established by the Army in order to make further landing attempts by the Japs extremely difficult. However, the beaches of Corregidor and the other fortified islands were long, vulnerable and only lightly guarded. There were indications that the Jap forces near Manila were preparing for landing operations, so the Naval Battalion soon left us to join the 4th Marines Regiment defending those beaches. Goodall being out of action, our Engineer Officer, Lieutenant Welch, stepped into his place.

The CANOPUS contingent was officially detached and incorporated into the Fourth Marines Regiment, but left behind them horrible threats describing what they would do if the CANOPUS should try to leave without them. They swore that the big guns they were about to



man would be kept trained constantly on the channel leading out of the harbor, ready to blow the CANOPUS out of the water at the first sign of a treacherous attempt to abandon them.

Of course, they knew the situation was just about out of the question, and that any man in either group would gladly give up his own place if fate should give his shipmates a chance to "make a dash for it".

#### Chapter VIII

Tojo's troops seemed a little discouraged by their setbacks in February, and for several weeks left us in doubt as to whether their policy might not have been changed in favor of a starving out process. Scouting planes and occasional light bombers were still seen almost every day, mostly over our front lines or airfields, but nothing was attempted that could compare with earlier attacks. Perhaps the answer was that the Japs were busy on other projects—it was during this time that drives on Singapore and Java were in full fury.

Whatever the reason, Navy men in the Mariveles area frequently found themselves on the verge of boredom, and even though CANOPUS repair men had plenty of work, other ratings sometimes found time for idle speculation and conjecture. The radio always brought us daily news of fighting on other fronts, and broadcasts were always followed by meetings of animated boards of strategy, intent on devising ways and means by which relief could be sent to the Islands, or routes by which the marooned ships could escape from the trap, to rejoin the Fleet fighting far south of us.

After all, if little merchant ships could slip through to southern Philippines ports and return, as they did several times during the lull, why wouldn't the CA-NOPUS or any of the smaller ships have a chance of getting through to Australia? Nevertheless, the answer from the high command was always an emphatic "no" and that was that. Undoubtedly, the Army needed us, and perhaps the soldiers' morale might have suffered if they felt the Navy was deserting them. MacArthur had said "We will all stand or fall together." If that was to be the order of the day—so be it—there must be no question of the Navy's willingness to do its full share.

In spite of rebuffs, our men never quite gave up hope that the situation would some day change so that they could sail the seas again, and they were determined to be ready for that day—if it came. The fuel in the CANOPUS' tanks was hoarded like gold, representing as it did even more value in terms of possible salvation. The ship's boats were kept tuned up, and many plans laid for just such a dash as Lt. Comdr. Morrill and his men later made when capture was imminent. Almost anything that would float was an object of speculation

as to its possible value in escaping capture if the worst came to worst.

Our prize entry in the "Dunkirk Sweepstakes" was a forty-five foot sloop, one of the several yachts which had escaped from Manila. This one had come to grief on the rocks of Bataan, to be salvaged later, in spite of many difficulties, by a few officers of the CANOPUS and Army Engineers. Her bottom was badly pounded, and she had been completely stripped of fittings. However, our amateur yachtsmen were not to be stopped by such minor obstacles. There was an overturned cargo lighter nearby, which had resisted all efforts to right it. A miniature drydock was built on the exposed bottom of this lighter and the sloop hoisted aboard it for extensive overhaul. An auxiliary engine was gotten from a wrecked automobile, and a new suit of sails was fitted by loving hands. Rechristened the "Novia" and back in her native element, the dainty little craft was the central figure in many dreams of adventurous passage through the southern seas. On moonlit nights, visiting Army officers and nurses were treated to romantic little cruises in the channels near Corregidor, perhaps helping them forget for the moment the grim realities of war.

The "Novia" was still afloat until the last desperate hours of Corregidor, but no word has come through as to her eventual fate. Perhaps when the war is over, we will learn whether she carried a desperate crew to their deaths in a final effort to win freedom.

Nearly every evening, Army officers and nurses who were able to stretch a few hours of leave from their duties, gathered on board the CANOPUS. We had refrigeration, excellent cooking facilities, and decent living quarters, which seemed heaven to them compared to their hardships in the field. To enjoy a real shower bath, cold drinking water, well-cooked meals served on white linen with civilized table ware, and the greatest luxury of all, real butter, seemed almost too much for them to believe. When these favored ones returned to their primitive surroundings and described the "feasts" topped off with icecream and chocolate sauce, they were often put into the same "dog house" as the optimists who claimed to have seen a fleet of transports steaming in.

Our visitors repaid us in full for any hospitality with tales of their own adventures. Captain Wermuth, famous "one man army" often regaled us with graphic, even gruesome accounts of his many encounters. General Casey, Major Wade Cochrane, Major Kirchner, Major Louman and many others kept us in touch with affairs at USAFFE headquarters and the front lines. Occasionally Marine officers from Corregidor would manufacture reasons for visiting Bataan so that they could visit the CANOPUS and refresh their memories of better days. Bulkeley and other torpedo officers in particular enjoyed our ice cream desserts. We were only sorry when our own supplies began to fail toward the end, and we could

# The FIGHTING MEN of COLORADO \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

no longer maintain quite as good hotel service for our friends.

During February the Japs started feeling out the defenses of Corregidor and other fortified islands. They mounted gun batteries on the south shore of Manila Bay, which made a practice of banging out a few quick shots, then shifting their positions, before the ponderous guns of our forts could be brought to bear effectively on them. They would also try to confuse the issue by setting off several false flashes in other locations at the same time their guns were fired. The batteries were usually cunningly concealed behind foliage, or in valleys where they could not be seen from the Army's spotting stations.

Little actual damage was done by these sporadic shellings, but they served to remind the garrisons that they were still in a war, and that the trap was still sprung.

Early in March, Bulkeley's torpedo craft slipped out of the harbor on their famous dash to the southern Philippines, carrying as passengers General MacArthur and Rear Admiral Rockwell, with their staffs. A few days later, the Japanese learned of their departure, and started a leaflet campaign among the Filipinos, claiming that our troops had been deserted by the leaders, that further resistance was foolish, and similar arguments. Fortunately, most of the poison had been extracted from their propaganda by the fact that General MacArthur's departure had already been announced to the troops, as well as the reasons for it.

Occasionally, our submarines, which were prowling the sea lanes looking for Jap ships to sink, would pay us a visit while en route from patrol stations back to their new southern bases. Other submarines also made special visits when required, bringing in vital medical supplies or ammunition of any kind which happened to be urgently needed. Nearly all of these submarines took out passengers when they left-high political personages, Army and Navy officers, and especially trained enlisted men who were badly needed to carry on the war elsewhere. Greatest comfort of all to those left behind were the letters these submarines carried to their loved ones at home. Unfortunately, this service was never organized to bring in mail for the beleaguered forces from distribution centers in the south. Those long months with never a word from home were not the least of our trials, even though we felt that our families were making every effort to get messages to us.

### Chapter IX

The last week in March brought to an end our suspicions that the Japs were committed to a starving-out policy. No doubt they would have "lost face" if they had to concede that they could only win by such waiting

tactics. At any rate, a heavy and sustained offensive suddenly broke against our weary and undernourished troops.

Supplies and equipment had evidently been stocked at captured air fields, so that they could now be used as bases for sustained offensive operations. It was only about a fifteen minute trip by bomber from these fields to Bataan or Corregidor, which made it possible for the Japs to keep the air filled with planes throughout the day and night. For the first time during the siege, they experimented with night "nuisance raids". The planes came in either singly or in pairs. Their pilots were usually blinded by Army searchlights so that their bombing was inaccurate and effective only in breaking up the rest of our weary defenders.

Constant day attacks, however, took a more substantial toll. Much of the Navy's oil supplies, scattered in small caches in the underbrush around Mariveles harbor, was touched off by searching bombs. Exposed water pipes, telephone and power lines had to be repaired daily to maintain services. Few of the temporary buildings, set up to provide shelter during the approaching rainy season, were untouched. Word was gotten to the Japs that the CANOPUS was still an effective unit, resulting in four more attempts to destroy her, but without

Corregidor, the air fields, the front lines, and supply dumps in the hills—all came in for constant harassing attacks. Even the plainly marked and defenseless hospitals were viciously bombed. The difficulties confronting any attempt to maintain supplies to the front lines can well be imagined.

With enemy planes hovering constantly overhead, the artillery, which had been a major factor in stopping previous attacks, was unable to keep up any effective fire. Showers of bombs would crash around any emplacement when its position was disclosed by the smoke and blast of discharge.

It was scarcely a surprise when we heard reports on 6 April that the front lines were in serious trouble. Under a terrific artillery barrage, the Philippine Army troops in the center of the line had given away, and exposed the crest of Mariveles mountain to capture. Now indeed our artillery was blind, having lost the elevated observation posts which were their only means of directing the fire of their guns. Unless the lost positions could be recaptured, the whole peninsula would be exposed to Jap artillery fire.

All reserves were drawn in for the supreme effort, and every remaining tank was thrown into the breach. Even the beaches were left unguarded in order to provide all possible reinforcements, but the task proved too great for the weakened troops. On 8 April came the news that Army forces of the eastern flank were retreat-



ing toward Mariveles harbor, destroying stores and ammunition dumps in the path of the victorious Japanese.

All hope of holding Bataan was gone, leaving us with the grim duty of destroying everything that might be of value to the Nipponese. Early in the day, the Commandant had told us that no Army or Navy forces would be evacuated to Corregidor, since that island was already overcrowded. However, at 2230 that night, he telephoned that General Wainwright had decided to accept on the island one Scout regiment and the Naval forces at Mariveles. These favored units were to augment the beach defenses of Corregidor, thus continuing the fight from a new set of fox holes. Unfortunately, it later developed that very few of the scouts were able to reach an embarkation point for Corregidor before the Japs cut them off.

Evacuation of the Navy forces had to be completed before dawn brought over more swarms of bombers or an advance guard of Jap tanks. Without defenses and shelters which were being destroyed, the sailors would be helpless. That wild and horrible, yet weirdly beautiful night must be imprinted forever in the memories of all who lived through its spectacular fury. For miles back on the slopes of the mountain, burning Army ammunition dumps lighted the sky with showers of rocket-like streamers, while the ground shook with heavy detonations of exploding ammunition. A severe earthquake shock felt on Corregidor was not even noticed on Bataan, which was continually vibrating with man-made earthquakes.

Roads were choked with retreating troops, often stopped for hours waiting for a dangerously near ammunition dump to burn itself out. Around the shores of Mariveles Bay, Navy men blew up the Dewey floating drydock, which had served the Asiatic fleet for so many years, and scuttled the ships which had no part to play in defending Corregidor. The CANOPUS seemed reluctant to go, but her crew still take pride in the fact that the Japs were unable to knock her out—and she was able to back out under her own power to deep water.

... There she was laid to her final rest by the hands of the sailors she had served so faithfully.

Each man was to be limited almost to the clothes on his back while on the "Rock", but we took large supplies of equipment, which would be useful in defense. Machine guns, rifles, ammunition, food, and fuel were all on the "Urgent" list. All through the night, long lines of men scurried from storage tunnels to the docks, carrying the precious supplies to evacuation boats, heedless of the exploding dynamite all around them, and paying no attention to the frequent reports that Jap troops were rapidly approaching. There was no way of knowing that the reports were premature, because the burning ammunition dumps gave a fine imitation of heavy firing.

As soon as the tunnels were cleared of useful supplies, their entrances were blown in by dynamite charges to prevent the Japs from using them or the equipment left behind. Just before dawn, all boats had finally been loaded, and the little fleet started off for Corregidor.

The last three boats, loaded with weary CANOPUS men, had just left the dock when the tortured earth struck back at them. The whole hillside seemed to erupt in a tremendous burst of orange flame, hurling huge boulders half a mile out into the bay, lashing the calm waters into stormy, frothing waves. Evidently, gasoline drums stored in one of the tunnels had been broken open when the entrance was dynamited, and fumes in the corked up passage had built up a gigantic charge. Our three boats were squarely in the path of that deluge of destruction. Two of them were struck by massive boulders, one of them sinking instantly under an impact which sheared off the whole stern, leaving its three occupants struggling in the seething water. Fortunately they were not hurt, and were soon rescued by shipmates in the undamaged boat. The injured boat did not sink, but boulders crashing down through its canopy had killed an officer and three men. Nine other men had been wounded by the rain of heavy rocks. However, the battered boat was still able to run, so the interrupted voyage to Corregidor was resumed. Solicitous shipmates eased the suffering of the wounded as best they could, but medical aid had to wait until arrival at the "Rock" more than an hour later.

### Chapter X

Our ship was gone, and our "Dunkirk" was over, but no welcoming homeland was waiting to solace our battered warriors. Nor could any but the most incurable optimist see rosy prospects for the future. The channel through Corregidor's northern mine fields, through which boats must pass to meet rescue submarines, could no longer be used because of the Jap gun batteries now lining the shores of Bataan. There had never been a channel through the southern mine fields, which made it look like we were bottled up by our own deadly obstructions.

There were mine sweepers among the Navy ships at Corregidor's South Harbor, but no one had ever devised a sweep wire that could be pushed ahead of a ship, and if it were towed astern in the usual manner, the sweeping vessel would inevitably be blown up by the thickly planted mines. There was only one glimmer of hope. If small boats, starting close inshore, could sweep a narrow channel without chancing on mines near the surface, the big sweepers could follow behind and widen the breach—provided they were lucky enough not to stray a few feet off the straight and narrow path. All

this work would have to be done at night, making accurate navigation almost impossible.

No matter how dangerous the job, there were always enthusiastic Navy men to undertake it. The versatile motor launches of the CANOPUS were turned over to experienced Mine Force sailors and became miniature sweepers. Navigational lights were rigged on shore, hooded to screen their purpose from watchful Japanese eyes. Night after night, for two weeks, the daring crews gambled their lives against their skill—and luck—until success finally crowned their efforts. Many mines had exploded near the venturesome boats, but never quite close enough to destroy them. Again a path was open to the sea, making it possible for submarines to come in and rescue a few chosen passengers.

In the meantime, the defenses of Corregidor and nearby fortified islands were gradually being blasted to bits. There were now not nearly so many objectives to distribute the enemy's bombing raids, which made destruction that much more concentrated on the ones still unconquered. The shores of Bataan were within easy artillery range, and batteries lining the beaches pounded day and night against every exposed position on the islands. Observation balloons were even sent up in Bataan to make it easier for artillery shells to be spotted into every nook and cranny.

Huge two hundred and forty millimeter shells began to search out the deeply buried powder magazines under Corregidor's mortar batteries, causing terrific explosions which wiped out several of the guns and their unfortunate crews.

All of the CANOPUS crew and officers who were fit for such arduous duty had been sent into beach defenses with the Marines immediately on arrival at Corregidor. This duty involved a precarious existence in fox holes and caves which they dug for themselves in the cliffs. They slept under the stars at night, and dodged shells and bombs by day. Casualties were surprisingly low, probably because the men had learned by bitter experience how best to take care of themselves.

Artillery shells were conceded to be worse than bombs, because the latter, at least, "rattled before they struck". Planes were always seen overhead before the bombs could possibly arrive and the swish could be heard in time to duck into whatever shelter was handy. But high velocity artillery shells strike before the sound is heard, and no one could tell where or when the next blast would erupt. The guns also could, and frequently did concentrate their pounding on a small area until everything it it was demolished.

In the face of everything that kept their tenure of life uncertain, most of the open-air dwellers had the spirit to be sorry for the less active men, who were condemned to breathe the foul air of the comparatively sheltered tunnels! Obviously, the outdoor contingent wore the free, upstanding air of men who have met the acid test of dangers, and are masters of their own souls.

Flesh and blood, however, could not endure the merciless pounding indefinitely, nor could the concrete and steel of the forts stand forever. One by one the pill boxes and gun emplacements were knocked out, leaving little to resist the yellow horde that would finally pour from boats in the final assault. The war will probably be over before we know the full details of those last desperate hours, when valiant men, equipped with little more than courage, were pitted against the well-armed invaders.

Two nights before that landing, a submarine slipped through the screen of Jap destroyers clustered around the entrance to Manila Bay, and the last group of passengers raced out the new channel to meet their rescue ship. Six Naval officers, six Army officers, eleven Army nurses, one Navy nurse and the wife of a Naval officer found their names on the list which represented a last chance for freedom. As their little boat bobbed its way through the darkness, they found it almost impossible to convince themselves that the long months of trial were actually nearing an end. Suppose something happened to keep that submarine from reaching the appointed spot? Could she get through the cordon of enemy destroyers searching only a few miles outside? What a wonderful relief was the sight of that low black hull looming through the darkness, waiting exactly on her station!

In final testimony of the hell left behind, the dark bulk of Corregidor suddenly blazed with fires and bursting shells, just as the favored group climbed on board the submarine. The Japs were starting to lay down a terrific, continuous barrage which was to mean the end of Corregidor before many more hours had passed.

Within the throbbing steel hull of the submarine, sympathetic crew members served up such food as the hungry refugees had not seen for months. Bunks were already at a premium, but the choicest ones were unselfishly given up to the passengers, with all hands put on a strict schedule for sleeping at different times during the day and night.

Danger was by no means past. The gauntlet of Japanese patrolled sea lanes still had to be run, and for weeks the only sight of the sun would be through a periscope. But the passengers had placed their destinies in competent hands, and they had no need to worry over such trifles.

When news of the fall of Corregidor came through the radio two days later, faces were grim and grief stricken. We had hoped that there might be time for