

7: The Medical Story

Wherever the art of medicine is loved, there is also a love of humanity.

Hippocrates

The medical story of the 70th Squadron was prepared by Dr. Joseph F. Palmieri (Joe) or (Doc), and is based on his diary entries during the period February 1942 to August 1943. Joe, who was our amiable and respected Squadron doctor for the entire period, continued in a lifetime medical career after returning to the U.S. in August 1943.

As a member of the Ground Echelon, Joe traveled with it on its South Pacific sea-wanderings for twenty-five days before arriving in Australia on February 25, and later joined the Air Echelon of the Squadron as its members arrived in Fiji in July 1942.

Joe was always deeply concerned about the health and welfare of the Squadron. He involved himself heavily in day-to-day concerns, such as water supply, camp sanitation, food supply and various diseases, which were completely overlooked and taken for granted by most of us. On his assignment to the Squadron in Jackson, Mississippi, he immediately became "one of us." We admired his jovial, good-natured approach to medical problems — some call it "bedside manner." His highly informative contribution to this history is being incorporated as a stand-alone chapter.

Assignment and Duties

Joe writes as follows:

"It was in my final year of internship in the Kings County Hospital, Brooklyn, New York, when I received my active duty orders to proceed to the Jackson Army Air Base for one year of active duty starting June 22, 1941. Since I had recently gotten married about a week previously, I considered these orders a bit cold-hearted, but before my term of service was over (about five years), I would learn many times over how unfeeling and cold the machinations of the military could be. Nevertheless, I proceeded to my first duty station in the charming, but segregated city of Jackson, Mississippi.

It was with some trepidation that I mulled over my future in the military. Outside of four years of military medicine education in medical school and two weeks of active duty in the summer of 1939 at Carlisle Barracks, Carlisle, PA, I felt like a lamb going to slaughter. We were, however, not at war with anyone, so why worry. I would do my year's service, live the good life as an Army medical officer, my wife would be with me, so we would be on a belated honeymoon. How wrong can one be?

At Jackson, I was assigned to duty as ward physician at the station hospital. The base was still in the late stages of construction and appeared quite dusty and sparse, but after settling down in the BOQ, I got to work. There was no difference between my civilian duties and my Army duties at the time. Several months later, however, the reality of the hazards of military operations was suddenly brought to the surface. One of our new B-26 planes with a crew of five crashed on landing just short of the runway. It was my job that day as medical officer of the day to go to an improvised morgue to confirm the identities of the two officers and three enlisted men. It was apparent that all five crewmen had died instantly of massive head wounds. I was horrified at the sight, but I think it was the beginning of my deep admiration and affection for our airmen. It took rare courage and "guts" for these young men to fly these fast and relatively untried airplanes. I was deeply saddened by the deaths of these young men, but I did not realize at the time that I would see recurrences many times during my overseas service. Later I learned that the name of the field was changed to John Doerr Air Force Base, the name of the pilot.

Just after Pearl Harbor, on December 8th, I was assigned to the 38th Bombardment Group. The following day I was officially assigned as surgeon to the 70th Bombardment Squadron. During the next few weeks, rumors were everywhere as to our date of departure for overseas duty. Since we had had no exercises or training, we thought that leaving the base for duty overseas was a remote possibility. Like a bolt out of the blue orders came for the Ground Echelon to leave for San Francisco on January 27, 1942. We left Jackson Army Air Base on January 19 and arrived in San Francisco on January 23. On January 29 we boarded the *Tasker H. Bliss* (the former *S.S. President Cleveland*), sat for two days, and finally set sail for points unknown on January 31.

Ship Travel

Despite crowded accommodations, six officers in a stateroom meant for two, we had no problems. The food was good, the ship had been supplied with food for passenger travel, so we officers ate well. Unfortunately, the enlisted men ate the same old Army chow and had only two meals a day.

It was the policy aboard ship to have lifeboat drill several times a week. Well, about the second week, the officers in our cabin decided not to attend the drill. As luck would have it, an inspection team came through and caught us. We were summoned to the Colonel's office and were sentenced to one week of mess inspection. This was to take place in the mornings at three a.m. On our first inspection, the other medical officer and I decided the turkeys for the next day's meals were tainted, so we had them heaved overboard. The news was circulated around and for the next week we were very unpopular."

Australia

After almost a month at sea, Joe Palmieri experienced the same bouncing around in Australia as the other members of the Ground Echelon — Brisbane, Melbourne, and Ballarat. At Ballarat, Joe has this to say about their reception, the housing and the duty:

“We left the trains and paraded through the streets with a rousing accompanying brass band to resounding welcoming cheers of people lining the street. The enlisted men were separated and marched to their encampment in an open field, while the officers were assigned to different private homes. I was fortunate together with the squadron surgeon of the 69th to be assigned to a very comfortable private home of a retired banker. He was a very gracious host and gave us the run of his home staffed with a cook and a maid. It was the easy life and I enjoyed it for the short time we were there.

We set up a first aid station and treated the men for minor ills and injuries. A few days later the officers were transferred to the RAAF Base and quartered in sheet metal Quonset huts. The huts were only partially enclosed, so taking cold showers in partially open stalls made us realize how really rugged the Australians were. I was assigned as auxiliary medical officer to the base hospital to care for the American soldiers. I was pretty busy in the operating room and on the medical floors.”

As a final move in Australia, the Ground Echelon was transferred by train some 300 miles north to an Air Force base at Wagga Wagga. Joe reports that:

“The town was clean and quaint, and the people were very friendly and, in general, both the enlisted men and officers enjoyed the stay there. On May 15th, orders were received to leave early the next morning for Brisbane to sail out again. So it was back to the train, load up and transfer all the equipment again; but the men showed remarkable strength and did the work with lots of sweating, but no grouching. We arrived two days later and this time loaded our equipment on to a Dutch freighter which sailed shortly thereafter.

Fiji

Six or seven days later we arrived at Latouka, Fiji Islands and were told that we would proceed to our camp in a small village named Nandi. That night we slept in some barracks near the airfield. Everything was fine except for the mosquitoes that were big and hungry. I learned from some New Zealand Air Force doctors that there weren't any poisonous snakes, spiders, malaria, dengue or typhus fever on the island. This was a pleasant surprise, because I had thought that we would certainly be exposed to these tropical dangers endemic in some of these outlying Pacific islands. The airbase covered quite a large area and we were informed that we would stay in this place until our own camp was set up at some distance from the base.

The next day, I was busy supervising the planning and location of a hospital, the latrines, tents, mess-halls and showers. Around the proposed camp area, there were pineapple fields, banana trees, cane sugar and coconut trees and the fruit was there for the picking. The men were working hard and in good spirits and there was a good deal of joviality without a sense of boredom.

Our fresh water supply was a problem. It was supplied by motor trucks and we had to set up Lister bags for water which contained water purification chemicals. It tasted bad, but at least it was safe to drink. I was told that a water purification unit was on its way to us to use on the nearby stream; however, I was a bit fearful of using the water from the stream because the stream was used by the natives for laundry, bathing, watering their livestock, and as a latrine. I finally got the water purification unit and found that it was a combination sand and chlorine filtering machine. It seemed to work as intended, but since I had set it up according to Army printed instructions, I decided to have the engineers and sanitary officers come in and double-check the operation. I felt a great deal of discomfort about the responsibility to supply safe drinking water to the Squadron and had many hours of concern that the water purification machine would break down and I would be subject to military discipline for having subjected the officers and men to intestinal disease and worse. Several years later, I learned that the sand filter did not remove one type of intestinal parasite, but luckily we had persisted mainly in getting the drinking water from the Lister bags.

One day on June 19–20th, four B-26 planes of the 69th flew in and informed us that our planes would come in after all of the 69th planes had arrived on their way to New Caledonia.

On June 22, Captain Shockley (the Adjutant) and I were told by the Base Commanding Officer to go to a neighboring village about five miles away to look it over as a possibility for our camp site. After a ceremony with the native chiefs and the American officers sitting in a circle and drinking a native semi-alcoholic drink called kava and, after much deliberation, the chiefs decided to let us have the village if we promised to return it to them in a good state when we departed. A couple of days later, I had to climb halfway up a mountain to investigate the source of our water — a clean, large reservoir of good looking water, but I knew I would have to chlorinate it anyway to make it safe to drink. During the next few days, I watched the natives putting our camp in order, building bures and cleaning up a rather large building which was formerly a school and which we were going to use as an Officers' Club.

At last, on July 4th, our planes started to arrive and we were told that the remainder of the Squadron planes should arrive in the next day or two. This made all of us feel happy and cheerful because we rightly felt that now we would be a functional outfit again and have a purpose to being here. We were saddened to learn that one of the planes had cracked up in Hawaii and Lts.

Evans and Durbin were severely injured; however, it was great seeing some of our friends again. There was much handshaking, back slapping and all-around good fellowship. It was a wonderful reunion and with the help of a little John Barleycorn, the reminiscing and telling of past experiences, the party went on well into the night.

On July 6th we moved my dispensary from the main base to the new camp. The men will live here in tents temporarily, but the officers will remain at the base for some time yet. On July 21, we moved to our new camp that was not completed. At last the enlisted men and the officers were all in one location. The days continued along in a dismal and boring state. The officers had quite a bit to do on their planes, but for most of the Squadron, the routine was made worse by the erratic mail delivery. We would go days and days without mail call, and the most demoralizing thing besides the constant rain and mosquitoes, was not getting any mail from our loved ones back home.

We did have our share of casualties even though we were not in the immediate battle zone. One of our young enlisted men one day was shot in the lower back by a tent mate who was cleaning his gun. The young man was in shock by the time I came to the tent and he seemed to be in pretty bad shape. After giving him some plasma and intravenous fluids, he perked up somewhat and I was able to transport him to the hospital. He did well and after a while he was shipped back to the States.”

42nd General Hospital

The U.S. Army had established the 42nd General Hospital in Fiji on a hillside above the Nandi airfield. Many casualties from our area on Fiji and, later from Guadalcanal, were treated at that hospital. Joe continues his account:

“The food has been lousy for the previous month — old canned corned beef and unrecognizable vegetables. There was a lot of grouching by the men and officers, so I decided to write a letter to the Base Commanding Officer requesting a better diet to help the men’s morale. I expected a nasty communication back from the Colonel, but I guess the CO probably tossed it in the round file.

Medically, I was kept quite busy with sick call, taking care of minor aches and pains, superficial injuries and many imaginary ills. One must be aware, however, of the possibility of real illness. One day we appeared to have an outbreak of intestinal infections with many men reporting to the dispensary for treatment of diarrhea and cramps. There were two men, however, who complained of nausea, cramps, but no diarrhea. Suspecting the possibility of appendicitis or diverticulitis, I shipped them both over to the hospital. Next day I was told they both had their appendix removed. I was glad that I made the correct diagnosis, because another day or two and we would have two boys very sick with ruptured appendixes.

October 13, 1942 was a dark day for the Squadron. On this day one of our planes collided with a pursuit plane during maneuvers and crashed into Nandi Bay with the loss of four officers and three enlisted men. The officers, Lts. Otis, O'Connor, Drewyour and Douglass, were among the best-liked men in the Squadron. It was my sad duty to officially pronounce them dead and arrange for their transport to the local civilian undertaker in town. It was a very sad experience for me since I enjoyed the friendship of these men and it dampened our feelings for quite a few days. The undertaking facilities in Nandi were very primitive and the officers and enlisted men were simply placed in zinc-lined caskets without embalming and were buried with full military honors in the local dismal cemetery. I hoped that at the end of the war they would be transferred to their homes or to a proper military cemetery.

Guadalcanal and Combat

On November 14, the planes were ordered to the New Hebrides Islands to take part in the big naval action taking place in the Solomons area. About this time the Squadron was told that it might have to move to the base area. That was bad news because it would mean we would be closer to headquarters and with that would come more supervision and less freedom for us. A day or two later, I received an order from the Base Surgeon to go to Latouka with my ambulances to pick up some Guadalcanal casualties from a hospital ship that had just come and transport them to the hospital. It was a shocking sight to see all the young soldiers with all kinds of bullet and shrapnel wounds, severe facial wounds, arms and legs missing and severe abdominal and chest wounds. In spite of all these horrible wounds, the boys seemed full of good spirits and were still able to kid with the nurses and medical personnel."

Not long after the squadron's first combat encounters on Guadalcanal, Joe writes:

"I had to see Connie Ray in the dispensary because he was feeling very sick, feverish and had a bad headache. I suspected he might have contracted malaria on the 'Canal' where the disease was rampant. I transported him to the hospital where the next day he was found to have malaria and was put on a course of treatment.

The weather had been consistently bad because of the rainy season. It rained every day and all the clothes and bures were wet and moldy. To beat the heat in spite of the hot conditions, we would take off our clothes and play volleyball and football in the rain. We moved to the base and into quarters formerly occupied by the New Zealand troops. Although the accommodations were better with modern plumbing and great showers, we were not happy because we would have a lot of restriction we did not have at our camp. Also, this would have all the officers comingling with the other base officers and I was afraid we would lose the close relationship we had with each other in our village camp away from the base.

On December 28, I was summoned to the Base Commander's Officer to explain to him why I had recommended rest leaves for some of our officers who I thought needed a change and a leave to rest and get some relaxation. He was vehemently against it and gave me a dressing down. My purpose was only to give some of the officers some relief and build up their morale to a certain degree. On the next day, Lt. Boden flew back from the New Hebrides with the rumor that General Harmon had recommended the 69th and 70th Squadrons be transferred back to the States. We were all surprised to hear that, but we were aware of the old axiom, 'If it sounds too good to be true, it probably isn't.' In the evening, Stef told me the Base Commander had a discussion with him and the Colonel wanted to switch the doctors of the 70th Fighter Squadron and our Squadron (me). Stef was able to talk him out of the idea and I stayed with the Squadron. I was very grateful to Stef because I was very much attached to the 70th and I did not want to leave.

More of our planes were sent up to Guadalcanal and finally on January 17, I left for Guadalcanal having been requested by Stef to go up and help take care of some of our medical problems. On Guadalcanal, I tended not only to our boys, but also to many Marines and soldiers who needed medical care. It was amazing to note that in the front lines, the Marine kitchens were putting out better food than we received at our base in Fiji — apple pies, chicken and occasionally, fresh breads and biscuits! After being there a week and making it through numerous bombing raids and annoying nightly raids by Washing Machine Charlie, we left to go back to Nandi, Fiji where we stayed with no further trips back to Cactus. We were again saddened by the loss of Capt. Eddy's plane while at Guadalcanal. All of the crew was saved except for Lt. Omar Headrick. This was especially traumatic for me because I had become quite close with Omar and I was depressed for days following his death. Omar was a thorough gentleman and a really great guy who in conversations with me spoke often of his bride to be and his love for his hometown of Superior, Nebraska.

On April 1, those of us who had been in combat, were sent to Auckland, New Zealand for an R & R. We were stationed at a Red Cross rest camp called Kia Ora, where we were treated royally. The food was fabulous — our steaks were so big they lapped over the edges of the dishes. After two wonderful weeks of rest and freedom from the fortunes of war, we returned to Fiji. The next few months rolled slowly by with the usual boring movies nightly, unappetizing drab food, daily rain, and the daily routine.

Going Home

Finally the end of July, the Gods smiled upon me as I received orders to return to the States to report to the School of Aviation Medicine at Randolph Field, Texas to learn how to become a flight surgeon! During the previous six months, I had submitted several requests to attend the school, but they had always been denied by the Base Commander. Finally, I hit the jackpot and on

August 2, I boarded a Dutch freighter in Suva which was carrying home about 700 sick and wounded. I was surprised to see Lts. Morrison and Reardon on board who were being sent back to mainland hospitals.

Of course I had mixed emotions about leaving the Squadron. I was deliriously happy about going back to my wife and my home, but, at the same time, saddened because of leaving a group of men that I had become very fond of. We had been through a lot together and it was going to be tough not seeing my friends every day. No more joking with Ray and Miller, no more listening to Boden relating his home town anecdotes ala Burl Ives, and no more bull sessions with all the guys. I knew then that memories of my experiences and my living with these men would warm my heart for the rest of my life. I had deep affection for the men and am very thankful that fate had placed me with such a group of brave, dedicated and courageous men. In feeling about the men as I did, I know I broke one of the rules of being a flight surgeon. We were told in our training never to form deep attachments with flight personnel because of the strong possibility of losses in combat.

I cannot bring this account to an end without a prayerful tribute to the men we lost in action and in training. May they rest in peace.”¹

Joseph F. Palmieri, M.D.
Major, M.C. (Retired)

¹ Palmieri, Joseph F. Letter, 30 April 1996.

8: Lest We Forget

*History must be lived forward, but
can only be understood backwards.*

Kierkegaard

In Retrospect

Our wartime CO, Major Leroy L. Stefonowicz,¹ has provided the following message and tribute to the members of the Squadron which, if circumstances had permitted, he would have liked to have delivered to them as their Commanding Officer:

“When one thinks back at what we did with the B-26 he might conclude that it was quite a versatile machine of war. It could drop torpedoes, do low altitude bombing with delayed fuses, do medium altitude formation bombing, and possibly do strafing missions with the fixed guns mounted on the fuselage. Almost all our missions were medium altitude, formation attacks against Japanese targets in the northern Solomon Islands.

The air crews fought the war in the Solomon Islands where we got shot at in the daytime and were bombed at night. Sitting nude in a foxhole at night almost assured a case of malaria.

Looking back at that South Pacific wartime experience, it seems amazing that we were so young and inexperienced. I was the old man among the officers, and I was twenty-five. We were all reservists with not a regular officer among us.

While the officers were short of military time and experience, we were very lucky to have such a fine group of well-qualified and experienced enlisted men. They were the backbone of the 70th Squadron. You can't help admiring the determination and ingenuity of our maintenance people for the way they kept our airplanes flying while at Guadalcanal. Most of our support people were back in Fiji. We had only a handful of maintenance people there. What a great job they did.

Those of us who survived the war can look back and say that it wasn't easy and it wasn't fun, but in looking back we can also say that it was a terrific experience and while none of us feel that we won the war by ourselves, we can say with certainty that we flew the airplane they told us to fly, we went where they told us to go, and we flew the missions they told us to

¹ Now Colonel Leroy L. Stefen, USAF (Retired).

fly. Through the dangers and the misery, we did what we were told to do. We did our best. We could do no more.

It was our first war and fears of the unknown were great. All we knew about war was what we heard about World War I. Movies of that war showed us how terrible war can be. We know that many who went to war didn't return, and that a great many more were badly hurt and may never be the same. So we went to the South Pacific with great apprehension, not knowing what to expect.

Living conditions weren't too good. The food was not the best. Mail delivery was irregular. Living quarters left much to be desired, and recreational facilities were almost non-existent. Working on planes out of doors added to our discomfort, and at Guadalcanal, night-time bombings were as hazardous as daytime missions.

There is something that should have been said long ago to all members of the 70th Bomb Squadron. It's too bad all those who served in the Squadron couldn't have assembled at some time for this message to be delivered to all of them together. I wish General Arnold had said it, but he didn't. I wish General Twining had said it, but he didn't either.

The message is quite simple. No matter where you served in the Squadron, or what your job was within the Squadron: cook, airplane mechanic, bomb loader, file clerk, squadron surgeon, first sergeant, adjutant, turret gunner, pilot, navigator, bombardier, radio operator, or one of the hundreds of other specialties needed to fight a war — you should be told that your job was an essential, important part of the war effort. Whether you were directly involved in the actual combat or remote from it; whether in the South Pacific you spent your time of service on the ground at Fiji or Guadalcanal or in a B-26 flying to targets in the Solomon Islands, whether you were shot down or in one of the operational accidents — no matter, the word is the same.

You were called by Uncle Sam to serve your country in time of war. You were assigned to a career field and trained in a specialty. You were sent to the South Pacific to make your contribution in that place. You put up with the discomforts, the loneliness, and the fears of what might happen. You did your job — the one Uncle Sam asked you to do. You were part of a superb fighting organization called the 70th Bomb Squadron. You did your job, and you have the right to feel you contributed to the splendid record of our Bomb Squadron.

You have every right to be extremely proud of your unit and the part you played in it.

You have the right to feel and to claim the honor and the glory of helping to win World War II.”²

Leroy L. Stefonowicz
Major, Army Air Corps
Commanding Officer

Epilogue

Younger War

After VE and VJ Day, Part 4 of the 100th Central Postal Directory was reorganized to meet the needs of the 100th Central Postal Directory. The reorganization was based on the military system, using 100th Central Postal Directory as a model and using the 100th Central Postal Directory as a model. The reorganization was based on the military system, using 100th Central Postal Directory as a model and using the 100th Central Postal Directory as a model. The reorganization was based on the military system, using 100th Central Postal Directory as a model and using the 100th Central Postal Directory as a model.

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² Stefen, Leroy L. Letter, 4 November 1996.

Epilogue

If all the dreams which men had dreamed during a particular period were written down, they would give an accurate notion of the spirit which prevailed at that time.

Hegel

After the War

After VE and VJ Days, the men of the 70th became widely separated geographically. Most returned to their home towns and their former civilian pursuits. Some continued with careers in the military service. Some were already married, some got married, and some got divorced. Some raised kids and now have grandchildren, while others didn't. There are doctors, lawyers, authors, merchants, CEO's and a number of individuals in the group having advanced academic degrees — even a retired General. All in all, a diverse bunch, a true cross-section of America.

Years passed, and except for a small group in Pennsylvania, we had only scattered individual contacts until 1989 when Barbara and Eddie Morrison in San Francisco assumed the huge task of locating people and arranging the first Squadron reunion on the 48th anniversary of our activation.

Reunions

Beginning in 1989, the 70th Bomb Squadron has held reunions at two-year intervals commemorating the anniversaries of the Squadron's activation. The dates and places of these reunions follow:

- 48th Anniversary, San Francisco, CA, May 7–10, 1989 hosted by Eddie and Barbara Morrison
- 50th Anniversary, Orlando, FL, October 17–19, 1991 hosted by Stef and Dorothy Stefen, Bill and Kretie Griffith, and Joe and Judy Feldberg
- 52nd Anniversary, Arlington, VA, October 14–17, 1993 hosted by “Moose” and Ruth Eddy and “Swede” and Signe Larson
- 54th Anniversary, Mystic, CN, October 5–7, 1995 hosted by Abe and Martha Wilensky
- 56th Anniversary, San Diego, CA, May 18–20, 1997 hosted by Bill Talley and “Swede” and Signe Larson

- 57th Anniversary, Wright-Patterson AFB, Dayton, OH, May 26–29, 1998 hosted by Mark and Jan Treat and Gil and Doris Smith

A photograph of the Squadron members attending the Arlington, Virginia reunion is contained in the photo section.

Special mention must be made to the fact that a group of our 70th Bomb Squadron veterans have been meeting regularly in central Pennsylvania for the past fifteen to twenty years. Their names are recorded below.

Norman Nace

Jerry Davis

Howard Troy

Jim DiMauro

Ted Cope

Mike Garbinski

John Stott

Cy Gilbert

Lou Edwards

Bob Owen

Official Record

The entire Official Record of the 70th Bombardment Squadron, in summary form, including its lineage, assignments, stations, aircraft, operations, campaigns, decorations and emblem is contained in the Appendix at page 163.¹

¹ United States Air Force. USAF Historical Division. Air University. *Combat Squadrons of the Air Force; World War II*. Edited by Maurer Maurer. [Maxwell Air Force Base, Alabama] (Washington: U.S. Govt. Print. Off., 1969), 258–259.

PHOTOGRAPHS



Early B-26 on the flight line at Jackson, Mississippi, 1941



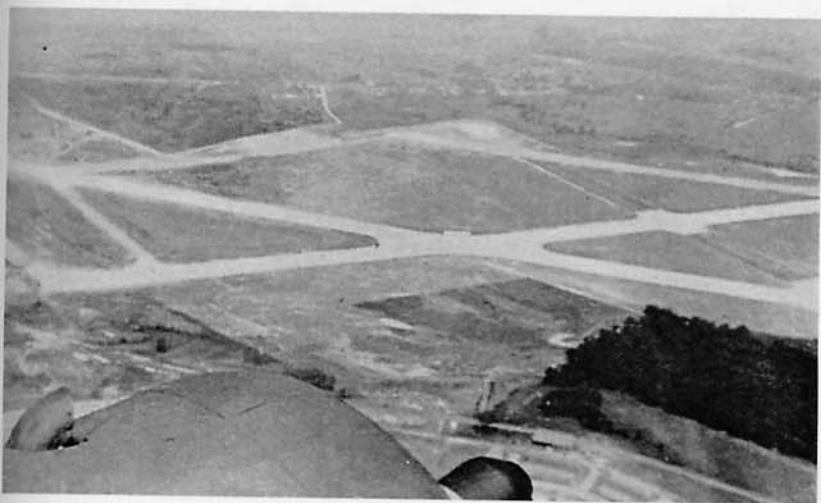
John Washington, Adelaide Ray, Conrad Ray
on base, Jackson, Mississippi, January 1942



Stef and Paul Hawkins. Jackson, January 1942



Swede Larson, Bill Boren, Bob Boden
Off-base roommates, Jackson, Mississippi
Winter 1941



Runways at Jackson Army Air Base 1941,
seen over the engine cowling of a B-18



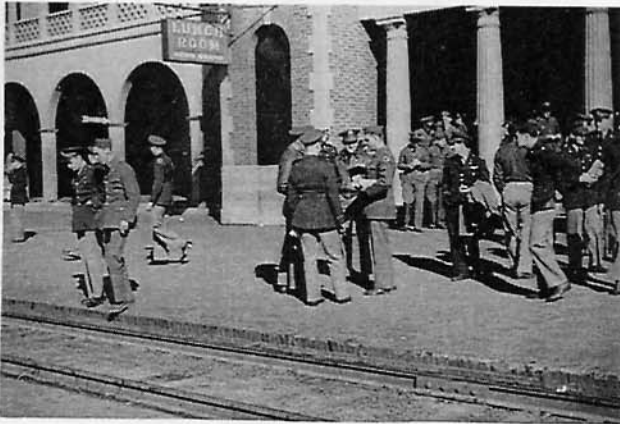
Major Flint Garrison with another
January 1942



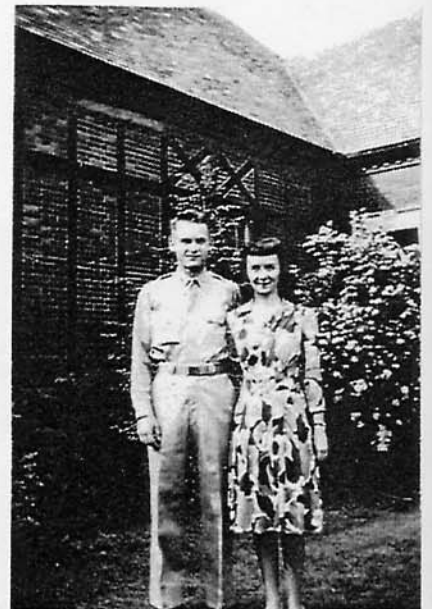
Troop train from San Francisco to Dayton early 1942. Taken by Conrad Ray, hanging out of a window in the rear car.



Dayton Picnic, May 1942
Jan Treat, Lois Smith, Adelaide Ray
Kretie Griffith



Hanging around at a troop train station stop



Fred and Betty Durbin
Patterson, May 1942



Jan and Mark Treat, Patterson, May 1942



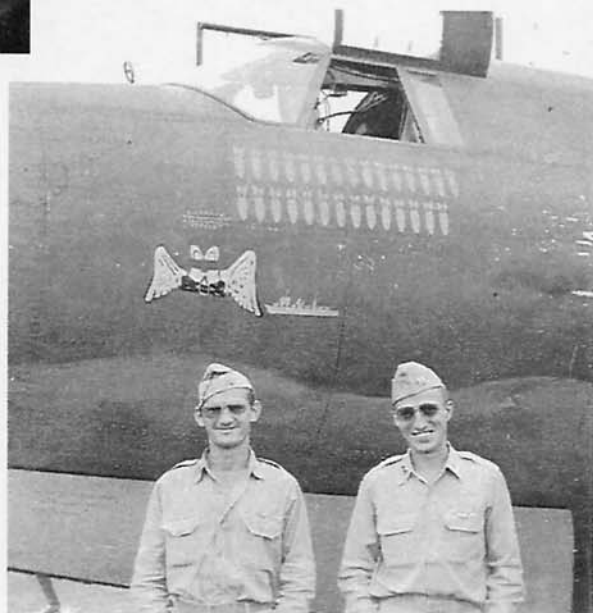
Crew of B-26B #41-17564 (*Irene*) taken at Hamilton Field, CA on 1 June 1942, the day before the history-making flight to Hawaii.

Left to Right: James Rudolph, co-pilot; Eddie Morrison, pilot; John Burns, navigator; Tom Moore, radio operator.

Note: A-2 jackets and neckties



Major Leroy L. Stefonowicz (Stef), CO,
at the controls of a B-26 in Fiji 1942
(Photo Lab, II Island Air Command)



Stef and Swede at B-26 B #41-17587 at Nandi, Fiji
Note the bombing missions, the "homesick angel"
and credit for the destroyer sinking.



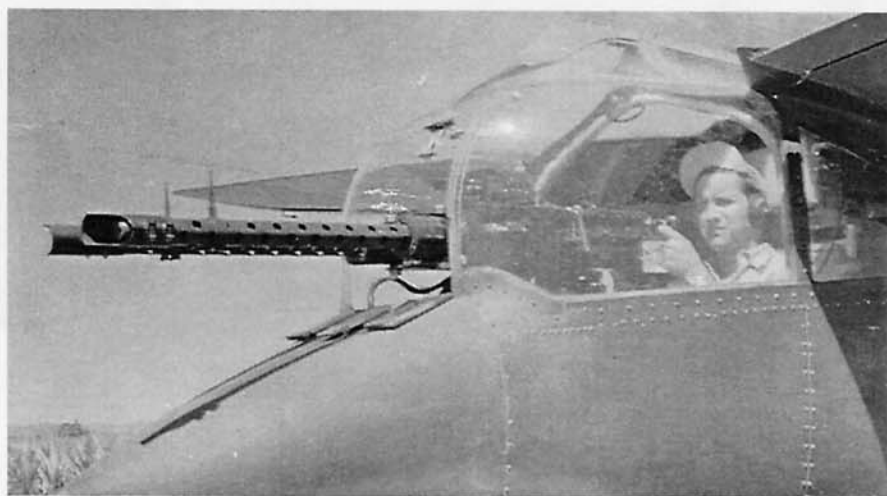
Major Stef at his flight-line desk
Swede Larson getting his "marching orders"



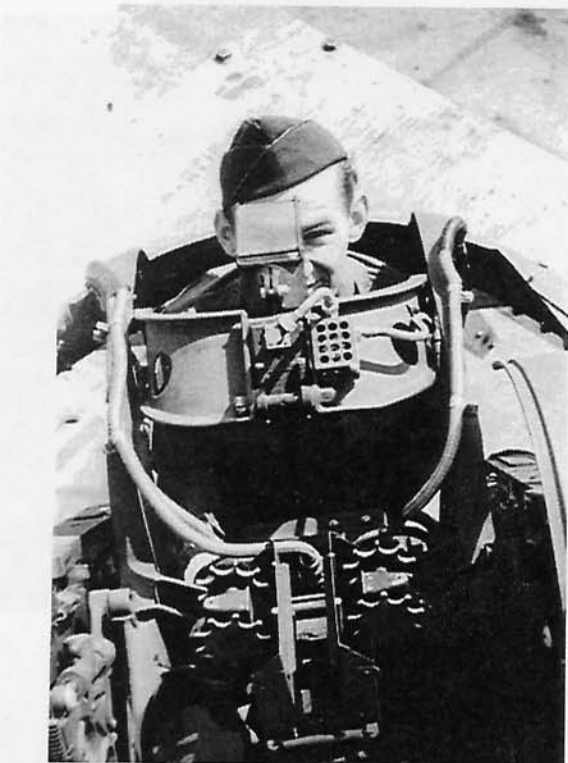
Top view of B-26 cockpit
(Stef and Swede)
(Photo Lab, II Island Air Command)



B-26 radio operator's position
(Photo Lab, II Island Air Command)



Tail gunner's position with twin .50 caliber
flexible gun mount
(Photo Lab, II Island Air Command)



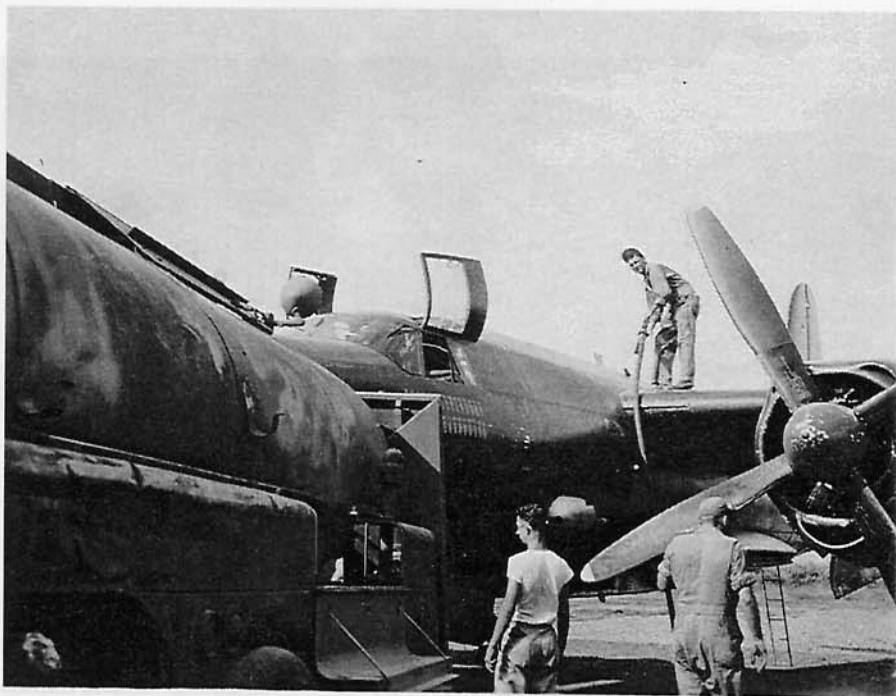
Stef behind the gunsight
of a .50 caliber top turret.



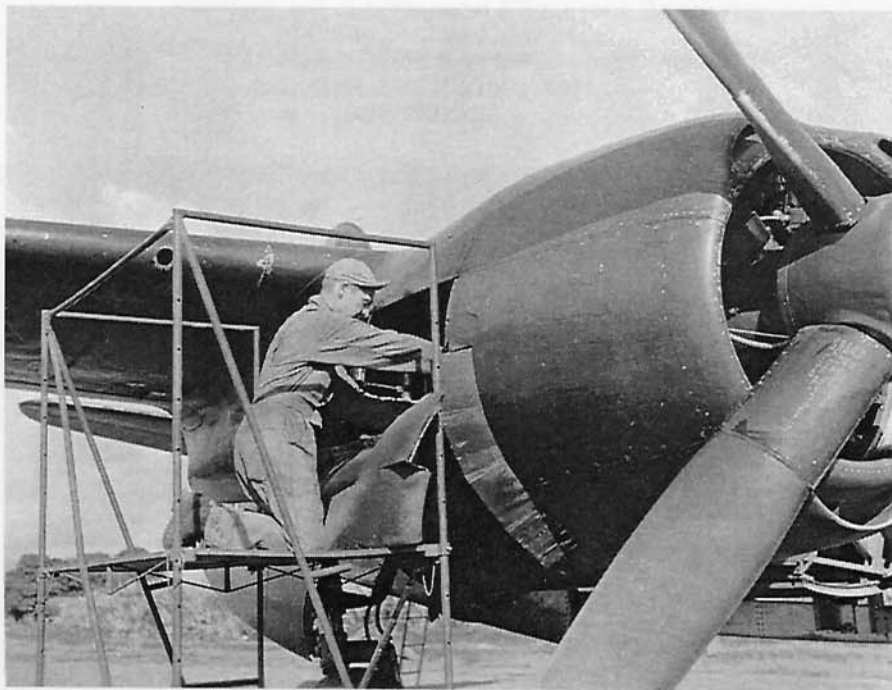
Stef playing volleyball
in the rain — nude?
Bure in background.



Stef and Swede playing gin rummy in their
room at the New Zealand barracks, Fiji.

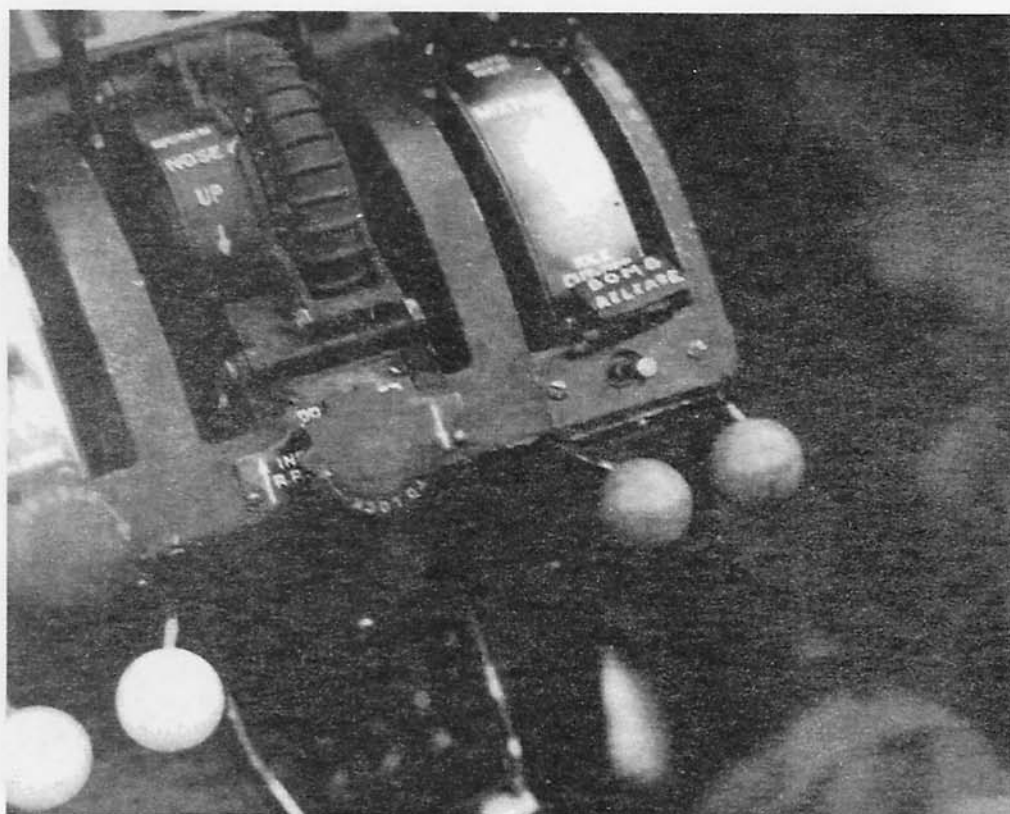


Refueling B-26 from tank truck. Fiji.
(Photo Lab, II Island Air Command)

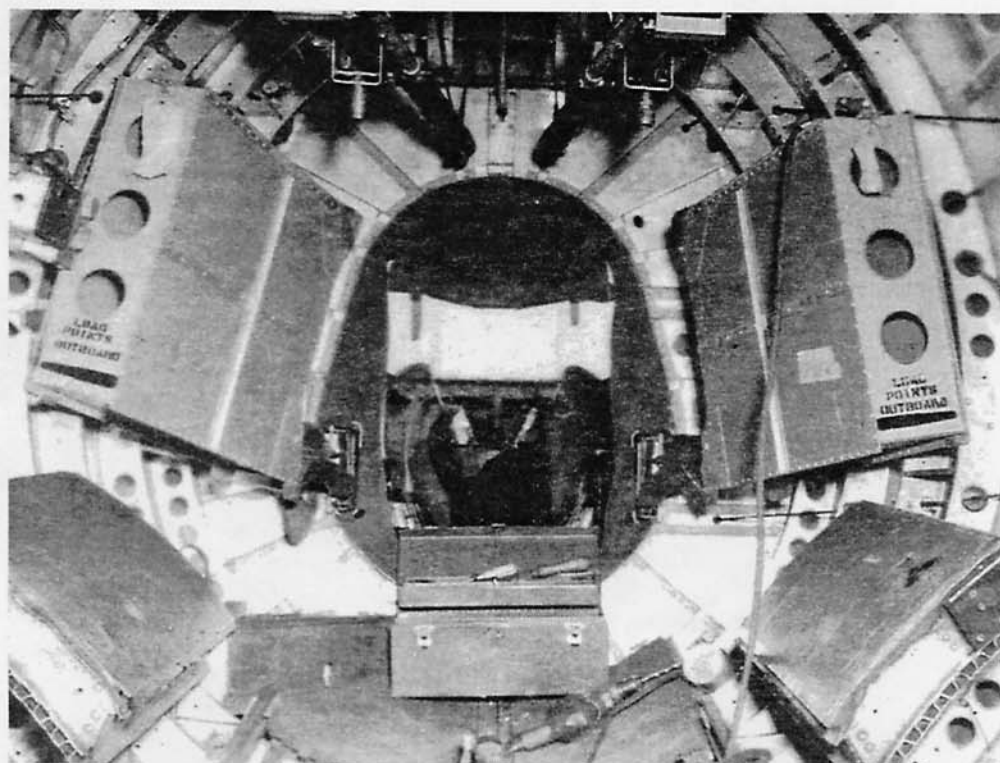


Working on B-26 engine with maintenance stand.

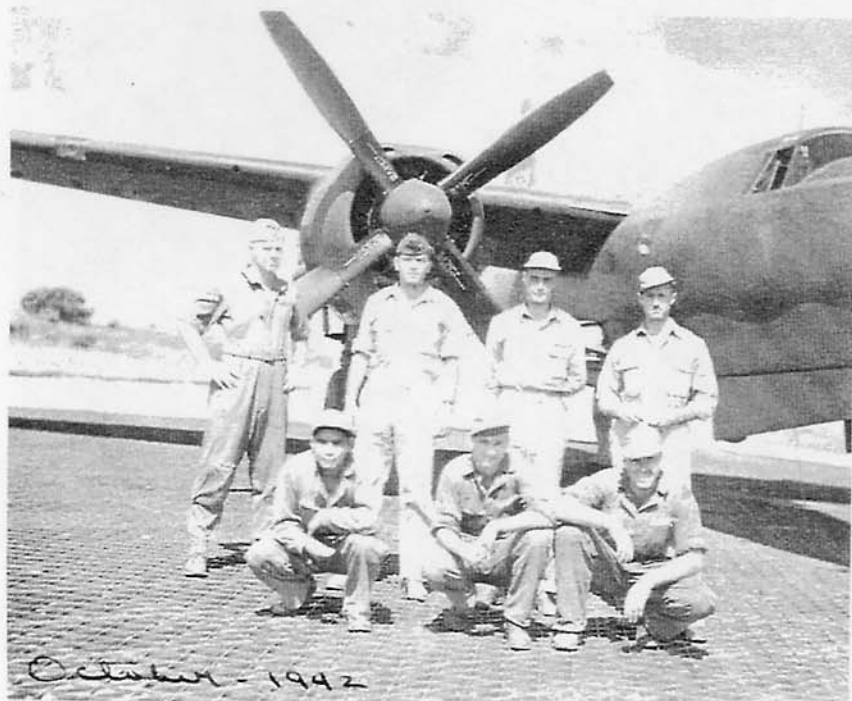
In these photos, note large prop spinner, small
carburetor air intakes, and huge 4-bladed props.
(Photo Lab, II Island Air Command)



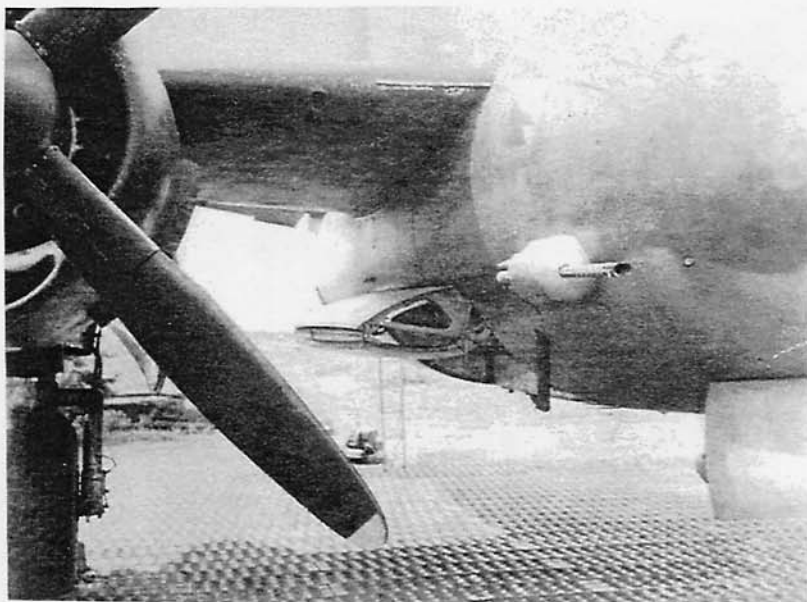
Pilot pedestal B-26B
Note pilot's "Bomb Release"
(John Sharp)



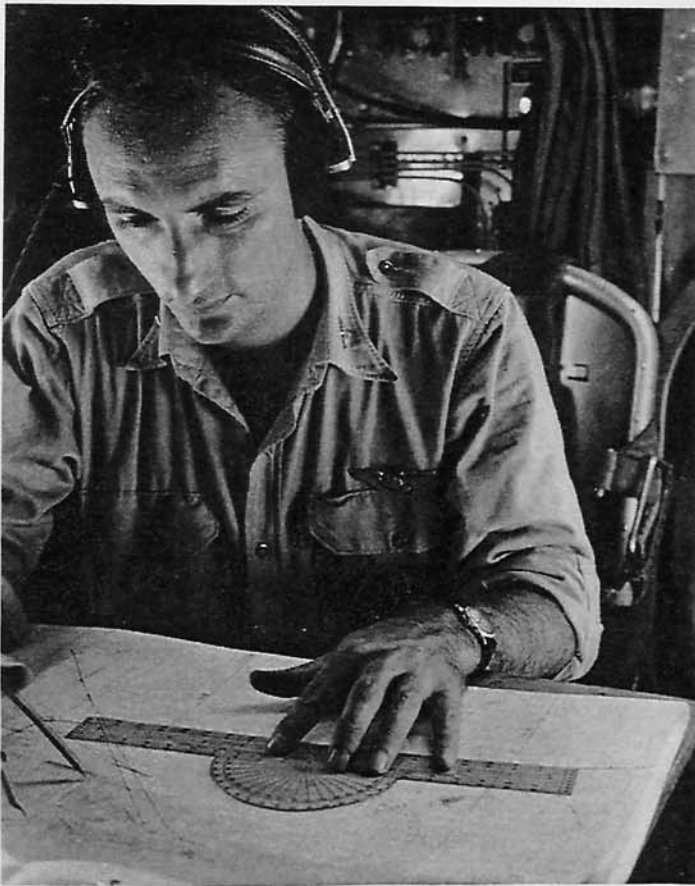
Rear fuselage and ammo cans. B-26B
(John Sharp)



Fiji — October 1942
 Standing, left to right, John Ellis, Frank Brinskelle,
 Conrad Ray and Max Miller.
 Kneeling — Sinook and two unidentified.



"Homemade" version of .50 caliber package gun installation
 (John Sharp's aircraft)



Okey Snodgrass, using plotter and dividers at navigator's table.
(Photo Lab, II Island Air Command)



Bombardier's nose section of B-26 showing
.50 caliber and .30 caliber gun installations
(Photo Lab, II Island Air Command)



Capt. John Sharp, "A" Flight Commander.
Note bombing missions and the credit for
downing "Mavis." (Japanese Flying Boat)



Japanese Kawanishi flying boat (Mavis)
shot down by John Sharp's crew.



Crew of *Miss Cookie Lee* B-26B #41-17562
Left to right: John Sharp, Glasser, Koch,
Wilensky, Keesee, Flynn and Amos



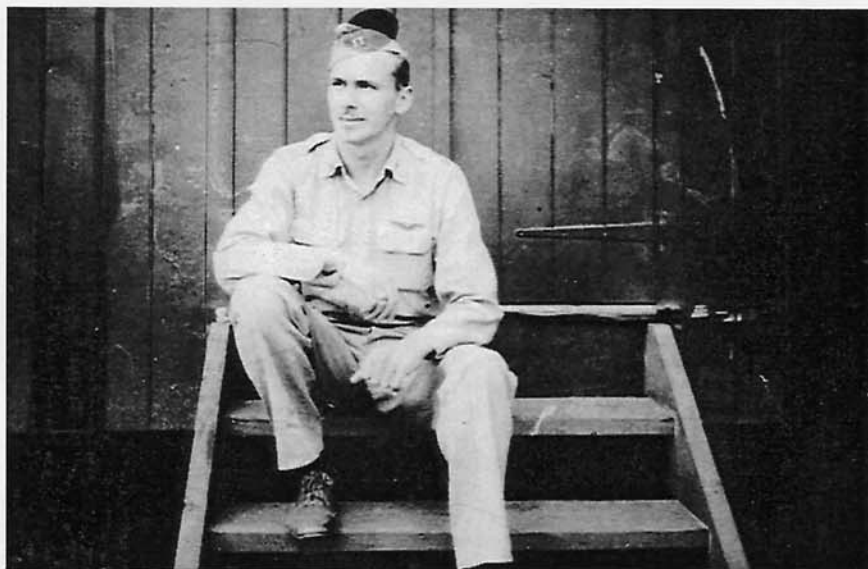
Sign pointing to the "A" Flight Command Post.
John Sharp on left. Note Fiji sugar cane.



John Sharp sitting on one of our torpedoes in Fiji
July 1942



U.S. Navy torpedo maintenance unit from the
Lexington, U.S. aircraft carrier. The unit was
assigned to the 70th Squadron in Fiji.



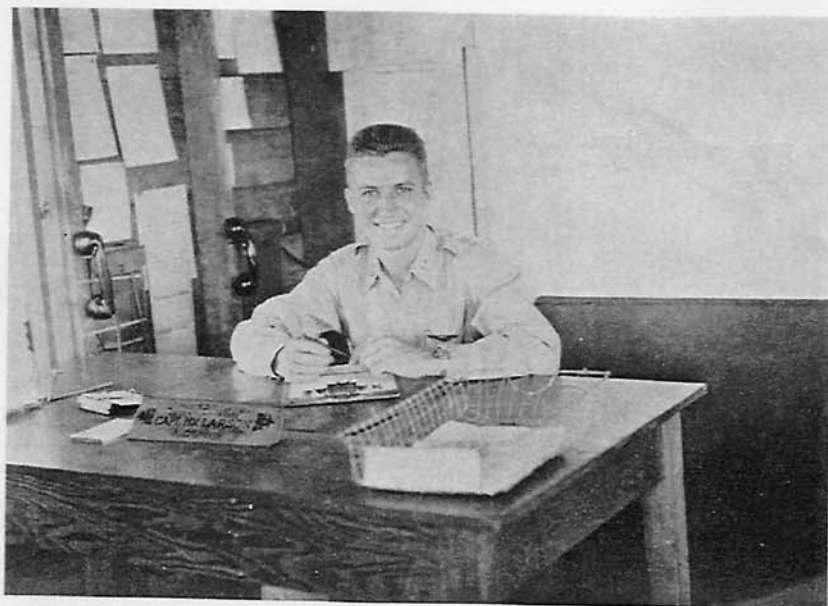
John Sharp on steps of small, wooden house
in Sambeto Village, Fiji, occupied by Major Stefanowicz,
Captain Sharp and Captain Larson.



Capt. Sharp and crew, all dressed up, on R&R
Suva, Fiji, February 1943
Front: Sharp, Glasser
Back: Koch, Wilensky



Guadalcanal, November 15, 1942
500 pound bombs on dolly
Capt. Sharp and Lt. Cressy in foreground.
Amos and Kessee standing and sitting on bombs



Capt. Harold V. "Swede" Larson, Squadron Operations Officer
Nandi, Fiji 1942



Swede Larson and the Operations Office crew at Nandi.
Left to Right: Capt. Larson, Sgt. Corty, Cpl. Prenskey
plus two unidentified.



"Coconut Joe" and Swede Larson in dispersal area,
Fiji. (Swede on right)



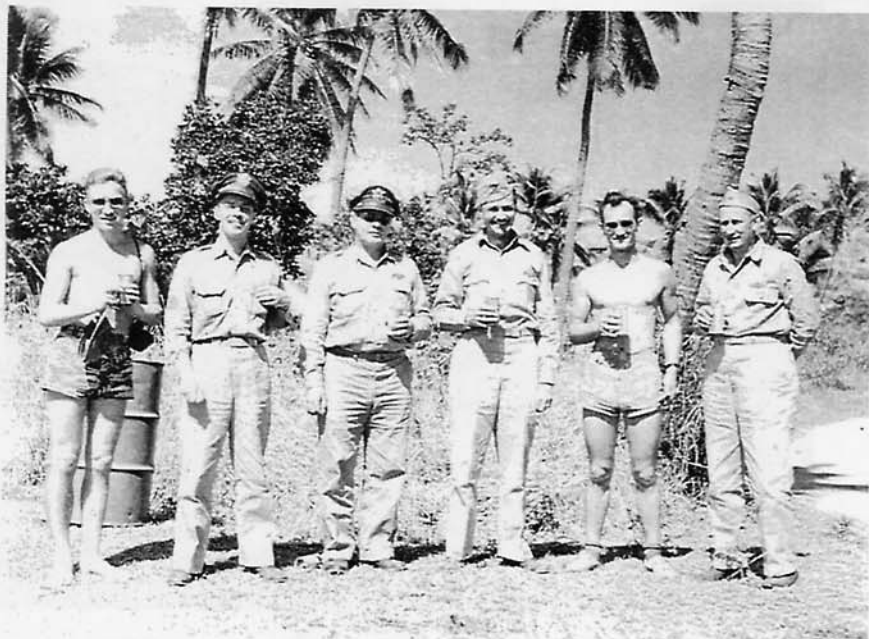
Fiji 1942 — B-26B #41-17550 *KreJan*
 Back row, left to right:
 Bill Griffith, Mark Treat, Dan Sullivan, Jack Gillis
 Kneeling, left to right:
 Tom Hendrix, George Snodgrass and J. Bracey



Fiji 1942 — B-26B #41-17547
 Back row, left to right:
 Gil Smith, Lt. R.W. Ryder, Elmer Deblitz, Lou Saul
 Front row, left to right:
 Herbert McKelvy, Callie Hall, Louis Green



Maintenance personnel
 Left to right:
 Howard, Maxwell, Bobovsky, Kourovsky, Hanson



A 70th Squadron picnic on Fiji, celebrating the arrival of a beer shipment. Our picnic was "visited" by the Base Commander and the newly-arrived 42nd Bomb Group Staff.

Left to right: Swede Larson (70th), Major Whitneybell (42nd Group), Col. Harry Wilson (42nd Group), Lt. Col. Adkison (42nd Group), Maj. Stef (70th), and Col. Usher (Base Commander).



Some of the enlisted men at the same picnic



The Officers' Club at Sambeto Village



70th Squadron Medical Section
 Capt. Palmieri, 2nd row center
 together with Sgt. Ogden and Pfc. Thompson
 1st row center: Pvt. Severio and Pvt Goldberg
 Four unidentified



70th Communications in dispersal area, Fiji
 Back row, left to right: Kirkeby, Bossier, Ambrose, Moore and Daniel
 Front row, left to right: Jones, Damiani, Miller, Adams



Mess Hall at Nandi, Fiji
 Front row, left to right: Charles Andrukitis, Thomas Egan,
 Fred Westbrook, Norman Nace, Edward Cope
 Rear row, left to right: Mess Sgt. Marshall Thrasher,
 Anthony Shimshock, Leonard Barrett, Joe McDonald,
 Capt. Merritt, Emerson Reeger, unidentified, John Bodardinsky



Radio Maintenance Test Stand
 Notice "ouch" code on shipping crate



Engineering Office on Fiji
 Capt. Thorburn behind the desk.
 Sgt. Jolly second from left.



Supply clerks on Fiji
 Left to right: Lou Edwards, Bob Owen,
 Miller and Mike Garbinsky



Lt. Morrison's aircraft #41-17564,
 taxied into a drainage ditch, by a Sergeant being checked-out
 in taxiing. Various parts salvaged and used as spares.



Night photo of fireball associated with loss of B-26 #41-17574 on Christmas Eve 1942. Nose wheel collapsed on landing.
(Photo Lab, II Island Air Command)



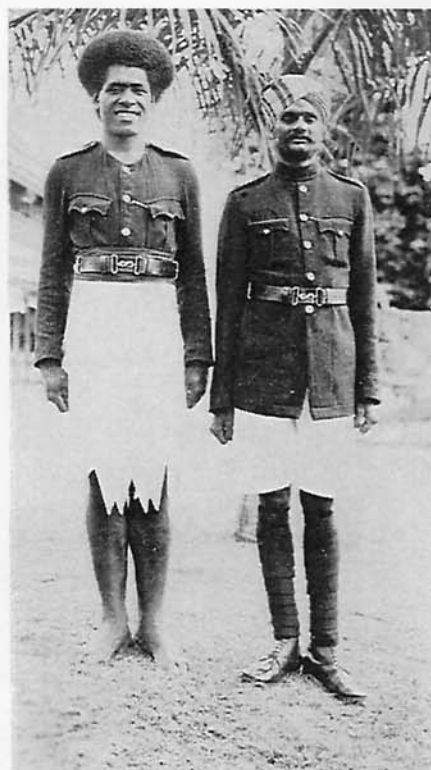
Wreckage of the same crash the next morning. Crew escaped but the aircraft was totally destroyed by fire.
(Photo Lab, II Island Air Command)



Wreckage of *Sea Bee* accident in New Caledonia, 21 April 1943.
(Photo Lab, II Island Air Command)



Natural beauty of Fiji.
Sugar cane under palm trees



Fijian and Indian police



Nandi River and mountains



Fijian Police Band



Village Scene

FIJI

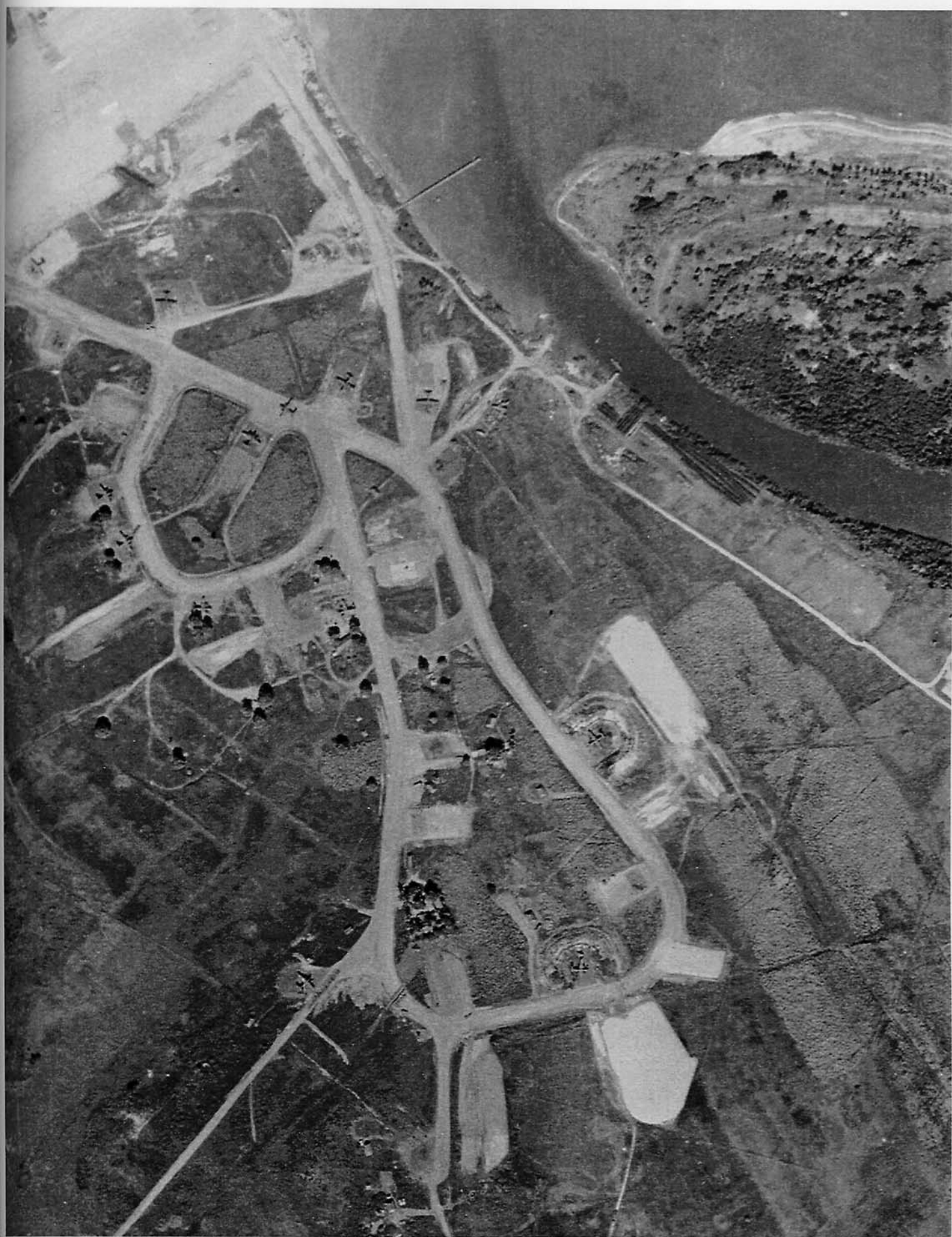
AIRCRAFT DISPERSAL AREA

Enlargement of aerial photograph taken by Photo Laboratory II Island Air Command

on 24 April 1943

Originally classified CONFIDENTIAL, this enlargement shows twelve aircraft in various revetments. The unusual number of aircraft coincides with Chapter 5 relative to B-26 aircraft disposition. Connie Ray's diary reports on 25 February 1943 that, "The 69th turned all of their 26s over to us, making us a complete Squadron of 13 planes again."

The end of the main runway at Nandi is shown in the upper right corner. The normal landing approach was over Nandi Bay on the right edge of the picture.



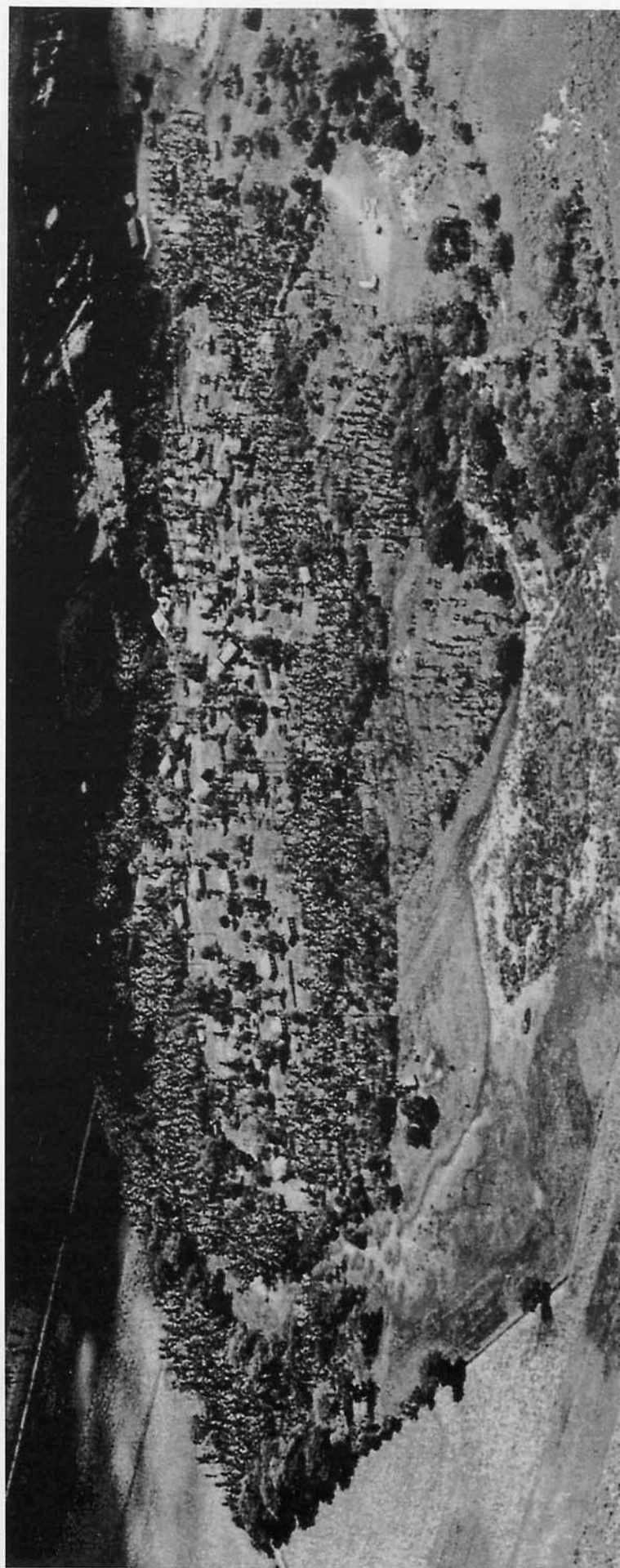
FIJI
SAMBETO VILLAGE

Enlargement of aerial photograph taken by Photo Laboratory II Island Air Command on 19 December 1942.

The huts, nestled among the palm trees, housed the entire Squadron in this single area, a short distance from the airfield.

Sambeto was originally a native village, converted for our use.

The Officers' Club (converted school house) can be seen on the extreme right portion of the photo resting on white concrete slab.



CREW OF THE *DIXIE BELLE* 1942

This crew was lost in a ditching at sea during a heavy tropical rainstorm while flying from Guadalcanal to Espiritu Santo in the New Hebrides on 15 Nov. 1942.

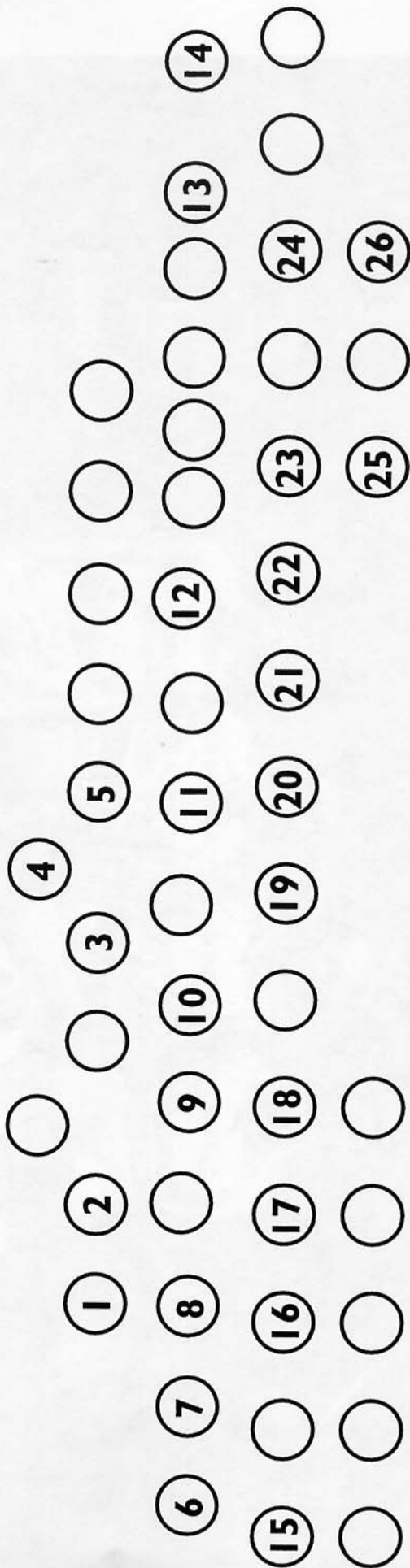
Several accounts of the ditching are carried in Chapter 5.

Connie Ray's diary entry of 15 November reports the geographic coordinates of the crew and aircraft loss as 12 degrees 37 minutes S, 103 degrees 50 minutes E. An indication of the possible cause of the accident is also found in his diary entry of 17 November which reported that on other aircraft that day, "conduit to the plugs on outside bank of cylinders full of water causing them to short out."

Lost Crew: Back row, left to right: Capt. Walter Callahan, 1st Lt. William R. McNeese, 2nd Lt. S. R. Hufstedler, Jr., 2nd Lt. Leonard M. Feldman.
Front row, left to right: S/Sgt. Frank L. House, Pfc. Richard Gray, and Pfc. John E. Lawler.
Photo courtesy of Callie Hall and Paul Hufstedler, nephew of Lt. Hufstedler, the crew navigator.



OFFICERS OF THE 70TH BOMB SQUADRON OUTSIDE
A BURE IN SAMBETO VILLAGE, FIJI



- | | | | | |
|------------|-------------|------------|-------------|--------------|
| 1 Weldy | 11 Treat | 16 Koch | 21 Sharp | 26 Snodgrass |
| 2 Dulac | 12 Honett | 17 Ryder | 22 Larson | |
| 3 Feldberg | 13 Soles | 18 Martin | 23 Morrison | |
| 4 Ray | 14 Saul | 19 Shockey | 24 Sullivan | |
| 5 Golden | 15 Gillis | 20 Stef | 25 Miller | |
| | 6 Patterson | | | |
| | 7 Cressy | | | |
| | 8 Wilensky | | | |
| | 9 Smith | | | |
| | 10 Sherlock | | | |



HAPPY GROUP OF OFFICERS

The photograph was provided through the courtesy of Dr. Joseph F. Palmieri, our Squadron doctor.

We were obviously happy and celebrating something at the Club.

Front row, left to right: Joe Feldberg and Art Martin.

Back row, left to right: Bob Boden, Doc Palmieri, unidentified, Henry Dulac, Swede Larson, Charlie Coon, Connie Ray and unidentified.



RUSSELL ISLANDS
GROUP OF ENLISTED MEN AND B-25 AIRCRAFT

This photograph, courtesy of Howard Troy, was taken on Banika in the Russell Islands. Fortunately, Howard also provided a listing of the personnel as shown below:

Front row, left to right: Baginski, Yanushefski, Pupko, Robinholt, Bockorick, Heffner, Stott and Schwartz.

Kneeling, left to right: Owen, Cooner, Gilbert, Scherr, Nace and Cope.

Sitting, left to right: Troy, Rebok, Rydzewski, Kurovsky, Andrukitis, Bogachinsky, Adomaitis, Eagan and Shaud.

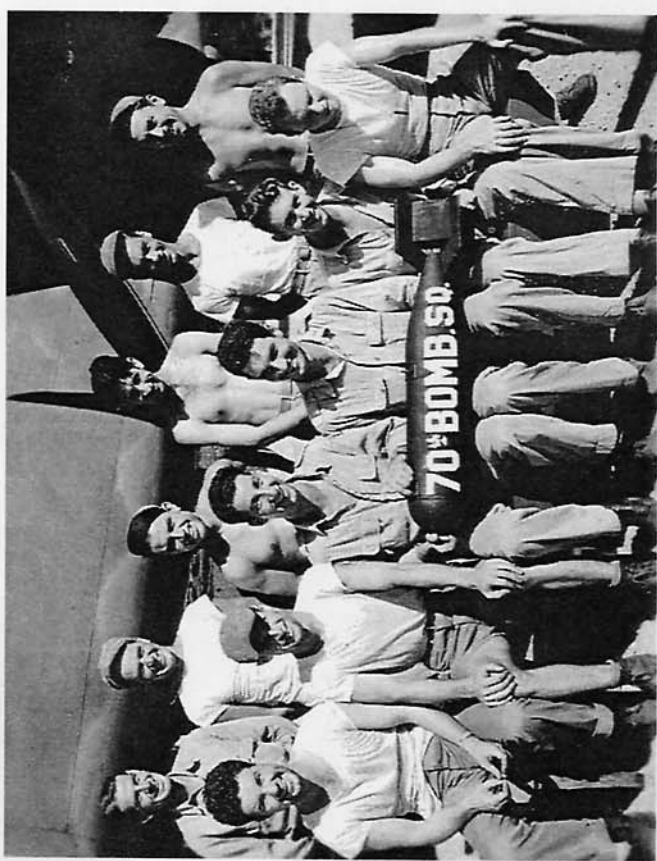
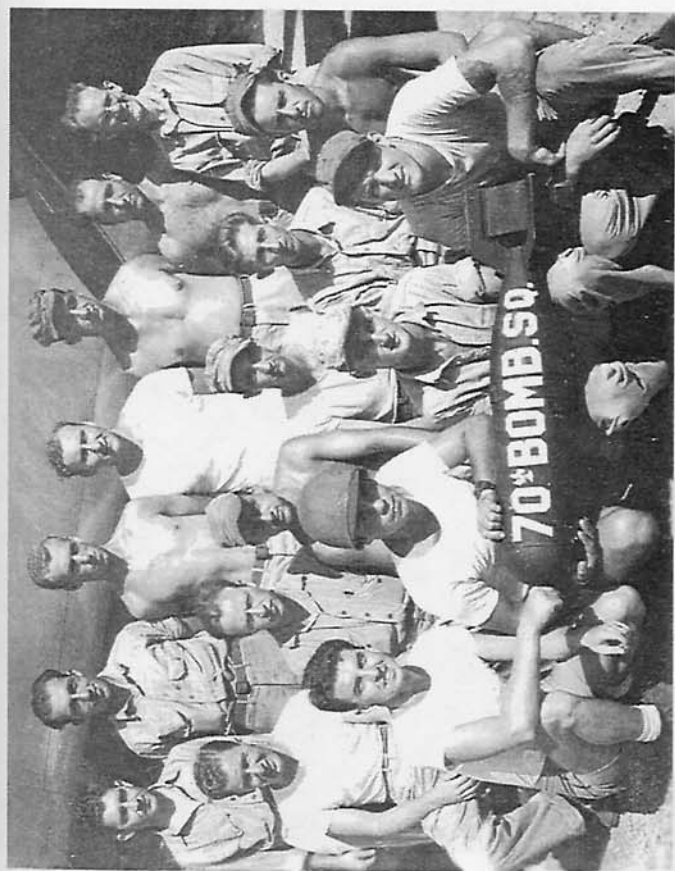
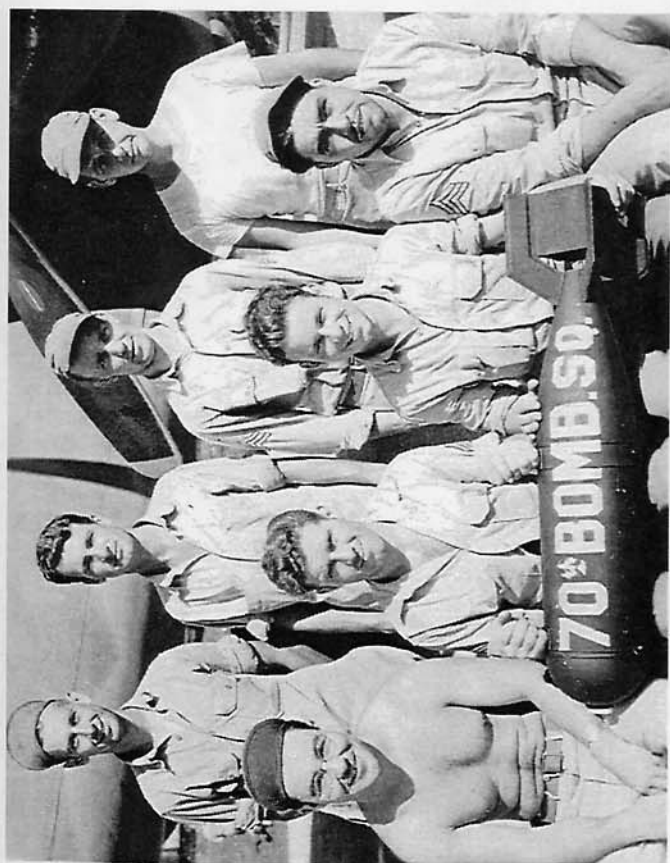
Standing, left to right: Orach, Shirk, Prensky, Poorman, Keefer, Davis, Edwards, Miller, McGlaughlin, McGlinchey, Downey, and Herring.

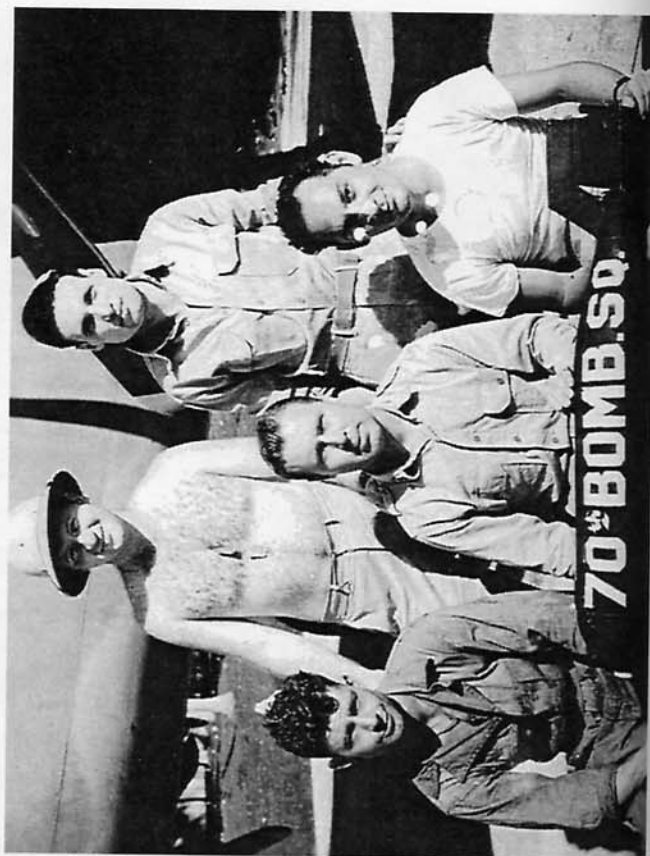
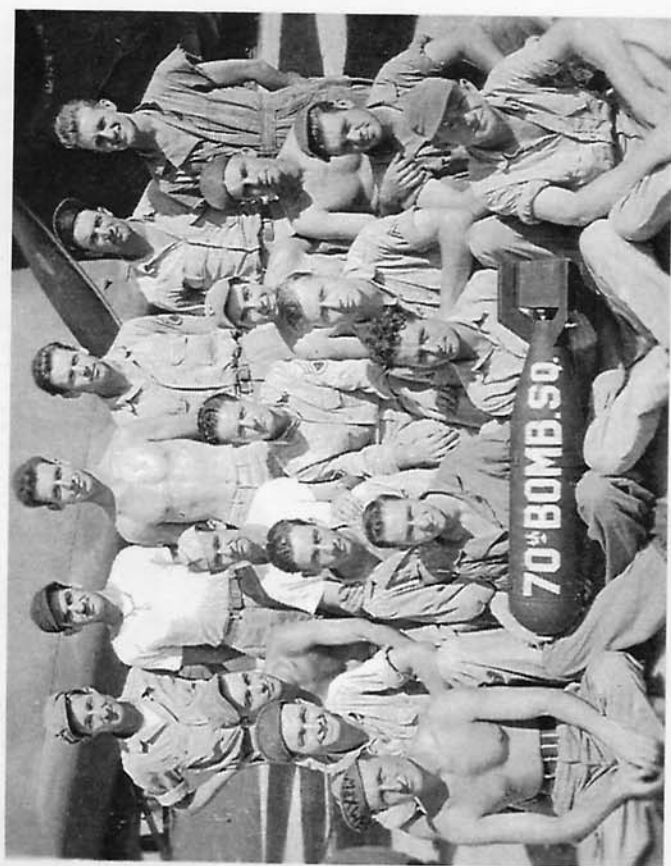


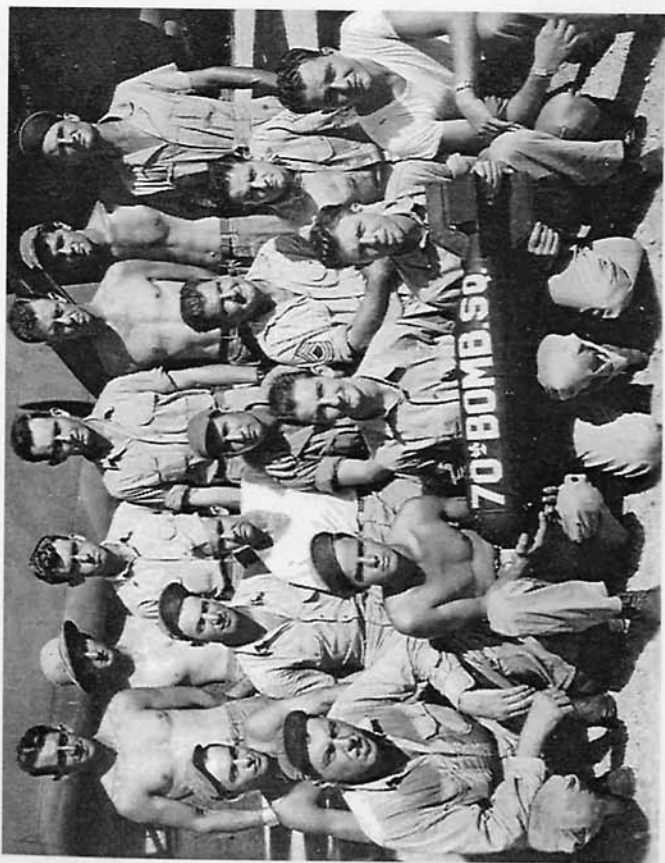
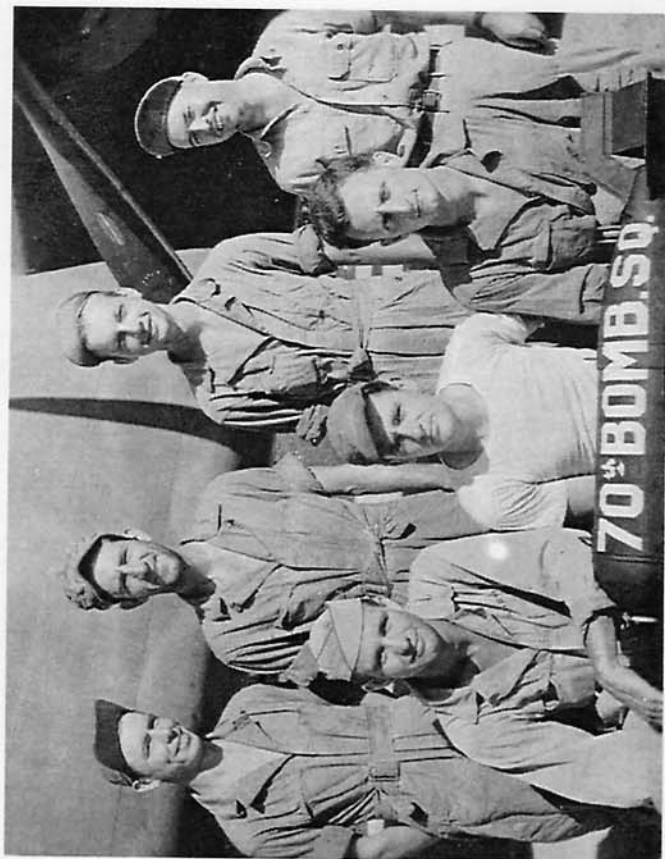
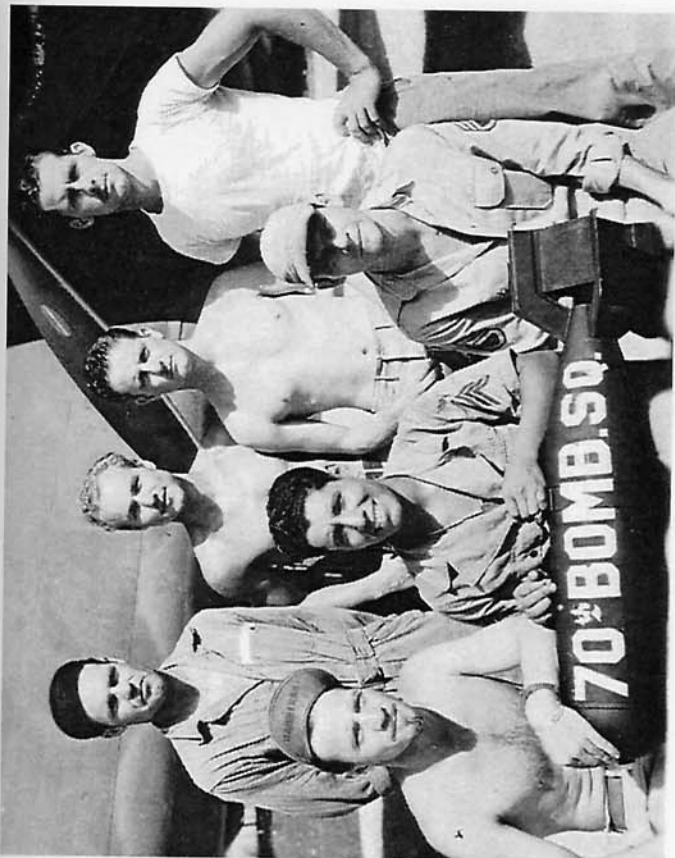
RUSSELL ISLANDS — B-25 ERA

The twelve photographs which follow were provided through the courtesy of Lou Edwards. They were taken in the Russell Islands during the B-25 era of the Squadron.

Identification of photographs from years ago poses a problem, but the faces of Sergeant Jolly, Sergeant Palacios, Captain Dulac and Sergeant Hathorn are clearly ascertainable. How many can you name?







70TH BOMBARDMENT SQUADRON MEMBERS
ATTENDING THEIR 52ND ANNIVERSARY REUNION
ARLINGTON, VIRGINIA — OCTOBER 14-17, 1993

Front Row, left to right: Jerry Davis, Jim Hendrix, Callie Hall, Ed Sethness, Leroy Stefen,
Gil Smith, John Sharp, Jim Story

Second Row, left to right: Ed Cope, Bob Owens, Fred Durbin, John Sherlock, Bill Griffith,
Bill Freeman, Tom Moore, Abe Wilensky

Top Row, left to right: Swede Larson, Howard Troy, Dick Evans, Charlie Coon, Bill Talley,
Lyman Eddy, Joe Feldberg, Doc Palmieri, Lou Edwards



PERSONNEL OF 70TH BOMBARDMENT SQUADRON (M) AFCC

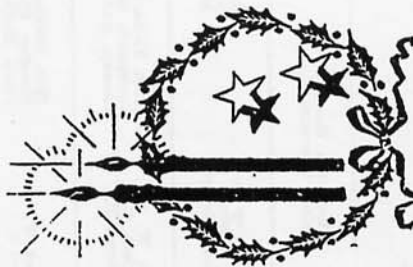
MAJOR FLINT GARRISON, JR., COMMANDING

1ST LIEUTENANTS		2ND LIEUTENANTS	
Leroy L. Stefanowicz	Clyde A. Glover	George E. Baucom	Lyman H. Eddy
John F. Sharp	John S. Shockley		
MASTER SERGEANTS		TECH SERGEANTS	
Cupahy, Edward	Curtis, Clark H.	Harrison, George E.	Jolly, Arthur
FIRST SERGEANT		STAFF SERGEANTS	
Hathorn, Elva S.	Hewitt, Andrew J.	Tanley, Ray C.	Williams, Rex
SERGEANTS		CORPORALS	
Ackerbloom, Harry W.	Gemeln, Richard F.	Gouker, Carl D.	Melch, James W. Jr.
Dusing, Lawrence M.	Gouker, Carl D.	Langdon, Roy V.	Moore, James P.
Hahn, Harry A.	Maszelka, Alex	Maszelka, Alex	Rowland, Pierce B.
Lada, Stanley	McCall, Herman M.	Jones, Richard A. Jr.	Kulla, Joseph E.
Langdon, Richard	Hanson, Gillis W.	Honaker, Willard C.	Leinart, John R.
Hanson, Gillis W.	Honaker, Willard C.	Jennings, O'Byrne E.	Lesko, Joseph S.
Calhoun, Vincent E.	Evans, Charles H.	Galford, Earl W.	Kurosky, Joseph T.
Arnold, Benjamin A.	Balk, Paul J.	Casper, Robert W.	Miller, James M.
Bachert, Norman K.	DeWitt, Gilbert R.	DeWitt, Gilbert R.	Onderdonk, Wilbur H.
Bezeg, John	Coover, Claude W.	Danford, Harold J.	McGraw, George T.
Beasley, Jack L.	Danford, Harold J.	Daniels, Ward E.	McKelvey, Herbert
Brown, Marvin D.	Fields, Carroll E.	Fields, Walter Jr.	Mixon, George E.
Buffalo, Kenneth B.	Fields, Walter Jr.	Ford, Lenard L.	Nay, Robert F.
Bunn, Ernest L.	Franklin, Marlon R.	Glover, George W.	Nemeth, Frank
Cable, Charles A.	Glover, George W.	Cozswell, John F. Jr.	Nicholson, Wm. A. Jr.
Calhoun, John C.	Collins, Earl C.	Collins, Earl C.	Osborne, Carson A.
Claytor, Elwood F.	Cooper, James L. Jr.	Cooper, James L. Jr.	Peeler, Julian C.
Collier, Donald N.	Daniel, Thomas W. Jr.	Daniel, Thomas W. Jr.	Lewallen, Albert B.
Adams, James A.	Davis, George M.	Davis, George M.	Lovett, Albert
Anthony, Jesse O. Jr.	Falkner, Felix L.	Flynn, Bruce E.	Lucas, Emil
Bailey, Jack E.	Flynn, Bruce E.	Gentry, William A. Jr.	Lyons, John A. Jr.
Baylor, Charles E.	Goss, Leicester B.	Goss, Leicester B.	Maxwell, Aubrey K.
Becher, Frank H.	Grimes, LeVoyde H.	Haley, Woodrow H.	McLendon, Hugh C.
Blackwell, James E.	Haley, Woodrow H.	Haley, Woodrow H.	McMillan, Leonard A.
Blackwell, James H.	Hollister, John J.	Hollister, John J.	Miller, Herman S.
Blackwell, Edwin J.	Hogachet, John J.	Hogachet, John J.	Monk, Jerome
Butler, Bruce E.	Hogachet, John J.	Hogachet, John J.	Montgomery, Andrew J.
Butler, Bruce E.	Hogachet, John J.	Hogachet, John J.	Moore, Julian M.
Cameron, Harry R.	Hogachet, John J.	Hogachet, John J.	Heffner, Harry L.
Campbell, James H.	Hogachet, John J.	Hogachet, John J.	Herring, Lester L.
Clack, Clifford H.	Hogachet, John J.	Hogachet, John J.	Keefer, Curtis J. Jr.
Adomaitis, Joseph F.	Hogachet, John J.	Hogachet, John J.	Kedzie, Paul L.
Andrukitt, Charles W.	Hogachet, John J.	Hogachet, John J.	McDonald, Joseph W.
Babco, Andrew H.	Hogachet, John J.	Hogachet, John J.	McDonald, Joseph W.
Baerett, Leonard J.	Hogachet, John J.	Hogachet, John J.	Nace, Norman K.
Baun, Leonard H.	Hogachet, John J.	Hogachet, John J.	Owen, Robert C.
Blackwell, Charles A.	Hogachet, John J.	Hogachet, John J.	Philson, Roy H. Jr.
Brickell, Harry R.	Hogachet, John J.	Hogachet, John J.	Wagner, Robert L.
Bobovaky, Michael	Hogachet, John J.	Hogachet, John J.	Troy, Howard C.
Robert C. Boden	Edward D. Sathness	John L. Sherlock	Harold G. Miller
Harold V. Larson	John L. Sherlock	Edward H. Morrison	Richard M. Thorburn
Roger C. Jones	Mark G. Treat	John H. Washington	James P. Van Story
William E. Griffith	Gilbert G. Smith	Arthur L. Cushing	Louis Saul
Paul F. Hawkins	Fred W. Durbin	Thomas O'Connor	Conrad A. Ray
Richard S. Evans	Arthur W. Martin	Richard T. Otis	Pascal M. Haynes
Robert F. Qulinn	Louis F. Lindsay	Paul F. McMurdy	Thomas M. Mitchell, Jr.
Robert J. Hahnen	Paul F. McMurdy	Thomas M. Mitchell, Jr.	Robert D. Need
Edward C. Huggs	Robert D. Need	Nicky D. Patterson	Tom Perry
James O. Rudolph	Wilfred O. Viens, A/C	Morris H. Schaber, A/C	
Wilfred O. Viens, A/C	Morris H. Schaber, A/C		
Morris H. Schaber, A/C			
Robert F. Qulinn	Robert J. Hahnen	Edward C. Huggs	James O. Rudolph
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Morris H. Schaber, A/C			
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Morris H. Schaber, A/C			
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Morris H. Schaber, A/C			
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Wilfred O. Viens, A/C	Wilfred O. Viens, A/C	Morris H. Schaber, A/C	
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Morris H. Schaber, A/C			
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Robert F. Qulinn	Robert J. Hahnen	Edward C. Huggs	James O. Rudolph
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Morris H. Schaber, A/C			
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Morris H. Schaber, A/C			
Robert F. Qulinn	Robert J. Hahnen	Edward C. Huggs	James O. Rudolph
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Morris H. Schaber, A/C			
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Wilfred O. Viens, A/C	Wilfred O. Viens, A/C	Morris H. Schaber, A/C	
Morris H. Schaber, A/C			
Robert F. Qulinn	Robert J. Hahnen	Edward C. Huggs	James O. Rudolph
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CHRISTMAS DINNER

70th
BOMBARDMENT
SQUADRON (M) AFCC

JACKSON AIR BASE
JACKSON, MISSISSIPPI



★ 1941 ★

CHRISTMAS MENU

* * *

CELERY HEARTS STUFFED AND GREEN OLIVES

OYSTER SOUP SALTINE CRACKERS

ROAST YOUNG TURKEY WITH SAGE DRESSING

GIBLET GRAVY CRANBERRY SAUCE

SNOW FLAKE POTATOES

CREAMED FRESH PEAS CORN ON COB

CANDIED YAMS

LETTUCE AND TOMATO SALAD

HOT ROLLS BUTTER

COFFEE

MINCE MEAT PIE APPLE PIE

FRUIT CAKE

MIXED CANDIES MIXED NUTS

FRESH FRUIT

CIGARS CIGARETTES

HEADQUARTERS, AIR FORCE FERRYING COMMAND
 PACIFIC SECTOR, FOREIGN WING
 Hamilton Field, California

S E C R E T

June 1, 1942

OPERATIONS ORDER)

NO. 109a)

1. Under authority of War Department Circular No. 30, dated February 2, 1942, and letter from Headquarters, Army Air Forces, to the Chief of the Air Corps dated February 13, 1942, File No. 210.32, and letter from the Commanding General, Ferrying Command, to the Commanding Officer and the Sector Commanders of the Domestic and Foreign Wings, dated March 24, 1942, and in accordance with verbal orders received from the Commanding General, Army Air Forces, the following-named officers and enlisted men of 70th Bomb. Sq. (M) will proceed in the following military aircraft at the proper time from Hamilton Field, California, to Hickam Field, Oahu, T.H., to report to the Commanding General of the Hawaiian Defense Command thereat, thence to proceed by military or commercial aircraft via route designated by the Commanding General to Fiji to report to the Commanding Officer thereat for further orders:

By B-26-B Airplane No. 41-17558:

Capt. Walter L. Callahan	0-353833
2nd Lt. William R. McNeese	0-428246
2nd Lt. Samuel R. Hufstodler	0-437345
S/Sgt. Archeleaus C. Salling, Jr.	13015548

By B-26-B Airplane No. 41-17550:

1st Lt. William M. Griffith	0-412959
2nd Lt. Mark G. Treat	0-424793
2nd Lt. Daniel B. Sullivan	0-724091
Cpl. George T. Snodgrass	17023902

By B-26-B Airplane No. 41-17569:

2nd Lt. Harold G. Miller	0-425029
2nd Lt. Conrad A. Ray	0-426539
2nd Lt. Edward J. Brinskello	0-437351
Sgt. Leo J. Savitski	13008567

By B-26-B Airplane No. 41-17547:

2nd Lt. Gilbert G. Smith, Jr.	0-424818
2nd Lt. Louis Saul	0-426528
2nd Lt. Robert W. Ryder	0-434890
Cpl. Herbert McKelvey	17016142

By B-26-B Airplane No. 41-17562:

Capt. John F. Sharp	0-377112
2nd Lt. John D. Ryder	0-424686
2nd Lt. Nathan E. Koch	0-437344
Cpl. William G. Keesee	15066784

Op. Od. #109a (Con't)

S E C R E T

By B-26-B Airplane No. 41-17574:

1st Lt. Barton W. Cressy	0-425513
2nd Lt. John L. Sherlock	0-424558
2nd Lt. Eugene L. Honett	0-436025
Sgt. Paul J. Yakaski	13008763

By B-26-B Airplane No. 41-17564:

2nd Lt. Edward H. Morrison	0-425036
2nd Lt. James O. Rudolph	0-429173
2nd Lt. John K. Burns	0-724013
Cpl. Thomas W. Moore	17025747

By B-26-B Airplane No. 41-17576:

2nd Lt. John M. Washington	0-425230
2nd Lt. Richard M. Thorburn	0-426175
2nd Lt. Everett R. Lewis	0-724052
Cpl. George T. McGraw	14031554

By B-26-B Airplane No. 41-17587:

Capt. Leroy L. Stefonowicz	0-371873
2nd Lt. Edward D. Sethness	0-424556
2nd Lt. Robert A. Weldy	0-437337
S/Sgt. Richard A. Jones, Jr.	13016130

By B-26-B Airplane No. 41-17586:

Capt. Lyman H. Eddy	0-371899
2nd Lt. Paschal M. Haynes	0-428230
2nd Lt. William R. Soles	0-431875
Cpl. Ralph H. Wilhite	14039969

By B-26-B Airplane No. 41-17575:

1st Lt. Robert C. Boden	0-406222
2nd Lt. Thomas O'Connor	0-426418
2nd Lt. Okey W. Snodgrass	0-724034
Cpl. Clifford H. Clack	14050521

By B-26-B Airplane No. 41-17570:

2nd Lt. Arthur W. Martin	0-424974
2nd Lt. Richard T. Otis	0-426420
2nd Lt. Charles E. Dreyour	0-724025
Cpl. Robert E. Flynn	17027887

By B-26-B Airplane No. 41-17584:

2nd Lt. Fred W. Durbin, Jr.	0-424933
2nd Lt. Richard S. Evans	0-300999
2nd Lt. William J. Winemiller	0-724106
Cpl. Benjamin C. Navago	33080036

Op. Od. #109a (Con't)

S E C R E T

2. This is a permanent change of station. In lieu of subsistence a flat per diem of six dollars (\$6.00) is authorized for travel by military or commercial aircraft, in accordance with existing law and regulations. Excess baggage of not to exceed one hundred (100) pounds is authorized in accordance with War Department Circular 51, 1942. TDN. FD 31 P-02 A 0425-23; AM 1615 P 54-02, 54-01, 54-13. 54-07 A 0525-2.

By order of Lt. Col. TRUESDELL:

CLARENCE C. WEST, JR.
1st Lt., Air Force
Operations Officer

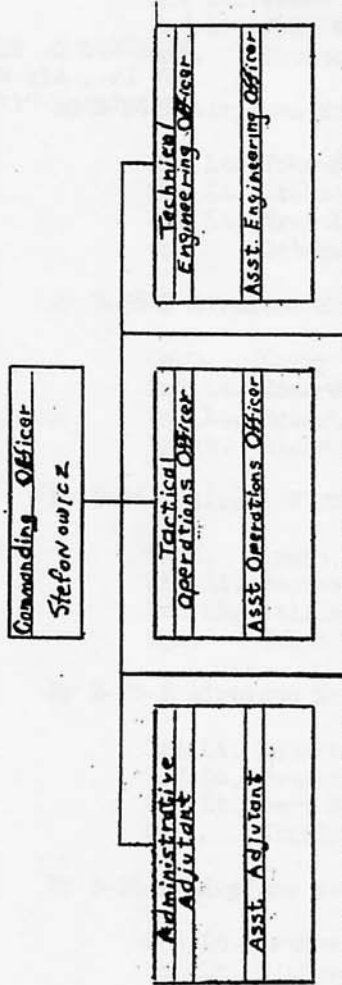
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Clarence C. West, Jr.
CLARENCE C. WEST, JR.
1st Lt., Air Force
Operations Officer

DISTRIBUTION:

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Principal Staff and Combat Crew Organization



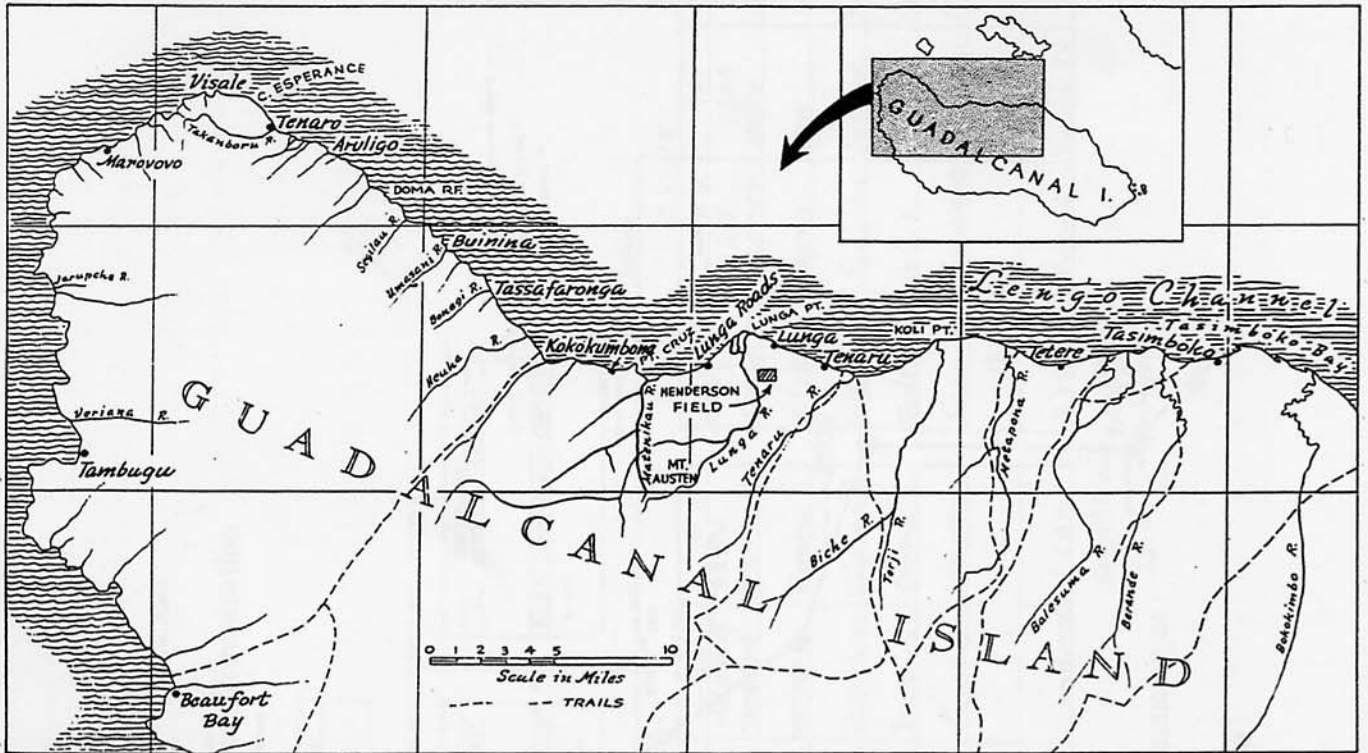
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T.P.	RYDER	SHERLOCK	RUDOLPH	THORNTON	SETHINGS	HAYNES	O'CONNOR	OTIS	EVANS	MCNEESE	TREAT	RAY	RAY	SAUN	SAUN	SAUN	SAUN
M.	Koch	HONETT	BURNS	LEWIS	WELDY	SOLES	SANDGAS	DREWYOUR	BINSKELLE	HUESLER	SULLIVAN	STALER	STALER	RYDER	RYDER	RYDER	RYDER
B.	wilensky	golden	freeman	FERDINAND	SCHUSTER	COON	FENDERS	DOUGLAS	COOTE	FELDMAN	GILLIE	ELLIS	ELLIS	DEGLIZ	DEGLIZ	DEGLIZ	DEGLIZ
R.	Keesee	YAKASKI	MOORE	MCGRAW	JONES	WILHITE	CHACK	FLYNN	NAVAGE	SOLLING	SANDGAS	SAVITSKI	SAVITSKI	MC KELVEY	MC KELVEY	MC KELVEY	MC KELVEY
E.																	
G.A.	AMOS	SINGLAR	SCHUBERT	MCCOY	RITTLE	ENGEL	SPEACER	MONTGOMERY	LILLY	LAWLER	SWANK	SMITH S.J.	SMITH S.J.	SMITH S.J.	SMITH S.J.	SMITH S.J.	SMITH S.J.

MISSING IN ACTION
in Action
Safeway

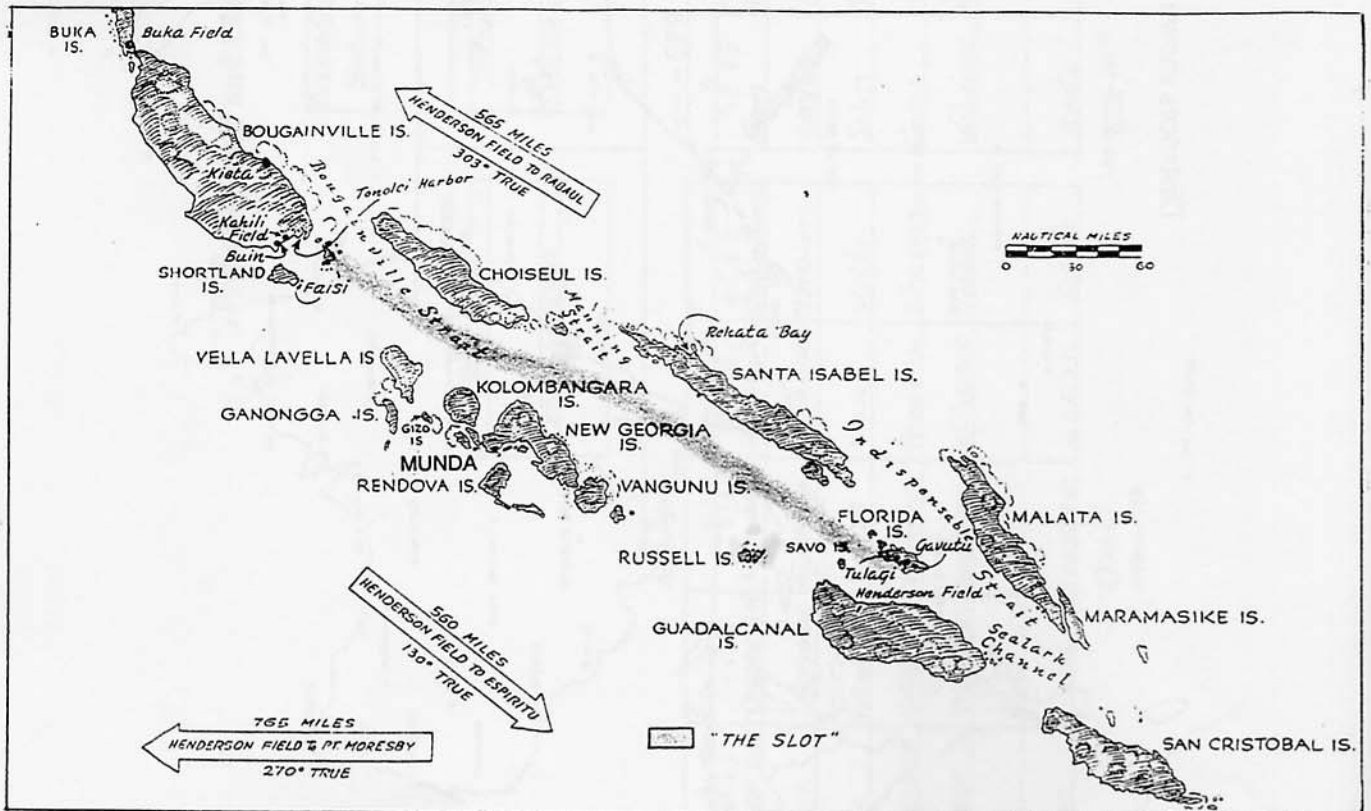
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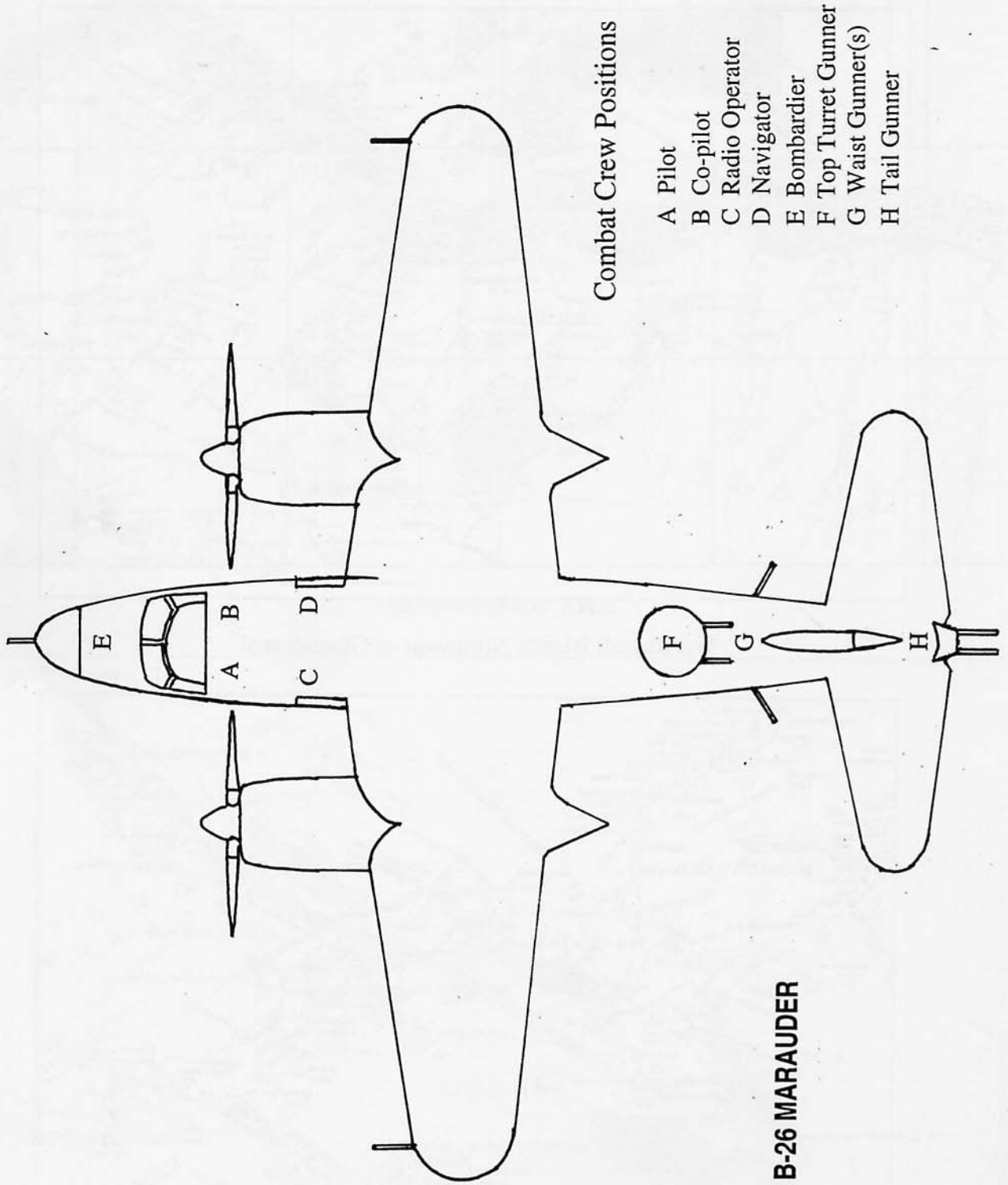
Crashed.
24 Dec-1942



Henderson Field Area.



The "Slot."



Combat Crew Positions

- A Pilot
- B Co-pilot
- C Radio Operator
- D Navigator
- E Bombardier
- F Top Turret Gunner
- G Waist Gunner(s)
- H Tail Gunner

MARTIN B-26 MARAUDER



Official Record of the 70th Bombardment Squadron¹

Lineage. Constituted 70th Bombardment Squadron (Medium) on 20 November 1940. Activated on 15 January 1941. Inactivated on 10 May 1946. Redesignated 70th Bombardment Squadron (Heavy) on 19 February 1953. Activated on 25 February 1953.

Assignments. 38th Bombardment Group, 15 January 1941; 42nd Bombardment Group, 26 February 1943–10 May 1946. 42nd Bombardment Wing, 25 February 1953–

Stations. Langley Field, Virginia, 15 January 1941; Jackson AAB, Mississippi, c. 5 June 1941–19 January 1942 (operated from Savannah, Georgia, 8–14 December 1941); Doomben Field, Australia, 25 February 1942 (air echelon remained in US until 2 June 1942); Ballarat, Australia, 8 March 1942; Amberley Field, Australia, c. 20 April 1942; Fiji, 23 May 1942 (air echelon stationed at Hickam Field, TH, 2 June–c. 8 July 1942; operated from Espiritu Santo, 14–18 November 1942, and Guadalcanal, 9 January–4 February 1953, 16 August–20 October 1943); Russell Islands, 22 October 1943; Stirling Island, 20 January 1944; Hollandia, New Guinea, 14 August 1944; Sansapor, New Guinea, c. 24 August 1944 (operated from Morotai, c. 22 February–13 March 1945); Puerto Princesa, Palawan, 26 March 1945; Itami, Japan, 31 January–10 May 1946. Limestone AFB, Maine, 25 Feb 1953–.

Aircraft. B-18, 1941; B-26, 1941–1943; B-25, 1943–1945. B-36, 1953–1956; B-25, 1956–.

Operations. Antisubmarine patrols, c. 9–14 December 1941; combat in South Pacific, 15 November 1942–February 1943; sea-search missions, March–August 1943; combat in South and Southwest Pacific, 16 August 1943–21 July 1944, 5 September 1944–14 August 1945.

Service Streamers. None.

Campaigns. Antisubmarine, American Theater; Guadalcanal; China Defensive; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive; Air Combat, Asiatic–Pacific Theater.

Decorations. Distinguished Unit Citation; Balikpapan, Borneo, 23–30 June 1945. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation.

Emblem. In front of, over and beyond black clouds a blue and white hawk with red tongue, and yellow beak, eye and feet, carrying a red aerial bomb in each foot. (Approved 15 June 1942.)

¹ United States Air Force. USAF Historical Division. Air University. *Combat Squadrons of the Air Force; World War II*. Edited by Maurer Maurer. [Maxwell Air Force Base, Alabama] (Washington: U.S. Govt. Print. Off., 1969), 258–259.

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