

90 TH BOMBARDMENT SQUADRON (L)

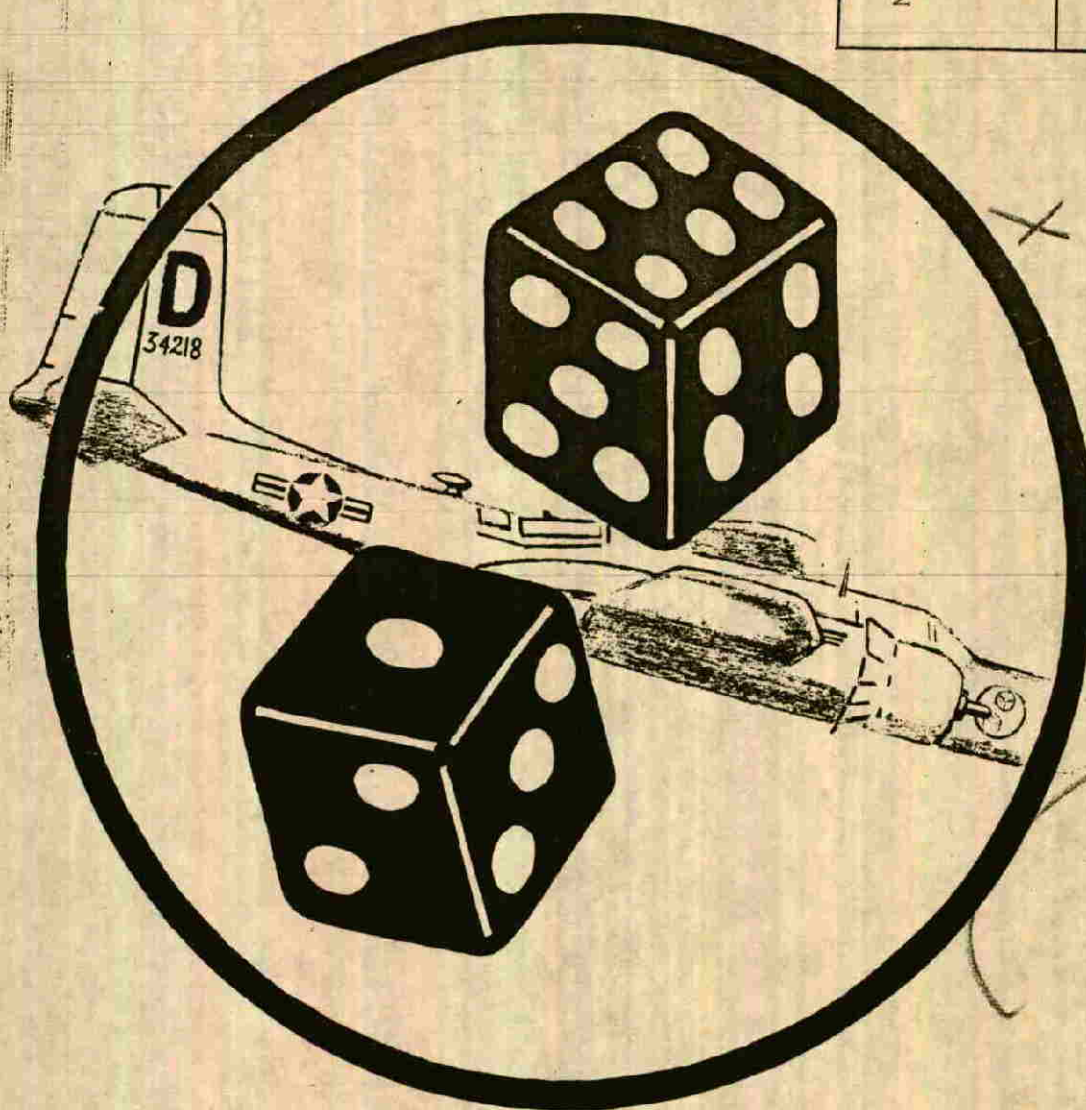
UNIT - HISTORY

P.R.G.

JAN 1948

RETURN TO
RESEARCH STUDIES
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH

SG-BOMB-90-H
JAN 1948



3 RD BOMBARDMENT GROUP (L)

314 TH COMPOSITE WING

5 TH AIR FORCE

00044817

2-5935-123

Restricted

90TH BOMBARDMENT SQUADRON (L)
YOKOTA AIR FORCE BASE
3D BOMBARDMENT GROUP (L)
APO 328

P.R.C.

31 January 1948

SUBJECT: Transmittal of Unit History

TO: Chief of Staff
United States Air Force

This history was compiled by 1st Lt William M. Ratchford and 1st Lt. Francis P. Fitzgerald, with the clerical aid of Sergeant Nicholas J. Valenti. Facts in the narrative have been gathered from reports submitted by section heads. Observations not otherwise credited are based on the personal knowledge and opinions of 1st Lt William M. Ratchford and 1st Lt Francis P. Fitzgerald.

Edward L. Jones
EDWARD L. JONES
Major, USAF
Commanding

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00044817 2-5935-123

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90TH BOMBARDMENT SQUADRON (L)
YOKOTA AIR FORCE BASE
3D BOMBARDMENT GROUP (L)
AFO 328

31 January 1948

SUBJECT: Unit History, 1 through 31 January 1948

1. The present mission of the 90th Bombardment Squadron (L) is that of occupational duties in Japan, as well as operational training and surveillance. Our objective is to become 100% combat ready, both individually and as a squadron, in all phases in which the A-26 aircraft is considered a combat weapon. This squadron, as a part of the 3d Bombardment Group (L), Fifth Air Force, will be one of the 1st units to strike back in the event of unfriendly attack.

2. Personnel

a. There were no changes in key personnel for the month. They were as follows:

Major Edward L. Jones	Commanding Officer
Capt Edward Krafka	Adjutant
Capt Jerome N. Davis	Operations Officer
Capt Jack E. Smith	Supply Officer
Capt James W. Nesbitt	Engineering Officer
1st Lt Francis P. Fitzgerald	Armament Officer
1st Lt Milford G. Dunlop	Personal Equipment Officer
1st Lt Viking H. Lian	Communications Officer
F-Sgt William D. Scruggs	First Sergeant

b. The following table is submitted to show a difference between current strength and that authorized by Table of Organization and Equipment No 1-127R. The table further shows the component of Officer personnel as well as rank distribution.

	<u>Authorized</u>	<u>Assigned</u>
Lt Colonel	1	0
Major	1	1 (RA)
Captain	7	3 (RA)
		4 (RES)
1st Lt	7	3 (RA)
		8 (RES)
		5 (AUS)
2nd Lt	<u>13</u>	<u>0</u>
Total Officers	29	24

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BASIC: Unit History, 90th Bomb Sqdn (L), 1-31 Jan 48

	<u>Authorized</u>	<u>Assigned</u>
M Sgt	7	9
T Sgt	17	12
S Sgt	28	26
Sgt	18	13
Cpl	21	14
Pfc	0	14
Pvt	<u>13</u>	<u>4</u>
Total EM	104	103

c. The squadron lost 3 men during the month of January. They are as follows:

S Sgt Anthony P. Dennis
S Sgt Cenaro J. Rodia
Pvt Carroll M. Ricks

d. The squadron gained one man during the month, as follows:

S Sgt Manua J. Corrigan

e. One officer and six enlisted men made progress on the ladder of rank promotions. They are as follows:

	<u>Promoted to:</u>
2nd Lt Silas G. Upchurch	1st Lt
S Sgt Albert C. Kees	T Sgt
S Sgt Sherrod B. Lassiter	T Sgt
Sgt Stanley H. Hiatt	S Sgt
Cpl Alfred R. Goolsby	Sgt
Pfc Charles R. Burston	Cpl
Pfc Forrest H. Cook	Cpl

f. One enlisted man was reduced from Pfc to the grade of Private for misconduct.

g. Fourteen men went on leave during January. They are as follows:

Capt Jack P. Smith	(10 days)
1st Lt Viking H. Lian	(10 days)
1st Lt Chester A. A. Smith	(10 days)
1st Lt Thomas A. Todd	(30 days)
M Sgt John H. Merchant	(30 days)
S Sgt Henry S. Daigel	(7 days)
S Sgt Charlie E. Yarbrough	(7 days)
Cpl Norris A. Burton	(7 days)
Sgt James E. Chafey	(7 days)
Sgt Robert K. Ivey	(7 days)
Sgt John J. Gohring	(7 days)
Cpl Leonard E. Mitchell	(7 days)
Cpl Larry M. Rabon	(7 days)
Cpl Dean E. Snyder	(7 days)

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BASIC: Unit History, 90th Bomb Sqdn (L), 1-31 Jan 48

3. The 90th Bombardment Squadron completed another month of flying without an accident. Flying safety meetings conducted by Lt. Stanley C. Smith are held weekly to insure that all new developments in safety devices are discussed and that all flying personnel are constantly briefed and conscious of flying safety.

4. During the latter part of December PLM inaugurated a new system for the acceptance of airplanes due for inspection. As PLM can complete only two inspections a day, it allows the squadrons of the 3d Bombardment Group one (1) aircraft a day for two days and then skip a day. PLM is working five (5) days a week so during the month, a squadron usually has approximately fifteen (15) airplanes pass through PLM. Our Commanding Officer and Engineering Officer, devised a system of planned scheduling of airplanes instead of flying all that are available each day. This system guarantees that each airplane when sent to PLM has the maximum number of hours of flying time. This plan has been very successful as our average of airplanes available each day was approximately eleven (11) but only approximately an average of eight (8) were flown. In the past we had approximately twelve (12) airplanes available and as the month passed the number available decreased. Compared with the other two squadrons we have the same number of flying hours and it allows us to have three spare airplanes in case of aborts.

5. The morale of the enlisted man is again low. The heat in the barracks is better than before but still is not perfect. The steam averages about two nights out of three and the third night is almost unbearable. The greetings of all personnel is not "What fine weather we have," But "Why don't we have steam?" Our basketball team lost three (3) games this month by a score of 41 to 36 to the 82nd Recn Sqdn, 58 to 27 by the 600th Air Engineering Sqdn and 48 to 12 to the 6th Photo Tech Sqdn. Our record is currently 6 wins and 6 losses. By furnishing two of our best players to the Yokota Base Team we have not done so well recently, but it is fun and the games are enjoyed by all personnel.

6. During the past month due to the misconduct of one enlisted man, the bi-weekly dances held at the EM Club and the Top Three Club were cancelled. A lot of the enlisted men used to stay on the post as they could dance here, but now are forced to leave the base. It was announced by Special Services that additional recreational facilities will be made available in the near future. More organized games with participation of more enlisted men are being scheduled as efforts to release the surplus energy of all personnel.

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APPENDIX

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90TH BOMBARDMENT SQUADRON (L)
YOKOTA AIR FORCE BASE
3D BOMBARDMENT GROUP (L)
APO 328

90/BLJ/njv

31 January 1948

SUBJECT: Request for Data for Unit History

TO : Air Adjutant General
Department of the Air Force
Washington, D. C.
THRU CHANNELS

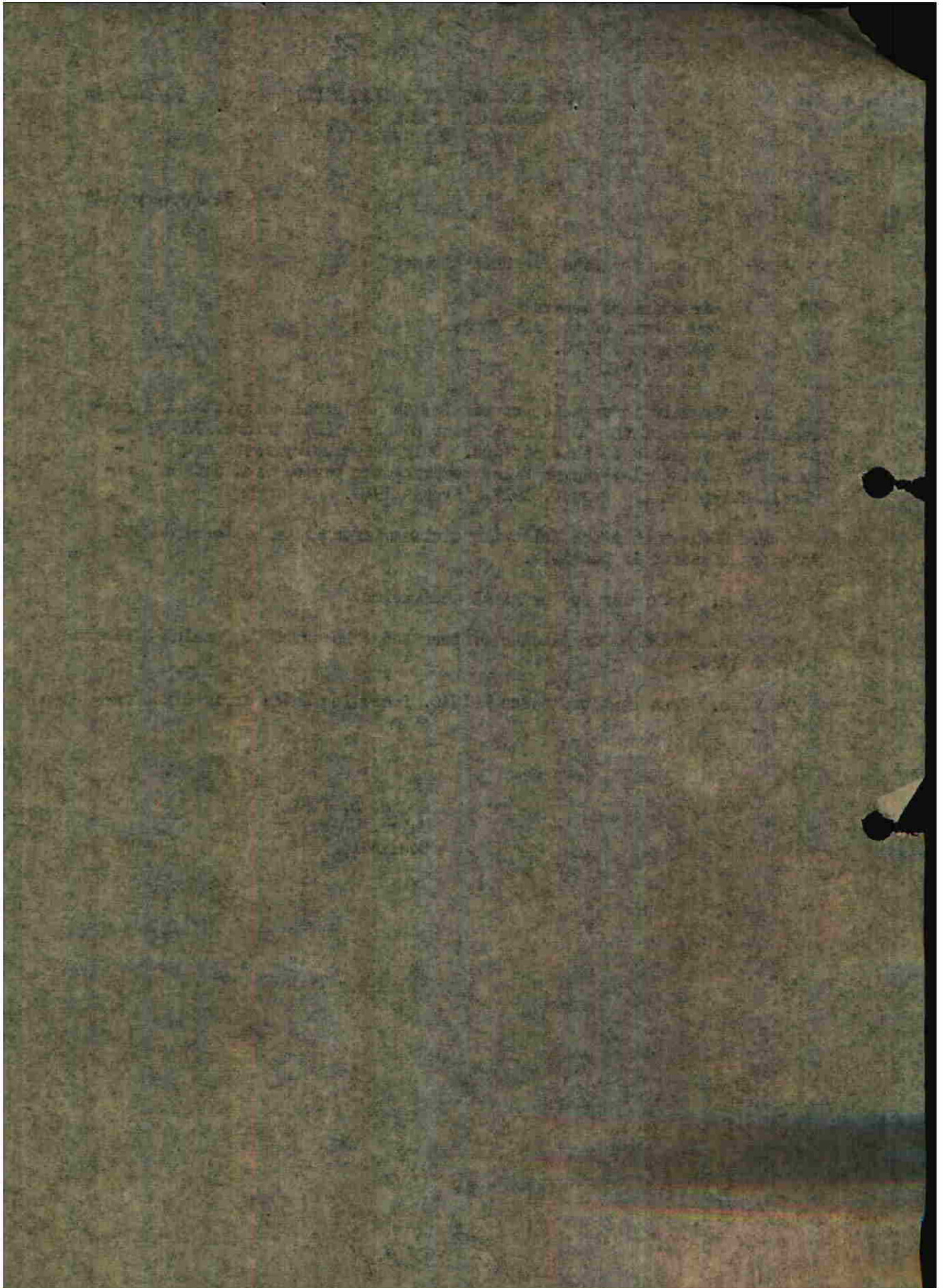
1. Adequate information concerning the original activation and subsequent history of the 90th Bombardment Squadron (L) through 1940 is not presently available at this station. Only fragmentary facts can be obtained from histories in our files covering the period from date of original activation (20 August, 1917) through 1940.

2. Request that the following minimum information be forwarded to this organization if possible.

- a. Authority for original activation.
- b. Original Commanding Officer and subsequent Commanding Officers through 1940.
- c. Past stations through 1940, including dates arrived and departed.

EDWARD L. JONES
Major, USAF
Commanding

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The 90th Aero Squadron was created by Special Order 104, Headquarters, Kelly Field, South San Antonio, Texas, on September 25, 1917. The men in it were largely from two detachments; one from Vancouver, Barracks, Washington, which arrived at Kelly Field August 18; another from Fort Leavenworth, Kansas, which arrived August 25. Both of these detachments had been held from the date of their arrival until September 25 under Recruit Camp Headquarters as a Provisional Squadron. The day after the forming of the Squadron, September 26, 1917, under Special Order 119, Headquarters, Kelly Field, Lieut. W. H. Y. Hackett took Command. On September 28, Lieut. J. J. Livingston, M.R.C. with four enlisted men of the Medical Corps, were assigned to the 90th.

On September 30, under command of Lieutenant Hackett, the Squadron left San Antonio for Mineola, Long Island, per authority contained in S.O. #121, Headquarters, Kelly Field, dtd September 22, 1917, where it arrived five days later. Good order, good health and good spirits marked the whole trip. On the night of October 5 the Squadron detrained, and early next morning hiked out to Field No 2 of the Aviation Mobilization camp, where they were quartered with the Headquarters of the First Provisional Wing in Barracks No. 5.

About the middle of October rumors began to circulate as to the early departure of the Squadron for overseas duty, but it was not till the 26th of the month that orders were received to pack up equipment and to prepare for immediate departure. The following day the Squadron entrained for Pier 54, North River, and boarded H.M.S. "Orduna". Two Officers and 157 men were at this time on the Squadron roster.

On November 10 the "Orduna" moved into the dock at Liverpool, welcomed by numerous British ships in the harbor. Bands played, flags were run out, and the entry of the convoy seemed like a celebration. The troops were disembarked by three in the afternoon, and the 90th marched through the streets to the railroad station. It is safe to say that this first glimpse of a British city, and these first welcomes from a people as whose ally we had come to fight, made an impression which no man in the 90th will ever forget.

No stop was made in Liverpool; A train was waiting and the Squadron was immediately carried to Southampton, arriving on 12 November, and reporting to Headquarters Base Section #3, L. of C.A.E.F. on 13 November. The Squadron was then given a march of an hour and a half to a "Rest Camp". Here the men first tried the British ration, and began to learn at first hand the hardships of the submarine blockade.

On November 12 the Squadron crossed the Channel on the transport "Prince George", arriving in Havre early on the 13th, and marched at once to A.E.F. Rest Camp No 2. Here they remained several days and the officers who had been temporarily attached at New York, as well as six first class sergeants, were detached from the organization.

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On November 18, 1917, the 90th departed from Southampton, per authority contained in S.O. #4H. B. S. #3, L. of C., dated 17 Nov 1917, for Air Depot #2. It was on this day that the 90th made the personal acquaintance of the famous "Blommes 40, Chevaux 8" box cars, entrained for Colombey les Belles, northeast of Neufchateau and south of Toul. After a long and tiresome trip, the destination was reached during the night of November 20, and the next morning the men were billeted in lofts scattered through the village.

It was now announced for the first time that the 90th was to do road and barracks construction work for the time being. Naturally this came as a great disappointment to all, as the great ambition of every one had been to get into a service squadron, and do work on the front. However, the experience gained in construction work would be valuable, and the time could be profitably employed in fitting the right men into the right places. It was with these feelings that officers and men set to work on the first job assigned, the construction of roads through what was to become the great American Aviation Field at Colombey. This lasted the rest of the year. For the first three months of 1918 the Squadron, together with the 88th and 89th Squadrons, was to start the construction of the barracks and hangars of the Colombey Field. This was a piece of work of which the squadrons which took part might well be proud, as the buildings were erected with little delay in the very worst part of a particularly severe winter. The period of apprenticeship was now passed and the 90th was designated as a Service Squadron. On the 18 February 1918, the Squadron was inspected by General Pershing. On the 13th of April 1918, Major J. L. Cunsworth was assigned as Commanding Officer per S.O. #60, Hq. Advance Section, Z. of A., A.E.F. The unit was assigned to the Observation Group, 1st Corps, Z. of A., on 14 June 1918.

No flying was done for the first few days after the arrival of the Sopwiths, but the mechanics were assigned to their respective planes and spent the time in studying their construction. On April 19 the Squadron moved to Amanty, north of Neufchateau, where the Observation Training Center of the 1st Corps was located. Here it was engaged in training flights. The flying personnel was changing constantly, pilots and observers being attached for a short time and then transferred to chase or bombing squadrons. Naturally the breakage of planes was considerable, as most of the pilots had been trained on Nieuports, and the change to the Sopwiths proved difficult. No one however, was seriously injured. On June 13th the squadron received its first assignment to active duty, moving to Ourches, fifteen Kilometers due west of Toul, on the Meuse River, the Station of the First Corps Observation Group. During the month of June 1st Lt W. J. Schauffler Jr. was assigned to command vice Major Cunsworth who was relieved per par 1, S.O. 77, Hq Observation Group, 1st Corps, 1918.

The first mission to go over the lines was a general reconnaissance of the sector on June 16th by a formation consisting of three planes. The reconnaissance covered the sector from Apremont to Xivray; the first compliments of the Hun to the 90th were received in the shape of an Archie barrage, which pierced Lieutenant White's plane in several places. Anti-aircraft fire over Apremont was reported to be particularly accurate by all, a note which became a stock feature of observers' reports in the succeeding months.

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In July 1918 the 90th was assigned to the 4th Army Corps, with which it served until 21 Sept, 1918, when it was reassigned to 3rd Army Corps Observation Group per S.O. #46, Headquarters Observation Group, 4th Corps. In August of 1918 Lt Schaffler was appointed Captain and assigned to command the Observation Group, and Lt. M. Pierson was appointed Squadron Commander.

In addition to the regular corps work which the 90th was doing, they carried out a considerable number of Infantry Contact patrols near Chaumont, taking part in exercises with newly arrived divisions. A few adjustments of artillery with French batteries in the woods north of Boucq were also carried out. The first work of great importance which came to the Squadron was its part in the operations which resulted in the clearing of the St. Mihiel salient, September 12-14, 1918.

On September 20 the Squadron moved from Ourches to Souilly, southwest of Verdun, transferring from the 4th Corps to the 3rd Corps, First Army. With this it was to work during the Argonne-Meuse Offensive, which terminated only with the armistice. In spite of the long distance which the squadron moved, there was no great delay in activity, and in a day or so the Sq. was operating on the new sector.

The squadron was assigned to 1st Army Corps Observation Group on November 20, 1918, per par 2, S.O. #681, Headquarters, 1st Army.

The squadron was relieved from 1st Army and ordered to report to C.O. 1st Air Depot for demobilization, 22 December 1918, per par 1, S. O. #715, Headquarters, 1st Army, 1918.

Following the armistice little flying was done, most of the old pilots, and observers being absent on leave or returned to the States. The pilots who arrived at the Squadron at the time of the armistice or later, amused themselves by wrecking most of the remaining planes and some of the new observers. The Squadron received word that it was to return to the states, surely a thing not to be regarded lightly, and the rest of the planes were turned in to the 1st Air Depot, and by January 15 practically all of the pilots and observers had been detached from the Squadron, which at that time found itself at Belrain, near Bar-le-Duc, whence it had moved from Bethelainville. January 18 the Squadron took another step toward home, moving to Colombey les Belles. The 90th entrained at 1st Air Depot, Colombey-les-Belles on January 25, 1919 per S.O. #24, Headquarters 1st Air Depot, Z. of A. and proceeded to Libourne, Gironde for embarkation to USA.

After two of three disappointments we were ordered on board the U.S.S. "General Goethals," but unfortunately, owing to the small size of the boat and the consequent limitations in staterooms for the officers, the Squadron was allowed to take but three officers, those accompanying Captain Pierson being Captain Alger, M.C., U.S.A., who was assigned to the Squadron as Medical Officer at the Embarkation Camp, and Lieutenant Carver, as Adjutant. The other officers were detached, and sailed the same day, April 20, Easter Sunday, on board the U.S.S. "Susquehanna." After a voyage of thirteen days our boat docked at Hoboken at 10 A.M. on May 3.

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After returning from France and discharging many of its personnel, the 90th returned to Kelly Field, Texas.

On 13 August 1919, by authority of War Department G. O. #102, the 90th was attached to the 1st Surveillance Group and divided into two flights, A Flight and B Flight. Flight "A" was sent to Eagle Pass, Texas and Flight "B" was sent to Sanderson, Texas, their duties being patrol of the Mexican Border. On June 11, 1920, Flight "A", commanded by Lt H. D. McGlean, was transferred to Del Rio, Texas. The Squadron was commanded by Capt H. R. Kelley at the time the two flights were sent to the Border. Lt E. V. Harbeck became commander shortly thereafter.

The squadron was reassigned to Kelly Field on June 30, 1921, by telegram "H", 8th Corps Area.

Squadron was redesignated the 90th Attack Squadron per G. O. #33, Headquarters, Kelly Field, September 13, 1921, and equipped with large tri-planes called GAX (Ground Attack Experimental) in addition to the DH's already assigned.

On June 27, 1924, orders were received reducing the 90th Attack Squadron from a strength of 132 enlisted men to 90.

It was the major task of the Air Corps, during the peace time years, to do their best to sell the idea of air travel, both commercial and military, to the public. Consequently, much of the training consisted of grooming men and airplanes for various public function. National Air Races, State Fair and County Fair exhibits, all types and sizes of air meets. At these functions the 90th had its share of invitations, requests, and demonstrations. Demonstrations consisted of aerial maneuvers, formation flying (usually 3 airplanes) and participation in various events such as balloon bursting, spot landings, bomb drops (sacks of flour), and racing.

This was not only good for public approval, but it aided in putting finesse to the work of the pilots and ground men. The "Cocked Dice" Squadron was out for publicity and acknowledgement of their efficiency. Behind the scenes lay the efforts of the experimenters. Long distance flights, night flights, maneuvers, parachute jumping, etc.

The following is an excerpt from the "Ninetieth News" of May 1926. (Publications of the 90th Aero Squadron Association) It indicates the type of performances being carried on through the peace-time years that brought about the eventual world leadership of the United States in Air Power: "On the morning of Friday, May 25th, 1923, Lieut. L. S. Andrews Squadron Operations and Engineering Officer, left Kelly Field for Houston, Texas, accompanying Lieut. Crocker of the 8th Attack Squadron, who had received authority to make a non-stop flight from the Gulf to the Great Lakes. Lieut. Crocker flew the specially constructed DH-4B airplane that made the famous coast to coast flight in September 1922, piloted by Lieut. Doolittle.

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Weather conditions for the next day were reported as favorable for the flight from Houston, Texas to Detroit, Michigan. Lieut. Crocker hopped off in the early dawn and before the shades of night had fallen he had made the first non-stop flight from the Gulf of Mexico to the Canadian border, thereby adding another milestone to the progress of American aviation. The time for this flight was eleven hours, twenty-nine minutes, another record in itself." "On Sept. 2, 1922, Lieut. Jas. Doolittle of the 90th Flew from Jacksonville, Fla. to San Diego, Cal. alone in twenty-one hours and twenty minutes, stopping en route at Kelly Field."

On the date of June 26, 1926, G. O. #23, Headquarters, 8th Corps Area, the entire 3rd Attack Group was ordered to proceed to Fort Crockett, Texas for permanent station and duty. The move was made by air, rail, and motor convoy. They left Kelly Field on the morning of June 28th and arrived at Fort Crockett 1 July, where they went "under canvas". Permanent barracks were not obtained until the 31st of July.

On February 27th, 1935, the 90th along with the rest of the 3rd Attack Group, departed from Fort Crockett enroute to Barksdale Field, Louisiana, for permanent station and duty. Transportation was by air, rail, and motor convoy.

On September 15th, 1939, the 90th was redesignated the 90th Bombardment Squadron.

The squadron on October 6, 1940, moved to permanent station at Savannah Army Air Base, Savannah, Georgia.

All through the twenty-odd years of peace the 90th Squadron remained, intact as a unit. There were reverses, however, for the feelings of the public were reiterated through the War Department and as the arguments for and against the building of an Air Force fluctuated, so did the 90th. One year would see improvement in equipment, procedures, and increases in personnel, while the next year would bring about the opposite, reduction in everything, rations, equipment, personnel, and ratings. In the 1930's, though, things began to pick up for the 90th. More cadets were going through Randolph and Kelly Fields which resulted in new ideas, practices, and assignments. The Boeing and Curtis Attack planes that were assigned the Third Group were revolutionary in all respects. Three plane formations of a few years before had evolved into flights of fifteen and twenty airplanes. The men who were fledglings during the early twenties were matured into Air Corp Officers whose voices carried authority and brought results. Men like Major James Doolittle, General "Billy" Mitchell, General H. H. Arnold, Major Carl Spaatz, etc.

The Squadron, as part of the 3rd Bombardment Group stationed at Savannah Army Air Base, participated in the Louisiana Maneuvers, working out of Barksdale Field, in September of 1941, and in the North Carolina Maneuvers in November, operating out of Pope Field, North Carolina.

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The Squadron was temporarily stationed at Augusta, Georgia for Reconnaissance missions during the month of December, 1941.

Finally, recognizing the potential power of the 3rd Group and its attached Squadrons, the War Department, through Special Order No. 17, Hq., Savannah Army Air Base, Savannah, Georgia, dtd 17 January 1942, ordered them into combat. The assignment was to go directly to Brisbane, Australia, set up shop at Charters Towers, and start killing Japs.

Composed of 16 Officers and 144 enlisted men, the 90th Bombardment Squadron (L), with its' parent organization, boarded the Navy Landed U.S.S. Ancon and on 31 January, 1942, weighed anchor and headed for the Southwest Pacific where new and glorious chapters were added to the history of aerial warfare.

The squadron departed Brisbane on 5 March 1942, and arrived at Charters Towers, 8 March 1942. Here the squadron received B-25's along with the other squadrons of the 3rd Bomb Group.

The squadron departed Charters Towers 24 January 1943, and arrived at Port Moresby (Durand-17-mile strip) 28 January 1943.

The squadron departed Durand 21 May 1943, and arrived Dobodura strip (Kalamazoo) 21 May 1943. (Trip made by air)

After the move to Dobodura in New Guinea the 90th was subsequently stationed at Nabzab and Hollandia, also in New Guinea, and at San Jose on Leyte in the Philippines. There was one more station change to Okinawa before the squadron, still with the 3rd Bomb Group, moved into Aitugi Air-drome, Honshu, Japan, shortly after the end of the war in September 1945. The fall of 1946 found the 90th at Yokota Air Base where the 3rd Group had moved from Aitugi, and where it is at the present.

The following is a list of some of the Commanding Officers, since the activation in 1917:

Major J. L. Dunsworth	13 April 1918
1st Lt W. J. Schaufler	15 June 1918
Lt. M. Pierson	August 1918
Captain H. R. Kelly	June 1919
Lt. E. V. Harbeck	December 1919
Capt Harold C. Hughlin	October 1940
Major Leon W. Johnson	December 1940
Captain Kermit D. Stevens	June 1941
1st Lt. Bennett G. Wilson	January 1942
Captain R. D. Hubbard	April 1942
Captain T. P. Gerrity	August 1942
Captain Peterson	27 October 1942
Capt W. R. Johnson ?	25 November 1942
Capt Lerner	31 December 1942
Capt Hensbry	30 April 1943

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Captain Richard H. Ellis	16 October 1943
Captain Kenneth E. Rosebush	11 February 1944
Captain Gerald Prokopovitz	May 1944
Captain Stanley D. Kline	January 1945
Major Samuel M. Frederick	April 1945
Captain Edward Cordes	September 1945
Captain Glen A. Cooley	May 1946
Major Lewis B. Weigold	November 1946
Capt D. D. Doyle	22 April 1947
Major Edward L. Jones	3 May 1947
Lt Colonel Russell D. Hale	23 September 1947
Major Edward L. Jones	18 December 1947 to present

Many famous men have been members and commanding officers of the 90th, among whom are Generals Jimmy Doolittle, L. M. Brereton, D. Johnson, S. H. Claggett, F. D. Lackland, E. L. Maiden, and J. C. McDonnell. The records at this station however, give no definite dates as to when exactly they were with the Squadron.

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*Restricted*ROSTER OF OFFICERS

31 January 1948

<u>RANK</u>	<u>NAME</u>	<u>S. N.</u>
Major	Edward L. Jones	AO-35076
Capt	Edward Krafka	AO-52754
Capt	Jerome M. Davis	AO-45071
Capt J	Jack P. Smith	AO-732592
Capt	James W. Nesbitt	AO-36597
Capt	John L. Barber	AO-440100
Capt	John E. Murray	AO-674060
Capt	Herbert C. Engelbrecht	AO-692866
1st Lt	Milford G. Dunlop	AO-840075
1st Lt	Francis P. Fitzgerald	AO-737756
1st Lt	Marvin J. Greene	AO-2087631
1st Lt	Frank W. Hayslip	AO-691256
1st Lt	Robert D. Hippert	AO-27844
1st Lt	Lawrence Jackson Jr.	AO-936649
1st Lt	David A. Jones	AO-735595
1st Lt	Eugene A. Klingler	AO-787928
1st Lt	Viking H. Lian	AO-2085083
1st Lt	William M. Ratchford	AO-38217
1st Lt	John D. Pendergrass	AO-765307
1st Lt	Walter W. Slamon	AO-1100707
1st Lt	Chester A. A. Smith	AO-55676
1st Lt	Stanley C. Smith	AO-761631
1st Lt	Thomas A. Todd	AO-524193
1st Lt	Silas G. Upchurch	AO-208987

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*Restricted*ROSTER OF ENLISTED PERSONNEL

31 January 1948

<u>RANK</u>	<u>NAME</u>	<u>S. N.</u>
F Sgt	William D. Scruggs	AF6377586
M Sgt	Carol O. Ashley	AF14040590
	Maurice J. Chappell	AF6932865
	William K. Cole	AF17076859
	Shelton S. Johnson	AF6383899
	Gerald W. McPherson	AF16030387
	John H. Merchant	AF6258959
	George W. Reid	AF6847865
	Jack E. Snodgrass	AF18132411
T Sgt	William E. Auburn	AF37173759
	Elwin S. Bowers	AF6852829
	Lois J. Lalonde	AF7000422
	Harry W. Medley	AF15054238
	Richard T. Miller	AF18130892
	Sherrod B. Lassiter	AF14033700
	Albert C. Kees	AF13004552
	Albert N. Smith	AF13018814
	Kenneth C. Sharp	AF37652437
	Guy Wiseman	AF6555054
S Sgt	Samuel G. Adkins	AF7003297
	Clermont C. Allton	AF35625338
	Wilbur J. Bagnal	AF6070086
	Clarence E. Barnes	AF6277281
	Kenneth Q. Bean	AF38192099
	Leroy S. Benedict	AF19041021
	Clarence K. Blend	AF19019251
	James L. Carter	AF11031345
	Walter J. Collyer	AF32804322
	Manus J. Corrigan	AF6907790
	Mathew E. Coody	AF6398273
	Henry S. Daigel	AF6716353
	Weaver D. Gamble	AF18133369
	Stanley H. Hiatt	AF19194328
	William A. Holt	AF34149571
	Stanley J. Kaminski	AF15096699
	Avila D. Mathews	AF6786257
	James I. Monroe	AF18113791
	Garry V. Newsom	AF18083225
	Robert R. Owen	AF32227794
	Floyd W. Russell	AF19004814
	William D. Spofford	AF11032424
	Theodore J. Widen	AF36813697
	Robert A. Wiley	AF33319277
	Charlie E. Yarbrough	AF14146010
	Benedict A. Yoksa	AF31122369
Sgt	Glyn Amburgey	AF15054908
	James E. Chafey	AF18285274
	Alfred R. Goolsby	AF14241386
	Bill Grannick	AF33454864
	Robert K. Ivey	AF14234498
	Louis P. Iohr	AF13239565

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ROSTER OF EM CONT'D dtd 31 Jan 48

	McDevitt, Franklin J.	AF13213842
	Philip Miller	AF32333551
	Tommy W. Reed	AF18107477
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	Warren J. Tyson	AF13242625
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