

UNIT - HISTORY

DECLASSIFIED
AF/SPIB LTR, 2 NOV-79
BY AFSHRC
DATE: 18 AUG 1982

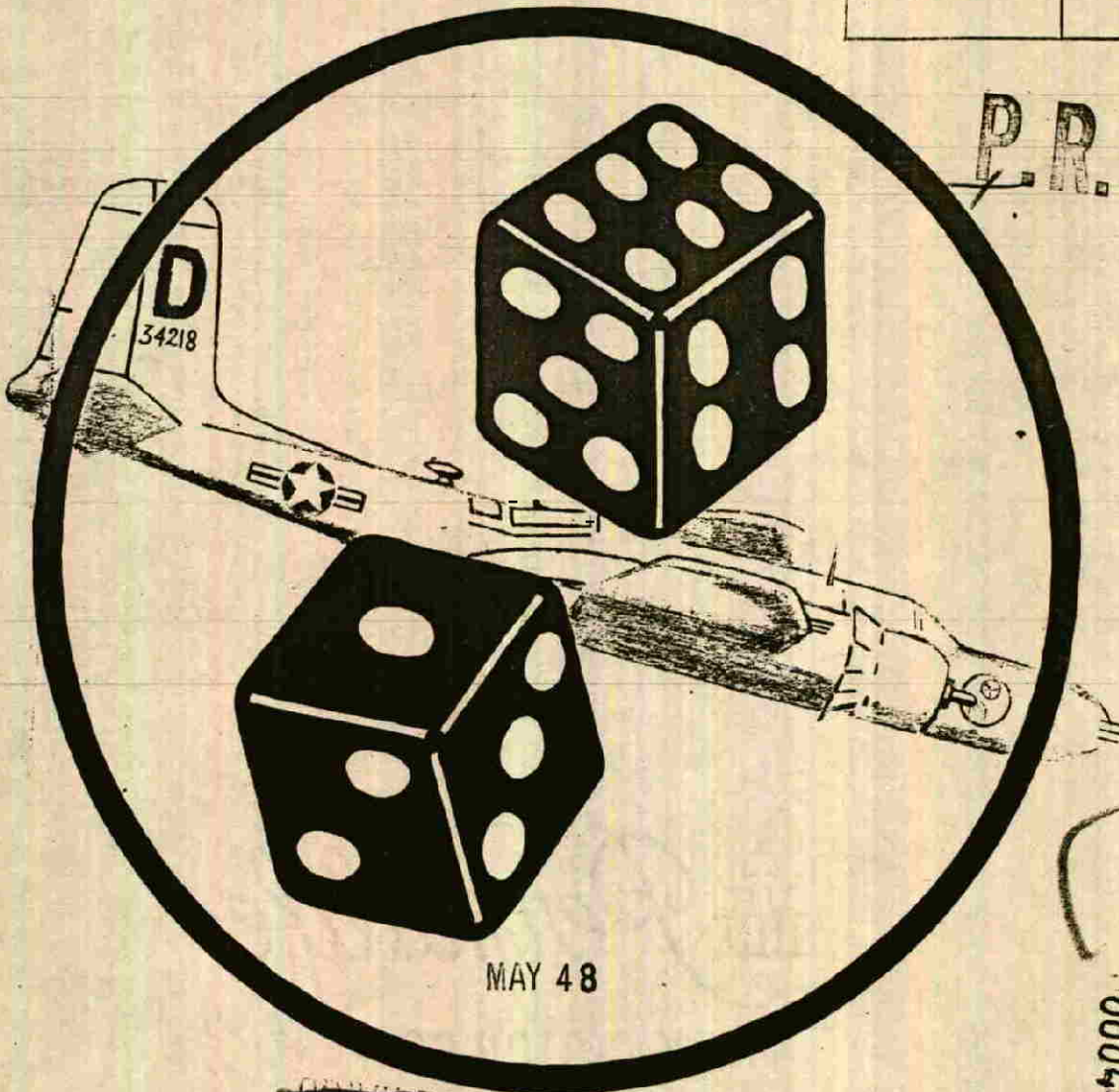
MAY 48

CATALOGED

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

SA-BOMB-90-HI
MAY 1948

P.R.C.



MAY 48

~~CONFIDENTIAL~~
3RD BOMBARDMENT GROUP (L)

314 TH COMPOSITE WING

5 TH AIR FORCE

DECLASSIFIED
AF/SPIB LTR, 2 NOV 79
BY AFSHRC
DATE: 19 AUG 1982

00044821

2-5935-127

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

DECLASSIFIED

AF/SPIB LTR, 2 NOV 79

BY AFSHRC 90/WPE/WBR/njv

DATE: 19 AUG 1982

31 May 1948

P.R.C.

SUBJECT: Transmittal of Unit History

TO : Chief of Staff
United States Air Force

1. This history was compiled by 1st Lt Francis P. Fitzgerald and 1st Lt William M. Hatchford, 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. Hatchford and 1st Lt Francis P. Fitzgerald.

Jerome N. Davis

JEROME N. DAVIS
Capt., USAF
Commanding

~~PRIVILEGED DOCUMENT~~

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AF/SPIB LTR, 2 NOV 79
BY AFSHRC
DATE: 19 AUG 1982

100044821
2-5935-107

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

31 May 1948

SUBJECT: Unit History, 1 through 31 May 1948.

TABLE OF CONTENTS

Section I	-	Personnel
Section II	-	Major Activities
Section III	-	Miscellaneous Activities
Section IV	-	Appendix

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SECTION IPERSONNEL

1. The 90th Bombardment Squadron (L) continues to be one of the three squadrons comprising the 3d Bombardment Group (L), stationed at Yokota Air Force Base, Honshu, Japan.

2. Key personnel for the month included:

Capt Jerome M. Davis	Commanding Officer
1st Lt William M. Ratchford	Adjutant
1st Lt Viking H. Lian	Operations Officer
Capt Jack P. Smith	Supply Officer
1st Lt David A. Jones	Engineering Officer
1st Lt Francis P. Fitzgerald	Armament Officer
1st Lt Viking H. Lian	Communications & Personal
	Equipment Officer
F Sgt William D. Scruggs	First Sergeant
M Sgt Maurice J. Chappell	Line Chief

Major Edward L. Jones departed for the Zone of Interior on the third of the month, having completed his overseas tour. Captain Jerome N. Davis, former Operations Officer succeeded him as Commanding Officer of the Squadron. (see appendix for thumbnail biography of Major Jones)

Captain Herbert C. Engelbrecht and 1st Lt Stanley C. Smith departed on the same ship with Major Jones, though they officially left the squadron four days prior, on the 29th of April.

3. The total Enlisted Strength on the 31st of May was 92, as compared with 98 on the last day of April.

4. Total Officer Strength on 31 May 1948 remained the same as on the last day of April, 21.

5. Gains in personnel for the month are as follows:

1st Lt Clarence T. Matlock

M Sgt Kermit A. Hall
 T Sgt John R. Riser
 S Sgt Ernest T. Whalen
 Sgt Buckner E. Walker
 Cpl Jack W. Lewis
 Cpl Wade A. Hilliard
 Pfc James C. Moore
 Pfc James R. Barfield
 Pfc Ralph G. Linahan
 Cpl Conley E. Ash
 Sgt William R. Wilson

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6. Losses in personnel are as follows:

Major Edward L. Jones	to	Zone of Interior
M Sgt Jack E. Snodgrass	to	Zone of Interior
Sgt James E. Chafey	to	600 A.E.S. this station
Sgt Larry M. Rabon	to	600 A.E.S. this station
Cpl Leonard E. Mitchell	to	600 A.E.S. this station

7. Promotions during May are as follows:

Sgt Glyn Amburgey	Promoted To	Staff Sergeant
Cpl Richard R. Pextion	" "	Sergeant
Cpl Larry M. Rabon	" "	Sergeant
Pfc Billy D. Dillingham	" "	Corporal
Pfc Clyde A. Tate	" "	Corporal

8. 4 Officers and 13 Enlisted Men were granted ordinary leave during May.

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SECTION IIMAJOR ACTIVITIES

1. The present mission of the 90th Bombardment Squadron (L) remains the same; that of occupational duties in Japan, as well as operational training. 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. The "Pair-afice Squadron", as a part of the 3d Bombardment Group (L), 5th Air Force, will still be one of the first units to strike back in the event of unfriendly attack.

During the first week in May the thoughts and efforts of all sections in the squadron were directed toward final preparations for field maneuvers, which had been tentatively scheduled for the 17th of the month. That was to be the departure date. We were to move into the old Atsugi airdrome which is about twenty miles to the west of Yokohama, and which the Air Force had abandoned in the fall of 1945. There we were to operate under combat field conditions for approximately seven operational days. Captain Davis, the Commanding Officer, had even flown down in the B-25 to check the landing strip and parking areas and to choose a suitable campsite. As it turned out, however, on the 8th day of the month a wire was received from 314th Composite Wing Headquarters which cancelled all field maneuvers until further notice. (see appendix)

Despite the disappointment among the majority of squadron personnel which was to be expected after such extensive preparations, it cannot be denied that valuable experience was gained in that each section obtained a actual picture of the problems with which they would be confronted during the last few days before departure. This knowledge should expedite matters considerably in the event of future field maneuvers.

With the prospect of maneuvers on the 17th of the month, an effort was made during the first week of May to complete minimum instrument, night-flying, and total time requirements on as many of the attached pilots as was possible. The obvious reason was that with about 15 of the 16 assigned A-26 aircraft gone with the squadron on maneuvers, flying would literally halt except of course for the assigned pilots who accompanied the squadron into the field. The result of this effort was that when maneuvers were finally cancelled operations found themselves with the biggest percentage of the pilots, both assigned and attached, already up to date for the month on minimum requirements. By the middle of the month it looked as though another record in total flying time might be set, with a little luck on maintenance end of it. However, a wave of bad weather during the next to the last week prevented another record month, though we did end up with more total flying time than the other squadrons of the Group.

Total time with 15 available A-26 Aircraft and 35 pilots (18 assigned and 17 attached) was 717:15.

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Armament expenditure reports show that during May the 90th boosted its combat-crew training to the highest peak of any month so far this year, and as far as the records show, of any month since the 90th has been at this station....some twenty odd months. Full utilization was made of both Mito and Onohara Shima ranges, with the accent on skip bombing and rocket-firing for pilots, and tow-target gunnery for gunners.

Up until this month the Onohara Shima Range has been somewhat of a problem in as much as there has been no accurate method for scoring bomb and rocket hits on the jagged rocks sticking up out of the ocean, which comprise the range. The Director for Training and Operations, realizing this situation directed the Group Armament Officer to submit suggestions for keeping some sort of score, especially on skip-bombing accuracy. The only practical way of doing it has now become a Group SOP, and it simply provides for gunners to ride on all Onohara missions, observing the skip-bomb as it leaves the bombay and following it visually until it hits. The gunner notes on paper whether it was a hit, short, or over the target and the record is included on the regular mission report turned in after each flight. This system accomplishes the purpose of letting the pilot know whether he is getting any hits or not. Previously there was no way for the pilot to get that important bit of information when skip-bombing on the Onohara Shima Range.

Tow-target gunnery is fast increasing in efficiency in this squadron since its initiation three months ago. By using the sleeve-type target rather than the large flag target it is possible to pull them off the runway without fraying and damaging the target and rope. Also, the pilots are becoming proficient in the various types of patterns and passes to make at the target so that gunners may get the maximum number of bursts during each pass.

Despite a "bunching-up" of FLM inspection periods for our aircraft in the middle of the month....which was probably brought on by our plans to take all 15 of them on maneuvers....the engineering section managed to keep in commission an average of about 9 aircraft daily, for which effort credit is due them. Aircraft #44-34279 is still in 3d echelon maintenance, AOCF'd for want of a nose-gear, cross-beam brace assembly.

Though we always knock on wood when we discuss this subject, our squadron completed another accident-free month. In fact the entire 1st quarter of the year was completed by the squadron without an accident, and that doesn't include May. The 90th has the highest number of accident free flying hours of any organization in the Wing, as is evidenced by a copy of the 314th Wing Accident Summary for April, included in the appendix of this history. It is felt that our good record is not entirely due to luck alone. We hope it is partly due to an alert state of mind on the parts of all concerned with flying....pilots, mechanics, and gunners alike...avoids a lot of those "little" errors which often result in serious accidents. A weekly flying safety meeting is conducted by Lt. Wilding H. Lian, in addition to constant daily reminders at the morning roll call at Operations.

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2. The 90th Bomb Squadron participated in four Group formations during May. The 1st, on the 20 of the month, was a simulated attack on a target in northern Honshu, to which the 90th contributed 10 aircraft and crews. The second, on the 22nd of May, was a 36-ship simulated attack on Johnson Field. Actually it took the form of an aerial review in honor of Colonel Edward H. Underhill, Commanding Officer of the 314th Composite Wing, who is returning to the Zone of Interior. Colonel Underhill was reviewing a formal ground review on the Johnson Field ramp when the attack was made. The group went over the field at minimum altitude by squadrons, 30 seconds apart. The 90th furnished 14 aircraft for the mission, two of which flew with each of the other two squadrons in the Group.

Again on the 29th, a 24-ship Group formation flew over Colonel Underhill's ship in Tokyo Bay, just after it had pulled out of Yokohama Harbor, in a farewell salute. Colonel Underhill was former Commanding Officer of the 3d Bomb Group prior to his taking over the duty of Wing Commanding Officer a little over a year ago.

The last Group mission of the month was a twelve-ship formation over the Armed Forces Cemetery in Yokohama, in conjunction with the Memorial Day Services held there.

3. The communication equipment in our A-26 aircraft suffered during the rainy spell this past month. Water invariably leaks into the cockpits, even with canopy covers on, and puts the VHF sets out of commission until they can be dried out. The only solution to the problem at the present time is to have a heating unit available in the hangar to hasten the drying out of sets that are made inoperative by rain leaking into the cockpit.

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ACTION IIIMISCELLANEOUS ACTIVITIES

1. The officer's softball team defeated the 13th officers by a score of 15 to 3 on the 13th of the month. They lost to the 600th Officers by a score of 10 to 11 on the 28th. More practice on the part of our team should give us a good chance for the Base Championship, as we have some good players among the officers.

The Enlisted Men's team played two games during the month also. They lost to the 13th EM to the tune of 13 to 9, and the 8th Squadron EM beat them 10 to 3. More practice is also the requisite for in their case too.

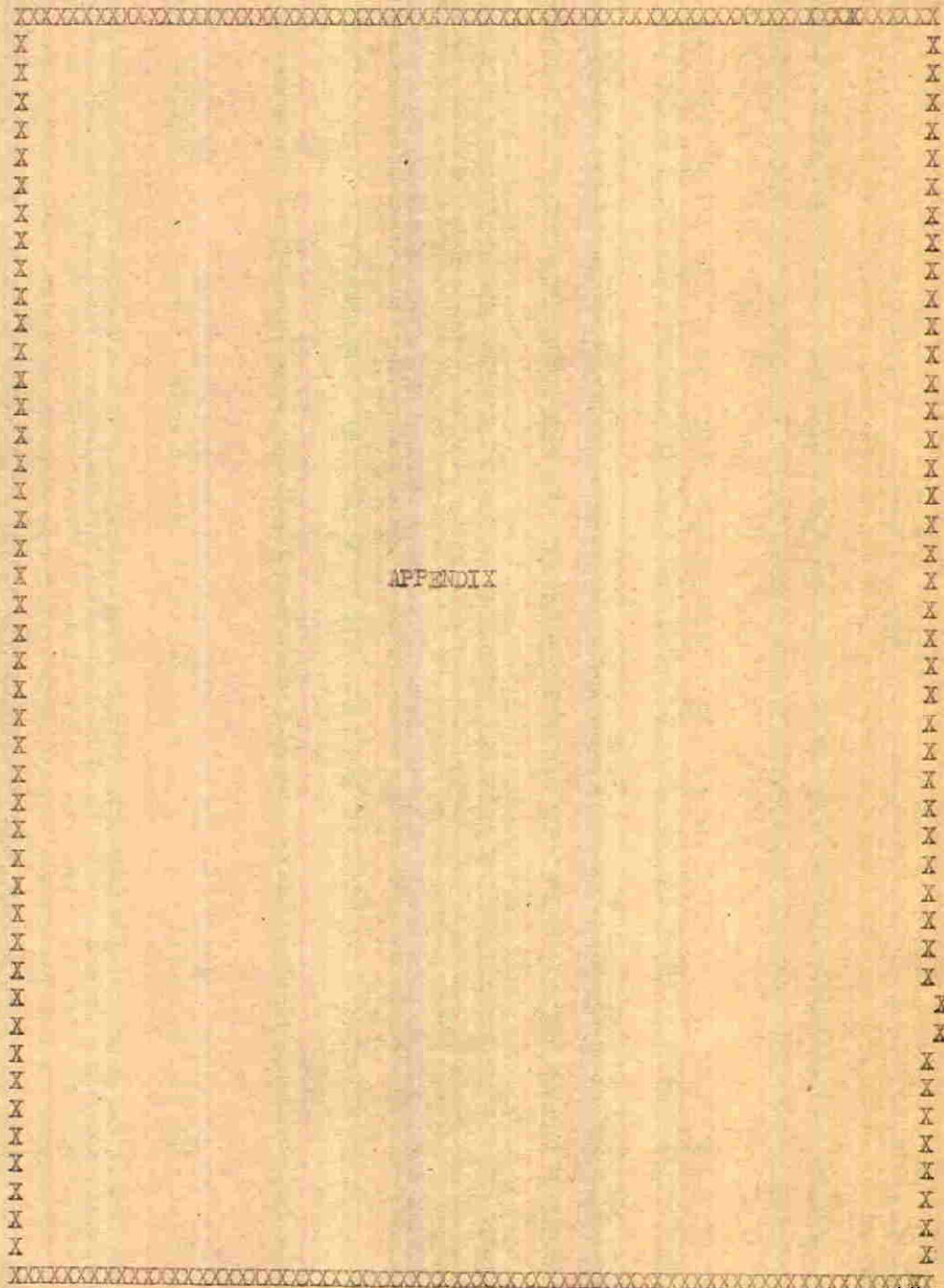
2. Lt. P. P. Fitzgerald was placed on TDY for a week's period at Mito Range as Range Officer.

3. Captain Edward Krafka, Captain Richard Grey, and Lt Frank W. Hayslip all returned from the Zone of Interior where they had gone to ferry aircraft back to us from the West Coast. Their mission proved rather unsuccessful however, as Captain Krafka was the only one who flew an aircraft back, and that one he had to leave at Guam where it had been assigned as a tow target ship. Both Captain Krafka and Captain Grey are attached to the 90th for flying only.

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SECTION IV



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COPY

TO : CO YOKOTA AFB,
CO JOHNSON AFB

DTG: 070731/Z

TOR: 071045/Z

FROM: COMWG 314

CCN: 118

CITE: WG 7770 G

PREC: PRIORITY

REFERENCE CLASSIFIED LETTER THIS HED, SUBJECT, TACTICAL
FIELD OPERATIONS, DTD 5 APRIL CURRENT. THESE OPERATIONS
WILL BE DISCONTINUED UNTIL FURTHER NOTICE FROM THIS HED.

NOTE:

The above is a true copy of the wire received on the 8th of May
cancelling all field operations (manuevers).

YOKOTA # 2306

DTO # 404

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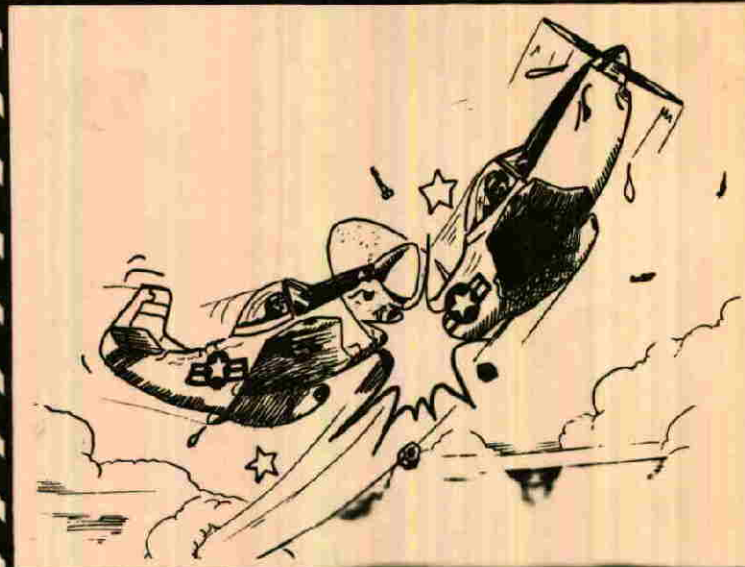
NO. 4

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314TH COMPOSITE WING ACCIDENT SUMMARY

1254001



APRIL 1948

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HEADQUARTERS
314TH COMPOSITE WING
APO 994

SUBJECT: Flying Safety Summary for March, 1948

TO : All Bases

March 31st was a mighty fine road marker for Flying Safety. It terminated one of the finest months in Wing history and it closed a quarter that just won't wait. For the month of March, we had two accidents, one a mid-air collision, the other an AT-6 ground loop. The aircraft flew over 10,500 hours, too. A good month, .22 accidents for each thousand hours flown.

The first quarter record. Knock on wood, cross your fingers, and spit over your left shoulder -- it was a good one for the Wing. We had eleven accidents and flew 8,000 hours more than during the first quarter of last year, when we had 30, repeat three zero, accidents.

Yokota, with two accidents in 13,000 hours and two perfect months, leads the show, followed by Chitose, who has produced one perfect month and two accidents. It is only the mediocrity of Johnson's record of 7 accidents in 9,200 hours which keeps the lines on our charts up where they can be seen.

Flying Time for Month of March:

<u>Organization</u>	<u>Hrs. Flown</u>	<u>Acc.</u>	<u>Rate</u>
314th Comp Wg (total)	10,536:50	2	.19
Johnson AFB	3,371:45	1	.30
35th Ftr Gp	2,186:20	1	.45
39th Ftr Sq	685:20	1	1.46
40th Ftr Sq	731:45		
41st Ftr Sq	769:15		
339th Ftr Sq (AT)	377:45		
63rd Air Sv Gp	148:00		
314th Comp Wg Flt Sec	230:05		
8th Photo Ren Sq	240:25		
158th Liaison Sq	169:10		
Yokota AFB	5,155:20		
3rd Bomb Gp	2,354:00		
8th Bomb Sq	780:40		
13th Bomb Sq	747:00		
90th Bomb Sq	826:20		
3rd Rescue Sq Flt "A"	198:50		
82nd Ren Sq (J)	708:40		
31st Ren Sq Photo	842:50		
7th Air Sv Gp	44:10		

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<u>Organization</u>	<u>Hrs. Flown</u>	<u>Acc.</u>	<u>Rate</u>
Chitose AFB (Misawa)	2,009:45	1	.49
49th Ftr Gp	1,642:15	1	.61
7th Ftr Sq	566:30		
8th Ftr Sq	573:24		
9th Ftr Sq	502:20	1	1.99
385th Air Sv Gp	226:15		
3rd Rescue Sq Flt "B"	141:15		

Relative Standing for the First Quarter, 1948:

<u>Units</u>	<u>Maj.</u>	<u>Min.</u>	<u>Rate</u>
1. 90th Bomb Sq	0	0	.00
2. 8th Bomb Sq	0	0	.00
3. 41st Ftr Sq	0	0	.00
4. 31st Recon Sq	0	0	.00
5. Finback (SACFE)	0	0	0
6. 8th Ftr Sq	0	0	.00
7. 7th Ftr Sq	0	0	.00
8. 339th Ftr Sq	0	0	.00
9. 3rd Rescue Sq	0	0	.00
10. 314th Comp Wg Flt Sec	0	0	.00
11. 158th Liaison Sq	0	0	.00
12. 385th Air Sv Gp	0	0	.00
13. 7th Air Sv Gp	0	0	.00
14. 13th Bomb Sq	1	0	.46
15. 82nd Recon Sq (JP)	1	0	.51
16. 40th Ftr Sq	2	0	1.02
17. 9th Ftr Sq	2	0	1.30
18. 8th Photo Recon Sq	1	0	1.42
19. 39th Ftr Sq	3	0	1.55
20. 63rd Air Sv Gp	0	1	1.58

Groups

3rd Bomb Gp	1	0	.15
49th Ftr Gp	2	0	.44
35th Ftr Gp	5	0	.84

Bases

Yokota	2	0	.15
Chitose (Misawa)	2	0	.35
Johnson	6	1	.71

P-51 MID-AIR COLLISION

Two planes took off on a local training mission, part of which was to be accomplished in simulated combat with a four-plane flight of the same squadron. The four-plane

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flight was "in string" east of the field when first sighted by the "attackers". While the two planes were climbing to an attacking position, the four-plane flight assumed a "show" formation and crossed the field. The second flight had cleared the station, then initiated their attack from the rear. The attacking leader broke off low and behind the flight. The No. 2 man, some distance to the rear, momentarily lost sight of the larger flight while watching his leader break away. His next sighting was another airplane, very close and above. He immediately applied forward stick but not soon enough to avoid contact. The attacking plane had come into the No. 2 plane of the four-ship flight in such a manner that his horizontal stabilizer passed through the prop of the other plane. The prop lost one blade when it hit the elevator counter balance weight and pieces of metal were blown back into the coolant scoop. The pilot of the attacking plane flew away and was able to maintain sufficient control to effect a safe landing. The other plane vibrated severely and the pilot elected to bail out, which was safely accomplished. He received minor facial injuries.

FINDINGS OF THE BOARD: It was determined that the attacking flight leader contributed with a lack of judgment in making passes on a flight in a "show" formation, that the No. 2 man bear the brunt of blame for a lack of judgment and poor technique in crossing his pass too closely, that supervision played a part in not having an established SOP for such contingencies.

COMMENTS: It runs true to form that "boys will be boys" and the correlation could carry to fighter pilots. It takes only an instant's misjudgment and results are untimely. Maintain a margin for error.

AT-6 - GROUNDLOOP

Twice (?) told tales --- the story of this trainer. There was a slight crosswind, the runway a little rough, the tail was down, the nose went --- the pilot couldn't hold it with all the brake in the cockpit. Round and round she goes.

Sitting at this big executive type desk, it's easy to think of how badly other fly airplanes, but it happens so often I guess you or I might be next.

ACCIDENT TRENDS:

The general experience level of pilots is increasing rapidly since the end of hostilities. Fewer new pilots, older pilots growing older, more mature, more experienced. This has helped the accident rate, too. It has reduced it considerably.

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The accident trends, however, reveal something a little startling. The proportion of accidents among well qualified pilots overbalances that of the "junior birdman". Men with lots of flying hours, experienced in their own type aircraft, are having accidents.

Well, we Flying Safety people like to guess why accidents occur. Our figuring follows this line of reasoning.

a. A high experience level breeds confidence. Good officers, conscientious in their duties, follow patterns of behavior in their aircraft which cuts the margin for error slimmer and slimmer. A slight error in judgment now produces a catastrophe of sorts, rather than "a close one".

b. Contrariwise, the crew of experienced crew chiefs is spread thinly. This requires closer scrutiny by pilots and engineering officers into the flyability of their respective aircrafts. We've had enough time in the planes to handle them and takeoff time is coming swiftly.

c. Pilot engineering officers, occasionally, are gambling on the maintenance record. They take aircraft, written up on 1-As as malfunctioning, into the air just to check with greater accuracy into the malfunction. Or, they go to a neighboring field where the pilot has landed with a rough engine, give it a perfunctory ground check, then proceed to fly it home for the necessary repairs.

Well, this helps considerably in reducing the load on the ground people, but it just ain't safe. It does enliven cocktail conversation -- the engine that quit on final, etc.

Anyhoo-oo-o, let's keep a good tab on ourselves and eliminate the high experience level accidents.

FLYING SAFETY OFFICE
314th Composite Wing

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ROSTER OF OFFICERS

31 May 1948

NAME	RANK	S. N.
Davis, J. N.	Capt	AO-45071
Barber, J. L.	Capt	AO-440100
Murray, J. E.	Capt	AO-674060
Nesbitt, J. W.	Capt	AO-31597
Smith, J. P.	Capt	AO-732592
Berry, G. R.	1st Lt	AO-394592
Bright, E. P.	1st Lt	AO2693 1
Fitzgerald, F. P.	1st Lt	AO73775 6
Greene, M. J.	1st Lt	AO2087631
Hayslip, F. W.	1st Lt	AO-69125 6
Jackson, L. Jr.	1st Lt	AO-93664 9
Jones, David A.	1st Lt	AO-735595
Beale, J. C.	1st Lt	AO-765220
Lian, V. H.	1st Lt	AO-2085083
Pendergrass, J. D.	1st Lt	AO-765307
Ratchford, W. M.	1st Lt	AO-38217
Slamon, W. W.	1st Lt	AO-1100707
Matlock, C. T.	1st Lt	AO-686861
Todd, T. A.	1st Lt	AO-524193
Eisen, C. K.	1st Lt	AO-762088
Upchurch, S. G.	1st Lt	AO-208987

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ROSTER OF ENLISTED IN

31 May 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	AF6932765
"	Shelton S. Johnson	AF6383899
"	John H. Marchant	AF6258959
"	Gerald W. McPherson	AF16030387
"	George W. Reid	AF6847865
"	Jack E. Snodgrass	AF18132411
T Sgt	William E. Auburn	AF37173759
"	Donald R. Downing	AF1815548
"	Albert C. Kees	AF13104552
L "	Lois J. Lalonde	AF7000422
"	Sherrod B. Lassiter	AF14033700
"	Harry W. Medley	AF15054238
"	Richard T. Miller	AF18130892
"	Elwin M. Noonan	AF6569954
"	Guy Wiseman	AF6555054
S Sgt	Samuel G. Adkins	AF7003297
"	Clermont V. Allton	AF35625388
"	Glyn Amburgey	AF15054908
"	Wilbur J. Bagnal	AF6070086
"	Clarence B. Barnes	AF6277281
"	Kenneth Q. Bean	AF38192099
"	Clarence K. Blend	AF19019251
"	Norman L. Browning	AF38117689
"	Walter J. Collyer	AF32804322
"	Weaver D. Gamble	AF18133369
"	Stanley H. Hiatt	AF19194328
"	William A. Holt	AF34149571
"	Stanley J. Kaminski	AF15096699
"	James L. Leap	AF32271959
"	Paul C. Lester	AF13065442
"	Avilia D. Matthews	AF6786257
"	James I. Monroe	AF18113791
"	Garry V. Newson	AF18083225
"	Robert O. Owen	AF32227794
"	Floyd W. Russell	AF19004814
"	Michael J. Saj	AF36508926
"	William D. Spofford	AF11032424
"	Theodore J. Widen	AF36813697
"	Robert A. Wiley	AF33919276
"	Vincent J. Wohlan	AF13045204
"	Charlie B. Yarbrough	AF14146010
"	Benedict A. Yoksa	AF31122369
Sgt	Norris A. Burton	AF16194292
"	James E. Chafey	AF16285274
"	John J. Gohring	AF16226997
"	Alfred R. Goolbsy	AF14241386
"	Robert K. Ivey	AF14234498
"	Franklin J. McDevitt	AF13213842

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<u>RANK</u>	<u>NAME</u>	<u>S. N.</u>
Sgt	Phillip Miller	AF32243551
"	Everett H. Moore	AF19248199
"	James T. Mojima	AF10732259
"	Allton P. Poppell	AF34088406
"	Richard R. Pexton	AF12246003
"	Tommy W. Reed	AF18107477
"	Joseph H. Rogers	AF14221213
"	Charles R. Stedevant	AF18141331
CN	Nicholas J. Valenti	AF36849946
"	Dean E. Snyder	AF43020619
Cpl	Erasmus A. Anglo	AF12262962
"	Charles R. Burston	AF14226412
"	Kenneth L. Carrell	AF15243491
"	William E. Chambers	AF14230332
"	Forrest H. Cook	AF15240138
"	Billy D. Dillingham	AF44166379
"	Felton R. Eppler	AF18284451
"	Raymond E. Glidden	AF11148767
"	James W. Johnson	AF19283724
"	George T. Kearns	AF19256065
"	Phillip D. Kile	AF15207629
"	Jean G. Marcotte	AF11147266
"	Joe A. Martinez	AF38538561
"	Robert A. Mauri	AF13220478
"	Charles L. Nelson	AF19261105
"	Andrew C. Ramos	AF18247560
"	Luis Rogerio	AF18324309
"	David T. Sission	AF14236379
"	Hollis L. Smith	AF14226632
Pfc	Richard L. Coleman	AF18290186
"	Bernard A. Cook	AF19260891
"	Earl G. Davis	AF14215435
"	Rial W. Huckleba	AF14221731
"	Don E. McCarthy	AF17224742
"	John D. Mouse	AF14210048
"	John E. Mullis	AF14210048
"	Glyde A. Tate	AF19256959
"	Warren J. Tyson	AF13242625
"	Dennis Wigodinski	AF13242286
"	James A. Wilcox	AF19142670
Pvt	Comodore C. Anderson	AF18299944
"	James E. Conner	AF13082834
"	Edmond P. Gaudet	AF18299924
"	Harold F. Leep	AF17230416
"	Gilbert E. Shipman	AF13248714
"	James D. Wilcox	AF38403433

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