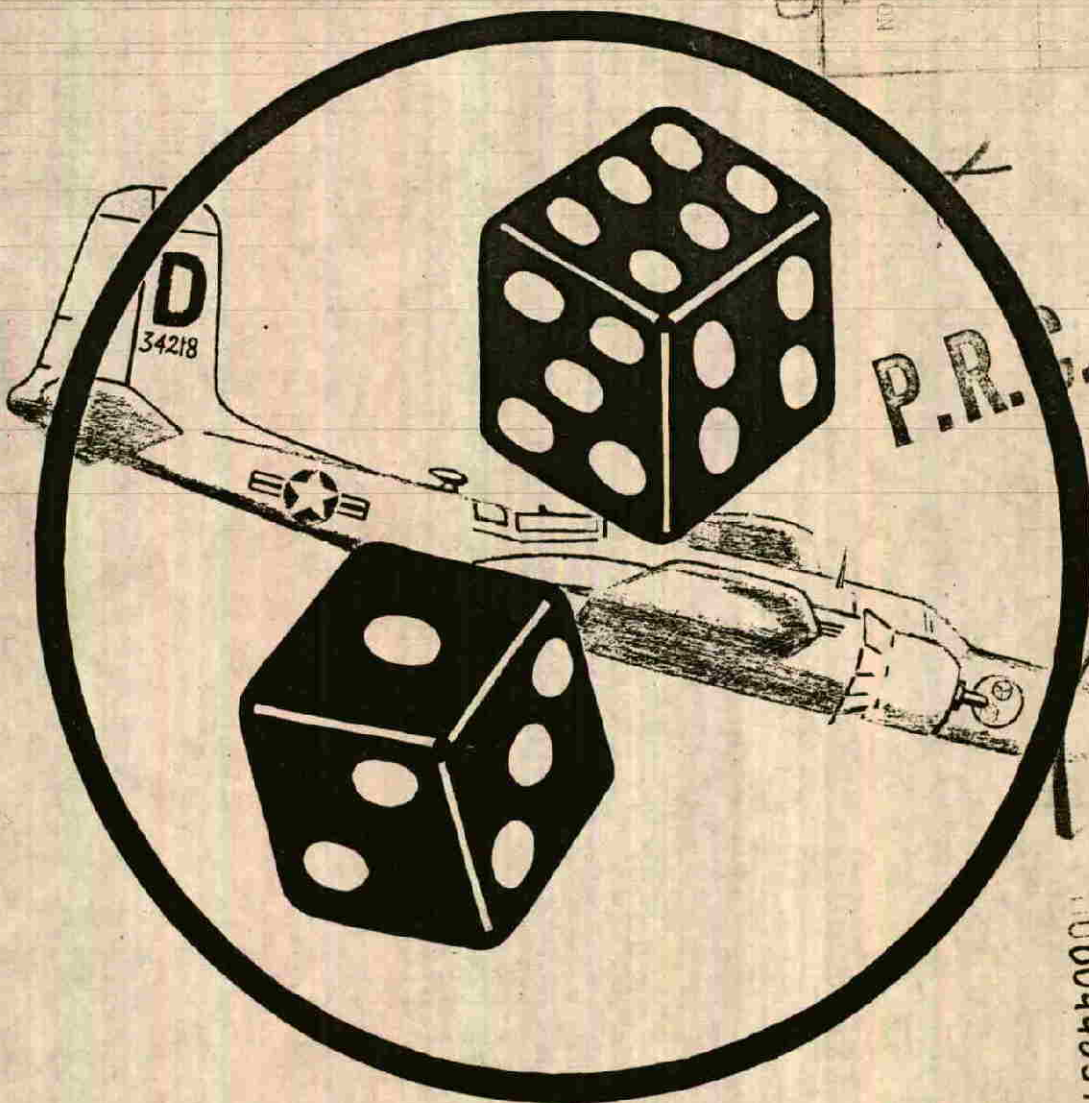


Opportunity
90 TH BOMBARDMENT SQUADRON (L)

UNIT - HISTORY

SEP 49

CATALOGED
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH
SQ-BOMB-90-HI
SEP 1949



3 RD BOMBARDMENT GROUP (L)

314 TH COMPOSITE WING

5 TH AIR FORCE

100044837

2-5680-182

RESTRICTED

HEADQUARTERS
90TH BOMBARDMENT SQUADRON L
3RD BOMBARDMENT GROUP L
APO 328

314.7: Reports Control
Symbol AF-DS-U2

30 September 1949

SUBJECT: Unit History, 1 through 30 September 1949

TO: Commanding General, Fifth Air Force
ATTENTION: Historical Officer

1. This history was compiled by Captain Francis P. Fitzgerald, with the clerical aid of Staff Sergeant George Rallis. Observations in the accompanying narrative not otherwise credited are based on the personal opinions and knowledge of Captain Francis P. Fitzgerald.

Stanley D. Kline
STANLEY D. KLINE
Major, USAF
Commanding

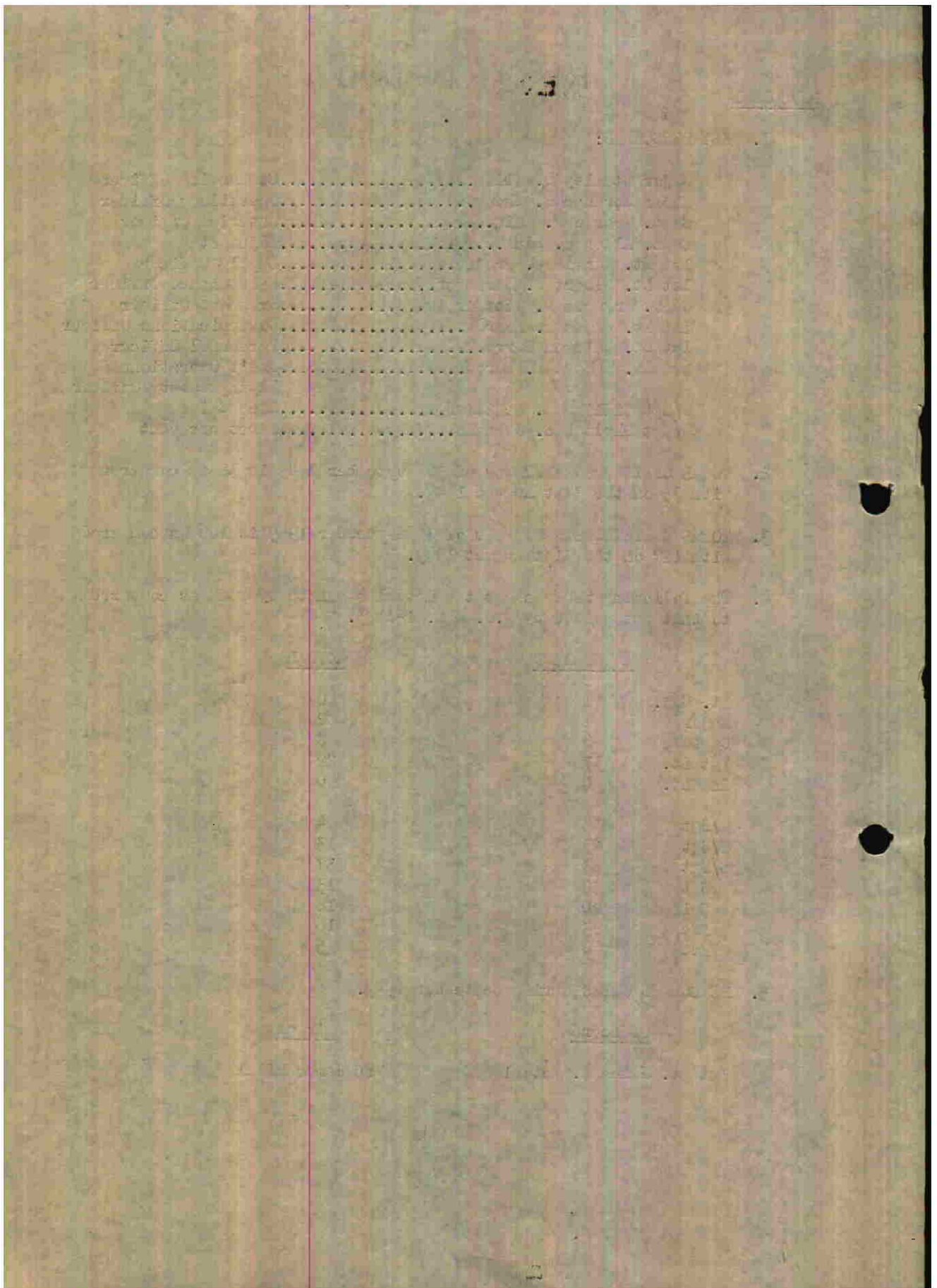
P.R.C.

100044837

2-5680-182

RESTRICTED

RESTRICTED



PERSONNEL (continued)

RESTRICTED

6. PERSONNEL LOSSES for August 1949:

Officers

Capt. Dale P. Simpson
 1st Lt. Clarence T. Matlock
 1st Lt. Glenn R. Mack
 2nd Lt. Gerald W. McPherson

Airmen

T/Sgt Donald R. Deuning
 S/Sgt Larnie H. Jones
 S/Sgt James H. Hill
 S/Sgt Dewey E. Halcomb
 Sgt James C. Moore
 Pfc Jack D. Culpepper
 Pvt Otha C. Hudson

7. PROMOTIONS FOR September 1949:

Sgt Thomas L. Olsen.....to.....S/Sgt
 Pfc J. W. Smith.....to.....Cpl

8. REDUCTIONS for September 1949:

Pfc Bob G. Kelley.....to.....Pvt
 Pfc William C. Mensching.....to.....Pvt

9. DISCHARGES AND RE-ENLISTMENTS in September 1949:

S/Sgt James E. Chafey discharge 3 September 1949, re-enlisted
 4 September 1949.
 Sgt Hollis L. Smith discharge 2 September 1949, re-enlisted
 3 September 1949.

RESTRICTED

RESTRICTED

Roster of Officers, 90th Bomb Sq (L), as of 26 September 1949

MAJORS

Kline, Stanley D.
Shook, Abraham E.

CAPTAINS

Blum, Allen H.
Fitzgerald, F. P.
Main, George V.
Shelton, Donald L.
Slamon, Walter W.
Smith, Jack P.
Stultz, Raymond B.
Yelton, John F.

FIRST LIEUTENANTS

Anthony, Joel A.
Ballew, Monte Jr.
Berry, Waldron
Bright, Robert P.
Bullias, Frank
Curtis, Andrew Jr.
Greene, Marvin J.
Hampton, L. L. Jr.
Herod, Ernest M.
Hoppe, George W.
Jananyan, Henry E.
Kappler, Frank J.
Mack, Glenn R.
Mason, John R.
Matlock, Clarence T.
Morrow, James R.
Neal, Randal T.
Pace, James E. Jr.
Revel, Russel J.
Roskin, Saul
Smith, Jack B.
Wyson, Earl M. Jr.

RESTRICTED

RESTRICTED

Roster of Airmen, 90th Bomb Sq. (L) as of 26 September 1949

MASTER SERGEANTS

Johnson, Shelton S.
McMillan, William E.
Merchant, John H.
Snodgrass, Jack E.

TECHNICAL SERGEANTS

Boyd, James L.
Buchanan, James V.
Clementi, J. M.
Cohlhepp, J. V.
Gamble, Weaver D. Jr.
Ingallinera, E. J.
Kachel, Archie R.
Kees, Albert C.
Kreisher, F. E.
Oliver, John R.
Whitlock, Glenn E.
Yates, Whittmore A.
Yoksa, Benedict A.

STAFF SERGEANTS

Allton, Clermont C.
Arford, Castle B.
Blend, C. K. Jr.
Browning, Norman L.
Burton, Norris A.
Chafey, James E.
Cogdill, Warren G.
Cross, Joe R.
Dittmer, Samuel W.
Evans, Robert R.
Fluke, Robert W.
Gates, Richard L.
Glidden, Raymond B.
Gray, Richard D.
Hatfield, Chester L.
Holden, James H.
Kearns, George T.
Lannin, Edward H.

STAFF SERGEANTS CONT'D

Mack, Robert E.
Mathis, Gene
McKean, Robert E.
Melendez, Martin
Molitor, Ervin J.
Newman, Royal R.
Newsom, Garry V.
Ogozalek, Matthew
Olsen, Thomas L.
Peairs, John E.
Price, Jacob B. Jr.
Rallis, George
Rittenhouse, R. F.
Russell, Floyd W.
Schnelle, Robert F.
Squires, Basil J.
Virkery, Ellison B.
Wald, Fredrick M.
Walker, Buchner

SERGEANTS

Baca, Evaristo
Bankus, Dempsey D.
Broyles, James D.
Burkey, Russell J.
Burston, Charles R.
Dorsey, Joyce M.
Dougherty, Philip J.
Galligar, Charles
McCarthy, Don E.
Pferrow, Thomas D.
Smith, Nellis L.
Storage, Sam
Washburn, Lester A.

CORPORALS

Amancio, Gilbert G.
Barbieri, David A.
Caudill, C. L. Jr.
Edwards, Clyde E.
Gattis, Edward W.
Jacobsen, Donald E.

RESTRICTED

RESTRICTED

Roster of Airmen, 90th Bomb Sq. (L) Cont'd.

CORPORALS CONT'D

Johnson, James W.
Lovelace, J. C.
Olszowy, Henry J.
Prano, Vito
Reisinger, Joseph G.
Robinson, John L.
Simons, Bennie C.
Stoeber, Stanley
Tyson, Warren J.
Vicker, Robert J.
White, Herman
Wilcox, James A.

PRIVATES FIRST CLASS

Anderson, Bertel H.
Brown, Jesse H.
Cable, Paul L.
Correa, Angel L.
Cox, Harvey W.
Garavet, Peter J.
Harris, Ward H.
Leckness, Nelson F.
Minarchan, Robert M.
Rice, James N.
Rollyson, Donald L.
Smith, J. W.
Tomlin, Donald E.
Vidra, Donald J.
Warner, Joseph A.
Williamson, R. E.

PRIVATES

Hudson, Otha C.
Kelley, Bob G.
Mensching, W. C.
Ferrigo, Ernest E.
Nogle, Oren L.

RESTRICTED

The following pages contain a brief history of the unit from its activation in 1917.

RESTRICTED

RESTRICTED

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 off 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 until 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 the 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 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 #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.

RESTRICTED

RESTRICTED

On November 13, 1917, the 90th departed from Southampton per authority contained in S.O. #4 H.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 "Hommes 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 throughout 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 man into the right places. It was with these feelings that officers and men got 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 squadron 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 18th of February 1918, the squadron was inspected by General Pershing. On the 13th of April 1918, Major J.L. Dunsworth 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 chasse 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. Schaffler Jr. was assigned to command vice Major Dunsworth 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 Kivray; 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.

RESTRICTED

RESTRICTED

In July 1918 the 90th was assigned to the 4th Army Corps, with which it served until 21 September, 1918, when it was assigned 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 artillery 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 squadron 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 G.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-de-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 Geethals", 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.

RESTRICTED

RESTRICTED

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. McClean, was transferred to Del Rio, Texas. The squadron was commanded by Capt. H.R. Kelly 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, Texas, September 13, 1921, and equipped with large tri-planes called GAX (Ground Attack Experimental) in addition to the "DHs" 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 to use airplanes for various public functions. National Air Races, State Fairs, 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" Sq. was out for publicity and acknowledgment of their efficiency. Behind the scenes lay the efforts of the experimentors. Long distance flights, night flights, maneuvers, and parachute jumping.

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 DH4B airplane that made the famous coast to coast flight in September 1922, piloted by Lieut. Doolittle.

RESTRICTED

RESTRICTED

Weather conditions for the next day were reported favorable for the flight from Houston, Texas to Detroit, Michigan. Lieut. Crocker hopped off in the early dawn and before the shade 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 September 2, 1922, Lieut. Jas. Doolittle of the 90th flew from Jacksonville Florida to San Diego, California alone in twenty-one hours and twenty minutes, stopping enroute at Kelly Field."

On the date of June 25, 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 28 and arrived at Fort Crockett 1 July, where they went "under canvas". Permanent barracks were not obtained until the 31st of July.

On February 27, 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 feeling of the public was reiterated through the War Department and as the arguments for and against 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 Curtiss 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 Corps officers whose voices carried authority and brought results. Men like Major James Roolittle, 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.

RESTRICTED

RESTRICTED

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

Finally, recognizing the potential powers 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 by the Navy manned U.S.S. Ancon 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 Debedura strip (Kalamazoo) 21 May 1943. (Trip made by air)

After the move to Debedura in New Guinea the 90th was subsequently stationed at Nabua 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 Atsugi Airbase, 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 Bomb Group had moved from Atsugi, and where it is at the present.

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

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

RESTRICTED

RESTRICTED

FROM:

Capt. Richard H. Ellis	18 October 1943
Capt. Kenneth E. Resebush	11 February 1944
Captain Gerald Frokopovitz	May 1944
Capt. Stanley D. Kline	January 1945
Major Samuel M. Frederick	April 1945
Capt. Edward Cordes	September 1945
Capt. 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. Col. Russell D. Hale	23 September 1947
Major Edward L. Jones	18 December 1947
Capt. Jerome N. Davis	April 1948
Major Stanley D. Kline	June 1948

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

RESTRICTED

RESTRICTED

GENERAL ORDER)

NUMBER 66)

HQ FIFTH AIR FORCE

APO 710

17 September 1949

I INACTIVATION OF 90TH BOMB SQUADRON, L

1. Inactivation of 90th Bomb Squadron, L. 1. The 90th Bomb Squadron, L, is inactivated effective 1 October 1949. (Auth: Dept of the Air Force Letter 322. (AFCOR 280f) Subj: "Inactivation of the 90th Bombardment Squadron, L," 6 Sep 1949 and FEAF Radio cite AX 5626 A/M-3).

2. Personnel and Equipment will be disposed of as directed by this headquarters.

3. Records will be processed in accordance with instructions contained in FAF Regulation 181-1.

4. Units funds and property will be disposed of in accordance with provisions of AF Reg 176-1 and GHQ Circular 1, 1 January 1949.

BY COMMAND OF MAJOR GENERAL PARTRIDGE:

OFFICIAL:

E. J. TIMBERLAKE JR
Brigadier General, USAF
Chief of Staff

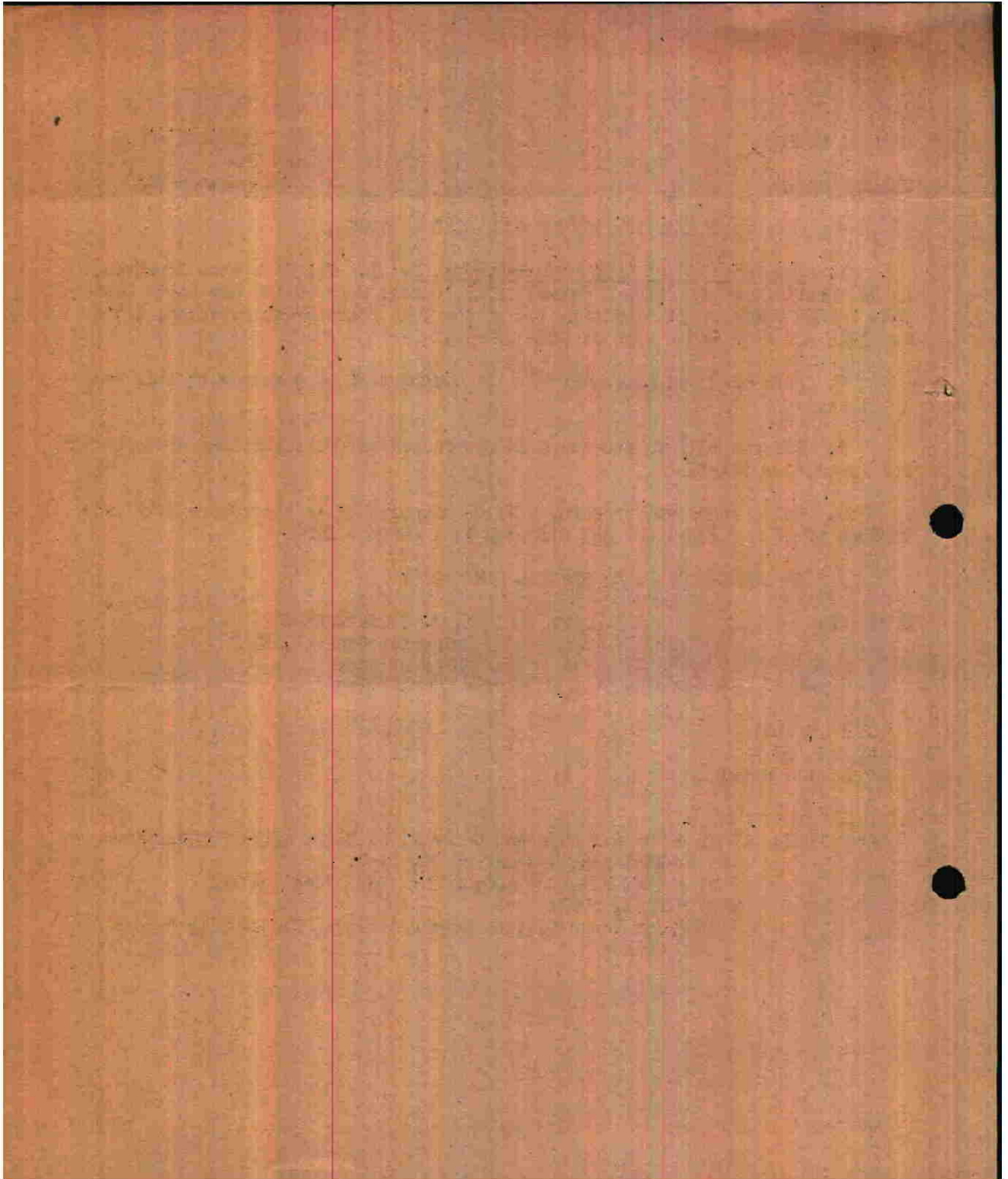
Joseph H West
JOSEPH H WEST
Colonel, USAF
Adjutant General

DISTRIBUTION:

"F" PLUS: 40 cy - The Air Adjutant General, Hq USAF, ATTN: Publications Division, Washington 25, D. C.
2 cy - GHQ, FEC, APO 500, ATTN: G-3 Troop Control
2 cy - FEAF, ATTN: A-3
5 cy - Air Force Liaison Representative, Kansas City Record Center

RESTRICTED

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

HEADQUARTERS
FIFTH AIR FORCE
APO 710

SUBJECT: Flying Safety Achievement

THRU : Commanding General
3d Bombardment Wing, L
Yokota Air Force Base, APO 328

TO : Commanding Officer
90th Bombardment Squadron
Yokota Air Force Base, APO 328

1. During the past two years, the 90th Bombardment Squadron has maintained a standard of Flying Safety which has been truly outstanding. Records at this headquarters show that your unit, during a period extending from August 1947 thru September of this year, flew a total of 14,127 hours with no major and only a single minor accident. The world-wide accident rate of the B-26 indicates that this record has few, if any, equals in the Air Force today.

2. The prolonged performance of difficult tactical operations in a safe and accident free manner is not an easy task. It requires a very high standard of proficiency on the part of operations and maintenance personnel, an overall awareness of safety precautions, and effective supervisory guidance. That these desirable attributes have been ever present in your organization is evidenced by the exemplary record which you have attained.

3. It is my desire that you extend to the officers and men of your command, my personal congratulations on the outstanding Flying Safety record which the 90th Bombardment Squadron has achieved.

E. E. PARTRIDGE
Major General, USAF
Commanding

CERTIFIED TRUE COPY:


FRANCIS P. FITZGERALD
Captain, USAF

No date

Ltr, Hq, PAF, subj: Flying Safety Achievement

1st Ind

Headquarters, 3d Bombardment Wing L, Yokota Air Force Base, APO 328

THRU: Commanding Officer, 3d Bombardment Group L, Yokota AFB, APO 328

TO: Commanding Officer, 90th Bombardment Sq L, Yokota AFB, APO 328

In addition to the congratulations extended by General Partridge in basic communication, I wish to extend my personal commendation for the excellent work accomplished by your squadron.

ROBERT W WITTY
Colonel, USAF
Commanding

2nd Ind.

M/JEP/ieh

HQ, 3D BOMBARDMENT GROUP (L), YOKOTA AIR FORCE BASE, APO 328. 7 Oct 1949

TO: Commanding Officer, 90th Bomb Squadron, 3d Bomb Group (L), Yokota Air Force Base, APO 328.

1. It is gratifying to the undersigned to indorse the Flying Safety Achievement to you and the personnel of the 90th Bomb Squadron for the outstanding and exemplary record attained. My heartiest congratulations for the enviable accomplishment cited in basic communication.

JOSEPH E. PAYNE
Lt Col., USAF
Commanding

CERTIFIED TRUE COPY:

Francis P. Fitzgerald
FRANCIS P. FITZGERALD
Captain, USAF

RESTRICTED
MONTHLY SUMMARY OF TRAINING ACTIVITIES

90TH

1. In compliance with Daily and Monthly TFO's the following report is submitted for the month of September 1949. (1 Sept to 18 Sept)

a. All phases of training as required by FAF Reg 51-20 was completed by 48% of the assigned combat ready pilots. As of 18 September 1949, 24 Pilots were assigned with 16 combat ready. Percentage of completion as follows:

(1) Instruments	90%
(2) Night	89%
(3) Formation	17%
(4) Navigation	67%
(5) GCA	67%
(6) Bombing	13%
(7) Gunnery	0%
(8) Rockets	0%
(9) Link	38%
(10) Flying Safety	100%

b. FAF Reg 51-20 was completed by 80% of the assigned Observers. Percentage of completion as follows:

(1) Pilot	80%
(2) Dead Reckoning	80%
(3) Fuel Conservation & Cruise Control	80%

c. FAF Reg 51-20 was completed by 60% of the assigned available gunners. Percentage of completion as follows:

(1) Emergency Procedures	100%
(2) Interphone Procedures	100%
(3) Air to Ground Gunnery	0%
(4) Air to Air Gunnery	0%
(5) Pre-flight Checklist	100%

d. The 90th Squadron flew a total of 225:35 aircraft hours; comprised of 117:20 Pilot hours of Navigation flights; 20:00 Pilot hours of simulated combat; 108:00 of Pilot hours of instrument training; 54:00 Pilot hours of night training flights; and 33:00 Pilot hours formation flights;

e. Missions:

- (1) 6 Sept 49, 1 A/C, 4:45 Time, 2 Miss., 20 Bombs, Onahara, Sue.
- (2) 7 Sept 49, 5 A/C, 20:00 Time, Tracking, Simulated.
- (3) 13 Sept 49, 1 A/C, 4:30 Time, 2 Miss., 20 Bombs, Onahara, Sue.
- (4) 14 Sept 49, 1 A/C, 2:00 Time, 1 Miss, 10 Bombs, Onahara, Sue.
- (5) 15 Sept 49, 1 A/C, 2:30 Time, 1 Miss, 10 Bombs, Onahara, Sue.

f. Strikes scheduled outside the 31st Air Division of responsibility.

- (1) None

g. A G & W Training Missions:

- (1) None

RESTRICTED

RESTRICTED

h. Tracking Missions:

(1) 24 Missions, 80.05 Ticks logged.

i. Pre-dawn take off Missions:

(1) None

j. Special Missions:

(1) None

k. Summary of Armament Operations:

(1) Bombs expended by Pilots	60
(2) Rockets expended by Pilots	0
(3) Gunnery expended by Pilots	0
(4) Gunnery expended by Gunners	0
(5) Para-frags expended	0
(6) Napalm (gals) expended	0
(7) Smoke (gals) expended	0

l. CGA's Flown:

(1) Actual	6
(2) Practice	53



ARTHUR E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAMB
APO 328

7 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	15
b. No. of Navigators logging time:	8
c. Total Pilot hours:	34:25
d. Total Instrument hours:	13:25
e. Total Night hours:	0
f. Total Navigation hours:	21:00
g. Total Transition hours:	0
h. Total Testing hours:	0
i. Total Instructor Pilot hours:	9:10
j. Total Formation hours:	7:30
k. Total GCA's:	8
l. Armament expended:	EO M38A2

2. Ground Training:

a. No. of Officers receiving ground training: 0

3. Missions:

a. 1 A/C, 2 Missions, Onahara, 20 Bombs, 4:45 Time, Suc.
b. 1 A/C, Tracking, 3 Contacts, 3:20 Time, 100% Flown
c. 1 A/C, Tracking, 4 Contacts, 3:30 Time, 100% Flown
d. 1 A/C, Tracking, 1 Contact, 3:10 Time, 100% Flown
e. 1 A/C, Tracking, 1 Contact, 1:30 Time, 50% Flown, Weather
f. 1 A/C, Tracking, 4 Contacts, 3:30 Time, 100% Flown
g. 1 A/C, Tracking, 4 Contacts, 3:30 Time, 100% Flown

Amram E. Shook
AMRAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

9 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	11
b. No. of Navigators logging time:	2
c. Total Pilot hours:	28:05
d. Total Instrument hours:	2:30
e. Total Night hours:	11:10
f. Total Navigation hours:	14:35
g. Total Transition hours:	0
h. Total Testing hours:	0
i. Total Instructor Pilot hours:	8:05
j. Total Formation hours:	20:00
k. Total GCA's:	2
l. Armament expended:	0

2. Ground Training

a. No. of Officers receiving ground training: 22

(1) Intelligence Lecture: 22

3. Missions:

- a. 7 Sept 49, 5 A/C, 20:00 Time, Tracking, 4 Contacts, 100% Flown
b. 8 Sept 49, 2 A/c, 5:35 Time, Tracking, Successful.

ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT GROUP (L)
3RD BOMBARDMENT SQUADRON (L)
APO 328

10 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	6
b. No. of Navigators logging time:	7
c. Total Pilot hours:	13:00
d. Total Instrument hours:	6:20
e. Total Night hours:	0
f. Total Navigation hours:	7:30
g. Total Transition hours:	0
h. Total Testing hours:	0
i. Total Instructor Pilot hours:	0
j. Total Formation hours:	5:30
k. Total GOA's:	0
l. Armament expended:	0

2. Ground Training:

a. No. of Officers receiving ground training: 0

3. Missions:

a. 1 A/C, 3:10 Time, Tracking, 4 Contacts, 100% Flown
b. 1 A/C, 3:00 Time, Tracking, 4 Contacts, 100% Flown
c. 1 A/C, 1:20 Time, Twakkagg, 0 Contacts, Abortion of A/C.

ABRAHAM E. SHOCK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
AFC 328

12 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No Activities (Flying)

2. Ground Training:

a. No. of Officers receiving ground training:

(1) Combay Crew Inspection: 34

3. Missions:

a. None



ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED
OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

13 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	12
b. No. of Navigators logging time:	0
c. Total Pilot hours:	17:45
d. Total Instrument hours:	31:25
e. Total Night hours:	0
f. Total Navigation hours:	17:45
g. Total Transition hours:	0
h. Total Testing hours:	0
i. Total Instructor Pilot hours:	17:45
j. Total Formation hours:	0
k. Total CBA's:	6 AI
l. Armament expended:	0

2. Ground Training:

a. No. of Officers receiving ground training: 32

(1) Flying Safety: 32

(2) Engine Condition Class: 20

ABRAHAM E. SHOOK
 Major, USAF
 Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

14 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Officers logging time:	<u>25</u> 15
b. No. of Navigators logging time:	<u>0</u>
c. Total Pilot hours:	<u>25:45</u>
d. Total Instrument hours:	<u>19:00</u>
e. Total Night hours:	<u>0</u>
f. Total Navigation hours:	<u>7:55</u>
g. Total Transition hours:	<u>0</u>
h. Total Testing hours:	<u>0</u>
i. Total Instructor Pilot hours:	<u>13:05</u>
j. Total Formation Hours:	<u>0</u>
k. Total GCA's:	<u>26</u>
l. Armament expended:	<u>20 M-38</u> Prac

2. Ground Training:

a. No. of Officers receiving ground training: 25
(1) Engine Conditioning Class; 25

3. Missions:

a. 1 A/C, 4:30 Time, Bombing, Ena Hara, 20 Bombs, 2 Miss. Su
b. 1 A/C, :30 Time, Tracking, 0 Contacts, 0 % Flown
c. 1 A/C, 2:00 Time, Tracking, 0 Contacts, 5% Flown
d. 1 A/C, 1:50 Time, Tracking, 0 Contacts, 5% Flown
e. 1 A/C, 3:35 Time, Tracking,

ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

15 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	<u>14</u>
b. No. of Navigators logging time:	<u>2</u>
c. Total Pilot hours:	<u>25:05</u>
d. Total Instrument hours:	<u>9:20</u>
e. Total Night hours:	<u>16:10</u>
f. Total Navigation hours:	<u>17:20</u>
g. Total Transition hours:	<u>2:00</u>
h. Total Testing hours:	<u>:15</u>
i. Total Instructor Pilot hours:	<u>13:05</u>
j. Total Formation hours:	<u>0</u>
k. Total GWA's:	<u>3</u>
l. Armament expended:	<u>10 M-38</u> Prac

2. Ground Training:

a. No. of Officers receiving ground training:
(1)

3. Missions:

a. 1 A/C, 2:00 Time, Bombing, Onahara, 10 Bombs, Suc.
b. 1 A/C, 3:15 Time, Tracking, 3 Contacts, 100% Flown.
c. 1 A/C, 6:00 Time, Tracking, Contacts, Flown.
d. 1A/C, 3:30 Time, Tracking, Contacts, Flown.

ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

16 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	<u>13</u>
b. No. of Navigators logging time:	<u>4</u>
c. Total Pilot hours:	<u>32:20</u>
d. Total Instrument hours:	<u>13:20</u>
e. Total Night hours:	<u>16:40</u>
f. Total Navigation hours:	<u>21:45</u>
g. Total Transition hours:	<u>0</u>
h. Total Testing hours:	<u>0</u>
i. Total Instructor Pilot hours:	<u>13:20</u>
j. Total Formation hours:	<u>0</u>
k. Total OCA's:	<u>0</u>
l. Armament expended:	<u>10 M38A2 Frag.</u>

2. Ground Training

a. No. of Officers receiving ground training: 3
(1) Link Trainer: 3

3. Missions:

a. 1 A/C, Bombing, 2:30 Time, Onahara, 10 Bombs
b. 1 A/C, Tracking, 3:00 Time,
c. 1 A/C, Tracking, 3:00 Time;
d. 1 A/C, Tracking, 3:20 Time,
e. 1 A/C, Tracking, 3:25 Time,
f. 1 A/C, Tracking, 3:15 Time,
g. 1 A/C, Tracking, 3:15 Time,

Abraham E. Shook
ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

17 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	8
b. No. of Navigators logging time:	0
c. Total Pilot hours:	11:45
d. Total Instrument hours:	0
e. Total Night Hours:	9:00
f. Total Navigation hours:	6:00
g. Total Transition hours:	:30
h. Total Testing hours:	:50
i. Total Instructor Pilot hours:	7:50
j. Total Formation hours:	0
k. Total GCA's:	0
l. Armament expended:	0

2. Ground Training

a. No. of Officers receiving ground training: 3
(1) Link Trainer: 3

3. Missions:

a. None:


ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

OPERATIONS OFFICE
90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) YAFB
APO 328

19 September 1949

DAILY ACTIVITY REPORT

1. Main Activity:

a. No. of Pilots logging time:	13
b. No. of Navigators logging time:	2
c. Total Pilot hours:	32:05
d. Total Instrument hours:	11:40
e. Total Night hours:	0
f. Total Navigation hours:	3:30
g. Total Transition hours:	0
h. Total Testing hours:	0
i. Total Instructor Pilot hours:	6:00
j. Total Formation hours:	0
k. Total GCA's:	0
l. Armament expended:	0

2. Ground Training

a. No. of Officers receiving ground training: 0

3. Missions:

a. 1 A/C, 3:45 Time, Tracking, 1 Contact, 15% Flown
b. 1 A/C, 6:00 Time, Tracking, 3 Contacts, 50% Flown
c. 1 A/C, 5:00 Time, Tracking, 2 Contacts, 35% Flown
d. 1 A/C, 6:00 Time, Tracking, 3 Contacts, 50% Flown
e. 1 A/C, 3:00 Time, Tracking, 2 Contacts, 35% Flown
f. 1 A/C, 2:15 Time, Tracking, 0 Contacts, 0% Flown

ABRAHAM E. SHOOK
Major, USAF
Operations Officer

RESTRICTED

RESTRICTED

'Pair-O-Dice' Flyers Celebrate

YOKOTA AFB, Japan.—A double-barreled celebration is in swing this month for the men of the 90th Bombardment squadron at Yokota. Recently they completed their second consecutive year of intensive operational flying without a major accident logging over 13,750 hours in the process; and on August 20 stuck the 32d candle into their birthday cake.

One of the oldest bomb squadrons in the Air Force, the 90th possesses a long and proud history. Commanded by Maj. Stanley D. Kline, the squadron has today assumed the task of patrolling the skies of peace in their B-26 Invaders with the same skill and courage they demonstrated in both World Wars.

THIS SQUADRON fought its way from Brisbane, Port Moresby, New Guinea, Leyte, Okinawa to Atsugi Airborne in Honshu, Japan, where it landed shortly after the end of the war in September of 1945. The final move was to Yokota, where the squadron is now located.

Airmen will remember the 90th for its achievements during the Southwest Pacific campaigns, especially in the famous Battle of the Bismarck Sea. On the 3rd and 4th days of March, 1943, this squadron, being the first unit in the Pacific equipped for low-level B-25 strafing and bombing, accounted for major damage to 16 Japanese ships of the large convoy in the Bismarck Sea. Of these 16, eight were definitely sunk. For this outstanding feat the 90th received personal wires of congratulations from General Douglas MacArthur, General Whitehead and General Kenny.

Though the squadron's World War II achievements are best known, actually its history dates back to August 20, 1917, when the group was activated as the 90th Observation squadron at Kelly Field under the command of Lt. W. H. Y. Hackett.

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 in September,

until it had three months service at the Front. Several designs were suggested and no one is quite clear as to the reason which led to the triumph of the dice. Some have claimed that it was through the influence of certain squadron members who through this symbol cornered the money market every pay day.

During the 20 odd years of peace which followed World War I, the 90th remained intact as a unit. During those days it was the major task of the Air Forces to sell the idea of aviation, both commercial and military, to the public. Much of the 90th's work, therefore, consisted of such demonstrations as aerial reviews, balloon bursting, formation flying, spot landings, flour-sack bombing, and racing.

It was in this period that a young lieutenant named James Doolittle of the 90th flew from Jacksonville, Fla., to San Diego, Calif., alone in 21 hours 20 minutes with a stop enroute at Kelly Field.

The outstanding flying safety record of the squadron, which was

recently established, had its first major notice when Maj. Gen. Earle E. Partridge, CG of the 5th Air Force, commended the men in December, 1948. At that time the 90th had flown a 14-month period without a single major or minor accident.

LT. VIKING H. Lian, as flying safety officer of the 90th for the past two years, was the man most directly concerned with the establishment of this enviable record. Working hand-in-hand with Lt. Lawrence Jackson, Jr., engineering officer, and Maj. Abraham E. Shook, operations officer, Lt. Lian established procedures and set such high safety standards for both men and airplanes that the Air Force as a whole has benefited from the model program.

Combining his years of experience and war-time know-how, former flight and line chief M/Sgt. Shelton S. Johnson is now in his 90th first sergeant, now in his sixth year of service with the squadron. The present line chief is M/Sgt. John H. Merchant, who is going into his third year with the outfit.

CLIPPING FROM PACIFIC EDITION "AIR FORCE TIMES", 24 SEPTEMBER, 1949

90TH BOMB SQDN.

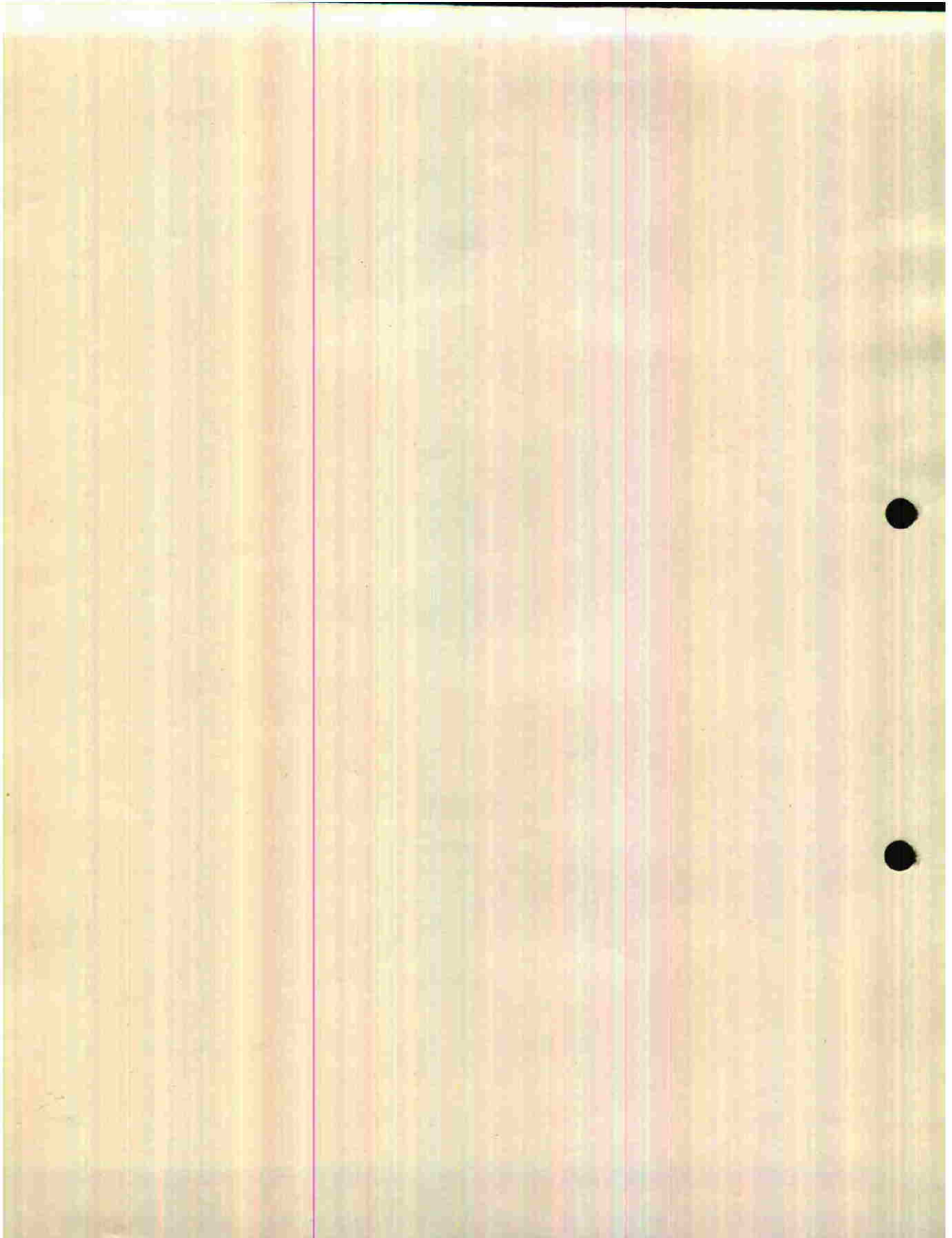
MONTH SEPTEMBER '49

TOTAL 8-25 THIS MONTH	226.35
TOTAL 8-25 THIS MONTH	—
TOTAL	226.35

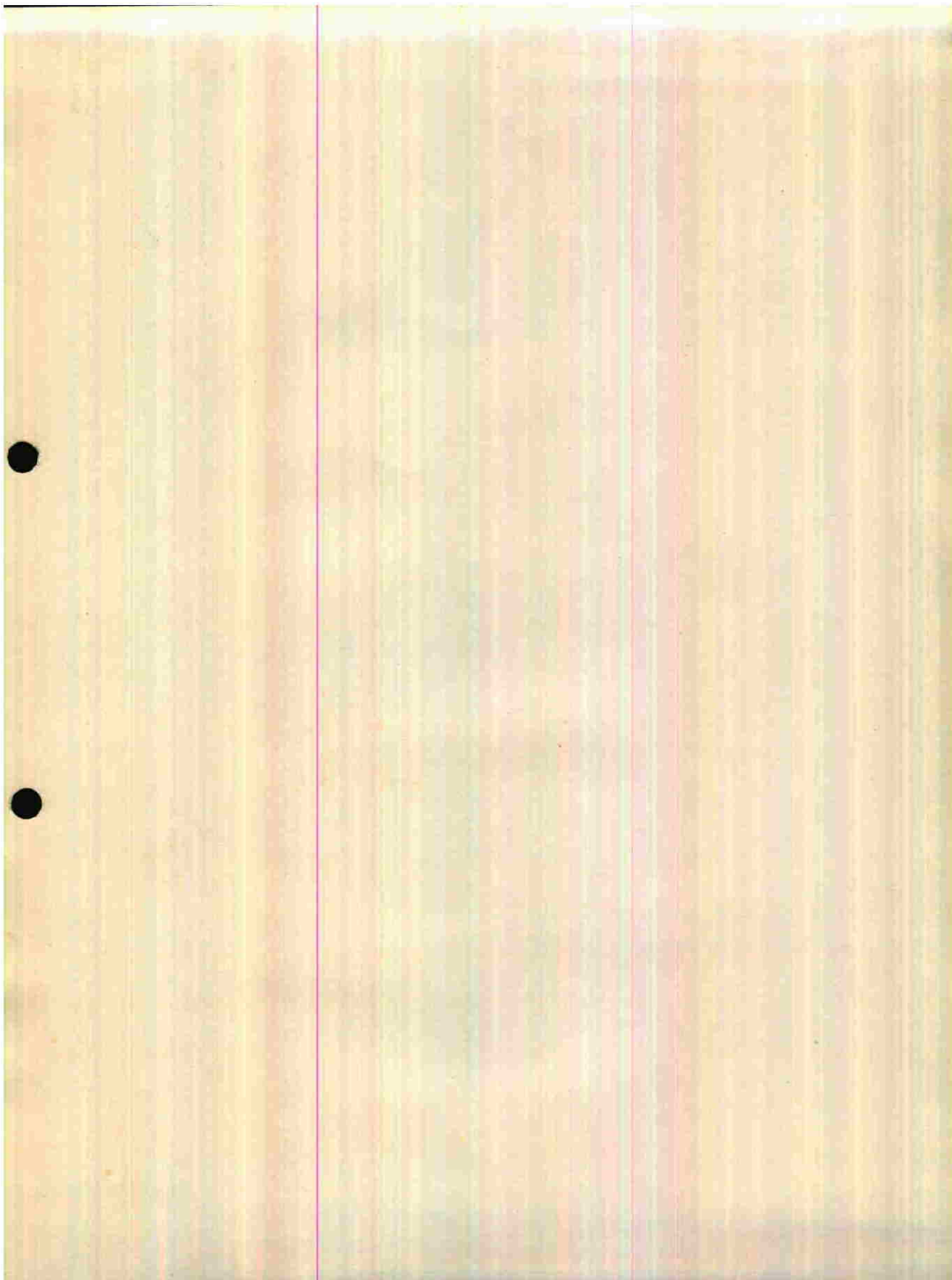
COMBAT READ 17
ADVANCED TROOP 6
TRAINING 2

ASSIGNED 8-18 16
ASSIGNED 8-23 0
TOTAL 8-18 TIME LAST MONTH
TOTAL 8-23 TIME LAST MONTH
TOTAL 660.00
660.00

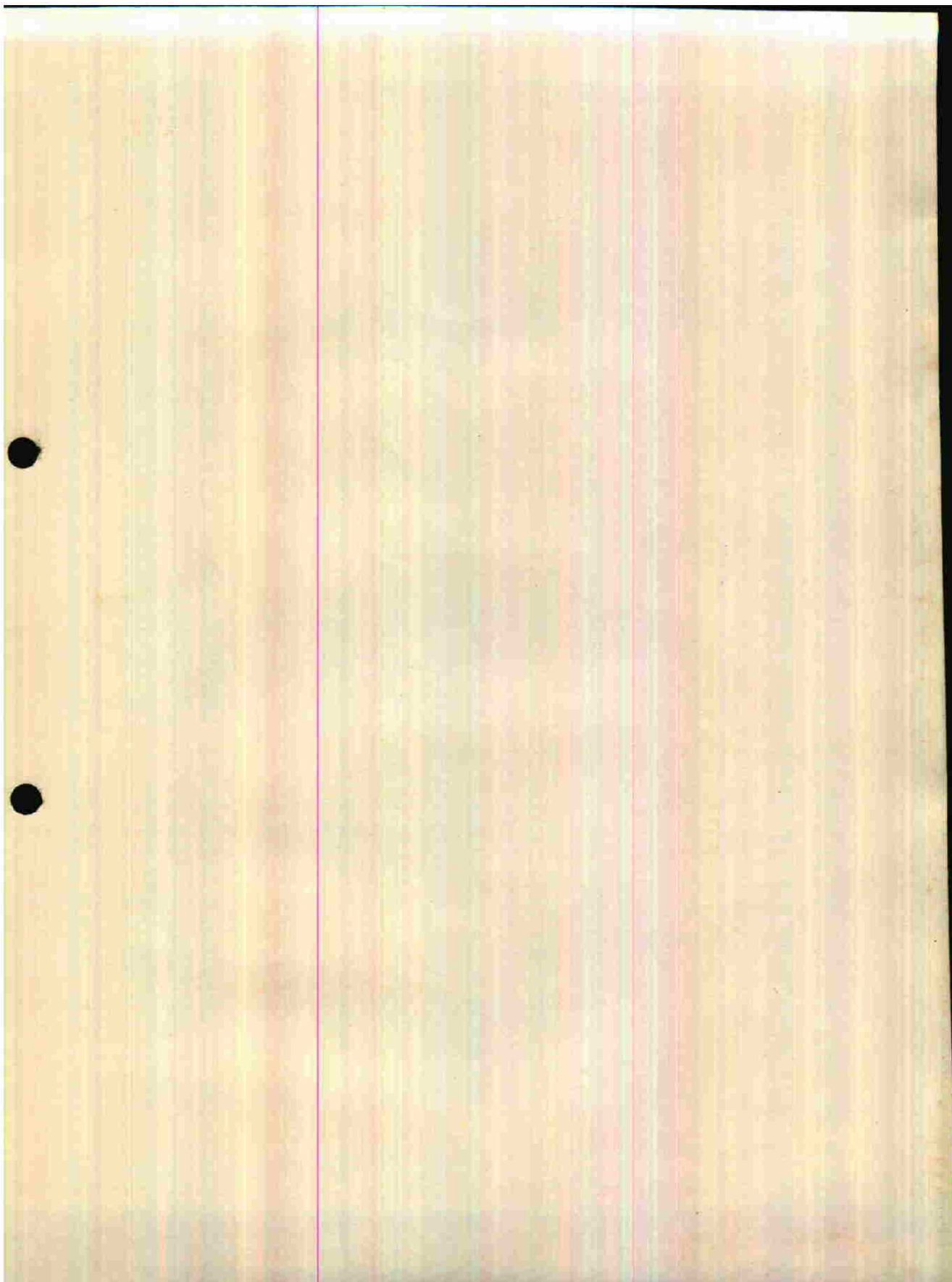
[illegible]



[illegible]



[illegible]



- As of Sept 1943

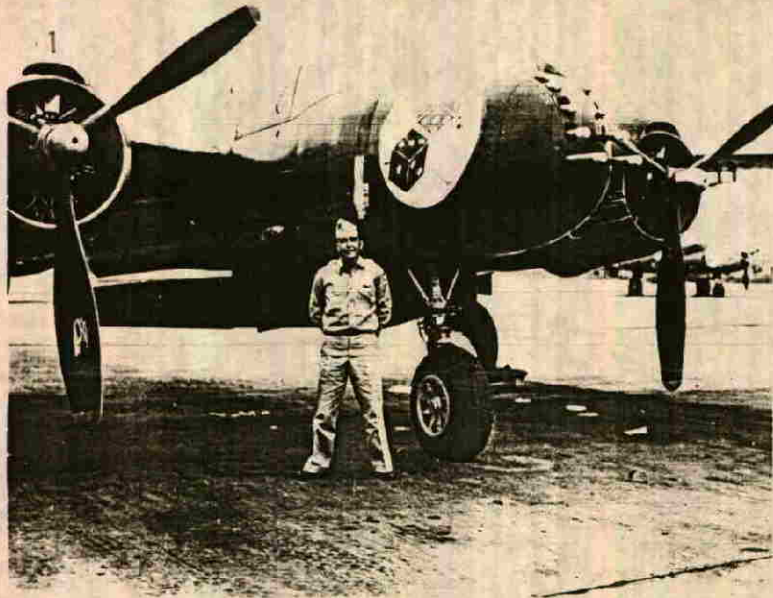
NAME	THIN	FORM	12-43					PILOTS TECHNICAL TRAINING					EMERGENCY PROCEDURES	GENERAL & AFFILIATION	RANK	
			PILOT	INFORMATION	C-109	NAV	W/ATMOS	BOMBING	EXPLOSIVE	INT'L	INST. FLTD	HEL. TRNG				
<i>Greig, William</i>																
<i>McGowan, W. T.</i>																
<i>Bope, William</i>																
<i>Bellevue, William</i>																

July - August - September

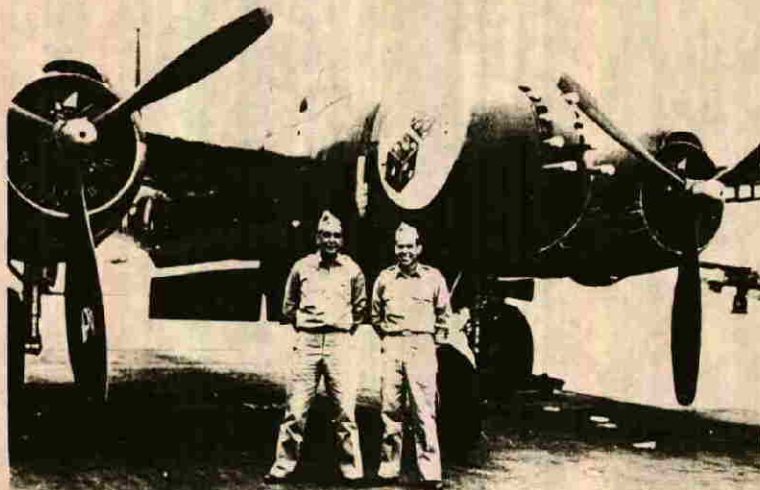
NAME	TRANSITION				FORMATION				MANEUVER				NUMBER OF MISSIONS										TOTAL MISSIONS	
	DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT					
	PARL	ENRUL	PILOT PROPRIETY	PILOT	INST	BASIC	SOON	GROUP	DAY	NIGHT	1	2	3	4	5	6	7	8	9	10	11	12		
<i>Greig, William</i>																								
<i>McGowan, W. T.</i>																								
<i>Bope, William</i>																								
<i>Bellevue, William</i>																								

THE FOLLOWING PHOTOGRAPHS WERE TAKEN BY THE BASE PUBLIC INFORMATION OFFICE ON SATURDAY, 10 SEPT 49, AND ARE THE LAST OFFICIAL PHOTOGRAPHS OF PERSONNEL OF THE 90TH PRIOR TO INACTIVATION OF THE SQUADRON.

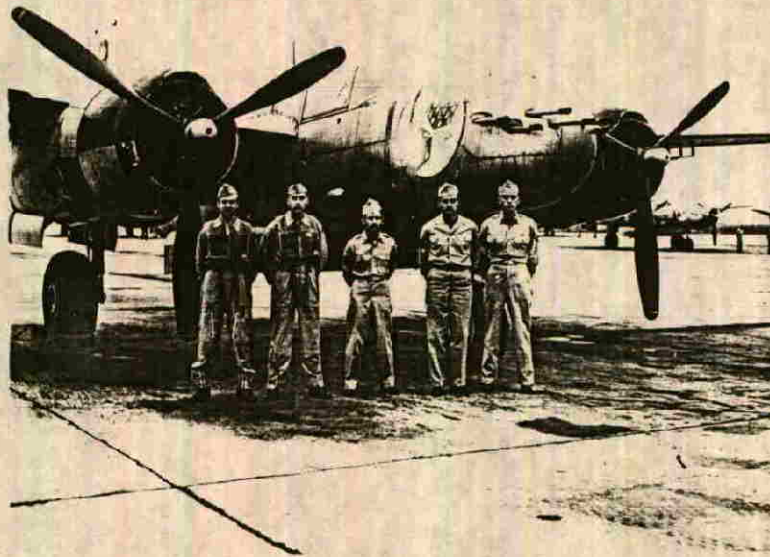
RESTRICTED



MAJOR KLINE



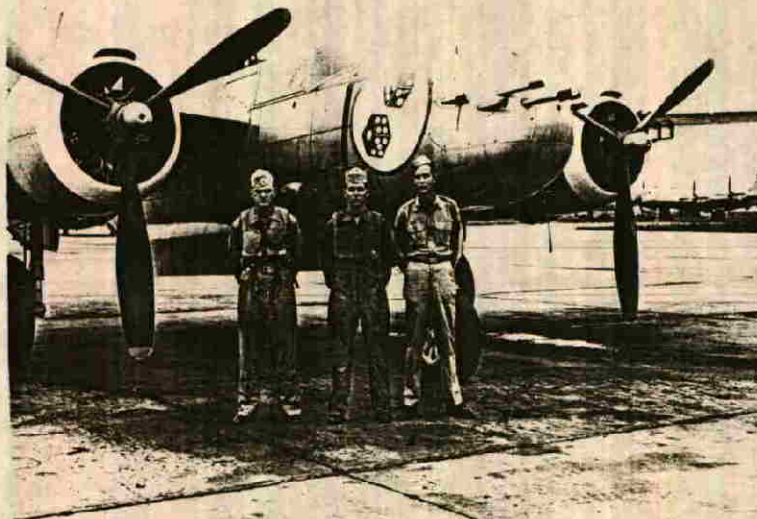
MAJOR KLINE AND MAJOR SHOOK



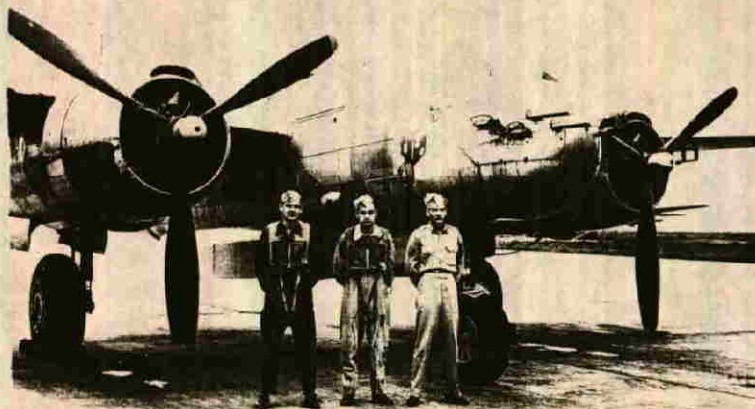
CAPT FITZGERALD, LT PAGE, T/SGT CLEMENTI, T/SGT INGALLINERA, SGT BURKEY



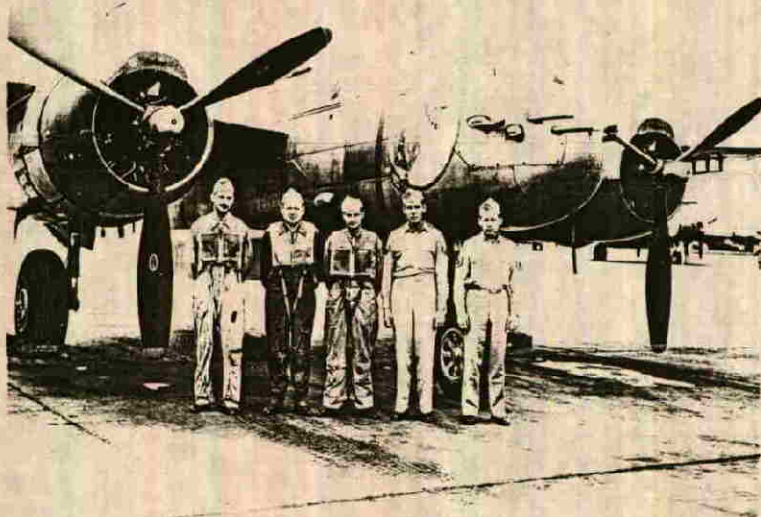
LT GREEN, S/SGT PRICE, S/SGT CHAFFY



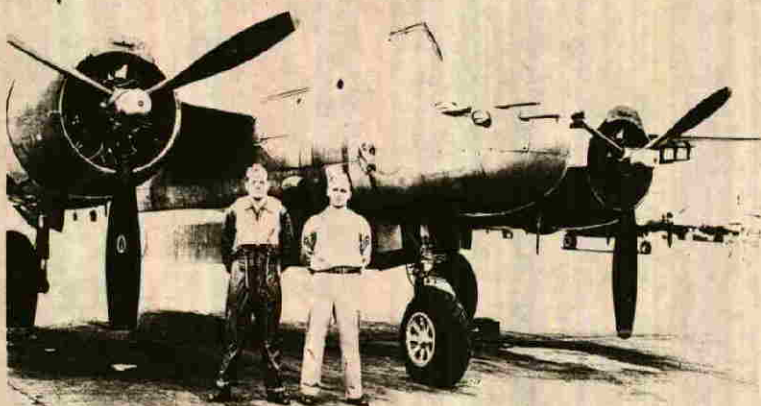
LT HAMPTON, S/SGT MATHIS, SGT BROYES



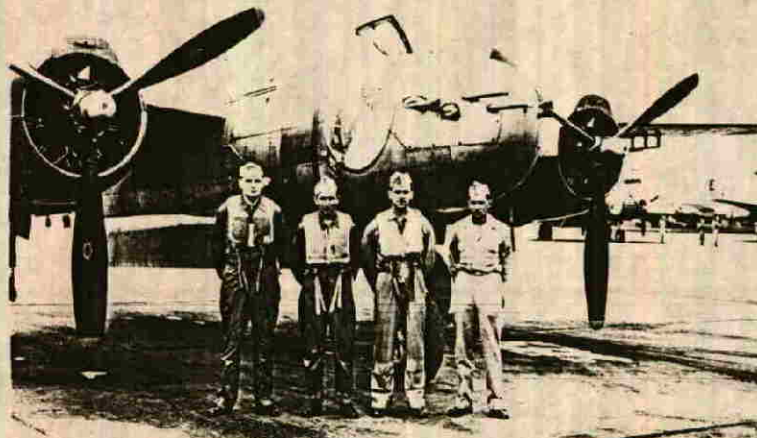
LT HOPPE, S/SGT LANNING, S/SGT KEARNS



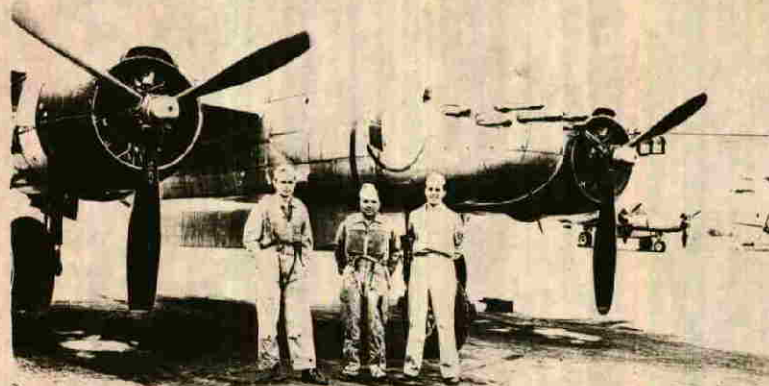
CAPT SMITH, LT ANTHONY, SGT BANKUS, SGT GALLIGAR, T/SGT KRES



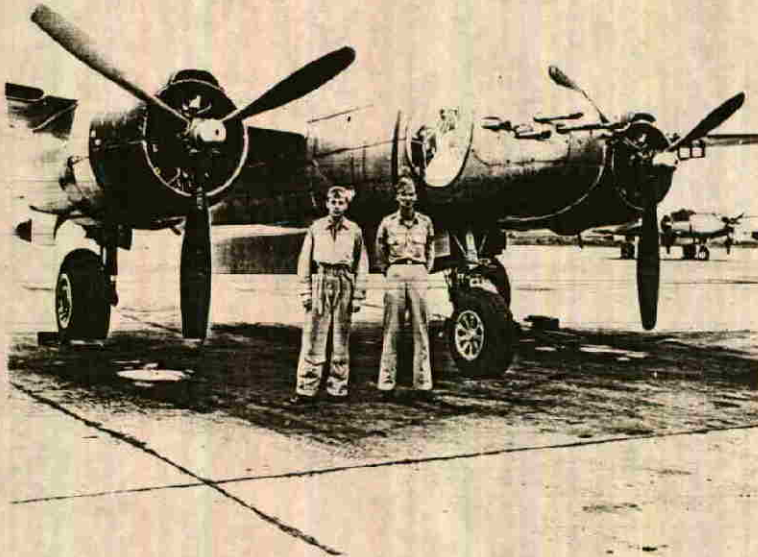
LT BALLEW. S/SGT OLSON



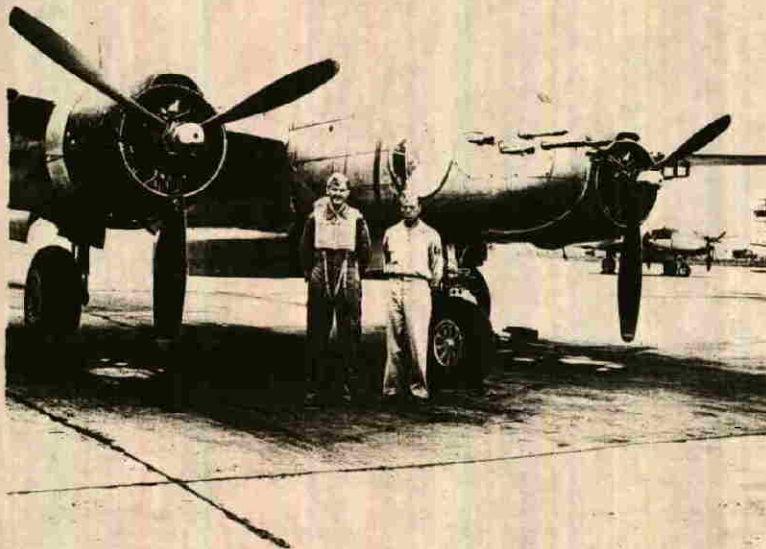
LT WETZEL. LT MCPHERSON. S/SGT MOLITOR. S/SGT WALKER



LT REVEL, S/SGT VICKERY, T/SGT CONLISK

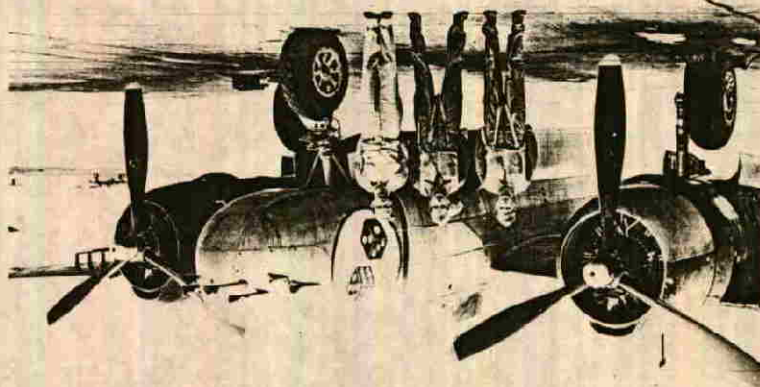


LT CURTIS, CPL STOVER

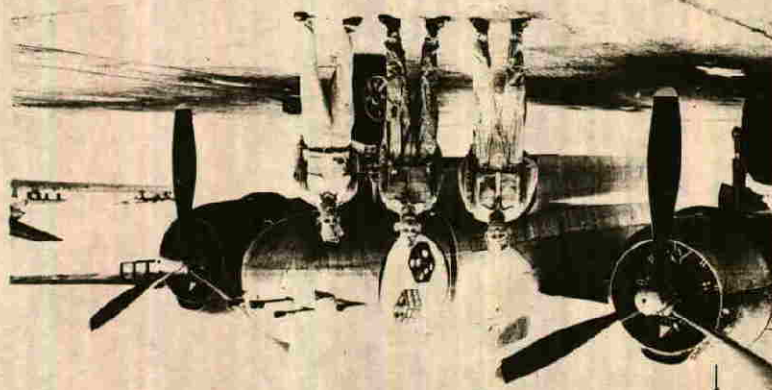


LT MORROW, S/SGT JONES

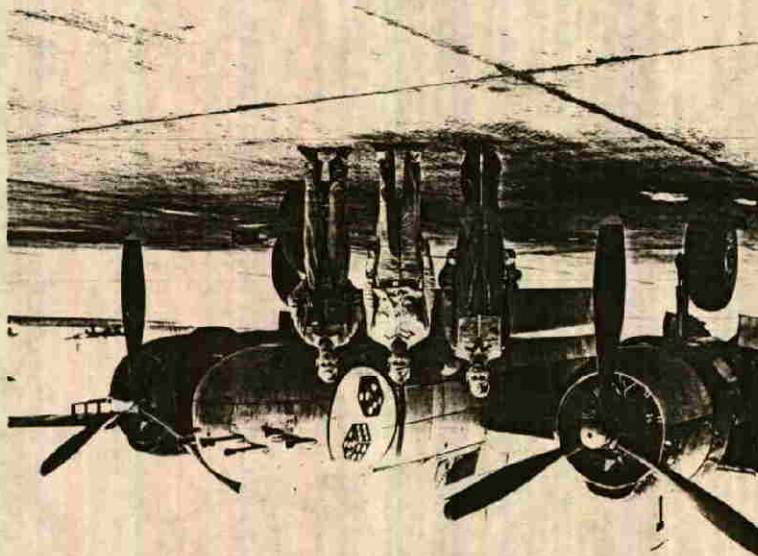
LT STRINGER, S/SGT GLIDDEN, S/SGT SCHNEIDER



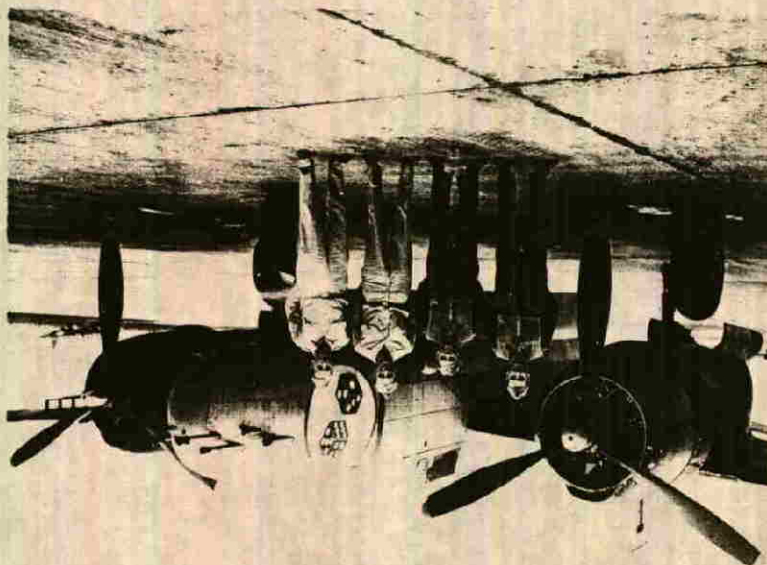
LT HEROD, LT ROSKIN, S/SGT EVANS

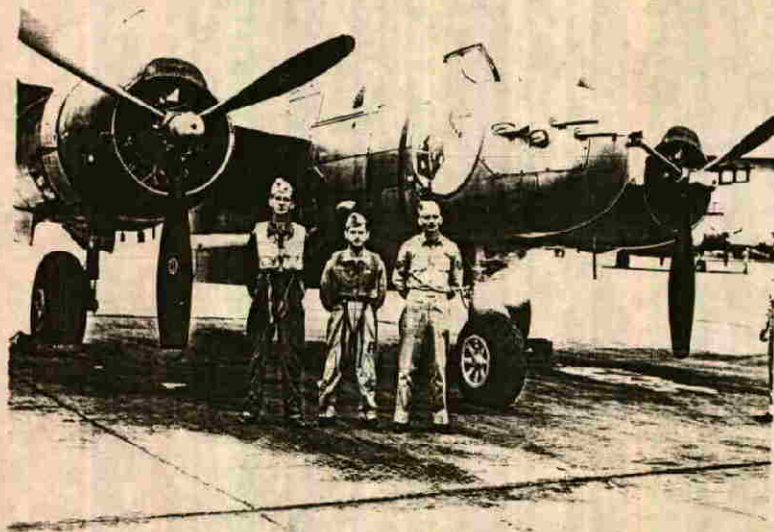


LT BRIGHT, T/SGT KAGHAL, S/SGT PLUMKE

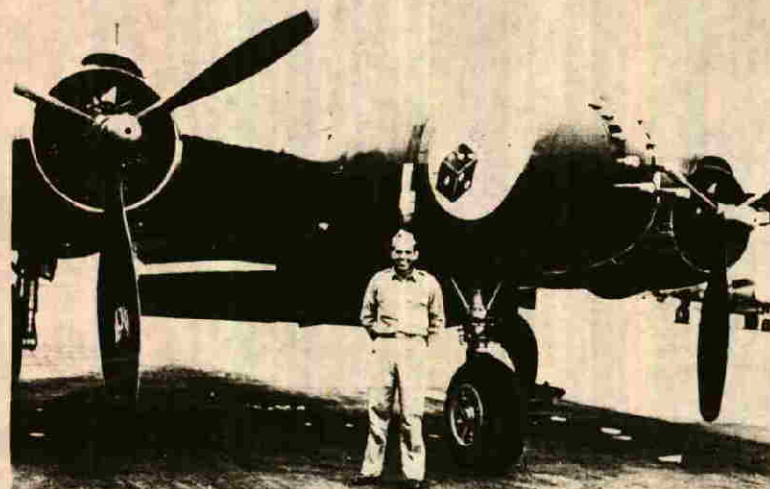


LT MASON, LT SMITH, T/SGT BUCHANAN, S/SGT HATFIELD





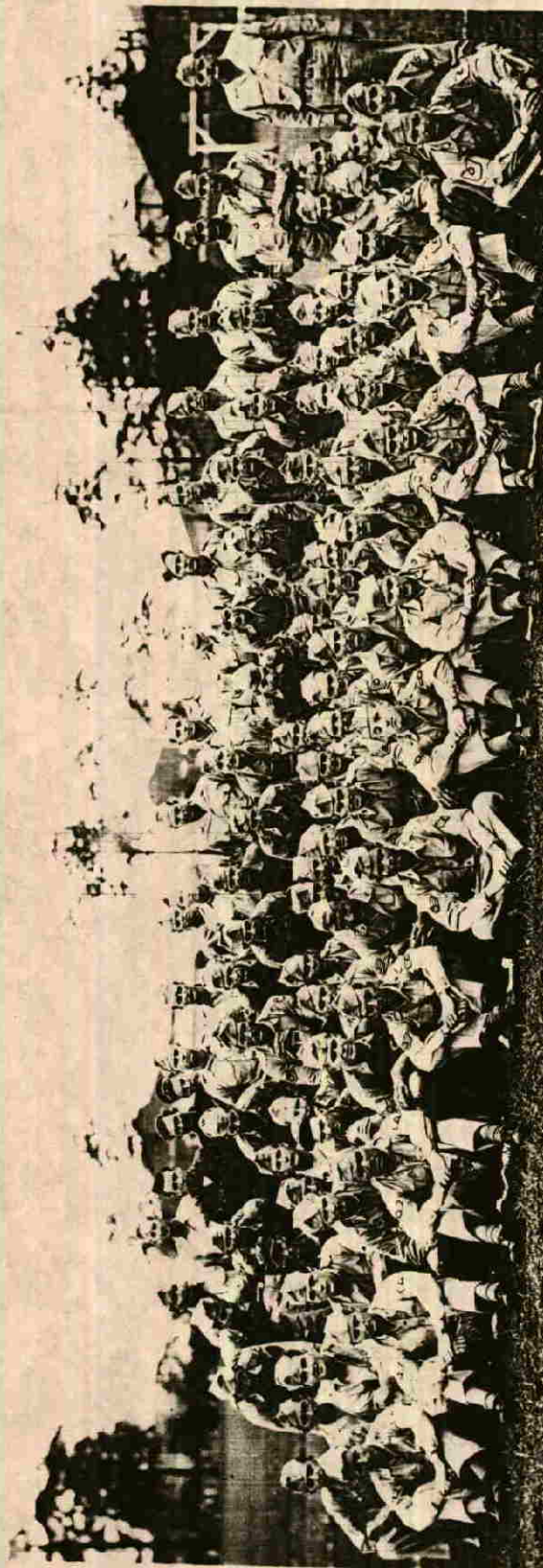
CAPT YEITON, LT KAPLER, S/SOT SQUIRES



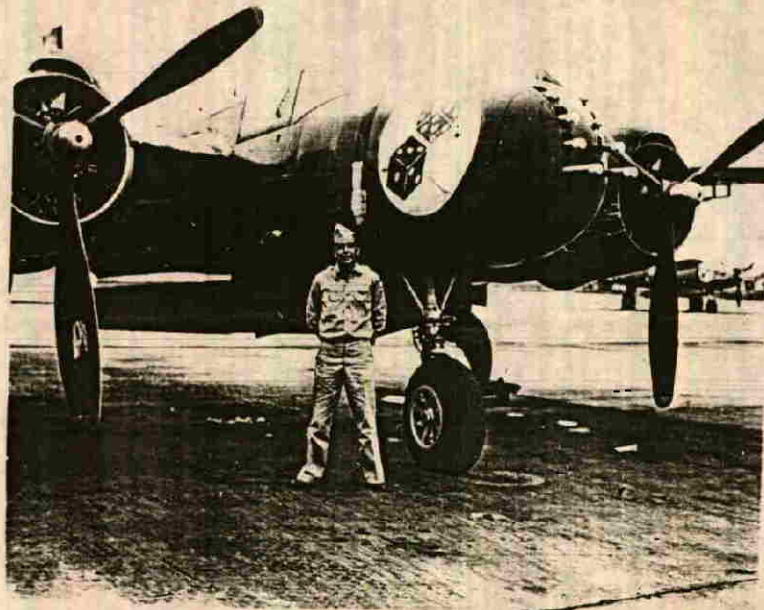
MAJON HOOK



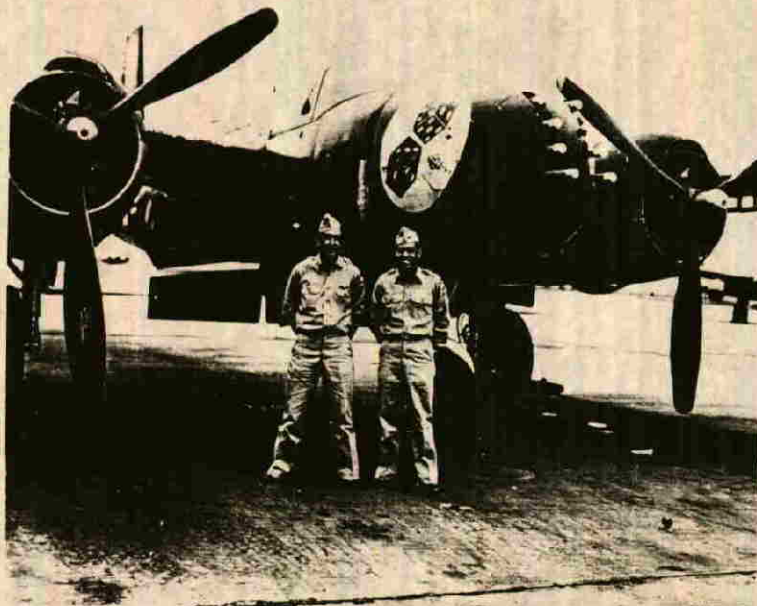
1ST ROW, L TO R, LT ANTHONY, LT LEMMONSON, CAPT SUTIN, LT HOPPE, LT REVEL, LT FACE, LT CURTIS,
CAPT YALTON, CAPT JAMES: 2ND ROW, L TO R, LT KAPPLER, LT NEAL, MAJ SHOOK, LT ROSKIN, MAJ KLINE,
CAPT FITZGERALD, LT SUTIN: 3D ROW, L TO R, CAPT MAIN, CAPT STULEZ, LT HARTON, LT STRINGER, LT
GREENE, LT JENKINS, CAPT SIMMONS, LT MORROW, LT BRIGHT, LT HEROD, LT BALLEW, LT MASON.



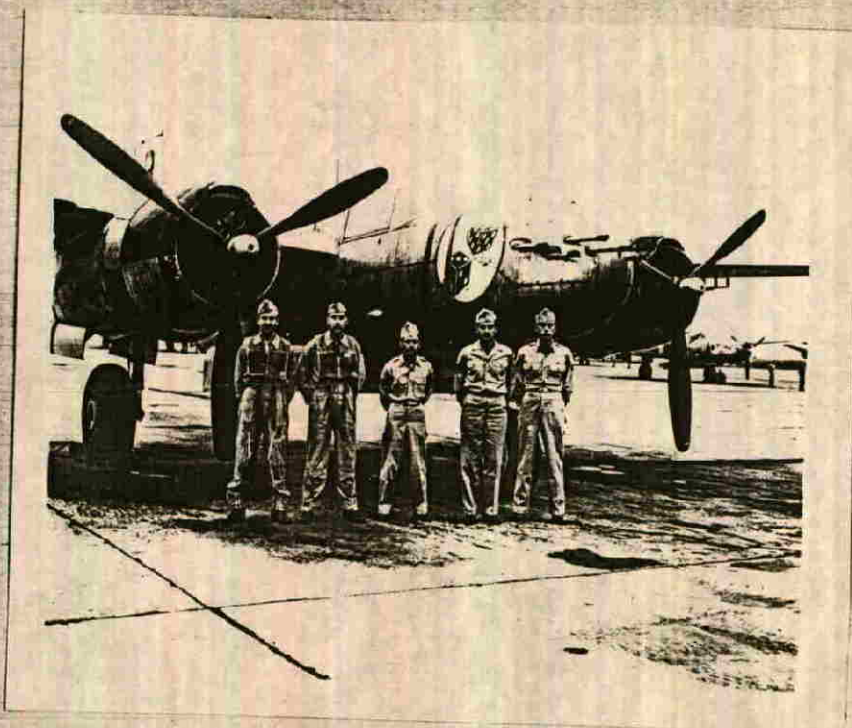
1ST ROW, SITTING, L TO R: CPL SMITH, SGT BARKUS, SGT DOUGHERTY, S/SGT HOLLS, SGT MOORE, PFC BROWN, PFC GARAVET, CPL EMANCIO, T/SGT CLEMENTI, M/SGT SNOODASS: 2ND ROW, SQUATTING, L TO R: S/SGT KEARES, SGT BURSTON, CPL CAUDILL, T/SGT BOYD, S/SGT DITTMER, S/SGT COODILL, M/SGT MERCHANT, S/SGT HOLDEN, PFC HARRIS, SGT MCCARTHY, S/SGT ARFORD, PFC MINARCHAN, CPL PRANO, SGT BACA, M/SGT MCHILLAN, PVT NOBLE, 3RD ROW, SQUATTING, L TO R: T/SGT COHLFET, S/SGT GREY, S/SGT RITTENHOUSE, PFC VIDRA, S/SGT MELENDEZ, PFC TOMLIN, S/SGT WALKER, S/SGT SCHINELLE, S/SGT LAUNING, S/SGT SQUIRES, CPL EDWARDS, S/SGT HALCOMB, SGT DORSEY, SGT SMITH, S/SGT HILL, CPL VICKER, CPL JOHNSON, T/SGT KACHAL, T/SGT REES, S/SGT VICKERY, T/SGT MCALLINERA, T/SGT OLIVER, CPL TSON; 4TH ROW KNEELING, L TO R: S/SGT KESSEL, SGT WASHBURN, S/SGT CHAFFEY, S/SGT EVANS, S/SGT FUELL, S/SGT OLSON, CPL REISINGER, S/SGT BUCHON, SGT BURKEI, S/SGT NEWMAN, CPL GATTE, CPL STOVER, 5TH ROW KNEELING, L TO R: S/SGT WALL, PFC CORREA, S/SGT MACK, S/SGT HATHIS, PFC FLIML, S/SGT HOLITOR, PFC COX; LAST ROW, STANDING, L TO R: S/SGT CLIDDER, SGT HOBBS ON, PVT HUDSON, PVT KELLY, PFC ANDERSON, T/SGT KRISHER, CPL OLZOWI, S/SGT PRICE, SGT CALLIGAR, T/SGT BUCHANAN, S/SGT HATFIELD, S/SGT GATES, PFC GABLE, SGT BROILES, PVT MENSCHING, S/SGT JONES, S/SGT MCKEAN, T/SGT YATES, SGT PERROW, M/SGT JOHNSON.



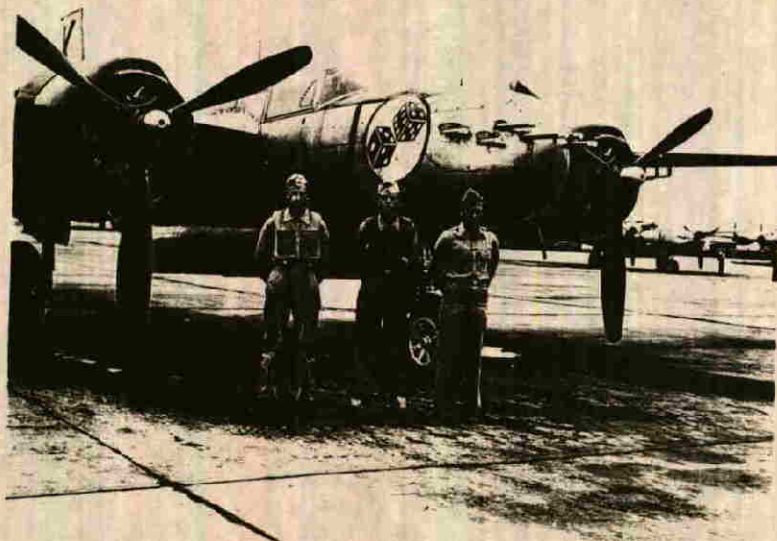
MAJOR KLINE



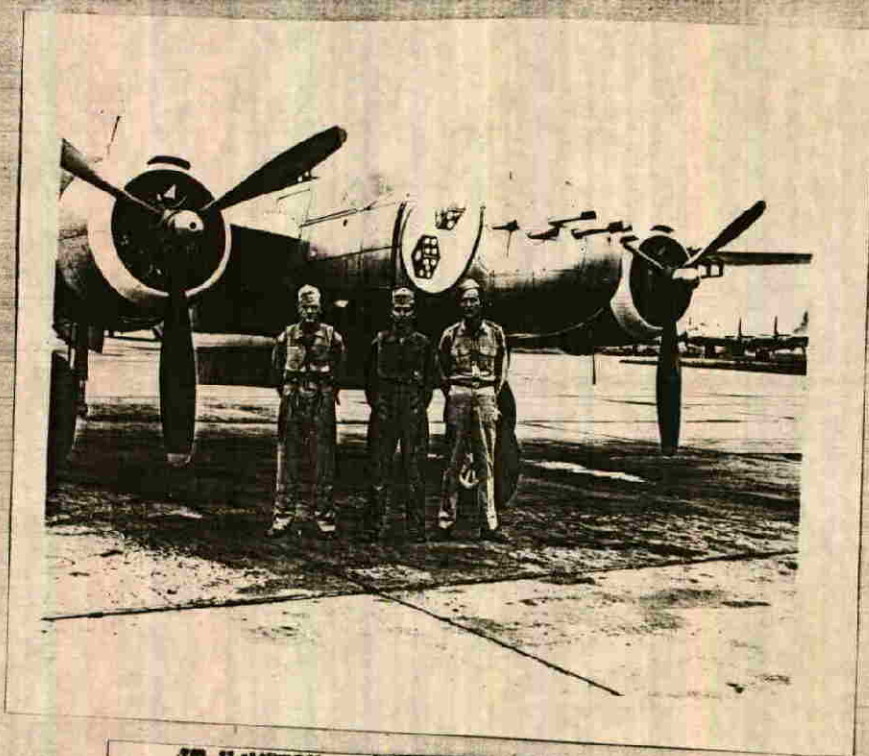
MAJOR KLINE AND MAJOR SHOOK



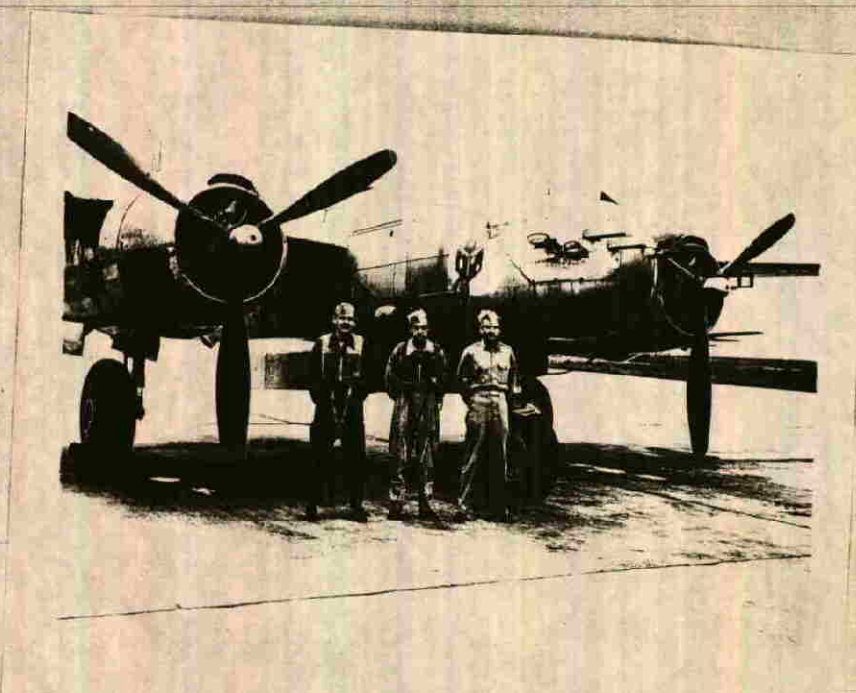
CAPT FITZGERALD, LT PAGE, T/SGT CLEMENTI, T/SGT INGALLINERA, SGT BURKEY



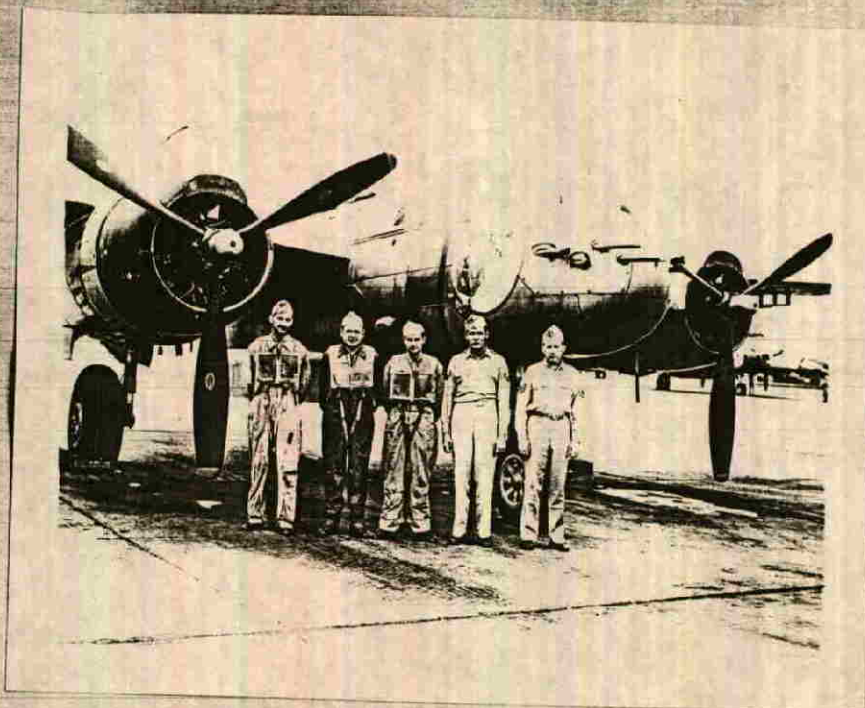
LT GREEN, S/SGT PRICE, S/SGT CHAFEE



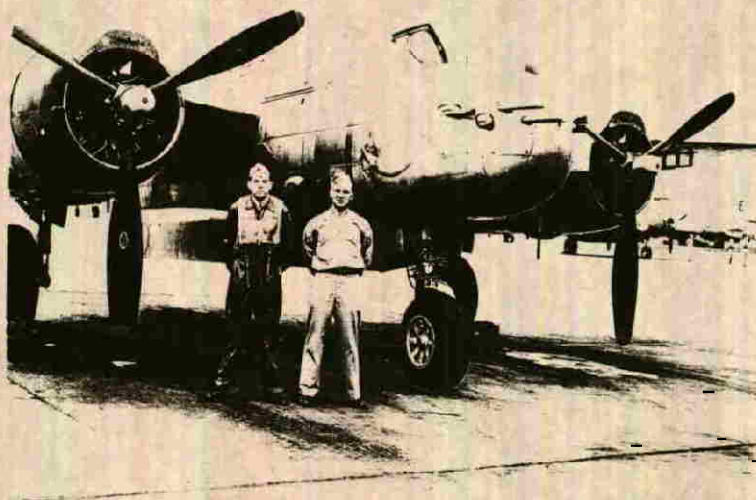
LT HAMPTON, S/SGT MATHEIS, SGT BROYLES



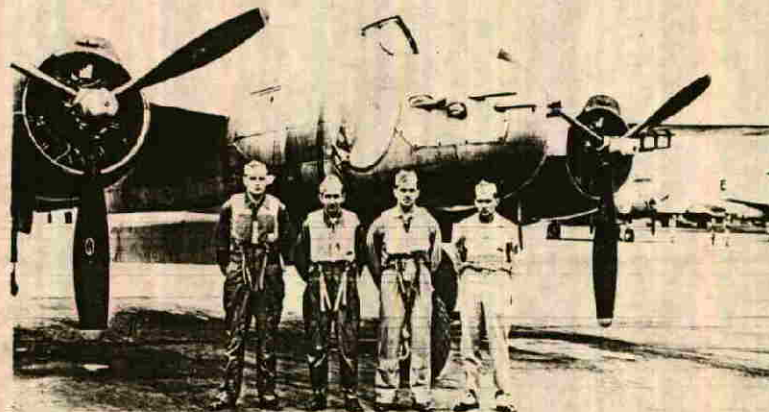
LT HOPPE, S/SGT LANNING, S/SGT KEARNS



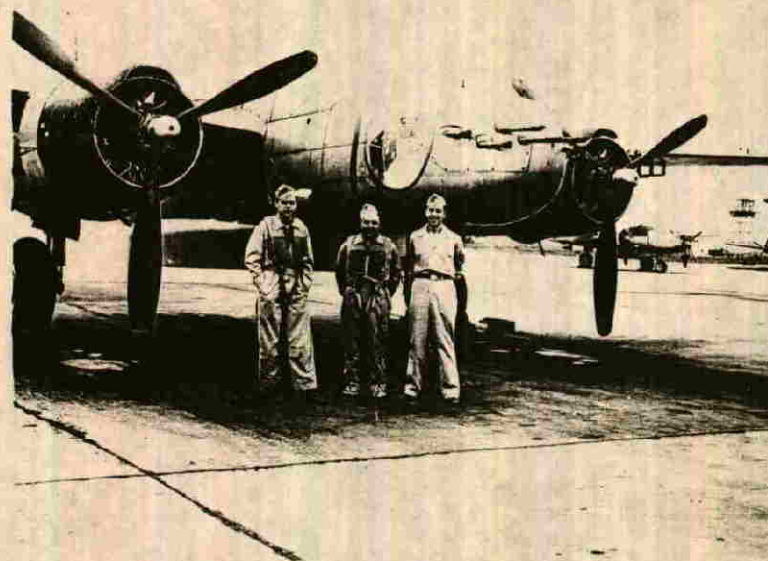
CAPT SMITH, LT ANTHONY, SGT BANKUS, SGT GALLIGAR, T/SGT REES



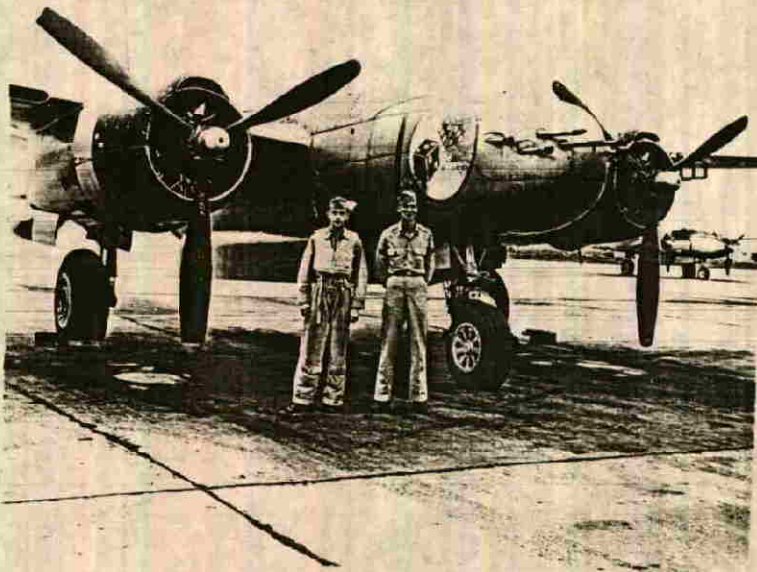
1LT BALLEN, S/SGT OLSON



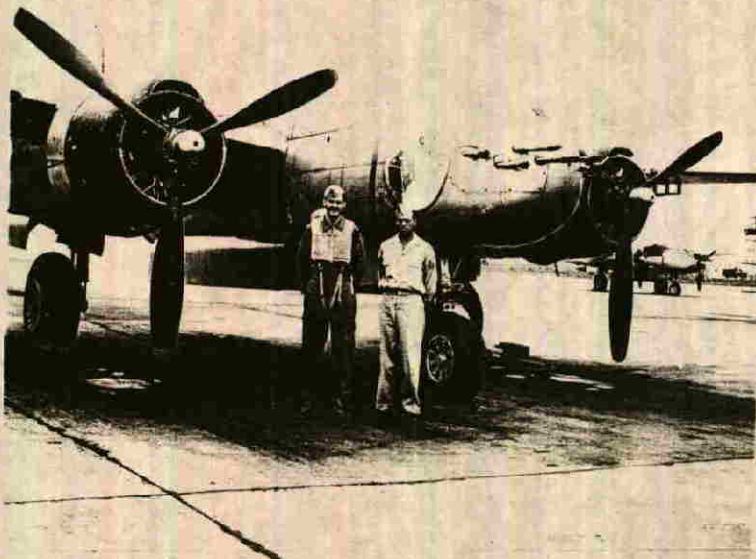
LT WEITZEL, LT MCPHERSON, S/SGT MOLITOR, S/SGT WALKER



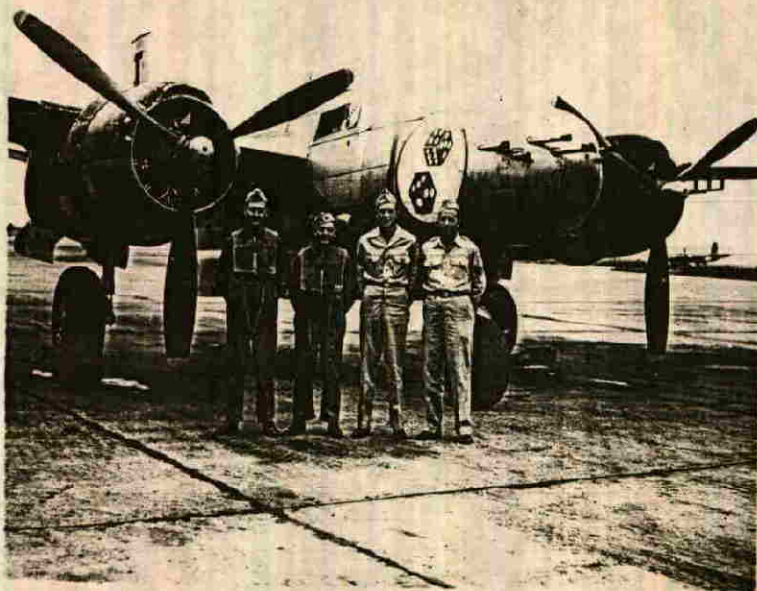
LT REVEL, S/SGT VICKERY, T/SGT COULHEPP



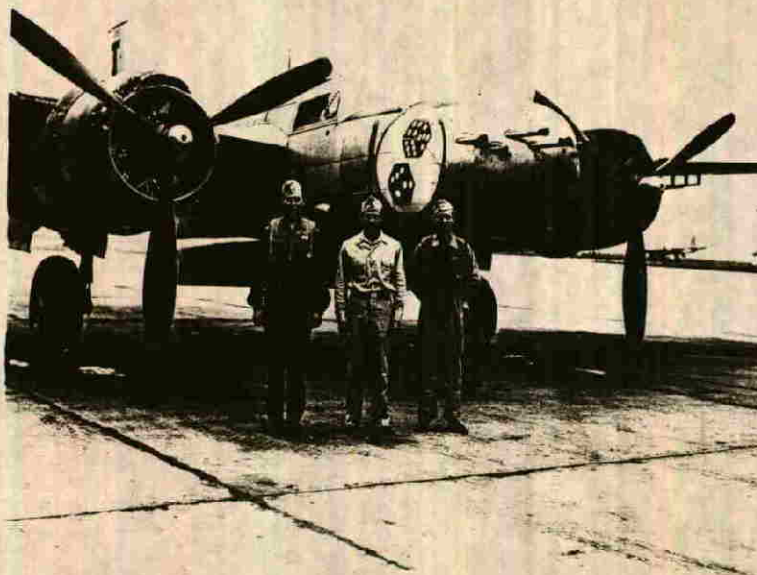
LT CURTIS, CPL STOVER



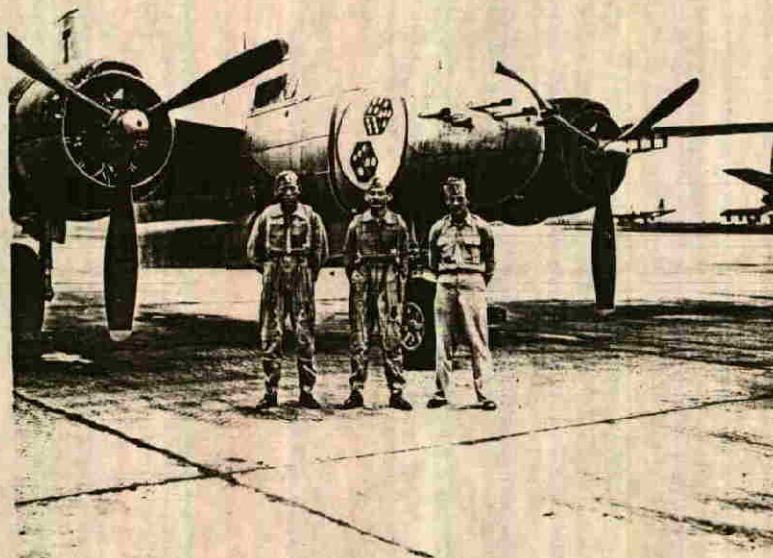
LT MORROW, S/SGT JONES



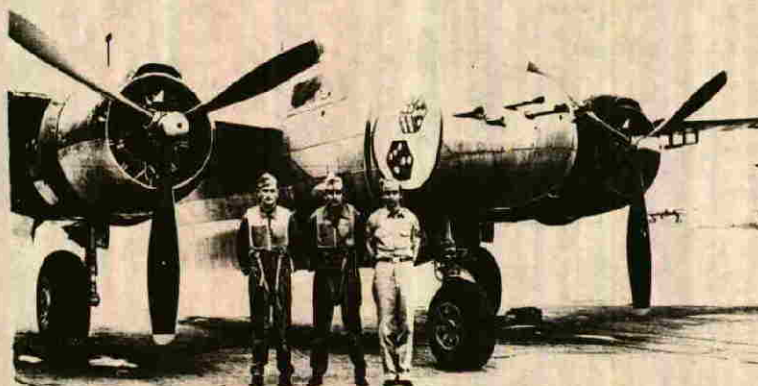
LT MASON, LT SMITH, T/SGT BUCHANAN, S/SGT HATFIELD



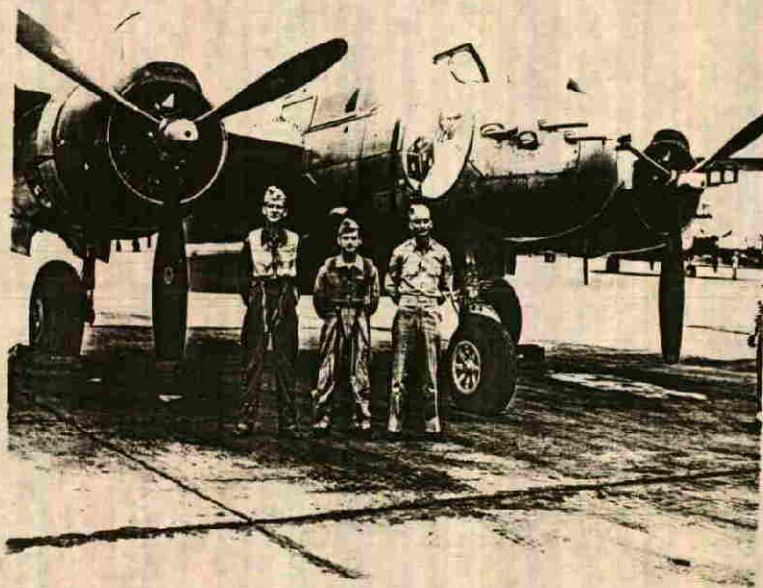
LT BRIGHT, T/SGT KACHAL, S/SGT FLUKE



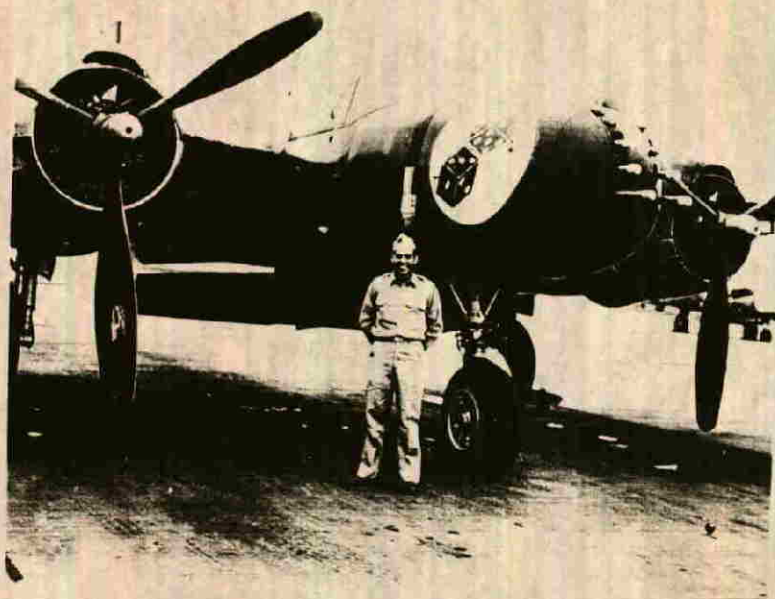
LT HEROD, LT ROSKIN, S/SGT EVANS



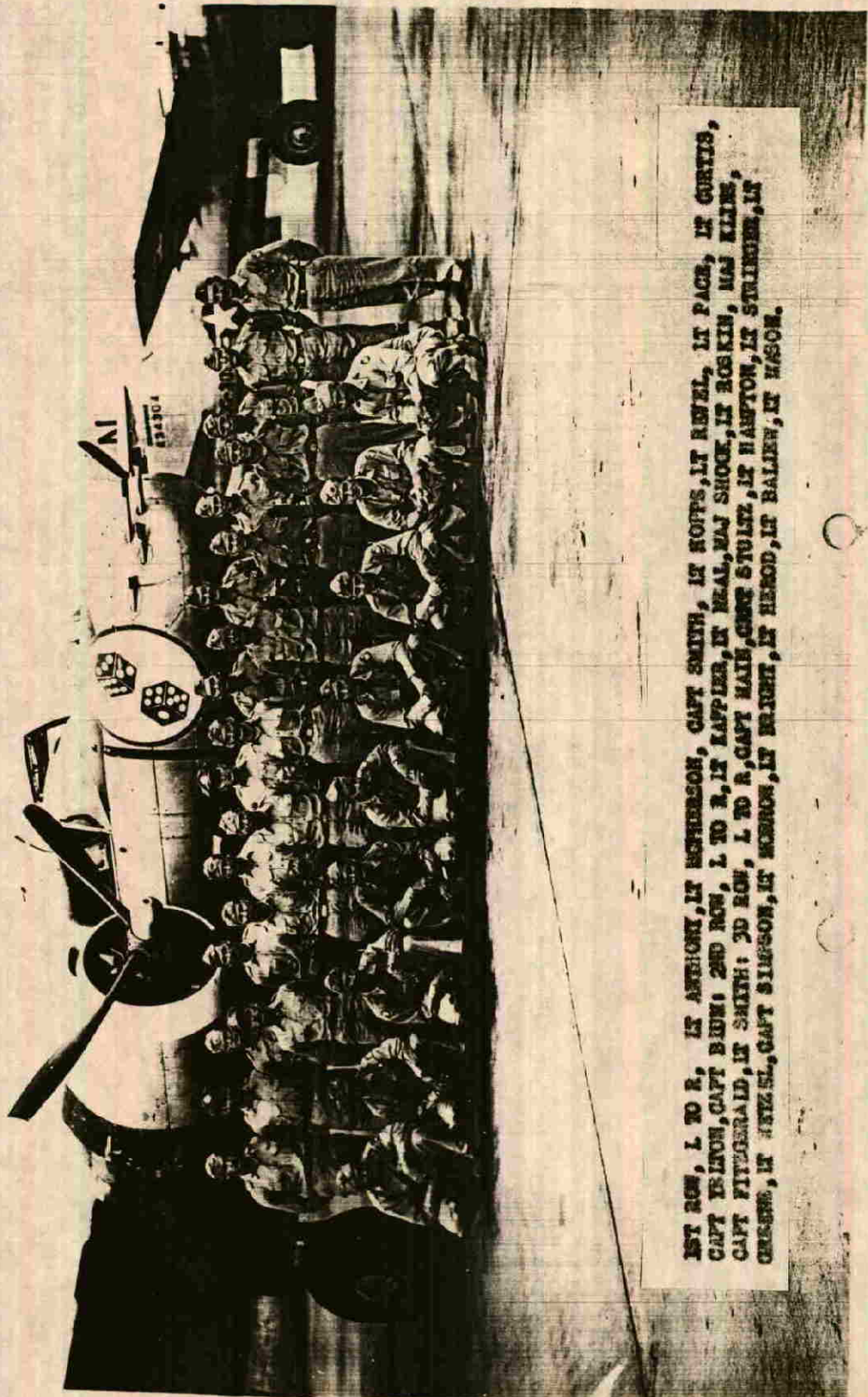
LT STRINGER, S/SGT GLIDDEN, S/SGT SCHMIDT



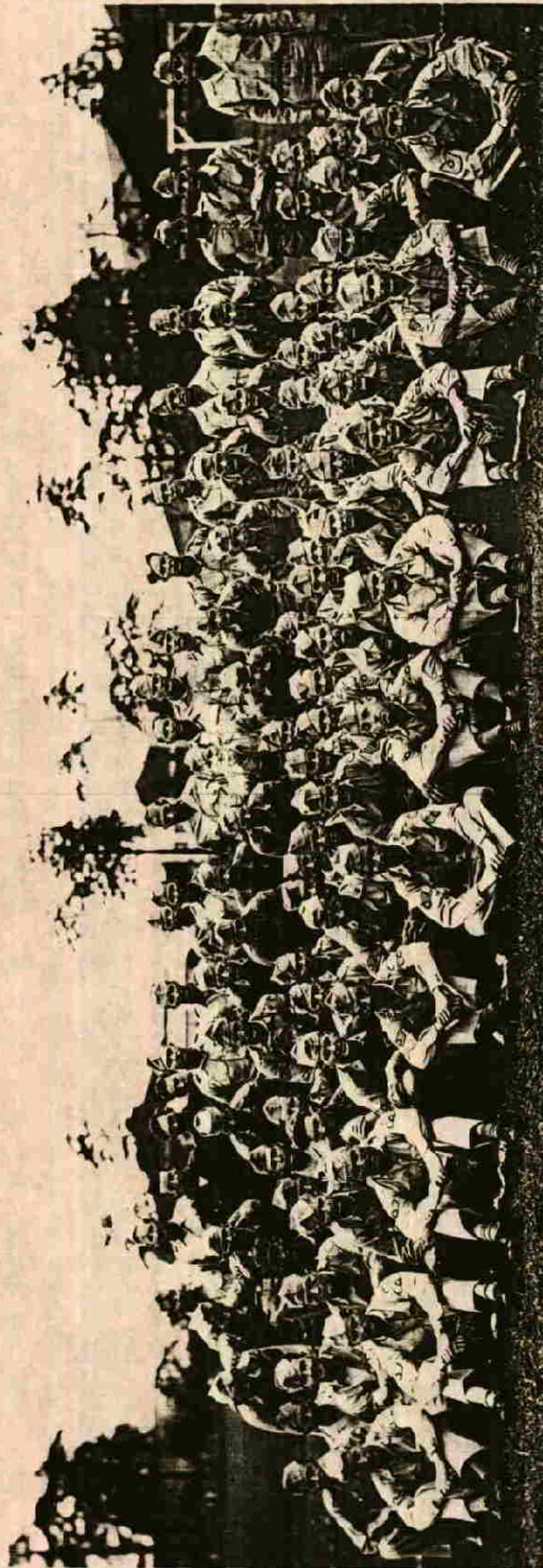
CAPT YEITON, LT KAPPLER, S/SGT SQUIRES



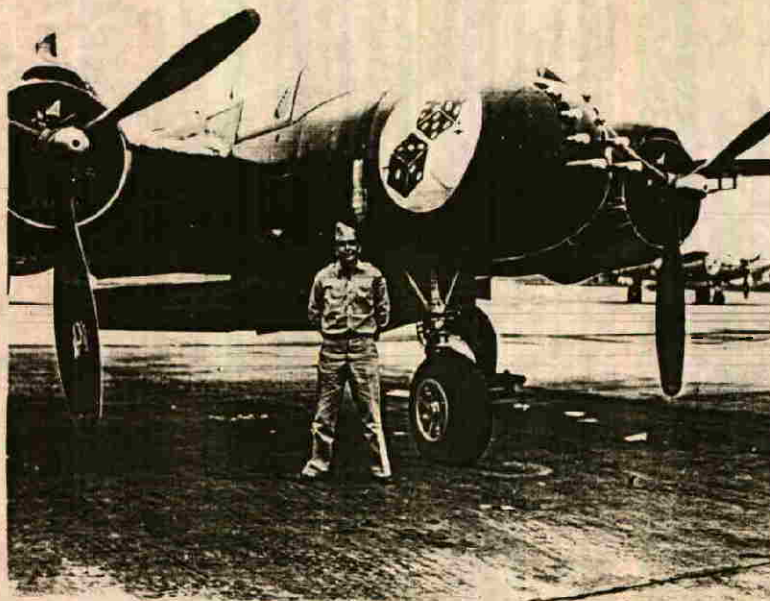
MAJOR SHOOK



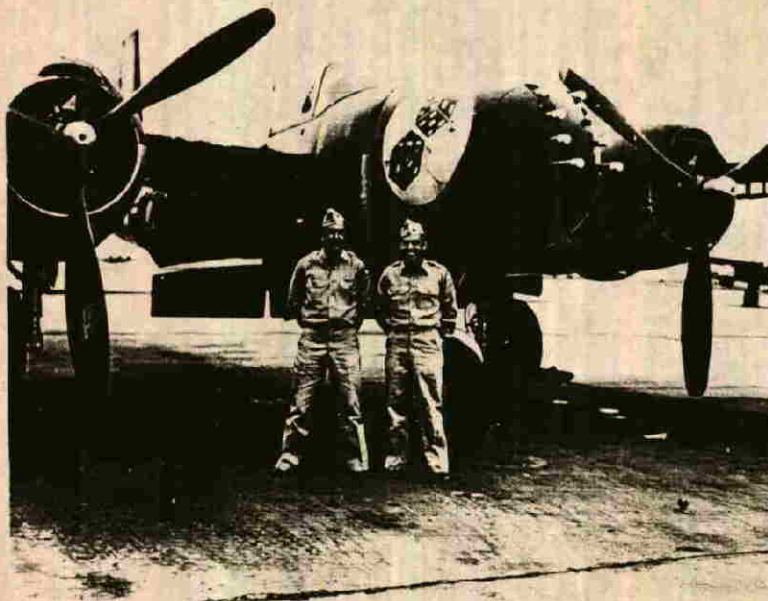
1ST ROW, L TO R, LT ARTHUR, LT HENDERSON, CAPT SMITH, LT HOFFS, LT REVEL, LT PAGE, LT CURTIS,
CAPT BRINON, CAPT BURN, 2ND ROW, L TO R, LT KAPPLER, LT REAL, MAJ SHOCK, LT BOSKIN, MAJ KLINE,
CAPT FITZGERALD, LT SMITH, 3D ROW, L TO R, CAPT HAIN, CHIEF STULTZ, LT HAMPTON, LT STRINGER, LT
CRENSHAW, LT KETZEL, CAPT SIMMONS, LT MORRISON, LT BRUNN, LT HEROD, LT BALLEW, LT MASON.



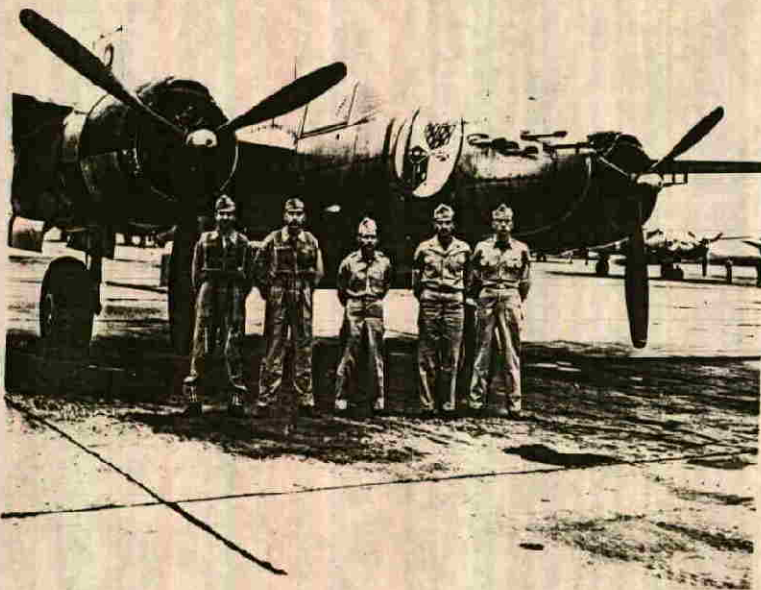
1ST ROW, SITTING, L TO R: CPL SMITH, SGT BANKS, SGT DOUGHERTY, S/SGT ROLLIS, SGT MOORE, PFC BROWN, PFC GARAVET,
 CPL ELANCIO, T/SGT CLEMENTI, M/SGT SNOGRASS: 2ND, ROW, SQUATTING, L TO R: S/SGT KEARNS, SGT BURSTON, CPL
 CAUDILL, T/SGT BOD, S/SGT DUMEL, S/SGT COEDILL, M/SGT LERCHANT, S/SGT HOLDEN, PFC HARRIS, SGT MCCARTHY,
 S/SGT ARFORD, PFC MINARCHAN, CPL FRANO, SGT BACA, M/SGT MCILLIAN, PVT NOGLE; 3RD ROW, SQUATTING, L TO R:
 T/SGT COILHEP, S/SGT GREY, S/SGT RITTENHOUSE, PFC VIDRA, S/SGT MELEDEZ, PFC TOLLIN, S/SGT WALKER, S/SGT
 SCHNELLE, S/SGT LANNING, S/SGT SQUIRES, CPL EDWARDS, S/SGT HALCOMB, SGT DORSEY, SGT SMITH, S/SGT HILL, CPL VICKER,
 CPL JOHNSON, T/SGT KACHAL, T/SGT KEES, S/SGT VICKREY, T/SGT INGALLINERA, T/SGT OLIVER, CPL TYSON; 4TH ROW
 KNEELING, L TO R: S/SGT BUSSEL, SGT WASHBURN, S/SGT CHAFEY, S/SGT EVANS, S/SGT FLUKE, S/SGT OLSON, CPL
 REISINGER, S/SGT BURTON, SGT BURKEY, S/SGT NEWMAN, CPL GATTIS, CPL STOVER; 5TH ROW BENDING, L TO T: S/SGT
 WALL, PFC CORREA, S/SGT MACK, S/SGT KATHIS, PFC PLILL, S/SGT MOLITOR, PFC COX; LAST ROW, STANDING, L TO R:
 S/SGT GLIDDEN, SGT ROBERTSON, PVT HUDSON, PVT KELLY, PFC ANDERSON, T/SGT KRISHER, CPL OLZONY, S/SGT PRICE,
 SGT GALLIGAR, T/SGT BUCHANAN, S/SGT HATFIELD, S/SGT GATES, PFC CABLE, SGT BROYLES, PVT MESCHING, S/SGT JONES,
 S/SGT MCNEAL, T/SGT YATES, SGT FELLOM, M/SGT JOHNSON.



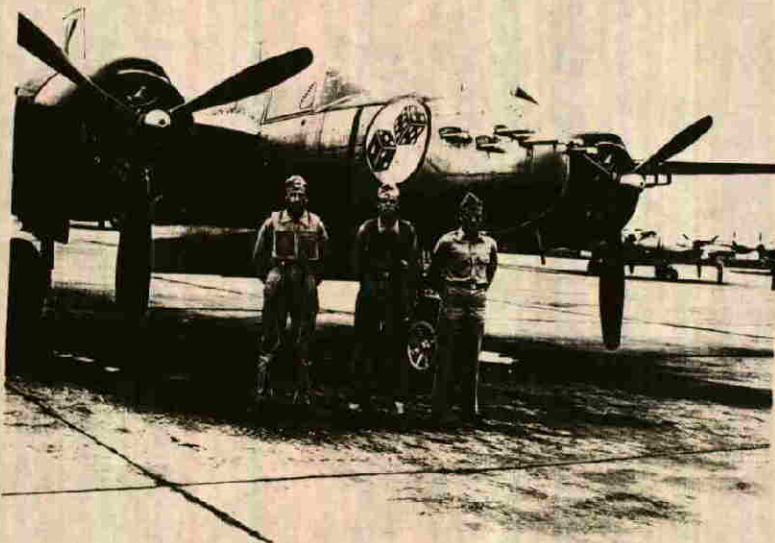
MAJOR KLINE



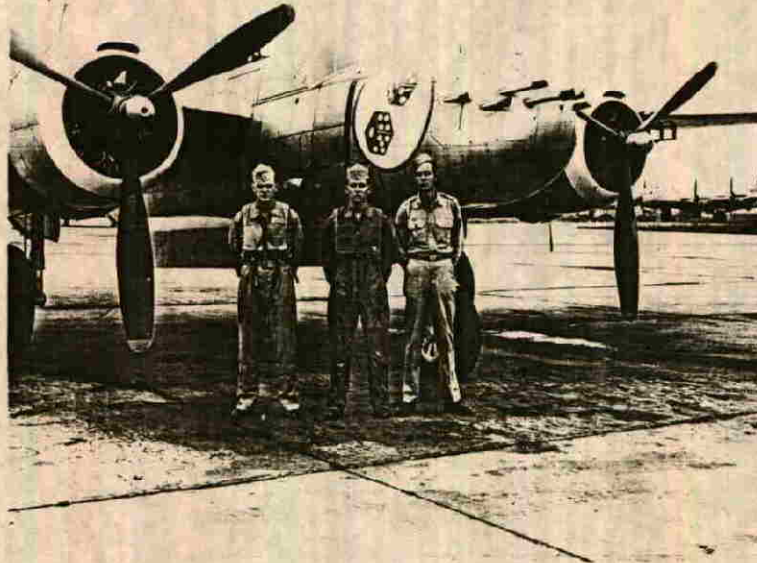
MAJOR KLINE AND MAJOR SHOOK



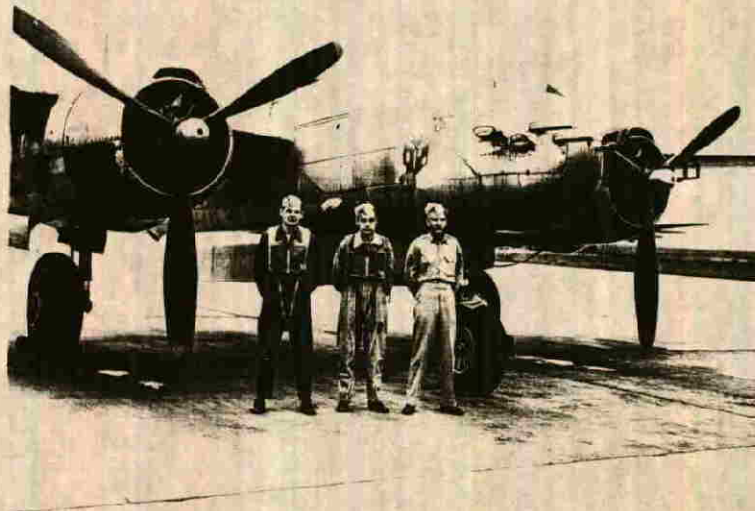
CAPT FITZGERALD, LT PAGE, T/SGT CLEMENTI, T/SGT INGALLINERA, SGT BURKEY



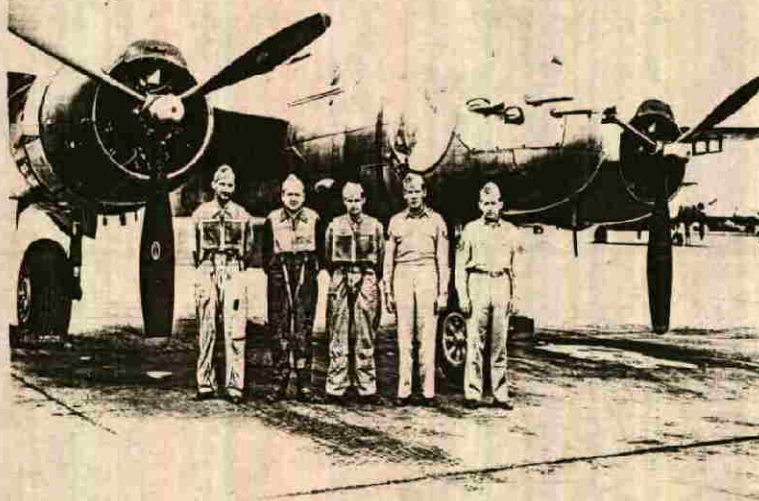
LT GREEN, S/SGT PRICE, S/SGT CHAFLEY



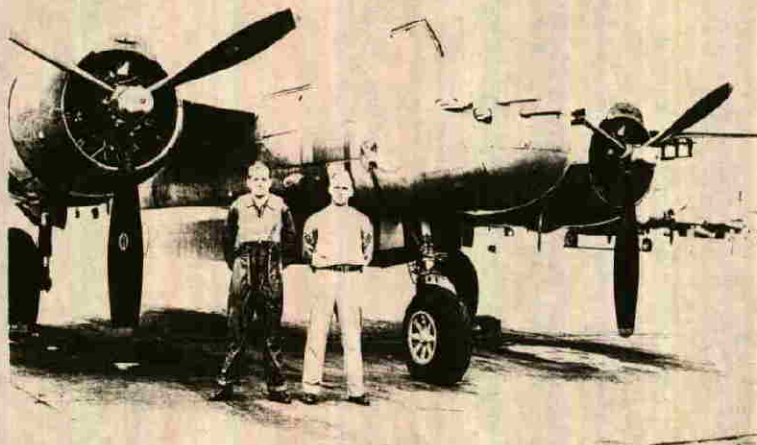
LT HAMPTON, S/SGT MATHE, SGT BROYLES



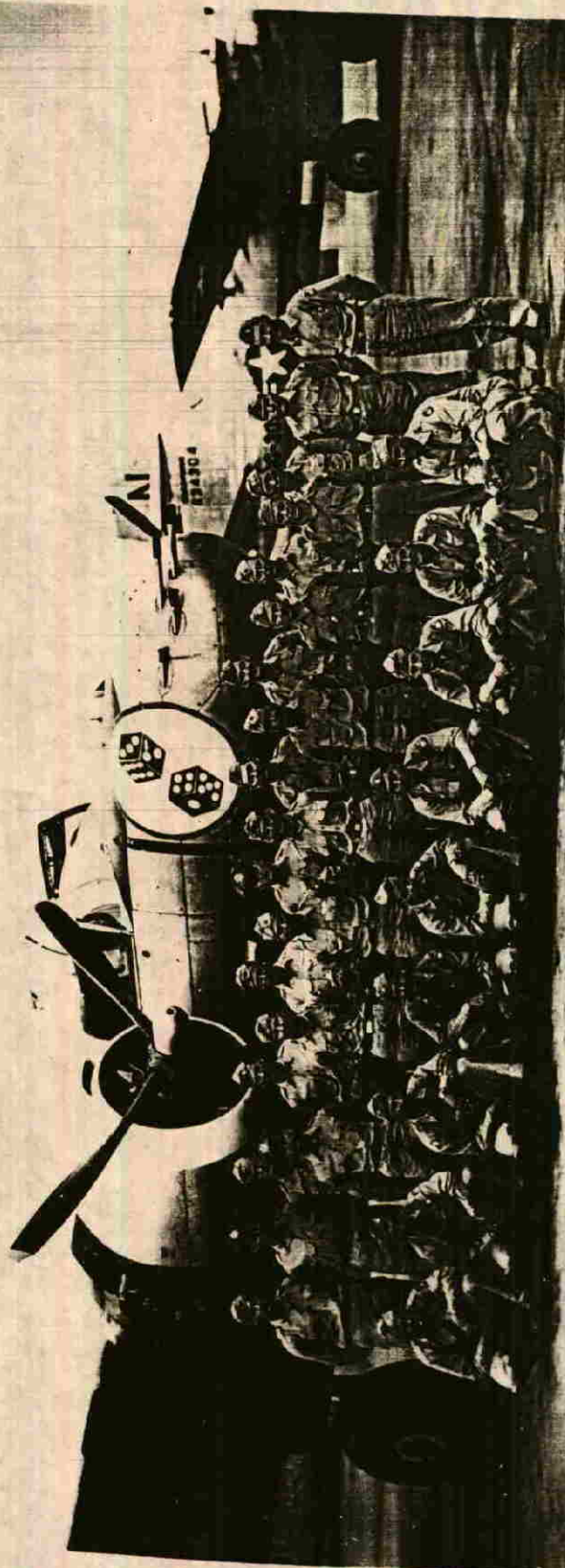
LT HAMPTON, S/SGT MATHE, SGT BROYLES



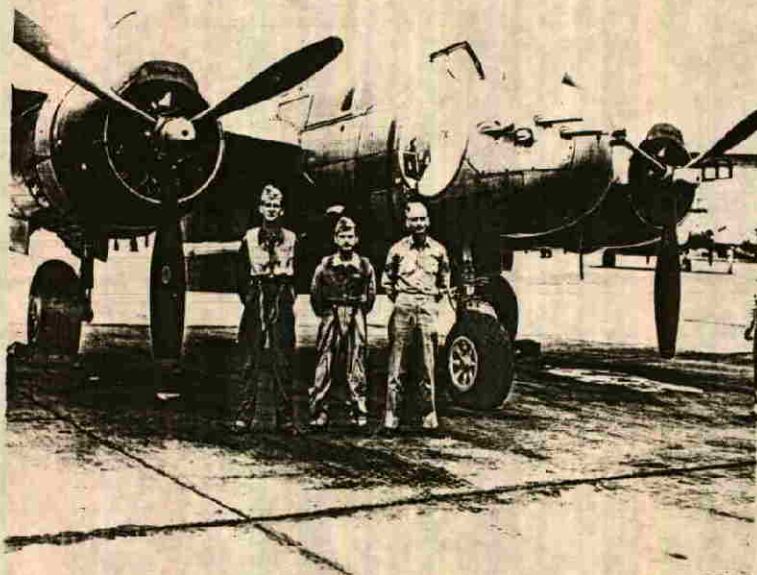
CAPT SMITH, LT ANTHONY, SGT BANKUS, SGT GALLIGAR, T/SGT KEES



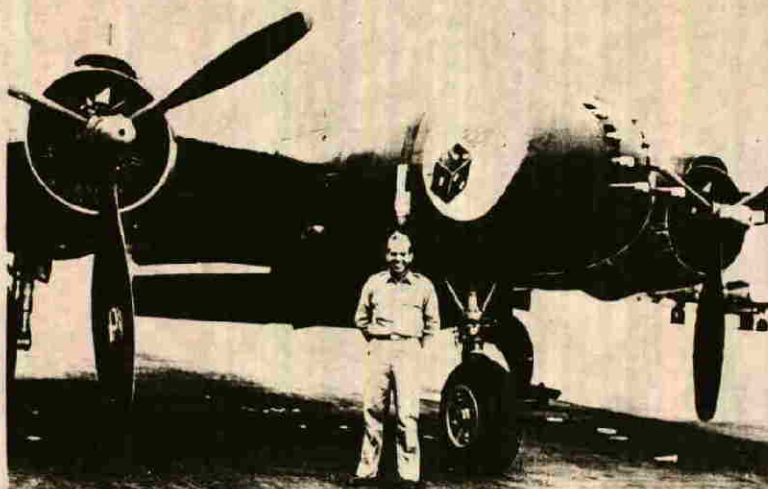
LT GALLIGAR, S/SGT OLSON



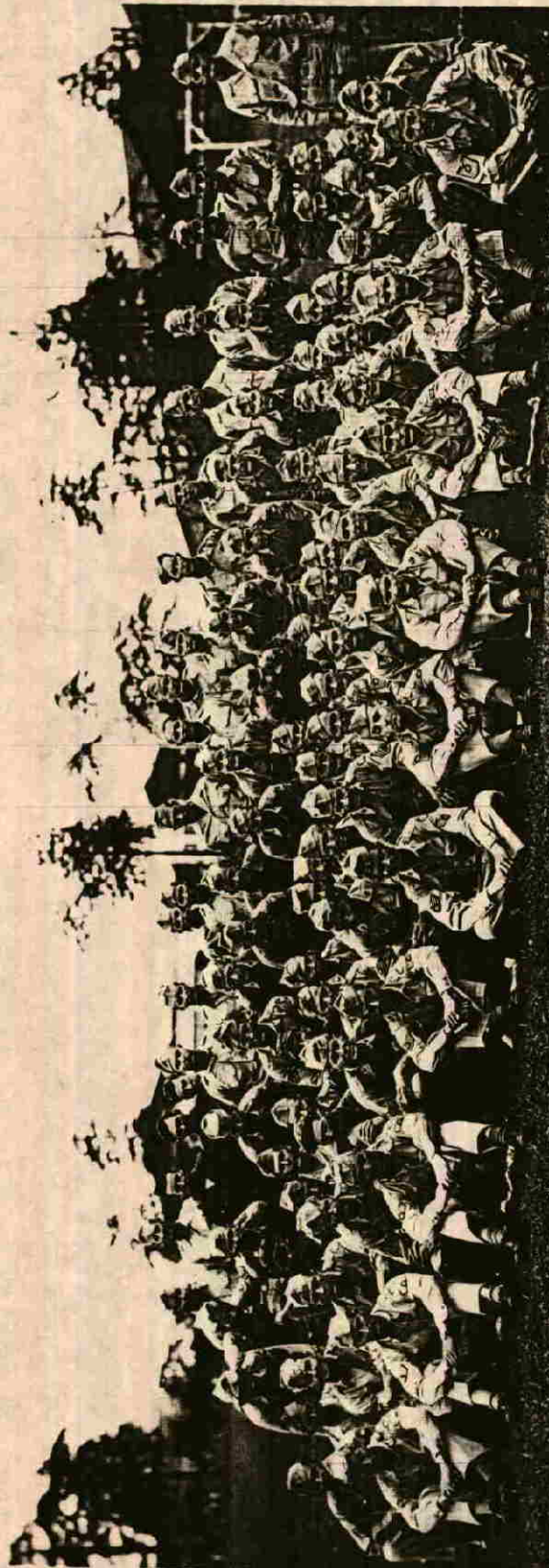
1ST ROW, L TO R, LT ANTHONY, LT HENDERSON, CAPT SMITH, LT HOPPS, LT REVEL, LT PAGE, LT CURTIS,
CAPT BILSON, CAPT BURN, 2ND ROW, L TO R, LT LATTIER, LT NEAL, MAJ SHOCK, LT BOSKIN, MAJ KILME,
CAPT FITZGERALD, LT SMITH, 3D ROW, L TO R, CAPT HALL, CAPT STULE, LT HAMPTON, LT STRINGER, LT
GIBSON, LT FRIZEL, CAPT SIMSON, LT MORROW, LT BRIGHT, LT HERRON, LT BALLEW, LT MASON.



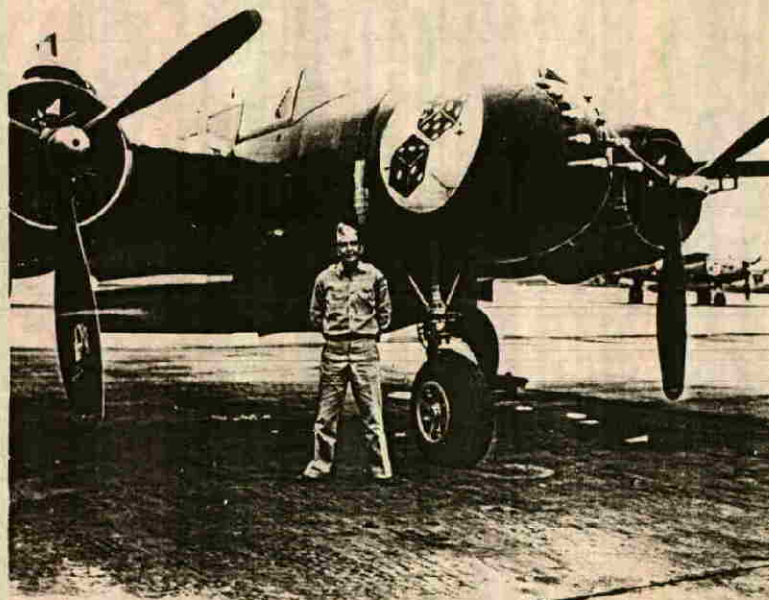
CAPT YELTON, LT KAPLER, S/SGT SQUIRES



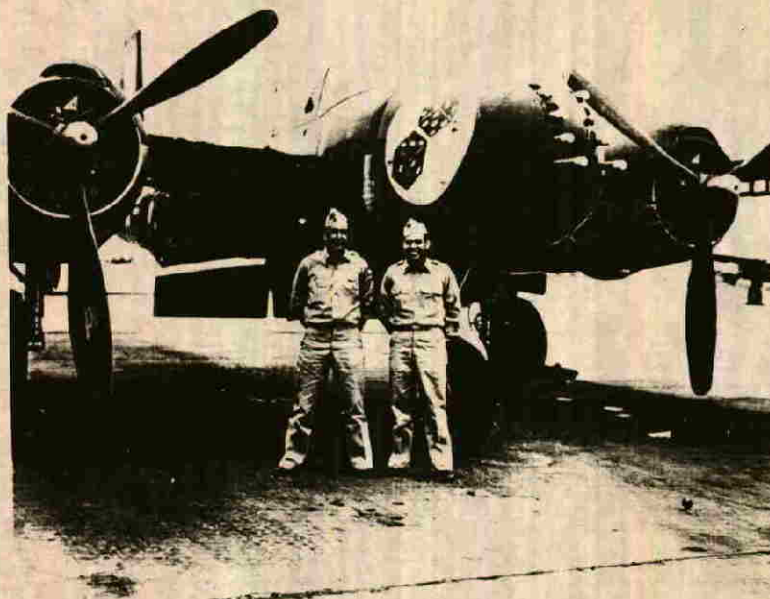
MAJOR SHOOK



1ST ROW, SITTING, L TO R: CPL SMITH, SGT BARRIS, SGT DOUGHERTY, S/SGT BOLLS, SGT MOORE, PFC BROWN, PFC GARAVET, CPL EMANCIO, T/SGT CLEMENTI, M/SGT SHODGRASS; 2ND ROW, SQUATTING, L TO R: S/SGT KEARNS, SGT BURSTON, CPL CAUDILL, T/SGT BOYD, S/SGT DITTER, S/SGT COGDILL, M/SGT MERCHANT, S/SGT HOLDEN, PFC HARRIS, SGT MCCARTHY, S/SGT ARFORD, PFC MURKIN, CPL PRANO, SGT BACA, M/SGT MCHILLAN, PVT NOBLE; 3RD ROW, SQUATTING, L TO R: T/SGT COLEHEPP, S/SGT GREY, S/SGT KITTERHOUSE, PFC VIDRA, S/SGT MELENDEZ, PFC TOMLIN, S/SGT WALKER, S/SGT SCHILLI, S/SGT LANNING, S/SGT SQUIRES, CPL EDWARDS, S/SGT HALCORN, SGT DORSEY, SGT SMITH, S/SGT HILL, CPL VICKER, CPL JOHNSON, T/SGT KACHAL, T/SGT KES, S/SGT VICKERY, T/SGT INGALLINERA, T/SGT OLIVER, CPL TYSON; 4TH ROW, KNEELING, L TO R: S/SGT NISSEL, SGT MISHURN, S/SGT CHAFFI, S/SGT EVANS, S/SGT FLUKS, S/SGT OLSON, CPL REISINGER, S/SGT BURTON, SGT BURKEI, S/SGT NEWMAN, CPL CATTIS, CPL STOVER, 5TH ROW KNEELING, L TO R: S/SGT WALL, PFC CORREA, S/SGT MACK, S/SGT MATHIS, PFC FLIML, S/SGT MOLITOR, PFC COX; LAST ROW, STANDING, L TO R: S/SGT CLIDEN, SGT ROBINSON, PVT HUDSON, PVT KELLY, PFC ANDERSON, T/SGT KRISHER, CPL OLSON, S/SGT PRICE, SGT GALLIGAR, T/SGT BUCHANAN, S/SGT HATFIELD, S/SGT GATES, PFC CABLE, SGT BROILES, PVT MENSCHING, S/SGT JONES, S/SGT MCKEAN, T/SGT YATES, SGT PERROW, M/SGT JOHNSON.

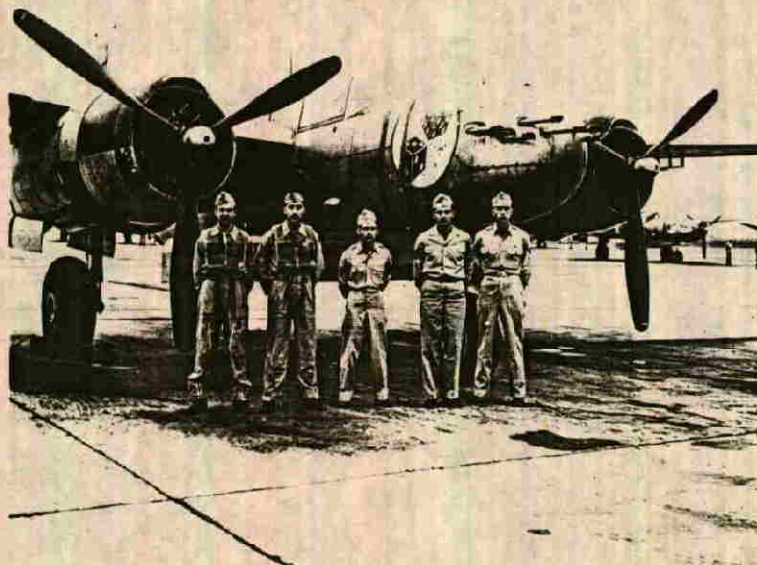


MAJOR KLINE

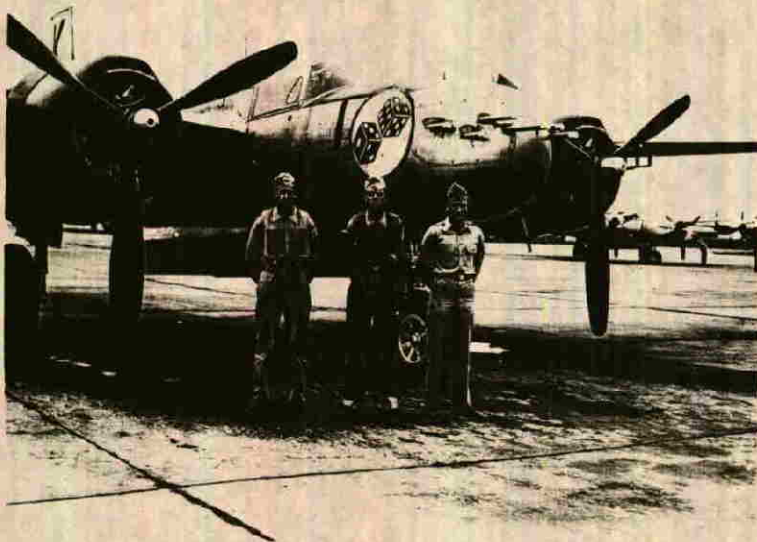


MAJOR KLINE AND MAJOR SMOOK

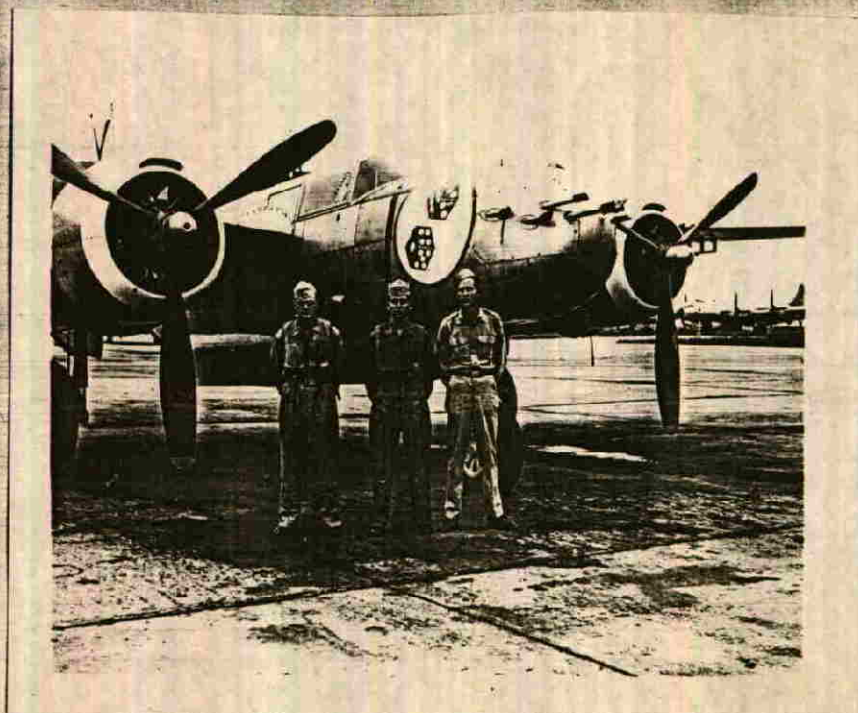
D



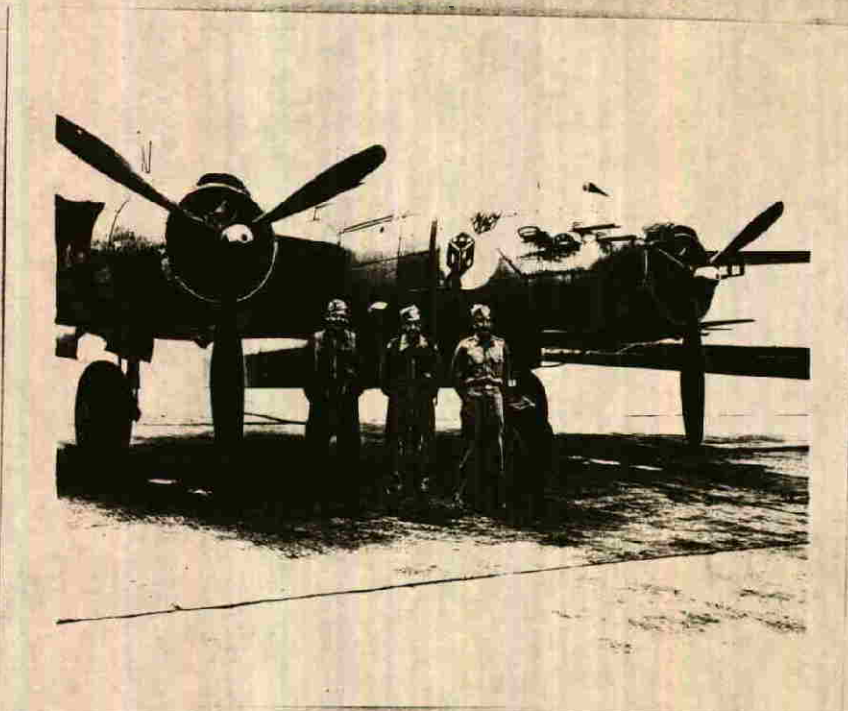
CAPT FITZGERAID, LT PACE, T/SGT CLEMENTI, T/SGT INGALLINERA, SGT BURKEY



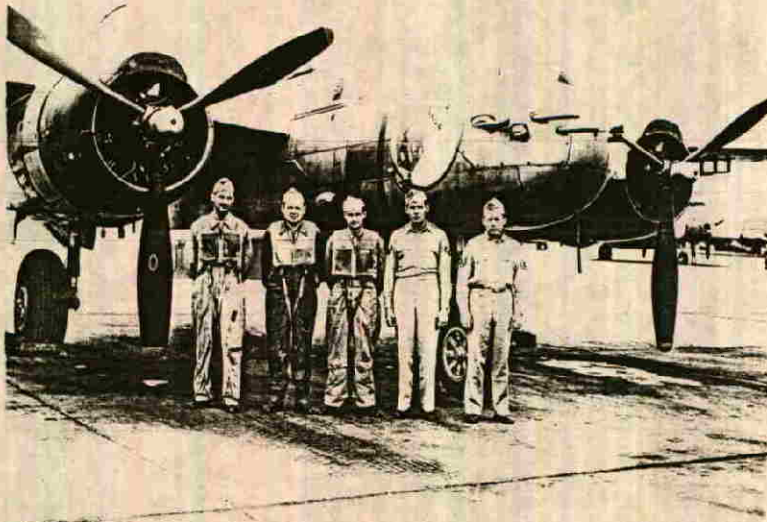
LT GREEN, S/SGT PRICE, S/SGT CAMPY



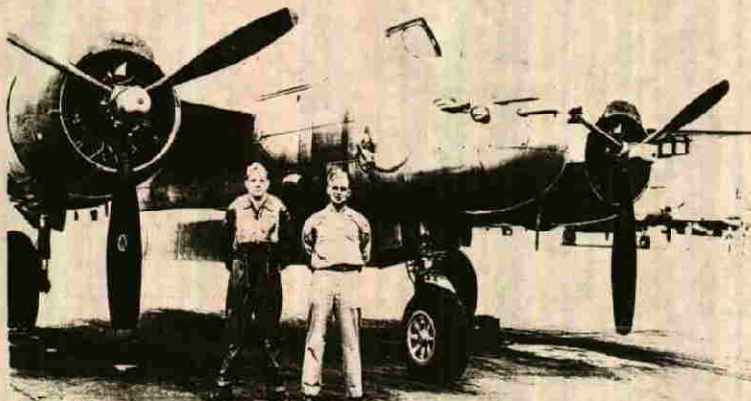
LT HAMPTON, S/SGT MATHIS, SGT BROYLES



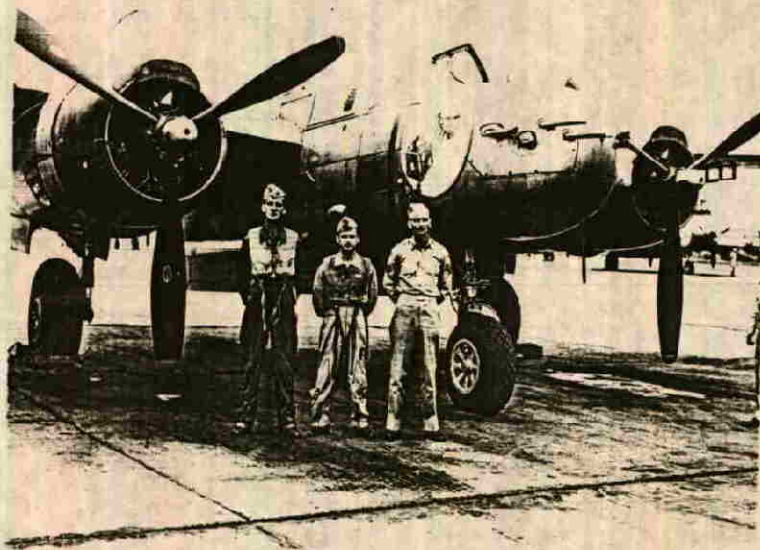
LT HOPPE, S/SGT LANNING, S/SGT IGARIS



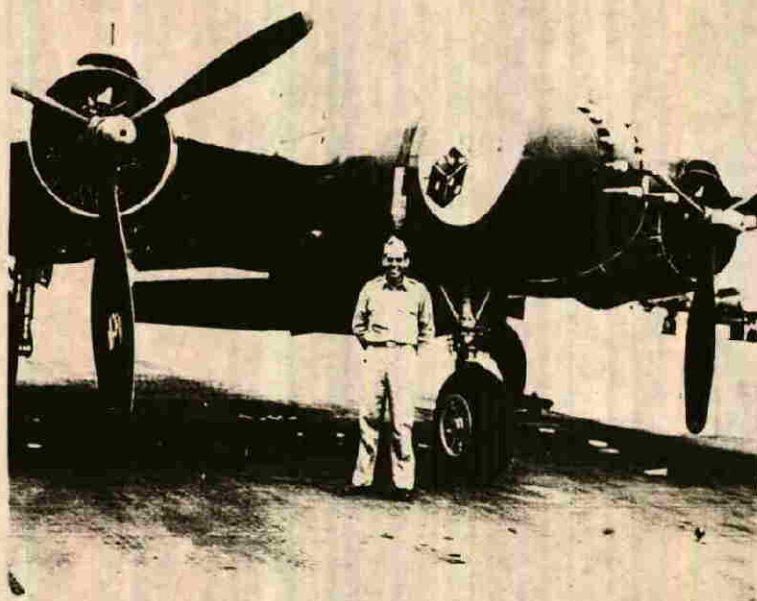
CAPT SMITH, LT ANTHONY, SGT BANKUS, SGT GALLIGAR, T/SGT KEES



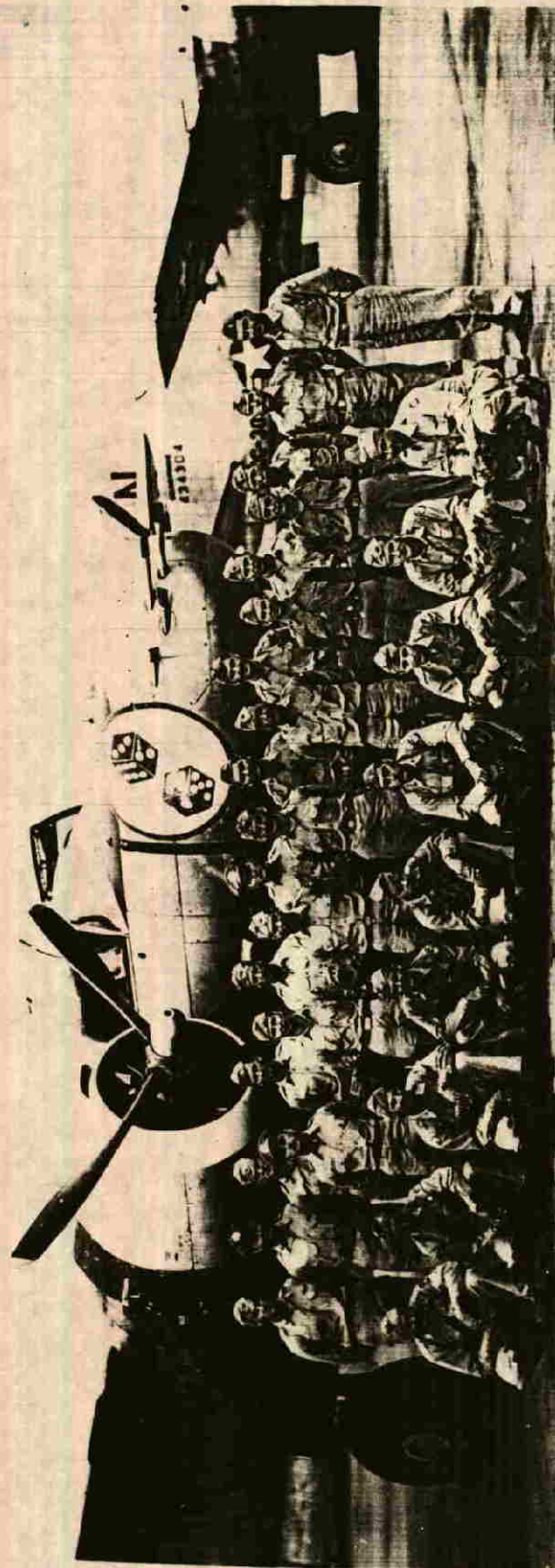
LT BALLEW, S/SGT OLSON



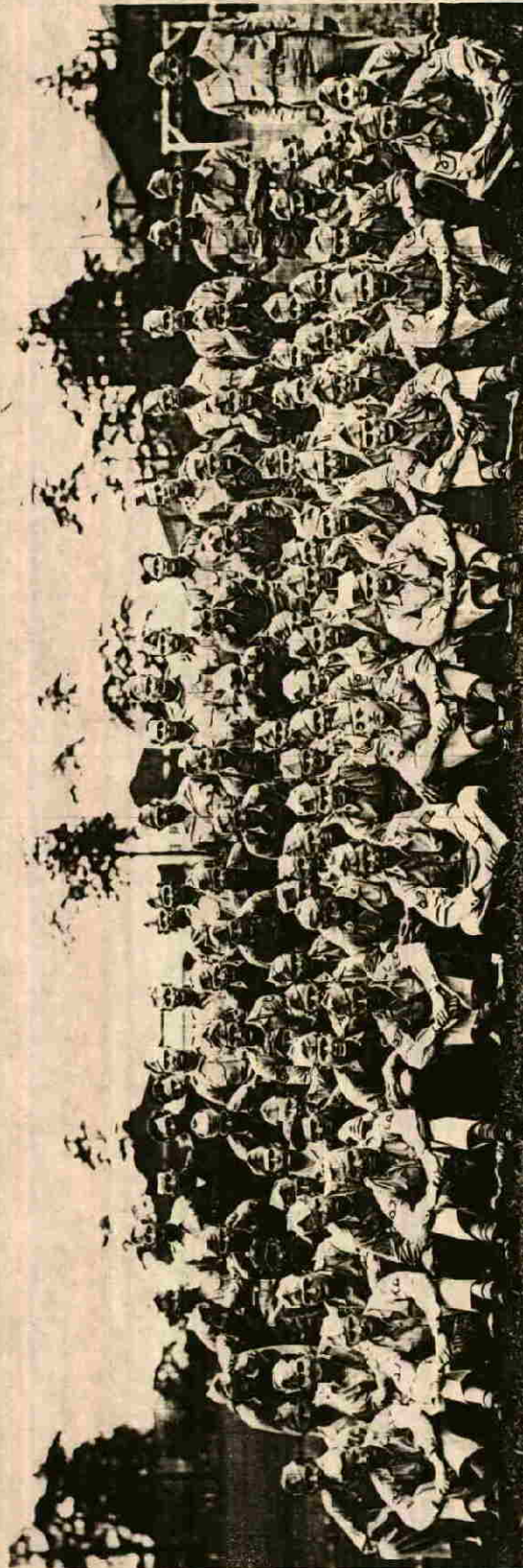
CAPT YELTON, LT KAPPLER, S/SGT SQUIRES



MAJOR SHOOK



1ST ROW, L TO R, LT ANTHONY, LT MCHURSON, CAPT SMITH, LT HOPPE, LT REVEL, LT PACE, LT CURTIS,
CAPT YELTON, CAPT BURN, 2ND ROW, L TO R, LT KAPPLER, LT NEAL, MAJ SHOCK, LT ROSKIN, MAJ KLINE,
CAPT FITZGERALD, LT SMITH, 3D ROW, L TO R, CAPT MAIN, CAPT STUIZ, LT HAMPTON, LT STRINGER, LT
GREENE, LT WITZEL, CAPT SIMMONS, LT MERRON, LT BRIGHT, LT HEROD, LT BALLEN, LT MASON.



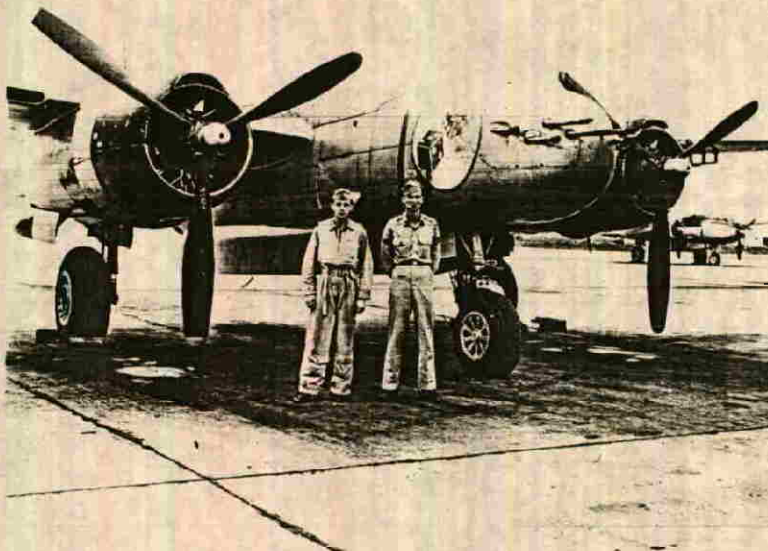
1ST ROW, SITTING, L TO R: CPL SMITH, SGT BARKS, SGT DOHERTY, S/SGT ROLLS, SGT MOORE, PFC BROWN, PFC GARAVET,
 CPL EMANCIO, T/SGT CLEMENTI, M/SGT SNOGRASS: 2ND, ROW, SQUATTING, L TO R: S/SGT KEARNS, SGT HUESTON, CPL
 CAUDILL, T/SGT BOD, S/SGT DITLER, S/SGT COEDILL, M/SGT MERCHANT, S/SGT HOLLEN, PFC HARRIS, SGT MCCARTHY,
 S/SGT ARFORD, PFC MINARCHAN, CPL PRANO, SGT BACA, M/SGT MCILLIAN, PVT ROGIE, 3RD ROW, SQUATTING, L TO R:
 T/SGT COHLERT, S/SGT GHELY, S/SGT RYTHOUSE, PFC VIDRA, S/SGT MELENDEZ, PFC TOLLIN, S/SGT WALKER, S/SGT
 SCHWELER, S/SGT LAWNING, S/SGT SQUIRE, CPL EDWARDS, S/SGT HALCOMB, SGT DOBKEY, SGT SMITH, S/SGT HILL, CPL VICKER,
 CPL JONES ON, T/SGT KACHAL, T/SGT KESS, S/SGT VICKERI, T/SGT OLIVER, CPL TISON, 4TH ROW
 KNEELING, L TO R: S/SGT KESSEL, SGT MASHBURN, S/SGT CHAPEL, S/SGT EVANS, S/SGT FLUKE, S/SGT OLSON, CPL
 KEISINGER, S/SGT BURTON, SGT BIRKLI, S/SGT NEWMAN, CPL GATES, S/SGT STOVER, 5TH ROW KNEELING, L TO R: S/SGT
 WALL, PFC CORREA, S/SGT HACK, S/SGT MATHIS, PFC FILIEL, S/SGT HOLLOS, PFC COX, LAST ROW, STANDING, L TO R:
 S/SGT CLIDDER, SGT ROBINS ON, PVT HUDSON, PVT KELLY, PFC ANDERSON, T/SGT KRESHER, CPL CLZONT, S/SGT PRICE,
 SGT GALLIGAR, T/SGT BUCHANAN, S/SGT HATFIELD, S/SGT GATES, PFC CABLE, SGT BROYLES, PVT MENSCHING, S/SGT JONES,
 S/SGT MCKEAN, T/SGT YATES, SGT PEGROW, M/SGT JOHNS ON.



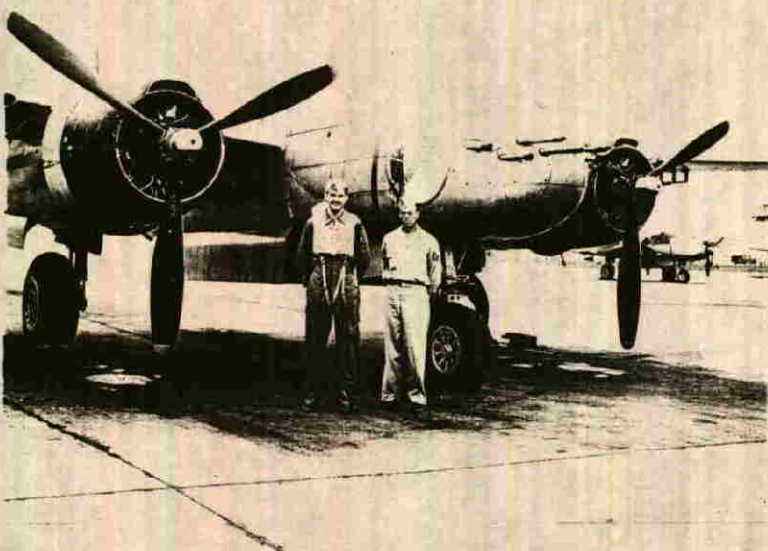
LT WITZEL, LT MCHEERON, S/SGT MOLITOR, S/SGT WALKER



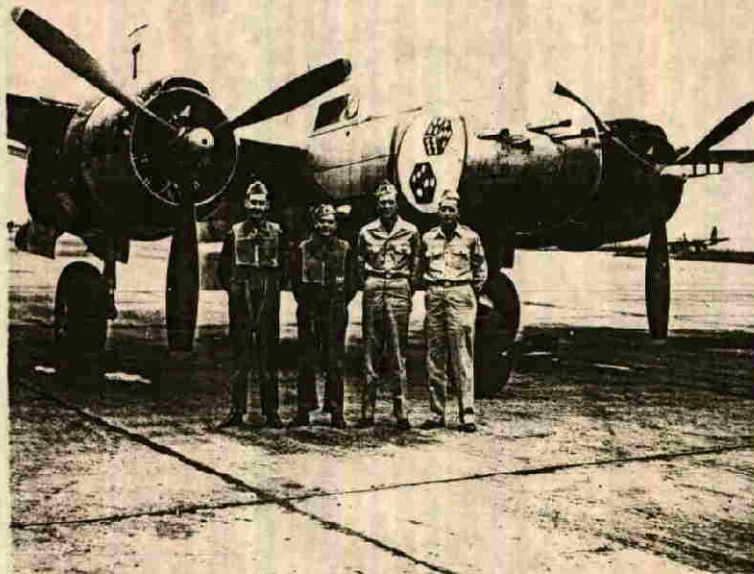
LT REVEL, S/SGT VICKERY, T/SGT CONLIEFF



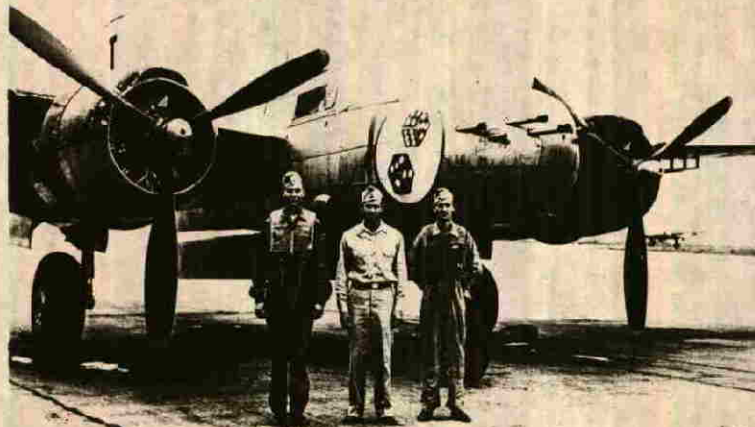
LT CURTIS, CPL STOWER



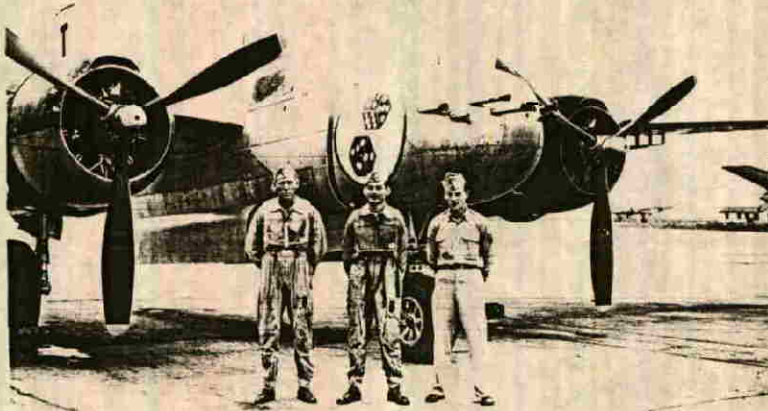
LT MORROW, S/SGT JONES



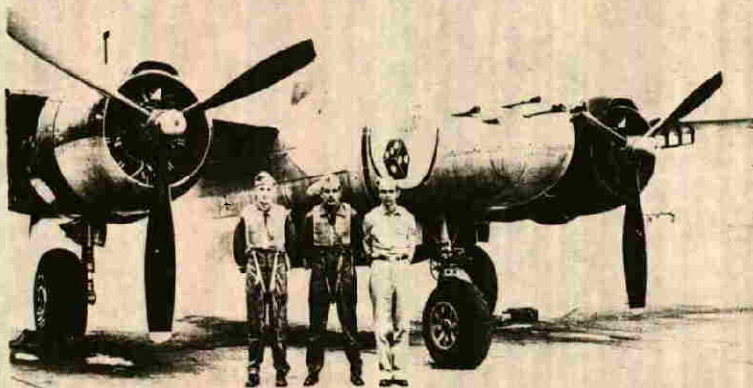
LT MASON, LT SMITH, T/SGT BUCHANAN, S/SGT HATFIELD



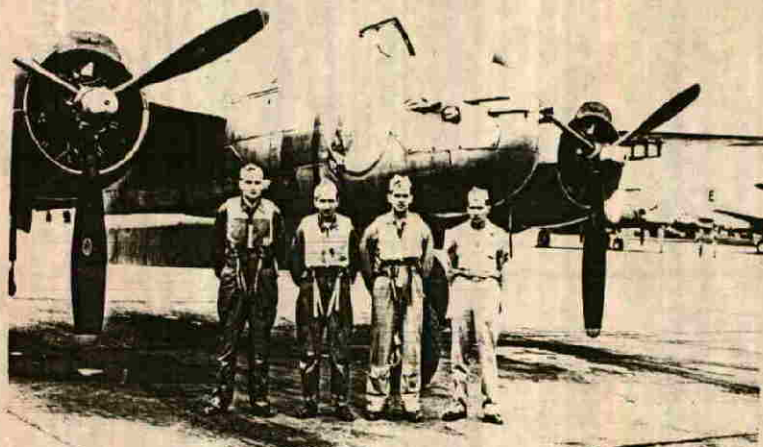
LT BRIGHT, T/SGT RACHAL, S/SGT FIDKE



LT HEROD, LT ROSKIN, S/SGT EVANS



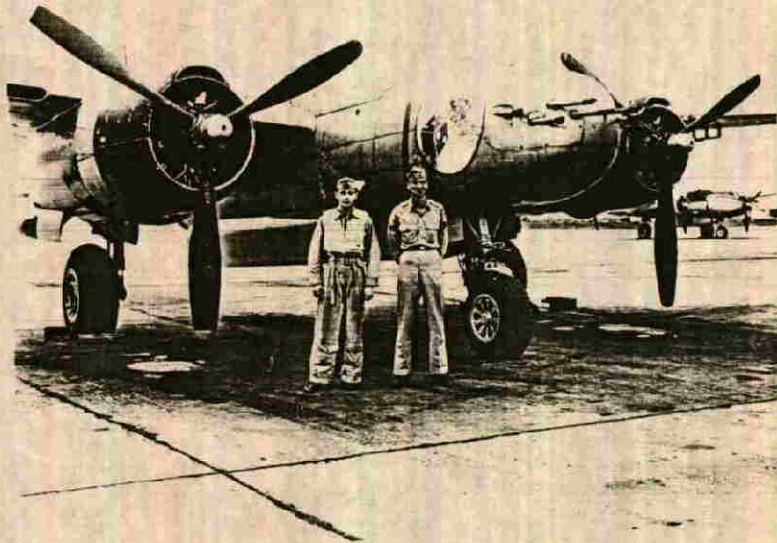
LT STRINGER, S/SGT GLIDDEN, S/SGT SONN LIE



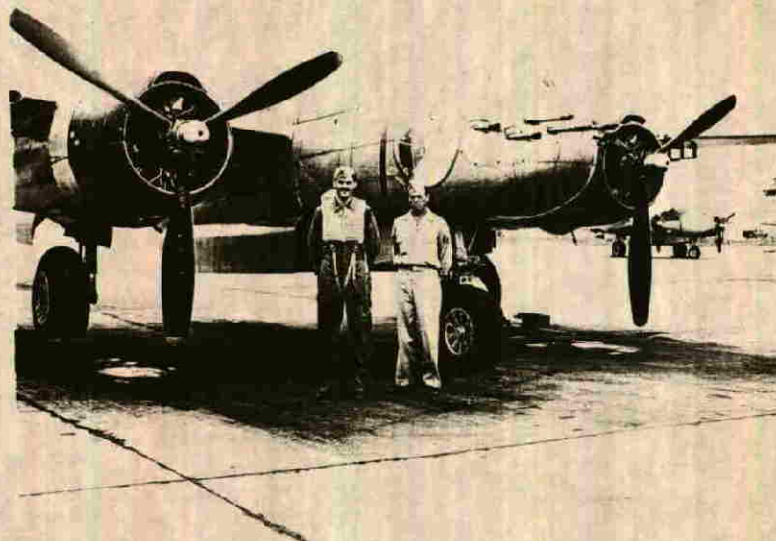
LT WETZEL, LT MCPHERSON, S/SGT MOLITOR, S/SGT WALKER



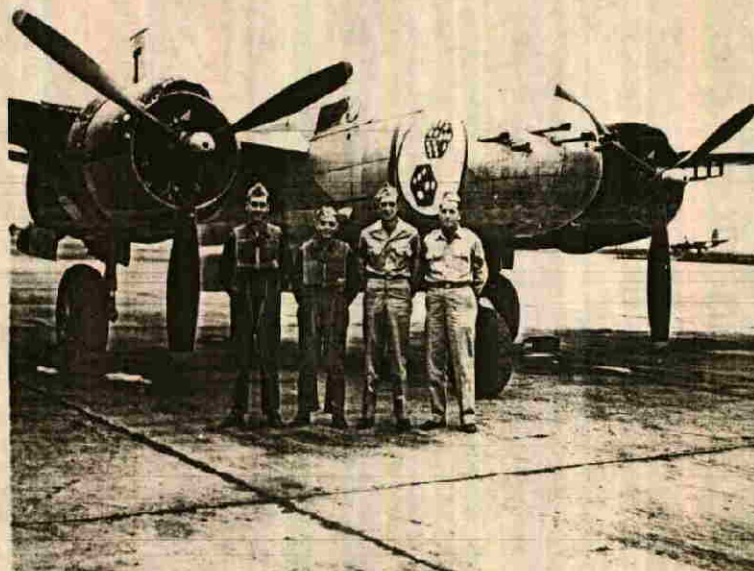
LT REVEL, S/SGT VICKERY, T/SGT COHLHEPP



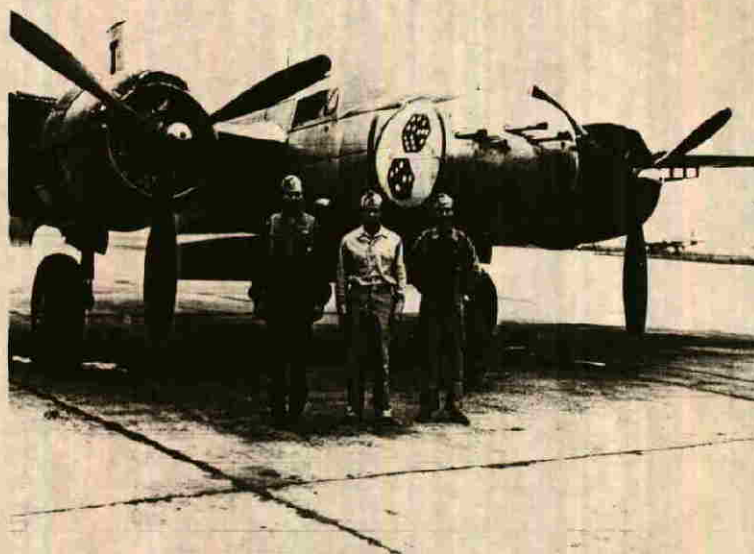
LT CURTIS, CPL STOVER



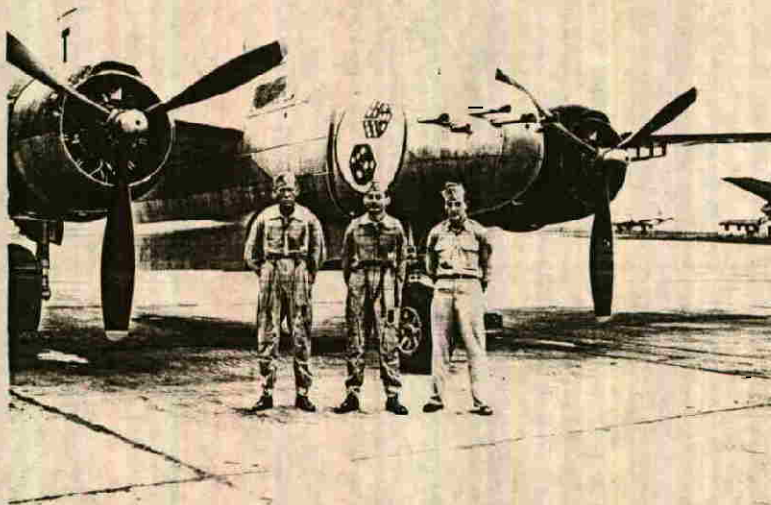
LT MORROW, S/SGT JONES



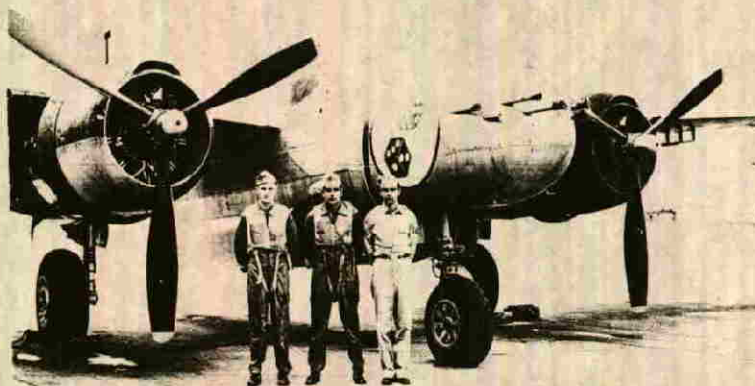
LT MASON, LT SMITH, T/SGT BUCHANAN, S/SGT HAYFIELD



LT BRIGHT, T/SGT KACHAL, S/SGT FRIJKE



LT HEROD, LT ROSKIN, S/SGT EVANS



LT STRINGER, S/SGT GLIDDEN, S/SGT SCHMELT