



**SSGT William P Voght**  
**10 April 1920 – 22 December 1985**  
**Houghton, Michigan**

**Gunner/Assistant Radio Operator, B-24s**  
**64<sup>th</sup> Squadron, 43<sup>rd</sup> Bomb Group (H), 5<sup>th</sup> Air Force Jul '43 - Jul '44**

**Radio Operator, C-109s**  
**1347<sup>th</sup> Army Air Force Base Unit, Bengal Wing, India-China Division Mar '45 - Oct '45**

## 1942

18 September: Selective Service System, Local Board No. 1, Houghton County, 916 Sheldon Avenue Houghton Michigan; To Reservist – William P. Voght On Special Order No. 38, “Cooperating with the U.S. Induction Station at Marquette, Michigan, we are pleased to remind you - - to report at 5:30 P.M., Thursday, September 24, 1942 at the Local Board Office, Community Building, Houghton, Michigan for assembly and roll call. You will entrain at 5:50 P.M. for Fort Sheridan, Illinois.

24 September: date of entrance upon active duty. Per first letter home, has begun military in-processing at Ft. Sheridan; address is Pvt. William P. Voght, Area B, Barracks 241, 36194416, *Ft. Sheridan, Illinois*

29/30 September: assigned approximately this date to Flight E, 356 TSS (Sp), *Jefferson Barracks, Missouri*. 5 Oct letter mentions that this is the last of seven days of processing and talks about daily activities, seemingly associated with basic training

17/18 October: assigned approximately this date to 4<sup>th</sup> Trng. Sqd., *Harlingen Army Gunnery School, Harlingen, Texas*, BK-9-6.

Letter dated ~26/27 Oct states that “I can put up with the food another month”. Gunnery training is five weeks long so Dad has likely been in school for about one week



This photo was taken on/about 25 October 1942 – it is the standard “aerial gunner’s photo”, taken during gunnery school – Dad trained from mid-October to late November 1942

23 November: date graduated from aerial gunnery training, Harlingen AAF, Texas [w/ same day promotion to Sergeant]. Certificate of Proficiency, dated Nov. 23, 1942, certifies satisfactory completion of the course of instruction prescribed for Aerial Gunners. Postcard sent to his sister Mary, dated 24 November, has him in San Antonio enroute to Utah

28/29 November: approximate date assigned to Prov. Sqd. M, Barracks 1502, 382<sup>nd</sup> Bombardment Group (Heavy), *Salt Lake City AAB, Salt Lake City, Utah*. Concerns about his having dentures caused Dad to again be evaluated for “limited service”, possibly grounding him from any aviation duties. He was eventually cleared for full duty. While at Salt Lake, he attended the Radio Operator Course

Dance card, postcard from Coconut Grove, Salt Lake City –  
*The Largest Ballroom in America*



## 1943

3 February: date departed Salt Lake City enroute to Tucson, Arizona [from here forward, bomber crews relocated often to accommodate the various phases of training]

5/6 February: date arrived and assigned to  
536<sup>th</sup> Bombardment Squadron,  
39<sup>th</sup> Bombardment Group,  
***Davis Monthan Field, Tucson, Arizona***  
[Believe 382<sup>nd</sup> Bomb Group, to which Dad was assigned in Utah, also relocated to Davis Monthan about this same time]

This photo is undated, but believe it was taken during crew training in the southwest. It is a photo of the enlisted crew with whom Dad originally trained and who deployed with him to New Guinea

Standing, Left to Right:

Merle L. Wilson, T/Sgt, Aerial Engineer/Gunner  
Richard A. May, T/Sgt, Radio Operator/Gunner  
Robert O. Charles, S/Sgt, Asst. Armorer/Gunner

Kneeling, Left to Right

Warren W. Thompson, S/Sgt, Asst Engineer/Gunner  
William P. Voght, S/Sgt, Asst. Radio Operator/Gunner  
Louis D. Maenner, S/Sgt, Armorer/Gunner



February/March: assigned to 457<sup>th</sup> Bombardment Squadron, 330<sup>th</sup> Bombardment Group,  
***Alamogordo, New Mexico***. Approximately 25 March, the 457<sup>th</sup> Squadron is disestablished and Dad is reassigned to the 459<sup>th</sup> Bombardment Squadron, 330<sup>th</sup> Bombardment Group

31 March: approximate date Dad and buddies took a trip east into El Paso, Texas; sent his sister Mary a postcard

15/16 April: arrived and assigned to 356<sup>th</sup> Bombardment Squadron (H), 302d Bombardment Group, ***Clovis Army Airfield, Clovis, New Mexico*** for continued training

Mid-May: Dad on furlough prior to reuniting with crew to prepare for overseas deployment



Dad at home, Houghton



With his Dad, Claude



With sister Mary and Mom, Ivy

These photos are undated but believe they are from May 1943. Dad took four stateside furloughs – May 1943 prior to deployment overseas, August/September 1944 upon return from overseas, Dec 1944 while in training in the States, and March 1945 prior to his second deployment overseas. Dad is wearing no ribbons on his uniform, so he's likely not yet been deployed. No snow, bare trees and Ivy's coat point to a probable late spring timeframe

25 May: arrived off furlough to 6<sup>th</sup> Heavy Bombardment Processing Headquarters, ***Lincoln Army Air Base, Lincoln, Nebraska***

18 June: per LT Frank Krones' flight log, the crew, including Dad, moved to ***Hamilton Field, San Francisco, California***, to await deployment to the Southwest Pacific. They made the move from Lincoln, NE to Hamilton Field, CA in B-24, 42-40913, 'Zombie'



NAME	TP	M#	SER	BLK	MF	SERIAL #	AF	BG	BS	SC	RCL/#	V#-P
ZOMBIE	B	24	D1	110	CO	42-40913	5	43	64	~	~	02-3



Photo likely taken in the States either during crew training or sometime just prior to shipping to the Pacific—enlisted men’s names are in bold print; officer’s names are underlined

Standing, Left to Right: Merle L. **Wilson**, T/Sgt, Aerial Engineer/Gunner; Richard A. **May**, T/Sgt, Radio Operator/Gunner; Frank J. Krones, 1LT, Pilot; Everett D. Rassiga, 2LT, Copilot; 2LT Donald L. Taustine, Navigator; \*LT Frank Fizerro, Bombardier

Sitting, Left to Right: \*Warren W. **Thompson**, S/Sgt, Asst Engineer/Gunner; Robert O. **Charles**, S/Sgt, Asst. Armorer/Gunner; William P. **Voght**, S/Sgt, Asst. Radio Operator/Gunner; \*\*Louis D. **Maenner**, S/Sgt, Armorer/Gunner

\* Frank Fizerro’s name does not appear on official orders, dated 30 July 1943, assigning these men to the 64<sup>th</sup> Squadron, 43<sup>rd</sup> Bomb Group. In a letter from Hawaii dated 9 July, Dad wrote that one of the lieutenants injured himself and “I guess we’ll have to get another man.” This likely accounts for Fizerro’s absence.

\*\* Warren W. Thompson, a Pittsburg County Oklahoma native, was killed in action on Sunday, 4 June 1944 with the loss of B-24 42-109991. This date and mission was the last logged by Dad; thus Thompson was likely near or at the end of his combat tour. He is memorialized [categorized as missing in action or buried at sea] at Manila American Cemetery, Fort Bonifacio, Manila, Philippines

\*\*\* Louis D. Maenner, a Baltimore Maryland native, died of non-battle injuries [categorized as sickness, homicide, suicide or accident outside the combat area] on Tuesday, 27 July 1943, just two days after arriving in New Guinea. Cause of death, loss of blood due to gunshot wound. Believe he may have been killed by an errantly discharged round while someone was cleaning their weapon. He is buried in Honolulu Memorial Cemetery, Honolulu, HI

21 June: departed United States enroute to Pacific Theater of Operations, per Enlisted Record [also see Frank Krones’ flight log and the Notice of Change of Address, dated 21 June]. Best quote, letter of June 21, 1943, “*The pilot just came and told us some exciting news so will see you when the war is over. I don’t think it will be a long way off. Love to all and write often. Don’t wait to hear from me. Love as ever Bill*”

The crew deployed in B-24, 42-40913, ‘Zombie’. From a Dec 1943 V-Mail, “*Our ship, which we brought over, is called ‘Zombie’ and although it looks like a soup-strainer after some missions it usually gets us there and back. I couldn’t say that for my old Chevrolet.*”

22 June: V-Mail from Dad was written from “Somewhere in the Hawaiian Islands” while he was enroute to the Pacific [majority of V-Mail appears to have been censored]

22 June: date on 'Short Snorter', 'made' when a crew crossed either the Equator or the Dateline – or first overwater flight. Some, not all, signatures are those of men in Dad's crew [Thompson, Maenner, Charles, and Krones]

*Signatures on front side:*

Warren W. **Thompson**

Louis D. **Maenner**

Robert O. **Charles**

Leo E. LeVasseur

Robert A. Azles(sp)

Also printed on the front are the words 'Overwater Hamilton', denoting the over water flight from Hamilton Field

*Signature on back side:*

Frank J. **Krones**



On one end of the back side of the bill, Dad penned, "6/22/43 Short Snorter W.P.V."

Excerpt from Flight Log of Lt Frank Krones, Pilot of Aircraft 42-40913, "Zombie"

"The Steele's, Pilot Log Book" Copyrighted 1943 by C. Earl Steele

Owned by: Frank Justice Krones---Book #3

Date	/aircraft#	/make or model	From	/to	/times	/comments
-----						
-1943-						
-----						
6/16	42-40913	B-24D	Lincoln	Local	09:45a/11:27a	
6/18	42-40913	B-24D	Lincoln	Hamilton, Fl.	10:50a/19:50p	
6/21	42-40913	B-24D	Hamilton,Fl.	Hickam,Fl.	20:48p/24:00a	
6/22	42-40913	B-24D	Hickam,Fl.	Hawaii	00:00a/11:54a	
7/1	42-40913	B-24D	Hickam,Fl.	Local	13:05p/14:00p	sub depot
7/1	42-40913	B-24D	Hickam,Fl.	Local	18:40p/19:10p	sub depot
7/8	42-40913	B-24D	Hickam,Fl.	Local	09:42a/13:18p	
7/10	42-40913	B-24D	Hickam,Fl.	Canton	06:30a/17:18p	
7/11	42-40913	B-24D	Canton	Flying	08:42a/-----	Take off 7/11
7/12	42-40913	B-24D	still flying	Nanoi,Fiji	-----/15:54p	Landing 7/12
7/13	42-40913	B-24D	Nanoi,Fiji	Plaines DeGaiacs	08:54a/15:12p	
7/14	42-40913	B-24D	Plaines	Amberley, Fl.	08:06a/13:36p	
7/15	42-40913	B-24D	Amberley	Townsville	10:00a/15:42p	
7/24	42-40913	B-24D	Townsville	Charters towers	12:00p/13:00p	
7/25	42-40913	B-24D	Charters towers/	Port Moresby	10:00a/15:24p	

15 July: arrived in Pacific Theater of Operations (Australia), assigned to 5<sup>th</sup> Air Force. Time from 22 June until 14 July was spent having modifications made to the aircraft in Hawaii as well as enroute to and in Australia

25 July: arrived in *Port Moresby, New Guinea*, current location of 64<sup>th</sup> Squadron

27 July: On only their second full day in New Guinea, SSgt Louis D. Maenner, armorer/tail gunner who trained and deployed with Dad, was killed as a result of a non-battle incident.

30 July: Date on Special Orders #69 from HQs, 43d Bombardment Group (H). The following O and EM, having been asgd and trfd in gr to this Gp per Par 2, SO #181, Hqs V Bomber Command, dtd 27 July, 1943, are fur asgd and trfd in gr to the 64<sup>th</sup> Bomb Sq (H), eff as of 15 July 43, and will report to the CO thereat for duty:

1<sup>st</sup> Lt FRANK J. KRONES, O-429470  
2<sup>nd</sup> Lt DONALD L. TAUSTINE, O-497424  
2<sup>nd</sup> Lt EVERETT D. RASSIGA, O-799454  
T/Sgt RICHARD A. MAY, 16062104  
T/Sgt MERLE L. WILSON, 37146676

S/Sgt WILLIAM P. VOGHT, 36194416  
S/Sgt ROBERT O. CHARLES, 34385720  
S/Sgt WARREN W. THOMPSON, 38088869  
S/Sgt LOUIS D. MAENNER, 13073003

\* Note that SSGT Maenner's name appears on these orders, although killed on 27 July. Also, note absence of Lt Frank Fizerro, Bombadier. In a letter from Hawaii dated 9 July, Dad wrote that one of the lieutenants injured himself and "I guess we will have to get another man." This likely accounts for Fizerro's absence.



64<sup>th</sup> Bombardment Sq (Heavy)  
Squadron Patch



43rd Bombardment Gp (Heavy)  
Group Patch



5<sup>th</sup> Air Force  
SouthWest Pacific Area (SWPA)

12 August: flew first logged mission, 11 hrs, 12 min; reconnaissance/bombed runway at Cape Gloucester

December: 64<sup>th</sup> Bomb Squadron (Heavy) relocated to *Dobodura, New Guinea*, hopping north of the Owen Stanley mountain range and beginning movement northwest toward the Philippines; note Dad's letter dated Jan 1944, change in A.P.O. from 929 to 503



This appears to be a news release (undated); it was censored by the Australian Publicity Censorship and a U.S. G.H.Q. Military Censor

"ADVANCE ECHELON, FIFTH AIR FORCE, SOMEWHERE IN NEW GUINEA

Miss Dorothy Mae Ertel, 1801 Scott Boulevard, Covington, Kentucky of the American Red Cross is pictured above pouring cold drinks for members of combat crews returning from flight missions. Currently serving with Lieutenant General George C. Kenney's Fifth Air Force, they are part of a B-24 Liberator Bomb Unit known as "Ken's Men" and are stationed at an advance air base in New Guinea. The crewmen are (left to right) Staff Sergeant William P. Voght, 406 Dodge Street, Houghton, Michigan; S/Sgt Gilbert F. Walker, Union Point, Ga. and T/Sgt Charles D. Woodall, 1017 Church Street, Lynchburg, Va."

ADVANCE ECHELON, FIFTH AIR FORCE, SOMEWHERE IN NEW GUINEA - - -

Miss Dorothy Mae Ertel, 1801 Scott Boulevard, Covington, Kentucky of the American Red Cross is pictured above pouring cold drinks for members of combat crews returning from flight missions. Currently serving with Lieutenant General George C. Kenney's Fifth Air Force, they are part of a B-24 Liberator Bomb Unit known as "Ken's Men" and are stationed at an advance air base in New Guinea. The crewmen are (left to right) Staff Sergeant William P. Voght, 406 Dodge Street, Houghton, Michigan; S/Sgt Gilbert F. Walker, Union Point, Ga. and T/Sgt Charles D. Woodall, 1017 Church Street, Lynchburg, Va.

## 1944

2 January: Dad and the co-pilot spent the day with the natives in a nearby village celebrating Christmas and New Years; Dad's quote, "Talk about your conga line, they sure had one."



Although these photos were in Dad's memorabilia, they were undated and could have been taken anytime during his deployment to New Guinea

March: On 11 March, 64<sup>th</sup> Bomb Squadron (Heavy) relocated to *Nadzab, New Guinea*, continuing move northwest toward the Philippines. Note change in A.P.O. from 503 to 713



May: Dad is awarded the Distinguished Flying Cross for his achievements while participating in aerial flights from 3 August 1943 to 2 January 1944.

At the top of one of the several copies of this article that Dad's mother saved for him, she wrote, "Won't you be proud to show this to your sons someday"

4 June: S/Sgt Warren W. Thompson, assistant engineer/gunner, who trained and deployed with Dad, went missing in action, along with the entire crew of B-24 42-109991.

This 4 June mission was Dad's last and likely would have been the last or near last for SSGT Thompson before rotating stateside –

5 June: Dad's last logged flight, 3 hrs 20 min, from Hollandia to Nadzab...this was actually a flight back to the 64th's home airfield after having ditched at Hollandia the night before due to being critically low on fuel at end of extended mission. Total flights logged in New Guinea was 59, totaling 371 hours, 25 minutes flight time



July: 64<sup>th</sup> Bomb Squadron (Heavy) relocated to *Owi, Schouten Islands*; not sure if this relocation occurred before or after Dad departed the unit to begin his return to the States

25/28 July: Dad departed New Guinea; below transportation ticket indicates he likely went from Port Moresby to Gamododo/Milne Bay to then be transported by ship (possibly the Willard A. Holbrook)

**TRAVEL AUTHORITY**  
DIRECTORATE OF AIR TRANSPORT

NAME: Voght RANK: SSGT SER: 36194416

AUTH. NO.: 5-2 PRIORITY: AAF

YOU WILL REPORT TO DAT DISPATCH OFFICE AT THE AIRPORT

AT: PMBY HOUR: ON 7-26 1944

FOR AIR TRANSPORTATION

FROM: PMBY TO: MILNE

AIRCRAFT CALL LETTERS: WPAK KL

PERSONAL WEIGHT: \_\_\_\_\_ APPROVED BY: \_\_\_\_\_

BAGGAGE WEIGHT: \_\_\_\_\_

TOTAL: 215

NOTE: THIS TICKET MUST BE RETAINED BY THE PASSENGER UNTIL JUST PRIOR TO REACHING HIS DESTINATION, AT WHICH TIME HE MUST SURRENDER THE TICKET UPON DEMAND OF THE CAPTAIN OF THE AIRCRAFT.

15 August: Dad arrived in the U.S., Port of Debarkation – *San Francisco, Calif*]... documents indicate that Dad processed through Fort McDowell at Angel Island, before moving via train to *Fort Sheridan, Illinois*

23 August: Orders state that, having reported to Fort Sheridan, Illinois, Dad is now relayed for attachment to Reception Station No. 7 (Co E), 1632<sup>nd</sup> SU, this station. It further states that a delay of 23 days is authorized enroute to AAF Redistribution Station #2, Miami Beach

Late August: Dad on furlough in Houghton, MI. 25 Aug Daily Mining Gazette article mentions he will be home until mid-September

19 September: Dad off furlough, arrived at AAF Redistribution Station #2, *Miami Beach, Florida*, where he is assessed for additional training and follow-on assignment. 16 Sep Gazette article mentions the end of his 21-day furlough

12 October: departed Miami Beach for *Sheppard Field, Wichita Falls, Texas* where he's assigned to the 3706<sup>th</sup> AAFBU (BTC); I believe he was required to re-attend some Basic Training [this is a real snub for returning overseas veterans]

7 December: departed Sheppard Field, Texas and is assigned to Section H, 3036<sup>th</sup> AAFBU (FGU) [Army Air Forces Base Unit (Flexible Gunnery Unit)], *Yuma AAF, Arizona*, possibly to attend some type of gunnery refresher training

21 December: arrived home on furlough from Yuma, Arizona to spend Christmas with his parents



## **1945**

9 January: arrived at Scott Field, Illinois to attend Advanced Radio Operator Mechanic training; assigned to the 3505<sup>th</sup> AAFBU (AFTRC), *Scott Field, Illinois*. 16 Jan Gazette article states, “this was an opportunity to study new types of communications equipment and procedures developed since original training and to pass on the benefit of overseas experiences”

Late January/Early February: assigned to 565<sup>th</sup> AAFBU (3<sup>rd</sup> OTU [Operational Training Unit]), *Reno Army Air Base, Nevada* for additional radio operator training. For both pilots and radio operators, it was an opportunity to do mountainous terrain flying and navigation in preparation for flying in the CBI

28 February/7 March: Dad went on furlough prior to overseas assignment



Dad with his Grandpa, Joseph Voght, Sr.

These three photos are undated – but, based on the significant amount of snow on the ground, my estimate is that they were taken in March 1945 just before Dad shipped to India [Dad mentions in his letter enroute (from Africa) that he had just been at home in fourteen feet of snow...]

8 March: Dad reported to 508<sup>th</sup> A.A.F.B.U., Berry Field, *Nashville, Tennessee*, awaiting movement overseas

9 March: orders transferred personnel from 508<sup>th</sup> AAFBU to 1306<sup>th</sup> AAFBU, ICD [India-China Division], ATC [Air Transport Command], Karachi, India

13 March: Briefing Clearance certifying that William P. Voght has attended briefing lectures on Ditching, Security, Medical. Issued by Headquarters, 1102<sup>nd</sup> AAF Base Unit (Port of Aerial Embarkation), Caribbean Division, ATC, Floridian Hotel, *Miami Beach, Florida*

14 March: departed US enroute to Pacific Theater, per Enlisted Record. Believe he was a passenger on a military transport plane that went from Miami to Brazil, across the South Atlantic (Ascension Island) to west and north Africa and across the Sahara to eventually arrive in India

15 March: date on Dad's letter home; under date, he wrote, "*Somewhere in Africa*"

16 March: Health Officer, Karachi Air Port, Gov't of India Yellow Fever Control Q No 591, stamped 16 MAR 1945, inspected & permitted to proceed



Dad (4<sup>th</sup> from left) at the Pyramids, likely in March 1945, as they traversed North Africa enroute to India

23 March: V-Mail notified family of Dad's current address, which at this time is Agra, India

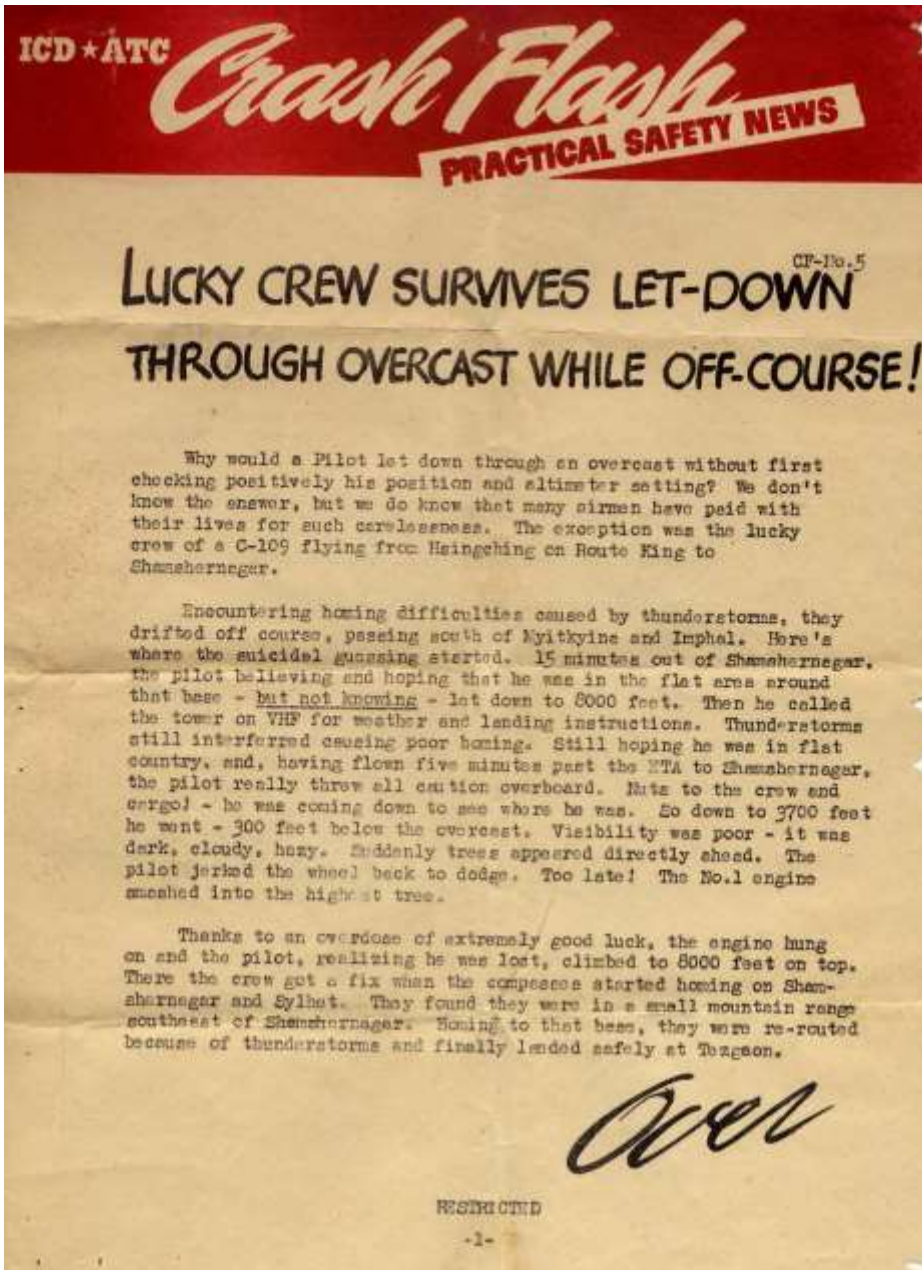
27 March: orders reassign Dad from 1303 AAF Base Unit (Agra) to 1347<sup>th</sup> Army Air Force Base Unit (AAFBU), Bengal Wing, India-China Division, Air Transport Command (ICD, ATC), *Shamshernagar, India*. He served as a radio operator on C-109 aircraft, carrying bulk fuel from India over the Himalayas (the infamous *Hump*) into China

This photo is undated but likely taken in India or immediately upon return. The patch on Dad's jacket is of a Bengal tiger astride a falling bomb. According to the AF Institute of Heraldry, this is representative of Dad's unit being assigned to the Bengal Wing of the India-China Division and also of the lineage of the C-109 transport aircraft which was a reconfiguration of the B-24 bomber



6 April: flew first mission with 1347<sup>th</sup> AAFBU; 12 hrs, 35 min, from Shamshernagar to Kwanghan, China [and return]

8 May: Victory in Europe, VE Day, the Allies formally accept the unconditional surrender of Nazi Germany



Taken from *GI Joe in the Pacific* article...

OVER THE HUMP WITH THE INDIA-CHINA ATC – After 14 months as gunner in the southwest Pacific Sgt William Voght hoped for peace on the Hump. But on his first trip the gasoline tanker on which he was radioman also was caught in a downdraft. As the plane straightened it seemed to graze the side of a mountain. Voght swore he felt the plane bump the ground. When they landed he found one engine cowling smashed and caught on the fuselage were twigs, blades of grass and dirt.

The Short Snorter on page 11 has *Overwater Hamilton* written on it. First thought, 1LT Robert Hamilton, the pilot of the very fortunate plane and crew cited in the article below, was possibly tagged “Overwater” as this would be a great nickname for someone who came in too close contact with the mountainous terrain – insinuating that this pilot should be relegated to overwater flight only.

As it turned out, in comparing with Frank Krones’ Short Snorter, Overwater Hamilton was to denote the crew’s first overwater flight originating from Hamilton Airfield in CA.

From the *HUMP EXPRESS*, a newspaper published by the India China Division, Air Transport Command, April 26, 1945. Article titled “First Hump Hop of ETO Veteran Was Close One - Landed with Twigs, Grass and Soil They Hadn’t Taken Off With” (Dad lined through ETO and wrote instead SWP)

“1346 BU – India – It took just one trip over the Hump – his first – to give S/Sgt William P. Voght more gray hair than 14 months as a gunner with the Fifth AAF could produce. Sgt Voght, veteran of 59 combat missions on B-24s, was one of five crew members of a C-109 gasoline tanker which ran through a Hump thunderstorm so severe that the aircraft, after being forced up and down several thousand feet in a matter of seconds, grazed the side of a mountainous peak, bounded off again and eventually landed safely. Plenty Evidence – Piloted by 1<sup>st</sup> Lt Robert L. Hamilton and F/O Walter E. Webster, copilot, the 109 was returning from a mission to China. When it landed at this base, crew members and ground crew were surprised to find the extent of the damage only a smashed cowling on the outboard engine. On the underside of the ship were pieces of twigs, grass and dirt scrapings, evidence that the plane and crew had one of the narrowest escapes yet recorded over the Hump. Arrived 3 Days Earlier – Aboard were Cpl Max Kipperman, flight engineer, and Radio Operator Sgt Glenn O. Borge. Voght was making his first flight as a student radio operator. Although Voght had been assigned here only three days previous to his hair-raising experience, he holds the Distinguished Flying Cross, Air Medal, and Southwest Pacific campaign ribbon with two stars, earned with the Fifth AAF.



CBI Patch

This photo was taken in summer 1945 while Dad was assigned to the China-Burma-India Theater

14 August: Japan unconditionally surrenders to the Allies

17 August: orders awarding Dad the Air Medal w/Oak Leaf Cluster for distinguishing himself by meritorious achievement while participating in aerial flight, 6 April 1945 to 16 July 1945

2 September: General Douglas MacArthur accepts Japan's formal surrender aboard the *USS Missouri*



V-Mail sent October 9, 1945 from Dad to his family with the expectation that he might not yet be home by Thanksgiving.

V, or Victory, mail – instead of using valuable cargo space to ship letters overseas, microfilmed copies were sent and then "blown up" at an overseas destination before being delivered.

The system of microfilming letters was based on the use of special V-mail letter-sheets, a combination of letter and envelope. The letter-sheets were constructed and gummed to fold into a uniform and distinctively marked envelope. The user wrote the message in the space provided, added the name and address of the recipient, folded the form and mailed the letter. V-mail correspondence was then reduced to thumb-nail size on microfilm. The rolls of film were sent for developing at a receiving station near the addressee. Individual facsimiles of the letter-sheets were reproduced about one-quarter the original size and the miniature mail was then delivered to the addressee.

In spite of the patriotic draw of V-mail, most people still sent regular first class mail.

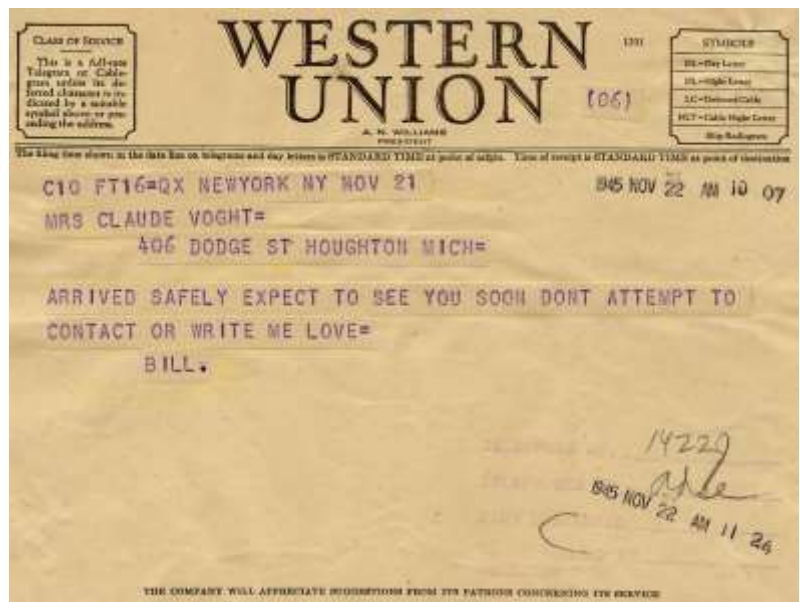
3 October: flew last recorded mission: Lushien, LuLiang, Calcutta, Shamshernagar. Total missions flown in the CBI was 45 with a total of 437 hours, 48 minutes flight time

4 October: orders release Dad from all duty and assignment to 1347<sup>th</sup> AAF Base Unit, APO 219, and attach unassigned to Replacement Depot #1, APO 883

20 October: Dad departed Pacific Theater for return to the U.S., likely on a Liberty ship

21 November: date of arrival in United States; Port of Debarkation, *New York City, N.Y.*

Telegram sent by Dad to his parents just after he arrived in New York City from overseas



26 November: date of honorable discharge given at Separation Center *Ft. Sheridan, Illinois*

## Individual and Unit Decorations and Citations

**Distinguished Flying Cross** – distinguishes heroism or extraordinary achievement while participating in aerial flight. The performance of the act of heroism must be evidenced by voluntary action above and beyond the call of duty.



**Air Medal** w/1 Bronze Oak Leaf Cluster (indicating second award) – distinguishes meritorious achievement while participating in aerial flight. Awards may be made to recognize single acts of merit or heroism or for meritorious service. Primarily intended to recognize personnel who are on current crew member or non-crew member flying status which requires them to participate in aerial flight on a regular and frequent basis in the performance of their primary duties.



**Good Conduct Medal** – awarded on a selective basis to each soldier who distinguishes himself from among his fellow soldiers by his exemplary conduct, efficiency, and fidelity throughout a specified period of continuous enlisted active Federal military service.



**American Campaign Medal** – awarded to personnel for service within the American Theater between 7 December 1941 and 2 March 1946 under specified conditions (not listed here).



**Asiatic-Pacific Campaign Medal** w/4 Bronze Battle Stars (New Guinea, Bismarck Archipelago, Southern Philippines, Central Burma) – awarded to all members of the Armed Forces who served in the Asiatic Pacific Theater of Operations during the period from 7 December 1941 to 2 March 1946...on permanent assignment in the theater, or within the theater on temporary assignment for thirty consecutive days, or sixty nonconsecutive days.



**Victory Medal** – awarded to all members of the Armed Forces of the United States or of the Government of the Philippine Islands who served on active duty in World War II at any time between 7 December 1941 and 31 December 1946, both dates inclusive.





**Distinguished Unit Citation** (now called Presidential Unit Citation) – awarded to units of the Armed Forces of the United States for extraordinary heroism in action against an armed enemy occurring on or after 7 December 1941. The unit must display such gallantry, determination, and esprit de corps in accomplishing its mission under extremely difficult and hazardous conditions as to set it apart and above other units participating in the same campaign.



### **How Worn on the Uniform**

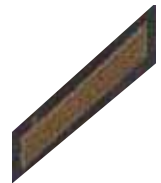
Left Side (Individual Awards)



Right Side (Unit Awards)



**Service Stripe** (one award) -- Since 1920 services stripes are worn on the left lower sleeve of the uniform coat. Each stripe equals a reenlistment of three years.



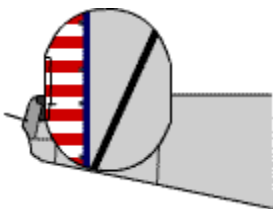
**Overseas Service Bars** (three awards) – toward the end of World War Two overseas service bars were introduced and worn on the left sleeve above either the service stripes or the World War One overseas service chevrons if the soldier was entitled to either of these. Each bar was a completed six month period overseas that occurred between the dates of December 7, 1941 to September 2, 1946.



*104 total missions flown during the two deployments, including those not completed due to weather, maintenance, etc. – 809 hours, 13 minutes total flight time*



***B-24 in the Pacific  
64<sup>th</sup> Bombardment Squadron  
43<sup>rd</sup> Bombardment Group (H)  
Fifth Air Force***



Red and white stripes designate 43<sup>rd</sup> Bomb Group  
Diagonal black line designates 64<sup>th</sup> Sqdn

***Abbreviated Edition  
Spring 2015  
43<sup>rd</sup> BG Time Capsule Project***