

*History of the*

# Flying Circus



*5279<sup>th</sup> Airborne Fighter  
Control Center (P)*

## Preface

August 12, 2002. Almost six years ago I was doing a random search on Google for "Creeron". Normally nothing unexpected came up; references to my beta testing, development postings, etc. That day though, something new appeared:

<http://www.wisconsinhistory.org/libraryarchives/ww2guide/frames/msscoll1.html#SHSW72>

### **72. Creeron, Frank T., Jr. Papers, 1944-45. 0.1 c.f (1 folder)**

File 1944 July 23

"The Flying Circus," a history of his squadron, 1944-45, written while Creeron was a radio operator with the Fifth Air Force, Fifth Squadron, 5279th Airborne Fighter Control Center.

I had heard some stories through the years but no one had ever mentioned a diary. I emailed the listed address, [archref@whs.wisc.edu](mailto:archref@whs.wisc.edu) and requested information about obtaining a copy. A Mr. Harold Miller, Reference Archivist, was very helpful in getting copies. If I remember correctly I also received a copy from AFHRA, the Air Force Historical Research Agency (<http://www.afhra.af.mil>).

We all learn about World War I and II while we're in school, but this was so much different. It's one thing to read a history book, but to have a personal connection to someone who was there, that made it even more interesting.

A few weeks after I received the copies of the diary Uncle Frank and Aunt Carolyn came to visit us. It was interesting talking to him about the diary, being able to ask him questions and clarify certain points.

Years later, January or February of 2008, I decided it might be a nice gesture to re-type the diary, add some pictures and such, and present it to Uncle Frank. It's taken some time but it's finally done.

I've done the best I could with the scanned copy of the copy I was sent. Some things were difficult at best to read. I've made a few typographical corrections where I thought the issue might have been in the original typing of the diary and not an artifact of the original diary. Times, dates, location names, etc. are all as they appeared to be on the copy of the diary.

Perhaps I'll be able to do a follow-up version with Uncle Frank to clean up anything I might have overlooked, and maybe even add some new information.

Daniel J. Creeron, Jr.  
April 4, 2008

I would like to thank  
Mary Shireman and Virginia Kenyon  
for their help in typing this history.

F.T. Creeron, Jr.

Richland Center, Wisconsin

November 16, 1962

HISTORY OF THE FLYING CIRCUS

5279<sup>TH</sup> AIRBORNE FIGHTER CONTROL CENTER (P)

From the diary of

FRANK T. CREERON, JR.

## 5279<sup>th</sup> Airborne Fighter Control Center (P)

The information contained herein was not compiled for historical purposes but was written by and through the eyes of a 19 year old radio operator of the 5<sup>th</sup> Air Force, 5<sup>th</sup> Fighter Command, 33<sup>rd</sup> Fighter Control Squadron, and 5279<sup>th</sup> Airborne Fighter Control Center (P). Censorship, regulations, duties, enemy, interruptions, and weather may have contributed to errors in dates, times, and places. It is recorded only because no other history of the organization is known to exist.

We were proud of our outfit and it is regrettable that this history does not do it justice.

7-23-44 to 8-4-44

Through these dates the 33<sup>rd</sup> Fighter Control Squadron moved from Maffin Bay to Cape Sansapor to close off the northern section of the New Guinea campaign. We went in on LSTs and followed bulldozer's into the jungle. Opposition was non-existent and rain was heavy. A jungle hammock was a distinct luxury. Many of our outfit had to sleep on the ground. Some Japanese, and Korean prisoners of war being used as laborers, were the first that we had seen. For all practical purposes there was no action whatsoever insofar as the landing at Cape Sansapor was concerned.

8-13-44

Sunday night we go to the show and it pours like hell all night. This was the first movie shown at Cape Sansapor. We only saw about one reel of the movie when a red alert sounded and we sweat it out. Then it rained and rained. We moved twice on this day.

8-14-44

This day was marked by the following: Close subsector, packed equipment and sent it over to the island where we are setting up permanent operations. Down to a new area where we were supposed to go to island, we packed and unpacked seven times. Finally set up a tent and had a bath in the rain. One of our fellows Ameigh sits in water two feet deep inside his tent, stark naked, and plays his banjo.

8-25-44

In the midst of UNDER THE KISSING SUN a picture on life in Japan a red alert was called. We heard the plane, it glided over, went straight for the airstrip, turned its running lights on, and fooled the anti-aircraft boys and dropped 6 bombs. Three were duds, no one hurt. 1 P-38 was destroyed on the ground.

8-26-44

No air raids.

8-27-44

The Japanese snuck in and got three P-38's on the ground. The anti-aircraft here stinks. They had them (3) Japanese planes in the lights for a full five minutes, and although every gun on the island opened up they missed them by a mile. Not at all like the Marines we worked with on New Britain.

8-28-44

After an hour and one half notice I was on my way by C-47 to Hollandia to join the Flying Circus. Pull in about 2100 and had a very fine trip.

Shortly before the 28<sup>th</sup> of August, 1944 a special formation of the 33<sup>rd</sup> Fighter Control Squadron was called to discuss a very secret matter. The men of the 33<sup>rd</sup> Fighter Control Squadron were informed that a suicidal type of attack was planned and that only volunteers would be allowed to go on this mission. Nothing could be said with regard to the mission, but the names of eleven men were picked and if they did not choose to go on this mission it was not necessary for them to step forward two paces. All men elected to go on this mission. This was not due primarily to bravery by any means, since Cape Sansapor was close to being the world's worst pest hole. Full companies of infantry were evacuated with dengue. Suicide was rampant, and a bomber strip approximately 1 mile in length, upon completion, sunk clear out of sight. Other minor details such as a Fighter Wing taking over the jungle that we had cleared laboriously by hand, and also taking our food and equipment did not help to lighten matters any.

Lieutenant Lynch of the 33<sup>rd</sup> was most concerned about the men going on this mission and he gave them an extra opportunity to withdraw as he was very concerned. We felt that he was one of the best officers that we had ever known. He wanted to come with us but unfortunately no officers from the 33<sup>rd</sup> Fighter Control were taken.

At this time all of the men had been in the Air Force for periods of one year or more but practically none had ever flown. Insofar as I was concerned I really sweated it out, since I have a proclivity to get airsick, seasick, train sick, etc. and I never knew just exactly how well I would survive any trip.

Ninety minutes later we were on our way to Hollandia to join the Flying Circus. We were most amazed to note that the pilot of our plane was all of 21 years of age and was at that time a washed out P-39 pilot. It was obvious that things were going to be considerably different than we had been accustomed to inasmuch as the officer merely wore khaki pants, black sheep-lined flight boots, and no shirt. The crew chief was similarly attired.

8-29-44

We loafed around most of the day, ate, and went to the show during the evening. We saw a nurse (I guess) go past. This was the first woman we had seen since January. In addition at the movie I bumped into my cousin, Robert Dunphy who is stationed nearby and has only been overseas for two weeks or so. He was attached to a Troop carrier squadron aptly called the Jungle Skippers.

8-30-44

My cousin, a lieutenant in a troop carrier squadron, came over in a jeep and we went for a long ride during the afternoon. We visited Jap planes that were being reconditioned and saw scrap piles of Jap planes. I drove the jeep which was the first time I had driven in a long time. During the night we went to Hollandia, drove up the mountains, skirted cliffs, drove through streams trying to find a friend of ours whom we learned was here also. The eats at the Flying Circus was wonderful! We also saw the headquarters of Army and Navy brass in the S.W. P.A [South-west Pacific Area].

9-3-44 to 9-27-44

During this span of time we found that our objective was to fly aircraft into Mindanao where the United States Forces were to make the major invasion effort in the Philippines. We were to crash land these C-47's and set up a fighter control squadron type of operation. The men were to perform many different tasks and each man had approximately 5 different specialities that he was expected to perform.

It would be our duty to furnish air to ground communications for co-ordination of infantry and fighters and to furnish ground to seas efforts for co-ordination with the Navy and also later on to tie in with artillery and such other units such as radar, etc. that would be able to use communications. In other words this was a fully centralized communication center.

During the time that we were stationed at Hollandia we were very seldom disturbed by anyone and the first time that we were disturbed at all was approximately a week after our arrival when a whistle blew and we were called out into some semblance of a formation. The commanding officer informed us that he was flying to Australia and that he needed some money to pick up some of the things that we did not have available in New Guinea such as meat, butter, eggs, and liquid refreshments. He had levied an allowance for each man. What an outfit!!

Upon his return from Australia, we lived very much like kings since some of the refreshments sold for close to \$50.00 per quart. It was at this time that we noted that we had no rank above staff sergeant and that we had two Signal Corps officers and a commanding officer from the Air Force.

During this span of time we had heard of more suicides at Cape Sansapor and we had also heard that the 33<sup>rd</sup> Fighter Control Squadron had sustained several direct hits on their radio transmitters, which made it possible that we might have to move back there. We did not look forward to this. This organization, the Flying Circus, was run probably as close to a democracy as it is possible to find in the Army. The First Sergeant was a Pvt. First Class and each man did the things he liked to do best. The net result was that the men were happy and things worked out very smoothly. One of the major problems that we were confronted with was to fly the C-47s into an area and erect a 150 foot VHF tower, and we were trained and trained so that every man would be able to do his job as quickly and efficiently as possible. Eventually we got it to the point where the whole outfit could set up a complete Fighter Control Squadron in less than 30 minutes.

9-27-44

On this date we left Hollandia for the Island of Owi by air. Had dysentery and was air sick. Quite a combination. Very miserable. Spent the time here working on and off on net control stations with the 5<sup>th</sup> Fighter Command. Got quite a bit of practice in using a bug [a fast Morse code key].

8-20-44

We worked all night loading a ship from 1800 to 0100 with 5<sup>th</sup> Air Force and 5<sup>th</sup> Fighter equipment aboard the SS Stanley Mathews. On this date we invaded Philippine Islands. We were supposed to be in on it but weren't because as we were told later they couldn't afford to lose the planes. Presumably, they didn't care about the men.

10-21-44

We broke our tents down at 6:00 A.M. this morning and left at 10:00 P.M. the day was marked by heavy rain. During the day we went down near the Liberty ship and while I was standing in line waiting for battery acid, a form of lemonade, the Red Cross woman asked if I was first in line and I said, "Yes, Mam" and she was the first woman I had spoken to since we left the states. I was bitterly disappointed because I had been conned into believing that she had Coke Cola that was cold. Millions of fish were caught between the ship and dock and they glowed in the dark.

10-22-44

We drifted 5 miles over to Biak where we got off the boat and went to a transit camp while they loaded fresh meat aboard. I succeeded in "acquiring" a brand new cot from the transit camp. Really needed it bad and carved my name in the wood so it wouldn't be stolen.

10-23-44

Pulled out at about midnight of the 22<sup>nd</sup> on the way to Hollandia.

10-24-44

Still on the way to Hollandia.

10-25-44

Arrive in Hollandia so now we're back where we started from.

10-26-44

Hang around in the harbor supposedly waiting convoy.

10-27-44

Try to get into dock but don't quite make it.

10-28-44

After several near collisions with ships especially an ammunition ship and the Liberty Mary Walker, we docked to take on more troops. Spent the night at a Red Cross Camp. Very miserable. Red Cross as a rule has nothing to offer here.

10-29-44

One year ago today we docked in Brisbane. This convoy pulled out at about 08:30 A.M. under a heavy fog.

10-31-44

Halloween Day back home. Passed a couple of convoys on the way back from Philippine Islands. Destroyer Escort 35 came alongside and put on a couple of medics to help out a doctor as one of the fellows taken aboard at Hollandia seems to have acute appendicitis. Traded hats with sailor and got a white one in exchange for mine.

11-2-44

First Marine Division is thought by the troops to be going to Palau. We noticed that the ship blinkers were telling us we are reversing course. We dropped several ash cans during the night. Strange lights off the port bow and then changed to original course again.

It is quite a feeling to site in a hold of a Liberty Ship and listen to ash cans go off. The noise reverberates against the steel walls and it's much the same as sitting inside a tin can with someone dropping fire crackers inside.

11-3-44

My buddy, Ray Daigle, gets a helmet dropped on his head and has to have two stitches taken. We picked up a message from a passing ship by blinker "Leyte is hot, cover cargo lights, bet you like hot Leytes".

11-4-44

Sight land in Philippine Islands we saw several baby flat tops. They say the U.S. Pennsylvania, the U.S. Missouri and one other battle ship passed us. Personally they look like heavy cruisers to me. During the evening we heaved too. Gun fire, flares, red alert all night. Makes exactly one year to the day since the 33<sup>rd</sup> landed at Milne Bay.

During the trip to Leyte we had a fight with some of the members of the 5<sup>th</sup> Fighter Command Staff since we insisted that they be call "paragraph troopers" since we did all the work and they got all the credit. Mostly the fight consisted of throwing G.I. shoes at each other. What a mess!

Furthermore accommodations were not especially comfortable on the ship inasmuch as it was necessary to utilize a ladder topside forward as a latrine and wash same out every hour on the hour with a fire hose. One time they washed the contents overboard onto an L.C.M. and he was unhappy.

11-7-44

We moved down toward Tacloban and natives came alongside in outriggers some can speak a little English. One boat had seven occupants, six men and an old lady who was smoking a cigar. She also was the boss. The natives had plenty of Jap money and lively trading went on. There outriggers rode the heaviest swells with comparative ease. They were quite a site riding in and out among the ocean-going vessels.

11-8-44

Small typhoon (so far) raging. Typhoon raged all day. Heavy squalls.

11-9-44

K.P. today. Not too bad as we only have two meals, and since we had fresh butter and I insisted upon giving each man approximately a 1/2 lb. they wouldn't let me stay on K.P. How long are we going to stay on this boat. One of the colored fellows aboard is rumored to have shot himself in the foot so that he doesn't have to go ashore.

11-10-44

We finally disembarked! We climbed down rope ladders into ducks just below Tacloban. Go through Palau where we see a real church, steel bridge, and on up the road several (many) kilometers to a small town (Burauen). Many jap trucks shot up along the road. When we pull into our camping area, Lieutenant Codgen, our only officer, breaks his ankle as he hops off a truck so we have no officers and are now left to shift for ourselves. The Filipinos talk good English. Some nice looking girls here also. Good roads, saw a few billboard advertisements, which is something new to us.

We found out later on that the Engineers were have trouble preparing the strips and also that the fighting was too intense for us to land so for all practical purposes we had a most remarkable view of the battle as it was waged on shore. We were not happy to stay where we were since some of us had been involved in some types of this activity in the past and were not particularly concerned to get in any earlier than was absolutely necessary.

As we drove along the route to Burauen the 96<sup>th</sup> Division was plowing through the rice fields. They were the ASTP [Army student Training Program] Division of college boys and we got the hoots since we were riding in trucks. I replaced my white hat with a helmet when I saw a dead American soldier.

11-11-44

During the evening (0500) one Jap plane came over. Results? Ack-ack showered all over our area. G.I.'s have Filipino's building them thatched shelters as we have nowhere to sleep. Filipino's so far very

agreeable. They have the highest respect for Americans. I am living in my jungle hammock as our tents are still on the boat and we do not have a high enough priority to get them.

11-12-44

About six air raids during the evening. Ray Daigle, Newport, Vermont, and George MacKinnon Brownville Junction, Maine had two Filipino boys build them a thatched hut. Took a walk "down-town." Got a kick out of that. First time we had really seen any civilization for a long long time. Burauen Township on the school Burauen Leyte "Be a Good School Child."

11-13-44

I was very sick during the evening. The sickness which most of us had was from drinking the juice from coconuts. A Jap plane strafed us at dawn killing one water buffalo. Another plane strafed us at dusk and did we ever hit that old fox-hole!

11-14-44

Ray Daigle, George MacKinnon and I hitch-hiked to Tacloban. The ride consisted of grabbing on to trucks whether they wanted to give us a ride or not. Very dusty and very tired upon return.

11-15-44

At chow 1700 we saw not four, but fourteen Japanese planes come over. The P-38's chased them over a mountain. One was shot down right over us. One Nip dove on a P-38 from behind a cloud and missed him! The last we saw all the Nips were being chased over the mountain.

11-16-44

At breakfast Nip Fighters (two) engaged a P-61 Night Fighter and ran circles around him. The last we saw he had two tailing him. The P-61 was rumored as being missing. Later P-47's came over to help and everyone thought they were Japanese. Ack-ack hit one of the P-47's in the gas tanks. There was a tank that fired on the aircraft and hit the bellytanks on the P-47's. The pilot really dropped those tanks fast!

11-17-44

Because the Fifth Fighter Command stole our tents and our cots we were forced to improvise. We had the Filipino's build us a thatched hut out of coconut fronds. And we raided their tents and swiped cots from them as they had stolen ours. Later on it turned out that since we left Owi when the tents were packed in the rain. Fifth Fighter Command had wet tents but we were high and dry and very comfortable in our thatched huts which is what all the Filipino's people live in on this Island.

11-18-44

On this date we received some mail. The first in a long time. I received three packages of calcium, sunglasses and the packages were dated June 26, 1944 and September 25, 1944 which was very fast time.

11-19-44

A Japanese plane came over early in the morning in a heavy downpour and dropped bombs.

11-30-44

On this date I heard that my buddy, Steve Fields who had accidentally shot himself in the foot on the Island of New Britain was home.

12-4-44

Ray Daigle had a rooster he bought killed by some of the women from the village. We boiled it. It tasted very good and we had plenty of chicken broth to go with it. MacKinnon was wishing he had a parrot, when low and behold, one lands at his feet!

A couple of days later the same thing happened to Lieutenant Codgens.

It was very damp and miserable at this time and the chicken which was fresh meat helped to make us feel much better.

12-6-44

On this date the Japanese break through our lines. They are firing just below us over the hill. In the evening a beautiful flight of thirteen Japanese two-engine bombers came over at dusk. We all thought they were friendly. They went on to Tacloban. Japanese fighters were fired on from two other directions. One of them dropped bombs on Burauen. Three others came low between the air fields and dropped paratroopers. What a sight! Heavy firing all evening. Red alert from 1800 to about 0800.

12-7-44

Heavy ground fire awakened us.

12-8-44

Very heavy gun fire from valley where Jap paratroopers are making stand. Bullets sing through area all night and day. Our artillery dropped on Japs.

12-9-44

Plenty of flares go up during the evening. This was a fairly quiet evening in contrast to other nights.

In a newspaper clipping dated 12-9-44 which reads as follows: (Radio Tokyo claimed that Japanese ground forces, aided by paratroops, have "virtually captured" the American Air Field at Burauen, more than nine miles behind the American lines on Leyte. It also acknowledged the Americans landed south of Ormoc and claimed that Japanese planes have sunk nine American ships and damaged six others off the East and West coast of Leyte.) Ray Daigle asked me to look over the edge of the fox-hole to see if we were captured yet!

12-10-44

After heavy artillery, tanks, bazookas, machine guns, infantry, and liaison planes [L-4 / L-5] were used the Japanese were all wiped out just over the hill from us.

12-20-44

On this evening we watched a movie at Fifth Bomber Command. Jap planes were over early and the Ack-ack threw everything at him but did not knock him down. He literally bounced all over the sky and they must have hit him many times. But miraculously they missed him.

12-21-44

On this date we break camp at Burauen and leave for Samar on a priority highway. This was due to the fact that the roads were virtually impassable because of heavy rains and we journeyed to the beach where a LST did not come in. We slept the evening in a transient camp.

Upon our arrival at Burauen we were for all practical purposes on our own. We were stationed on a high plateau overlooking the countryside and since we were so small we were located between Fifth Fighter Command and the Fifth Bomber Command. Fifth Fighter Command on our left and Fifth Bomber Command on our right. The Island of Cebu was a short distance away, and as a matter of fact Japanese planes that took off flew right over us as they engaged in combat. While we were stationed in this area we were adjacent to a Japanese Torpedo that had been booby trapped in the hope that it might catch infantrymen. We lived some 20 yards from it and it looked harmless but it was a matter of some concern. Shortly after we arrived we were strafed by an old Japanese airplane with 30 caliber air-cooled machine guns that sounded very weird. We had a fox-hole about 6 inches deep and three of us tried to get into it at the same time and it wasn't big enough for one man nor deep enough; needless to say we built a much better one shortly thereafter. After our equipment was unloaded from the ship that we had so recently been on, we had heard that a Japanese plane had caught on fire and had either deliberately dived on the ship or fell on it, went through the deck and came out through the cargo hatch in which we were riding. The ship itself was still sea worthy although considerable damage was done. During the course of our entire stay in this area we saw innumerable dog fights and we were of the opinion that the fighter pilots were deliberately herding the Japanese in over on top of us so that they could shoot them down over Fighter Command headquarters so that they could get increases in rank. Needless to say if this was true we didn't appreciate it. Many times we screamed to the pilot to let them know that Japanese were on their tails but of course this was rather absurd since they could not hear us.

Also at this time we ate with Fifth Fighter Command and the chow lines were very very long. A general always are with us and he was a real gentleman in every sense of the word. He always stood at the end of the line and even though many shavetails did not, he merely stood along the side of the line and they got the idea and went to the end of the line. It was here that we had a major that spent a considerable part of his time, in addition to his regular work, driving a small bulldozer helping out around the area.

We were strafed almost continuously during meals and on one occasion a colonel and myself ran like mad seeking the nearest cover and both of us crouched behind the first thing that we could get to, which unfortunately turned out to be 50 gal. drums of high-octane gasoline. We looked rather silly to say the least but this shows what can happen when one panics. It got so bad during this period of time that my friend MacKinnon often times would say look out and see if those planes still have red balls on the wings because we didn't have too many planes available at first to handle the Japanese Fighters.

Later on the Japanese ground troops broke out of a pocket in the Ormoc Valley and linked up with reinforcements from the Island of Cebu. This was also obviously coordinated with the drop of paratroops which was a brilliantly executed movement. The paratroopers fell at the last twilight and when down were not visible. The first we knew that this flight of planes was not friendly was when one of the tail gunners opened up and we could see tracers.

Things got very rough below the plateau on which we were residing, and a Signal Corps outfit that came in one evening, so the rumor goes, was awakened one morning to call "Chow, come and get it," when the Japanese had captured their machine guns and gunned them down as they tried to go into the mess hall. They also shot the fellows up in their tents and most of them got away only in their shorts and shoes and with such weapons as they were able to grab on the dead run.

All during this time our heavy mortars and artillery were steadily working backwards behind us so that this entire barrage was being thrown against the Japanese over our heads. This was a cause of considerable concern to us. It meant that things perhaps were not going as well as they might have been.

We were then ordered to form a skirmish link around the perimeter of the plateau. I was classified as a heavy weapons man because I had one of the few tommy-guns that the Air Force was equipped with at that time. It was as old as the hills in my estimation. Its serial number was 101013.

It was during this time that for the first and only time during the entire time that we were in World War II that I had heard there was a possibility that we might have to retreat. I considered burying my diaries but felt that I would wait until the situation got a little bit worse. Needless to say for security purposes diaries were not supposed to be kept overseas. [Frank T. Creeron, Sr. had said "I want you to keep a diary while you're in combat. But if you get caught I don't know you."]

Shortly after this time Fifth Bomber Command, some 30 yards on our right, was awarded the Presidential Citation for doing a good job of repulsing Japanese and I went over to the area to watch what was going on, and one of the Japanese that had climbed high up in a coconut tree was taking pot shots at me which of course I did not appreciate and was not aware of, until I was motioned to get down and crawl up to the edge of the plateau overlooking the valley in which the Japanese paratroopers were making their stand. They were wiped out shortly thereafter and with the exception of a few more strafing episodes, one of which I again ran in a heavy panic and jumped into the nearest fox-hole and it was about 12 feet deep and I thought I'd never stop falling the situation was then pretty well quieted.

#### 12-22-44 Departure from Leyte

We unloaded our equipment on the beach, then loaded it trucks and put it on an LST that was passing by that we waved in because we were tired of waiting. He loaded us, took us out and then brought us back into shore and we had to take all the stuff out of the LST, reload it into trucks and wait for another LST. During the course of this loading and unloading the LST ramp was not all the way in shore and although I had a brand new pair of Australian hobnailed boots I took a running jump, slipped and fell flat on my face in the water in front of the ramp. We unloaded our stuff off the trucks, then on the trucks, and then onto another LST. On this date we saw two WACs driving along the road. Very nice.

#### 12-23-44

On this date the LST pulled out at 0800. We reached the Island of Samar at about noon. A nice looking town can be seen but there is absolutely no place to unload! Heavy coral extends out from the shore for a great distance.

#### 12-24-44

On the 24<sup>th</sup> of December we unloaded our LST by LCT. This was a very rough method of unloading and very difficult. We finally got ashore at 8 P.M. Since this was Christmas Eve almost all of the homes along the road, which consisted of woven coconut fronds, had a candle burning in the window to celebrate the coming of Christ. I thought at the time that this could cause a fire hazard but no problems arose. As we drove along the road we were on trucks that did not belong to us and that were loaded with medicinal whiskey. Each truck had whiskey and our equipment. It also had a guard to protect the whiskey. We had worked out a very complicated plan whereby our jeep would drive alongside a truck and we would hand the whiskey down from under a tarp to the men of our outfit riding on the hood of our jeep. We were to distract the guard while this was going on. It was a good plan but the truck driver saw us in his rearview mirror and started driving like mad with the truck and jeep running on roads we had never run on before. So we started flinging off cases of whiskey and in three cases every bottle broke but one! Such sadness you have never seen.

We worked hard setting up our camp and I put up my jungle hammock and by 10 O'clock I had jumped into new clothes and was on the way to Church. This was a very large cathedral (Quiian) larger than some churches at home. It is over 100 years old and has beautiful paintings, etc. it was built about 1620 by the Spaniards. It had a big thing that opened up and an image swung down to the altar. We had a red alert just before Mass but nothing came of it.

#### 12-25-44

Christmas Day. We went back down to the LST to unload gas drums. The navy boys (this is a Navy Base) are having turkey. All we got was a look and smell. We had bully beef for dinner, one of the fellows brought back a little turkey on a plate that the infantry gave us because they felt sorry for us and we split it 3 ways. We saw our first movie here this evening. An air raid broke up the movie but we had already seen it. We heard later that a Japanese torpedo plane sank a Navy Troop Ship nearby.

Notation 10-1-45: it really wasn't so bad as we put up our tents and the weather stayed nice and we had electricity in by evening and all in all most of us were too busy to hardly realize it was Christmas Day.

12-26-44

Work progresses on building up our area. Two little Filipino boys came around and George Barhale hired one by the name of Pablo, 10 years old, to clean up our tent for us and another, Francisco, age 12, went to the kitchen and so we now have permanent kitchen police. Later on we made Pablo go to school but he skipped. Then we found out he had completed training at the school.

12-27-44

We continue to build up our area.

12-28-44

Captain Blackburne, Sgt. Riggins (better known as "Trigger" because he takes off like a flash every time he hears the Red alert for a fox-hole), Sgt. Ardner, a friend from Syracuse, New York and Sgt. Sweigart, from near Philadelphia and the rest of the boys with 4 planes came in about noon to be the first planes to land on this airfield. Man did it ever rain!

12-31-44

On this date I met Ed Carpenter of Worcester, Mass. at church this morning. He was suffering slightly from shock as he was on the ship that was sunk Christmas night in the harbor. He was a school chum of my brother, Dick. Tonight we have Turkey for supper and beer (6 cans) given out and everybody had a very enjoyable evening except for a blackout because the Japs came over at midnight. Gave my beer away.

1-1-45

Another year starts. Here is hoping that this war will be over by this time next year. Capt. Blackburne, the commanding officer, has a get together of all the fellows and he expresses his hope that this war can be over by Christmas.

It is our mission while on this island to furnish communications for the 20<sup>th</sup> Bomb Group which although we were never officially told to do so, we presumed to be bombing Formosa and islands to the North and Northeast and possibly even China. The Jolly-Rogers B-24 Bombers with the skull and cross-bones, have been working out of this air field.

1-2-45

Listen to a broadcast from the Rose Bowl. Tenn. Volunteers vs U.S.C. U.S.C. wins 25 to 0 in a thrilling finish when they make a touchdown on the last play.

1-9-45

Our plane is flying as a shuttle between Samar and Leyte. They had a lottery to see who would fly as radio operator and I specifically requested that my name be left out of the drawing as I got air sick, sea sick, train sick, car sick and etc.

You know who won? I did. I was supposed to start flight pay for this month as a flying radio operator but I got sick on the first trip. It always happens. Boy I felt pretty miserable. The medics were not very sympathetic and I had all I could do to hang on to the spare tire of the jeep to get back to our Company. We never did get any flight pay at any time.

1-10-45

Ed Carpenter came up and we had roast beef and ice cream. This was the first time I had ice cream since Oct., 1943. Capt. Blackburne continues to bemoan the fact that he cannot land a C-47 without jack-rabbitting because he is so used to flying P-39's.

1-11-45

B-25's come in. From what I understand they are Marine nightfighters.

1-15-45

As a radio operator we are beginning to note that we are handling some very confidential information. Probably relating to results of strikes by the 20<sup>th</sup> Bomb Group. The messages are very long, sometimes taking 8 to 16 hours to send, and are of the highest priority. Probably status and result reports.

1-16-45

B-24 Bombers take off from here supposedly for Formosa. We hear that B-29's hit Japan.

1-17-45

Our army records came in from the 33<sup>rd</sup> Fighter Control Squadron a couple of days ago. Boy oh boy, I'll be out of it completely if this is made a permanent outfit. Worked F.M. today giving landing and take-off instructions to B-24's and Navy Fighters. Red Alert, nothing came of it. The moon is coming up. This always means trouble?

1-22-45

George Barbale and MacKinnon and Ray Daigle buy a puppy. We name it Blacky. [No idea what ever happened to the puppy. They wanted to take it to Japan but Frank wouldn't let them.] Mac's parrot took off. Grover Cleveland Malone went over to Leyte and buys himself a Japanese bicycle for 30 pesos.

1-24-45

Cookie Kerns, Fairibault, Minn. Prepares us a little fresh chicken for supper. As he is a cook, he is a most invaluable man to have around.

1-25-45

We are rumored to be 40 miles from Manila. Jim Dougherty and John Tamm both of Sioux Falls and George Barbale and I of Worcester attended the cinema as the Filipino's call it. We re-take Clark Field 50 miles north of Manila.

1-26-45

Today we had ice cream! Good ice cream and lots of it! Whity Berg of Minnesota, the City of Dunnell, wrote home and told his folks Mac and I have landed in the Philippine Islands. They wrote back and inquired who is Mac? (Mac Arthur).

1-28-45

On this date we closed down our operations on Samar and closed out our radio nets.

1-29-45

On this date Ed Carpenter came over and we went to see the movie "You Were Never Lovelier" with Rita Heyworth who had all the boys in a dither, putting it mildly! The last I saw of Ed as we pulled out was him standing in the middle of the road in mud and water up to his knees. Poured like hell all through the movie. Hope Ed got back to his unit all right. This is the end of my second year in the Army. Hope that I can be home by 1946. It is possible, but probable?

1-31-45

Our time is drawing near.

2-3-45

We are 20 miles from Manila and 40 miles from Berlin. Mac has a parrot and it would not eat until today. The bird had a rough treatment from civilians as they cut off his tail feathers to keep him from flying. Cookie Kern with Mac, his helper, prepared an excellent meal this evening.

2-4-45

I met Chuck Merrill of Pattison St., Worcester, Mass. We had an earthquake last night and the cot really shook! This was something new.

2-5-45

Our troops, the 1<sup>st</sup> Cavalry, and 11<sup>th</sup> Airborne (formerly at Burauen) are in the suburbs of Manila.

2-6-45

On this date the 1<sup>st</sup> Cavalry drove into the heart of Manila and surrounded a prisoner of war camp; releasing 2500 of our prisoners of war including nurses captured at Corregidor.

2-7-45

We tear down everything at breakfast and have ice cream and Spam as our breakfast. After waiting all day for planes to come and get us from a troop carrier squadron, we go to a transit camp and unload our trucks.

2-8-45

We learn today that the fiercest fighting in and around Manila is at Nichol's Field. Japs are setting fire to Manila, but they are nearly done. We were supposed to go to Nichols field.

2-9-45

We hung around the Transit Camp today and I went to see my friend Ed but he is no longer there. Where could he have gone?

2-10-45

Still in Transit Camp.

2-11-45

Transit Camp.

\*\* While stationed at the Air Field at Guiaan, Samar, this was the first practical set-up and the first work that we did as a new outfit. It was not precisely the type of work that we had planned on but it was obvious that we were of considerable help to the 20<sup>th</sup> Bomb Group in handling communications for them. These communications were of all degrees and priorities and kept most of our radio operators busy as well as our cryptographers. Outstanding highlights of our stay here consisted of a B-24 blowing up at the end of the runway with a full load as it was taking off and also a fighter with bombs attached to the wings that ground looped in a water puddle and 13 men ran out to help the pilot to get out of the burning plane and the bombs let go and 14 men died. We probably sent some of the longest groups of messages of the war during our stay at this particular area. We at the time also had the newest and best of encoding equipment. Never once have I ever seen reference to this equipment. It was undoubtedly the forerunner of computers as we know them today.

During the course of our stay in both Leyte and Samar my friend, George MacKinnon, consistently stated that Major Bong had the best photographer in the 5<sup>th</sup> Air Force. Also while stationed at Samar I found a suitcase along the edge of the air field full of empty beer cans with the writing on the exterior-Magazine Camera Type A-5-A. I placed our squadron insignia on it and I have used it for the last 20 years [picture below].

2-12-45

On this date our troop carrier friends finally arrived and we took off in a C-47 called the "Golden Arrow" and fly over Corregidor. We saw paratroopers and it was a very interesting sight. I did not get sick on this trip and we land at Clark Field on No. 2 Strip which was concrete. Something new that we had never seen before as all of our other strips were either coral or steel webbing. We found hundreds of Jap planes destroyed here. We were in the prop wash of our aircraft and was it ever dusty! We were being shelled as we landed and consequently the pilots and officers that accompanied us helped to throw our equipment out of the aircraft. I never saw officers work so hard in my life, since they were most anxious that the 100 octane gasoline not go up with them in the plane.

We went into Fort Stotsenburg which has been pretty nearly leveled. We found macadam tarvia roads, remains of electric and water facilities and some nice officers homes were still left although the plumbing was all destroyed. We set up a regular Fighter Control Squadron at this time. While walking through the fields unarmed we came upon what we at first thought was a Jap but fortunately it was not and he informed us that the Huks were picking up the Japanese weapons. We never had heard of Huks and wanted to know what he was talking about. He claimed they were Communists and were going to take over the Philippines when we left. We looked at him sort of funny because with all the American Troops everywhere this sounded ridiculous. How right he was proved later on. Manila was burning and severe fighting when we flew over.

2-13-45

Japs shelled us this morning. Very near misses on C-47 directly opposite us on strip. Looked at some more of the wrecked Japanese planes but most of the equipment had already been taken by a group in the Air Force assigned to this task.

2-14-45

Took a ride into the city of Angeles. Macadam tarvia roads, highways, concrete roads, railroads all very amazing to the troops that had come out of the jungles and had not seen civilization.

2-15-45

Shelled a few times did not amount to much.

2-16-45

Shelled only a couple of times, the Japs had a habit of sending a round over us around to the left, around to the right, around in front of us and then stopping much to our pleasure. Because the next shell probably would have dropped in the middle of us.

2-17-45

About 50 A-20's did the hills over behind Stotensburg as Japs have one company of the 40<sup>th</sup> Division cut off. Met 88 Millimeter duel purpose guns used as ack-ack? Think Infantry is o.k. here.

2-18-45

We have had more brass here lately. The Commanding General of the 13<sup>th</sup> Air Force was in our tent looking for Douglas Mac Arthur today. Went to Church today. Very beautiful church. Had a parochial school and Angeles is a nice town with running water. Rumor today that we hit Iwo Jima. This Parochial School was staffed by German nuns and they were at first afraid of us but when they realized that we did not have any interested in them they felt more assured.

2-21-45

We moved into the Angeles Academy where we will be in operation until the 8<sup>th</sup> Fighter Control Squadron relieves us. On 2-21-45 we moved into a private home that we rented at our own expense (the entire squadron) with mahogany floors. Took a bath in a tile shower! We installed lights in our new home. Johnny Tamm and George Barbale installed them. I had a very severe case of sinus, my face puffed up because of the dust at Clark Field since we were in the prop wash of the aircraft as they landed and took off. We were originally scheduled to go to Nichol's Field but the Japs had three hundred cement pillboxes there and the bulk of their resistance was in the vicinity so lucky for us it was Clark Field. Saw some very big guns go rolling by on the "Cannon" or railroad style. These are the first we have ever seen over here. We need lots more of them and we understand that lots more heavy equipment is on the way in.

2-24-45

Received the first mail today in a long time. Learned that I had a new brother or sister, but don't know which. Our call sign at Clark Field was "doodle-bug". [Clark Field was the busiest airport in the world at the time serving B-17s, B-24s, B-29s, B-32s and more.] During the time we were stationed at Clark Field each enlisted man attempted to have a home of his own, formerly lived in by United States Officers before World War II started. When the brass came up from 5<sup>th</sup> Air Force, they kicked us out but little did they know that we knew that the Jap artillery had these homes zeroed in and so we were most happy to let them find this out for themselves.

We also had an inspection by a Colonel from the 5<sup>th</sup> Air Force and he remarked upon how well we stayed at our positions even though we were being shelled. Little did he know that we could almost always tell when the Japanese had us zeroed in and then we took off for nearby revetments that had been dug by the Japanese. We found many areas of Japanese fuel dumps and other types of equipment. The Colonel brought some new men for us and every time we were shelled did they take off!

3-5-45

On this date I was 21. I learned from one of the people, a civilian that we are staying with, after we had a grand party in the restaurant downstairs (Santo's) that people we stay with, that we are leaving. Everybody was very happy. That is to say they were happy at the beginning but not everybody was happy at the end.

During this time that I was with the Flying Circus our radio call signs were as follows: B441 (Hollandia), CX9 (5<sup>th</sup> Fighter Command, Owi), B53 Samar, CE3 Zamboanga, XI3 Sanga-Sanga, 94Y Atsugi, 1FY Clark Field.

3-8-45

We do not leave Angeles and Clark Field because the airfield that we are going to is presumably still under enemy control. We have 13 troop carriers waiting for us. This is something new.

We find that we are now on detached service to the 13<sup>th</sup> Air Force to do the same type of function that we have been performing for the 5<sup>th</sup> Air Force. The 5<sup>th</sup> Air Force no longer has any invasions scheduled so we will now do invasions for the 13<sup>th</sup> Air Force. How lucky can you get?

3-9-45

We take off and fly to the Island of Mindoro. We stay the day and unload to let infantry precede us. It was very dusty!

3-10-45

After one plane was loaded and unloaded and the equipment loaded on another plane, we finally arrived in Dipolog, Mindanao. We landed before D Day and unloaded.

This is a guerilla held strip and we are located along the coast parallel to land with water between us and the land. The planes find it necessary to land cross wind which is a problem for them. The Japanese are not far away but they do not know that we are here. It is our duty and function on this move to cover the Fighter Control and help the invasion of Zamboanga.

On our flight we hit an air pocket and the Jeep I was sitting in dropped out from underneath me. We fell nearly 500 feet. On our moves we always carried two jeeps, two trailers, two PE-95's for power, four BC-610 transmitters, permanently secured to the aircraft from which cables were run to our operations center in our 3-Pole Circus Tent and in general made ourselves as mobile as we could.

3-11-45

Went into town as we are on an island just off the mainland and we had two Filipino boys ferry us across in an outrigger canoe. This town, Dipolog, is a living ghost town. The people "stared" at us and really think a great deal of Americans. Every dog in town has the "mange". Visayan is the language spoken here.

3-12-45

Into town via ferry again and had chicken dinner, another chicken dinner and three more chicken dinners! Met quite a few people and they all called us their "liberators". With the exception of a few radar men and a few airborne infantry, and a few airborne engineers, there are practically no troops here whatsoever.

We had not been paid for a long time and we found it necessary to barter our Spam for fresh food since we did not have enough to take along with us.

3-13-45

We "homed" in on two P-61 Nightfighters in the dark last night. Boy were they glad to get in safe. Had chicken soup today and a Filipino orchestra played at our mess every night. We hear that Capt. Blackburne is going home on rotation.

3-14-45

Today was a sad day as Capt. Blackburne, our commanding officer, left for home and about two hours later a Navy Plane crashed into our 3 planes completely demolishing two of them. One may fly; the Navy Pilot and plane were also destroyed. This knocked out virtually our entire communications center and destroyed our most valuable BC-610 transmitters.

While stationed here the airborne infantry officer was of the opinion that he could form a skirmish line along the water facing inland and utilize our forces as infantry. I overheard him discussing this and he was not very confident in our men but we weren't very confident in his either since they were green troops and we were not. However, the prospect of being infantry troops did not appeal to us at all.

Shortly thereafter a Navy Fighter, some of which were manned by the First Marine Fighter Wing, if my memory serves me correctly, got stuck in a chuck-hole and he kept firing cartridges to pull him out of the hole but he couldn't get out. He motioned to me to grab ahold of a wing and help him but after the situation on Samar, I wasn't anxious to help anybody so I waved foolishly back at him and made as if I did not understand him. He finally was able to get out of the hole unassisted.

3-18-45

On this date the people of Dipolog held a dance for our members. They differentiated between us and regular infantry as we wore khakis and they thought we were the elite of American troops. The dance that was held for us was in a theater and it was the first that we had attended in over 19 months. I had a pretty good time as did everyone else.

3-19-45

Preparations in full swing for leaving Dipolog.

3-20-45

We leave Dipolog, Mindanao and arrive back in Tacloban, Leyte.

We note that this is now a non-combatant area and is pretty GI.

On the way in as we were riding on our trucks we were stopped by an M.P. who informed us that it would be necessary that all buttons were to be buttoned, and all shirts were to be tucked in. He was wearing a white helmet and white leggings and we informed him that for his own safety he should get

rid of that equipment. He was very understanding and informed us that since we had been away for a long time things had changed on Leyte and that it was now GI and we would have to conform to the rules. We practically laughed ourselves silly over this as we thought that he was a little off his nut.

3-24-45

Today we were offered the opportunity of going home on a 30-day temporary duty furlough if we signed up to come back for two years. Our Christmas packages arrived today.

Since virtually none of us had ever had any kind of a leave, we didn't think this was such a very good deal.

[Frank was overseas for three years and did not have leave. He also mentioned that people that took leave normally went to Australia if they were stationed south of the equator or the Philippines if they were north of the equator.]

3-27-45

The Dipolog Airfield was re-captured by the Japanese today. We were lucky to get out of there.

3-28-45

Japanese radio says today that the United States had landed troops in the Ryukyus. Our radio said all organized German resistance fading. The news is "very" optimistic.

3-29-45

A new commanding officer, a Captain, arrives today. We are told that he has 4 Japanese planes to his credit. The war news continues good.

3-30-45

Take a ride to Palau. Hardly recognized it, it has grown so big.

4-1-45

Easter, otherwise of no importance.

4-3-45

Received quite a few letters today. I now have a new brother by the name of Daniel Joseph. Only took about 4 months to find out that it was a boy and what his name was.

4-6-45

Kurusu of the Japanese Cabinet resigns 8 months after Tojo did the same. Russia does not renew neutrality pact with Japan.

4-7-45

Japs continue to be pushed back on Okinawa, and Patton and the Third Army are 130 miles from Berlin.

Two new C-47 planes fly in to replace the ones that were lost.

4-8-45

Took a trip into Tacloban today. It is quite a city now. The news continues good.

4-13-45

Today, Friday the 13<sup>th</sup>, President Roosevelt dies at about 0630 A.M. our time. We were very shocked to hear of his death.

4-20-45

Russians starting final drive on Berlin.

4-21-45

Russia and United States Troops only 75 miles apart. Russians 13 miles from Berlin.

4-22-45

Germans say Reds 4 miles inside Berlin. Germany completely cut in half and expecting the meeting of Reds and the U.S. momentarily.

4-24-45

We break camps at 1800 and load our planes. The manifest for my plane consisted of the Jeep as usual. Slept the evening under the wing of the plane.

4-25-45

Take off at day break for Sanga-Sanga Island. Just off North Borneo Coast. Unload jeep onto dump truck as there are no ramps. The Japs are very nearby.

4-26-45

There is supposed to be a convoy off our island. Whose?

The Russians have Berlin surrounded and the news is very good over there.

4-28-45

Our planes sunk three Jap rafts attempting to reach Borneo. We have squadrons of P-38's, P-61's, and Australian Bofighters.

See five Japs who were washed back here after attempting to get to Borneo on a raft. This place is alive with monkeys. They travel in tribes and are all over the place.

4-30-45

Says Maurice Riggins "Nothing Happened Today."

5-1-45

Nazi resistance in Italy begins to crumble as Turin and Venice fall.

5-2-45

Hitler rumored dead. Some Admiral (Dönitz) now controls Germany.

Tarakan Island next door invaded. There are many pearls in this area and pearl divers, and I managed to get many pearls today.

5-3-45

About 1 million Nazis surrender in Italy today. Hitler and Goering commit suicide. Von Rundstedt, possibly Nazis best general caught. Berlin captured by Russians. Got more pearls today.

5-5-45

Take off at 0700 and arrive at Lingayen at about 1600. Am going to try to visit my cousin Lieutenant Dunphy but he is at Clark Field so was unable to see him. Stayed overnight at the 35<sup>th</sup> Fighter Control Squadron where I met some old buddies.

5-5-45

Wander around Lingayen. Church shelled to pieces. Nice looking place though. Thence we went to Clark Field which is being built up. Thence we circled low over Manila twice where we saw many square blocks in the business section that were leveled. Many big ships sunk in the harbor. Thence to the First Fighter Control Squadron where we ate in the Officers mess. We had waiters, etc. The First Fighter Control was on Mindoro Island.

5-7-45

Take off from Mindoro and flew to Palawan and circled one hour before we landed. At 2300 news came through from the United States of America of the unconditional surrender of the Nazis. We allowed the Ack-ack to fire in celebration.

5-8-45

V.E. Day. And so to church. They say V.E. Day will be announced within 24 hours. At 2155 Philippine Island time the B.B.C. with Prime Minister Churchill speaking announced V.E. Day. Robert Ardner of Syracuse, New York, Mildred Avenue, says the "Golden Gate in 48." Winifred Fink, Washington D.C.

"Speechless" Chauncy Hunt, Mortonville, Wisconsin "God save the Hunt." Lynn Hagerup, Chicago, "Ours the Victory." Maurice Riggins of Los Angeles, Melford Baker of Uniontown, Pennsylvania, Paul Hammond of Memphis, Tenn. And Joe Pilyar of Bethlehem, Pennsylvania and Stephen Garger have nothing to say, just glad it is over. Charles L. Rodney of Towanda, Pennsylvania has a headache and doesn't wish to be bothered.

I shall prophesy that the war with Japan will be over by July, 1946. Lynn Haterup used harsh words. He thinks much sooner. Carl E. Karvonen, 514 Troquois Street, Larenium, Michigan V.E. Day right here made me feel half way home. Written in Sanga-Sanga, Sulu archipelago, Tawi Twai Group, South of Samboanga, North of Borneo 20 miles.

5-11-45

The point system was announced today for the rotation to the United States. It is necessary to have 85 points and I have 61. It will be a long war.

5-13-45

Mothers Day. Sent letter to Mother. John E. O'Connor 66 5<sup>th</sup> St., Cambridge, Mass. or 97 George Street, Medford, Mass. behind Tuft's, is going home on temporary duty furlough for 40 days.

5-16-45

About 2000 an Aussie Bofighter came in over our airfield and accidentally pressed his guns. Everybody stampeded away from a movie. Bill Sweigart was so excited he pulled the chain out of the light socket in turning the light out. He is from Willow Grove, Penn.

5-28-45

An Aussie went down in the ocean at about 5:20 A.M., he was found about an hour later okay. Did some trading at the local market.

6-1-45

Wilhites grass house, nearly caught fire when a fire bomb in the brush blew up.

6-2-45

I succeeded in cutting both thumbs seriously when attempting to wash clothes today.

This can be very serious matter in this climate as open wounds seldom heal. However we have a new type of powder called sulfa that we sprinkled on it and maybe this will stop it.

6-8-45

We have set an amazing record for saving "Snafu" planes. Today we saved many from strikes on Borneo. Temporary duty furlough rumors again. 25 B-25's came in and refueled after we homed them down. They might all have gone into the ocean for lack of gas if they hadn't found us.

6-9-45

Borneo was supposed to be hit today.

One of our places with five of our fellows aboard crashed at Zamboanga and two were hurt. The plane was demolished. Bill Sweigart and I have construction on a house well on the way. We have a Moro working on this house and he is being paid by the United States Government to build this house for us.

6-10-45

We moved into our new house today. It is very exclusive if I do say so since it has a porch, a wooden floor, electricity, a desk and many other things that we had not been accustomed to.

6-11-45

Aussie Bofighters are having a rough time here. The Moros sabotaged their plans and "many" crashed. Four-Fifths of a flight to Balikpapan Borneo did not return. Someone put sugar into the gas tanks. Every time a plane took off everyone listened to see if anything would happen. 12 men were (Filipino's) also picked up for using small arms fire on our fighters as they took off. We think the reason our planes crashed at Zamboanga might be linked up with this. The Japs paid them to sabotage the planes. We felt they were so innocent they didn't know any better.

6-13-45

Today we had fresh potatoes for the first time in 10 months.

6-16-45

As I write this it is 8 P.M. and we are in the midst of a very heavy wind that threatened to blow our house down. Bill has a table and two chairs holding our cupboards up against the door which we didn't have the foresight to have covered. Dean Coggins left today as did Harry McQuaide, Charlie Lawrence, Braciak and Moore.

Probably the funniest thing about this whole setup was that all of the records of the Air Force Weather Bureau at the tower on the Air Field was blown away by the wind.

6-23-45

The Battle for Okinawa ended officially yesterday. This paves the way for air attacks against the Japanese homeland. One wonders how long one has to stay in the theater of operations before going home.

6-29-45

Grover Malone and Bill Rowe went on a B-25 raid on Balikpapan Borneo today.

I did not particularly care to go along on these raids as the Ack-ack was heavy and some injuries were sustained and also I get airsick.

7-1-45

Balikpapan in Borneo was hit today. We had been furnishing air cover ever since we have been here for this operation.

7-4-45

A P-61 crashed at the end of the field on take-off and only the rear gunner got out alive. Some of our fellows have already left for Clark Field as this operation is about to be closed down.

7-8-48 (7-8-45?)

Bought a Japanese watch from Yockey who got it at Jolo from a Moro who obviously got it from a Jap.

7-10-45

Fired 120 rounds of 45 ammunition from my Tommy-Gun. Shooting at coconuts. We all had a good time but I never hit a single coconut.

7-16-45

I took a trip with Bill Sweigart through a native fisherman boat village. The people and the kids are emaciated for they live in boats about 20 foot long, day and night, and eat only fish. They wore practically no clothing and dived for pearls. Our paddle broke and I wound up by trading my pants for two paddles so we could get back in.

7-17-45

We went boating again. The water was very rough in this bay from which the Japanese fleet left to challenge the American Fleet at Leyte and were beaten badly. A very bad "blow" sprung up and it was necessary for us to go aboard a Navy ship anchored way out.

Otherwise we might have been lost. It was an airplane repair boat. How well the Navy lives!

7-18-45

Took a trip through a native boat village again. Many sights to see. All of these trips were in Bill's outrigger canoe.

7-24-45

On July 22 finally, thank God, we leave Sanga-Sanga. We remain overnight at Palawan Transient Camp. Travel by C-46 and load jeeps into a dump truck and then up a ramp into the C-46 which are much bigger than a C-47. We did not like C-46's and called them flying coffins' because they crashed so often.

Our destination is Manila again. [Clark Field]

Highlights of this move consisted of the sugar that was placed in the gasoline tanks by the Filipino's, and on one occasion when we had taken a trip from Tawi-Tawi to Lingayen, we circled the airfield at Palawan. Since it had been bombed the night before the engineers were rolling the strip to pack it down. After we had circled the airfield for approximately 1 ½ hours we were given our landing instructions and as we had been first in the landing pattern we expected to land first. However, a B-25 was given priority over us and our commanding officer stood our C-47 up on one wing and we under shot the B-25 and as the commanding officer put it, "Clear that blankey blank strip Ah', comin'in."

When we were on the ground the base operations Jeep called on us immediately and the commanding officer was taken to base operations. The B-25 then taxied in alongside of us and a full Colonel got out and asked as to the person in charge of our plane. I stated that I was since everybody else had left and he wanted to know what the score was as far as undershooting him on the landing. When informed that it was a Captain that had undershot him and by then our C.O. had returned from Base Operations. He proceeded to chew out the commanding officer and he asked as to whom his commanding officer was. When he stated that he was his own commanding officer this merely perplexed the Colonel and got him madder than ever. The Colonel then stated that he would prefer charges against our Captain and asked the name of the organization; when he found out that we were the organization that had homed his flight of B-25's when they were lost over Balikpapan, he apologized. This was significant since our Captain at that time knew nothing whatsoever about how to home any plane.

When our new Captain arrived we had some disgruntled enlisted men since he allowed only officers to fly to Manila with him. However, we had a meeting and this matter was straightened out. As he explained to us, "Ah want you men to know—that ah ate out of a mess-kit once." This he explained to the men in his outfit so that he would gain empathy and of course he had just arrived overseas, and the men that were in his outfit had some been over several years. Naturally this was a statement that really inspired them.

My friend Grover Cleveland Malone and I were alone running the fighter control squadron one evening and Grover kept excusing himself throughout the evening and at first I did not realize the he had acquired some "spirits". Grover could acquire spirits anywhere – even in Borneo!

We had a difficult time erecting our VHF antenna since this island (Tawi-Tawi) was all coral. And although we had one of the most magnificent airfields in the Pacific – long and wide, it had caves underneath and therefore, was not suitable to heavy duty landings especially heavy bombers. This was too bad since it meant that the fighter bombers and heavy bombers had to go long distances to bomb Balikpapan.

It was almost impossible to dig holes in the ground for toilets and consequently it was necessary to keep them burned out; I did such a good job that I burned down the whole affair.

We had a great many colored troops that were supposedly brought in from Italy that had not acquitted themselves well in combat in that area.

It was in this area that I first learned the meaning of the term "fire in the hole" since I nearly got blown out of bed and later on I found out that this meant that dynamiting was going on. It was also here that we heard the song over and over again, "Old Soldiers Never Die." This we dedicated to all of our regular army men and they heard it time and time and time again. It was also in this area that I learned that some things in life cannot be corrupted. Among them good music. People can try to corrupt some things but some things are incorruptible.

We had a great many Moro's that built houses for us and they had a knife called a Kris that was approximately 3 feet long, about the width of the arm and had a blade that rippled and waved. It was designed to take an arm or a hand off at one blow. Some were very impressive with pearls, etc. inlaid. While out in the bay we could observe a small cemetery on top of a hill that was a long, long, way from home. These fisherfolk in this area are a most fascinating type of people and would make a wonderful sociological study.

We had a red alert that caused us some concern when a Navy ship found a U.S. Navy float plane with the old style insignia on it and since it did not have a friendly I.F.F., we thought it was enemy. Our pilots spotted it, circled it and forced it to land on the water. We were most distressed that the Navy allowed this plane to take off without first contacting us since this could have caused trouble. During this time a C-47 that we had well plotted took off over the ocean and simply disappeared never to be heard from again.

7-23-45

We arrived back at Clark Field which is so big and has so many planes we almost lost ourselves. Called up my cousin and he met me about 15 minutes after we landed. I hunted five hours for our outfit riding in trucks trying to find it since we were the last plane that landed.

7-24-45

I learned today that my outfit, the 33<sup>rd</sup> Fighter Control Squadron and the 35<sup>th</sup> Fighter Control Squadron are next door to us. They have a new set up (Aircraft Control and Warning Group). I hope I never have to go back. They are having basic training after 22 months overseas.

7-25-45

Received letter from home without much good news.

7-27-45

We give Japanese the ultimatum to surrender or suffer consequences.

7-28-45

Captain Huckabee, our commanding officer, is promoted to Major. Japanese refused to surrender. We name 11 cities in Japan that we are going to destroy. Meet Major Heister who is the new commanding officer of the 33<sup>rd</sup> Fighter Control Squadron whom we approach for a transfer.

7-29-45

Tom McGettigan of Philadelphia and myself hike down to Manila where we view the awful destruction caused by the Japanese. It is as if someone took our legislative buildings in Washington and blew them to smithereens. Went to Church at Holy Ghost Church in Manila.

8-5-45

Tom McGettigan, 726 Collings Avenue, Collingwood, New Jersey and myself started out to Manila again. We were stopped by an M.P. Captain and given delinquency reports because our shirts weren't buttoned. We walked all over Manila, out Quezon Blvd. looking for Santo Tomas, a University but couldn't find it. This was where the prisoners were liberated from. We went to an informal dance at the Knights of Columbus and slept in cots there. Later found out we had been within two blocks of the University all the time.

8-6-45

Tom and I were out at Intramuros, the Old Walled City part of Manila, viewing the destruction caused by the Japanese. Really beautiful buildings were leveled to the ground. Went out to Rizal Stadium which is just like the ones in the United States. It was not too badly damaged. Had a football game complete with two band, very good, baton twirlers, cheer leaders, wac's and thousands and thousands of G.I.'s. The atmosphere was very gay and reminded us a lot of home. Had a hectic trip back to Clark as our truck driver was drunk and he smashed up a lot of wagons of the Filipino's along the way. We also visited the Natatorium.

8-7-45

The blow fell today. 38 boys from the 596 Signal Air Warning and 56 Fighter Control Squadron went back to their outfits. We had been through a lot together. Funny how quickly the screen can drop on human lives. Tom McGettigan, George Barbale, George MacKinnon, etc. all went back.

8-10-45

Sitting in the Sky view restaurant in Angeles looking out the window we noticed Ack-ack fire going up in a V shape. Also reds flares going off. Subsequently we were informed Japan had surrendered. Everyone immediately proceeded to get drunk. A drunk stole our truck but as he didn't know where he was going I finally caught him a foot. Coming back to camp we find it is not official yet which dampened our enthusiasm considerably. Twenty-two months 4 days overseas so far.

8-15-45

About nine-tenths of the boys that were transferred to the 5275 Aircraft Control and Warning or 597 Signal Air Warning and 56 Fighter Control returned back to our outfit today! We were very glad to have them back.

8-16-45

I was transferred into the 5276 Aircraft Control and Warning Group of which the 33<sup>rd</sup> Fighter Control Squadron is the nucleus. However, orders came in today transferring me into the 86<sup>th</sup> Fighter Wing and leaving me on detached service to the Flying Circus.

Very unexpectedly at 10:00 P.M. orders to move came through by phone. No one expected them. The C.O. wasn't even here. This camp was completely broken down and moved to the aircraft in two hours.

8-17-45

Observations and deductions:

- 1) You cannot believe a Jap. He says one thing and thinks another.
- 2) In the next war nobody will be safe anywhere.
- 3) Merely prohibiting Japs from making aircraft doesn't mean they cannot convert auto factories quickly. We did. It begins to appear that war is an inevitable calamity.

8-19-45

Japanese convoys on was to Manila, land on island next to us. Listen to broadcast as we see them land. We are now stationed in Okinawa. C.O. caught up to us 3 days later.

8-25-45

At the movie at 5<sup>th</sup> Fighter Command 64 men received the news they were to be discharged. Given 25 minutes to pack. Were waiting 24 minutes. Some of our troops left on an advanced echelon.

8-26-45

Among those leaving were Winfred M. Fink, 3232 M. Street, Southeast, Washington 19, D.C. "Best of Luck to you Francisco from Guillermo." "You're a great guy, Frank, and I hope to continue our acquaintance in due time." L.A. Hagerup, 725 Bennington Avenue, Kansas City, Missouri, telephone Cherry 7948 and Carl A. Berg, Dunnell, Minnesota, "Good Luck to a congenial fellow with an intelligent face from Blondy "The Swede" William McKeown, 80 Kidder Street, Wilke-barre, Pennsylvania. William W. Rowe c/o L.C. Oranges, Route 2, Box 282T, Stockton, California.

9-2-45

Today is officially V.J. Day. It was just another day to us. We were getting very impatient because of slowness in getting transportation to Tokyo.

9-5-45

Censorship ended today. We can now write home what we want.

9-7-45

We land at Atsugi Airdrome Tokyo, Japan. C-54's lined up. This is quite an airport, good as you will find anywhere. The outfit came down and picked us up in a Jap truck. They also had a 38 Ford with them. We are living in what was formerly a Jap Pilot's School. We are working communications for GHQ. We were the first outfit to raise the U.S. Flag in Tokyo and in Japan. Also first to contact by radio to the outside world. Saw Mount Fujiyama with snow on top. First time we had seen snow in a long time. Almost everything was sent clear text here so radio men know everything that is going on almost. Weather is very noticeably cooler. When we arrived the rest of our outfit was already here.

9-12-45

Took a trip to Yokohama which has been almost completely destroyed. Blocks and blocks leveled to the ground. We didn't bother paying any fare, merely climbed over the gates. Got off at main railroad station in Tokyo. Walked out past the Taiway National Park [Lot a national park. He later realized he had seen a picture of the park in a 4<sup>th</sup> grade geography book; it was the Emperor's Palace grounds. The next day there were MPs all over keeping people out.], then saw some of the emperor grounds inside his palace-very beautiful. Jap business section seems to have faired okay considering that the whole area between Yokohama and Tokyo was leveled to the ground. Went to the theater and saw a play, a comedy, free. Jap ways of life are entirely different from our own. Also saw a Jap movie which wasn't too bad if you were a Jap but I didn't particularly care for it. Met an English P.O.W. from Glasgow who was captured at Singapore December 7, 1941. He says that the Japs are a born militaristic people from the kids on up. Most of the Japs looked at us indifferently; Some with hate, some with amusement, some with fear. Most just didn't bother. We were conquerors, went where we wanted and did as we wanted.

Also noticed that there are quite a good number of English speaking Japs, big buildings, theaters, railways, streetcars, etc. All are found in operational condition. Most of the people live in huts like those found in dumps back home. Although I noticed a very few nice homes, summing the Jap up you can probably say he is half civilized and half barbaric. Neglected to mention that there were hundreds of Japs along the railroad waiting demobilization. We later learned we should not have gone into emperor's grounds.

9-16-45

Thought I'd go to Church across the street but wound up by being taken on trucks five miles down the road. Saw Jap radars and it appeared as if they used I.F.F. but were not obviously as good as ours.

Biggest surprise of all came when Archbishop Spellman of St. Patrick's Cathedral of New York officiated.

9-18-45

Tom McGettigan and Stover, Fisher, and I took pictures of Ginza, the main street of Tokyo, Emperor's Palace, Tokyo railroad station, MacArthur's automobile and several other pictures. On the way back I got to ride in a Jap bus. It was the first bus ride in two years. We drove almost all the way in first gear because it ran on charcoal and could not pull us.

9-21-45

Learned that the carrier, Bon Homme Richard is in Tokyo Bay. This is the ship that my cousin, William, is on and I am going to try and see him tomorrow. Bought three kimonos today. Sell Cigarettes at \$2.00 a pack. Notice girls in town are trying to look Westernized! This is a contrast as they wore baggy black pantaloons and white clogs.

9-22-45

William's ship pulled out of Tokyo Bay so I was informed yesterday. Supposedly going to New York City. Saw movie of "Chopen's Works" this evening. Practically the whole fleet left and didn't take us.

9-30-45

Today in a coup d'etat MacArthur seized all of the banks of Japan. Japan had the national banks of Chosen, Korea, Taiwan, Formosa, China, Borneo, Philippines and other countries located in down town Tokyo. Obviously they could and did suck the various countries dry. Most of the money supposedly went to the Emperor and his family and big shot industrialist families of Japan. It gives you a strange feeling to walk past the Mitsubishi Bank in down town Tokyo and realize that from this very building emanated all our troubles.

10-1-45

Rumor of another move has started with every indication that it is true- to perhaps somewhere South. Kyushu, perhaps. This move is not looked on with enthusiasm by either the boys or myself. We have a barracks with individual chairs and tables, good water facilities, food lair, truck goes to Tokyo everyday for those who desire to go shopping, and we have movies three nights a week, but most pleasant of all, we are only a 35 minute ride from Tokyo Bay where the ships will eventually take us home. Need I say more?

10-5-45

Japanese are granted freedom of speech. Rumors of move verified. Fukuoka, Kyushu. Many eligible for re-deployment are not supposed to move and men with 60 points or better are not supposed to fly unless they so request. However, Commanding General, 5<sup>th</sup> Fighter Command says that the "Key men will move regardless of points". This order directly applicable to our Organization. In other words a direct order to move.

10-6-45

Two years ago today I got on a boat in Virginia. Orders came through from Commanding General, 5<sup>th</sup> Fighter Command to move the outfit as a whole regardless of existing rules to the contrary as put forth in statements by Major General Whitehead, Commanding General, 5<sup>th</sup> Air Force.

We complained to Inspector General, 5<sup>th</sup> Air Force who was highly disturbed. Said to stop 80 point and above men from move, and in meantime he would try to stop move and also see to it that justice would be exercised.

10-7-45

Inspector General suggested we all, 80 point men, be transferred to 1715 Signal Service Battalion while waiting for a boat. Outfit supposed to leave but as 3<sup>rd</sup> Airdrome Squadron sent all their men home no trucks are available to gas the planes. Trucks didn't come to take us to 1715 so maybe we go tomorrow. Put a G.I. transmitter (BC610) Riggins and Ardner) on ham frequency and fooled around for a while. Got China, Guam not too much can be said in favor of Lt. Lackeman, who has run himself ragged on trying to clear up points for the enlisted men.

10-8-45

Because 5<sup>th</sup> Fighter Command wouldn't let us go, we pulled a fast one and had the Inspector General transfer us to the 1715 Signal Battalion (Aviation). We traveled to Irumagawa by truck in a pouring rain. Wound up by sleeping in a hall, 26 of us. Without the fine cooperation of Lt. Lackeman and Major Huckabee C.O. we never would have gotten this far along the line.

10-9-45

From this day on things have not been going too well with anybody, especially me. After 3 days at 1715 [Signal Service Battalion], which it poured every day, we left in a pouring rain and traveled about a ½ mile to the processing Center where we were transferred to the 11<sup>th</sup> Replacement Center.

After getting 3 shots in on arm and losing a point because of a technicality we find ourselves in a big hangar which is very cool evenings and in which at least 300 other fellows live. Second day we were here we all wound up on K.P. there were so many fellows it seemed as if they never would stop coming. Meals so far (10-17-45) have been very poor. Next day as we are next to the Irumagawa Strip a P-51 crashed just behind the hangar. Pilot was never found. One P-51 landing gear collapsed on landing but he made it out o.k. It's a fine state of affairs when the "conquerors" are out pulling blades of grass because there aren't any lawn mowers.

We cannot understand how the biggest Navy and biggest Merchant Marine in the world can cause tie ups like this. When I went down to the Fleet Landing Billy's carrier had left without any troops aboard on her for the United States. I have good reasons to believe she didn't pick up any troops either. On or about this time Okinawa had a typhoon hit it with winds raging above 132 miles per hour, destroyed about 80% of all military installations.

10-12-45

Notice came out that there will be less than 2 enlisted men for every officer who intend to re-enlist after the war. More or less the writing on the wall so to speak. Sent suitcase home with kimonos, etc. in them. Hope they reach home by Christmas (me too) and in good condition (me too).

The outfit finally made the move to Fukuoka, Kyushu after being held up for days by the typhoons. It will probably be de-activated after this move.

This is as far as my knowledge of the history of the 5279<sup>th</sup> is concerned.

\*\* While at Clark Field I was the laughingstock of the outfit since I had been picked up by the M.P.'s and this they could not understand since I was the only man in the outfit that did not drink. The C.O. told me to make out my own restrictive orders and give myself such punishment as I deemed necessary. When flying from Sanga-Sanga upon conclusion of the Campaign over Balikpapan we were returned to the 4<sup>th</sup> Air Force from detached service with the 13<sup>th</sup> Air Force.

[Frank gave himself 30 days restriction to base. He said that was not such a big deal as the island was only 30 miles long and there was nothing to do anyways.]

While at Clark Field we rode in a jeep that accidentally killed a Filipino child.

[The traffic patterns at the field had recently changed from driving on the left to driving on the right. The jeep was travelling approximately 25 miles per hour when the child ran out in front of the jeep. There was no time to stop and the child was hit and killed.]

It was while we were at Clark Field that I acquired a taste for cigars, buying them by the box of 50 and smoking them like cigarettes since they were the best of the Manila type cigar. We also learned during this time that we were to be in the 3<sup>rd</sup> Wave to invade the main island of Japan. This really cheered us up.

Since we were the only airborne high speed communications outfit when the Japanese decided to surrender, we moved on up to Okinawa and then immediately into Japan. However, a Colonel bumped me and my equipment off our plane and I had to sit on the air field at Okinawa for several days before I got into Tokyo. When I arrived there I found that our outfit had raised the first United States Flag in Japan and had attended the surrender supper and our C-47 was the third to land. The Japanese when they saw our Air Force patches would always say "B-29 boom-boom". Gen. MacArthur had given orders he was to raise the first flag in Japan. Instead our C.O. put it up on our VHF tower.

Tom McGettigan and I were among the very first troops to enter Tokyo and wandered in through the main gates of the Emperor's Palace thinking it was a City Park until we were quite a way in and then it dawned on us that perhaps we should back off. The next day it was completely surrounded by Military Police.

\*\*\* New replacements arrived and got rank that we never received. This was because we were a temporary outfit. We flew with no flight pay, and no parachutes, and no rescue equipment of any kind.

We saw our first 4-engine Jap plane at Irumagawa, test field for Japanese aircraft. It never flew so we were told.

One of our men contracted dengue or some tropical disease while we were at Samar. He died later on at Leyte.

The End

FTC/ms/vmk

## **Additional Comments**

### **04/19/2008**

When asked why his diary contained no mention of the atomic bombs Frank says:

By the time the bombs were dropped I had six battle stars and was slated to go into Tokyo on the third wave. I thought I was going to die if I did. Nobody could survive seven battles. When I found out the war was over it was so overpowering that the war had ended. That meant no more twelve months without pay, no more going without leave for three years, and what a relief to know I would be returning stateside among the first troops to do so. I was so overjoyed that I forgot about the diary.

MacArthur's headquarters asked if we would allow them to raise the first American flag in Japan ending World War II. We talked it over and since we did the fighting, we raised the flag.

### **04/20/2008**

It may interest you to know that they took our weapons away from us to avoid "incidents". They also took our U.S. currency and issued us script in its place. Several planes of infantry went ahead of us and we landed immediately behind them. It was strange to be credited with a combat move without weapons.

### **04/24/2008**

Awards / commendations / etc.:

Special Award for Combat

Medal / Award for Occupying Troops

Battle Stars:

- New Guinea
- Dutch Indies
- New Britain
- Leyte
- Luzon
- Borneo
- Atsugi
- Tokyo

30TH AIR DIVISION (SAGE)  
United States Air Force  
TRUAX FIELD, WISCONSIN

OFFICE OF THE COMMANDER

12 April 1962

Mr. Frank T. Creeron, Jr.  
Director  
Richland County Department Of Public Welfare  
1717 Woodvale Drive  
Madison, Wisconsin

Dear Mr. Creeron

This belated response to your 14 February letter is the result of some of the same frustration, you have experienced, in trying to find something to substantiate my memory.

Brigadier General J.O. Guthrie, Commandant, USAF Air Ground Operations School at Keesler Air Force Base, Miss., may be able to shed some light on "The Flying Circus" and I suggest you contact him. I believe he was the Operations Office on the 5<sup>th</sup> Fighter Command when it was finally put together.

The origin of the Airborne Fighter Control center had its roots in a truck mounted version I built at Darwin while commanding the 49<sup>th</sup> Fighter Group of which the 49<sup>th</sup> Fighter Control Squadron was then a part and which did the actual work of building, manning and operating. This was early in the game, about June, 1942, when we were still expecting a Japanese attempt to make a landing in the area. When we moved to Port Moresby in about September or October, 1942, we no longer could use the truck version due to lack of a road over the hump to the Buna/Dobrodura area which then became our objective. When we flew the 49<sup>th</sup> Fighter Control Squadron to Dobrodura, the equipment went but the trucks stayed behind.

In about October/November of '42, Paul B. "Squeeze" Wurtsmith organized the 5<sup>th</sup> Fighter Command at Moresby on the shoestring basis and started operations, about December the Fighter Command Headquarters which had been constituted and trained in the States, arrived at Moresby and we really set up in business. Wurtsmith was then a Colonel and was the original commander of the 49<sup>th</sup> Group from the time we left West Palm Beach until about June or July of '42 (I was then Deputy Group Commander), when Generals Whitehead and Kenney moved him from Darwin to Moresby to help get the show started there.

Squeeze was the individual to whom complete Credit should go for "The Flying Circus." When I joined the 5<sup>th</sup> Fighter Command as his Chief of Staff in January '43, he was already working on General Whitehead trying to get some C-47's assigned to use for an assault advanced fighter control setup for the trip up the North Coast of New Guinea into the Philippines. As you can see, it was some time before he got the planes and many opportunities to use them, as places like Madzah, Gusap, Hollandia, and Wakde, were missed. When the outfit did get going, he expected to use it in many locations when we planned to enter the Philippines by way of Moritae and Mindanao.

I hope this will be of some use to you.

Sincerely  
D.R. HUTCHINSON  
Major General, USAF  
Commander

RESTRICTED

WP	Will proceed thereto	MOCA	By military or commercial aircraft
TDN	The travel directed is necessary in the military service.		
EWM	Travel directed is necessary for performance of emergency war mission.		
TCNT	The Transportation Corps will furnish the necessary transportation.		
CGMD	And hence to such other places as the Commanding General may direct.		
OCWR	And on completion of this temporary duty will return to their proper station		
IFRQ	It being impracticable for the Government to furnish rations or quarters in kind		
MALR	Monetary allowances in lieu of rations as prescribed by		
DE72	Duties being exceptional a delay in excess of 72 hours is authorized		
MALRQ	Monetary allowances in lieu of rations and quarters as prescribed by		

HEADQUARTERS  
V F I G H T E R C O M M A N D

SPECIAL ORDERS)

APO 920

No \_\_\_\_\_ 297 )

23 October 1944

- VOCG 30 Sep 44 placing the fol named O & EM, orgns indicated, on DS with 5279<sup>th</sup> Airborne Ftr Contl Center (P) APO 920, are confirmed and recorded.

CO "A", 597<sup>th</sup> SIGNAL AW BATTALION

2d Lt KENNETH E. BRUMBRAUGH (SC)	01637109	2d Lt DEAN A. CODGEN (SC)	01638886
----------------------------------	----------	---------------------------	----------

8TH FIGHTER CONTROL SQ (SEP)

1st Lt CHARLES F. O'CONNOR (AC)	0581047	Cpl MICHAEL F. CANNING	32003787
Pfc STANLEY W. FINK	33829591	Pfc BOBBY L. WILHITE	36445367
Pvt JOHN D. COVINGTON	39038511		

1<sup>st</sup> FIGHTER CONTROL SQ (SEP)

S/Sgt ERNEST W MILLER	10861386	S/Sgt CARL E. KARVONEN	36508334
S/Sgt CHARLES M. LAWRENCE	35036751	Sgt HARRY E. MC QUAIDE	15068488
Cpl LEONARD W. BRACIAK	12130389	Cpl MELVIN L. HALL	14034744
Cpl DONALD C. KERN	19039684	Cpl GEORGE E. POWELL	33390091
Cpl CHESTER M. PIETRAS	32634732	Cpl HUBERT M. ROBERTS	37375919
Pfc MORRIS D. YOCKEY	19122304		

33<sup>rd</sup> FIGHTER CONTROL SQ (SEP)

S/Sgt ROBERT W. ARDNER	32937133	S/Sgt WILLIAM F. SWEIGART	20308436
Sgt CHARLES A. BLAKER	33081880	Sgt GROVER C. MALONE	14135562
Sgt MAURICE R. RIGGINS	39272998	Cpl EDWARD BERNAL	32553782
Cpl FRANK T. CREERON JR	31259034	Cpl RAYMOND P. DAIGLE	31199731
Cpl HARRY A. HULTS	32705328	Cpl BENJAMIN P. WEISS	13185766

56<sup>th</sup> FIGHTER CONTROL SQ (SEP)

Sgt LEO J. HOY	39397900	Sgt WALTER A. MOORE	35681235
Sgt WILLIAM A. RYAN	32110080	Cpl WILLIAM P. FORD	32474180
Cpl JAMES R. HALL	19179356	Cpl JAMES A. LANE	12130443
Cpl EUGENE N. MANCINI	32437763	Cpl IRVING SILVERMAN	32174436
Pfc ROBERT W. MALONE	36265340	Pfc WILLIAM OJALVO	32426394

CO "A" 597<sup>th</sup> SIGNAL AW BATTALION

(SC)

S/Sgt EARL H. CLOER	39167808	S/Sgt WOODROW Q. GAHAGAN 34183899
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S/Sgt WILLIAM W. ROWE	39163307	Sgt WINFRED M. FINK	33094942
Sgt LEONARD A. HAGERUP	36031695	Sgt GEORGE H. MC KINNON	31283474
Tec 4 RICHARD G. FRAELICH	33430997	Tec 4 CHAUNCEY L. HUNT	36235381
Cpl JOHN L. ALLEN JR	34349712	Cpl HUGH A. BIAGI	15318105
Cpl EVERETT H. BLOUNT	15372184	Tec 5 MELFORD E. BAKER	33415989
Tec 5 RAYMOND L. ELMORE	35618862	Tec 5 PAUL HAMMOND	34724218
Tec 5 THOMAS F. MC GETTIGAN	12033904	Tec 5 WALTER SCHWARTZ	32621710
Tec 5 DONALD E. SEUIAS	35371981	Tec 5 WILLIAM H. VAN DEN BOOM	36801714
Pfc GERALD P. BETZ	32831196	Pfc BILLY B. DODD	36455711

33RD FIGHTER CONTROL SQUADRON  
APO 159  
(Copy of Original)

28 August, 1944

SQUADRON ORDERS )  
                  )  
NUMBER      79  )

1. The following named EM of this unit are placed on TD, VOCG, Headquarters V Fighter Command, with the Airdrome Fighter Control Center, Station Secret, and will depart this station o/a 28 August, 1944, reporting to the CO thereof for duty. EWM. TCNT. OCWR.

S/Sgt. ROBERT W. ARDNER	32937133
S/Sgt. WILLIAM F. SWEIGART	20308436
Sgt. CHARLES A. BLAKER	33081880
Sgt. GROVER C. MALONE	14135562
Sgt. MAURICE R. RIGGINS	39272998
Cpl. EDWARD BERNAL	32353782
Cpl. FRANK T. CREERON	31259034
Cpl. RAYMOND P. DAIGLE	31199731
Cpl. HARRY A. HULTS	32705328
Cpl. BENJAMIN P. WEISS	13185766
Pfc. JOHN L. EISENHUTH	33486073

By order of Captain MEAD:

BEN F. CHRISTIAN,  
1st Lt., Air Corps,  
Adjutant.

OFFICIAL:

BEN F. CHRISTIAN, /s/  
1st Lt., Air Corps,  
Adjutant.

DISTRIBUTION:

- (2) FAF
- (2) FEAFF, APO 925
- (2) V Fitr Comd
- (2) 86th Fitr W
- (2) Ea EM
- (1) Ea 201 file
- (1) Sq file

RESTRICTED

30 297, Eq V FC, dtd 23 Oct 44 (par 1 contd)

CO "A", 597<sup>TH</sup> SIGNAL AW BATTALION  
(SC)

Pfc RICHARD E. DIEPENEROCK	36482588	Pfc STEPHEN J. GARGER	33623704
Pfc EDWARD J. GENADER JR	32915818	Pfc WILLIAM E. HAAG	39267534
Pfc BILLIE L. HARRIS	38430202	Pfc LEO J. KRAJEWSKI	33480002
Pfc JAMES J. MC CAFFREY	35624378	Pfc JOHN E. O'CONNOR	31208479
Pfc JOSEPH G. PILYAR	33485463	Pfc EDWARD M. SCOTT	34395510
Pfc JOHN B. TAMM	37473834	Pvt GREGORY G. BARBALE	31084603
Sgt CARL A. BERG	17047754		

2. Having been asgd to V Ftr Comd per par 8 SO 94, Hq FEAF Combat RTC (P) dtd 20 Oct 44, VOCG 20 Oct 44 assigning the fol named 2d Lts, AC (1056) to 8th Ftr Gp, APO 926, directing them to proceed thereto by mil acft, are confirmed and recorded. TDN.

EARL L. PHILLIPS	0772226	ROBERT J. ROUSE	0768249
DONALD R. SCHRABECK	0763747	EDWARD A. TAYLOR	0768302

3. Having been trfd to V Ftr Comd per par 5 SO 114, Hq 168th Repl Co, AAF, dtd 18 Oct 44, VOCG 18 Oct 44 transferring Cpl WILBUR E. BROOKENS (060) 33497138, to 8th Ftr Gp, APO 926, directing him to proceed thereto by mil acft, are confirmed and recorded. TDN.
4. Under prov of par 16c, AR 210-65, 2d Lt FREDERICK C. HEINECK, 01644413, SC, this Hq, is appointed Post Exchange Inventory 0 for the purpose of inventorying stock and equipment of Post Exchange, V Ftr Comd, for the month ending 25 Oct 44.
5. Having been trfd to Hq V Ftr Comd per par 5 SO 134, 266th Repl Co, AAF, 91st Repl Bn, AAF, dtd 11 Oct 44, VOCG, 11 Oct 44 transferring Sgt DOMINIC CICERO JR, 34152665 (050) to Hq Sq, V Ftr Comd, APO, 920, are confirmed and recorded.
6. Having been asgd to V Ftr Comd per par 8 SO 94, Hq FEAF Combat RTC (P), dtd 20 Oct 44, VOCG 20 Oct 44, assigning 1st Lt LEO NEW JR, 0725339, AC (1056) to 8th Ftr Gp, APO 926, directing him to proceed thereto by mil acft, are confirmed and recorded. TDN.

By command of Brigadier General WURTSWICH:

JAMES O. GUTHRIE,  
Colonel, GSC,  
Chief of Staff.

OFFICIAL:

ARTHUR S. LAWLESS  
Major, AGD,  
Adjutant General.

DISTRIBUTION "B"

RESTRICTED

trfd, Ftr, Comd, Hq, Repl, Co, AAF, dtd, Gp, APO, TDN, mil, acft, prov, par, AR, Lt, Sgt, S/Sgt, SC, Dn, asgd  
fol, Pvt, Pfc, Eq, FEAf, AW, contd, Eq V Fc,

- (2) FAF
- (2) FEAf, APO 925
- (2) V Fitr Comd
- (2) 86th Fitr W
- (2) Ea EM
- (1) Ea 201 file
- (1) Sq file

EWM. TCNT. OCWR.



# FACT SHEET

## U.S. Air Force Fact Sheet

### **CREERON, FRANK T., JR. PAPERS (1944-1945)**

.05 cu ft

Call No. 731.073-1A

IRIS No. 0258610

Corporal. USAAF, 33rd Fighter Control Squadron, 1944-1945.

Personal papers relating to Creeron's World War II service while assigned to V Fighter Command, 33rd Fighter Control Squadron and the 5279th Airborne Fighter Control Center. Includes a document, in diary form, referred to by the author as "A History of the Flying Circus", written by Creeron while he served in New Guinea, Hollandia, Leyte, Clark Field and Japan.



Frank T. Creeron, Jr.

# United States Army



## Army Air Forces Technical School

*Be it known that*

Pfc Frank T. Creeron, Jr. 31259034

*has satisfactorily completed the course for*

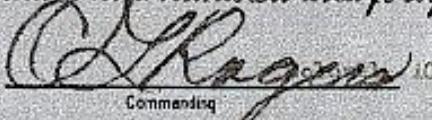
### **Radio Operators A ACS**

*as prescribed by the Army Air Forces Technical Training Command  
and given at Truax Field, Wisconsin*

*In testimony whereof and by virtue of vested authority  
I do confer upon him this*

### **Diploma**

*Given on this 27th day of July in the  
year of our Lord one thousand nine hundred and forty-three*

  
Commanding

## ENLISTMENT RECORD

OF

Creeran, Jr. \* Frank T. (First name) (Middle initial) . Private (Army Serial No.) (Grade)

Enlisted November 11, 1942, at Worcester, Massachusetts

Serving in first \_\_\_\_\_ enrollment period or date of discharge

Prior service: none

Noncommissioned officer:

Qualification in arms: Marksman Jan 22 1943 Gl. Rifle 72

Horsemanship:

Attendance at: (Name of noncommissioned officer's or special service school)

Duties under orders of the Commander-in-Chief:

Decorations, service medals, citations:

Knowledge of my vocation:

Wounds received in service:

Date and result of smallpox vaccination:

Date of completion of all typhoid-paratyphoid vaccinations:

Date and result of diphtheria immunity test (Schick):

Date of other vaccinations (specify vaccine used):

Physical condition when discharged: good Married or single: single

Character: Excellent

Remarks:

Signature of soldier:

*Walter J. Kline Jr.*

Capt., 21st Infantry, MSG

Commanding D Company

- State Guard of Massachusetts -



To all whom it may concern:

**This is to Certify, That** FRANK T. CREERON, JR.

PRIVATE, COMPANY D, 21ST INFANTRY

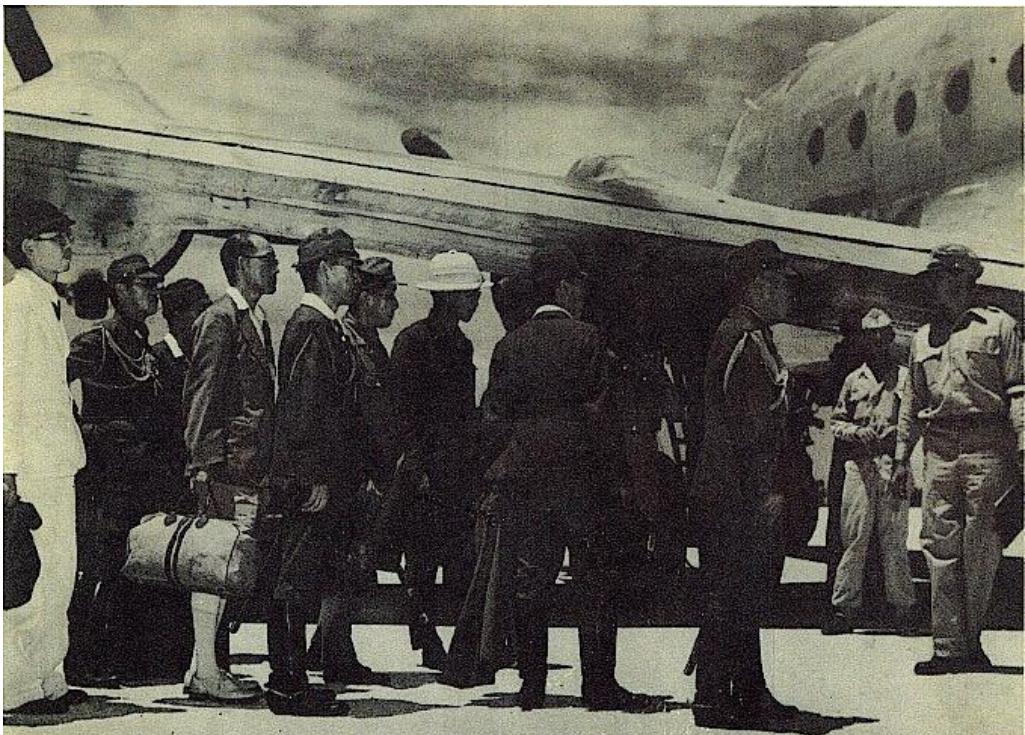
STATE GUARD as a TESTIMONIAL OF HONEST AND FAITHFUL  
SERVICE, is hereby HONORABLY DISCHARGED from the STATE GUARD of the  
State of Massachusetts by reason of Induction into United States  
Army, as per Par. 1, S.O. #44, AGO, Mass., dated March 12, 1943.

Said Frank T. Creeron, Jr., was born  
in Worcester, . . . . , in the State of Massachusetts  
When enlisted he was 19 years of age and by occupation a student  
He had blue eyes, brown hair, fair complexion, and  
was five feet nine inches in height.

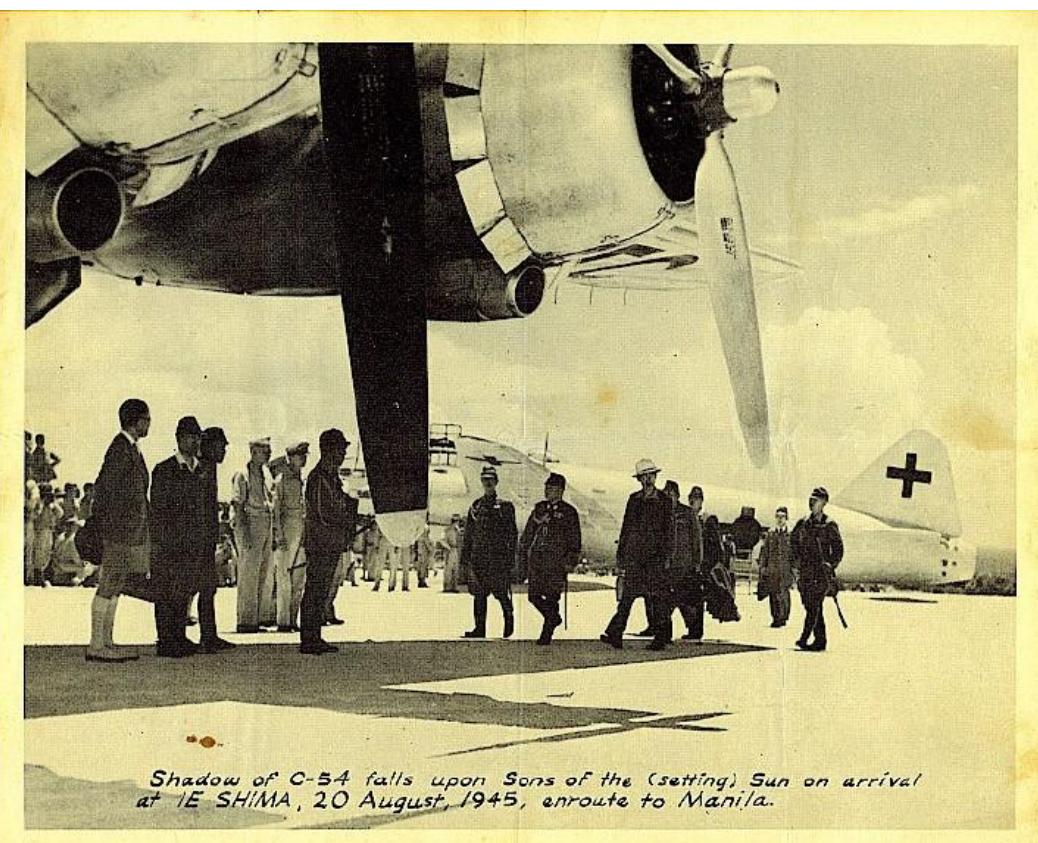
Given under my hand at Worcester, Massachusetts this  
19th day of March, one thousand nine hundred and forty-three.

*Frank T. Creeron*

Colonel, 21st Infantry, MSG



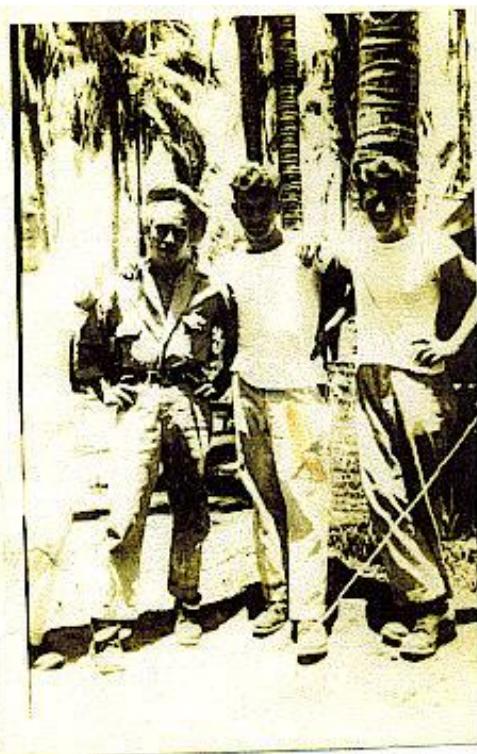
Lt. Gen. KAWABE (at right), Vice-Chief of Staff of Imperial General Staff, leads Japanese peace party of 16 officials.



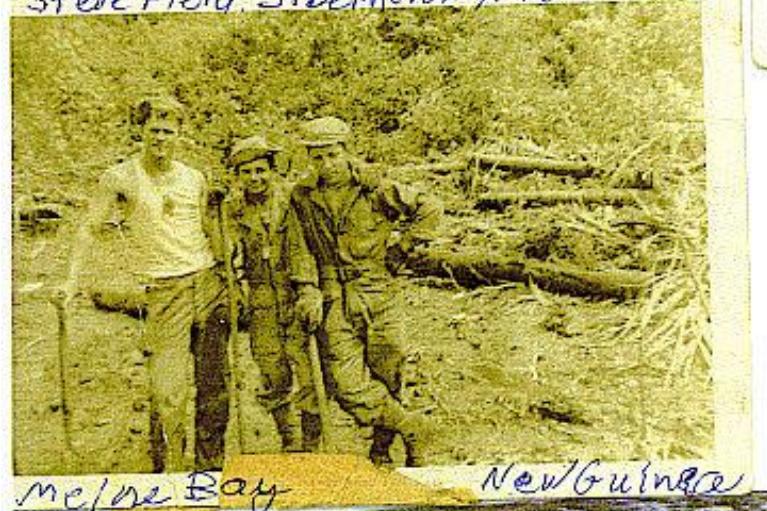
Shadow of C-54 falls upon Sons of the (setting) Sun on arrival at IJ SHIMA, 20 August, 1945, enroute to Manila.



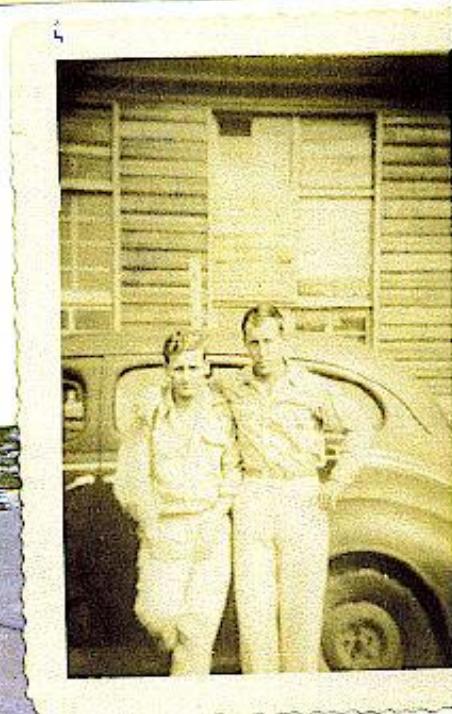
L Tore →  
Geo Macfadden  
John B. Tampon  
Gregory  
Bambale



Steve Field, S. Bernstein, ETC 11-1943

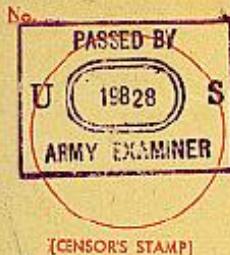


Melne Bay New Guinea



Leo Hoytme  
LT +

Print the complete address in plain block letters in the panel below, and your return address in the space provided. Use typewriter, dark ink, or pencil. Write plainly. Very small writing is not suitable.



To The FREERON Family  
19 Kendall St.  
WORCESTER  
Mass., U.S.A.

From  
Col. F.T. FREERON 31259034

3d FTR. LANT SQUAD 10 A.M.  
[Sender's name]  
[Sender's address]

A.P.O. 928 San Francisco Cal.

Dec. 5, 1943  
[Date]

Best Wishes  
for  
A Merry Xmas  
and  
A Happy New Year  
to  
My loving family  
" from  
"Frankie"



New Guinea  
1943

V--MAIL



Frank and little sister Kathleen upon his return home – 1946  
Lincoln Street, Worcester, MA.



Korean War





Boeing B-17 Flying Fortress over England  
(<http://www.google.com/search?hl=en&q=b-17+wikipedia>)



Boeing B-24 Liberator  
([http://en.wikipedia.org/wiki/B-24\\_Liberator](http://en.wikipedia.org/wiki/B-24_Liberator))



North American B-25 Mitchell  
([http://en.wikipedia.org/wiki/B-25\\_Mitchell](http://en.wikipedia.org/wiki/B-25_Mitchell))



Boeing B-29 Superfortress  
([http://en.wikipedia.org/wiki/B-29\\_Superfortress](http://en.wikipedia.org/wiki/B-29_Superfortress))



Boeing Consolidated B-32 Dominator  
([http://en.wikipedia.org/wiki/B-32\\_Dominator](http://en.wikipedia.org/wiki/B-32_Dominator))



Curtiss-Wright C-46 Commando  
([http://en.wikipedia.org/wiki/C-46\\_Commando](http://en.wikipedia.org/wiki/C-46_Commando))



Douglas C-47 Skytrain  
([http://en.wikipedia.org/wiki/C-47\\_Skytrain](http://en.wikipedia.org/wiki/C-47_Skytrain))



Douglas C-54 Skymaster  
([http://en.wikipedia.org/wiki/C-54\\_Skymaster](http://en.wikipedia.org/wiki/C-54_Skymaster))



Lockheed P-38 Lightning  
([http://en.wikipedia.org/wiki/P-38\\_Lightning](http://en.wikipedia.org/wiki/P-38_Lightning))



Bell P-39 Airacobra  
([http://en.wikipedia.org/wiki/P-39\\_Airacobra](http://en.wikipedia.org/wiki/P-39_Airacobra))



Republic P-47 Thunderbolt  
([http://en.wikipedia.org/wiki/P-47\\_Thunderbolt](http://en.wikipedia.org/wiki/P-47_Thunderbolt))



North American Aviation P-51 Mustang  
([http://en.wikipedia.org/wiki/P-51\\_Mustang](http://en.wikipedia.org/wiki/P-51_Mustang))



Northrop P-61 Black Widow  
([http://en.wikipedia.org/wiki/P-61\\_Black\\_Widow](http://en.wikipedia.org/wiki/P-61_Black_Widow))



Bristol Beaufighter  
([http://en.wikipedia.org/wiki/Bristol\\_Beaufighter](http://en.wikipedia.org/wiki/Bristol_Beaufighter))



USS St. LO CVE 63 (Baby flat top)



USS Bon Homme Richard (CV/A-31)  
[http://en.wikipedia.org/wiki/USS\\_Bon\\_Homme\\_Richard\\_\(CV-31\)](http://en.wikipedia.org/wiki/USS_Bon_Homme_Richard_(CV-31))



SS Patrick Henry – Liberty Ship  
[http://en.wikipedia.org/wiki/Liberty\\_ship](http://en.wikipedia.org/wiki/Liberty_ship)



USS Pennsylvania  
([http://en.wikipedia.org/wiki/USS\\_Pennsylvania\\_\(BB-38\)](http://en.wikipedia.org/wiki/USS_Pennsylvania_(BB-38)))



USS Missouri (BB-63) and USS Iowa (BB-61) off Japan 20 August 1945  
([http://en.wikipedia.org/wiki/USS\\_Missouri\\_\(BB-63\)](http://en.wikipedia.org/wiki/USS_Missouri_(BB-63)))  
([http://en.wikipedia.org/wiki/USS\\_Iowa\\_\(BB-61\)](http://en.wikipedia.org/wiki/USS_Iowa_(BB-61)))

## Locations

Angeles City – [http://en.wikipedia.org/wiki/Angeles\\_City](http://en.wikipedia.org/wiki/Angeles_City)  
Atsugi, Japan – [http://en.wikipedia.org/wiki/Atsugi,\\_Kanagawa](http://en.wikipedia.org/wiki/Atsugi,_Kanagawa)  
Balikpapan, Borneo – <http://en.wikipedia.org/wiki/Balikpapan>  
Berlin, Germany – <http://en.wikipedia.org/wiki/Berlin>  
Nichol's Field – [http://en.wikipedia.org/wiki/Nichols\\_Field](http://en.wikipedia.org/wiki/Nichols_Field)  
Biak – <http://en.wikipedia.org/wiki/Biak>  
Borneo – <http://en.wikipedia.org/wiki/Borneo>  
Burauen - [http://en.wikipedia.org/wiki/Burauen,\\_Leyte](http://en.wikipedia.org/wiki/Burauen,_Leyte)  
Cape Sansapor, New Guinea –  
Cebu – [http://en.wikipedia.org/wiki/Cebu\\_Island](http://en.wikipedia.org/wiki/Cebu_Island)  
Clark Field – [http://en.wikipedia.org/wiki/Clark\\_Air\\_Base](http://en.wikipedia.org/wiki/Clark_Air_Base)  
Corregidor - <http://en.wikipedia.org/wiki/Corregidor>  
Dipolog, Mindanao – [http://en.wikipedia.org/wiki/Dipolog\\_City](http://en.wikipedia.org/wiki/Dipolog_City)  
Formosa – <http://en.wikipedia.org/wiki/Taiwan>  
Fort Stotsenburg – [http://en.wikipedia.org/wiki/Fort\\_Stotsenburg](http://en.wikipedia.org/wiki/Fort_Stotsenburg)  
Fukuoka, Kyushu – [http://en.wikipedia.org/wiki/Fukuoka\\_Prefecture](http://en.wikipedia.org/wiki/Fukuoka_Prefecture)  
Guiaan, Samar –  
Hollandia - <http://en.wikipedia.org/wiki/Jayapura>  
Intramuros - <http://en.wikipedia.org/wiki/Intramuros>  
Irumagawa, Japan – <http://en.wikipedia.org/wiki/Irumagawa>  
Leyte - <http://en.wikipedia.org/wiki/Leyte>  
Lingayen - [http://en.wikipedia.org/wiki/Lingayen,\\_Pangasinan](http://en.wikipedia.org/wiki/Lingayen,_Pangasinan)  
Maffin Bay, New Guinea – [http://www.pacificwrecks.com/provinces/irian\\_maffin.html](http://www.pacificwrecks.com/provinces/irian_maffin.html)  
Manila – <http://en.wikipedia.org/wiki/Manila>  
Milne Bay – [http://en.wikipedia.org/wiki/Milne\\_Bay\\_Province](http://en.wikipedia.org/wiki/Milne_Bay_Province)  
Mindanao - <http://en.wikipedia.org/wiki/Mindanao>  
Mindoro Island - <http://en.wikipedia.org/wiki/Mindoro>  
Mount Fujiyama, Japan – [http://en.wikipedia.org/wiki/Mount\\_Fuji](http://en.wikipedia.org/wiki/Mount_Fuji)  
New Guinea – [http://en.wikipedia.org/wiki/New\\_Guinea](http://en.wikipedia.org/wiki/New_Guinea)  
Okinawa, Japan – <http://en.wikipedia.org/wiki/Okinawa>  
Ormoc Bay - [http://en.wikipedia.org/wiki/Ormoc\\_Bay](http://en.wikipedia.org/wiki/Ormoc_Bay)  
Owi – [http://www.pacificwrecks.com/provinces/irian\\_owi.html](http://www.pacificwrecks.com/provinces/irian_owi.html)  
Palawan - <http://en.wikipedia.org/wiki/Palawan>  
Ryukyus – [http://en.wikipedia.org/wiki/Ryukyu\\_Islands](http://en.wikipedia.org/wiki/Ryukyu_Islands)  
Samar - <http://en.wikipedia.org/wiki/Samar>  
Sulu Archipelago – [http://en.wikipedia.org/wiki/Sulu\\_Archipelago](http://en.wikipedia.org/wiki/Sulu_Archipelago)  
Tacloban - [http://en.wikipedia.org/wiki/Tacloban\\_City](http://en.wikipedia.org/wiki/Tacloban_City)  
Tarakan Island – [http://en.wikipedia.org/wiki/Tarakan\\_Island](http://en.wikipedia.org/wiki/Tarakan_Island)  
Tawi-Tawi - <http://en.wikipedia.org/wiki/Tawi-Tawi>  
Tokyo, Japan – <http://en.wikipedia.org/wiki/Tokyo>  
Turin, Italy – <http://en.wikipedia.org/wiki/Turin>  
Venice, Italy – <http://en.wikipedia.org/wiki/Venice>  
Yokohama - <http://en.wikipedia.org/wiki/Yokohama>  
Zamboanga - <http://en.wikipedia.org/wiki/Zamboanga>

## Glossary

(P) – Provisional

**5279<sup>th</sup> Airborne Fighter Control Center (P)** – Provisional unit created by the Commanding General of the 5<sup>th</sup> Air Force.

**Ack-ack** – Artillery designed to shoot upward at airplanes.

**Ashcan** – Depth charge used to sink enemy submarines.

(<http://www.de220.com/Armament/Depth%20Charges/DepthCharges.htm>)

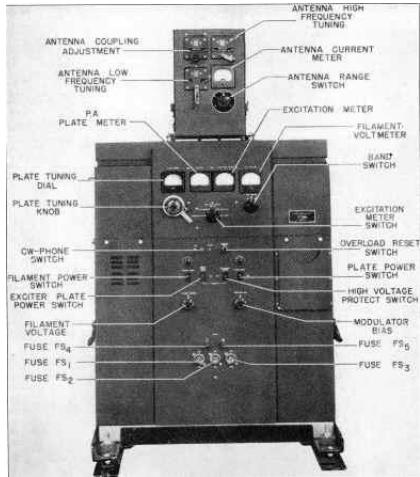


Mk 6 Depth charges being loaded aboard the USS Roper (DD-147)

**Baby Flat Top** – A small aircraft carrier. The original ones were converted oil tankers based on what was designated as a C-3 hull.

**Battle Star** – A battle star indicates that the recipient participated in a particular campaign. First one must determine the campaign ribbon that the star(s) are on, to then determine which campaign(s) the recipient participated in. It also helps to have the numerical designation of the unit that the recipient was assigned to.

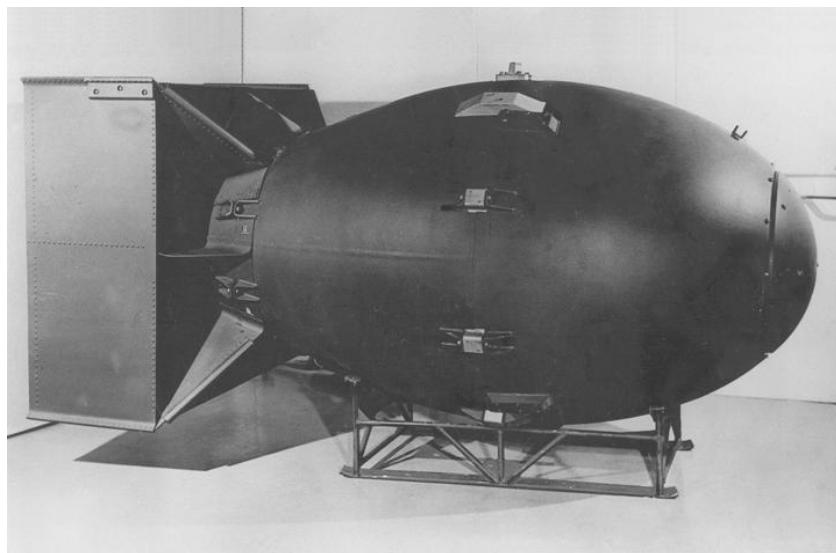
**BC610 Transmitter** – (<http://www.jamesrobinson.biz/misc/mil.html>)



**C.O.** – Commanding Officer.

**ETO** – European Theater Operations.

**Fat Man** – The codename for the atomic bomb that was detonated over Nagasaki, Japan, by the United States on August 9, 1945. It was the second of the two nuclear weapons to be used in warfare and was the third man-made nuclear explosion at that time. The name also refers more generically to the early nuclear weapon designs of U.S. weapons based on the "Fat Man" model. It was an implosion-type weapon with a plutonium core. ([http://en.wikipedia.org/wiki/Fat\\_Man](http://en.wikipedia.org/wiki/Fat_Man))



A post-war "Fat Man" model

**Fighter Control Squadron** – Would land behind enemy lines and be the control base for fighter planes.

**Flying Circus** – Name given to the 5279<sup>th</sup> Airborne Fighter Control Center.

**GHQ** – General Head Quarters.

**GI** – *n.* An enlisted person in or a veteran of any of the U.S. armed forces, especially a person enlisted in the army.  
*adj.* 1. Relating to or characteristic of an enlisted person. 2. Conforming to or in accordance with U.S. military regulations or procedures. 3. Issued by an official U.S. military supply department.  
*adv.* In strict accordance with military regulations or practices.  
(<http://www.thefreedictionary.com/GI's>)

**Huks** – The Hukbalahap was the military arm of the Communist Party of the Philippines (PKP), formed in 1942 to fight the Japanese Empire's occupation of the Philippines during World War II. It fought a second war from 1946 to 1954 against the pro-Western leaders of their newly independent country. The term is a contraction of the Filipino term "Hukbong Bayan Laban sa mga Hapon", which means "People's Army Against the Japanese." The group is more commonly known as Huks.

(<http://en.wikipedia.org/wiki/Hukbalahap>)

**I.F.F.** – In telecommunications, identification, friend or foe (IFF) is a cryptographic identification system designed for command and control. IFF was first developed during World War II. The term is a bit of a misnomer, as IFF can only positively identify friendly targets but not inimical ones. If an IFF interrogation receives no reply, the object can only be treated as suspicious but not as a positively identified foe.  
([http://en.wikipedia.org/wiki/Identification\\_friend\\_or\\_foe](http://en.wikipedia.org/wiki/Identification_friend_or_foe))

**Jungle Skippers** – The Jungle Skippers were the squadrons of the 317th Troop Carrier Group. They were the 39th, 40th, 41st, and 46th Troop Carrier Squadrons. They served in the South Pacific Theater of operations under the 5th Air Force commanded by General George Kenny. The squadrons were activated at Duncan Field, Texas in Feb. 1942. (<http://www.usaf317thvet.org/jungleskipperhistory.htm>)

**K.P.** – ‘Kitchen Police’. The U.S. military sometimes uses the word ‘police’ as a verb to mean “to clean” or “to restore to order.” In the military, it is often more formally known as mess duty, and is restricted to enlisted personnel. A service member is “put on kp” for some minor infraction committed while on duty, in uniform, or on a military installation, something that would not require an Article 15 Hearing, or non-judicial punishment. KP is also assigned out of necessity, not just for punishment. In this latter case, all enlisted personnel assigned to a mess would be put on a roster and regularly receive assignments to KP duty on a rotating basis. KP duties, however, can include any tedious chores in the military mess at an installation or in the field ([http://en.wikipedia.org/wiki/KP\\_duty](http://en.wikipedia.org/wiki/KP_duty))

**LCT** – The Landing Craft, Tank (Landing Craft Tank) was an amphibious assault ship for landing tanks on beachheads. The first examples appeared during the Second World War. They were used by the Royal Navy and U.S. Navy in World War II. The latter used them afterwards under different designations in the Korean War and the Vietnam War. During WWII, they were commonly called by their abbreviation, LCT. ([http://en.wikipedia.org/wiki/Landing\\_craft\\_tank](http://en.wikipedia.org/wiki/Landing_craft_tank))

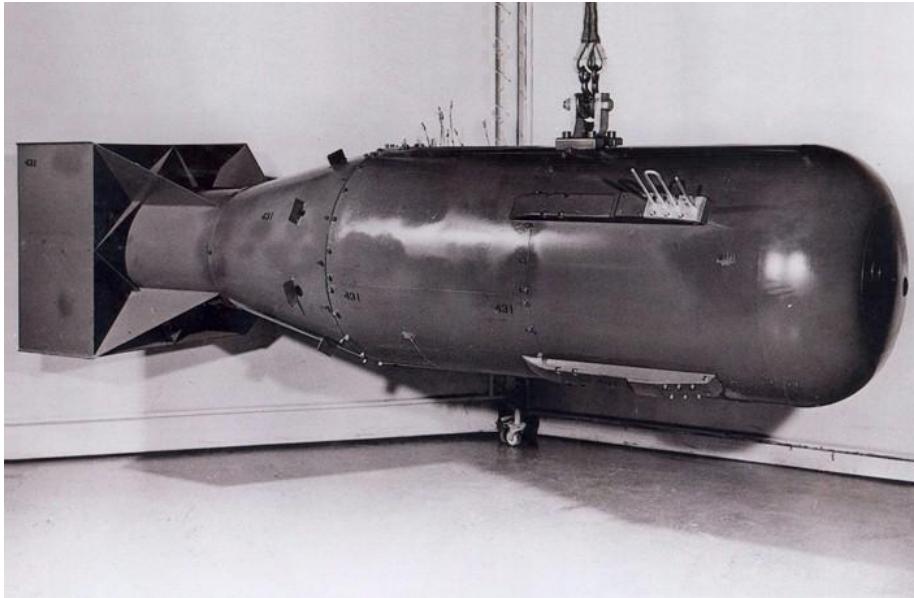


LCT-202

**Liaison plane** – A liaison aircraft is a small, usually unarmed aircraft developed before World War II and primarily used by military forces for artillery observation or transporting commanders and messengers. The aircraft were also used for battlefield reconnaissance, air ambulance, column control, light cargo delivery and similar duties. They are known also as army-cooperation aircraft. Able to operate from small, unimproved fields under primitive conditions, with STOL capabilities, most liaison aircraft were developed from, or were later used as general aviation light planes. Today, the helicopter performs the duties formerly accomplished by liaison aircraft. ([http://en.wikipedia.org/wiki/Liaison\\_aircraft](http://en.wikipedia.org/wiki/Liaison_aircraft)) ([http://en.wikipedia.org/wiki/L-5\\_Sentinel](http://en.wikipedia.org/wiki/L-5_Sentinel))



**Little Boy** – The codename of the atomic bomb which was dropped on Hiroshima, on August 6, 1945 by the 12-man crew of the B-29 Superfortress Enola Gay. ([http://en.wikipedia.org/wiki/Little\\_Boy](http://en.wikipedia.org/wiki/Little_Boy))



A post-war "Little Boy" model

**LST** – The TANK LANDING SHIP (LST) was the brain child of Winston Churchill. He conveyed to President Franklin Roosevelt the need for a ship that could transport battle tanks and heavy rolling equipment over the sea to forward battle areas, delivering the load directly to beachhead. Much importance was given this project. The keel of an aircraft carrier was hastily removed from a dry dock in Newport News, VA, to begin construction of the first LST. Twenty-three LSTs were in commission by the end of 1942.

The TANK LANDING SHIP (LST) proved to be much more rugged and versatile than her planners ever dreamed of producing. They were used for the transport of tanks (of course), general cargo, locomotives, railroad cars, all types of vehicles, prisoners, casualties and for numerous other purposes.

They were called Large Slow Targets by their crews! (<http://home.jinko.com/ww2LST/definiti.htm>) ([http://en.wikipedia.org/wiki/Tank\\_landing\\_ship](http://en.wikipedia.org/wiki/Tank_landing_ship))



USS LST 519

**Macadam** – Macadam is a type of road construction pioneered by the Scotsman John Loudon McAdam in around 1820. It consisted of creating three layers of stones laid on a crowned sub-grade with side ditches for drainage. (<http://en.wikipedia.org/wiki/Macadam>)

**Moro** – The Moro are a multilingual ethnic group and the largest mainly non-Christian[1] ethnic group in the Philippines, comprising about 5.25% of the total Philippine population as of 2005,[2] making them the sixth largest ethnic group in the country. Their name originated from the Spanish word Moor, and they mostly live in a region dubbed as Bangsamoro in the southern Philippines. Due to migration, Moro communities have also begun to appear in major cities like Manila, Cebu and Baguio.

([http://en.wikipedia.org/wiki/Moro\\_%28Philippines%29](http://en.wikipedia.org/wiki/Moro_%28Philippines%29))

**Morse code** – A method for transmitting telegraphic information, using standardized sequences of short and long elements to represent the letters, numerals, punctuation and special characters of a given message. The short and long elements can be formed by sounds, marks or pulses, in on off keying and are commonly known as "dots" and "dashes" or "dits" and "dahs".

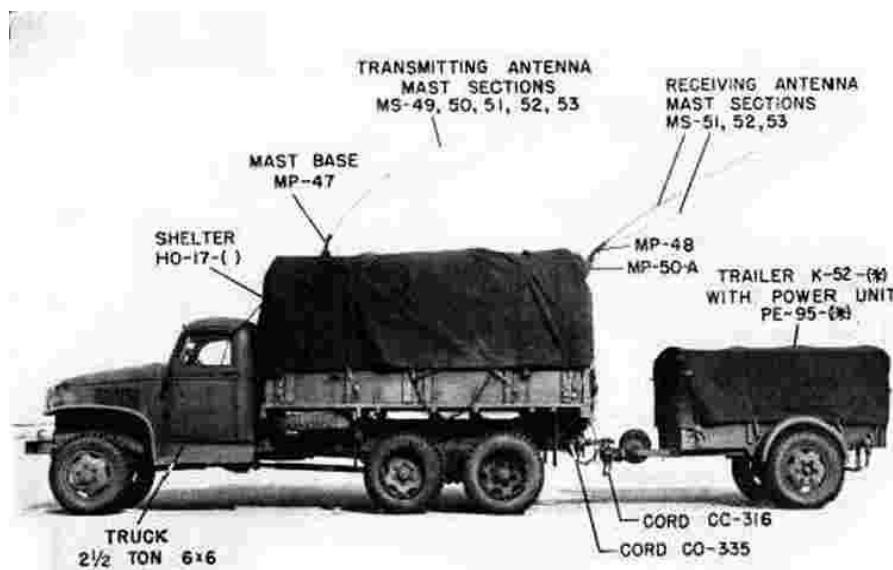
([http://en.wikipedia.org/wiki/Morse\\_code](http://en.wikipedia.org/wiki/Morse_code))

**M.P.** – Military Police.

**Nip** – A Japanese person (derogatory, from Nippon, the Japanese word for Japan).

**Paragraph Troopers** – Derogatory nickname given to the 5<sup>th</sup> Fighter Command Staff. Because they were in charge they got the battle stars while the Flying Circus did the work.

**PE-95** – World War II 10KW generator. (<http://ronfoo.com/generator.html>)  
(<http://www.jamesrobinson.biz/misc/mil.html>)



**P.O.W.** – Prisoner of war.

**President Roosevelt** – Franklin Delano Roosevelt (January 30, 1882 – April 12, 1945), often referred to by his initials FDR, was the thirty-second President of the United States. Elected to four terms in office, he served from 1933 to 1945, and is the only U.S. president to have served more than two terms of office. He was a central figure of the 20th century during a time of worldwide economic crisis and world war.

([http://en.wikipedia.org/wiki/Franklin\\_D.\\_Roosevelt](http://en.wikipedia.org/wiki/Franklin_D._Roosevelt))



**Priority Highway** – with all the rain and poor road conditions certain roadways were closed to general traffic. In order to proceed on these roadways special permission from General Head Quarters was required.

**Shavetail** – any newly commissioned officer, especially a Second Lieutenant; derived from the practice of shaving the tail of unbroken mules for identification. (<http://www.combat.ws/S4/MILTERMS/MT-S.HTM>)

**Ship blinkers** – Lights that were flashed on and off to send a coded message, especially from ship to ship.

**SNAFU** – Situation normal all fucked up. A chaotic or confused situation.

**Tarvia** – A brand of road-surfacing material made with asphalt.

**Tojo, Hideki** – Hideki Tojo (Kyūjitai: 東條 英機; Shinjitai: 東条英機; Tōjō Hideki) (December 30, 1884 – December 23, 1948) was a General in the Imperial Japanese Army and the 40th Prime Minister of Japan during much of World War II, from October 18, 1941 to July 22, 1944. After the end of the war, Tojo was sentenced to death for war crimes by the International Military Tribunal of the Far East.

([http://en.wikipedia.org/wiki/Hideki\\_Tojo](http://en.wikipedia.org/wiki/Hideki_Tojo))



**Tommy-Gun** – Thompson sub-machinegun, also spelled "tommie-gun", a .45cal ACP drum or stick magazine fed, fully automatic shoulder fired weapon; developed in 1916 for WWI trench fighting, some versions have fore-end pistol-grip or "Cutts Compensator" muzzle break. Popular civilian NICKNAMEs were "chopper", "stutter-gun", "stutterer", "chatter-gun", "chatterer", and "Chicago typewriter". See SMG, GREASE GUN. (<http://www.combat.ws/S4/MILTERMS/MT-T.HTM>)



**Transient Camp** – temporary camp for GIs on the move. Consisted of little more than some tents and cots.

**V.E. Day** – Victory in Europe Day (V-E Day or VE Day) was May 7 and May 8, 1945, the dates when the World War II Allies formally accepted the unconditional surrender of the armed forces of Nazi Germany and the end of Adolf Hitler's Third Reich. On April 30, Hitler committed suicide during the Battle for Berlin, and so the surrender of Germany was authorized by his replacement, President of Germany Karl Dönitz. The administration headed up by Dönitz was known as the Flensburg government. The act of military surrender was signed on May 7 in Reims, France, and May 8 in Berlin, Germany.

([http://en.wikipedia.org/wiki/Victory\\_in\\_Europe\\_Day](http://en.wikipedia.org/wiki/Victory_in_Europe_Day))

**V.J. Day** – Victory over Japan Day (V-J Day, also known as Victory in the Pacific Day, or V-P Day) is the celebration of the Surrender of Japan, which was initially announced on August 15, 1945 (August 14 North American date), ending combat in the Second World War. A formal Surrender happened on September 2nd. In Japan, the day is usually known as Shuusen-kinenbi, which literally means the "memorial day for the end of the war"; the official name for the day is however "the day for mourning of war dead and praying for peace". The day is commemorated as Liberation Day in Korea and some other nations. Rhode Island remains the only U.S. state to recognize the holiday.

([http://en.wikipedia.org/wiki/Victory\\_over\\_Japan\\_Day](http://en.wikipedia.org/wiki/Victory_over_Japan_Day))

**WAC** – (whack) Women's Army Corps; Women's Army Auxiliary Corps, formed 15 May 1942 as a contract service, then admitted to full military status on 3 July 1943, becoming the Women's Army Corps (WAC) so as to perform combat support roles; all separate women's military service corps were dissolved in 1978 when female service members were integrated into the RANKS. When formed at the behest of George C. Marshall, the WAACs would be "neither Amazons rushing to battle nor butterflies fluttering around"! (<http://www.combat.ws/S4/MILTERMS/MT-W.HTM>)

**Winston Churchill** – 'Sir Winston Leonard Spencer-Churchill', KG, OM, CH, TD, FRS, PC, PC (Can) (30 November 1874 – 24 January 1965) was a British politician known chiefly for his leadership of Great Britain during World War II. He served as Prime Minister of the United Kingdom from 1940 to 1945 and again from 1951 to 1955. A noted statesman and orator, Churchill was also known as an officer in the British Army, a historical writer, and an artist. ([http://en.wikipedia.org/wiki/Winston\\_Churchill](http://en.wikipedia.org/wiki/Winston_Churchill))

