

**Partial
Review
of
Col. Edward Jurken's
Scrapbook
& More
Detailing
His
WWII Service**

**Created
in May 2013
for Ed**

By

JBE & JBE



CLASS 41-B

The Gulf Coast Air Corps Training Center
of
United States Army

announces the graduation of

Class 41-B

on Friday morning, March the fourteenth

nineteen hundred and forty-one

at eight-thirty o'clock

Post Theater

Kelly Field, Texas

Illinois' New Air Cadets



Harold E. Levinson,
Chicago.



David V. Miller,
Glen Ellyn.



Collier H. Davidson,
Scott Field.



Charles Gallup,
Chicago.



Arvis L. Hilpert,
Stanford.



Benjamin Vickery,
Bradley.



Dean A. Fling,
Windsor.



Philip O'Connell,
Chicago.



Donald R. Carlson,
Rockford.



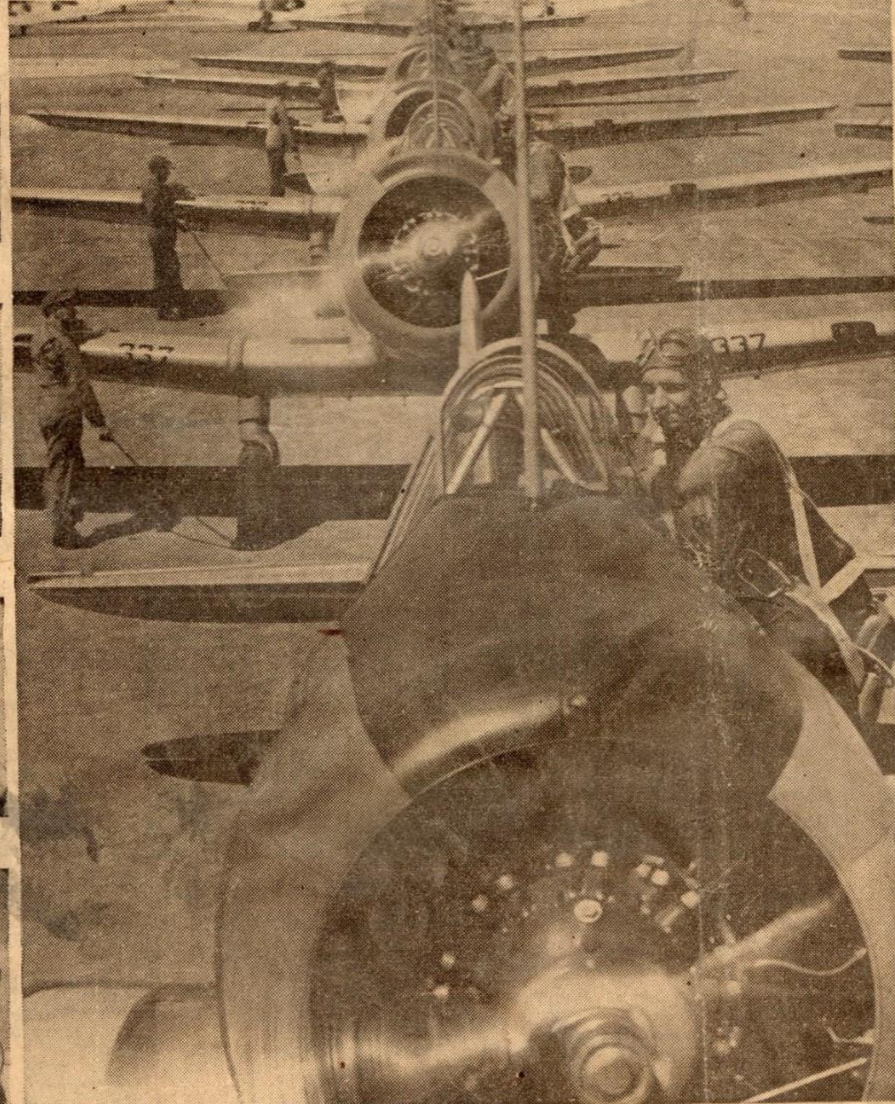
Joseph Shulmistras,
Chicago.



John Henebry,
Plainfield.



Hal Ercanbrack Jr.,
Danville.



Cadets tune up planes at Randolph Field, Texas, "West Point of Air."



Wyly Parsons,
Chicago.



Byrl F. Scaubert,
Shattuc.



Robert S. Eckhart,
Rock Island.



James H. Payne,
East St. Louis.



Frank Kobal,
Hinsdale.



Edward Jurkens,
Sterling.



Virgil Holdsworth,
Viola.



William Gross,
Congress Park.



Peter Tucker Jr.,
Chicago.



H. A. Klein,
Chicago.



Warren Johnson,
Ladd.



Donald Gordon,
Odell.

Thursday, January 2, 1941

Edward Jurkens of Sterling Graduated As a Flying Cadet

Edward Jurkens, son of Mr. and Mrs. Bert Jurkens of this city, has been graduated from Randolph flying field, the "West Point of the Air," near San Antonio, Texas, to take the advanced course at Kelly Field, which is also near San Antonio. He graduated with the largest group of flying cadets ever to complete their basic flight training at Randolph Field and have 70 hours of flying to their credit. An excellent likeness of Edward and the graduating group appeared in the Chicago Herald-Examiner Tuesday morning.



EDWARD JURKENS

The course at Kelly Field requires 10 weeks, after which time, if successful, the pilot receives his commission as a second lieutenant. Edward is getting along fine and likes flying very much.

These graduates will receive the same pay as a flying cadet during training, \$75 per month, in addition to quarters and food. They will be commissioned as second lieutenants as will the pilots. Pay of the navigation officers and bombardiers

will be the same as for pilots, \$205 per month plus quarters.

Certain selected college men with a technical education will get a nine months' course in engineering and airplane and engine maintenance. Physical requirements are high, it was pointed out, but not as high as for those applying for pilot training.

MARCH 14, 1941

STT

Lieut. Edward Jurkens



Earns his silver wings to become Sterling's first officer contribution to America's flying corps.

Commissioned as First Lieutenant In the Air Corps

Edward Jurkens Wins Silver Wings Friday At Kelly Air Field

Edward Jurkens, 23, son of Mr. and Mrs. Albert Jurkens, 102 Eighth avenue, received his silver wings and was commissioned as a second lieutenant of the Air Corps Reserve at the graduation ceremony for a class of 310 graduates at Kelly Field, San Antonio, Texas, last Friday. Col. H. R. Harmon, commandant of Kelly field, introduced Major Stanton T. Smith, commandant of Brooks field, also at San Antonio, who welcomed the graduates into the Air Corps and charged them with the responsibility of keeping the traditions set by the men who have gone before them. The class was the largest to receive wings in the history of Kelly and Brooks fields, 235 of whom were trained at Kelly field and 75 at Brooks field.

Lieut. Jurkens is a graduate of Sterling Township high school, a member of the class of 1935, and also was graduated from Knox college in 1940. Last July he enlisted for a 10-week primary flying school training at Tulsa, Okla., where he received 65 hours dual and solo flying time on ships with 165-225 horse power motors.

Upon fulfilling the requirements for the primary course, he was transferred to Randolph field where he received 65 hours of basic flying training on ships with fixed landing gear and manually controlled wing flaps. This training also included ground work in meteorology, aerodynamics, theory of flight, maps and map reading, navigation, communication, and military drill.

From Randolph field Jurkens was advanced to Kelly field where he received advanced training on modern basic combat ships of 600-65-hp. motors, with retractable landing gear, constant speed propellers and hydraulically operated flaps. This training included 70 hours of formation, instrument flying and navigation flying, day and night. This completed his training course of 200 or more hours of flying.

Lieut. Jurkens is justly proud to have successfully advanced through all of the training steps which led to the coveted silver wings award. Jurkens is Sterling's first officer in the flying corps, and his home folks are proud of him. But above all, America is proud—proud that she can give the finest training in the world to the finest men in the world. Congratulations Lieut. Edward Jurkens.

Longabaugh and Jurkens

To Jack Longabaugh, the only man in this vicinity to graduate from the midshipman's school at Northwestern university, The Gazette offers congratulations. Ensign Longabaugh leaves Sunday for his new station in the Philippines, where he will be assigned to one of the ships of the Asiatic fleet. A graduate of Sterling high school, Longabaugh has demonstrated that he is of the stuff from which naval officers are made. That he will make good is a certainty.

Sterling has another son of which it may be justly proud in Edward Jurkens, who has just graduated as a second lieutenant, U. S. flying corps. Jurkens will be assigned to a southern post. He, like Longabaugh, came up the hard way. Because of this he, like Longabaugh, is certain to make good. Both boys have demonstrated their mettle and the best of wishes is extended to them.

Lieutenant Jurkens and Ensign Longabaugh, we salute you.

Sent to Langley Field

Second Lieutenant Edward Jurkens of the U. S. army flying corps, who received his commission following the completion of his training course at Kelly Field, Texas, March 14, has been assigned for duty at Langley Field, Va., for which place he left from Sterling Friday after a 10-day visit with his parents, Mr. and Mrs. Bert Jurkens. He was ordered to report for duty Sunday, April 6. 1941

AIR BASE HEADQUARTERS
LANGLEY FIELD, VIRGINIA

2nd Lt. Jurkens, Edward A. O-389177

May 17, 1941

(name)

(date)

CLEARANCE CERTIFICATE

This certificate will be accomplished under the provisions of Section III, paragraph 2b (6), General Orders No. 1-4, Air Base Hq., Langley Field, Virginia.

ACTIVITY	REMARKS	SIGNATURE OF DEPT HEAD OR HIS COMMISSIONED REPRESENTATIVE
Extension School.....	OK	[Signature]
Group Adjutant.....	OK	[Signature]
Group Supply Officer.....	OK	[Signature]
CO of Organization to which assigned.....	OK	[Signature]
Base Engineering Officer.....	OK	[Signature]
Base Operations Officer.....	OK	[Signature]
Base Ordnance Officer.....	OK	[Signature]
Base Signal Officer.....	OK	[Signature]
Base Air Corps Supply Officer.....	OK	[Signature]
Signal Property Officer.....	OK	[Signature]
Engineer Corps Property Officer.....	OK	[Signature]
Post Exchange Officer.....	OK	[Signature]
Finance Officer.....	OK	[Signature]
Station Surgeon.....	OK	[Signature]
Medical Supply Officer.....	OK	[Signature]
Officers Club.....	OK	[Signature]
Bachelor Officers Mess.....	OK	[Signature]
E. & R. Officer.....	OK	[Signature]
Post Office.....	OK	[Signature]
Technical Library.....	OK	[Signature]
Post Library.....	OK	[Signature]
Post Quartermaster.....	OK	[Signature]
(1) Packing & crating.....	OK	[Signature]
(2) Heat & light.....	OK	[Signature]
(3) Property.....	OK	[Signature]
(4) Quarters inspected.....	OK	[Signature]
(5) Sales Commissary.....	OK	[Signature]
(6) Laundry -- Ft. Monroe.....	OK	[Signature]
Military Police Officer:		
(1) Servants.....	OK	[Signature]
(2) Tags, Auto & domestic animals.....	OK	[Signature]

1. I certify that I have complied with the provisions of Circular 65-28, Office Chief of Air Corps, dated July 13, 1935.

2. Officers leaving on commutation status will report to the Service Desk before clearing the field and leave the address and rental of house vacated.

Edward A. Jurkens
Signature

*Mother's Day
1941
May*

STE

Sterling Flyer Here from Langley Field in Bomber

Lieut. Edward Jurkens Flies Big Ship to Dixon Mother's Day

Second Lieut. E. Moye of Ashton, pilot, and Second Lieut. Edward Jurkens of this city, co-pilot, landed at the Dixon airport Sunday morning with a U. S. bombing plane. It was a Mother's day surprise for the mothers of the pilot and co-pilot, who flew from Langley field, Va., to Chicago on Saturday. Sergt. F. Dusing of Chicago was the mechanic and Corporal J. Burgess was the instrument operator. The trip to Chicago, a distance of 640 miles was made in five hours. The plane remained in Chicago overnight and was flown out to Dixon in 45 minutes Sunday morning, including a stop at Joliet. Parents of both pilots and many friends and relatives assembled at the Dixon airport to greet the fliers as they landed and were also present at the takeoff early Sunday afternoon.

The giant bomber weighs 15 tons and has a capacity of 32 one-hundred-pound bombs in addition to the full crew of men. Local persons were much interested in getting a close-up view of the big bomber and learning something about how it is operated.

Lieut. Jurkens has yet to fly 50 hours before he has completed his 300 hours in the air. He will then be examined and granted a pilot's rating.

Mr. and Mrs. Hal Bixby and son Jack, Dick and Bill Eberley and Louis Long flew to Dixon from the Sterling municipal airport. Other local persons greeting the fliers were Mr. and Mrs. Bert Jurkens and family, Mr. and Mrs. Oscar Ebersole and son Charles, Mr. and Mrs. Albert Daehler, Mr. and Mrs. Henry Obermiller, Frank and George Washburn, Mr. and Mrs. Ray Collins, Clair Bauder, Mr. and Mrs. Vernon Lawrence, Al Reider and son Bobby, Mr. and Mrs. Jack Penhall, Jack Robinson, Ray Fulfs, Evelyn Martin, Harry Lapp, Ada Lapp, Mrs. Myrtle Salm and sons, Bob, Bill and John.

*Mother's Day
1941
May*

Huge Army Bomber Sets Down Sunday at Dixon's Airport

Big Douglas Plane Had Ashton Young Man at Controls on Trip

The largest plane ever landed with a native of Lee county pilot at the controls glided gracefully to the hangar Sunday morning about 8:30 o'clock when First Lieut. Albert Moye, son of Mr. and Mrs. Fred Moye of Ashton, set down a 12-ton Douglas bombing plane with Second Lieut. Edward Jergens of Sterling as his co-pilot. Other members of the big ship's crew were Sergeant Dusing and Corporal Burgess, all of whom are stationed at the Army flying field at Langley Field, Va.

A group of Ashtonites, members of the family of Lieut. Moye; some from Sterling, who welcomed Lieut. Jergens and a small number of Dixonites, who were early arrivals at the field, witnessed the landing of the huge all-metal bomber. The big ship maneuvered over the field for several minutes before the pilot grounded it, there being no wind to aid as a brake.

Considered Obsolete

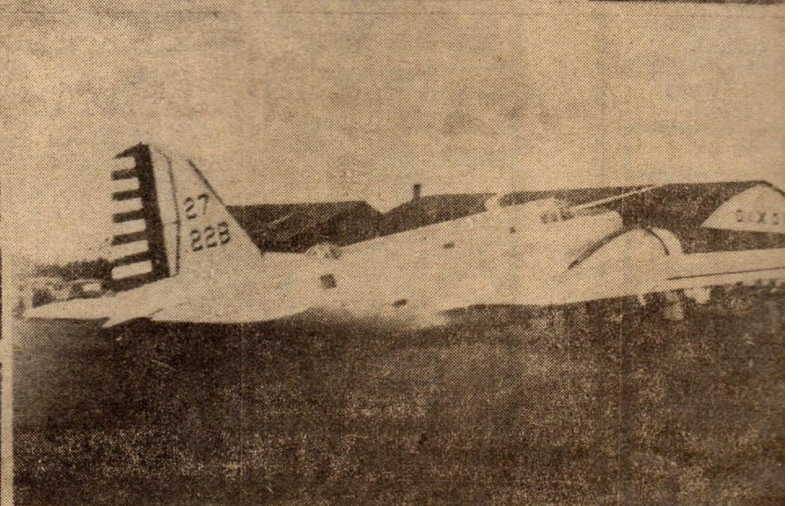
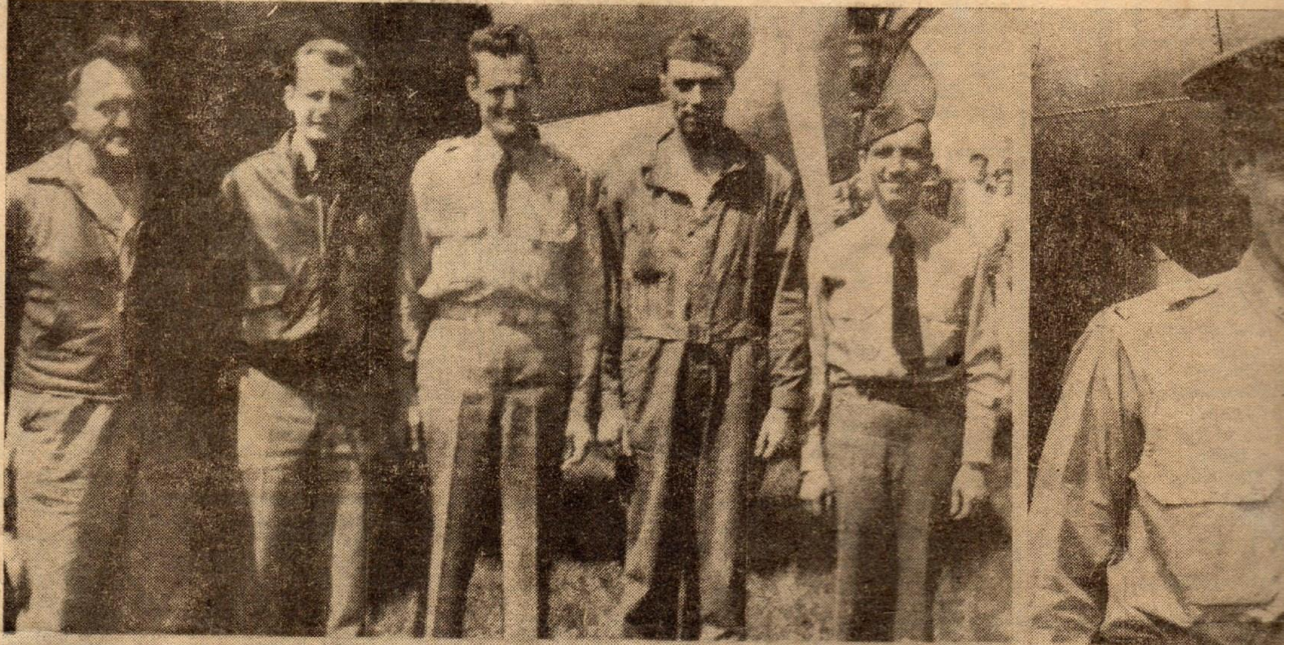
While the plane was the largest ever to land at the Dixon airport, it is now considered obsolete as a modern American fighting ship. Powered with two 1,000-horsepower motors, the plane has a wing spread of 97½ feet. Lieut. Moye and his co-pilot accompanied members of their families to their respective homes, returning to the field shortly after 1 o'clock where a much larger crowd had assembled to witness the take-off. Several were privileged to view the interior of the ship, which had been stripped of all fighting equipment, but it proved a most interesting sight to the visitors, nevertheless.

First Lieut. Moye graduated from the Ashton high school in 1933, having been an honor student throughout his high school career. He was active in high school athletics and was center on the Ashton basketball team in 1932, in which year Ashton boasted one of the best cage teams in the school's history.

Joined Cadet Corps

He attended the University of Illinois, where he entered the cadet corps, and was selected one of a group of 34 mid-west college students to receive Army aviation instructions at Kelly field, Texas. As a reserve officer, ranking high in aviation, he has flown from practically every important Army field in the United States, but unhesitatingly states that he prefers Lee county to any other section of the country.

Ashton Pilot Lands Huge U. S. Army Bomber at Dixon Airport



Upper left—(reading from left to right)—Dixon Municipal Airport Manager Rinehart Schnell, Second Lieut. Edward First Lieut. Albert Moye, Ashton; Sergeant Bob Dusing and Corporal Ken Burgess of Langley Field, Va.

Upper right—First Lieut. Albert Moye, former Ashton high school honor student.

Lower left—Members of Moye family grouped in front of giant bombing plane—Miss Dorothy Moye, First Lieut. Moye, Jr., Howard Moye and Mr. and Mrs. Fred Moye, Sr., of Ashton.

Lower right—Douglas Army bomber, 12-ton air ship with wing spread of 97½ feet, largest ever to land at Dixon which was flown from Langley Field, Va., to Dixon by Lieut. Moye Sunday.

DATA FOR FINANCE OFFICER FOR USE IN PREPARATION OF
PAY AND MILEAGE ACCOUNTS

1. NAME AND SERIAL NO. EDWARD A. JURKENS 0389177
2. RANK AND ORGANIZATION 2ND LT. 1ST RECON SQDN.
3. ON DUTY PER P.R. 1 S.O. NO. 1 HQ. 1ST RECON SQDN 19 5/15/41
4. DEPARTED FROM LANGLEY, E. 5/29/41 REPORTED AT WESTOVER 5/28/41
5. DEPENDENTS NONE
6. NO. OF YEARS SERVICE LESS THAN ONE
7. AMOUNT OF INSURANCE &/OR ALLOTMENT DEDUCTION 8.10
8. LEAVE OF ABSENCE COMMENCED MAY 25, 1941 UNDER P.R. 15 S.O. No. 122
HQ _____, _____, 19 _____ TERMINATED 26, 19 41
9. MAIL CHECK TO _____
10. TRAVEL TO PRESENT STATION PERFORMED BY _____
11. QUARTERS AT PRESENT STATION ASSIGNED ON _____ 19 _____ PER
P/R. _____ SO NO. _____ HQ _____, _____ 19 _____
12. QUARTERS AT PREVIOUS STATION TERMINATED ON _____ 19 _____ PER
P/R _____ SO NO. _____ HQ _____, _____ 19 _____
13. FLYING STATUS _____
14. _____

INSTRUCTIONS

- 1.&2. Type or print name, rank, organization, and serial no. as it appears on orders.
3. Quote orders assigning you to present station, and enclose two copies.
4. Show date departed from last duty station or, if original assignment, date departed from home, or place at which orders were received.
5. If dependent is wife or mother enter her name and address; if you are a widower and have dependent children, enter the names, ages and address if allowances are claimed for dependent mother or children only, apply at Finance Office for necessary affidavit forms.
6. If longevity pay is claimed, statement of service is required.
7. For initial deductions necessary authorization forms should be submitted.
8. Enclose two (2) copies of leave orders.
9. Indicate if you desire to have check mailed to you in person or deposited to your credit with a bank. In the latter case show name and address of bank.
10. Here show if travel was performed by rail, privately owned conv. etc.
11. Enclose two (2) copies of assignment orders.
12. Enclose two (2) copies of termination of assignment orders.
13. If flying pay is claimed two copies of all personnel orders are required.
14. Enter any information which you consider pertinent to your pay and allowance account or claim for mileage.

201

Jurkens, Edward A. (Off)

**OFFICERS GARRISON SCHOOL
WESTOVER FIELD
CHICOPEE FALLS, MASS.**

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY, THAT EDWARD A. JURKENS

..... SECOND LIEUTENANT, AIR CORPS has satisfactorily

completed the course of instruction in the subjects listed on the reverse side of this certificate
as presented by the Officers Garrison School at Westover Field.

Date October 3, 1941

V. T. Cannon

V. T. CANNON, 1st Lt., A.C.
Post School Officer

APPROVED:

By order of

RICHARD H. BALLARD, Col., A.C.
~~Commandant~~

Wm H. Neblett

WM. H. NEBLETT,
Lt. Col., Air Corps,
Executive.

Thursday, October 2, 1941

Lieut. Ed. Jurkens Is Chosen to Make Pioneer Flights

U. S. Prepares Fliers And Planes to Soar To Substratosphere

Lieut. Edward Jurkens, son of Mr. and Mrs. Albert Jurkens, 102 Eighth avenue, is among selected pilots who are making pioneer flights in an effort to solve many problems involved in preparing fliers and airplanes for soaring into substratosphere from four to seven miles above the earth's surface, so that bombers may be more efficient above the reach of hostile interceptor planes and anti-aircraft fire.

The fact that Lieut. Jurkens was chosen as a member of the First Reconnaissance squadron, members of which are making the experimental and exploratory flights into the stratosphere, with the object of extending the ceiling for more effective bombing and at the same time to give greater safety for the pilots, is a tribute to the Sterling boy's efficiency as a flier. Further indication of the esteem held for him by his superior officers, is evidenced by his selection to pose for pictures portraying the outfits and oxygen masks which the stratosphere fliers wear. A picture of Lieut. Jurkens appears in the current issue of Popular Science, in connection with a detailed story under the caption, "War Moves to the Stratosphere."

Warm suits protect the sky fliers against the arctic temperatures they meet in the upper air. Each man has a mask and tube with which he can breathe oxygen from a tank in the plane, or if he has to bail out, from a flask he carries in his suit. Suits for high flying are of sheepskin with the wool inside. The feet are protected against the numbing cold of arctic conditions by wool lined boots. The outer woolen suits have heating wires sewed into them, the cotton lining permitting radiation of heat to the body. The boots and gloves also are wired to furnish heat.

Visit Son, Lieut. Edward Jurkens, at Westover Field, Massachusetts

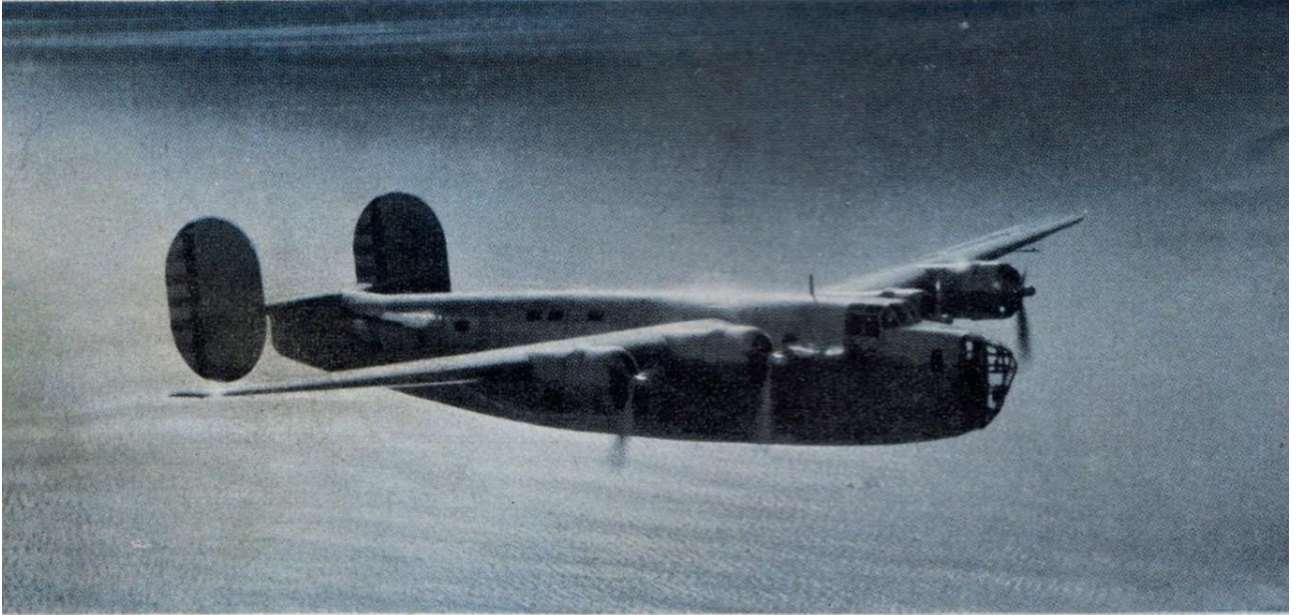
Mr. and Mrs. Bert Jurkens returned home Wednesday from a delightful trip through the east, their main objective being Westover Field, Mass., where their son Lieut. Edward Jurkens is now located. They were accompanied by Miss Louise Stern of La Jolla, Calif., and her brother, ~~Wilbur Stern of Cedar Rapids.~~ Miss Stern and her brother left Wednesday afternoon for California.

Lieut. Jurkens likes Westover Field very much. It is a new air base and is being improved rapidly. Lieut. Jurkens is now an instructor and he schedules the hours for all students. He is kept quite busy during the morning hours but gets off most afternoons and evenings.

He was able to accompany his parents and party to the Catskill mountains for the weekend. They also took a trip down the Hudson river and had a marvelous time. En route through the Catskill they passed over the famous Rip Van Winkle bridge.

On the way home they traveled 787 miles on the last lap and were very glad to complete this long grind of their trip.

War Moves to the Stratosphere



HOW SCIENCE PROTECTS HIGH-FLYING AIR SOLDIERS

By JAMES L. H. PECK

THERE is a weird region of frigid, blue-violet sky from four to seven miles above the earth's surface where death awaits any who venture unprepared. Science, prodded on by Mars, seeks to prepare man for flight into this substratosphere so that he may, singularly enough, deliver death more efficiently from his bombers while flying above the reach of hostile interceptor planes and antiaircraft fire. At the same time science, in other hands, seeks to extend the ceilings of antiaircraft guns and interceptors for the purpose of defense against these high-flying bombing planes.

Safety aside, the bomber crews have another reason for wanting to seek the upper reaches, particularly on long-distance missions. At these levels—say, a mean altitude of 30,000 feet—the air is only one third as dense as at sea level. The bomber, flying at its optimum cruising speed, meets with approximately one third the air resistance it would have to overcome at the same speed at sea level, provided the plane's "thrust"—forward pull of the propeller—is kept constant. Thus, greater economy and higher speed are possible.

But these are high altitudes for heavily laden bombers and the combat crews—pilot, bombardier, navigator, radioman, and gunners—that man them. Getting the bomber and its load up there is the first consideration, and this has been made possible through engineering innovations such as highly supercharged motors, constant-speed propellers, and high-lift wings. Pressurized cabins, decompression chambers, and oxygen masks—by-products of exhaustive physiological research and aviation pioneering—enable the combat crews to withstand the rarefied atmosphere, decreased pressure, sub-zero temperatures, and other unaccustomed conditions.

Power gets them up there. The force to be overcome by the plane's power plant—this includes the propeller as well as the motor—is represented by the total amount of the bomber's "drag," or resistance to the air. This is the reason why increased horsepower, together with efficient streamlining, spells increased performance. Clever supercharging is responsible for most of the power increase that is to be found in today's motors.

This is the means whereby air—which must be mixed with the proper proportion

of fuel in the engine's carburetor—is supplied to the engine cylinders at pressure equal to, or higher than that of the surrounding atmosphere. Deprived of this forced draft, the 1,200-horsepower Twin Wasp motors which, for example, power the Air Corps' big Consolidated B-24 bomber, would develop only 525 h.p. each at 20,000 feet and about 260 h.p. at 25,000 feet. From here up, sans supercharging, the decrease would become more rapid; engines, like humans, must breathe.

The centrifugal-type super consists of an impeller, or blower, about 11 inches in diameter driven at high speeds by a train of gears to which it is attached at the rear section of the engine in a casing. Two gear ratios are provided and are referred to as "low" and "high." In the Twin Wasp motor, the blower turns at a little better than seven times crankshaft speed in low gear, which is maintained until a certain altitude is reached. Then it is stepped up to high gear ratio for the long climb to higher levels. This is done because the higher ratio would provide too much supercharging at low altitudes where it was not

required, and the bomber pilot would have to fly throttled back to prevent too much of the fuel-air mixture being fed to the cylinders.

The super not only boosts air pressure to make up for the diminution of density at high levels, but also increases motor efficiency by facilitating combustion within the cylinders. The whirling impeller blades agitate or whip the gas-air mixture into such turbulence that a higher degree of vaporization is attained and the charge is heated. The ignition flame, therefore, spreads faster and combustion is more complete. In addition, the mixture is whirled against "diffuser" fins set in the casing in such a manner that the charge is evenly distributed to the manifold and cylinders.

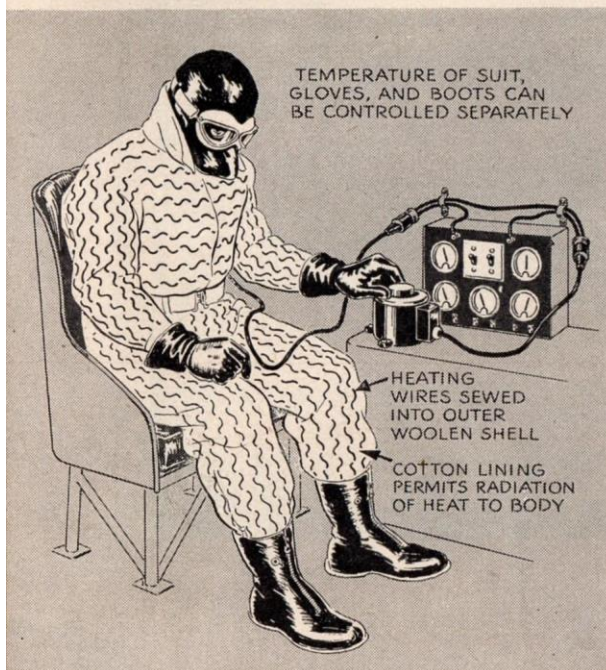
The turbo-supercharger, of which we have been hearing so much of late, is used to supplement the built-in type and is usually installed on the outer side or top of the engine. The motor's exhaust is discharged at a pressure considerably in excess of that of the atmosphere and the turbo-super utilizes this otherwise wasted power. The exhaust gases are collected in the manifold





Ordinary suits for high flying are of sheepskin with the wool inside. Naturally, they are heavy, clumsy affairs

Feet, too, need to be protected against the numbing cold of arctic conditions. At the left is a wool-lined shoe of the type worn by flyers



TEMPERATURE OF SUIT, GLOVES, AND BOOTS CAN BE CONTROLLED SEPARATELY

HEATING WIRES SEWED INTO OUTER WOOLEN SHELL

COTTON LINING PERMITS RADIATION OF HEAT TO BODY

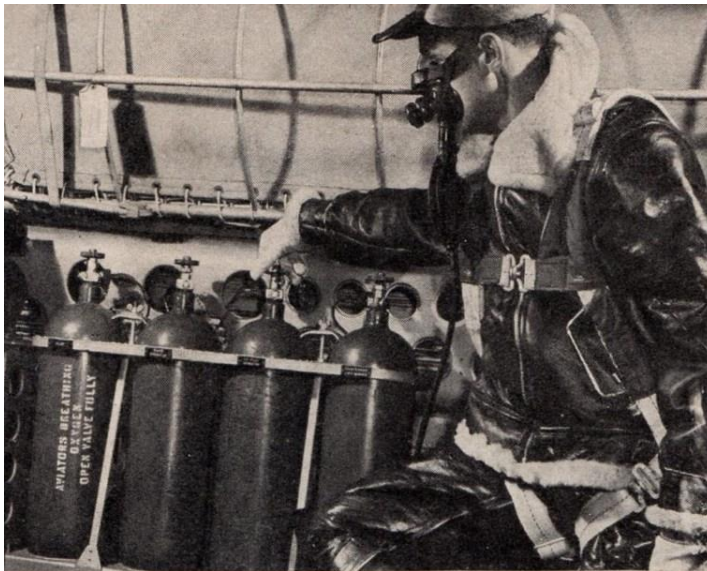
the propeller blades can be turned in their hub to permit change of pitch. Here, too, is a case of high and low gear. The props must be in low pitch to permit the bomber to get off the ground with its heavy war load and climb. With the blades thus set, there is less resistance and this allows the engine to rev up to full power for maximum pull. In the substratosphere, however, the blades must be set in high pitch so that they may take a bigger bite on the rarefied air. In this position, they offer greater resistance and act as a brake on the engine, preventing it from racing and thus losing efficiency.

The hub mechanisms in the electric hydromatic props permit all this to be accomplished automatically through the use of governors. The bomber pilot has merely to adjust the propeller controllers according to the number of r.p.m.'s at which his engines develop their most efficient speeds. As the plane takes off and climbs, the blades automatically move from low pitch into high and the r.p.m.'s remain the same. Thus the name, constant-speed propeller.

There remained another problem. When the bomber climbs into the rarer air, the mixture of gas and air must be leaned out to keep from having too high a proportion of fuel to air. Proper manual adjustment of mixture is so difficult as to be next to impossible for the busy pilot. A gadget called an exhaust-gas analyzer was designed on the assumption that a correct fuel-air mixture, after combustion, produces a certain percentage of carbon dioxide. This can be measured by a certain type of sensitive metal wire coiled in the exhaust manifold whose electrical resistance is affected by the CO₂ content. The mixture indicators keep the pilot informed of the slightest changes. Mixture control is essential for engine efficiency at high altitudes and also for the most economical fuel consumption.

Then there is the problem of wing design. It requires quite a bit of lifting surface to raise a big bomb load into the substratosphere, powerful motors or no. Until recently, high-lift wings were so large that they offered an incredible amount of "profile drag": heavy bombers were slow bombers for that reason. Along came Harold Davis with his revolutionary "mystery airfoil," a design which had great lifting qualities and little drag. Bomber wing efficiency is evaluated according to lift-drag ratio.

Electrically heated suits, of which General Electric is now making 12,000 for the Army, are lighter in weight, give better protection, and even cost less than the sheepskin



Oxygen is fed to bomber crew members from tanks in the plane. Men in these photos belong to 1st Reconnaissance Squadron

Each man regulates the flow to suit his own needs, and breathes through a face mask like the one shown at right



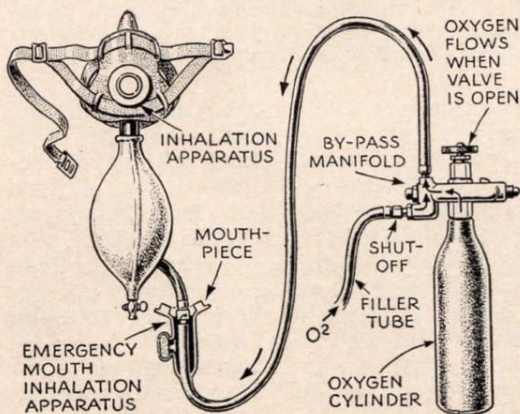
For example, the average well-designed wing has a ratio of about 13 parts lift to one part drag. The Davis airfoil astounded engineers with its 20-to-1 lift-drag ratio. Furthermore, it proved, in tests, to have 25 percent less profile drag than the average wing at low speeds and 10 percent less at high speeds.

But how about the combat crews, once these bombers reach the substratosphere? Because of the low oxygen content of this rarefied air, the life-giving element must be furnished artificially. The initial supply of compressed gaseous oxygen is carried in a flask at a pressure of about 120 atmospheres (1,800 pounds to the square inch). This

tremendous pressure would prove extremely dangerous if suddenly released. Before the oxy reaches the airman it passes from the storage flask to a regulator valve or flow meter. The user adjusts the flow to suit his needs, and the oxy then passes through low-pressure rubber tubing to the face mask from which he breathes.

If, for any reason, his oxygen supply should be interrupted at these altitudes, the result would be much the same as if his regular breathing were interrupted on the ground. Within two minutes, the victim would be rendered unconscious: within another five minutes, he would be dead. Most men as physically sound as are military

MIDGET OXYGEN FLASKS are lifesavers if men have to bail out from away up. The flyer just disconnects the tube of his mask from the plane's oxygen system and hooks it to the midget flask. Without it, he might die before reaching rich air



NOVEMBER, 1941



can be the cause of strange and dreadful ailments other than brain-cell distortion, however.

In 1920, Maj. R. W. (Shorty) Schroeder, in one of history's most spectacular flights, achieved a world's altitude mark of 33,113 feet. At this point, his oxy supply gave out. The thermometer indicated 67 below zero. The plane was an open-cockpit type and unheated. The Major lifted his goggles to check the oxygen, lost consciousness, and, with eyes swollen shut, plummeted to within a couple of thousand feet of the ground before being revived by the normal air density of the lower altitude. Almost blind, he miraculously landed right side up. X-rays of his heart revealed that it had expanded to three times normal size! His eyeballs were frozen and he spent some time in the hospital.

Nitrogen, that inert enemy of high-flying men and machines, contributes largely to another aerial malady known as "aeroembolism," the airman's version of the "bends" divers experience after rising to the surface of the water too quickly. Pursuit pilots, because of the rapid rate of climb of their ships, are more apt to be afflicted than the slower-climbing bomber crews, but the latter are also susceptible. When the late Big Bill Wheatley, Consolidated test pilot, took the B-24 aloft on the first high-altitude flight, a strange thing happened. He not only experienced the pain of aerial "bends" but, when he landed, the vision of his right eye was nearly gone. His sight remained this way for several days, then he flew to the Mayo Clinic in desperation. Treatment and long sessions in the clinic pressure chamber restored Wheatley's sight.

What occurs is that one's blood, tissue fluids, and joints give off, at high altitudes, their nitrogen in the form of bubbles. The breathing of oxygen replaces the "evaporated" nitrogen to some extent, but the ideal aeroembolism insurance is for the pilot to decompress himself before he goes aloft. The first experiment of this sort, under actual flight conditions, was performed on Milo Burcham, Lockheed test pilot, during the altitude tests on the speedy, twin-engined P-38. He first entered the decompression room, donned the BLB oxygen mask, and pedaled a gymnasium-type bicycle slowly for half an hour while breathing oxy. This strange procedure works off the nitrogen bubbles. He put on his flying suit, switched the oxygen supply to an emergency flask

in the right leg of the suit, walked to the plane, and, immediately after entering the cockpit, connected his inhalation apparatus to the P-38's oxy tanks. Then he took off and climbed into the stratosphere, suffering no aeroembolism. From the time he entered the decompression room until he landed, Burcham breathed only oxygen. One breath of fresh air containing nitrogen would have undone all his "supercharging" efforts.

Proper diet is another defense against the strange perils of the substratosphere. A light diet high in carbohydrates is recommended by flight surgeons; pure chocolate is ideal. More oxygen is required to oxidize a fat than a carbohydrate because the fat must have extra oxy to unite not only with the carbon in the food to form carbon dioxide, but also with the hydrogen to form water. All diets must include non-gaseous foods, because at our optimum altitude of 30,000 feet, any gas in the stomach and intestines will expand to four times sea-level volume.

There is still another danger facing the high-venturing flyers. In normal life on the earth's surface, we are accustomed to a pressure of 14.7 pounds to the square inch on every part of the body. When we climb into the substratosphere, and even into the stratosphere proper—around 37,000 feet—pressure becomes practically nil. Deep-sea fish, when brought to the surface, expand and their eyes bulge because they are formed to withstand the pressures of the deep. Flyers do not behave so queerly, but their organs dilate and severe pain and damage result from the lack of accustomed pressure. The late Wiley Post used a pressure suit in his pioneering flights to overcome this condition, but the trend of development drifted toward the use of sealed pressurized cabins.

Capt. D. W. "Tommy" Tomlinson, T.W.A.'s vice president in charge of engineering, who has probably spent more time above 30,000 feet than any other pilot, has this to say:

"The adaptation of pressurized cabins to bombers is not too difficult. Only the portion of the fuselage containing the

flight crew and adjacent rest space need be pressurized. This calls for pressurizing the nose of the airplane, which is relatively safe from the effects of machine-gun fire.

"An air lock must also be incorporated so that, in emergency, gun crews may move out of the pressurized section to man their guns in the after portion of the fuselage. Oxygen must be *(Continued on page 220)*



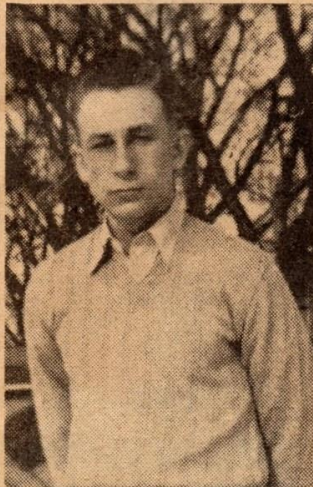
Planes are symbols of the whole defense effort in this emblem adopted by the War Department

BOYS IN THE SERVICE



EDWARD A. JURKENS

First Lieutenant Edward A. Jurkens, son of Mr. and Mrs. Albert Jurkens, 102 Eighth avenue, Sterling, Ill., graduated from Sterling high school in 1935. He worked at Obermiller's clothing store two years while in high school and one year after graduating. He graduated from Knox college in June, 1940, entering the service as a flying cadet in August, 1940, at Spartan School, Tulsa, Okla., then went to Randolph Field, Texas and graduated as a second lieutenant from Kelly Field, Texas, March 14, 1941. He went to Langley Field, Va., in heavy bombardment, then to Westover Field, Mass., and in January, 1942, went to Pendleton Field, Oregon. He has first pilot's rating in Flying Fortress. His present address is 308 Bomb Group, Gowen Field, Boise, Idaho.



JOHN H. JURKENS

John H. Jurkens, son of Mr. and Mrs. Albert Jurkens, 102 Eighth avenue, Sterling, graduated from Sterling high school in 1940. He

worked in the office of Northwestern Steel and Wire Co., and enlisted in the U. S. air corps in January, 1942. He was at Jefferson Barracks, Mo., until April, when he went to Curtis Wright Institute, Glendale, Calif. He expects to take his examination as a flying cadet in the near future. His present address is A. C. T. D. Class 27-42, Glendale, Calif.

Another son of Mr. and Mrs. Jurkens, Robert Jurkens, has passed both his screen test and physical examination and is waiting for call as a flying cadet.

March 7, 1942

Manuel A. Romo Awaits Induction as Aviation Cadet at Albuquerque

March 7, 1942

Manuel A. Romo is a former Y. M. C. A. boy now in the armed services of the U. S. A. and is located at Albuquerque, N. M. He has passed his examinations and now awaits induction as a cadet. A few days ago he had the misfortune to drop a heavy far on his left foot and he is disabled. He hopes there will be no injury to disqualify him. At Albuquerque he was surprised to see Lieut. Eddie Jurkens, also a former Y. M. C. A. boy in Sterling. Jurkens has a promising future. Romo wrote to T. Ross Youngn. Romo received his first training in aeronautics at Chanute field.

On Short Furlough

Jan 23 1948

Lieut. Edward Jurkens of Westover Field, Mass., has arrived for a short furlough with his parents, Mr. and Mrs. Bert Jurkens.

Leaves for New Post

Lieut. Edward Jurkens left Monday morning for an unknown destination after having enjoyed a short furlough with his parents, Mr. and Mrs. Albert Jurkens. Lieut. R. A. Skalak of New York city and Lieut. W. L. Johnson of Ladd, Ill., joined Lieut. Jurkens here Sunday and spent Sunday night in his home. They left in Lieut. Skalak's car. Lieut. Jurkens has previously been stationed in Massachusetts.

The following new addresses of men in the armed forces have been reported during the past few days:

Lieutenant Edward Jurkens, 308th Bomb Group, Gowen Field, Boise, Idaho.

ut 500 feet.

March 26 1942
Bomber Crashes; 7 Safe.

Pendleton, Ore., March 27 (AP).—A four engined B-17 Boeing army bomber crashed near here today, but all seven members of its crew parachuted to safety. The bomber was piloted by Lieut. W. L. Johnson of Ladd, Ill., who was the last to jump.

March 26 1942
TE. STERLING. ILLINO

Pendleton Crash Pilot Known Here; Friend of Jurkens

Lieutenant W. L. Johnson of Ladd, Ill., pilot of the four-engined B-17 Boeing army bomber which crashed near Pendleton, Ore., late Thursday afternoon is well known in Sterling.

Lieutenant Johnson is a warm friend of Lieutenant Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, 102 Eighth avenue, and the two have been together for over a year. In January, when Lieutenant Jurkens stopped in Sterling to visit with his parents on his way to Pendleton, Johnson came here, remained over night and the two flyers went to Pendleton together. Since then they have been located only a short distance apart, although not members of the same outfit.

Mrs. Johnson has also visited here.

According to the dispatch, all of the seven members of the crew parachuted to safety, Lieutenant Johnson being the last to make the jump.

Ashton Captain Tells Thrilling Experience As Bomber Is Shot Down

Six allied airmen clung to a rubber raft in shark-infested waters of the Coral Sea for two-and-a-half hours before being rescued by natives in canoes, Capt. J. Moye of Ashton, Ill., said today. Before their disabled plane hit the water the fliers saw a school of 60 to 70 sharks.

Moye said the bomber was returning from a successful attack when one of the motors failed and the plane went into a spin. One of the crew was killed when the plane hit the sea.

'He didn't give himself a chance,' Capt. Moye said. 'He was trying desperately to save the ship, working on the motors up to the moment we hit the water.'

Corp. Merrill Hyde, of Leesville, Louisiana, although injured, crawled out on the tail and set one of the life rafts adrift, undoubtedly saving the lives of the rest of the crew, Capt. Moye said.

Lieut. Gene Drescher, bombardier, and Lieut. Robert Kenyon, the navigator, also were injured, the Captain reported.

Despite the presence of sharks, Capt. Moye dived and released Hyde whose feet had become entangled in his parachute.

Private John Hamilton of Adamsville, Tenn., and an Australian were the only people able to do any work and they attempted unsuccessfully to life Drescher into the raft.

Then because the raft was too small to hold more than two people they climbed in and paddled, while the others clung to the sides.

Nice letter v. type - from
Frank last Sat. 21st

They are in Hawaii and
he had been talking to
Ed & Benvenuto. They all
like it and are very happy.
Very beautiful he says. I
have written him many letters
which he had not gotten when
he wrote. I was so glad to
hear from him. No word
about Commons. I'll tell you
anything I hear from time
to time.

We are all well and very busy
real cold here and we are
worried about our oil situation.

Baby just darling. We love
him to pieces.

I read all the Pacific news &
can get my hands on.

If you hear anything let
me know.
Much love

Florence

Edward Jurkens Is Made Captain in Army Air Corps

Receives Commission
Recently; in Service
At Ephrata, Wash.

The title is now Captain Edward Jurkens of the Army Air Corps. In a telephone call from Ephrata, Wash., to his parents, Mr. and Mrs. Albert Jurkens Tuesday evening, Capt. Jurkens conveyed the good news of his recent commission.



CAPT. EDWARD JURKENS

Capt. Jurkens was commissioned first lieutenant in the Army Air Corps last February. He graduated from Kelly Field, Texas, in March, 1941, with the commission of second lieutenant. His present work is as an operations and engineering officers in connection with his flying in Washington. Local friends of the young captain congratulate him upon his success.

A brother of Captain Jurkens, Jack Jurkens, who is in the United States Army and attending mechanical school in California, recently received a rating of A. M., which is equivalent to sergeant master. This honor was given him

Capt. Edward Jurkens Flies Bomber Over City

Capt. Edward Jurkens flew over this city last week in a bomber. He was traveling east and circled the city a couple times. It was his first flight in a bomber over his home town since he entered the service. He got a big thrill over the trip and now his parents, Mr. and Mrs. Bert Jurkens, and his many local friends will be thrilled to learn that it was he who was piloting the bomber. He is now stationed at Sioux City, Ia.

Jack Jurkens, his brother, was recently transferred from Albuquerque, N. M., to Pendleton, Ore. Bob Jurkens signed up for the air corps last spring and is still awaiting his call.

Monday, December 21, 1942

Edward Jurkens Now Major in Air Corps

Edward Jurkens is now a major in the U. S. army air corps. This appointment came recently, since he has been on overseas service. It is another merited promotion for the young man. He is a son of Mr. and Mrs. Bert Jurkens of Eighth avenue.

Major Jurkens graduated from Kelly Field, Can Antonio, Tex., a year ago last March as a second lieutenant. Last February he was advanced to first lieutenant and in July was made a captain. He has been rapidly climbing up the ladder.

In 1931 he was given the American Legion award at Central school.

Will Be Transferred

Mr. and Mrs. Bert Jurkens and sons Robert and Bill motored to Sioux City, Ia., Saturday to visit their son and brother, Capt. Edward Jurkens, who has been stationed at the new airport in that city during the past several weeks. Mrs. Jurkens and son Bill remained for a longer visit. Capt. Jurkens is expecting to be transferred soon.

Robert Jurkens, who enlisted in the air corps early last spring, has received notice to report for duty in Chicago Sunday. He will then be assigned to some camp for primary training.



FIRST CONGREGATIONAL CHURCH

SECOND AVENUE AND FOURTH STREET

"Where Cross the Crowded Ways"

Sterling, Illinois

R. NORRIS WILSON, *Minister*

MR. and MRS. JAMES HUNTER, *Missionaries*
TUNGHSIEN, CHINA

NEW YEAR'S COMMUNION

Sunday December 27, 1942

Ten Forty-Five

THE SERVICEMEN

Parents and friends of service men are asked to furnish pictures of the men that can be used on our service display in the narthex. The project is in charge of Miss Elizabeth Coe. The display will consist in the pictures together with current news items about the men. Incidentally the promotion of "Ed" Jurkens to the rank of major has been recently announced, and we share the pride of his parents in this good news.

Mrs. Burdett Woods is responsible for sending a church calendar to the men each week. It would be of help to her, if she were notified of any changes in address.

Capt. Edward Jurkens Says Airport Will Be Asset to Business

Edward A. Jurkens, Captain U. S. army corps bombardment squadron, son of Mr. and Mrs. Bert Jurkens, 102 Eighth avenue, says in a letter to the folks at home that he has heard about the plans for a new airport in Sterling and "I want you to know that I'm for it all the way. I think it is a great opportunity for Sterling to take a big step toward further civic progress.

"There can be no doubt that aviation is the coming thing and that it isn't just idle talk or dreaming is evidenced when one sees all mail, a large part of freight and parcel post and passenger service between points of importance. This is a good indication that no city can hope to be on the map of the future without a good, large and safe airport.

"I have seen one of the little folders describing the proposed landing field and think it will be O. K. Long runways will be essential in the future, even more so than now, because of the increased size and speed of the planes of the future. A good airport has proven to be a good investment for the larger cities and will also make money for Sterling. It will be a real asset to all business.

"All this adds up to the fact that I'm for the airport because, since I call Sterling home, I'm really interested in her future and think that an airport will prove to make Sterling better than ever. I hope some day to set a ship down on Sterling's new super airport."

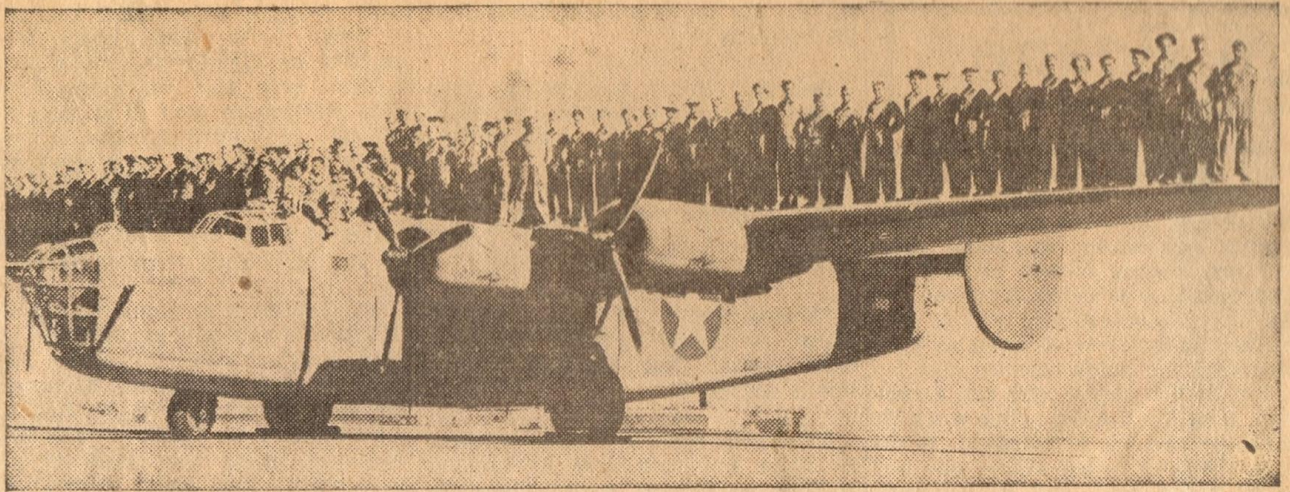
Capt. Jurkens Overseas

Mr. and Mrs. Bert Jurkens received a message Monday that their son, Capt. Edward Jurkens, had arrived safely overseas. Capt. Jurkens has been in the air corps two years.



THE ARMY AIR CORPS' BASIC BOMBER FOR MASS PRODUCTION, the 40,000 pound Consolidated B-24. Wing span, 110 feet; crew, 6 to 9 men; bomb load, four tons; speed, over 300 m.p.h.; engines, 1,200 h.p. Pratt & Whitneys.

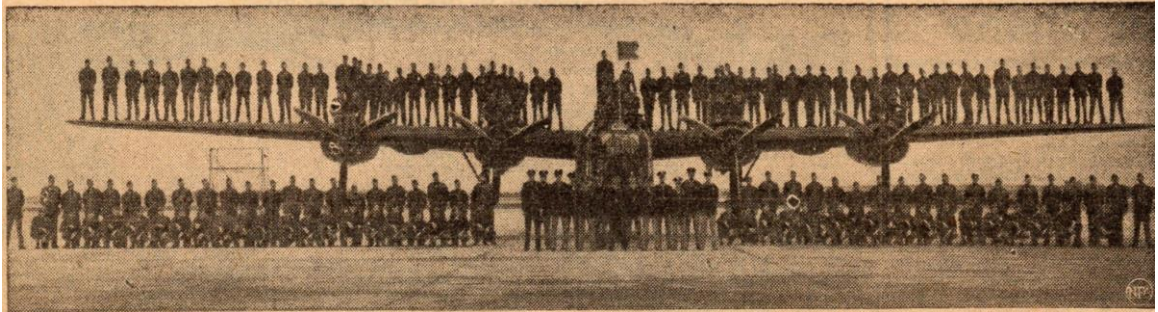
Tip to Tip, It's a Great Big Ship



More than 80 Army mechanics line up atop the wing of a Consolidated B-24 Liberator and you get an idea how big it is. Combat pilots say it's rugged, easily maneuvered. It holds the trans-Atlantic full load record of 400 minutes and is in use on all fronts.

STERLING DAILY GAZETTE. STERLING, ILLINOIS

How Big Is Bomber?



This particular one—a Consolidated B-24 Liberator—is 75 men wide and three men high. An entire 174-man squadron is able to stand on or under the expansive wings of the bomber at Tarrant Field, Tex.

AFTER FIVE DAYS RETURN TO
Postal Telegraph-Cable Company
DIXON, ILL.



MR. ALBERT N JURKENS
102 8TH AVE.
STERLING,
ILLINOIS

STANDARD TIME INDICATED
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TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

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Form 16

RF1 EFM CABLE VIA CPC SANSORIGINE AMDASI 1
EFM MR ALBERT N JURKENS 102 8TH AVE
STERLING ILLINOIS

ALL WELL AND SAFE PLEASE DONT WORRY LOVE -

EDWARD JURKENS.....

I have arrived safely at new destination. Address me as shown below:

TYPE OR PRINT **EDWARD A. JURKENS CAPT. O-389177**
(First name) (Middle initial) (Last name) (Grade) (Army serial No.)

370TH BOMB SQ. 307TH BOMB GR
(Company, battery, etc.) (Regiment or other organization)

To be filled in by port	MAIL	APO No. ██████████ 959
		% Postmaster San Francisco
	CABLE	% AMDASI

Normal signature **Edward A. Jurkens**

W. D., A. G. O. Form No. 206
June 15, 1942

16-29113-1 U. S. GOVERNMENT PRINTING OFFICE

Sun. Jan 3. Rockford
**Sterling Soldier
 Receives Flying
 Cross Decoration**

Maj. Edward A. Jurkens, 102 8th avenue, Sterling, and five other airmen have been presented the distinguished flying cross by Admiral Chester W. Nimitz, Pacific fleet commander, according to United Press reports from the headquarters of the United States Pacific fleet.

The men were decorated for their participation in the Dec. 24 raid on Wake island. They were from the crews of the Seventh air force bombers, fresh from the bomber squadron schools in the United States and they dropped more than 75,000 pounds of bombs on Wake island Christmas eve. All others, who took part in the raid, were given the air medal.

Maj. Jurkens, the son of Mr. and Mrs. Albert Jurkens, celebrated his 25th birthday anniversary the day before the raid. He has been in the army since August, 1940, and has two brothers in the army air corps.

**Major Jurkens' Picture
 In Chicago Newspaper**

In Monday's Chicago Daily News appeared a picture of Colonel William A. Matheny of Spokane, Wash., giving his crewmen last minute instructions at a mid-Pacific bombing base just before they took off Christmas eve for the mass attack on Jap-held Wake island. Major Edward Jurkens of this city, one of the leaders of the flight — and decorated for his work with the distinguished flying cross — appears in the picture.

Wake Island Raiders Fresh From U.S. Flying Schools

Headquarters, United States Pacific Fleet, Jan. 1.—(Delayed.)—(UP)—A new Army bomber squadron fresh from U.S. flying schools,

which dropped more than 75,000 pounds of bombs on Wake Island in a Christmas Eve raid gave the Japanese a sample of things to come. Adm. C. Nimitz, Pacific Fleet commander, said yesterday.



MAJ. E. A. JURKENS.

The crews of the 7th Air Force bombers which, dozens strong, made the raid on the island 2,300 miles west of Hawaii where a tiny

force of U.S. Marines put up one of the most gallant defenses in American history, put every bomb but one on their targets. The one which missed landed in the water 20 feet off shore.

News of the raid was made public when Adm. Nimitz awarded decorations to those who took part under Col. William A. Matheny, Carrington, N.D., Maj. Jonathan E. Coxwell, Billings, Mont.; Maj. Francis A. Smith, North East, Md.; Maj. Edward A. Jurkens, Sterling, Ill., Capt. Dana B. Billings, Ripon, Wis., and Capt. Philip Krieg, Oak Park, Wash., who received the Distinguished Flying Cross. All others who took part received the air medal.

The raid caught the Japanese asleep. The bombardiers were able to drop their bombs from low altitude to start fires visible 75 miles away. The entire force returned to base undamaged and without a casualty. There was only weak gunfire and the two enemy planes which rose in apparent challenge fled when the bombers fired on them.

Sun. Jan. 3 Rockford. Sterling Flier Decorated For Raid On Wake

Maj. Edward A. Jurkens, 102 8th avenue, Sterling, was one of six airmen presented distinguished flying crosses yesterday by Admiral Chester W. Nimitz, Pacific fleet commander, for their part in the Christmas eve raid on Wake island.

Maj. Jurkens, son of Mr. and Mrs. Albert Jurkens, has been in the army since August, 1940, and has two brothers in the army air corps.

Jurkens Remembers Mother on Christmas

If the boys in the armed forces are willing to put their money into war bonds, why shouldn't we on the home front? Mrs. Bert Jurkens, mother of Major Edward Jurkens, who was awarded the distinguished flying cross for his participation in the bombing of Wake island, has received as a Christmas present from her son, a \$500 war savings bond and a similar bond for \$100. Mrs. Jurkens states that her son is sending his money home regularly, all invested in war savings bonds.

Another Illinoisan who was awarded the distinguished flying cross was absent today on another mission, and received his decoration in absentia. He is Maj. Edward A. Jurkens of Sterling. He led one of the bomber squadrons on the Christmas eve surprise bombing of Jap held Wake Island.



K12

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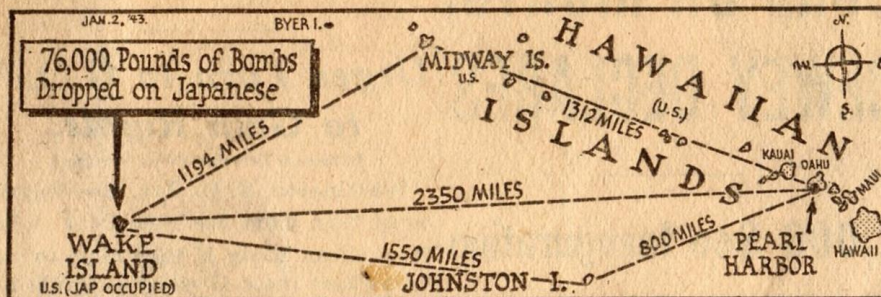
HICKAM FIELD, HONOLULU, JAN 2-(AP)-MAJOR EDWARD A. JURGENS, STERLING, ILL., AND FIVE OTHER FLIERS HAVE BEEN PRESENTED THE DISTINGUISHED FLYING CROSS BY ADMIRAL NIMITZ FOR THEIR PARTICIPATION IN THE DEC. 24 RAID ON WAKE ISLAND.

MAJOR JURGENS AND THE OTHER OFFICERS LED "A BOMBARDMENT ATTACK ON THE STRONGLY HELD ENEMY BASE AT WAKE ISLAND, INFLECTING GREAT DAMAGE TO PERSONNEL AND MATERIAL AND, BY SUPERIOR AIRMANSHIP, COURAGE AND DETERMINATION WERE CHIEFLY INSTRUMENTAL IN THE SUCCESS OF A MOST DIFFICULT OPERATION."

JR805ACW

DAILY TRIBUNE: SATURDAY, JANUARY 2

Bomb Japanese on Wake Island



Details of the heavy American assault, made in December, were disclosed yesterday.

Maj. Jurkens, Sterling, Awarded Flying Cross

Major Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, 102 Eighth avenue, Sterling, has been awarded the distinguished flying cross for his participating in the attack on Wake island December 24. Major Jurkens was one of the pilots of the several huge American bombers that plunged from the skies and plastered the Japs with 76 thousand-pound bombs in the biggest raid of its kind in the Pacific war.

The award was made to Major Jurkens and five other fliers by Admiral Chester W. Nimitz in Hawaii.

The citation says: "Major Jurkens and other officers led a bombardment attack on the strongly held enemy base at Wake island, inflicting great damage to personnel and material and, by superior airmanship, courage and determination, were chiefly instrumental in the success of a most difficult operation."

Possibly more than half the Jap defenders of the island were killed. There were no American casualties.

Japs Caught Off Guard

Intense fires were started both on Wake and Peale islands. The Japs were caught in bed one minute after midnight. Their anti-aircraft fire, which didn't start until long after the first bombs exploded, was wild and the frightened Japs could be seen by the American pilots in the brilliant moonlight running madly for their dugouts.

The raid was in charge of Colonel William A. Matheny of Carrington, N. D. The island was blacked out, but the moon was shining brightly, making the buildings on Peacock Point beautiful targets for the American bombardiers.

The demolition bombs were followed by incendiaries. Every one of the buildings was set afire. Not a Jap was seen to run from them; evidently all who were inside were killed.

The Japs failed to get their anti-aircraft guns into action for several minutes after the attack. By that



MAJOR EDWARD JURKENS

time the American bombers were well on their way back to safety. The shelling was very wild. American observers claim that the shell burst fully 6,000 feet above and two miles away from the nearest American plane. Searchlights were manned by the Japs, but were so poorly handled that the tailgunners, who were instructed to shoot out any lights that caught a plane on its beam, were not obliged to use their weapons until the raid was nearly finished. The gunners in the last planes fired at several searchlights and put them out.

Japs Send Up Only One Plane

Only one Jap plane took to the air. The Jap pilot remained a safe distance away from the raiders.

A newspaper correspondent who was with the bombing squadron wrote: "A quick look at Wake and Peale islands showed that fires were burning between Peacock Point and the east-west runway in the vicinity of the underground hangar; large fires were observed in the area of the bachelor officers' quarters on the heel of the point; in the building area southeast of the bridge between Peale and Wake; in a large building in that area which received a direct hit.

"Oil tanks were afire in the middle of Peale island. More tanks were flaming near the south channel entrance to the harbor and columns of black smoke were rising from Kuku Point.

"Their bombs gone, the bombers started for their 'Shangri-fa' base. Forty miles from Wake the Jap that had got off the ground timidly fired a burst at one bomber which promptly replied. Apparently neither was hit."

The fliers stated that they were guided only by the moon and stars. On the return trip, they hit an intense weather front and visibility was reduced to a few feet.

No American Casualties

This was the first combat action for all but two of the pilots, but despite the rain and fog, every plane found its base and landed safely. Brigadier General Howard K. Ramey, the bomber commander, stood in the rain anxiously awaiting the return of the bombers. He rushed forward and congratulated Colonel Matheny, Major Jurkens and each man in the squadron. He immediately ordered each plane examined and an official report delivered to him later read: "Two bullet holes found in the wing flaps of one plane. No wounded or dead."

"The tired crew members whooped and hollered and went to bed," one correspondent wires. "When they were awakened, General Ramey read them a congratulatory message from Admiral Chester W. Nimitz, Lieutenant General Delos Emmons, and

Major General Willis H. Hale. It said: 'Congratulations on a job well done.'

The raiding bombers executed the longest flight and biggest raid of its type in the war. The record was the more amazing because all the planes returned safely and not one raider was injured or killed.

Wake island was captured by the Japanese December 23, 1941, after a 16-day siege during which less than 400 marines held out against a force of more than 10 times their number. The marines sank seven Jap warships and shot down many planes before they were overpowered.

Since that time no effort has been made by American forces to recapture the island, but there have been several raids smaller than the one in which Major Jurkens participated in order to destroy its usefulness to Japan as an advanced base.

ON RAID WITH JURKENS

HEADQUARTERS, SEVENTH AIR FORCE—(AP)—Lou Zamperini, former national collegiate mile champion, finds it easier to face Japanese anti-aircraft fire on a bombing raid than to compete against Cunningham, Fenske, and Venzke on the cinder track.

Zamperini, 25-year-old former U. S. C. distance star from Torrance, Calif., was a bombardier on the army air force's Wake island raid Dec. 24. Lou, a second lieutenant in the army air corps, bombed a runway and bunkers on Wake. He was one of those awarded an air medal for their deeds.

"Nobody was scared," said Zamperini after his return. "I think everybody had an excited, jump feeling—exactly the same as the one gets before a big race. I've been scared more before a race against Cunningham, Venzke and Fenske than I was that night."

Tells How U. S. Bombs Battered Wake Island

CAUGHT ASLEEP, JAPS' DEFENSE IS VERY FEEBLE

Whole Base Ablaze as 'Forts' Leave.

BY OLEN W. CLEMENTS.

[Correspondent representing all press associations on this special assignment.]

ABOARD A BOMBER OVER WAKE ISLAND, Dec. 24 [Delayed]—(AP).—Huge American bombers plunged from the high heavens today on unsuspecting Wake Island and plastered the Japs with 76 one thousand pound bombs in the biggest mass raid of the Pacific war.

Possibly more than half the Jap defenders were killed. There were no American casualties.

Intense fires were started both on Wake and Peale islands. The Japs were caught in bed one minute after midnight. Their anti-aircraft fire, which didn't start until long after the first bombs exploded, was wild and the frightened Japs could be seen in the brilliant moonlight running madly for their dugouts.

In a split second the bombs crashed all over both islands. Fires crackled everywhere.

[A Tokio communique was quoted by the Berlin radio on Christmas day as saying that United States Flying Fortresses "from the region of Midway" had caused "four small fires," killed one Japanese and wounded four on Wake. It declared four raiders were shot down and six damaged.]

Over Target at Midnight.

Precisely at midnight the flight leader, Col. William A. Matheny of Carrington, N. D., flipped on his radio and called to the long line of planes behind him:

"This is it, boys. I'm going in to get those ———."

The nose of his plane slanted down. The engines roared. There, beyond the nose of his bomber, lay Wake Island, where for 16 days one year ago United States marines made one of the most gallant last stands in the world's history.

Faster and faster the bomber plunged in, its nose pointed at a long row of buildings on Peacock Point. The island was blacked out.

Co-Pilot Lieut. E. H. Carey of Gridley, Cal., "was pouring coal to four engines" and droning out the increasing speed and the decreasing altitude to Col. Matheny.

No Signs of Defense.

Down and down the plane sped, its occupants watching on all sides for signs of anti-aircraft fire. None came.

Col. Matheny pulled her nose up. Suddenly brilliant red flashes were seen below. Then more and more. The bomber was streaking thru the air at terrific speed.

"When are you going to turn loose those incendiaries?" Col. Matheny asked the bombardier, Lt. D. D. Manchester of Spokane, Wash.

"Gone, sir," replied the lieutenant. And at that moment a huge flash was seen.

Planes on each wing let theirs go at the same time. When the colonel turned his ship, every one of the buildings in that long row was afire. Not a Japanese was seen to run from them.

Still there was no anti-aircraft fire. Dozens of more bombers began to hit all sections of both islands.

Jap Fire Misses by Miles.

Finally, after what seemed an eternity, a few Japs managed to reach two ack ack guns and let go wildly. Shells burst fully 6,000 feet above and two miles away from the nearest American plane. Then machine guns unlimbered and tracers began to hunt the planes above.

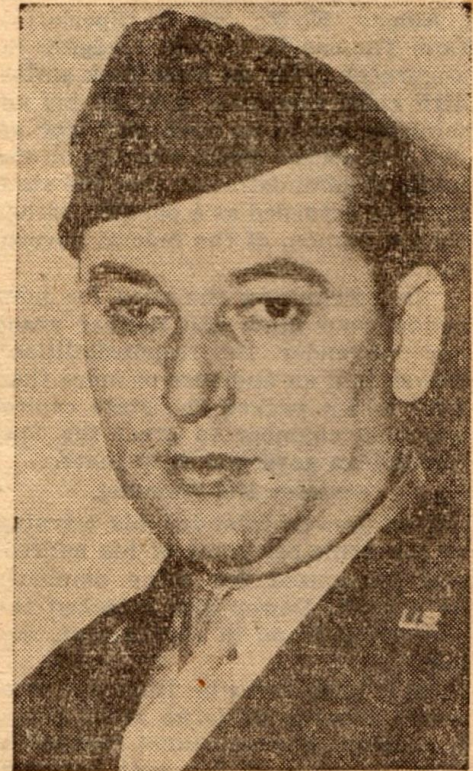
Two searchlights popped on below. Their beams caught the leading plane, but almost instantly they went out.

Tailgunner Sergt. W. C. Will of Leighton, Pa., who was instructed to shoot out any light that caught the plane in its beam, didn't even deign to fire a shot at them. Nor did he return the fire of machine guns. He just sat and watched the tracers fall far short of their target.

More searchlight beams began to sweep the sky. Gunners in other bombers let go at them and started putting them out.

One Jap plane started rolling down

[Continued on page 3, column 1.]



[Associated Press Wirephoto.]

Olen W. Clements of the Associated Press, who accompanied American bombers on Wake Island raid. He wrote an eyewitness account.

WITNESS TELLS HOW U. S. BOMBS PLASTERED WAKE

Japs Caught Asleep; Whole Base Fired.

[Continued from first page.]

the air field. As the enemy plane gained speed, Lt. Lou Zamperini of Torrance, Cal., famed University of Southern California miler, tried to hit it with a hundred pound bomb. It fell just behind the Zero and the fighter got into the air.

That was the only Jap plane seen to take the air, but bomber crews saw three others flying around. One bomber and a Jap plane exchanged shots at a distance, but the Jap didn't want to mix it at all and that was the nearest to an air fight in the raid.

One squadron leader, Maj. Glen R. Birchard of Bay City, Mich., dropped bombs near oil tanks, starting huge fires. Peering out the window, he saw Japs running for cover in their underwear. No fight was left in them.

Fires All Over Place.

A quick look at Wake and Peale Islands showed that by this time fires were burning between Peacock Point and the east-west runway in the vicinity of the underground hangar; large fires were observed in the area of the bachelor officers' quarters on the heel of the point; in the building area southeast of the bridge, between Peale and Wake; in a large building in that area which had received a direct hit.

Oil tanks were afire in the middle of Peale Island. More tanks were flaming near the south channel entrance to the harbor and columns of black smoke were rising from Kuku Point.

Their bombs gone, the bombers started for their "Shangri-La" base. Forty miles from Wake, that Zero that had got off the ground timidly fired a burst at one bomber which promptly replied. Apparently neither was hit.

Fires Visible 75 Miles.

Fires on Wake Island were visible for 75 miles. As they faded in the distance, the top turret gunner, Sergt. E. J. Bislew of Racine, Wis., climbed down to the flight deck.

"Hell," he said, "what am I going to tell my 6 year old son that I did on this raid? I just sat up there like a dummy and didn't fire a shot. I wish I could have gotten a shot at a Zero."

The bombers flew in absolute radio silence on their trip to Wake Island, guided only by the moon and stars. On the return trip they hit an intense weather front and visibility was reduced to a few feet.

This was the first combat action for all but two of the pilots, but despite the rain and fog, every plane found its base and landed safely.

Commander Congratulates Crews.

Brig. Gen. Howard K. Ramey of Mississippi, the bomber commander, stood anxiously waiting on the rain-swept air base. He rushed up to congratulate Col. Matheny and each man in the squadron.

The general ordered each plane examined immediately and an official report delivered to him later read: "Two bullet holes in the wing flaps of one plane. No wounded or dead."

The tired crew members whooped and hollered and went to bed. When they were awakened, Gen. Ramey read them a congratulatory message from Adm. Chester W. Nimitz, Lt. Gen. Delos Emmons, and Maj. Gen. Willis H. Hale. It said in effect:

"Congratulations on a job well done."

The raiding bombers had executed the longest flight and biggest raid of its type in this war. The record was the more amazing because all the planes returned safely and not one raider was injured or killed.

Attack from Low Level.

At Pearl Harbor, Adm. Nimitz disclosed that the bombs were dropped, not in an ordinary high level attack, but at a low level, by four engine army bombers which ripped apart the installations of the Japanese held island.

The number of aircraft involved in the raid was not disclosed, but it can be said there were more than in the army's previous heavy bomber Wake Island raid last June 27.

The first American raid on Wake was a navy carrier plane attack last Feb. 24, when two Japanese patrol boats were sunk, three large sea-

planes demolished, and major shore installations were destroyed. That naval air raid was a daylight attack while the two army raids were night attacks.

Wake Island was captured by the Japanese Dec. 23, 1941, after a 16 day siege during which less than 400 marines held out against a force more than ten times their number. The marines sank seven Jap warships and shot down many planes before they were overpowered.

Since that time, no effort has been made by American forces to recapture Wake Island, but the successive raids have been carried out to destroy its usefulness to Japan as an advance base.

Yanks Blast Japs at Wake; Here's Story

BY OLEN W. CLEMENTS.

(Correspondent representing all press associations on this special assignment. Clements rode in the lead plane.)

Aboard a Bomber Over Wake Island, Dec. 24.—(Delayed.)—(P)—
In a few seconds, we are going to drop 76 thousand-pound bombs on Wake.

Standing behind Col. William A. Matheny of Carrington, N.D., and co-pilot Lt. E. H. Carey of Gridley, Calif., I watch that tiny island grow larger and larger over the nose of the bomber.

(This was the raid, third on Wake, which Adm. Chester W. Nimitz characterized as the largest mass army heavy-bomber action of the Pacific war.)

The colonel flips on his radio.

"This is it, boys; I'm going in and get those yellow — —."

He noses the plane over, and down we come hell-bent for leather. The wind shrieks outside the cabin. A piece of tape on the outside flaps and flaps and flaps.

Where Are the Japs?

Down, down, down! Our eyes are glued on the hallowed isle where American Marines made history December a year ago in their historic 16-day stand.

I wonder when the Japs are going to open up with ack-ack. I hope they don't stop the lead plane.

Down, down, down! Still no ack-ack. I hope they cut loose—anything to break the suspense.

The island is getting bigger with each tick of the clock.

I hope there aren't any American prisoners below. This plane and dozens behind it are going to rain death on that island.

Still no ack-ack! It's 40 seconds past midnight. The island is dead to the world. It may never wake up. What's the matter with them!

Just beyond the colonel's head the altimeter and speed indicator are really hopping. She's burning air now. There's a funny feeling in my stomach. It's 45 seconds past midnight now. We are still hurtling downward.

The colonel shoves the wheel further forward, kicks the rudder, and the bomber sways crazily. Maybe we've been hit! No, that's a new kind of dive the Army has perfected.

How It Feels to Drop Huge Bombs on Japs at Wake

(Continued from 1st page.)

did I ever get into this weird business. Wish I was a grocery clerk back in Texas, San Francisco, New York, Atlanta—anywhere but here.

Maybe we'll make it. Suddenly the colonel levels her off.

All Bombs Hit Target.

Wham! Wham! Bombs go off below. The bomber shoots out over the water. My knees almost collapse. It's over, and we are still alive. Every bomb hit the target fair and square.

The colonel sees this, too, and hollers: "Hot dog!"

I'm elated. Start to pound colonel on back. Suddenly I remember his rank and the fact I just met him a few hours ago.

Now for home. The boys behind are certainly filling the atmosphere with steel. The fires are getting bigger and more numerous. The Japs must be having a hell of a time. Up comes some wild ack-ack. It missed us by miles. Bum shooting. Finally the fires fade in the distance.

(Tokyo claimed "four small fires" were started and that one Japanese was killed. Four raiders also were claimed shot down. Adm. Nimitz said fires were reported visible for 75 miles and that all planes returned safely.)

Nobody says much, except the top turret gunner, Sgt. E. J. Bislew of Racine, Wis. He's miffed. Didn't get a shot at a Zero and won't have anything to tell his 6-year-old son after the war.

Can't Smoke, Either.

Somebody reaches for a cigarette, then suddenly realizes he can't smoke because engineer is transferring extra gasoline and there is too much danger of explosion.

Munch a good roast beef sandwich instead. Drink pineapple juice, too. Everybody has a go at the food. Stand around awhile and

watch the moon and stars and beautiful clouds below.

Yawn, getting sleepy. Stretch out on floor of the flight deck and pound ear.

Good sleep. Awaken to find I'm only wounded man in the whole raid. Got my ear tangled up with a metal piece of the deck floor. Tiny cut in front of the right ear lobe.

Getting close to base now. Boggiest place ever seen. Can't see 10 feet. Hitting that base is going to be some job, the hardest of the night. Boy, hope Capt. P. Kreig of Oak Harbor, Wash., the navigator, does his stuff. These planes float all of 20 seconds on the water. Where's that exit just in case!

Seek Landing Place.

It's time we were letting down. It's past time! Still no place to land. Where're those lights! Can't see any.

The colonel turns on the landing lights and vainly tries to see the water below. It's impossible. Getting lower and lower. Still can't find the horizon.

Nervous as hell. Sweating, too. Air is full of bombers. None of these kids even knew how to fly a year ago. Suppose we collide in this fog!

Down, down! Still no place to land. Finally, at 200 feet, we see water. The colonel holds her there and the bomber hurtles on in the fog.

Oh, where is that base!

Suddenly, there's light ahead. It gets bigger and bigger. There's the base. Oh boy! Safe!

Honors Wake I. Raiders

BY RICHARD HALLER,
International News Service Staff
Correspondent.

PEARL HARBOR, Jan. 2.—
Notice had been served on Japan
today that the Christmas Eve
raid on Wake Island was "only a
sample of things to come."

Admiral Chester W. Nimitz in
New Year's Day ceremonies
awarding decorations to partici-
pants in the air attack on the
enemy-held Pacific base, disclosed
that 75,000 pounds of bombs had
been dropped on Japanese military
installations on the tiny island.
He declared:

"I am glad to start the New
Year by recognition of the splen-
didly-executed mission of the
army air force. Without warning
on the morning before Christmas
the Japanese on Wake Island were
suddenly presented with 75,000
pounds of aerial bombs, most of
which struck and damaged mili-
tary targets.

PLANES, MEN UNHARMED.

"All of our planes attacked from
low levels and returned to their
homes on schedule, with neither
planes nor personnel harmed by
the enemy artillery which was fi-
nally awakened by the visitors.

"This operation epitomizes the
complete unity of our Pacific
forces—army, navy, marines and
coast guard—which co-ordinate
their strength and skill against
the enemy.

"Let the enemy take such con-
solation as he may from the
thought that this raid is only a
sample of things to come."

Credit for planning and making
preparations for the raid was giv-
en to Brig. Gen. Howard K. Ra-
mey, commander of the bomber
group that carried out the at-
tack.

The ceremonies were held at
Hickam Field. Distinguished fly-
ing crosses were awarded to Col.
William A. Matheny, leader of the
bombing flight, and five members
of his command. They were Maj.
Jonathan E. Coxwell of Billings,
Mont.; Maj. Francis A. Smith of
North East, Md.; Maj. Edward A.
Jurkens of Sterling, Ill.; Capt.
Dana B. Billings of Ripon, Wis.,
and Capt. Philip Krieg of Oak
Park, Wis.

SAT. JAN 2 Rockford BOMBERS RAID

JAPS AT WAKE

37 Tons Of Bombs Poured On Enemy Garrison

Honolulu, Jan. 1.—(UP)—U. S.
army bombers swept low over Wake
island on Christmas eve—a year and
two days after Japanese hordes
swamped a gallant band of marines
defending the Pacific outpost—and
hurled more than 75,000 pounds of
bombs into select target areas, the
navy announced today.

Catching the Japanese flat-footed,
the raiders struck shortly after mid-
night, kindled fires which cast a
lurid glow 75 miles over the sea, and
sped safely back to base without a
scratch on men or machines.

It was the fourth announced
American air raid on the Japanese
base wrested from the U. S. marines
in the early stages of the war in
the Pacific.

The navy communique made no
mention of the size of the raiding
force or from what base it operated.
The weight of explosives dropped
after a long over-water flight, how-
ever, suggested that possibly a dozen
planes were engaged.

Only after the first bombs had
crashed on Wake and Peale islands
did the Japanese come to life. They
threw up futile bursts of anti-air-
craft fire, and two Japanese planes
approached the American fleet, but
fled when fired on.

"The crews of our planes report
that fires started by the attack were
visible from a distance of 75 miles,"
the communique said.

Dropping out of the night, the
bombers took the Japanese by com-
plete surprise, the navy reported.
It was the first raid on the island
revealed since that of Aug. 1.

NO FEAR OF JAPS, BUT MARRIAGE IS SOMETHING ELSE

HDQ., 7TH AIR FORCE, Jan. 2 (P).
—Lou Zamperini, one of the heroes of the army's bombing raid on Wake Island, is not interested in marriage—for a strange reason.

"I'm afraid to get married for fear I'd have lots of daughters," the former University of Southern California distance star said. "Look at Cunningham and Venzke [Glenn Cunningham of Kansas and Gene Venzke of Pennsylvania, milers against whom Lou used to race]. I just got a picture of Venzke and his daughter. Look at all Cunningham's daughters. One daughter is all right but I want sons.

"You ever hear of a miler having a son?"

Bag Two Planes Over Wake.

The navy has turned attention also to Wake Island, unmentioned in reports of Pacific battling since last Dec. 23 when American planes unloaded thousands of pounds of bombs, starting huge fires.

Only reconnaissance planes participated in the latest action over Wake. They were attacked by eight Japanese Zero fighters. In the ensuing dogfight two of the Zeros were believed shot down. All United States planes returned safely.

Where the reconnaissance planes were based was not disclosed. Wake Island, taken by the Japanese after a long defense by a little garrison of marines, is 1,994 miles west of Pearl Harbor and 1,028 miles southwest of Midway Island.

REVEAL 2 STOWED AWAY IN PLANE FOR WAKE RAID

HICKAM FIELD, Honolulu, Jan. 2 (P).—The ultimate in stowaways was reported here today. Army airmen who participated in the Dec. 24 raid on Wake Island said they carried two unscheduled passengers. An intelligence officer and an enlisted man swung themselves aboard a side hatch of a bomber after it had started rolling on the take-off from "Shangri-la." Names of the two were not disclosed.

Army Bombers Bip Japs at Wake

Japs Caught Asleep in Big Raid

PEARL HARBOR, Jan. 1.—(By International News Service.)—A new air assault by United States army planes against Jap-held Wake Island in the Pacific, in which more than 75,000 pounds of bombs were dropped from low altitude and numerous fires were started, was revealed today by Admiral Chester W. Nimitz, commander-in-chief of the Pacific fleet.

"Just after midnight, Dec. 23-24," Admiral Nimitz announcement said, "a force of U. S. army aircraft conducted a bombing attack on enemy installations at Wake Island.

ALL RETURN SAFELY.

"All of our participating aircraft returned undamaged to their bases. There were no injuries to our personnel.

"The enemy apparently was completely surprised by the attack in which more than 75,000 pounds of bombs were dropped from low altitude on designated target areas.

JAPS RUN.

"Ineffectual anti-aircraft fire was observed after the first bombs were dropped on Wake and Peale Islands. Two enemy aircraft approached two of our planes, but retired when they were fired upon,

Continued on Page 2, Column 7.

defenders were killed. There were no American casualties.

HUGE FIRES.

Intense fires were started both on Wake and Peale Islands. The Japs were caught in bed one minute after midnight.

Their anti-aircraft fire, which didn't start until long after the first bombs exploded, was wild and the frightened Japs could be seen in the brilliant moonlight running madly for their dugouts.

In a split second, the bombs crashed all over both islands. Fires crackled everywhere.

THE RAID OPENS.

Precisely at midnight the flight leader, Col. William A. Matheny, of Carrington, N. D., flipped on his radio and called to the long line of planes behind him:

"This is it, boys. I'm going to get those yellow—"

The nose of his plane slanted down. The engines roared. There beyond the nose of his bomber lay Wake Island, where for 16 days one year ago U. S. Marines made one of the most gallant last stands in the world's history.

DOWN WITH A RUSH.

Faster and faster the bomber plunged in, its nose pointed at a long row of buildings on Peacock Point. The island was blacked out. Co-Pilot Lieut. E. H. Carey, of Gridley, Cal., "was pouring coal to four engines" and droning out the increasing speed and the decreasing altitude to Col. Matheny.

Down and down the plane sped, its occupants watching on all sides for signs of anti-aircraft fire. None came.

BOMBS AWAY!

Col. Matheny pulled her nose up. Suddenly brilliant red flashes were seen below. Then more and more. The bomber was streaking through the air at terrific speed.

"When are you going to turn loose those incendiaries?" Col. Matheny asked the bombardier, Lieut. D. D. Manchester, of Spokane, Wash.

"Gone sir," replied the lieutenant. And at the moment a huge flash was seen.

Planes on each wing let go at the same time. When the colonel turned his ship, every one of the buildings in that long row was afire. No Japanese was seen to run from them.

Still there was no anti-aircraft fire.

Dozens of more bombers began to hit all sections of both islands.

DEFENSE FIRE WILD.

Finally after what seemed an eternity, a few Japs managed to reach two ack-ack guns and let go wildly. Shells burst fully 6,000 feet above and two miles away from the nearest American plane. Then machine guns unlimbered and tracers began to hunt the planes above.

Two searchlights popped on below. Their beams caught the leading plane, but almost instantly they went out.

Tail Gunner Sergt. W. C. Will of Leighton, Pa., who was in-

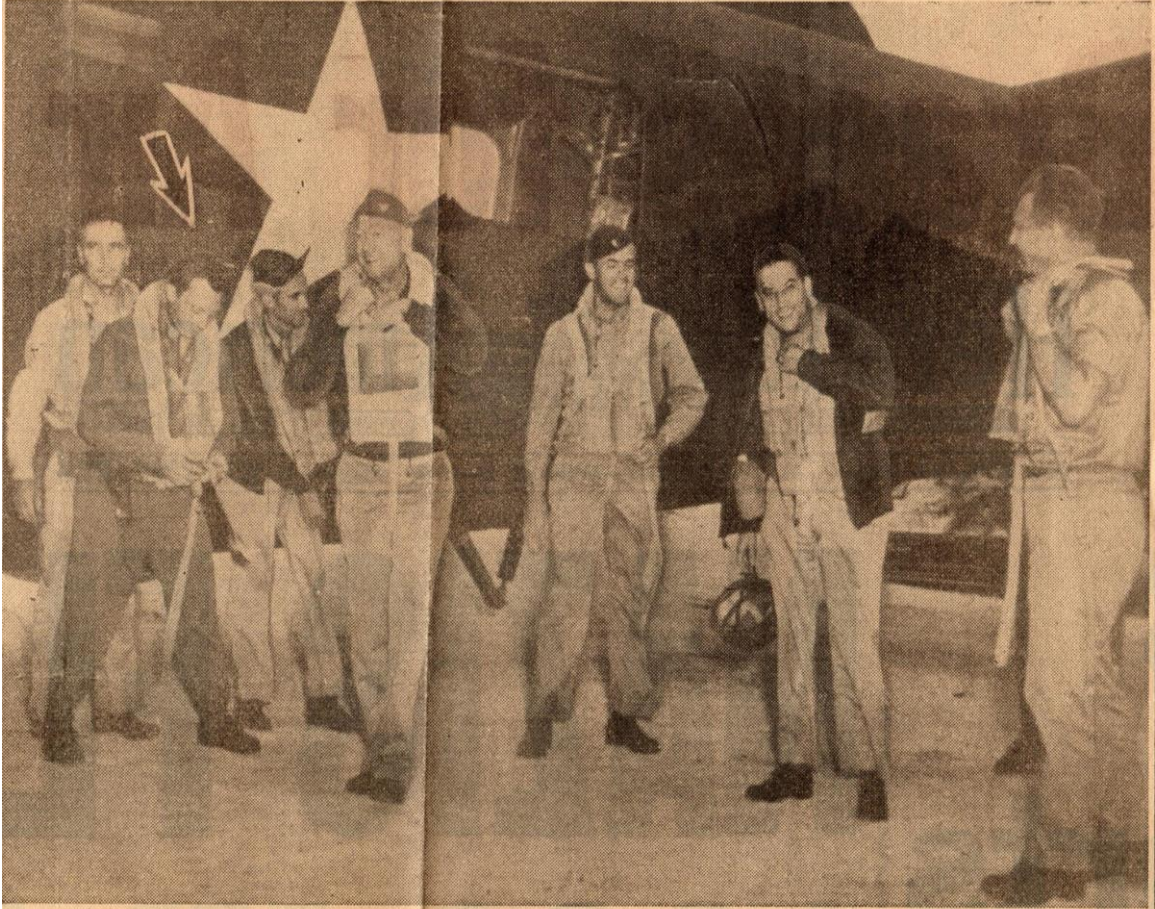


Get Orders on Wake Island Raid

Col. William A. Matheny (right) of Spokane, Wash., gives his crewmen last-minute instructions at a mid-Pacific bombing base just before they took off Christmas Eve for the mass attack on Jap-held Wake Island. Every plane came back and not a man was injured. Some 76,000 pounds of explosives were dropped on the Japs.

[The Associated Press.]

ILLINOIS FLIER IN RAID ON WAKE ISLAND



Laughing American fliers don "Mae West" lifebelts before taking off for damaging mass air attack on Jap-held Wake Island. From left they are: Sergt. E. J. Bislew of Racine, Wis.; Sergt. C. R. Kealey of Downers Grove, Ill. (arrow); Sergt. T. E. Tedford of Little Rock,

Ark.; Col. William A. Matheny of Spokane, Wash., commander of the raiding squadron; Lieut. D. D. Manchester of Spokane, Olen W. Clements, Associated Press correspondent, and Lieut. E. H. Carey of Gridley, Cal. (AP wirephoto from Seventh Air Force command).

Witness Tells of Stunning Attack

(Olen W. Clements, Associated Press war correspondent, was chosen by lot to represent all press associations in the great Christmas Eve raid on Japanese-held Wake Island. He describes his own personal feelings in the following eye witness dispatch.)

BY OLEN W. CLEMENTS.
Distributed by International News Service.

ABOARD A BOMBER OVER WAKE ISLAND, Dec. 24. (Delayed).—In a few seconds we are going to drop 76,000 pounds of bombs on Wake.

Standing behind Col. William A. Matheny of Carrington, N. D., and Co-Pilot E. H. Carey of Gridley, Cal., I watch that tiny island grow larger and larger over the nose of the bomber.

The island is getting bigger with each tick of the clock.

I hope there aren't any American prisoners below. This plane and dozens behind it are going to rain death on that island.

DEAD TO THE WORLD.

No ack-ack! It's 40 seconds past midnight. The island is dead to the world. It may never wake up. What's the matter with them!

Just beyond the colonel's head the altimeter and speed indicator are really hopping. She's burning air now. There's a funny feeling in my stomach. It's 45 seconds past midnight now. We are still hurtling downward.

The colonel shoves the wheel further forward, kicks the rudder, and the bomber sways crazily. Maybe we've been hit! No, that's a new kind of dive the army has perfected.

STILL NO LIFE!

It's 50 seconds past midnight now. There still is no anti-aircraft fire, nor signs of life, on Wake. Where's a parachute! I forgot to put it on. I clutch feebly at the Mae West life jacket. I can't swim a lick. It's too late to get a 'chute now. I hope we don't get hit.

Glad no guns are spouting up-

ward now. The target looms bigger. It is a long barracks.

It's one minute after midnight Christmas Eve Day. What a surprise package the Japs are going to get pretty soon now.

On and on we plunge. The speed is terrific, the wind mad. I'm thinking about friends and relatives and wishing I was a little boy. Then I wouldn't be here.

Why did I ever get into this weird business? Wish I was a grocery clerk back in Texas, San Francisco, New York, Atlanta—anywhere but here.

WHAM! THE BOMBS!

Maybe we'll make it. Suddenly the colonel levels her off.

Wham! Wham! Bombs go off below. The bomber shoots out over the water. My knees almost collapse. It's over, and we are still alive. Every bomb hit the target fair and square.

The colonel sees this, too, and hollers:

"Hot dog!"

I'm elated. Start to pound colonel on back, suddenly remember his rank and the fact I just met him a few hours ago.

Now for home. The boys behind are certainly filling the atmosphere with steel. The fires are getting bigger and more numerous.

JAP FIRE MISSES.

The Japs must be having a hell of a time. Up comes some wild ack-ack. It missed us by miles. Bum shooting. Finally the fires fade in the distance.

Nobody says much except the top turret gunner, Sergt. E. J. Bislew of Racine, Wis. He's miffed. Didn't get a shot at a Zero and won't have anything to tell his 6-year-old son after the war.

Someone reaches for a cigaret, then suddenly realizes can't smoke because engineer is transferring extra gasoline and there's too much danger of explosion.

Munch a good roast beef sandwich instead. Drink pineapple juice, too. Everybody has a go at the food. Stand round awhile and watch the moon and stars and beautiful clouds below.

Yawn, getting sleepy. Stretch out on floor of the flight deck and pound ear.

THE ONLY WOUND.

Good sleep. Awaken to find I'm the only wounded man in the whole raid. Got my ear tangled up with a metal piece of the deck floor. Tiny cut in front of the right ear lobe.

Getting close to base now. Foggiest place ever seen. Can't see ten feet. Hitting that base is going to be some job, the hardest of the night.

Boy, hope Capt. P. Kreig of Oak Harbor, Wash., the navigator, does his stuff. These planes float all of 20 seconds on the water. Where's that exit just in case!

It's time we were letting down. It's past time! Still no place to land. Where're those lights! I can't see any.

The colonel turns on the landing lights and vainly tries to see the water below. It's impossible. Getting lower and lower. Still can't find the horizon. Sergt. C. R. Kealey of Downers Grove, Ill., is beside me, peering out in the

Decorate Wake Island Raiders

BY RICHARD HALLER.

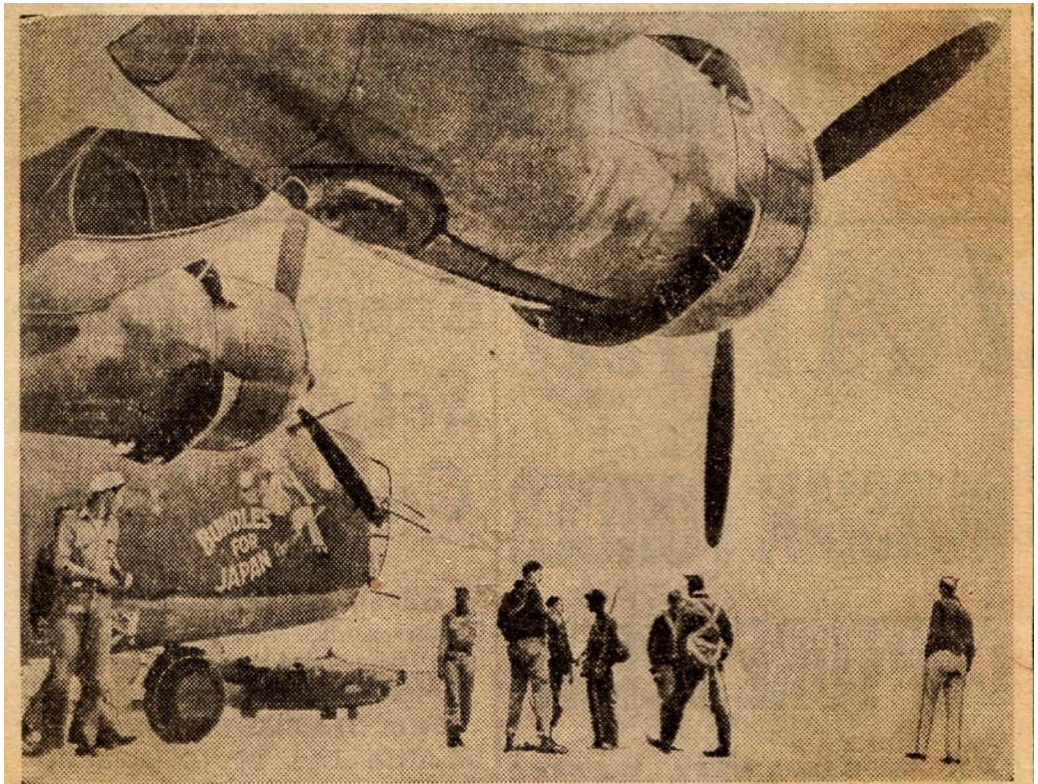
International News Service Staff Correspondent.

PEARL HARBOR, Jan. 2.—Notice had been served on Japan today that the Christmas Eve raid on Wake Island was "only a sample of things to come."

Admiral Chester W. Nimitz in New Year's Day ceremonies awarding decorations to participants in the air attack on the enemy-held Pacific base, disclosed that 75,000 pounds of bombs had been dropped on Japanese military installations on the tiny island. He declared:

"Let the enemy take such consolation as he may from the thought that this raid is only a sample of things to come."

The ceremonies were held at Hickam Field. Distinguished flying crosses were awarded to Col. William A. Matheny, leader of the bombing flight, and five members of his command. They were Maj. Jonathan E. Coxwell of Billings, Mont.; Maj. Francis A. Smith of North East, Md.; Maj. Edward A. Jurkens of Sterling, Ill.; Capt. Dana B. Billings of Ripon, Wis., and Capt. Philip Krieg of Oak Park, Wis.



One of the huge bombers which participated in mass assault against Japanese on Wake Island. Members of the crew are about to board the plane at a mid-Pacific bomber base.

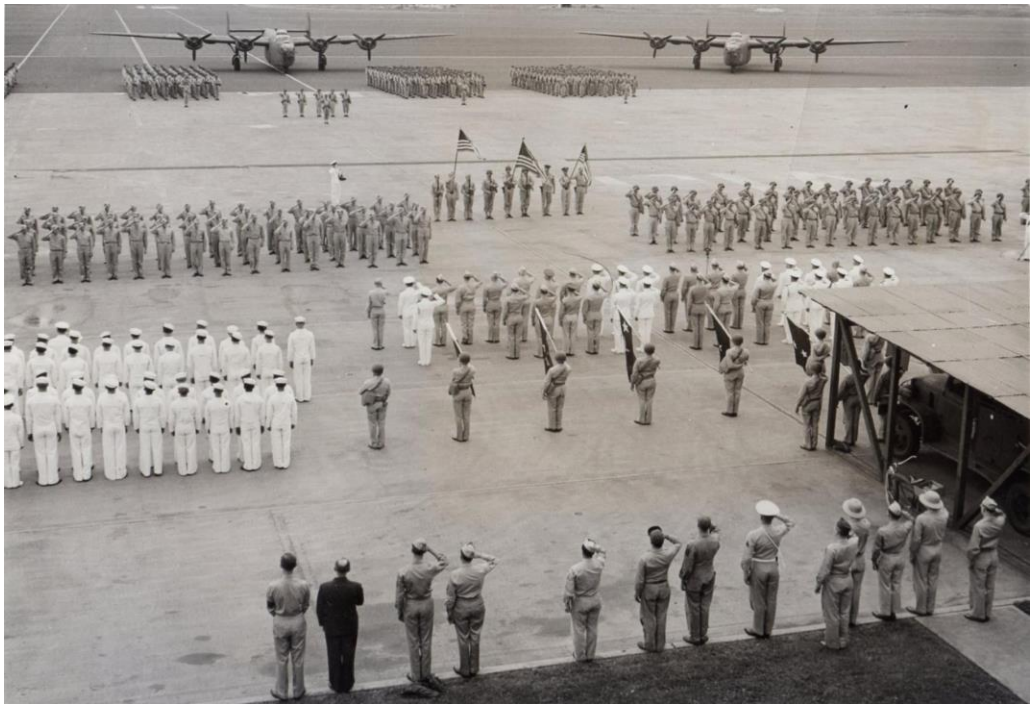


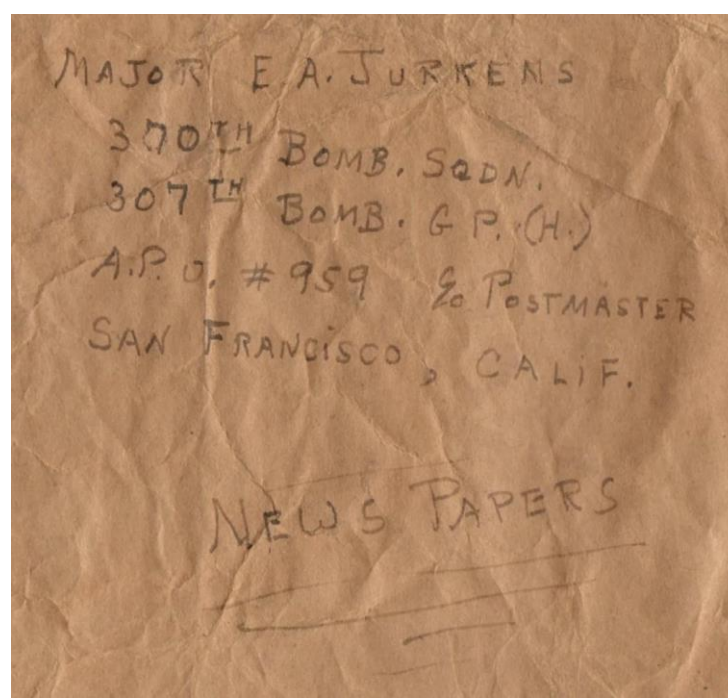
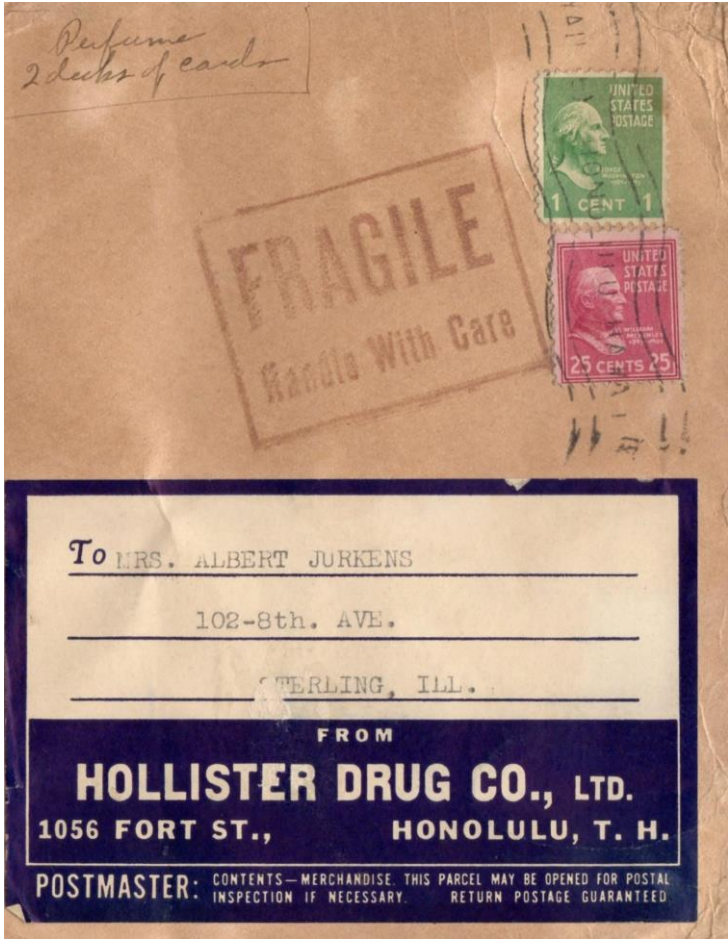
Photo Shows Ceremony In Award of Air Medal To Major E. A. Jurkens

The Gazette is in receipt of an excellent photograph from the offices of an overseas air force commander's headquarters, which gives a view of the ceremony at Hickam Field, T. H., on New Year's day when Major E. A. Jurkens, son of Mr. and Mrs. Burt Jurkens, was awarded an air medal, together with several other fliers.

Medals were presented by Admiral Chester W. Nimitz, Commander-in-chief of Pacific fleet units; Lt. Gen. Delos C. Emmons, head of Hawaiian army forces; Maj. Gen. Willis H. Hale, air force commander in the mid-Pacific; and Brig. Gen. Robert L. Douglass and Brig. Gen. Howard K. Ramey of the army air forces.

Major Jurkens was a member of a bomber crew that raided Jap-held Wake Island Dec. 24, 1942. Because the American planes crossed the international date line in attacking Wake, they got back from the raid a day before they made it. They were over Wake on Dec. 24 (Wake time) but landed back at their home base, Dec. 23 (Hawaiian time.)

An undisclosed number of four-motored bombers made up the striking force, which dumped 76,000 pounds of high explosives and incendiary bombs on Wake. The raid was led by Col. Wm. A. Matheny.



YOUR SON.

Golden Behrens

GRB

There's one in every American neighborhood. You remember that outstanding boy in yours. Everyone looked up to him. He always had a smile for you when you met him on the street. When you needed him he was there to help you.

If the fellows chose sides for a baseball game in the vacant lot he was sure to be captain and big and little alike wanted to be on his side. His grades at school were never the best but that seemed unimportant when a fellow could pitch the hardest ball across the plate or kick the foot ball spinning between the goal posts.

His backyard was the center of neighborhood activity. His barn housed the inevitable summer afternoon circus, admission two cents. He caught the first fish in the river in the summertime and he could outrun, outskate and outswim the best kid in the block.

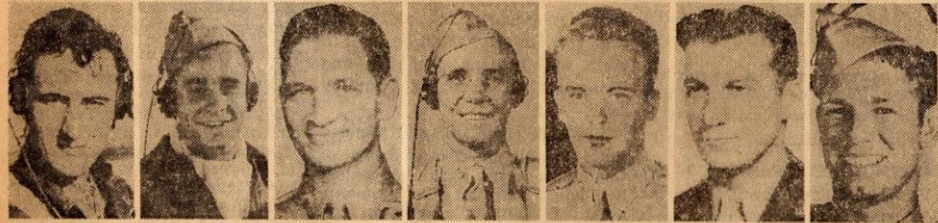
Then time passed and very quickly too as it so often has the habit of doing. Then one evening you pick up the evening paper and find his picture on the front page.

He's a major now, one of Uncle Sam's boys fighting somewhere in the Pacific. You read how on Christmas Eve he commanded a bombing squadron on a dangerous bombing raid against Japanese held Wake Island. You can almost picture that same smile on his face as he dropped down out of the dark Pacific sky with those huge grey fortresses and dropped a pocket full of bombs on those unsuspecting little sons of the new order.

He's a hero now. He has the army distinguished flying cross and the navy cross too. But you're not surprised. You knew it all along. He's always been your hero because he's your son, Mr. and Mrs. America and may God bless him.

Chicago Tribune Wed. Dec. 15, 1943

Illinois Officers and Men of 13th Air Force Decorated



Flight Officer E. J. Brisick, Lt. R. S. Kopp, Sgt. M. E. Hatfield, Lt. C. D. Shinn, Lt. T. A. Clark, Capt. B. N. Thal, and Lt. R. J. Robb (left to right).



Maj. E. A. Jurkens, Lt. E. J. Kobbeman, Lt. W. J. Moore, Sgt. W. R. Smith, Sgt. K. V. O'Neil, Lt. R. W. Butler, and Lt. C. L. Fowler (left to right).

Washington, D. C., Dec. 14 (AP).—The war department announced today awards to 20 Illinois officers and enlisted men of the United States Army 13th Air Force in the South Pacific area.

Lt. Bernhardt N. Thal, 6506 Greenview avenue, Chicago, and Second Lt. Robert W. Butler, 214 W. Clay street, Danville, received two bronze oak leaf clusters to the air medal.

The following received oak leaf clusters to the air medal:

Lt. Edward J. Kobbeman, 611 Locust street, Sterling.

Lt. Ross B. Lemmon Jr., Nebo.

Lt. William J. Moore, 8337 Maryland avenue, Chicago.

Lt. Robert J. Robb, 1538 N. Oakley street, Chicago [reported missing in action since Aug. 15, 1943].

Lt. Clarence D. Shinn, St. Elmo.

Second Lt. Thomas A. Clark, 5054 Ber-

wyn avenue, Chicago [reported missing in action since July 5, 1943].

Tech. Sgt. Melvin E. Hatfield, 585 Prospect street, Elmhurst.

Staff Sgt. Joseph J. Lehenzger, 2831 S. Harding avenue, Chicago.

Staff Sgt. Kenneth V. O'Neil, 2106 N. Seminary avenue, Chicago.

Staff Sgt. Roy T. Strathmeyer, 629 Ohio street, Quincy.

The air medal was awarded the following:

Maj. Edward A. Jurkens, 102 Eighth avenue, Sterling.

Lt. Edward J. Brinskelle, 1751 N. Cleveland avenue, Chicago.

Lt. Clifton L. Fowler, 947 N. Latrobe avenue, Chicago.

Second Lt. Robert S. Kopp, 7031 S. Peoria street, Chicago.

Flight Officer Edward J. Brisick, 9122 Essex avenue, Chicago.

Staff Sgt. Clark W. Bolin, 4541 N. Sheridan road, Chicago.

Staff Sgt. Walter J. Hartmann, 4404 Drexel boulevard, Chicago.

Staff Sgt. William R. Smith, 6609 W. Roscoe street, Chicago.

Sterling Officers ^{Dec. 15} Are Decorated Again

Two Sterling boys, Lt. Edward J. Kobbeman, 611 Locust street, and Lt. Colonel Edward Jurkens, 102 Eighth avenue, have again been decorated for bravery according to a government dispatch received today. Lieutenant Kobbeman, son of Mrs. Emma Kobbeman, was awarded the bronze oak leaf clusters to the air medal, while Colonel Jurkens was awarded the air medal. Both men have previously been decorated. Colonel Jurkens is the son of Mr. and Mrs. Albert Jurkens.

Jurkens, Kobbeman Get More Clusters

Two out of 31 Illinois recipients of awards of bronze oak leaf clusters to the air medal were from Sterling, it was announced by the war department Monday. They are Major (now lieutenant colonel) Edward A. Jurkens and Lt. Edward Kobbeman. Jurkens received three clusters and Kobbeman received one cluster. Both men have been recipients of the awards previously. They are members of the army 13th air force for combat flights in the South Pacific.

Brooch from Son

Mrs. Bert Jurkens, ^{4 1943} 102 Eighth avenue, on Thursday received a beautiful hand-painted brooch from her son, Major Edward Jurkens, who recently spent a two weeks' leave in New Zealand. The brooch was sent from New Zealand.

Chicago Tribune Jan. 19, 1944

Win Pacific Air Combat Awards



Left to right: Lt. Clifton L. Fowler, Chicago; Sgt. Melvin E. Hatfield, Elmhurst; Maj. Edward A. Jurkens, Sterling; Maj. Gordon L. Kelley, Lake Forest.



Left to right: Lt. Edward J. Kobbeman, Sterling; Sgt. Kenneth V. O'Neil, Chicago; Sgt. John B. Pursley, Chicago; Sgt. LeRoy A. Schichner, Chicago.

31 ILLINOISANS GIVEN CLUSTERS TO AIR MEDALS

Awards Cover Action in South Pacific.

Washington, D. C., Jan. 3 (AP).—Awards of bronze oak leaf clusters to the air medal to 31 Illinois members of the army 13th air force for combat flights in the South Pacific were announced today by the war department. Recipients are:

Staff Sgt. Edmund F. Nesterowicz, 4738 South Hermitage avenue, Chicago [four clusters].

THREE CLUSTERS.

Maj. Edward A. Jurkens, Sterling.
Capt. Chester H. Kuntz, Laura.
Lt. Clifton L. Fowler, 947 North Latrobe avenue, Chicago.
Lt. Perry F. Wells, Princeton.
Tech. Sgt. Melvin E. Hatfield, 585 Prospect street, Elmhurst.
Staff Sgt. Edward E. Hoover, Thebes.
Staff Sgt. Carl G. Van Landingham, 2315 West Washington boulevard, Chicago.
Staff Sgt. Robert W. Malone, 7138 South Bennett avenue, Chicago.
Staff Sgt. Leroy A. Schiehner, 10720 Avenue H, Chicago.

TWO CLUSTERS.

Lt. Edward J. Brinskelle, 1751 North Cleveland avenue, Chicago.
Lt. Robert F. McGlone, Goreville.
Staff Sgt. Walter J. Hartmann, 4404 Drexel boulevard, Chicago.
Staff Sgt. John B. Pursley, 517 Barry avenue, Chicago.
Staff Sgt. Roy T. Strathmeyer, Quincy.
Staff Sgt. Earl D. Watkins, Fithian.
Corp. Thomas Jones, Harrisburg.

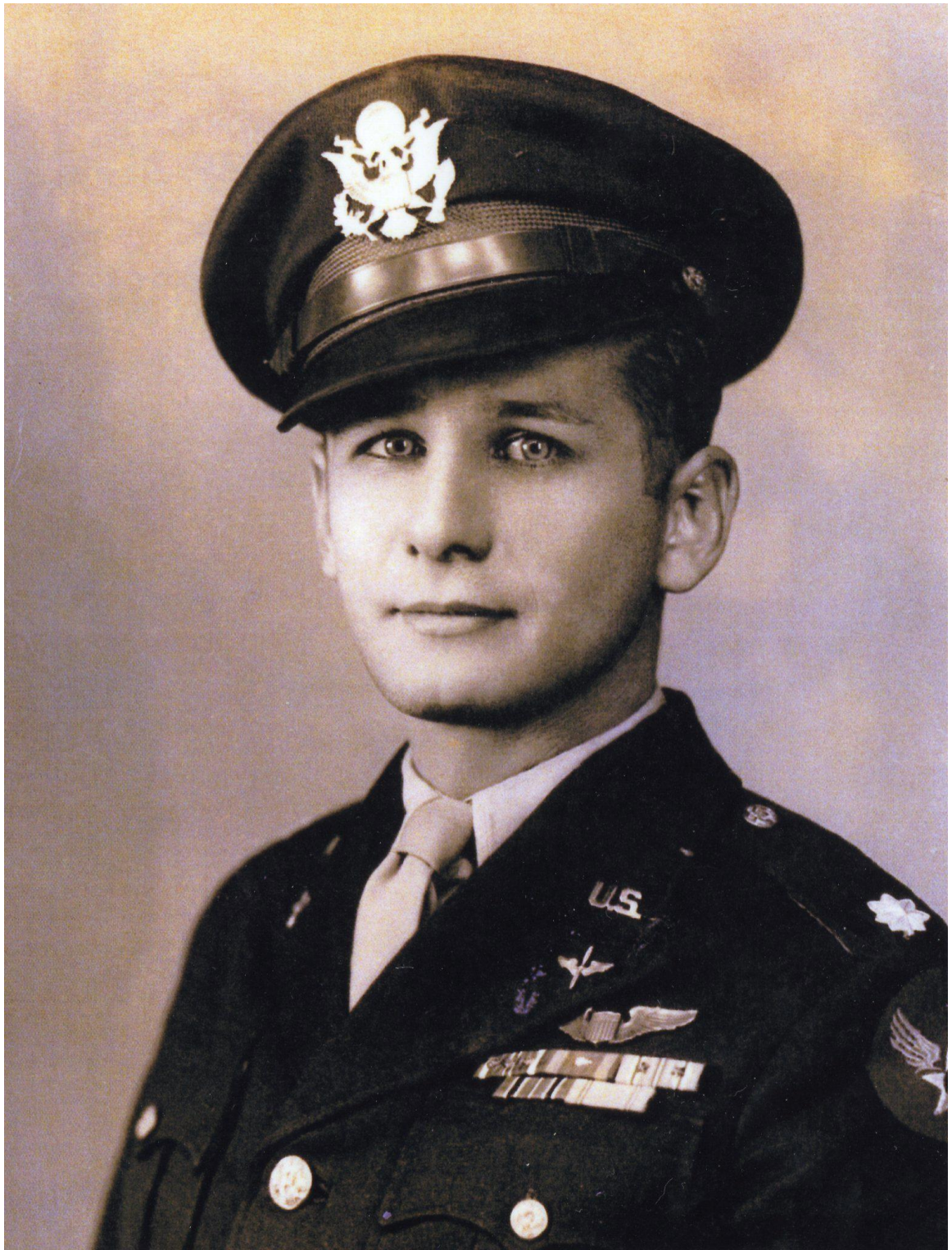
SINGLE CLUSTERS.

Maj. Gordon L. Kelley, 184 Wildwood road, Lake Forest.
Capt. William T. Hull Jr., Moline.
Lt. Robert D. Kennedy, 816 Agatite avenue, Chicago.
Lt. Edward J. Kobbeman, Sterling.
Lt. Russell D. Shambrook, Forrest.
Lt. Henry W. Waldmire, Springfield.
Second Lt. John W. Paul Jr., Canton.
Flight Officer Elmer A. Juozaitis, 6634 South Campbell avenue, Chicago.
Staff Sgt. Clark W. Bolin, 4541 North Sheridan road, Chicago.
Staff Sgt. Anthony J. Dedinskis, 1524 South 49th court, Cicero.
Staff Sgt. Salvatore F. Fatigato, 1141 West Harrison street, Chicago.
Staff Sgt. Robert L. Jones, 6441 Greenview street, Chicago.
Staff Sgt. Kenneth V. O'Neil, 2106 North Seminary avenue, Chicago.
Sgt. Basil D. Debnckoff, 1344 North Ked-

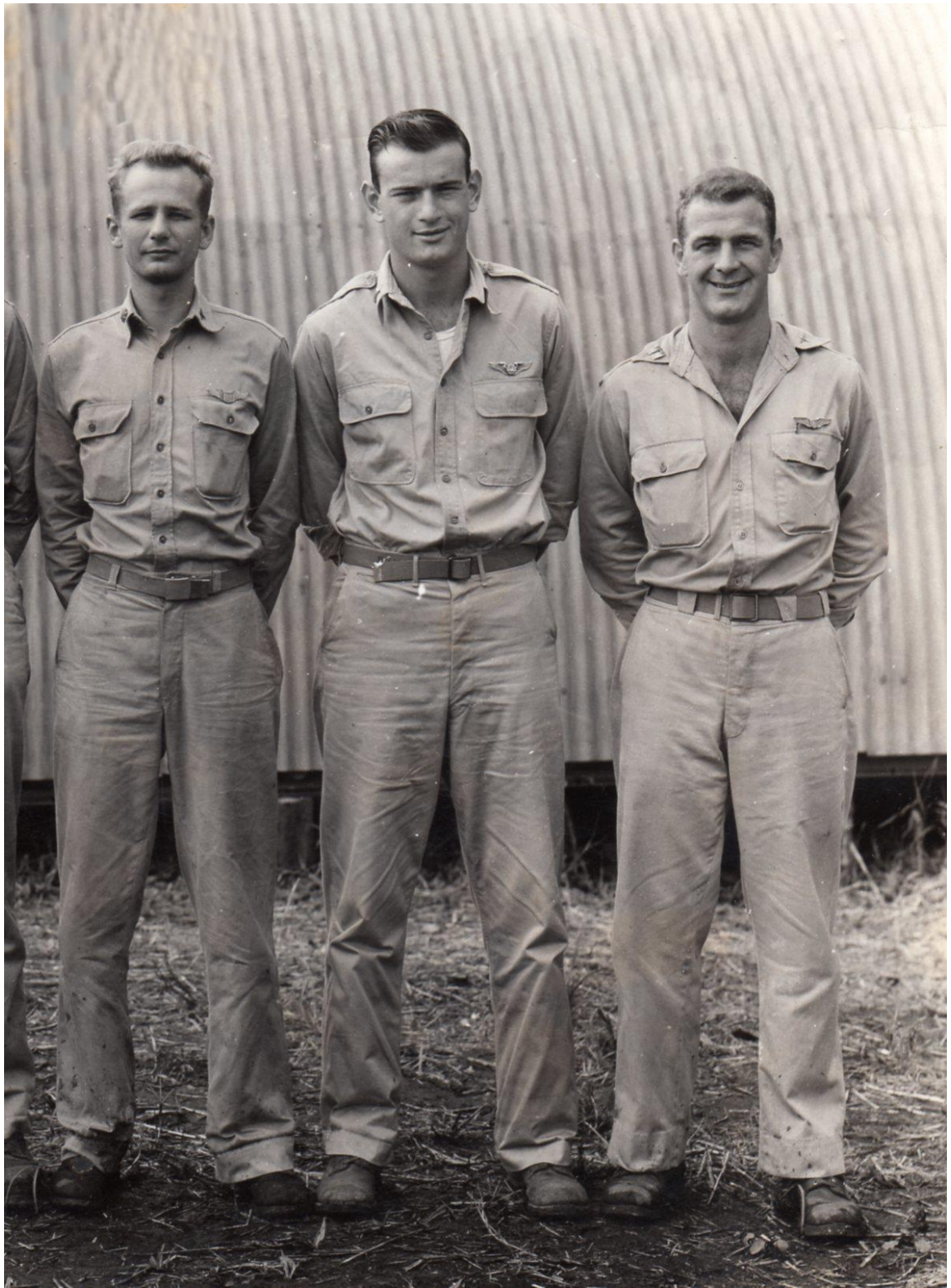
June 13, 1943

Just to let you know
I am well.

Ed.
18 red roses + 12 white roses









United States Pacific Fleet

Flagship of the Commander in Chief



In the name of the President of the United States, the Commander in Chief, United States Pacific Fleet, takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

MAJOR EDWARD A. JURKENS, U. S. ARMY AIR CORPS

for service as set forth in the following

CITATION:

"For extraordinary achievement while participating in an aerial flight in the line of his profession as Commander of a heavy bombardment squadron. He led his command on a bombardment attack against a strongly held enemy base, inflicting great damage to personnel and materiel. By his superior airmanship, courage, and determination he was highly instrumental in the success of a most difficult operation. His conduct throughout was in keeping with the highest traditions of the Armed Forces of the United States."

A handwritten signature in dark ink, appearing to read 'C. W. Nimitz'. The signature is fluid and cursive, with a long, sweeping tail.

C. W. NIMITZ,
Admiral, U. S. Navy.

Temporary Citation



THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

MAJOR EDWARD A. JURKENS
UNITED STATES ARMY AIR CORPS

for service as set forth in the following

CITATION:

“For heroism and extraordinary achievement while participating in an aerial flight as Commander of a heavy bombardment group during action against enemy Japanese forces. Leading his command in a vigorous and determined bombing assault against a strongly held enemy base, Major Jurkens, pressing home his attack with cool courage and utter disregard for his own personal safety, contributed to the relentless fighting spirit which enabled his group to inflict severe damage on hostile personnel and material. His superb airmanship and inspiring devotion to duty were chiefly responsible for the successful accomplishment of a difficult and dangerous mission and were in keeping with the highest traditions of the United States Armed Forces.”

For the President,

Frank Knox
Secretary of the Navy.

Tuesday, March 16, 1943

Navy Decorates Major Jurkens, Heroism in Action

Sterling Boy Given Second Award for Attack on Wake Is.

The navy's distinguished flying cross has been awarded a United States army air corps officer, Major Edward A. Jurkens, of this city, for heroism in leading a bombing attack on a heavily fortified Japanese base. This is the second citation and decoration for the local young man. He was on the bombing jaunt to Japanese-held Wake island in the Pacific Christmas eve last and received an army citation and decoration for that fine job. The communication did not state what the action was for which he received the navy's flying cross.



MAJOR EDW. JURKENS

Major Jurkens is the eldest son of Mr. and Mrs. Bert Jurkens of 102 Eighth avenue. He has two brothers, Jack and Bob, who are in training in the air corps and are about ready to make their solo flights.

The citation accompanying the award announced Monday read "For heroism and extraordinary achievement while participating in an aerial flight as commander of a heavy bombardment group during action against enemy Japanese forces."

THREE ARMY FLIERS GET NAVY AWARDS

(United Press)

WASHINGTON, March 15.—Three army air force officers have been awarded the Navy's distinguished Flying Cross for heroism in leading bombing attacks on a heavily fortified Japanese base, the Navy announced today.

One of the medals was awarded posthumously to Maj. Jonathan E. Coxwell, Billings, Mont.

The others were given to Maj. Edward A. Jurkens of 307 7th Ave., Sterling, Ill., and Capt. Dana B. Billings, Ripon, Wis.

Sterling Man Is Listed As Winner Of Flying Cross

Awarding of the distinguished flying cross to Maj. Edward A. Jurkens, 25, of Sterling, was announced by the navy department in Washington last night.

Members of his family at Sterling said they believed the award was the one which was presented to Maj. Jurkens in January for his participation in the aerial attack on Japanese-held Wake island in the Pacific last Christmas eve.

Maj. Jurkens is the son of Mr. and Mrs. Albert N. Jurkens, 307 7th avenue, Sterling. His mother said the local flier apparently still is in the Pacific zone, and that she received a communication from him four weeks ago.

In its announcement yesterday, the navy department said merely that the awards were made for heroism in leading bombing attacks on a heavily fortified Japanese base, and did not disclose the zone in which the action took place.

A citation accompanying the award said it was for "heroism and extraordinary achievement while participating in an aerial flight as commander of a heavy bombardment group during action against enemy Japanese forces."

*Sterling
Gazette
May 26, 1943*

Pvt. James A. Watt Meets Cousin, Major Edward Jurkens on Pacific Isle

Pvt. James A. Watt, who formerly worked at Scheler's sporting goods store, and now stationed "Somewhere in the Pacific," under date of May 16, writes an interesting letter to his mother and sister. He is a cousin of Major Edward Jurkens. His letter in part:

"Here it is Sunday again and what a small world after all. I really have some news to write about this time. I spent a few hours yesterday with Major Jurkens. Doesn't that surprise you? I have had a feeling for a long time he was on this island and when you sent me his A. P. O. number I thought he was near here. Later I found out he was here for certain.

"It took part of three afternoons to locate him. I see now why he does not have much time to write home. He is kept very busy and is commanding officer of the squadron, and is responsible for a large group of men. He did not get to bed until about 12 Friday night. I had no idea he had so much responsibility on his shoulders and at his age.

"I have only been here about a month longer than he. (An island somewhere in the Pacific). We were also on the other island at the same time but did not know it.

"The men like him a lot. They told me he was the best officer they had ever had. We went down to the field together and he took me inside of one of the planes. I did not understand much about it, but was glad to look inside.

"I am feeling fine and hope you are both the same. Give my regards to everyone."

Athletes Play an Important Role in The War Theater

A recent issue of a popular magazine contains an article under the heading, "Stars in the Service," which mentions Major Edward A. Jurkens of this city, and Capt. Robert N. Ritchie of Morrison. The latter has been reported missing in action.

The article in part says:

"Two of the original group of 18 Knox college men who learned to fly at Galesburg, Illinois, airport three years ago, have won the D. F. C. Capt. Robert N. Ritchie, who played basketball and golf in school, won the following citation from General Doolittle:

'For extraordinary achievement while serving as pilot of a photographic reconnaissance plane on a photographic mission over Bizerte and Tunis on December 7, 1942. Upon arrival over the target he found a solid overcast, topped at 20,000 feet. Knowing that photographs of the harbor were urgently desired by higher headquarters, he descended through this overcast to about eight to 10 thousand feet and although he was aware that the area was heavily defended by anti-aircraft, accomplished his mission. Upon the return journey he was attacked by an enemy ME-109 but, by effective employment of evasive tactics, he was able to elude the enemy aircraft; although his plane received three hits which disabled the starboard engine. The courage, coolness and skill displayed by Capt. Ritchie reflects the highest credit upon himself and the military service of the United States.'

"Major Edward A. Jurkens, co-captain and hurdler of the Knox track team in 1940, won the D. F. C. for heroism while leading one of the bomber squadrons on the widely-hailed Christmas eve attack on Wake Island."

The article mentions a number of other college stars of football, basketball and track. Athletes are doing a great job in this war according to the advices of those in authority.

Fight 50 Zeros in Battle Over Russell Isles

Washington, D. C., June 13 (AP).—American flyers, battling 50 Japanese fighter planes in a rough and tumble dog fight over the Solomon Islands, sent at least 25, possibly 33, of the enemy hurtling into the sea Saturday.

Six United States planes were missing after the engagement over the Russell group in the Solomons, the navy reported today, but all but two of the American pilots were rescued.

At the same time the navy added two Mitsubishi bombers to the total of enemy planes shot down in the Solomons, boosting to 65 the number destroyed in the last week, and to more than 1,000 the total Japanese plane losses in the Solomons.

Mitsubishi Shot Down.

Army Liberator bombers accounted for the latest Mitsubishi to crash into the sea in flames. Two Liberators encountered a pair of the enemy bombers about 20 miles west of Buka Island. They struck swiftly, shooting down one enemy plane.

The other Mitsubishi was downed by fighters in an engagement over the north end of Malaita Island. Previously navy communiques had asserted that four bombers had been destroyed in that fight, but later reports raised the total to five.

The navy gave no explanation of the fact that only Japanese fighter planes were in the air battle over the Russell Islands. They battled 40 or 50 Japanese fighter planes, the navy reported, and definitely shot down 25. In addition, 8 more probably were shot down.

Kiska Bombed Five Times.

The other flyers, meanwhile, were hitting again from Flying Fortresses and Avenger torpedo bombers at Japanese positions on Bougainville Island. One flight during the night of June 10 struck the Buin area, starting fires in the Japanese buildings there.

Aerial action continued, too in the Aleutian Islands, where regular raids have been made on Kiska in an apparent softening up of that enemy base. Bombers struck five times there. Bomb pits pockmarked the runway at the Japanese airfield, buildings and tents were shattered in the main camp area, and barges in Kiska harbor were bombed and strafed.

YANKS RESUME RAIDS ON KISKA IN STORMY FOG

Chicago Flyer Active in Solomon's Bombing.

Washington, D. C., May 2 (AP).—Flying thru stormy weather American flyers have hit twice again at the Japanese base on Kiska in the Aleutians.

The assaults, first in three days on the rocky island, were made by Lightning fighters, the navy reported today. Hits definitely were scored, but the fogs and storms made it impossible for the flyers to observe results.

Carried out on Friday the attacks broke a lull in the Aleutians which had continued since other groups of the army's Lightning fighters roared over the island in the 143d raid since March 31.

In the South Pacific Avenger torpedo bombers, Dauntless dive bombers, and Corsair fighters joined in an attack on Munda. Results of the raid—the 114th on that enemy air base on New Georgia Island—were not reported.

Chicagoan Bombs Kieta.

GUADALCANAL, April 30 [Delayed]—(AP).—Strong aerial attacks on five Japanese bases in the northern Solomons were carried out last night and today by army, navy, and marine corps planes.

The heaviest attack was made on Kieta on Bougainville Island, where Liberators started five large fires. One of the fires resulted in a big explosion.

Coördinated attacks by navy and marine corps flyers were made on Pelpeli, Gateri, and Munda, torpedo bombers and dive bombers participating.

Lieutenant Commended.

Lt. Stanley M. Foster of Paradise, Cal., was commended by Col. William A. Matheny of Spokane, Wash., for breaking thru bad weather to bomb Numa Numa on the northeast coast of Bougainville Island, where the Japanese have a base.

Lieutenants Girard Bourgeois of La Fouché, La.; John Stores of Spokane, and Harold McNeese of Chicago reported success in the attack on Kieta. McNeese, who recently returned to duty after a 19 day trek thru the jungles following a forced landing, said he observed numerous bomb hits in the vicinity of a bivouac area and Chinatown. The Japanese have piles of stores scattered thruout that area.

Storer said direct hits were scored on several buildings in the town of Kieta. One large fire was observed in the Japanese bivouac area south of the mission and several smaller fires were seen thruout the locality.

Nov. 22, 1943

Edward Jurkens Now Lieutenant Colonel

Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, writes his parents, under date of Nov. 7, that he now signs his official papers and correspondence as lieutenant colonel. He was informed of his high promotion in his steady climb up the ladder after he had started a letter to his parents and the glad tidings were conveyed in the post script.

Lt. Col. Jurkens has been in the South Pacific for some time and he and his men have performed well on many hazardous missions. He is now on rest leave and writes that "it is swell to have milk and staks again." His commission is as of Oct. 30.

He is group operations officer now and is kept busy arranging flights and missions. His promotion is a deserving one as attributed by the statements of the many men who have served with him and under his command.

~~SECRET~~

(3) Current Recognition Signals.

(4) Frequencies:

Command 6050 kcs Primary
5620 kcs Secondary

Liaison 4475 kcs (primary) continuous.
7785 kcs (secondary) 0800-1700L
3050 kcs (secondary) 1700-0800L

(5) Call Letters:

424th Bomb Sqdn - O - 19B27
372nd Bomb Sqdn - 20 - 39B27

b. GPS

Ground - COMAIRSOLS - OOB1

Air - CO, 307th Bomb Gp (H) - 1B27 and DANDY 1
CO, 372nd Bomb Sq (H) - 20B27 and DANDY 2

Fighter Leader call - CRACKERJACKER 1

Fighter Calls - 12 P-38's High cover - PEARL 82-84

8 P-38's Medium cover - PEARL 80-81

8 P4U's Low cover - GARNET 28-29

GLEN R. BIRCHARD,
Lt. Colonel, Air Corps,
Commanding.

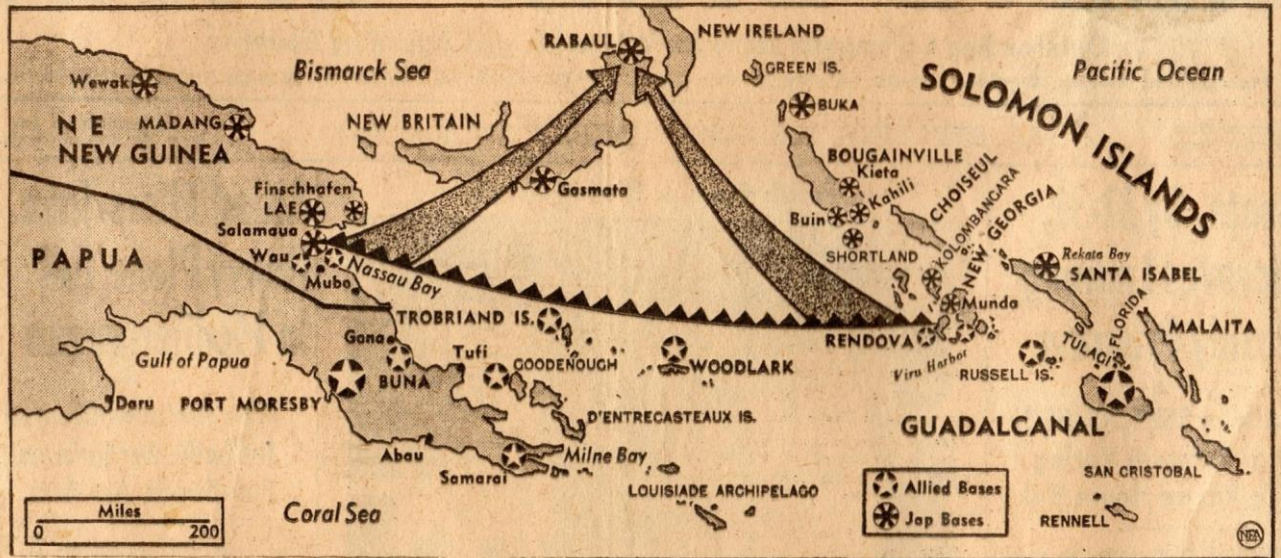
OFFICIAL:

EDWARD A. JURKENS,
Lt. Colonel, Air Corps,
Dep. Group Commander.

DISTRIBUTION:

Same.

Allied Arc of Pacific Offensive Aimed at Rabaul



From Salamaua to the Solomons an arc-shaped Allied offensive is pushing the Japs back, with Rabaul, the big enemy South Pacific base, an ultimate objective. Top map shows how land-sea-air forces under MacArthur and Halsey have cleared the Japs from southern New Guinea and the southern Solomons, and established Allied bases there. Closeup maps show the New Guinea front where Allies have landed at Nassau Bay; and the New Georgia battle area where U. S. forces have seized all of Rendova Island and are advancing on the Jap airfield at Munda from the new American base at Viru Harbor.

Tales of Heroism Rarely Mentioned In Communiques

'All Planes Returned
To Base' but One at
Least Nearly Didn't

By Charles McMurtry

HEADQUARTERS, SEVENTH AIR FORCE, SOUTH PACIFIC — (AP) — "All United States planes returned to their base," read the routine communique on the seventh air force raid on Nauru, but that doesn't tell the desperate, gallant story of Lieut. Russell A. Phillips' Liberator bomber crew which nearly didn't come back.

It doesn't tell how Staff Sgt. Stanley P. Pillsbury, himself riddled with fragments from a Japanese cannon shell, downed a Nip Zero. If he missed, that Zero would have finished the Liberator, just a few miles off Nauru, Japanese-held island important as an air base.

It doesn't tell how Sgt. Harold V. Brooks continued firing two or three minutes after he was mortally wounded.

It doesn't tell how the crew kept their big bomber in the air after it was hit by four Zero cannon shells, riddled with 594 holes—nor how they landed it with a flat tire and no brakes.

It doesn't tell how Lou Zamperini, who traded his winged mercuries of the cinder track for USAAF wings, trimmed the ship and labored two and a half hours to keep it in the air and to make it ready for a hazardous landing.

It doesn't tell how Lou and his crew mates spent the other three

hours of their homeward trip keeping life in five wounded pals, nor how a sixth, also wounded but ignorant of his injuries, went about administering first aid and cheering up men hit by cannon fragments.

First, meet the crew:

Lt. Russell, 26, Camp Picket, Va., pilot.

Lt. Carlton H. Cuppernell, 28, Long Beach, Calif., co-pilot.

Lt. Robert H. Mitchell, 27, Urbana, Ill., navigator.

Lt. Louis Zamperini, 26, Torrence, Calif., bombardier. He is the former NC-4A and NAAU mile champion.

Lt. Donald E. Nelson, Del Monte, Calif., third pilot and observer. Shrapnel wounded him in the stomach, left leg and right side of the head.

Tech. Sgt. Clarence K. Douglas, Hague, Va., Engineer, hit by cannon fragmentation "all up the right leg, thigh and chest."

Staff Sgt. Stanley P. Pillsbury, Shapleigh, Me., assistant engineer, left foot perforated, at least 25 holes in his left leg and hip. Lost his left toe.

Tech. Sgt. Harold V. Brooks, Clarksville, Mich., radioman. So badly injured in the head and chest he died after the plane reached its base.

Staff Sgt. Frank Glassman, Chicago, assistant radioman. Two pieces of shrapnel in his back—but for hours he didn't know he was injured.

Staff Sgt. Raymond P. Lambert, Cantonville, Md., tail gunner, wounded left side and leg.

Zamperini's Story

Now for the story, Zamperini talking:

"Our mission was to bomb the left side of the runway at Nauru. Our fragmentation bombs hit stores and planes alongside the runway.

"Anti-aircraft hit our tail and knocked out one rudder on our bombing run.

"Three Zeros came in to attack us. They followed us seven minutes. It seemed like an hour and seven minutes. As bombardier, I was supposed to go into the nose with Lt. Mitchell after our bombing run. As I

reached the nose, one bullet just missed Mitchell's arm and it just missed my face.

"I saw a zero go up over our ship. Then I saw the upper turret hit by an explosive cannon shell. That shell filled Sgt. Pillsbury's left foot full of fragmentation and perforated his left leg up to his hips. It looked as if there were 25 holes in his leg. It looked as if he'd lose his foot, but he lost only his big toe.

"But Pillsbury kept on shooting at that Zero. That Jap went down and exploded on the water.

"I saw another Zero wing off and go down. We never saw it again and our crew claimed it.

"The third never came back, so we think someone else got him.

"Just one more pass and they'd have had us. All of our gunners were out of action (wounded) and some guns were knocked out.

"If Sgt. Pillsbury hadn't hit that Zero that went up over us he (the Jap) would have turned and got us sure.

"There in the nose we couldn't tell how badly the ship had been hit. After the last Zero disappeared Lt. Phillips called to Lt. Mitchell and me to come back. The first thing I saw was our radioman (Brooks) lying there bleeding. He couldn't talk. He's the one who died.

"The bomb bay doors were still open. Evidently he had crawled along that narrow cat walk from the waist gun.

"Then I saw three others in a group, lying there bleeding. Then I saw another man aft, wounded. It was a horrible sight.

"It took us over five hours to get back to our base.

"We always were trying to figure how to land without brakes and with

a flat tire. One shell hit a tire and we knew it would go out the second it touched the runway.

"Mitchell and I had to pump the flaps down by hand. We hand pumped the bomb bay doors open to slow up another 5 or 10 miles an hour.

"When we hit, a tire blew out and that slowed the plane considerably. It was really a beautiful landing.

"Next day, the ground crew counted 594 holes in our plane."

Dear Mr. Jurkens
I just came back from
"down under" where I knew
major Jurkens. He's doing a
swell job and should go for.
He asked me to give you his
love and not to worry. He
looked in the "pink" when I
last saw him, and was a real
live wire at our going home party.
I hope he can make it back yet
before too long. Sincerely, Alden [unclear]

AFTER 8 DAYS RETURN TO
~~XXXXXXXXXX~~
Lt. A. G. Battenfield, O-652723
848 S. Flood, Norman, Oklahoma

FORT WORTH
NOV 15
1:30 PM
TEXAS

BUY
WAR SAVINGS BONDS AND STAMPS
UNITED STATES OF AMERICA

VIA AIR MAIL

Mr. Albert Jurkens
102 Eighth Avenue
Sterling, Illinois

Lt. J. G. Scheid Jr.
Bty D, 427th AAA Bn.
Ft. Brady, Mich.

SAULT SAINTE MARIE
JAN 13
9 AM
1944
MICH.

Free

Mr. Albert Jurkens
Revertn Ave.
Sterling,
Illinois



FORT BRADY, MICHIGAN

Jan 11, 1944

Dear Bert:

I happened to pick up a Chicago paper this morning and noticed that Ed has won more honors. With somewhere near 400 of my boys in the Service, its hard to keep track of all of them, but not one as outstanding as he has been.

In working with boys on the athletic field one gets to know them pretty well, and gains an insight into their character. I wouldn't have been afraid to predict that Ed would make good at anything he tackled, for if there is any trait that tips off what a lad is made of, it is the willingness to stay with a job regardless of hardships and discouragement. I couldn't help dropping you a line to let you know that I am as proud of him as you must be.

I don't have a very exciting assignment just now, but we have been drawing some equipment that indicates that we may be discarding our parkas and snow-shoes before long. I'm at least thankful that I'm in a line battery, and not stuck

in an office like a lot of the "retreads".
Of course it is pretty nice to have my
family here - in fact it is soldering
de-luxe, but one doesn't like to pratt-
ice all the time and not get into the
game. I'd like a chance to get my limit
of Japs before they close the season.

Young Ted has taken his preliminar-
ary Air Force exams, and will be
on his way when he becomes 18 in
the fall. Both the boys like it here,
although we practically had to drag
them away from Sterling.

Our regards to you and Mrs. Jenkins,
and indirectly to the boys.

yours
Ted Scheid

Lt. J. G. Scheid, Jr.
Bty. D, 427th A. G. A. Bn (Comp)
Ft. Brady, Mich.

Cheyenne, Wyoming
October 24, 1943

Dear Mrs. Jurkens:

You may possibly have a clipping similar to this but thought you may like it. Imagine my surprise to see your sons name in our paper here in Cheyenne. This was in quite awhile ago but was waiting to get your address & now I've lost it so will just send this anyhow & hope you receive it.

You possibly remember me a LaVerna who worked at De Haven's Beauty shop about three years ago. I believe I met one of your sons but can't remember which one, when he was home on furlough & he came to the shop after you.

I'm out here with my husband who is stationed at Ft. Francis E. Warren & that is how I happened to see the clipping.

Here's hoping your sons are all well & safe.

Cheyenne Flyer in Pacific Air Fight

GUADALCANAL — (AP) — Two Zeros were shot down of seven which attacked a bomber section led by Maj. Edward A. Jurkens, 28, of Sterling, Ill., between Bougainville and the north coast of New Georgia.

The seven Japanese planes made runs about 500 yards apart on the Liberator piloted by Lieut. William Jones of Houston, Texas. The nose gunner got one Zero, and the waist gunner the other.

One engine of a bomber piloted by Lieut. Homer W. Faucett failed near the finish of the fight. Lieut. Jack S. Stafford of Cheyenne, Wyo., slowed down to cover Faucett's flight home on three engines.

Very Sincerely,

Mrs. Stanley George
2809 Bent Avenue
Cheyenne, Wyoming

STERLING PILOT HOME ON LEAVE WITH 10 MEDALS

Sterling, Ill., March 6.—(Special to The Daily News.)—Wearing four Distinguished Flying Crosses and six Air Medals, besides campaign ribbons, Lt.Col. Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, came home this week from the South Pacific where he saw plenty of action during the last 16 months. He has been in the air corps three years.

He has a healthy respect for the ability of seasoned Jap pilots and their Zero planes which, he says, are fast and maneuverable. Those of the youngest and inexperienced Jap pilots, who do not get shot down in their first attempt to match their skill with American pilots, quickly learn to keep their distance and resort to sneak attacks.

But Col. Jurkens learned, en route to Sterling from San Francisco by train, that Japs aren't the only sneaks in the world. One night his pocketbook containing about \$500 and all of his identification papers were stolen.

"Looks like some clean-up on

the home front is necessary too," he commented.

The Sterling officer participated in 41 successful combat missions, including the Christmas Eve bombing of Wake Island in 1943 which was almost on a par with the sensational Tokyo raid as a morale builder for both those in the service and the folks at home.

13TH AIR FORCE STARTS THIRD YEAR OF ACTION

13TH U. S. AIR FORCE HDQ., Southwest Pacific, Jan. 13 (AP).—The "Jungle Air Force" today observed the second anniversary of its initiation into the Pacific war at Guadalcanal. Its nickname comes from the fact that most of the 13th air force's targets have been on jungle islands. It observed its birthday with bombing smashes along the 4,000 mile enemy defense perimeter from Manila to the East Indies.

Maj. Gen. St. Clair Street, commanding general, paid tribute to the 13th's achievements. But he warned that the enemy is "still tough, canny, and dangerous."

The 13th AAF has 1,300 Japanese planes to its credit, of which 975 were shot down. It also is credited with sinking or leaving in sinking condition 400,000 tons of enemy ship-

Lt. Col. Edward Jurkens, On Furlough from South Pacific, Coming Home

Lt. Col. Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, called from Chicago Friday night to inform his parents that he had just returned from the South Pacific and will be home sometime today. He has been overseas 16 months and has seen plenty of action.

John Salm and Charles Gasso motored to Chicago this morning to get Col. Jurkens. He has to be checked out at Fort Sheridan before he can get home and it may be late this afternoon or tonight before he arrives.

Sterling Air Hero Home On Furlough

(Consolidated News Service)

Sterling, Ill., Feb. 26.—Lt. Col. Edward Judkens, 26, winner of the distinguished flying cross for his part in the aerial attack on Japanese-held Wake island on Dec. 24, 1942, arrived home tonight to spend a furlough with his parents, Mr. and Mrs. Albert N. Jurkens, 307 7th avenue.

The air hero returned to this country recently after 16 months combat duty in the South Pacific area. He reported briefly at Fort Sheridan before coming to Sterling.

Last November he was advanced from major to lieutenant colonel and was made operations officer of his unit. A month later he was awarded the air medal.

Lt. Col. Edw. Jurkens, On 41 Combat Missions, Home for Relaxation

Lt. Col. Edward Jurkens, son of Mr. and Mrs. Bert Jurkens, who arrived home last weekend from overseas service in the air corps, is thoroughly enjoying himself in renewing old acquaintances and getting the "feel" of his own bed once more. March 15 of this year Col. Jurkens will have been in the air corps three years and in this time he saw plenty of action during the 16 months he was in the South Pacific. When he first went overseas he was among that small but hardy band of pioneer fliers, who had to do the most with the limited number of planes and supplies available. It was that old determined American spirit of these boys who turned the tide and are now chasing the Japs back toward their own shores.

Col. Jurkens respects the ability of the seasoned Jap pilot with his Zero plane which is fast and maneuverable. Those of the youngest and inexperienced Jap pilots, who do not get shot down in their first attempt to match their skill with American pilots, quickly learn to keep their distance and resort to sneak attacks.

Col. Jurkens was a captain when he went overseas and in November, 1942, was made major. He was promoted to lieutenant colonel in October of 1943. He has been commanding officer of his squadron, squadron commander, group operations officer and was group commander when he was given leave to return home for 20 days.

On 41 Combat Missions

He had 41 successful combat missions, including the famous Christmas eve bombing of Wake island in 1943, which was almost on a par with the sensational Tokyo raid as a morale builder both for those in the service and the folks on the home front. He had many more missions where bombs were not dropped on objectives.

His base was on Guadalcanal from February, 1942, to January, 1943,

MARCH 3 - 1944
Open House for Sons

Mr. and Mrs. Bert Jurkens will hold open house Friday night at their home, 102 Eighth avenue, honoring their two sons, Ed and Bob, and the latter's wife. Friends are invited to call anytime from 7 o'clock on.

MARCH 3 1944
Over 100 at Open House

More than 100 friends attended the open house at the home of Mr. and Mrs. Bert Jurkens Friday night, honoring their two sons, Edward and Bob and the latter's bride of a week. It was a pleasant occasion.

MARCH 7 1944
Will Speak at Church

Lt. Col. Edward Jurkens, who is home on leave from duty in the Southwest Pacific area, will speak at a congregational meeting at the Sterling Congregational church at 7:30 Tuesday evening.

**Lt. Col. Ed. Jurkens
To Be Legion Guest**
MARCH 8 - 1944

Lt. Col. Edward Jurkens will be the guest of honor at the meeting of Sterling post, American Legion, Wednesday evening. Col. Jurkens will give an outline of as much as is allowable of his experiences as an ace flier in the South Pacific, where he has been spending the past 16 months.

MARCH 7 1944
Honored at Reception

About 100 members and friends of the Congregational church attended the reception for Lt. Col. Edward Jurkens on Tuesday evening. Lt. Col. Jurkens entertained with an interesting talk.

Notes and Notices

MEN'S CLUB

The Men's Club will meet on Tuesday evening at 7:30. This meeting will be of interest to the whole parish. Lt. Col. Edward Jurkens will speak informally. Wives and other members of the parish are invited.

Lt. Colonel Jurkens Talks to Students Thursday Morning

Lieutenant Colonel Edward Jurkens, United States army air corps, and former student of Sterling Township high school, addressed the faculty and students of Sterling Township high school Thursday morning, on the subject of the World war II.

Colonel Jurkens was introduced by Principal Roscoe Eades, who reminisced a bit on Colonel Jurkens' high school days.

Colonel Jurkens told the audience of the places where he had been. Namely: Guadalcanal, Rabaul, Wake Island, and the Northern Solomons. He told of his Christmas eve bombing of Wake Island, and also a few of his experiences on his other bombing raids. He has been on 41 bombing missions and many have been during very important South Pacific battles.

Due to censorship he was not allowed to tell too much, but what he did tell held the audience spellbound. Colonel Jurkens' address brought the members of Sterling Township high school much closer to the war.

In closing Colonel Jurkens said that, "If the American people would go with less gas, and walk that little way to the store; save sugar and not make candy every chance they received, if everyone, students and workers together, would cooperate with the war effort, we would win the war in a much shorter time."

Pilgrim Fellowship *March 18 1944* Class Enjoys Party

The Pilgrim Fellowship of the Sterling Congregational church held a St. Patrick's party Friday evening in the church dining room. Lt. Col. Edward Jurkens was the guest of honor and entertained the young people with stories of strange things and places.

A sumptuous meal was enjoyed at tables beautifully decorated with flowers, shamrocks and candles. Irish stories and riddles were enjoyed at the table.

The remainder of the evening was spent running off a "track meet" between the Frost Giants and the Sun Gods. The events afforded much merriment to both participants and spectators.

Mr. and Mrs. Bert Jurkens were also guests. The party was planned by Mr. and Mrs. H. U. Challand.

PILGRIM FELLOWSHIP

Lt. Col. Edward Jurkens will be the guest of honor at a St. Patrick's day party on Friday evening in the church.

Our Service Men

We were glad to see BOB HULTS at our men's club meeting on Tuesday. He returns at the end of the week to the University of Detroit for re-classification. ED JURKENS who spoke so interestingly of his war experiences, goes to Atlantic City for re-assignment at the end of his furlough. CHARLIE BINGHAM, now in Guadalcanal writes to send thanks for his Christmas package. "Bing is now a Staff Sergeant (U.S.M.C.). DON LAIBLE is in New Caledonia. KEITH BROWN is now studying at the University of Texas in Austin. CHARLES GEYER is at Midshipman's School at Plattsburg, N. Y.

BOYS
IN THE
SERVICE

LT. COLONEL'S LEAF WORN BY SIWASH GRAD

**Edward Jurkens, Captain
of 1940 Track Team,
Led Bomber Flights
in S. Pacific**

From topping the high hurdles as co-captain of the Knox college track team in his senior year of 1940, to "high hurdling" his squadron and later group of B-24 Liberator bombers over Japanese-held objectives in the South Pacific, and during the process gradually advancing his shoulder decorations until now he wears the silver oak leaf of a lieutenant-colonel, is the three-year feat of Edward Jurkens, of Sterling, who was in Galesburg today for a visit with friends he made here while a student at Siwash and working in the city to further his schooling.

The youthful high-ranking officer, who is 26 years old but has far more maturity than that in experience, has been returned to the United States after completing 40 successful missions, and now awaits re-distribution when he reports to Atlantic City, N. J., on next Monday.

Colonel Jurkens' record of leading Uncle Sam's bombers on dangerous missions—one a notable 2,700-mile hop whose target was featured in news dispatches since it was a former U. S. island

stronghold—and the decorations he wears, belie his modest statement that he was not hurt and had, "oh, yes, a few narrow escapes."

For the young flight officer, who finished his Pacific career as deputy group commander, wears on his campaign ribbons, insignia which show that he has received the Distinguished Flying Cross four times, entitling him to the cross and three clusters, and he has also six times won the air medal, giving him a silver cluster for the five plus a bronze cluster.

Wants to Fly in China.

Like many another returned pilot of prowess, Lt. Col. Jurkens has one ambition. And it's not taking a desk job in the states! Instead, he hopes to be assigned to Gen. Chennault's peerless 15th Air Force in China. Perhaps the young officer feels that since he finished 40 missions in an air force numbered 13th, no harm can overcome him now!

Lt. Col. Jurkens was influenced into attending Knox college by some home townsmen of Sterling in school at the time. He is one of four boys in his parents' family—incidentally, three are in the air forces — so helped his income while studying at Siwash, by working at the Jacobi Brothers and Mack Clothing store, the Puritan Coney Island restaurant and as checkroom boy at the Hotel Custer. In that way, he made many Galesburg acquaintances besides those picked up as a student. His one sport was track, in which his specialty was the high hurdles. He and Bud Sundberg, quarter-miler and fellow resident of Sterling, shared the captaincy in 1940.

While at Knox, Col. Jurkens was a member of the R. O. T. C. unit, and upon graduation went to Camp Custer, Mich., for a month's training, which at that time secured an officer's second lieutenantcy for five years. But after a month's idleness, and with war clouds hovering, young Jurkens decided upon an army career, a choice he intends to maintain.

He enrolled in the air corps in July, 1940, and it was exactly three years ago today that he received his wings at Kelly Field, Tex. He was then assigned to Westover Field, Mass., on sub patrol, where he was located when war was declared. Lt. Col. Jurkens was always a bomber pilot, first on the B-17 Flying Fortresses, and later on Liberators.

Wartime speeded up the tempo of his work, and likewise his advancement. Young Jurkens was 11 months a second lieutenant before he gained a silver bar in February, 1942, but he rose rapidly then, to captain in July of that year, to his majority in November, and on Oct. 30, 1943, his silver oak leaf reached him at a New Zealand hospital.

Overseas in 1942.

Leaving Westover Field, Lt. Col. Jurkens went to Pendleton, Ore., to train other pilots, and act as engineering officer. He then was stationed at Dephrata, Wash., a field he describes as "a small piece of concrete." But there he was not only assigned to command of a bombing squadron, but that was his "taking-off" place for the Pacific in October, 1942. He was in Hawaii until January, 1943, and then embarked for the Solomon Islands area, where his missions took place.

Most of the objectives of the colonel's flight are well-known through appearance in news stories. During his work with the bombing outfit, he rose to group operations officer and then deputy group commander.

On Jan. 21 of this year, Lt. Col. Jurkens returned to this country, at San Francisco. He then went to Chicago, and recently has been at Sterling for the wedding of a brother, a ceremony about which he has been able to do little missionary work himself.

The visiting officer met First Lt. Hewitt Metz, a former Knoxite, in Hawaii, and Mrs. Metz, the former Mary Reavy. He also saw in his travels a familiar face from Galesburg, but still can't recall the soldier's name.

Lt. Col. Jurkens returned to Sterling today, but plans another visit here Saturday.

Tuesday, April 4, 1944

Frances Conner and Lt. Col. Ed. Jurkens Married in New Jersey

Mrs. W. A. Conner, 2125 1-2 Ridge avenue, Evanston, announces the marriage of her daughter, Frances, to Lt. Col. Edward A. Jurkens in the Presbyterian church, Atlantic City, N. J., at 3 o'clock Monday afternoon. Mrs. R. Adleman and Capt. Robert Stratton were their attendants. A large group of friends from military circles were guests.

The bride selected a navy blue street dress with matching accessories for the wedding. She was graduated in 1935 from Sterling Township high school and in 1939 from Northwestern university, receiving her master's degree at the university in 1940. For several years Mrs. Jurkens taught French and Spanish in Kansas City, Mo., and is now teaching the same subjects at Austin, Minn. She left Sterling six years ago.

Lt. Col. Jurkens, son of Mr. and Mrs. Bert Jurkens, 102 Eighth avenue, graduated in the same class with his bride at Sterling high, later completing four years at Knox college in Galesburg, where he graduated in 1940. On July 29, 1940, he enlisted in the army air corps. He trained at Kelly Field, San Antonio, Texas, graduating in 1941, and received his combat training at Ephrata, Wash.

Lt. Col. Jurkens was a captain when he went overseas and in November, 1942, was made a major. He was promoted to lieutenant colonel in October, 1943. He served as commanding officer of his squadron, squadron commander, group operations officer and was group commander when he was given leave to come home in February after serving 16 months in the south Pacific. Lt. Col. Jurkens had 41 successful combat missions including the famous Christmas eve bombing of Wake Island in 1943. He has been decorated a number of times.

After spending three weeks at home, Lt. Col. Jurkens went to Atlantic City, N. J., for a rest of two weeks and is now awaiting his new assignment.

In the Parish

Col. and Mrs. Edward Jurkens are visiting in Sterling on "Ed's" furlough. Mrs. Jurken's mother, Mrs. W. A. Connor of Evanston was a visitor in church last Sun-

JACK JURKENS, A.A.F. pilot has received his A.P.O. number. ED JURKENS has been assigned to duty at Clovis, N.M. where his bride expects to join him in the near future.

May, 1943

Stars in the Service

**Major Dyess, Texan, wouldn't leave Bataan;
Two Knox aviators win D. F. C. in combat**

Two of the original group of eighteen Knox College men who learned to fly at the Galesburg, Illinois airport three years ago, have won the D. F. C. Captain Robert N. Ritchie, who played basketball and golf in school, won the following citation from General Doolittle:

For extraordinary achievement while serving as pilot of a photographic reconnaissance plane on a photographic mission over Bizerte and Tunis on December 7, 1942. Upon arrival over the target he found a solid overcast, topped at 20,000 feet. Knowing that photographs of the harbor were urgently desired by higher headquarters, he descended through this overcast to about 8 to 10 thousand feet and although he was aware that the area was heavily defended by anti-aircraft, accomplished his mission. Upon the

return journey he was attacked by an enemy ME-109 but, by effective employment of evasive tactics, he was able to elude the enemy aircraft; although his plane received three hits which disabled the starboard engine. The courage, coolness and skill displayed by Captain Ritchie reflect the highest credit upon himself and the military service of the United States.

Major Edward A. Jurkens, co-captain and hurdler of the Knox track team in 1940, won the D. F. C. for heroism while leading one of the bomber squadrons on the widely-hailed Christmas Eve attack on Wake Island. Another Knox hurdler, Lieutenant Clifford Heller, captain of last year's track team, was killed as an Army Ranger in the landing operations at Casablanca on November 8.

* * *

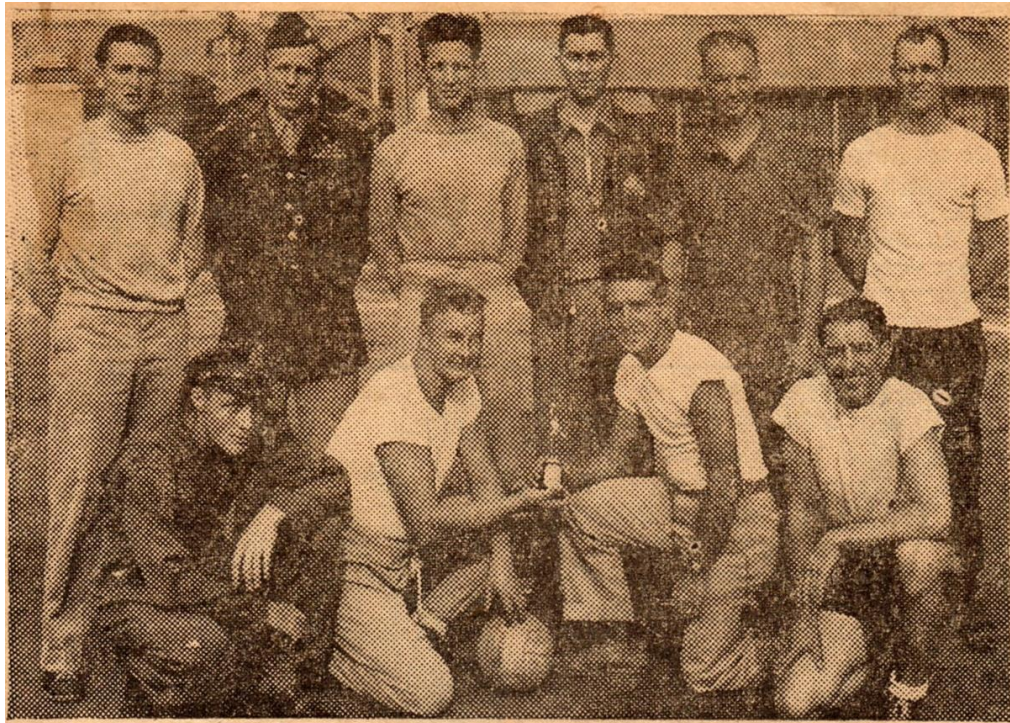


“ CHARLIE LOW'S
**FORBIDDEN
CITY** ”

AMERICA'S
World Renown
**ALL CHINESE
SUPPER CLUB**
363 SUTTER ST.
SAN FRANCISCO

SOUVENIR PHOTOGRAPHS





THE OFFICER'S VOLLEYBALL CHAMPIONS from Section I who captured the titles after a fierce tilt with Section III are from left to right: **TOP ROW**, Lt. Col. E. A. Juergens, Capt. D. A. Graham, Capt. W. Thompson, Lt. J. J. Naughton, F/O W. Carl.

BOTTOM ROW: Lt. H. Hazelhurst, Capt. J. W. Firth, Pvt. Mac McCauley and Lt. L. C. Liley.



SCRAPPING FOR THE LEAD IN THE VOLLEY BALL TOURNEY on the line is the officers team from Section I: **TOP ROW**—Capt Graham, Capt. Firth and Lt. Doyle; **BOTTOM ROW**—Lt. Col. Jerguens, Lt. Black and Lt. Lexley.

—PHOTO BY FIELD PHOTO LAB

Letter Order No: 374

HEADQUARTERS SECOND AIR FORCE
Office of the Commanding General
Fort George Wright, Washington

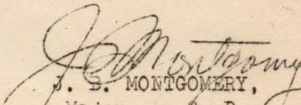
May 23, 1942

Subject: Orders.

To: 1st Lt Edward A Jurkens, 0389177, AC, Army Air Base, Gowen Field,
Boise, Idaho
1st Lt Francis A Smith, 0406041, AC, Army Air Base, Gowen Field,
Boise, Idaho
1st Lt Edgar B Cole, 0362148, AC, Army Air Base, Gowen Field,
Boise, Idaho
1st Lt Henry E Jones, Jr, 0430584, AC, Army Air Base, Gowen Field,
Boise, Idaho
1st Lt Ernest R Barriere, 0431828, AC, Army Air Base, Gowen Field,
Boise, Idaho
1st Lt Charles G Benes, 0426038, AC, Army Air Base, Gowen Field,
Boise, Idaho.

You are relieved from your present assignment and duty, Army Air Base, Gowen Field, Boise, Idaho, assigned to the 307th Bombardment Group, Army Air Base, Geiger Field, Spokane, Wn, and will proceed to that station reporting upon arrival to the Commanding Officer thereof for duty. The travel directed is necessary in the military service and payment when made is chargeable to: FD 31 P-02 A 0425-23; QM 100 PO3 A 0500-23. If travel is performed by privately owned conveyance, the provisions of par. 1g, AR 605-180 apply.

By command of Brigadier General OLDS:


J. S. MONTGOMERY,
Major, A. G. D.
Asst. Adjutant General.

DISTRIBUTION:

10 - Each Officer
5 - COAAB Gowen Field
5 - CO 307th Bomb Gp, Geiger Field
5 - COAAB Geiger Field
1 - Hq AAF, Attn: Director of Personnel
1 - G-1
1 - Officers' Section
3 - Finance
5 - CG AAF
5 - TAG

SPECIAL ORDERS)

NO.....97)

ARMY AIR BASE HEADQUARTERS
Ephrata, Washington,
September 26, 1942.

E X T R A C T

1. Under the provisions of paragraph 13, Army Regulations No. 210-10, the assignment of public quarters to the following named Officers is terminated effective September 26, 1942:

Capt. JURKENS, EDWARD A.	0-389177	2nd Lt. MAC DONALD, DANIEL E.	0-726434
Capt. KREBS, LAWRENCE F.	0-401181	2nd Lt. CARA, WILLIAM L.	0-662742
1st Lt. NOWELL, JOHN M. Jr.	0-390143	2nd Lt. KRUSE, KENNETH E.	0-662303
1st Lt. NEWMAN, ULMER J.	0-413484	2nd Lt. RALPH, JOHN H.	0-662824
1st Lt. CARPENTER, WOODWARD B.	0-413568	2nd Lt. NASBURG, HARRY H.	0-663301
1st Lt. MANOLAKOS, ELEUTHERIOS	0-430596	2nd Lt. NEWMAN, JEFF D.	0-663303
1st Lt. BROWN, WILLARD L.	0-430566	2nd Lt. NICHOLSON, KENNETH N.	0-663304
1st Lt. ZOLTAK, ANDREW T.	0-333008	2nd Lt. PAYTON, MOSES	0-663309
1st Lt. COLE, CLIFTON W.	0-431361	2nd Lt. ROWSELL, CLARENCE	0-663316
1st Lt. REED, JAMES H.	0-434678	2nd Lt. SHIREY, WAYNE T.	0-663320
2nd Lt. BLEDSOE, SAMUEL B. Jr.	0-441826	2nd Lt. SOMERVILLE, EVERETT R.	0-663325
2nd Lt. JOHN, HARRY P.	0-412053	2nd Lt. STERKEL, HARRY A.	0-663327
2nd Lt. GREGORY, SAMUEL T.	0-659697	2nd Lt. JOHNS, HARRY S.	0-728393
2nd Lt. BOURGEOIS, GIRARD W.	0-789295	2nd Lt. JOHNSON, CARL W.	0-728394
2nd Lt. RAGSDALE, ROY D. JR.	0-854203	2nd Lt. KNOX, WILLIAM A.	0-728397
2nd Lt. KEHOE, ROBERT F.	0-466657	2nd Lt. MILLER, HARRY J.	0-729411
2nd Lt. BAILEY, TODD D.	0-854242	2nd Lt. NEWTON, JACK A.	0-728417
2nd Lt. LATHAM, HARRY V. Jr.	0-462386	2nd Lt. PARKER, DAVID E.	0-728420
2nd Lt. BRYAN, THOMAS M.	0-446697	2nd Lt. WOOD, JOHN R.	0-664359
2nd Lt. FLAHAVEN, BUFORD E.	0-726358		
2nd Lt. GUSKEY, ROBERT H.	0-726384		
2nd Lt. KISSEL, ROBERT J.	0-726416		
2nd Lt. KUSLER, DONALD L.	0-726420		

By order of Lt. Col. ADAMS:

OFFICIAL:

Jacob A. Herrmann
JACOB A. HERRMANN,
Captain, Air Corps,
Adjutant.

JACOB A. HERRMANN,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

Special Orders)
No. 331.)

HEADQUARTERS HAWAIIAN
DEPARTMENT
Fort Shafter TH, 2 December 1942

370

E X T R A C T

* * * * *
5. Announcement is made of the temp promotion of the following-named Os to the gr indicated in AUS with rank fr date of this O under the provisions of sec 127a NDA as amended:

1ST LT TO CAPT

ROBERT EDMUND BERNHARD JR 0352537 FA (temp Maj AUS (AC))	HANS ULRICH SMITHLINE 0385155 AUS LESLIE GORDON SQUIRES 0342546 FA (temp Maj AUS (AC))
JOHNATHAN EUGENE COXWELL 0388654 AUS (temp Maj AUS (AC))	EUGENE ALONZO SMITH 0342354 INF FRANCIS AMOS SMITH 0408041 AUS (temp Capt AUS (AC))
CHARLES WILLIAM DAHLBERG 0380228 AUS (temp Maj AUS (AC))	THOMAS ERNEST WARD SMITH 0375156 AUS (temp Capt AUS (AC))
GEORGE WILLARD GRISMORE 0364822 FA	CARLYLE ARTHUR SORENSEN 0313599 INF (temp Capt AUS (AC))
EDWARD ALBERT JURKENS 0389177 AUS (temp Capt AUS (AC))	FRANK MANSFIELD TAYLOR 0378703 AUS (temp Capt AUS (AC))
HIRSH ADOLPH KATZ 0338849 INF FREDERICK KURT KOEBIG 0375573 AUS	KARL ALBERT WEILBAECHER 0365166 AC JAMES F WINTER 0408596 AUS
HENRY LEE MILLEDGE 0385009 AUS ULMER JUSTIN NEWMAN 0413484 AUS	
JOSEPH HUNT PATTERSON 0348660 AUS (temp Capt AUS (AC))	

2D LT TO 1ST LT

MELVIN LESLIE ALLISON 0427691 AC (temp 1st Lt AUS (AC))	WALLACE STELLE MARTIN JR 0375575 AC (temp 1st Lt AUS (AC))
JOHN WESLEY BARKER 0416977 AC (temp Capt AUS (AC))	LEE EDWARD METCALF 0428844 AC (temp 1st Lt AUS (AC))
PAUL CHARLES HUNSDORF 0424958 AC (temp 1st Lt AUS (AC))	EUGENE LINCOLN MOORE 0429437 AC (temp 1st Lt AUS (AC))
RICHARD JONES 0417152 AC (temp 1st Lt AUS (AC))	STEPHEN JOSEPH ROSETTA 0406203 AC (temp 1st Lt AUS (AC))
LOREN ARTHUR STODDARD 0428873 AC (temp 1st Lt AUS (AC))	(AG 210.2)

By command of Lieutenant General EMMONS:

(OFFICIAL COPY
HEADQUARTERS HAWAIIAN DEPARTMENT
FORT SHAFTER, T. H.)

LEONARD R. BOYD
Brigadier General, GSC
Chief of Staff

OFFICIAL:
R. E. FRAILE
Colonel, AGD
Adjutant General

A TRUE EXTRACT COPY:
James O. Prevatte
JAMES O. PREVATTE,
2nd Lieut., A. C.

13

AG 201 Jurkens, Edward A.
(3-13-43) PD-B

March 16, 1943.

Citation for Distinguished Flying Cross.

Major Edward A. Jurkens, A.C.,
370th Bombardment Squadron,
APO 953, c/o Postmaster,
San Francisco, California.

The War Department takes pleasure in forwarding to you herewith Permanent Citation of the Distinguished Flying Cross awarded to you by the Navy Department. It is understood that the Distinguished Flying Cross has been presented to you by the Commander in Chief, United States Pacific Fleet.

By order of the Secretary of War:



Adjutant General.

1 Incl.
Citation



HEADQUARTERS 307TH BOMBARDMENT GROUP (H) AAF
Office of the Commanding Officer

dcs

APO #709,
11 Aug 1943.

SPECIAL ORDERS)
NUMBER.....67)

1. UP AR 615-5, as amended, the following named EM, 372nd Bomb Sq (H), APO #708, are prom to temp gr as indicated:

TO BE S/SGT

Sgt Jack T. Donaghy, 32310268 Sgt Paul L. Deily, 17024659
Cpl Albert S. Feller, 33363680

TO BE SGT

Cpl Paul Ostrosky, 15019487 Pfc William N. Barlow, Jr, 39156587

2. Major EDWARD A. JURKENS, O-389177 reld fr asgd to the 370th Bomb Sq (H) and reasgd to Hqs, 307th Bomb Gp (H) and will rpt to the CO thereof for dy.

3. Major EDWARD A. JURKENS, O-389177, Hqs, 307th Bomb Gp (H), aptd Gp Opn O, prim dy, vice Lt Col Birchard reld.

4. UP AR 615-5, as amended, 1st Sgt John A. Hinkle, 13015763, 371st Bomb Sq (H), APO #708, is prom to gr of M/Sgt (Temp).

5. 2nd Lt FRANK E. HINKLE, O-677739, reld fr asgd to 424th Bomb Sq (H) and reasgd to the 371st Bomb Sq (H), APO #708 and WP APO #708 via FAGAT rptg to the CO thereof for dy.

6. The following named 2nd Lts (Bmbdr) are reld fr asgd to the 370th Bomb Sq (H) and reasgd to the 372nd Bomb Sq (H), APO #708 and will rpt to the CO. thereof for dy:

JOHN P. LOONEY, O-674783

PAUL H. LONG, O-674692

7. So much of par 1, SO #66, this Hqs, dd 10 Aug 43 as pertains to Sgt Raul Del Hierro, 18015178 is hereby revoked.

By order of Lt Colonel BIRCHARD:

LESLIE G. SQUIRES,
Major, Air Corps,
Adjutant.

OFFICIAL:

Leslie G. Squires
LESLIE G. SQUIRES,
Major, Air Corps,
Adjutant.

Par 8, SO 230, 8/18/43, Cont'd. R E S T R I C T E D

<u>Name</u>	<u>Rel'd fr</u>	<u>Asgd to</u>	<u>T via</u>
Pvt. Herbert G. Hulfish) 37449251)	Det #5, 842d Sig Serv Co; Atchd	975th Sig Serv Co, APO 502;	No T
Pvt. Clifford A. Ward) 36186894)	43rd Inf Div, APO 43.	Atchd Hq XIV Corps, APO 453.	
2d Lt. ROBIN R. LEWIS 0-1640670)	Atchd 808th Sig Serv Co, APO 913.	(return to 161st Sig Photo Co, APO 502.)	FAGWT
T/5. George W. Felver 35002849))))
T/5. Robert H. Crilly 20516685))))
Pvt lcl. Howard W. Williams) 35006200))))
Pvt. Frank W. Krasman) 20514734))))
Pvt. Harold B. Oolie) 32201447))))
2d Lt. ALBERT E. WHEELER 0-1555321)	Hq Pltn, 237th Bomb Disposal Co, APO 502	3rd Pltn, 237th Bomb Disposal Co, APO 913	GAT (2)
1st Lt. JAMES J. EUHLER 0-1550122)	3rd Pltn, 237th Bomb Disposal Co, APO 913	1st Pltn, 237th Bomb Disposal Co, APO 453. (eff upon arrival 2d Lt. WHEELER)	GAT (2)
Cpl. Frank F. Kaske 16021392)	319th Ftr Control Sq Det, APO 913.	Hq & Hq Sq, II Is Air Comd, APO 913.	No T
Pvt lcl. Theodore F. Glesmann) 17041824)	Ord Depot Det, #4092-C, 4th	307th Bomb Gp (H) AAF, APO 709.	No T
Pvt. William L. Williams 20915016)	Ord Bn, APO 709.))
Pvt lcl. Joseph H. Hill 6886596)	1913th QM Co, Trk (Avn), APO 502.	SoPac Gen Depot APO 502.	No T
Pvt lcl. Jack Malon 32328656)	161st Sig Photo Co, G-3; Atchd Amer Div, APO 716.	Americal Div, APO 716.	No T

9. Announcement is made of the temp promotion of the following named O's to the gr indicated in the AUS with rank fr date of this order:

Maj. to Lt Col.

HARRY REXFORD FOWLER, 0-167228, FA
GEORGE WARNER NICHOLAS, 0-145604, FA

Capt to Maj

DANA BAIRD BILLINGS, 0-375288, AC (Maj AUS-AC)
RICHARD L. HAYES, 0-419680, AC
GLENN A. HEYER, 0-326771, Inf
HENRY EUGENE JONES, Jr., 0-430584, AC (Maj AUS-AC)
EDWARD ALBERT JURKENS, 0-389177, AC (Maj AUS-AC)
JOHN WARNER MOORE, 0-288804, AC (Maj AUS-AC)

1st Lt to Capt

BERNARD BERK, 0-1576927, QMC
HOWARD CARLISLE, 0-1035003, CWS
JAMES WILLARD CARROLL, 0-507934, ChC
PERRY L. DODD, 0-481158, DC

- 5 -

R E S T R I C T E D

HEADQUARTERS USAFISPA
APO #502

5 October 1943.

GENERAL ORDERS)
NO 274)

Awards of the Air MedalI
Awards of the Oak-Leaf Cluster (Air MedalII

I. AWARDS OF THE AIR MEDAL:

* * *

2. By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), an Air Medal is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers and enlisted men for meritorious achievement while participating in aerial flights on combat operational missions. All of these flights were of a hazardous nature during which enemy opposition was met, or during which the airplane traversed an area where enemy antiaircraft fire was effective or where enemy fighter patrols were habitually encountered.

* * *

EDWARD ALBERT JURKENS, (O-389177), Major, United States Army Air Corps, Group Operations Officer, for five heavy bomber strike sorties during the period of 6 July to 26 August 1943. Home Address: 102 Eighth Avenue, Sterling, Illinois.

* * *

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:

/s/ M. B. Kendrick
/t/ M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

A TRUE COPY

John J. DeAngelis
JOHN J. DeANGELIS
Captain, Air Corps

HEADQUARTERS 307TH BOMBARDMENT GROUP (H) AAF
Office of the Commanding Officer

dcs

APO #709,
1 Nov 1943.

SPECIAL ORDERS)
:
NUMBER.....98)

1. 2nd Lt MYLO C. BINLEY, JR, O-573947, 372nd Bomb Sq (H), is aptd SCMO to inventory and dispose of the effects of the following named Os and EM, 372nd Bomb Sq (H), who were missing in action during strike mission on 25 Oct 1943:

1st Lt KENNETH M. GREEAR,	O-735374
1st Lt FRANCIS W. KNIEST	O-739969
2nd Lt FRANK MALECKAS, JR	O-792486
1st Lt PAUL A. KISH	O-734927
2nd Lt JOE G. GOODHUE	O-729482
T/Sgt Edward H. Cooler	37268708
S/Sgt Claude L. Gentry	34257558
T/Sgt Eugene G. Stone	38122678
S/Sgt James E. Murphy	32466744
S/Sgt Mathew Sech	35320359
S/Sgt Charles T. Shannon	11053771

The Court will be governed by the instructions contained in the 112th AW, MCM 1928, AR 600-550, dd May 14, 1943, and WD Cir #195, dd 1 Sept 1943 as set forth in Cir 5-15, Hqs, 307th Bomb Gp (H), dd 16 Oct 1943. AUTH: AW 112 MCM 1928. (One copy of Inventory of Effects of Personnel MIA will be retained on file in Sq Hqs).

2. Lt Colonel BILLY JARVIS, O-220564, Hqs, 307th Bomb Gp (H) aptd actg Pres of 307th Bomb Gp P Ex Council during absence of Capt COPASS, aptd per par 3, SO 88, Hqs, 307th Bomb Gp (H), dated 6 Oct 1943.

3. Maj EDWARD A. JURKENS, O-389177, Hqs, 307th Bomb Gp (H), aptd Gp Deputy Comdr, prim dy, vice Lt Col BIRCHARD reld.

4. Maj ROLAND O. LUNDBY, O-432080, 371st Bomb Sq (H), is reld fr asgd and reasgd to Hqs, 307th Bomb Gp (H) and will rpt to the CO thereof for dy.

5. Maj ROLAND O. LUNDBY, O-432080, Hqs, 307th Bomb Gp (H), aptd Gp Opn O, prim dy, vice Maj JURKENS reld.

6. UP AR 615-5, the following named EM, orgns as indicated, are prom to the temp gr as shown below:

HQS 307TH BOMB GP

T/Sgt Frank J. Warner, 12035564	-	<u>TO BE M/SGT</u>
S/Sgt Joseph J. Drotos, 35400391	-	<u>TO BE T/SGT</u>
Sgt William J. Kech, 13047773	-	<u>TO BE S/SGT</u>

372ND BOMB SQ

TO BE T/SGT

S/Sgt Casper Arnett	15086512	S/Sgt Edward A. Bylonowski	16035108
	S/Sgt Medric E. Bruneau		19055457

TO BE S/SGT

424TH BOMB SQ

TO BE M/SGT

T/Sgt Harold L. Livingstone 38045520 T/Sgt John B. Lutz 34089180

TO BE T/SGT

Sgt Charles B. Tough 19055737

TO BE S/SGT

Sgt James M. Smith 38042002

TO BE SGT

Cpl Gustave G. Hofseth	17050977	Cpl Haines M. Mick	32267122
Cpl Vincent W. Repp	32331147	Cpl George F. Wierdak	36398659
Pvt William Wolf		32073806	

TO BE CPL

Pfc Jule M. Clarkson	16063131	Pfc Marion C. Hootman	35501308
Pfc Gordon J. Pearson		17040648	

7. Capt WILLIAM P. DAVIS, O-649034, Hqs, 307th Bomb Gp (H), aptd Gp Asst Adj, add dy.

8. Having been asgd to the 307th Bomb Gp (H) per par 2, SO #96, 13th BC, dd 30 Oct 1943, the following named Os and EM are further asgd to the 372nd Bomb Sq (H) and will rpt to the CO thereof for dy:

2nd Lt STEPHEN A. NOVAK	O-678312	2nd Lt CARL E. MARTIN	O-804012
2nd Lt PAUL W. HARRIS	O-682325	2nd Lt HERVERT F. EVERETT	O-679485
S/Sgt James E. Ledbetter Jr	34247062	S/Sgt Walter J. Taylor Jr	34349623
Sgt John N. Rokis	17120691	Sgt Ludwig L. Kozisek	37301087
Sgt George F. Cresswell	13170624	Sgt Francis T. Alishauskas	33348463

By order of Lt Colonel BIRCHARD:

OFFICIAL:

LESLIE G. SQUIRES,
Major, Air Corps,
Adjutant.

Leslie G. Squires
LESLIE G. SQUIRES,
Major, Air Corps,
Adjutant.

6 November 1943.

GENERAL ORDERS)
:
NO 370)

AWARDS OF THE OAK-LEAF CLUSTER (AIR MEDAL):

By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), a bronze Oak-Leaf Cluster, in lieu of an additional Air Medal, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers and enlisted men for meritorious achievement while participating in aerial flights on combat operational missions. All of these flights were of a hazardous nature during which enemy opposition was met, or during which the airplane traversed an area where enemy antiaircraft fire was effective or where enemy fighter patrols were habitually encountered.

JOSEPH C. REDDOCH, (O-21315), Lieutenant Colonel, Air Corps, United States Army, Deputy Group Commander, for five heavy bomber strike sorties during the period of 25 August to 3 September 1943. Entered United States Military Academy from the United States at large.

EDWARD ALBERT JURKENS, (O-389177), Major, Air Corps, United States Army, Group Operations Officer, for five heavy bomber strike sorties during the period of 20 February to 12 April 1943. Home Address: 102 Eighth Avenue, Sterling, Illinois.

THOMAS S. YAGER, (O-725566), Captain, Air Corps, United States Army, Pilot, for five additional heavy bomber strike sorties during the period of 6 June to 14 June 1943. Home Address: Cameron, Texas.

FRED J. SELLERS, (O-728423), First Lieutenant, Air Corps, United States Army, Navigator, for five additional heavy bomber strike sorties during the period of 20 March to 9 June 1943. Home Address: 619 North Ninth Street, Independence, Kansas.

BENJAMIN F. CLIFTON, (6250950), Master Sergeant, Air Corps, United States Army, Aerial Engineer, for five additional heavy bomber strike sorties during the period of 20 March to 23 May 1943. Home Address: 3542 Olive Street, St. Louis, Missouri.

GEORGE O. CRIPPEN, (6946516), Master Sergeant, Air Corps, United States Army, Aerial Engineer, for five additional heavy bomber strike sorties during the period of 23 December 1942, to 19 April 1943. Home Address: Rutland, Pennsylvania.

ROSS H. HENDERSON, (6580443), Master Sergeant, Air Corps, United States Army, Bombardier, for five heavy bomber strike sorties during the period of 7 April to 17 April 1943. Home Address: Allderson, West Virginia.

MALVIN D. FALK, (12031853), Technical Sergeant, Air Corps, United States Army, Aerial Radio Operator, for five additional heavy bomber strike sorties during the period of 24 December 1942, to 2 January 1943. Home Address: Brooklyn, New York.

CHARLES J. ROGERS, (6915673), Technical Sergeant, Air Corps, United States Army, Aerial Radio Operator, for five additional heavy bomber strike sorties during the period of 10 April to 27 July 1943. Home Address:

HARRY WALIZER, (7020967), Technical Sergeant, Air Corps, United States Army, Tail Gunner, for five additional heavy bomber strike sorties during the period of 1 April to 19 April 1943. Home Address: Mackeyville, Pennsylvania.

WILLIAM J. BRINKMAN, (6939193), Staff Sergeant, Air Corps, United States Army, Assistant Aerial Engineer, for five additional heavy bomber strike sorties during the period of 23 February to 25 July 1943. Home Address: 1118 Clar Street, St Louis, Missouri.

JOHN W. GUNGL, (38017839), Staff Sergeant, Air Corps, United States Army, Assistant Aerial Engineer, for five additional heavy bomber strike sorties during the period of 21 April to 2 August 1943. Home Address: 409 East Fourteenth Street, Tulsa, Oklahoma.

MARION D. HILDEBRANT, (16051572), Staff Sergeant, Air Corps, United States Army, Aerial Engineer, for five additional heavy bomber strike sorties during the period of 1 April to 19 April 1943. Home Address: 105 East Halsey Street, Santa Barbara, California.

CHRIST G. KOSTOPOLUS, (16046098), Staff Sergeant, Air Corps, United States Army, Aerial Engineer, for five additional heavy bomber strike sorties during the period of 7 April to 18 July 1943. Home Address: 1020 North Fourteenth Street, Milwaukee, Wisconsin.

WILBUR E. MORGAN, (13047751), Staff Sergeant, Air Corps, United States Army, Assistant Radio Operator - Gunner, for five heavy bomber strike sorties during the period of 27 April to 8 July 1943. Home Address: Spangler Street, Hastings, Pennsylvania.

PETER R. PREGANZ, (6948145), Staff Sergeant, Air Corps, United States Army, Assistant Radio Operator, for five additional heavy bomber strike sorties during the period of 1 April to 18 July 1943. Home Address: 319 Helen Street, McKees Rock, Pennsylvania.

BASIL D. DEBNEKOFF, (16034749), Sergeant, Air Corps, United States Army, Aerial Radio Operator, for five additional heavy bomber strike sorties during the period of 16 April to 16 July 1943. Home Address: 1344 North Kedzie, Chicago, Illinois.

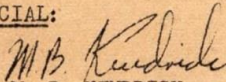
RICHARD D. LARSEN, (10100316), Corporal, Air Corps, United States Army, Aerial Radio Operator, for five additional heavy bomber strike sorties during the period of 15 March to 23 May 1943. Residence at enlistment: Honolulu, Territory of Hawaii.

DELBERT C. RHOADS, (39381736), Corporal, Air Corps, United States Army, Tail Gunner, for five heavy bomber strike sorties during the period of 8 May to 20 May 1943. Home Address: Osburn, Idaho.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:


M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: All Island Air Commands.
All AAF Units, Thirteenth Air Force.

HEADQUARTERS USAFISPA
APO #502

10 November 1943.

GENERAL ORDERS)
:)
NO 382)

AWARDS OF THE OAK LEAF CLUSTER (AIR MEDAL):

By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), a bronze Oak-Leaf Cluster, in lieu of an additional Air Medal, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers and enlisted men for meritorious achievement while participating in aerial flights on combat operational missions. All of these flights were of a hazardous nature during which enemy opposition was met, or during which an area was traversed where enemy antiaircraft fire was effective or where enemy fighter patrols were habitually encountered.

GLEN ROBBINS BIRCHARD, (O-373801), Lieutenant Colonel, Air Corps, United States Army, Group Operations Officer, for five additional heavy bomber strike sorties during the period of 25 February to 31 March 1943. Home Address: 1014 Center Avenue, Bay City, Michigan.

EDWARD ALBERT JURKENS, (O-389177), Major, Air Corps, United States Army, Group Operations Officer, for five heavy bomber strike sorties during the period of 27 April to 19 May 1943. Home Address: 102 Eighth Avenue, Sterling, Illinois.

BILLY B. WILSON, (O-442542), Captain, Air Corps, United States Army, Pilot, for five heavy bomber strike sorties during the period of 30 April to 13 May 1943. Residence on entry into service: Okemah, Oklahoma.

ROBERT C. CRAIG, (O-733026), First Lieutenant, Air Corps, United States Army, Navigator - Bombardier, for five medium bomber strike sorties during the period of 2 August to 8 August 1943. Home Address: 711 South Mont Claire, Dallas, Texas.

JEFF DAMPEER NEWMAN, (O-663303), First Lieutenant, Air Corps, United States Army, Squadron Bombardier, for five heavy bomber strike sorties during the period of 4 June to 12 July 1943. Home Address: 1827 Moss Street, Lake Charles, Louisiana.

EVERETT R. SOMERVILLE, (O-663325), First Lieutenant, Air Corps, United States Army, Bombardier, for five heavy bomber strike sorties during the period of 17 April to 7 June 1943. Home Address: East 2123 Fifth Avenue, Spokane, Washington.

WIRT H. CORRIE, (O-792526), Second Lieutenant, Air Corps, United States Army, Pilot, for five medium bomber strike sorties during the period of 24 June to 3 July 1943. Home Address: 109 East Carolina Avenue, Crewe, Virginia.

RICHARD PAUL GAMBLE, (O-734447), Second Lieutenant, Air Corps, United States Army, Bombardier, for five heavy bomber strike sorties during the period of 4 June to 25 June 1943. Home Address: Copley, Ohio.

SAMUEL HARRY KUHN, (13008739), Master Sergeant, Air Corps, United States Army, Bombardier, for five heavy bomber strike sorties during the period of 21 April to 22 July 1943. Home Address: Wescosville, Pennsylvania.

MALVIN D. FALK, (12021852), Sergeant, Air Corps, United States Army, Bombardier, for five heavy bomber strike sorties during the period of 21 April to 22 July 1943. Home Address: Wescosville, Pennsylvania.

AWARDS OF THE OAK-LEAF CREST (AIR MEDAL) CONT'D.:

DEL HARP, (38033495), Technical Sergeant, Air Corps, United States Army, Aerial Engineer - Gunner, for five heavy bomber strike sorties during the period of 21 March to 15 April 1943. Home Address: Crystal City, Texas.

JAMES F. HOLSEY, (19005172), Technical Sergeant, Air Corps, United States Army, Aerial Engineer - Gunner, for five heavy bomber strike sorties during the period of 4 June to 7 July 1943. Home Address: 716 North Quacker Street, Tulsa, Oklahoma.

VICTOR KWIAT, (35037296), Technical Sergeant, Air Corps, United States Army, Aerial Engineer - Gunner, for five heavy bomber strike sorties during the period of 17 April to 23 May 1943. Home Address: Orwell, Ohio.

WARDIE W. RICHARDSON, (38087543), Technical Sergeant, Air Corps, United States Army, Aerial Radio Operator - Gunner, for five heavy bomber strike sorties during the period of 24 May to 12 June 1943. Home Address: Longview, Texas.

HARRY WALIZER, (7020967), Technical Sergeant, Air Corps, United States Army, Tail Gunner, for five additional heavy bomber strike sorties during the period of 21 April to 22 July 1943. Home Address: Mackeyville, Pennsylvania.

SAMUEL I. WALKER, (18060059), Technical Sergeant, Air Corps, United States Army, Aerial Radio Operator - Gunner, for five heavy bomber strike sorties during the period of 18 April to 6 May 1943. Home Address: Bronson, Texas.

EDMUND FRANCIS NESTEROWICZ, (36398749), Staff Sergeant, Air Corps, United States Army, Aerial Gunner, for five heavy bomber strike sorties during the period of 27 April to 3 June 1943. Home Address: 4738 South Hermitage Avenue, Chicago, Illinois.

DONALD J. POTTER, (35112123), Staff Sergeant, Air Corps, United States Army, Tail Gunner, for five heavy bomber strike sorties during the period of 20 March to 26 April 1943. Home Address: 59 West Mildred Avenue, Akron, Ohio.

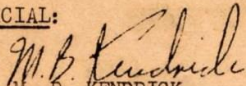
JOHN B. BOYLE, (13000936), Sergeant, Air Corps, United States Army, Aerial Radio Operator, for five heavy bomber strike sorties during the period of 12 June to 18 July 1943. Home Address: 408 Northway, Baltimore, Maryland.

RICHARD D. LARSEN, (10100316), Corporal, Air Corps, United States Army, Aerial Radio Operator, for five additional heavy bomber strike sorties during the period of 3 June to 9 June 1943. Residence at enlistment: Honolulu, Territory of Hawaii.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:


M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: All Island Air Commands.
All AAF Units, Thirteenth Air Force.

G.O. #415, HQ. USAFISPA, 19 November 1943.

II. AWARDS OF THE OAK-LEAF CLUSTER (AIR MEDAL) Cont'd.:

EDWARD ALBERT JURKENS, (O-389177), Major, Air Corps, United States Army, Squadron Commander, for five heavy bomber strike sorties during the period of 23 May to 1 July 1943. Home Address: 102 Eighth Avenue, Sterling, Illinois.

PHILIP RICHARD KRIEG, (O-427857), Major, Air Corps, United States Army, Group Navigator, for five heavy bomber strike sorties during the period of 10 June to 26 July 1943. Home Address: Oak Harbor, Washington.

HAROLD GRAHAM McNEESE, (O-726442), Major, Air Corps, United States Army, Squadron Operations Officer, for five heavy bomber strike sorties during the period of 6 July to 13 July 1943. Home Address: 16426 North Lawn Street, Detroit, Michigan.

MATTHEW R. GOUCHENOUR, (35309064), Staff Sergeant, Air Corps, United States Army, Aerial Gunner, for five heavy bomber strike sorties during the period of 15 July to 1 August 1943. Home Address: Buckhannon, West Virginia.

FRANK A. KENNEY, (32077593), Staff Sergeant, Air Corps, United States Army, Assistant Radio Operator, for five heavy bomber strike sorties during the period of 13 July to 25 July 1943. Home Address: 335 Academy Street, Trenton, New Jersey.

MATTS G. LOFGREN, (36513569), Staff Sergeant, Air Corps, United States Army, Assistant Radio Operator, for five heavy bomber strike sorties during the period of 18 July to 30 July 1943. Home Address: 1707 Tyler Street, Detroit, Michigan.

ROBERT L. LOWE, (39243735), Staff Sergeant, Air Corps, United States Army, Aerial Gunner, for five heavy bomber strike sorties during the period of 8 July to 16 July 1943. Home Address: 1306 Van Buren Street, Topeka, Kansas.

ROBERT W. MALONE, (16034885), Staff Sergeant, Air Corps, United States Army, Assistant Radio Operator - Gunner, for five heavy bomber strike sorties during the period of 9 August to 29 September 1943. Home Address: 7138 South Bennett Avenue, Chicago, Illinois.

MARL D. WATKINS, (16052940), Staff Sergeant, Air Corps, United States Army, Assistant Aerial Engineer, for five heavy bomber strike sorties during the period of 1 July to 13 July 1943. Home Address: Fithian, Illinois.

THOMAS JONES, (36043763), Corporal, Air Corps, United States Army, Assistant Radio Operator, for five heavy bomber strike sorties during the period of 1 July to 22 July 1943. Home Address: 429 Popular Street, Harrisburg, Illinois.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:

M. B. Kendrick
M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: All Island Air Commands

HEADQUARTERS
XIII BOMBER COMMAND
APO #709

201.22

30 December 1943.

SUBJECT: Commendation.

TO : Lt. Col. EDWARD A. JURKENS, 0389177, Air Corps.

THRU : Commanding Officer, 307th Bombardment Group (H), APO #709.

Your meritorious conduct in the performance of outstanding services has been noted by the Commanding General, XIII Bomber Command and the following commendation is extended in official recognition thereof.

COMMENDATION: While a member of the 307th Bombardment Group (H) in the South Pacific Area, Lieutenant Colonel EDWARD A. JURKENS, 0389177, Air Corps, then Major, distinguished himself by perseverance and zealous application of his professional knowledge. In performing all his menial tasks, he worked long hours under trying conditions, and turned out excellent work in spite of many handicaps resulting from limited equipment and supplies. Lt. Col. Jurken's determination and loyalty is in keeping with the highest traditions of the Army Air Forces.

WM. A. MATHENY
Brigadier General, USA
Commanding

2 January 1944.

GENERAL ORDERS)
:)
NO 5)

Award (Posthumous) of the Distinguished-Service Cross	I.
Awards of the Legion of Merit	II.
Award of the Oak-Leaf Cluster (Distinguished-Flying Cross)	III.

I. AWARD (POSTHUMOUS) OF THE DISTINGUISHED-SERVICE CROSS:

By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (Bull. 43, WD, 1918), a Distinguished-Service Cross is posthumously awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named enlisted man:

WILLIAM F. CAIN, JR., (262545), Corporal, United States Marine Corps, for extraordinary heroism from 7 to 9 July 1943, while leading his squad in a succession of daring encounters with the enemy at Enogai, New Georgia, Solomon Islands. When he came upon a fifteen-man Japanese patrol armed with several machine guns, he led his squad without hesitation in a fierce struggle; personally capturing one of the machine guns and killing five of the enemy, including the officer in command. Corporal Cain displayed sustained courage and battle leadership, moving his squad time after time into the most perilous positions so that he could strike with maximum force and deadly effect. His heroic conduct under fire won him the highest respect and admiration of his entire company. Next of Kin: Mr William F. Cain, Father, 1506 Thirty-ninth Avenue, San Francisco, California.

II. AWARDS OF THE LEGION OF MERIT:

By direction of the President, under the provisions of the act of Congress approved 20 July 1942 (sec. III, Bull. 40, WD, 1942), Executive Order No. 9260, 29 October 1942 (sec. I, Bull. 54, WD, 1942), and authority contained in War Department radiogram dated 8 February 1943, a Legion of Merit is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers and enlisted man:

WILLIAM G. MANLEY, Colonel, United States Marine Corps, for exceptionally meritorious conduct in the performance of outstanding services in the South Pacific Area from 25 July to 15 November 1943. As assistant chief of staff, operations officer, to the Commander Air Solomon Islands, he played a distinguished role in air force operations which helped defeat the Japanese in the Munda campaign at New Georgia and in the initial phases of the Bougainville campaign. Colonel Manley's superior judgment and skill was conspicuously evident in his advice to the chief of staff and in his co-ordination and execution of air operational assignments. His foresight and astute handling of difficult situations was a vital contribution to the development and utilization of air strength against enemy air, naval and ground forces. Entered United States Naval Academy from Massachusetts.

NATHAN H. PRESS, (O-308110), Lieutenant Colonel, Infantry (General Staff Corps), United States Army, for exceptionally meritorious conduct in the performance of outstanding services from 8 December 1941 to 25 July 1943, as assistant G-4 and later as G-4 of a division on the way to and in the South Pacific Area. Despite a painful physical ailment which frequently confined him to his quarters, Colonel Press refused evacuation and worked with extraordinary fidelity and efficiency in accomplishing the supply needs of the command during combat operations. His skillful handling of supply functions associated with landing operations and the fighting which followed on New Georgia, Rendova and

5, HQ. USAFISPA, 2 January 1944.

II. AWARDS OF THE LEGION OF MERIT (Cont'd.):

ALFRED A. WEISS, (O-1289659), First Lieutenant, Infantry, United States Army, for exceptionally meritorious conduct in the performance of outstanding service on 28 July 1943 at New Georgia, Solomon Islands. Lieutenant Weiss, in the heat of battle, assumed command of a rifle company whose confidence and fighting spirit had been shattered by the loss of its officers. He quickly effected a reorganization of the company and, by his own striking example of courage, calmness and determination in a moment of crisis restored a fresh offensive spirit in his men. His infectious battle conduct had an instantaneous effect. Not only were gains consolidated and held but the company pushed on and seized new ground; successfully fighting off counter-attacks. Home Address: Pottsville, Pennsylvania.

JOSEPH P. WICK, (35008784), Technician Fifth Grade, Field Artillery, United States Army, for exceptionally meritorious conduct in the performance of outstanding services from 4 July to 15 September 1943 on Kokorana, New Georgia, Solomon Islands. Corporal Wick not only performed his duties as a machine gunner in a skillful manner but was responsible for substantially increasing the effectiveness of his weapon. From diverse salvage materials he constructed a twin-gun mount with which his antiaircraft guns were set up so that they could be fired separately or simultaneously. The device vastly increased fire-power and aided materially in the destruction of three enemy airplanes. Corporal Wick also was credited with destroying a Japanese dive bomber on 21 July. He distinguished himself by his eager initiative, leadership and mechanical ability; keeping the morale of his unit at a high level. Home Address: Cleveland, Ohio.

III. AWARD OF THE OAK-LEAF CLUSTER (DISTINGUISHED-FLYING CROSS):

By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bull. 8, WD, 1926), a bronze Oak-Leaf Cluster, in lieu of an additional Distinguished-Flying Cross, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officer:

EDWARD A. JURKENS, (O-389177), Major, Air Corps, United States Army, for extraordinary achievement while participating as senior pilot in a flight of twenty-six B-24 bombers on 12 August 1943. He displayed superior skill in leading the planes of his command with flawless precision in an exceptionally destructive raid on Kahili Airdrome, Bougainville, Solomon Islands, and guiding them through intense antiaircraft fire and a running fight with intercepting aircraft in which six Japanese Zeros were shot down and two others probably shot down. Home Address: Sterling, Illinois.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:

M. B. Kendrick
M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: "A"

25 January 1944.

GENERAL ORDERS)
:
NO 133)

AWARDS OF THE OAK-LEAF CLUSTER (AIR MEDAL):

By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), a bronze Oak-Leaf Cluster, in lieu of an additional Air Medal, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers and enlisted men for meritorious achievement while participating in sustained combat operational missions. Flights were of a hazardous nature during which enemy opposition was met, or during which there was traversed an area where enemy antiaircraft fire was effective or where enemy fighter patrols were habitually encountered. Each individual exhibited great courage and untiring energy; his services reflecting highest credit on the military forces of the United States.

HAROLD S. ECKLUND, (O-21544), Lieutenant Colonel, Air Corps, United States Army, as pilot from 12 November to 23 November 1943. Entered military service from Nebraska.

EDWARD A. JURKENS, (O-389177), ~~Lieutenant Colonel, Air Corps,~~ United States Army, as deputy group commander from 19 October to 19 December 1943. Home Address: Sterling, Illinois.

DANA B. BILLINGS, (O-375288), Major, Air Corps, United States Army, as squadron commander and pilot from 25 November to 5 December 1943. Home Address: Ripon, Wisconsin.

ROLAND O. LUNDEY, (O-432080), Major, Air Corps, United States Army, as group operations officer from 10 October to 18 November 1943. Home Address: Orange, California.

KARL A. WEILBAECHER, (O-365166), Major, Air Corps, United States Army, as group bombardier from 19 October to 16 December 1943. Home Address: New Orleans, Louisiana.

WILLIAM A. KNOX, (O-726397), Captain, Air Corps, United States Army, as group navigator from 16 August to 5 December 1943. Home Address: Carlsbad, California.

LAURENCE F. KREBS, (O-401181), Captain, Air Corps, United States Army, as assistant group operations officer from 5 December to 16 December 1943. Home Address: Fonda, Iowa.

DANIEL J. TAYLOR, (O-437142), Captain, Air Corps, United States Army, as group armament officer from 29 November to 14 December 1943. Home Address: Cram's Corner, Eliot, Maine.

MERRITT C. BARTON, (O-740728), First Lieutenant, Air Corps, United States Army, as pilot from 18 October to 27 October 1943. Home Address: Tye, Texas.

SAMUEL A. BEATTY, (O-667916), First Lieutenant, Air Corps, United States Army, as pilot from 23 November to 4 December 1943. Home Address: Tuscaloosa, Alabama.

WILLIAM E. FRANCIS, (O-793754), First Lieutenant, Air Corps,

JOHN F. RUOF, (0-730619), First Lieutenant, Air Corps, United States Army, as copilot from 9 September to 18 September 1943. Home Address: Lancaster, Pennsylvania.

JOHN HOROSZKO, (11066053), Technical Sergeant, Air Corps, United States Army, as aerial radio operator gunner from 26 July to 6 August 1943. Home Address: Taftsville, Connecticut.

DEAN J. HOWELL, (38050991), Technical Sergeant, Air Corps, United States Army, as aerial engineer gunner from 21 May to 11 September 1943. Home Address: Wimberley, Texas.

HARVESTER LEVENS, (32400231), Technical Sergeant, Air Corps, United States Army, as aerial engineer from 16 August to 2 September 1943. Home Address: Winter Haven, Florida.

ARTHUR R. BARKER, (12127509), Staff Sergeant, Air Corps, United States Army, as aerial gunner from 9 September to 9 November 1943. Home Address: Brooklyn, New York.

LYMAN A. CLARK, JR., (15320862), Staff Sergeant, Air Corps, United States Army, as aerial gunner from 24 October to 31 October 1943. Home Address: Weston, West Virginia.

WILLIAM F. HUMPHREY, (16051983), Staff Sergeant, Air Corps, United States Army, as aerial radio operator gunner from 2 November to 11 November 1943. Home Address: Hull, Illinois.

HARRY C. MacKENZIE, (11056332), Staff Sergeant, Air Corps, United States Army, as aerial gunner from 2 September to 22 October 1943. Home Address: Barre, Vermont.

HELMUTH W. SCHULTZ, (36507779), Staff Sergeant, Air Corps, United States Army, as armorer gunner from 15 October to 24 October 1943. Home Address: Rogers City, Michigan.

WADE M. SEALS, (20817381), Staff Sergeant, Air Corps, United States Army, as aerial gunner from 25 July to 9 August 1943. Home Address: San Antonio, Texas.

ANDY SOWOLLA, (33019619), Staff Sergeant, Air Corps, United States Army, as aerial engineer gunner from 6 November to 18 November 1943. Home Address: Nanty Glo, Pennsylvania.

JESSE G. NEW, (34290132), Sergeant, Air Corps, United States Army, as aerial engineer gunner from 16 September to 5 November 1943. Home Address: Minden, Louisiana.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:

M. B. Kendrick
M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: All Island Air Commands.
All AAF Units, Thirteenth Air Force.

10 February 1944.

GENERAL ORDERS)
:)
NO 227)

Award of the Oak-Leaf Cluster (Distinguished-Flying Cross) I. Section
Awards of the Oak-Leaf Cluster (Air Medal) II.

I. AWARD OF THE OAK-LEAF CLUSTER (DISTINGUISHED-FLYING CROSS):

By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bull. 8, WD, 1926), a bronze Oak-Leaf Cluster, in lieu of an additional Distinguished-Flying Cross, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officer:

EDWARD A. JURKENS, (O-389177), Major, Air Corps, United States Army, Group Operations Officer, for extraordinary achievement while participating, during the period of 3 September to 29 September 1943, in five heavy bomber strike sorties. All of these combat operational missions were of a hazardous nature during which enemy opposition was met, or during which an area was traversed where enemy antiaircraft fire was effective or where enemy fighter patrols were habitually encountered. These flights make twenty-five of like nature in which he has participated. Previous recognition that he has received makes his record one for emulation; his accomplishments being a credit to himself and the Army Air Force. Home Address: Sterling, Illinois.

II. AWARDS OF THE OAK-LEAF CLUSTER (AIR MEDAL):

1. By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), a bronze Oak-Leaf Cluster, in lieu of an additional Air Medal, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers for meritorious achievement while participating in sustained combat operational missions. Flights were of a hazardous nature during which an area was traversed where enemy antiaircraft fire was effective, or where enemy airplanes or exposure to enemy fire were habitually expected and in numerous instances encountered. Each individual exhibited great courage and untiring energy; his services reflecting highest credit on the military forces of the United States.

JOSEPH J. BERKOW, (O-427697), Captain, Air Corps, United States Army, as flight leader from 14 November to 18 November 1943. Home Address: Washington, D. C.

DOUGLAS V. CURREY, (O-727420), Captain, Air Corps, United States Army, as flight leader from 1 December to 20 December 1943. Home Address: Sacramento, California.

EDWIN T. BAYLEY, (O-727385), First Lieutenant, Air Corps, United States Army, as element leader from 18 November to 23 November 1943. Home Address: Hayward, California.

CHARLES E. BURCH, (O-794199), First Lieutenant, Air Corps, United States Army, as element leader from 10 November to 18 November 1943. Home Address: Warren, Pennsylvania.

FLAGG L. CHITTENDEN, (O-667795), First Lieutenant, Air Corps, United States Army, as element leader from 24 November to 1 December 1943. Home Address: Tallahassee, Florida.

States Army, as element leader from 2 January to 13 January 1944. Home Address:
Findlay, Ohio.

STUART H. CROCKETT, (O-792966), First Lieutenant, Air Corps, United
States Army, as element leader from 10 January to 14 January 1944. Home Address:
Bradenton, Florida.

DONALD F. DAVIS, (O-736144), First Lieutenant, Air Corps, United
States Army, as element leader from 8 January to 16 January 1944. Home Address:
Jermont, Pennsylvania.

HUGH H. ECTOR, (O-792973), First Lieutenant, Air Corps, United
States Army, as element leader from 29 November to 14 December 1943. Home Address:
West Point, Georgia.

GREENE B. EDWARDS, JR., (O-794927), First Lieutenant, Air Corps,
United States Army, as element leader from 27 November to 3 December 1943. Home
Address: Tuskegee, Alabama.

RICHARD D. KENT, (O-792997), First Lieutenant, Air Corps, United
States Army, as element leader from 13 November to 26 November 1943. Home Address:
Franklin, Tennessee.

DONALD E. McCULLOUGH, (O-433555), First Lieutenant, Air Corps,
United States Army, as element leader from 25 November to 8 December 1943. Home
Address: Westport, Indiana.

2. By direction of the President, under the provisions of Execu-
tive Order No. 9158, 11 May 1942 (Bull. 25, WD, 1942), as amended by Executive
Order No. 9242-A, 11 September 1942 (Bull. 49, WD, 1942), a bronze Oak-Leaf
Cluster, in lieu of an additional Air Medal, is awarded by the Commanding General,
United States Army Forces in the South Pacific Area, to the following-named
enlisted men for meritorious achievement while participating in sustained combat
operational missions. Flights were of a hazardous nature during which enemy
opposition was met, or during which an area was traversed where enemy antiaircraft
fire was effective or where enemy fighter patrols were habitually encountered.
Each individual exhibited great courage and untiring energy; his services reflect-
ing highest credit on the military forces of the United States.

CHARLES S. BOUDER, (13093515), Staff Sergeant, Air Corps, United
States Army, as aerial gunner from 12 December to 22 December 1943. Home Address:
Lancaster, Pennsylvania.

CALVIN R. JOHNSON, (16023182), Staff Sergeant, Air Corps, United
States Army, as armorer gunner from 23 October to 18 December 1943. Home Address:
Appleton, Wisconsin.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Major General, GSC,
Chief of Staff.

OFFICIAL:

M. B. Kendrick
M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: All Island Air Commands.
All A F Units, Thirteenth Air Force.

R E S T R I C T E D.
HEADQUARTERS USAFISPA
APO 502

210.68 (85)

11 February 1944.

SUBJECT: Letter Orders.

TO : Off's Involved.
Thru: CG, Thirteenth Air Force, APO 719.

1. UP Par 4, Sec V, WD Cir 127, 1943, ea of the following named off's (Male-White) MOS and lv address as indicated, is reld fr further asgmt and duty with orgn indicated, eff date of departure, WP via FAGT fr present sta to Continental US, reporting upon arrival thereat to CG, AP of E, Hamilton Fld, Calif, for further orders and lv:

<u>Name</u>	<u>Lv Address</u>	<u>MOS</u>
<u>307th Bomb Gp (H), APO 709</u>		
Lt Col EDWARD A. JURKENS O-389177, AC	Sterling, Ill.	1012
Maj KARL A. WEILBAECHER O-365166, AC	New Orleans, La.	1035
<u>Thirteenth AF, APO 719</u>		
Capt THOMAS S. YAGER O-725566, AC	Cameron, Tex.	1024
1st Lt JOHN L. ALLDER O-2045280, AC	Stockton, Mo.	1034
<u>13th Tr Carr Sq, APO 708</u>		
1st Lt WILLIAM R. DAVENPORT O-790221, AC	504 N. Baylen St, Pensacola, Fla.	1034
1st Lt DAVID M. HAY O-731980, AC	2103 12th Ave, N. Seattle, Wash.	1022
1st Lt WILLIAM E. SMITH O-660830, AC	209 E. Wilcox, Coffeyville, Kas.	1022
2d Lt FLOYD H. ABERNATHY, JR O-2042986, AC	PO Box 12, Mt Holly, NC.	1022
2d Lt EUGENE G. BROWN O-2042985, AC	1018 Irving Ave, Glendale, Calif.	1022
2d Lt HAROLD O. DEVEY O-797282, AC	Jolls Road, Perrysburg, N.Y.	1034
<u>12th Ftr Sq, APO 709</u>		
1st Lt STUART H. CROCKETT O-792966, AC	Bradenton, Fla.	1021
<u>63d Tr Carr Sq, APO 708</u>		
2d Lt JOHN C. BARCALOW O-797234, AC	Morris Plains, New Jersey	1034

2. TDM. Travel via mil, comm or belligerent vessel and mil acft is directed. \$7.00 per diem atzd for period of T by air. 55 lbs baggage alws atzd while traveling by air. 91-33 P 431-02, O3 A 0425-24.

Ltr O 210.68 (85) 2/11/44, Cont'd R E S T R I C T E D

By Command of Lieutenant General HARMON:

M. J. Kinsella
M. J. KINSELLA,
Captain, A.G.D.,
Asst. Adj. Gen.

DISTRIBUTION:

5 - TAG		
5 - AAF		
2 - CG ATC		
1 - C/S		
1 - AG		
1 - G-1		
1 - G-3 (Air)		
5 - Thirteenth AF		
5 - 307th Bomb Gp		
5 - 403d Tr Carr Gp		
5 - 12th Ftr Sq		
5 - 18th Ftr Gp		
5 - 63d Tr Carr Sq		
5 - XIII Ftr Comd		
2 - AAF Redistribution Ctr Atlantic City, NJ		
5 - 13th Tr Carr Sq		
5 - CO AP of E		
20 - Ea Off		
1 - Off Sec		
2 - MRU		
2 - PRO		
2 - Awards		
2 - PO APO 502		
5 - XIII AF SvC		
5 - File		

- 2 -
R E S T R I C T E D

6 March 1944.

GENERAL ORDERS)
:
NO 357)

	Section
Awards (Posthumous) of the Silver Star	I.
Awards of the Distinguished-Flying Cross	II.
Awards of the Soldier's Medal	III.
Amendments of General Orders - Awards	IV.

I. AWARDS (POSTHUMOUS) OF THE SILVER STAR:

By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (Bull. 43, WD, 1918), a Silver Star is posthumously awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officer and enlisted man:

HAROLD E. CHADWICK, (O-358719), First Lieutenant, Infantry, United States Army, for gallantry in action at Guadalcanal, Solomon Islands, on 30 January 1943. When stubborn hostile resistance held up the advance units of his regiment, Lieutenant Chadwick brought forward two squads of 60mm mortars in order to dislodge the enemy from strongly-entrenched positions. The delivery of effective mortar fire necessitated his reaching a field telephone connected with a forward observer over a route harassed by enemy fire. With total disregard for his personal safety, Lieutenant Chadwick endeavored to reach the telephone. In doing so he was struck and killed by machine-gun fire. His gallant performance and devotion to duty were in keeping with the highest traditions of the United States Army. Next of Kin: Mrs. Helen E. Chadwick, Wife, 6 $\frac{1}{2}$ Palmer Street, Athens, Ohio.

JOHN E. ROGERS, (20381816), Sergeant, Corps of Engineers, United States Army, for gallantry in action at Kolombangara, Solomon Islands, on 22 August 1943. As a volunteer accompanying a small naval raiding party in a daring daylight raid, Sergeant Rogers distinguished himself by bravely exposing himself to great personal danger during the fire-fight which ensued when this force approached its objective. The boat on which Sergeant Rogers served was under the initial and heaviest concentration of fire. Several gunners and the boat commander were hit. Sergeant Rogers disregarded his own safety to assist in administering first aid and by removing the wounded to protected positions until a direct hit by an enemy shell in the aft section of the boat wounded him in the right side. He courageously sacrificed his life to protect his comrades. Next of Kin: Mrs. Elizabeth Rogers, Mother, 3009 Seventh Street Northeast, Washington, D. C.

II. AWARDS OF THE DISTINGUISHED-FLYING CROSS:

By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bull. 8, WD, 1926), a Distinguished-Flying Cross is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named officers:

BYRON B. BOWMAN, (O-666856), First Lieutenant, Air Corps, United States Army, for extraordinary achievement on 24 December 1943, while participating in an aerial flight of P-38 airplanes escorting heavy bombers in a raid on Rabaul, New Britain. Lieutenant Bowman displayed outstanding combat flying skill when he shot down one Zero and set another afire. He completed the destruction of an enemy interceptor that had been crippled by one of the other P-38s and damaged or destroyed still another. Home Address: Crawfordsville, Indiana.

JOSEPH E. GUNDEL, (O-794021), First Lieutenant, Air Corps, United States Army, for extraordinary achievement while participating in an aerial patrol of six P-40s over Bougainville, Solomon Islands, on 8 November 1943, wherein he de-

States Army, CO-pilot, for extraordinary achievement while participating in an aerial flight in the South Pacific Area on 11 November 1943. With his heavy bomber disabled by intense enemy fighter airplane attacks, he skillfully maneuvered until six crew members parachuted to safety and then effected a successful forced water landing from which the three remaining crew members were rescued. Home Address: Alpine, Texas.

III. AWARDS OF THE SOLDIER'S MEDAL:

By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bull. 8, WD, 1926), a Soldier's Medal is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following-named enlisted men:

JOE RUDOWICZ, Corporal, United States Marine Corps.

RALPH P. ANDERSON, Private First Class, United States Marine Corps.

R. S. KEY, Private First Class, United States Marine Corps.

The citation for each of the three above-named individuals is as follows:

For heroism at Bougainville, Solomon Islands, on 14 January 1944 when, with complete disregard for his personal safety, he swam and towed a partially inflated rubber float through a half mile of heavy sea to courageously assist in saving the life of a drowning pilot, unable to swim or extricate himself from his water-soaked parachute.

IV. AMENDMENTS OF GENERAL ORDERS - AWARDS:

1. So much of Section II, General Orders No. 183, this Headquarters, 1943, as announces the award of an Air Medal to Sergeant FRED H. GOLDSTEIN, (15084704), for meritorious achievement while participating, during the period of 1 February to 10 June 1943, in operational air flights totalling over 113 hours, is amended to announce the award for his participation in over 100 hours of operational air flights during the period of 1 February to 6 June 1943.

2. So much of paragraph 2, Section I, General Orders No. 274, this Headquarters, 1943, announcing the award of an Air Medal to Major EDWARD ALBERT JURKENS, (O-389177), as mentions the period of action as 6 July to 26 August 1943, is amended to recite the period as 6 August to 28 December 1943.

By Command of Lieutenant General HARMON:

A. J. BARNETT,
Major General, GSC
Chief of Staff.

OFFICIAL:

M. B. Kendrick
M. B. KENDRICK,
Major, A. G. D.,
Asst. Adj. Gen.

DISTRIBUTION: "A"

AG 201 Jurkens, Edward A.
(19 Feb 44) PD-C AS#O-389,177

23 March 1944

Oak-leaf Cluster

Lieutenant Colonel Edward A. Jurkens, AC,
Redistribution Station No. 1,
Atlantic City, New Jersey.

1. By direction of the President, an Oak-leaf Cluster to the Air Medal has been awarded to you by the Commanding General, United States Army Forces in the South Pacific Area.
2. The Oak-leaf Cluster will be forwarded to the Commanding Officer, Redistribution Station No. 1, Atlantic City, New Jersey, and that officer will make the necessary arrangements to present the decoration to you with appropriate ceremony.
3. The award of this decoration has been made a matter of official record in the War Department.

By order of the Secretary of War:

~~CHARLES A. ELLIOTT~~



INDEX - 1954 - ORDERS

Lackland Air Force Base

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2	LO D-806	Travel Orders - TDY 15 days - Kelly AFB to ferry acft	8 "
3	LO D-750	Bd of Review - OER's	24 Nov
4	SO 227	Appointed to Special Fly Eval Board	16 "
5	LO D-708	Appt to Board to study records of previous Off Candidates	15 "
6	LO D-655	Travel Orders - TDY, 1 day to Maxwell AFB	3 "
7	LO D-644	Appt of Wg Classification Bd	1 "
8	SO 13	Member of OCS USAF Bookstore Council	20 Oct
9	LO D-560	Travel Orders, TDY, 1 day to Keesler	19 "
10	LO D-504	Amendment of LO D-307, 10 Aug 54	6 "
11	SO 182	Appointment of a Base Nursery Fund Council	20 Sep
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13	SO 163	Appointed Member of Temporary Promotion Bd	23 Aug
14	LO D-307	Appointed to United Fund Campaign Committee	10 "
15	SO 127	TDY, 3 days, Maxwell AFB	1 Jul
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22	SO 55	TDY, 1 day, Lambert Fld, St Louis	22 Mar
23	SO 20	Assigned Commander OCSUSAF	18 "
24	SO 48	Appointment of a Base Nursery Fund Council	11 "
25	PAM-21	Add AFSC	29 APR
26	WOB-45	Ten m. of quarters	1 May
27	PAM-16-Dy, West Point	<u>OFFICIAL CORRESPONDENCE & FORMS</u>	2 Apr
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2	WDAGO 8-117	Immunization Register	Latest entry 11 Jul 54
3	Letter, Subj: Authority to Act as Additional Crew Member		19 Nov
4	Letter, Subj: Flying Evaluation Board		1954
5	DD Form 737, United States of America, Dept of Defense		1954
6	Letter, Subj: Doctrinal Manuals		1954

Humor Time

Trustee Deed

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, being the poor unfortunate BASTARDS who through no fault of their own have found themselves in occupancy and possession of that part of that God-forsaken Island of APO 709 known as (censored).

And the said undersigned by reason thereof being fearful that they may have acquired certain permanent rights and interests in these damn premises:

Do hereby--and in consideration of the remote possibility of getting away from this accursed land--assign, transfer, and quit claim to--LT. COL. BIRCHARD as TRUSTEE--all right, title, or interest said undersigned may have now acquired either singularly or collectively in this land of pestilence and famine--or any interest they or any of them may in the future acquire by reason of the poor judgment of the PEACE CONFERENCE DELEGATES, the stupidity of another NEW DEAL CONGRESS, the connivance and manipulation of the BRITISH EMPIRE or the good intentions of any other body politic;

And the said TRUSTEE, LT. COL. GLEN R. BIRCHARD--is hereby directed and authorized at the earliest possible date consistent with our national safety--to reassign and reconvey these God-damned premises to the W.C.T.U., or the KLU KLUX KLAN, or JOHN L. LEWIS or any other

who or which in the discretion and opinion of said TRUSTEE and by reason of their disservice to the cause of democratic freedom and their nefarious efforts to bring further chaos and confusion into the world shall be suitable subjects for banishment from among civilized society to this miserable island.

Signed, Sealed, and Delivered
December 24, 1943.

The Officers & Enlisted Men
of the 307th Bombardment Group

EDWARD J. CURKENS,
In Behalf of the Officers,

IN WITNESS:

GORDON R. HARVEY,
In Behalf of the Enlisted Men

James A. [unclear]



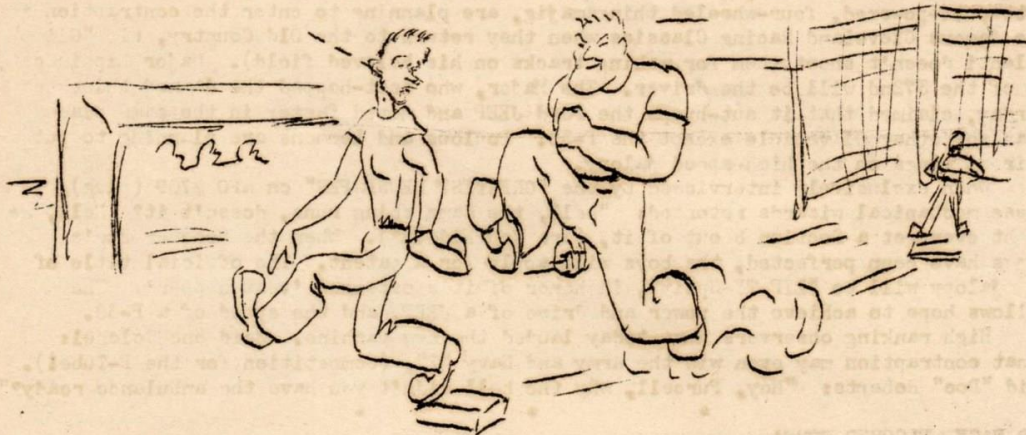
HIGHLIGHT OF
GROUP OFF. VS 371ST OFF.



LT RINEY, 374 POUNDS OF BRUTE STRENGTH, IS TANGLED OUT AT FIRST BY JURKENS. During one of the most bitter baseball tussles on the Rock, Lt Col Jurkens after stopping a 371st thrust when Riney pipped a ball to the infield, and was thrown out at first, declared "Riney came down that base like the famous four horseman of Notre Dame packed in one crate of bear-like fury." He also added, "For Recreation hereafter I'll go in over Rabaul at 150 feet."

This famous game that by some sort of miracle gave the "kips" of all who participated a rest that day, having even Major Squires bench-warming for the Group Officers, is still tied. The game was called off in the 11th inning as all 20 players dragged themselves off of sun-baked Morrissey Field.

This game is to be played again at the 424th area in the near future.



LT. RINEY, 374 POUNDS OF BRUTE STRENGTH, IS TAGGED OUT AT FIRST BY JURKENS. During one of the most bitter baseball tussels on the Rock, Lt. Col. Jurkens after stopping a 371st thrust when Riney pipped a ball to the infield, and was thrown out at first, declared: "Riney came down that base like the famous four horseman of Notre Dame packed in one crate of bear-like fury."

The game still a tie was called off in the 11th inning as all 20 players dragged themselves off of sun-baked Morrissey Field.

ON THE SPORTING FRONT

Beneath the hot sweltering sun at the "Morrissey Tropical Ball Park" were played some furious games in the continuous Coast Softball League. One Sunday the Combat crewmen dragged themselves off their sacks to meet a weak ENGINEERING team. Each man put up 10 bucks on his team making a pot of 200 rags to go to the winning team. The fever of battle ran high as these age-old rivals fought it out for their honor - and dough. Too many hundred-hour inspections and too few vitamin pills took their toll on the prop-pushers as a couple of errors allowed the fliers to eke out a 2 to 1 lead.

THE SACK-HAPPY CLARION,

EDITORIAL STAFF AND STUDIO STAFF OF STATION SHC.

EDITORS:

T/Sgt. Lloyd J. Burkhardt
Sgt. Eugene K. Hamilton

PUBLISHER:

F/Sgt. Gordon K. Harvey

WORLD NEWS EDITOR:

Cpl. Lou Ginberg

CARTOONIST:

Sgt. Leroy Varble

SPORTS REPORTERS:

T/Sgt. Charles Cole
S/Sgt. Fred Diflo

POETRY EDITOR:

Pfc. Rex Estus, alias the "Sad Sack", "Island Happy", etc.

PRIVATE PUNK:

Capt. Maynard Mayhew

VOICE OF THE SOUTH PACIFIC:

Capt. Lex K. Souter
S/Sgt. Joe Castorino

ANNOUNCERS:

T/Sgt. Wm. P. Marlatt
Sgt. Leroy Varble

STUDIO TECHNICIAN:

M/Sgt. Edward Pekol

CENSOR:

Capt. James T. Morrissey

COPY BOYS:

Pfc. Wm. Kassube
Pfc. Steve Preslipsky

CREED OF THE SACK ---- by Sack Ridden

(This should be read aloud, each word pronounced distinctly, and more or less in a monotone. Best effects can be received if the reader has the Sack before him as a prop, and so that he can gaze on it with loving appreciation as he reads.)

THIS IS MY SACK. THERE ARE MANY LIKE IT, BUT THIS ONE IS MINE. MY SACK IS MY BEST FRIEND. IT IS MY LIFE. MY SACK WITHOUT ME IS USELESS. WITHOUT MY SACK, I AM USELESS. I MUST PUT IN MY SACK-TIME DAILY. I MUST GET AS MUCH SACK-TIME AS TIMES DISALLOW. I MUST PUT IN MORE SACK-TIME THAN MY SECTION-HEAD WHO IS TRYING TO OUT-SACK ME. I WILL! I WILL KNOW MY SACK AS I KNOW MYSELF. I WILL LEARN IT'S WEAKNESSES, IT'S STRENGTH, PARTS, CANVAS, AND SAC. I WILL EVER GUARD IT AGAINST THE RAVAGES OF WEATHER AND DAMAGE, AS I WILL EVER GUARD MY ARMS, MY LEGS, MY THIN BLOOD, MY WEAK HEART, AND MY ACHING BACK. I WILL KEEP MY SACK CLEAN AND READY AT ALL TIMES. WE WILL BECOME PART OF EACH OTHER. WE WILL! BEFORE GOD AND SERGEANT HARVEY, I SWEAR THIS CREED. SO BE IT. UNTIL VICTORY IS OURS. AND PEACE AND QUIET AGAIN RULE THE WORLD.



Sgt.
Ⓜ

THE SICK HAPPY CLARION



OVER A YEAR:



WHAT DO I DO NOW?

Sgt. V

GIRLS COMPLAIN OF SHORTAGE OF MALE ESCORTS IN STATES



SHORTAGE HELL!
THAT'S MAI DISTRIBUTION"

Sgt. V

THE SICK HAPPY CLARION

HOME
EDITION

THE SACK-HAPPY CLARION

VOL. 1 NO. 14

THE SACK-HAPPY CLARION

JANUARY, 1944

DEDICATED to the interests of all pale-blooded Americans of the 307th Bomb. Group (H), AAF who strive to rise from their beloved sacks at periodic intervals to move their weary bones about the area and engage in the extra-curricular activities of waging war, i.e. sports, entertainments, and the like. This issue is a rehash of choice excerpts from past editions for the benefit of the folks at home.

HOLIDAY SEASON REMINISCENCES:

Now that the holiday season is over and we're back at the old grind again (as we ever let up!), we can look back over a few riotous good times that will not soon be forgotten.

Christmas Eve, after they issued our quota of beer and everyone was well on the way to getting stinko, station SEC, the Radio Voice of the Sack-Happy Clarion, put on a program of blastack presentations that started the evening out in a jolly--if slightly Island happy--mood. In an hour of music, news, Christmas greetings from various commanders including the Chief, and the giving of Christmas presents and awards to various notables of the organizations present at the theatre area, the Christmas spirit prevailed. To add the meas-y touch that was naturally lacking, "Genial" John Burkhardt, ace KP pusher, spread artificial snow over the audience, while a rugged character from the 1069th Signal, garbed as a buxon Mrs. St. Nick, started giving out presents. Then the 370th's rebel P/Sgt. made the awards including a P-24 certificate to Lt. Cara, the deed to the island (see page two) to Col. Jurken who in turn submitted it to the Group CO as trustee; a pair of silk and lace panties and bra from the women of Sioux City to L. F. Brown for the decoration of the Casino; even a birthday cake with a high heeled boot mounted on it to Lt. Col. E.A. Jurkens, made by the 370th cooks for their former CO.

Christmas Day the first-three-graders, heavy with hang-overs were serving the 370th Squadron on KP and details, and Pfc. William Jennings was acting first Sergeant for the day, as a result of a Squadron election sponsored by the Sack-Happy Clarion, and backed up by the Adjutant, Executive officer and CO, in which the last-four-graders (Buck Sgts. and under) elected their man for top kick and their choices for the various jobs of dirty work. It was quite a sight to see guys with stripes down to their elbows polishing off the pots and pans and hauling garbage for a change. It was a day of rest and revenge for the little man.

New Years Eve. was postponed a day here, due to the exigencies of the war and Bomber Command's demands on our services, so New Year's nite we celebrated with Aussie beer and song the advent of '44.

PERMANENT PARTY BAND TOGETHER

Men of the Armed Forces stationed apparently permanently on APO #709 are banding together for mutual support and insistence on getting back to the States. A medal has been designed by T/Sgt. Wm. P. Marlatt to be worn over the left breast pocket, or if shirtless, on the cap, in place of the wings (few combat men will be eligible). The pin (see inset below) is painted green with a yellow pair of "p's" and signifies the green grass and jungle we live in and the hot yellow sun we work under.

Qualifications

At least eight months served here when it was called rest leaves and "Island Happy" (which is has fulfilled the aforementioned). A cluster will be year of exile spent here.



of a "Permanent Party" man will be vice on this rock ("You shoulda rough") with no so must be somewhat only natural if one mentioned prerequisite-awarded for every When a person or org-

On the sporting front. "Cutting it short with Diflo"

The 370th Bomb.Sqdn. now boasts of the finest ball diamond on this old rock, thanks to the magnificent efforts of Captain Morrissey and ground keeper Ernie Valente. It is hoped that all personnel will cooperate to help the field excellent in condition. Please do not walk across the infield and return all equipment after the games. Let's all make it the biggest thing on the Island today!

On Sunday afternoon, before the largest crowd of the year, a conglomeration of undernourished Attabrine addicts who claimed to be representative of the good old 370th, went down to defeat before the fighting Marines. Our boys received a merciful break when rain stopped the game at the end of the second inning with a score of Ten to nothing. Alfredo Garcia pitched well enough, but the support given him left plenty to be desired. Arnold Vernon's feet gave him no end of trouble, and his wild heave to home presented the Marines with three unearned runs. Seven other guys also participated in this fiasco. But the less said the better. Better stick to softball and casino, boys. Who booked this game, anyway?

Tuesday afternoon saw a well-played game between the sparkling COMMUNICATIONS team and an Officers' team-headed by none other than that grand old veteran, Captain 'Jungle Jim' Morrissey. While the captain may not have all of his good, dazzling zip on the apple, he still throws a perplexing balloon ball that isn't easy to hit. He was rather worried about the support he was getting from his right fielder, Major "Flash" Reincohl. The good Major tried to throw out a man at the plate, and now has a detail looking for his arm! Captain Morrissey has ordered his men to observe strict training rules and to eat good, nourishing food at all times. (That is why you seldom see them around the mess-hall.) Even their atabrine pills must be chocolate-coated. Coming soon: the biggest game of the year! A hurling duel between "Meat-Ball" Diflo and "Jungle Jim."

Here and there: "What's new? I'm going crazy" Cassamassina suffered a sprained ankle when he fell over first base. He gets there so seldom that he doesn't know how to act. When he was carried into his tent he found that the valve on his precious air mattress had been mysteriously removed, and his sack was flatter than one of Calderon's pancakes. "Take my leg off," cried the crestfallen Cass, "But please leave my wonderful sack intact. What else have I got on this Rock?" (He means beside his rating, of course.)

"Commando" Smith is looking for the guy who told him that the "P" Tube on the B-24 was part of the interphone system. It took him several days to learn that the "P" Tube is a poor substitute for a throat mike!

Last week it was our doubtful privilege to witness a soft ball game between the crack Armament team and a rather doubtful potpourri calling themselves the Transportation team.

Joe "Bone Dome" Hanson was the Armament hurler and Ernie Valente gave his all for Transportation.

Armament got off to a 4 to 1 lead in the first inning. Trans. did their best to get back in the game but were unable to add to their score. In the 4th inning Armament scored two more tallies, making the final score 6 to 1.

Capt. "Der Fuhrer" Lutz played on the Transportation team against his own storm troopers. We understand that he was forced into it by the refusal of the Armament team to let him play on their side. After seeing him play, we can understand their refusal.

PERSONALITIES IN THE NEWS

MECHANICAL DISCOVERY

Poulous and Lemmons, inventors of the original "Scooter-Bug", that rambling putt-putt-powered, four-wheeled thingamajig, are planning to enter the contraction in the famous Cleveland Racing Classics when they return to the Old Country, (If "Glimp" Valenti doesn't shoot them for making tracks on his beloved field). Major Lippincott, CO of the 372nd will be the driver. The Major, who test-hopped the damned thing yesterday, claimed that it out-bumps the Ford JEEP and moved faster in the same place than any other GI vehicle except the P-38. Poulous and Lemmons are planning to put a pair of wings on the high-speed jalopy.

When exclusively interviewed by the "GREATEST NEWSPAPER" on APO #709 (plug), these mechanical wizards retorted: "Well, the damn thing runs, doesn't it? Hell, we might even get a Section 8 out of it, (Are You Kiddin?). When the Scooter-Bug's wings have been perfected, the boys will apply for a patent. The official title of the jalopy will be "LIP-TY-Split", in honor of its esteemed 'test-hopper'. The fellows hope to achieve the power and drive of a JEEP, and the speed of a P-38.

High ranking observers here today lauded the new machine. Said one Colonel: "That contraption may even win the Army and Navy 'E', (Competition for the P-Tube!). Said "Doc" Roberts: "Hey, Purcell, why the hell didn't you have the ambulance ready?"

SAD SACK WELCOMED HOME!

Sad Sack, the CLARION'S noted poet has been acclaimed in the States as the greatest "real McCoy" and "Yankee Doodle" since Walt Whitman. The New York Times claims that his verse is purely symbolic of life at APO #709, and other motheaten dumps in the South Pacific. Sad Sack published his first volume two weeks ago, entitled "The Adventures of an Island-Happy Bastard", (Price: two dollars, ~~plus~~). The book is already in its 27th edition. Seven publishing houses are issuing it, including the printers of the Congressional Record.

Sad Sack will sell picture rights to the story for \$300,317.20 if they will hire Boris Karloff to play the lead. Mickey Rooney will play the Island Happy Bastard as a boy. Here is a short summary of the book: The hero, Lester I. ~~SMN~~ - B600xxxm, after completing his training as latrine orderly at Jefferson Barracks, was sent - I mean shanghaied-off to a B-24 school. He studied hard, and was checked off as crew chief on the B-24 auxiliary Putt-putt, carried in each plane. He arrived on APO #709 in the thick of it---a thunderstorm. After setting up his pup-tent on the wing of his plane - 'Lecherous Lulu'---he watched the May Day float parade. The pilot swims to the nearest Ration 'K' dump for the week's meals. And so on. This is just a sample, fellows. Put in your order early! Include with your order a bona fide grass skirt, and you will receive by special post a genuine pearl studded -String---with the compliments of Gypsy Rose Lee. Send your order early! Avoid the ash!

TECHN NOTE

Major Squires, fashion designer for theatre apparel, will sponsor G.I. Shirts as the ideal dress for an evening at the Movie. Fashion predictors state that a re-renaissance of the fashionable Gibson Girl veils will be worn at such occasions, in the near future. Lt Curle, rather old fashioned in his dress suit, as he came to the theatre recently in white. Lt Col. Jarvis, gave the Lt. fathery advice as to the mode of his attire----and it seems that the Lt. retired for a more appropriate shirt, than his TEE.

IRTH

A litter of six pussies, born to Madame "SNAFU", Squadron cat, ably assisted by Lt. Vancil Purcell, medico. Mass christening will be conducted Nov. 7th, by the Chaplain. Lt Frank "Tennessee" Caldwell will be God-father. Sgt "Payroll" McGrath sent the papers to the Office of Dependency Benefits. Madame "SNAFU" is the first line "WAC" to come overseas. Her statement to "SACK-HAPPY" was: "I was SNAFU-ed before I left the Old Country". The father of the Kittens is now employed at Consolidated as "D" ration inspector.

ARMY CHAIR CORPS SONG

Here we go, into the file case yonder,
 Diving deep, into the drawer;
 Here it is, buried away down under,
 That darned stuff we've been searching for.
 Off we go into the C.O.'s office
 Where we get one helluva roar;
 We live in miles of paper files,
 But nothing will stop the Army Chair Corps.

CHORUS:

Here's a toast to the host of those who slave
 With feet on desk so high.
 To a friend we will send a message of
 The trials of the swivel chair guy.
 We type and file, and though we have no prop,
 We're either in a spin or else we blow our top.
 A toast to the host of the men who coast
 The Army Chair Corps.

Here we go, into the file case yonder,
 Keep the margins level and true.
 If you'd liveto be a gray-haired wonder,
 Keep your nose out of the glue.
 Office men, guarding the Army's red tape,
 We'll be there, followed by more;
 With dictionary we're stationary.
 Nothing can move the Army Chair Corps.

(This poem, to be sung to the tune of the Army Air Corps Song, was contributed to the CLARION by Colonel Burnham.)

STAFF MAST:

This issue of the SACK-HAPPY CLARION, the "Harvey's in Auckland" Issue, was produced by the combined efforts of:

- T/Sgt. Lloyd H. Burkhardt, THE Editor
 (pardon me there's no "d" in Burkhardt)
- Sgt. Eugene K. Hamilton, also En Editor
- Pfc. Rex Estus, Idea Man, Book Reviewer, Poet, etc.
- Sgt. Leroy Varble, Cartoonist
- CYRANO, Introducing A New Poet
- S/Sgt. Fred Diflo, Sports Reporter

We of the Staff would appreciate it if some of our readers would contribute some of their choice pin-ups, letters from former members of the Squadron, or clippings of general interest to THE CLARION for posting on this zoot board.

