



# Remembrance

by William P. Miller



# Remembrance

---

by William P. Miller

## **July 14, 1942 - The Beginning**

It was a hot summer night as we boarded the train for Fort Meade, Maryland. Many of our family members were present to say goodbye. Little did I expect it would be over two-years before I returned.

Trains in 1942, were good means of transportation, but with the soot and ashes blowing in the open windows, one hardly ever arrived clean at your destination.

Fort Meade was an induction center, where you obtained your GI clothing, received your inoculations and vaccinations shots, underwent various test before receiving your new assignment. It was a pleasant surprise to find I was going to Miami Beach for basic training, with the Army Air Force.

Miami Beach was noted for their fine hotels and accommodations, but its best not to arrive with one hundred and fifty other GI's.

Compared to other branches of the service, our basic training was like going to summer camp. Parades, marches, guard duty, and tests to see what we were best qualified to perform—in my case it was radio communications.

Truax field, Madison Wisconsin is where the Air Force radio communications school is located. Here we were taught how to operate and perform minor repairs to communication equipment, along with improving our speed in sending and receiving Morse code.



THE WHITE HOUSE  
WASHINGTON

TO MEMBERS OF THE UNITED STATES ARMY EXPEDITIONARY  
FORCES:

You are a soldier of the United States Army.

You have embarked for distant places where  
the war is being fought.

Upon the outcome depends the freedom of your  
lives: the freedom of the lives of those you love—  
your fellow-citizens—your people.

Never were the enemies of freedom more  
tyrannical, more arrogant, more brutal.

Yours is a God-fearing, proud, courageous  
people, which, throughout its history, has put its  
freedom under God before all other purposes.

We who stay at home have our duties to  
perform—duties owed in many parts to you. You will  
be supported by the whole force and power of this  
Nation. The victory you win will be a victory of all  
the people—common to them all.

You bear with you the hope, the confidence,  
the gratitude and the prayers of your family, your  
fellow-citizens, and your President—

*Franklin D. Roosevelt*



On completion of the fourteen week course, we packed our barracks bag and headed in many directions. I was one of the lucky ones to be sent to the Radar school at Boca Raton Field, Florida.

Boca Raton was the playground for the prominent and rich. It had a superb golf course and excellent hotel. The government requisitioned it sometime in early 1942. They built the radar school, barracks for the students and airfield near-by.

The hotel was used as a military radar observation site. The outdoor swimming pool was used to teach water survival lessons. Here you would ascend to the highest diving board carrying a pair of pants tied into knots at the bottom of each leg. The idea was to jump off the diving board holding the pants open at the waist to trap air inside. It would create a balloon effect to keep you afloat. I was able to avoid this exercise having more confidence in life jackets that are issued on board troop ships.

### Late - December 1942

In the last week of our radar training program, we were finally elevated to flying status. Six students at a time were assigned to fly in a old vintage plane, whose cabin contained seats and radar sets for each student. We would fly off the coast from Boca Raton to Key West, informing the pilot of shipping and islands in the area that we picked up on our radar screens. Much to our surprise, this was the only radar flight training we received.

Graduation was Dec. 26, 1942 and we were hopeful of moving on to our next assignment. Two months would pass before this would happen.

About the first of March, rumors spread that we were going to Pittsburgh. This was partially true, only the Pittsburgh we ended up at, was Pittsburgh, California. (It's spelled without the H).

### March 1943

Our stay in Pittsburgh was short. On March 16, we were on a Liberty ship headed for the Fiji Islands. Troop ships are not noted for their speed, and once we were south of the Hawaii Islands, we seemed to change course every few minutes.

I believe it's about 5,000 miles from California to the Fiji Islands. On the fifteenth day we finally docked at Suva, the capital. No grass huts, just stucco buildings with red tile roofs. We were quickly loaded on army trucks for a trip to the B-25 base on the western side of the island.

Once again, our stay was short, something like two or three weeks. Nothing important happened during this time, just laid around waiting for orders to proceed to our next station.

Around May 1, 1943, Merrill Beatty, Joe Castorino, Bill Oliver, Mike Baron & myself boarded a PBY Catalina for our trip to Guadalcanal, in the Solomons Islands. Our destination was Henderson Field, about a five-hour flight from the Fiji Islands.

On arrival, we were informed that the 307th Bomb Group-370th Bomb Squadron of the 13th Air Force was to be our assignment for the duration of our stay in the South Pacific.

All during the months of May thru September was spent at Koli point in a communication and gunnery training program. Life was quite and dull except for the visits from "Washing Machine Charlie" (so called because the Japs failed to synchronize their engines).

On May 14th the Japanese dropped five bombs on Bloody Hill and five on a small ammunition dump causing some damage. One "Charlie" was shot down by a night fighter. The Japs best effort came on the night of May 19th and early morning of the 20th. Eight bombers dropped their bombs on the bivouac area, killing six and injury fourteen. Two bombers were shot down by a P-38 night fighter. On May 24th three Jap planes caused slight damage and wounded one man. Many casualties could have been avoided if the men would have remained in their foxholes and not in their tents.

The condition red sounded ten or twelve times at night during June, but none in our Area.

July and August were relatively quite, not too many alerts.

On September 15th the Japs hit Henderson Field, destroying one plane. When they returned on the 21st there was a reception waiting for them. A P-38 night fighter





shot down two Bettys within minutes of each other. Men got out of their foxholes and cheered as the Bettys exploded.

### October 1943

On October 1, Merrill Beatty and I were placed on combat duty. We were issued our flying gear which consisted of light weight flying coveralls, a heated suit, fleece-lined boots, pants, jacket, gloves, helmet along with a flak jacket, Mae West and a .45 caliber automatic.

The night before our first mission we all attended the usual briefing for the crews flying the next days mission. A large Quonset hut capable of holding over 100 men was used for this purpose. Inside a large blackboard listed the aircraft numbers and the crews assigned to them.

The briefing officer informed us of the primary and secondary targets selected—bomb loads, weather in route and over the target, fighter opposition and density of Ack-Ack fire we could expect etc. For the radio operators—codes for the day and frequencies to be used.

Early the next morning a truck would take us to our assigned aircraft. (Plane #529-Pilot Lt. Marks) The B-24 carries ten persons under normal conditions, on occasion an observer, a high ranking officer would come along. There have been times when ground personnel have slipped aboard without the Pilot's knowledge.

The Pilot, Co-Pilot, Navigator, Engineer and Radio Operator are the only one's on the flight deck. The radio & radar equipment is located directly behind the Co-Pilots seat separated by a quarter panel of protective armor. This design is duplicated on the Pilot side for the Navigator and his equipment. There is also a jump seat behind the Navigator for the Engineer.

On reaching a certain altitude, we would test-fire our guns. My position was at the right or left waist-gun. In later missions, twin 50 caliber machine guns were installed to give us greater fire power. At 9-thousand feet, we put on our heated suit—fleece line clothing & flak jacket. At 11-thousand feet you go on oxygen.

Not only was this my first mission, but also the first time I flew in a four engine Bomber. I was both thrilled and wondering how I got myself in this position.

This first mission on Oct. 15, involved twelve planes from the 370th and twelve from the 424th squadron. The target was the airfield at Jakohina (Kahilli). Four more missions were flown during October, all against the airfields at Kara-Ballale & Kahilli. Bomber Command decided to concentrate on the enemy runways making them unserviceable. For the month, 13 Jap aircraft were destroyed with eight probables. Our losses-13 men killed - nine wounded - one plane lost and two damaged.

By October a policy of six weeks of combat flying and six weeks of rest and training had been established. The new combat men benefited from this although we had been in combat only two weeks, however our squadrons had been there the maximum time.

Rest and training at that time was conducted at Espiritu Santo an island in the New Hebrides, a four-hour flight southeast of Guadalcanal. I can't recall it being much of a rest, since we were in the air most of the time practicing bombing and conducting search missions, and flying convoy cover.

On December 4, we returned to Guadalcanal. Missions were schedule for December 5, 9 & 10, all of them were a complete wash-out, bad weather and engine problems. We got half-way to the target and had to turn back. By Dec. 12 our luck changed, for the rest of December we were able to complete eight more missions to various targets in the Northern Solomons. Kahili-Sohana-Wong Tsu-Buka-Chinatown-Rabaul- New Ireland and Kahili again.

The Christmas eve mission to Rabaul was very successful. The airfield at Vunakanau was hit at both ends of the runway and revetment area, lots of smoke and fire. Three Zekes were shot down plus three probables. On the 30th we again bombed Vunakanau, but on the breakaway from the target two Zekes jumped Lt. Larsen plane. His gunners shot one down. But his plane received some damage that resulted in an emergency landing. One tire blew but the crew walked away uninjured.



CERTIFICATE OF TECHNICAL TRAINING

AIR CORPS TECHNICAL SCHOOL

DATE Dec. 26, 1942

This is to certify that:

|            |           |             |
|------------|-----------|-------------|
| Miller     | William   | P.          |
| Surname    | Christian | Middle      |
| 33283580   | Pvt.      | AAF         |
| Serial No. | Rank      | Arm or Org. |

Has completed a course of training  
-FOR-

COURSE # "1"

RADIO SCHOOL #2 \_\_\_\_\_  
trade

and has been graduated as

Radio Observer (V)

Radio Observer (M)

Average and individual ratings are shown  
on reverse side.

By order of the Acting Commandant.

*W. M. Canterbury*

W. M. CANTERBURY  
Lt. Col. Air Corps  
Director

-RATINGS-

| SUBJECTS COVERED   | HRS | %     |
|--|-----|-------|
| 1st Wk - SCR-521   | 48  | 82.0  |
| 2nd Wk - SCR-517   | 48  | 87.0  |
| 3rd Wk - Flight-MAD  |     |       |
| Trainer  | 48  | 90.0  |
| 4th Wk - Flight-IEF  |     |       |
| Trainer  | 48  | 91.0  |
| Final Wt'd Grade   |     | 87.50 |
| FINAL RATING <u>Very Satisfactory</u>  |     |       |
| REMARKS: Graduated per PM #191, par. 4, Hq. Tech. Sch. AAFTTC, Boca Raton Field, Fla., dated 12/26/42. |     |       |



| EXAMINATIONS FOR FLYING       | Examinations         | Class         | Date   | Signature of Flight Surgeon | Station                     | Remarks |
|-------------------------------|----------------------|---------------|--------|-----------------------------|-----------------------------|---------|
|                               | Qualified for flying | T             | 11-12  |                             | Boca Raton, Fla.            | Passed  |
|                               | Qualified for flying |               |        |                             |                             |         |
|                               | Qualified for flying |               |        |                             |                             |         |
|                               | Qualified for flying |               |        |                             |                             |         |
| WAIVERS:                      |                      |               |        |                             |                             |         |
| INOCULATIONS AND VACCINATIONS | DATES                |               |        | REACTIONS                   | INITIALS OF MEDICAL OFFICER |         |
|                               | First                | Second        | Third  |                             |                             |         |
|                               | Smallpox             | 7-31-42       | 7-6-43 | Vac.                        | LL                          |         |
|                               | Triple typhoid       | 10-8-43       |        |                             |                             |         |
|                               | Cholera              |               |        |                             |                             |         |
|                               | Antitetanus          | COMP. 10-9-42 |        | Stimulating Dose 10-8-43    | LL                          |         |
|                               | Yellow fever         |               |        |                             |                             |         |
| Typhus                        |                      |               |        |                             |                             |         |
| Plague                        |                      |               |        |                             |                             |         |

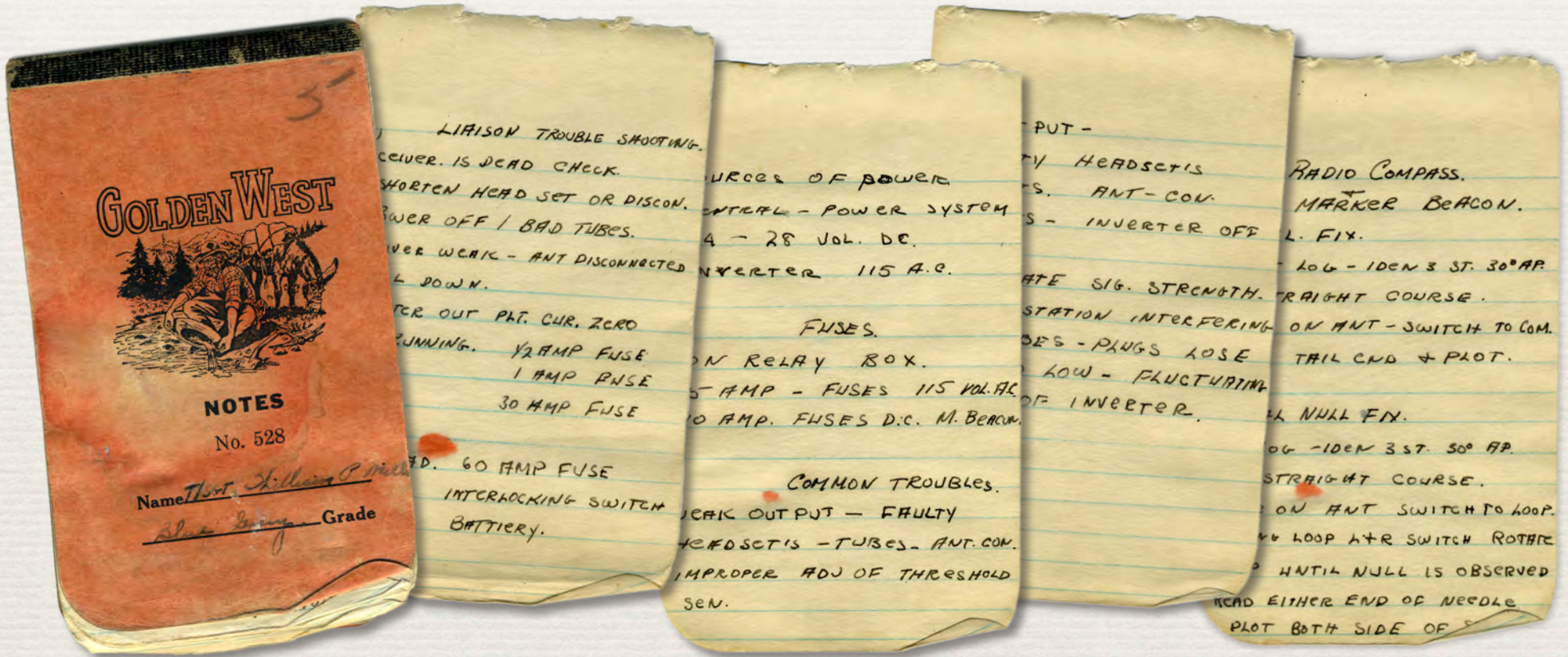
10-32808-1

**January 1944**

In January I flew only five missions, all against targets in the northern Solomons. The A/A fire was generally intense, heavy and accurate. Up to eighty enemy fighters were encountered in the target area. Lt. John (371 Squadron) and crew experienced a rough time. He was having some engine trouble and falling back of the formation. It wasn't long before he was hit by Jap fighters, who scored numerous hits of 20mm shells and over one hundred 7.7mm bullets. Finally the F6F & F4Us drove the Japs away. When Lt. Johns plane lost his second engine, an emergency landing at Torokina was necessary because of the condition of the crew and aircraft.

When Lt. Johns was on his final approach, a F4U pilot completely oblivious to the B-24, forced Lt. Johns to pull up to avoid a head on collision, some contact was made with the F4U resulting in a belly landing for the B-24. The plane hit the runway and continued for two hundred yards before coming to a stop. While the wounded were receiving medical attention in the underground sick bay, a Japanese bombing and strafing attack occurred.

Out of the ten crew member on Lt. Johns plane (The Blessed Event) eight received minor to serious wounds. S/Sgt. Tom Craven, waist gunner died that night. The bombardier Lt. Kornblum recovered from his wounds but was killed on a later mission. The crew's gunners were credited with two kills and three probables.







Bill Oliver, one of our original five that came to the canal together, was wounded over Rabaul today. His plane was hit by seven 20mm shells in addition to a number of 7.7mm bullets. The hydraulic lines in the wing were severed, the wing tanks, vertical stabilizer left and right waist portion of the plane were damaged. An emergency landing at Torokina was necessary.

Lt. Houghton (371st) crew flying in the lead formation was shot down between Rabaul & Duke of York Island. He had been attacked by seven enemy aircraft. His #1 engine began to smoke and #3 engine began to burn. Five parachutes were seen to open just prior to the loss of one wing. The Jap fighters immediately strafed the descending parachutist.

On this same mission, my friend George White from (Freedom, Pa.) the ball turret gunner on Lt. Town's crew shot down a Zeke. The gunners on his crew had a money pool going to see who would be the first credited with a kill. George won \$45.00. Our crew was credited with one kill by Ben Harrison—nose gunner and one probable by Jack Cummings ball-turret gunner.

On the January 7th mission we had a fighter cover of 25 planes. In the entire mission I flew I rarely saw our fighters when they were present. Usually they stayed high above our formations.

On January 13, 1944, the 307th was ordered to move from Koli Field, Guadalcanal to Munda Airfield on New Georgia. This move was necessary to bring the B-24s within closer range of our targets and enable us to have fighter coverage when possible.

A few days after moving to Munda, I received ten days R/R to Auckland, New Zealand. C-47's were used to transport us via overnight stops at Espiritu Santo & Noumea to pick up additional combat personnel.

The Red Cross furnished accommodations in Auckland, nothing fancy, but a great location right on Queen St. where all the action took place. Night clubs, restaurants and dance halls were the main attractions and of course girls. Ten great days passed and it was time to go back to our forward base at Munda.

January proved to be bad month for the group, eight B-24s were lost while we shot down 13 Jap fighters.

### February 1944

It was February 12th when I resumed flying combat missions (#18). The target was Rabaul. The A/A fire was very heavy and accurate. Lt. Carter's plane was hit in the vicinity of the flight deck and soon afterwards the plane fell out of formation and crashed. Six other planes also received A/A damage.

During the latter part of February the Japanese resistance began to diminish and by the early part of March our missions were directed against supply dumps within the town of Rabaul.

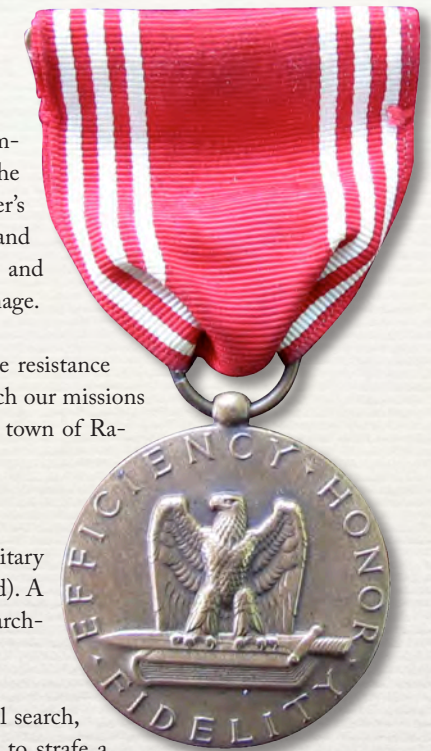
### March 1944

On March 11th our crew was assigned a solitary search mission to Cape St. George (New Ireland). A B-24 had been lost in this area and we were searching for any survivors.

We were returning to base after an unsuccessful search, when Lt. Phillips our pilot gave us permission to strafe a Japanese lighthouse that we were flying by. In all probability the place was deserted but it still gave us some satisfaction.

It was night as we approached Guadalcanal. Suddenly a P-38 night fighter flashed by our plane. When I checked our IFF unit (identification-friend-foe) I found that it was inoperative. Lt. Phillips contacted the control tower that called off the P-38 and gave us permission to land. We were three-quarters down the runway when one of our tires blew out causing the plane to swerve off the runway before coming to a sudden stop. No one was injured, just shaken up.

On March 16th the secondary target Tobera was selected. Heavy A/A Fire hit Lt. Hale's plane, (his crew lived in the next tent to us). John Vance the right waist gunner was hit in the left shoulder and above the eye. His flak jacket prevented him from receiving additional wounds. His steel helmet had a large dent where it covered his forehead. John was one of the few men in our squadron who customarily wore a helmet on missions.





By March 23, I had completed 32 missions. The last fourteen were considered milk runs by most of the crews. We experienced A/A fire, but no fighter interception, as a result casualties were light.

On March 26, a mission to Truk in the Caroline Islands was scheduled. For this mission each squadron sent twelve planes. Because of the great distance to the target, two extra fuel tanks were installed in the bomb bay. We had to fly to Torokina on Bougainville where we spent the night with a Marine outfit headed by the legendary "Pappy" Boyington. Sleep was rather difficult with the artillery firing much of the night and the Navy ships firing at land targets, plus firing star shells. Since the Marines only held a small perimeter on Bougainville we were alerted to keep our guns fully loaded for any unexpected action.

Take off time on the next morning, on this unescorted mission was at 0630. I was flying with Major Vose in the #1 position. When we had been airborne for about an hour, the navigator (Lt. Hepfer) on "Tail end Charlie", noticed the flight was drifting to the left of course. Because of radio silence being enforced the leader could not be questioned. The clouds made it appear that there were islands everywhere. Finally as the formation approached a small island, preparations were made for the bomb run. The island turned out to be Pulusuk, which had no military installations. Later calculations showed we had missed Truk by one hundred and fifty miles. Fuel by now was too low to correct our error, so little Pulusuk received all our bombs. Col. Burham leading the second squadron requested by radio if anyone knew where they were, he would follow them home. Twelve hours of flying and no results leaves a bad taste in your mouth.

On March 29th, the second attempt to locate Truk was undertaken. We left Munda individually on the 28th, landed at Torokina, refueled, spent the night and departed for Eten Island, Truk at 0630.

I was flying in the lead plane again, but with Major "Lucky" Lundby as pilot.

Two small fronts were encountered on the way, but the weather over Eten Island was ideal. Twenty of the twenty four planes made it to the target.

Apparently the Japanese had some warning of our approach, because three Betty-type bombers were flying a parallel course, but out of range of our guns.

Just as we were making our bomb run, I counted over sixty enemy fighters taking off. I thought we would be safe at twenty-thousand feet since it took us a longtime to reach that altitude. However in a short time the interceptors were diving on our formation, some barely missing the tail of the B-24s. Apparently some Zekes had armor plating installed on the underside of their planes, since our tracers seem to bounce off.

The enemy fighters pulled back as we received A/A fire from land-based guns as well as from three destroyers in the harbor. In addition, some of the Japanese fighters started to drop phosphorous bombs on their return.

During the forty-five minute battle, our plane was hit by a 20mm shell which penetrated our left wing but did not explode. Numerous other holes from A/A fire were visible. By the time the Japanese fighters broke off the engagement, my ammunition was nearly depleted.

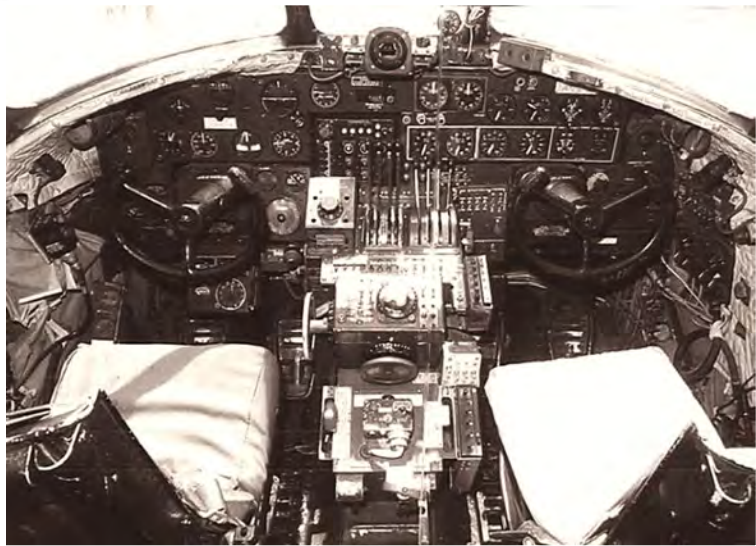
Thirty-one sure kills, twelve probables and ten damaged enemy planes were claimed by our two squadrons. Both squadrons dropped an excellent bomb pattern, covering the runways, hangers, and revetment areas. Buildings in the hanger area appeared to crumble and disintegrate. Explosion of burning aircraft, gasoline, and oil storage tanks created dense smoke.

Many successful missions have its tragedies. Today we lost a friend; MerriII Beatty who was flying tail gunner on Lt. Elder's crew. He was hit with a 20mm shell which went through his body without exploding, killing him instantly.

Lt. Waterman and four of his crew were wounded.

Lt. Francis plane was damage over Truk, apparently a fuel-line had been hit because when the plane went through the phosphorous steamers, it flamed up and fell off with the enemy fighters following. Four parachutes were seen to open but appeared to be on fire. This was to be the crews last mission.





When we were about three hours from home base, I noticed our engineer Joe Gross working with the fuel transfer system. Apparently the shell that penetrated our wing could have damaged our fuel tank or fuel lines. With the loss of fuel there were some doubts that we could make it back to Green Island.

I was about to have something to eat, when I heard this news. Needless to say I completely lost my appetite. Should we have a choice of a water landing or bailing out, my choice would be the water landing. Too bad I never learned to swim. Fortunately Joe Gross and Major Lundby did an outstanding job of conserving fuel, we landed with about ten-minutes of fuel left.

After we arrived at our parking slot, I checked the sky for Lt. Rockas plane "Thumper". He had damage to his plane and wounded aboard. He was approaching the runway void of flaps and brakes. On touchdown the nose wheel collapsed causing the plane to swerve off the runway, hitting a parked crane. The collision rolled the plane over on its back. Lt. Tachas the bombardier was the only survivor.

#### **April 1944**

On April 2nd, the second mission to Truk was underway, but the target this time was Dublon Island. I was again flying in the lead plane with Col. Burnham as pilot. A "Snooper" plane was used for dropping "windows" to create a disturbance on any radar and direction finding equipment the Japanese might have. He left our formation one hundred miles from our target.

Each of our planes carried six five-hundred-pound incendiary clusters, but when dropped they were kicked all over the sky by the slipstreams of the planes.

Observation of the bombing was difficult because of the aggressive interception which took place before, during and after the bomb run.

Sometime during this period a shell exploded close to our plane showering our left wing and forward of my position with shrapnel. I felt a piece of shrapnel hitting my flak jacket and failing to my feet. (As a reminder of how lucky I was, I have kept this three and a half inch piece of metal in a wall display case for the past fifty-five years).

Lt. Fraker's plane (flying A-2 position) was also hit and his waist gunner was wounded.

On Lt. Saylor's crew, the waist gunner was wounded in the right thigh. Another shell severed the oxygen system and streamers from several phosphorus bombs bracketed the plane and burned the paint off the wing.

The nose-turret on Lt. Town's plane was damaged and Tony Walter nose-gunner was knocked unconscious by the explosion, but on reviving shot down a fighter.

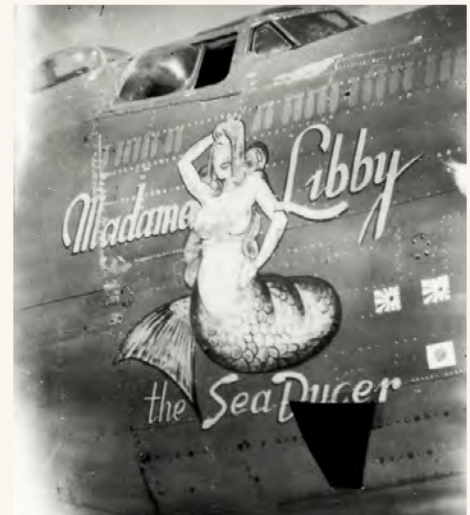
The 424th squadron was flying tail end on this mission and also experienced damaged to their planes and wounded personnel.

Lt. Lewis (424th) had his #2 engine knocked out. On the way back to base the crew had to bail out. They were fortunate to be picked up about one-hundred miles from Truk by one of our destroyers.

The group was credited with twenty-six kills and nine damaged Japanese planes.

April 6th-Tonight we lost another group of friends. Lt. Hale and crew failed to return from their mission to Truk. They were flying plane #266 on its 75th mission. Enemy night fighters were reported over the target. Lt. Elliott's crew observed an explosion with flaming pieces falling into the water north of Uman Island within the Truk Atoll. This could have been plane #266. Ours and three other crews had used this plane regu-





larly but none could decide upon a suitable name. The only pictures on its side were a row of bombs denoting missions—little Japanese flags denoting enemy planes shot down & the silhouettes of two enemy transports.

April 14th-General Harmon presented the Silver Star medals to Major Lundby-Capt. Sheaffer-Capt. Gamble and Capt. Stafford. These were the four officers on our crew for the March 29th mission to Truk. The 307 Group received the Presidential Unit Citation for this same mission.

Had a rare opportunity to ride in the co-pilot seat with Lt. Surbaugh as pilot. He flew that B-24 like a fighter plane, about 100-feet above the ocean from Munda to Guadalcanal. He was one hot pilot.

Several weeks later, I heard that while returning to Guadalcanal from Australia he made a water landing about nine miles off Guadalcanal for causes never determined. Search planes & rescue vessels located and rescued all passengers and crewmembers except Lt. Surbaugh.

One of the benefits of flying combat was the whiskey allotment after each mission. In place of drinking it at that time you could save your rations until you were entitled to a full bottle. Some crewmembers would hold a tent party or take it to New Zealand on R&R. The going rate was fifty dollars if you wished to sell it.

After the second mission to Truk on April 2nd, no missions were scheduled for the next fourteen days. Damage to our planes was quite extensive and would take many hours to repair. During this period I spent time flying between Munda, Guadalcanal & Torokina for reasons unknown.

One night while at Torokina I was drafted to fly to Admiralty Islands since they needed a radar operator for the flight. This was only the second night flight I experienced while overseas. The radar worked perfectly, which helped the Navigator to confirm his calculations.

Two missions to Satawan and one to Truk completed our flying for the month of April, 1944. On each of these missions we experienced aggressive action by enemy fighters and accurate A/A fire resulting in wounding of some crew members and damage to planes of both squadrons.

### May 1944

A new policy of one-half of the crews remaining in combat and the other half going on R/R was implemented. I was fortunate to be in the latter group. We were sent to Espiritu Santo for a physical and mental check-up, and then on to New Caledonia for a two day stay before proceeding to New Zealand.

On arriving at New Caledonia, Joe Castorino and I decided to check out the port city of Noumea. We managed to obtain a ride into the city via an army truck. Before leaving the camp, there was talk by the local army personnel of Leprosy on the Island, which could have been fact or fiction. When we arrive in Noumea, Joe and I tried not to be too obvious by checking for disfigurement on the local citizen.

We roamed the town viewing the limited sights and came upon a large Cathedral-style Catholic Church. On entering, we were astonished at the beauty of this structure. Since mass was being conducted we stayed for its completion. The sermon may have been inspiring, but we will never know, since it was spoken in the French language.

Darkness was approaching as we were leaving the church to obtain a ride back to our base. An army truck provided us with a partial lift halfway to our camp. His destination was in a different direction so we ended up in the foothills of a small mountain. As the truck lights disappeared in the distance we were encompassed by total darkness. We hesitated to walk not knowing if we were on the road or about to fall into a ditch or over a cliff. Sometime had passed when Joe yelled out to light my cigarette lighter since he found something. On doing so, it revealed Joe had captured a large cow. Not knowing what else







was in the vicinity we decided to stay in one place awaiting other transportation, which eventually came along.

On arrival in New Zealand the next day, we were transported to a place called Western Springs, located a short distance from Auckland. It could be described as a poor-mans resort based on today standards, but to us it was paradise. The one-story style barracks consisted of private rooms for everyone. Each room contained a queen-size bed with all-down mattress, pillows and quilt. It was pure ecstasy sleeping in such surroundings. The resort also contained a large recreation room with an open fireplace, easy chairs and lots of good books to read. If you got tired of lounging, there was the Wet Canteen to quench your thirst and lastly an eighteen-hole golf course which Joe and I hacked our way around. Back and forth trips to Auckland via bus, completed our ten day R&R.

While we were still in New Zealand the 307 Bomb Group was ordered to move to the Admiralty Islands. The move from Munda to Los Negros was well planned and organized, but it all fell apart. When the Group debarked from the ships and planes, there were no cots, tents or sufficient mess equipment to take care of the men. The cargo aboard the ships arrived in poor condition. Packing cases were broken and torn open, records were missing and some were so water-soaked that they were illegible. Many of the barrack bags were wantonly torn open and personal effects taken. I was one of its victims. My prize possession, an air mattress which I had bought from a crew member returning to the states in December of 1943, was never recovered.

By the time I arrived from New Zealand, all the hard work of establishing livable condition was now completed.



New brands of Jungle pest were encountered, eight-foot snakes (one which I came face to face one morning as I entered the mess tent), coral snakes and adders were in abundance, plus a new type of mosquito which carried Elephantiasis. Despite the heat everyone wore long sleeves shirts and pants until conditions improved.

The day after my arrival in the Admiralty Islands, I went and checked on some of the crews who had remained in combat while I was in New Zealand. I was especially anxious to see Bill Oliver whose plane was hit by an enemy fighter on the May 10th mission to Truk. It seemed that Paul Smith the top-turret gunner on Bills crew scored some hits on a Jap Zero which exploded with parts of the fighters wreckage shearing off the left Stabilizer and tail turret with Wayne Olsen still in it. Because of this damage the plane lost altitude and made a spiral dive. Lt. Willock (pilot) & Lt. Waible (co-pilot) gained control and headed back to base. Enemy fighters immediately attacked but were repulsed. Because of a weather front they were about to enter and the condition of the plane, the decision to bail out was made. Apparently all got out of the plane. The ocean was very rough and it was difficult to see anyone. Lt., Waible and Bill Oliver were able to locate each other within an hour, along with Paul Smith, plus rafts that were dropped by another B-24. After spending an uncomfortable night in the raft they were happy to see the next day, a PBY rescue plane approaching which dropped a message that the destroyer U.S.S. Hutchins was on the way to pick them up along with other survivors near by. Lt. Willock his Bombardier and Navigator along with Wayne Olsen were never recovered.

My first mission on my return (May 25), was Biak, located off the Northwest Coast of New Guinea. This mission was to soften up the runways at Mokmer and the beach defenses around Bosnek, in preparation to its invasion on May 27<sup>TM</sup>.

#### **June 1944**

Except for the one mission to Woleai, the next nine missions were all against Truk. On these last nine missions to Truk, we were unable to receive any fighter escort. As a result twenty to twenty-five enemy planes were usually waiting for us. The Japanese pilots were eager and made passes from all around the clock. As usual, phosphorous bombs were used but they were mostly ineffective. One thing could be said for the Japanese, failure did not get in the way of persistence. However we did sustain some losses.

Lt. Sawyer (pilot) was killed when a 20 mm shell came through the windshield hitting him in the chest. The resulting explosion fatally wounded Lt. Heimlick the navigator



who died before reaching base. The co-pilot Lt. Way, although seriously wounded, was aided in flying by Sgt. Hall and Lt. Tenton following Lt. Ways instructions. A good landing was made on their return to base.

Lt. Vanderslice (pilot) was killed on one of these missions when a 20mm shell entered the right windshield piercing his right wrist and entering his right leg before exploding. In addition, three 7mm bullets entered his chest. He survived all of this for about two hours.

Sgt. Dickerson who survived the May 10th bailout of Lt. Willock crew was wounded when a 20mm shell exploded outside his nose-turret shattering the Plexiglas.

Lt. Anderson flying lead plane (June 14) was killed by fighter fire. A silver Zeke made six passes at his plane scoring hits with a 20mm shell and numerous 7.7mm bullets, one of which killed him and wounded three other crew members.

In addition to the killed and wounded personnel, ten B-24s were also damaged.

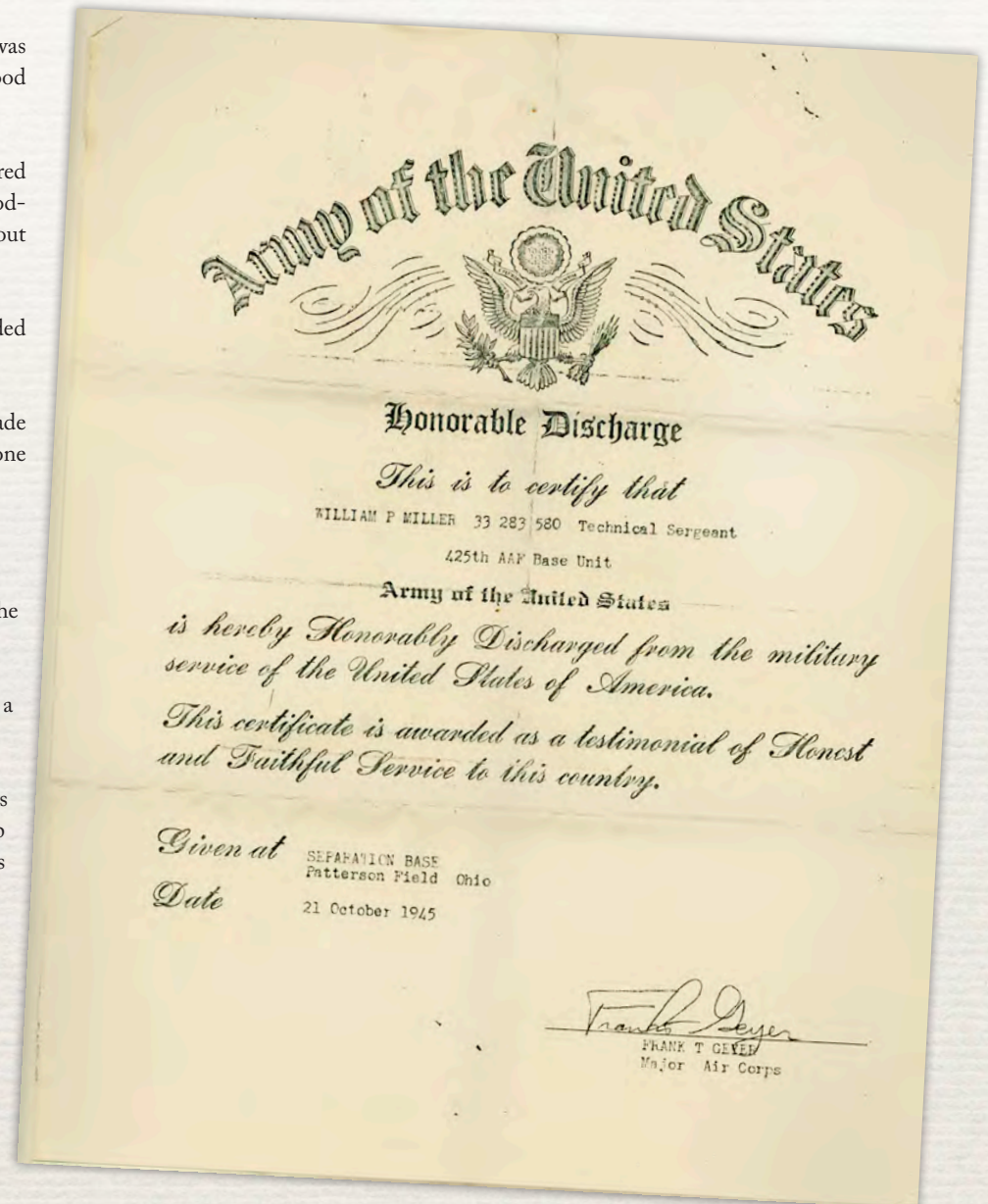
After my last mission on June 19th, I was notified that I would be rotated back to the states.

On July 1st, having bid farewell to the other crews remaining behind, I boarded a C- 47 to Nadzab, New Guinea to await transportation back to the states.

It was several weeks before our ship the President Madison arrived, however it was worth the wait. The President Madison was a luxury liner converted into a troop ship but even with these changes it was far superior to the Liberty ship that brought us to the Fiji Islands.

On arrival in California, we were given a 30-day furlough before reporting to our next base. My new assignment was radio flight instructor at Gowen Field, Boise, Idaho.

With training mission to the states of Washington, California, Texas, Nebraska and Kansas, this last year of my service was the best.



## Jungle Air Force Notes Anniversary

THIRTEENTH U. S. AIR FORCE HEADQUARTERS, Southwest Pacific, Jan. 13. (P)—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. The 13th has struck the Japanese in three theaters—central, south and Southwest Pacific. It observed its birthday with bombing smashes along the 4,000-mile enemy defense perimeter from Manila, Philippines, to the East Indies.

Maj.-Gen. St. Clair Streett, 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 shipping.

The role of achievements for the 13th includes the hammering of the Solomons and blows at Rabaul, New Britain; the first bombing of Truk by land-based planes; the first raids on vital Japanese oil refinery installations at Balikpapan, Borneo which involved a round trip of more than 2,500 miles, and participation in bombardments as American and Australian troops advanced up the New Guinea coast.

### Truk Battered

Liberators from the Admiralty Islands and Central Pacific bases staged new assaults on Truk, hitting the big Carolines base on both Friday and Saturday. Southwest Pacific bombers concentrated on Dublon Island in the sixth successive day of attacks on Truk atoll, following widespread raids throughout the atoll the previous day by Central Pacific Liberators, which bombed Param, Eten, Dublon and Moen Islands.

Adm. Nimitz' communique also disclosed new aerial blows on Ponape in the Eastern Carolines; Ocean and Nauru Islands and the isolated enemy positions in the Marshalls.



### OUR BOYS IN SERVICE

Most recent to leave for the Army are:

John L. Weber, Jr., Men's Furnishings.

Theodore Taylor, Receiving Department.

R. P. Neubrand, C. O. D. and Due Desk.

Herman Kastroll, Furniture.

Joseph R. Bachus—Delivery

Peter Dzura—Linens

F. A. Jedlika—Receiving

Russell Kreps—D.S.S. Linens and Bedding

We were so glad to see Pvt. Jack O'Keefe in the store this week, on leave from his camp in Rome, New York. And all of us extend to him and his family our most heartfelt sympathy in the sudden and accidental death of his sister Patsy.



The above photo is Pvt. William Miller, of the Drapery Dept., now in the 100th Technical School Squadron at Madison, Wisconsin.

Robert Rode, of the Returned Goods Dept., has been made a Seaman Second Class in the Coast Guard. He is stationed at Accomac, Virginia, and is still going to school to get a higher rating.

Lt. Joseph G. Horne stopped in to visit the Adjusting Dept. last Saturday while on furlough from his duties with the Navy, in Washington, D. C. He says he expects to be on active sea duty before long.

Another V-Letter . . . this one from Pvt. Steve Curlovich, who writes from England to thank the Nightingale Club for the cookies that he and his buddies enjoyed so much. He says the ocean voyage didn't hurt the cookies one bit.

48  
DATE MISSION  
JUNE 17 TRUK (DUBLON IS.)  
LT CHENEY HR 8:25  
SHIP 197

49  
DATE MISSION  
JUNE 19, 1944 TRUK (DUBLON IS.)  
LT CHENEY HR. 9:00  
SHIP 075

FINAL TOTAL  
STRIKES: 49  
SORTIES: 55  
HOUR'S: 532.34 533.20  
+ 6:05 6.05  
538.39

SOPAC-TIME 539.25  
COMBAT-TIME 424.20

FIRST MISSION  
OCT 15, 1943  
LAST MISSION  
JUNE 19, 1944  
FLYING TIME IN COMBAT 8 Mo. 4 DAYS  
MOVED FROM QUADALCANAL  
TO MUNDA JAN 1944  
MOVED FROM MUNDA  
TO LOS NEGROS (ADMIRALTY ISLAND)  
MAY 1944

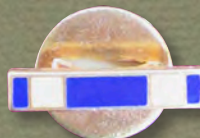
## New Air Force Founded in Pacific

ALLIED HEADQUARTERS IN AUSTRALIA, Tuesday, June 27.

(P)—General Douglas MacArthur announced today the creation of a new air arm to be known as the Far Eastern Air Force, with headquarters in Australia.

The new organization combines the Fifth Army Air Force, which has operated in Australia and New Guinea, and the Thirteenth Army Air Force, which battled through the Solomons campaign and into the Rabaul and Kavieng campaigns.

The new force will be headed by Lieutenant General George C. Kenney, commander of Allied Air Forces in this theater since 1942.



| Transition Flights | Plane # | Pilot               | Flying Time         | Reason                    |
|--------------------|---------|---------------------|---------------------|---------------------------|
| October 16, 1943   | 679     | Captain Azar        | 3 Hours             | Kara                      |
| October 27, 1943   | 679     | Lieutenant Marx     | 4 Hours             | Canal/Buttons             |
| November 18, 1943  | 222     | Lieutenant Kidder   | 2 Hours, 25 Minutes | Practice Bombing          |
| November 19, 1943  | 222     | Lieutenant Kidder   | 2 Hours             | Practice Bombing          |
| November 20, 1943  | 76      | Lieutenant Elder    | 2 Hours, 10 Minutes | Practice Bombing          |
| November 21, 1943  | 76      | Lieutenant Kidder   | 9 Hours, 10 Minutes | Convoy Cover              |
| November 22, 1943  | 276     | Lieutenant Kidder   | 5 Hours, 35 Minutes | Ins/Practice Bombing      |
| November 24, 1943  | 144     | Lieutenant Kidder   | 2 Hours, 25 Minutes | High Altitude Bombing     |
| November 25, 1943  | 276     | Lieutenant Kidder   | 9 Hours, 5 Minutes  | Search                    |
| November 26, 1943  | 331     | Lieutenant Kidder   | 3 Hours, 5 Minutes  | Local                     |
| December 4, 1943   | 827     | Lieutenant Kidder   | 4 Hours             | Buttons/Canal             |
| December 11, 1943  | 222     | Lieutenant Phillips | 2 Hours, 40 Minutes | Local/Canal               |
| December 12, 1943  | 270     | Captain Azar        | 1 Hour              | Local/Canal               |
| December 23, 1943  | -       | Major Vose          | 2 Hours, 15 Minutes | Canal to Munda            |
| December 26, 1943  | 323     | Captain Knowell     | 8 Hours, 15 Minutes | Buttons to Canal and Back |
| December 27, 1943  | -       | Lieutenant Stafford | 2 Hours, 15 Minutes | Canal to Munda            |
| December 30, 1943  | 222     | Lieutenant Phillips | 2 Hours, 30 Minutes | Local Test Hop            |
| January 1, 1944    | -       | Lieutenant Phillips | 1 Hour, 15 Minutes  | Munda/Canal               |
| January 3, 1944    | 827     | Lieutenant Phillips | 2 Hours, 45 Minutes | Canal/Munda/Local         |
| January 6, 1944    | 827     | Captain Krebbs      | 3 Hours, 40 Minutes | Practice Bombing          |
| January 7, 1944    | -       | Captain Dunlap      | 1 Hour, 35 Minutes  | Munda/Canal               |

| Mission | Date              | Plane # | Pilot               | Target          | Flying Time         |
|---------|-------------------|---------|---------------------|-----------------|---------------------|
| 1       | October 15, 1943  | 529     | Lieutenant Marks    | Kahili          | 6 Hours             |
| 2       | October 18, 1943  | 266     | Captain Azar        | Ballané         | 6 Hours             |
| 3       | October 22, 1943  | 787     | Captain Azar        | Kahili          | 5 Hours, 30 Minutes |
| 4       | October 23, 1943  | 212     | Lieutenant Towns    | Kahili          | 5 Hours, 30 Minutes |
| 5       | December 12, 1943 | 3323    | Lieutenant Miller   | Kahili          | 6 Hours, 10 Minutes |
| 6       | December 14, 1943 | 3323    | Lieutenant Kidder   | Sohana          | 6 Hours, 40 Minutes |
| 7       | December 16, 1943 | 3323    | Lieutenant Kidder   | Wong Tsu        | 6 Hours, 30 Minutes |
| 8       | December 17, 1943 | 270     | Lieutenant Stafford | Buka            | 6 Hours, 50 Minutes |
| 9       | December 22, 1943 | 222     | Captain Knowell     | Chinatown       | 6 Hours, 20 Minutes |
| 10      | December 24, 1943 | 262     | Lieutenant Stafford | Rabaul          | 8 Hours, 10 Minutes |
| 11      | December 28, 1943 | 679     | Captain MacDonald   | New Ireland     | 9 Hours, 30 Minutes |
| 12      | December 31, 1943 | 222     | Lieutenant Phillips | Kahili          | 6 Hours, 5 Minutes  |
| 13      | January 1, 1944   | 980     | Lieutenant Phillips | Rabaul          | 7 Hours, 15 Minutes |
| 14      | January 4, 1944   | 222     | Lieutenant Phillips | Sohana          | 6 Hours, 30 Minutes |
| 15      | January 7, 1944   | 529     | Captain Dunlap      | Vunakanau       | 7 Hours, 30 Minutes |
| 16      | January 9, 1944   | 529     | Captain MacDonald   | Cape St. George | 7 Hours             |
| 17      | January 12, 1944  | 222     | Lieutenant Phillips | Tobera          | 6 Hours, 30 Minutes |
| 18      | February 12, 1944 | 679     | Lieutenant Knowell  | Bonis           | 6 Hours             |
| 19      | February 25, 1944 | 266     | Captain Fowler      | Rapopo          | 6 Hours, 30 Minutes |
| 20      | February 27, 1944 | 262     | Captain Fowler      | Vunapope        | 6 Hours, 30 Minutes |
| 21      | March 2, 1944     | 262     | Lieutenant Elder    | Rabaul City     | 6 Hours, 40 Minutes |
| 22      | March 4, 1944     | 679     | Lieutenant Phillips | Rabaul City     | 7 Hours, 15 Minutes |
| 23      | March 6, 1944     | 3323    | Lieutenant Phillips | Kavieng N.I.    | 8 Hours, 50 Minutes |
| 24      | March 8, 1944     | 262     | Lieutenant Phillips | Rabaul City     | 6 Hours, 35 Minutes |
| 25      | March 10, 1944    | 262     | Lieutenant Phillips | Tobera          | 6 Hours, 45 Minutes |

| Mission | Date           | Plane #  | Pilot               | Target               | Flying Time          |
|---------|----------------|----------|---------------------|----------------------|----------------------|
| 26      | March 11, 1944 | 12       | Lieutenant Phillips | Search - New Ireland | 8 Hours, 15 Minutes  |
| 27      | March 12, 1944 | 258      | Lieutenant Phillips | Rabaul City          | 7 Hours, 20 Minutes  |
| 28      | March 14, 1944 | 331      | Lieutenant Phillips | Rabaul City          | 6 Hours, 45 Minutes  |
| 29      | March 16, 1944 | 262      | Lieutenant Phillips | Vunakanau            | 6 Hours, 35 Minutes  |
| 30      | March 18, 1944 | 204      | Lieutenant Phillips | Rabaul City          | 6 Hours, 40 Minutes  |
| 31      | March 20, 1944 | 266      | Captain Fowler      | Vunakanau            | 6 Hours, 45 Minutes  |
| 32      | March 22, 1944 | 266      | Lieutenant Phillips | Kara                 | 6 Hours, 35 Minutes  |
| 33      | March 26, 1944 | 262      | Lieutenant Surbaugh | Plusuk               | 12 Hours, 40 Minutes |
| 34      | March 29, 1944 | 262      | Major Lunby         | Eten Island [Truk]   | 11 Hours, 30 Minutes |
| 35      | April 2, 1944  | 262      | Colonel Burnham     | Dublon [Truk]        | 12 Hours             |
| 36      | April 16, 1944 | 3323     | Lieutenant Phillips | Satawan              | 9 Hours, 50 Minutes  |
| 37      | April 18, 1944 | 3323/648 | Lieutenant Phillips | Satawan              | 10 Hours             |
| 38      | April 25, 1944 | 90       | Lieutenant Waterman | Moen Island [Truk]   | 11 Hours, 30 Minutes |
| 39      | May 25, 1944   | 75       | Lieutenant Thomas   | Biak                 | 10 Hours, 10 Minutes |
| 40      | May 28, 1944   | 75       | Lieutenant Cheney   | Woleai               | 9 Hours              |
| 41      | June 1, 1944   | 90       | Lieutenant Cheney   | Truk                 | 6 Hours              |
| 42      | June 3, 1944   | 90       | Lieutenant Cheney   | Eten Island [Truk]   | 9 Hours, 5 Minutes   |
| 43      | June 7, 1944   | 75       | Lieutenant Cheney   | Uman Island [Truk]   | 9 Hours              |
| 44      | June 9, 1944   | 75       | Lieutenant Cheney   | Truk                 | 9 Hours, 10 Minutes  |
| 45      | June 11, 1944  | 147      | Lieutenant Cheney   | Dublon Island [Truk] | 8 Hours, 55 Minutes  |
| 46      | June 13, 1944  | 75       | Lieutenant Cheney   | Dublon Island [Truk] | 8 Hours, 45 Minutes  |
| 47      | June 15, 1944  | 147      | Lieutenant Cheney   | Tol Island [Truk]    | 9 Hours              |
| 48      | June 17, 1944  | 147      | Lieutenant Cheney   | Dublon Island [Truk] | 8 Hours 25 Minutes   |
| 49      | June 19, 1944  | 75       | Lieutenant Cheney   | Dublon Island [Truk] | 9 Hours              |



HEADQUARTERS USAFISPA  
APO #502

31 January 1944.

GENERAL ORDERS )

NO . . . . 168 )

Section

I.

II.

Awards of the Distinguished-Flying Cross . . . . . I.  
Awards of the Air Medal . . . . . II.

I. 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 and enlisted men for extraordinary 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. Previous recognition that each has received makes his record one for emulation; his accomplishments being a credit to himself and the Army Air Force.

II. AWARDS OF THE 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), 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 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 reflecting highest credit on the military forces of the United States.

WILLIAM P. MILLER, (33283580), Sergeant, Air Corps, United States Army, as aerial radio operator gunner from 15 October to 5 December 1943. Home Address: Pittsburgh, Pennsylvania.

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 AAF Units, Thirteenth Air Force.

HEADQUARTERS USAFISPA  
APO #502

15 February 1944.

GENERAL ORDERS )

NO . . . . 256 )

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 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 reflecting highest credit on the military forces of the United States.

WILLIAM P. MILLER, (33283580), Sergeant, Air Corps, United States Army, as aerial radio operator gunner from 22 December 1943 to 1 January 1944.  
Home Address: Pittsburgh, Pennsylvania.

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 AAF Units, Thirteenth Air Force.

**Friendship Ave. Soldier Promoted**  
—William P. Miller, son of Mrs. Mary Miller of 5211 Friendship Ave., was recently promoted from the grade of Corporal to the rank of Sergeant in the 13th AAF.  
Sgt. Miller is a radio operator and aerial gunner in a 13th AAF heavy bomber operating in the combat zone of the South Pacific area. For his participation in 10 combat missions over heavily-defended Japanese installations, Sgt. Miller has been recommended for the Army Air Medal.  
Sgt. Miller was graduated from Central Catholic High School.

HEADQUARTERS  
FIRST AIR FORCE  
Mitchel Air Force Base, New York

DRR 201 - Miller, William P. (Ann)

20 Oct 51

SUBJECT: Retention, Promotion and Retirement Points

TO: T/Sgt William P. Miller AP33283580  
5211 Friendship Ave.  
Pittsburgh, Pa.

1. Under the provisions of AFR 35-71, a review of your records indicates that you have earned the following points during the periods 1 July 1949 to 30 June 1950, and 1 July 1950 to 30 June 1951:

|                            | 1 Jul 49 ending 30 Jun 50 | 1 Jul 50 ending 30 Jun 51 |                            |    |
|----------------------------|---------------------------|---------------------------|----------------------------|----|
| Active duty:               | 0                         | 0                         | Active duty:               | 0  |
| Membership in USAFR:       | 15                        | 15                        | Membership in USAFR:       | 15 |
| Extension Courses:         | 0                         | 0                         | Extension Courses:         | 0  |
| Inactive Duty or training: | 0                         | 0                         | Inactive duty or training: | 0  |
| TOTAL POINTS:              | 15                        | 15                        | TOTAL POINTS:              | 15 |

2. AFR's 45-5 and 45-7 prescribe the procedures to be followed in computing points for retention, promotion, and retirement. Gratuitons points granted for membership in the active Reserve are creditable only for the purpose of retirement. You must earn a minimum of 50 points a year in order to receive credit for a year of satisfactory Federal service for retirement. However, regardless of the number of points earned in a year, not more than 60 points for services other than a Federal service may be credited to you for retirement purposes.

3. If you do not concur with this report and adjustment if you may advise this headquarters within 90 days so that records checked and adjustments made where necessary.

BY ORDER OF COLONEL BULGER:

*Richard H. Trotter*  
RICHARD H. TROTTER  
2d Lt USA  
Chief, Amn Field  
Office of Dep Ad

WAR DEPARTMENT  
THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON 25, D. C.

SUBJECT: Appreciation.

To: William R. Miller

1. It is desired to express to you the appreciation of the War Department for your continued service to National Defense through enlistment in the Enlisted Reserve Corps. Your aid and that of other veterans who, like you, are displaying an active interest by enlisting in the Reserve will be invaluable in building and maintaining a sound and effective postwar Army.

2. AR 150-5 and the other Army Regulations governing the Enlisted Reserve Corps will be revised to conform with such statutes as may be enacted to govern the postwar Army. Revised regulations and other information concerning the Enlisted Reserve Corps will be made available in the future.

3. The identification card given to you at the time of your enlistment in the Enlisted Reserve Corps (WD AGO Form 166) will serve as evidence of your status in the Reserve.

BY ORDER OF THE SECRETARY OF WAR:

*Edward F. Wittsell*

EDWARD F. WITSELL  
Major General  
Acting The Adjutant General

WESTERN UNION

CLASS OF SERVICE: This is a full-rate Telegram or Cable gram unless so designated otherwise in message by a suitable symbol placed at the beginning of the address.

SYMBOLS: DL=Day Letter, NL=Night Letter, LT=Long Distance Telegram, VLP=Victory Line.

DUPLICATE OF TELEGRAM (THIS FORM)

SY.NEC001 BOOK GOVT PD=HE MITCHEL AFB NY 16 9P=.

TSG WILLIAM R MILLER, USAFR=

15211 FRIENDSHIP AVE PGH=

1AF DPA 1269. AIR FORCE RESERVE ORDERS DIRECTING YOU TO REPORT TO A PROCESSING STATION FOR PHYSICAL EXAMINATION AND OTHER PROCESSING HAVE BEEN REVOKED. DO NOT COMPLY WITH THEM. DETAILED LETTER FOLLOWS. END=

2G 1AF:

1AF DPA 1269=

THE COMPANY WILL APPRECIATE RECOMMENDATIONS FROM ITS PATRONS CONCERNING ITS SERVICE.

1404-6610  
ADD  
V-5504 MAIL

WATERFALLS AND ROCK GARDEN IN OLSON PARK SURROUNDING OLSON RUG FACTORY, CRAWFORD AND DIVERSEY AVES., CHICAGO



W. W. MILLER 100TH T. S. S. P.  
 A. A. P. T. S. MADISON, WISCONSIN  
**OLSON RUG COMPANY**  
 2800 N. Crawford (Pulaski) at Diversey  
 CHICAGO

• Tumbling Waterfalls . . . hundreds of rare trees, shrubs, plants and flowers . . . clear pools . . . these and other beautiful sights are open free to visitors of the Olson Rug Co. Rock Gardens. This Company, the world's largest manufacturer of Rugs, Carpets and Broadlooms dealing direct with the home, is known for low Factory-to-You Prices.

*Hello Mom, Dad, Mary,*  
 I arrived in Chicago yesterday on the train, at 1 o'clock. It sure is a big city. I sure have had some good meals here. I don't have to be back in camp till tomorrow at noon. I probably will have a lot of mail from home there. So if it takes me a little time to answer it, don't get impatient. Having a damn good time with the boys. I wouldn't miss this for the world.  
 Love Bill



POST CARD

Free  
 POSTAGE  
 ONE  
 CENT

*Miss Mary Miller  
 5211 Friendship Ave  
 Pittsburgh, Penna.*

L.A. 26—Post Office and Federal Building—and City Hall, Los Angeles, California



town Derby, Hollywood, California

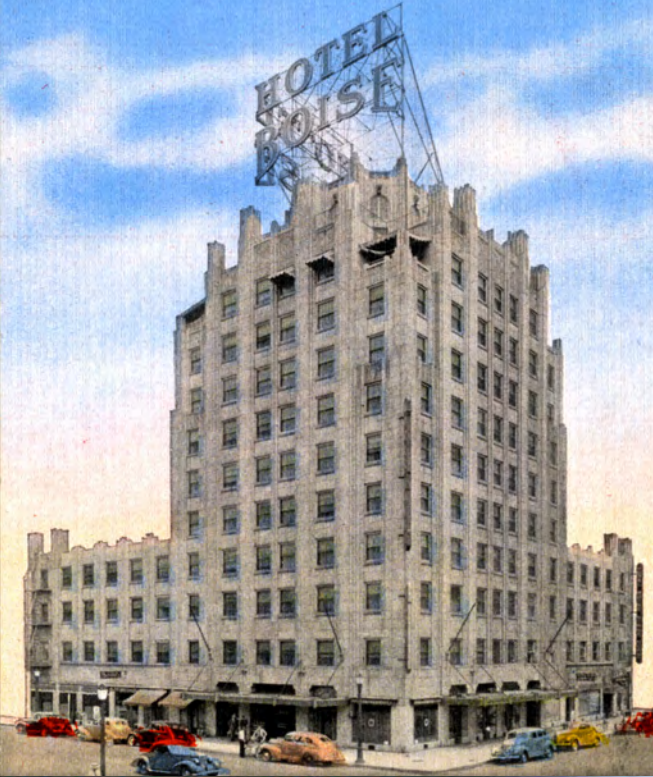


BOCA RATON CLUB NEAR HOLLYWOOD BEACH, FLORIDA

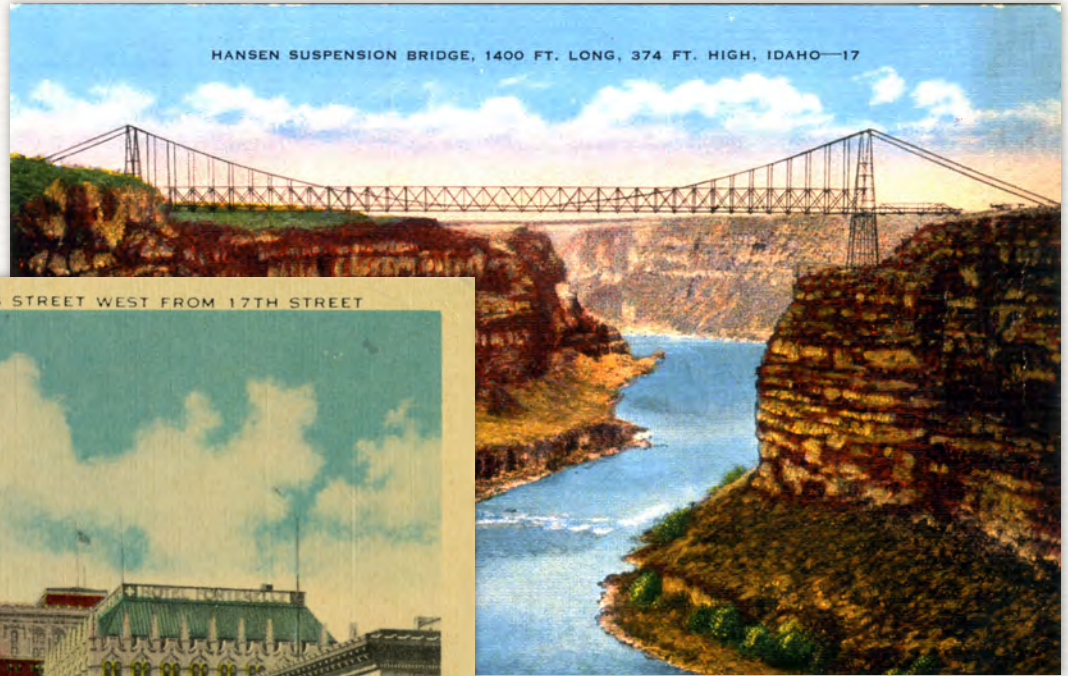
6-589

18-H2154

BOISE HOTEL, BOISE, IDAHO



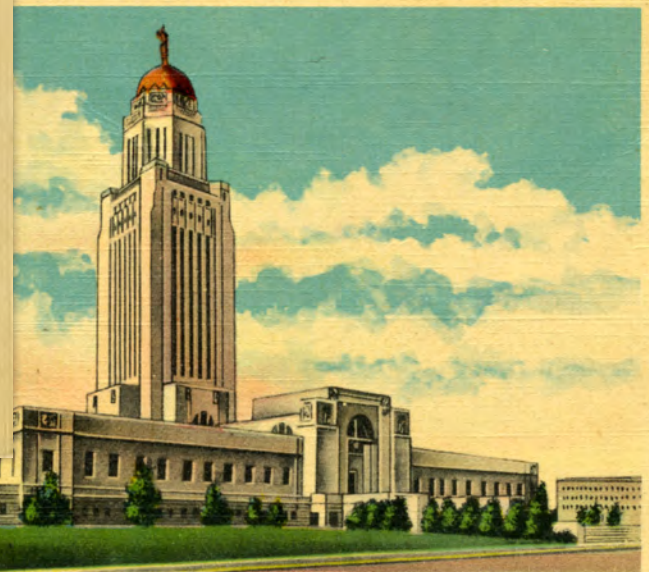
HANSEN SUSPENSION BRIDGE, 1400 FT. LONG, 374 FT. HIGH, IDAHO—17



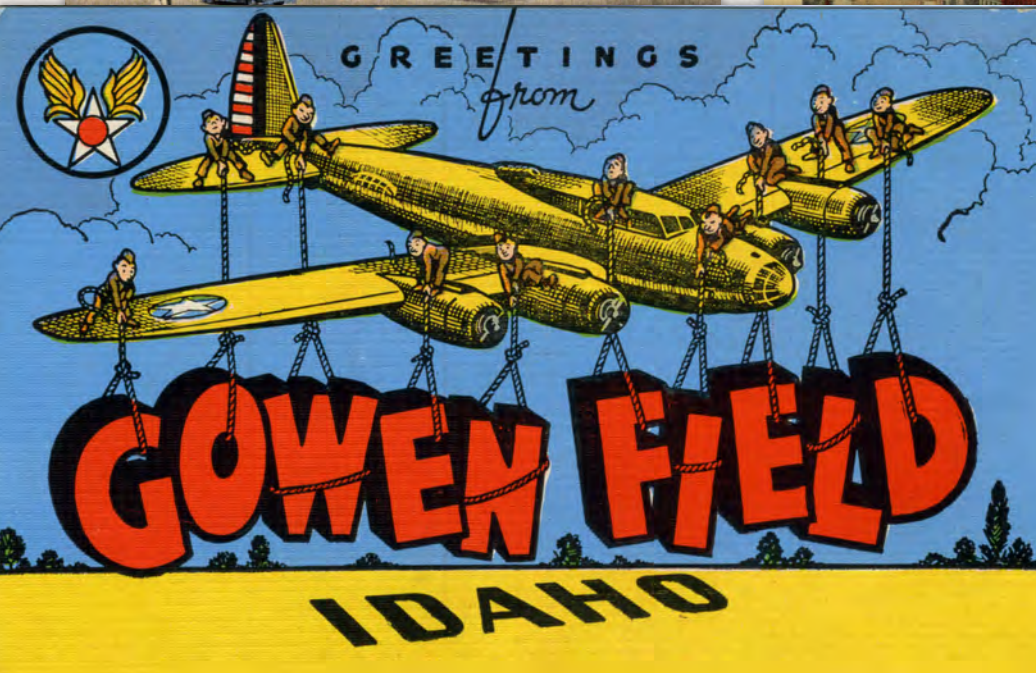
DOUGLAS STREET WEST FROM 17TH STREET



OMAHA, NEBRASKA 14 AT81



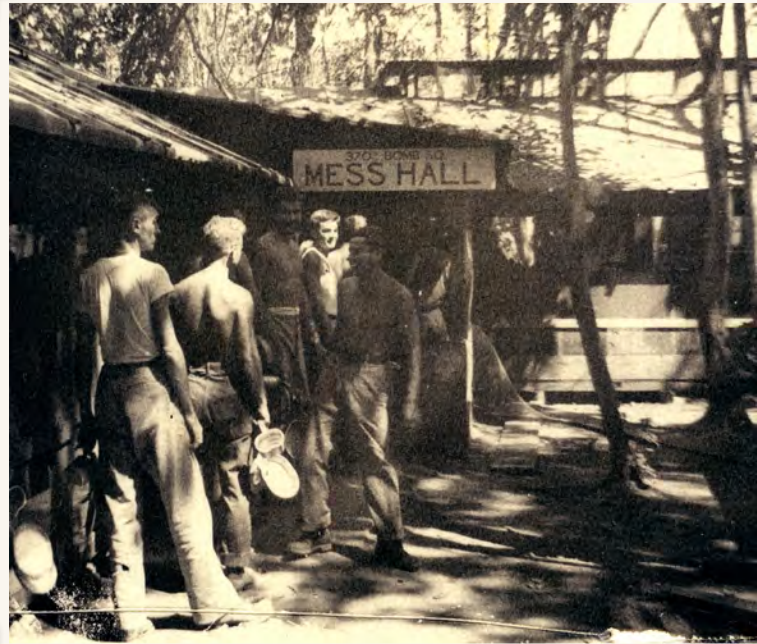
State Capitol, Lincoln, Nebraska



























**Technical Sergeant William P. Miller**

**307th Bomb Group:** 370th Bomb Squadron of the 13th Air Force

**Battles & Campaigns:** Bismarck Archipelago; Central Pacific; New Guinea; Northern Solomons

**Decorations & Citations:** Distinguished Unit Badge; Asiatic Pacific Theater Ribbon with Four Bronze Stars;  
Air Medal with Two Bronze Oak Leaf Clusters and One Silver Oak Leaf Cluster; Good Conduct Medal; World War Two Medal

**Active Duty:** July 14, 1942 - October 21, 1945 • **Reserves Discharge:** August 8, 1952