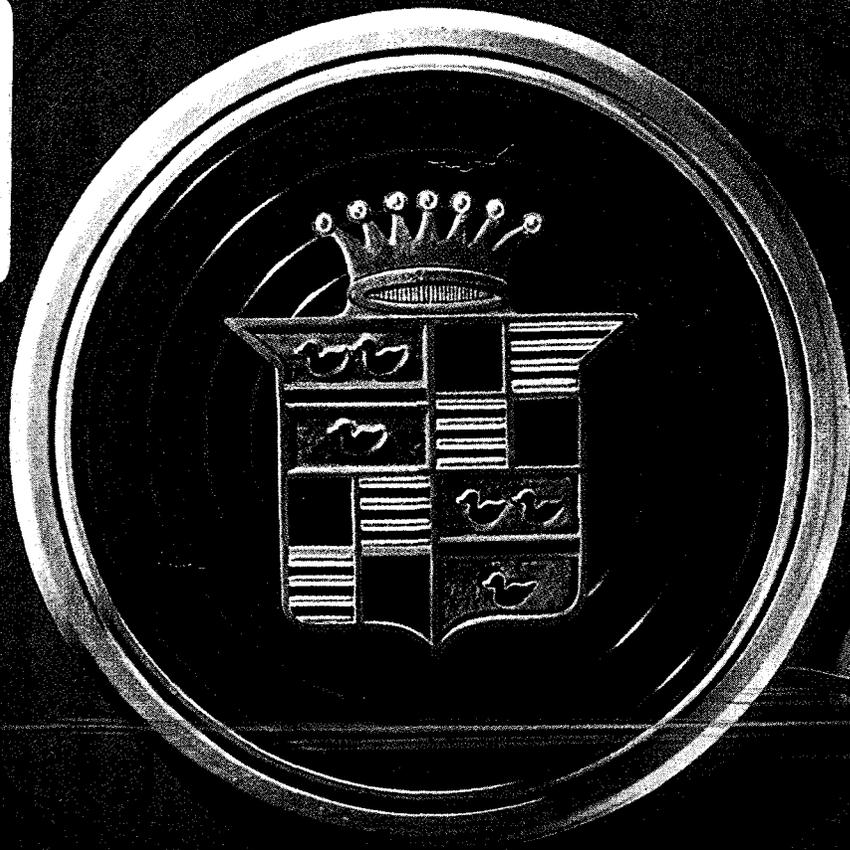
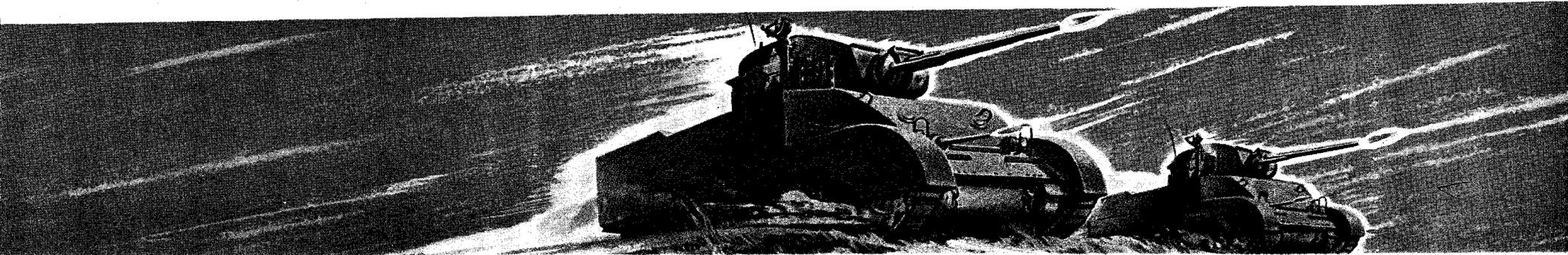


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CADILLAC... FROM PEACE TO WAR



CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN

OFFICE OF THE
GENERAL MANAGER

Dear Mr. Spencer:

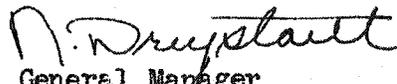
The enclosed booklet - Cadillac from Peace to War, has just been mailed to all Cadillac employes and suppliers who are associated with us in our war work.

It is the story of the fine job Cadillac men and women have done and are continuing to do in producing materiel of war.

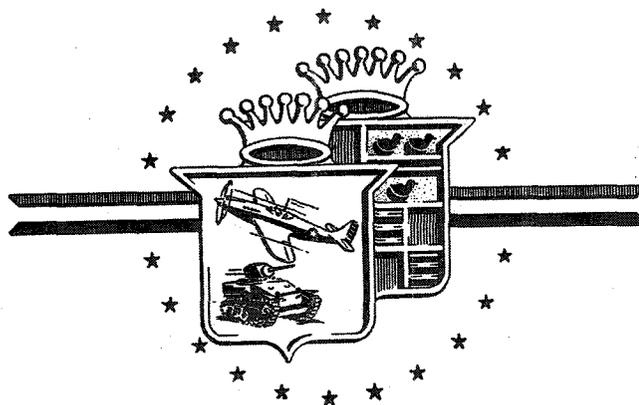
The booklet was prepared for distribution to all employes with the thought in mind that it would be something they would want to keep as a record of those essential war activities with which they are directly associated. We attempted to design the booklet so that regardless of the particular work the employes were doing, the results of that work as expressed in the end product would be outlined in tangible form.

It is my hope that this story of Cadillac's progress and contribution to the war effort will be of interest to you and I shall be very glad to have any comments you might care to make.

Sincerely


General Manager

Mr. L. M. Spencer
Director
Patent Section
General Motors Corporation
Detroit, Michigan



Our country has now been actively at war for two years. We have now reached a point where the story of the important war job we at Cadillac have been doing during this period can be told.

In the beginning there were those who said our country couldn't prepare for war in time to do any good. That's what Hitler thought, and the Japs, too.

It is true that overnight our war needs were enormous, and the facilities for producing such goods seemed pitifully inadequate.

Our own organization, along with all other American industry, was faced suddenly with the tremendous job of building instruments of warfare in place of the peacetime products we had been accustomed to making.

Fortunately, some preparations had been made in advance. As early as 1939, Cadillac was starting to make precision aircraft engine parts, and plans for the M-5 light tank were under way months before Pearl Harbor. But there was something else which made it possible for us to reach quantity production so soon, and that something was a long-time familiarity with change. In peacetime, each new model brought with it changes in manufacturing set-up, production processes, etc.

The changes accompanying the transition from peace to war were on a vastly larger scale than any that were ever required to

bring out a new model, but, to the credit of everyone, the job was done far sooner than could have been reasonably expected.

This review of Cadillac's wartime activities is necessarily brief. No book of this sort could begin to tell in detail of the many individual contributions and sacrifices which have played such an important part in the success of our organization as a whole.

But the things we have accomplished are the result of every person's individual efforts, and the fact that Cadillac has produced—on time or ahead of time—is a tribute to each and every one.

We've made a good start. The first part of the job is finished. Through training and experience, we are daily becoming more and more proficient in our appointed tasks. However, warfare demands the constant development of new weapons to maintain an advantage over the enemy. Whatever changes or new demands are made upon us will be met, I am sure, willingly and intelligently. That, together with day to day plugging, is the responsibility which every Cadillac employe gladly accepts to hasten the day of final Victory.

H. Dreyfus

THE MEASURE OF CADILLAC

IT WAS PROBABLY an exciting day to the builders when, back in the spring of 1903, the first Cadillac automobile was completed and ready for delivery. Work had been started the year before, and it is easy to imagine some of the problems that arose and the days of anxiety that must have plagued those early pioneers.

During those peaceful days, automobiles were still a source of wonderment. "Get a horse" was a favorite wisecrack, and the new-fangled gasoline buggy was looked upon by old timers as just an

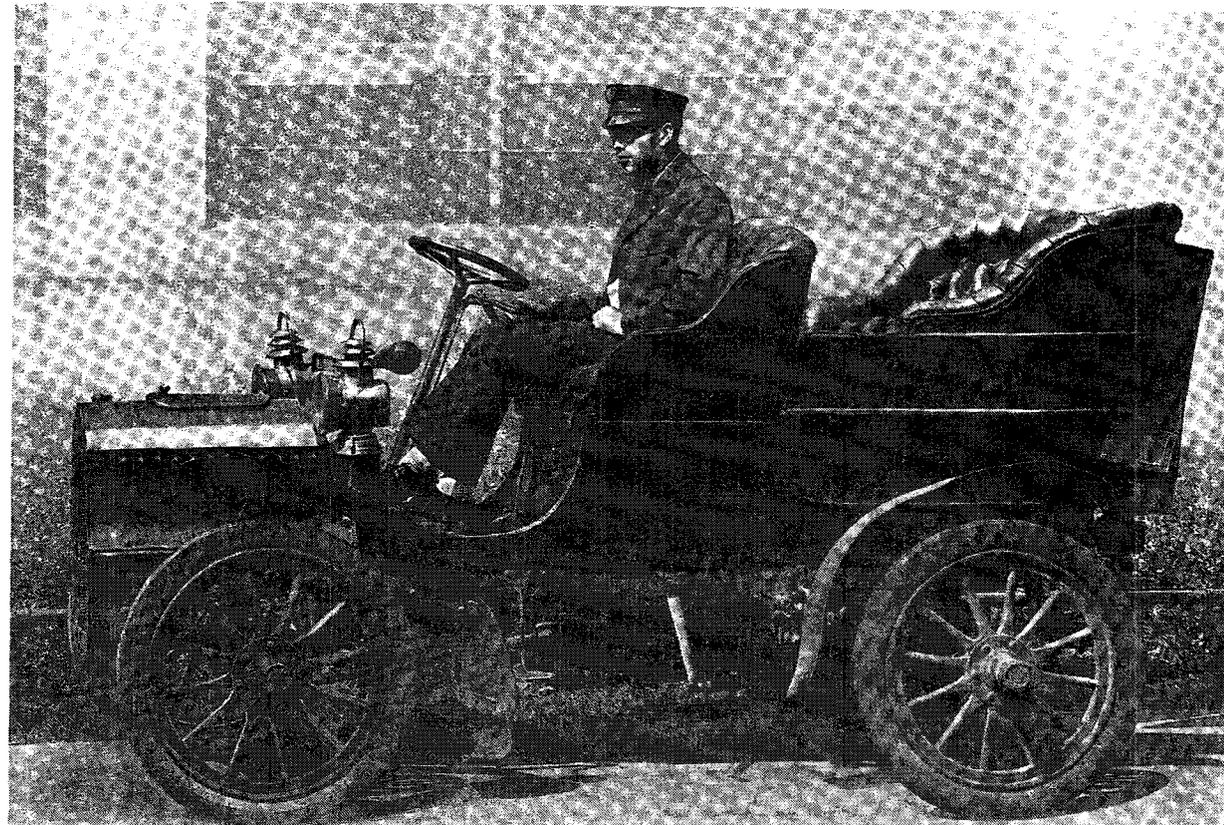
upstart that would really never amount to much.

Most cars were built up piece-meal—practically hand-made jobs. It was clear to the Cadillac founders, however, that if automobile parts were made with sufficient accuracy they could be interchangeable, and it was the development of this theory that led to mass production as we know it today.

Precision manufacture, then, was the groundwork on which the Cadillac organization was built, and from the very beginning the



The Dewar Trophy



The 1904 Cadillac

PRECISION CRAFTSMANSHIP...

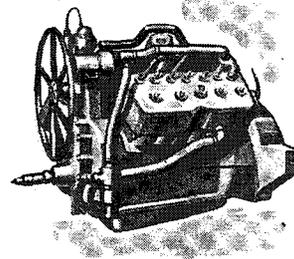


words "Cadillac" and "quality" came to mean practically the same thing.

In 1908, the Royal Automobile Club of London awarded the Dewar trophy to Cadillac, as the first American company to make interchangeable parts successfully. The demonstration which led to this award may seem curious to us today. Three Cadillac

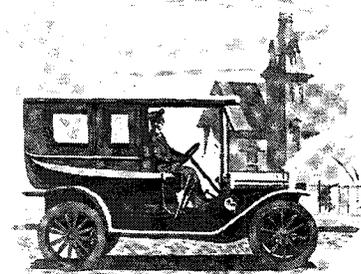
cars were torn down, the parts scrambled, and then the cars were re-assembled. The fact that they ran perfectly caused amazement at that time, which gives some indication of the progress which has been made in the intervening years.

That early award—a most important one in those days—is said to have played an important part in the development of the American automobile industry, because it attracted the attention of many American manufacturers to the possibilities of mass production. But it was just one of many motor car developments subsequently pioneered by Cadillac. Some



of them are well remembered by most of us. Electric starting and lighting (1911) was a most notable introduction, because it made driving practical for women, who previously were appalled at the idea of cranking a car. Far greater comfort in all weather was made possible with the introduction of the closed body as standard equipment (1910). The 90° V-type engine (1914) brought to the motoring public new standards of power, smoothness and compactness.

Practically all of these—and thousands of others of equal importance, but less noticeable to the public generally—called for higher degrees of accuracy than had been necessary before. But since the very beginning, Cadillac workers have had a principle to live up to—a principle which is so well summed up in the words "Craftsmanship a creed—Accuracy a law." This viewpoint has become so much a part of our whole organization that when new



standards of accuracy must be met, or when new problems must be overcome, Cadillac workers always rise to the occasion with a minimum of delay. It has become a habit with us to do the job—right—no matter what the obstacles may be.

These standards of excellence have not been easily achieved. Words can scarcely tell of the enthusiasm, the determination, the long hours of toil and mental struggle that were expended—all for the sake of finding better ways of doing the job at hand. The result, as everyone knows, has been an acknowledged leadership in the highly competitive field of automobile manufacture.

When World War I engulfed us, the high standards set by Cadillac were quickly recognized by the Army, and Cadillac automobiles were adopted as official staff cars. That wasn't the only

contribution we made in that war. We also produced Liberty aircraft engines and parts, chassis for various military vehicles, tractor power plants, and tools and gauges, and then, as now, the goods were delivered on time, despite shortages of materials and manpower.

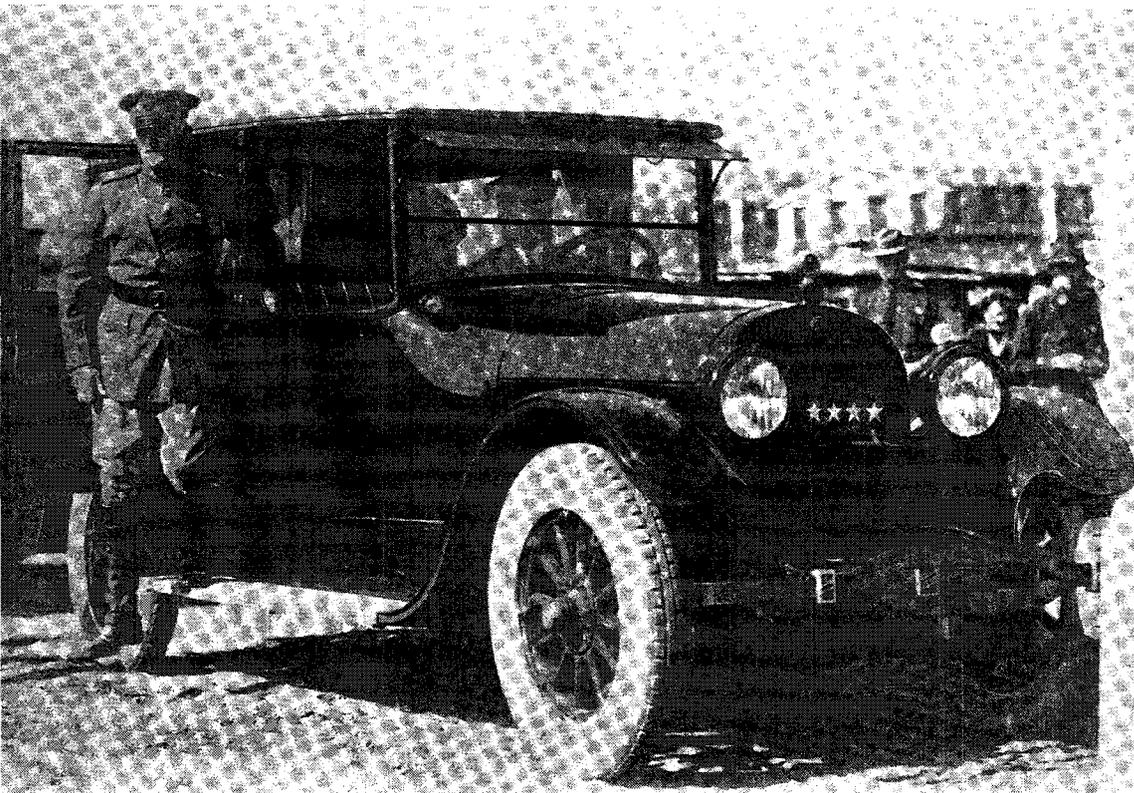
After the end of the first world war, there began a steady rise in the production of Cadillac cars. Still the leader, Cadillac continued to offer pioneer developments, all of which made it the one car most desired by a growing number of motorists.

Some of these improvements consisted of new manufacturing methods, closer tolerances, more careful inspection—things which were not evident except in the dependability of the car itself. Others were added to make motoring easier and more comfortable. The Syncro-mesh transmission (1928) made it possible for even the most

inexperienced driver to shift gears easily and quietly. Knee-Action (1934) gave an entirely new kind of ride, far surpassing anything that had been known before. And improvements in gear shifting and transmissions, including the Hydra-Matic Drive, made driving easier than ever before.

And so, before the outbreak of the present war, Cadillac reached one of its high points of achievement. During 1941, the last full year of automobile production, the American public purchased more Cadillacs than all other cars in the fine car field put together.

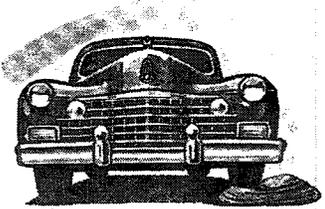
General Pershing and World War I Cadillac



This outstanding record proved once again the merits of precision and craftsmanship. It proved, too, that a superior product, at a price people are willing to pay, is an unbeatable combination.

It is this fact which offers encouragement for the future. It indicates a future demand for Cadillac cars surpassing that of the past. It goes without saying that we will make every effort to satisfy this demand for high quality products at a fair price.

When war again began to threaten, Cadillac's well-known ability



was called upon, and our organization was the first automobile manufacturer to start producing materials for war. These materials are of such a nature that even greater care in making them has been necessary than

ever before. In all of our work new high standards have been required of us—standards which might have been considered impossible a few years ago, and which may still be considered impossible by those not familiar with what we do.

Every one of us, regardless of the work we do, knows that we have a difficult job to do. We know, too, that the care we take may have an influence on the progress or even the final outcome of a military campaign.

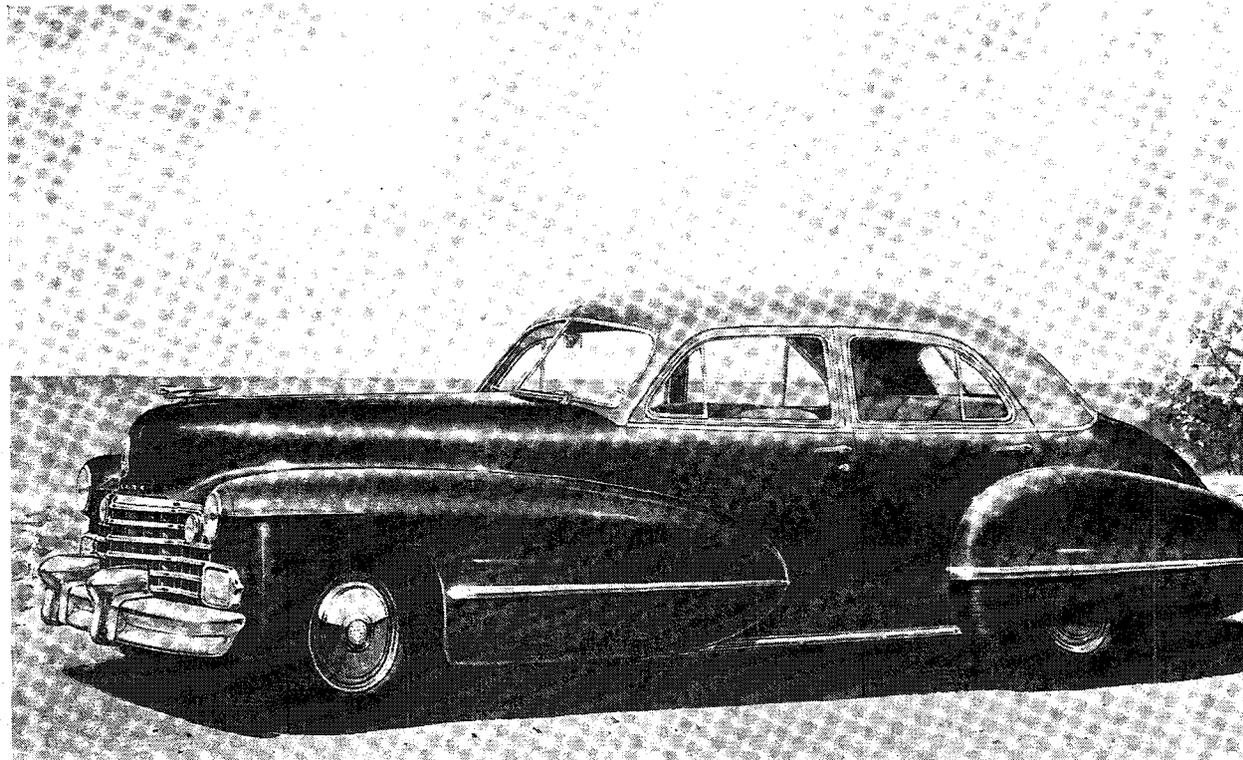
To some, it may seem strange that we are making products that differ so widely. It's true that our air-

craft parts, with their jewel-like precision, bear little visual resemblance to our sturdy tanks.

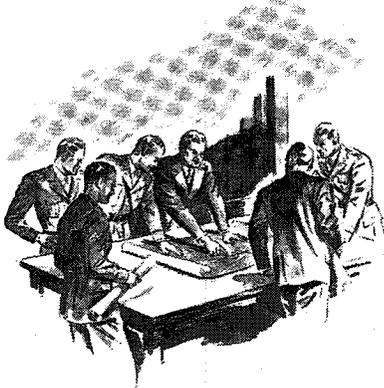
And yet the same principles of craftsmanship, accuracy and quality govern the making of both types of products. They apply, as well, to the various parts we make for other General Motors Divisions, for ultimate use by the Army and Navy. These principles have guided Cadillac since the very beginning, and will continue to be of utmost importance in the years to come.

This, then, is a brief story of some of the things we have done, and are doing, to help bring the day of Victory closer. It can't begin to tell the part everyone has played—the exhausting work, the sleepless nights—but it may help to bring into clearer focus the over-all effort of the Cadillac organization.

The 1942 Cadillac



1939 *OUR FIRST WAR ASSIGNMENT*



It seems a long time ago—in the light of world events it is a long time ago—since the early part of 1939. Remember? There wasn't any war going on, except for some "minor incidents" over in Asia—and New York City was beginning to tell the world about its wonderful fair, which was soon to open.

To many, the situation in Europe was disturbing, but few people were thinking about the possibilities of another world war. Yet in March of that year Cadillac "entered the service."

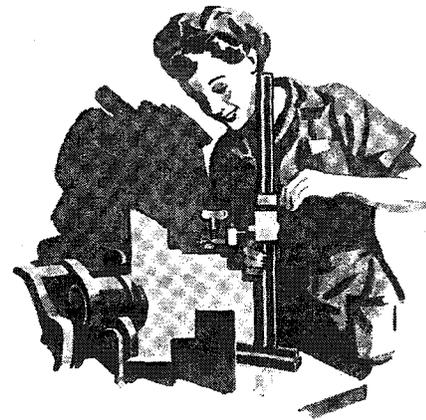
The story of how this came about is but one more example of confidence in Cadillac's ability to produce precision parts. Up to that time the Allison Division of General Motors had been developing and producing limited quantities of liquid-cooled aircraft engines. However, the performance of these new engines was so good that the Army was intensely interested in furthering their development and a gradual expansion in production was called for.

As has always been a custom in the automobile industry, Allison obtained many of its engine parts from outside suppliers. But when larger quantities were needed, many of these sources were found to be unable to produce them with the accuracy that was required. So Cadil-

lac, with its reputation for precision manufacture, was asked to make some of the most difficult and vital parts—crankshafts, camshafts, connecting rods, piston pins—really the backbone of the engine.

Those early beginnings were, by present standards, small; but yet by any standards they represented a tremendous assignment involving unending detail and planning. Cadillac tackled this problem in the light of its experience in turning out precision parts in volume for automobile assemblies. Even with this advantage, however, the job was not an easy one, and there was little spare time for preparation, because schedules had to be met. Adequate floor space was made available, but aside from that the equivalent of a whole new plant had to be planned, and almost everything had to be started from scratch.

There began an intensive study of the parts to be made; their design, the materials of which they were made, possible methods of machining them—all were the subject of careful analysis. For this was a new thing—the parts had never been made in quantities before. And Cadillac experience had proved over and over again that one of the basic secrets of uniform quality and volume output is adequate preparation before-



hand. Properly set up on this basis, there is almost no limit to the quantities of a part that can be turned out.

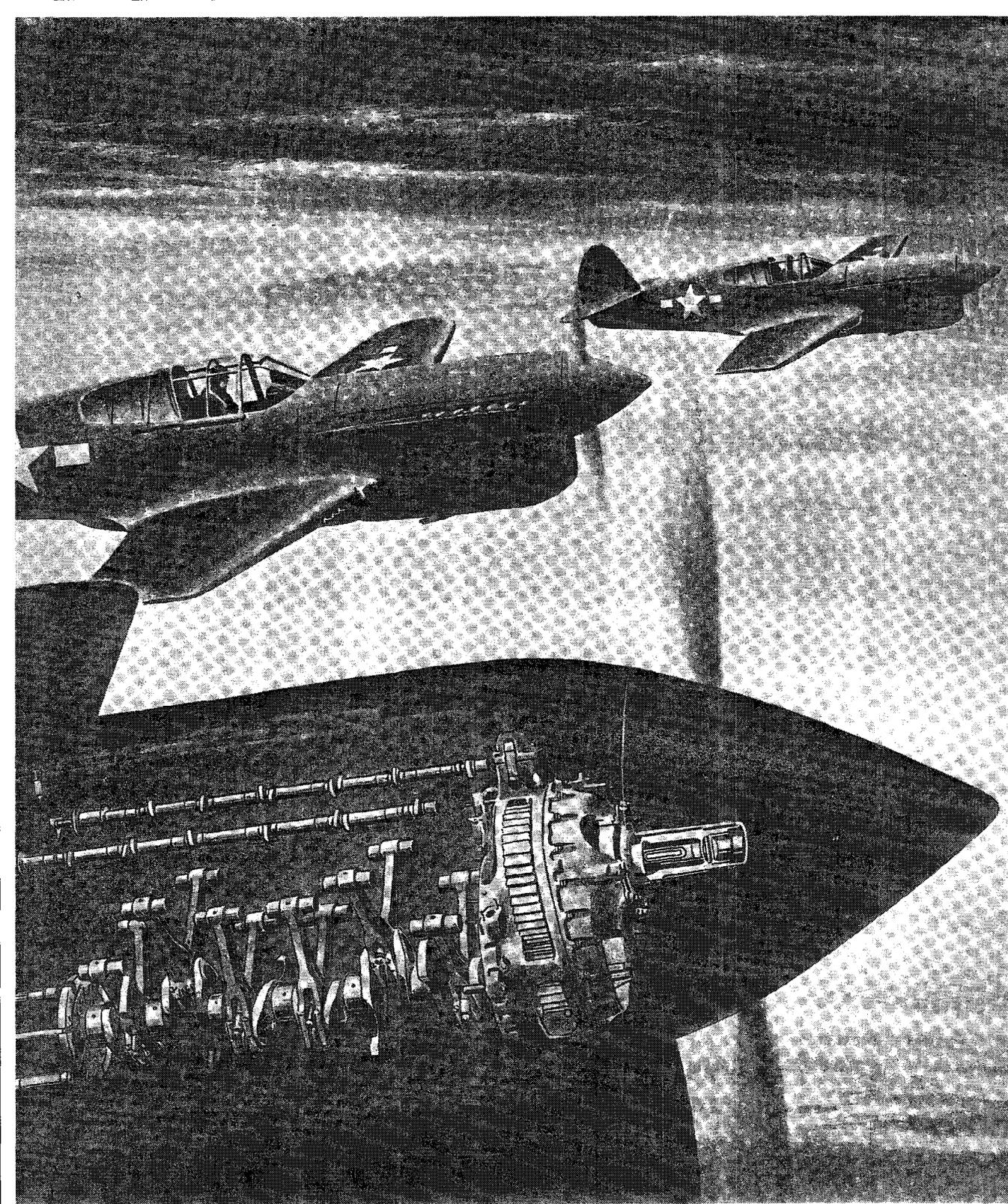
Machine and tool requirements were carefully surveyed, and then as the requirements were determined, orders for new machines, tools and equipment were placed; and plant layout was planned to insure efficient operations, a steady flow of work, etc. Obviously, all this took time.

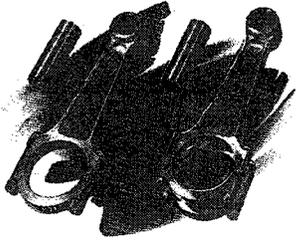
In December, 1939, however, the first deliveries of finished parts were made. That was three months after war broke out in Europe—two years before Pearl Harbor. But that was only the beginning.

As the tempo of the war heightened, demands for more production grew. By the time Germany started mass raids over England, schedules had increased many fold and were continuing to rise. All of this called for additional machines, floor space, workers. The aircraft part of our operation was beginning to become increasingly large.

A typical trait of most American manufacturers is an everlasting attempt to improve their products. A comparison of the early Cadillacs with the 1942 models will show how this has worked

Cadillac-made Precision Parts





Connecting Rods

out in the automobile industry. So it was natural that, good as the Allison engine was, ways and means were sought to make it better. Cadillac tool engineers and production people made many notable contributions along this line.

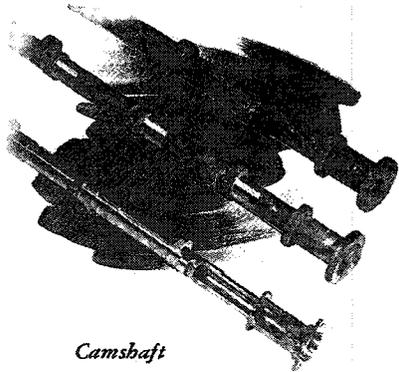
The crankshaft, one of the most important parts—and one of the hardest to make—is an interesting example of this product improvement. In order to increase its strength without making it any heavier, a method of applying shot-blasting was developed. The greater strength which resulted made possible an increase in the horsepower of the Allison engine.

Later, to make the crankshaft still stronger, a process of “nitriding” was developed and installed. At the time it was adopted, this process could be used only on a special high alloy steel. However, Cadillac metallurgists, in cooperation with the General Motors Research Laboratory, developed another type of steel, using smaller quantities of critical materials, on which the process could be applied successfully.

The practical result of all this is that today the Allison engine has almost 40% more horsepower than it had back in 1939, and consequently is doing a better job than ever on the fighting fronts.

Another means of saving critical materials was in the production of the camshaft. This part, which weighs 6.9 lbs., was previously machined

out of a solid piece of bar stock weighing 79 lbs. To reduce the amount



Camshaft

of scrap, Cadillac developed a forging weighing only 26 lbs., thereby saving material, time and money.

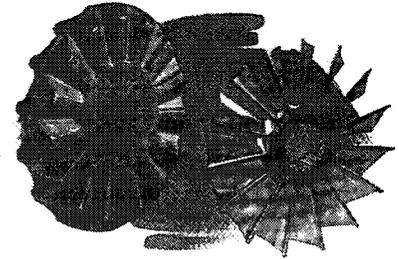
Countless other improvements and savings have been made, and all have played a part in the over-all war program.

Cadillac's success in building these major precision parts led to additional assignments, mainly items involving the most difficult precision manufacturing problems; until today 170 different items are being made.

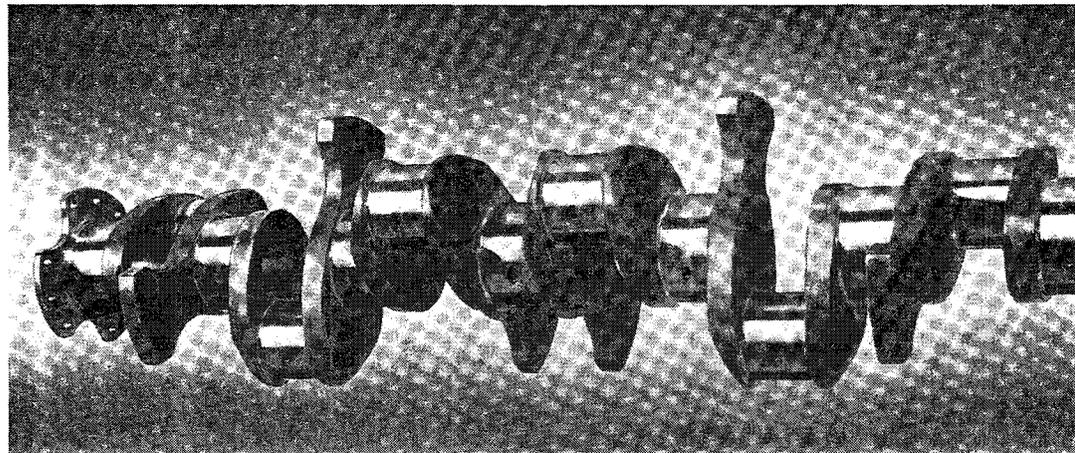
An especially interesting and intricate job has been the development of the supercharger rotator vane. This part must be of extreme accuracy, because it revolves at speeds

as high as 27,000 rpm. Because of such terrific speed, absolute uniformity is essential to satisfactory performance. The slightest deviation in the size or contour of any one blade would set up vibrations which would produce serious results. It was originally produced by Allison on an individual tool room basis—which meant that production was very slow and uncertain. As engine requirements increased, it became necessary to develop mass production methods if at all possible.

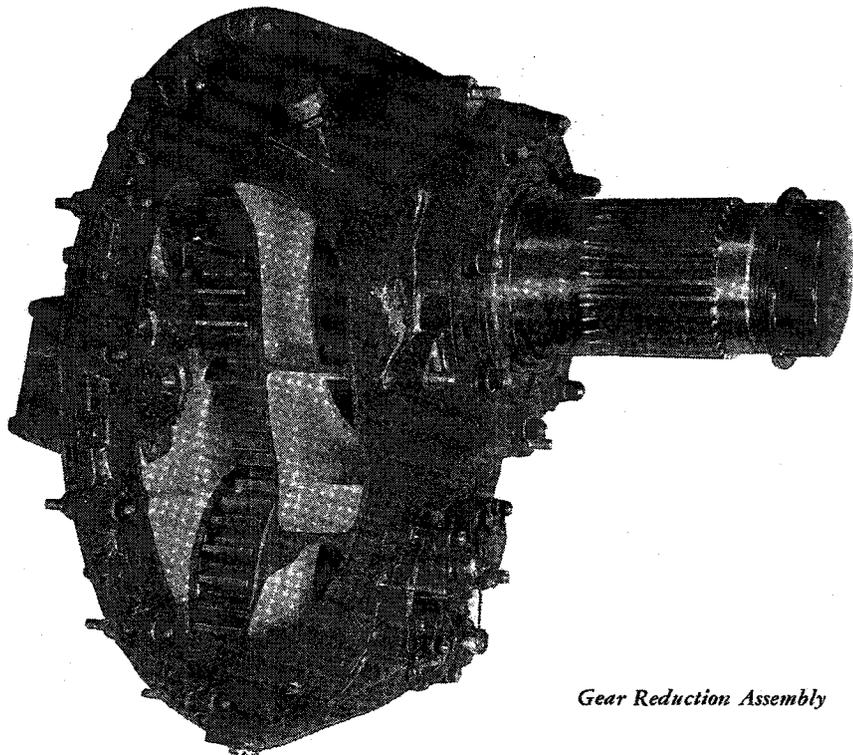
There was no machine in existence that could do the job to Cadillac's satisfaction, but our tool engineers, working with an independent machine builder, developed a special new machine which cuts the



Supercharger Rotator Vane



Crankshaft



Gear Reduction Assembly

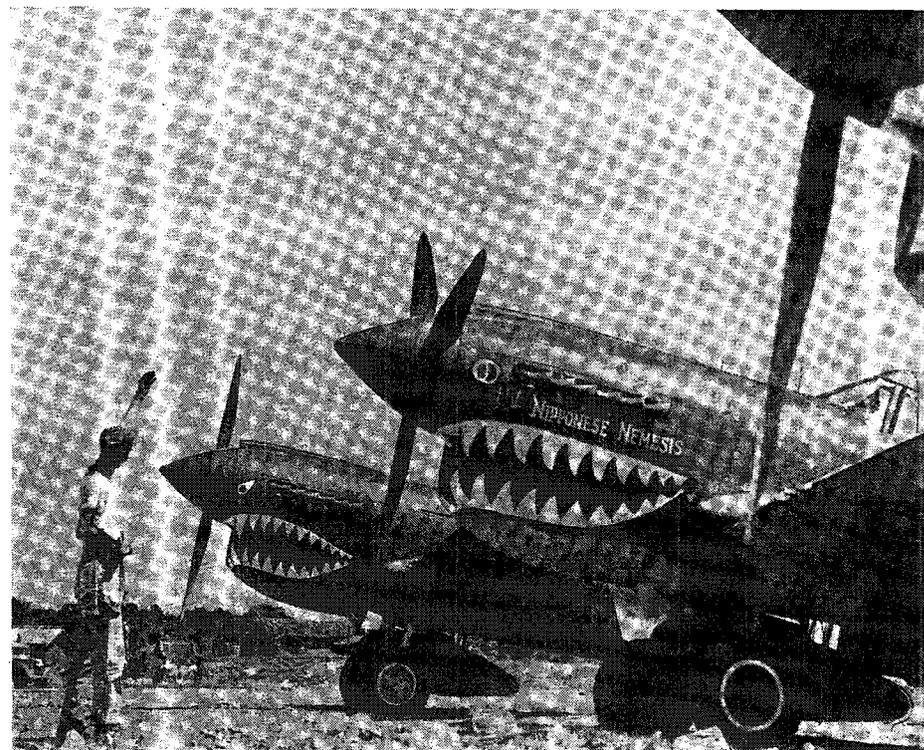
blades in the correct shape, and does it quickly and accurately so that now we know, when the finished vanes leave our plant, that each one is exactly alike—to the thousandth of an inch. And whereas it used to take about 125 hours to complete one vane, the time has now been reduced to 10 hours.

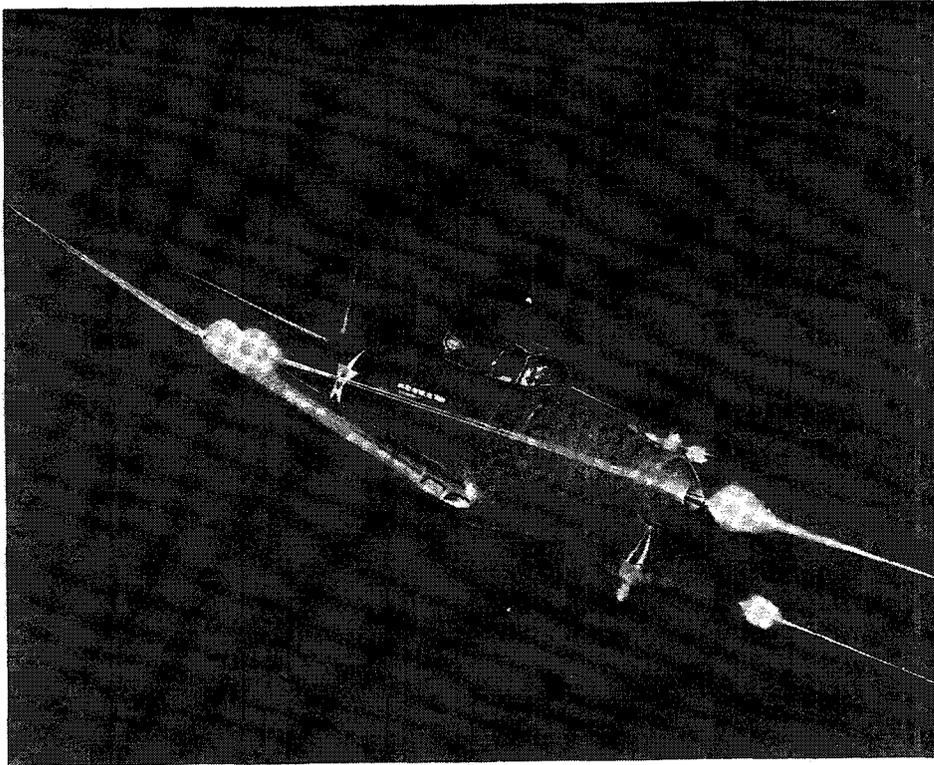
Among other difficult jobs is the gear reduction unit, which might be compared to the transmission in an automobile, except that it is far more complicated. This was a “natural” for Cadillac to make and assemble, because of our long-time experience in producing silently operating automobile gears. It wasn’t a routine job for us, because, among other problems, many of the parts are made of aluminum—and since aluminum expands and contracts more than steel, the temperature in which the parts are made is an important

factor. Therefore, a whole new system of air conditioning and clean air control had to be installed to insure constant temperature at all times; otherwise parts made in the cool of the night might not fit those made in the heat of the day.

Such equipment is taken for granted in recently constructed aircraft plants. But Cadillac wasn’t building any new plants; instead, was determined to make the best of existing buildings. By doing so, both time and money were saved. It took a lot of figuring and a lot of internal reconstruction to get the equipment installed and operating. The results have been worth it, though, because now we know that parts made in mid-winter are identical to those made in summer, and

P-40 Flying Tigers





P-39 Airacobra

of equal importance, replacement parts are sure to fit whether they be used in Iceland or Africa or the South Pacific.

The planes in which these Cadillac-built parts are used are seeing activity on the fighting fronts all over the world, and they are all outstanding in their performance.

The famous P-38 Lightning is one ship that has made a spectacular record in this war. Its two Allison engines can lift it above 40,000 feet, and its speed is well over 400 miles per hour. It is one of the fastest climbing planes in the world, and, because of its versatility, it has been used as both a low- and high-altitude fighter and as a bomber.

On most of the world's battlefields, it has proved itself beyond question. The Germans are wary of it in the Mediterranean area, and the Japs well know of its ability to destroy Zeros. It can climb faster than the Zeros and has even outdistanced them with one engine disabled. In the Aleutians, a Lightning pilot flew 150 miles back to his base with one engine shot away.

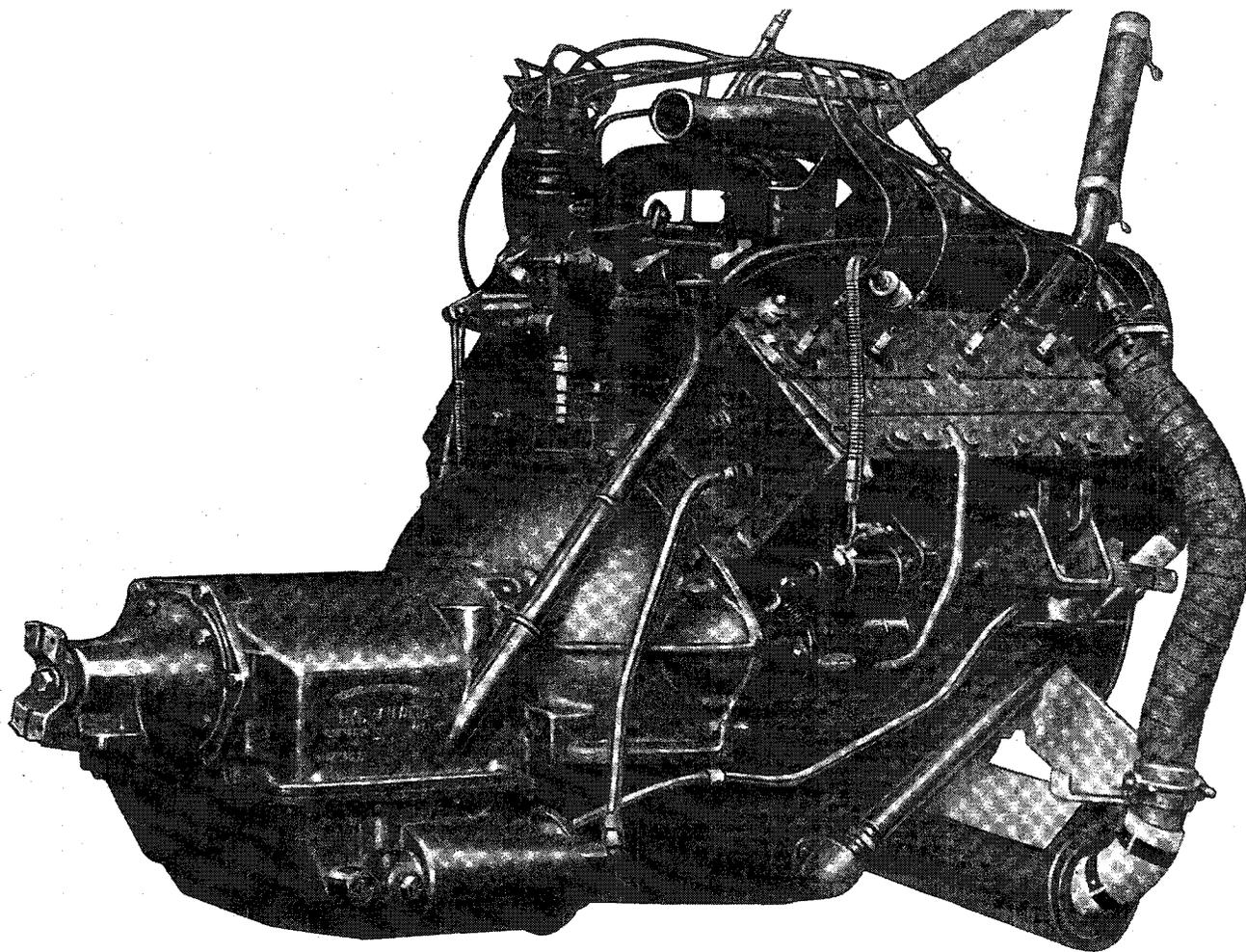
Equally famous is the P-39 Airacobra, a tough, speedy fighter designed for low-altitude flying. Its Allison engine is mounted amidships, behind the pilot, and it carries a deadly cannon in the nose and mounts several machine guns as well. This plane has also seen action in all the theaters of war and has been a highly effective instrument for destroying enemy craft. A large quantity of these planes have been in use on the Russian front, and Russian flyers praise it highly for the success they have had with it in knocking out Nazi planes.

Still another tough fighter is the P-40 Warhawk, the plane which was first used with so much success by the fabulous "Flying Tigers" in China. Time and again we have read about the exploits of these daring fighter crews and their ability to shoot down Jap planes.

This plane is said to have seen action in more theaters of war than any other fighter plane, and a box score of 50 engagements reported by official communiques gave the P-40 a record of having destroyed 13½ enemy planes for every P-40 shot down.

Cadillac has every reason to be proud of the part it has played in building up the success of these fighting craft.

While we don't make the entire engines, we do make the precision engine parts which are the most difficult, and which are so important to dependable, powerful performance. We must, and shall, continue to turn them out in the quantity and quality required. No matter how long the war may last, we are determined to live up to our wartime slogan, "They Shall Not Want."



*B*y 1941, Germany's might appeared invincible. In the spring of that year, Greece was conquered. And about the same time, Cadillac started on another venture that was later to have an important effect on the world's battlefields.

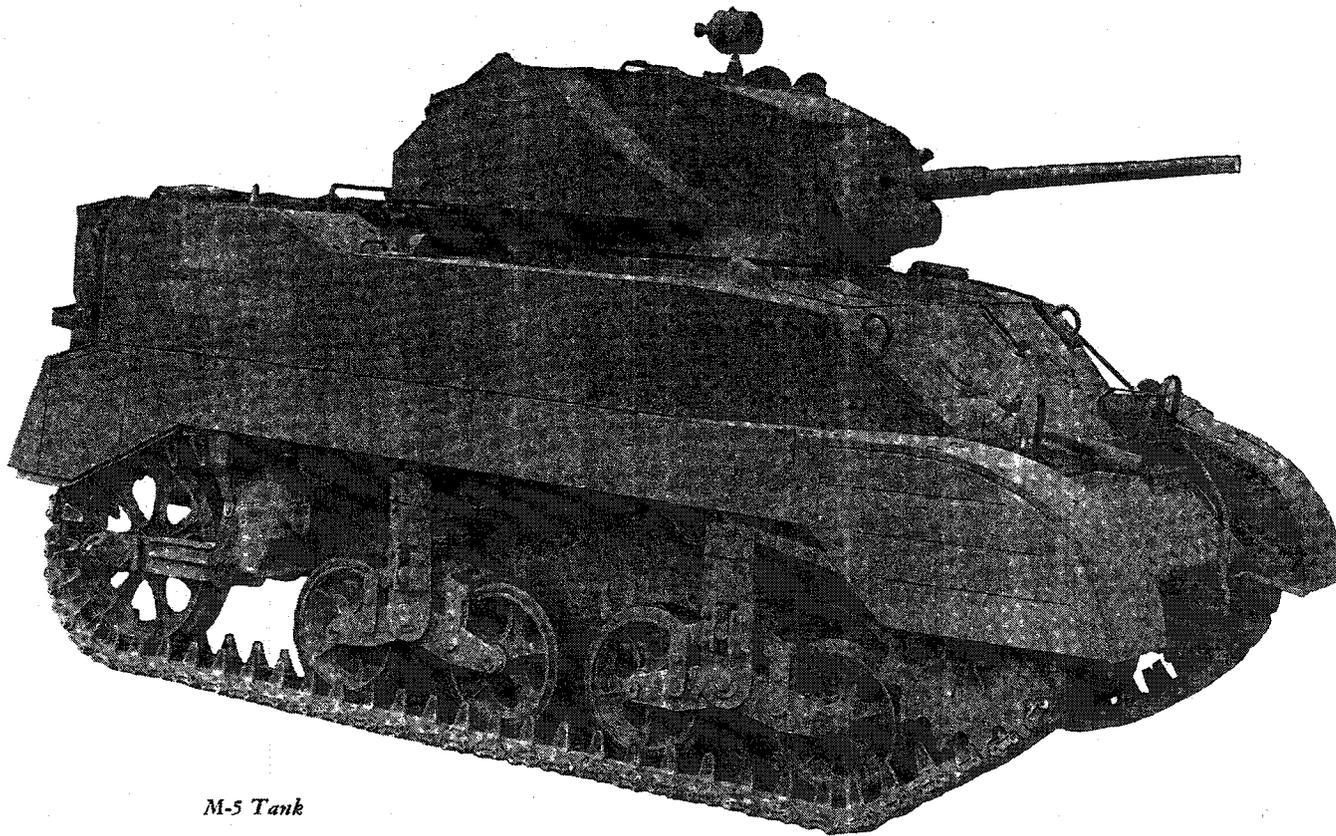
It was becoming more and more apparent that our country must turn out ever larger quantities of war goods, regardless of whether or not we might become actively involved in the conflict.

In searching for ways to be of greatest service, our engineers foresaw the possibilities of adapting the Cadillac V-type automobile

engine for use in light tanks.

With the approval and cooperation of Ordnance Department engineers, a model tank was built. Originally, it was planned to make only the necessary changes to accommodate Cadillac engines and Hydra-Matic transmissions, which had been so successful in Cadillac motor cars. To the Army, this was at first a revolutionary idea, but gruelling tests proved that it made possible better performance than any tank had ever given before. A great many other opportunities for improvement were found, and the result was an almost completely

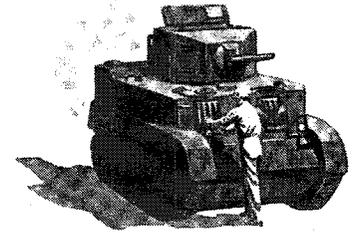




M-5 Tank

new vehicle, excelling any previous design in speed, performance and maneuverability.

Among other advantages, the use of Hydra-Matic eliminates clutch operation and manual gear shifting, which simplifies the work of the driver and enables him to give more attention to maneuvering in battle.



In previous designs, the gear shift lever was located in back of the driver and it was necessary to bring the vehicle almost to a stop before shifting gears. In contrast, the Cadillac "power train" provides automatic shifting depending on engine speed and road condition, so there is no pause between shifts, and the tank is a lot less likely to be hit by enemy fire. Hill climbing ability is also outstanding, as the tank can be both started and stopped on a 60° grade.

The Cadillac 90° V-8 engine had been proven in service since 1914—it was known to be dependable, smooth, quiet. Previously airplane engines had been used in tanks. The Cadillac engine offered advantages in that it was easier to start and operated better at idling speed. In addition, its use released many airplane engines for airplane power. Moreover, because of its long-time use, thousands of automotive mechanics were familiar with its design and construction—an important factor which

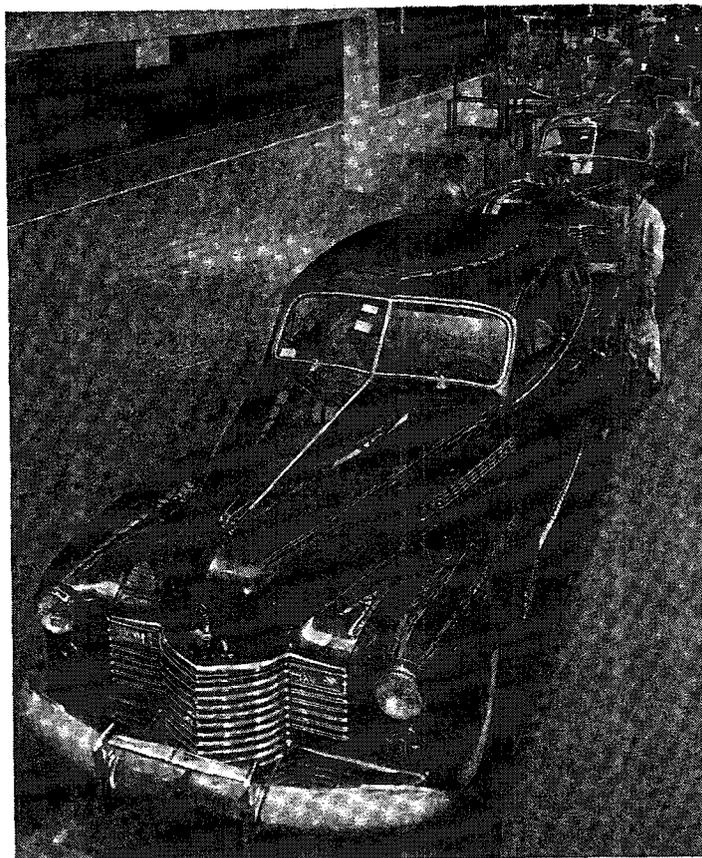
reduced the training time necessary for operators and service units.

An additional advantage is the dual control mechanism, available only with the Cadillac power train. This allows the assistant driver to take over at any time without changing his position, which means that driver fatigue can be reduced, safety increased, and the tank can be kept operating if the driver is disabled.

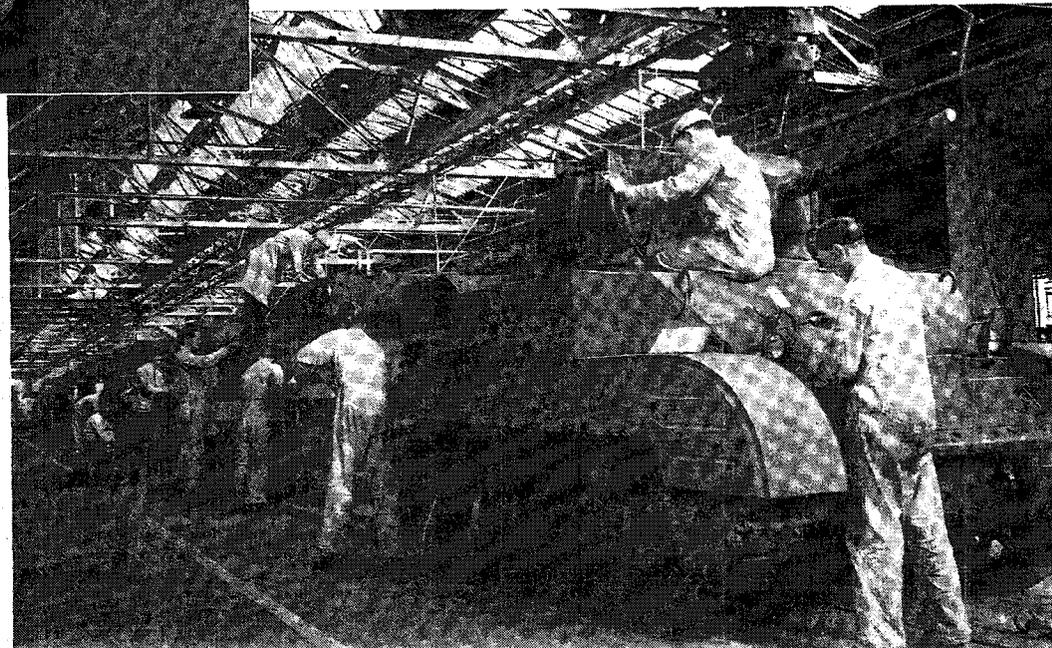
At the time when we were getting ready to go into production, the Ordnance Department became interested in the development of an all-welded tank in preference to the previous riveted type of construction.

The welding of armor plate was a relatively new thing with which no one had had much experience. The Ordnance Department had done some experimental work, but much additional experimental and developmental work was done by Cadillac in order to adapt the process to quantity production methods.

Incident to these experiments, our metallurgists, working in cooperation with Ordnance and other manufacturers, succeeded in an



*Cadillac Assembly Line in 1941—
Our Biggest Car Year*



attempt to develop a type of armor plate requiring smaller quantities of critical alloy materials. This new armor plate gives the necessary protection, and at the same time thousands of tons of scarce alloy metals have been saved since its adoption.

All of these, as well as many other features, made the M-5 tank a unique vehicle; and the Army foresaw, with enthusiasm, how valuable it would be in battle. So in November, 1941, Cadillac received its first order—to build 75 tanks.

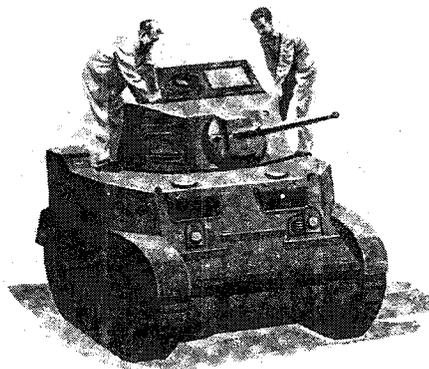
Meanwhile, motor car production had been curtailed by the government, and there were prospects of growing unemployment—at least until more war production assignments could be obtained.

From Peace—To Wa

Then—Pearl Harbor. At once, a sudden skyrocketing of demands for finished materials. No time for a new plant . . . no time for anything, except to get 'em built, no matter how!

Machine tools and equipment were an immediate need. But it sometimes takes six months or more—even in normal times—to get machine tools designed, built and installed. With the sudden demand on machine tool suppliers from all sides, the prospects of getting delivery in a short time were dismal.

Corners had to be cut—and *were* cut, to get production rolling without delay. Every last possible machine, tool and piece of equip-

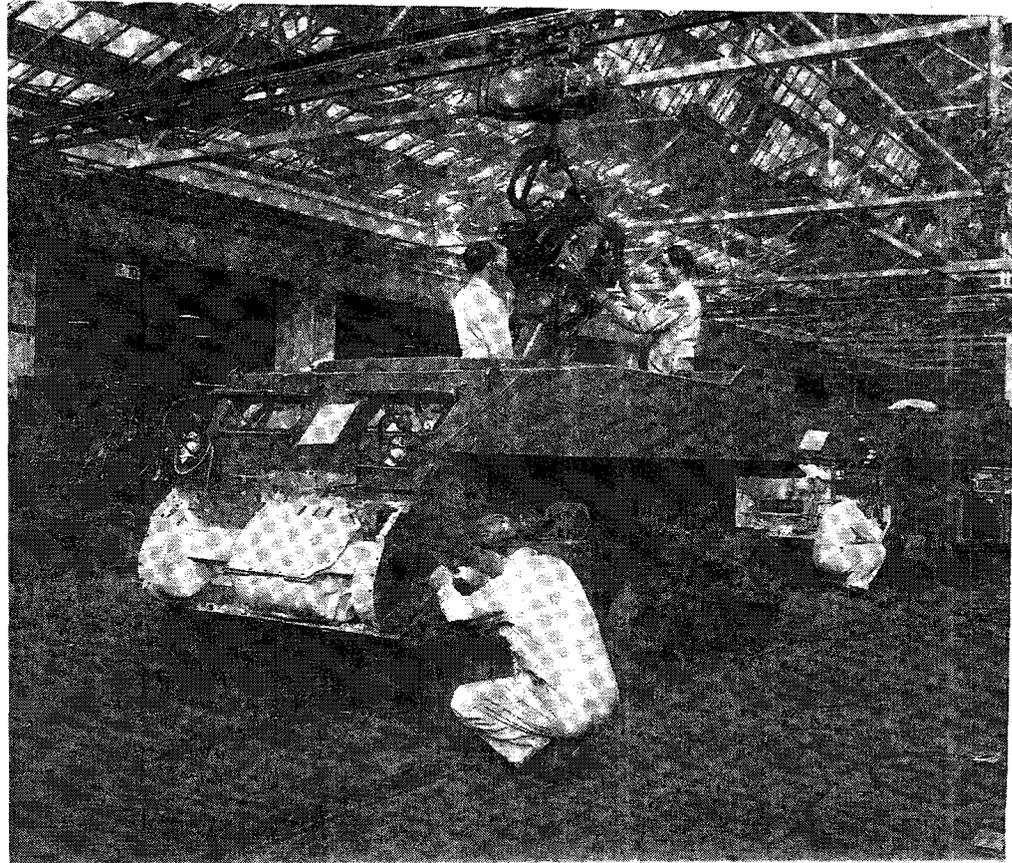


ment previously used in motor car manufacture was adapted (in some cases most ingeniously) to meet the urgent needs of tank production.

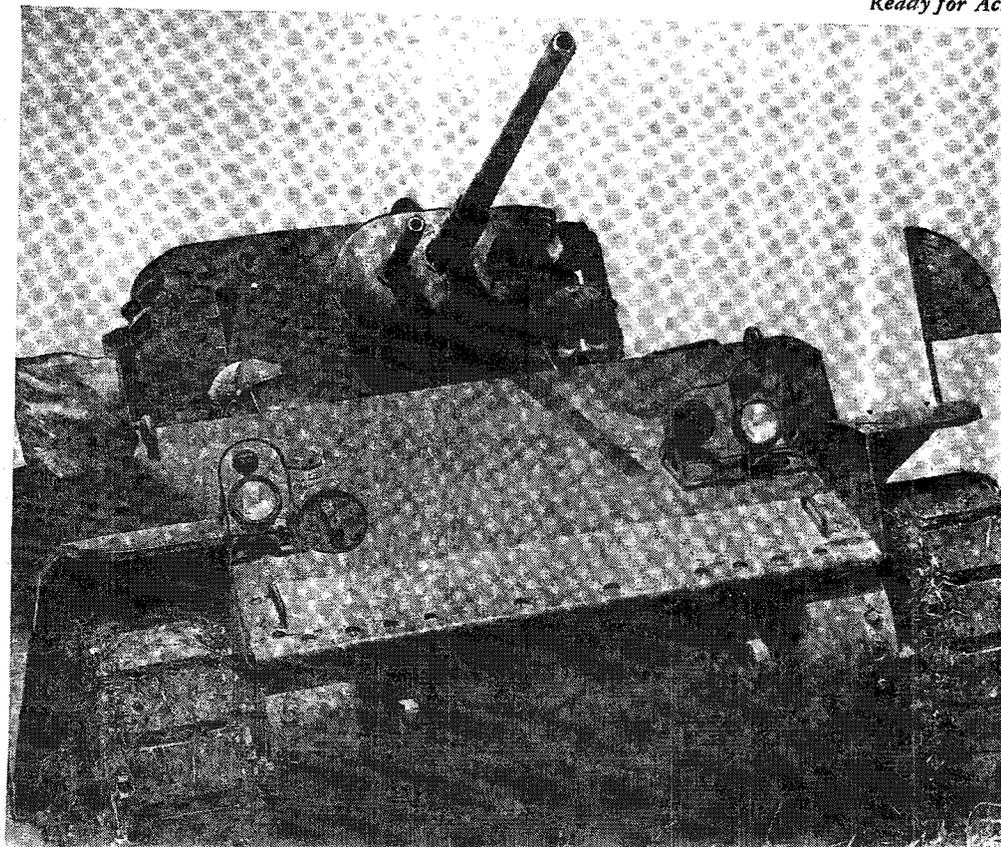
Improvising had to be done. Equipment and machines in no way suited to heavy jobs necessary for tank production were used anyway. They were perhaps not efficient—for long-time use—but they made possible the delivery of the first few tanks on schedule. And that was the thing that counted most during those early days of the war.

Jigs and fixtures—so essential in mass production—take a long time to make. In building the first few tanks, Cadillac did without

be Cadillac Engine



Ready for Acti



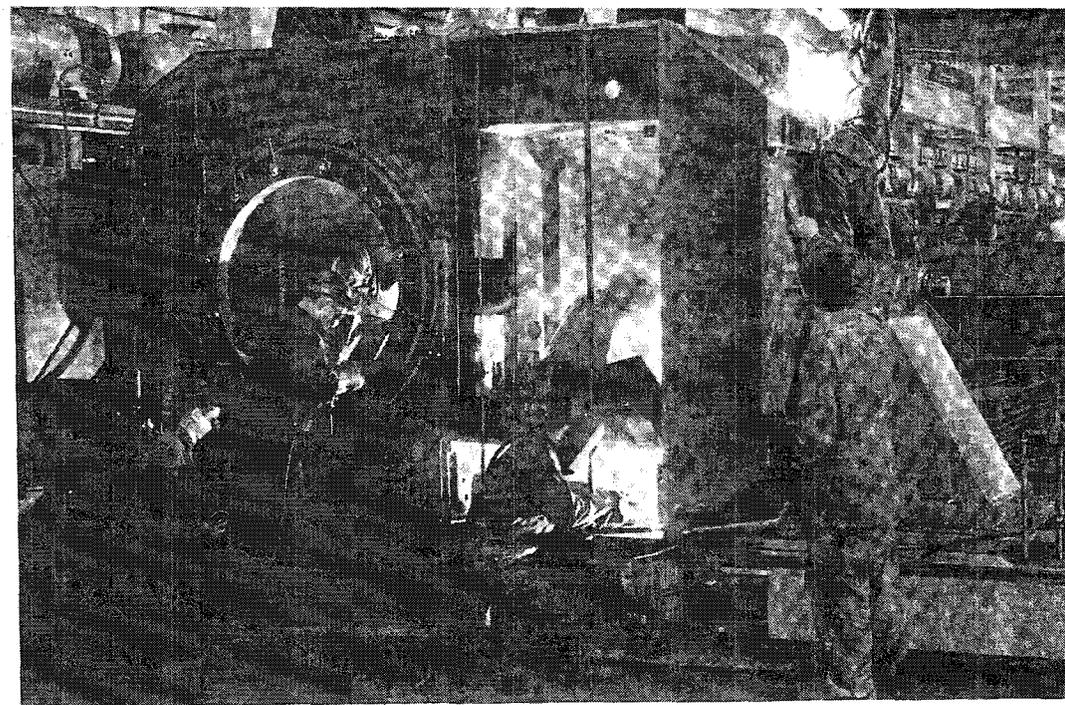
them—built the tanks almost by hand—custom-built, so to speak.

So, even while waiting for the vital machines and tools to be ordered, tank production had started.

Only 55 days after automobile production ended, the first tank was delivered. Just 17 days later, the second was shipped. Production was beginning to roll, and what was still but a trickle was soon to become a flood.

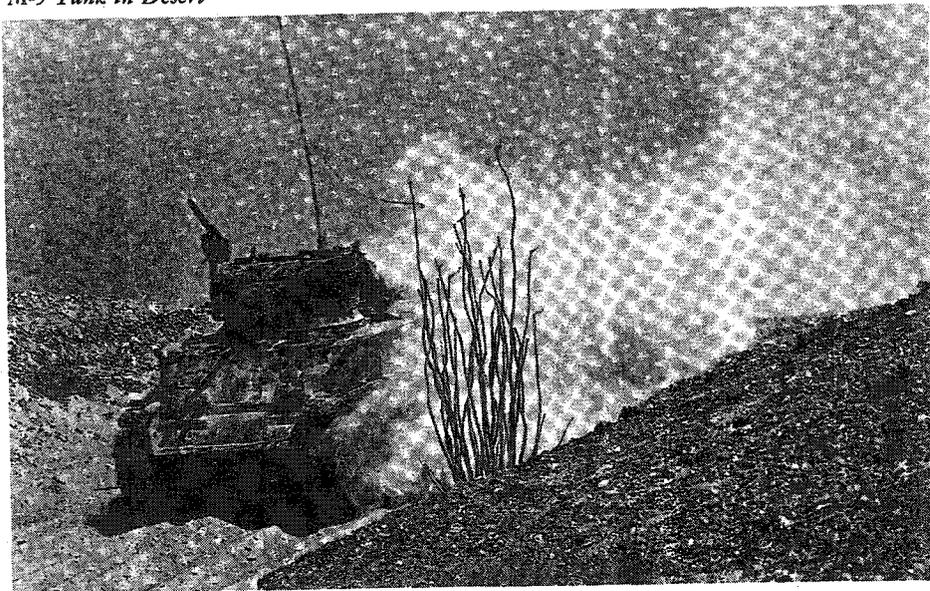
In the meantime, the automobile assembly line was ripped out and new, heavier equipment installed. Special devices were designed and built to speed and simplify the installation of engines, turrets, treads, etc.

Special equipment was also conceived and built for use in the new hull-welding section. Huge positioning fixtures and hydraulic



Hull We.

M-5 Tank in Desert

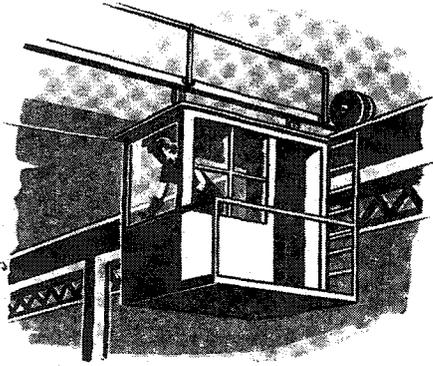


lifts were installed so that the cumbersome hulls could be moved easily to any position, which makes it possible to do the necessary welding at the proper angle and the most convenient height.

Countless other changes were made—to catalog all of them would result in an endless amount of detail.

Through the entire period of initiating production and keeping it under way, the Ordnance Department was most helpful. This assistance, combined with the determination of Cadillac to do the job the war situation required, made possible the quick start of production and aided greatly in keeping it going on schedule.

During the preliminary period, and throughout 1942, the M-5 tank was a secret vehicle and on account of its newness, the details



of its performance and construction were unknown to the enemy. It was necessary, therefore, to say little or nothing about the fact that we were building them, and a great many people may have wondered just what we were doing

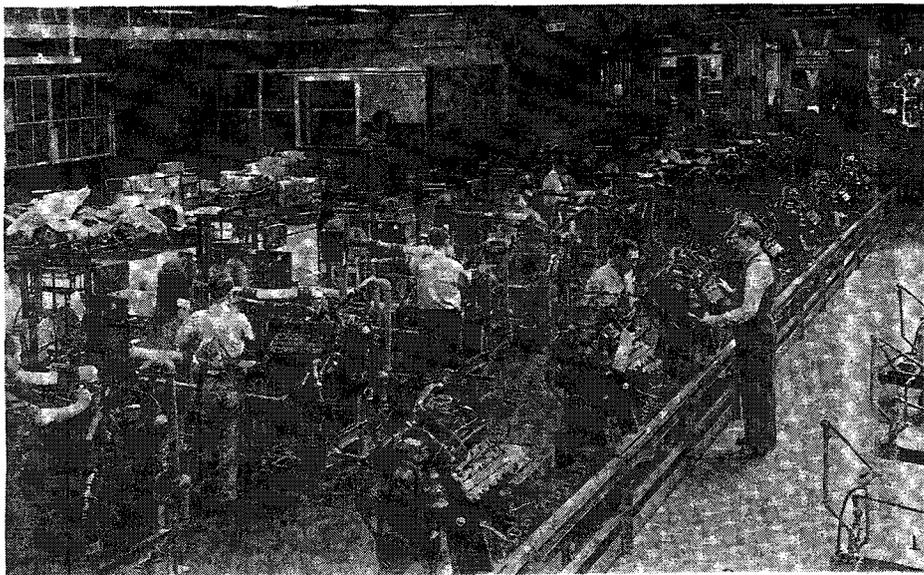
in the war program. Restrictions have been relaxed somewhat since, and, while we are now able to talk about it to some extent, many of the details still cannot be made public. Until such time as they are released for publication, it is obviously to the best interests of all of us to say nothing about them.

As might be expected, our job isn't limited to the building and assembling of engines and tanks. Each one must be thoroughly tested before shipment. Before installation, every engine is run on the break-in test stand for several hours; the transmissions and transfer units

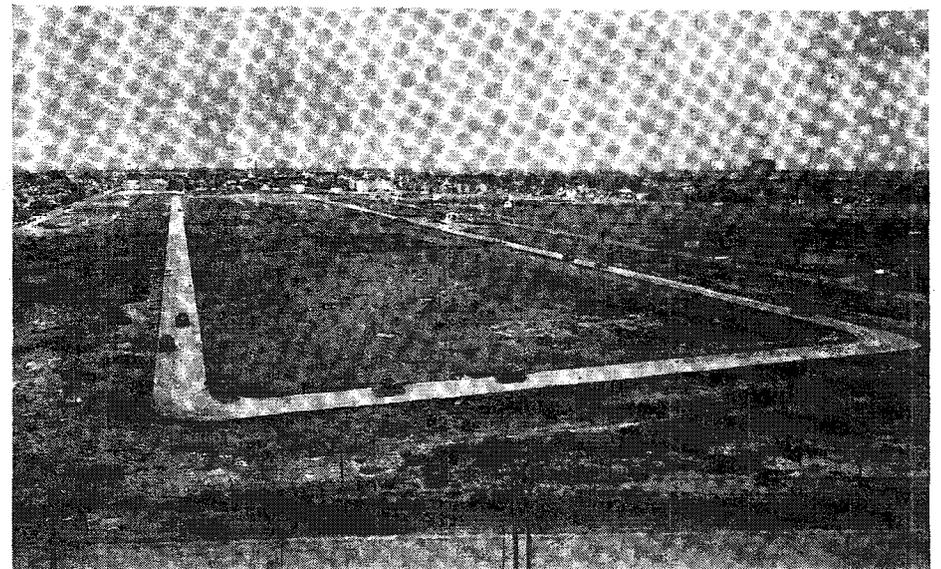
are also put through functional and break-in tests; and after final assembly, the tanks are taken to our test track out on Lonyo Avenue, where they are given a thorough workout. Thus, when they are turned over to the Army they are ready for immediate use, without any further "break-in" period.

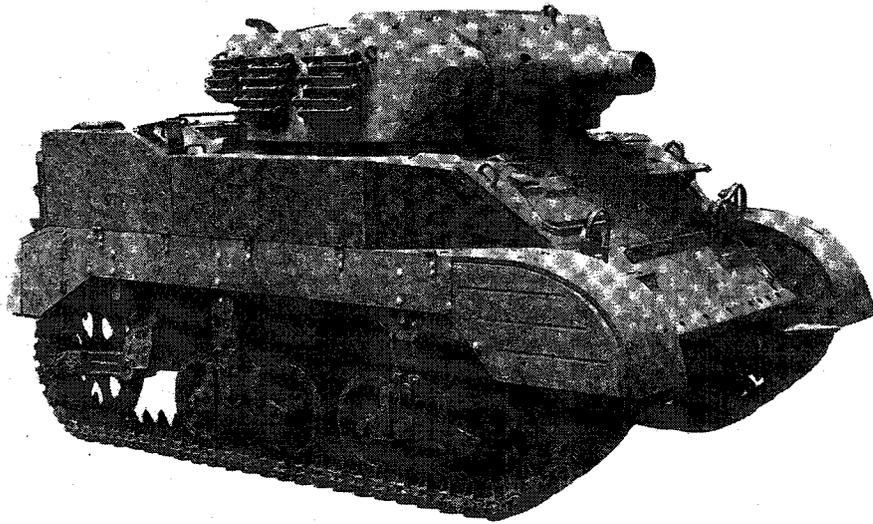
As in the automotive days, it's been necessary to make and ship spare parts, to insure continuous operation of the tanks in service. Due to the nature of tank warfare, it is important to have an adequate supply of extra parts at or near the battlefields. These are used to replace parts that are damaged by enemy fire, and thus the largest possible number of vehicles are kept ready for action. The job is a tremendously complex one, because every part must be carefully wrapped, sealed and boxed to prevent damage from moisture, tropical heat, salt water, or anything else to which the parts may be subjected before use. Just to give an idea of the size of this operation: for every 100 tanks that are shipped, the spare parts required by the Army consist

Testing Cadillac Tank Engines



Cadillac Test Track





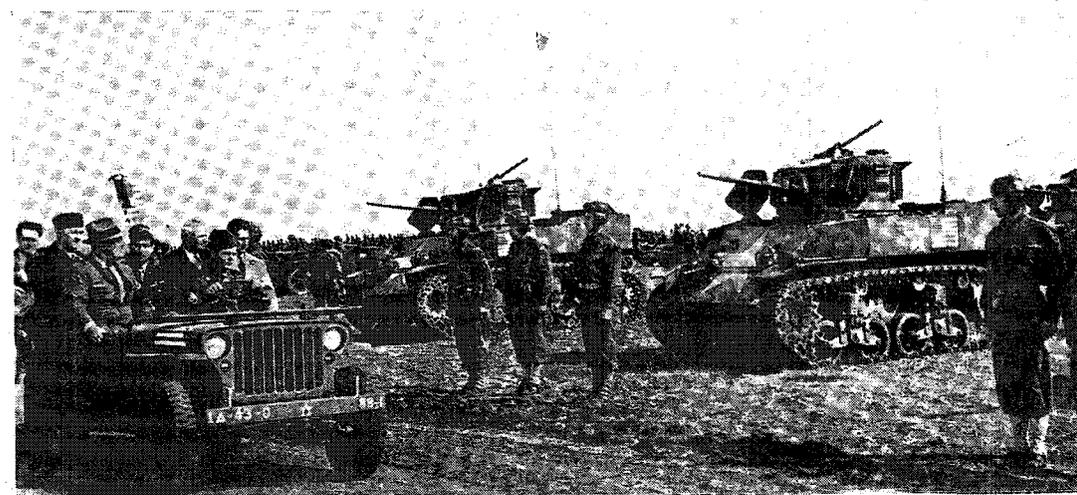
The M-8 Howitzer Motor Carriage

important consideration when you remember that service stations aren't usually very close to battlefields.

Together these two vehicles make a formidable combat team—the M-5 tank, with its speed and maneuverability, is especially useful as a vehicle for reconnaissance or finding the enemy. It is also effective in destroying mines, machine gun emplacements, etc. In landing operations, its light weight, speed, and ability to operate in several feet of water make it a valuable factor in establishing beach-heads. The M-8 Howitzer Motor Carriage is highly mobile artillery, and is used for the purposes of destroying enemy strong points and to fire on positions, otherwise inaccessible, by lobbing its 75 mm. shells over hills or other obstructions. Its accuracy of fire is so great that it can hit within an area of a 50 foot radius from a distance of three miles away.

International News Service Photo

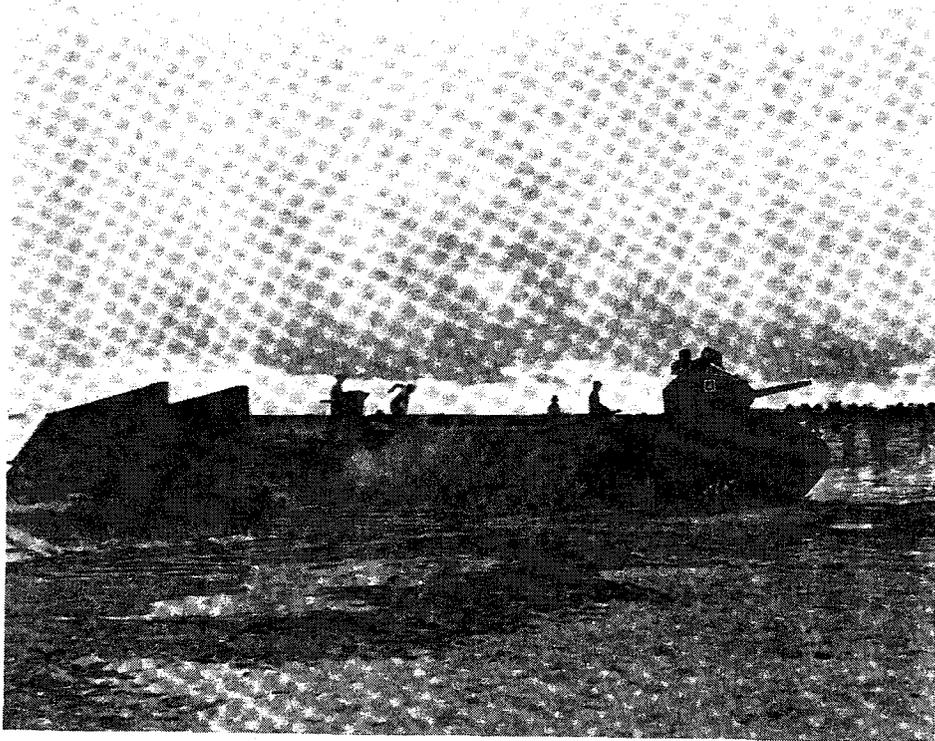
President Roosevelt Reviews M-5 Tank Troops in North Africa



of over 200,000 pieces, packed in 3,645 completely sealed boxes, which require 12 freight cars for transportation.

The M-5 tank wasn't the only armored vehicle we were asked to build. A companion model, the M-8 Howitzer Motor Carriage was put into production in the summer of 1942. The fundamental design of the two is very similar, the principal difference being in the turret and the type of guns used.

The advantage of having two different vehicles on the same "chassis" is obvious. In case of damage, the same replacement parts can be used on either vehicle, which permits a considerable reduction in the variety of spare parts that must be kept available. In fact, any servicing work that must be done is made less complicated—a most



Landing Operation

U. S. Marine Corps photo

As mentioned previously, the Cadillac power train consists of two Cadillac engines combined with two Hydra-Matic transmissions. In addition, there is a transfer unit, the purpose of which is to bring the power of the two engines to a common point.

The success of this power train has been so great that it has been adopted by the Army as standard for all light tanks, which means that we now produce the motive power for every light tank being built.

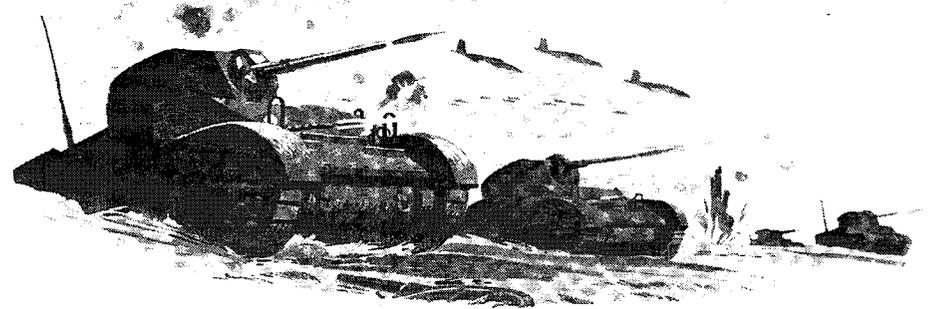
That is something which should encourage and stimulate us all.

It places a heavy responsibility on us, but we know that we can do the job required of us, and do it well.

But the ultimate proof of any war product is its performance on the battlefield. Because of censorship restrictions, specific incidents in which M-5 tanks have taken a part cannot yet be told in detail. It can be said, however, that they did a grand job in the invasion of Africa; and that in subsequent campaigns they have also been used advantageously to speed the course of battle. They are also seeing service in the South Pacific and the Aleutians, where they are helping to clear the Japs out of so many of the islands.

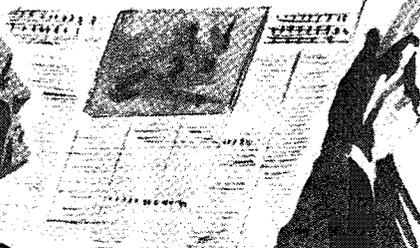
Because of their relatively light weight, their remarkable performance and their maneuverability, they can be used for such a variety of operations that they have come to be known as the "Commando of the Tanks."

There is little question but that they have earned this nickname, and that they will continue to live up to it. With their speed, fire power, and versatility, they combine all the qualities the name "Commando" implies.





The American Press
THE PRESS TAKES NOTE



NEW YORK TIMES
JAN 14 1943

SAYS CADILLAC TANKS SEE ACTION IN AFRICA

General Campbell So Reports in Presenting 'E' to Plant

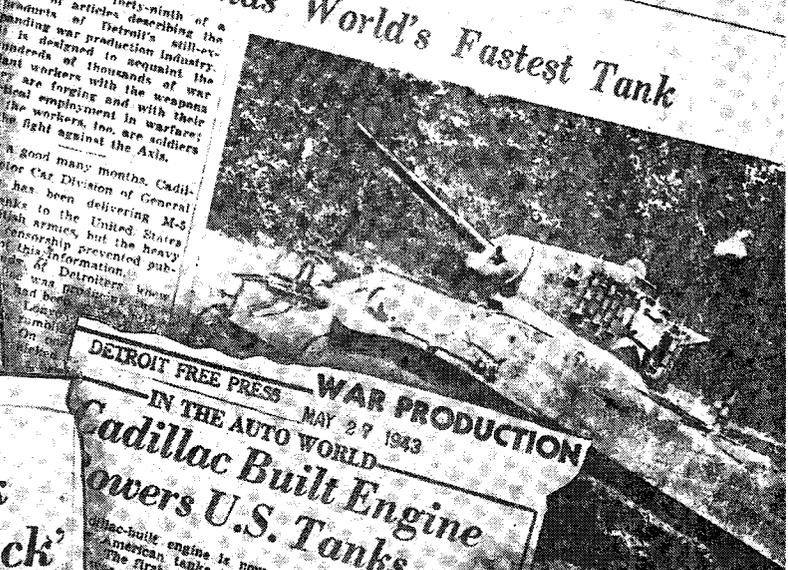
DETROIT, Jan. 13 (AP)—In presenting the joint Army-Navy "E" award for production excellence to the Cadillac Motor Car division of the General Motors Corporation today, Major Gen. Levin M. Campbell Jr., chief of ordnance, disclosed that the new light tank manufactured at the Cadillac plant had already seen action in Africa.

General Campbell's statement of disclosure of

DETROIT NEWS
FEB 7 1943

Cadillac Builds World's Fastest Tank

Detroit's War Products—No. 49



This is the forty-ninth of a series of articles describing the products of Detroit's still-expanding war production industry. It is designed to acquaint the hundreds of thousands of war plant workers with the weapons they are forging and with their vital employment in warfare, the workers, too, are soldiers in the fight against the Axis.

A good many months, Cadillac has been delivering M-5 tanks to the United States Army, but the heavy censorship prevented publication of this information.

The Cadillac plant had been producing M-5 tanks for several months before the Army Division of General Motors disclosed the fact that the tanks were being sent to the United States Army.

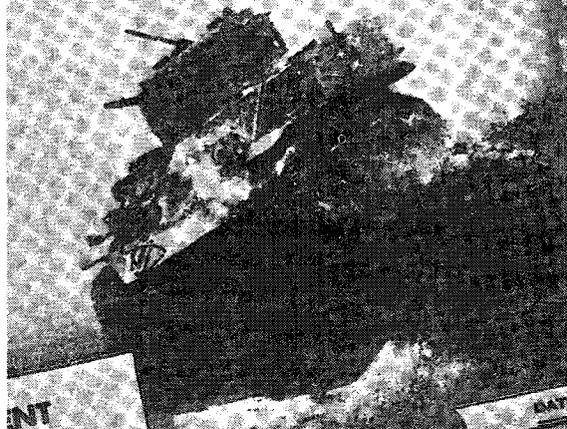
DETROIT FREE PRESS
MAY 27 1943

WAR PRODUCTION

Cadillac Built Engine Powers U.S. Tanks

The first successful Cadillac-built engine is now in the hands of the Army. The first successful Cadillac-built engine is now in the hands of the Army. The first successful Cadillac-built engine is now in the hands of the Army.

DECEMBER 25 1943
It's a Detroit



Weapon of Democracy WASHINGTON POST

Display of Speedy M-5 Tank Arranged for 'Back the Attack'

Engineers Set Stage For Mammoth Show Of Fighting Equipment

The most powerful tank in the world today—the Army's great "Commando," the M-5—will be shown to Washington and the world for the first time.

It will be shown as a single weapon in the greatest show the Army ever has put on, in any city at any time. "Back the Attack," this miraculous display of America's fighting power, is being sponsored by The Washington Post, arranged by the United States Army at the request of the Treasury, and will coincide with the Third War Loan Drive.

Fourth War Year for Cadillac

Cadillac this month observes the fourth year of its participation in the war production field. It was in May, 1939, that the Allison division, seeking a builder for the liquid-cooled motor, approached Cadillac, and the negotiations were shrouded in great secrecy.

Tool companies were given orders for special equipment. Cadillac employees were taken into the field as well as being asked to make a strange product as well as being asked to make a strange product as well as being asked to make a strange product.

Cadillac Engine Used in M-5 Tank

Power Unit Used in Mediterranean Area Offers Many Advantages

DETROIT, Aug. 27.—The Cadillac Motor Car Division of General Motors Corporation announced today that the M-5 tank, which was the first of its kind to be used in the Mediterranean area, had been equipped with the Cadillac engine.

Automatic Gear Shift Now Used in Tank

Greater Speed and Maneuverability Obtained

WASHINGTON, Aug. 18 (AP)—The automatic gear shift, one of the new conveniences in automobile design, was first used in the M-5 tank before war stopped their manufacture. It has been installed in the new M-5 tank to make it the fastest model in action.

DETROIT FREE PRESS
DEC 23 1942

Another New Weapon

BY ROBERT L. PERRY
Free Press Automotive Editor

For Hitler, Tojo and Il Duce, a new Christmas present from Detroit, another secret weapon, mobile and deadly, came off the production line at Cadillac Motor Division of General Motors Thursday.

DETROIT FREE PRESS
AUG 19 1943

Army Reveals Details of M-5 Power Train

ROBERT L. PERRY
Free Press Automotive Editor

That was told in this week's development of the M-5 tank. The details have been withheld during its two-year production program and are now being revealed.

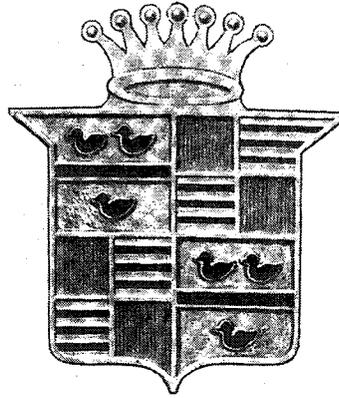
DETROIT TIMES
JUN 13 1943

Cadillac Expands Staff Of Technical Observers

Expansion of the Cadillac field organization that is assigned to various divisions as technical observers was announced Saturday by George W. Otto, general parts and service manager of the Cadillac Motor Car division.

cent attention to the group. The total to date, two of whom, William E. Burnett of Rochester and some months ago, Detroit American for-

CADILLAC SERVICE



"IN THE SERVICE"

Immediately after Pearl Harbor, it became apparent that there would be a growing need for men capable of servicing tanks. At that time the Army had neither the equipment nor the personnel required to give adequate courses of instruction, and Cadillac, after surveying the situation, instituted a training program. In cooperation with the General Motors Institute of Technology and the Army Ordnance Department, two courses were developed, one for the training of instructors, the other for mechanics.

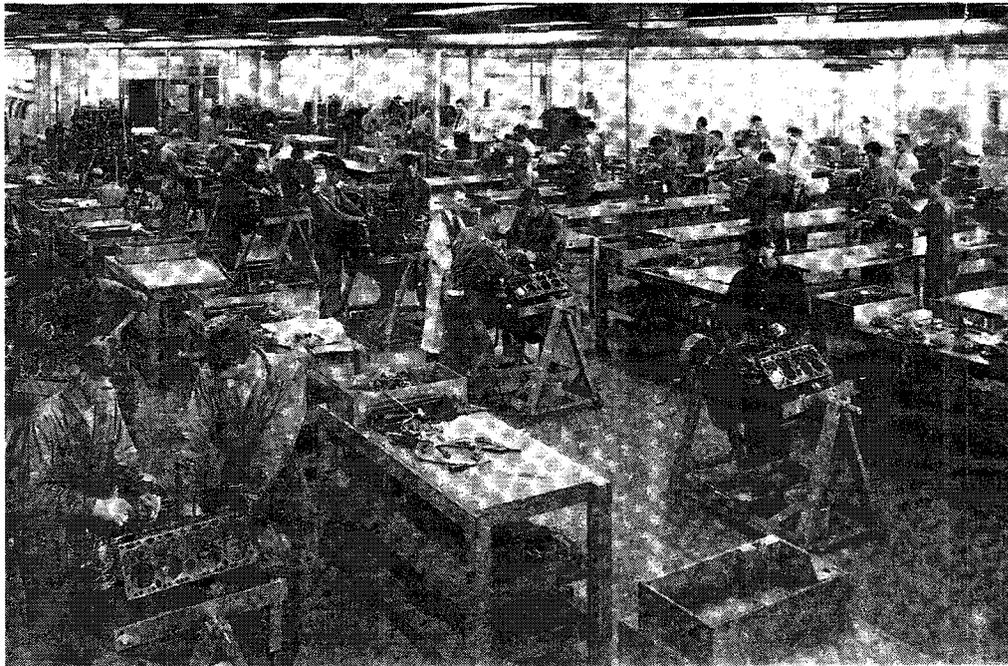
Classes were started on March 9, 1942, at the General Motors Institute in Flint, and the course for mechanics has been given continuously ever since. The subject matter covers primarily the details of the

"power train," since the Army has schools of its own where other parts of the tank are taught. To date, over 2500 Army people have received this specialized training.

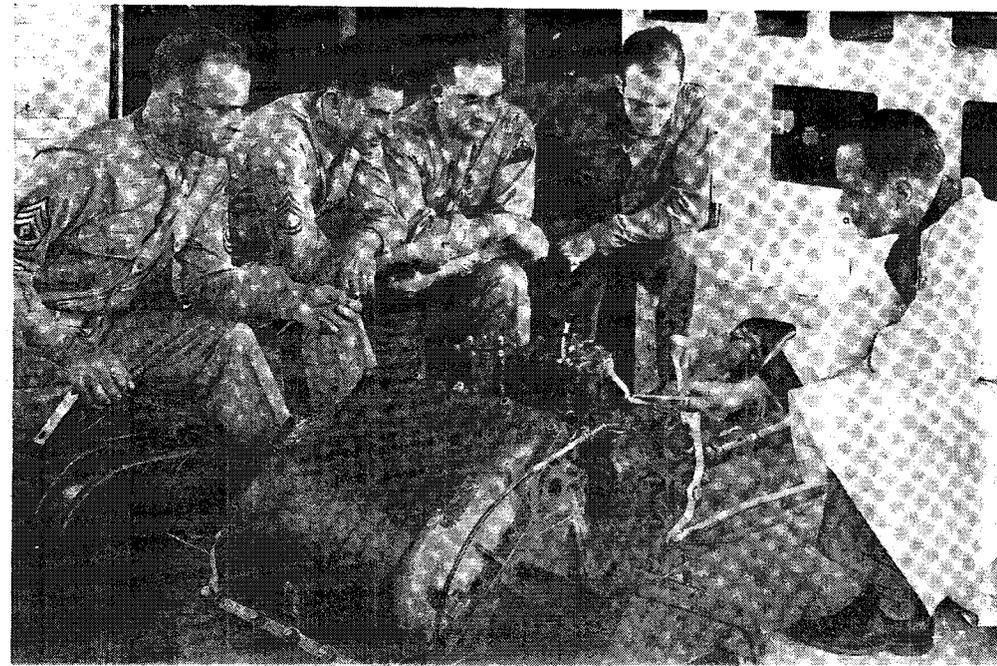
In addition to the school at Flint, special training courses were developed for use at Army camps. There is a Cadillac representative at every camp where our tanks are used, and instructions are given in operation, maintenance and repair of the vehicles.

One of the roughest and most strenuous jobs in connection with our tank program is that done by the Cadillac Field Force. Known to the Army as Technical Observers, they give new meaning to the word "observe." These men live, travel, eat, sleep and work with the

Students Learn Details of Cadillac Engine



Intensive Instruction on Cadillac "Power Train"



Army. They go to the training and maneuver areas and right on to the combat zones and battle fronts.

Each of these men is a self-contained unit. Each carries his own tools, his own educational equipment, his own tent and sleeping bag, mess kit, gas mask, and whatever other equipment is necessary. These men must spend their days watching the operation and reporting on the performance of the vehicles—and their nights, repairing and adjusting them. Field repairs are usually made under the most unfavorable conditions, because tanks are seldom damaged where the ground is level or dry, or where repair equipment is right at hand. Difficulties have a habit of occurring in the muddiest of mosquito-infested swamps, in the thickest woods, or on the steepest

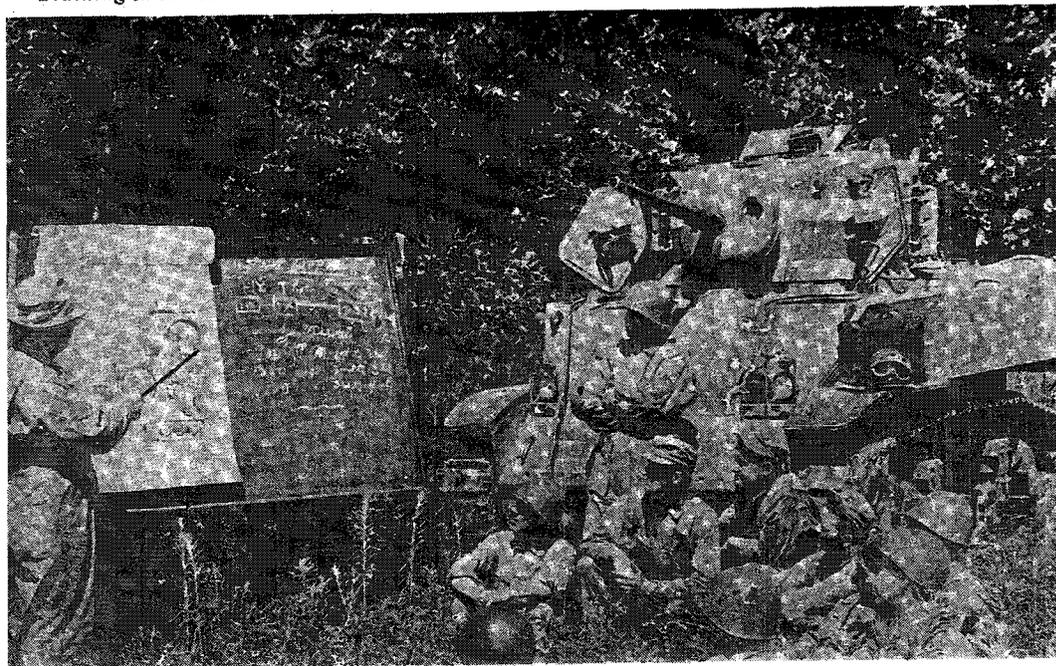


hillside. At night, repair work usually must be done under blackout conditions.

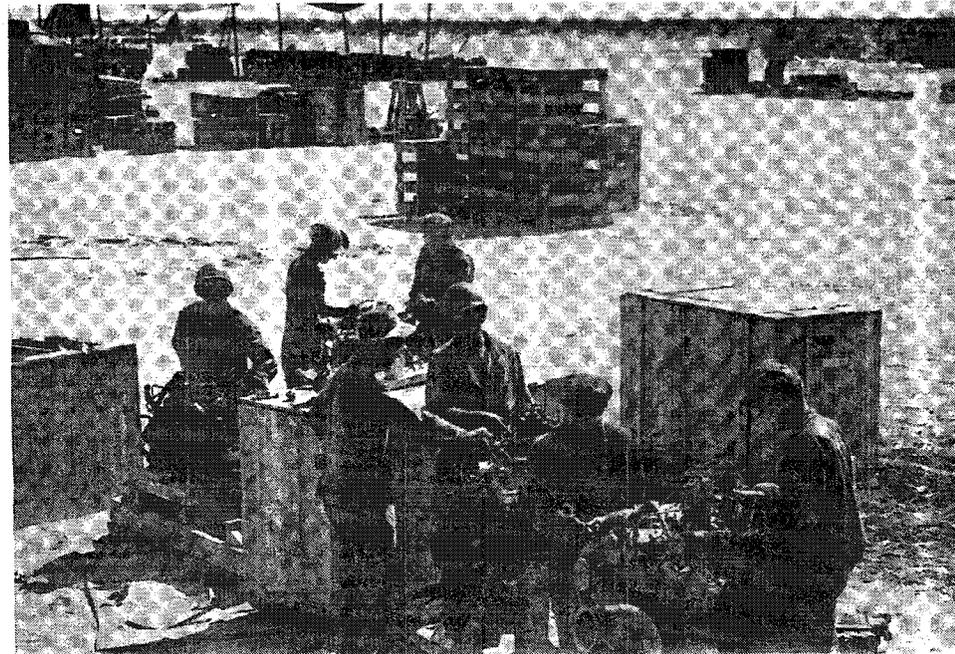
Their job is a tremendously important one, because, being familiar with every aspect of tank design, construction, operation and performance, they are able to work closely with Army personnel and make accurate, dependable reports to the factory. Such reports are a vital contribution to the progress of light tank design.

All of these wartime activities are simply an extension of the life-long policy at Cadillac: to build good products in the first place, and then to maintain an active interest in those products after they leave our factory, to make certain that they perform the way they were built to perform.

Training in the Field



Service



It's never been the custom of automobile manufacturers to try to make every part themselves. Such a method would be inefficient and would probably have made cars far more expensive. Instead, other manufacturers are called on to supply certain specialized parts.

As we turn out the finished products we make, there may be a tendency at times to overlook the work done by these suppliers. But we know that without their help and cooperation, the success of our production program, and the speed with which it got underway, could scarcely have been realized.

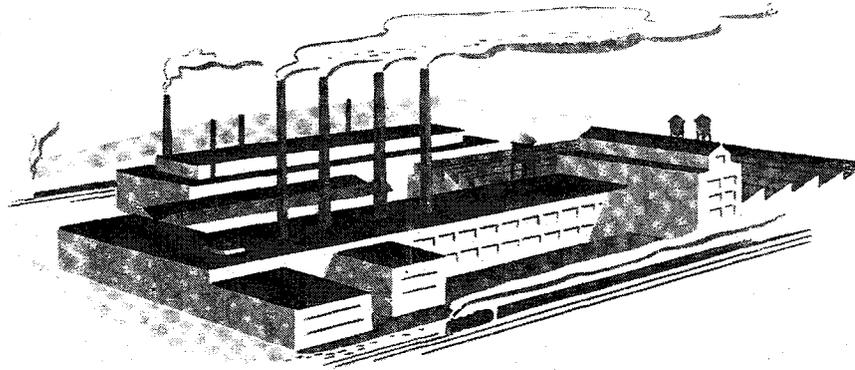
Many of them are associates of long standing, having furnished us with automotive parts or materials. At the start of the tank program, they were able, in many cases, to adjust their facilities to the production of tank parts needed by us.

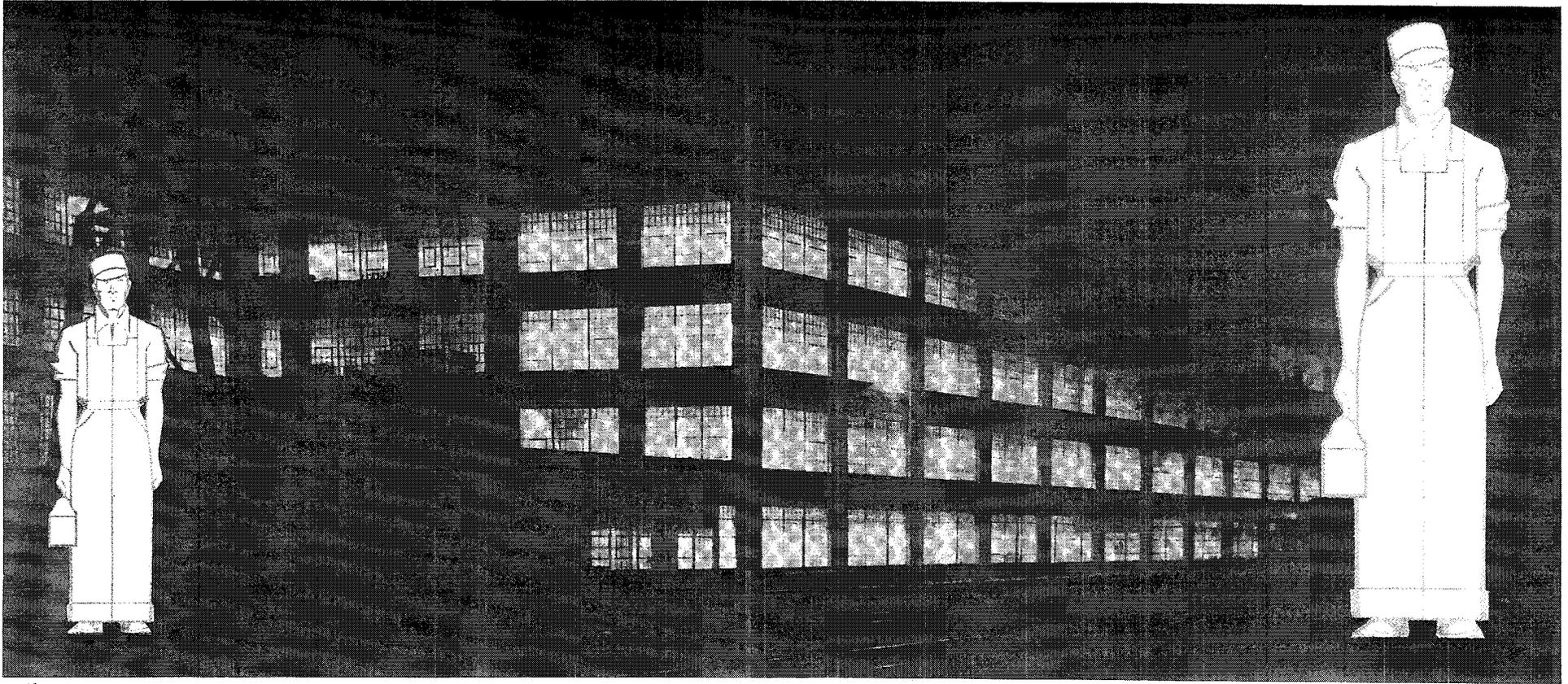
They, too, had to go through a period of transition in getting ready for war production, and a whole-hearted cooperation, a free interplay of ideas, has been characteristic of our relations with them.

At the start of the war, other companies were sought to make certain parts. As a result, we now get parts and supplies from all over the country—from small shops and great factories—from country villages and big cities.

The growth of the war program has caused many of these companies to expand way beyond their original expectations. Like our own organization, some of them have developed new skills, new standards of accomplishment, which are now contributing to the production of better war materials, and which will assuredly be of benefit to us all when peace returns.

Cadillac has also worked closely with the Massey Harris Co. and the American Car and Foundry Company; both of which are building M-5 light tanks, for which our factory supplies the "power trains." Here, too, cooperation has been the order of the day, and it is producing the results our country needs—more combat vehicles on time, or ahead of time.





When a family, or a city, or a nation grows very rapidly, there are almost bound to be problems of one sort or another. Frequently, if friction is to be avoided, personal readjustments must be made, involving a certain amount of give and take. The same applies to the Cadillac organization which, as a unit, has just about doubled in size since the start of the war.

Because we *are* at war, it has been of tremendous importance that things run as smoothly as possible, and it is to the credit of everyone at Cadillac that these new working conditions have been met with a minimum of confusion.

Of even greater importance, both labor and management make every effort to get along harmoniously, and there have been no stoppages of work on account of "labor disputes."

The number of workers has steadily increased since 1939, the peak of peacetime employment being reached in June, 1941. There was a slight dip shortly after Pearl Harbor, when the tank program was not yet underway, but this period lasted only a short time and involved relatively few people.

As the demands of the armed forces grew, more and more women joined Cadillac's ranks, until today they constitute over 38% of our personnel.

NEW JOBS . . . NEW SKILLS

With the advent of war production, there was a vast increase in new types of jobs to be performed. In order that they be done right, and with a minimum of waste, training courses in several skills were inaugurated.

For example, the Cadillac tank was the first all-welded tank to be turned out in quantity. This might not have been accomplished except for the fact that, before tank production was scheduled to start, a welding school was organized, in cooperation with the Detroit Edison Company and the Board of Education; and a good many Cadillac people, as well as new employes, undertook to master the technique of welding armor plate. This course of instruction has been in operation ever since, to insure an adequate number of people capable of doing this type of work.

There are a good many other jobs here at Cadillac that require skill and experience. Some of them can be picked up fairly quickly; others demand unusual ability combined with practice.

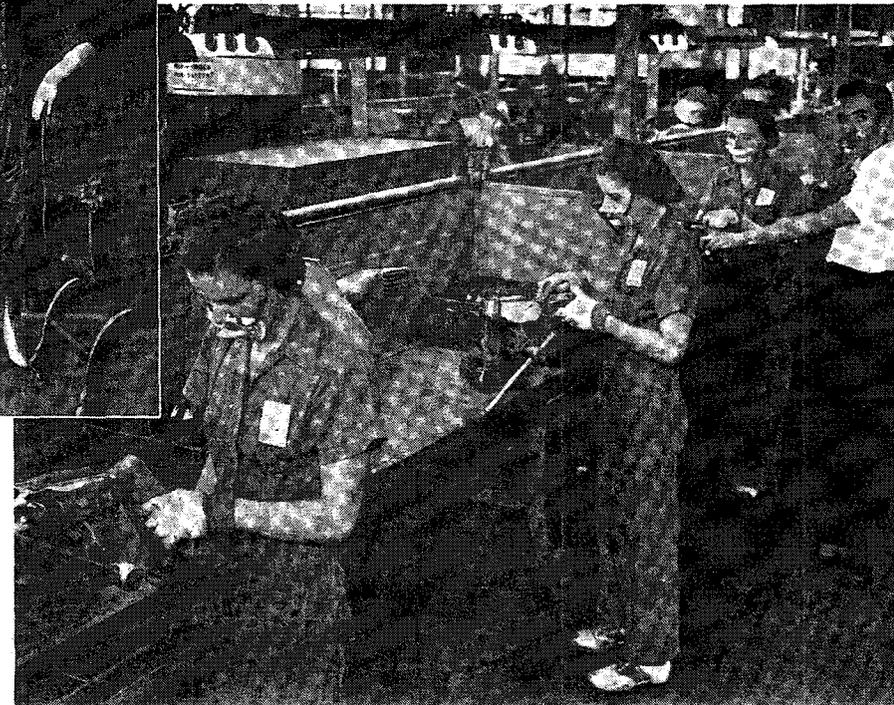
There are many now working here who have never done factory work before. It has been the aim of Cadillac to assign each person to the job he or she seems most suited for, and to provide adequate "on the job" instruction wherever it may be needed.

A section of the plant where certain aircraft parts are polished used to be known as "Boys' Town," because the membership was made up mainly of boys just out of school who wanted to learn a factory trade. Many of these youths progressed to other, more advanced jobs throughout the plant. Others left to join the armed forces. Now the section would be more appropriately called "Girls' Town," as few boys are left.

But the advent of girls and women into jobs formerly considered only for men is nothing new. Some of

Women worked in World War I, too.

"Boys' Town" has become "Girls' Tou



the veterans will remember that the same thing happened during the last war. Probably the outstanding difference between now and then has been a slight change in the type of clothing considered suitable for factory wear.

When Col. R. Z. Crane visited us back in June, 1942, he said, "When Cadillac was in the first stages of war production, I was most favorably impressed with the attitude of both the management and the workers—everyone seemed to be itching to get on the job."

Events since then have shown that the Colonel was right. For we at Cadillac know that our country's at war, and that our obligations don't end with the production of war materials. Every time appeals are made for "extras," the goals have been made—and beaten. In this regard the Cadillac War Production Committee has done an excellent job, and all of us owe the members our thanks for

The Cadillac War Production Committee in session. Left to right: A. E. Blakney, Joseph Fogarty, Robert Boswell, Royal Benson, David Miller, Harry Garrett, Charles Trout, Briggs Beurmann, R. L. Rickenbaugh, Harry Ford



Cadillac Employees Donate Blood

helping to make a success of these and many other special activities.

In April, 1942, Cadillac received the U. S. Treasury Flag, awarded to organizations where 90% of its members were participants in the War Bond purchase program. Cadillac's record was 100%.

That was just a start. Since that time, regular purchases of War Bonds and stamps have averaged at least 10% of the total payroll.

In the special War Bond Drive of September, 1943, Cadillac was the first General Motors plant in Michigan to reach its quota. The total cash value of the bonds purchased during that drive was equivalent to an average of \$102 per employe.

Cadillac people were also early contributors to the Red Cross blood bank. The mobile unit visits the plant at regular intervals, and on almost every occasion records have been set, not only as regards the percentage of employes participating, but also in the daily



quantities of blood obtained, which results from the promptness and efficiency of all concerned.

At the time of the last drive in the late summer of 1943, a goal was set of securing 2,987 pints of blood—one to represent each Cadillac employe in the armed services. Again the cam-

paign was a highly successful one, as a total of 3,037 pints were collected.

As Christmas, 1942, approached, the Cadillac cigarette fund was started, with the purpose of sending cigarettes to former employes now in the service, an indication to them that we appreciate the job they are doing.

Collections have been taken up each month ever since, and through the end of October \$22,401.66 had been contributed.

Out of this money 23,000 cartons, or 4,600,000 cigarettes, have been mailed to the boys in Army camps here and overseas.

Interesting in this connection is the fact that Cadillac was the first industrial organization to start a fund of this sort, and that many others have since taken up the idea.

In addition to these many activities carried out by employes themselves, there are a number of facilities provided by Cadillac to add to the well-being of every member of the organization. The

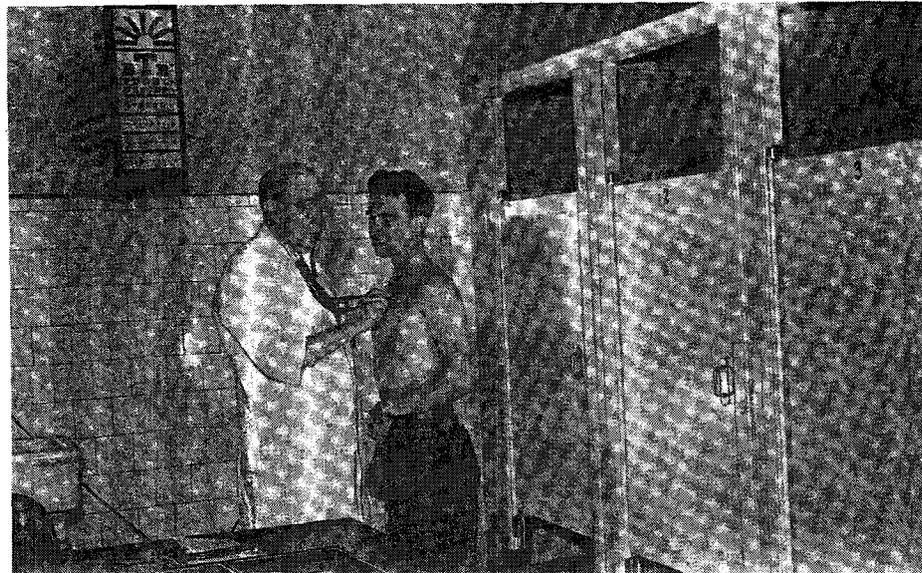
general physical condition of each of us is always important—and now that we're at war it is of even greater consequence, because time lost through accident or illness means delay in getting our war materials to the fighting fronts.

Therefore, safety is one of the prime considerations in everything that is done. Every machine, every process has been carefully studied from the standpoint of safety, and constant efforts are made to reduce time lost through accidents. As a result, Cadillac is a safe place to work.

Our hospital facilities are most complete, assuring everyone of prompt and efficient treatment in case an accident or illness should occur. Every new employe is examined in the hospital to make sure that his physical condition is suitable for the work to be done.

Each of us can have a sense of security in the knowledge that the hospital equipment is modern and complete, and the medical staff extremely capable.

Every New Employee Is Examined



SUGGESTIONS TO WIN

On the theory that people who do the work on any job should be well qualified to find ways of improving the methods used, a suggestion system was inaugurated at Cadillac in July, 1941. That was when we were still making automobiles, although war production was rapidly growing in importance.

Later, in March, 1942, a similar plan was put into effect throughout the General Motors Corporation. Under this plan, Cadillac workers submit their ideas regarding product improvement, increased production, savings of materials, higher efficiency, or greater safety. There has been a steady flow of suggested improvements, and a great many of them have paid off in war bonds and stamps.

No matter what the type of job may be, there is always the possibility that some way can be found to do it better. Not everyone is able to come up with a good idea the first time—or maybe even the second or third—but plenty of good ones have been accepted and put into use.

To supplement the monetary awards, the Cadillac War Production



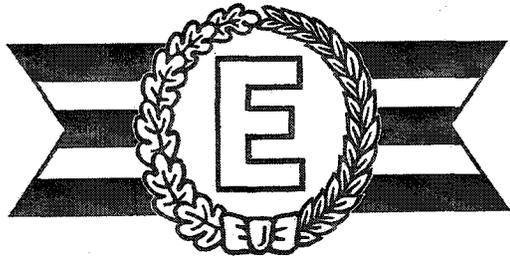
Committee issues an Award of Individual Production Merit for every suggestion that is adopted, and the Cadillac Tank Certificate for suggestions of major importance.

Recognizing the value of employes' suggestions in aiding the war program, and to further stimulate the flow of ideas, the War Production Board in Washington gives special recognition to workers who submit exceptionally outstanding ideas. To honor such contributions, Certificates and Citations of Merit are issued. Up to now ten

Cadillac employes have been so honored. This puts Cadillac among the twenty-five leading plants throughout the country in the number of workers who have received this recognition.

The system calls for the constant effort on the part of everyone to think up better ways of doing things. Not only does it mean awards and honors for those who have successful ideas; of even greater importance, every useful suggestion may contribute, directly or indirectly, to the saving of lives at the fronts, and even to the shortening of the war—which, after all, is our primary goal.

PROOF OF EXCELLENCE



It was a red-letter day for every member of the Cadillac organization when, on that cold January 13, 1943, we received the Army-Navy "E" Award. Originated by the Navy as a symbol of merit for a ship's crew, its use was broadened, when war struck, to include certain war plants which had made an outstanding record in the production of war material. It is the highest wartime honor that can be bestowed on an industrial organization, and therefore it is not easily won. Its possession is a recognition of a determined effort on the part of everyone to do the job quickly and well.

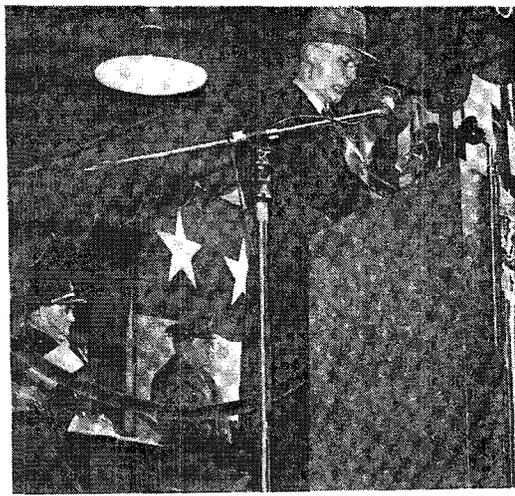
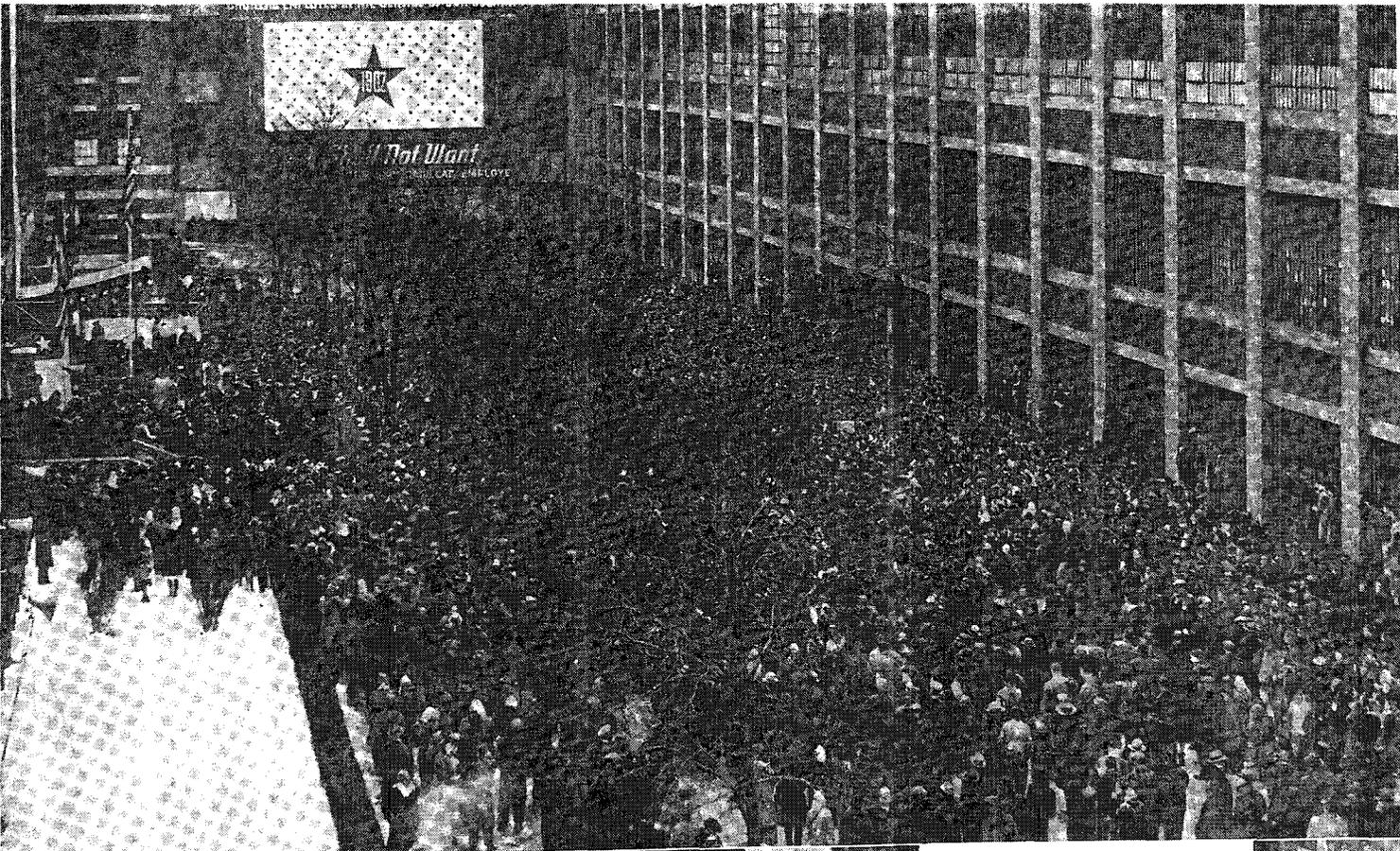
From the early days of producing aircraft engine parts on down through the rapid change-over for tank production, we always managed to meet—and beat—our schedules.

It took hard work, and more—a fact which was well-known to those who made the award. It took a measure of that quality known as

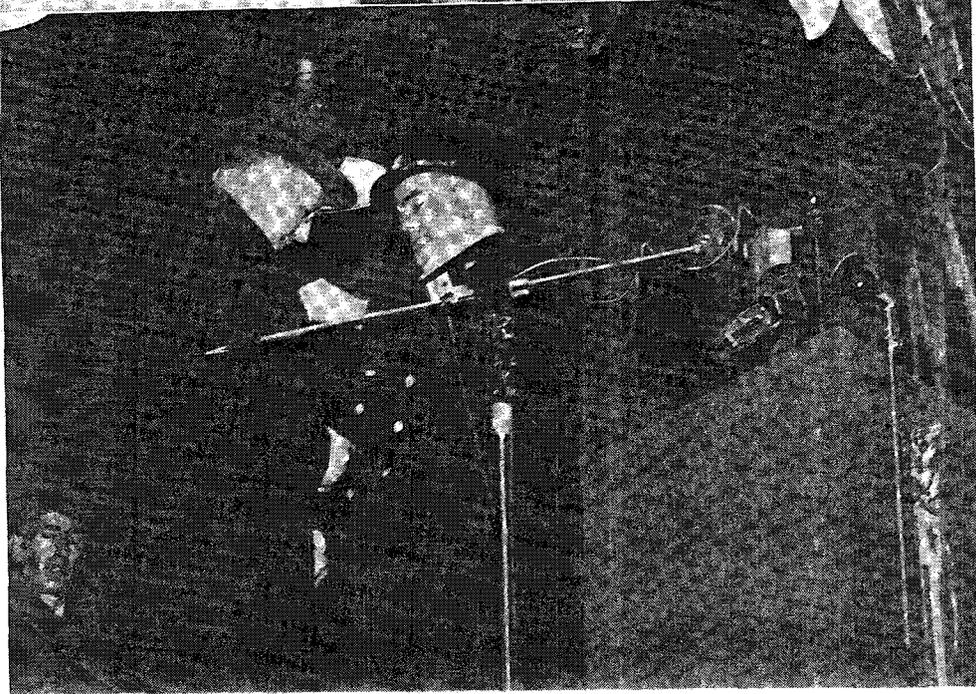


"above and beyond the call of duty," which has so frequently been displayed by Cadillac workers and which continues to get things done, no matter what the obstacles may be.

The award, once won, is not lightly held. The flag that flies over our plant, the "E" pins we wear, are a constant reminder of the penalty of leadership, the obligation to be better, in the things we do, than anyone else. That's not easy, but we know it can be done.

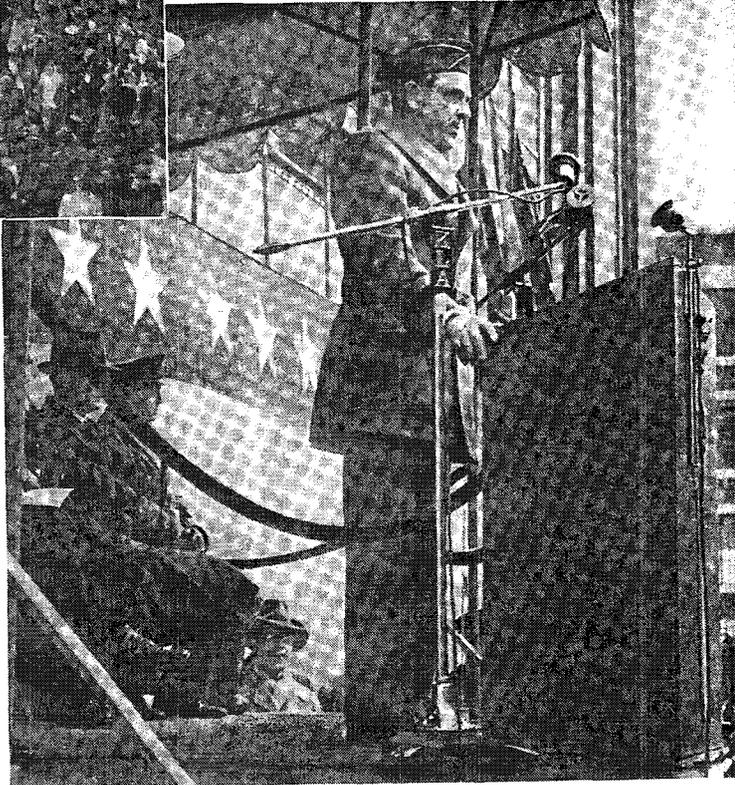


Charles Trout Accepts Award for Employee

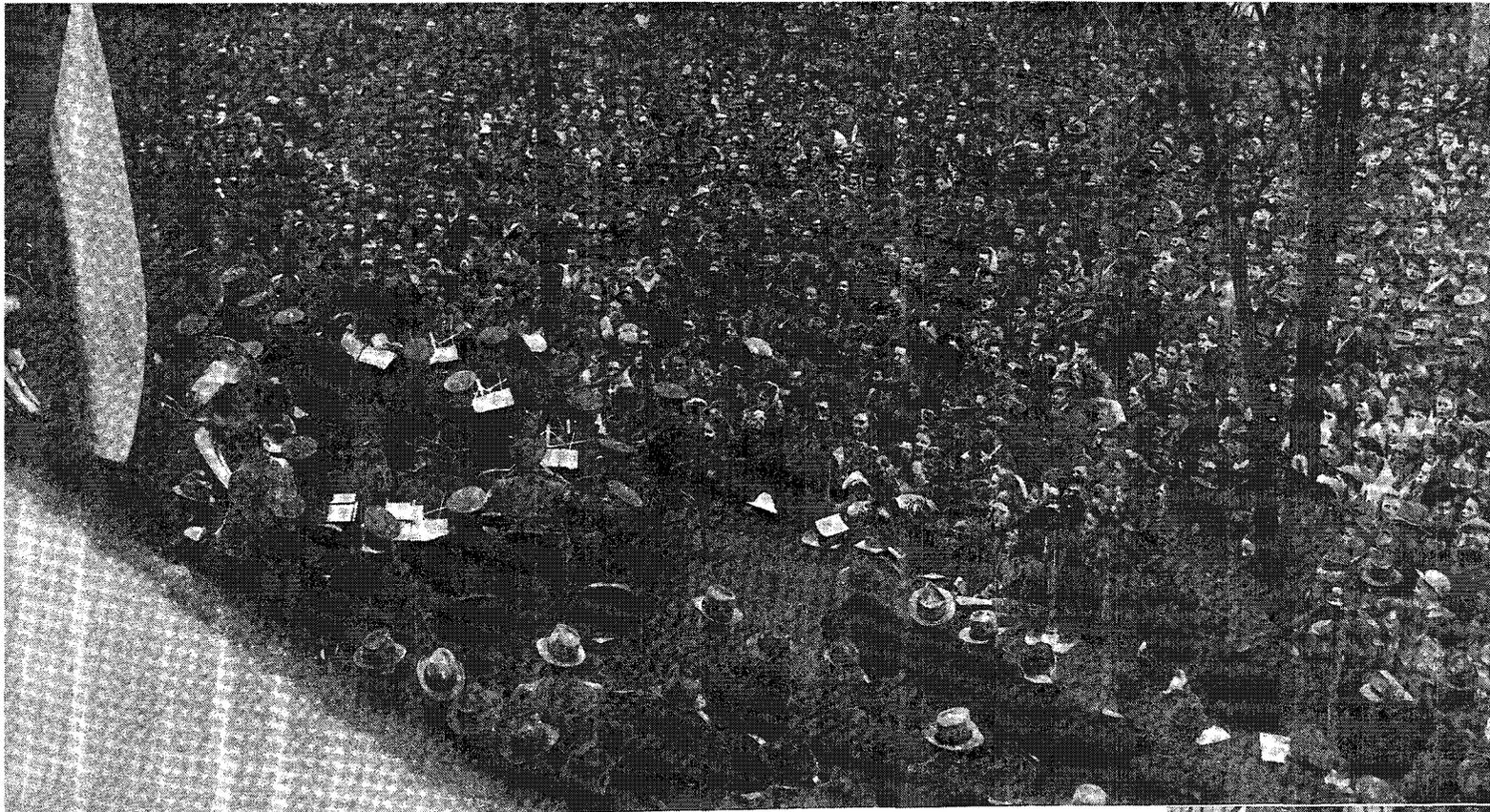


*Clark Avenue,
January 13, 1943*

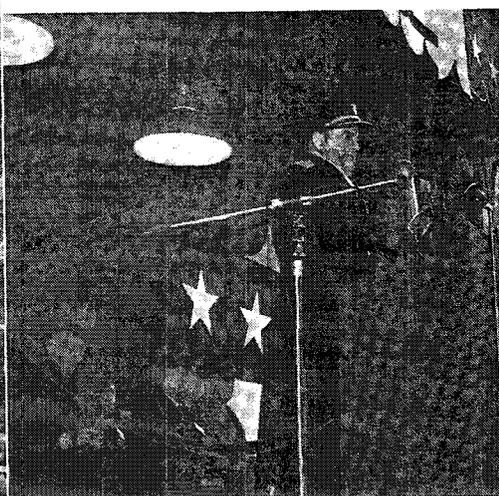
*General Manager Dreystadt
receives his "E" pin from
Capt. Wotherspoon, U. S. N.*



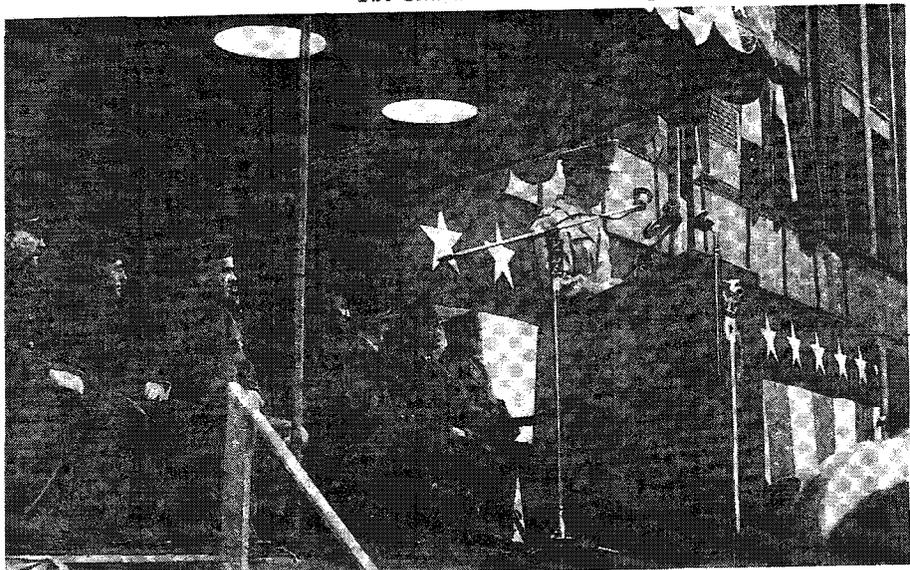
Major General Campbell Presents the Award



The Cold Weather Didn't Keep Us Away



Capt. Wotherspoon Addresses the Crowd



Colonel Drake Praises Cadillac Workers

Young and Old Were Interested



CRAFTSMANSHIP THEIR CREED — ACCURACY THEIR LAW

For 35 or more continuous years, these men have been members of the Cadillac organization. Their endurance and their dependability symbolize, to a degree, the lasting quality of the Cadillac name. In peace and in war, they and their associates have helped to carry on the life-long traditions of craftsmanship and accuracy, which are so important to the products we build.



WM. PAPROTZK



C. C. ROGERS



ALFRED J. MACH



H. A. ZANNOOTH



F. X. SCHEEKA



D. F. HULGRAVE



HENRY NAAS



W. MIDDLETON



E. L. TREMBLAY



SALVATORE CRISCENTI



M. FIKES



A. H. MALTBY



J. L. MALACHINSKI



J. W. DUNIVAN



E. E. BARTLETT



L. S. CARTER



RAY HAUSNER



HUGO SCHAWANG



G. P. ELSEY



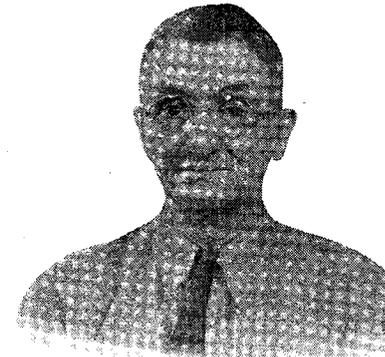
F. E. MERKSON



DOW W. LUTES



A. SCOTT



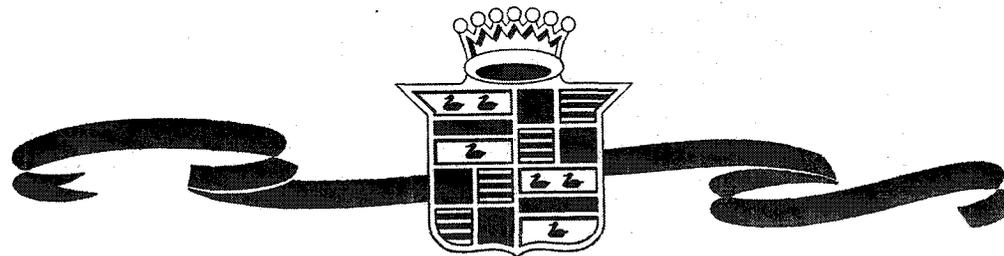
NICHOLAS BERTRAM



A. J. SEDESTROM

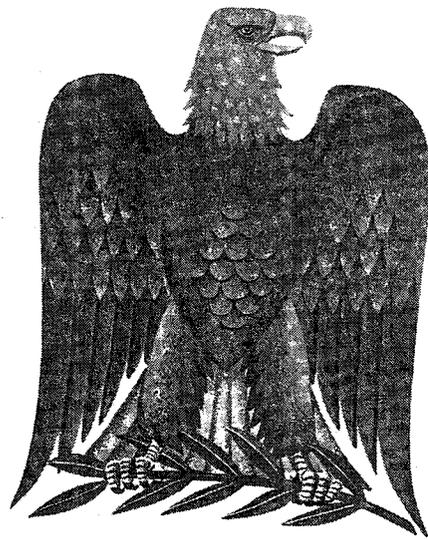


C. C. LUDWIG



C. E. WILLIAMS

HONOR



ROLL

To the more than 3,000 members of Cadillac who have joined the Armed Forces of our country, all honor is due. As a slight expression of that honor, their names are printed here, in accordance with informa-

tion available at the time of going to press. But deeds speak louder than words, and we pledge to back them up to our utmost ability with the continued production of war materials, in order that "They Shall Not Want."

A-2

Arnold J. Przybylski

A-3-4

Alfred H. Pip
Archie A. McConnell
W. C. Palmer

A-8

Warren G. Alexander
Donal R. Anderson
Richard P. Bagozzi
Francis L. Balnaves
Wardell Barker
James Barr
Thaddeus E. Carroll
Leonard W. Czarnecki
Arthur M. Dangler
Ernest Darin
Howard W. Decker
John B. Dockery
Thomas G. Dunne
James L. Forrester
Leland E. Furse
Charles E. Grobe
John T. Hickman, Jr.
Calvin J. Hoffman
Robert S. Hopper

Frank S. Keahey
George D. Kern, Jr.
Henry Kriss
Harry D. Locker
Harvey H. Mantey
August P. Marks
Harry E. Mays
Louis Monti
Frank E. Morris
Joseph G. Nicpon
Donald W. Peters
Harry Pietka
Stephen Prucha
Robert J. Rader
Norman Raymond
Junior G. Roycraft
Richard E. Rutz
Stanley J. Stanton
George K. Stringwell
August Stutzner
Donald R. Tiffany
T. C. Van Degrite, Jr.
Charles Vizthum
Edward Waronowicz
Robert J. Westenberg

A-9

Walter Montee

A-10

Edna R. Sounart

A-11

Johnie Murphy

A-12

Berchman Donovan
R. M. LaJeunesse
Wm. H. Niven
Kenneth E. Sawyer
Doris B. Smith

A-14

Richard Atamian

A-15

Frederick W. Schuler
Wm. J. Weber

A-16

Selwyn T. Alexander
LaMont C. BeGole
Edwin H. Belz
Gunlek O. Bergland
John F. Cordner
Loren C. Estes
Stephen Grzybowski
Lowell G. Hartssock

Frank E. Hurlburt
Wm. H. Johnston
Wm. L. Kadau
Paul L. Robertson
Cecil S. Schaeffer
Frank J. Shidler
Robert E. Smith
Howard C. Wahla
Miner S. Webber

A-17

Harold J. Anderson
Harry L. Brown
Cecil W. Charette
Albert E. Collier, Jr.
John H. Denner
John A. Draper
Arthur M. Fiebig
Robert J. Fox
Thomas S. Hesseltine
William Hoogstra
George E. Johnson
John Kennedy
Walter H. Krueger
Dorval K. McLaughlin
Henry A. Metcalf
James Moir

Robert Phillips
Elden F. Rudicel
Warren C. Rupp
Joseph Sheehan
Melvin J. Tabbert
Jack Threlkeld
John W. Williams
William A. Wood

A-18

Harvey A. Shuler

A-19

Donald R. Bryant
Catherine Fahrenkoff
Donald V. Hobbs
Frank R. Koss
Anton G. Venier
Marion C. Welp
John E. Young

A-40

Donna M. Larkin

A-41

Milton M. Ebert
Francis (Dale) Thompson

A-42

Robert G. Cook

A-43

Walter H. Austin
Milton W. Dittmer

A-44

Irvin A. Baranske
Allister R. Crook
Daniel Evanovich
Henryck Federkiewicz
Gilbert N. Kreutzner
Wallace A. Lamach
Clay B. Mayfield
Earl Monk
Julian Ninichuk
Bernard A. Picotte
Arthur Piotrowski
Alfred J. Rose
Walter F. Szul

A-47

Bert E. Brotherton
Ronald E. Dahlberg
Calvin Gantz
Robert E. Kraft
Arthur J. Lantzy
Michael Markos, Jr.

John O. Phelps
Robert L. Scanlon

A-52

Louis R. Miller

A-61

Donald J. Colombo
Edward Dettling
Garnet R. Lennox
Paul Martin
Lees D. Rambo

A-62

Clyde L. Bates
Basil M. McGuire

A-63

George Booth
Robert D. McMillan

A-64

Robert F. Anderson
Vern E. Roycraft

A-65

Richard E. Barlage

AD-1

Pinkie L. Dorsey
F. A. Ebeling
H. J. Fuller
Charles A. Higdon
Albert F. Jinkner
James Stevens
Doyle E. Whaley
Stanley J. Wodzian

AD-2

Eugene Balmas
Lewis E. Beatty
Allan Behrendt
Louis Belles
Joseph L. Bennett
Harry P. Bissell
William C. Bliss
Harry Bowser, Jr.
Arthur J. Boyd
James E. Bradbury
Ralph Brillinger
Cheslaw S. Bzozowski
Guerrino Capozelli
Walter J. Carrick
George A. Carrier
Joseph Castelli, Jr.
Lawrence N. Chabot
Henry Chavey
Allen J. Cichon
Wayne L. Clark
Donald H. Coats
Robert L. Coffey
Theodore M. Cousineau
Jack Crawford
Robert N. Curtis
Walter Czapski
Vincenzo D'Angelo

Robert P. Dare
Allen W. Derstein, Jr.
Clavin W. Devereaux
Martin S. Devor
James Dinnell
Albert L. Dodds
Clifford L. Dozier
Constantine Dudek
Francis D. Dufour
Henry Dziurda
Armand L. Edgar
Wesley E. Ellis

Roscoe E. Ferris
William D. Finn
Melvin F. Fisher
Bernard Forspek
Carmen G. freel
Amelia A. Gasparovic
Clayton J. Gendron
Ronald Gibb
Kenneth O. Gokey
Francis Golembieski
Harold Gowling
Robert V. Hanson
Alvah L. Harrison, Jr.
Garfield R. Harrison
Charles Hart

Earl E. Hart, Jr.
James E. Heller
Robert D. Herley
James D. Hill
Billy K. Hinshaw
Adelard C. Hooper
Alphonse C. Irmiger
Johnson M. Irwin
William O. Joy
James Karahalios
Stanley Karolski
Joseph H. Ketko
Isaiah G. Klingman
John Koches
Harry N. Lechler
Dayton H. Leisner
Nelson F. Liebau, Jr.
Walter F. Linoski
Bruce McGill
Robert H. McIntosh
Arthur Marcoux
Vaughn B. Martell
Mike Matijow
Richard Miller, Jr.
Eugene Mishtall
Frank E. Montgomery
Harold E. Morgan
Lowell J. Moss
George Murdock
James Murray
Anthony D. Musto
Phillippe Nadeau
Albert G. Norkus
Walter O'Harris
Glenn J. Oligney

Herbert E. Owen
Marvin J. Peterson
Joseph A. Ponikiewski
Sebastiano Portuese
Donald S. Remington
Albert H. Revoir
Glen A. Richison
Wilfred J. Rogers
Don W. Roosevelt
Robert L. Roth
Dominic Russo
Leonard P. Sacharski
Joseph A. L. St. Pierre
Donald F. Schmidt
Leslie T. Schouten
LaVerne Schubring
Wilfred J. Sharon, Jr.
Leslie Sharp
Morgan E. Shumway
Clark Simon, Jr.
Henry Skwieria
Richard G. Smith
Arthur M. Sorenson
James M. Spaulding
James H. Stanley
Thomas Stewart
Edward F. Street
Edward D. Suchowesky
Benjamin F. Swanson, Jr.

Ray E. Swindler
Milton K. Taggart
Louis C. Thomas
Edwin Tominack
Thomas F. Trahey
John F. Tripp
Edw. C. Turbiak
John H. Unsworth
Felix Urban
John Von Hatten
John J. Waisanen
Samuel Weinstein
J. Werhayghiak
Richard C. Wertz
Arthur B. Williams
Edward J. Wright
Walter B. Zelowski
Kermit C. Ziegler
Louis R. Zieleach
Paul W. Zimmer
John C. Zimmerman

AD-3

Claud C. Alexander
Robert W. Allen
Frank R. Anderson
Norman D. Anselm
Donald R. Armitage
George E. Banka
Alexander A. Barclay
Joseph C. Beach
Charles F. Beals
Ray Beaton

William J. Besson
Norman A. Bielby
Richard Bills
David R. Birch
Kenneth F. Bird
Norman J. Bloink
Whitney H. Blood
Louis Blustein
Kenneth D. Bogert
John B. Boucher
Oliver Boyer
Harlen R. Bradley
Henry J. Bragg
Donald E. Brown
James R. Brown
Robert M. Bubb
Robert R. Buck
Maurice Bureau
Frederick H. Burges



Albarthol Starks, AD-2
*Died of illness in Training,
August 17, 1942.*

J. W. Burhop
Orland I. Burr
Milan R. Canner
Oliver Carrier
Francis L. Carson
Russel Caster
Joe Cavataio
Granville W. Cavett
Alfred F. Ceglarski
Edward Ceglarski
Alex Chernenkoff
Wm. J. Chubb
Durwood J. Clark, Jr.
Herbert B. Clayton
William L. Coles
Thomas Collinson
Thomas K. Corkery
George W. Cowan
Harry I. Crawford
George C. Crockatt, Jr.
Homer Robert Culp, Jr.
Edward Curnow
Francis R. Curnow

Robert E. Dabroski
K. P. Damon
Robert L. Davis
Jerome DeClercq
Lawrence DeFrain
Anthony Domanski
George O. Donaldson
Vincent Dougal
Ray M. Dresden
Clyde Dropiewski
Walter W. Drogowski
Henry Dudek
Edward Dybus
Ervin A. Ehlers
Leo L. Elderkin
Edward E. Elliott
George V. Ellis
Ralph W. Eschenburg
Allen A. Evans
Edward J. Ewald
Richard G. Fairchild
Walter K. Falklam
Arthur Farrington
William E. Fisher
Philip Fisher
Donald Fitton
Harry D. Fleming
James P. Foley
John G. Foley
Hugh Franks
John L. Frye
Joseph J. Gauthier
George W. Gaynor
Metody Georsheff
Morris B. Gibbs
Elmer W. Gill
Leo S. Girgikian
Herbert W. Graves
Eugene L. Greek
Peter E. Green
Robert E. Greenlee
Warren E. Griffiths
Jack W. Hall
Duncan Hammond
John D. Hanes
Frank Harris
Willard Harris
Russell H. Hartway
Leroy A. Heath
J. B. Hegg
Melvin W. Hildebrandt
George Holod
Donald E. Hornby
Marvin Horwitz
Marvin R. Howle
Willis F. Huron
Simon S. Indianer
Edward Jastrzembski
Casimer Jendrzewski
Thomas C. Jenerou
M. W. Johnson
James J. Joumas

Kenneth L. Kacel
Joseph C. Kameg, Jr.
Howell T. Keeter
Charles R. Kelly
William H. Kelsey
Delbert R. King
Earle C. Kitchen
Lauri E. Kivimaki
Helen M. Klamerus
John F. Klonowski
Leroy Knight
Edmund G. Knoblesdorf
Sylvester A. Koenigs
Joseph Korch
Leonard R. Kudlor
Ernest Kupovits
John H. Kurtzman
Harry C. Kuschel, Jr.
Kenneth LaClair
Charles Landrum
Robert J. Landrum
Harry L. Leister
Angelo L. Liones
Thomas J. Linn
Winton L. Ling
John Lukucs
Leo R. McCormick
Lenard C. McDougall
Thomas McLaren
Malcolm T. McNeil
Carlton J. MacKenzie
Donald H. Magel
Harry L. Markham
Wilber C. Marquardt
Herman O. Martz
K. Matherly
Kenneth R. Matschikowski
Byron J. Mattison
Hugo Maunu
Richard S. Mazorowicz
Joseph Mielnik
Harlem C. Miller
Newton J. Miller
Donald H. Miner
William C. Moody
William H. Moore
William E. Moran
Robert S. Moshier
John Mracna
John H. Mrosko
Louis R. Murphy
William J. Murray, Jr.
Norman G. Nestman
Tivis H. Newsome
Joseph Ney
Charles V. O'Donnell
Martin O'Grady
Joseph Ogradowczyk
Marsceli P. Orlovski
Ned Palmer, AD-3
*Reported missing in action
over Germany, July 29, 1943.*

Gerard Paule
Ernest W. Peddle
John S. Peklo
Robert J. Pentz
Earl A. Perry
Archie K. Peyton
Gilbert Pierran, Jr.
Ray A. Pine
George Popp
Julian A. Porter
LeMoyné Prentice
Wactaw Pytlewski
Norman Racette
Raymond C. Raezler
Thomas F. Rafferty
Billy B. Ratliff
Robert G. Rauss
Welby H. Ray
Raymond Richardson
Louis C. Ringle
Billy D. Ritchey
Sherman H. Robinson
Wilford W. Rogers
Robert J. Rohr
Richard J. Rowling
Richard G. Ruppel
William Ruppert
Louis Sacharski
Alfred Sagins
Stanley A. Sakoski
Paul L. Saltzgaber
Anthony Samborski
Walter K. Schenk
Elmer G. Schilk
Thomas D. Schuff
Paul R. Schulz
Russell G. Shafer
George Shandilis
Waldo Shaw
Charles F. Shipp
Erwin M. Singerman
Edward P. Slavinskis
Charles R. Smith
Lester Smith
Roy W. Snoddon
Robert Speir
Leon Stefanek
Steve T. Strat
Edward H. Swiderski
Teofil Szydowski
Raymond R. Tamper
Raymond J. Tate
Stewart Temple
Marvin L. Teshka
Donald E. Thamarus
Donald Thew
Bronson H. Thomas
Thomas R. Tompkins
Richard L. Thompson
John Toth
Eugene Troutman
Walter Urbancryk

Alphonse Vagonis
Don. A. VanDalen
Edward J. Vockler
James E. VonEper
Joseph Wagenti
Elmer A. Walsh
Richard J. Walters
Earl W. Ward
John E. Ward
Willis W. Weaver
John J. Weiland, Jr.
Jack Welch
Frank Westlake
Marvin I. Whipple
Roy E. White
Edward C. Whiting
Henry Wiktor
Bernard Wilkinson
William H. Williams
A. G. Wilson
Richard O. Wix
Orville E. Wolford, Jr.
John F. Wysocki
William L. Yates
Roland W. Young
Harry Zielemiewski
Carl Zimmerman
Thomas J. Zink
Raymond J. Zobl

AD-4

Billy Armstrong
Alfred L. Bailey
Timothy J. Bakay
Gordon T. Bastian
Paul K. Beam
Eugene C. Bergeron
Richard D. Bettis
Walter Biskelonis
Robert P. Bloom
Howard C. Bosner
Arthur Brandt
LeRoy Bray
Andrew J. Brenner
Edwin Budzynski
Charles J. Bush
Vincent A. Butler
Yockal (Jack) Caletti
Golden G. Campbell
John B. Campbell
Donald C. Carsner
Wm. H. Clark, Jr.
Floyd W. Clise, Jr.
James L. Cody
Jack S. Coler
Myron K. Cook
Bruce V. Cumming
Robert E. Custer
Omer C. DeClercq
William A. DeMoss
Donald L. De Shano
Frank DiDonato

Irwin J. Dirk
Andrew S. Donaldson
Earl P. Dorr
Henry F. Doss
Robert D. Doyle
Ludovic Dutscheshen
Charles R. Dye
Bennie Dziewit
Thad Edwards, Jr.
Herman K. Farmer
Jack Faust, Jr.
Edward B. Fick
Gerald Fickle
Richard C. Forbes
Carl F. Freeland
Harvey Fuerst
William H. Fuller
Thomas Funtsch
Harold J. Gardynik
Arthur Gawronski
Gabriel D. Gentner
Eugene J. Heckert
Walter E. Herron
Warren M. Hilliard
Richard R. Hill
Paul Al Hiltunen
John Holdinski
Frederick Holt, Jr.
Harold J. Houston
Conrad B. Janiga
Kendall A. Keenmon
Graham M. Kelly
Royal L. Kempfer, Jr.
John B. Kennedy
Stanley A. Ketko, Jr.
Richard J. Kirk
Lester D. Kizis
Richard J. Klemme
Joseph Klima
George F. Klimmer
Edward S. Kobeski
Casimir M. Kraska
Angus L. Krug
Thaddeus M. Kruzanski
Joseph A. Kudzius
Edward J. Kush
Les. F. Ladoucer
Clarence B. Lee
John L. Legg
Howard V. Leist
Lorimer Lindbloom
Edward D. Livermore
Merton L. Lord
Leonard R. Lukasiewicz
Otto E. Luttinen
Warino Luttinen
James McCann
Arthur J. McDonald
Joseph X. McGuire
E. R. McKeough
Joseph J. Mabarak
Ernest L. Mashburn

Arron D. Miller
Arthur Miller
Frederick R. Miller
Ohannes Monoiam
Leonard W. Morgan
James S. Morrow
Kerwan Mulligan
Fred G. Myers
Walter Niezgoda



John W. Dolan, P-20
Killed at Training Camp in
accident, Fall, 1942

Lee North
William T. O'Brien
Burnett L. O'Bryan
John H. Ocha
Edward O'Grady
Francis L. Okraj
Robert E. Olson
Olga Paavola
R. S. Pasik
Berton C. Peavy
Joseph Petriches
Frank Phelan
Robert S. Phillips
Andrew L. Piastowski
Leonard C. Piotrowski
Raymond M. Piper
Eino A. Pitkinen
Jay S. Player
Michael Plish
Felix P. Polan
Mitchell J. Radwanski

Charles F. Reed, AD-4
Reported missing in action
during bombing mission over
Brenner Pass,
Sept. 3, 1943

Clair Reilly, Jr.
John H. Robson, Jr.
Peter Romano
Hector J. Ross
William H. Rourke
Carl F. Royster
John H. Rummins

Donald Rymal
Rudolph Saari
James W. Sadler
Albert M. Salke
Roy M. Sanborn
Lester Sandoe
Morris Schaper
Gerald Schumaker
Louis W. Schwarz
John Secan
Joseph R. Sechrest
Warren J. Shaw
Charles P. Shiels
Wallace R. Simmons
Arvid W. Smith
John F. Starin
Dale Stearns
Harlan S. Steffen
Charles J. Stitman
Edward P. Stone
Thomas Supples
John G. Szczesny
Harry J. Thomas
John Thomson
John T. Tinsley
Rosalie Tokarczyk
James E. Traylor
Albert C. Valensky
Glen G. Vance
Charles Van Dyke
Clarence Verdun
Robert A. Ward
Herman Weinfuss
Donald A. Wells
Jack J. Wesch
Ruben Wiklund
Earl J. Williams
Neil F. Wobser
Robert W. Yochum
Mitchell Zboch

AD-5

Walter T. Crumbaker
Edmond Gamble
Willie H. Huddleston
Timothy D. Luther
Donald Maurer
Manuel Pardy
Herman Scheratzke
Alex F. Szott
Richard P. Wilson
Ferd N. Wright

AD-6

Anthony Abed
Robert Abernethy
Walter J. Ague
William O. Allen
George E. Anderson
Joseph D. Audia
Joseph Bajorek
Lawrence Bajorek
Mitchell Barbee

Ray Beaton
Irving F. Benchich
Leland A. Bennett
Hershel J. Berner
Ralph H. Berrie
Leland A. Best
Arnold H. Beutel
George E. Bevis
Norman Bidleman
George W. Bidwell
William O. Birchfield
Edna M. Black
George Blackburn
Clement J. Bojke
Robert H. Bolitho
Phillip L. Boothe
Herbert Boswell
James Bourne
Raymond J. Brachel
George Bradacs
Francis J. Breen
Donald R. Bridwell
Carmon D. Broadhead
Orman Brooks
Donald F. Brown
William G. Brownlee
Earl A. Burton
Enoch D. Burton
Alfred R. Cady
Francis E. Caldwell
Antonio Caputo
Joseph F. Cardinal
William R. Carkeek
Charles H. Carter
John Cartwright
Gene L. Cathcart
Thomas B. Catterall
Reginald Chamberlain
Donald Champagne
Edward Chrusciel
Aloyze Chrzan
John R. Clark
Clark Cleghorn
Rawland Clemens
Harry S. Clements
Charles K. Compton
John Connolly
Wilfred G. Conway
Frank J. Copeland
Thomas C. Culver
Thomas Curtis
Stephen F. Cwik
Peter Daraban, Jr.
Zephire Dault
Leo L. R. Davignon
Thomas H. Davis
Griffis E. DeNeen
Stephen B. Denes
Harvey R. Deuel
Daniel E. Devor
Philip H. Dillingham
Romolo Di Teodoro

W. S. Dixon
 Jessie D. Donaldson
 Alfred J. Dossett
 James F. Dougherty
 Raymond A. Dubia
 Clarence E. Dunger
 Robert H. Dunne
 Edwin Durecki
 Frank L. Earp
 V. Emmendorfer
 Herbert G. Fairless
 Murray L. Fegan
 David E. Ferguson
 Frank Filek
 Emil Albert Findora
 Edward Finnimore
 Lawrence F. Fischer
 John Fitzpatrick
 Charles Fix
 Kenneth D. Floyd
 Clayton E. Frantti
 George E. Frantz
 Eugene K. Franzel
 Martin L. Franzel
 Russell T. Fraser
 Edward Garbus
 Barney M. Gardner
 William F. Garling
 Daniel J. Gaule
 Ralph E. Geiger
 John Gerada
 Howard C. Gerby
 Ralph E. Gerger
 Arthur A. Giffin
 Isaac Giffin
 Eugene W. Gilliam
 Evan E. Glise
 Celestym C. Goralewski
 Richard L. Gorham
 Arthur A. Gosselin
 Joseph Milton Govan
 Chester S. Gralewicz
 Edward J. Green, Jr.
 Kenneth J. Green
 Leonard E. Greenlee, Jr.
 Harold E. Grove
 William P. Grubbs
 Paul A. Hageman
 R. S. Hale
 David J. Hall
 Frank C. Halliday
 Edgar L. Hamby
 Albert F. Hardy
 Robert D. Harrington
 Raymond Hartsell
 Daniel J. Hawthorne
 Arthur C. Headla
 Charles E. Hiam
 Jack E. Higgins
 George S. Hill
 Marion G. Hirt
 Claudius Hocking

Garnet H. Hodges
 Robert E. Hodges
 Marvin W. Hoemke
 Robert Hogg
 Albert O. Holderness
 Robert Horton
 Edson R. Howlett, Jr.
 Gerald B. Hyatt
 Marvin L. Ingraham
 Emet H. James
 Terry Janicke
 Casimer Jenczewski
 Comer H. Jenkins
 James L. Jenson
 Ralph K. Johnson
 William P. Johnston
 Burton A. Jones
 Richard C. Jones
 Robert E. Jones
 Theodore Kameg
 Wayne D. Kanach
 Melvin Kaplewski
 Frank L. Karp
 Henry Karpiuk
 Richard H. Karpp
 William C. Kase
 Kenneth L. Kass
 Charles E. Kearney
 Wm. H. Kennedy
 Louis King, Jr.
 Charles R. Kitchen, Jr.
 John A. Klotz
 David S. Kneff
 Albert Kokocinski
 John Kolodziejczyk
 Teddy S. Kondek
 John Koronka
 Stanley Koscielski
 Carl J. Kraft
 Aloysius J. Krolczyk
 Jack LaLonde
 Orell LaMontague
 Gerald R. Lauer
 Clifford B. Lawrence
 Herbert W. Lee, Jr.
 Angelo T. Lema
 Chester Lenart
 Edvin L. Leppanen
 Reuben I. Lervic
 Jim F. Lewis
 Robert Lilly
 Teddy M. Liwienski
 Kenneth M. Lott
 Robert L. Lybarger
 James R. McDermott
 Thos. McEvoy
 Bernard J. McKenna
 John E. McQuade
 Robert D. McWilliams
 James J. Mackin
 James M. Mahan
 Florian Majcher

Robert Malkowski
 David Mamagona
 Warren R. Markle
 Dominic Martines
 Osmo N. Masalin
 Burton K. Mathie
 George Mattison
 Robert L. McCain
 Frank W. Mead
 Frank S. Mellen
 Ralph D. Meuter
 Henry Mezgec
 Alvin A. Miller
 John H. Miller
 John H. Miller
 Harry Minds
 Richard K. Minor
 George A. Miotke
 Wm. V. Mitchell
 Glenn T. Moore
 William E. Morgenthaler
 Vincent J. G. Morin
 John E. Morrell
 Bob W. Mott
 Orbie W. Mynatt
 Andrew Nalipi
 Clifford P. Nash
 Eugene Neighbors
 Marple Newton
 Jack F. Nielson
 William Oaten
 William Ochenski
 Marion Ogradnik
 Edward Oldakowski
 Kenneth E. Oligney
 Leo H. Opalewski
 Daniel D. Organ
 Edward R. Osborne
 Paul T. Otis, Jr.
 Robert R. Otremba
 Elmer B. Parent
 Earnest W. Parmelee
 Walter Pelland
 Gerald N. Peters
 Edward R. Peterson
 George Phillips
 John F. Phillips
 Michael Piccoli
 Edwin Pietka
 A. J. Pike
 Vernor P. Plumridge
 Leo Pociacha
 Eugene Pomeroy
 Stanley Ponikiewski
 Jessie J. Potts
 George C. Ralph
 Ralph E. Ransome
 Henry Rausch
 James Rawlinson
 Jerome P. Reilly
 Marvin J. Reske
 Edward C. Rexer

David Reyneck
 Elmer Rheaueme
 Ernest Richard
 Kenneth C. Richardson
 James D. Riddell
 Vyron Riddle
 John F. Rivers, Jr.
 Morris M. Roberts
 Walter T. Rock, Jr.



Edward J. Kowalewski, M-4
 Killed in action on Guadal-
 canal, December, 1942.

George D. Ross
 Edward J. Roulier
 William H. Rourke
 R. M. Rowbotham
 Anthony Ruddy
 Charles S. Rust
 Lawrence J. Ryan
 Robert St. Clair
 Rudolph Sagert
 Raymond C. Sain
 Robt. H. Salewske
 James R. Schad
 Bernard M. Schlacht
 Max H. Schlack
 Paul Schmelzer
 Bernard Schmitt
 Mitchell Schulman
 John Schulte
 Anthony Scolaro
 Evan Scott, Jr.
 John R. Scott
 William S. Sebastian
 Stewart A. Sedore
 Lawrence G. Seffens
 Leonard Seletyn
 Leroy Senkbeil
 Edward C. Sikes
 Joe J. Siwarski
 Howard W. Smith
 Robert O. Smith
 Sydney G. Smith
 John D. Smithem
 William C. Sneed

Kenneth R. Snow
 Leslie W. Snyder
 Frank Sobry
 James E. Stairs
 Bruce Stapleton
 George E. Stein
 Earl L. Stepanski
 Harold A. Still
 Donald E. Stoll
 Robert J. Stolzy
 Martin G. Storkoff
 Harold A. Stuemke
 Cerferino Suarez
 Frederick Summers
 Howard T. Swafford
 Ralph Swantek
 Clayton W. Swartz
 Frank Szakaly
 Casimer Szocinski
 Eino R. Tauriainen
 Jack W. Thomas
 Wm. J. Thomas
 Robert L. Tillman
 James A. Timmony
 John E. Tisdale
 John Tobias
 Clement B. Toms
 David J. Tovey
 Carl E. Tremain
 Robert Trythall
 John Tyminsky
 Marvin N. Ulman
 Gerard A. Usannaz
 Aloysius A. Valentine
 Maurice Van Acker
 Lawrence Van Belle
 Andrew Van Dyke
 Jerome D. Vanek
 Alan J. Van Ostenburg
 James Van Sumer
 Patrick Verlotti
 Louis Villarreal
 Anthony Visco
 Felix J. J. Visger
 Robert R. Voss
 Arthur R. Vizthum
 John A. Wagner
 Benjamin R. Wales
 James F. Wanink
 George L. Warren
 Chester G. Walls, Jr.
 Herbert C. Watson
 Blake A. Weaver
 Michael J. Weaver
 Rhyndhardt J. Weimer
 Norbert Wesolowski
 Edward Wicha
 James P. White
 Robert Wiley
 Carl C. Wilson
 John W. Wilson
 Marvin D. Winkelman

Donald F. Wright
 Irvine E. Wright
 Thomas Wright
 Leonard Zaleski
 Theodore Zamojcina
 R. W. Zemke
 Edward Ziolkowski

AD-7

Donald O. Bicknell
 Leo G. DerGarabedian
 Joseph Frey, Jr.
 Chas. F. Meinzinger

AD-8

Richard S. Comrie, Jr.
 George Gurichko
 Raymond A. Tietz
 Raymond C. Wellman

AD-9

Joel W. Brightwell
 James W. Cawthern
 Alfred N. Chrzanowski
 Wm. Clinton
 James A. Cruden, Jr.
 Arthur D. Gage
 John C. Godwin
 M. H. S. Hicks
 George W. Nutting
 Gregory M. Schneller
 Nicholas Shaheen
 Howard C. Simons
 Thomas G. Skene
 Estes J. Smyrni
 Willis Trader
 Lawrence R. Walling
 Harold Wagner

AD-18

Junior Brillley

AD-19

Stephen Adamczyk
 Maurice R. Alatalo
 Robert E. Balsinger
 Eugene G. Bilot
 Harold R. Burns, Jr.
 Matthew L. Daigle
 John Dreffs
 William E. Duke
 Edward W. Earl
 W. N. Finn
 Robert L. Frakes
 Edwin Frost
 Walter F. Germain
 Charles M. Goodin
 Noel D. Hensley
 John L. Hirzel
 William A. Hoose
 Thomas Hutcherson
 Julian L. Imbo
 James W. Jarrett
 Joseph C. Leutz, Jr.

Donald McLain
George M. Melby
Ralph O. Patterson

AD-21

Everette D. Blakely
Walter J. Brown
John T. Clark
John L. Evans
Elmer G. Fraser
Harry Gerger
Benedict K. Harrington
Floyd A. Holt
Leland R. Jarvis
Richard Knebel
B. Koluch
Stanley Kozlowski
Roland F. Lang
Paul G. Laurent
Robert B. Marshall
Kyle S. Phipps
Eddie (Albert) Radzik
Donald W. Ribant
John C. Riley
Gerald W. Smith
Rufus J. Somers, Jr.
John M. Tomas
John R. Wilkinson
Thomas D. Woolley

AD-22

William S. Adamson
Edward H. Bacon
George Brady
John J. Brake
Marion Burmistrak
Kenneth T. Cronk
Conrad J. Friedemann
Merlyn G. Graham
Fred G. Hollis
James D. Meadows
Clarence E. St. Charles
Albert St. George
Anthony G. Swendris
Lucas Winfrey

AD-23

Wm. B. Crump
Hugh P. Gibbons
Henry J. Kiselewski
Frank C. Palmer
Jos. B. Sablacan

AD-24

Robert H. Jeffers

AD-25

Francis N. McCarthy

AD-26

Benjamin R. Churchill

AD-27

Eugene J. LaTarte
Edward J. Rusch

AD-29

Robert R. Anderson
Irving Bankston
Robert W. Burns
Harold T. Churan
Norman F. Cook
Donald E. Couty
Crawford T. Edwards
Alphonse J. Galonska
Claude Harcourt
J. A. Harper
Frank Irving
Leonard C. Peryam
Arthur W. Reddick
Clifford G. Scott
A. D. Salsberry
Eaco R. Thomas
Willis Trader
P. Webster
Alvin W. Wenzel
W. W. Wilk
Gustav N. Kalberer
Wallace W. Kari
LeRoy F. Lamb
Richard D. Mansfield
Robert G. Martin
Baily L. Palmer
Wilfred Pehkonen
David D. Richards
Leo M. Sheldrake
Thomas E. Simpson
Arthur A. Stewart
Lloyd E. Swenson
Anthony Szaal
Douglas Thompson
Donald M. Tuttle
Walter T. Vernier
William Wasik
Austin E. Wertz
Ronald W. Wilson

AD-32

John Boyce
Wm. N. Chrisman
Harold Duvall
Frank Katarzis
James McCleney

AD-35

Leonard J. Baranski
Herbert Barrett
Robert E. Blaser
Peter Bologna
Robert S. Boyd
Ralph D. Cole
George F. Collier
Wallace B. Connor
Oscar L. Cox
Marion J. Crudge
Gerald R. Dalton
Rene DeLaere
Leo Dew
Robert B. Deyoe

Norris F. Duby
H. I. Edgington
Joe Exnowski
Jack A. Graves
Thearon J. Graves
Robert R. Greene
Wilgus Griffith
James M. Grugett
Raymond Gurski
George E. Harshman
Max. S. Holland, Jr.
Max E. Ireland
Elmer J. Jackson
Jewell M. Jones
Casimir Kamykowski
George Karvelat
Andrew J. Keiser
Frank Kezele
Raymond Kishell
John Kitchka
Joseph R. Konchel
Paul C. Kuhner
Bennie Laskowski
Leonard Lewsick
Leonard M. Lloyd
Bernard J. McGrath
Joseph Markulis
Julian Masternak
Donald R. O'Brien
Walter Oden
Alfred W. Oehl
Oral Partain
Aloysius F. Pasieczny
Raymond Pociecha
Donald E. Pohto
Abraham Polinsky
Mitchel V. Proctor
Clarence V. Rader
William E. Ridal
Jack A. Scott
Stanley P. Sieradzinskie
Roland F. Smith
Robert H. Smouter
Felix Stasko
Edwin Staub
Herbert W. Szydowski
Kasimer F. Tarnowski
John A. Terech
Edward Turek
Malcolm J. Turrill
Ernest E. Unger
Alexander S. Varady
Robert E. Ward
Earl Whitehouse
Iver Wilson
Edward Wisniewski
Lester Woolverton
Alphonse Zielinski
James J. Zurn

AD-36

William J. Adams

Joseph H. Baranski
Charles H. Berg
Robt. Broadbent
Armand L. Bryson
Steve P. Burich
Rudolph Carley
Stanley Chlipala
Arthur M. Cole, Jr.
Charles Conti



Joseph Odrowas, S-3
Killed in action in New
Guinea, January 1, 1943

Tadeus Drozd
Thomas Dunn
William Reid Favor
Arthur Gancarz
Foster O. Green
Stewart Guier
Cecil Hall
Walter A. Hartley, Jr.
R. E. Hilliard
Richard G. Jurnis
Gordon Kallungi
Roy H. Kangas
Roland F. Smith
Robert J. Kilian
Andrew Kovach
George Laing
Charles V. Lee
Ralph C. MacRoberts
Earl T. Maillatt
William J. Mathews
Bernard W. McCormick
Gordon McCracken
James McDonald
Clare L. McGhan
John F. Musto
William E. Ohsowski
Arthur L. Pacholski
John Paulauskis
Joseph Peraino
Edward F. Purcell
Ralph W. Rader
Harold M. Rarick

Ray Richeson
Richard H. Rollins
Marvin T. Ruark
James M. Secor
Lawrence W. Shoults
Archie W. Smith
Herman D. Smith
Louis F. Soley
Ralph S. Splan
Joseph Stanorski
Clarence L. Steinman
Edmond Treas
Lester C. Walden
Albert W. Wallner
Fred H. Wilgus, Jr.
Robert Wiseman
Leonard E. Zalenski

AD-39

Robert E. Adams
Francieszek C. Brizgalsky
Casper T. Bujak
Henry C. Bussey
Robert Connolly
George D. Cooke
Robert W. Coon
William L. Fogelsonger
James Hastie
Leonard R. Heller
Bruce C. Humphrey
Roman F. Jaszcz
Gordon H. Jonas
Frederick Kauffman
Kenneth C. LeBot
Wekko Lehto
Owes Keth Logan
Earl C. Maston
Robert Mitchell
William F. Moran
Robert S. Morley
Ned Palmer
Robert C. Parkhurst
Richard S. Prentis
Richard E. Prover
Ralph W. Rader
Robert O. Ringel
Raymond Rish
John W. Russell
Alex Shaffer
John J. F. Shawl
Leonard H. Sidwell
Carl N. Smith
Everett A. Tuori
John Zarembo
Harper F. Zoller, Jr.

AD-40

John D. Calverley
Ward L. Clark
Michael Coleman
Alfred M. Cygnarowicz
Edward P. Darmofall
Francis W. Fournier

Floyd L. Goodrich
Dale Hale
Wm. C. Hyatt
W. W. Keisler
Norman Klave
Standly Metestic
Harry R. Nelson
Alvin R. Nieman
Matthew C. Pesta
Robert H. Sweet
Robert M. Teel, Jr.

AD-42

James J. Anderson
Calvin Baughnight
Burl Bowen
Raymond F. Brake
Robert M. Brehaut
Don A. Cavender
R. H. Cole
James H. Conger
John J. Davis
Phillip S. Dean
Melvin H. Drier
William J. Duby
Robert C. Fellows
Edwin L. Garnier
Joseph S. Girnis
Stanley T. Gliddon
Charles Coyette
Dale E. Grove
Evert R. Hotchkiss
Martin Kenealy
Robert F. Kennedy
Duane E. Kidd
Thomas W. Kimmerly, Jr.
Glenn F. King
Frank L. Kolenda
Louis Kozma, Jr.
Charles F. Labadie
Herman F. Leopold, Jr.
James E. Lewis
William J. Ligon
John F. McCarthy
Joseph J. Makulaski
Edward S. Matzas
Alexander Merriweather, Jr.
Bernard F. Miller
Frederick D. Moss
Raymond F. Myers
Chauncey C. Read
Thomas C. Richey
Amos T. Robinson
Robert C. Rose
Robert C. Rupp
Samuel P. Russell
Alexander D. Scott
William Smith, AD-42
Reported missing by United
States Navy, November, 1942.
Lester A. Steinke
William Stevenson

Philip E. Sudmann
Arnold R. Szeljack
Howard P. Tishler
Eugene W. Vale
Gordon Vanderburg
David Walsh
LeRoy Washburn
James B. White
Forest C. Williams
Loyde E. Wiswell
Emerson E. Yordy

AD-43

Joseph W. Anderson
Robert Beauchamp
William T. Beddo
Vincent E. Blaszczynski
Foster F. O. Booth
Chester Boroniec
Richard Borrusch
Paul Bowser
Milton W. Bridges
Jack Bromley
Elmer A. Brown
Gerald F. Brown
Robert J. Burger
Joseph P. Cerrini
Louis Cisman
William Clemens
Carl D. Commons
James H. Conn
Russel E. Crick
Thomas Crouch, Jr.
Charles E. Curtis
Jerome J. Danowski
John R. Davidson
John G. Doyle
Robert S. Eby
Gordon G. Everett
Norman Eyler
James E. Fick
Paul D. Field
Leigh G. Foster
Edward Fluegge
Alexander B. Fraser
Gale Frederikson
Ford Frizell
Clarence Garrett
Carl P. Georeff
Morrell Gerber
Walter G. Gowans
Oliver H. Hansen
Joseph L. Harcourt
Robert L. Hardy
James Hogan
Leslie J. Hogan, Jr.
Clyde Hollow
James C. Hunt
Russell Isenberg
Lorraine W. Jackson
Frank Kendra
Edward J. Kicenski

Bernard Z. Kotula
Stanislaus E. Krajewski
Ralph Kujawa
Robert D. Lane
Robert J. Le Blanc
T. L. Lindstrom
Carlo Linna
John K. McCarthy
Eddie Makulski
Leonard F. Miller
Michael Mitchell
John M. Montgomery
Anthony S. Morgan
Floyd A. Mumm
Stanley Myatt
Robert I. Nicolai
Edward Olechnowicz
Robert D. Peschke
Reuben A. Peterson
Dennis Pickering
Julien Piesecki
Harvey L. Rau
Louis F. Rekasy
Edward A. Rohn
Wilburn L. Russell
Joseph J. Rustoni
William F. Seward
Everett R. Shields
Anthony R. Smary
Jack Smith
Henry F. Sternisha
Lester V. Stratton
William Suchner
Harry R. Toms
Paul Tudich
Charles E. Valuet
James E. Vance
Walter F. Veraghen
Peter Viottes
George R. Welsh
Robert L. Wisner
Arthur S. Young
Chas. E. Zimmerman
John A. Zimmeth
Stanley C. Zuber

AD-44

Ted H. Allen
Michael V. Apostolopoulos
Andrew Augustniak
Joseph Bannish
Arthur Beard, Jr.
Bernard C. Bedford
Herbert Behr
Walter Berehulak
Aldore O. Bracken
William V. Brent
Floyd Buckingham
Albert Burns
Stanley F. Campbell
August D. Card
Richard J. Catt

Francis Cuvuoti
John M. Cawley
Wm. C. Chivas
William J. Cisto
John J. Cotter, Jr.
Calvin Daw
William C. Debs
Warren C. Dennison
Charles G. Dixon, Jr.
Willard D. Drilling
John Dziewit
Joseph G. Fabiano
Daniel Filkovich
Maurice A. Fischer
Steve Fishanick
Marvin L. Folsom
William S. Frantz
Charles Galetto
Wilford Garnett
William W. Good
Wayne N. Goodger
Arthur G. Goss
Robert H. Grieve
Glenn M. Hall
Robert E. Henderson
Robert J. Herrmann, AD-44
*Reported missing in action
over Sicily, July 12, 1943.*

James Hochkins
Doyal E. Holt
Elmer D. Hooker
Thurman Isaacs
Edward Jeromin
Erwin R. Johnson
Donald S. Jones
Erland S. Jorgenson
Joseph Karwecki
Robert C. Kemp
Alfred Kibert
Carl F. Kohn, Jr.
Edmund Koszykowski
Alfred Kowalewski
Henry G. Kranich
Phillip A. Ladouceur
Vincent Lakies
Peter W. Lazar
Anthony Leginske
Richard G. Lesniak
Donald W. Lund
Frederick G. Maddick
LeRoy J. P. Martin
Forrest L. McClung
Paul L. McCubbin
Donald W. McFarlane
Harry W. Merrill
Henry J. Mozdzyński
Jack K. Monteith
Joseph Myerchalk
Bernard P. Naylor
Anthony S. Niedzwiecki
Paul D. Notestine
Edward Nowakowski

Eric E. O'Brien
Earl G. Oesterwind
Henry Ostafyczuk
George Ottley
Donald Patterson
Gerald Paule
Donald W. Petz
Leonard Poniatowski
Richard J. Rajewski



Thomas F. Doyle, AD-6
*Killed in action,
January 11, 1943.*

Clarence L. Rau
James R. Ryther
Theodore J. Sablasky
Gordon F. Schukowsky
Albert J. Schwan
Albert J. Scobie
James Serra
Vernon L. Shoemaker
Sherrill Shurmur
Lawrence Simon
Roy W. Snyder
James F. Stapula
Frank Stih
Thomas J. Street
Stanislaw Sulisz
Peter Thomas
Edward J. Tucker
John H. Ulman
Robert M. Upton
George Vergis
James P. Vockler
Paul J. Ware
Roland H. Weber, Jr.
Gerald J. Weipert
Ewing Welsh
Henry J. Wendesker
William Wiedenhoft
Edward E. Whitney
Richard C. Wright
Andrew Yatch
Eugene H. Zajac
AD-45
Floyd Bond

George E. Butler
Mortimer H. Dangler
Preston L. Franklin
Raymond K. Hale
Maurice B. Harn
Kenneth H. Tolliver
William R. Vincent
Bertram Williams

AD-46

Jack G. Barnard
Joseph M. Bonnici
Bertram S. Bremson
Vincent Byerlein, Jr.
Alden K. Cahill
Francis J. Carette
Bernard J. Champine
Chas. A. Cobb
John P. Dalrymple
Kenneth R. Emerick
Charles A. Emery
Raymond G. Faught
J. F. Gallagher
Raymond C. Calvin, Jr.
Robert R. Goretzki
Zane D. Grabowski
Robert Green
George Hoemke
John Jakovac
Dennis J. Kelble
Wm. M. King
Francis J. Kovacs
Michael V. Lipka
Herman Masters
Robert O. McCray, Jr.
Edmund Mitchell
Joseph J. Molnar
Vernon A. Poss
Ed Priebe
Felix J. Pyzik
Carl F. Seay
George D. Shanahan
John Thompson
Leonard R. Trongo
Roy A. Warner
Martin E. Werkman

AD-47

Truman Adamson, Jr.
Wilford Chandler
Jack S. Coler
John T. Collier
Jesse L. Davis
Lestley Findley
C. P. Heinz
Clifton Helfer
George H. Hill
Lavell Hudson
Howard C. James
James L. Kimbrough
Milton W. Levell
Desmond B. Lockwood

Bastian H. Miller
John A. Parks, Jr.
Charles Patterson
Thomas O. Payne
Robert C. Rose
Robert C. Ross
Hardie Walker
Salious L. Washington

AD-48

Charles E. Allen
Leslie H. Asher
Edward L. Bartlett
Wm. T. Baux
Harold E. Bidleman
Junior W. Brilley
Clayton F. Brown
Rony S. Caleel
Thomas J. Carey
Richard Cizewski
Stephen Csicsila
Clarence L. Demps
Chester DiFilippo
Maurice Downs
Julius J. Dresden
Evangelist Gerald Dunn
Andrew E. Edmonds
Joseph W. Gagne
Arthur Grunow
Walter Grzegorski
Donald Hammond
Robert F. Heatley
Donald C. Hinckley
Garland M. Hurst
Martin Izak
Gerald E. Kadwell
Herbert Kallmeyer
Thomas E. Kennedy
Alfred I. Kogowski
Harold R. Kulka
Gerald L. LeCourt
Claude P. Ledford
James T. Ledford
Robert Linville
Giovanni (John) Lopiccio
William J. Maltby
Robt. Mansour
Walter Maziarz
Thomas A. Muldowney
Jack F. Mullans
Harold Noland
James E. Owens
David W. Reinhart
Robert C. Remick
Frederick J. Ringel
Henry Romanski
Nick Rubino
Edward C. Schneider
Marion Senesky
Wm. H. Shea
John E. Short
T. J. Shymanski

Bruce Sleeman
Joseph Soltis
John Sopata
Lester H. Stockman
William W. Tighe
Frank S. Twardzicki
Arthur Vandenhemel
Wilbur L. Vockler
James R. Weller
Henry W. Wojda
Lewis F. Wright
John E. Wyss

AD-49

Peter P. Abdo
John Antonich
Bernice Belzowska
Harold K. Boyer
Ernest C. Carpenter
Norbert Chojnacki
Charles H. Colville
Harold Cornelius
Alfred J. Cove
Jack A. Dunne
George F. Easton, Jr.
Charles D. Emerson
Walter R. Faubert
Francis J. Fearn
Edward Frey
John A. Fritchey
Anthony Gabriels
Arthur D. Gage
Elwood J. Grannell
Wilber J. Green, Jr.
George J. Grosfield
Frederick S. Hackett
Oscar S. Hargett
George C. Hedges
Wilbur Heller
Eugene Hillebrand, Jr.
Thomas E. Hodson
Warren Lane Howard
Walter Izvorski
Leonard S. Koscielny
R. L. Lambdin
William Lawrence
William F. LeBlanc
John P. Lendo
Robert H. Lewis
Elwin J. Lindke
E. A. McFaul

Robert S. McNamara
Robert N. Mael
Francis I. Maurer
Harry R. Nelson
James A. Nicholls
Leo O'Dwyer
John F. Pantera
Henry V. Prince
Stanley R. Pruss
Harold L. Rivard
James H. Roberts

Seymour G. Roberts
William C. Schenik, Jr.
Robert G. Silver
William Thomas
Donald W. Soular
Robert M. Snyder
Ernest A. Staley
Walter Stanton
Robert D. Sturgeon
Lawrence A. Sutton
James E. Swayze, Jr.
Otis Tewksbury
Earl L. Tremaine
James B. Utley
Walter J. Wagner
Charles C. Wiswell

AD-59

Billie Chylla
C. M. Cosner
Roy W. Lienau
Robert L. Manninen
Harry L. Swan
W. J. Williams

AD-89

Earl F. Betts, Jr.
Robert E. Harrison
George D. Noble, Jr.

AD-92

Michael Fiedor, Jr.
Frank L. Morris

B-21

Frank A. Doczi
Peter Foggiano
Gordon M. Insley
Donald J. Jones
Donald A. Knapp
Jack McCoy
Truman J. Murdock
Robert Patrick
Edward Pokrywka
George O. Porter
Wallace Quick
William H. Shannon
Edward (Joseph) Siwula
Charles N. Stone
Russell P. Walker
Eldon Winder

B-22

Pvt. John Adamkiewiz
James R. Beaudrie
Robert E. N. Cleghorn
Theodore R. Diegel
Stephen Fusik
Lyle Graves
Adriaan Hamelink
John Kiselewski, Jr.
Stanley D. Rea
Milton S. Webb
Wilbur F. Withoff

B-23

Richard Baker, Jr.
Louis E. Barnett
Wayne A. Brooks, Jr.
E. Collett
J. D. Downen
L. C. Ensminger
Raymond J. Erickson
Bertha L. Harrison
Vincent A. Jones
Michael J. Kutek
Gerald J. Lustila
Robert Matlakoski
Henry Michalka
Henry C. Miller
Chester A. Odell
Howard A. Sole
Charles Somers
Henry M. Stanley
Robert D. Suzore
P. V. Topolewski, Jr.
Carl Vasher
Edward Wiepszek
George H. Williams
Marion Zarczyny

B-24

Harold S. Bache
Sydney H. Bache
Edward Barczuk
Donald R. Barget
Donald W. Carlson
Joseph E. Castonguay
James J. Cusack, Jr.
Delbert E. Esche
Richard C. Forbes
George Givan
John Kielbasa
Robert Kosovich
Sigmond W. Lisowski
Frank T. Lucas
John McDonald
Harold M. Moss
Alfred P. Nitz
C. L. Plaskiewicz
Hollis E. Rainey
Erbie B. Robinson
Ernest J. Robinson
Robert F. Roland
Belmer R. Rutland
Norbert Sagan
Heino H. Saily
Charles C. Smith
Roy J. Swibaker
Freeman L. Wiltse
George W. Wissman
Henry V. Woloszyn

B-26

Wm. E. Abela
George S. Botkowsky
Edwin F. Breest

Frank E. Bruening
Ellsworth R. Caruso
Joseph Cleary, Jr.
Billy J. Cooper
Eugene D. Cotter
James F. Custer
Stanley Danello
Clinton D. Dennis



Charles Cvetan, AD-46
Died of heart attack at Camp
Pickett, April 20, 1943.

Robert O. Dunifon
Doyle D. Etcorn
Wm. R. Fast
John F. Feuer
Arnold F. Foess
Edward Formell
Wm. M. Frank
Fulton W. Gillow
Gordon D. Goerke
Russell Hatcher
Ray Hays
Vincent E. Graca
Oliver R. Gray
Donald Hicks
George T. Hill
Alvin G. Hoffman
Jos. M. Houf
Leonard P. Hyduk
Bronislas Kasza
Ernest C. Kelly
Harold A. Kling
Walter Kourtjian
Boleslaw Laskowski
Stanley Lesniak
Harold A. Love
Robert E. Mack
Thomas Markus
James M. Matney
Francis L. Matthews
Jack M. Messerschmidt
Earl W. Metzner
Earl H. Meyers
Frank B. Murbach
Calvin Niemi

William B. Myers
Peter O'Brien
Edmund R. Pagano
Frank Pardy
Harry P. Peebles
Michael Polifka, Jr.
Joseph S. Provence
Sven Rautio
David J. Robb
Harry P. Rulapaugh
George E. Seefeld
Adolph Sottil
Frank A. Starin
Hollis W. Stevens
Wm. F. Storck
Theophile Syms
Joseph Tringali
Charles J. Voight
Milton Walkowski
John Walsh, Jr.
Dennis W. Wangler
Edmund C. Widzowski
Earl A. Williams
Joseph F. Wogtan
Hiram R. Zimmerman

B-27

A. Forberg, Jr.
Wm. Pemberton

B-28

Joseph W. Birdsall
Roger J. Browne, Jr.
William B. Malchuk
Joseph E. McKenna

C-2

Leonard D. Elias
Jack Tice
Richard W. Zacharias

C-3

Jerold Bloom
Pierce R. Bullock
Mike Couzens
James G. Feeny
Robert Henry
Joseph F. Jay
Edwin R. Kesselring
Torkom Keteyian
Kenneth G. Klee
Edmund J. Krzesowik
Warren C. Laude
Frederick A. Lee
Robert A. LeRoy
Lewis Maylock
Howard McCulley
Duncan J. McNeil
Stanley Narodzonek
James E. Organ
Charles A. Rockman
Jacob H. Robbins
Edmund Rudzinski
Eugene Siemion

Arthur Simler
John R. Tobin
Edward M. Walerych

C-10

Frank S. Black
James H. Brown
Julian Carter
Robert B. Clark
Casimer Duda
Victor F. Ejsa
John L. Harden
John C. Holt
William R. Holt
Louis B. Kidle
Lewis E. Koppitch
Leo Martin
Thomas S. Morse
Joseph Pacion
Harley J. Pack
Frank Pawlowski
Robert Price
Roy Schubert
Louis A. Smigalski
Joseph A. Smith
Lawrence Steinke
Herbert J. Stockman
Raymond E. Suiter
Harold B. Timpf
John M. Wigley
Carl E. Zimmerman

C-15

Elio Albalate
Louis Eros, Jr.
Frank A. Lake
Bill Newton
Frank Pianko
Michael Wollner

C-18

Leo W. Clemens

C-33

James A. Russell
Clemens Walney

CF-1

Marvin F. Sarnowsky

CM-1

Nick Beller
Robert J. Benson
Stefan Bohus, Jr.
William I. Ewing
Edward Forbush
Edward T. Haikio
George Krogstad
John H. McGreevy
Paul G. Rosenbaum
Jack Smallwood
George J. Stein

CS-1

Arteese Armstead

James E. Ramey
C. W. Stier
John F. Tomczesyn

CT-3

Edward A. Bazner
Henry Boguslawski
Gerald Colantonio
Robert W. Holden
Henry Indyk
Stanley R. Klanauskas
Franklin P. Moore
Lloyd M. Oberg
Forest M. Ross
Geo. E. Schweigert
Robert E. Smith
Henry B. Tosh
Leonard V. Zebroski

CT-11

Clifford E. Aldridge
Francis S. Anthony
James E. Bidwell
Joseph Bokano
Bronislaw C. Bolek
Paschal F. Brooks
William O. Clancy
Bernard L. Courturier
Roy M. Elliott
Asa Fish
Raymond P. Franckowiak
Walter H. Goralczyk
Hubert W. Hannula
Jesse R. Hiatt
Herman O. Hill
Raymond W. Hoganson
Frank J. Jalocho
Ray L. Justice
Norman S. Lennis
Albert A. Nicholls
Antoni Obrycki
Oakley C. Rivers
Clarence W. Siira
Nick Sipus
John C. Sokolowski
Walter Stip
Orville E. Taylor
Arthur Van Slett
Thomas Williamson

CT-18

Emerson E. Bridgewater
Leonard L. Souva
Louis Horvath

CT-31

Marshall L. Allman
Robert Brown
John M. Chapman
Harry L. Clark, Jr.
James Finn
Douglas Lowe
Alfred A. Lukasiewicz
Henry F. Musick

J. Henry Stewart
Henry Wais
Leon Winchester

CT-41

Donald L. Findley
Charles Gianniny

CT-42

Orville R. Adolph
Andrew J. Anderson
Dante Balagna
Edward Baltrushites
Adam Banas
Morris F. Barnes
William H. Barnes
Edward Bonnici
Emmet C. Byard
Dudley F. Callender
Robert J. Canner
Fredric Carrier
Joseph J. Ciaramitaro
Lionel Codere
John F. Curry
Bennie Dembicki
Carlie M. Dickerson
Gilbert Dietiker
Jack H. Durham
Stanley Dziewit
Stanley C. Dziubek
Glen A. Edwards
Robert Fleming
Charles H. Forshaw
John H. Gasman
James R. Gustin
James C. Hart
Allen H. Harvey
Harrel V. Helton
Bruce Higginbottom
Paul A. Holt
Edward C. Hord
Joseph F. Janney
Edmund Kamyszek
Walter Karawan
Louis Kassay
Leo E. Kelly
Paul Koski
James Lancey, Jr.
George G. Lanier
John Marcinkevich
Frank E. Markum
Lawrence Mull
Thadeus Namyslowski
Clarence E. Oyster
Joseph S. Paliwoda
Paul C. Pleiness
Arnaldo Ponticelli
Reuben J. Ronquist
Waymon V. Rust
Myron Schefman
Joseph A. Seinkner
Albert J. Slatinsky
James T. Spivey

Paul B. Stokes
Lusk C. Stubblefield
Richard Summers
John Thomas
Donald Timoney
Frederick J. Togger
Herbert E. Treese
James R. Vegher
Anthony D. Verrico
John S. Warchock
Walter Wasko
Burdette B. Watson
James A. Watson, Jr.
Clyde Waugh
David J. Wolf
Jay D. Wolfe
Walter Wosko

D-2

Charles A. Fitcher

D-3

LeRoy Baker
Thomas Baxter
Donald Deary
James E. Dewey
James D. Gougherty
Milton E. Ingold
Frank F. Krueger
Stanley S. Larson

D-4

Clyde R. Butler
Francis W. Chantelois
Kenneth S. Jago
Stanley Johnson
Edward J. Kairis
Early U. Lane
Frank J. McKeague, Jr.
Bernard McKeever
James L. Sherrill
Edgar A. Taivalkoski

D-41

Guy Cooley

E-11

Stanley B. Mayra

E-12

Howard E. Lukey

E-14

Bruce M. Edsall

E-15

Enes Barbero
Robert O. Benecke

E-16

Stephen J. Grzybowski

E-17

Daniel M. Adams
Alfred H. Asselin
Paul G. Axelrad
Kenneth G. Beckett

B. R. Boodoian
Robert K. Buelk
Walter A. Burczycki
Roydon B. Cooper
Wm. T. Gerber
Eugene E. Hall
Paul E. Hitch
Alvin L. Holton
Francesco A. Veraldi
Lester E. Wilson

E-18

Charles W. Lofquist



Raymond L. Muston, AD-6
Died of wounds received in
North Africa, May 27, 1943.

E-20

Robert W. Burton

E-21

John F. Cortez

E-22

R. A. Gientke
Edward Luke
Roy O. Martia
John D. Phelps
Robt. Wensky
Paul A. Westfall
Leslie Wetterholt
Richard Winans

E-23

Ray V. Clute

E-24

J. R. Glasson
George Percha
Stephen J. Telesky

E-25

Joseph E. Hirsch
John F. Kline

F-2

Albert J. Paplinsky
Joseph A. Rykaczewski
James L. Pearce

F-10

John Atterholdt

Leo Bargiel
Glenn J. Bernard
Woodrow Booth
Sidney F. Boulton
Lewis J. Cox
Charles Kleras
Stanley J. Kush
James C. Lynch
John Scott
Godfrey Stanek
Stanley F. Szczesniak
Allen A. Tomlinson
Kenneth L. Wagner
Reuben Wilkins
Charles Wisniewski
Herman Youvon, Jr.
Frank H. Zech

F-15

Charles Beckley
Harry D. Edwards, Jr.
Francis Roulier

F-20

Hugh Houck
Edward J. Lawera
Russell H. Ogren
George Prescott
Tom J. Thomas
Gerard Tunley

F-22

James A. Dalton
Arthur Franklin
John Machka, Jr.
Joseph J. Moste
Harold T. Poor
Raymond A. Sizeland

F-24

J. R. McGlasson

F-25

Ernest Boysen
George W. Hamilton
John L. Koppelo
Art R. Macklem

Walter P. Matthews, F-25
Reported a prisoner of war in
Africa, February 15, 1943.

Feliks A. Turek

H-2

Leo Barger
Leonard J. Beck
Ralph Correll
S. J. Flaherty
Harry Gruba
Edward Idzikowski
Thomas Mackety
Robert W. Matthews
Andrew M. McLean
Francis J. Michalak
Leo Misiolek

Emerson New
Arthur E. Oatley
Frederick A. Rodamsky
R. P. Schafransky
Edmond E. Shiplet
Frank Skryzpek
Wilfred J. Waara

H-40

Alexander Brodi, Jr.
Floyd W. Johnston
Paul D. Lukacs
Frank G. Mazuchowski
Lawrence V. McNamara
Chester J. Mroczkowski
Fred A. Nordlie, Jr.
Ralph M. Penney
Joseph R. Schaecher
Fred Tolbert

I-21

William L. Coplen
Israel L. Karbol
John R. Klim
H. Kubin
Richard Lasinski
C. R. Murphy
Wm. A. Sabo
Leon W. Szaradowski
Francisco Vatalaro
Albert M. Weimer
Michael Yunck

I-22

R. E. Brackett
Howard J. Cargill
LeRoy H. Flatau
Willard J. Harbour
Merville M. Knapp
Robert C. McGrath
Aldred B. Muskent, Jr.
Joseph J. Vincent, Jr.
Albert Werner

I-23

Raymond Chwastek
Stanley N. Frontczak
John A. Haglestein
Charles L. Holtz
Harold E. Klais
John F. Kobylarz
Ray H. Lehtola
Robert W. Martin
M. W. Woeike

I-24

John J. Cumming
John Dahlstrom
Wilmer V. Laginess
Rudolph S. Satory
John A. Youngerman

IH-2

Gerald Anderson
Raymond C. Gross
Melvin D. Heath

Samuel Jacobs
Leonard Masztak
Constant (Joseph) Rusis
Chester Zielinski

IH-40

Walter Cebula
Steve Staphanow

IJ-1

William D. Adkins
George Brown
John Busha
Neil Fogg
Richard Mitchell
Leo Mucha
Richard D. O'Donnell
Ronald S. Ogg
Fred Robbins
Joseph Ryba

IM-1

Harleth C. Acker
John S. Beach
Donald Eckhout
Alexander S. Gibson
Richard W. Gordon
James A. Green, Jr.
Milton J. Miller
Joseph H. Rapp
Kenneth L. Strain

IP-20

Roy G. Gerby
Eugene Sudol

IS-21

Raymond Canderlich
H. Markovitz
John W. Niva

IT-1

R. A. Fitzgerald
Robert J. Kaul

IT-3

Theodore Burye
Robert P. Dean, Sr.
Valentine Fortuna
Harold W. Garr
Arnold J. Gregoire
John P. Karasinski
Joseph Katalak
Harold M. Kaufman
James M. Lakes
Anthony Miodusewski
Thaddeus Piendzia
Chester J. Pyzik
Kenneth R. Reauso
Alfred L. Weipert
Carl Wollmerheuser

IT-10

Alex G. Allan
Clayton T. Barron
Talmage W. Burkeen

Arthur I. Collins
Efisio A. Delsi
Stanley Lesniak
Raymond Y. Loos
Peter T. Mathes
John T. McGee
Chester Pietka
Raymond M. Swiderek

IT-11

Dolphus D. Benefield
Rex D. Jaquith
Louey Rodgers
Francis W. Miller
Russel L. Smith

IT-31

William L. Belt
Robert A. Buck
Henry C. Dockery
Carmen Giacchina
Jerome H. Greenberg
Clayton W. Kerr
Robert A. Lindahl
Walter F. London
Bernard McCarthy
James F. McGowan
Stanislaw Niemiec
Loyd K. Secrist
Stanley J. Slugay
Lloyd E. Terry
Gerald Wiza

IT-42

Philip F. Fischback
Elmer H. Hibdon
Arthur Horne
Milton Howard
Joseph L. Hutyrta
Glendon Lawson
George A. McCallum
Larry C. Roat
Edward Wasilewski

J-1

John Clarkson
Aszelm Madejezyk
Walter J. Sholtz

J-2

George W. Toomer
Francis L. Wisniewski

J-3

Ben Bolden
Willie Bragg
Roy R. Chaney
Herbert D. Fletcher
Ralph W. Fletcher
Edward W. Jackson
Jim Lyman
Homer E. Reed
Boyce S. Robinson

J-4

Robert L. Anderson

Harper Brown, Jr.
Alfred Brunson, Jr.
Timothy H. Carter
John T. Cheney, Jr.
Melvin Craighead
James R. Drake
James Edwards
Lionel G. Gaines
Arthur L. Gatson
Felix S. Glowacki
Mack Hairston
Frank Horton, Jr.
James T. Jackson
Joseph J. Kairunas
Eugene O. Lyons
Richard Matlock, Jr.
Jack S. Mellon
John J. Morris
Arnett M. Sydes
Felix E. Tiano
Charles A. Tindley
Louis Weiss
Garfield Willis
Woodrow Wilson
Raymond R. Wright

J-10

Jones Batie
Norman L. Bell
Otis Campbell
Lenord Doster
Willis Dudley
James Duiguid
James G. Grogan
James H. Green
John Jefferson
Andrew Latka
Clifford Long, Jr.
Prince A. Moon
George W. Newkirk
John H. Peterson
George E. Roush
Robert L. Sanders
Benjamin R. Tolbert
Nelson Toliver
Noel K. Vest
Isaac Ware
Willie L. Williams

J-20

Theodore D. Barc
Blair B. Byrd
Richard L. Hull
Evans Dobbins

M-2

Andrew McLean

M-4

George W. Archer
Wayne Felbart
Edward T. Fiore
Sam Kapowitz
Joseph N. Karr, Jr.

Stanley Kukurka
Victor Pangrazzi
Willie R. Perry

M-5

Elmer M. Derby
George P. Fillides
Harry Gezunterman
Louis Katz
Zygmunt Kukulka
Edward John Masser, M-5
*Reported a prisoner of war in
the Philippine Islands,
March 1943.*

Otis E. Mohon
Leonard A. Prost



Stanley G. Gilliard, Jr., V-22
*Died in bomber crash in
Florida, August 12, 1943.*

Leonard Sabczynski
Nathaniel W. Wiley
Talmage G. Workman
Frederick L. Young

M-6

Eino Autio
Adolph Balikowski
George P. Braund
Roger J. Burnham
Ward J. Cherry
Stanley P. Cisz
Clarence W. Evans
Jack F. Fera
Garo J. Finigian
Ruben W. Groves
James A. Hill
Carl R. Hintze
Peter W. Jeppesen
Andrew A. Krust
Oliver J. Lambdin
Charles Leffingwell
Ben Mason
Harry Osborne, Jr.
Walter J. Petrowski
Stanley Porenski
John Ranz

Alfred C. Rising
William D. Rosentreter
Lathan E. Ross
Robt. E. Ryer
Andie L. Sanders
James B. Shick
Arthur D. Smith
Carl A. L. Smith
Leonard C. Stephen
Edward Szopjac
Frank E. Vareschi
Wilbert C. Wiinamaki
Leon W. Winkler

M-7

James R. Badley
Frederick Bamblett
Heronim B. Bem
Salvatore Capolini
Edward Dohaney
Henry C. Fischer, Jr.
Chester Grabowski
Harold R. Kunert
Alphonse Mackay
Paul Marquardt
Don E. Merz
Frank Molby
John Popovitz
Lauren D. Ray
Arthur G. Rick
William J. Sawyers
Frederick J. Smith
Bernard Sobotka
Jack Stewart
Edmund Trahey
Warren A. Walters
Charles F. Ward
Norman A. Yon

M-10

Frank Cichowlas
Norman F. Degen
Norman Druzanowski
Elmer Frazier
Albert Fuga
Samuel Hack
Ferdinand Hy
Bruce Joyce
Cecil M. King
Adam E. Kowalski
Charles C. Martin
John P. Mercurio
William Milbocker
Charles J. Miller
Frank C. Morgan
Frederick G. Reinke
Edward Ryczek
Donald Schaffer
Sylvester W. Schaffer
Arthur M. Sellers
Toivo R. Tankka
Odie Tullios, Jr.
William J. Van Dale

Albert C. Van Wynsberghe
Edward Wawrzyniec
Frederick W. Zurcher

P-10

Thomas Abretske
Shirley E. Beardsley
Alvin Lenz
Alger W. Luckham

P-20

Gilbert Bloodworth
Harry A. Burke
Robert L. Clement
John Gedz
Edward A. Hoey
Joseph G. Sackle
Henry C. Zimmnicki

S-2

Edward Ellies
Henry Johnson
John Purdy
Robert J. Shampo
George F. Stanczak

S-3

Edward Bojanowski
Stephen J. Brzys
Robert Dulz
Thomas J. Glover
Kenneth Gregg
Louis Jacobs
Julius Majeski
Walfred J. Pesonen
Teddy C. Pshebylo
John Rubright
Thomas T. Savanna
Hubert F. Stryk
Harvey A. VanPelt
Vincent Venclovas
Casimir Wisniewski

S-21

Vivian Schulz

S-22

Joseph R. Belcoure
Robert A. Busher
Franklin E. Carlson
Eugene B. Clapp
Willis J. Demolen
Virginia E. Dixon
Joseph Dupuis, Jr.
Harl N. Flowers
Joseph W. Gee
Norman Gero
William C. Glover
Albert S. Hofer
Alfred A. Kibert
James W. Lilley
Norman A. Lincoln
Wesley E. Maki
Neil Martin

John Mitro
Eugene B. Nicholas
Theodore Nicolson
Charles E. Poole
L. P. Rogers
Sam L. Rosenfeld
Louis J. Sanok
William Schraner
Robert J. Shampo
Charles J. Simpson
Elmer E. Squire
C. F. Yoches, Jr.

T-1

Francis L. Beaudette
Norman Gerou
Robert R. Skinner

T-3

Dio Baley
William E. Blalock
Emmett W. Barnes, Jr.
Jack Barnett
Victor A. Bayer
Roman Belobradich
Clifford E. Bettinger
Stanley Biernat
Theron L. Booth
John Borkovich
John W. Bradshaw
Stanley J. Brazas
Daniel D. Chisa
Warren G. Coffey
Joe Conciello
Oscar M. Craighton
Daniel F. DePestel
Edward Dmochowsky
Harry W. Doehring
Ward A. Ebert
George R. Elges
John I. Fox
Bernard V. Gagne
George Galbraith
Lile Griswold
Thomas G. Harris
Edwin A. Helgren
William Hinrich
Bernard Hoorn
Robert S. Kerr
Alfred Kozlowski
Julius Kruk
Louis A. Kwatara
Ralph E. Lenzey
Newton M. Lowery
Frederick Lyons
Donald J. Malloy
Casmir J. Marchewska
Frank J. Meloche
Charles H. Merrill
Alex Milli
Robert E. Munson
Joseph E. Neff
Robert Oakley

Joseph Oleksyn
Bronislau (Barney) Organek
Donald E. Pemberton
Elbert G. Powers
Thomas B. Reed, Jr.
Vernon E. Schmitt
Frank Smolinski
John E. Sobania
Arthur J. Steer
Lester E. Storts
John C. Switalski
Edward L. Thompson
Joseph Tocco
Otto R. Tope
Albin Topolewski
Archie J. Tutor



Joseph V. Ostafinski, AD-49
Killed in plane crash in Latin
America area, July 21, 1943.

John Valenti
Rosario Vitale
Mitchel Wojciechowski
Andrew J. Wood
Nicklas Zaburny

T-4

John Allumi
Earl Collins
George E. Dickerhoof
Dean Esterline
W. S. Foley
Seibert Gibbons
Claude L. Hammers
Darrell Harrison
James C. Jackson
Leonard R. Danville
Delmer Dye
Oscar W. Edwards
Francis M. Koss
Julius Kruk
Donald J. LaVoy
Paul B. LeCourt
George E. Milobowski
James D. Morgan
Lewis P. Moser
Walter F. Smith
Ernest Stevens
Clifford L. Stier

Samuel Stolbar
Edward S. Szumski
Lloyd V. Timm
Vincent R. Yaklin

T-5

William W. Abbott
Daniel A. Ayala
Clyde A. Bergmann
James W. Brinkley
Charles F. Bryant
Glen A. Burgess
Samuel Bushnell
Michael M. Cavanaugh
LaVerne J. Centeck
Graham D. Council
Leonard J. Dalka
John H. Doering
Cecil M. Ferguson
John H. Fuson
Harold R. Gamble
Francis J. Giddings
Roy J. Godsell
Frank Jakubiec
Zygmunt J. Kramer
Chester T. Kryston
B. Maczorowski
Paul E. McBroom
Edwin F. McQuerry
Arvid L. Miller
Edward Nalannes
Vernon A. Neal
Ralph A. Nelson
Harry P. Page, Jr.
Edward Roemensky
Frederick J. Rogge
Adolph Russel
Wallace L. Sage, Jr.
Edwin Solak
Louis Tinker
Kenneth E. Walters
A. B. Wojnarowski
Vyron D. Woodward

T-6

Henry Adamkiewicz
Clare R. Aurand
Jack G. Becker
Carmelo Bertoloni
J. T. Clay
George Danelow
Leonard R. Danville
Delmer Dye
Oscar W. Edwards
Cronnell R. Gipson
Wm. J. Jordan
Frank Kaminski
Wladyslaw Pasierb
Wm. H. Peyton
Moody A. Potts
John Robinson
James T. Russell
Richard E. Schumm

Richard Shiveley
Fabian W. Stankiewicz
George Stankula
Raleigh B. Stutts
Philip Szdrowski
Biagio Tucci
Wm. Unterborn
George M. Vogler
Alfred S. Waedel
Arthur Williams, Jr.

T-10

James H. Allen
Samuel Amorello
Gawain F. Bennett
Homer Boggs
Francis Boron
Charles R. Bradshaw
George Burback
John Carabelli
Thomas H. Carson
Lloyd E. Chamlee
Curmon C. Childress
Harrison Cornell
Lewis J. Cox
Mike Deneduk
Edison W. Empey
Bruce M. Gleason
Everett Greer
Charles R. Hull
William W. Hundley
Charles Lingenfelter
J. R. Luddy
Jasper L. Munson
Henry A. Pawlus
Alex Penman
Pasquale Rosati
Henry Ruthowski
Jacob Schmitt, Jr.
Rodney A. Stevens
Neumann J. Studer
John Thomas
Everett Tormey
Louis Vedal
William A. Weidman
Forrest Williams

T-11

Robert L. Pratt

T-12

Steve Burch
Frederick A. Christian
Jack M. Rotman

T-14

Harry W. Campbell
Wm. E. Kroll
Edward J. Mawby
Allen M. Peet
Michael Tyhie
Joseph Trupiano

T-16

Edward Derocher
Steve J. Humbach
Adam Kostukof
Matthew F. Thomas
Stalney J. Wisniach

T-18

John L. Cranny
Robert A. Pugsley
James R. Sloomaker
Winifred U. Stark

T-22

John Krakowiak
Arlington H. McCormick



Alexander Louis Moxie,
AD-43
Killed in accidental bomb ex-
plosion in Pacific war zone,
September 4, 1943.

T-32

Wilbur D. Beckett
James L. Brown
Edwin F. Dowling
Charles B. Dreher
William J. Elliott
Donald G. Fraser
Isaac S. Freedman
Joseph Gaffke
James C. Griffin
Charles L. Hanchett
Lonie O. Harris
Henry Jaroma
John R. Kolaski
Bernard Krogol
Askar Martinson
Everett L. McGowan
Ralph K. Miles
Michael R. O'Grady
Armando Provenzano
David Randolph
John Richards
Donald Roe
Jasper N. Rogan

Frank Ruzzata
Carl B. Sharpe
Franklin D. Smith
Walter R. Smith
Frank A. Starin
Roland Stewart
Dominic Zazula

T-34

Harry Adamzak
Arthur Bagusz
Nicholas J. Bialach
Walter J. Bilski
Arthur Bogusz
Herbert F. Brown
Frederick Brywka
John Budnik
Jess V. Forster
John Golovich
Jack Greenfield
John A. Griffith
Quentin Headapohl
Curtis Kirkman
Joseph Klemens
Edwin E. Koski
Emerson Linn, Jr.
Alfred P. Mainz
Lewis E. Marlin
Howard R. Morris
Hilton W. Ozbirn
Michael W. Parker
Leonard Pilotti
Theodore R. Raatikka
Frank Radzikowski
Dominic Roncaglione
Clarence W. Schmidt
Spartaco Secchiari
Eugene Sherling
Robert H. Smith
Dominic Torre
Estes Turner
John F. Turner
Richard Weed
Alfred R. Yake

T-35

Lawrence S. Barger
C. A. Boling
Bruce A. Brewin
Russell Coleman
Ira A. Eaton
Robert F. Edenburn
Stanley V. Emblin
Harold W. Everham
George R. Hamel
Adrain Hawkins
Harold L. Kindred
Ralph M. Kujacznski
Jacob A. Marshick
Anthony Massong
Stanley W. Mayberry
Thomas McNally
Joseph J. Menehan

Ralph W. Miller
Victor E. Perkins
William R. Phillips
Richard C. Reichard
William G. Reilly
J. D. Roy
Chester M. Sokol
Victor V. Stapolis
Merrick J. Stephenson
Ted S. Stocki
Wm. H. Tripplett
William A. Tuori
Chester R. Urbanowski
John W. Van Cleve
Albert C. Walker
George B. Wallace
Robert E. Wenger
Iver Wilson
Frank P. Wodzien
Bill Zamboroski

T-36

Lorin W. Buckwalter
Enrico Caruso
Charles W. Drys
Jack G. Fightmaster
Bernard Grabowski
Charles P. Herrington
John R. King
Robert N. Nicoloi
Michael Petras
Angelo Sorrentino
Stanley Synowiec
John F. Syra
T. W. Tomlinson
Raymond Wheelock

T-37

Nicholas J. Marrone

T-40

Frank Krapek

T-42

Edgbert Black
Bill Calka
Robt. H. Grumback
Frank H. Payne

T-50

Roger J. Decker
Wm. Plotkin

V-21

John E. Bebb
John B. Donner
Russell P. Walker

V-22

Elmer L. Ambrose
Vincent Bosman
Raymond G. Crosser

Raymond Eichbauer
William F. Gayk
Andrew J. Harter
Harold A. Hendrian
Eugene J. Hollway
Rheinhold A. Juntunem
Leo B. LaBreche
Frank Lembo
Edward O. Lewis
Robert W. McComb
Daniel McInnes, Jr.
George H. Miller
Roger Mills
Harold J. Mudloff
Elmer Naas



Lewis J. Weisenberger,
TA-18
*Killed during training flight
at Camden, S. C.,
September 23, 1943.*

Morrie F. Neff
Howard L. Osborn
John Pawlik
Milton P. Rehbein
William Reid
Thorvald P. Roragen
Elmer B. Seaton
Joseph Shafranek
Lawrence Schneider
William J. Schneider
Frederick J. Schroder
Joseph Shultz
Harold Shover
James M. Smith, Jr.
Merlin G. Suttkus
Carl A. Taylor
James A. Thomson
Frederick R. Woelk

V-23

Lloyd Bates
John N. Baumber
John B. Bell
John Bogdan
Ewald J. J. Burg

William R. Butterworth
Robert Clark
Joseph W. Combs
Charles Cox
Paul F. Dainty, Jr.
John Eridon
Daniel J. Feick
Robert M. Graebert
Albert Harrison
Claude L. Herring, Jr.
William E. Holmes
Leonard R. Kizer
George Robbins Lee
Daniel T. Kastle
Glen R. Lamb
Ralph W. Mills
Zadoc C. Phoebus
Benjamin I. Reeve
James K. Ruork
Joseph Shutak
John Thomson
Othal L. Turner
Arthur J. Wilson

V-24

Ernest J. Basel
Marvin A. Droste
Gerald Finn
Emmet J. Killeen
Max Kolasinski
Joseph L. Lee, Jr.
John A. Lochrie
Charles W. Ricketts
Raymond B. Standley
Howard Stoll
Clarence W. Vierk

V-25

Liverston Banks
Jerry C. Clark
Jimmie Fitts
Benjamin Friday
Cleveland Hose
Jerry Hutchins
LeRoy Johnson
John Kirk
Willie Lowe
John E. Reddick
Harry Reid
John M. Ribbron
Theodore Richards
James A. Shedrick
Lester Swygert
James E. Tramel

V-26

Farris Phillips

VA-21

Tommie Austin
George W. Barthel, Jr.
Andrew J. Brown

Elwood Browning
Arthur Cain
Robert Chilton
Martin R. Conrad
James C. Flood
James T. Gillam
William Golden
Theo. Johnson
Bernell Lee
Stephen J. Matuzak
Mack Powell
Delaney C. Putman
Floyd O. Reetz
Leeandrew Riley
Lee Saunders
Lincoln Shell
Milton E. Spickler
Otto J. Sullivan
Chester Tripplett
Carl T. Wilcoxson
Ray L. Williams
McCoy H. Yancy

VJ-21

Edgar S. Clements
Stephen Cole
Edw. Elbert
Charles A. Harvey
John J. Higgins
Clarie Howell, Jr.
Peter Hustler
Willis Jennings
Donald Jergler
Robert Jones
George Keen
Francis R. LaVigne
Frederick J. Liston
Thomas T. Pitts
Leon J. Riordan
Howard Williams

VT-21

Victor S. Karbowski

X-2

W. W. Johnson

X-8

Elmo Bellville
Robert R. Brown
Gordon S. Grant
Walter G. Kelm
Vernon K. Long
Edwin J. Miller
Frank R. Morse
Thomas W. Moul

Detroit Branch

Charles Berrigan
Elmer Boufford
R. W. Burrell
B. F. Hungate

H. P. Hyatt
A. Krueger
B. Lesterson
J. K. McClure
Wm. E. Morley
Fred Robinson
Henry Rodinback
I. G. Samson
Edward Shaw
Otto Simon
Earl D. Smith
J. G. Springer
Albert A. Tornow
Ed Wells
D. Weston



Warren J. Merritt, V-23
*Killed in plane accident in
Texas, September 28, 1943.*

Chicago Branch

William C. Anderson
Nicholas A. Angone
C. A. Bates
M. E. Blom
Howard S. Byington
Joseph Ciucci
T. J. Cleary
Harvey T. Collett
Frederick C. Curry
John R. Dixon
Richard K. Ellis
Charles R. Gatles
Julian Gross
Edward Hannan
Robert C. Harley
Major Hines
Robert H. Hurst
Ray Kaczmarek
Gilbert Konow
Lawrence Konow
M. J. Kovac
Earl Benjamin Kraiss
M. J. Machnikowski
Larry J. Maday
R. Milewski

Ejnar Nielsen
John Nigg
J. C. O'Leary
James R. Olson
Surane J. O'Martin
Arthur Y. Pang
Earle F. Paffrath
L. N. Peterson
George T. Quinn
Allen J. Ross
G. E. Reiter
Edwin J. Ruck
Lewis F. Shuey
Olof Lewis Thorson
Ted R. Wheeler
Edward A. Zelenka

New York Branch

Robert W. Atwood
John Archer
Wm. H. Bachmann, Jr.
John Behan, Jr.
Paul J. Berner, Jr.
Peter W. Bodnar
Allen G. Brindley
James A. Carrara
Salvatore J. Domina
Wm. Drouin
Andrew A. Drummond
John V. Evanowski
Samuel Haase

George W. Hazen
Eugene Hornung
James D. Hughes
Albert Iturbe

Enrique Iturbe
Andrew Kanischek
Herbert S. Kogel
Wm. H. Koponen
Edward V. Lindberg
James J. McCreech
Charles H. McDonald
Allen L. Morrison
Maxwell R. Mendelssohn
Joseph W. Nardo
George E. Perret
Harry Pfister, Jr.
Ralph A. Prunella
David M. Runion
James R. Scannella
Abraham Secofsky
Edward J. Sliney
James R. Smith
Waldo Sorgi
Edward W. Staffe
Luke P. Sullivan
John Veljacic
Joseph L. Ventura
Raymond A. Vetterman
Frederick Von Dem Bussche
Joseph H. Zwick

KEEPING 'EM ROLLING . . . AT HOME



When we came to the end of automobile production, the situation faced by our dealers was far from happy. Their main source of income was cut off, and the prospects were discouraging. But rather than sit around bemoaning the situation, most of them were quick to realize that they had an important part to play in the war program.

Since personal transportation is so vital to the life of our nation—especially when at war—it was apparent that there would be responsibilities to keep active the Cadillacs already in the hands of our owners. That in itself has been a tremendous task, because of difficulties in obtaining parts and the growing shortage of experienced service mechanics, many of whom left to join the armed forces.

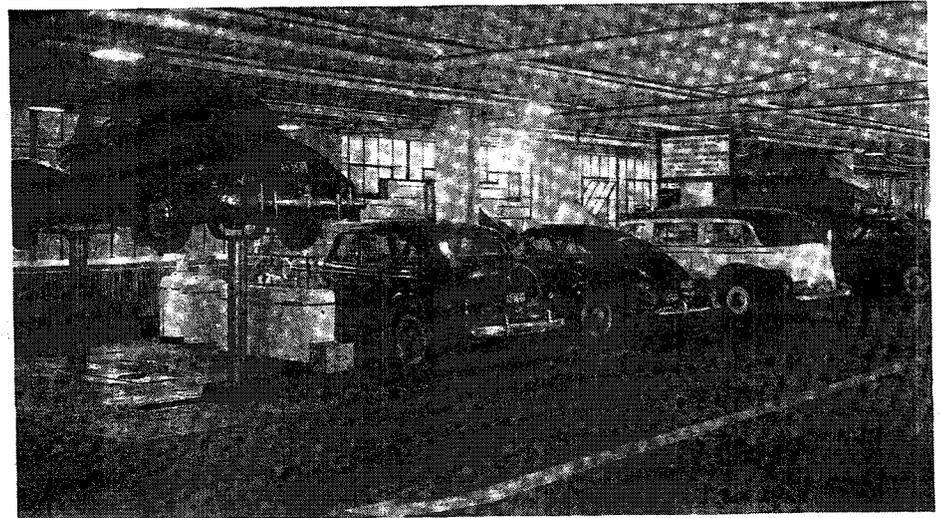
It is to the credit of everyone concerned, then, that almost all of our dealers have remained in business, and have managed to do an excellent job of furnishing the service that has been necessary to keep cars in tip-top running order.

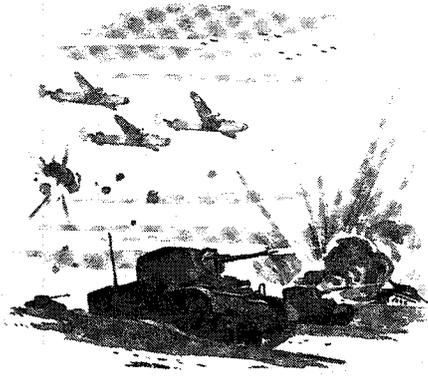
From a long-pull standpoint, this ability of Cadillac dealers to keep their establishments going amounts, in a sense, to insurance for our future. Nobody can foresee what will happen in the days and months ahead, but it is apparent that a strong dealer organization is one of the elements essential to the success of any automobile company. Without them, we could have little hope of stepping back into peace-

time production with any assurance that our cars would be sold. With them intact, we can be sure that the cars we make will be distributed quickly and efficiently to buyers all over the country.

And so, our dealers are serving our country importantly during the war by helping to keep the wheels of transportation moving. They also stand ready to assist in the great job that will have to be done when the war is over.

New conditions may have to be met, new problems may arise. But Cadillac dealers have proved their resourcefulness and their ability to adapt themselves to change. We can be confident that they will do a good job in the future, as they have in the past, of selling and servicing the products we make.





As we look back on the grim days which confronted us at the time of Pearl Harbor, we realize the progress that has been made. We know the road ahead holds many uncertainties, and no one can foretell what "blood, sweat and tears" may have to be shed before the war is over.

But we know, too, that it is no longer a question of *whether* we shall win, but only *when*. The answer to that question depends in no small measure upon the intensity with which we, in industry, put our hearts and our souls into the job we have got to do.

Here at Cadillac, "Victory Is Our Business." Through a loyal spirit of cooperation, we have made great strides toward that end. No schedules have been undertaken that have not been fulfilled. The splendid records Cadillac men and women have set in staying on the job—the suggestions that have been turned in for reducing waste and

increasing production—subscriptions to war savings—contributions to the cigarette fund, blood bank donations, and a willingness, under able leadership, to promptly settle all questions of dispute, stand as a worthy example for all industry. All of these have given true meaning to our wartime slogan, "They Shall Not Want."

We are proud of the part we have been able to play in our country's war program, but that pride is not arrogant or boastful. It is tempered with an understanding of our responsibilities, and an appreciation of the sacrifices being made by those who have left us for the training camps and the battle grounds.

Like all true Americans, we have but one interest in the war—its early ending. There is hardly a man or woman amongst us who does not hope and pray for the return of a loved one. We will continue to back those prayers with our deeds, that all may look forward to an early peace—and a happier and brighter future.

