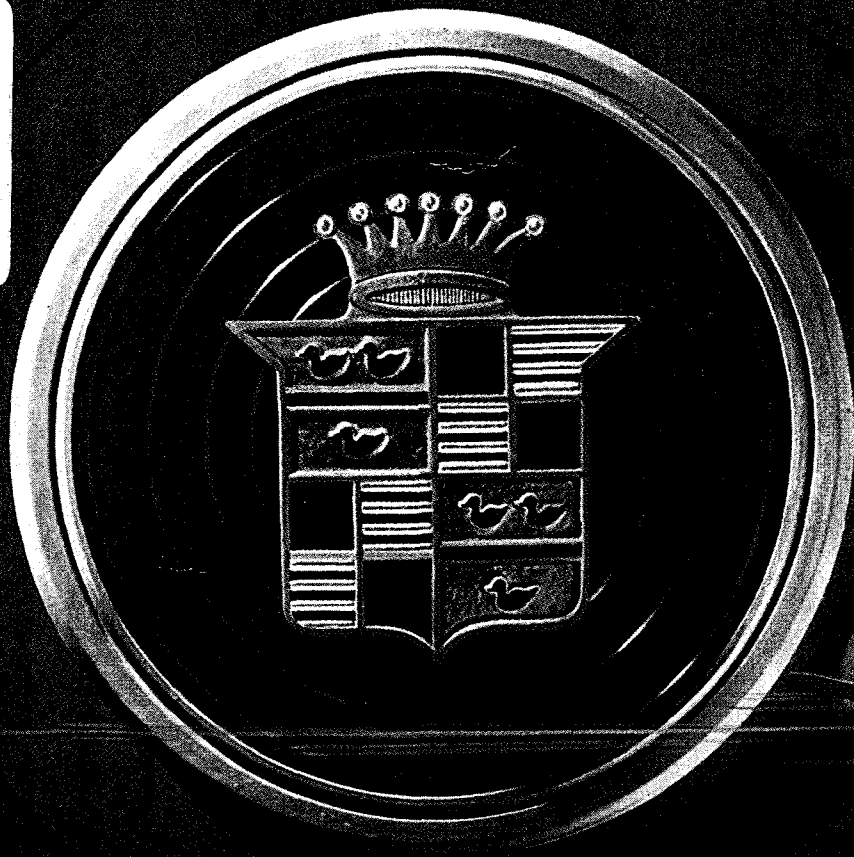
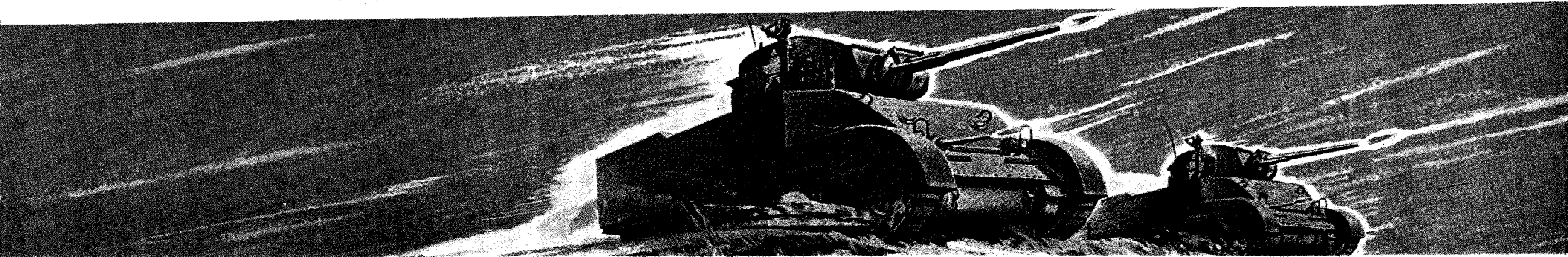


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*CADILLAC...FROM PEACE TO WAR*



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 employees 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.

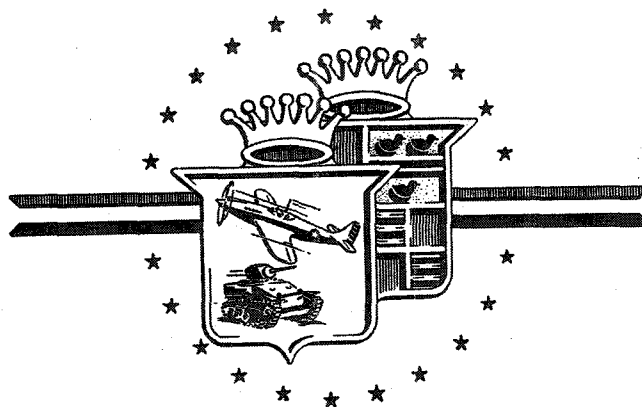
The booklet was prepared for distribution to all employees with the thought in mind that it would be something they would want to keep as a record of those essential war activities with which they are directly associated. We attempted to design the booklet so that regardless of the particular work the employees 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. Dreyer*

# 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...

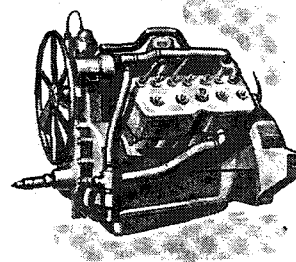
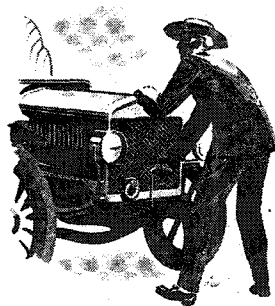


words "Cadillac" and "quality" came to mean practically the same thing.

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

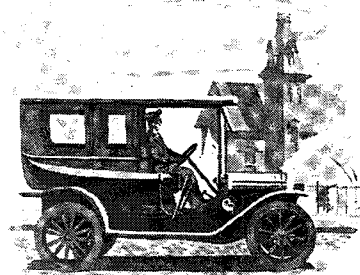
cars were torn down, the parts scrambled, and then the cars were re-assembled. The fact that they ran perfectly caused amazement at that time, which gives some indication of the progress which has been made in the intervening years.

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.

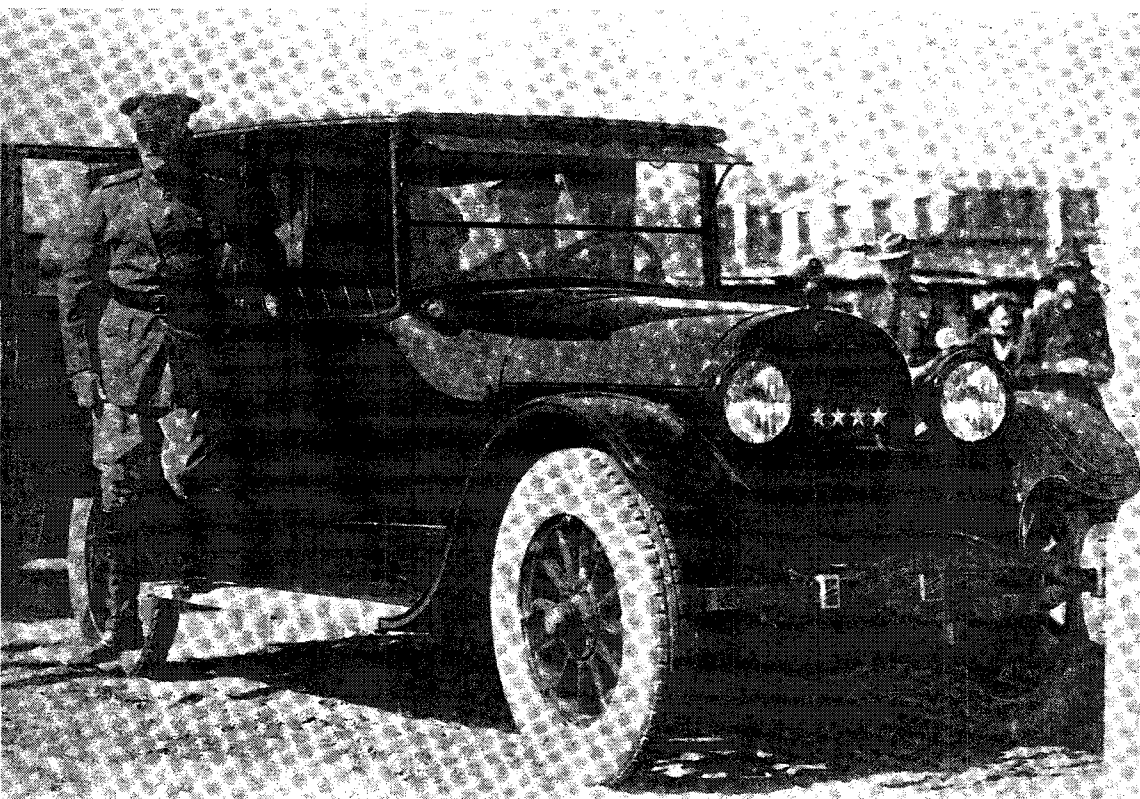
After the end of the first world war, there began a steady rise in the production of Cadillac cars. Still the leader, Cadillac continued to offer pioneer developments, all of which made it the one car most desired by a growing number of motorists.

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.

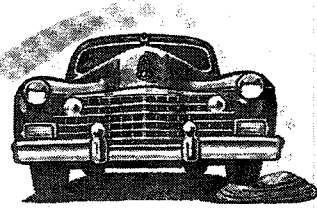
*General Pershing and World War I Cadillac*



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.

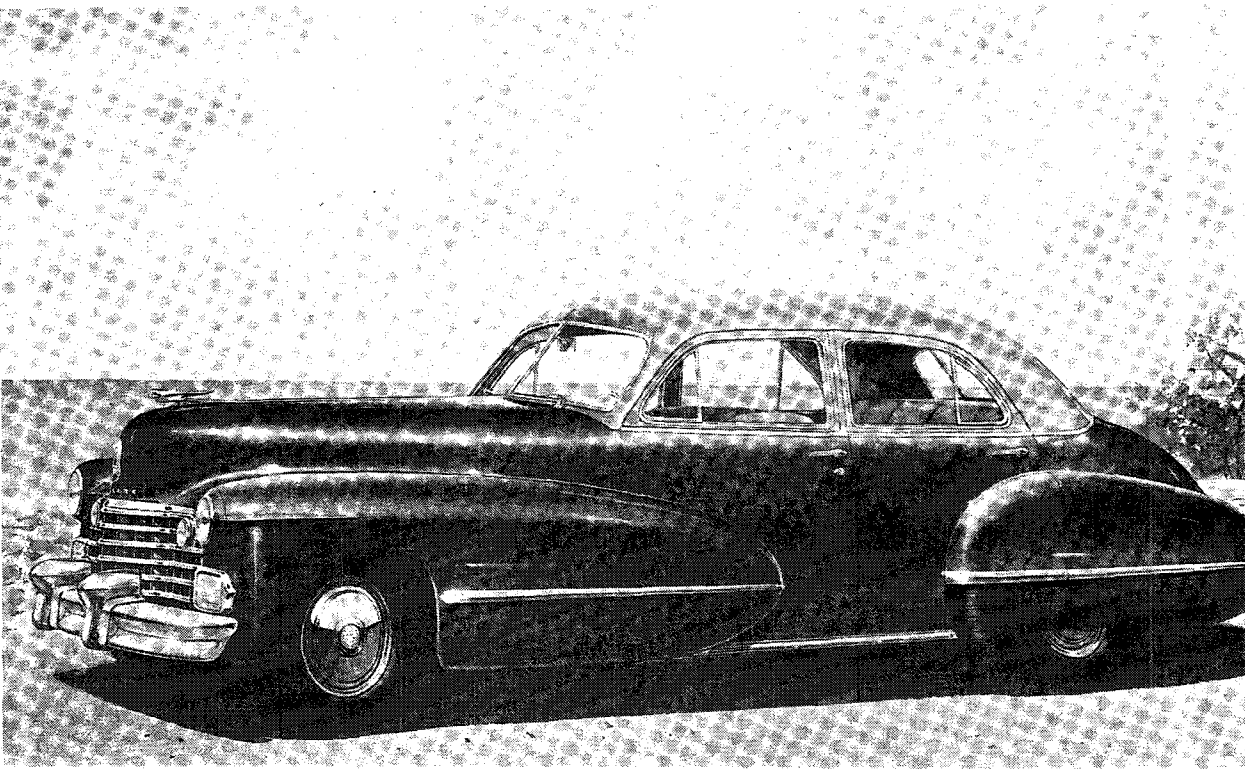
To some, it may seem strange that we are making products that differ so widely. It's true that our air-

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

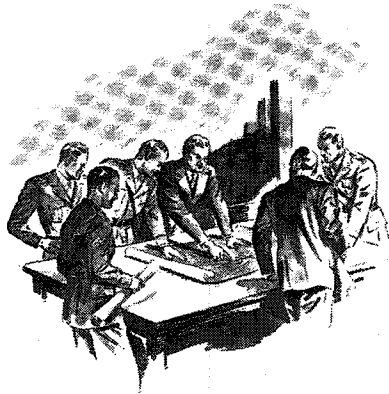
And yet the same principles of craftsmanship, accuracy and quality govern the making of both types of products. They apply, as well, to the various parts we make for other General Motors Divisions, for ultimate use by the Army and Navy. These principles have guided Cadillac since the very beginning,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

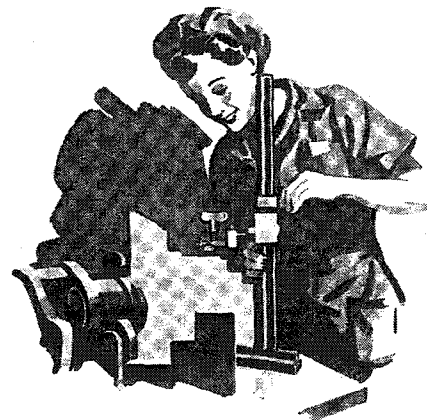
The story of how this came about is but one more example of confidence in Cadillac's ability to produce precision parts. Up to that time the Allison Division of General Motors had been developing and producing limited quantities of liquid-cooled aircraft engines. However, the performance of these new 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.

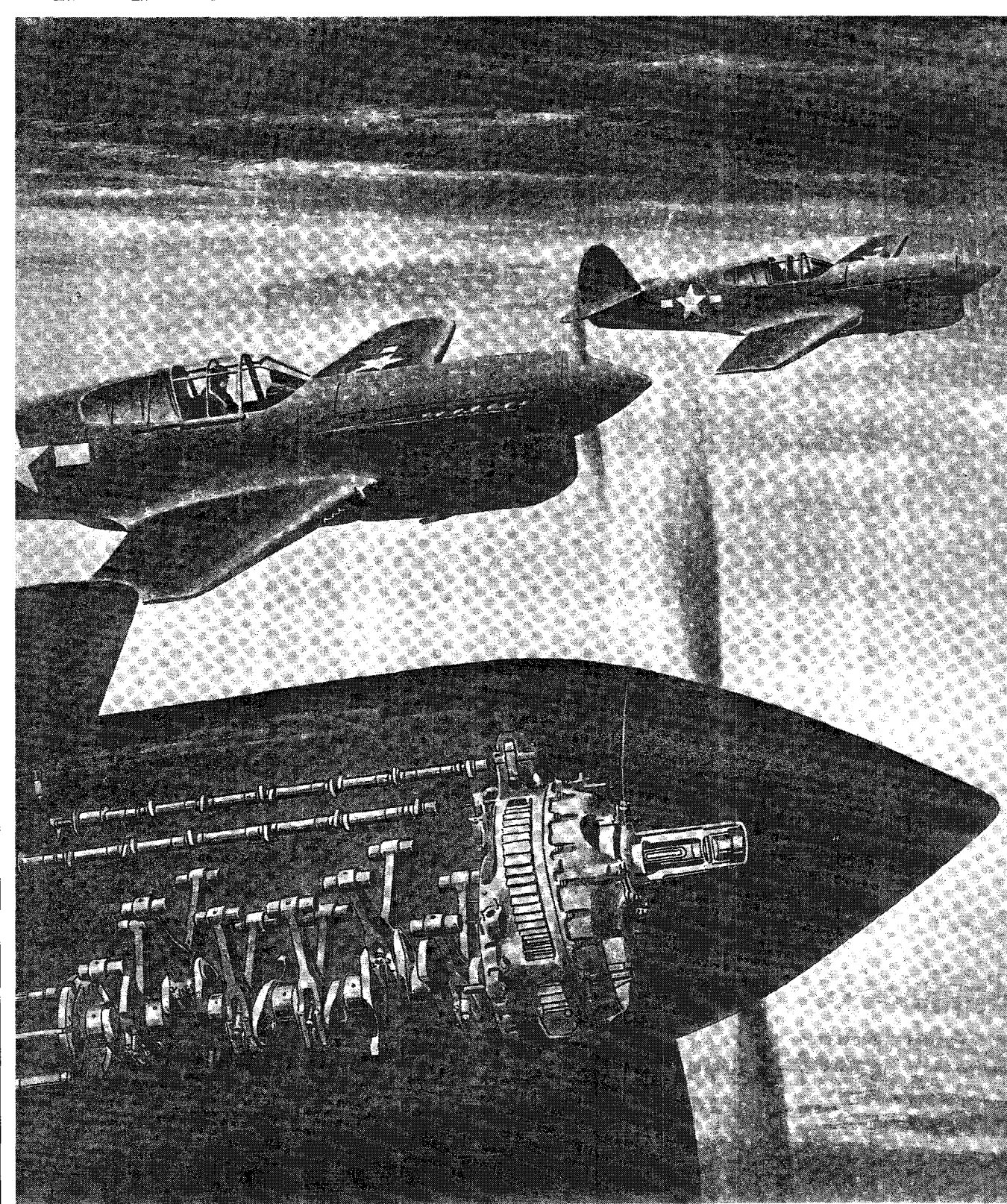
Machine and tool requirements were carefully surveyed, and then as the requirements were determined, orders for new machines, tools and equipment were placed; and plant layout was planned to insure efficient operations, a steady flow of work, etc. Obviously, all this took time.

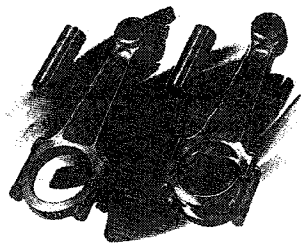
In December, 1939, however, the first deliveries of finished parts were made. That was three months after war broke out in Europe—two years before Pearl Harbor. But that was only the beginning.

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

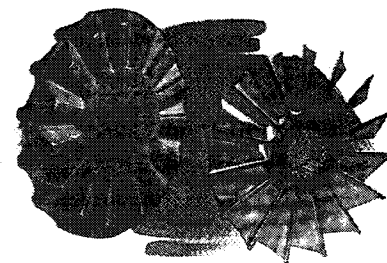
of scrap, Cadillac developed a forging weighing only 26 lbs., thereby saving material, time and money.

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

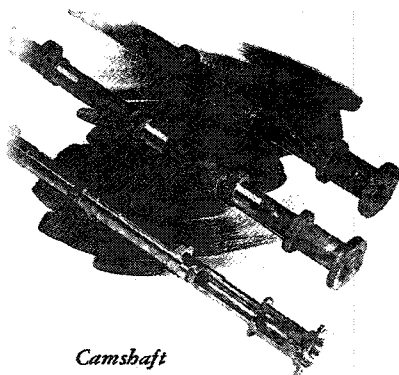
Cadillac's success in building these major precision parts led to additional assignments, mainly items involving the most difficult precision manufacturing problems; until today 170 different items are being made.

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

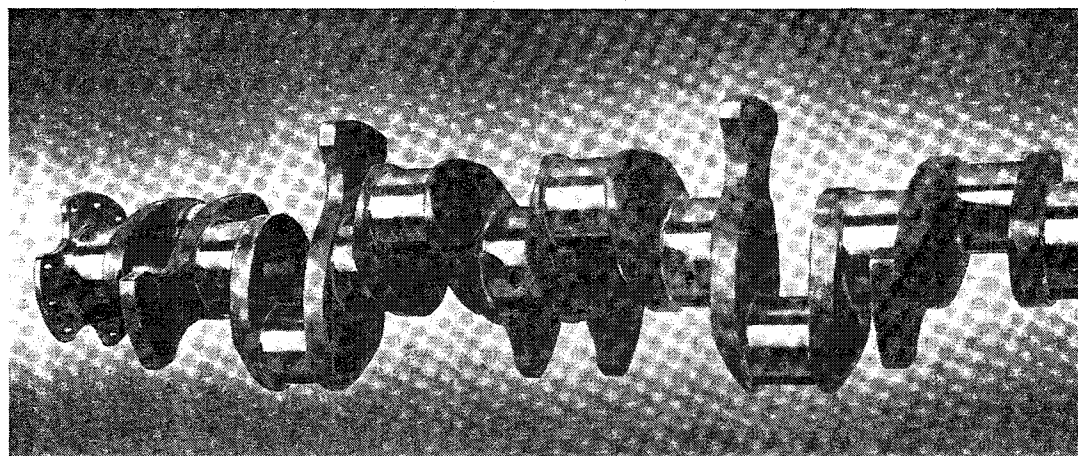


*Supercharger Rotator Vane*

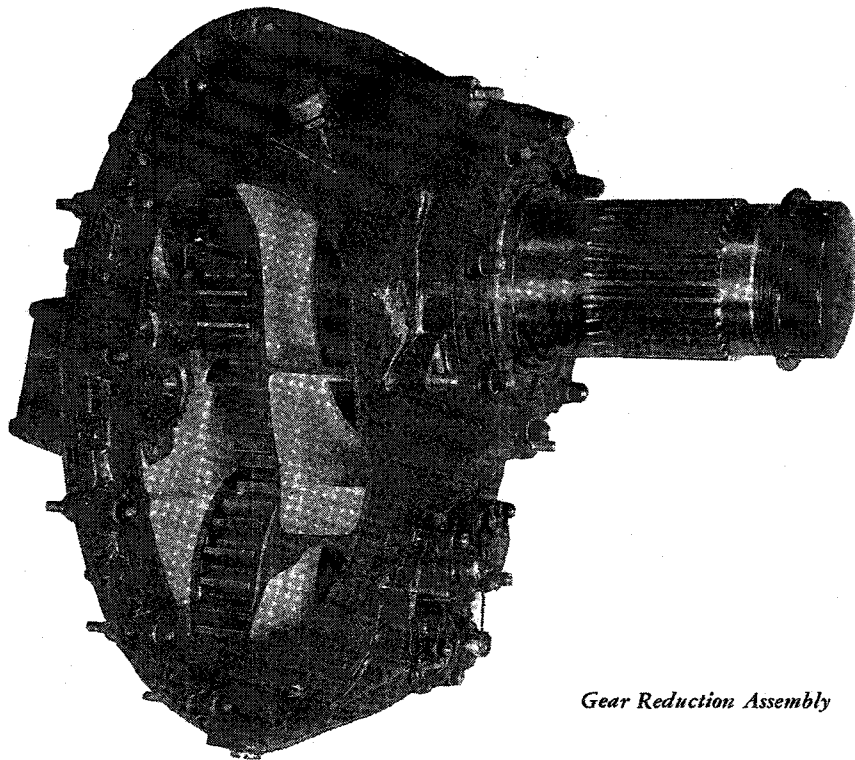


*Camshaft*

*Crankshaft*







*Gear Reduction Assembly*

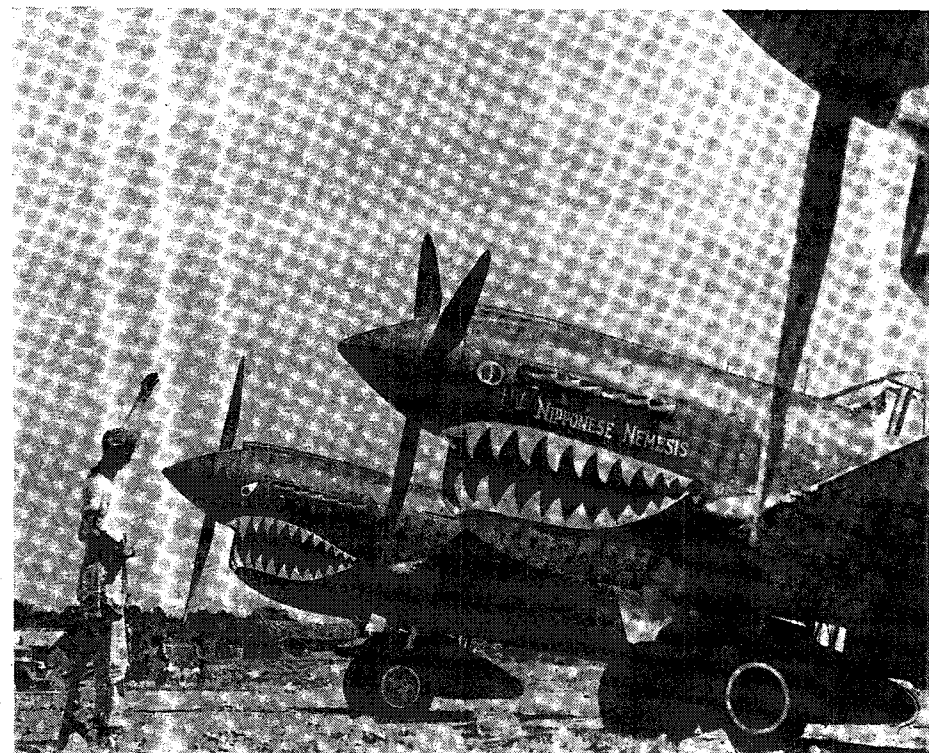
blades in the correct shape, and does it quickly and accurately so that now we know, when the finished vanes leave our plant, that each one is exactly alike—to the thousandth of an inch. And whereas it used to take about 125 hours to complete one vane, the time has now been reduced to 10 hours.

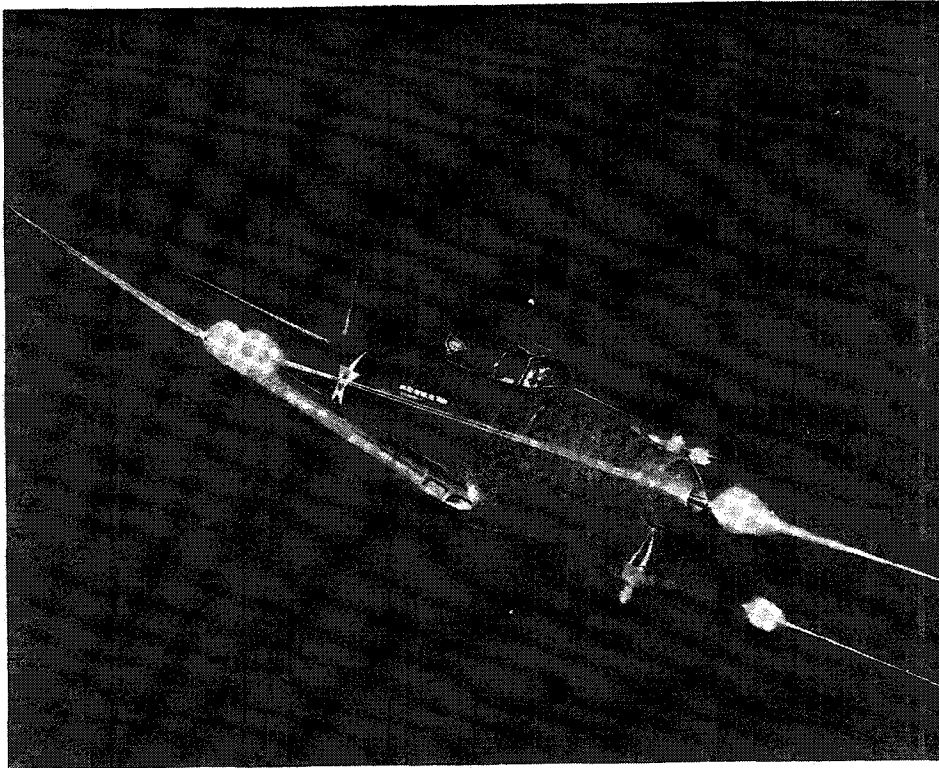
Among other difficult jobs is the gear reduction unit, which might be compared to the transmission in an automobile, except that it is far more complicated. This was a “natural” for Cadillac to make and assemble, because of our long-time experience in producing silently operating automobile gears. It 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.

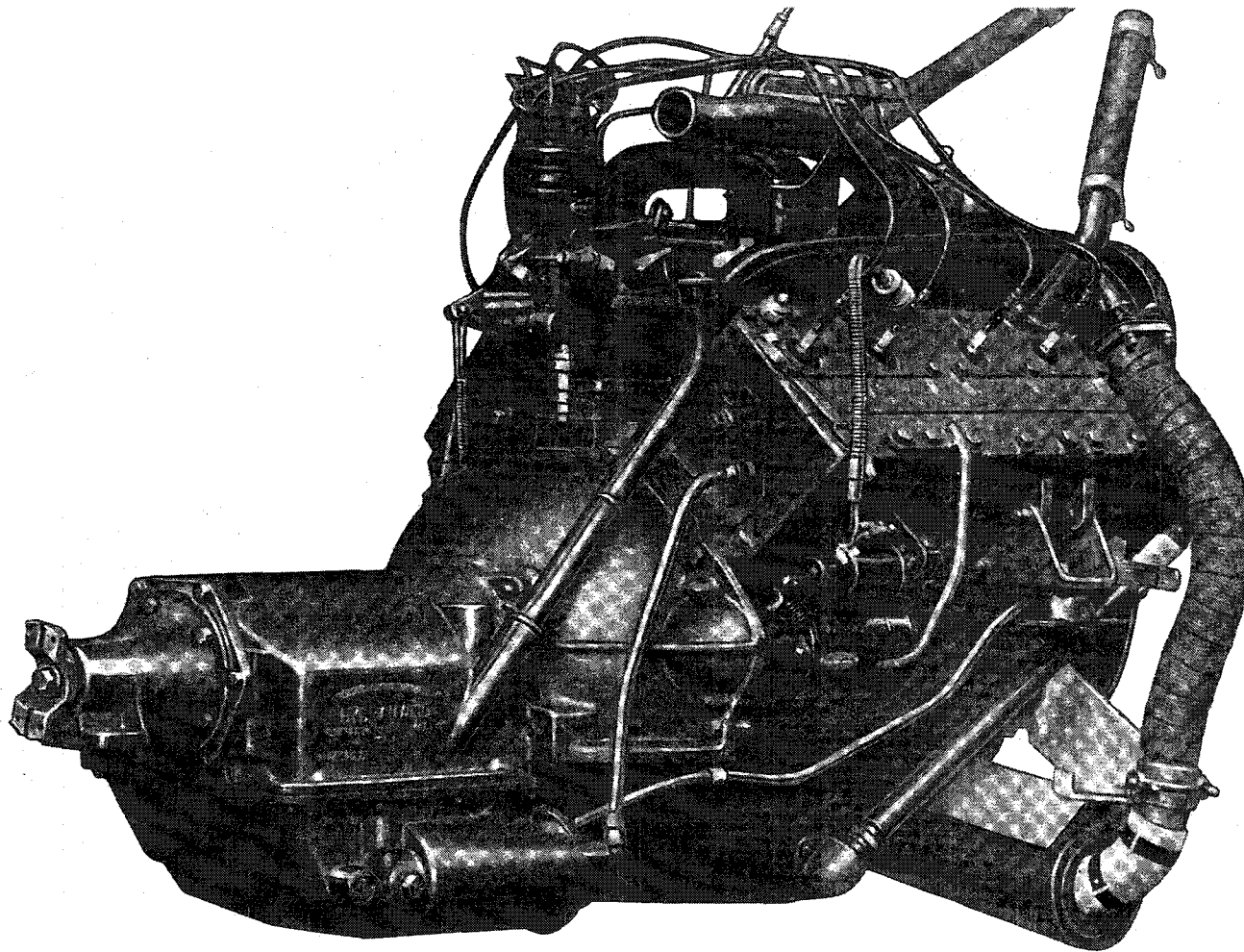
Equally famous is the P-39 Airacobra, a tough, speedy fighter designed for low-altitude flying. Its Allison engine is mounted amidships, behind the pilot, and it carries a deadly cannon in the nose and mounts several machine guns as well. This plane has also seen action in all the theaters of war and 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.

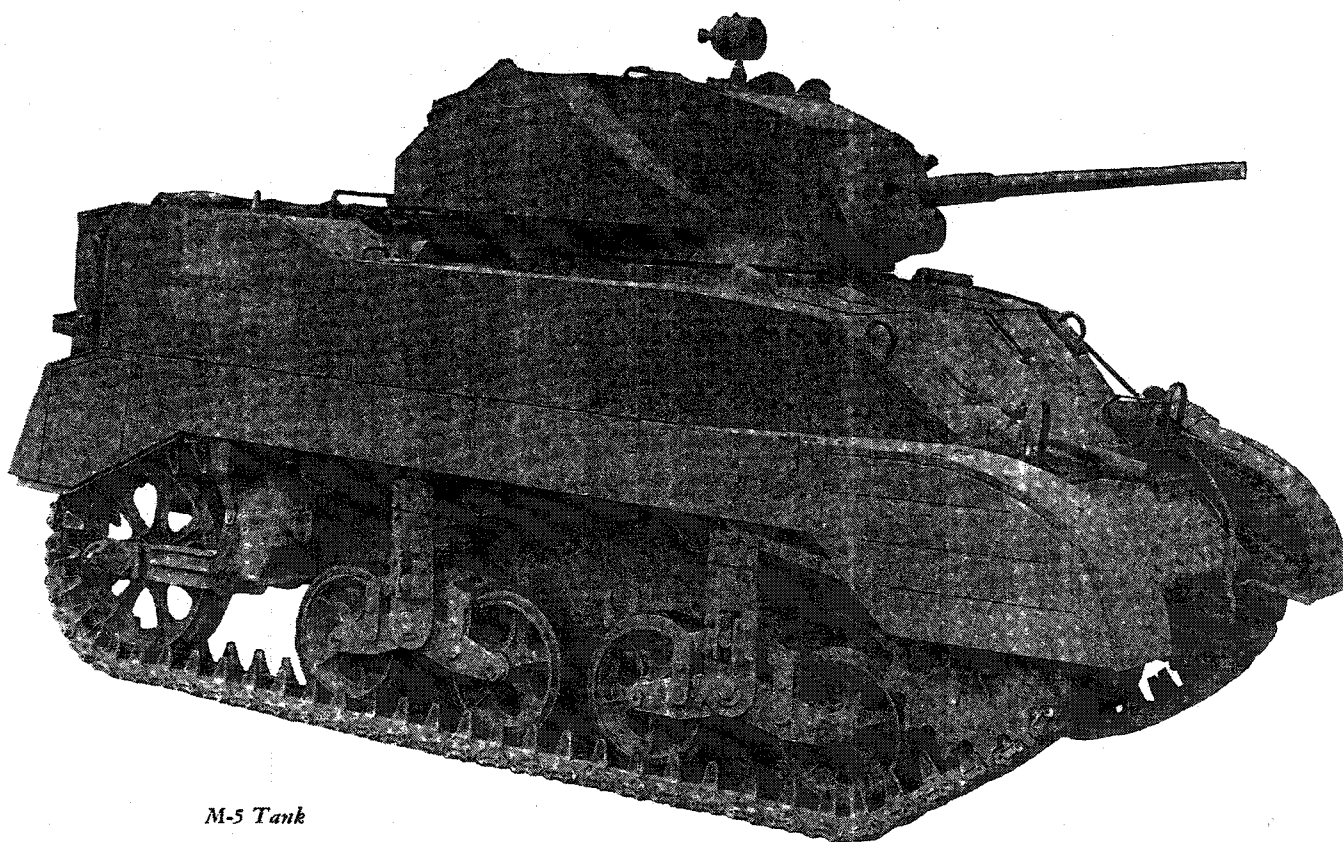
It was becoming more and more apparent that our country must turn out ever larger quantities of war goods, regardless of whether or not we might become actively involved in the conflict.

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

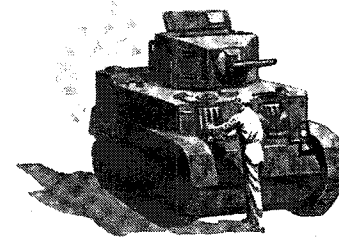




*M-5 Tank*

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



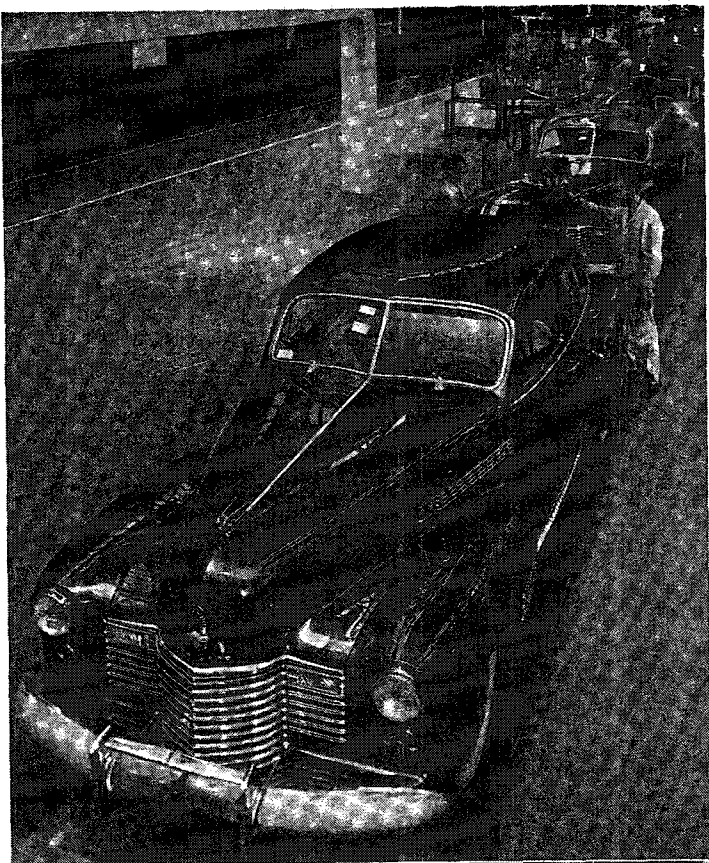
reduced the training time necessary for operators and service units.

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



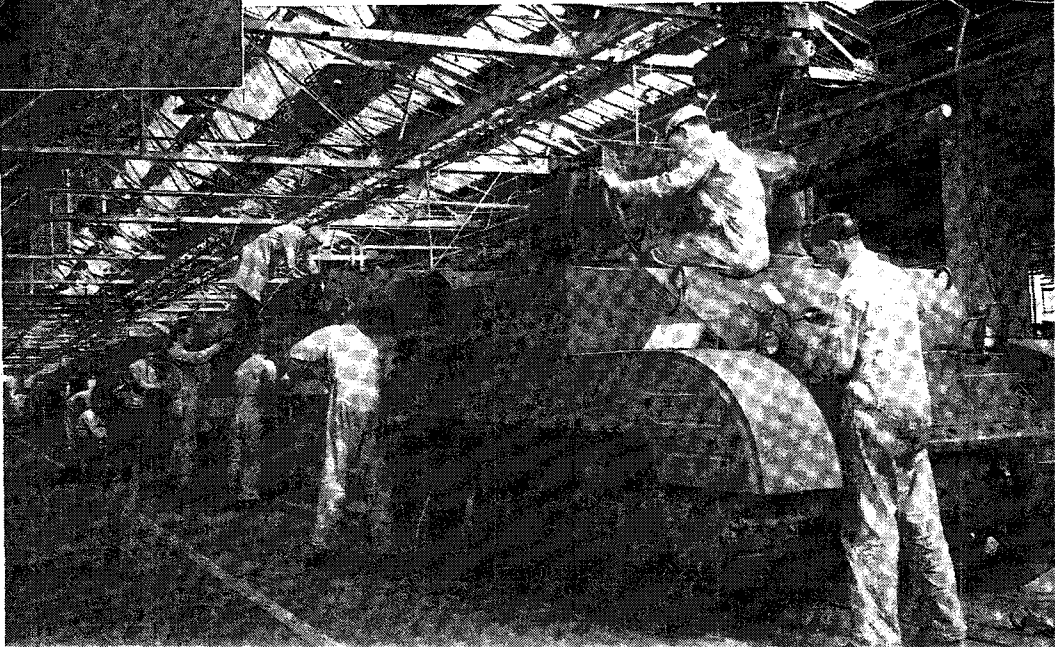
*Cadillac Assembly Line in 1941 —  
Our Biggest Car Year*

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.

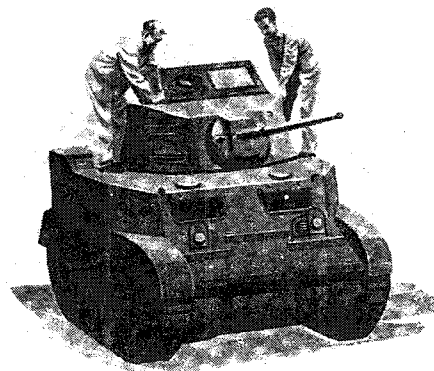
*From Peace—To Wa*



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-

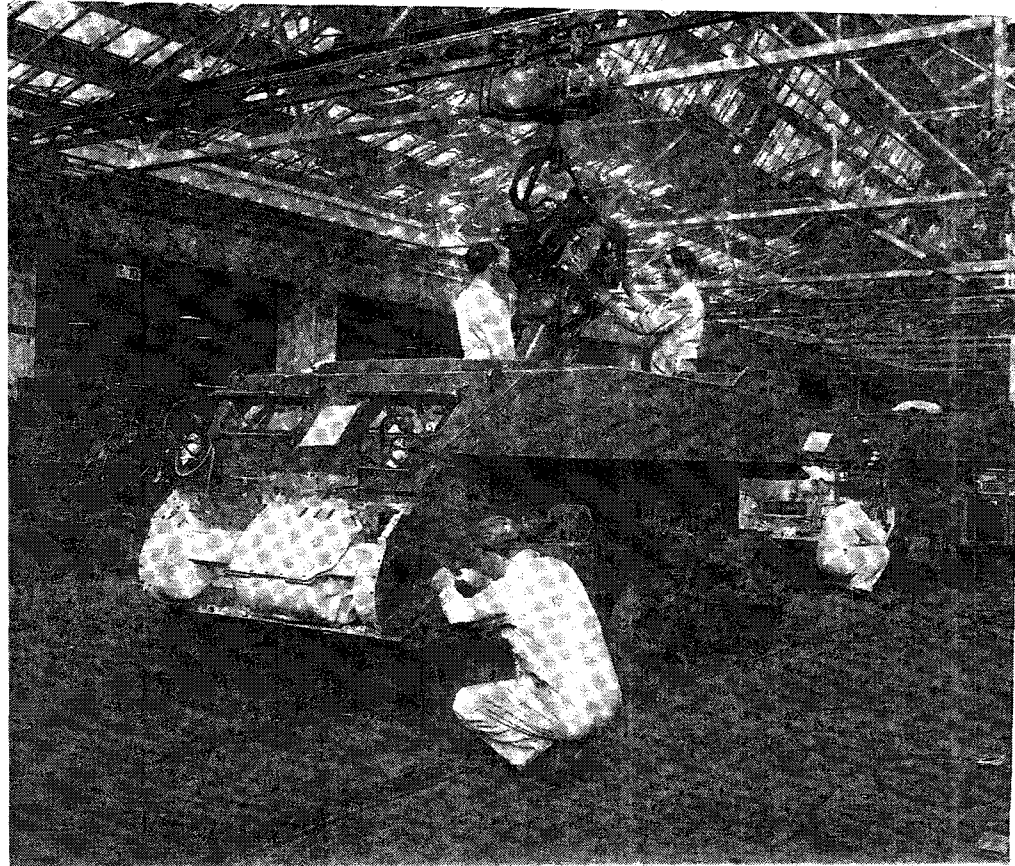


ment previously used in motor car manufacture was adapted (in some cases most ingeniously) to meet the urgent needs of tank production.

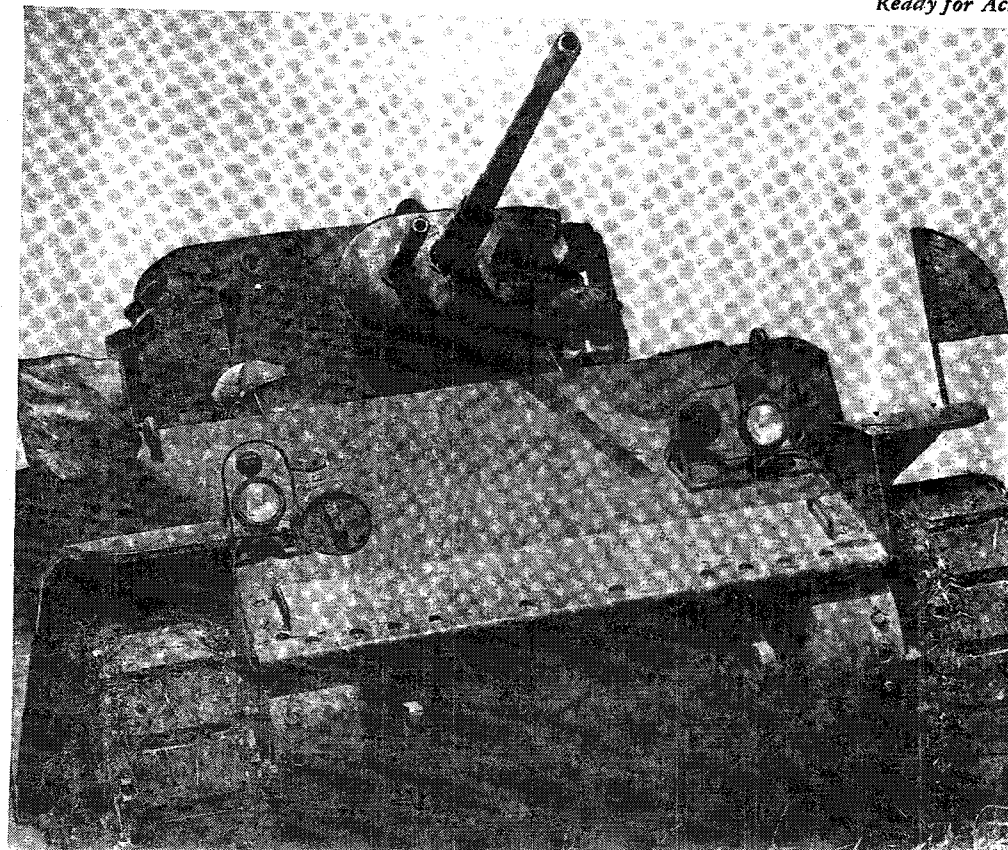
Improvising had to be done. Equipment and machines in no way suited to heavy jobs necessary for tank production were used anyway. They were perhaps not efficient—for long-time use—but they made possible the delivery of the first few tanks on schedule. And that was the thing that counted most during those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





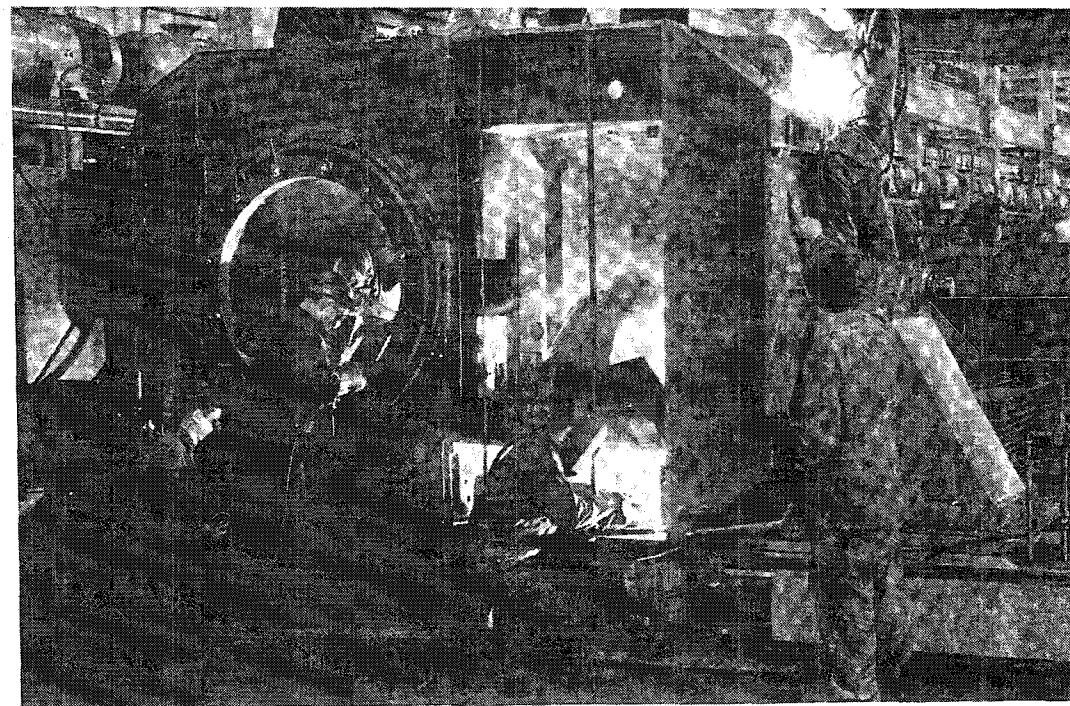
them—built the tanks almost by hand—custom-built, so to speak.

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.

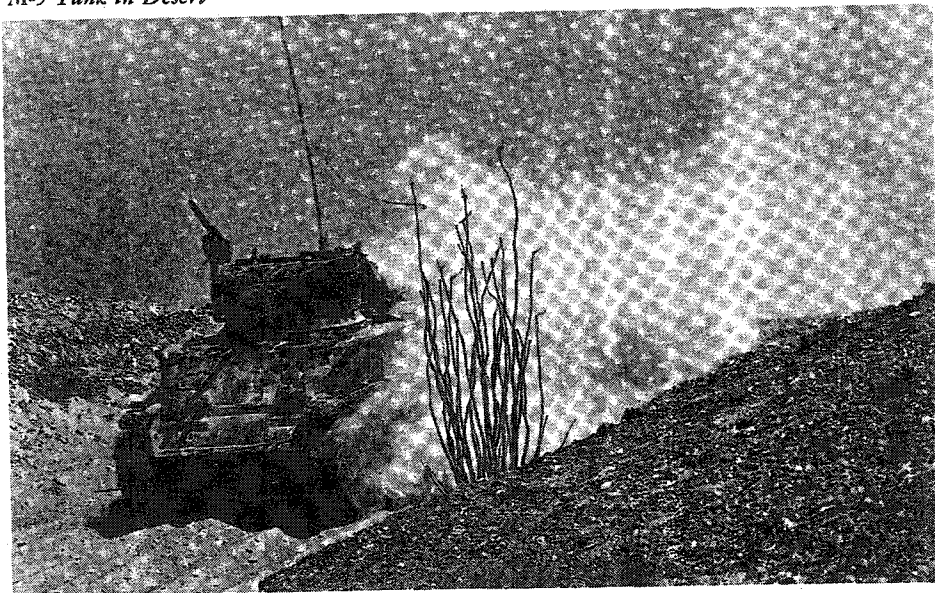
In the meantime, the automobile assembly line was ripped out and new, heavier equipment installed. Special devices were designed and built to speed and simplify the installation of engines, turrets, treads, etc.

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*

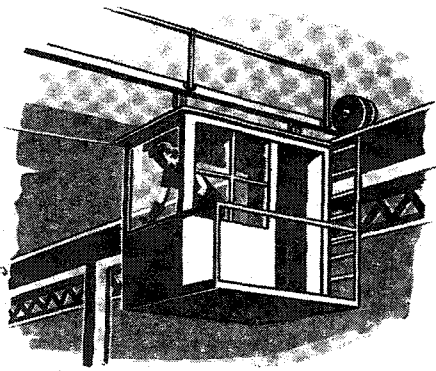


lifts were installed so that the cumbersome hulls could be moved easily to any position, which makes it possible to do the necessary welding at the proper angle and the most convenient height.

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

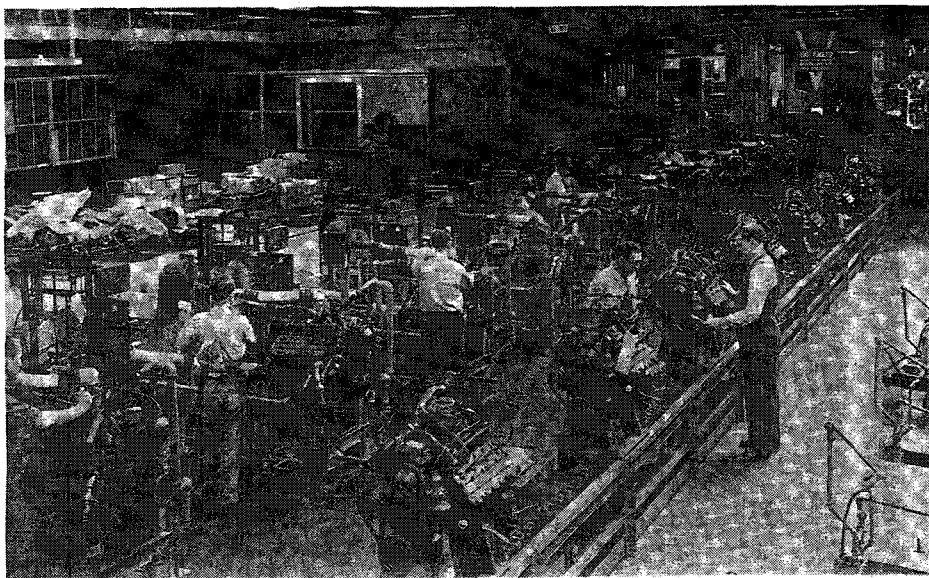
in the war program. Restrictions have been relaxed somewhat since, and, while we are now able to talk about it to some extent, many of the details still cannot be made public. Until such time as they are released for publication, it is obviously to the best interests of all of us to say nothing about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

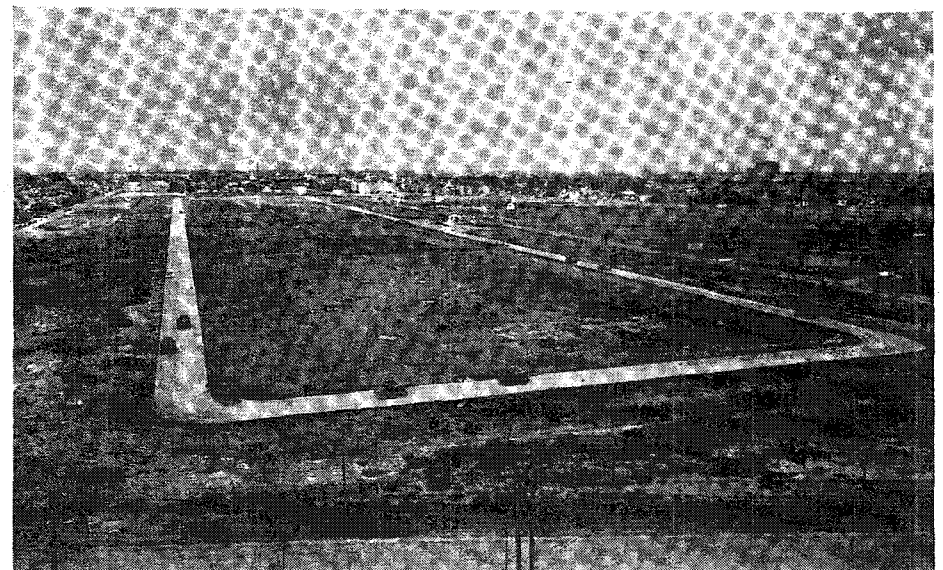
are also put through functional and break-in tests; and after final assembly, the tanks are taken to our test track out on Lonyo Avenue, where they are given a thorough workout. Thus, when they are turned over to the Army they are ready for immediate use, without any further "break-in" period.

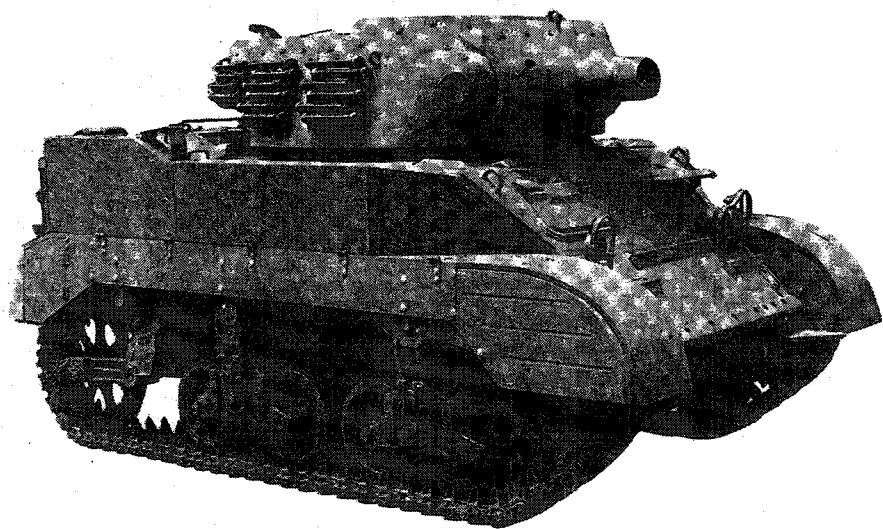
As in the automotive days, it's been necessary to make and ship spare parts, to insure continuous operation of the tanks in service. Due to the nature of tank warfare, it is important to have an adequate supply of extra parts at or near the battlefields. These are used to replace parts that are damaged 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*





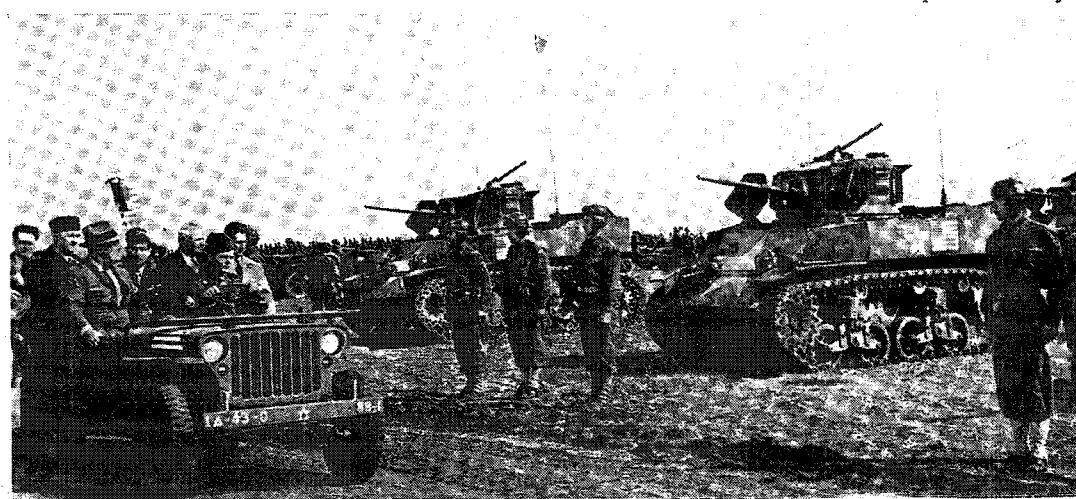
*The M-8 Howitzer Motor Carriage*

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*

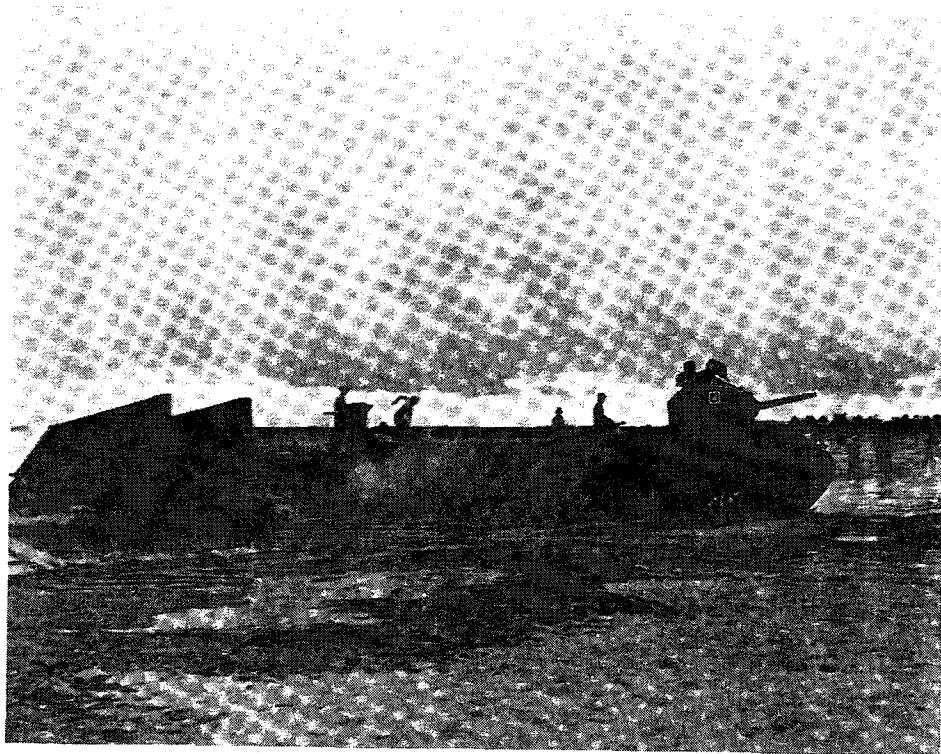
*President Roosevelt Reviews M-5 Tank Troops in North Africa*



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.

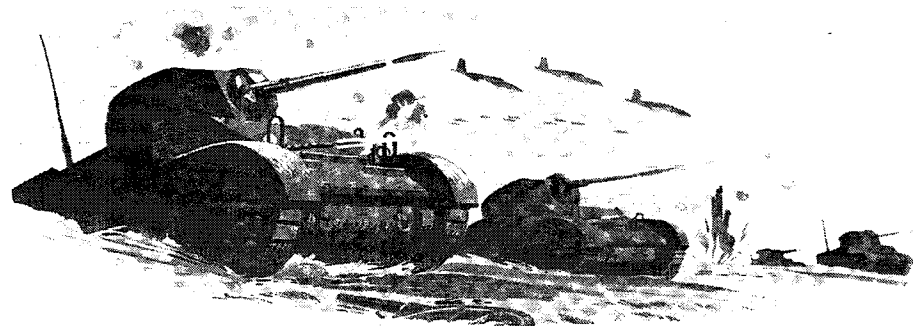
That is something which should encourage and stimulate us all.

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."

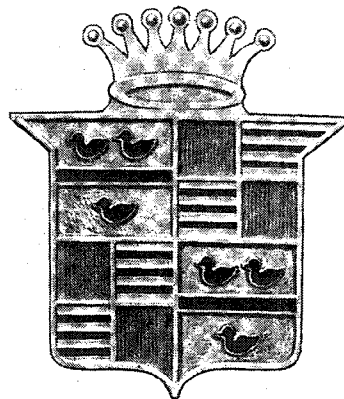
There is little question but that they have earned this nickname, and that they will continue to live up to it. With their speed, fire power, and versatility, they combine all the qualities the name "Commando" implies.







# 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.

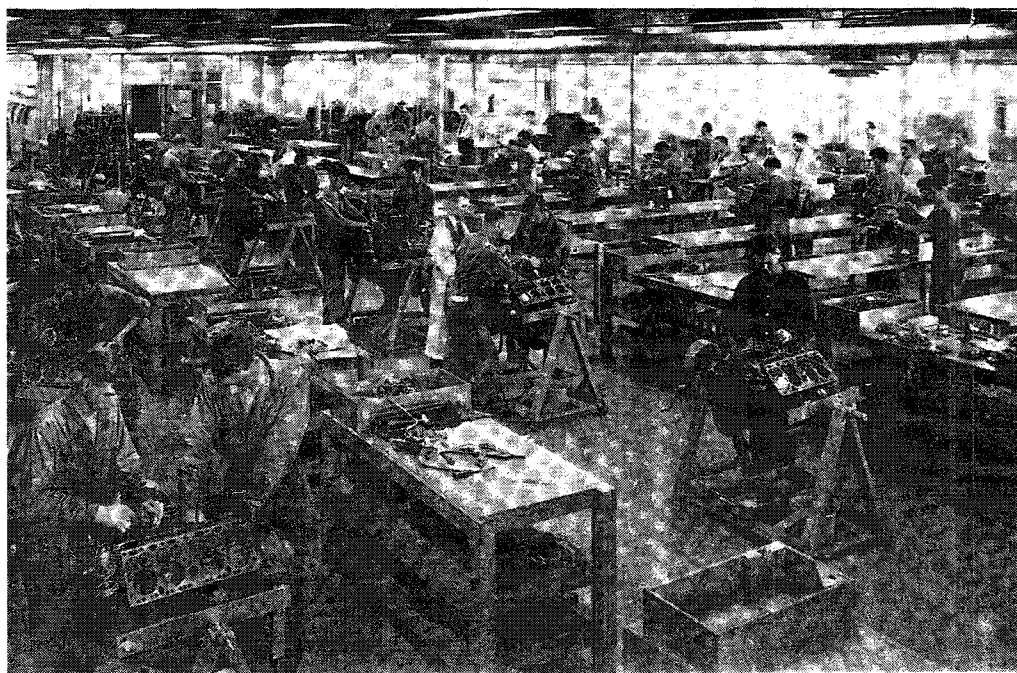
Classes were started on March 9, 1942, at the General Motors Institute in Flint, and the course for mechanics has been given continuously ever since. The subject matter covers primarily the details of the

"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.

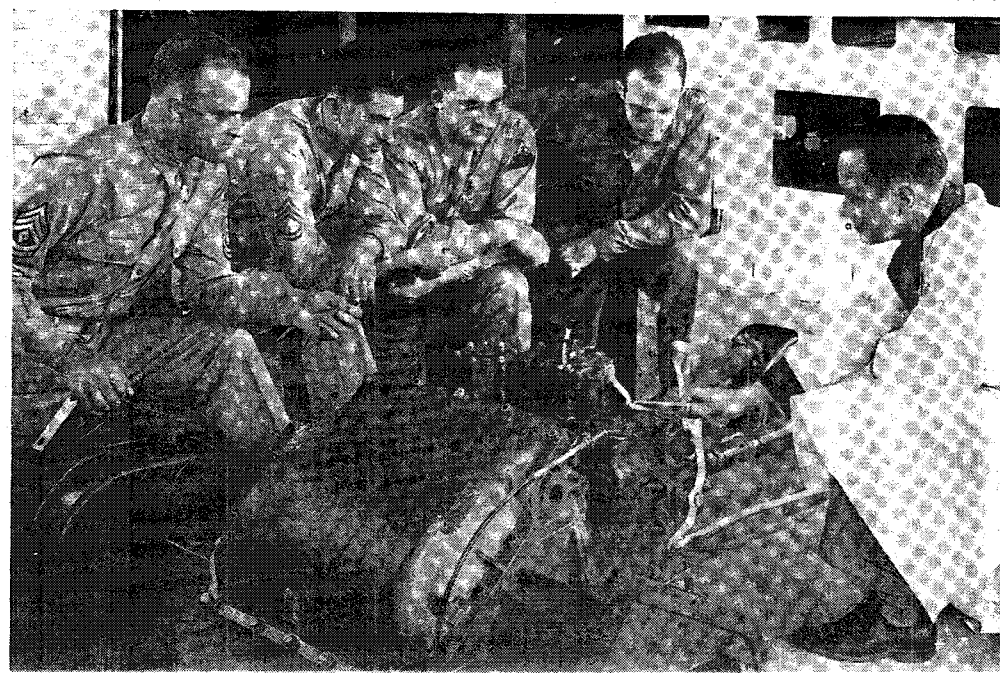
In addition to the school at Flint, special training courses were developed for use at Army camps. There is a Cadillac representative at every camp where our tanks are used, and instructions are given in operation, maintenance and repair of the vehicles.

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

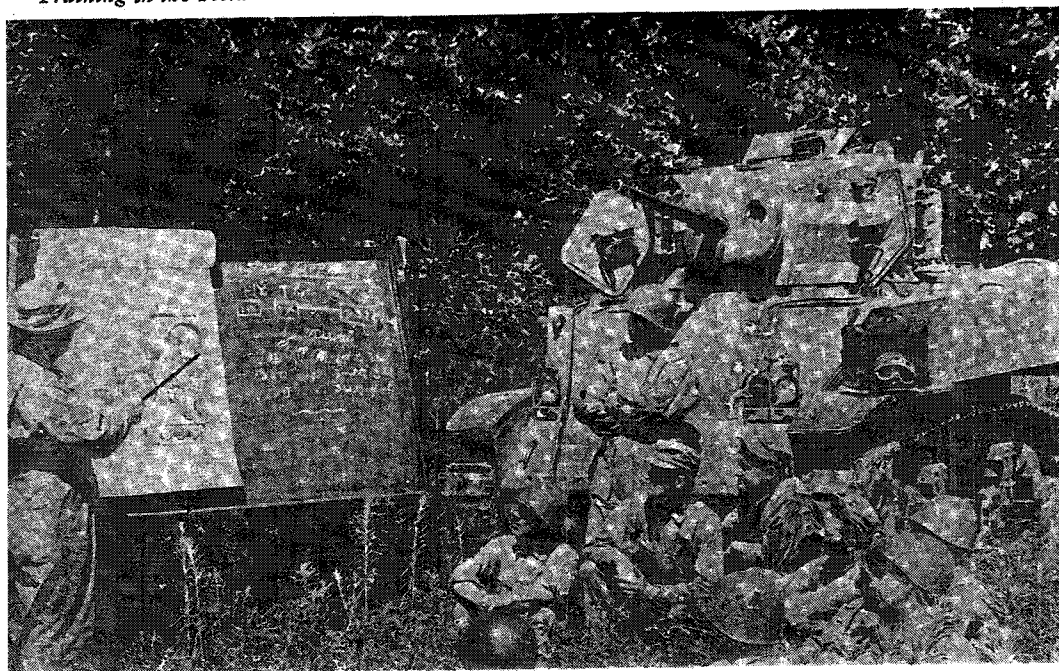


hillside. At night, repair work usually must be done under blackout conditions.

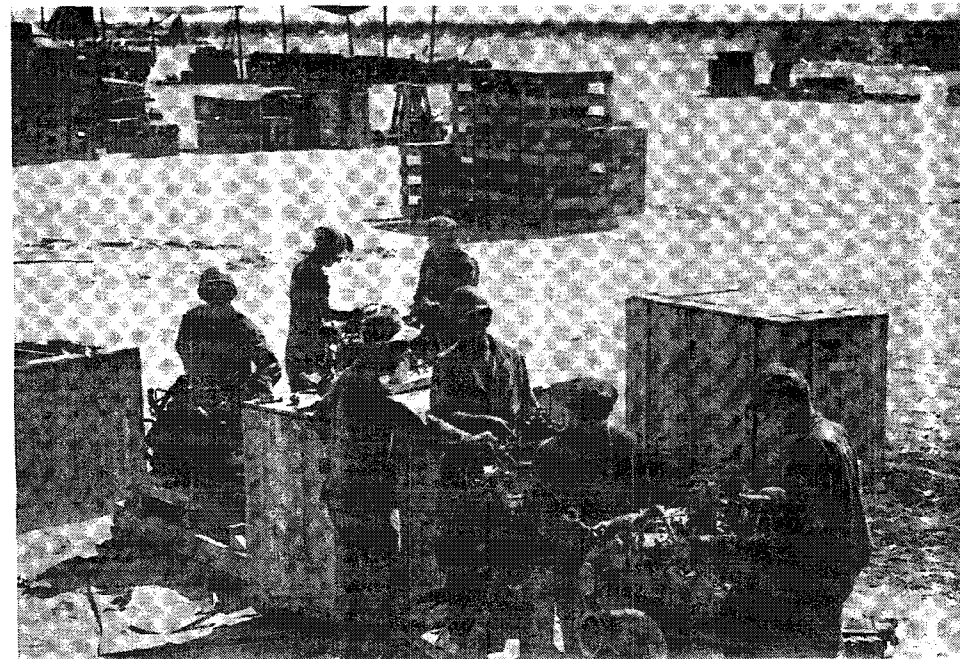
Their job is a tremendously important one, because, being familiar with every aspect of tank design, construction, operation and performance, they are able to work closely with Army personnel and make accurate, dependable reports to the factory. Such reports are a vital contribution to the progress of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

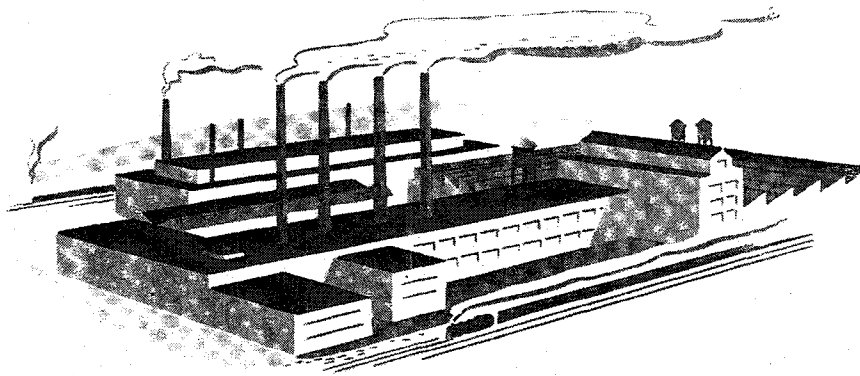
Many of them are associates of long standing, having furnished us with automotive parts or materials. At the start of the tank program, they were able, in many cases, to adjust their facilities to the production of tank parts needed by us.

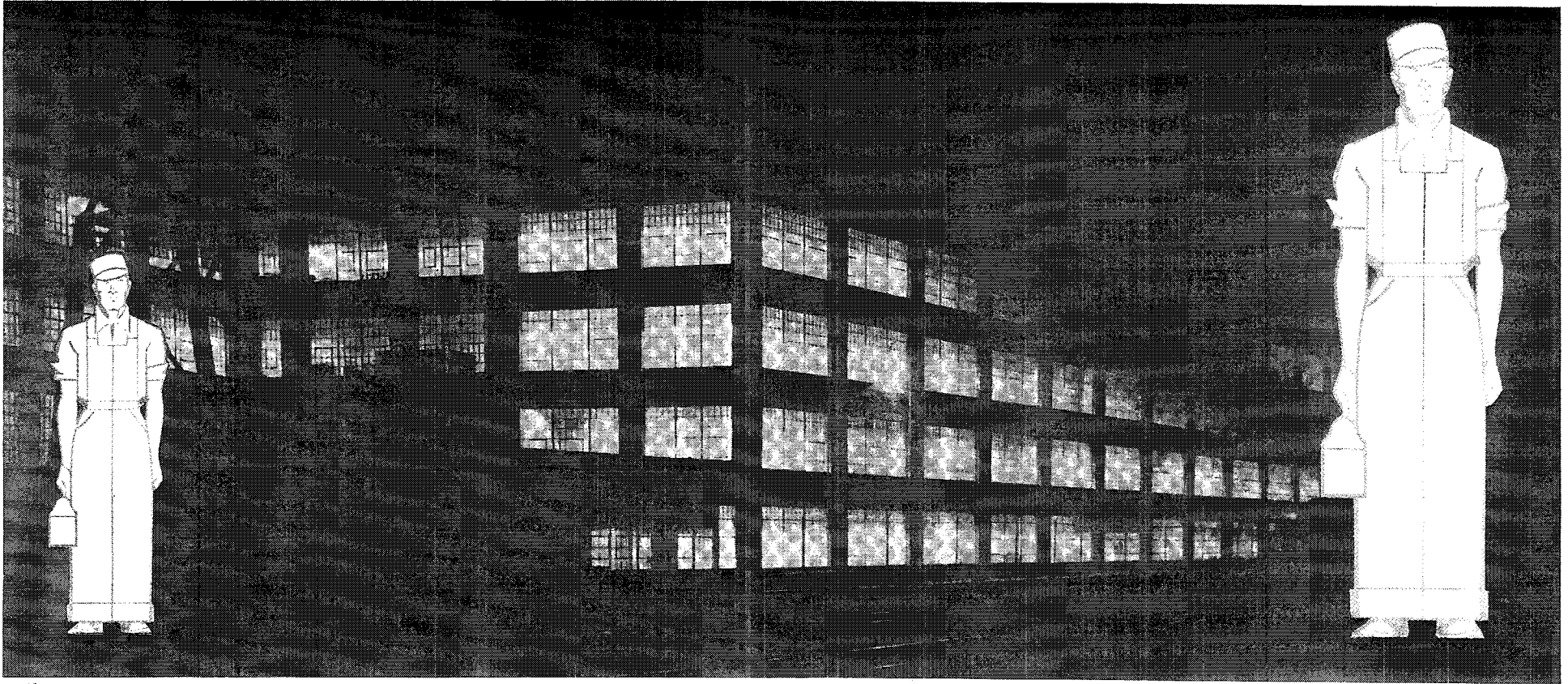
They, too, had to go through a period of transition in getting ready for war production, and a whole-hearted cooperation, a free interplay of ideas, has been characteristic of our relations with them.

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.

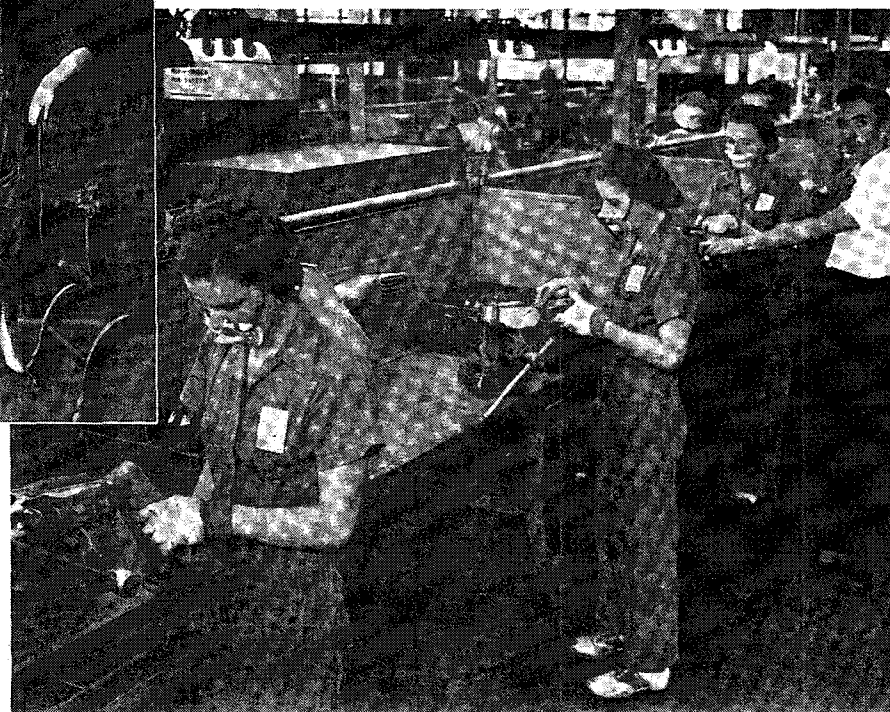
There are many now working here who have never done factory work before. It has been the aim of Cadillac to assign each person to the job he or she seems most suited for, and to provide adequate 'on the job' instruction wherever it may be needed.

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' Town."*





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 employee.

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 employees 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 employee 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 employees 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 employees themselves, there are a number of facilities provided by Cadillac to add to the well-being of every member of the organization. The

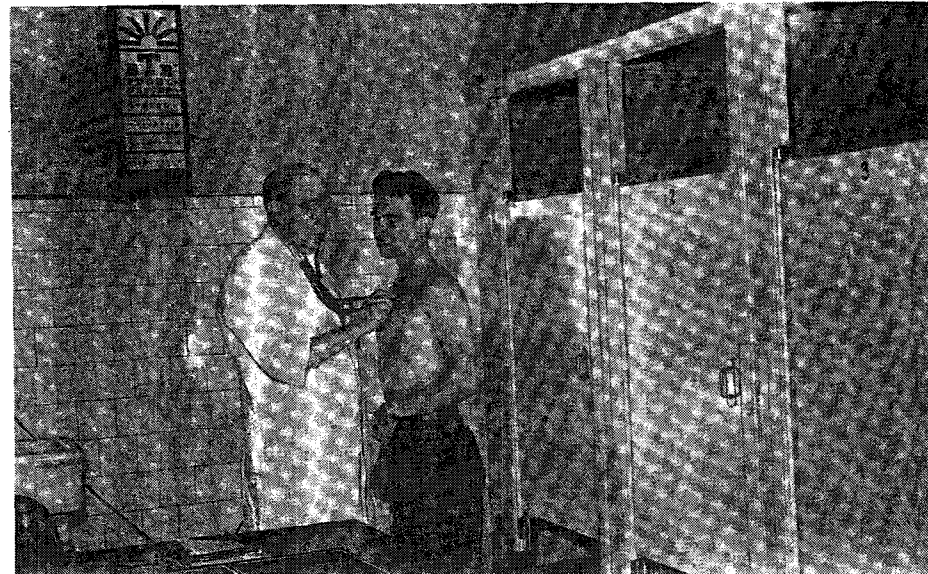
general physical condition of each of us is always important—and now that we're at war it is of even greater consequence, because time lost through accident or illness means delay in getting our war materials to the fighting fronts.

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 employee 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



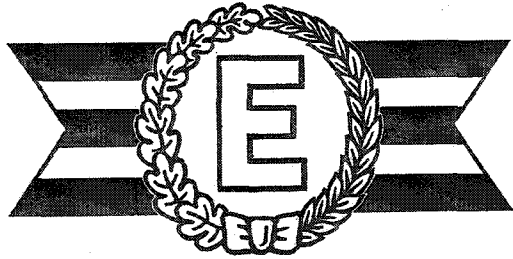
Committee issues an Award of Individual Production Merit for every suggestion that is adopted, and the Cadillac Tank Certificate for suggestions of major importance.

Recognizing the value of employees' 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 employees 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.

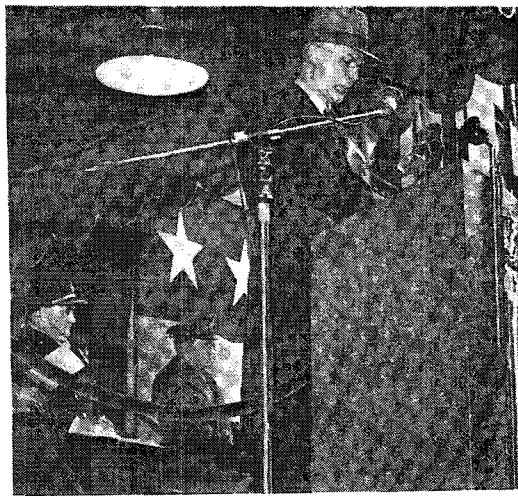
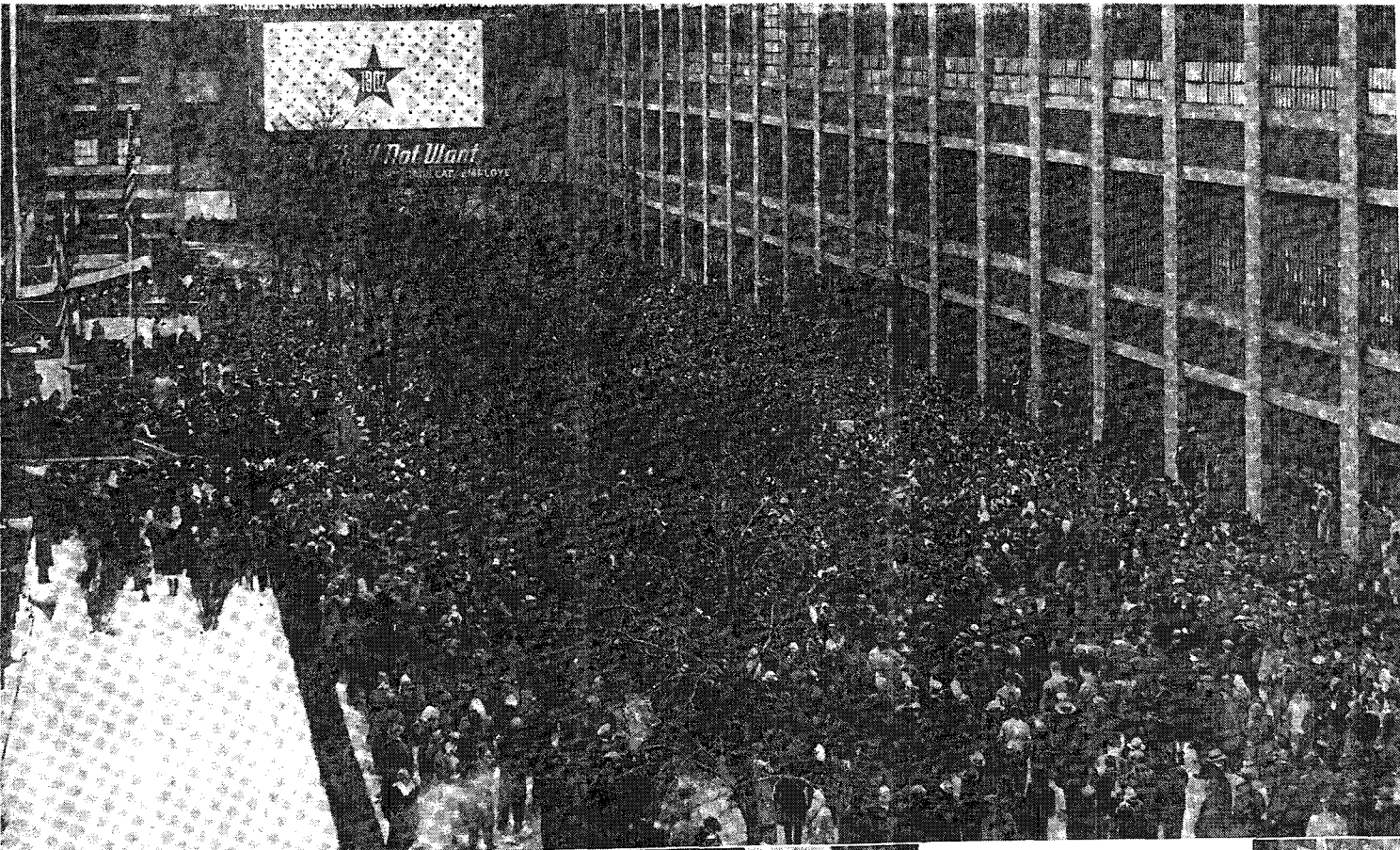
From the early days of producing aircraft engine parts on down through the rapid change-over for tank production, we always managed to meet—and beat—our schedules.

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

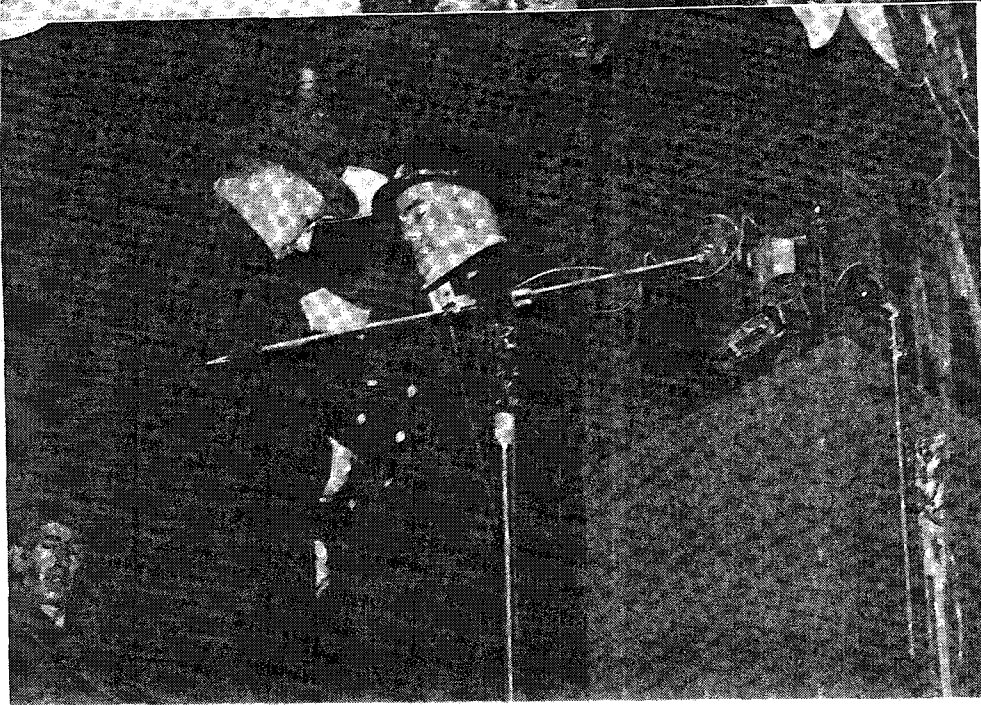


"above and beyond the call of duty," which has so frequently been displayed by Cadillac workers and which continues to get things done, no matter what the obstacles may be.

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.

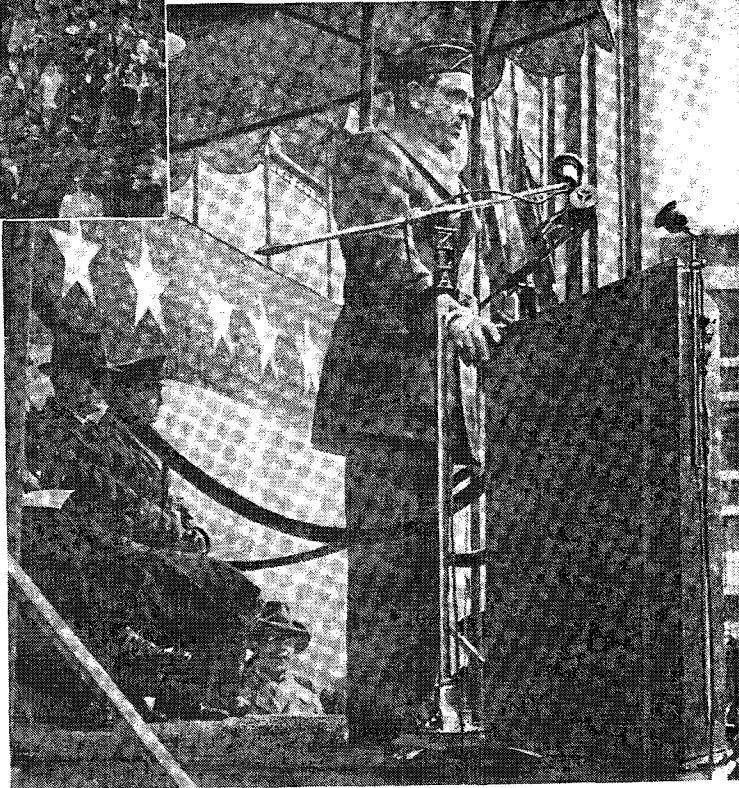


*Charles Trout Accepts Award for Employees*



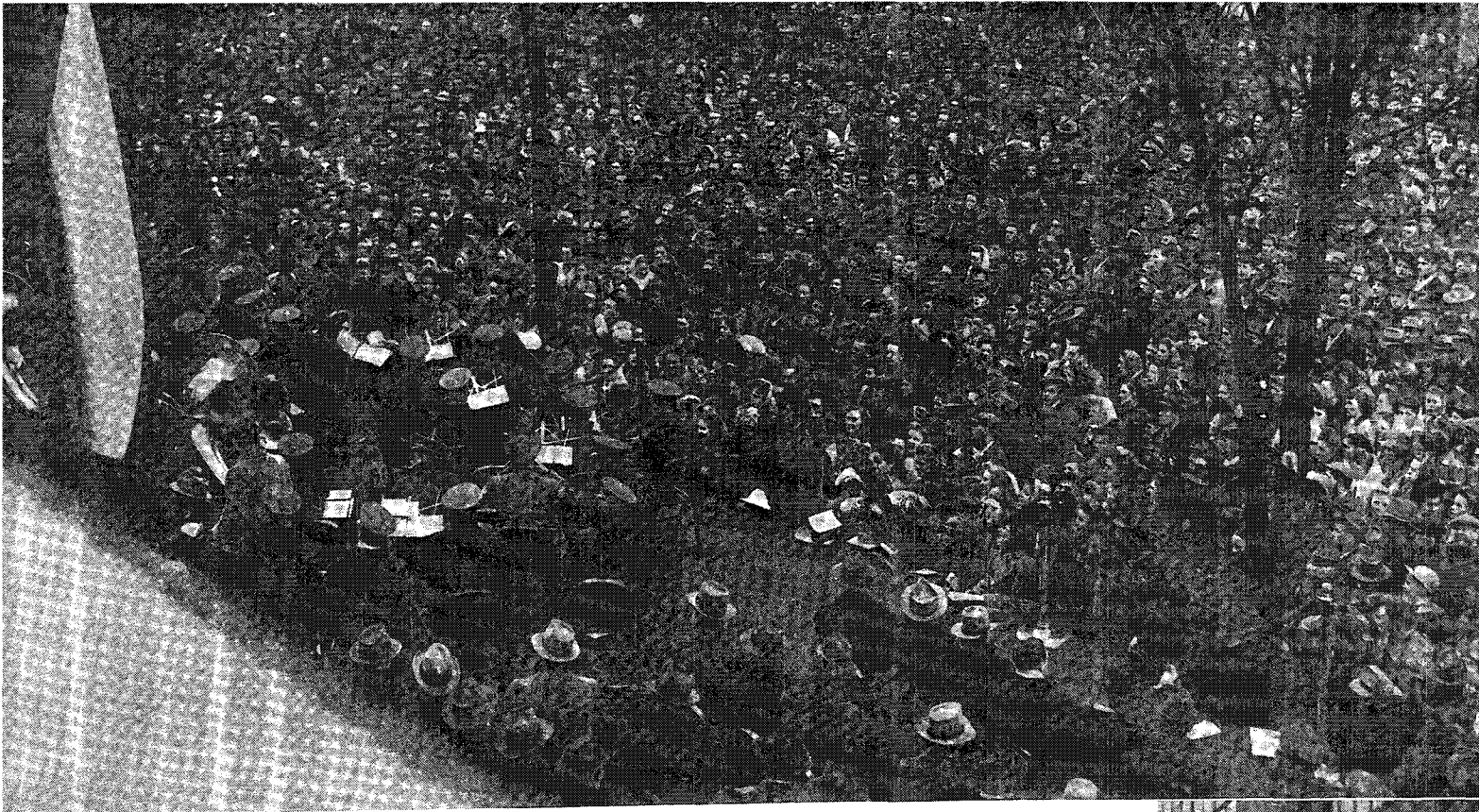
*Clark Avenue,  
January 13, 1943*

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

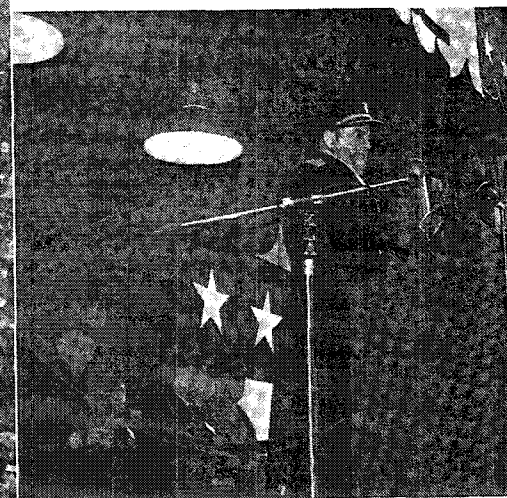


*Major General Campbell Presents the Award*

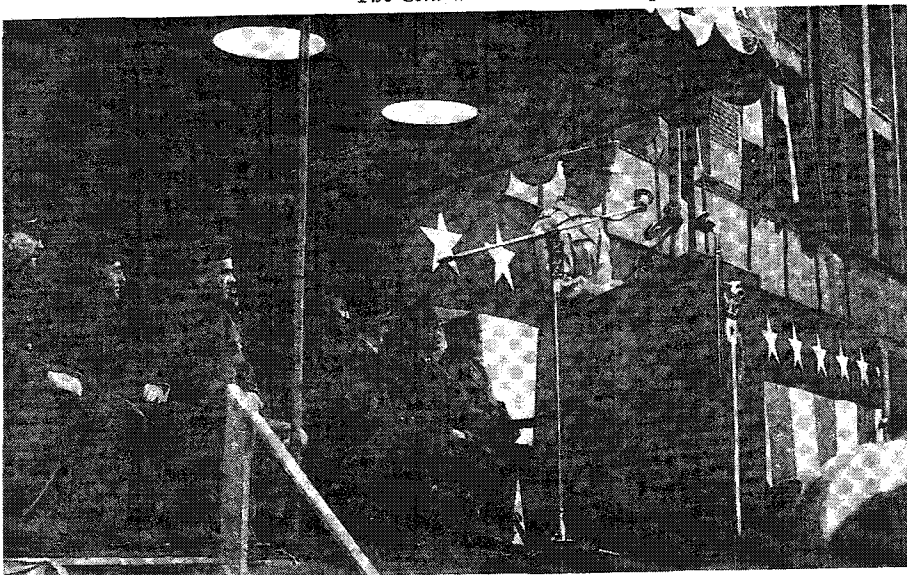




*The Cold Weather Didn't Keep Us Away*



*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.



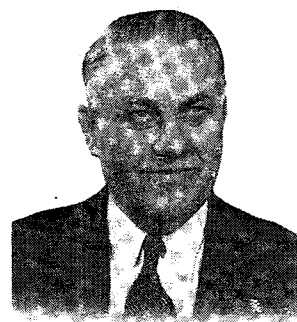
WM. PAPROTZK



C. C. ROGERS



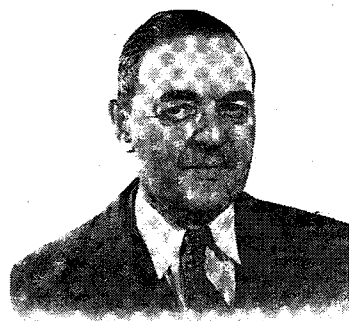
ALFRED J. MACH



H. A. ZANNOTH



F. X. SCHEEKA



W. MIDDLETON



D. F. HULGRAVE



HENRY NAAS



E. L. TREMBLAY



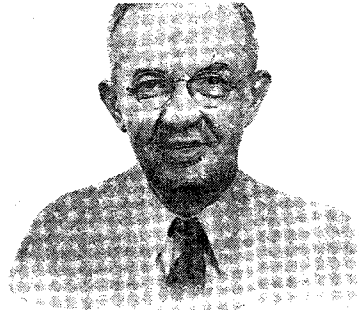
SALVATORE CRISCENTI



M. FIKES



A. H. MALTBY



J. L. MALACHINSKI



J. W. DUNIVAN



E. E. BARTLETT



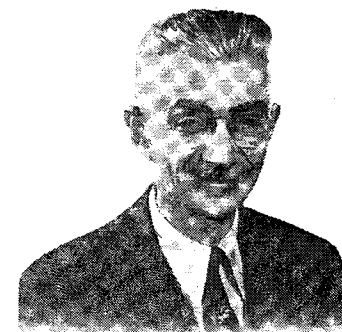
L. S. CARTER



RAY HAUSNER



HUGO SCHAWANG



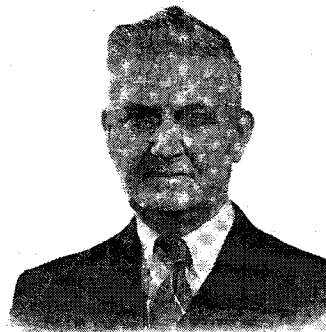
G. P. ELSEY



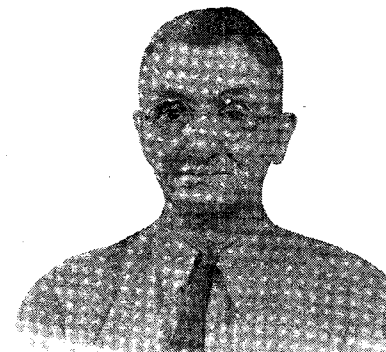
F. E. MERKSON



DOW W. LUTES



A. SCOTT



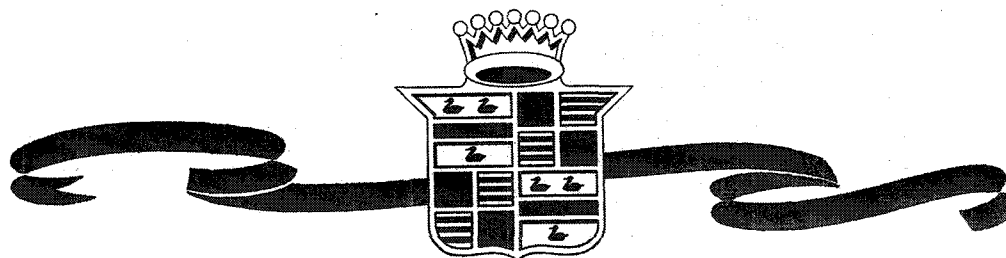
NICHOLAS BERTRAM



A. J. SEDESTROM

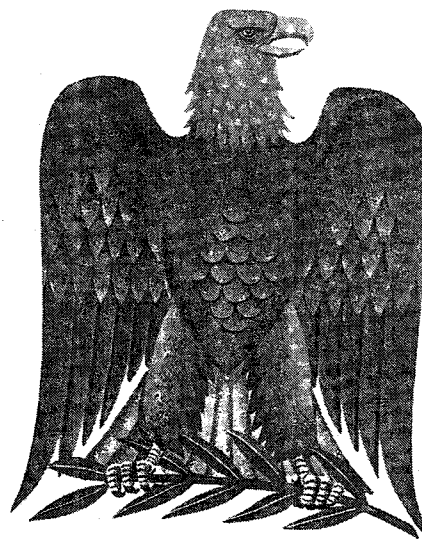


C. C. LUDWIG



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. Hartsock

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. Kreutzer  
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. Wodzien

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 Mischall

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. Zielesch

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. Kirchen  
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. Lioness  
Thomas J. Linn

Winton L. Ling  
John Lukacs  
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 Ogrodowczyk  
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  
LeMoyn 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 Szydlowski  
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. Kruzenski  
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. Mabararak  
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. Shields  
Wallace R. Simmons  
Arvid W. Smith  
John F. Starin  
Dale Stearns  
Harlan S. Steffen  
Charles J. Stitman  
Edward P. Stone  
Thomas Supplies  
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  
Philip 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. Compte  
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  
Phillip 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. Karp  
 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  
 Edwin 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 Rheume  
 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 Osternburg  
 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  
 Rhynhardt 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 Zamojcin  
 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 Brilley

#### AD-19

Stephen Adamczyk  
 Maurice R. Alatalo  
 Robert E. Balsinger  
 Eugene G. Bilot  
 Harold R. Burns, Jr.  
 Matthew L. Daigle  
 John Dreffi  
 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. Leutze, 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 Pociacha  
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. Szydlowski  
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 Woolverson  
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. Solyo  
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  
Weikko 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. Gernis  
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. Leipold, 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. Beddow  
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 Vlottes  
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 Cuvuot  
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 F. 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  
Philip 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 Myerchak  
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-46  
*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 E. 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. Champagne  
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. Abdoo  
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 Adamkiewicz  
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. Witthoff

#### 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 Zaryczyn

#### 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. Botkowski  
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. Etzcorn  
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. Ejza  
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 Namyslawski  
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. Paplinskas  
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. Klima  
H. Kubin  
Richard Lasinski  
C. R. Murphy  
Wm. A. Sabo  
Leon W. Szaradowski  
Francisco Vatalaro  
Albert M. Weimer  
Michael Yunch

**I-22**

R. E. Brackett  
Howard J. Cargill  
LeRoy H. Flatau  
Willard J. Harbour  
Merville M. Knapp  
Robert C. McGrath  
Aldred B. Muskett, 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. Woelke

**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) Ruis  
Chester Zielinski

**IH-40**

Walter Cebula  
Steve Stephanow

**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. Hutyr  
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 Bamblert  
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 Tullos, 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. Styck  
Harvey A. VanPelt  
Vincent Venclovas  
Casimir Wisniewski

**S-21**

Vivian Schulz

**S-22**

Joseph R. Belcours  
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 Nicoson  
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. Doebring  
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. Lenze  
Newton M. Lowery  
Frederick Lyons  
Donald J. Malloy  
Casmir J. Marchewska  
Frank J. Meloche  
Charles H. Merrill  
Alex Milli  
Robert E. Munson  
Joseph F. Neff  
Robert Oakley

Joseph Oleksyn  
Bronislaw (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  
Paul J. Kilcline, Jr.  
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. Maczowski  
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 Szdlowski  
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 Lingenfelder  
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 explosion 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. Rogen

Frank Ruzata  
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 Cleave  
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. LaBrecche  
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. Suttikus  
Carl A. Taylor  
James A. Thomson  
Frederick R. Woelk

#### V-23

Lloyd Bates  
John N. Bauml  
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

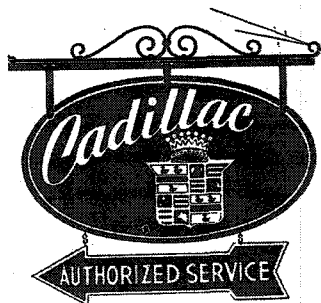
William C. Anderson  
Nicholas A. Angone  
C. A. Bates  
M. E. Blom  
Howard S. Byington  
Joseph Ciucci  
T. J. Cleary  
Harvey T. Collett  
Frederick C. Curry  
John R. Dixon  
Richard K. Ellis  
Charles R. Gatles  
Julian Gross  
Edward Hannan  
Robert C. Harley  
Major Hines  
Robert H. Hurst  
Ray 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. McCreesh  
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.

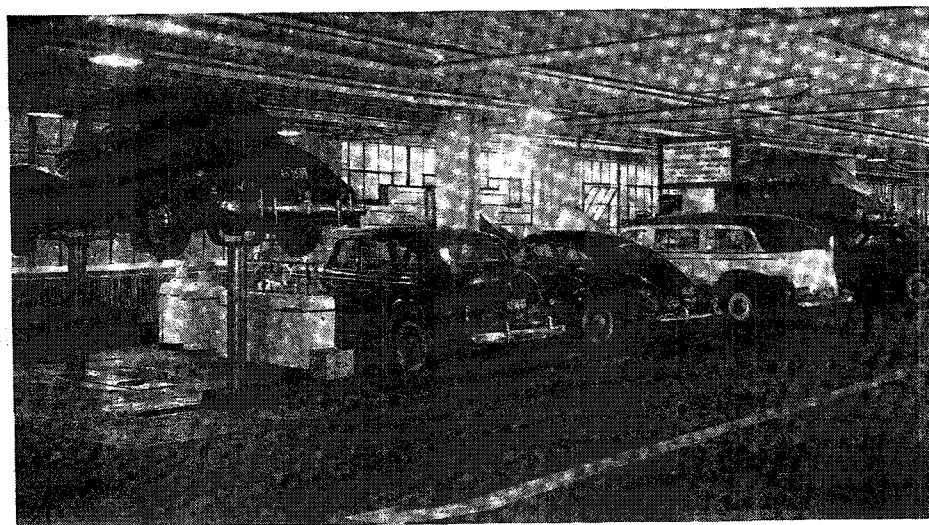
It is to the credit of everyone concerned, then, that almost all of our dealers have remained in business, and have managed to do an excellent job of furnishing the service that has been necessary to keep cars in tip-top running order.

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.

