

159th LIAISON SQUADRON

LINEAGE

159th Liaison Squadron constituted, 23 Feb 1944
Activated, 1 Mar 1944
Redesignated 159th Liaison Squadron (Commando), 1 May 1944
Redesignated 159th Liaison Squadron, 25 Nov 1945
Inactivated, 31 May 1946

STATIONS

Cox Field, TX, 1 Mar 1944
Pounds Field, TX, 25 Mar 1944
Statesboro AAFld, GA, 1 Jun 1944
Cross City AAFld, FL 18 Aug 1944
Drew Field, FL, 6-26 Oct 1944
Leyte, 1 Dec 1944
Mangaldan, Luzon, 31 Jan 1945 (detachments operated from Negros, 1 Apr-24 Jun 1945, and Cebu, unkn-25 Jun 1945)
Okinawa, 30 Aug 1945
Kanoya, Japan, 10 Sep 1945
Itami, Japan, Oct 1945-31 May 1946

ASSIGNMENTS

II Tactical Air Division, 1 Mar 1944
I Tactical Air Division, 18 Apr 1944
3rd Air Commando Group, 1 May 1944
V Fighter Command, 25 Mar-31 May 1946

ATTACHMENTS

5th Air Liaison Group [Prov], May-Sep 1945
310th Bombardment Wing, Sep 1945-25 Mar 1946

WEAPON SYSTEMS

L-5, 1944-1946
UC-64, 1944-1946

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

HONORS

Service Streamers

None

Campaign Streamers

Leyte

Luzon

Southern Philippines

Armed Forces Expeditionary Streamers

Decorations

Philippine Presidential Unit Citation

EMBLEM

None

MOTTO

NICKNAME

OPERATIONS

Evacuation, supply, and courier missions to support ground forces in forward areas of Southwest Pacific, 7 Feb-Jul 1945

In the period from January, when the Philippines campaign was at its height, through June, the Light plane section - consisting of the 157th, 159th, and 160th Liaison Squadrons, Commando and the 341st Airdrome Squadron - evacuated more than 20,000 doughboys from the front lines on Luzon and other Philippine Islands. To do this they had to carry an average of 110 wounded men daily in their single-passenger "kites".

THE LIAISON SQUADRONS

The three Liaison Squadrons were an integral part of the 3rd Air Commando Group designed to do numerous tasks that were not practical for the Fighter or Troop Carrier Squadrons. Working alone rather than in a flight or group the pilot and his light plane engaged in removing the sick and wounded from the Battle Zone, supplying ground troops who were cut off or encircled with much needed food and ammunition, carrying secret messages, transporting key personnel to areas where needed and spotting enemy troop locations and movements which were not detectable from larger and faster aircraft.

The Liaison aircraft were ideally suited for the type of operation carried on in the Pacific Theater, where island hopping advanced the War ever closer to the Japanese homeland. This left behind pockets of enemy troops cut off and left to starve. As a result there was an ever increasing need to maintain contact between the areas taken by friendly troops. This task was ideally suited to the light aircraft available on a moment's notice and able to take off and land any place where a smooth area could be found. The light plane could often provide transportation where surface, water or other air transportation was out of the question.

The Liaison Pilots performed in a fearless manner, yet did not for the most part receive recognition commensurate with their many successful missions. The Newsmen generally preferred the exploits of the Fighters and Bombers and usually did not recognize the Liaison Pilots for the excellent work they were doing. This was partly due to the fact that the Liaison Pilots did not rain destruction on the enemy, record numerous kills nor work in large groups. Working alone is a hazardous situation, and the accomplishment of a successful mission was often not reported as significant or the only information available was swallowed up by the vast ocean or completely hidden by the unforgiving jungle. It is also very difficult to give a full account of the activity of a unit of Liaison aircraft since they operated alone and to report all of the events would have been an impossible task.

The Liaison Pilots were a unique group who numbered only about 1200 in the entire Army Air Force. They flew the L-5 Stinson Aircraft for the most part and except for the flight leaders and commanding officers they were enlisted men. After their completion of their training and graduation, they were rated as S/Sgt. They were required to be qualified as pilots prior to becoming an L-Pilot and they came from civilian pilots, washed out cadets, RAF and RCAF pilots who returned to the States to serve their country.

Their training involved techniques in short field take-offs and landings from every conceivable place such as golf courses, roads and trails, beaches, rice paddies or any place with enough clearing to get airborne. They learned to fly low, to follow ground contours and to become as inconspicuous as possible. These planes had no protection other than their ability to maneuver at low speeds and to be nearly invisible against the terrain.

The three Liaison Squadrons the 157th, 159th and the 160th were a unique group assigned to the 3rd Air Commando Group, a unique organization in itself.

As with the Air Commandos each unit went through a rigid period of selection so that the men finally assigned were the best available. From May to October each Unit followed a rigorous training schedule preparing them for the demands of combat.

In October the Liaison units reported to Drew Field, Tampa, Florida for final processing for overseas duty and on 7 Nov 44 the Unit boarded the General Hersey at San Francisco destined for the South Pacific. After many days at sea and several stops along the way the Liaison Squadrons arrived on the island of Leyte, Philippines 30 Nov 44 and into the combat zone.

The plane cleared a cliff by a few dozen feet, with a cloud directly above, then dropped into a narrow canyon, flying well below the tops of the bordering cliffs and only a couple of hundred

feet from either wall. The canyon widened for a lake but beyond it the jungle closed in solidly again in a series of knife-edge ravines. No sign of any movement anywhere. Yet this was the center of an area where patrols that morning had reported some 2000 Japanese, remnants of the defending armies of Leyte now trying to make their way to the northwestern coast. These troops were retreating slowly in good order and with enough weapons, but in such terrible physical condition that they had resorted to cannibalism.

The sergeant with the close-cropped blond hair flew at such altitudes that it would have been no trick to hit the plane with a rock. When he finally crossed the top of the island hog track and could see the plains leading to Tacloban spreading out to the east, he turned around and grinned widely.

'You know,' he said, 'that compass was right, after all. In the States, I never used to fly by compass and I didn't believe this one. But it was right. I'd have sworn we were flying due north.'

Presently, after once making an extra circle just to get a good look at an attractive trout stream, the sergeant came down at Tacloban airport. A four-motored transport - C-54 - and a whole squadron of bombers - B-24s - were circling the field, waiting for opportunities to land. The sergeant paid no attention to them. He came in at a neat seventy miles an hour, hit the edge of the runway and taxied up it without once glancing at the transport landing beside him simultaneously or the two bombers which, balancing delicately on their nose wheels, screeched to stops while the sergeant was finding a parking space and swinging the little plane into it.

He said, "O.K., Mac, this is it."

I said, "By the way, sergeant, did you know there are a couple of thousand Japs around that lake we just went over?"

The sergeant said, "No? Say, you should have told me. We could have gone lower and maybe seen some of them."

He wandered off alone into a maze of whirling bomber propellers, beyond which were living tents for the personnel of that maelstrom of an airport.

They are the flying sergeants, the lost men, the completely unrecorded men whose existence never was planned and whose survival is a constant source of surprise to the people who have to figure out large-scale campaigns.

An L-5 is itself an embarrassing airplane. Nobody knows exactly what to call it. It looks enough like a Cub plane to be mistaken for one regularly, but it has 165 horsepower, needs more landing room than a Cub and serves an entirely different function. Built as an Army model by various manufacturers, it just doesn't fit anywhere. Neither do the aerial sergeants-not quite officers, not quite ordinary enlisted men- who fly it from fields never intended for it, over terrain never intended to be crossed on missions the designers never dreamed about.

Their chances are slim. They draw flight pay and are exempt from normal enlisted men's chores. But they don't have those lovely gold bars - and the hardwood ones at which they could be resting between flights if they were officers. If they have special privileges such as not saluting much of anybody, it is because nearly every officer around any airport you can pick sooner or later wants a ride in an L-5 - to see a girl on the other side of the mountain, to meet his brother fifty miles down the line or to take a thirty-five minute flight which will save him an all day, 150 mile jeep ride over backbreaking roads. Those taxi trips keep the L-5s busy between operations, but the sergeants have something to say about who gets them, and so everybody is pretty nice to the sergeants.

The sergeants practically never get any mail, which is misdirected as a matter of course by postal clerks who are convinced that liaison squadrons must be (a) attached to the troop-carrying groups, or (b) part of some artillery unit. They take what quarters are left around an airfield after the Bomber and Fighter pilots are housed, and they eat where they can, seldom having a mess of their own. Operationally, they remain sturdy independents. Two days after flying with Whiley Pease, I tried to find their headquarters. A young man behind the operations desk at Tacloban field looked up owlishly and said, "Oh them? Well, I'll tell you. They're all crazy. They don't have any headquarters. They just fly out of holes once in a while - crossing the strip, about half the time - and you can't never find the holes. They got no parking space and they don't pay any attention to anybody. Last night, so help me, one of them tried to bluff a C-54 out of the landing circle, and got away with it. Made that big guy pull up and come around again. They ought to be shot, the whole bunch. I don't think they're even our Allies."

He thought a while, and concluded, "I'll tell you what, you can sit out there in front and wait if you want to. They was here yesterday, and they might come back any time or they might not ever. The guys is fighting a war all by themselves."

THE 159TH LIAISON SQUADRON

1 March 44 marks the activation of the 159th Liaison Squadron under the command of Captain Ray Binder. From a sizable group of volunteers 31 Liaison pilots, 30 S/Sgts and one Corporal was selected to form the flying men of the 159th who were to perform heroically in the Philippines as part of the Third Air Commando Group.

From 25 March 44 into October, the squadron trained at Pounds Field, Paris, Texas, Statesboro Army Air Field, Georgia, and Cross City AAB, Florida. In October a move was made to Tampa, Florida for final processing prior to overseas shipment. Shortly after arrival at Drew Field, Tampa, Florida, the commanding officer was hospitalized and replaced by Lt. William G. Price III a P-51 pilot from the Fighter Squadrons.

After a six day train ride to Camp Stoneman, California, the Unit underwent final processing and boarded the USS General Hersey on 7 November 44 for the three week sea voyage to the South Pacific. Stops were made at Finchehaven and Hollandia, New Guinea before proceeding to the island of Leyte in the Philippines. The 159th Liaison Squadron went ashore on Leyte 1 December 44. Air strikes by the Japanese introduced the men to the realities of war, and they soon felt like veterans. It was not until 31 January 45 that the first aircraft of the Unit arrived. In

the meantime several members of the Unit volunteered their services, including piloting L-5s and kicking out supplies from the C-46s to infantry below. The 159th soon experienced personnel losses. Lt. Howard and Capt. Loomer (the flight surgeon) were hospitalized in New Guinea, Flight "C" lost two of its pilots, S/Sgt John W. Miller was hospitalized and S/Sgt Bennie Evans suffered severe head injuries while diving in the surf.

All was not work with no play. Most memorable had to be the new Year's party! From the "Conning" of the armed guards over a stack of plywood for a dance floor, the acquisition of copper tubing from the Sea Bees for a still, the air drop of leaflet invitations into the WAC detachment, and a successful penetration of the WAC compound to make personal contact with the fair maidens, the manufacturing of a bamboo bar and drinking containers guaranteeing a grand time for all. There was at least half again as many women as men for the gala event. Cock fights, roast pig, and fried chicken capped the evening. Col. Olson, Group Commander wrote a letter of commendation for the efforts of the 159th.

Never to be forgotten was the day a Jap fighter popped over a ridge at dusk with guns blazing, catching a group of 159th personnel in the middle of a bomb and gas dump. The group was in route to a movie up the beach. Some ran for a ditch while two dashed through the bombs and gas barrels like a couple of NFL wing backs and dived under a 6 by 6 on the beach. Meanwhile the fighter was spraying but hitting nothing. He then made a sharp turn over the 6 by 6 and headed up the beach at about 50 feet altitude and was immediately knocked down. Then there was the evening the gas dump went up in flames. The Japs claimed to have destroyed it; but it reportedly was caused by a buddy trying to fill his Zippo lighter from a 55 gallon drum. Then there was the Jap parachute drop which caused great excitement for awhile and "wash-machine Charlie" a Jap plane that woke everyone up about 2 AM every morning. Such was the life on Leyte while awaiting the arrival of the L-5s.

On 18 Jan 45 the ground echelon departed by sea for the Lingayen Gulf area and arrived on 31 January. The air echelon finally received the L-5s and arrived at Apache Strip, near Mingaldan on 6 February, by way of Mindoro. The flight was uneventful except for being buzzed by a couple of P-38s that made passes at and throughout the formation. The 159th was finally all together and ready for action.

The Squadron immediately launched into the Luzon operation, with individuals flying as many as 20 missions a day. The pilots flew every conceivable kind of mission, from evacuation of wounded, supply drops to isolated troops, directing air strikes, artillery fire and Naval bombardment, courier missions, dropping propaganda leaflets on enemy forces, to air and sea rescue missions. The 159th operations covered Luzon, Panay, Cebu and Negros and worked with all branches of the service including the Filipino Guerrillas.

Most of the 159th operations was conducted from Apache strip at Calasio or late later from Mabalacat. Other operations were conducted by small detachments located throughout the area from any level and clear place available.

One of the first detachments was in support of the 308th Bomb Wing. The detachment operated off a drained rice paddy adjoining the Lingayan Air Strip and was housed in a Nipa hut in the

middle of a bomb dump. Activities included courier service, delivering weapons to guerrillas behind enemy lines, search missions, marking bombing targets and air sea rescue. One aircraft was damaged when its engine quit over the trees at the end of the landing strip. The pilot S/Sgt Neil Livesay received a written commendation from 5th Air Force HQ for his outstanding airmanship. His passenger was the 5th AF Flying Safety Officer.

Another detachment operated out of Bacolod on Negros in support of Marines and the 40th Infantry Division during the Negros campaign. It was while performing a drop mission that M/Sgt Oliver M. Edwards, a Flight Leader, was shot down and later killed by the Japs. His passenger was also killed and beheaded. M/Sgt was posthumously awarded the Silver Star for his action in support of the 40th Infantry Division. He was also the first 159th killed in action.

Another detachment operated off the main street of Cebu City in support of the American Infantry Division. In addition to evacuation and supply missions, they participated in directing naval bombardment of the island, with Naval observers aboard. Many of the evacuation missions were performed at night.

A detachment on the island of Luna operated entirely in support of the Filipino Guerrillas, located in the mountains of northern Luzon. The planes operated from crude strips in the mountains, evacuating wounded, bringing in supplies and supporting behind the lines operations of the famous Alamo Scouts. The unit also directed air strikes. Three 159th pilots lost their lives in this very hazardous operation. S/Sgt Jack Smith was lost when his plane was hit by ground fire. He was carrying out two Guerrillas wedged in the back seat. Crashing and burning his passengers survived without injury. G/O Robert Hutchinson and passenger Cpl. Asfred Bennet crashed in a narrow valley near Cervantes while trying to climb out of a confined area. Ferdinand Marcos was a member of the Filipino Guerrillas and had his headquarters at Luna.

Some of the evacuations involved personal touches on occasion. Squadron Commander William Price learned from a wounded 1st Cavalry Trooper that his brother Lt. Terry Price lay wounded in a ditch along Quezon Blvd. Capt. Price flew in, landed alongside his brother and evacuated him. S/Sgt Eich ran on to an old high school buddy, a medic, while on an evacuation mission. M/Sgt Zulfer experienced four incidents as well, all from the old neighborhood and all infantrymen. Lt. Col. Kalberer Commanding Officer of the Liaison plane section reunited with a Filipino Guerrilla Lieutenant who was a Flying Cadet classmate. Col. Kalberer was delivering fuel to two L-5s that were forced to land in the mountains of Northern Luzon and the Lieutenant had found them and radioed for fuel. S/Sgts Genadek and Carney met two elderly missionary ladies from the home town of Sgt. Fogle, a Squadron mechanic. It's a small, small world.

Three days after beginning operations on Luzon S/Sgt McDonnell had both wing tips shot off over Nichols Field at Manila. He landed safely at Grace Park with only minor wounds. The name of his aircraft was: "Heaven Can Wait." S/Sgt Viking Koch was missing in action after crashing in enemy territory near Ambaguie. He was rescued by Guerrillas and after some close encounters with the Japs returned 26 days later to his unit.

About 15 April 45, S/Sgt Carmichael was forced to land on a road while in route to Grace Park, because of bad fuel. Fortunately Guerrillas were in the area. They physically carried the plane off

the road and hid it in a grove of trees from the Japs. The next morning after draining water from the fuel tank, the plane was carried back on the road and he went on to Manila. On 28 April, S/Sgt Eich cracked up on take-off because of engine failure at Agoo. He suffered severe head injuries and was hospitalized. S/Sgt. Lou Huffman on 18 May crashed into a mountain side, while attempting to land in fog. He suffered broken legs and was evacuated to the US. In March Lt. T.S. Jackson while flying with the Luna detachment had engine failure in the mountains and crash landed. Fortunately Guerrillas had taken the area only minutes before. They took him to a nearby PT Boat base and he was returned to his home base. The 341st Air Drone Squadron later repaired the plane and returned it to service. During June T/Sgt O'Brien had a landing accident on a primitive strip at an altitude of over 4000 feet. Among the repairs required was anew wing. The wing was brought in using Guerrillas and hill people, along with S/ Sgts Genadek and Carney, the wing was carried across a river and up the steep mountain slope through enemy lines. After repairs the Hill people fashioned a crude runway and the L-5 was flown out.

Lt. Eddy Sloan was assigned to fly comedian Jo E. Brown any where he wanted to go. On one occasion he asked to see the famous Belete Pass operation. While flying over the ridge, Brown asked what those little black puffs were. Sloan explained that they were Japanese shells. "What are they firing at?" "Us", replied Sloane. At Brown's request they "got the hell out of there." The 159th was active in supporting the ground troops of the Belete Pass operation and suffered no losses. A commendation was give to the 159th by Col. Phillip F. Lindeman, 27th Infantry Commander, "It was only through the supplies dropped by air that this Regiment was enabled to capture Lone Tree Ridge, for the seizure of the all important Belete Pass." General MacArthur was pleased to add his sentiments as well.

With the war winding down in the Philippines it was evident another move was in store; this time to Okinawa, a long distance over water and far beyond the normal range of the L-5. Through the joint efforts of Lt. Harlan Englander, Engineering Officer and M/Sgt Charles Army, the Line Chief, 75 gallon gasoline tanks were fitted in the rear fuselage giving the L-5 range of over 750 miles. The L-5 was now capable of making the flight from the Philippines to Okinawa non-stop.

On 30 August 45 the 159th led by Squadron Commander Price, set out for Okinawa led by a Navy Catalina. The 159th ran into rain and thunder storms requiring several heading changes to circumvent the weather. Near the end of the flight the Catalina directed a heading of 020 degrees. Instead Capt. Price took up a heading 270 degrees and within minutes sighted land — Okinawa! Most of the planes were out of fuel as they landed and to have followed the Catalina, many would have ended up in the sea.

One pilot S/Sgt Lou Payerl requested permission to make a straight in approach, since his tanks were reading empty. Just as his wheels touched the ground his engine cut out. In the process of landing he had cut out a C-46 on its final approach. Later the C-46 pilot wanted to know who had cut him out. Lou identified himself and they had coffee together and started a close friendship which lasted many years. The C-46 pilot was Tyrone Power.

On 19 September 45, with the war over, the remnants of the 159th left for Kanoya, Japan. The 159th was assigned the duty of flying into various Japanese Airfields to monitor the ordered

disabling of the Japanese aircraft, some humorous incidents occurred with this operation. S/Sgt. Hankison landing on one field found all the top brass out in formation and offering to surrender all the men, 100 aircraft and 50 tanks to him. At another field the pilot saw all the personnel run for cover.

Over the months following the end of the War most of the original personnel had rotated back to the States and on 29 April 45 Lt. Harlan Englander, the engineering Officer was the last war time Commando to leave for the States. On 31 May 46, the Unit was deactivated. While the 159th Liaison Squadron no longer exists, the memory of the men in this outstanding Unit, lives in the hearts and minds of all those who were a part of it and also those who were served by this Unit.

EXPEDITION TO BONTOC

Dick Barr 159th Liaison Squadron

It was July 1945. Lt. Jackson and I had just returned from a flight in our light cargo C-64 aircraft. As we climbed out of the plane and walked over to the L-5s which were lined up in flight, Lt. Harlan Englander, our squadron engineer, greeted us and related that he had an assignment in which he would like Sgt. Ed Genadek and I to participate.

And so began one of the most exciting and unusual tasks which we were to experience during our encounters in the Far East.

As members of the 159th Liaison Squadron of the 3rd Air Commando Group, Fifth Air Force, our primary mission was evacuation of wounded from the front lines and air resupply. As a team, of squadron members had trained together on bases back in Texas, Georgia and Florida and had been transported in Nov. 1944 aboard the USS General Hersey to Red Beach on the Island of Leyte in the central Philippine Islands.

Following several months of harrowing experiences on Leyte, our unit was moved to Calasiao on the northernmost island of Luzon and later to a more permanent site at Babalacat air strip near Clark Field from which we operated.

In early July, 1945, at Lamag air strip, high on a plateau in the Cordillera Central mountain range of north- we had great difficulty in breathing. After each few steps, we had to lay down and rest. And as we lay totally exhausted, we could note that far ahead, ascending to the peak, was the little caravan or tribesmen running along with the aircraft wing and crates of supplies lifted high on their shoulders.

Slowly we proceeded up the gently sloping, grassy plateau to the summit. Upon reaching the mountain top we encountered a sight that appeared to be out of biblical history. Dozens of mountain people were busily engaged cutting away hillsides and hauling the rubble to provide an extension to this small mountain-top runway. Word had been passed by their runner communicators and already the task was nearing completion.

Had modern tools been available, this would have been an awesome undertaking, but here we encountered primitive Igorot tribesmen using the only tools they possessed - sticks and hand-

woven baskets - literally moving the top of the mountain. Miraculously, within a few days these primitive people had moved tons of rubble and the airstrip was completed.

In amazement, Genadek and I questioned how these tremendous feats could be accomplished by these apparently primitive people. Our Filipino friends advised that we should more closely observe the Igorots.

Formerly warring headhunter groups, these fierce looking mountain people had, over the centuries acclimated themselves to this rather harsh terrain. Muscle-bound and robed only in a loin cloth with a heavy gold ring affixed to one ear lobe, these hardy people confined themselves primarily to the upper elevations. Resultantly, they had developed tremendous lung capacity and their every movement, from long habitation in the mountainous region, was one of running from point to point up and down the steep mountain heights. It was little wonder, then, that these brave people could undertake an expedition such as ours with such seemingly little effort.

Being well supplied with rich panique wine, a rice product, which was brought in long bamboo tubes strapped to the back of the runner, Genadek and I quickly undertook the repair of the badly damaged aircraft.

Within a few days we had completed all repairs on the L-5, flight-tested the aircraft, flew in for the return flight to Mabalacat.

As we prepared to depart from this rather celestial point at the top of the Islands, we could observe in the distance, American P-38 aircraft strafing the headquarters of General Yamashita who had retreated to the nearby town of Bontoc.

We now realized that this action signaled the prelude to the waning days of the battle of the Philippines. Little did we realize that within a month's time the major Pacific war itself would be drawing to a close.

FLYING THE L-5 IN THE SOUP

by Orley Johnson, 159th Lia. Sqdn.

On a flight from Kimpo Airdrome to Pusan in Korea, three of us were flying our L-5s and with the weather marginal, we tried to go above the clouds. I was in one plane, Dick Weaver in the 2nd and I can't recall the 3rd pilot's name who was flying the other one. We climbed higher and higher but could not get out of the soup, and were completely lost. Suddenly a small opening appeared in the clouds and we went down in a spiral and came out of our dives above a river which had high walls on both sides. The wind was very strong and we all feared that our L-5s would be smashed against the rocks. Gas was getting very low when we spotted an air strip on the coast and landed. We thought that we were through for the day, but we were refueled and back in the air in less than 30 minutes. And on back to Kimpo. We swore that if we got back safely to Kimpo, we would call it a day. But wouldn't you know, we had to refuel again and go on another flight. We earned our pay that day!

CAPTAIN PRICE TO THE RESCUE

by Dick Martz 159th Lia. Sqdn.

I would like to recall an incident that happened in late 1945 at Itami Air Base, Japan. This involved three P-51s and L-5 of which I was Crew Chief.

The 3 P-51s came in on a straight-in approach, but one of them was pouring out black smoke and I knew he was in trouble. Ole "Smokey" pulled straight up to about 5,000 feet and bailed out at the top of his climb. The other two planes peeled off and landed.

The plane came apart in its dive to the ground and the pilot in the chute drifted down into the jungle. I heard later that he had broken his leg.

I was Crew Chief for Co Capt. William G. Price, III and he had just landed from a mission and I was in the act of tying down the L-4 when Capt. Price ran over and jumped into his plane and buckled up as I untied the tail. He took off and climbed up and headed for the area where the pilot had disappeared into the thick jungle. He was able to spot the chute and circled overhead directing the rescue team to the downed pilot.

Thanks to the quick action by Capt. Price in my trusty L-5, the pilot was soon rescued. I hope the two of them were able to get together after the eventful day.

440830	UC-64A43-35346	FLEF	Chamberlain, Robert H	On Rte 19, 10 mi S of Dunnellon AAF, FL
440406	L-5 42-14958	FLEF	Mitchell, Stephen A	4 Mi SW Brownsboro, TX
440503	L-5 42-68496	TAC	(parked aircraft)	Pounds Field, TX
440503	L-5 42-215688	TAC	Symons, Thomas V	Pounds Field, TX
440522	L-5 42-14236	WAC	(parked aircraft)	Pounds Field, Tyler, TX
440606	L-5 42-14955	TACNU	Feray, Louis C	Statesboro, AAF, GA
440622	L-5 42-14827	LAC	Matzenbacher, Ray	Sylvania AAF, Sylvania, GA
440623	UC-64A 43-3542	LAC	Barr, Charles R	Statesboro, AAF, GA
440626	L-5 42-98293	TOAGL	Guzzino, Dominic J	Statesboro, AAF, GA
440804	L-5 42-15033	TOAEF	Eich, Wilbur J	Swainsboro Air Field, Swainsboro, GA

Air Force Order of Battle

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.