

Good weather in November of 1943 found the Japanese ready to challenge once again and they began both night and day raids on Calcutta and the Hump bases while their fighters struck back vigorously against any Allied air intrusions over Burma. Slowly, however, the greater numbers and greater skill of the Allied air forces began to assert themselves.

By mid-1944, Major Gen. George E. Stratemeyer's Eastern Air Command completely dominated the skies over Burma; this superiority was never to be relinquished.

Logistical Air Support

General Hoyotaro Kimura replaced Kawabe in command of the Burma Area Army following the disaster of the Japanese Fifteenth Army in its incursion into India. Kimura's strategy for defending Burma in 1944 failed to appreciate Allied air capabilities. The Japanese had failed in their invasion of India because they had been unable to establish and maintain the long lines to supply their troops. But, the Allies did not depend upon such supply lines to support their troops, or to keep up the advance in the jungle.

Hundreds of Allied transport planes brought food, ammunition, and all manner of supplies directly to the front-line troops. If there were no nearby airfields where

they could land, the airmen dropped these supplies into rice paddy or jungle clearings. Anything that might break was dropped by parachute; everything else was free-dropped.

Thus, the Allies' only supply line came through the air, which they controlled completely. And, having driven Japanese combat planes from the skies, the Allies had no worries about air strikes against their bases in India.

Combat Air Support

The difficulties of surface transportation in jungle areas meant that ground troops had less artillery support than normal, while the potentialities for defense in the jungle increased their need for it. The Chindits, in particular, needed such support for they had no artillery. This deficiency was made up, at least in part, by the extensive direct support which the British and American fighter-bombers were able to provide, since they had no need to engage the non-existent Japanese air force.

Most of the supporting missions were flown by fighter-bombers that dive-bombed strong Japanese positions, then strafed them just before ground attacks. In some instances, where Japanese defenses were particularly strong, light and medium bombers were used to support ground attacks.

The Strategic Air Offensive

In April and May of 1944, B-29 "Superfortress" bombers began to arrive at bases near Calcutta. Five airfields with extra-long runways had been built with coolie labor near Chengtu in western China. The B-29 was a powerful, heavily-armed plane which could fly over 350 mph, and carry 20,000 pounds of bombs against targets over 1,500 miles from their bases.

From India, the first attack was staged June 5 against railway targets at Bangkok, Thailand. The bases in China were used as staging areas for targets in east China and the homeland of Japan, itself. All barracks, repair shops and heavy support equipment were based in India. Fuel was flown over the Hump and stored until a supply sufficient to mount an attack was accumulated. The first strike against Japan was made by 68 planes on June 15 against a steel plant on the Japanese island of Kyushu.

Under Major Gen. Curtis E. LeMay, the XX Bomber Command attacked targets in Singapore, Indonesia, cities in China and Japan throughout the balance of 1944. By the end of the year, sufficient bases had been established on the islands of the Pacific, much closer to Japan, and the XX Bomber was moved to these bases.

The conclusion of this three-part series will be printed in the Fall SOUND-OFF.

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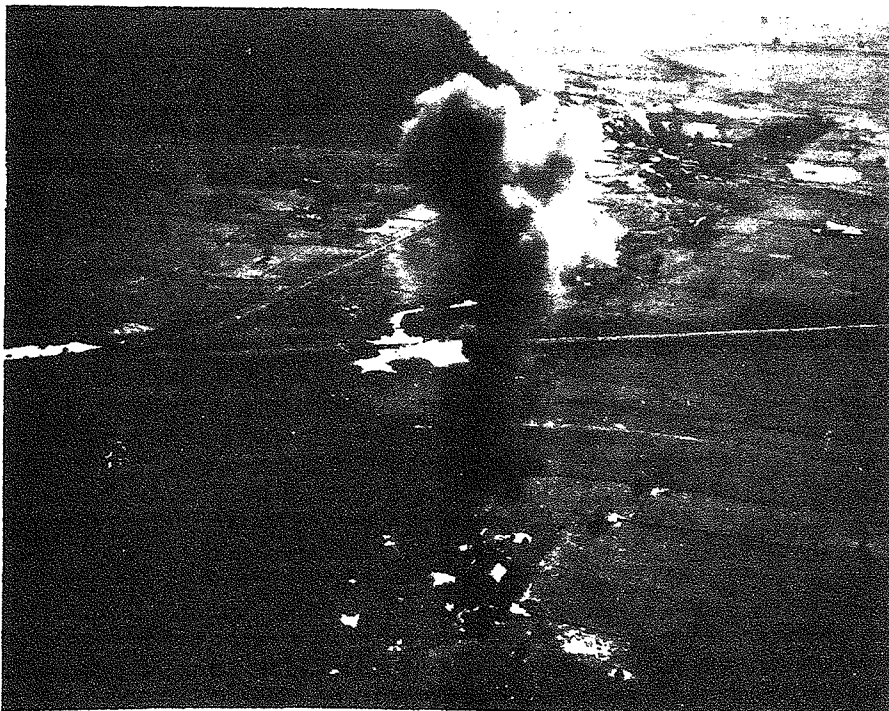
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The 492nd B.S. in action in Burma. I.D. on back of USAF photo says: "Vicinity M.S. 98 BCHRR A/C 80." Property of Charles Serra

China-Burma-India -- 1944

Conclusion

In the first two segments of this synopsis of the war in CBI fifty years ago, we have seen the Arakan battles end in stalemate as both the British and Japanese needed the troops elsewhere; we found the Japanese Fifteenth Army decimated by disease, hunger and battle casualties in retreat from their defeat at Imphal and Kohima. The Chindits had played out their hand in central and northern Burma, disrupting Japanese communication lines as they were invading India and assisting the Chinese in capturing Mogaung in northern Burma. They have now been withdrawn to India. In China, the Japanese have been extremely successful in driving back the Chinese armies in the path of Operation Ichi-Go. They are now in a posture to move on Kunming and Chungking, knock China out of the war and free hundreds of thousands of their troops for defense of the homeland. In Yunnan, the Y-Forces have taken Tengchung but are stymied at Lungling.

* * * * *

North Burma

Myitkyina fell August 3. The monsoon is in full blast and NCAC must rest, re-equip and regroup. September and October are spent preparing for the next phase of the offensive.

A new combat team is introduced into the plans. The 5332d Brigade (Prov.) was activated July 26. It consisted of a Chinese regiment, trained at Ramgarh in long-range penetration tactics, the 475th Infantry, which absorbed the survivors of Merrill's Marauders, and the 124th Cavalry, a Texas Nat'l Guard unit. The brigade

was augmented with the 612th and 613th Artillery Bns. (Pack) and six quartermaster mule troops.

Stilwell now had five Chinese divisions (Dupuy and Dupuy say "3 good, 2 mediocre), the excellent British 36th Division and the Mars Task Force brigade. He was opposed by the Japanese Thirty-third Army, commanded by Lt. Gen. Masaki Honda, which consisted of three depleted divisions.

The plans called for a surprise offensive, featured by sweeping envelopment in which three of the Chinese divisions and Mars Task Force would encircle the entire

Japanese Thirty-third Army which would then be trapped between Stilwell's army and the Y-Force in Yunnan.

The offensive began October 15 with the Chinese 38th and 30th Divisions advancing from Myitkyina toward Bhamo against the Thirty-third Army and the British 36th Division continuing down the Railroad Corridor to protect the NCAC right flank and rear. Stilwell's mass advanced southward from the Mogaung area to cross the Irrawaddy River near Schwegu, thence southeastward through the jungle with the objective of reaching the Burma Road near Lashio.

Three days after the offensive got underway, October 18, Stilwell was relieved and command was assumed by Lt. Gen. Dan I. Sultan of both NCAC and the India-Burma Theater. This change in leadership will be discussed later while covering the same time period in China.

Gen. Festing's British troops moved slowly but steadily down the railroad, despite intensifying Japanese resistance. By the end of the year, the 36th had seized the towns of Indaw and Katha and halted temporarily because of developments farther east.

The Chinese 22nd Division began crossing the Irrawaddy November 6 as the spearhead of the enveloping hammer blow. The Chinese 38th Division was held up for a month by the stubborn and determined defense of Bhamo. The siege lasted from November 14 until December 15. When further resistance was impossible, 800 surviving Japanese fought their way out at night to rejoin the 56th Division in the mountains between Bhamo and Namkham. The 30th and 38th Chinese Divisions pushed slowly after them.

Due to the successes of Ichi-Go in China (or should we say the Chinese failure to slow down the Japanese advances), Chiang Kai-shek decided to withdraw two divisions from Burma to throw into the path of the Japanese. Airfields were hastily constructed at the frontlines in the jungle region southeast of Irrawaddy bend from December 5th to the 10th and the 22nd and 14th Divisions were flown to Kunming.

Gen. Sultan was therefore forced to modify Stilwell's plan of encircling the Japanese Thirty-third Army. The mission now became to



Chinese reinforcements, carrying their worldly goods on poles, slog up the monsoon-drenched Ledo Road in October 1944. In Burma, the rains started in May and ended in September. This photograph appears in *China-Burma-India*, the ninth volume of *WORLD WAR II*, published by TIME-LIFE BOOKS, INC.

Property of Charles Serra

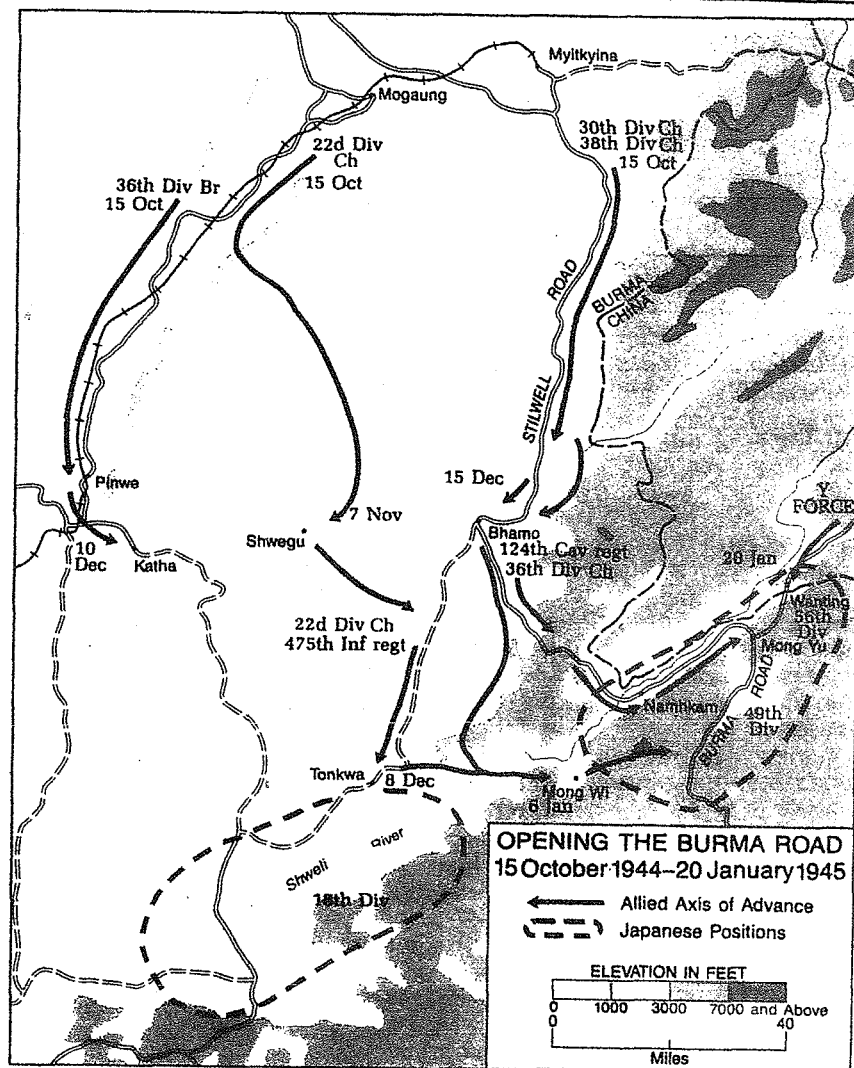
open and secure the road that stretched east from Bhamo through Namkham toward the Burma Road.

Central Burma

The British Fourteenth Army has pursued the Japanese Fifteenth Army as the latter retreated from India and now finds itself again to the edge of the Chindwin Valley. Fourteenth Army's Gen. Slim is now prepared for a broad-front crossing of the Chindwin, to take place in November. In a restructuring of command, Slim now finds himself subordinate to Lt. Gen. Sir Oliver Leese, commanding the newly-established headquarters of Allied Land Forces, Southeast Asia (ALFSEA). Under Leese, in addition to Slim, were Stilwell (later Sultan) and his NCAC and the British XV Corps in Arakan.

Slim's opposition is General Hoyotaro Kimura who has replaced Kawabe in command of the Burma Area Army. He received reinforcements and devoted the summer to reorganization and, in particular, to the rehabilitation of the Fifteenth Army, now commanded by Gen. Shihachi Katamura and the battered 18th Division.

By fall, Kimura's force of 250,000 men were reorganized into three armies: the Thirty-third (3 divisions), holding northeastern Burma; the Twenty-eighth (3 divisions under Lt. Gen. Seize Sakurai), responsible for the coast and the Arakan; the Fifteenth (4 divisions), holding the west along the



Chindwin.
Kimura's strategy was to permit

the Allies to reach central Burma, where their logistical difficulties would become increasingly acute, while those of the Japanese would be simplified because they would be close to their supply bases. Kimura was confident his 10 divisions could smash the Allies advance, but he would avoid a finish fight until the British had been lured across the Irrawaddy, near Mandalay.

The British crossed the Chindwin, led by the IV Corps, at Sittaung November 19. The XXXIII Corps followed soon afterward at Kalewa and Mawlaik. The Japanese fought delaying actions, but in accordance with plan did not attempt a firm defense.

On December 14, the NCAC and Fourteenth Army linked up when patrols of the 19th Indian Division met those of Festing's 36th Division near Indaw. By the end of the year, the Fourteenth Army was approaching the Irrawaddy on a

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broad front; the stage was set for a climactic struggle long foreseen by both Slim and Kimura.

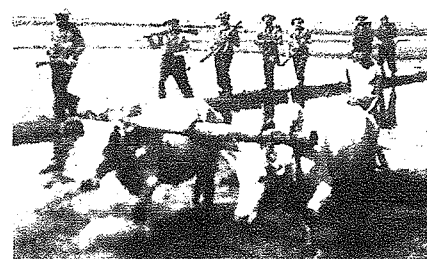
Recall of Stilwell

As Chinese resistance crumbled in the face of the Japanese East China drives, Stilwell vainly recommended to Chiang Kai-shek various measures to reconstitute an effective defense. The American government likewise became alarmed lest China collapse entirely.

President Roosevelt then suggested on October 17 that Chiang Kai-shek grant full command authority over all Chinese forces

to Stilwell. There is much more regarding the relationship between these two than can be handled in a synopsis, but Chiang was not about to give this much power to Joe Stilwell and instead, insisted that he be recalled. Roosevelt had no choice and Stilwell was ordered back to the U.S.

The theater was now divided into the India-Burma Theater and the China Theater with Lt. Gen. Dan Sultan commanding the former and Major Gen. Albert C. Wedemeyer the latter. Wedemeyer also became chief of staff to Chiang Kai-shek.



British troops crossing paddy field in lower Burma, 1945.

Jim Fletcher Photo

Gen. Wedemeyer's tact succeeded where Stilwell's bluntness had failed. He was able to persuade Chiang to transfer only the two divisions from Burma and permit the other three to remain. The troops from Burma, armed with superior weapons and training far superior to the provincial forces were given credit for stiffening the resistance to the Japanese armies.

With the support from Chennault's Fourteenth Air Force, the Chinese, on December 10 counter-attacked east of Kweiyang and stabilized the situation. Others have suggested that the Japanese had largely exhausted the limited supplies of fuel necessary to wage an offense.

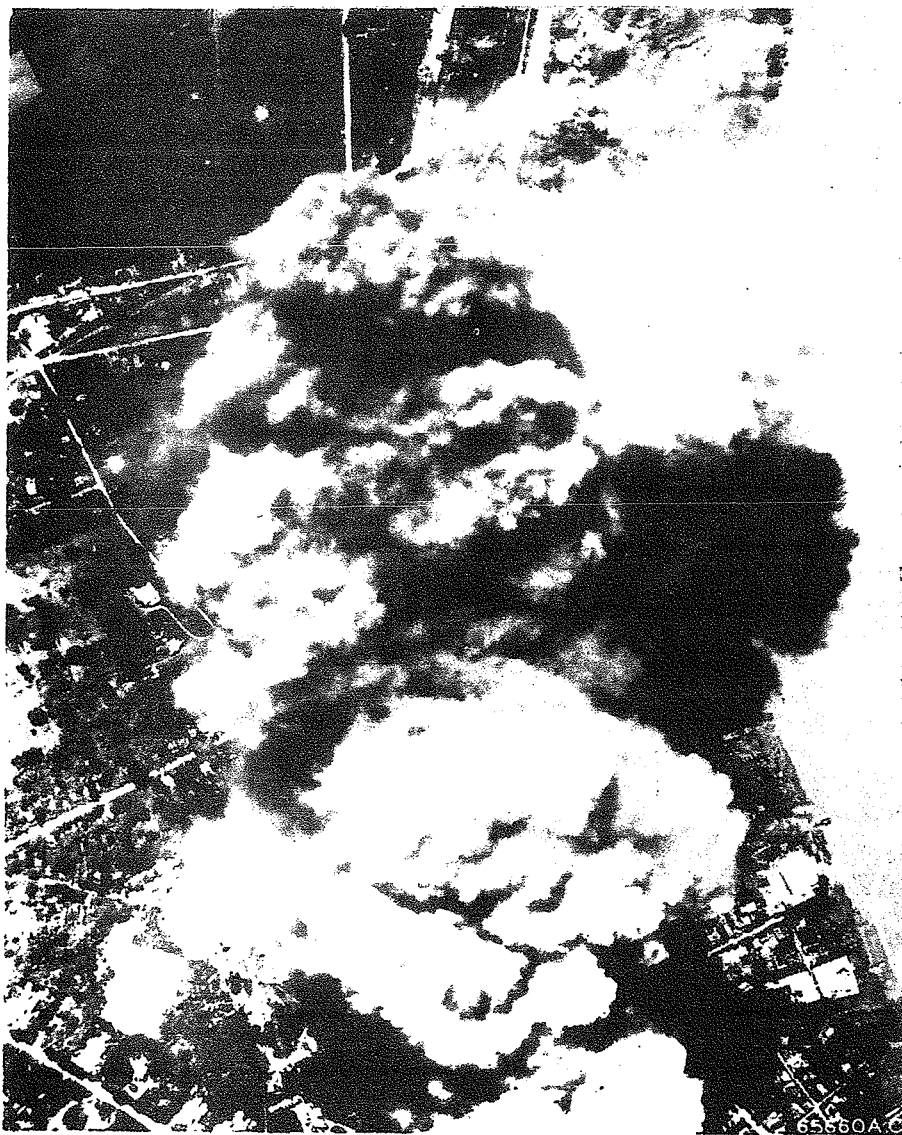
This, then, concludes the 1944 battles in China, Burma and India. The Allies have been successful in winning the major confrontations and are now poised for the coup de grace' in 1945.

At the end of November 1944, the India-Burma Theater had 183,920 servicemen according to Romanus and Sunderland in "Time Runs Out in CBI." These consisted of 21,230 Theater troops; 60,223 SOS; 79,946 AAF and 22,521 ATC.

The much smaller China Theater had 27,739 men consisting of 5,349 Theater troops; AAF, 17,723; ATC, 2,257 and SOS, 2,410. The XX Bomber Command numbers are not included in either Theater's totals.

Another figure: "In October 1944, 35,131 tons were flown into China, four times the tonnage which entered China to support Stilwell in October 1943." This, and the prior two paragraphs came directly from "Time Runs Out in CBI" by Charles F. Romanus and Riley Sunderland.

These numbers indicate that only one-eighth of the Americans in CBI were involved in ground combat and the other seven-eighths got little coverage in this



The 10th AF B-24s of the 7th Bombardment Group fly a successful mission against the jetty areas at Moulmein, second largest port in Burma. Supplies coming up the Burma-Siam railroad from Bangkok were ferried from Moulmein to Martaban. From there, went by rail to Rangoon and then north to Japanese forces on the various Burma fronts. These photographs were taken from the B-24s during the raid.

USAF Photo and Caption; property of Charles Serra

three-part synopsis. There is an important story, not included in detail here, of the 14th AF, the ATC, the 10th AF and 7th Bomb Group, the port battalions and railroad battalions which transformed a backward supply system into an effective adjunct to the Allies' war effort. Nothing is said of the OSS Det. 101 and the Kachin Rangers, without whom the Japanese defeat in northern Burma would have been much costly in Allied lives and much longer in execution. No mention of the engineers who built the Stilwell Road, the truck drivers who braved its perils, the pipelers, the railroad units and signal battalions who performed construction feats unparalleled in WW II.

We pay tribute to the Americans omitted in the history of CBI-1944 herein printed, not by way of apology but in hope our readers will be stimulated to read more about the war in China, Burma and India in WW II. You and I may be the only people interested.

Letters

Lt. Albert Hainey

To the Editor:

Looking for anyone who remembers Lt. Albert Hainey, a pilot from Chicago, killed on July 18, 1945. Buddies were Lt. Donald Limburg, Lt. Henry Simon, Taylor and Dodge. No APO information available. If there was a Passawar Air Base in CBITO, he might have been stationed there. Any information will be appreciated.

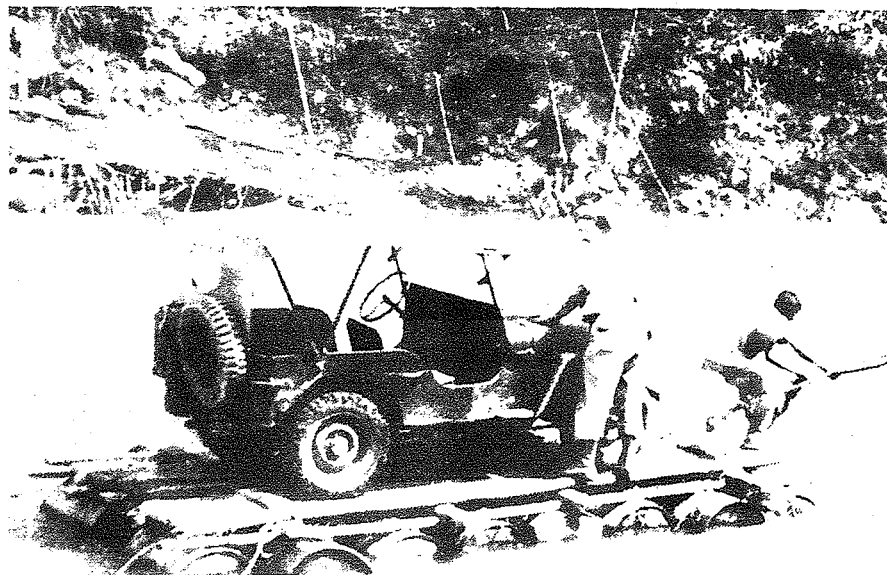
Lowell G. Simpson,
1469 Magellan Circle,
Orlando, FL 32818-6738
Phone (407) 298-4580

478th QM Group

To the Editor:

I recently joined CBIVA and have enjoyed your work with the publication of *Sound-Off*. Since you receive about as much pay as I do for my volunteer work, we all should thank you for your efforts. Although I've read only a few issues, I've noted many places which I saw when in CBI.

Not having seen any earlier issues, I'm wondering if you have ever had published an article about the operation of the Road itself?? I was with the Motor Transport Service (later HQ Det., 478th QM Group which set up



One means of rafting jeep across river north of Myitkyina, Burma, April 1944.
Jim Fletcher Photo

operation of the road in February/March 1945. I was with the group of five which established the terminal in Kunming. There were stations along the Ledo and Burma Roads about each 100 miles which was the distance a truck convoy was expected to travel in one day.

If this has been written about, I'd like to receive a copy of that issue - I'll gladly send you a check for it. However, a rather close perusal of the membership list I was sent, showed no one I remem-

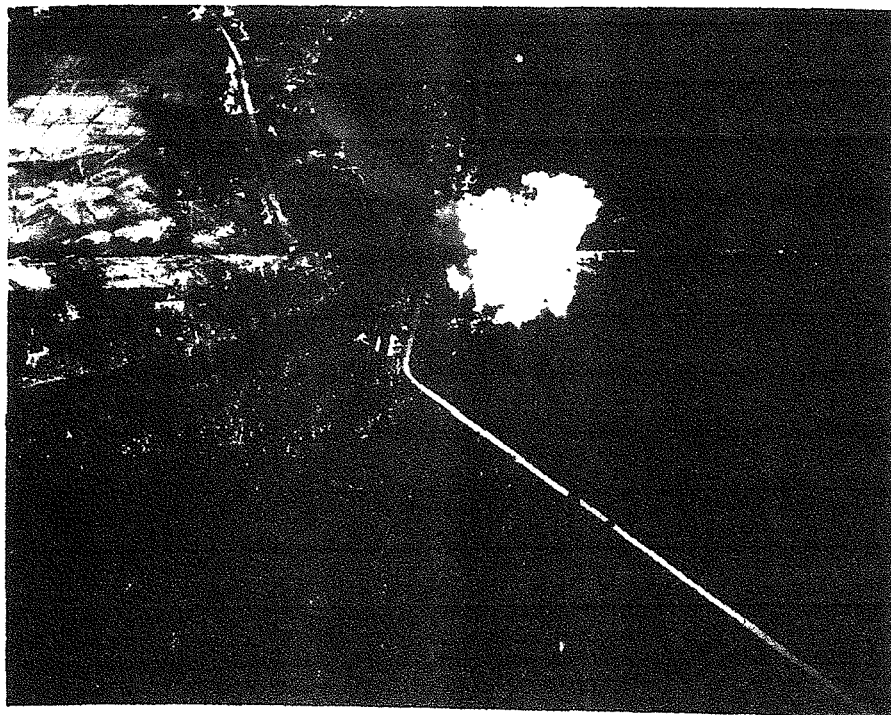
ber, nor anyone listed from HQ Det, 478th. There are, I note, a few who list being members of the 478th.

Again, thanks for your time in considering this and for all your work in preparing the publication. Sincerely yours,

J. Ellis Wood,

PO Box 421,
Shamokin Dam, PA, 17876

(Ellis: We are receptive to an article on the Mission of the 478th, but have received none yet. - Ed.)



The 492nd B.S. bombing Jumbhorn Bridge in Burma.
U.S.A.F. Photo, property of Charles Serra

A Little Known Story About the FATC in China in WWII

Submitted by Mag Magness

Lt. Jack Bogle was a member of the FATC at Kan-Hai-Tze, some nine miles north of Kunming, China. He was a good friend who shipped out with a Chinese Army unit and wound up on the east coast of China right in the thick of the Japanese advance southward in 1944. I located him again through some of the FATC reunions after the war. I knew he could give me an accurate account of the Jap advance and the Chinese debacle which eventually caused the loss of all American forward bases and the major one at Kweilin. I remember that after Kweilin fell, it seemed likely that the Japs would continue their drive to knock China out of the war and enter the war from the north side of Burma. As the Japs proceeded up the road towards Kweiyang we began worrying about how we would be evacuated from FATC. The rumors and scuttlebutt were flying from the latrines and other sources. Then, one day, a road grader appeared and graded a landing strip across the west side of the enormous parade ground at FATC. Then, soon afterwards, a B-25 landed and the major who was the aircraft commander, was tight-lipped about the use of the strip. It did allay our fears about evacuation when we were told that C-47s and C-46s could land there. So, we knew we would be evacuated by air, if it became necessary.

We began to get bits of information about Bogle's outfit and that he had finally reached a safe area. The Japs doggedly continued their drive to force China out of the war. However, when they turned north and ran into the mountains en route to Kweiyang they discovered that the summer uniforms they were wearing was not satisfactory for the chilly mountain air. So, they postponed their drive until the next spring. This tactic cost them dearly because the Allies were able to bring in more forces and armament from the ETO where the war was winding to a finish. Germany surrendered, then the atomic bombs were dropped on Hiroshima and Nagasaki and Hirohito threw in the towel and the war ended.

I had learned that Bogle and his unit were in a safe area. Then, I was transferred to the States and often thought about the liaison teams and their return from China.

In later years, some former FATC members began a concentrated drive to locate all the old gang who had served with Y-Force FATC in China. The drive was fairly success and with further mail contacts enough people were located to start planning a reunion.

The first reunion was held in 1981 in Nashville, TN and word of mouth and letter mail located most of the FATC personnel. However, the Jap drive from Changsha which forced the Chinese and American personnel to retreat and fight a rear guard action never seemed to appear in print in the

CBIVA publications. I now had Bogle's home address and asked for a report of that rear guard action on the east coast of China. He furnished me an excellent report of that last ditch stand and retreat but some hambone borrowed it from me and did not return it. I didn't feel inclined to ask for another copy so soon afterwards.

However, as time passed, I realized there was not going to be anything published about this important part of the war, so I asked him for another copy.

After the war, Bogle became associated with the Arizona National Guard and became Arizona State Adjutant General with the rank of Major General. His health caused his retirement in grade. He and his wife retired and live in Chandler, AZ. (At least they were when this was written in 2000. - Ed.)

My thanks to General Bogle and to his wife Barbara, for furnishing this copy of a speech that he had delivered to the Hump Pilot's National Convention on September 18, 1979. This will add a vital part of the war in China which has escaped notice thus far in the annals of the CBIVA. It tells how Chiang Kai-shek's corruptness and trying to hold everything in reserve to fight the Communists after the war. Also, how Chinese replacements never saw combat because their units went into retreat before they ever faced the Japs and other ridiculous military tactics of Chiang makes it all a farce.

General Bogle tells "no holds barred" account of this important conclusion of the War in China.

Talk Given by Major General Jackson Bogle to National Convention Hump Pilots Assn. September 18, 1979

Gen. Hu, General Goldwater, President Brewer, Members of the Hump Pilots Association, ladies and gentlemen:

It's indeed an honor to have been invited to say a few words to you gallant gentlemen and your ladies this evening.

Several weeks ago, John Troster and Bish White asked me this question - "What did you ground pounders do with all that equipment we flew over the Hump to you?"

I wish I could say we used our equipment as effectively as General

Chennault used his, but that wouldn't be true. We did keep China in the war and that was our main mission, next to defeating the Japanese. Japan had approximately 24 Divisions in China, and had these countries made a separate peace, all of these Japanese troops would have been used against us in the Pacific. Our presence in China was vital, and none of it would have been possible without the wonderful guys to supply us.

In order to explain the war fought by the Ground Forces, let

me go back a few years for a little refresher course in Chinese history. It was as recently as 1911 that the last of the Chinese dynasties, the Manchus, was overthrown by the Republican Revolution.

This touched off a generation of change out of which Modern China was born, or as some historians say, "STUMBLING into the 20th Century."

During the next 25 years, the Revolution dissolved into Anarchy. The troops of its War Lords took over and assumed complete control. Some of those War Lords were colorful figures and lived joyfully with many concubines in great mansions, waxed fat on the opium trade, exerted taxes from the peasantry sometimes 50 years in advance, and wrung land from the

original owners to add to their own estates. In the process, they became great manorial barons - full of wealth and pride.

When the Japanese invaded China in 1937, Chiang Kai-shek, a relatively young army officer and a fine Christian gentleman, had gravitated to the top of a very shaky alliance among the various War Lords, or Provincial governors. This temporary alliance united them against the Japanese, but none of them were willing to integrate or subordinate their provincial troops to Chiang's over-all authority. This is a very important point to keep in mind, for this was the situation when Pearl Harbor was attacked on December 7, 1941.

When I was in China, I often hear this cliché: "Pearl Harbor Day for the Americans was Armistice Day for the Chinese." While the Chinese had fought gallantly and heroically against the Japanese since 1937, they now considered the Japanese war to be a United States problem. Chiang Kai-shek reasoned that U.S. troops would fight the Japanese, and he could devote his energies to subduing Mao Tse-tun, Chow En-lai and their communist troops. Chiang also hoped the U.S. would help unite the Provincial governors behind him.

The Chinese army was made up of troops of the various Provincial War Lords and Chiang feared that if these troops were equipped with American Lend-Lease arms and ammunition, any of these governors might become strong enough to overthrow him. Thus, much of the equipment that you risked your lives to fly over the Hump to us ended up stored in caves and warehouses and didn't get to the troops.

We, American Ground Forces, were sent to the CBI to train Chinese troops in basic infantry and artillery techniques, but we found that Chiang did not want either the Provincial troops or his own Nationalist army troops to be too knowledgeable in military science and tactics. Even in the Nationalist army, the troops of a Divisional, Corps or Army commander were the property of the individual general and thus were considered a threat by Chiang.

As I have researched and regrouped my thoughts on this theatre of war, I have re-read several books in the Official History

Series the U.S. Army in World War II - specifically "Stilwell's Command Problems" and "Time Runs Out in the CBI." These books made clear the situations I've just related to you, and also reminded me of General Stilwell's poor relationships with both Chiang Kai-shek and General Chennault.

Now this bit of memory refreshing is for the ladies - you will remember that in 1941 Claire Chennault took a handful of second-rate P-40s, and a collection of undisciplined, courageous and magnificent U.S. Army and Navy pilots to China to form the American Volunteer Group - the AVGs. He welded these men into one of the most spectacular single striking groups in the history of Aerial Warfare - the Flying Tigers.

Before Pearl Harbor, Chennault worked directly with the Generalissimo. He convinced the Gíssimo that the Japanese could be defeated by air power alone. Just give the American Volunteer Group enough supplies and the mission would be accomplished. Chennault's proposition of winning the war by air was like "Manna from Heaven" and fit right in with Chiang's desire to defeat the Japanese, but he didn't want to do it by building up his Ground Forces and risk being overthrown by a clique of the Provincial governors. This way he "could have his cake and eat it too."

Using the same communication channels they had used before the AVGs were integrated into the Army Air Corps, Chennault, Madame Chiang Kai-shek and T. V. Soong convinced President Roosevelt that these aerial tactics could be successful. However, in bypassing the normal military channels through Stilwell, Stratmeyer, Hap Arnold and General Marshall, Chennault thoroughly miffed his entire chain of command.

But, because President Roosevelt was very anxious to convey to China his sincerity in supporting their war effort, he ordered the majority of the Hump tonnage you guys were flying to be given to the 14th Air Force. This was an excellent move in my opinion since the Flying Tigers were the only unit contributing to the actual fighting in China at this time. As I mentioned before, a large percentage of the tonnage for the Ground Troops was going into caves and warehouses to be used after the Japanese were defeated.

Now for a little background on the U.S. Army Ground Forces mission in the CBI. Three forces were organized - X - Y - and Z. X Force was made up of the remnants of the Chinese army that escaped to India from Burma in 1942 and these were supplemented with filler Chinese troops that you Hump pilots carried on your backhaul from China to India. This training base was at Ramgarh, west of Calcutta.

These X force troops received superb training and proved themselves in a very commendable manner (that is, when Generalissimo would release them to fight). They were used, along with Merrill's Marauders, a few British and Chindits in opening up the India side of the Ledo Road as far as Myitkyina.

Y Forces training center was in Kunming. Very effective training was given to Battery, Company and even Junior Field officers. Kunming is located in Yunnan Province where Governor Lung's loyalties to Chiang were suspect. However, Chiang Kai-shek reluctantly gave approval for Junior officer training - but later would not approve any Command and General Staff Training for the Senior Commanders of Lung's army.

Y Force was to be used on the China side of the Ledo Road. Theoretically they were to link up with X Force of the Chinese troops coming from India. The main effort of X Force was being made by much-maligned, always-magnificent troops of Merrill's Marauders. The Marauders eventually phased into the 475th Infantry Regiment, who along with the 124th Cavalry, supported by 612 and 613 F. A. Bns became the "Mars Task Force."

(I have to get the Artillery units in there since our Division artillery cadred them back in Colorado Springs.)

These U.S. troops did a tremendous job in some of the most rugged and gallant fighting of any unit of the U.S. Armed Forces in World War II and this includes the Marines in the South Pacific.

Z Force was established in Kweilin. The mission was to train and equip 30 Chinese Divisions for the protection of the East China bases of the 14th AF. The training center was to operate similarly to the Y Force School at Kunming. However, Chiang Kai-shek was

adamant that the troops in this area were to get no Lend-Lease equipment or supplies and was very reluctant to have any military tactics and techniques offered.

This was the situation when I arrived in China. The group of officers I left the United States with were scheduled to be Z Force artillery cadre. We were 1st lieutenants and captains from the Division Artillery of the 10th Mountain Division, Camp Hale, Colorado. We were trained as ski troops and mountain artillery (mule pack) to invade Norway and Sweden but as the tide of war changed, that mission was scrubbed. However, except for the ski training and mountain climbing, our other qualifications were just what was needed to instruct and equip the Chinese Artillery units with our 75mm pack howitzer.

In May of 1944, the Japanese had accepted all the damage they could afford to absorb from the every effective and accurate raids of General Casey Vincent's 68th Chinese American Composite Wing of the 14th Air Force.

Japanese Imperial General Headquarters ordered Field Marshall Shunroku Hata, commander of the China Expeditionary Army, (the Japanese Divisions in China), to put in effect Operation "Ichigo." This plan was to silence and put out of action all the East China bases of the 14th AF, then to proceed south and establish land communication with the Japanese troops in Indo China.

It was assumed that once the troops of General Shueh Yueh, the Tiger of Changsha, were attacked by the Japanese, that Chiang Kai-shek would release U.S. Lend-Lease supplies to support their holding effort. The Grissimo wouldn't change his position. His feeling was still that the Air Operation would stop the Japs. Also, that General Hata's troops would help him neutralize the units of the rebellious Provincial Chinese governors.

As far as General Stilwell was concerned, this situation was just "what the doctor ordered," to show, in his vindictive way, that the bill of goods Chennault and the Grissimo sold President Roosevelt was wrong - that Air Power alone would not contain a full-scale ground operation by the Japanese.

Stilwell would not intercede with Chiang to release supplies for support of the Chinese Ground

Troops. "Let them stew," was his comment.

It is said that the situation of withholding Lend-Lease supplies from East China's troops, was the only time Stilwell and Chiang agreed on anything - but for different motives.

For some reason, U.S. Field Artillery howitzers and equipment were reluctantly released for action in the East China Operation. The Z Force officers and men of the group I was with were immediately flown from Kunming to Kweilin. The Americans were organized into battalion teams and given their operational orders. My team was ordered to Heng Yang to re-equip and train a unit of Hsueh Yueh's 4th Army Artillery. This unit had lost its weapons in the Battle of Changsha.

We arrived in Heng Yang before the Chinese troops that we were to equip and train. While waiting for them, we helped Col. Tex Hill, commander of the 23rd Fighter Group in Heng Yang in his preparations to move his base. His pilots were doing a magnificent job in knocking out the Japanese troop movements. The Japs were forced to do everything at night.

When our Chinese Artillery Battalion arrived to be equipped and trained, it was a rather awkward situation. We Americans were baffled with their attitude. We couldn't tell if they wanted the equipment or not. They were cordial but very stand-offish.

In several days, the Japanese were in plain view of our howitzer positions. We were on high ground overlooking their activity across the river. This would have been a field artilleryman's dream but we couldn't get the Chinese to fire a round or for that matter, accept the bare rudiments of familiarization with the weapons.

At this time, the Colorado officers of the group I was with, were not aware of the intrigue and infighting that was going on between the Generalissimo and the Provincial governors. We assumed that everything but the kitchen sink was being thrown against the Japs - including every scrap of Lend-Lease equipment that could be spared by anybody. This assumption we kept through the entire campaign in East China.

In looking back and trying to analyze the attitude of our 1st Battalion that we tried to equip in Heng Yang, we surmised that

"strings" from Chiang Kai-shek went these howitzers. Chiang was insisting that Shueh Yueh's troops go into a siege situation in the walled city of Heng Yang. The Chinese commanders involved were very reluctant to be annihilated in this way. This command situation was a puzzle to me - Chiang had control but would not supply the troops.

Back to our own battalion situation in Heng Yang, the Japanese were making steady progress in surrounding the city. The local population had gone long ago. The position of our batteries was not in the walled city and we still had not fired a round at the beautiful enemy targets that presented themselves.

All of a sudden, our Chinese Artillery troops had vanished. Our interpreters said they had gone. The next thing we knew our interpreters had gone also. There was nothing between us and the Japanese but the river and the Japs were starting their crossing now.

Our team commander made the decision to destroy all the howitzers and ammunition we could locate, destroy our own jeeps and weapons carriers, and try to get out of the encirclement the best we could. On foot, we followed the few Chinese civilians remaining which we speculated as being looters, through back paths and by-ways in a general southerly direction. In a few days, we made it back to Ling Ling.

From here, we reported back to Z Force headquarters in Kweilin. After giving our "after-action" report, our Artillery Liaison team was immediately sent back to Chuan-Shen to equip and train another field artillery battalion.

These troops were a delight to work with and they developed into a very commendable unit. After two weeks training we were back north of Ling Ling pushing the Japs back toward Heng Yang. The unique thing about this training experience was that we were using live Japanese as targets in teaching field artillery gunnery techniques and procedures to the Chinese.

Our battalion supplied very effective close-in support for the Chinese Infantry. We had been pushing north for about a month and were getting very close to relieving the beleaguered troops in Heng Yang when we received word that both our Flank Divisions had

been penetrated and we were cut off by another Pincers movement. The Infantry was to stay on the line but the Artillery was to fight its way out. Again, we destroyed our administrative vehicles (jeeps and weapons carriers), all personal belongings and struck out across the rice paddies. This time we saved all the howitzers, mules and fire control equipment.

Then, back to Chuan-Shien for another assignment from Col. Stackpole. We were given a new battalion to equip and train. We participated in the fighting from Ling Ling back to Chuan-Shien to Kweilin to Luichow - then on to train and equip a new battalion in Nanning where we remained until we were ordered back to Luichow and onto Kwei Yang, the route back to Kunming.

While this military action was going on, the War Lords of the various troops involved in the East China fighting were in a state of revolt against Chiang Kai-shek. This was brought about by the Chiang's refusing supplies of any kind. The Provincial troops had no ammunition to fight with, even if they been so inclined. Also, the revolt was precipitated by the Generalissimo's insistence that the defense of Kweilin become another siege situation. The troop commanders were dead-set against it. Even General Stilwell became involved and recommended to Chiang Kai-shek that the value of the troops would be much greater to the war effort in keeping them as Maneuver Divisions rather than tied down in a siege.

Some historians believe the Generalissimo's insistence on the siege in both Heng Yang and Kweilin was due to the same evaluation as was arrived at by Field Marshall Hata, of the Japanese army. When Hata was interrogated after the war, he was asked, "How well did the Chinese armies fight?" His reply was that he thought they were saving themselves for a fight at a later date.

Knowing this was their attitude, Chiang elected to keep the troops in the walled cities and force them to fight to the end, but still with no supplies.

The revolt of the clique of War Lords failed to materialize because the American officers did not dare go against the Generalissimo's orders and release supplies directly to them.

Meanwhile, back in Chungking, the situation between Chiang and Stilwell had gone beyond reconciliation. General Albert C. Wedemeyer was assigned as China Theater Commander.

I was never a fan of Stilwell's - I was glad to see him go. In my opinion, he was gullible concerning the Chinese Communists. He was prejudice in his view of Chiang Kai-shek and the Nationalist Government of China, whose problems he never seemed to understand. He was very lacking in his diplomatic qualifications in dealing with the Chinese and the British.

Had General Wedemeyer been given this position a year - maybe two years sooner, I think he could have worked with the Generalissimo and the Provincial governors to unite their efforts.

General Wedemeyer realized that the Chinese Communist troops could never, nor should they ever be, integrated and equipped into the Chinese Army. To have insisted on this irreconcilable issue was one of our greatest mistakes in dealing with China.

In conclusion, the 14th AF did a tremendous job with the equipment and supplies you hauled to them, but to answer your original question, "What did you ground pounders do with all that equipment we hauled over the Hump to you?" I can only say - "Very, very little of it was committed to actual combat. However, it did keep

China in the war."

To speculate on what might have been is day-dreaming . . . "Time truly ran out in the CBI."

Tax Information

Delegates who attend Department, Regional and National meetings of CBIVA are reminded by retiree IRS-Wallah, Harold Kretchmar, that IRS Rulings allow taxpayers who give service gratuitously to an association and who incur unreimbursed expenses, including travel, meals, and lodging while away from home and in connection with the affairs of the association and at its direction, may deduct the amount of such expenses in computing new income, subject to the provisions of the Internal Revenue code.

The unreimbursed expenses are deductible as a **contribution** to the association rather than a business deduction and should be shown in that section of Schedule A form 1040. Expenses of an accompanying spouse do not apply.

The following citations may be shown on tax forms:

1. Unreimbursed travel expenses - Rev. Rule 55-4cb-1955-1291.
2. Delegate expense - Rev. Rule 58-240, 1958-1cb 141.
3. Mileage expenses - Rev. Rule 70-24, 1970-2cb 505.
4. Meeting expenses - Rev. Rule 58-279, 1958-1cb 145.



Jim Sheola (l) and Clint Dillard ® of the South Carolina Basha present the CBIVA plaque to Chris Sojourner of the Dutch Fork High School AFROTC unit in May 2002. The event was held at the First Baptist Church in Columbia.

Photo by Jim Sheola

Intelligence and AAF Operations in the CBI

Extracted from "THE PIERCING Fog" - Intelligence and AAF Operations in World War II, by the Air Force History and Museums Program. A 500-page book for sale by the Superintendent of Documents, Washington, D.C., \$31.00. Extraction by Joseph B. Shupe.

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The Tools of Intelligence

Secretary of State Stimson warned that "gentlemen do not read other gentlemen's mail," notwithstanding this admonition, nations traditionally have done so, and WW II was no exception.

The revelation in 1974 that the Allies had been reading the most secret German messages has come to be called ULTRA (the most closely guarded secret of the war). The British wouldn't trust the Americans with that system until early 1943 when we had an important bargaining chip (when we broke several of the major high level Japanese military ciphers).

Our Navy began its Japanese code breaking efforts as early as 1927, but regular breaking of their military ciphers continued to be a lengthy process. Our code breakers during the 1930's focused their efforts on Japanese naval and diplomatic traffic because they could not penetrate their Army's cipher system.

As a consequence, our code breaking efforts were better developed in a diplomatic (Code word MAGIC) rather than a military context. The result was an imperfect reading from a military standpoint. Whatever military warnings concerning Japanese planning for the attacks on Pearl Harbor and



Al Sustrick of Menominee, MI, tells Ruth McGuire he was here with the CBIers 50 years ago, but waited until now to join. He had the original program. He took his time looking us over.

Jack McGuire Photo

the Philippines that American analysts might have gleaned from MAGIC intercepts in November and December 1941, were funneled through diplomatic channels. Little wonder they were badly interpreted for diplomatic noise overrode military intention.

After Pearl Harbor, the US Navy's efforts to penetrate Japanese naval ciphers were the basis for the standoff in the Coral Sea, blocking the Japanese advance on Port Moresby, and the victory at Midway.

During WW II, our air leaders drew upon a full range of intelligence sources. These included photo-intelligence (operational missions to take photos, and the interpretation of the results); elaborate networks of informants (agents); and analysis of aircraft components.

Signals intelligence (SIGINT)

became the primary source of air intelligence, but this came about gradually. ULTRA and MAGIC were not the only elements of SIGINT which also included interpretation, deciphering, translation and analysis of enemy low grade ciphers, unencoded radio transmissions, and direction finding (location of enemy transmitters). What follows is how the Air Force used intelligence in planning for operations in the CBI Theater of Operations.

Intelligence and Army Air Force Operations in CBI T/O

American air involvement in the CBI came to initially divided between the 10th Air Forces China Air Task Force (CATF) under BGen Claire Chennault, and the India Air Task Force (IATF) under BGen Clayton Bissell. The IATF and its parent, the 10th AF, became part of the region's very complex Anglo-American command structure. Later, the CATF became the 14th Air Force.

In China, the application of tactical air power could be effective only if valid information about the enemy was available. This came by radio from special teams sent to infiltrate Japanese-held territory.

More sophisticated intelligence gathering later came to be used in China and Burma as AAF ferret aircraft* scouted and mapped Japanese radar stations. This gave aircraft crews the opportunity to escape or to minimize damage. By August 1945, the AAF commanders had extensive knowledge of the enemy based on the flow of information that had been increasing for several years.

The logistic problems in the CBI were matched by a command structure so complex and so beset with military and political difficulties and personal conflicts that commanding it was a vexing task. Chennault was an abrasive character, very much disliked by the old Army Air Corps. Bissell, too, had numerous detractors.

When, in August 1942, Bissell assumed command of the 10th, problems immediately arose between him and Chennault. The Theater Commander, LGen Joseph Stilwell, no amateur when it came to making caustic remarks and

*This type of aircraft was first used in the Mediterranean (in modified B-17s) which were designed to carry equipment to analyze radar capabilities.



Mary Lee and Lee Chalifour, Don Delorey and Martha and Slater Gordon were photographed as they waited for the start of the final banquet at the Burma Star Reunion in Vancouver. Delorey, a Merrill's Marauders veteran, wears the Ranger Hall of Fame Award. Chalifour Photo

holding sharp opinions, maintained a prickly (at times bitter) relationship with Chennault. Stilwell also despised and distrusted Chiang Kai-shek and was suspicious of the relationship between Chiang and Chennault. The latter reciprocated the bitterness in his feelings toward Stilwell. The CBI Theater Commander was also impatient with the British military authorities in India; while Chiang suspected that the British had designs on China; so Chiang rarely cooperated with them.

This convoluted command and and vituperative relationship among the air commanders had relatively little impact on their relationship between intelligence and air operations. Some overlaps, however, did occur.

Both air forces defended the HUMP route, but different interpretations of enemy activities and subsequent differences over where to employ limited resources marked the real break between Chennault and Bissell. Early air intelligence was handicapped by lack of trained personnel.

Chennault's first A-2 was Col. Merian C. Cooper who was highly respected by many in the AAF, a man who served in WW I in France and who fought in Poland. Later Cooper went to Hollywood as a producer (The Four Feathers and King Kong). Cooper for some time had only two assistants, 2d Lt. Martin Hubler and 2d Lt. John Birch. The latter was a resident missionary who had helped some of the Doolittle raiders to safety and was later commissioned in the AAF.

In China, the AAF had to depend almost entirely on Chinese forces for their intelligence. In India, similarly, too few trained intelligence specialists were initially on hand.

In 1942, this threadbare air intelligence function did not adversely affect air operations. The 10th AF role was defensive - protect the HUMP route and defend the air bases in Assam. The force was rather small (105 fighters, 12 medium bombers, and four reconnaissance planes). The inadequate intelligence staff became a bone of contention between Chennault and Bissell. Chennault's isolated position made it difficult for him to find alternative intelligence sources, and he was vulnerable to



Two nurses served with 142nd General Hospital, Eleanor Gieselman from VA, and Sylvia Schram from MN, shared a table at Milwaukee Reunion. Syd Wilson Photo

the end of 1942 did AAF Headquarters authorize more intelligence personnel for CATF.

Chennault's CATF (and later the 14th AF) drew intelligence data from Chinese sources, from its own reconnaissance activity, and the unusual but highly effective Air Ground Forces Resources and Technical Staff (AGFRTS) organization. That activity was a joint 14th AF-OSS organization. In India and Burma, duplication between the various Allied air forces was of concern to MGen George E. Stratemeyer who succeeded Bissell at 10th AF. He later took action to eliminate some of that duplication.

Signal intelligence played a growing role, especially from 1943 on. SIGINT came in several forms and found varying uses. The MAGIC diplomatic decrypts told

the Allies of Japanese intentions to expand Burma's railroad system, of changes in the Japanese command, and of the movements of Japanese troops. Knowing the enemy's plans was one thing, but finding appropriate targets for attack was another matter. For target information, airmen turned first to HUMINT (human intelligence) in the form of agents to provide precise data on locations, and then to follow up with damage assessments.

Low level radio intercepts and reading of commercial telegraph traffic gave some indication of the effectiveness of air raids on Rangoon, Bangkok, and other major Japanese occupied cities.

Much information was obtained by photo-reconnaissance, flight reports, and POW interrogations. Agents or contacts in enemy occupied areas occasionally provided supplemental data, but this source was not substantial until later in the war. SIGINT assumed greater importance when the first ULTRA representative (British) arrived in New Delhi in December 1943.

Interception and decoding of Japanese low-level radio messages played a part as early as May 1942. About that time we learned of Japanese plans to move air units from Malaya and the Netherlands East Indies northward. On October 5, 1942, Chennault's B-25s raided Hong Kong in one of his heaviest strikes at the time. The MAGIC system reported much Japanese shipping in the harbor. Targets in Hong Kong, Canton, and Hanoi were plentiful.



1st American Branch, Burma Star Assoc., members attending the International Reunion in Vancouver, B.C., July 26-August 2, were Woody Hudson, PNC Wendall Phillips, Lee "Tiger" Chalifour, PNC Leon Lennertz, James Black, Jasper Vaughn, Slater Gordon and Sr. V-C Bob Dowie. CBIVA members, not members of the 1st American Branch, also attended but the Yank participation was not as large as that of the 1991

On September 25, 1942, Chennault's B-25 and P-40s raided Hanoi; beforehand intelligence warned of substantial enemy fighter strength there, so he sent along extra fighters for protection; this proved wise when 10 Japanese interceptors had to be driven off; we suffered no losses on that mission.

While targeting Japanese shipping and airfields, Chennault pursued his primary mission - defense of HUMP traffic. Acting under instructions from the 10th AF commander, Chennault's air reconnaissance photographed and observed Japanese airfield construction in North Burma. That information, supplemented by some from the RAF in India, allowed Chennault to assess Japanese regional air capabilities late in 1942. Based on that data, both Chennault and Bissell believed the Japanese threat to be increasingly severe, with Japan having as many as 350 aircraft in the area. Bissell, on October 8, 1942, warned Stilwell that his air reconnaissance fleet was too small to preclude a surprise attack on his ground forces.

To plan early missions, our air commanders relied on a variety of intelligence sources. During 1942, it was mainly from cooperation with the RAF. The British also provided the maps. In China, the US War Department provided the maps, until we developed a photo-reconnaissance capability. In early 1942, the British trained our



*Vera Seder was present to act as secretary - for the reunion, once again after a few years' absence.
Syd Wilson Photo*

intelligence personnel, but a lack of adequate intelligence was a handicap in offensive operations.

Even by early 1943, the 7th Bomb Group commander complained that they were sent to bomb three oil fields and three towns for which no photos were available. Later on though, the 10th AF kept its subordinate commanders advised of enemy airfield construction and their methods of camouflage and dispersal.

Early on, little information on technical capabilities and tactics

of Japanese air forces was available. The only source was from AVG records. Technical data suggested structural weaknesses in enemy bombers (absence of self-sealing fuel tanks, and poor wing fuselage joinings). This data was good target information for fighter pilots and gunners to aim at.

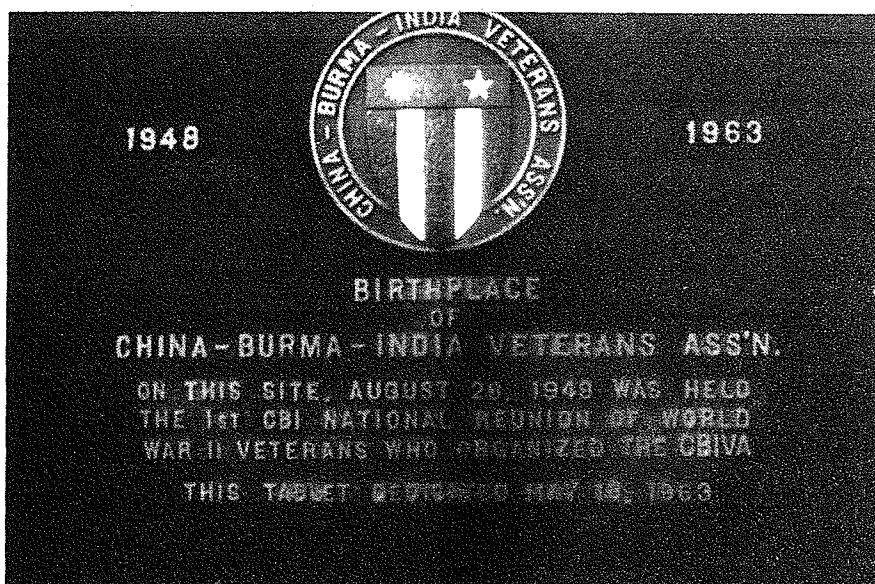
The aerial mining of the Rangoon River was an example of the use of alternative sources of intelligence. This operation, with the RAP providing the mines, help retard river traffic and the movement of Japanese supplies. The ocean approaches to Rangoon were open, with ships difficult to intercept by bombers. So, our planners realized that the shallow Rangoon River was a natural funnel; closing it held promise of cutting supplies to Japanese forces in the north. Within days, B-24s flying up the river dropped 40 mines. Photo-reconnaissance later showed a sharp reduction in river traffic. Similar flights renewed the planting of mines periodically.

Elsewhere in Burma and Thailand, visual aerial reconnaissance and aerial photography provided the bulk of information needed for mission planning through 1943. Analysis of the Burmese transportation system revealed that a handful of roads and railways carried most of the Japanese supplies from Rangoon to the Burma front. So, the 10th AF targeted bridges and railroad tunnels.

It was noted later that cutting the railroads main line north of Rangoon virtually stopped traffic until repairs were made. Then, the Allies concentrated on destruction of railway repair facilities, locomotives and rolling stock.

In March, 1944, Col. John R. Sutherland, 10th AF A-3, proposed bombing of targets such as bridges and long stretches of single-line track with well-spaced bombs. He intended to use all his P-51s, P-38s, B-25s, and B-24s to cut the railway in at least 329 places along 411 miles of track. He estimated that such an effort would require the enemy to move 312 tons of rails to make repairs.

Differing goals of the British created frequent problems. To improve cooperation, the Eastern Air Command (EAC) under Gen. Stratemeyer was created on December 15 1943. This brought the



The plaque on the Wisconsin Hotel marking the spot it all started was photographed by many attending the 50th Anniversary reunion.

Clarence Miller Photo

RAF Bengal Command and 10th AF into one organization. A combined Photographic Interpretation Center (CPIC) SE Asia, was later established on May 1, 1944. The XX Bomber Command controlled by Gen. Arnold in Washington, however, retained its own photo-interpretation capability.

As the Allies became more efficient in the intelligence gathering, they made greater use of agents in Burma. These included the British Special Operations Executive Force 136, and Det. 101 OSS.

In September 1942, the OSS sent about 20 agents to East India; that was the beginning of an increasingly important OSS operation that became the locus of AAF air intelligence collection, both in India-Burma and in China. By agreement between the OSS Commander Wm. J. Donovan, and the British, most of the OSS's work occurred in North Burma, China and Indochina. From mid-1944, OSS had over 400 Americans in Burma supervising some 6,000 Kachin tribesmen. Reports from this widespread organization came by radio. This data detailed targets with such refinements, that pilots carrying photographs of the area could spot the intended target with ease. The agent reports pinpointed the location of equipment and supplies camouflaged in villages, jungles, or fields that were otherwise hidden from aerial observations and photos.

In September 1944, the 10th AF Intelligence Officer (LtC. Emile Z. Berman) estimated that at least 80% of all his information on Japanese camps, dumps, movements, etc., came from Det. 101 OSS.

In escape and evasion operations, the Allies cooperated closely despite their own differences. In Burma, the AAF set up such a program soon after the 10th AF arrived. Almost from the beginning, the sheer number of British and American agents helped the rescue and recovery of downed crewmen. Det. 101 provided regular information on towns and regions that were pro-Allies or pro-Japanese, the locations of OSS agent teams, covert OSS airstrips and other places where rescue would be possible.

Once known to be down, the air commander would notify the general location to the OSS Head-



Mildred and John Novotny of the Free State Basha celebrated their 50th wedding anniversary on 14 June 1997. John served in CBI with Dr. Seagrave at Namkham, Burma, as a member of the 889th Ambulance Co. Many members of the Free State Basha helped celebrate this golden anniversary.

William J. Pribyl photo

quarters. They, in turn, would dispatch agents to begin the search. Occasionally, trained OSS agents would parachute into the jungle to guide lost airmen to safety.

By mid-September 1944, Det. 101 had assisted in the return of more than 180 10th AF men. For better cooperation, the Allies combined their escape and evasion functions into the E Group, which had its roots in the area going back to men who escaped from Hong Kong in 1942. The new organization kept close liaison with Det.

101, Force 136, and air-sea rescue; they also arranged for contacting or effecting the release of POW's or evaders in enemy territory.

Allied airmen also paid attention to Japanese air defenses. From existing intelligence sources, they found out locations of gun sites, and radar locations. By October 1944, they had networks that intercepted Japanese air traffic control radio messages. Through these means, Gen. Stratemeyer at EAC Headquarters and subordinate commands could readily anticipate Japanese reactions to our operations.

Y-Service radio intercept collection in India-Burma was mainly an RAF responsibility. This function included the interpretation and handling of low grade codes, as well as plain language radio traffic. The AAF's 5th Radio Squadron, by late in the war, had a sizable SIGINT analysis center in Delhi. In October 1944, a Tactical Air Intelligence Center (TAIC) was created to eliminate duplication by the various Allied units.

The constant Allied air attacks in Burma, supported by a well-organized intelligence system, placed mounting pressure on the Japanese, which reduced their air operations. By May 1945, Gen. Stratemeyer reported to Gen. Arnold that so far into the year, there had been no escorted daylight enemy bomber missions against Allied targets, and that attacks on our forward fields and positions have steadily decreased.

China and the 14th Air Force

The Allies fought a different war



Lois Ervin, Rebekah Thompson and Dot Fyke, after a barbecue lunch at Larry's Restaurant in Springfield; the location of the Tennessee Volunteer Basha's summer meeting.

in China; mostly air operations, but the U.S. Navy also had a substantial presence in the form of guerrilla teams and a far flung intelligence operation. The 14th AF had an intelligence organization that usually complemented the Navy's.

Unlike in India and Burma, air intelligence was not fragmented; all of it flowed to Gen. Chennault. From the very beginning, he faced two problems that affected his use of intelligence; his air force was and remained very small, and logistics was such a problem that he often could not have ordered air strikes no matter how lucrative the target.

The enormous Japanese presence in China offered a plethora of targets. The enemy had airfields in abundance, and as they laid out new ones, word of their locations filtered back to Kunming. Harbors and shipping were always available to strike, as were enemy troops, supply columns and barracks.

In the last half of 1942, and in early 1943, Chennault's problems concerning the sorting out of the best targets. The old AVG, had been a defense force, using P-40s largely to shoot down Japanese aircraft. In the fall of 1942, Chennault began to receive B-25 bombers, and he increased the use of P-40s as dive bombers. Better intelligence analysis was needed, but he lacked trained personnel in



"Cheese Head" Ken Marks shows off his Wisconsin gift at National Reunion. Clarence Miller Photo

that area.

When Chennault's organization joined the AAF in July 1942, there came with it a widespread and effective air-raid warning net. It was devised by Chennault between 37-41, and patterned after the British observer system in WW I. This net comprised hundreds of Chinese all over occupied China, who, when they heard aircraft, reported the fact by radio or telephone. By plotting these calls, the AAF was able to track the enemy's approach. This allowed our pilots to take the necessary action. With 10th AF approval, the warning net

became a special fighter control squadron and an integral part of CATF, however, it could do little to influence offensive missions.

Early in 1943, Chennault's A-2 noted the need to make intelligence analysis supportive of air operations. Aerial photography continued as the primary source, but the A-2 needed trained U.S. Army intelligence officers assigned to Chinese forces along the Burma and Indochina borders to sort out good reports before requesting air support. Also, he needed more staff to prepare adequate target information.

Some of the problems Chennault faced were simply not amenable to solution. Air technical intelligence, for example, suffered because when Japanese planes crashed, they were too distant, and the local natives would carry off aircraft metal almost as soon as it cooled.

The enemy was aware that as early as the April 1942 Doolittle attack, that Allied airfields in China were a threat. Shortly thereafter, they took over bases in Chekiang and Szechwan that could be used by Americans, and they took away railway equipment that they needed elsewhere. That operation was mainly in Chekiang Province, but shortly thereafter, the enemy withdrew to conserve strength needed in the SW Pacific.

Renewed Japanese advances began again in February 1943, during both campaigns, Chennault's men fought interdiction and counterair missions, whenever enough gasoline and spare parts were available. At the end of 1943, the Japanese again withdrew to more defensible positions. In both these efforts, the Japanese did not intend to hold all the territory they took. China was much too vast for the Japanese air force to offer stiff resistance everywhere. Chennault's men, then, had the advantage of picking the place of attack. So, selecting the targets required better intelligence. In Chennault's eyes, better use of air intelligence would come with a separate Army Air Force in China.

In the Spring of 1943, Chennault heard that his operation was to become a separate command (the 14th AF). He would become a major general, no longer under Bissell's control. Much of the reason for this, was due to Chiang's



The veterans of the 8th Chinese Army (most from the 103 Div.) shown above from a "get-together" a few years ago are going to do it again in the spring. If you would like to join them, contact: William Rex Hinshaw, D.V.M., 3110 Natani Circle, Prescott, AZ 86301. From left: Col. Carlos Spaht (C.O. "Y" Forces), Howard "Pat" Patton (Sgt. Vet Corps), Donald Peck (Sgt. Signal Corps), Clarence Vierling, D.V.M. (Capt. Vet Corps), O.D. Hawkins, (Capt. Inf.), and Wm. Rex Hinshaw (Sgt. Cav.).

insistence on independence for Chennault. When Bissell returned to Washington, Stratemeyer became the India-Burma air commander with advisory authority over Chennault's operations, but he had no real power to directly influence the 14th AF. Chennault now began to make use of the growing interservice intelligence capability in China. This ultimately benefited both the AAF and the Navy.

Chennault had long sought to strike enemy shipping, but lack of gas and spare parts limited his efforts. To make best use of his B-24s and B-25s, they needed to be directed to an area with reasonable probability of success. The 14th AF A-2 office and Commodore Milton E. Miles' US Naval Group, gave Chennault this capability. Early in 1943, Miles detailed two men to the 14th AF staff to perform photo-interpretation work. In return, the 14th seeded harbors and waters along the China and Indochina coast with mines supplied by the Navy.

In October 1943, such a raid closed Haipong harbor by sinking a fleeing ship. It remained at least partially closed for the remainder of the war. By May 1944, Miles had 98 men forking on various intelligence functions. This was in addition to rescuing downed or imprisoned airmen. The latter operation was in cooperation with the Sino-American Cooperative Organization (SACO) teams.

Chennault's A-2 received data about merchant ships by aerial reconnaissance, from the SACO coast watchers, and from teams of the Fleet Radio unit at Kunming.



First-Timers Bill and Joyce Weix of New Berlin, WI. McGuire Photo



Commander George and Betty Bracik beam following George's elevation to CBIVA's highest office at the CBIVA Reunion.

Syd Wilson Photo

Between October 1943 and May 1944, the 14th claimed the sinking of 83,100 tons of shipping. When they got a squadron of B-24s equipped with sea-search radar, the 14th did even better; they claimed 248,665 tons of shipping between May 24 - October 31, 1944. This was a better record than that of the 5th and 13th AF's in the SW Pacific areas. Much of the credit for this was due to artful ULTRA intelligence analysis that sent the bombers to the most lucrative targets. On February 22, 1944, the SW Pacific Command reported that Japanese shipping along the China coast was rerouted 100 miles off shore. This confirmed the success of 14th AF and Miles anti-shipment campaign.

By September 1943, Japanese leaders knew that they had to deal with American airfields supporting the 14th AF. So, they targeted airfields at Kweilin and Liuchosien (Operation ICHO-GO). Chennault knew of the enemy's plan but seems to have overestimated the ability of the Chinese Army to defend his bases. The Japanese were also wary of the possible use of these airfields by long range bombers.

Chennault's 68th Composite Wing's bases came under increasing danger early in 1944. Even if Chennault miscalculated Japanese intent it is difficult to see how he could have acted differently. To have withheld the 14th from the fighting was not Chen-

nault's nature, nor would it have been acceptable in the eyes of Arnold or Roosevelt.

As the enemy moved toward Chennault's bases, he made good use of the intelligence gathered by the 5329th AGFRTS (the joint AAF-OSS venture), and the Naval Group China. The latter had radio direction finding teams across much of occupied China, which also provided weather reports, target information, and helped in the rescue and return of downed Allied airmen. Using that information, the 68th Composite Group launched frequent attacks on enemy columns nearing our bases, as well as on enemy supply bases.

Later they began systematic destruction of roads and bridges to delay the enemy. The bombing of Hangchow by the 20th AF B-29s supplemented the 14th's efforts to deflect the Japanese drive.

By mid-November 1944, however, most of the major air bases in East China had fallen to the Japanese. Even before then, changes were made in the Theater's command and intelligence structure. In October 1944, Chiang rid himself of a long festering sore when he succeeded in getting President Roosevelt to recall Stilwell, replacing him with LGen



A professional model displays Al Wilkat's new creation, a Tee Shirt with the map of CBI on the back. These can be obtained from Al for \$12.00, postage paid, at 7520 NW 7th St., Plantation, FL 33317.

Staff Photo

Albert C. Wedemeyer. This was when the CBI was separated into the India-Burma, and the China Theaters. With that came a change in the OSS's (and AGFRTS's) position.

Previously, Stilwell, to keep peace with Chiang, allowed Chiang and Chennault to go about their business more or less undisturbed. It was then logical that AGFRTS should be a part of the 14th AF.

Wedemeyer prepared for a move of the 10th AF to China later in 1945, and he decided to take greater control of military operations, so he had his staff supervise AGFRTS's functions and those of the Naval Group China in January 1945. The next month, he established an air intelligence section in his headquarters at Chungking, staffing it partly with Chennault's people, but generally excluding Miles Navy Group. Both Miles and Chennault objected.

Miles believed this was devised so as to force his operation out of China. Despite these troubles, Chennault continued to channel intelligence to his units, as he had alternate sources of information. For example, he had information from Washington which indicated that the Japanese used large areas of China as a source of raw materials, and for troop movements. So, then, he concentrated on railroad interdiction. The resulting fighter sweeps, early in 1945, destroyed 145 locomotives, plus a



The photo tells it all. Newly-elected Provost Marshal Jack Hardebeck is elated as he has just succeeded in getting Dave Dale to carry the National flags and standards (which Dave is leaning on) from Milwaukee to the Fall Board meeting in Greenville, SC.

Jarvis Moore Photo



Nick Visnic, a Florida delegate to the National Reunion, was able to find a newspaper headlining the event.

good number of bridges, railway lines, and rolling stock. But, lack of gasoline and too few aircraft stymied the 14th AF as it had so often since 1942.

Despite the supply problem, the 14th had hit rail targets successfully. This became the basis for some of the discussion at Potsdam in July 1945, at the Allied Tripartite meeting. Gen. Marshall told the Soviets of the AAF's destruction of railroads in China as he encouraged the Soviets to draw up plans to enter the war in Asia. He noted that the bombing and sabotage had by that time substantially reduced Japan's ability to move troops from China to counter Soviet moves in Manchuria. Also, he told of the estimated 500,000 Japanese troops in Kyushu, and pointed out that Naval and AF mining of Japanese waters had reduced their ability to move these troops from the home islands to the mainland.

Several factors affected the way Chennault used intelligence. His A-2 planners went about doing their thing as was done by other AAF commands, but without as much ULTRA information until well into 1944. Agent teams, though, reporting from occupied areas in China were far more effective.

The reason for this was because of the porous control by the Japanese of their occupied areas. That made the work of the teams more productive to the 14th AF than to other major AAF units worldwide, including the 10th AF in Burma.

Retrospection

The most crucial difference be-

tween air intelligence operations in the European and Pacific theaters lay in the fashion with which American society, specifically its military, judged and estimated their potential enemies. Germany and Japan, both before and during WW II. We were more familiar with German society, yet prewar Japan remained a society that even Westerners who spoke the language found difficult to penetrate. Result was a general ignorance of Japan, its society, and its military; that ignorance coupled with a general sense of racial superiority, led Americans to belittle Japanese capabilities and potential. This arrogance carried into the post-Pearl Harbor period.

Luckily, in one area, cryptanalysis, American intelligence had made significant strides before the war. Even here, difficulties abounded in language competence and in understanding enemy capabilities and intentions.

The Pearl Harbor disaster resulted not from a lack of intelligence, but from a general unwillingness to understand or to recognize its import. Intelligence analysts and operational commanders simply assumed that the Japanese would not (or perhaps even could not) attack the Hawaiian Islands. Such fundamental misconceptions would have been hard to shake until the bombs began to fall.

The intelligence situation confronting American airmen in the Pacific was radically different from that which existed in Europe. In the Central and South Pacific, AAF



Hew Hom is a new member of Tarpon Basha. He served in China with AAF, 1157 Signal Corps.

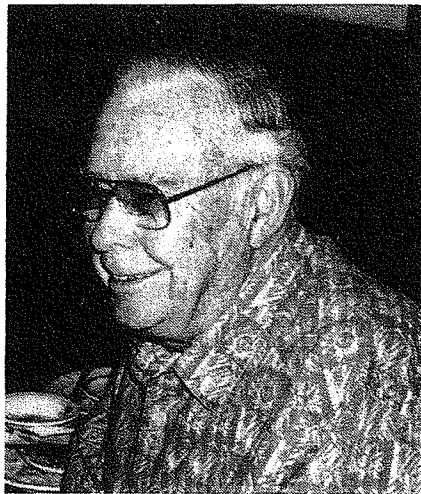
Nick Visnic Photo

units remained under the control of the Navy; in the Southwest Pacific under the control of the Army. In the CBI, the American effort involved considerable inter-allied difficulties with the British and a clash in strategic goals between American interests that aimed in keeping open the link to China and the British interests that aimed in regaining the Southeast Asian empire they lost. American airmen in China waged a valiant effort to support a weak and corrupt Chinese nationalist regime as they prepared the base for long-range strategic bombing attacks with B-29s against Japan proper. Within China, a nightmare of conflicting interests, the incapacity of the nationalist government to work with Gen. Stilwell, unseemingly squabbles between Stilwell and American airmen, and Japanese capabilities combined to make this theater one of the least successful American undertakings of the war.

The problems in the CBI reflected three distinct difficulties: 1. British and American war aims were so divergent as to make military cooperation difficult. The common need to defeat the enemy, however, meant that, at lower levels, useful cooperation occurred. 2. The organization of the theater left much to be desired. 3. Finally, one can only note the lack of geniality and level of trust among senior commanders - Chiang, Stilwell, Wavell, Chennault, and Bissell - that made relationships in the Allied high command in the European theater appear to be problem free.

Within the CBI, intelligence was critical. In particular, the nature of the terrain in Burma and India made HUMINT particularly important. The clandestine organizations (American OSS, and the British Special Operations Executive) proved crucial in passing useful intelligence to airmen. Allied intelligence officers did an effective job in analyzing the geography of the theater (the mining of the Rangoon estuary on the basis of an analysis of Burmese landforms and railways). As in other theaters, all other sources of intelligence proved helpful (Signals intelligence and photo-reconnaissance).

In China, an enormous philosophical difference existed between Stilwell and the Chinese leadership, the latter being sup-



Paul Jones (who was with the 159th and 95th Station Hospitals) was able to attend the summer meeting of the Tennessee Volunteer Basha.

ported by Chennault. Stilwell regarded the creation of a well-trained and disciplined Army as necessary for effective operations, but that demanded substantial reform of the nationalist regime, something Chiang either would not allow or could not accomplish.

In effect, Chennault offered a shortcut to defeat the Japanese, that would allow Chiang to husband his strength for the coming struggle against the communists. That involved the supposed use of air power to redress the deficiencies of the Chinese ground forces. Chennault believed that his air units could beat the Japanese first in China with his 14th AF, and then in the home islands by B-29 raids launched from Chinese bases.

Events proved Stilwell right and Chennault wrong. Chennault overestimated the ability of his air units to carry the load for China and underestimated the Japanese Army's capacity and intent for a sustained drive aimed at his eastern China airfields.

When the Japanese recognized the threat of B-29 raids from bases in China, they simply captured the air bases in a great land campaign. The result reflected a considerable intelligence failure at the level where intelligence was the most difficult to perform: strategic and operational assessment. Strategic assessment at the highest levels demanded a real knowledge of one's own allies and one's opponents that involved far more than a

simple counting of enemy units; it demanded a knowledge of the language, history, cultures, and politics involved in complex situations.

The last significant air intelligence area in the Pacific was the great strategic bombing campaign launched against Japanese home islands by the B-29s. Here the pre-war American ignorance of Japan came to play. Virtually no aerial photo reconnaissance of the home islands existed until late in 1944. The initial conceptions of the campaign reflected the flawed prewar precision bombing doctrine. Lack of information was a major obstacle to careful target selection. General LeMay's decision to abandon the initial precision bombing campaign for an approach reminiscent of the British bombing campaign resulted from the operational realities confronting American airmen. Precision bombing attacks could not be made to work in the face of intense operational realities confronting American airmen. Precision bombing attacks could not be made to work in the face of intense operational problems and the lack of current target and weather information.

Aside from operational demand, the AAF leadership was under constant pressure to prove the worth of the B-29 and to justify the creation of an independent service after the war.

In conclusion, intelligence clearly played a crucial role in the Allied victory, and contributed to the shortening of the war. The American military did an impressive job in creating effective intelligence organizations out of minuscule cadres. First, the British provided considerable support. Second, with two notable exceptions, weaknesses in intelligence did not lead to any serious failures early in the war (except for Pearl Harbor and the Philippines). Luckily we had two years to prepare for conflict, while our allies bore the brunt of battle. Had the U.S. not shortchanged its intelligence organizations before the war, it might have lessened the problems in building up the intelligence units under the pressures of wartime. Also, had allied intelligence capabilities and those of the Axis been reversed, the road to victory would have been far more costly and difficult.

The Story of My Life As Both a Marauder and a Marsman

By Dr. Ray F. Mitchell
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Who Were We?

I left college, joined the Army and was assigned to the Infantry - I had Infantry replacement training for 17 weeks at Camp Wheeler, Georgia - good training, learning about and how to use all Infantry weapons and how to use them effectively.

After stops at several Army posts, I ended up at Camp Shelby, near Hattiesburg (there is a fine, new museum at Shelby - worth seeing). I became a member of the 65th Infantry Division and we began to build a fine fighting unit. Then all privates were pulled from the unit and sent overseas as replacements. I was not allowed to go because I was a corporal, a non-com. It was learned that I could use a typewriter, I therefore, became the Company clerk, against my will - but not for long.

I saw the answer to my problem on the Battalion bulletin board, it read, "Wanted, Volunteers for a Dangerous, Hazardous Mission in Jungle Warfare."

I signed up quickly for two reasons, first, to get out of being a company clerk in the 65th Infantry Division, and second, because I did not want to take a chance on going to a cold climate with snow and ice everywhere. I knew the jungles would be warm and were they ever! After long train rides on a troop train, then the confusion of the port of embarkation, including physical exams that could not possibly have a failure, turning in all the clothes you had that fit and being issued new clothes that did not fit, then came the loading aboard a huge ship.

I recall that just before going up the gang plank, Red Cross ladies handing each of us a donut and a cup of hot coffee to go up the gang plank with, trying to carry your heavy duffel bag and hold onto the railing at the same time, I don't think any of us made it aboard

ship with any coffee or donut, but it was the thought that counted.

Troopship life is difficult at best, but for 31 days it is miserable. However, I did find something later that made troopship life seem like a piece of cake. One night aboard ship, 5,000 of the 7,500 on board had food poisoning. It would be most difficult to explain the confusion of that night and the next day.

None of us aboard ship had the vaguest idea where we were going. We, that had volunteered for the jungles were in the minority. The other branches of service, such as Air Corps, etc. had a big laugh because we were in the Atlantic Ocean. However, we moved from the Atlantic down the coast of Africa, around the Cape of South Africa and into the Indian Ocean, landing in the port at Bombay, India.

The trip across India was unforgettable - open train cars, hot, dirty and slow for five days and nights with little to eat and little sleep. At trips end, it was great to have big tents and canvas cots, a chance to have a shower, cold, but great. K-rations to eat wasn't that bad either.

After a short ride in open trucks, then a long plane ride, we landed in Calcutta, India, a long way across the entire nation of India from Bombay. We were elated, thinking we would have a few days to see the sights of Calcutta and eat in some fine restaurants. We were not allowed off of the airplane, instead, trucks backed up to the plane and began loading boxes of ammunition, machine guns and mortars in the center of the plane between the troops. Then guns were handed in with instructions to keep the weapon that landed in your hands; you could switch with someone else later if you wanted to. After loading was completed, the plane took to the air again for a long ride.

The next stop was a small, muddy airstrip in the jungles of Burma. Here, we left the plane in the rain, near dark, pitched two-man pup tents, were handed K-rations and bedded down for the night.

The next morning, all non-commissioned officers, this included corporals, the two-strippers, were informed that we would be committed into combat that day and for us to return to our units and have the men put on fatigue uniforms, make up a combat pack, check all weapons and be ready to board - C-47 transport planes within 30 minutes - to be off-loaded in a combat zone ready to do battle. This type of instructions make you aware of why you had basic training and caused you to hope you remembered what you were taught and hoped it would be sufficient to see you through the ordeal before you.

Where Were We?

We landed in Myitkyina, Burma on an airstrip, muddy with wrecked planes and other wreckage scattered all over. We were ordered to leave the plane as quickly as possible when it stopped moving and make for the edge of the runway and dig in - you are now in combat!

After several days of confusion while under artillery and small arms fire, we were moved away from the airfield and began our push into the jungles. We had become a part of Merrill's Marauders, an all-volunteer unit made up of men from all walks of life. They had volunteered from many areas - the Panama Canal Zone, Puerto Rico, all over the States and last from the Pacific theater, men that had been fighting the Japanese for more than a year, experienced jungle fighters. These men, all of them, were tough, without much discipline, but good as combat troops - they took us in and made us Marauders, also. Many of the men in the Marauders were there because they really wanted to see combat and others because there was pressure on them in their unit. Many commanders were happy to have these men leave their respective units without having to court martial them - many of the volunteers had been court martialed one or more times. They were fine combat troops. We were now told that we were part of the 5307 Composite Unit Provisional - "Merrill's Marauders."

We were now in combat against a seasoned Japanese force that had two years to prepare defensive positions to defend the area, and they did a masterful job. With the monsoons beginning, short on supplies, the battle lasted three months and cost many lives.

Why Were We There?

The war in China, Burma, India was the results of the Japanese cutting all supply lines for supplies to China.

The Japanese had been fighting in China since 1937 and had several million troops there. The Japanese had taken all the sea-ports that could be used to bring supplies into China. The last taken was Burma.

Supplies that came into Burma through Rangoon and other ports were moved by rail, trucks and riverboats up to where supplies could be trucked over the Burma Road into China. Burma fell when the Japanese invaded in 1942, running the British and Chinese troops back into India. Burma, as well as India, was British territory and had been British-controlled for many years.

The loss of Burma left only one source of supplies to China by the USA, that was to fly supplies from India into China over the Himalayan Mountains, better known as the Hump. The flight over the Hump was very dangerous, very high snow-covered mountains often covered by clouds and very bad weather, plus Japanese war planes.

The Japanese had fighter planes based in Myitkyina, Burma that could intercept the transports going over the lower, safer part of the Hump, this forced the planes to fly farther north into higher more dangerous mountains, causing more losses in men, planes and supplies. This route was often referred to as the "aluminum trail" because there had been so many American planes to crash on this route to China from India and back. Those that made that trip so many times had a very rough time of it.

The USA needed to supply the Chinese in order to keep them fighting the Japanese. This would keep millions of Japanese tied up in China and keep them out of the Pacific War, plus this would cause the Japanese to use valuable supplies.

President Roosevelt and Chur-

chill met and it was decided to try to retake Burma. The British wanted this because it was their colony and the USA wanted it to make it easier to get more supplies to China. The British wanted more American supplies for their forces in India in order for them to help retake Burma.

A call was issued by the Army in camps and posts all throughout the States and outlying bases in Central America for volunteers . . .

"Wanted Volunteers for a Dangerous, Hazardous Mission in Jungle Warfare."

There was no mention of where the volunteers would be sent, only that it was for jungle warfare and dangerous. The call was answered by men from many backgrounds, as well as many places, where they were serving in the Army. This was the groundwork for the units that later became the 5307th Composite Unit Provisional, better known as Merrill's Marauders. Pages are now in the history books about the exploits of the unit's march into Burma, the battles fought to begin the road back to retake Burma from the Japanese and making a better route for supplies to reach China. The battle for Burma involved many from each of the Army units of service - the Air Corps, Quartermaster, medical units, transportation, etc. All were needed to complete the move into Burma.

The US Army Engineers did an almost impossible task of building roads across Burma to reach the Burma Road and also, building an oil pipeline from India to China across Burma; working through dry weather and monsoon seasons to make this impossible task a reality. It would be impossible to tell of the difficulties these men had to overcome to complete their work.

When the Infantry was able to clear the Burma Road, their job in Burma was over. Those that were left either went to China or to India. The group that I was with ended up in China.

Combat:

Things You Remember: Things You Would Like to Forget

Myitkyina Campaign

The Japanese invasion of Burma in 1942, over-running the country, cutting supply routes to China. Myitkyina, Burma was an important base for Japan. It had

two airports or airfields. It had rail and highway traffic as well as river boat traffic to supply the military in North Burma.

From the airfields, they were able to greatly curtail the flow of supplies by air between India and China. All land traffic was halted with the Fall of Burma. The air supply route from India had to fly a much more difficult route that was longer and much more dangerous because of weather conditions, height of the mountain range and enemy fighter planes. These difficulties lead to the insertion of ground troops into Burma to create confusion for the Japanese and to capture Myitkyina.

Merrill's Marauders after many miles of marching through the jungles and mountains, having lost many men to the enemy but more to the jungle-related fever and other debilitating diseases - malaria, typhus, dysentery, etc. The airfield at Myitkyina was overrun in mid-May 1944 by the Marauders. However, the strength of the unit had been eroded by the long march, combat and the jungles, although the airstrip was taken, the city was not. The unit did not have the strength to take the town. Two Chinese units were moved in to take the town, but ended up mistaking each other for the enemy and therefore battled each other, not taking the town.

The enemy took advantage of the conditions and brought reinforcements into the battle, causing much concern. Reinforcements were needed and quickly or lose Myitkyina. Remember all supplies and replacements had to come in by plane. And, Myitkyina is hundreds of miles behind the Japanese lines.

The battle became the largest scale battle to be fought in Burma by the American troops, lasting three months, during the monsoon weather. Losses were high on both sides.

Our first responsibility was to defend Myitkyina airstrip. After that, it was to capture the town of Myitkyina - the battle was long and costly.

In my battalion alone, our losses were very heavy. One day, Company G, 2nd Battalion, was caught in an ambush, over 200 men were killed, 17 escaped the ambush. One of the survivors that had been shot through the face and left for dead, crawled back through our lines at night to our unit. He did

not look human, maggots covered his face, but according to the medical officer this saved his life. The maggots had eaten the infections that would have killed him. The man did survive, in fact he was to return to the unit months later with wire braces on his face and jaw with instructions to be fed a soft diet. He was evacuated on the next transportation to the rear area.

One of the worst things other than the Company G ambush was when some of the brass in the rear area felt that the stalemate we were involved in could be broken by sending in B-25 bomber planes and bomb at high altitude, 5,000 feet, which they did. The bombs were dropped short and as many hit us as hit the enemy! We lost lots of men, over a hundred. It was a horrible experience trying to dig out men covered in their fox holes, blue from suffocation, body parts everywhere - wounded and dying everywhere.

Several weeks later, the same planes came back again, gave us warning ahead of time, therefore, we could move our lines back 100 yards. They, the B-25 planes, came in again and hit our lines again causing many more casualties. No one ever admitted responsibility or offered any reason or any 'sorry about that.' We never again had bombing by a B-25 - thank goodness!

Our air support was by fighter-bomber planes. The old P-40 planes that were used by the Flying Tigers. These men and the P-40s did an outstanding support job. They would fly in very low, dropping 250-pound bombs or the napome bombs, belly tanks filled with a liquid mixture that would ignite and flaming liquid would cover a large area, going into bunkers, fox holes and trenches, very frightening even to us. The P-40s also came in low, strafe enemy positions with .50 caliber machine guns. We never lost any men to this type of air support.

The Battle for Myitkyina continued for weeks. Monsoon rains kept you wet most of the time. When the sun did shine, within a short period of time, we were wet with perspiration. The rain would fill your foxhole causing you to leave your protection and lay on the water-covered ground. Leeches would find a way through your clothes and attach themselves to your body. It was not unusual to

see men strip off their clothes and have a buddy with a lighted cigarette searching for leeches. If you touched the leech with the lighted cigarette it would detach itself and fall off, but if you tried to pull it off, often the head would remain in the victim and an infection would follow.

Other results of the jungle weather were termed as 'jungle rot,' affecting the feet, causing swelling and lesions, skin sluffing off leaving exposed flesh. Men would cut up their blankets and wrap this around their feet so they could walk - shoes could not be worn.

The jungle conditions would cause our clothes to come apart. We were without underwear, belts, shoestrings, buttons, etc. We would use communication wire to serve as belts and shoestrings. We were a sorry looking bunch! We had been lead to believe that when we took Myitkyina we would be flown to India for rest. We were to be paid and given time to rest and see the sights. This did not happen.

As the battle for Myitkyina wore on, our ranks became thinner, but we did hold on to finish the campaign and capture the town of Myitkyina.

Our unit entered the town and shortly thereafter, the British troops came in riding in American trucks and we were told to leave, they were to govern what was left of the town. We were then informed that we would police the battleground that we had fought to take for so long. Now, we went back over the area to bury our dead and the enemy's dead and to dispose of all the live explosives left. This was most degrading and very difficult.

After the policing of the battleground, we moved back about 15 miles and built a camp: Camp Landis, named for the first Marauder killed in action. Within days after moving back to begin the camp, most of the battle weary had to be evacuated to the hospitals - they were too weak and sick for duty. About 100 of us stayed and built the camp.

At Camp Landis, the 5307 CUP, Merrill's Marauders, was deactivated in early August 1944. Those of us that were left activated the 475th Infantry and began to receive men back from the hospitals and also troops from the States.

We had the foundation of combat troops to begin a new unit.

Training began in earnest and the end result was a strong, well-equipped, well-trained fighting unit that would see more combat down through Central Burma. Joining with the 475th Infantry Regimental, in August 1944, was a Texas National Guard Unit, the 124th Cavalry Regiment. With the two units we became a Brigade. I understand that this was the only Brigade in our army during World War II.

The reason for this information was the British had limited our troops to be less than a Division, normally between seven to nine thousand men. The Brigade had about six thousand men. This new unit was known as the Mars Task Force, a new name with new men, plus the veterans of Merrill's Marauders, making a fine fighting force that would make a name for themselves in the history books about World War II.

The newly-formed unit completed the necessary training and moved out of Camp Landis, crossing the Irrawaddy River and headed south. We would march for 50 minutes and rest for 10 minutes - each man carried between 60 and 80 pounds of gear - blanket, toilet articles, extra underwear, socks, food, ammunition, his weapon, half a dozen hand grenades, two canteens, spoon, trench knife, compass, first aid kit and anything else you thought you may need.

The mules, 275 in our battalion, carried the heavy things, such as, machine guns, mortars (60mm, 81 mm), medical supplies, radio equipment. The mules carried no kitchen or cooking equipment - you ate "C" rations and they were not too bad!

We would travel 15 to 30 miles each day. The distance depended on the terrain. In the mountains, you did not go as far as on the flat land. At times we would ford streams numerous times and other times we would stay in the stream for miles.

We would try to bivouac at the end of our daily march by a water source. This was for bathing, watering the animals - dogs and mules, and filling our canteens for the next day. Before dark, we could have a fire to heat your food, but after dark there were no fires or lights. You moved around very little after dark after marching all

day with a heavy pack on your back.

Our normal route of march began before daylight each morning. Mules had to be loaded and ready for the trail. First to leave in the morning was the Quartering party made up of several men from each company, a squad of riflemen, a radioman, a medic and several others. Their mission was as the name indicated, they scouted ahead and located the place for the Unit to stop for the night. The men would determine where each company would be located and as the main Unit came to the area, the men of the Quartering party would lead their Company to their spot for the night. The water source had to be marked, one color for drinking, first, up stream, next was for watering the animals and last for bathing.

Guard posts were set up; each man dug an area about three feet wide and six feet or longer and about one foot or more deep. This was done for two reasons, typhus ticks lived in the grass and a bite could cause typhus; and the second reason was protection, if attacked during the night you had some protection and could make the hole deeper very quickly.

Every third morning another group left early, even before the Quartering party. This was the Drop party. It was their duty to find a suitable place for the airdrop of food and supplies needed. This group would find a place suitable, contact the air drop group, put out marking panels that they could see from the air and time the drop to come at about the time the troop would reach that area. All was usually working good. We would usually move each day for several weeks unless we ran into a combat situation. Remember, we are behind the enemy lines as much as 100 miles or more. It is amazing how quickly you adapt to this type of living. Sure you complain but you really pride yourself on the fact that you can do this and do it well.

After moving a long way, mostly on level land we moved into a small village, Tonkwa, Burma. We were told it was an important place because five trails came through the village. Therefore, Second Battalion of the 475th Infantry moved in after dark, dug in, set up machine guns, mortar and readied for battle. We did not have to wait long. Before daylight the next

morning, we could hear and see the Japanese moving in near our perimeter. We were fortunate to have a number of Nisei troops with us. These were American-born Japanese men and they were dedicated to their job. One of these men came forward, moved out near where the Japanese were digging in and listened to them. The Japanese did not have the faintest idea that we were anywhere in the area.

As it began to lighten up the next morning, several of the enemy wandered into our line. You can imagine what took place. They were not prepared, we were and the slaughter began. The ground was level so the field of fire reached a long, deadly way. The Japanese officer began trying to rally his troops and then lead them into a 'banzai' attack on our fixed positions. The slaughter continued. To cause them more confusion, our Nisei began to shout commands in Japanese to those charging toward our lines. As the Japanese officer ordered the troops to attack, the Nisei shouted orders for them to fall back. This caused the troops to stop, hesitating and began milling around, this was a disaster for them. The attack failed, they were driven back, leaving many dead and wounded.

In the days to come, we saw lots of action and found valuable information on several of the dead Japanese officers. The Nisei could read and interpret papers guiding us as to what we should do. We were shocked to learn that we were fighting a Division, between eight to ten thousand Japanese to our one thousand or less. We immediately made radio contact for assistance. Third Battalion was about 100 miles away and began moving to assist us. They were there in five days.

We were very lucky - the Japanese would draft men into the Army in Japan, give them a few weeks of training, then send them to fight the very poorly-trained and ill-equipped Chinese - thus they had on-the-job training. After the Japanese were combat trained, then they were sent into the Pacific front or other areas that were fighting trained, well-equipped men. This Division was looking to fight the Chinese, but we got in their way.

With our fire power and well-trained men, the Japanese could never penetrate our line, which was their way of fighting - overrun

and cause panic of the enemy, except the tables were turned here. They broke off the action and retreated from the area. We later heard that the Japanese Division had suffered over 80 percent casualties, deactivated the Unit, sent those that were left to other units, and that the commanding general was executed. We left our dead in a temporary cemetery, less than 50 men, but still too many.

After Tonkwa, we moved into the mountain jungles. It was slow moving. Here you learned that combat will sap your strength because you don't move around or get the exercise to keep fit. However, in a few days you begin to adjust and your strength and stamina return, and you are fine.

We moved farther south and into higher mountains with more streams to cross. We had to be very careful day and night. In fact, at night we could hear the Japanese planes searching for us. We called the plane "Bed Check Charlie." This is one of the main reasons we would leave our bivouac area in the morning before daylight, just in case the planes had spotted us during the night. As we continued through or I should say over the mountains, we would at times march through the clouds - like a heavy fog. Sometimes we could see planes flying over the valley below us. These were some of the most spectacular views to be seen, and for free!

We knew that we were moving closer to our objective due to the restrictions imposed. No fires at any time, keeping your voice low, just staying in a quiet mode. Then, we moved into the stream for several days, moving all day then near dark climb up on the bank to attempt to sleep. All of a sudden we went into a force march, moving fast. We broke out of the mountains and into a beautiful valley. Across the valley was a very high ridge, named Loi Kang. It would later be called Bull's Eye Ridge.

We attacked the ridge late that afternoon. It was necessary because we were now exposed to the enemy. We managed to make it half way up the ridge before it became too dark to move on. The next morning, we reached the top of the ridge and took (occupied) about half of the long high ridge. The ridge had a 6000-foot elevation. I know it was difficult to climb, especially with someone above you throwing grenades down

at you! From the Loi Kang ridge we had the Burma Road in view below us.

We were separated from the Japanese by a narrowing of the ridge. We could not move across the well-defended ridge nor could the enemy move forward to attack us. It was a stalemate for the present time. The ridge was not very wide at any place, therefore, we became a good target for the enemy artillery. Since the real estate was divided, but close, it was easy for the Japanese to direct very heavy artillery on our positions.

We now had commanding view on the Old Burma Road that ran from Kunming, China into Burma. From our position, we were able to direct artillery and mortar fire on the Road. This was done day and night to make it difficult for the enemy to supply troops fighting the Chinese farther up the Burma Road leading into China. Patrols were sent to the Road, land mines were planted and truck convoys were ambushed as they attempted to run the blockade.

In cutting the supply line to the enemy, they were forced to withdraw from the engagement with the Chinese. The Japanese tried to dislodge us from our positions using heavy artillery, 105mm and 155 mm, trying to overrun our positions, almost succeeding at times. Third Battalion was on a lower hill several miles from us and the First Battalion was on a hill behind us in reserve. They supported us with artillery because we did not have a place for artillery on the ridge. Our losses were beginning to increase due to the 155 artillery shells - we were too crowded.

In the battle for the Burma Road, our air support was by the P-47, called 'the Jug.' A very powerful, effective fighter-bomber equipped with eight 50 caliber machine guns, plus carrying many 250-pound bombs. The P-47 planes could come in just above our lines to bomb and strafe the enemy. The planes were so close to us we could see the expressions on the faces of the pilots.

One of the planes came in very low to strafe the ridge in front of us, but he still had a 250-pound bomb that had hung-up without his knowledge and when he hit the trigger for the machine guns, the bomb was released just above six of us standing and watching the power show by the fly boys. It all

happened fast, we could not hit the ground. The bomb landed in the middle of our group. As the bomb hit the ground, probably traveling between 250 and 300 miles per hour, the sound emitted was similar to a speeding car putting on brakes, burning rubber on a paved road.

The bomb did not explode, which is obvious because I am here, but ricocheted off the hard ground, going another 75 to 100 yards and exploded on contact on the enemy position! We took a deep breath, let it out very slowly and went about our way. Later in life, I was told by a pilot of the same type bomber plane that the bomb did not explode because a small propeller in the nose of the bomb had a pin on it and was attached to the plane, but when the bomb was released from the plane, the pin was pulled from the propeller, allowing it to rotate. After turning about six times, the bomb was activated and would detonate on impact.

The Mars Task Force for this battle had brought the entire Brigade into action. I understand that this was the only Brigade in the Army. Our makeup consisted of the 475th Infantry Regiment composed of three Infantry Battalions, including a battery of pack 75-mm howitzers for each Battalion. About 275 mules were included with a Pack Unit with a veterinarian, was assigned to each Battalion. A Canine Corps with men and dogs for scouting purposes, Medical Unit with an Aid Station with two surgeons and medical personnel were also included. This Unit had just about 1000 men in each of the three Battalions, 3000 men for the Regiment. A portable Surgical Unit was attached to the Regiment and followed a short distance behind the combat troops. It was not a MASH unit as you have seen on TV.

One night, I was in the bunker with the Commanding Officer, Colonel Thrallkill. I was the Sgt. Major and he wanted to go to the observation post that overlooked the road. It was a very bright moon that night and you could see anything that moved. He and I moved along the ridge in a trench to the observation post. When we reached the opening I told the Colonel that I needed to go to my foxhole for some cigarettes. I was a heavy smoker and had been out for sev-

eral hours and unable to smoke. The Colonel did not smoke.

I left the observation post and went to my foxhole for a pack of cigarettes and had to light one before going back to the post, which was only about ten to 15 yards away. Before I finished my smoke, the artillery started coming in, heavy 155 mm. I started to try to make it to the observation post between shells but decided to wait until it was over. The observation post received a direct hit.

I was the first to arrive and began moving logs and then the wounded. There were six men in the post, three killed, including the Colonel - blown in half; the other three were wounded.

Sgt. Milton Kornfeld of Brooklyn, NY had a leg blown off, all but a small ligament, the medic just pulled a trench knife and cut the ligament to free him because the leg was pinned under logs. Kornfeld did not lose consciousness, on the stretcher he kept talking and I went to him and told him not to talk so loudly because he was drawing small arms fire. He called me by name and said, "Mitch, you have always heard that the fastest thing in the world was a Jew passing Hitler's house on a bicycle. I heard that big shell coming and I moved out of the way faster, all but one leg!" Kornfeld survived to go home.

At this point, I would be remiss if I did not give praise to our medical people from the aid man in the foxhole, that never hesitated when the cry "medic" was heard to those in the aid station. It took courage to crawl out to a wounded man during the battle. They did! And the aid station with the two surgeons working under the poorest conditions did an outstanding job.

I understand that if a wounded man could be reached by the aid man his chances on surviving was about 60 percent. If the wounded man could reach the Battalion aid station, his chances increased to about 75 percent. If his luck held and he could make it to the portable surgical unit, usually about five miles behind the combat area, the chances go up in the 80 percent range. Next came the evacuation by small planes to a field hospital, there his luck goes into the 90 percent range. The last would be general hospital, then his chances could be as high as 98 percent. The medical personnel did

more with less than any group could.

I was told to take Colonel Thrailkil's effects to the Regimental Commanders and tell them what had happened. The Regimental Commanding Officer was Colonel Easterbrook, the finest of men, an officer and a gentleman. In fact, He was General Stilwell's son-in-law. After talking with Colonel Easterbrook, I explained that I needed to hurry and leave in order to get back to the 2nd Battalion before dark. It was about five miles and I was walking.

The Colonel, in his gentle way, told me to stay the night in the portable surgical unit, have a good meal and a night's sleep and to see him the next morning before returning to my unit. The next morning I returned to the Colonel's headquarters and he met me with a towel, a bar of soap and a razor. Smiling he told me to go the nearby stream and clean up. I protested, telling him I needed to hurry back to my unit. With that same smile, he said, "Sgt., that war will be there when you get back!" I took the bath and shaved, I surely felt guilty when I returned to my unit, clean.

The success of the mission in Burma was completed by the Mars Task Force. The 124th Cavalry Unit, also regimental in size, was part of the Mars Task Force. A Chinese Unit completed the Brigade strength; though we were not in contact with the Chinese Unit.

The 124th Cavalry was brought from the States, a Texas National Guard Unit, boots and all, to join us at Myitkyina. They were a very proud unit, very capable but most unhappy about the loss of their horses and boots. The Unit became the 'walking Cavalry troops' and although they fought well along with the 475th Infantry they wanted it understood that they were Cavalry, not Infantry!

An officer in the 124th was the only recipient of the Medal of Honor, in the American ground troops, given in China, Burma, India campaign and it was posthumously awarded.

Not many medals were awarded throughout all the campaigns for ground troops in Asia. General Stilwell felt that every man was to do his job to the best of his ability at all times, that was his duty and was not to be rewarded with a medal for doing that.

The Unit was deactivated and the casualties were mostly sent into China. In China, men were dispersed into many units to make ready for the invasion of Japan. Men were assigned to Chinese Units as instructors, others as truck drivers, etc. My job was to oversee a casual detachment to dispense men to other units in need.

When the war ended with the dropping of the atomic bomb, I moved our detachment back to Kunming, China, a three-day road trip by truck. On arriving at Kunming, hoping to be shipped to India for a trip home, we were immediately moved into downtown Kunming to protect American installations, officers, hotels, Red Cross buildings and USO buildings. The Civil War, between the Communist and the Nationalist, had begun the fight to control China.

As the battle moved on, we were moved out of Kunming to a camp where we were processed and flown to India. In India, we were processed again and after some delays, boarded a ship and sailed across the Pacific to land in Tacoma, Washington, USA. This completed a trip around the world for those of us that were left.

The trip back home was much more pleasant than the trip over. We were allowed to stay topside on the deck, day and night. The weather was great for November 1945. Most of us slept on deck at night. It would be most difficult to relate our feelings as the ship docked in Tacoma and to see large signs on the warehouses and other buildings...

Welcome Home! Job Well Done!

And a band playing and people on the docks - cheering, smiling and waving. Yes, most of us had a lump in our throat and a tear in our eye.

We Were Home!

Older, with a knowledge of how important life really was. A tremendous price had been paid by many men that gave me the privilege to walk down the gangplank to a...

FREE NATION.

What was the cost and was it worth the cost?

Can you put a price on freedom? No way!

On a monument in the Kohima cemetery is written:

"When you go home tell them of us and say, for your tomorrow, we gave our today."

Many young widows raised children that had no Father to love them, play with them, or watch them grow up or no Grandfather to tell them stories. Many that came home were crippled, blind or unable to cope with life. Most of us that lived through the 'Hell of War,' shut the door on the past as best we could, then tried to catch up on those lost years, but we can never erase those memories.

NEVER!

A brief synopsis of a portion of Ray F Mitchell's life during World War II, in the China, Burma, India Campaign, as a proud member of Merrill's Marauders.

If you're too open-minded, your brains will fall out.

Don't worry about what people think, they don't do it very often.

Going to church doesn't make you a Christian any more than standing in a garage makes you a car.

Artificial intelligence is no match for natural stupidity.

If you must choose between two evils, pick the one you've never tried before.

Bills travel through the mail at twice the speed of checks.



Kachin Scout

American Air Logistics in the China-Burma-India Theater During World War II, 1942-1945

By Roger G. Miller, PhD.

Air Force History and Museums Program

(Delivered to the Japanese National Institute for Defense Studies in Tokyo this spring. The first part of this article appeared in the Summer edition of SOUND-OFF. - Ed)

For the Army Air Forces, Air Transport Command and Troop Carrier Command became its main air logistical organizations. The dividing line between the two was that ATC was a worldwide operation controlled by General Hap Arnold, commander of the U.S. Army Air Forces, and its units, equipment, and personnel were not subject to the powerful wartime theater commanders like Gen. Dwight Eisenhower in Europe, Gen. Douglas MacArthur in the southwest Pacific, and Admiral Lord Louis Mountbatten in CBI. ATC operated like a civilian airline. It followed standard routes, maintained regular schedules, and made planned stops at designated airports and airfields. By the end of 1942, its aircraft operated on routes that stretched around the world. ATC was a "table of distribution" organization: its resources were assigned to ATC itself, and ATC Headquarters distributed these based upon immediate requirements, providing the flexibility required to meet world-wide commitments.

Troop Carrier Command squadrons, in contrast, were combat units designed to deliver airborne forces and their equipment directly into combat and then to support those forces during the subsequent fighting. And between missions, troop carrier aircraft provided airlift capability within the theater. Troop carrier units operated under the orders of the theater commanders. In contrast to ATC, TCC was a "table of equipment" organization: each of its units had a standardized organization and sufficient manning to enable it to meet the surges of combat operations.

Beyond organizations, the Army Air Forces had also begun obtaining aircraft capable of performing the roles required by air logistics. The most important of these - and destined to become the most famous - was the ubiquitous Douglas

C-47 "Skytrain." Based on the latest in a series of commercial airliners, the twin-engine, all-metal C-47 became the backbone of Allied military air transport during World War II. The C-47 proved versatile, easy to maintain, and capable of absorbing tremendous abuse. The twin-engine Curtiss C-46 "Commando" also began as a commercial airliner. Its spacious fuselage and high altitude capability made the Commando especially suitable for the Hump. The third transport derived from an airliner was the Douglas C-54 "Skymaster," a four-engine aircraft with intercontinental range. The Skymaster featured a tricycle landing gear, giving it a level floor that expedited cargo handling. Finally, the transport version of the B-24D "Liberator" bomber also saw considerable service in CBI. Like the C-54, the four-engine Consolidated C-87 had a tricycle landing gear, while its shoulder-wing configura-

tion and boxy fuselage facilitated loading and unloading. A tanker version called the C-109, delivered gasoline and liquid fuel on the Hump run.

It is important to note that few of these aircraft were immediately available. The Army Air Forces had only 254 transports on hand in December 1941. These comprised a motley group of aging and more modern aircraft: Douglas C-33s and C-39s, Beechcraft C-45s, and Lockheed Lodestars. Of the C-47 Skytrain, the Army Air Forces had but 33. The C-46, C-54, and C-87 still waited in the wings. Further, while production would increase dramatically after the war began, the low priority of the CBI meant that it would take time before new aircraft would appear in large numbers.

American air logistics in the China-Burma-India Theater grew out of the presence of several diverse air organizations operating in the region shortly after Pearl Harbor. First, following the fall of Java in the South Pacific, the remnants of Far East Air Force divided, part retreating to Australia and part flying to India, where it formed the nucleus of Tenth Air Force established in March 1942. Second, the American Volunteer Group (AVG), better known as the "Flying Tigers," a fighter outfit commanded by a retired Army Air Corps officer, Claire Lee Chennault, opposed the



Dr. Richard Hallion, Hqs. USAF Historical, speaking on Air Logistics in the CBI Ft. Myer Officers Club, June 13, 2000.

cargo between air depots and air fields in the United States, but it also furnished aircraft to help train parachute troops for the U.S. Army's new airborne forces. On April 30, 1942, the Army Air Forces transferred the 50th's tactical activities in support of the airborne forces to another organization later called Troop Carrier Command (TCC).

In the meantime, in May 1941, the Army Air Forces established Ferrying Command to deliver lend-lease aircraft from factories – especially those in California – to transfer points in the eastern United States where they were de-

livered to British authorities.

After Pearl Harbor, Ferrying Command extended its operations beyond the continental United States and began to deliver supplies and personnel in addition to aircraft and to pioneer air routes around the world. In June 1942, the Army Air Forces united the worldwide air transport missions performed by Air Service Command (including 50th Transport Wing) and those of Ferrying Command under a new organization, Air Transport Command (ATC).

The result then was two basic transport organizations, and this was hallowed by prewar planning.

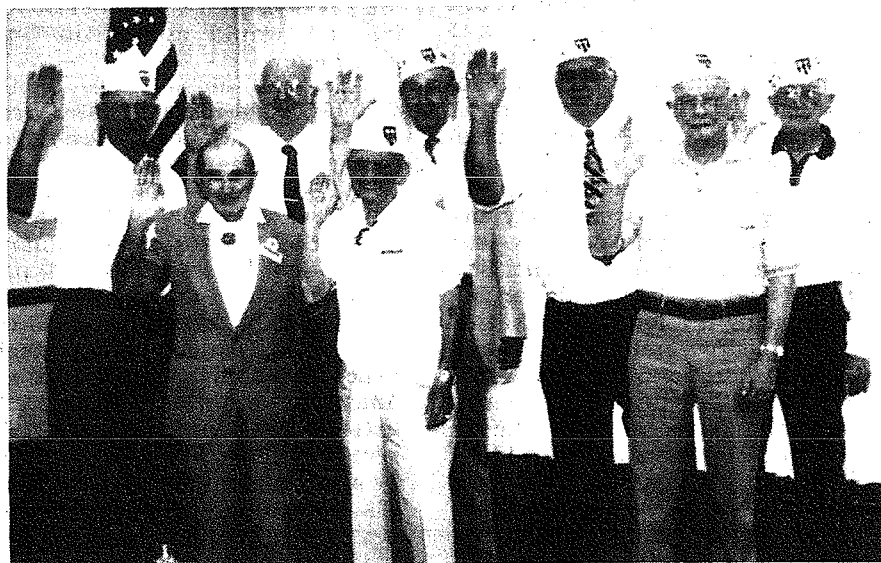
In mid-1941, the newly formed Air War Plans Division of the Army Air Forces produced AWPDP-1, setting forth the Air Forces concept of precision, daylight, strategic bombardment. AWPDP-1 proposed the use of air transport in two roles. First, the plan called for 1,500 twin-engine transport aircraft for use as troop carriers in direct support of combat operations. Second, AWPDP-1 envisioned that 160 four-engine and 880 twin-engine transports would deliver essential aircraft and engine parts, equipment, and supplies worldwide.

AWPDP-1 fell well short of what would be required. Where the planners called for 2,380 twin-engine aircraft, the Army Air Forces would ultimately have over 12,000 and AWPDP-1's proposal for 160 four-engine transports fell grossly short of the more 1,000 ultimately acquired. The planners simply failed to anticipate the dimension and shape air transport would take. And this was not surprising. There were no precedents – no model for planners to follow – except the limited experiences of the prewar U.S. Army. Based upon prewar experience, the Air War Plans Division staff thus anticipated serving the U.S. Army Air Forces itself. What actually took place was a phenomenon. Air logistics became a universal requirement. Air Transport Command "quickly developed into an agency of the War Department serving the whole war effort," historians Wesley Craven and James Cate later wrote.

"Its planes carried out from the United States almost everything – from bulldozers to blood plasma, from college professors to Hollywood entertainers, from high-explosive ammunition to the most delicate signal equipment, from eminent scientists to the most obscure technicians, from heads of state to the ordinary G.I. – and they brought back hog bristles and tungsten from China, cobalt and tin from Africa, rubber and quinine from Latin America, and from all over the globe the wounded G.I. who could not expect to find a New Guinea, Luzon, Burma, North Africa, or even western Europe the medical attention he could have in the United States. And when the war ended in Europe, ATC had the capacity to bring home as many as 50,000 veterans per month."

(To be continued)

OLD PUEBLO BASHA ELECTS NEW OFFICERS



Officers elected to serve the Old Pueblo Basha, Tucson, AZ for 2000 are, left to right: Stan Miller, commander; Irving Kempner, vice-commander; Art Smith, provost marshal; John Zeto, service officer; Bud Shipley, adjutant-finance; Len Gilka, chaplain; Don Clauges, historian and Vernon Richmond as judge advocate (Stand-in).



Rubber City Basha, Akron, Ohio, contingent at Department of Ohio Spring meeting, May 26-27, 2000, hosted by Mahoning Valley Basha, CBIVA. Left to right: Royers, Swansons, Youngs, Commander Dante Iullian holding the attendance cup, Schlossers, Stevic and Miner, Phillips, Gawliks and Gladys Iulliano.

Royer Photo

American Air Logistics in the China-Burma-India Theater During World War II, 1942-1945

By Roger G. Miller, PhD.

Air Force History and Museums Program

(Delivered to the Japanese National Institute for Defense Studies in Tokyo this spring. - Ed)

During World War II, the China-Burma-India (CBI) theater played a significant role in the evolution of air transport and in the development of global airlift capability. At the outbreak of the war, leaders of the U.S. Army Air Forces had a limited view of the potential of aviation to provide logistic support. Under the demands of war, however, air logistical capability expanded dramatically. Because of the lack of a coherent prewar doctrine, however, this expansion took different directions, fragmenting air transport between strategic and tactical missions and competing organizations. Experience in the CBI validated both roles, and in the new U.S. Air Force, air transport remained divided long after the war had ended.

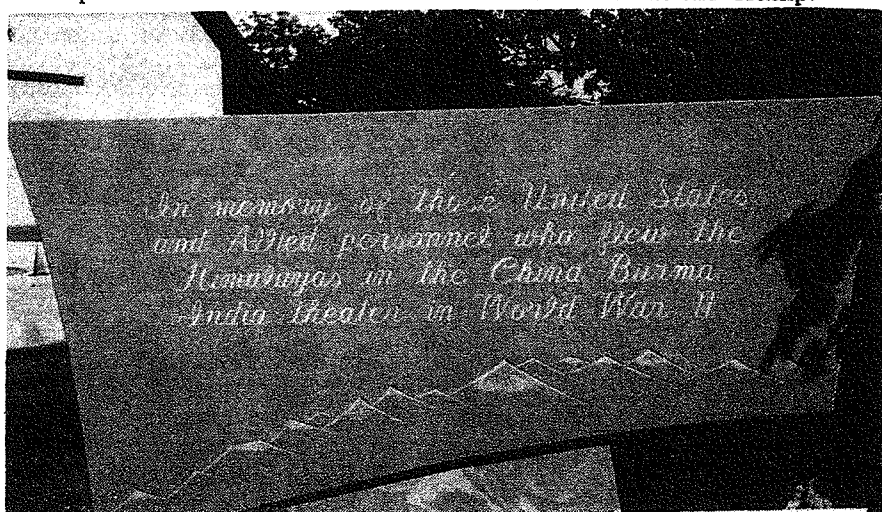
It is clear, as historian Mark Parillo has pointed out, that for Japan the Pacific war was about Asia and control of the raw materials necessary for Japanese industrial progress. In 1931, Japanese military forces seized Manchuria. Open conflict with the Nationalist Chinese government of Chiang Kai-shek broke out in 1937, and by 1939, the Japanese army had occupied China's main seaports and key cities. Only two routes - the Yunnan-Indochina Railway and the Burma Road - remained open to outside military assistance. In September 1940, Vichy France allowed the Japanese army to occupy Indochina, leaving China dependent upon the Burma route as the last supply link with the outside world.

The British had done little to develop Burma's internal commu-

nications, and the route from Rangoon to the terminus of the Burma Road was poorly administered and poorly maintained. The Burma Road itself posed significant hazards, and a chronic shortage of trucks limited its usefulness. Further, Japanese forces in Indochina posed a serious threat. British officials, in fact, closed the terminal at Lashio for three months in late 1940 in an effort to placate Japanese demands. In January 1942, the Japanese army attacked Burma with the goal of severing the last supply line between Kunming and the outside world. Rangoon fell on 6 March, and by May the Japanese army had driven Allied forces out of Burma. China could now be reached only by air over the Himalayan Mountains. This route became known as the "Hump."

The loss of Burma presented a tremendous logistical problem. India, like Burma, was a comparatively underdeveloped colony. Just getting supplies to Assam in eastern India was a major endeavor. At first, logistical lines ran by sea to Karachi, 12,000 miles from the United States. Karachi remained the major base until the Allies gained control of the Bay of Bengal, allowing a shift of base to Calcutta in early 1943. A broad-gauge railroad ran 235 miles from Calcutta to Parbipur, where supplies had to be unloaded and transferred by hand to a meter-gauge railroad that wound through the Brahmaputra Valley to the ferry at Pandu. The cars were then uncoupled, loaded on barges, ferried across the river, and reassembled on the other side. Apathetic administrators, untrained workers, and anti-British unrest complicated the physical obstacles. Before the war, the route's capacity was about 600 tons per day. By late 1943, this had risen to 2,800 tons. American army engineers went to work in 1944, increasing the capacity to 4,400 tons by October 1944 and 7,300 tons by 1 January 1946.

India was merely the beginning, however. Getting supplies from Assam to China was a major challenge. The Hump posed a terrible obstacle. It was 500 miles from the bases in Assam to the bases near Kunming. Aircraft had to climb quickly from about 90 feet above sea level to over 10,000 feet just to clear the first wall of mountains. Beyond these, they traversed a series of river valleys separated by ranges that extended from 14,000 to 16,000 feet that gave the Hump its name. The route then descended to Kunming, where the main airfield was 6,200 feet above sea level. The Hump could be a frightening place. At low altitudes high winds and violent turbulence were common. Aircraft flying at higher altitudes faced severe icing problems. May brought the monsoon season, five months of intense rain and mud. Japanese aircraft were active on the route, too, adding to the natural hazards. A short run by most standards, the Hump, according to the Air Force's official historians, was "an air transport route of surpassing danger and difficulty." It was absolutely critical. American aircraft flew over the Hump every gallon of



The first Memorial in the Wright-Patterson AF Museum park belongs to the Hump Pilots Association. Staff photo

gasoline, every weapon, every round of ammunition, every piece of equipment, and every pound of supplies required to keep China free for almost three years.

The most important thing to note about air logistics is that it was probably the least anticipated concepts prior to World War II. No one really anticipated doing much more with air logistics than to transport extremely delicate and high-value cargos like aircraft instruments, mail, blood plasma, and staff officers. One of the most significant developments in the history of U.S. military air power was the advent of global military air transport, which continued as one of the most important missions of today's U.S. Air Force. This development began modestly before World War II and followed several paths.

First, from the beginnings of U.S. Army aviation, air leaders sought to extend the effective range of the airplane, devoting much effort to making air squadrons and groups mobile. As a result, by the late 1930s, Army Air Corps squadrons demonstrated the ability to deploy quickly using a combination of trucks, their own combat aircraft, and transport airplanes, and to operate under field conditions far from their home bases supplied by aircraft.

This process began with the first airplane. It is not generally known, for example, that the original contract with the Wright Brothers, signed on February 10, 1908, contained a requirement for aircraft "assembly in about one hour and quick demountability for transport in Army wagons." This capability, demonstrated at the acceptance trials at Fort Myer, Virginia, in 1908, enabled the aircraft, in theory, to accompany ground forces into the field during a campaign. The real search for mobility, however, began with the effort to make the basic combat unit mobile by adapting the motor truck to military use. In 1914, when Capt. Benjamin D. Foulois took command of the Army's first operational air unit, the 1st Aero Squadron, he equipped it with eight standard Curtiss aircraft and a support train of 11 four-wheel-drive motor trucks, creating a self-contained, mobile aviation unit. Subsequently, the 1st Aero Squadron displayed impressive mobility by operating over 200 miles into

Mexico as part of John J. Pershing's Punitive Expedition in early 1916.

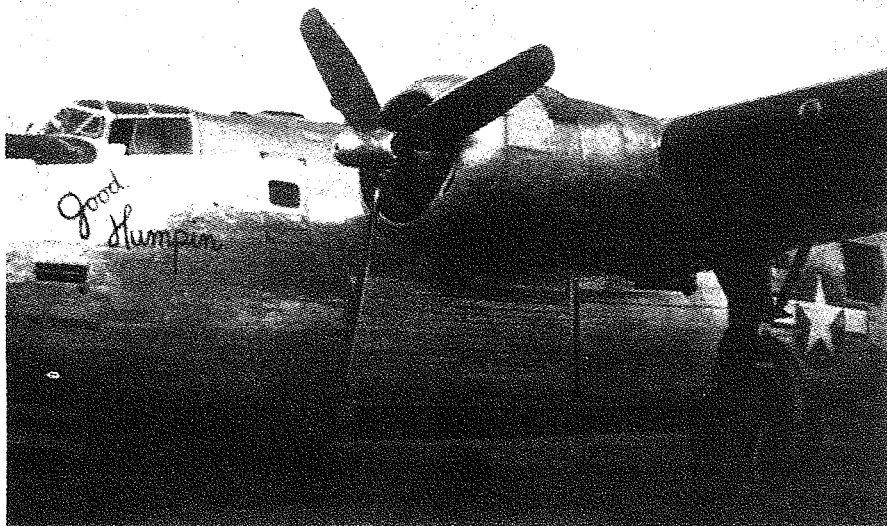
During the early 1920s, inspired by progress in commercial aviation, Air Service leaders began to recognize the possibilities inherent in air transport and turned its attention to increasing unit mobility with an emphasis on the use of aircraft. Of special significance were the maneuvers held in 1928 by the 2nd Bombardment Group from Langley Field, Virginia. The 2nd's commander, Major Hugh Knerr, established a temporary flying field at Virginia Beach and used the group's bombers to support the detachment, demonstrating, Knerr reported, the effectiveness of aircraft in sustaining tactical mobility.

Field exercises in California in 1930 reinforced the lessons Major Knerr had drawn. Directed by Major Henry H. "Hap" Arnold, four transports and one bomber carried over 30 loads of equipment and supplies from Rockwell Field to Mather Field during the two weeks of the exercise. Subsequently, clamor within the Air Corps and in Congress for an independent air force, and the public outcry over the air mail fiasco in 1934 led to a series of examinations of Army aviation.

In July 1934, the most important of these, the Baker Board, endorsed the U.S. Army's recommendation for the creation of a General Headquarters (GHQ) Air Force, separate from the Air Corps that would function as the mobile air strike arm of the U.S. Army. Es-

tablished on March 1, 1935, GHQ Air Force, commanded by Major Gen. Frank Andrews, included mobile combat units consisting of the minimum "personnel and equipment essential for their self-sustained operation in the field for short periods of time" and "mobile service squadrons capable of servicing and maintaining the combat units" both at their home stations and at temporary posts in the field. GHQ Air Force's goal of "high mobility" made air transport an absolute necessity, and all maneuvers and field exercises were tests of air logistics.

Second, while the search for mobility underlay the concept of air transport, air transport itself was a result of experiments with the distribution of supplies, parts, and spares that led during the 1930s to the formation of a centrally managed, depot-based, air-cargo delivery organization. Established on January 11, 1932, the provisional 1st Transport Group comprised squadrons at each of the regional materiel depots, the 1st squadron at Fairfield, 2nd at Middletown, 3rd at San Antonio, and 4th at Rockwell Field. This system paid off in improved maintenance and higher in-commission rates and proved cost effective. In 1937, the Air Corps organized the provisional system as the 10th Transport Group and in January 1941 created the 50th Transport Wing under the Air Corps Maintenance Command, which subsequently became Air Service Command. The 50th Transport Wing continued to deliver high priority



Anyone recognize this plane? Photo was taken at Luliang, China, 1945.

Submitted by Melvin Gluckman

Japanese attack on Burma with considerable success before retreating to China. Subsequently, the U.S. Army recalled Chennault to active duty and gave him command of the China Air Task Force (CATF) under Tenth Air Force on 4 July 1942. Chennault thus commanded all fighter and bomber units sent to China. In March 1943, China was separated from Tenth Air Force control, and the Army Air Forces activated Fourteenth Air Force under Chennault.

Foreseeing the loss of Rangoon, in early 1942, the War Department ordered Tenth Air Force to establish an air transport route from India to China. The result was two organizations, Trans-India Ferry Command to operate between Karachi and Dinjan in Assam, and the Assam-Burma-China Ferry Command to operate between In-



A sign at the Chanyi Airfield in China said "You made it again - good work!"

dia and China. Activated in March 1942, Assam-Burma-China Ferry Command's first mission was to fly 30,000 gallons of gasoline to China in support of the Doolittle raid using a few transport aircraft mostly borrowed from civilian airlines.

Early plans called for diverting 35 commercial transports to the CBI and operating 100 transports on the Hump by the end of the year. Of the latter, 75 were to operate as U.S. military transports and 25 to be flown by the China National Aviation Corporation (CNAC) a civilian airline.

CNAC had operated in China for



Stilwell's successors, Lieut. Generals Daniel I. Sultan (pointing) and Albert C. Wedemeyer (standing), pore over a map with Mountbatten (center). Observing the 1945 briefing in Burma is OSS Chief Major General William J. Donovan. Sultan commanded American, Chinese and British troops in northern Burma, while Wedemeyer headed up the U.S. forces in China.

over ten years and flew the original exploratory route to establish a route over the Hump from India to Kunming in 1941. During the war, CNAC made over 35,000 flights and ultimately had over 200 crews and 60 aircraft, mostly C-47s. Early in the war, however, transport aircraft, were among the most critical items; shortages existed in every theater of war. None of the commercial transports reached Karachi until April 1942, and the demand for air transport across the breadth of India delayed the assignment of aircraft to the Hump. By July 1942, there were only 12 CNAC aircraft and nine military transports on the Hump run. Tenth Air Force delivered a meager 80 tons over the Hump in May 1942 and 106 in June.

Ultimately, the Hump operation, under Tenth Air Force, failed to deliver the expected tonnage into China for a number of reasons. First, only 62 C-47s had reached India by mid-December 1942. On these, 15 had been lost or destroyed and others had been diverted to Egypt with Tenth Air



Gen. Wm. H. Tunner, Cmdr. India-China Division, ATC (left) with Cols. Rust, (center), and Heard (right).

Force bombers in June in response to German Gen. Erwin Rommel's drive to El Alamein which threatened the Suez Canal. Further, the remaining transports were also diverted temporarily to other missions such as the evacuation of Allied forces from Burma. A host of problems affected the remaining aircraft. All were overworked and frequently grounded for lack of parts. Airfields were limited and construction delayed. Procedures for flying heavy loads over the Hump remained undeveloped.

Communications, weather forecasting, navigational aides, and other operational necessities were limited or nonexistent. The air and ground crews were shorthanded and overworked. Primitive living conditions, poor food, shortages of personal necessities, the absence of recreation facilities, and the seemingly endless nature of the job destroyed morale and constrained operations. Further, while the problems that Tenth Air Force faced were faced by all theaters of the war in 1942, they were compounded by the distances involved and the fact that CBI had the lowest priority for supplies, personnel, and equipment.

On 1 December 1942, Air Transport Command took charge of the Hump route, including all aircraft, maintenance facilities, spare parts, and personnel. The interference in this decision was that ATC, acting independently of theater control, was best able to handle all aspects of military air transportation. Col. Edward H. Alexander took command of the new India-China Wing of ATC. Despite ATC's best efforts and tremendous progress, however, the performance of air logistics on the Hump remained behind promises for the next two years. Simply, demands always outstripped capability.

Gen. Joseph W. Stilwell, the senior U.S. Army commander in the CBI, saw the reconquest of northern Burma as the only way to ensure the success of the American policy of supporting Chiang Kai-shek's forces and concentrated on building a Chinese force capable of taking on the Japanese in Burma. Stilwell desperately required supplies and equipment. On the other hand, General Chennault, the commander of Chiang Kai-shek's air force and soon to be commander of Fourteenth Air Force, convinced both Chiang and

Roosevelt that airpower would provide a cheap, inexpensive way to defeat the Japanese, and he demanded the necessary supplies and equipment, especially gasoline and ammunition. In exchange, Chennault promised to sweep aside the Japanese air force and destroy the industrial centers of Japan. The nod went to Chennault. But the Hump simply could not meet demands, and prevailing conditions meant that it could not even meet planned tonnage figures.

Following the Casablanca Conference in January 1943, General Arnold visited China, where he delivered Roosevelt's promise to increase the number of transports on the Hump from 62 to 137, and to deliver 4,000 tons of supplies per month by March 1943, 7,000 tons by July, and 10,000 tons by September. These goals could not be reached. Aircraft continued to arrive at a slower rate than planned, and airfield construction by the British lagged. Personnel problems continued. Maintenance personnel lacked experience, and many of the pilots had never flown multi-engine aircraft. X Air Service Command was full to capacity and could not keep up with third and fourth level maintenance requirements.

To make up some of the shortages, Arnold began sending new larger C-46s to India in place of C-47s. Deliveries of these, however, lagged behind promises. The first C-46s reached Karachi in mid-April and began flying the Hump in May. The Commandos, however, required hundreds of time-consuming modifications, suffered from hydraulic problems, and proved unstable at low speeds. Pilots counted the early Commandos as a menace equal to the terrain and weather on the Hump. The situation gradually improved toward autumn, as British airfield construction progressed and a transition flight training program began to graduate multi-engine pilots. Tonnage figures inched up. The 4,000-ton goal for March was met in August; the 7,000-ton goal originally set for July was met in October 1943.

In early September 1943, ATC commander Lt. Gen. Harold L. George visited the Hump, bringing with him Col. Thomas O. Hardin, a tough, hard-driving airline executive who commanded ATC's Central African Sector. George trans-

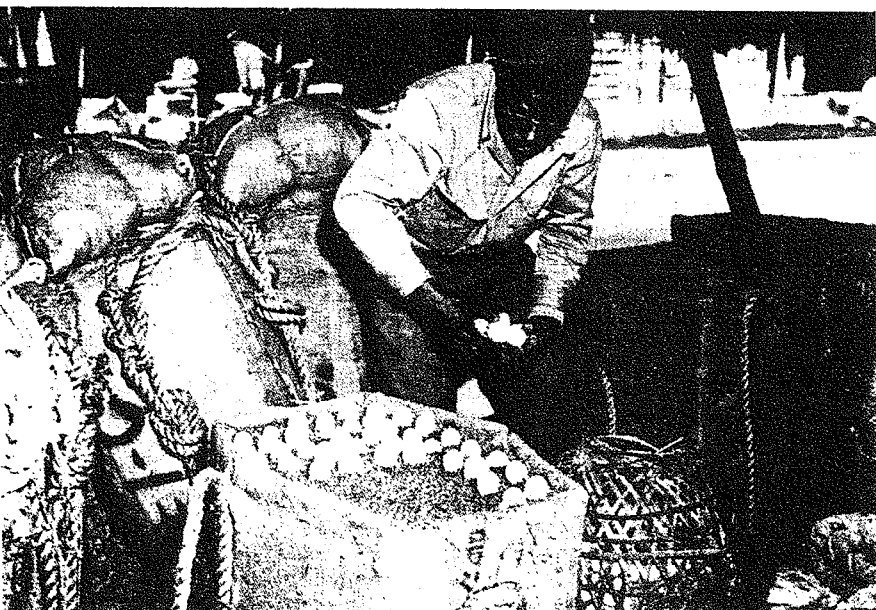
ferred Hardin to command of the India-China Wing of ATC on 16 September and made him responsible for Hump operations. George also concluded that a sustained flow of spare parts, equipment, and engines was essential. This recognition was the origin of the "Fireball" run, which featured several C-87s and aircrews dedicated specifically to the delivery of essential spares from the United States. This operation, along with the arrival of new C-46s loaded with C-46 parts, increased the number of operational aircraft. The growing numbers of often larger aircraft, additional quantities of trained personnel, expanded airfield construction, and improved facilities and equipment of all kinds increased the Hump's ca-

capacity. The 13,399 tons of supplies delivered in January 1944 grew to 23,676 tons by August.

Tonnage rose despite the changed tactical situation in Burma during 1944 that caused ATC to divert Hump aircraft to support tactical units. In February 1944, Japanese forces attacked the British XV Corps in Arakan. When the British and American troop carrier squadrons supporting the British ground forces had to be withdrawn for maintenance, ATC transports took their place, dropping some 446 tons of supplies. In March 1944, the Japanese 15th Army launched its major offensive into Assam in northern India, threatening the Assam-Bengal railroad, a major artery for the Hump. During April, C-46s diverted from



Packing supplies for airdrop. Drums of gasoline are prepared (above), and eggs are packed by the "country basket" method (below).



the Hump delivered 2,100 tons of fuel, ammunition, and other supplies to the beleaguered forces. In April 1944, Stilwell began an offensive south from Ledo against Myitkyina and west from Yunnan across the Salween. In preparation for this effort, Air Transport Command flew over 18,000 troops from Yunnan to staging positions, from which they were transported to the front lines by truck and troop carrier aircraft. After Stilwell captured Myitkyina in May, ATC flew in additional combat troops, engineers, and tons of equipment, including bulldozers, tractors, and road graders.

In September 1944, Brig. Gen. William H. Tunner took command of the India-China Division replacing General Hardin who went home after two exhausting years overseas. Tunner was a "brilliant, dedicated, meticulous leader . . . who worked long hours at an intense pace" and was already well on his way to becoming the U.S. Army Air Forces' "premier authority on air transport." Thanks to Hardin, the "age of big business" in the CBI had already dawned, but under Tunner's rigorous measures, it became second nature.

Tunner instituted a series of innovations and operational changes. Immediately after his arrival, he began a program of hangar and apron construction necessary to put production line maintenance (PLM) into effect. Under PLM, aircraft were towed through a series of work stations where spe-

cialists performed specific maintenance tasks at each location.

However, pressure to implement the program proved somewhat counterproductive. Some maintenance lines, hastily established, failed to function properly, and commanders and personnel used to doing things the old ways where a specific crew was responsible for one airplane, delayed implementation or supported the program half-heartedly. Still, Tunner made the system work and later judged PLM a success.

PLM was made possible by assigning one type of aircraft to each base. By early 1945, for example, four bases had 46 C-46s each, three bases had 30 C-87s and C-109s, and one base had 30 C-54s. Assigning one type of aircraft to each base had the additional merit of increasing operational efficiency.

Additionally, Tunner sought to replace the C-87s and C-109s with C-54s because the Consolidated aircraft had a 500 percent greater accident rate than the Douglas transport. This led to the "272 plan," under which the India-China Division would have 272 C-54s by October 1945. The great problem with Tunner's plans was the worldwide shortage of Pratt & Whitney R-2000 engines that powered the C-54. The ATC proposal for dealing with this situation was to return C-54s to Florida for routine engine change and related maintenance. This program required a huge construction effort

at Morrison Field, which was finally approved in April 1945.

However, severe shortages in skilled labor handicapped the construction program, and then crippled engine maintenance itself. Military personnel assigned to supervise the program lacked sufficient knowledge and experienced civilian maintenance personnel were in short supply. Further, the aircraft proved to be in poorer condition than expected, often requiring extensive sheet-metal work and fuel-cell repairs. C-54s thus averaged about 34 days at Morrison Field rather than the seven days schedulers planned.

Tunner also fought Chennault for control of air distribution in China. While Fourteenth Air Force had its own transport, it also frequently commandeered Hump aircraft for local operations in China, upsetting ATC's schedules and scattering the aircraft across the country. To Tunner, delivering supplies to one place in China and leaving them to be distributed by local air transport was unnatural. ATC could do the entire job better. He proposed to base 50 ATC aircraft in China, use them to make deliveries in theater, and release them to the Hump when they were available.

Chennault refused, telling Tunner that any aircraft based in his theater should be under his control. Subsequently, at a critical juncture in the war, Chiang Kai-shek agreed to have two Chinese divisions flown to Upper Burma. This task would normally have been Chennault's responsibility, but Fourteenth Air Force lacked sufficient air transport to support its own combat operations and deliver the troops at the same time. Tunner furnished 50 C-47s and 20 C-46s. The move was successful and proved to be the wedge that opened the door for ATC, which took over local air deliveries in China.

The final major change in Hump operations came in early 1945 following the recapture of Rangoon. Several tactical organizations - including the 7th and 308th Bombardment Groups; 443rd Troop Carrier Group; and the 2nd, 3rd, and 4th Combat Cargo Groups, along with two squadrons from the 1st Combat Cargo Group - augmented the Hump airlift with over 200 aircraft operating from bases at Dinjan, Myitkyina, Bhamo, and Luliang. Integrating these units



Kickers prepare to drop supplies in north Burma.