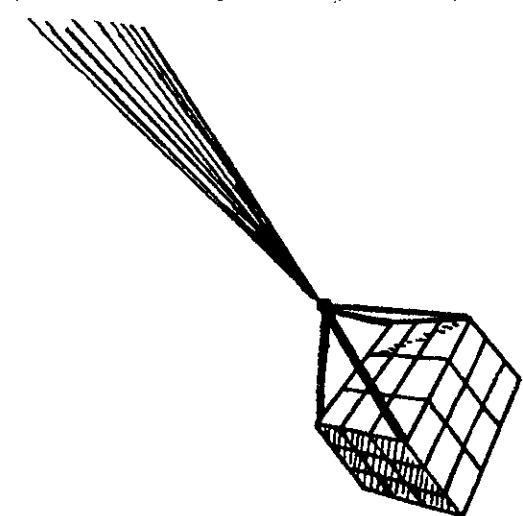


"No ACTION WHETHER FOUL OR FAIR,  
IS EVER DONE, BUT IT LEAVES SOMEWHERE  
A RECORD, WRITTEN BY FINGERS GHOSTLY."

-----LONGFELLOW

THIS BOOK IS DEDICATED TO THE MEN OF THE PARA-  
QUARTERMASTER WHO, TOGETHER, HAVE MADE AERIAL  
RESUPPLY A PROUD MISSION.







I have served with the 8081st ever since that day in July 1950 when it was born full-grown, the first outfit of its type in the Army, into a world at war. Through trial and error, through experiments performed in the midst of actual combat operations, I have seen you para-quarter-masters effect miracles having little else to work with other than your own guts and imagination.

Consequently, you have proven for all time the validity of the logistical concept of "supply from the sky."

I feel assured, therefore, that in your future military and civilian careers when you say, "We were the first." you will be justified in adding, "We were the best, too!"

*Claude A. Jones*

CLAUDE A. JONES  
Captain QMC  
Commanding

Ray, This copy is yours for your project.  
Lot of my buddies are in this document.

*William J. Stevens* MSG E8 (Ret)

557 Aerial Delivery Co. Feb 61 - Aug 62  
Evreux-Fauville AFB France APO Z53

# PARA-QUARTERMASTER REVIEW

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Colonel E. O. Zarwell...Commanding Officer, 8247th Army Unit  
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## A WORD FROM THE STAFF

*When we began the job of putting the PARA-QUARTERMASTER REVIEW together we entered into the undertaking with a vague realization that we would process hundreds of pictures and thousands of words, put them into some sort of order and produce a book.*

*Luckily, we weren't far along when we became cognizant of another fact: that besides pictures and words we had to put something else into the book—the 8081st spirit.*

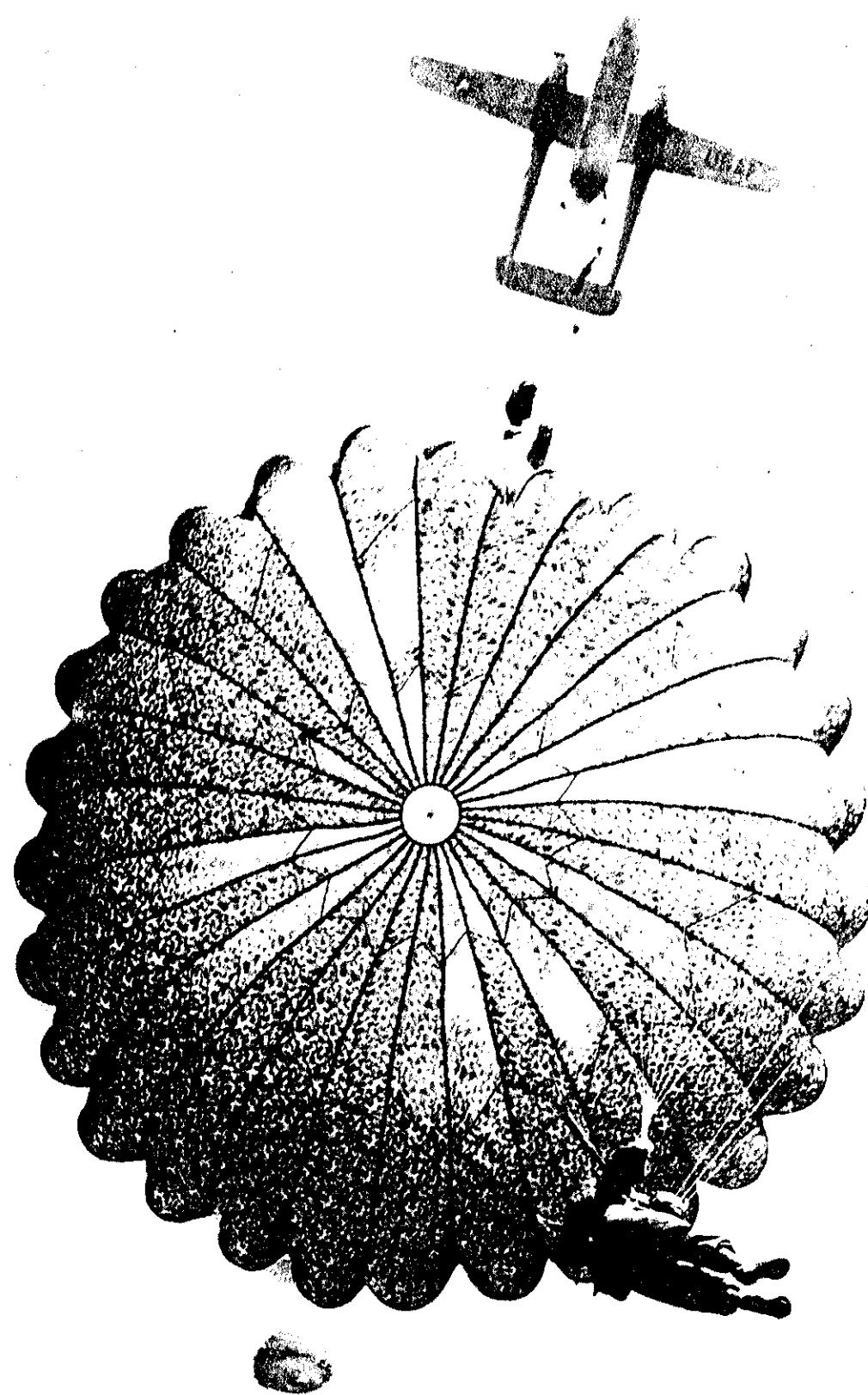
*To do this our efforts had to be directed toward making the book an authentic piece of the 8081st; a hunk of realism wrapped up in a pretty cover.*

*Our work had to reflect the good times and the bad and to accomplish this we had to give adequate and sympathetic coverage to every phase of the unit's operation.*

*We hope we have achieved this goal.*

*Here then, is a tangible piece of the 8081st. Use it to complement the other pieces you carry around in your hearts and minds.*

*The PARA-QUARTERMASTER REVIEW Staff*



# THE BIG PICTURE

In July 1950, shortly after the outbreak of communist aggression in Korea, an order was effected through Headquarters Second Army to activate an aerial delivery company. The primary mission of this organization would be to airdrop supplies by parachute to combat units on the front lines where other means of delivery were not feasible.

This company was to be composed of men hand picked from the various technical and airborne branches of the Army; men who were well versed in all phases of their assigned duties.

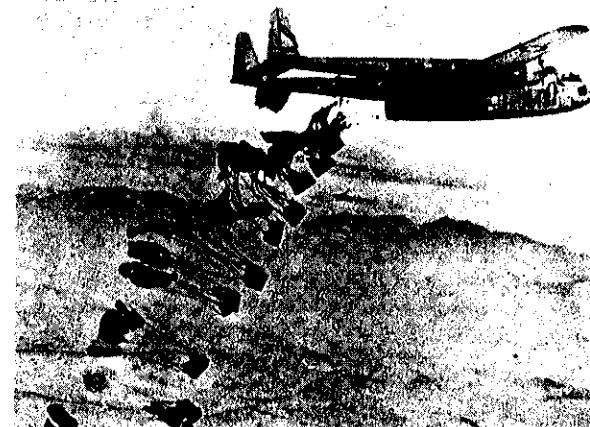
One month following its activation at Fort Campbell, Kentucky the 2348th Quartermaster Airborne Air Supply and Packaging Company (later designated as the 8081st Army Unit) arrived at an airbase in southern Japan ready to assume its role in the Korean War.

## Sukchon-Sunchon

An only too vivid picture remains in the memories of the para-quartermasters of their introduction to the functions of an aerial delivery company, for the first big operation they were to encounter was the airborne invasion of Sukchon and Sunchon, North Korea in October 1950. Hard work and sleepless nights were involved in unloading the 187th Regimental Combat Team, then part of the 11th Airborne Division, from Japan to Kimpo Airdrome in Korea which was to be the starting point and resupply hub of the attack.

Not soon to be forgotten was the proud moment when the first supply laden planes lifted their wheels from the runways of Kimpo signifying that the 2348th's first major airdrop mission was under way.

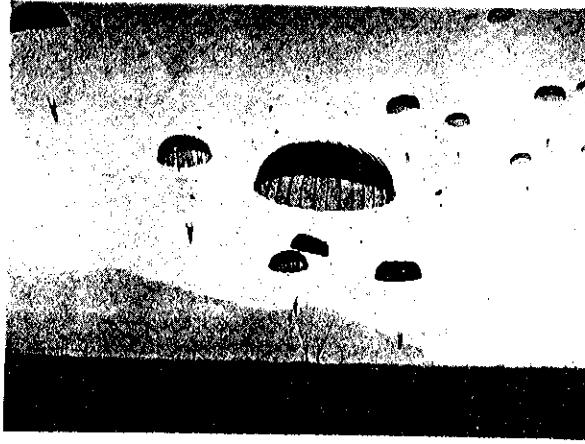
While the main body of the unit prepared and airdropped over 650 tons of supplies for a period of



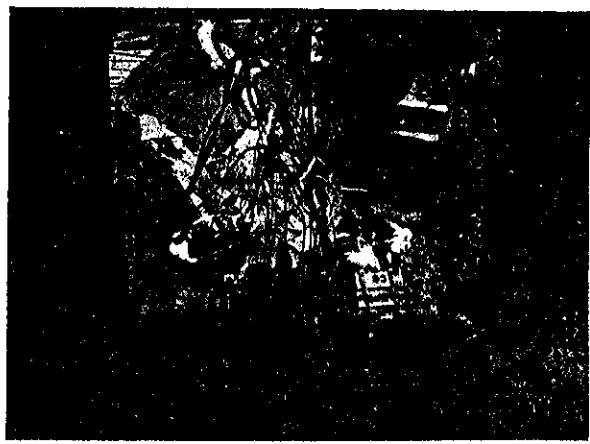
"Chutes to the wind!" A stream of parachutes lazily drops from the cargo compartment of a C-119 Flying Boxcar on a routine drop mission over Korea.



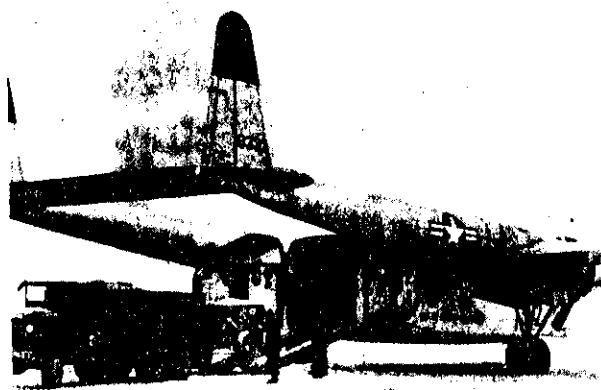
"This is where it was!" Three veterans of the combat parachute jump at Sukchon, North Korea gather around a map and swap experiences.



Hitting the silk at Sone Airstrip, 8081sters create a scene reminiscent of the combat jump, made by a detachment from the unit, at Sukchon in 1950.



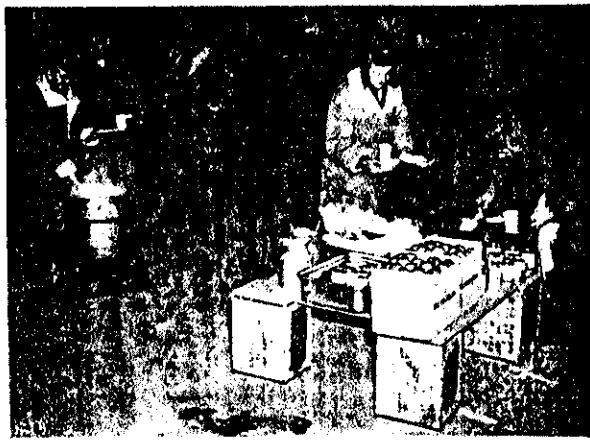
Seen from inside a Flying Boxcar tons of supplies roll out into the prop blast to waiting United Nations troops below.



8081st paratroopers out-load vehicles onto a Flying Boxcar as the first smoke from flaming Yonpo rises in the background. Only when the last plane was loaded did the 8081sters evacuate the doomed field.



Yonpo in flames. A detachment from the 8081st was charged with the out-loading of the supplies and material from the air field. Some of the para-quartermasters flew out of Yonpo in Corsair fighters.



A typical and common experience during the Chosin Reservoir period when working around the clock was the rule rather than the exception. Taking time out only to pick up the food the loaders often combined eating with working.

three days to the embattled RCT, seventeen 2348th men parachuted into Sukchon with elements of the 187th in order to recover parachutes and heavy equipment for use again in future operations.

### Chosin Reservoir

It began to look as if fate had big things in store for the 2318th in those months for soon after successfully completing the Sukchon-Sunchon drop Chosin Reservoir became a hellhole for elements of the 7th Infantry and 1st Marine Divisions which were cut off from regular supply lines by surrounding communist forces. As a result, the operational headquarters of the 2348th became a scene of hurried activity as ammunition, food and medical supplies were rigged in back breaking round-the-clock hours for aerial delivery to the trapped troops.

In the meanwhile, at an advanced airbase in North Korea, to which they had previously been dispatched, a small detachment of 2348th men lost no time in preparing, loading and accomplishing airdrops totaling over 380 tons. Many of the para-quartermasters flew five and six missions a day over the mountainous terrain of the reservoir area.

Included in these drops, in addition to the usual combat supplies, was an M-2 treadway bridge. This was the first time in history that a bridge had been airdropped to troops in combat. Here was where the men of the 2348th proved themselves masters of aerial delivery techniques. The mission consisted of parachuting eight bridge sections onto a 240-foot drop zone which left no margin for error in timing for the men who accomplished this modern miracle.

As advancing communist hordes pressed closer to the airbase at Yonpo where resupply activities were in progress necessity caused a reversal of events and thousands of dollars worth of valuable material had to



Packaging much-needed gasoline for entrapped Army and Marine elements in the Chosin Reservoir area of North Korea. Working in bitter cold 8081st para-quartermasters assured the continual resupply of the besieged fighters.

be loaded on airplanes to be lifted to Japan. Only when the last plane was loaded did the para-quartermasters leave the doomed and burning field.

### Munsan

The designation of the unit changed in the months following those record breaking drops at Chosin Reservoir, but, whether the outfit went by 2348 or 8081, the constant flow of commitments continued without letup. Scores of drop zones like Hongchon, Changto, Yangsang-ni and Singi-ri felt the jarring thud of parachute supply bundles before the last cold days of winter came to an end.

Spring was two days old when the skies over Munsan, Korea became alive with the sight of thousands of 187th parachutes as the second airborne assault of the war was born. For three days the 8081st dropped supplies that literally kept the troopers pushing in spite of heavy enemy resistance. The perseverance of the 8081st served to complete another mission successfully.

### Caterpillars and Casualties

However great the airdrop achievements, the task of supplying units in combat is one which cannot be accomplished without endangering the lives of the men who fly the loads and eject them from the aircraft. At any time the aerial delivery technician may find himself drifting to earth with the supplies he is delivering and thus qualify for membership in the "Caterpillar Club." Such was the case of two members of the organization who were knocked from their aircraft by released loads during the Munsan operation.

Altogether, seven 8081st men have had to make emergency jumps while delivering airdrop loads. Out of these events a certain amount of notoriety fell to Cpl. Thurmon Paiva who had packed the parachutes of six of these men.



Five lucky men and their benefactor. Five of the seven 8081st men who qualified for membership in the "Caterpillar Club" pose with Cpl. Thurmon Paiva (second from left) who packed the parachutes that saved their lives.



Thousands of tons for thousands of fighting men. A view of the vast ready-line maintained by the 8081st for the airborne assault on Munsan-ni. Fork lifts stand ready to load the supplies on trucks



In another area heavy equipment for the assault is readied for airdrop. In the picture above a final check is being made on a 75mm howitzer prior to being loaded on a Flying Boxcar.



Aftermath of Munsan. Col. Laux congratulates Sgt. Thomas J. Boylan on being awarded the Distinguished Flying Cross. Sgt. Boylan ejected, at risk of his life, a heavy drop load that had "hung up" during the Munsan operation.



Although the 8081st's casualty rate has been kept low, accidents and combat incurred wounds take their toll. This technician slipped on the tricky skate-wheel rollers and fell receiving severe head lacerations.



This parachute saved a life without ever opening. Sgt. John D. Hodo (right) jokes about it now but the parachute he's examining with two of his buddies prevented a bullet from dealing him the "final count."



Training, constant intensive training is the theme exemplified above by two aerial delivery technicians as they make last-minute adjustments on the rigging of a 3/4-ton truck during a heavy drop exercise.

Heavy ground fire is also a constant threat to a para-quartermaster. Two technicians, Sgt. Floyd N. Alexander and Cpl. Jack A. Beck, were killed when the Flying Boxcars in which they were flying were hit by artillery fire.

In addition, three men have received Purple Hearts for wounds received in action. One of these, Sgt. John D. Hodo, narrowly escaped death when his parachute slowed down an armor piercing round and prevented it from inflicting a fatal wound.

While each man of the 8081st understands that his plane may be the next "target for tonight" he must ever bear in mind his creed: "A load of supplies may save lives -- if need be risk yours to deliver it!"

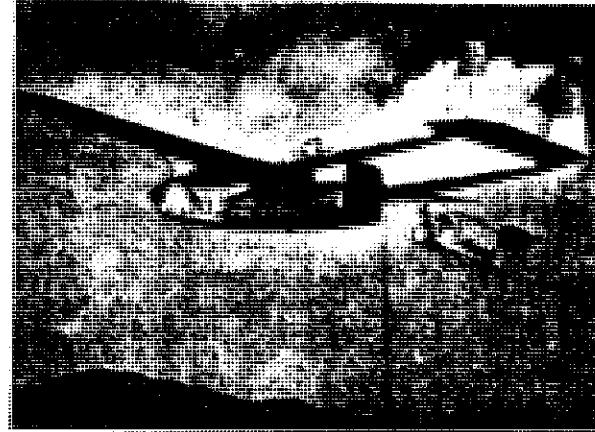
### Training Between Missions

In the months succeeding the Munsan operation, as the peace conferences began to be called, the demands for aerial resupply lessened and the para-quartermasters began to find out what a "between-commitment" period meant. Description of aforementioned: Training! Extensive, intensive training.

Aerial delivery is an exacting task. If it is to be accomplished successfully it must be practiced repeatedly. With this thought in mind the 8081st set up schools to refresh the minds of the veteran airdroppers and to teach new members of the company aerial resupply procedures.

Surprisingly enough the para-quartermasters were not the only ones interested in learning airdrop techniques, for common was the sight of members of different branches of the service and other armies of the United Nations (the 1st Commonwealth Division, the Marines, the 187th RCT, the Air Force) being shown how by the 8081st.

Frequent jumps were another important item on the training agenda. Some Airstrip became a gathering place where people came for miles around to watch the awe inspiring sight of parachutes carrying men and equipment to earth.



The payoff on training comes when a piece of heavy equipment rolls out of the Flying Boxcar and descends slowly to earth. Above, a 105mm howitzer is dramatically caught by the camera just as it leaves the aircraft.

## Our Secret: Teamwork!

An organization such as the 8081st Army Unit to be capable of handling large operations like those already mentioned must function much the same as the proverbial well oiled machine. Each section within the company must work in close coordination with the others. The individual himself should know every phase of his assigned duty so that his section may operate smoothly, whether he is rigging heavy drop material with an aerial delivery platoon, packaging small supplies and computing load weights with the packaging and manifesting team or repairing and maintaining cargo and personnel parachutes with the maintenance section.

In short, teamwork is the mainstay of an aerial delivery company and teamwork is what has made it possible for the 8081st to break records in the performance of one of the most singular missions undertaken by Quartermaster troops.

## Curtain Call

The history of the 8081st is thus written. Yet, it is not complete, for countless other battle-scarred ridges and valleys that lay as mute testimony to the aerial delivery miracles performed by the 8081st are not mentioned on these pages. Such places as the Punch Bowl and Heartbreak Ridge are names that will be recalled by posterity whenever mention of the Korean War is made.

The warm glow that comes with a feeling of pride should be in the hearts of all the men of the 8081st when they look back upon what they have accomplished.

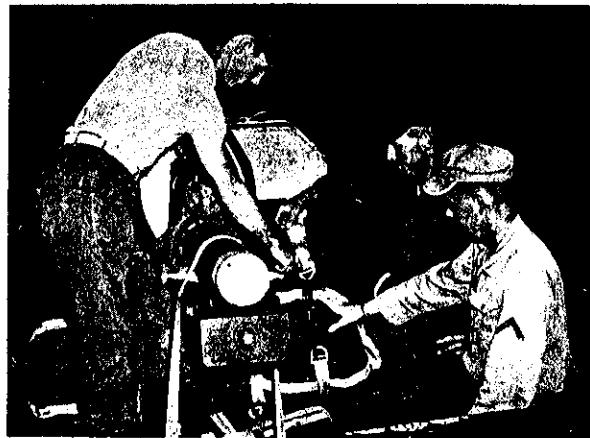
They have set high standards and in doing so have not only accomplished their military mission but have rendered a humanitarian service to all those who look to the skies for succor and support.



Sone Airstrip, 1951. A group of 8081st members, after having "pulled off" another combination paracutute jump-heavy drop demonstration stand around and discuss the teamwork that made this and previous demonstrations possible.



Only teamwork can achieve a result such as that pictured above: myriad pieces of heavy equipment ready for loading. 8081sters have rolled up record after record by pulling together to get the job done.



Teamwork does not exist solely within a unit. Sgt. Joe R. Fowler (left) shows a 187th RCT paratrooper and a Marine from the 1st Marine Division how the 8081st rigs a howitzer for heavy drop.

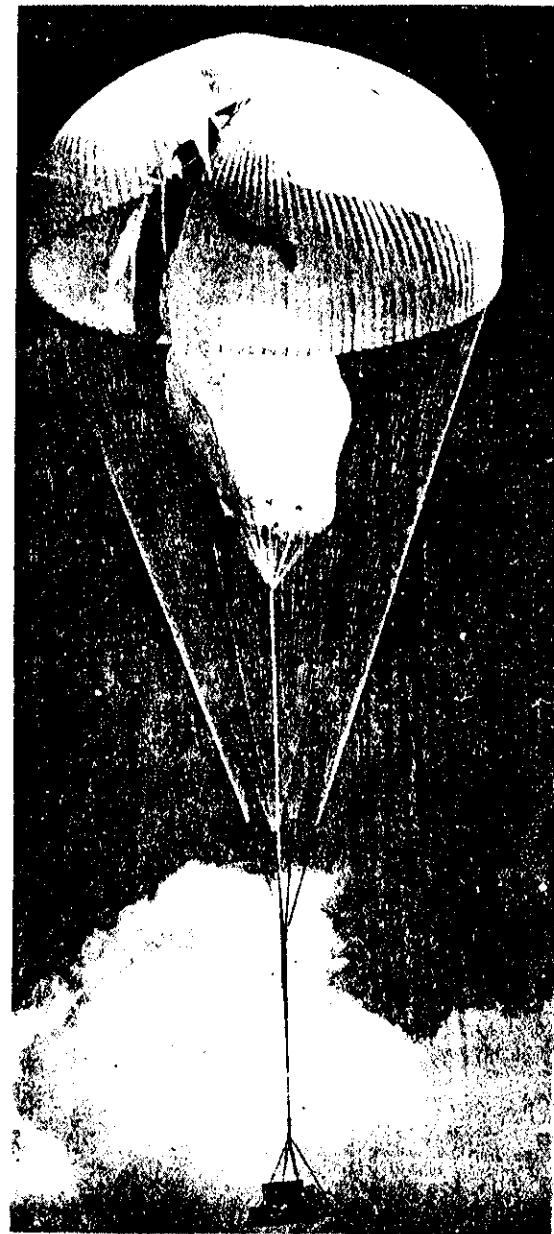
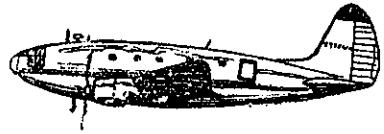
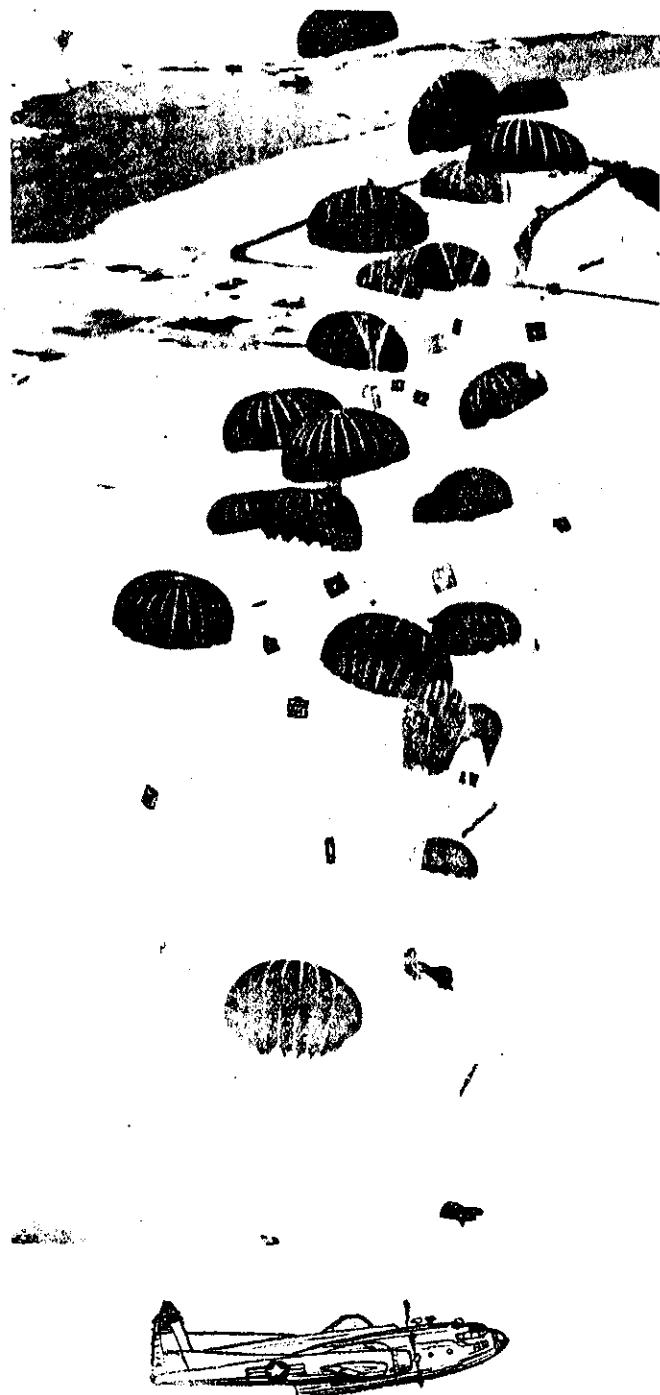


Only through Army-Air Force cooperation can the massive miracle of aerial delivery be accomplished. Here, aerial delivery technicians are briefed along with an Air Force crew prior to take-off on an airdrop mission.

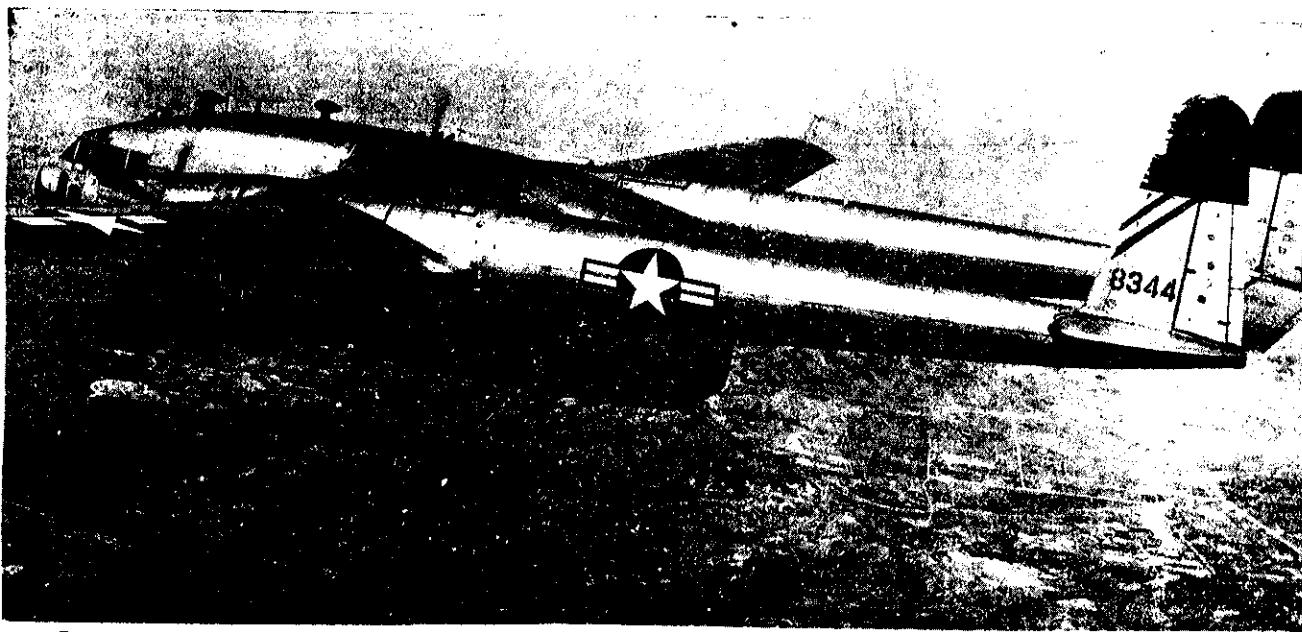
# SUPPLY FROM THE SKY



AERIAL RESUPPLY



HEAVY DROP



Generally speaking, aerial delivery comes in two packages: aerial resupply and heavy drop.

Aerial resupply consists of the airdrop of such supplies as rations, ammunition, fuel and other items which are packaged in small containers or tied with rope and dropped from the aircraft by means of a gravity ejection system or through manual means. Usually, the C-119 Flying Boxcar (above) is used in aerial resupply but the C-46 Commando may be used in a pinch.

Heavy drop, as opposed to aerial resupply, concerns itself with the airdrop of such items as trucks, jeeps, artillery pieces and heavy platforms loaded down with diverse supplies.

The first of these, for the most part, constitutes the backbone of the United Nations' "supply from the sky" for while heavy drop may be better publicized and the most striking and glamorous to layman eyes it is aerial resupply which has provided the fighting troops in Korea with the bulk of its life-giving and life-saving airdrop supplies.

But, before any supplies can be airdropped to our forces (as below) a number of little-known but necessary steps must be taken and completed.



↑ The aerial delivery platoons of the 8081st are the hubs around which the gigantic wheels of "supply from the sky" revolve.

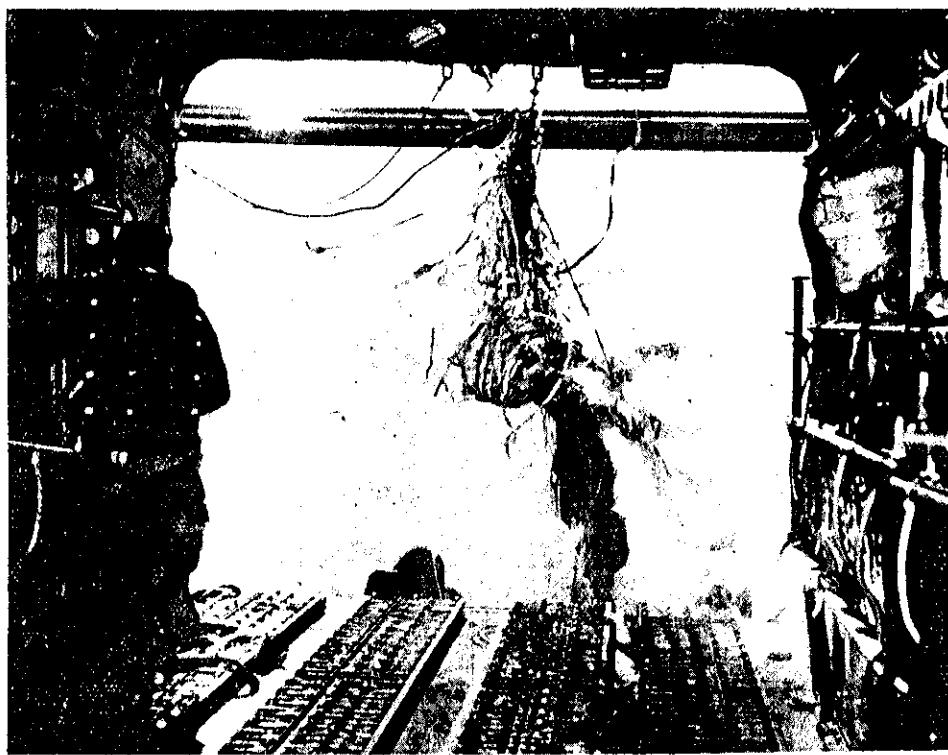
One of the least attractive jobs they accomplish is aircraft loading (above.) It is not as simple as it looks, however. After physically loading the supplies on the aircraft its CG (center of gravity) has to be determined, the load must be tied down and the ejection device set.

Painstaking attention to detail is necessary so that all these things are done correctly. On the aerial delivery technicians rests the completion of the mission — without malfunction — and without casualties.

# SUPPLY FROM THE SKY

Once loaded on the aircraft the supplies must be checked by the aerial delivery technicians who will accompany them to the drop zone and eject them on the pilot's signal.

In the first picture (right) two technicians check the daisy-chaining on their load while in the second another has just finished attaching static lines to the anchor cable.



The bell rings, an aerial delivery technician activates the ejection device and a storm of multi-colored parachutes thunders out the rear opening of a Flying Boxcar.

Another technician rushes down the side of the ship in order to observe the parachutes descending to earth.

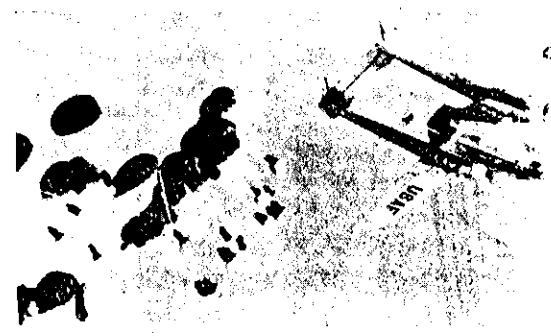
Later, back at the Airlift Base the technicians will make out a report recording such vital data as malfunctioned chutes, ground fire and the condition of the cargo in the aircraft.

This information will be studied, computed in terms of experience factors and be fitted into the vast pattern of aerial delivery procedures.

On the ground the receiving United Nations fighters look skyward and this is what they see. Like a giant bird casually spawning its young in mid-air the Flying Boxcar disgorges supply-laden parachutes over a T-panel previously set up by troops on the drop zone.

Flying supplies to drop zones as far south as Sachang-ni and farther north than Kapsan 8081st technicians have airdropped over 15,000 tons to troops in Korea. One-third, 6000 tons, of this total tonnage has been delivered to Republic of Korea troops.

Most of the supplies were airdropped to areas, which because of mountainous terrain, impassable roads, were surrounded by the enemy or in which United Nations troops had advanced beyond their supply lines.



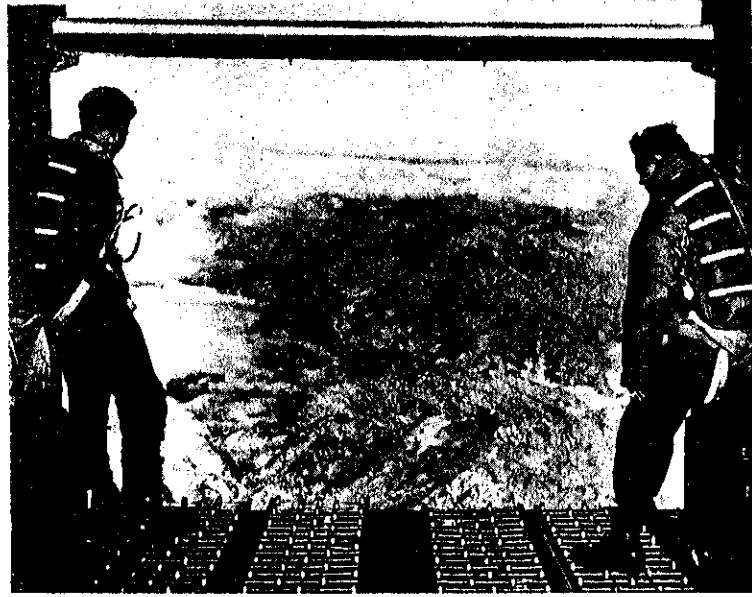
# SUPPLY FROM THE SKY

After the drop the planes ordinarily take another turn over the drop zone in order to give the air crew and aerial delivery technicians a chance to ascertain whether or not the load hit the designated area. While the planes are buzzing the DZ at altitudes ranging from a scant hundred to a comfortable thousand feet the troops on the ground are able to wave a greeting to their airborne benefactors.



Here's what a large drop zone looks like from the air. Note that on the DZ to the left, where the parachutes are congregated, it would be possible to cross the vast expanse of the field without once touching ground through the simple expedient of stepping from one canopy to another.

This picture evokes memories of the huge supply point drops during the winter months of 1951. Flying Boxcars taking off at 5- to 10-minute intervals shuttled into the drop zone maintaining an unceasing flow of supplies to the troops on the ground. Frequently, it was impossible for the ground personnel to recover the supplies off the drop zone until the last plane had dropped for the day.



On the way "home" two aerial delivery technicians get a bird's eye view of the rough and colorless Korean landscape. From up here all Korea looks the same to these men whether above, below or on the 38th Parallel.

In returning to the Airlift Base the technicians don't have much to do and most of them utilize the time reading or sleeping — if possible with the engines roaring close by. During some particularly heavy operations most of the men welcomed the flights because they provided them with the only time they could use for sleep!

Some airdrop missions are uneventful but not all are "milk runs" by any means. Accidents and combat incurred casualties tend to remind even the veteran aerial delivery technician that the most routine mission may be an occasion for his leaving the aircraft in the manner shown at right.

However, each 8081ster must realize that whatever the circumstances the load has to get there. He is reminded of the company slogan: "Remember, lives of individuals in combat depend on supplies we deliver. If need be risk yours to get them there!"





Here's what the aerial delivery technician sees as he leans out the yawning rear opening of a Flying Boxcar after the exit of a resupply load. Literally hundreds of parachutes, both in the air and on the ground, form a crazy-quilt against the drab Korean drop zone.

In the course of its airdrop operations the 8081st has dropped over 119,000 of these parachutes in Korea along with over 29,000 aerial delivery containers. In addition, the rope used in rigging the bulk of airdrop supplies has reached a staggering figure in excess of 11-million feet.

While it's true that airdrop is an expensive proposition each para-quartermaster feels that it's well worth the expense to get the supplies and equipment to the people who can use them.

This prime consideration does not, however, preclude the application of sound supply economy principles. Most of the parachutes seen here will eventually find their way back to the 8081st packing section at Camp Kokura where they will be repacked by capable Japanese riggers and re-utilized on future airdrop operations.

Aerial delivery containers, heavy drop platforms and other airborne equipment also find their way back to the 8081st where they are processed, repaired and put back into use.

Seen from another angle a Flying Boxcar unleashes a string of dark-colored parachutes which almost blends into the mountains in the background.

From October 1950 to the end of 1951 8081st airdropers have flown into North and South Korea, on over 2800 individual sorties, delivering a variety of supplies, including ammunition, rations, fuel, signal equipment—and a few times even magazines, cookies and candy!



The end result of an aerial resupply mission. Men of the 187th RCT swiftly untie boxes of howitzer ammunition from cargo parachutes. In less than an hour the ammunition seen here may be carrying its message of death to communist forces — thanks to "supply from the sky" — and to the 8081st-Air Force team that made it possible.



# WRAPPING SECTION



Checking and packing cargo chutes during a lull.



Manifest clerk directs two technicians to a plane.

Every large department store has its wrapping section which packages and prepares the purchases for delivery to the customers.

In a not too different sense the 8081st has a "wrapping section" also and its job is not unlike its commercial counterpart.

The Packaging and Manifesting Section (as it's officially known) is at the very heart of the unit's operations. Until this section swings into action and completes its job no loading and, consequently, no airdrop can take place.

Briefly, the section's mission is to package and manifest all commitments destined for airdrop through aerial resupply. This simplification, however, tends to minimize the breadth and importance of the mission and overlooks the tremendous amount of day-to-day spadework necessary in order to be prepared for any emergency.

Among the many jobs held down by the men of this section are: maintaining a ready-line of supplies available for immediate airdrop; supervising an indigenous labor pool numbering over 300; maintaining running inventories of supplies on hand; and, during operational lulls, aiding in the checking and packing of cargo parachutes.

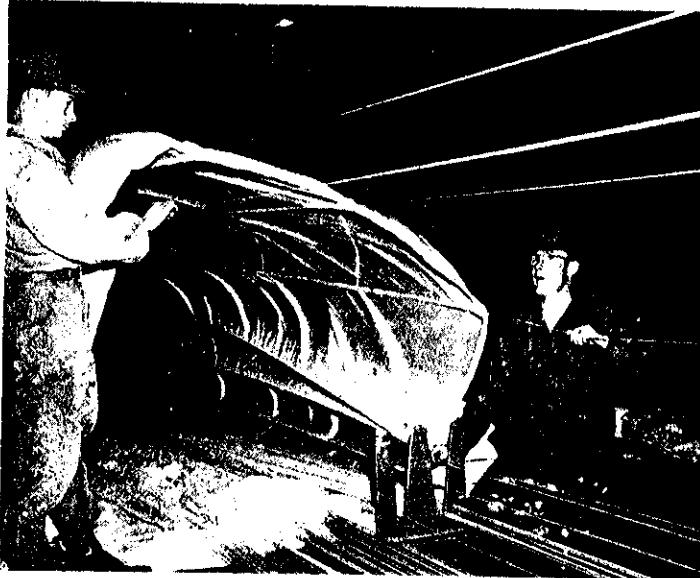


Packaging C-rations for an emergency airdrop.

→ The wide scope of aerial delivery of supplies includes a great many functions such as those mentioned previously. Yet there is one more element of this section that is singular in its importance to the 8081st's mission. This is the element of heavy equipment dropping or simply heavy drop.

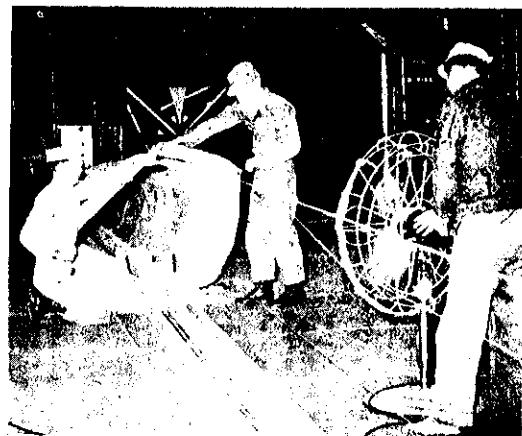
To drop heavy material like trucks, jeeps, howitzers and 6000-pound load bearing platforms, comprehensive technical knowledge is called for on the part of the aerial delivery technician. Before a piece can even start to be secured to the platforms there are tie-down kits to be inspected for each separate piece of heavy equipment to be rigged. When this task has been accomplished the kits are laid out beside the piece so that the numerous items contained within the kit may be reached easier and faster.

The picture at top right shows a tie-down kit being checked prior to use.



→ Handling the G-11, as the 100-foot parachute is called in technical terminology, is not an easy job. The picture at right shows what happens when a sudden gust of wind inflates the canopy while the chute is being laid out for packing. A score of men may collapse this monstrosity eventually but not without a tough battle for it has the strength of an elephant when caught by a strong wind.

During a demonstration drop at Sone Airstrip in March 1952 a wind propelled G-11 drifted freely across the drop zone towards a Japanese village close by until it was literally beaten to the ground by scores of men. The officer in charge of the drop stated that it might very well have swept the houses along with it had it continued on its way.



← The gigantic 100-foot parachutes utilized in heavy equipment dropping are the phenomena of the parachute family. The packing of these huge wonders is a task which calls for seemingly unorthodox methods in comparison with packing personnel parachutes and the smaller cargo chutes. A large fan is used to fold the 120 panels that make up the canopy of the parachute. The picture above and to the left illustrate how this is accomplished.

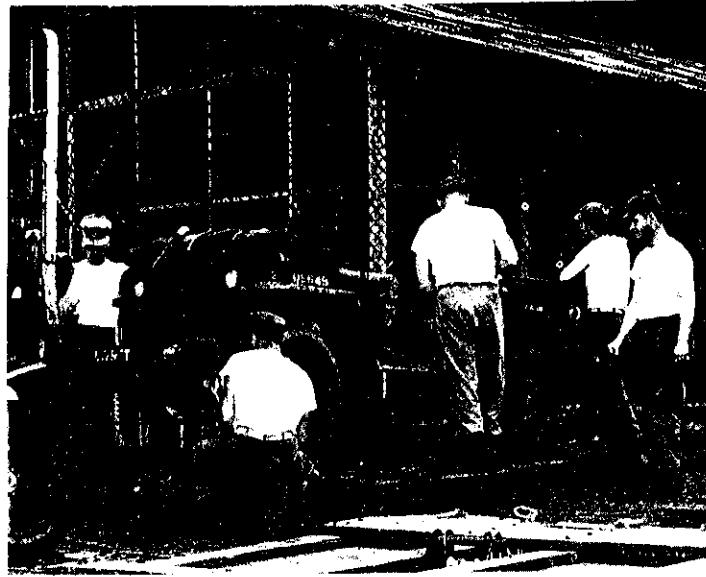


# SUPPLY FROM THE SKY

The weapon or vehicle that is to be rigged for drop is waiting and the tie-down kits have been laid out and checked. Now, the final step in preparing for the actual work of rigging the piece is undertaken. The picture below shows the men of the aerial delivery section attaching the extraction web and bar to the heavy drop platform before centering the piece on the frame.

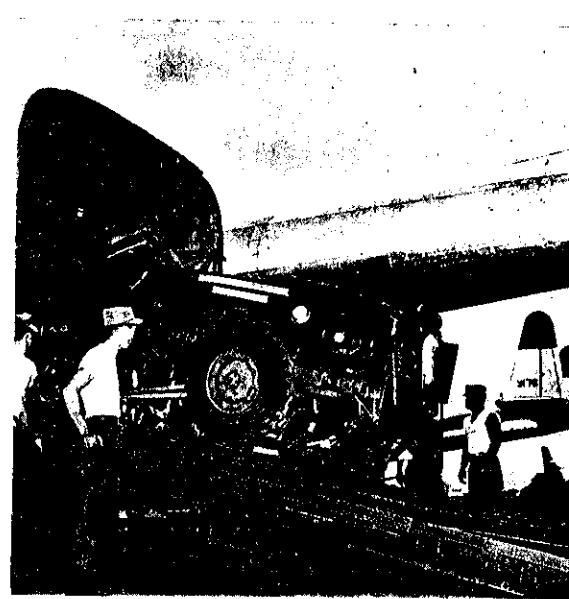
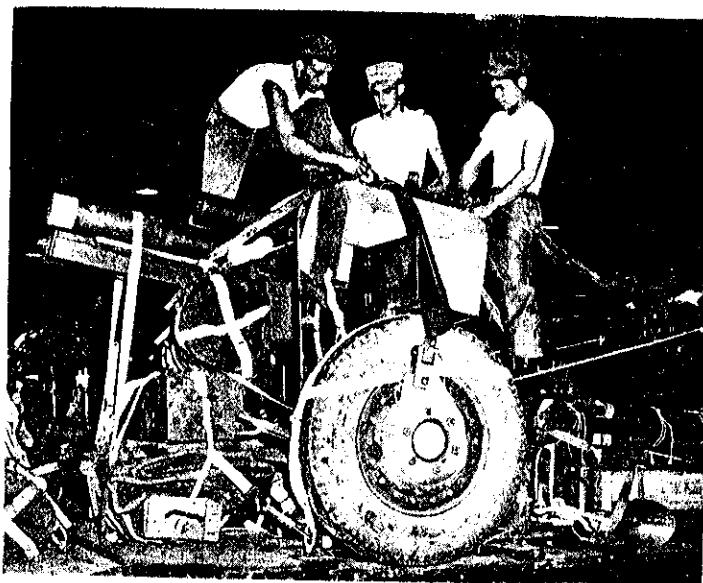


Shock pads placed under the front axle of the piece to be airdropped (far left) serve effectively to cushion the impact when the piece drifts into the ground. The number of pads that are used and their position under the piece is determined by the type of vehicle or weapon that is being rigged.

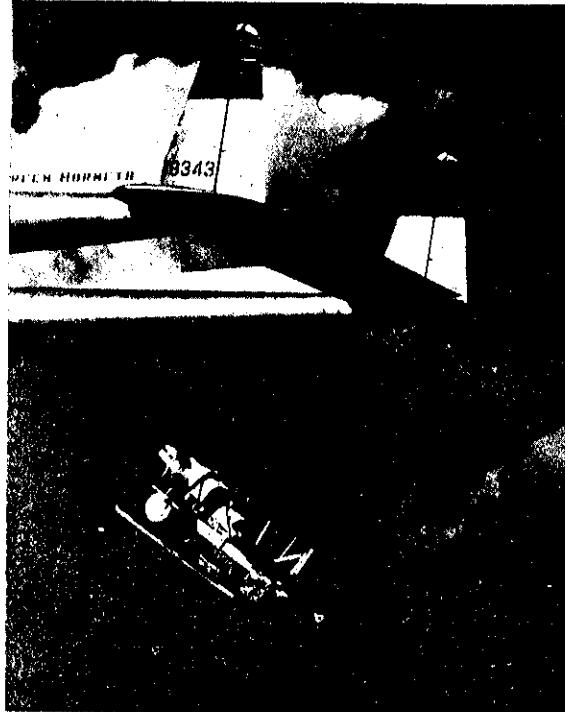


While the piece is still on the jacks, after placing the shock pads in position, the crash frame is fitted into place and the piece is then lowered onto the frame and the jacks are taken away. Now that the cushioning items are secured the task of tying the piece down with the numerous webbings and clamps of the tie-down kit is next in order. The number of these to be used is also determined by the type of vehicle or weapon.

When securing the piece to the heavy drop platform there are a few things that must be taken into consideration, such as, how many webs should be used to halt any forward thrust that occurs in dropping the piece. Also, the same consideration must be given backward, upward and sideward thrusts. The piece is then tied down with the webs in their respective positions.



↑ The 100-foot chute is placed in a special parachute holding tray which in turn is fastened to the top of the load. The risers of the G-11 are then attached to a ground disconnect. Photo above shows three men of an aerial delivery platoon rigging the disconnect to the load. The purpose of this mechanism is to disengage the piece immediately upon contact with the ground thus lessening the possibility of damage to the load by being overturned by a runaway chute. When the ground disconnect has been attached to both the load and parachute the task of rigging the piece is completed.

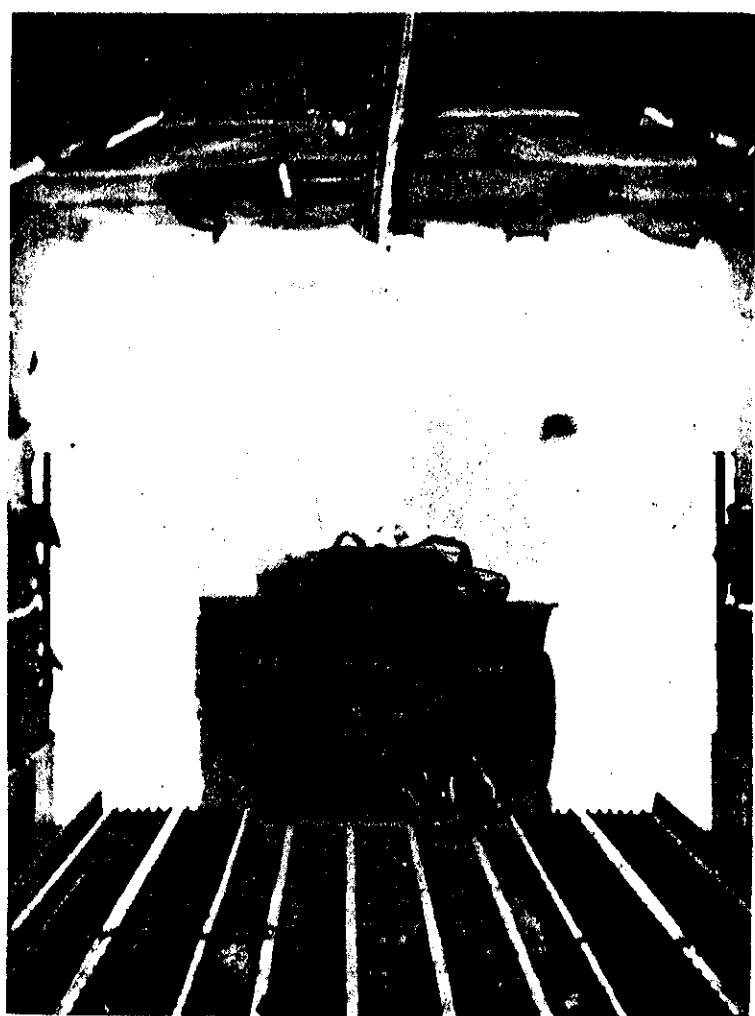
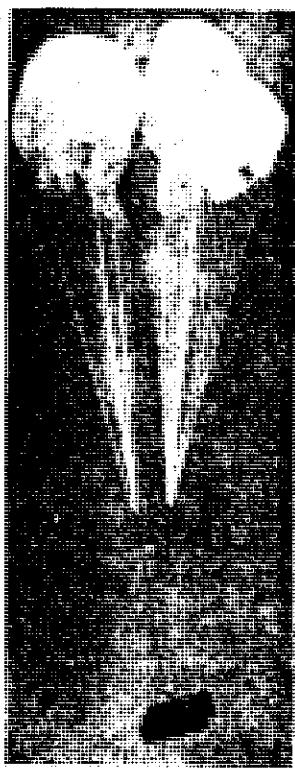


↑ The mission of the aerial delivery platoons does not cease with the completion of the rigging of the weapon or vehicle for there are still numerous other duties to be performed before the piece is ready to be airdropped by parachute. Each motor vehicle should be able to function smoothly when it reaches the ground. This necessitates the inspection of the batteries, gasoline and oil of every piece that is to be dropped. When the heavy equipment has thus been checked for airdrop and operational efficiency the big heavy duty forklifts load it aboard C-119 aircraft where it is placed in position and secured to the plane by tie-down cables.

The two photographs at top right show the actual operation of placing a 3/4-ton truck in the plane, the heavy material on the ready line, waiting to be loaded onto the aircraft, and the lower left picture serves to describe the miracle of heavy equipment dropping by parachute. Notice in the lower right hand corner of the photograph the parachute which has just started to open.



# SUPPLY FROM THE SKY



The scene that takes place inside the C-119 aircraft as it approaches the drop zone indicates another task of the aerial delivery technician. This is the final step before the heavy equipment is sent drifting to earth beneath the billowing nylon of the 100-foot parachutes. Prior to reaching the DZ the pilot signals the technician that drop time is several minutes away. The cables and webbings that secure the load to the plane are taken off and it is eased back lightly on to a shear web.

Over the "T"---and out it goes!



When the weapon, vehicle or 6000-pound load bearing platform has landed safely at the designated drop point the men of the aerial delivery platoons may take pride in the knowledge that their mission has been a successful one. However, what happens to the load on the ground is a different story and in some cases a sad one. The picture at left illustrates what might occur on a windy day. The tremendous pulling power of the 100-foot chutes has turned the 3/4-ton truck completely over on its back.

Fortunately, these accidents are few in number.



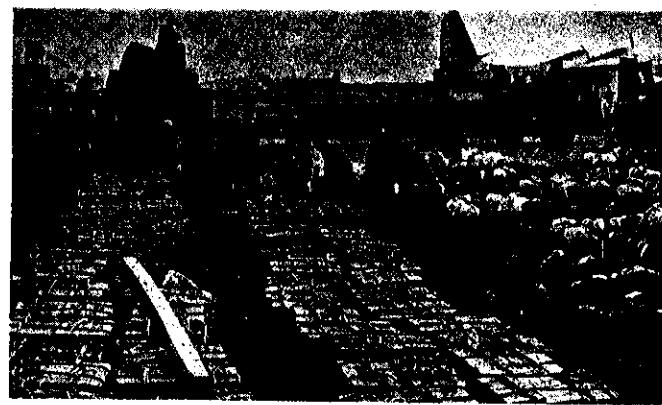
Rigging gasoline for an around-the-clock commitment.



Inspecting cargo chutes before storage.



Ammunition awaits parachutes, final loading on aircraft



Supplies for immediate airdrop on the ready-line.

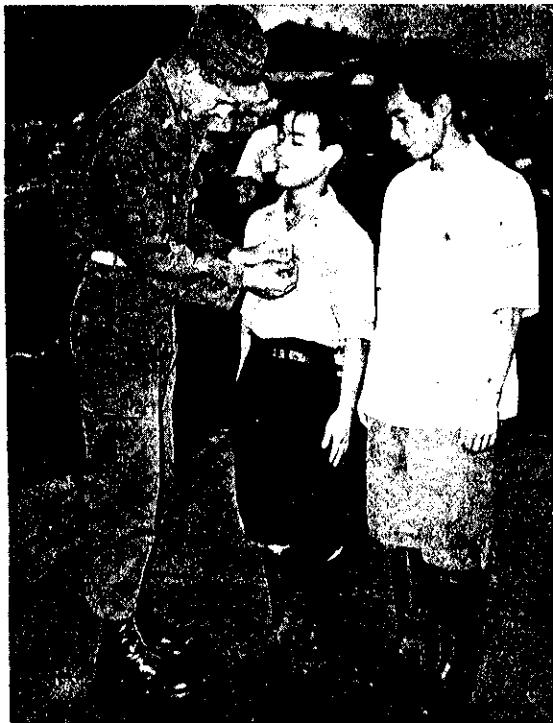


Tons of parachutes to carry tons of supplies.



The Airdropper's Creed—never to be forgotten.

# THE BOYSANS



A proven Boysan receives his badge.

This is the brief story of the "Boysans"—the Japanese employees of the 8081st.

If the airborne has a spirit that is its own and is apart from the rest of the Army then these Boysans must have absorbed a good bit of it. The Boysans' ability to "put out", their devotion to the unit mission, and their almost military discipline have proved this point.

Apparently this spirit, this high resolve to be the best, is an almost exclusive commodity with the 8081st Boysans. None of us can recall a like spirit in the other Japanese employees around the base. But, of course, we may be prejudiced.



Recognition is a vital issue with the Boysans and those who merit it are permitted to wear a distinctive badge (see inset.)

Before a new employee is qualified to wear the badge, though, he must prove himself, not only to the hiring authorities but to his own co-workers—the Boysans who stood beside their American friends and strove to make the Korean Airlift the success it has been and thus solidified that undeniable link: the warm affinity that exists between our two peoples.



They've cut 11-million feet of this rope.



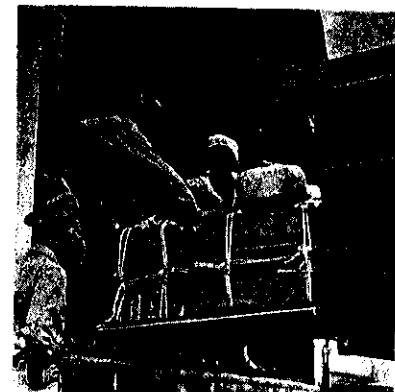
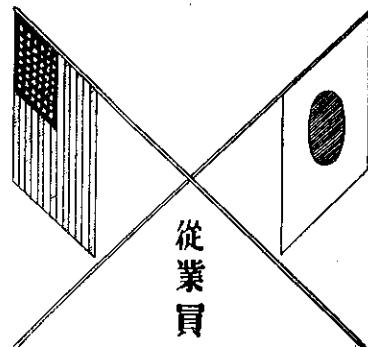
Cutting plywood.



On the rigging and loading line.



Push Boysan!



Loading airdrop ammo.



BANZAI! The Boysans celebrate their first anniversary.

PASS IN

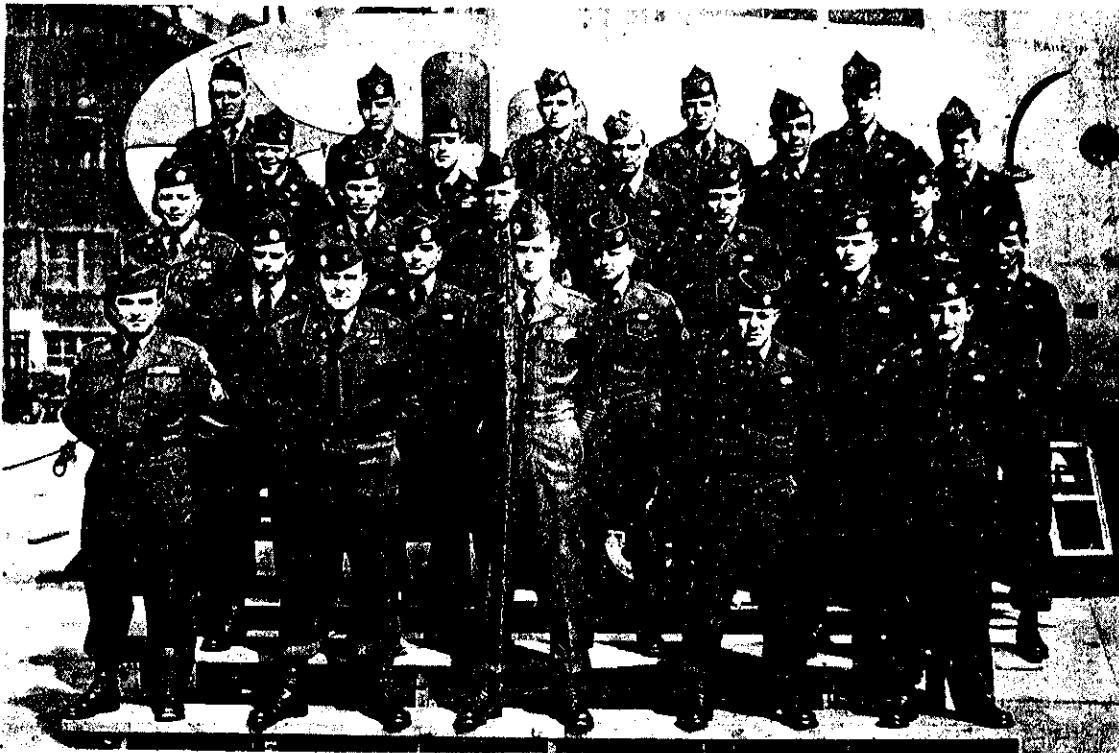


HEADQUARTERS PLATOON (FIRST SECTION)

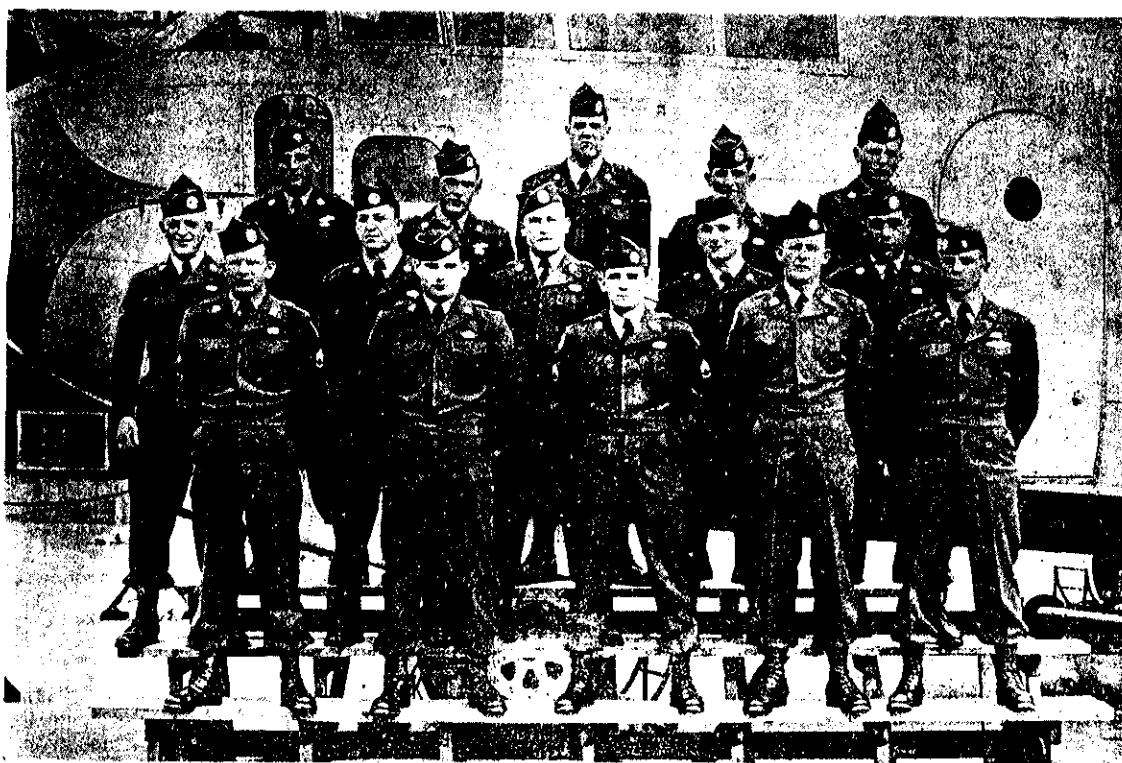


FIRST AERIAL DELIVERY PLATOON

# REVIEW!



HEADQUARTERS PLATOON (SECOND SECTION)

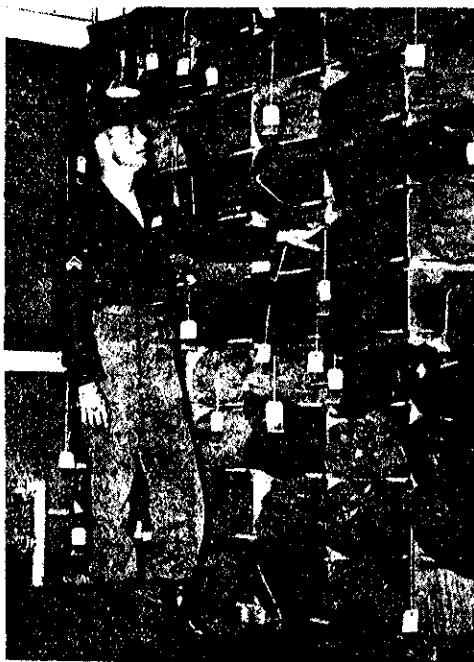


SECOND AERIAL DELIVERY PLATOON

# IN THE CAGE



Folding parachute panels.



Checking the bins for chute repack.



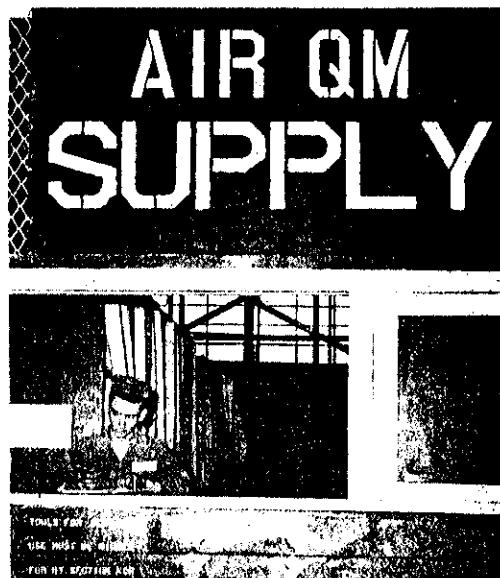
The office staff handles the paper work.

From the issue counter and cage of the Air-Quartermaster Supply Section flow the vital materials that are essential parts of the vast resupply operation conducted by the 8081st. This section serves as the operational supply of the company, repositioning and disposing of the thousands of items used in packaging or rigging supplies to be airdropped. Another function of this section is to store, pack and perform periodical inspections of personnel parachutes used on flights over Korea and training jumps made by the unit.

In the cage and at the supply dump are stored items such as webbing, tape, rope, and containers, utilized by the aerial delivery platoon in rigging heavy material and combat equipment for airdrop. Materials used by the maintenance section in repairing and maintaining parachutes are also issued here.

In the bin room, where the parachutes, life preserver vests, weapons and ammunition are stored, two clerks continually check the condition of these flight items. Every ten days each chute has to be inspected for any visible exterior damage. At the end of thirty days the parachutes are opened, inspected thoroughly and repacked. The life preservers are tested from time to time for functional efficiency. When an aerial delivery technician goes on flight his safety is assured.

The Air-Quartermaster Supply Section is prepared at all times to provide the other sections of the company with the close logistical support demanded by their individual missions.



Looking at the world from the cage.

# SEWING CIRCLE

"We need a hundred extension webs!" — "We've got to equip all these planes with anchor line cables!" — "How soon can we have two hundred cargo quick-releases?"

These and hundreds of other requests and work orders have passed through the 8081st Maintenance Section — and all have been filled.

Functioning at the very crux of the unit's operations the section has been called upon to perform every conceivable type job; from sewing on name tags to constructing huge heavy drop platforms utilized to parachute trucks and artillery pieces to earth.

It is significant that the universally used "Gordon Quick-Release" was developed, designed and produced in the section when M/Sgt. Michael J. Gordon was maintenance chief.

A section within the section is the carpenter shop. The carpenters, both GI and Japanese are able to make anything that can be built with wood and nails. Just make sure that your work order is approved and signed by the maintenance officer.

Another assignment for the section is the inspection and drop testing of parachutes manufactured by Japanese firms. The findings of the maintenance men serve as valuable yardsticks for procurement officials.

That the successful accomplishment of these jobs saves material, time and sometimes lives is mute testimony to the consummate skill of the men of the Maintenance Section.



The 97-10's get a daily workout.



Inspecting Japanese parachutes.



A carpenter fits a howitzer sight box.



Laying out a pattern for a cargo sling.

# THE CLIQUE



SUPPLY ROOM

"A perfect fit. Just like a glove yet."



MOTOR POOL

"Well, we got the hood up; what do we do now?"

Every outfit in the Army is dependent on a small number of its members for the intra-unit logistical support that emanates from such sections as the orderly room, mess hall, supply room and motor pool.

Frequently, the men operating these sections are misunderstood in their good intentions and then the other members of the unit mill around in small hostile groups ineffectually grumbling and murmuring about "The Clique."

Of course this has no effect on the so-called Clique and it goes right along on its stern just path administering with a benign, if iron hand.



MESS HALL

"Today's blueplate special: Crepes SOS."



ORDERLY ROOM

"Let's see now; who'll we shaft this week-end?"

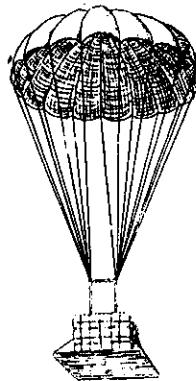
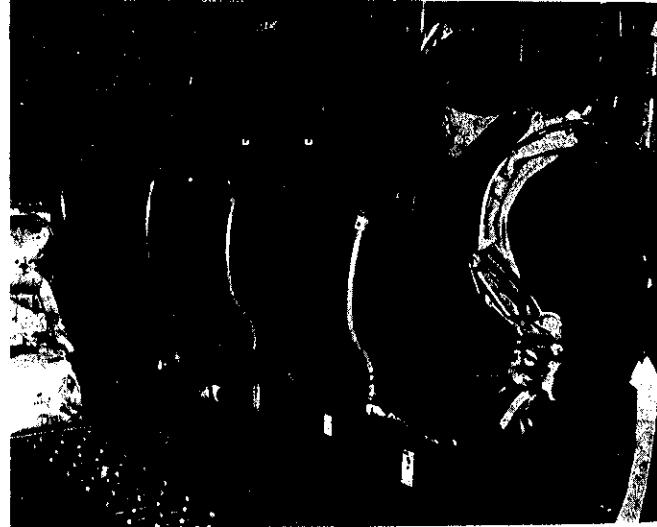
# GI INGENUITY

While the 8081st may not have a monopoly on "GI Ingenuity" it can lay claim to having a fair share of it. Past activities of the para-quartermasters have borne this point out time and again.

Witness such innovations as the "Gordon Quick-Release" or the supply conserving method devised by Cpl. Linwood E. Pate to drop 55-gallon drums of gasoline.

The former device, invented by M/Sgt. Michael J. Gordon, enables an aerial delivery technician to airdrop supplies faster and, at the same time, effects a considerable materials saving. The release is now in universal use on all airdrops destined for United Nations troops in Korea.

Activating the "Gordon Quick-Release." →



Sgt. Boylan explains his trailer sling.

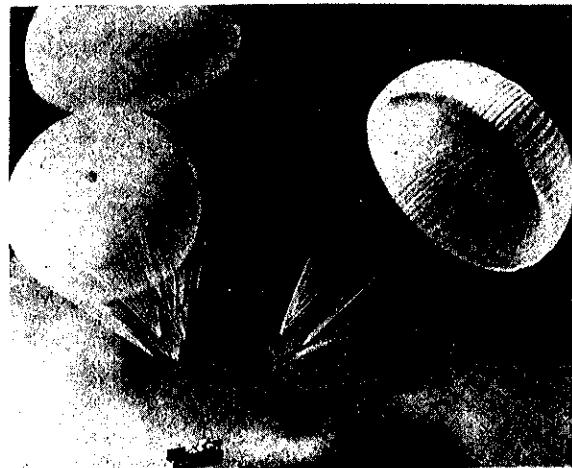
↑ A section of the bridge, ready for airdrop.

Cpl. Pate's self-reliance resulted in his introducing the method whereby an extra parachute affixed to a gasoline drum permitted an easier landing thus reducing the breakage figure to less than four percent.

Other individual examples of para-quartermaster acumen were produced by Sgt. Thomas J. Boylan, who designed a sling for use in airdropping jeep trailers; Sgt. Hannibal R. Lopez who invented a packing box for 100-foot parachutes; and Cpl. William H. Peele who devised a simple gadget to save lacing cord.

But the 8081st are capable of collective initiative also. This fact is proven by the famous bridge airdrop which exacted from each participant the ultimate in teamwork and know-how.

# TAKUSAN SWEAT !?



Triple cluster.



Heavy drop at Sone.

The 8081sters have made valuable use of the breathers between airdrop operations to constantly experiment and train in order to increase their knowledge and perfect their operating techniques.

The static lines first began popping over the Han river in October 1950 to qualify the men who joined the unit from Fort Lee. The first lull of any consequence came in the summer of 1951 and the men stepped into an intensive training program. A heavy drop school was started and with it new ideas were developed and tried out.

Training jumps incorporating heavy drops became a weekly occurrence and a jumpmaster school turned out a large number of men qualified to "lead the stick out."

A nearby Infantry training school was well stocked with para-quartermasters during each class. Here they were introduced to some of the problems encountered by the infantryman and trained to play an important role in the defense of Japan should it be attacked.

Regular inspections have kept the unit on its toes as well.

The lulls between operations are not the only periods used for training, for the para-quartermaster uses each operation to gain valuable information and knowledge to better enable him to perform the duty for which he is selected.



Night before inspection.



Col. Zarwell inspects.



Col. Laux tries his hand.

# GREEN LIGHT



"...anxiety of waiting..."



"...waiting..."



"...waiting!"



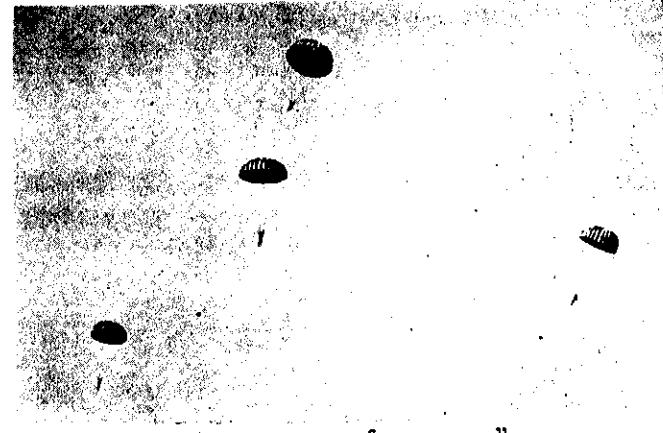
"...mixed emotions..."

In the airborne the green light symbolizes the beginning of a moment detached from eternity. It is the paratrooper's signal to jump.

But before the green light there's the anxiety of waiting, waiting, waiting! ..... the careful rigger's checks ..... the queer sensations in the pit of your stomach ..... the mixed emotions as you board the plane. Most of all, though, you're vividly and cruelly aware of the waiting.

In the air your emotions rise in intensity — although sometimes they are hidden beneath an exterior cheerfulness.

And then the green light flashes on. You jump and for a moment you are of a race apart from men—a creature of flight and freedom—with endless horizons to cross and conquer.



"...a race apart from men..."



The end of "a moment detached from eternity."



Para-quartermasters on review.



The 34-foot tower.



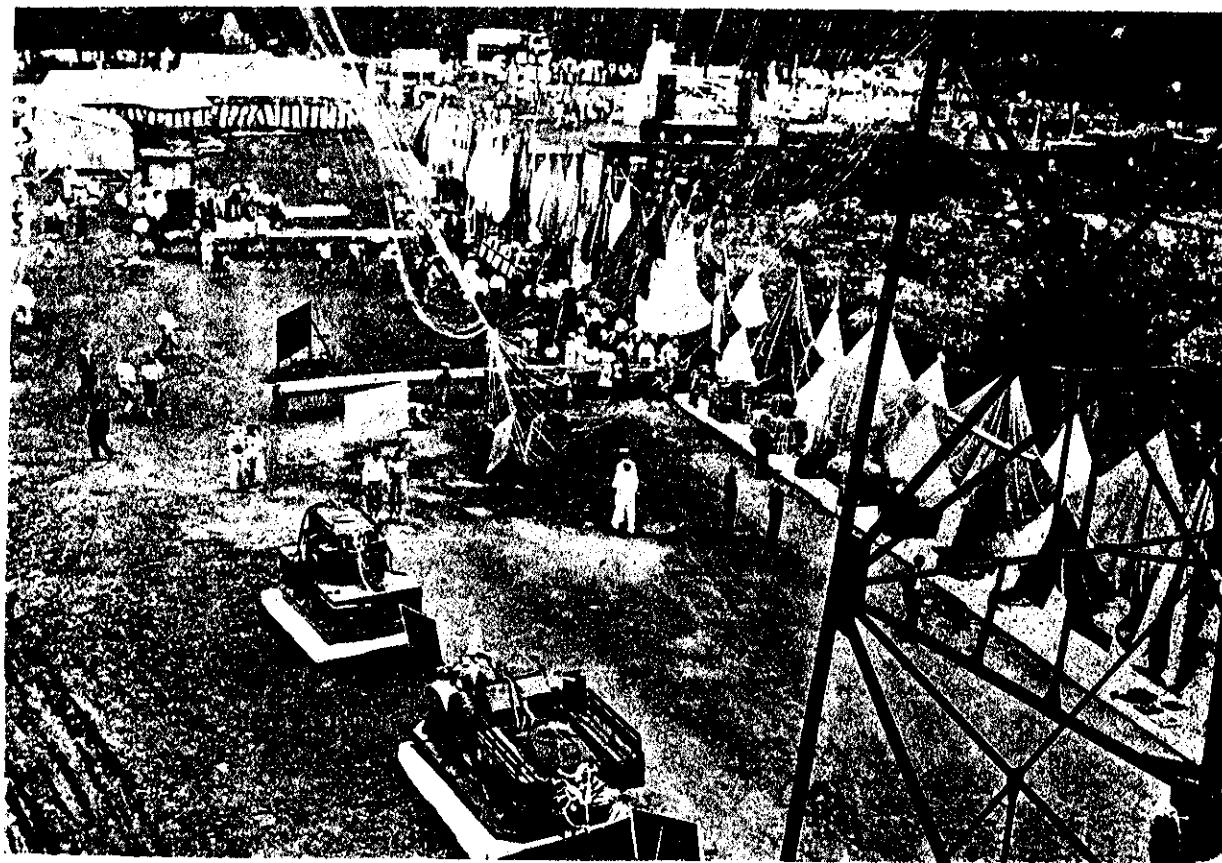
Infantry school.



Jumpmaster school.



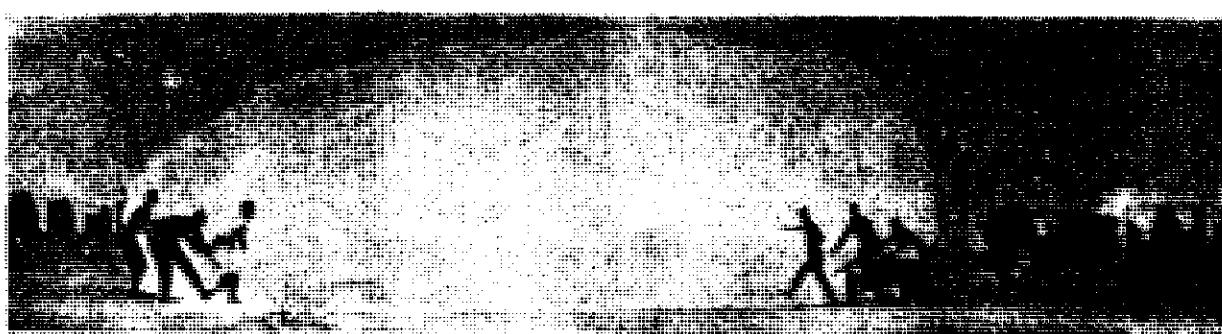
"White Lightning" before the thunder.



8081st display at the Liberty Day Fair held in Tokyo.

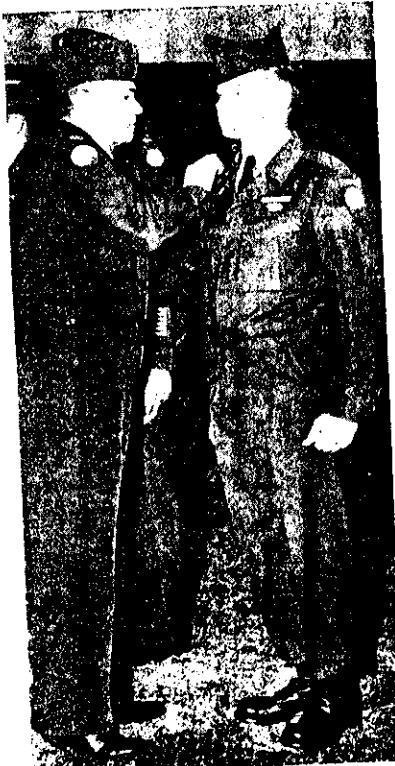


Jumping generals.



A 100-foot chute almost runs away.

# SHOW OFF



Lt. Hippler receives his bars.



Handshakes for the Honor Guard.

The periods between commitments allowed the 8081st to bring into being "Operation Show Off."

During these operational lulls the unit formed various athletic teams to compete in the sporting events on the base. Consequently, after much training and hard playing the softball team waltzed off with the base championship. A boxing trophy was copped the following year.

In December 1951 the 8081st grabbed the spotlight by parachuting a gift laden Santa Claus at Sone Airstrip for the benefit of an estimated thousand American and Japanese children.

The 8081st's prime eye catcher, though, is its sharp Honor Guard. On the occasion of Kokura General Depot's first anniversary it participated in ceremonies in which M/Sgt. Richard A. Hippler, a former 8081ster, received his second lieutenant's bars.

On another occasion, the arrival of the unit's first dependent families, the Guard was on hand to make the newcomers' arrival in the Far East a memorable one.

But in a very much larger sense and with a far more humble demeanor the 8081st "shows off" even in the performance of its everyday commonplace duties.

It's not that the average para-quartermaster doesn't get into occasional scrapes, doesn't get a delinquency report now and then, or is the model of sobriety and propriety when he's out "on the town."

Maybe it's the cut of his jacket, the way he works when there's work to be done, or the glassy shine on his boots. Perhaps it's a spirit, a sense of position, a realization of the responsibilities attendant on being "airborne." Whatever it is, it's there and if the average 8081ster tends to "show off" you'll just have to excuse him because he's a proud soldier.



It's all smiles as they receive the softball trophy.



It's all in a day's work as the Honor Guard gives a stylish welcome to the 8081st's first dependents.



Rakasan Santasan greets his public at Sone.



A boy literally drools as he watches Santa.

# ON THE TOWN



There's an old saying in the 8081st: "If you work hard you deserve to play hard." While some points of this dictum may be open to individual interpretation there's no disputing that the 8081sters like to play hard—in the sense that they utilize their off-duty hours to enjoy their stay in Japan to the fullest.

At the end of the working day most para-quartermasters go on pass to town. Others stay on base for a quiet evening. The ones that go to town sometimes meet in a discriminating establishment for a convivial get-together and exchange reminiscences and stories. Others make a genuine effort to absorb some of the more attractive aspects of Japanese culture.

In the final analysis, though, whatever their purposes in "making the town" the para-quartermasters will long remember Japan—and, conversely, Japan will long remember them.



Our home away from home.



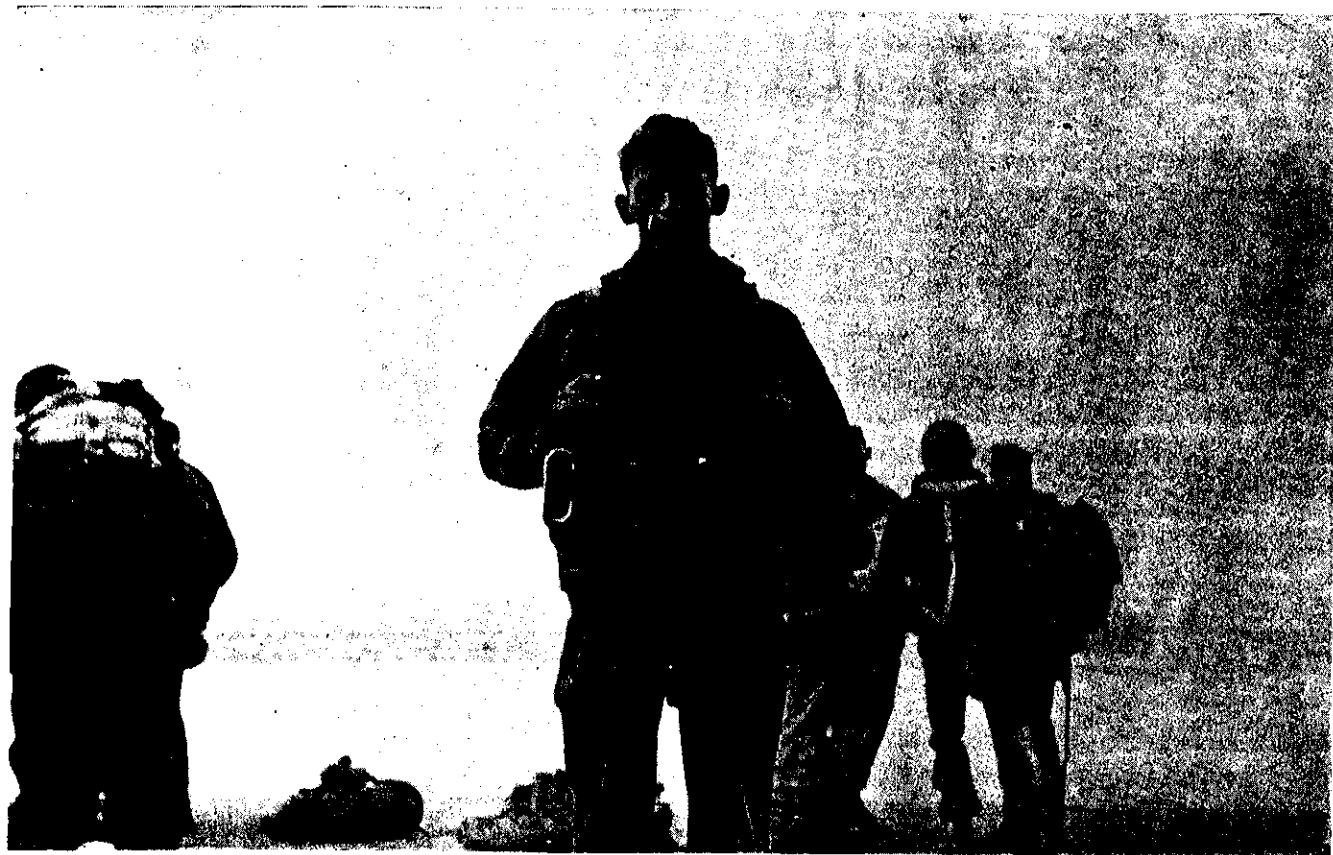
At the end of the day.....



.....most 8081sters go to town



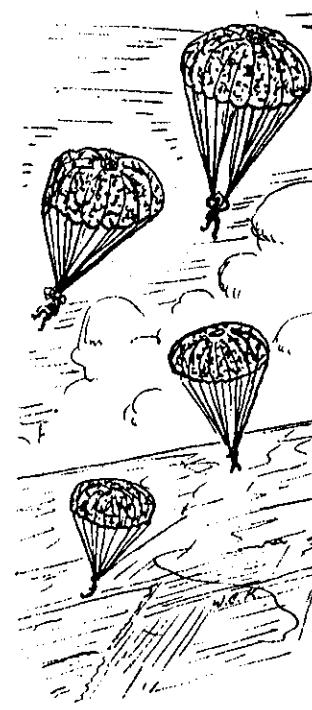
But, oh, that next morning!



"...queer sensations in the pit of your stomach..."



"...rigger's checks..."



GREEN LIGHT!

# SHOWING 'EM HOW



Briefing with the Air Force.



Showing the Air Forces.



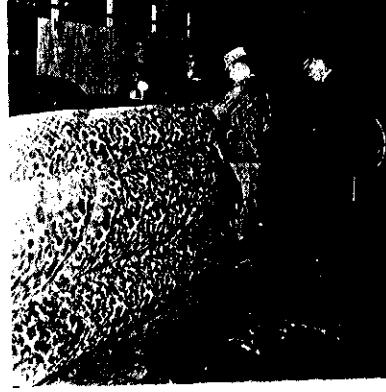
Showing our helpers.



Showing Congress.



Showing the British.



Showing USAF Chief.



Showing the world.

Congressmen, generals, VIPs, allied officers and just plain curiosity seekers—the 8081st has seen them all—and they've all seen the 8081st performing one of the most unique missions in the annals of military history.

The first outsiders to get a close-up view of our operations were the Army and Air Force men sent to work with us during the Chosin Reservoir period of activity in the latter part of 1950. We showed them, taught them, then put them to work.

After that the Congressmen started pouring in; looked, made notes, and hustled back to Washington to make their reports.

In quick succession visitors from the Air Force and British Commonwealth Division visited us and used their findings to form a basis for the formation of units of similar character.

In one instance a huge 100-foot chute, laid out on display for visitors, almost blew away carrying demonstrators and spectators alike with it.

A group of Air Force generals seeking familiarization with jump procedures was followed by Air Force Chief of Staff General Hoyt S. Vandenberg.

About this time a camera team from GHQ visited us and made a permanent celluloid record of our activities.

In addition, the 8081st has lent its material and manpower to many exhibits and aviation fairs in order that the greatest number of people could view and realize the magnitude of the miracle of "supply from the sky."



On base for a quiet evening.



A convivial get-together.

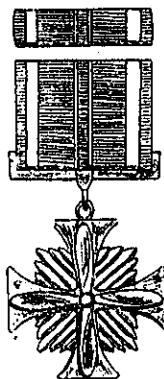


Absorbing Japanese culture.



A discriminating establishment in town.

# FRUIT SALAD



Pride engenders deeds and fine deeds deserve reward.

And rewards have been bestowed on those members of the 8081st deserving them. A case in point is Cpl. Lloyd E. Nelson who, while serving with the 8081st, was awarded the Distinguished Flying Cross, Bronze Star Medal and Air Medal for distinguishing himself in airdrop operations including the famous bridge airdrop of December 7, 1950.



A couple of Air Medals for a couple of airdroppers.



Smiles and congratulations are in order.



Cpl. Nelson receives the Distinguished Flying Cross.



New wings, new experiences.

However, nearly every old 8081ster is able to sport an Air Medal along with the Korean Service Medal with one silver star indicating five battle participation credits.

Another source of pride to many para-quartermasters is their parachutist wings won by them while in the 8081st, after going through one of the longest periods of jump training on record (it lasted nine months, remember?).



# FACE OF THE KOREAN AIRLIFT



The Korean Airlift isn't entirely the grim and deadly serious business that the technical jargon and rows of statistics represent it as. Like everything else that's typically American it has its humorous side also.

Some of this humor is manifested in the "works of art" the pilots paint on the sides of their aircraft lending an otherwise routine business a touch of welcome color.

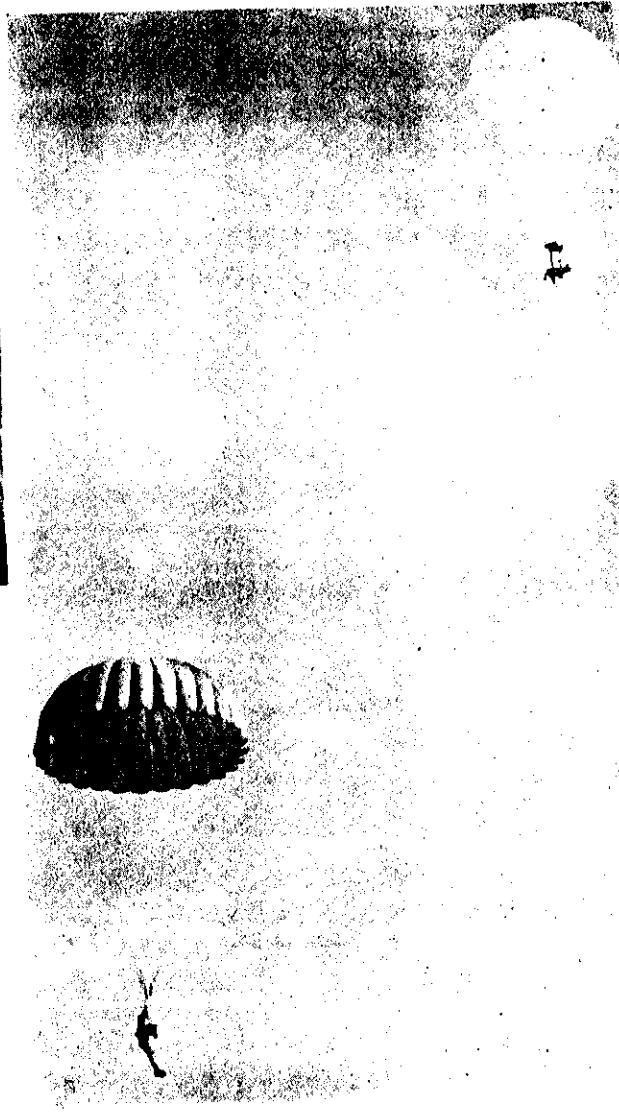
The range of subjects is unlimited but a quick perusal of the examples presented hereon will give the reader an idea of which is the most popular.



# PARA-POOCH SUPREME



Teddy (above) lets a few admirers help him out of his parachute harness. (Left) Cpl. Cote and Teddy strike a characteristic pose just after jumping at Sone. (Right) Cpl. Cote and Teddy drift slowly to earth in one of their many jumps together.



Virtually all teams have mascots and the same pertains to the military as well. Consider the Army mule, the Navy goat, and so on, through all the armed services. Usually in airborne units the mascot is a dog; a canine paratrooper who jumps right with the men who have adopted him.

So it is with Teddy, para-pooch of the 8081st.

Teddy was acquired at a party where he was auctioned off to Cpl. Ernest S. Cote for the sum of five dollars.

Teddy's introduction to the airborne began shortly afterwards.

At the age of one month, Teddy had mastered jumping from a foot locker; at two months, from a bunk (double variety); and so on to the present day which

sees him leaping from planes just slightly more scared than his paratrooper buddies.

Weaned on Army chow, Teddy stands at least two feet high and weighs around thirty-five pounds. He drinks Pepsi-Cola (from a bottle), chews bubble gum (until it's gone) and stands most company formation with the guidon bearer (until he's chased away).

His favorite trick, as many know, is waiting for someone to bend over so he can snatch his hat. And believe it or not, he can tell the difference between jump boots and the standard G. I. issue combat boots.

In his one year as 8081st mascot Teddy has accrued over a dozen jumps and many airdrop missions.

He's quite a unique dog—but belonging, as he does, to the 8081st what else could he be?

# ROLL CALL

*(In compiling this roster the editors regret that a few names of the veteran members of the 8081st are missing. It was impossible, however, to get a complete listing due to administrative difficulties. Likewise, we regret the omission of the new men's names but, because of space limitations and in view of the fact that the events covered in this book occurred prior to their arrival, it was decided to leave them out. We know that some day they will write their own PARA-QUARTERMASTER REVIEW. In any event, a special section has been reserved at the end of the roster for any additions.)*

## OFFICERS

82<sup>nd</sup>

Capt. William J. Dawson, Jr. 1443 2nd Avenue New York, N. Y.	1st Lt. Gerald P. Billingsley 1300 East 13th Street Eddystone, Pa.	1st Lt. Walter D. Huber ✓ Route #1, Benson, N. C.
Capt. Cecil W. Hospelhorn <del>208 West Seminary Street</del> Bloomington, Ill.	1st Lt. Billy G. Bishop Box 81, Raleigh, Ill.	1st Lt. Paul E. Smith 6540 South California Ave. Chicago 29, Ill.
Capt. Claude A. Jones 208 Cary Street Williamsburg, Va.	1st Lt. John S. Clendenin 16 Beechwood Drive Middletown, Pa.	2nd Lt. Richard A. Hippler 8400 St. Cyril Street Detroit 13, Mich.
1st Lt. Gordon C. Bennett 48-35 43rd Street Woodside, Long Island, N. Y.	1st Lt. Edward T. Hilpert, Jr. 1839 West Boone Avenue Spokane, Wash.	CWO Byron J. Kirkman 16 North 3rd Street Richmond, Va.

## ENLISTED MEN

Cpl. Raul E. Abrigo Box 354, Raymondville, Tex.	Sgt. Thomas J. Boylan 1218 West 33rd Street Indianapolis, Ind.	Cpl. Johnny Campbell, Jr. 502 Meander Street Abilene, Tex.
Sgt. Ben E. Bedgood Route #1, Pavo, Ga.	Cpl. John C. Brininstool 919 West 58th Street Ashtabula, Ohio	Cpl. Frank W. Carlson Box 5982, Route #2 Redding, Calif.
Cpl. Robert D. Blair ✓ <del>231½ Broadway</del> Cambridge, Mass.	Cpl. Joseph F. Brochon Toms River, N. J.	Pvt. Johnny S. Carr Route #3, Williamsburg, Ky.
Sgt. Bonnie E. Bland Hassell, N. C.	Cpl. Harry W. Butts 1425 Breman Avenue St. Louis, Mo.	Cpl. Henry L. Chapman Box 246, Mermenau, La.
Cpl. Frank D. Boggs Route #3, Columbia City, Ind.	Cpl. Junior Caito 502 East Gates Street Columbus, Ohio	Pvt. Daniel C. Ciccone Box 126, Scott Haven, Pa.
+ Cpl. David E. Bolton 503 Harding Street Raleigh, N. C.	<i>82<sup>nd</sup> Board Test Board</i>	

Sgt. David F. Codyer  
235 Newton Street  
Waltham, Mass.

Cpl. Ernest S. Cote  
113 Bay Street  
Taunton, Mass.

Pfc. Earl E. Covalt  
Front Street  
Washington, Ind.

Pfc. Merle Covalt  
Front Street  
Washington, Ind.

Cpl. Robert L. Cover  
418 North Street  
Millersburg, Pa.

Pfc. Charles M. Craig  
113 Bridge Street  
Beverly, Mass.

Pvt. James B. Croy  
821 Pine Lake Road  
La Porte, Ind.

Pfc. Jesus Cruz-Miranda  
205 Manuel Monge Street  
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Cpl. Robert A. Foelske  
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Sgt. Pete B. Grijalva  
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Cpl. Harold H. Herring  
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Sgt. John D. Hedo  
Route #4, Bessemer, Ala.

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Cpl. Eugene B. Hunt  
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Cpl. Charles L. McElwee  
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Cpl. Henry M. Neylon  
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Sgt. Bernard P. Oltman  
c/o Mr. Arthur Hartwig  
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Sgt. Carmel C. Osborne  
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Sgt. Thomas A. Page  
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Cpl. James E. Perschy  
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Cpl. Buster A. Points, Jr.  
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Sgt. Ellis C. Pomeroy  
Route #2, Greer, S. C.

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Sgt. Daniel B. Reeder  
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Cpl. Joe P. Reeves  
Colfax, La.

Cpl. Vernon P. Reindel  
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Sgt. Roy F. Remus  
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Carthage, Mo.

Sgt. Charles R. Robson  
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Orange, N. J.

Cpl. Lewis E. Ross  
c/o J. L. Rhoads  
Hocomo, Mo.

Sfc. James E. Ruble  
Boissvian, Va.

Pfc. Frederick H. Scherger  
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Cpl. William E. Schlegel  
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Highland Falls, N. Y.

Cpl. Richard A. Schwallensteincker  
Box 196, Bunker Hill, Ill.

Pfc. Billy Shaffer  
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St. Joseph, Mo.

Sgt. James E. Shaffer  
Route #1, Mathiston, Miss.

Pfc. LaVern L. Shaw  
Preston, Minn.

M/Sgt. Thomas J. Sheridan, Jr.  
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Sgt. Warren H. Shirk, Jr.  
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Annville, Pa.

Cpl. Ralph H. Simon  
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Buffalo 13, N. Y.

Sgt. Benjamin F. Smith  
Route III, Paris, Ark.

**ADDITIONAL NAMES**

# EXTRA STUFF



The 3rd ARS helicopter that has transported many jump casualties to the hospital.

Coming almost at the end of the book we give you this "extra stuff" that couldn't be fitted in anywhere else.

Because the editors thought these pictures too good (?) to be completely left out it was decided to include this special section in the book to serve as a catchall.



Jumper being eased onto a stretcher prior to a helicopter trip to the hospital.



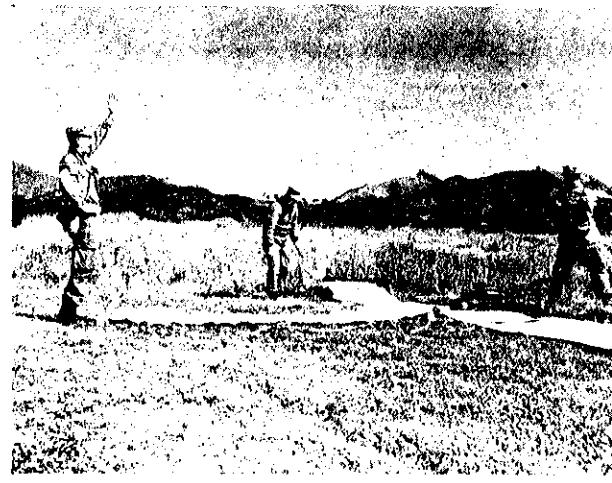
A paratrooper rolls up his chute after a jump at Sone.



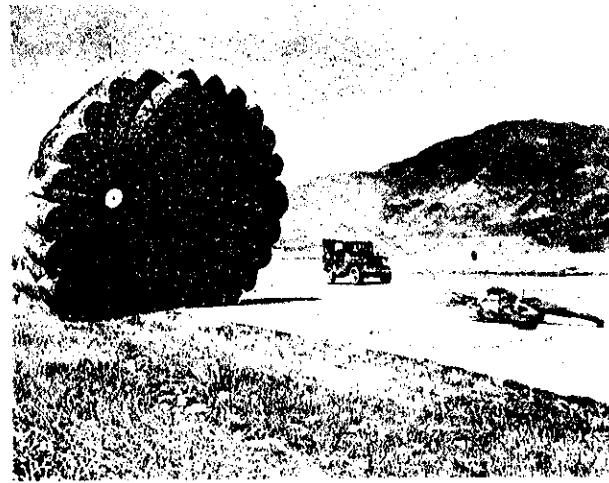
Radioman contacts jump planes in order to pass on ground data.



Cpl. Peter J. Kiernan and an unhappy "Bastard" after a jump.

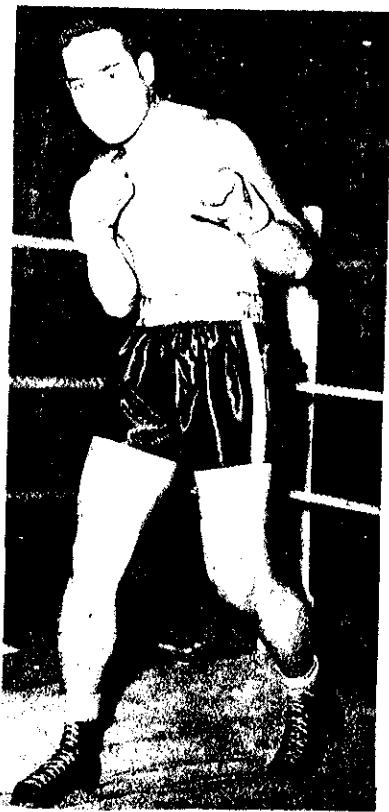


The pathfinders are responsible for getting the other jumpers on the drop zone—in good condition. Here, the T-panel is being set up by the pathfinder crew.



Parachute jumping isn't all gravy. This paratrooper not only landed on a concrete runway but his wind-blown chute is carrying him along the rough surface.

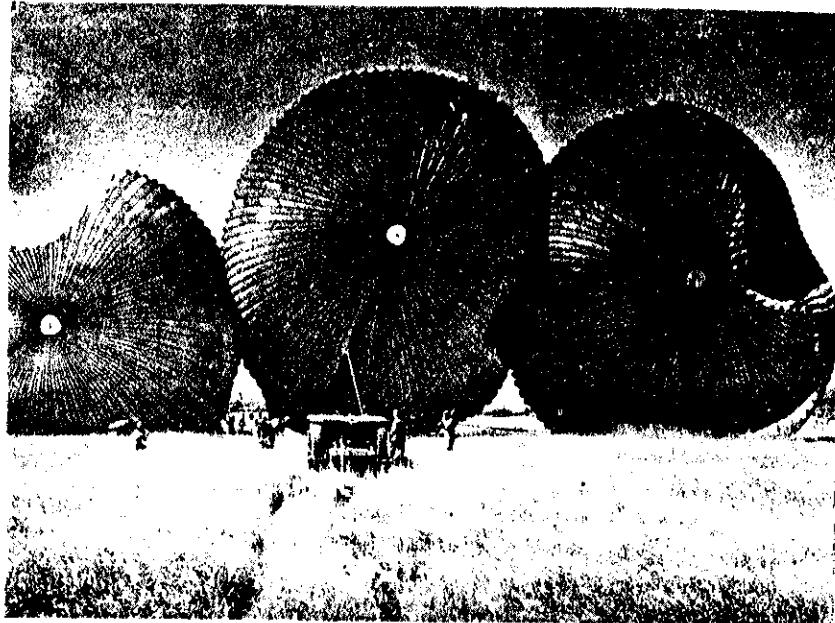
## EXTRA STUFF



The man with the "big guns" in his gloves, Cpl. Konelio Pele was the unit's outstanding boxer.



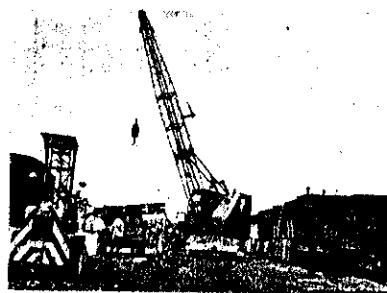
Just before they touch ground two heavy drop loads are caught by the camera of an alert photographer.



Like towering ogres three 100-foot parachutes loom over microscopic humans below them during a drop demonstration.



A Japanese employed by the 8081st's packing section is presented with a certificate and a badge for attaining the highest marks in rigging examinations. *de Fred Meiggs*



A rare picture of the bridge destined for airdrop at Kotori being unloaded from freight cars in Japan.



The Ashiya Winter Carnival was a gala affair until the mice at the 8081st booth got too educated.

# THESE LAST WORDS.....

*Somewhere in Korea on bloody, shell scarred strips of ground, soldiers are huddled together in their bunkers awaiting and dreading the inevitable charge of fanatical communist hordes. On the faces of these bearded, disheveled men is mirrored the tragic story of the past days and weeks of bitter fighting that had cost the lives of many of their comrades. Their thoughts wander unconsciously to food and ammunition, the two requisites for continued existence in the wretched world they find themselves in.*

*Inside a C-119 aircraft winging its way over the mountains of Korea, two men are taking the tie-down cables off a load of rations and ammunition. They are due over the drop zone in five minutes so they work swiftly yet carefully, passing sometimes within a few inches of the ominous opening at the rear of the plane. The minutes pass quickly and then the aircraft is over the drop point. A bell rings, a hand jerks a lanyard and the sky becomes a dotted background for the supplies that drift slowly to earth. Standing on the edge of the opening at the rear the two men who helped invoke this miracle smile as they raise their hands in an informal salute to the men below.*

★ ★ ★

*On the battlefields of Korea lay the countless numbers of multi-colored parachutes that have carried to earth the life saving supplies and equipment needed by the fighting men of the United Nations. Without these supplies the outcome of the Korean conflict might conceivably be questionable.*

*Upon the shoulders of the men who have served with the 8081st, and those who will serve with the unit in the future, rests a good part of the mission of aerial delivery to United Nations forces in Korea. These men erected a monument for this mission built on the firm base of past achievements and in so doing have established a high standard by which the para-quartermaster of the future may be guided.*

