

The Impact of World War II on Soldiers, Scientists, Civilians and the Town of Falmouth

T. Richardson Miner, Jr.

To commemorate the 65th anniversary of the end of World War II in 2010, the Falmouth Historical Society held a series of discussions with veterans. Those dramatic years are still vividly recalled by veterans and other survivors. The town of Falmouth is grateful to these men and women. *Spritsail* is proud to present some of their stories.

Falmouth was transformed during the years leading up to World War II, a transformation that continued throughout the war years. All its residents were affected, as were the men and women who passed through on their way to war. The very landscape of the town was changed to meet military needs.

In 1935 the state had bought 9,000 acres from the Coonamessett Ranch company to use as a training camp for the National Guard. Eventually 200,000 acres of land in the Upper Cape, including 225 acres in Hatchville, were acquired for the construction of Camp Edwards and the landing strip that became Otis Field. At the east end of town, Waquoit Bay and Washburn Island became training centers for amphibious landings in Europe and the Pacific.

Convoys bound for Europe made up off the town's western shore in Buzzards Bay. The small village of Woods Hole on the southwestern edge of Falmouth rapidly grew into a national center for marine research overseen by the Navy.

On December 6, 1941, the 26th Yankee Division returned to Camp Edwards from maneuvers in the Carolinas. Their tour of duty would be up

at the end of the month. On December 7, "A day which will live in infamy," the Imperial Forces of Japan attacked the U.S. Naval fleet stationed at Pearl Harbor on that far

away island of Oahu in Hawaii. On December 8, President Franklin D. Roosevelt addressed a joint session of Congress to ask for a declaration of war. The 26th Yankee Division's tour of duty was immediately extended.

When the United States entered the war, the activities at Camp Edwards intensified. The railroad spur to North Falmouth was built to bring supplies and troops to the Cape. It is still used today for the "trash train" taking refuse off Cape. Camp Edwards eventually became the home and training grounds for more



Camp Edwards banner. Courtesy E. Graham Ward.



Falmouth Marine Railway. Courtesy Falmouth Historical Society

than 100,000 men who, at different times during the war, lived in 438 barracks which were quickly constructed at the outbreak of hostilities. Other areas in Falmouth came under the control of the military for training: the Tower Hotel in Falmouth Heights, the Waquoit Yacht Club and the marine railway located in the Falmouth Inner Harbor.

Camp Edwards also housed a convalescent home and a 1,722 bed hospital for those returning from combat. It even served as a German POW Camp. Many of the prisoners worked in Falmouth's numerous strawberry farms which yielded more than 90,000 quarts of strawberries in 1944. Such a crop could never have been harvested in wartime without the work of the POWs. Following the hurricane of 1944, more than 2,000 German POWs who had been captured in North Africa were assigned

the duty of helping to remove trees and to work in saw mills on the base to turn logs into lumber.

Amphibious landings were vital to the Allied effort, not only in France on D-Day, June 6, 1944, but also in Italy, North Africa, Leyte in the Philippine Islands and other landing sites throughout the Pacific Theater of Operations. The Amphibious Training Command was established at Camp Edwards in 1942 to oversee the training for these landings. For eight months DUKW's were hauled into the Falmouth railroad station at the rate of 32 a day six days a week. They were trucked to Falmouth Inner Harbor to be put into shape for training exercises. The term DUKW

was originated by General Motors Corporation and quickly used by the American military forces: D - indicated the vehicle was built in 1942; U - a "utility"/amphibious vehicle; K - all wheel drive; W - 2 powered rear axles.



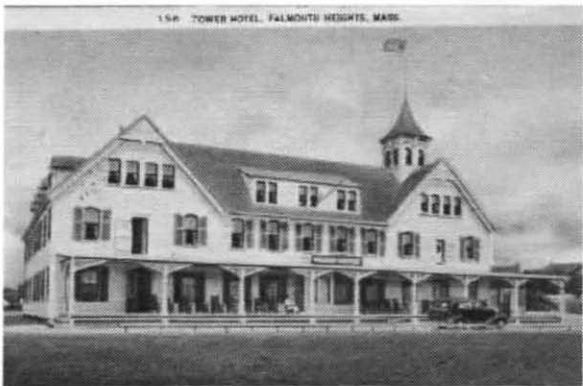
Postcard showing march with packs at Camp Edwards. Courtesy E. Graham Ward.



U.S. Army transport vehicles at Camp Edwards. Courtesy Falmouth Historical Society.



Camp Edwards religious service with military nurses. Courtesy Falmouth Historical Society.



Postcard showing Tower House, Falmouth Heights. Courtesy E. Graham Ward.



Soldiers arriving by train at Camp Edwards. Courtesy Falmouth Historical Society.



The *Spirit of Falmouth*, purchased by the people of the Town of Falmouth in the Third War Loan, 1943. Courtesy Falmouth Historical Society.



J.J. Newbury Co., Main St. Falmouth. Walker St. intersection and Malchman's on left. Courtesy Falmouth Historical Society.



Camp Washburn, where Seacoast Shores is today. Courtesy Falmouth Historical Society.

Training facilities were located at Camp Canduit in Cotuit, Camp Havedoneit in Osterville, and Camp Washburn in East Falmouth. Using the pristine beaches of the Cape and the Islands, in October 1942 the Engineer Amphibian Brigade trained for the "invasion" and "liberation" of Martha's Vineyard, storming ashore after paratroopers had landed to secure the beaches. The airport on the Vineyard was a major objective of these soldiers.

Buzzards Bay became the staging site for some of the largest convoys bound for Europe and North Africa. German U-Boats were patrolling off the coast of the Outer Cape from Chatham to Provincetown and even as far north as the site of a major submarine construction facility in Portsmouth, New Hampshire. Convoys with as many as 60 ships formed in Buzzards Bay. Under the cloak of darkness, having observed a full blackout in the ships and homes along the shore, convoys would weigh anchor in the middle of the night, proceed through the Cape Cod Canal and on through the submarine-infested waters of the

North Atlantic where they were joined by other merchant marine vessels carrying additional troops, aviation gas, tanks, aircraft and supplies to the Allied forces.

Woods Hole became a "Navy town" using the expertise of the scientists at the Woods Hole Oceanographic Institution to try to counter the threat from German U-Boats. WHOI scientists had already played a significant role as war approached, working on anti-fouling paint to keep the hulls of warships as clean as possible. By the end of the war, the navy estimated it had saved more than 10% of the fuel oil budget for all the ships in the fleet. Throughout the war, these dedicated and talented members of the scientific community worked on many new projects such as experimenting with ways to camouflage a ship's wake, developing techniques for survival at sea, and running a major training facility



Bridge to Washburn Island from what is now Seacoast Shores, East Falmouth. Courtesy Falmouth Historical Society.



Training exercise on Washburn Island. Courtesy Falmouth Historical Society.

for homing pigeons. The development of the bathythermograph was one major success. This temperature sensing device could also measure changes in water pressure, enabling naval officers to detect the thermal layer under which enemy submarines could otherwise roam with impunity. Woods Hole also became the base of operations for small boats which towed barges used for target practice by navy ships and aircraft.

The Japanese surrendered on August 14, 1945, signing their formal surrender on board the *USS Missouri* in Tokyo Harbor in September. Falmouth's men and women in uniform started to return home, many to parades and cheers from a grateful nation. Some 13,000 men and women were discharged from Camp Edwards. Their service and sacrifice to

the country had ended. Others, much to their disappointment, sailed west under the Golden Gate Bridge in San Francisco to be part of the occupation forces in Japan. For them, the war continued.

Falmouth Veterans Remember

The men and women featured in this article represent scores of Falmouth men and women who served to defend the freedoms we all enjoy today. Future generations will be indebted to each of these veterans.

Charlie O'Connell was a young boy in Texas who volunteered for the



Training exercise on Washburn Island. Courtesy Falmouth Historical Society.

Army Air Corps right out of high school. After extensive training, he flew combat missions over France and Germany in P-47 single engine fighter planes. After the war, he continued to serve his country in the U.S. Air Force flying missions in Korea and, later, Vietnam. "The P-47 was a real workhorse," said O'Connell. He continued, "She would take multiple hits from the ground and air, but she always brought us back safely." He has photographs of the multiple hits he took in his aircraft.

In April and early May 1945, Charlie was flying from bases in France and Germany. Two days after the liberation of the Nazi concentration camp at Buchenwald, Charlie and several of his pilot colleagues drove to the site of one of the worst atrocities the world had ever seen. Shaking his head, he paused and thought, "How could any one person do such a thing to another human being?" He paused again, "It was just awful, ...awful," he said with considerable emotion, shaking his head. Charlie retired as an Air Force Colonel after a 34 year career.

Wesley Ko volunteered for army duty and, disillusioned with the leadership he experienced in the early



Glider crash landed in France. Painting on wall in Wesley Ko's living room. Photo by Rich Miner.

days of his enlistment, applied for Officer Candidate School. He was sent for training in the southwest and then went to Europe by way of Florida and South America, across to North Africa, and finally to Wales for additional training to prepare for D-Day. Wesley was assigned as a Second Lieutenant to a glider group. Gliders were engine-less aircraft loaded with infantrymen that were towed by plane across the English channel and released to glide to the ground behind enemy lines. Wesley still has a short piece of the glider cable/rope used to tow his glider prior to release. The planes towed single gliders on 350 foot ropes and used 400 foot ropes when towing two gliders. Three planes would fly together at altitudes of 600 feet, 800 feet and 1000 feet before releasing their gliders.

Wesley was in the first wave on D-Day. He spent 30 days in Normandy while the Allied forces secured the beaches and surrounding countryside, preparing for the long march to liberate Paris. He proudly displays his "survivor map" to be used in case he was shot down and had to escape capture. A painting of a glider crash landed with troops escaping enemy fire hangs in his living room, a staunch reminder of the dangers of each mission. In June 2010, he and other



Wesley Ko, U.S. Army, Lt. Glider Corps. Section of tow line used to tow gliders from England to France shown under decorations. Photo by Rich Miner.

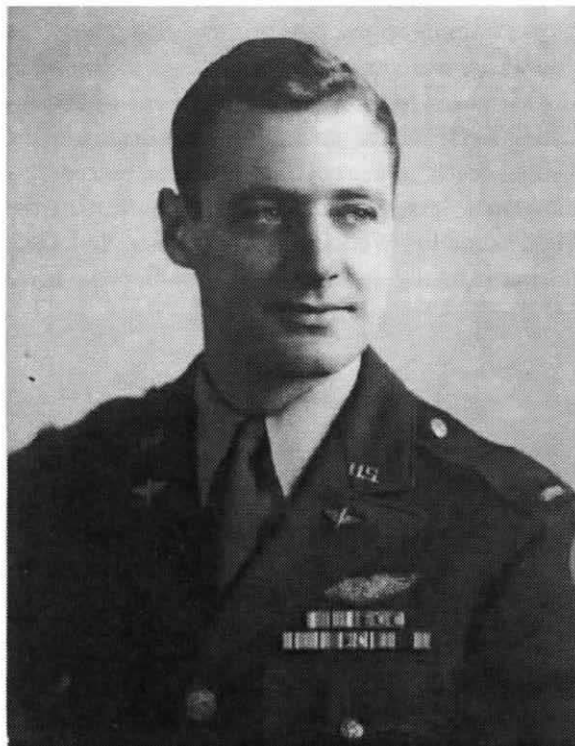
World War II veterans were honored in Washington D.C. at the World War II Memorial.

DeWitt (Dick) C. Jones III, a Princeton University student, accelerated his education and became a B-24 navigator. Like Wesley Ko, Dick and his crew flew to Florida, on to South America and across the Atlantic to North Africa, eventually flying to Wales for additional training in preparation for the Allied landing in France on D-Day. Dick's plane flew the same circumspect path to Europe that Wesley Ko followed, and for the same reason, to avoid the dangerous North Atlantic route.



Survivor map of Sicily carried by Wesley Ko. Photo by Rich Miner.

Flying across the Atlantic Ocean from South America to North Africa, the plane was struck by



DeWitt C. Jones III in uniform. Courtesy Dick Jones.

lightning that knocked out the radio and one of the four engines. Dick's watch had also frozen. Flying above the clouds and using only the stars for navigation, he guided the captain of his aircraft to a perfect landing in North Africa. "As we got close to our destination and the ETA (estimated time of arrival) drew near, the Captain became more and more skeptical about our position," he reminisced. The pilot could not see the ground due to cloud cover, "but we landed at the right spot and at the right predetermined time. He thought I was the best navigator in the entire Air Corps!"

Dick flew 31 exceedingly difficult missions in sub-freezing temperatures from England. "I had a cold one day and could not fly one mission, so a replacement took my place. The mission failed and the plane never came back." Like Charlie O'Connell, Dick returned to England from many of his missions with numerous bullet holes in the fuselage.

Richard Backus also became a B-24 navigator and was assigned to the same base in England, but they did not know each other at the time. Both Dick Jones and Dick Backus served under the same executive of-



Walter Juszczuk, B-17 Belly Gun Turret Operator. Courtesy Walter Juszczuk.

ficer, the film star Jimmy Stewart. One of Dick's most vivid memories was the time he was flying a bombing run, as navigator, when the plane was hit by heavy flak. At the same time the plane was suffering from separate mechanical problems. The pilot decided to land in Switzerland, a neutral country. According to the Geneva conventions, said Dick, the Swiss, as neutrals, had the right to keep "belligerents" out of the country – by force if necessary. The result was that the Swiss fired on the plane when it entered their space. Fortunately, the plane landed successfully and Dick was preparing to disembark when a uniformed Swiss "stuck a Luger in my ribs," said Dick and told him to get off. The crew was subsequently interned at a hotel. Those who attempted to escape were imprisoned. There was nowhere to go anyway since Switzerland was at the time surrounded by German and Italian troops. They waited to cross the border until Allied forces had taken over.

A piece of shrapnel, safely stored in a display case, is a vivid memento of **Walter Juszczuk's** 50 missions in Europe as a belly turret gunner hanging from the belly of a B-17. He was too young to enlist when Hitler invaded his native Poland on September 1,

1939, but he enlisted shortly after his 17th birthday to seek revenge.

General George Patton's 3rd Army became the focus for **Tom Moseley** and his fellow infantrymen as they raced northward toward the Battle of the Bulge. The German Army's last major effort through Belgium was thwarted when the 3rd Army's open-air vehicles loaded with infantrymen and moving relentlessly through the cold European winter of 1944-45 defeated the enemy. Tom recalled that January 20, 1945, was the coldest day he had ever experienced. He said, "I swore I would always be in a warm place on that date." Tom particularly remembered his New York welcome when the city greeted his returning troop ship with blinking lights and dancing girls on the wharf.

Don Graham served in a nontraditional way, but one which was vital to the Allied effort. Serving in the Merchant Marine, he was in command of ships taking aviation gas and other supplies from the United States to Europe. He plied the exceedingly dangerous waters of the North Atlantic that the flight plans for Wesley Ko, Dick Jones, and Dick Backus carefully avoided when they flew the usual



Walter Juszczuk, U.S. Army, Belly Gun Turret Operator. Plastic bag (lower right) contains shrapnel recovered inside his turret. Photo by Rich Miner.



Walter Juszcyk, standing second from right, with his B-17 crew. Courtesy Walter Juszcyk.

MISSION #9 Lt. Richard
DATE, DEC. 8, 1943
SHIP NO. 946
TARGET, ELUSIUS, AID GREECE
HOURS, 9 HRS. 30 MIN.
FLAK, MODERATE, VERY ACCURATE

MISSION #10 Lt. Cox
DATE, DEC. 14, 1943
SHIP NO. 333
TARGET, AID GREECE
HOURS, 7 HRS. 25 MIN.
FLAK, MODERATE, ACCURATE
6 ENEMY FIGHTERS

MISSION #11 Lt. Cox
DATE, DEC. 15, 1943
SHIP NO. 333 INSURANCE
TARGET, R.R.Y. GERMANY

HOURS, 7 HRS. 25 MIN.
FLAK, MODERATE, ACCU.
RIGHT LANDING WHEELS
WOULDN'T COME DOWN
PILOT BELIED THE
SHIP IN. NO CREW
MEMBER HURT. VERY
GOOD LANDING.

MISSION #12 Lt. Cox
DATE, DEC. 20, 1943
SHIP NO. 339
TARGET, ELUSIUS AID GREECE
HOURS, 7 HRS. 50 MIN.
FLAK, MODERATE, ACCURATE
5 ENEMY FIGHTERS

MISSION #13 Lt. Cox
DATE, DEC. 22, 1943

MISSION #24 Lt. Richard
DATE, JAN. 22, 1944
SHIP NO. 362
TARGET, CENTRAL NO RIME ITALY
HOURS, 3 HRS. 50 MIN.
FLAK, LITTLE
12 ENEMY FIGHTERS

MISSION #25 Lt. Cox
DATE, JAN. 21, 1944
SHIP NO. 876
TARGET, AID 16 TUE, NO FARRER
HOURS, 8 HRS. 10 MIN.
FLAK, MODERATE, ACCURATE
10 ENEMY FIGHTERS

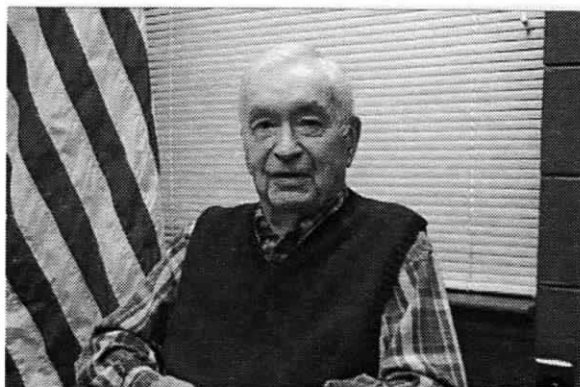
MISSION #26 Lt. Cox
DATE, JAN. 23, 1944
SHIP NO. 876

TARGET, BRIDGE ITALY
HOURS, 3 HRS. 20 MIN.
FLAK, MODERATE ACCU.

MISSION #27 Lt. Cox
DATE, JAN. 24, 1944
SHIP NO. 499
TARGET, SOFIA, BULGARIA
HOURS, 7 HRS.
FLAK, NONE
BOMB WAS DROPPED ON
OUR LEFT ELEVATOR, IT
TORE IN HALF BOMB DID
NOT EXPLODE, CAME
BACK HOME SAFELY.

MISSION #28 Lt. Cox
DATE, JAN. 25, 1944
SHIP NO. 876

Excerpts from Walter Juszcyk's log books. Courtesy Walter Juszcyk.



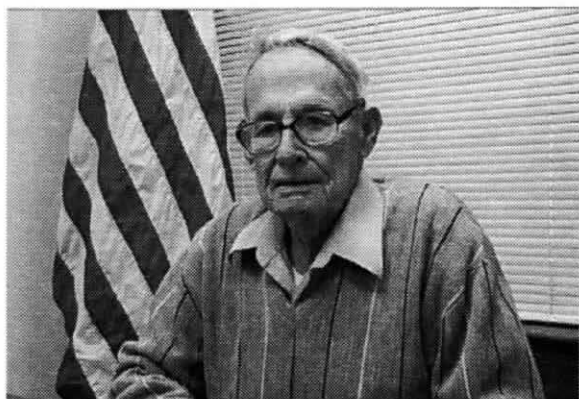
Harold Demone, U.S. Army, Battle of the Bulge, German POW.
Photo by Rich Miner.

dogleg from Florida to Wales. "It wasn't only the weather out there, but the real threat of the German submarine fleet which got our attention," said Don. German submarines operated in groups called "wolf packs," prowling for merchant ships and destroyers used in convoy duty. With submarines operating almost with impunity, Don guided his ship through infested waters and rough seas. He watched many other merchant ships and navy destroyers used for protection explode before his eyes when a torpedo scored a direct hit, sending the ships with all hands and cargo to the bottom of the sea. Yet many of these gallant seamen and survivors returned time and again to make certain the necessary supplies were delivered to the fighting forces. Submarines and Kamikaze attacks sank a total of 1,554 merchant ships during the war in both the Atlantic and Pacific Theaters of Operation. After the war, he became captain of the merchant vessel *Manhattan*, traveling the Northwest Passage, breaking ice 20 feet thick. Don ended his merchant marine career by commanding the largest Exxon tanker in the world.

Harold Demone enlisted in the Army shortly after his 18th birthday. As an infantryman, he found himself in Europe during the winter of 1944-1945

(the coldest winter in years), racing north toward the Belgium forest and the Battle of the Bulge. Little did he know that another Falmouth resident, Tom Moseley, was also responding to General Patton's order to "move out swiftly" and engage the enemy. Captured by the Germans, Harold was a prisoner of war (POW) and spent four months in Stalag 4B, the notorious camp in East Germany. While incarcerated in the spring of 1945, rumors spread throughout the camp that the Allied forces were closing in. The German reaction? March the POWs toward Czechoslovakia. In April of 1945, he escaped three times, only to be captured each time. Finally, the Allied forces closed in and Harold and his fellow POWs were free men in Allied hands near the end of the war.

A Japanese flag, taken from a post office in occupied Japan, is one of **Larry Harlow's** prized possessions. It is signed by numerous shipmates and brings back vivid memories of his service to his country as an enlisted man in the navy. Initially assigned to a British Escort Destroyer, he saw duty and witnessed Kamikaze attacks at Tarawa, the Solomon Islands, and the Slot (the waters between the Solomon Islands)



Larry Palmer, U.S. Navy, PT Boat Squadron, New Guinea.
Photo by Rich Miner.



Irene Weeks, U.S. Navy Pharmacist's Mate 1st Class, holds her uniform jacket. Photo by Rich Miner.

before going ashore in Tokyo and Yokosuka, Japan, as part of the occupation forces.

PT boats played a significant role in the war in the Pacific. Although PT 109, commanded by a young John Kennedy, is the most famous, clearly the ones on which **Larry Palmer** served played an important role intercepting Japanese supply ships in New Guinea after the Battle of the Coral Sea. "We would look for the wake of the ships in total darkness and then move in," Larry recalled. On numerous night patrols (each patrol lasted two or three nights in a row from dusk to dawn 50 miles from shore), Larry could hear the shells overhead, but "I was in the engine room and could only hear the enemy, all the time praying for a miss." He considered the "boat" his home and all the crew part of his family away from home.

Irene Weeks proudly hangs her First Class Navy Petty Officer uniform in her closet and a large 48 star flag in her hall. She was a radiology technician in the first WAVES class of medical personnel. The WAVES (Women Accepted for Voluntary Emergency Service) played a vital role in the war effort, both here and abroad. Irene had been asked by the

physician radiologist in her office to deliver some x-ray films to the Navy recruiting office in Minneapolis. "One of the sailors asked me why I didn't join up," she remembered. She felt at the time that she should serve and knew that although her brother was skeptical about her enlisting, "that my mother would be proud of me."

Navy boot camp at Hunter College in New York City was followed by an assignment at Smith College. "The Navy took over the college," she remarked. She was stationed at the Naval Dispensary in Chelsea, Massachusetts, taking care of the medical needs of dependents who served the country in an "invisible way while loved ones were in harm's way."



Irene Weeks, center, holds up sign with fellow WAVES. Courtesy Irene Weeks.

Newt Gresser was a medical school graduate in internal medicine when he became a member of the medical corps of the U.S. Navy. He was aboard a destroyer en route from North Africa and 600 miles from Bermuda when he was faced with the task of performing an emergency appendectomy. He used the wardroom table while the ship tossed from wave to wave. Later, in December of 1944, he was on a minesweeper in the Pacific when his ship was ordered to ride out a massive typhoon headed for Okinawa.

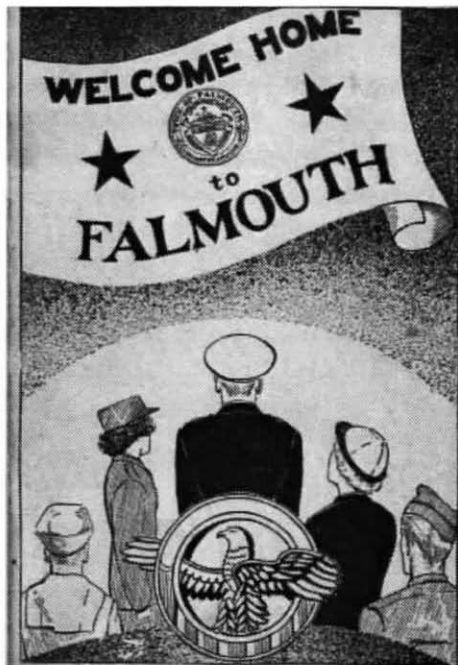
Al Irish was in the Signal Intelligence Service, assigned to a photographic unit in Brisbane, Australia. He still treasures a letter from General Douglas MacArthur commending his unit for photographic excellence and contributions to the war effort.

Harry Stuermer was in medical school when he decided to join the Navy, but was denied. "They told me they would need doctors and I should finish before going into the service." After graduating, he was commissioned by the Navy as a Lieutenant in the Medical Corps. He was eventually assigned as the medical officer on the *USS Bushnell*, a submarine tender maintaining submarines returning from patrols in the Pacific theater. Mostly stationed in Guam, Harry recalls a time transiting from San Francisco to Guam when an American submarine came to the surface to report a crewman with a broken leg. Harry was transferred to the submarine, but he did not like the experience. "It was an awfully big ocean and I was in a very small boat." He served his country well, retiring as a Commander, Medical Corps, U.S. Navy, but admits with a smile, "I got more out of the Navy than they got out of me."

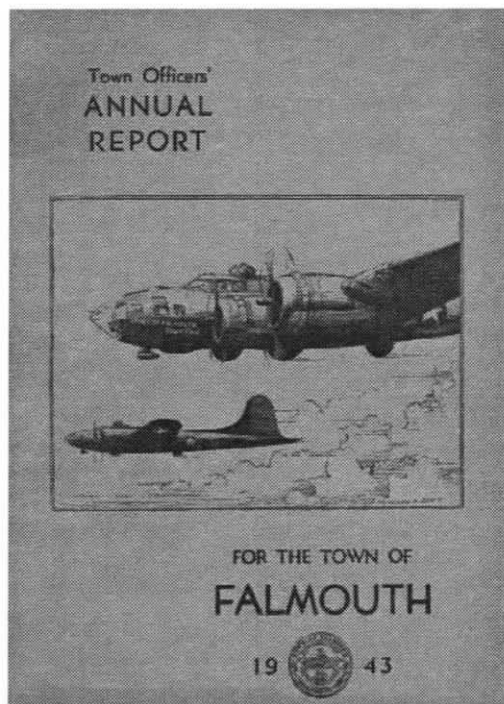
Fifi Burton was too young to enlist when the war broke out, but on her 18th birthday she signed up, wanting to join the Medical Corps. After training

and indoctrination, she was assigned to a naval hospital in Idaho. Fifi was the first woman on the west coast to be trained as a "neuro psych" technician working with soldiers returning from the Pacific with "battle fatigue," now known as posttraumatic stress disorder. There was a German POW camp on the hospital grounds. "They always went in front of us in the chow line," Fifi recalled. "This really got to us. But they were nice young boys a long way from home and the victims of a brutal totalitarian regime which sent them to a war they didn't want to fight." Fifi continued to serve her country at the Naval Hospital in Bremerton, Washington, for the duration of the war. She was discharged as a Third Class Pharmacist's Mate.

The town of Falmouth is grateful to these men and women and to all our veterans. We shall not forget!



Courtesy Falmouth Historical Society.



Annual Report cover. Courtesy Falmouth Historical Society.



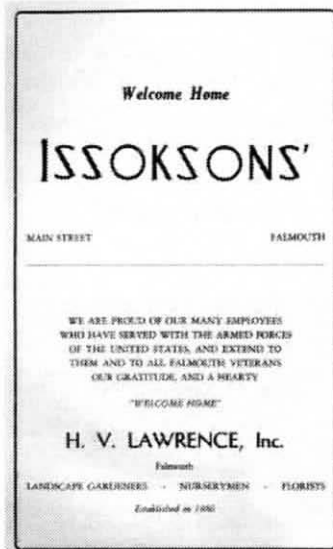
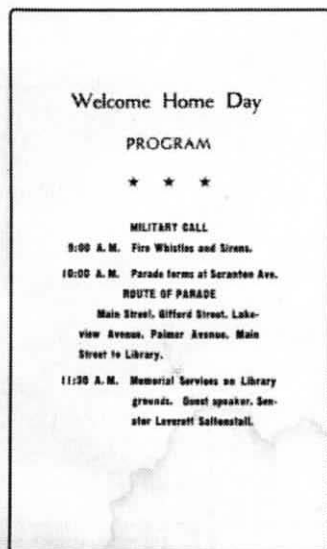
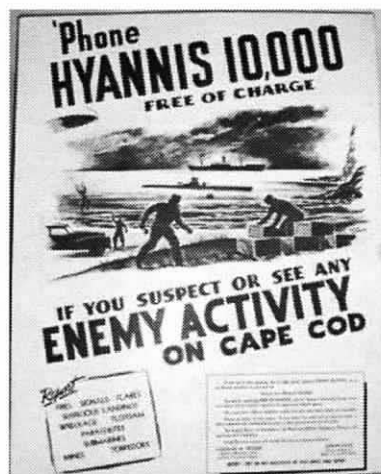
M. M. 1/C William McComiskey

The first Falmouth man to lose his life. He died in the South Pacific from peritonitis following battle injuries. He was 28 years old. Courtesy Falmouth Historical Society

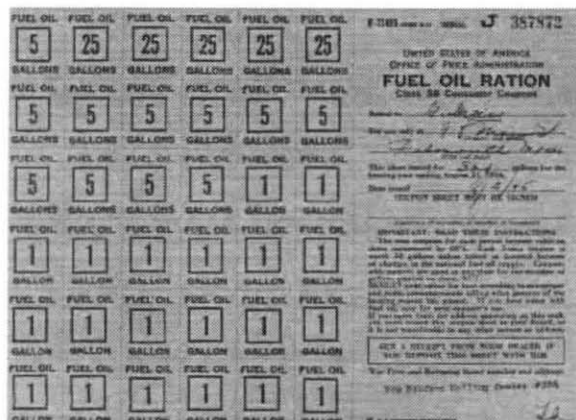


Less than 10 years ago it would have been amusingly presumptuous for anyone to forecast that those Cape Cod areas which became Camp Edwards would be one of the most important training sites for the greatest armies this nation ever sent against its enemies. For then there was nothing warlike about peaceful

Cape Cod. Yet, at Edwards and in the waters near it, more thousands of soldiers were trained for battle than in any other military installation in the country. On March 31 it goes on the inactive list but the part it played in building our military might in World War II will always loom large in our country.



Newspaper clippings. Courtesy Falmouth Historical Society and E. Graham Ward.



Fuel ration coupons. Courtesy Falmouth Historical Society.



Inside of ration book. Courtesy Falmouth Historical Society.



Landing craft on beach at Washburn Island. Courtesy Falmouth Historical Society.

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

956279 EP

WAR RATION BOOK No. 3 Field of action

Identification of person to whom issued: PRINT IN FULL
 (Last name) Choate (First name) Philip (Middle name) H.
 Street number or rural route 16 Beachside Pl.
 City or post office Falmouth State Mars.

AGE 11 SEX M WEIGHT 78 lbs HEIGHT 4 ft. 10 in. OCCUPATION Student

SIGNATURE Philip H. Choate
 (Print or whom book is issued. If such person is unable to sign, another may sign in his behalf.)

WARNING
 This book is the property of the United States Government. It is loaned to you to use only for the purpose of obtaining ration stamps. It is not to be used for any other purpose, nor is it to be given to anyone else. It is to be kept in a safe place and not to be loaned to anyone else. It is to be kept in a safe place and not to be loaned to anyone else. It is to be kept in a safe place and not to be loaned to anyone else.

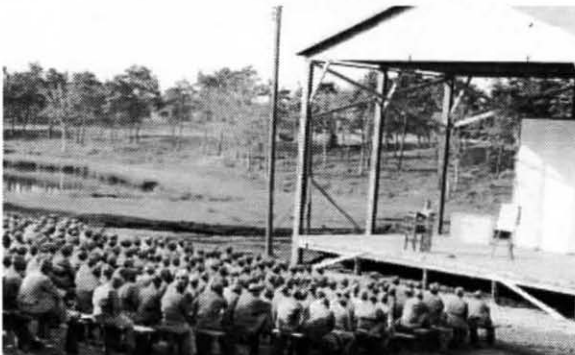
LOCAL BOARD ACTION
 Issued by: _____ (Local board number) _____ (Date)
 Street address: _____
 City: _____ State: _____
 (Signature of issuing officer)

BOOK NO. 4

War ration book of 11-year-old Falmouth resident Philip Choate. Courtesy Falmouth Historical Society.



Falmouth Heights beach in front of Tower House. Courtesy Falmouth Historical Society.



Lt. Colonel Gerald F. Lillard addressing 36th Division Officers, Waquoit Bay, U.S. Army Signal Corps photo. Courtesy Doc Taylor of Menauhant.



Landing craft lie alongside one of five huge wooden docks on Waquoit Bay shoreline of Washburn Island, U.S. Army Signal Corps photo. Courtesy Doc Taylor of Menauhant.



Temporary pontoon bridge across Seapit River from Washburn Island, Waquoit, U.S. Army Signal Corps photo. Courtesy Doc Taylor of Menauhant.