

The National Museum of the Pacific War
(Admiral Nimitz Museum)

Center for Pacific War Studies
Fredericksburg, Texas

Interview with
Albert L. Eshelman
35258795
S/Sgt.
553d AAF Base Unit
USA

Original Interview by
John B. Tombaugh and Peg Van Meter
25 February, 2005

Albert L. Eshelman
35258795
S/Sgt.
553d AAF Base Unit
USA

Medal Earned:
Good Conduct
EAM Theater Ribbon with 3 Bronze Battle Stars
3 Overseas Service Bars
Ruptured Duck

Interviewed
by
John Tombaugh and Peg Van Meter
February 25, 2005

My name is John Tombaugh and Peg Van Meter and I are interviewing Mr. Eshelman on Feb. 25, 2005.

Mr. Tombaugh

Would you please give your full name and address.

Mr. Eshelman

Albert Leroy Eshelman, 2601 Southway 31, Rochester, Indiana.

Mr. Tombaugh

What were your parents names and where were they born?

Mr. Eshelman

Albert C. and Armilda Reese Eshelman. My parents were both born in Fulton County, Indiana.

Mr. Tombaugh

Where did you attend school?

Mr. Eshelman

I first went Munger then to Leiters Ford School at Leiters Ford, Indiana then to Tiosa School at Tiosa, Indiana, next was Tippy then Burton school and then finally to Rochester.

Mr. Tombaugh

What did you do when you left school?

Mr. Eshelman

I worked on my dad's farm, helping with the livestock and driving horses and tending crops.

Mr. Tombaugh

Where were you on December 7, 1941?

Mr. Eshelman

I was south of Rochester, Indiana laying on the floor at home when Bill Calvert came and told us the news. During the war he was a radio operator in a C 47 which was towing the gliders

Mr. Tombaugh

When did you go into the military?

Mr. Eshelman

I went in for the physical in Dec., '41 and It was on February 18, 1942 that I was inducted.

Mr. Tombaugh

This was the Army?

Mr. Eshelman

Yes.

Mr. Tombaugh

What base did you first go too?

Mr. Eshelman

I first went to Fort Benjamin Harrison, Indianapolis, Indiana then went to Keesler Field at Biloxi, Mississippi.

Mr. Tombaugh

This was your choice?

Mr. Eshelman

No. I volunteered for tanks and got Air Corps.

Mr. Tombaugh

You were issued the standard allotment of clothing?

Mr. Eshelman

Yes, but the shoes were something else. They had you to pick up two buckets of sand and this was how they measured you for shoes. We received two pair of shoes; overcoat and uniform.

Mr. Tombaugh

You received your basic training at Keesler Field?

Mr. Eshelman

Yes, what little training we received.

Mr. Tombaugh

What was the basic like?

Mr. Eshelman

It was a very nice base and they had streets laid with sea shells. They would come and plow them up as you were headed for the mess hall; you can imagine that there was not much appetite.

Mr. Tombaugh

Any humorous stories at this base?

Mr. Eshelman

Not really, only the mayor of Biloxi, Mississippi and the commander of the base were sent up because of using government material to build homes. It wasn't in the papers but it happened.

Mr. Tombaugh

Where did you go next?

Mr. Eshelman

To Hendricks Field at Sebring, Florida.

Mr. Tombaugh

What was that base like?

Mr. Eshelman

Was a real nice and completely new base.

Mr. Tombaugh

What did you do at Henry Field?

Mr. Eshelman

I was asked if I wanted KP or MP and I choose MP's they would always eat first. I was an MP for one year and then I went for a year to base engineering.

Mr. Tombaugh

Any humorous stories you would like to tell?

Mr. Eshelman

We needed a bunch of shrubbery around the barracks, so we went over to Fort Pierce, Florida it was a navy base. I was driving the truck and we let them off and then went for a swim in the Atlantic Ocean.

Slim McGinney had his club loaded with buck shot. There were black's and thought we were going to have a big fight, so I went and called the ambulance. He was a big guy could handle himself real well.

There is a plaque down at Sebring, Florida. I was on the main gate working that day and they had washed a plane down with 100 % octane gas and the weather was always hot and muggy. Well this engineer came out and got into that plane and hit the started and it blew up right there and it melted. It didn't have the time to properly dry.

We used the only means of cleaning we had and that was gas but the carbon tetrachloride was much better than the gas.

We also had some planes that landed up in the swamp, something went wrong and down they went.

I remember McDaniels came on a motorcycle and was talking to the boys and a B 17 was coming in and it was bouncing from being all shot up but they finally managed to land the plane.

McDaniels was World War I vet and had been in all that time and he was one really nice guy.

Mr. Tombaugh

Were you trained on any other equipment?

Mr. Eshelman

That and just the Case tractor. We would mow, mow, and mow some more.

We drove out on Miami Beach and there was nobody their at that time as there was no traffic at all.

Mr. Tombaugh

When you went overseas did you fly?

Mr. Eshelman

No. We went up to Camp Kilmer on a B 17 prior to Thanksgiving day in 1943. Went into New York a couple of times. We shipped out on a cattle boat and I got seasick. Good old kidney stew ! I laid on a picnic table bench.

Mr. Tombaugh

Where did you dock at in England?

Mr. Eshelman

Liverpool, England. I threw my duffle bag on a 40 ft trailer and walked across Liverpool to the train station. The station had all the sky lights bombed out and it was a very large place. We traveled by night and had C rations on the train to Sudbury, England. We were there for a week or two and during that time we had no fuel for the stove.

They had ninety turkeys to feed the base and we filled the base up so we got C rations again.

We went up to the Air Station at Prestwick, Scotland. This was in December of 1943-44. This base is still operating

We raced down to the mess hall and that was good eating. They had a tank full of coke's that I hadn't had for a long time.

They took five guys up to the Air Station at Lukers and two of them were put in prison right off because of mouthing off on a secret mission they were suppose to be doing here.

Mr. Tombaugh

You never go into Ireland?

Mr. Eshelman

No.

Mr. Tombaugh

What about a gentleman called Pop Livingston?

Mr. Eshelman

A good gentleman; he was 45 years old and had so much metal in him from riding a motorcycle. He had six children at home so they put him in service. They had to feed the family so they put him in the service. You could count on him to do something but the other guys, if I knew then what I know now, they would have been over in the front lines. There were six of us and only 3 or 4 of us doing the work.

We had this Indian called Indian Bear and he would drink one beer and he would be out cold. We would open the truck tailgate and roll him in, he just couldn't handle beer.

We drove with no lights on, just by landmarks at night, and after we got back to base we would hose the truck down.

Mr. Tombaugh

What is your service number?

Mr. Eshelman
35258795

Mr. Tombaugh
What was your rank when you were discharged?

Mr. Eshelman
Staff Sgt.

Mr. Tombaugh
Do you remember the dates of when you arrived and departed overseas?

Mr. Eshelman
I departed the United States on December 5, 1943 and came back to the United on September 29, 1945.

Mr. Tombaugh
What unit were you with?

Mr. Eshelman
553d AAF Base Unit.

Mr. Tombaugh
When you would drive at night did you have someone go ahead walking and direct you?

Mr. Eshelman
No. I could find my way at night but daytime was something else. One of the toughest duties I had was going to the country and picking up the girls and taking them home at night. The Adamston house was the Transit Officers Quarters. I would get the mail from the train and bring it back. Another thing was that the hare in England is bigger than our rabbit and at Lukers was a sand pit and you couldn't touch those hares they were the King and Queen's.

Mr. Tombaugh
Did you see Sherwood Forest?

Mr. Eshelman
Yes, but never saw Robin Hood. snicker

Mr. Tombaugh
What was your main job?

Mr. Eshelman
Refueling the planes was mostly what I did. I had two 4,000 gallon trailers and a tanker engine and I would pump it into the plane. I would back up between the props and throw a hose up to

them waiting atop the wings to fill the plane up.

Mr. Tombaugh

Did you spend the rest of your time at Lukers?

Mr. Eshelman

Just about. I went down to Metfield.

I landed at Liverpool and took a train to Sudbury which is northeast of London. Then up to Prestwick, Scotland then to Lukers at St. Andrews on the North Sea. Lukers was just across the firth course from St. Andrews, then to Metfield which is outside of Great Yarmouth, England. We closed the base and haul everything over to the bomb dump. This was laid off in block sections like a town and filled as high as a crane could stack it. I hauled the trailer loads there and when Japan surrendered I didn't need to ask for help, they all wanted to go into town because they were in quarantine otherwise.

I could get into that place with a 40 ft trailer but once in I couldn't back out because of a river bank on the other side. It wouldn't jackknife but would get about halfway up on the bridge bannister. I told them I couldn't get out and then I had to back up quite a distance so I got a 25 ft trailer and autocar and then got along pretty good. I closed up Lukers and took out of there all that I could haul and just had two tankers that we refueled the planes with the most.

When we went down to Metfield I didn't know it but found out later it was all cleaned off perfectly. There was a hole in hangar you could blow a B 24 straight across and get out the other side, this from a bomb dump that blew up. There wasn't anything left. They changed the type of bombs; before they would back up and set the breaks and unload the bombs. They didn't touch these and that's what happened, all they found was the rear axle. The buildings around there were mashed down like a straw pile dispersed as they put the bases in among the farm fields, so they would be camouflaged. Ninety silver (unpainted) B 24's were parked overnight on that base at the time and they never flew the first one off as they were rejected because of the stress on the frames and skin as a result of the explosions.

Mr. Tombaugh

The following is taken from the files of John B. Tombaugh:

"-----
B 24J Liberator 9 to 11 crew Heavy Bomber
H.W.

Power :four P & W R-1830-65 fourteen
cylinder air cooled radial
engines with General Electric
B-22 exhaust driven turbo
superchargers each developing
1200 hp at 2,700 rpms for take

off.
 Max Speed :300+
 Ceiling :30,000
 Tactical Radius
 :750 miles
 Wing Span :110', incorporating the Davis
 design wing/airfoil
 Length :66'4"
 Height :18'0"
 Weight :60,000 Lbs
 Armament :ten or more 50 Cal M.G.;
 w/turrets
 Bomb Load :6,000 Lb.,
 8,000 with optional external
 bomb racks.
 Retractable Landing Gear
 Tricycle Landing Gear

The first B 24 flew on 29 Dec., '39. 19,276 of these took to the air in the following war years.

These are also known as the LB 30, the F 7, the C 87 and the C 109 as well as the Navy version, the PB4Y Privateer.

Within the cockpit are fifty dials and one hundred and fifty switches.

These were built at a number of plants across the US including Consolidated, San Diego Plant which has the CO at the end of the planes designation such as the B 24-20-CO. If it ends in Fo this indicates it was built at the Ford Plant at Willow Run, MI. CF indicates Consolidated built at Fort Worth, Texas. DT means Douglas at Tulsa, OK. and NT means the North American located at Dallas, Texas.

"-----
 B 17 G Flying Fortress heavy bomber.

Crew :pilot, copilot, navigator,
 bombardier, engineer, radioman,
 armorer, nose gunner, tail
 gunner, two waist gunners,
 dorsal gunner.
 Boeing model no.
 :2990
 Wing Span :103' 9 & 3/8"
 flaps :split type with a span of 24'
 4 & 15/16" and are electrically
 powered with manual override if
 needed.
 Length :74' 8.9"
 Power :4 Wright Cyclone R-1820-97
 with Cyclone turbo charged

radial piston engines. Each engine hold 37 gals. of oil.

HP :1,000 hp ea.

Fuel :2,780 gallons of 140 avgas in the wing tanks plus a possible addition of bomb bay tanks with another 3,600 gallons.

Speed :287 mph max at 25,000'.
302 max.

Ceiling :35,000'

Range :2,000 miles w/ 6,000 lbs of bombs.

Wing Span :103' 9 & 3/8"

Length :74' 8.9"

Height :19' 1"

Weight :36,134 gross
38,200 Lbs fully loaded

Armament :thirteen M2 50 cal. guns w/ 300-500 rounds of ammo per gun

Bomb Load :17,600 Lb.

Retractable Landing Gear

Tricycle landing Gear

USAAF serial number

Boeing
:42-31032 - 42-32116
42-97058 - 42-97407
42-102379 - 42-102978
43-37509 - 43-39508

Douglas
42- 3563
42-37716
42-37721 - 42-38213
42-106984 - 42-107233
44- 6001 - 44- 7000
44-83236 - 44-83885

Vega (Lockheed)
42-39758 - 42-40057
42-97436 - 42-98035
44- 8001 - 44- 9000
44-85492 - 44-85841

Number built
Boeing :4,035
Douglas :2,395
Vega :2,250

The first flight of the 299 was made on 28 July, '35 and the first cross country flight was made on 20 Aug., '35 from California to Dayton, Ohio in 9 hours.

The first, after the change from the first model 229 built, was the YB-17. This model was 7' longer than the 229 and was also heavier

through modifications and additions.

In 1939 a supercharger was added to the engines giving the bomber the power for high altitude flights.

This aircraft has 323 instruments located in the cockpit. These include the thermometers, fuel, altimeters, pitch and yawl, landing gear etc.

Essentially a development of the prewar Boeing Model 229 and the change to B-17 was made on 1 July, 1935.

During the peak production periods there were one hundred and thirty B-17's total turned out each week from the three companies building this plane. From the Boeing Company alone sixteen B-17s were turned out each day.

A total of 12,731 B-17's were built in the three plants including the Boeing (built 6,981), Vega (Lockheed built 2,700) and Douglas (built 3,000) plants. Approximately 4,750 are lost on combat missions.

5,000 + B-17's were destroyed in combat.

Title	Rank and duty	Gun Position
Pilot	1st Lt.- commands airplane and crew;	pilots the plane.
Copilot	2nd Lt.-Assists the Pilot in flying the plane, operates fire control.	
Bombardier	2nd Lt.-Locates, identifies and bombing target; directs plane while over target.	Chin Turret
Navigator	2nd Lt.- Navigates plane to target and home.	Alternate on Chin Turret.
Aerial Engineer	T/Sgt.-Handles and corrects mechanical troubles in flight; checks plane before flight; gunnery.	Top Turret
Ass't Engineer-gunner	S/Sgt.-Assists engineering-gunner gunnery.	Aerial Gun
		Waist Gun

Radio operator	T/Sgt.-Operates all radio, Hatch mechanic Radio- makes necessary radio repairs. Waist Gun
Ass't Radio-operator	S/Sgt.-Assists radio operator, mechanic Ball Turret
Armorer	T/Sgt.-Maintains and repairs armament, Gunner including guns, gunsights, turrets, bomb racks, etc; gunnery. Waist Gun
Ass't Armorer	S/Sgt.-Assists armorer-gunner;gunnery. Tail Gun

The B 17 E was the first to have a tail gunner in the enlarged tail area of the plane.

On the tail surface of the plane is seen the serial number of the bomber. The one with the first two numbers 36 indicate that it was built in 1936 and the last numbers indicate the number of the plane built that year. The first number of the year was dropped so that it then reads 230319 and was actually built in 1942.

-----"

Mr. Tombaugh

What about a V 2 rocket at Metfield?

Mr. Eshelman

It landed in Norway without being fused. I didn't know that to haul it back in you could not have gotten it in a B 24 so we had to use the C 47. I fueled that plane up and used fuselage tanks. You could just squeeze through to get to the cockpit. They refueled over there but that's a long way across from Scotland to Norway.

The following taken from the files of John B. Tombaugh:

"-----"

V-2 The worlds first ballistic missile
 Length :46'
 Weight :14 ton
 Explosive :1 ton
 Speed :3,400 mph
 Range :200 miles
 Launch platform
 :mobile trailer with powered
 lifting bed to stand the rocket
 vertically on its mobile base

for launching.

-----"

continued:

Now the Norwegians underground was starving to death so we had to haul them food and supplies and the supplies were put in bomb canisters and they used different colored parachutes to indicate the colors had different items.

Mr. Tombaugh

Was this called the Carpetbaggers squadron?

Mr. Eshelman

We didn't call them that but there were carpetbaggers brought up from London to run that operation. The planes didn't have any guns either.

Mr. Tombaugh

Who is Walter Houts?

Mr. Eshelman

He's from Monticello, Indiana and another one is John Hirsch from New City, New York, are both deceased. They were in my unit.

Also John Gray was in my unit also and he was the nicest guy and everything he did was perfect but it would take him a week to do it. He was from Richmond, Indiana also.

Mr. Tombaugh

What happened on St. Patrick's Day in 1945?

Mr. Eshelman

I had just been down to Reading, England and Bill Calvert from Rochester, Indiana was stationed there but he was out on a mission and I didn't get to see him. We stayed overnight in London and the next day we went up to Metfield. There was a noncom club and two big quonset huts for the theater there. Of course the little quonset huts over here on dispersal points. They had that all fixed up nicely. I had never been in combat or present during the air raid sirens or anything like that and the shelter was located right across the way. They were having a noncom party and the air raid sirens went off and everybody beat me out of the building and they went right into the shelter. I wasn't worried and there I was laying on the concrete looking at those tracers coming out of the gun batteries set up around the 8th AAF's base. One of the shells from the enemy plane put an 18" hole in the theater. If I had been walking I would not have made it. I was in the direct line of that hit. It didn't take me any time at all to get down into the shelter after that !

The following taken from the files of John B. Tombaugh:

"-----"

AS-51 Horsa two seat Assault Glider H.W.

Wing Span :88'
Length :68'
Weight :
Capacity :28 troops plus pilot and
copilot

This is a british built glider, see Waco
for the US glider.

"-----
CG 4A Waco 2 man crew Glider H.W.

Wing Span :83'8"
Length :48' 4"
Cord :10'6" Chord
Height :12'7"
Towing Speed
:150 mph max.
Weight :7,500 Lbs
Capacity : The floor has a honeycomb
construction of plywood which
can carry 4,060 lbs, 620 lbs
more that the weight of the
empty glider! The nose section
containing the pilot and co-
pilot is hinged to swing upward
leaving an opening of 70 X 60"
for a fast loading and
offloading of anything up to a
jeep, complete with a radio,
driver, radio operator and one
soldier. It is capable of that
or carrying a jeep trailer
loaded with combat supplies and
two soldiers; or a 75mm pack
howitzer with 25 rounds of
ammunition and two
artillerymen; or a small
bulldozer and its operator. The
max safe speed recommended is
150 mph carrying a gross weight
of 7,500 lbs. Within the
cockpit of the glider the two
sit side-by-side and in the
first models there was only one
control which was swung from
pilot to copilot but this is to
be altered in the later models
with both having the controls
located in front of them. The
wheel was the same size as a
car steering wheel. The
cockpit instruments are the

same as used in the powered planes and were designed to withstand the vibrations of the latter planes. The gliders are not subjecting them to any vibrations but the powered pilot continue to tap on the glass to insure that they are not sticking. Communications between the mother plane and the glider in these early days is simply a telephone wire wrapped around the tow rope in these early models. During the taxi along the runway and the faster take off these wires are often broken thus the loss of communications. When this happens the plane simply lowers the landing gear as a sign to the glider pilot that they have reached the LZ. Later this is to be corrected with the use of two-way radios.

Built :13,909 during the war.
Cost each :Babcock: \$ 51,000.00 ea.
(Babcock built 54 of these units (see price for P-51))
Cost each :Fords Kingford plant:
\$15,400.00 ea.

As a note, there was over 70,000 parts in each CG 4 built.

Flight test of the prototype was made in 1942.

There were more than 12,000 CG 4 gliders built during the war.

The Waco Aircraft Co. of Troy, Ohio manufactured 1,074 CG 4A's.

There were actually some 15 different companies building the CG 24's.

The government paid \$24,000.00 per glider,

"-----
C 47 Skymaster aka Dakota 4 man crew
transport L.W.

Power :two 1,000 hp Wright Cyclone R-1820 12 cylinder air cooled radial engines or two Pratt and Whitney Twin Wasp R-1830 14 cylinder air cooled engines.

HP :1,200 hp ea.
Max Speed :260 mph
Ceiling :25,000
Tactical Radius
:750 miles
Range :1,100 miles
Wing Span :95'
Length :64'6" Long
Height :16'11"
Weight :17,720 pounds empty, 29,000
Lbs full
Capacity :28 men or 6000 Lbs cargo or 18
Hospital litters or a jeep and
a 75 mm cannon.
Retractable Landing Gear
Tail Dragger

In 1932 Transworld Airlines gave specifications for a commercial plane they wanted built to Douglas for the replacement of the Boeing Model 247 they were using at the time. In the original order a specification was included for a trimotor aircraft. Douglas was aware of the P & W engine on the drawing board at the time and designed the first model, the DC-1, as a twin engined aircraft. The resulting airplane far exceeded the original design specification in passenger, cargo fuel ratio and distance capability.

During a landing the one and only DC-1 crash and so the new model, the DC-2, was built which was slightly longer than the DC-1 but almost identical for the remainder of the plane. This model of the airplane was the first to have in-flight movies available for the passengers.

The U.S. Army ordered three of the DC-2's in 1935 for experimental conversions and shortly thereafter they ordered 18 more with a modification on the side to include the standard double doors as seen on the C-47s. These were used for communication centers and transportation.

In 1936 the first Douglas Sleeper DC-3 was built and the first of the DC-3 was produced known as the Biscuit Bomber, Goonie Bird or Hydraulic Horror to name a few of the names given to them though the correct name was the Dakota.

Prior to and during the war the Japanese actually built, under license, the DC-3/C-47 and mounted gun turrets on them.

The Russians were supplied with 700 C-47's

and built, under license, approximately 2,000 more.

The C 47's were used in a variety of manners including the pulling up and towing of the Gliders, supply drops and evacuating the wounded, complete with a nurse aboard and even carry a jeep with trailer or small howitzer.

The C in C 47 stands for Cargo and in the DC 3 the DC stands for Douglas Commercial.

During the Normandy landings there was 1,000 C 47s operating in that area alone.

Almost 11,000 of these were built over the war years.

-----"

Mr. Tombaugh

Did anything else happen?

Mr. Eshelman

It was a rainy dark cloudy night and I had gone down and taken a shower. Now the mess hall was up on the corner and the hair on the back of my neck came up when I saw flames coming out of the back and another guy said: "Don't worry it will run out of fuel in about 8 miles." It shook the pots and pans and all the mess hall. I guess he knew what he was talking about.

Down in London the people would run for the shelters and the GI's would sit on the curbs watching them.

Mr. Tombaugh

While there did you see the wreckage of Rudolf Hess's plane which he flew to Scotland and crashed. They brought that on a show across England and people could actually see the plane?

Mr. Eshelman

What kind of plane was it?

Mr. Tombaugh

I believe an Ju 88.

Mr. Eshelman

I know I picked one up the next day so they had one around there it had got shot down and the biggest piece I could find was the engine.

The Australian would fly the Mosquito which was a twin engine all wood aircraft.

The following taken from the files of John B. Tombaugh:

"-----=
Mosquito, DeHavilland D.H. 98 two seat
all wood aircraft.
nicknamed the " Wooden Wonder "

Wing span :54'2"
Length :40'6"
Height :12'6"
Power :two Rolls Royce Merlin 73
twelve cylinder 60 degree Vee
liquid cooled engines.
HP :1,290 at 3,000 rpm.
Fuel :788 Imp gallons internally and
two 60 Imp. gallon drop-tanks.
Speed :300 cruising, 425 max.
Range :1,370 miles at 245 mph to
3,500 miles
Ceiling :32,000'
Armament :6 -pounder (57mm) and
4.303 Browning machine
guns.
:8 rockets
Bomb load :one 4,000 lb bomb internally or
four 500 lb bombs internally plus
two 500 lb bombs externally.
Retractable landing gear
Tail dragger

-----"

Mr. Tombaugh

Where did you go next?

Mr. Eshelman

I got orders to go as instructor to Madrid, Spain by way of Paris, France. When we got our civilian clothes and went down there, there was no trucks.

So we got orders for the truck and drove down over 900 miles from Paris through Bordeaux, France to the border and when I tried to get into Spain was when I had trouble. I was clear but they didn't give me the right paper work for the trucks.

We called the American Counselor from San Sebastain, Spain and it didn't take him long to get there. He told me to go ahead, that I wouldn't have any trouble.

I didn't have any trouble with roadside obstructions because there wasn't any. We had a man standing on the running board with a gun and we never got stopped in the towns all the way to Madrid. That was a good thing because I was going to run out of petrol. We had a trailer of fuel but two trucks takes a lot of fuel going that distance. In the mountains we had to back up to get around the curves, we were driving GMC 2 1/2 ton trucks.

Mr. Tombaugh

When you got there what did you do with the trucks?

Mr. Eshelman

We had given Spain all the runway lights. They only had three

planes and the trucks were for refueling planes. I took some paperwork in and gave it to Gen. Franco himself.

Mr. Tombaugh

Franco Francisco the Emperor of Spain?

Mr. Eshelman

Yes. They had fifteen years of war and they didn't have anything. The women would all be down by a pool washing their clothes and no soap and it hadn't rained in over a year.

Mr. Tombaugh

Did you see a bullfight while in Madrid?

Mr. Eshelman

Yes, I really enjoyed that and I'm ready to go again.

Mr. Tombaugh

How did you come home?

Mr. Eshelman

On a C 54.

The following is taken from the files of John B. Tombaugh:

"-----
C 54A 6 man crew Transport/cargo

Power :4 Pratt and Whitney radial
 piston engines.
HP :1350 hp
Max Speed :250 +
Ceiling :20,000
Tactical Radius
 :1000
Wing Span :117'6"
Length :93'10"
Weight :60,000 Lbs.
Capacity :36 men or 8000 Lbs cargo.
Retractable Landing Gear
Tail Dragger

The first Douglas C-54 troop and cargo transport was delivered to the AAF in Mar. 1942.

-----"

continued:

We went from Spain to Portugal where we had to put on a new starter, I believe, then on to the Azores. We then flew to Bermuda and from there on to Washington National Air Base, then to Romulus, Michigan where I was discharged from the service.

Mr. Tombaugh

When were you married?

Mr. Eshelman

I married Doris Emmons on June 29, 1946.

Mr. Tombaugh

Do you have any children?

Mr. Eshelman

One daughter, Joyce.

Mr. Tombaugh

What was the biggest change you saw when you came home?

Mr. Eshelman

That would have to be rationing.

Mr. Tombaugh

What would you advise our youth today?

Mr. Eshelman

To get a college education for one thing and also a couple of years in the service.

Mr. Tombaugh

Doris, what changes did you see during the war?

Mrs. Eshelman

I would say nylon hose which we couldn't get due to the war. We used to paint our legs and then draw a line up the back. You would wait in line to get hosiery. But it was worth the wait.

Mr. Tombaugh

What did you do when you came home?

Mr. Eshelman

I retired from farming and hauling milk.

-END-

8 hours