

Education:

High School: Graduate Oak Hill High School 1941

College: Bachelor of Business Administration (AB Degree) Lenoir Rhyne College
1949, Hickory, NC

LLB degree Atlanta Law School 1960-1965

Military Service:

Joined US Army Air Force Nov. 10 1941 at Charlotte, NC

Discharged from US Army Air Force August 27, 1945 at grade of Staff Sergeant with 85
Points, 300.45 Combat hours and 51 missions (See Individual Flight Records attached)

Military Service Awards:

Distinguished Flying Cross- (see Attachments # 1& 2)

Air Medal (see Attachment #. 3)

Good Conduct Medal (see Attachment # 4)

Asiatic Pacific Service Medal (on Service record)

American Defense Service Medal (on service record)

Special Assignment:

Appointed as Counter Espionage Agent as (Justin Schoen) to report to Base Adjutant
General for both military and civilian concerns when at any location. No cancellation date.

Battles and Campaigns (from service records):

Bismark Archipelago-GO 33 WD 45

Northern Solomons-GO 33 WD 45

Eastern Mandates- GO 48 WD 45

New Guinea-GO 40 WD 45

~~Coltrane C. Sherrill~~ Military Service Synopsis:

After being Sworn In at Charlotte, NC Nov. 10, 1941 I was sent by train to the Ft. McPherson. Ga. Reception Center, then assigned to Sheppard Field, Texas Nov. 19, 1941 for Basic Training- School Squadron Commander was Captain Whiting P. Lightfoot, a West Point Graduate, Tall, Bold, a very Imposing Gentleman who always carried a Swagger Stick.- Following Basic Training Completed about 5 months of Air Mechanics Training. Then to Las Vegas for Aerial Gunnery School . After graduation went via train to Salt Lake City July 1942 for six weeks of training in Radio Theory , Maintenance and Operation of Military Radio Equipment of various types and International Morse Code. Sept. 15, 1942 by train to Pueblo,, Col. Air Base. Assigned to B-24 heavy Bombardment. Sent to Davis Monthon Field, Tucson, Arizona by train where I was assigned for Phase Training as a Radio Operator in a 10 man crew of a B24 Heavy Bombardment Group for both day and night training missions. January 15, 1942 Second Phase training was performed at Alamogordo Air Base near White Sands, NM. March 15, 1943 my crew was transferred to Clovis, NM. Lost many crews here due to aircraft exploding on take-off. Six crew members on the left and six crew members on my right in barracks were victims. Large number of night flights at Clovis. May 10, 1943 to Topeka, Kansas for overseas staging. Crew made up from phase training. Phase pilot was Van Zyle. New pilot Bennie Franz-see Special Order 152 dated June 28, 1943 page 4 (note: Order written late or improperly dated) The extensive training programs provided able crew members who could function effectively in a broad scope of duties.

Assignment Orders: See Squadron Order number 17 dated April 1st, 1943 and Special Order No. 152 dated 28th. June 1943 attached.

May 16, 1943 left Topeka in route Hickam Field via Albuquerque, Hamilton Field, San Francisco arriving Hickam Field Hawaii May 20, 1943. June 5, 1943 departed Hickam Field for Ft. Moresby New Guinea via Canton Island(a small atoll), Nandi in the Fiji's, New Caledonia, Amberly Field near Brisbane Australia (spending night in Ipswitch), Townsville Australia, Charters Towers Australia (a staging area) in corner of NE Australia and arriving Fort Morseby June 27, 1943. Now part of the 64th Bomb Squadron, 43rd. Bomb Group; utilizing B-24 Heavy Bombers. Our B-24 was first to arrive to replace the B-17s of the 64th. Bomb Sqdn. (see 6-43 Flight Record for time en route)

Combat Missions began night of July 1, 1943 (see Individual Flight Records page 1 through August, page 2 through November and page 3 through February 1944)
November 10, 1944 relocated base to Dobodura in Buna area across the Owen Stanley Mountains to North Shore; this was a big step forward. Area taken from Japanese in Buna Campaign. On Jan. 1, 1944 moved to Nadzah up the Markham river from Lae in order to strike much further north.(see flight records #4 dated March 31, 1944.

Targets struck from Fort Moresby, Dobodura and Nadzab included the following: Rebaul, Gasimota and Cape Gloucester atoll on New Britain Isles, Kavieng on New Ireland Isles, Salamaua, Lae, Finschafen, Saidor, Medang, Alexishafen, Wewak, Atape, and Hollandia in New Guinea. Also, Lorengau on Manus Isles in the Admiralty Island group was hit. Some targets, more particularly Rabaul and Wewak were struck numerous times. Rabaul, supposedly the Japanese Invincible Defense Center, was pounded incessantly by the 43rd., 90th. and 22nd. B-24 Bomb Groups; with major contributions from B-25 and B-26 Groups with fighter protection .

I also made eight (8) Reconnaissance flights: A 7.8 hour flight to Rebaul, a 11.2 hour flight to Kavieng, and another 9.5 hr. flight to Rebaul, an 11.2 hr. flight to Kavieng, another to Rebaul of 9.5 hrs., one of 6.5 hrs. to Bismark sea area, an 11 hr. flt. to the north of the Admiralty Islands, a 11 hr. flt. to the NE of Kavieng (A near fatal flight. the Navigator was killed when we were attacked by fifteen Japanese Zero fighters and a B1-Aircraft. The attack caused severe damage to our B-24. We escaped through cloud cover and by P-38 defense type maneuvers by the Pilot - all to dump 6 500 lb. bombs on a major Japanese Naval Fleet. We stumbled on to base), a 9 hr. flight into the Bismarks, and lastly, a 13.3 hr. trip to Pelilieu.

Having completed 306.45 combat flight hours and 51 missions (eligibility to return to the US being 300 combat hours and 50 missions) I was sent on detached service to Jackson Strip at Ft. Moresby to train Australian Crews (Pilots and Radio Operators) Air-Ground Radio communications until assignment to return to the USA.

In January 1944 awarded The Distinguished Flying Cross

In April 1944 awarded the Air Medal

July 5, 1944 orders cut to proceed by Water Transportation from Biak Island to Milne Bay for further instructions. I Hitched transportation via a C-47 aircraft to Karawina Island from Ft. Moresby then via an Australian Diesel Powered Schooner to Milne Bay using a Melanesian Navigator to guide ship through narrow reefs during night time. He accomplished this without error by eye sight of the stars (and perhaps observation of water flow) using no compass or other navigational instruments. An Amazing human ability!

On July 16, 1944 I was ordered to return to the USA and boarded the US Willard H Holbrook (the former USS William Howard Taft). Arrived San Francisco on July 31, 1944 and after 3 days at Oakland Military Base was ordered to proceed to Ft. Bragg, NC and given a 30 day vacation at home. Then to Miami, Fla. for a 30 day rehabilitation. Stayed at President Madison Hotel on Miami Beach.

Coltrane C. Sherrill Military Service Synopsis Cont'd

October 15, 1944 assigned to Chatam Field, Savannah.GA., a B-24 and B29 Bomber Base where I flew as a Crew Member on both B-24 and B-29 Bombers the number of hours required and played Base Ball in the spring of 1945 for Chatham Field as a pitcher.

Japan surrendered on July 14, 1945 and on August 25, 1945, having qualified for discharge with 85 points I was sent to Camp Gordon, GA and was discharged from the Army Air Force on August 27, 1945. (See copy of Honorable Discharge from the Army of the United States attached hereto)

Civilian Employment and Activities:

- 1945 At home in Oak Hill, NC with Parents. Brothers Parks and Kent discharged from Military Service in the fall of 1945
- 1946 Brother Kent and I entered Lenoir Rhyne College in January.
- 1949 Graduated from Lenoir Rhyne in May 1949 with a Bachelor Degree in Business Administration.
- 1949 Employed by Fidelity and Casualty Co. of NY as Claims Representative in July 1949 at Charlotte, NC
- 1959 Transferred by Fidelity and Casualty to Atlanta, Ga. to help establish newly created Southern Departmental Claims Office, supervising 22 Southern Offices of the America Fore Loyalty Group; latter The Continental Insurance Companies. I go to Law School at night.
- 1960 Transferred to Colombia, SC office of the Continental Group as State Manager of Operations.
- 1962 Returned to Atlanta, Ga. regional Office as an Examiner
- 1964 Transferred to Tampa, Fla. office for year and then back to Atlanta, Ga.
- 1965 Awarded LLB degree by Atlanta Law School; resigned from Continental to return to North Carolina. Built home in Oak Hill section as my residence and home for my Mother.
- 1966 Employed by Trans America Insurance in North Carolina, awaiting College Position
- 1967 Resigned from Trans America and began new career as an Instructor in Law, Insurance and 20 other Business Courses at Catawba Valley Community College, Hickory, NC
- 1988 Retired from Cartawba Valley Community College and residing at my home at 4415 Union Baptist Rd. Lenoir NC 28645.

Retirement Activities & Interest:

Gardening, fruit trees, maintenance of house and yard, studying Ancient and Biblical history; reading Astronomy, Physics and Math books and publications. Strong interest in "the environment" and Geology. Am lover of Geography and Cartography. An Atlas is my best friend. Electronics is not my forte. Math is the subject that I would choose to be adept at. The Internet and Windows Computer Systems taxes my patience. Golf is my favorite Sport. Tennis next- I should have gone to Chef's School!