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"THE KID"

In 1944, Jackie Coogan lead a long-range vertical envelopment at the head of 12 gliders loaded with engineers and their equipment deep into the hostile jungles of Burma.

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A RACE AGAINST TIME, SICILY

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REUNION PLANS - EDITOR'S MESSAGE**

FLIGHT OFFICER JOHN "JACKIE" LESLIE COOGAN

OCTOBER 26, 1914 - MARCH 1, 1984

"THE KID"

BY PATRICIA OVERMAN AND CAPT. TREVOR SHIMULUNAS, USMC



Child actor Jackie Coogan poses for a poster for the Los Angeles drive of the Hoover "Starving Children" fund, on page 27 of the March 19, 1921 Exhibitors Herald. Twenty years later Flight Officer John "Jackie" Leslie Coogan will heroically guide a pathfinder glider behind enemy lines into the jungle of Burma and light the way for eleven other gliders to land with valuable equipment and men to help stop the tyranny of the Japanese Army.

Photo from public domain

Photographer unknown.

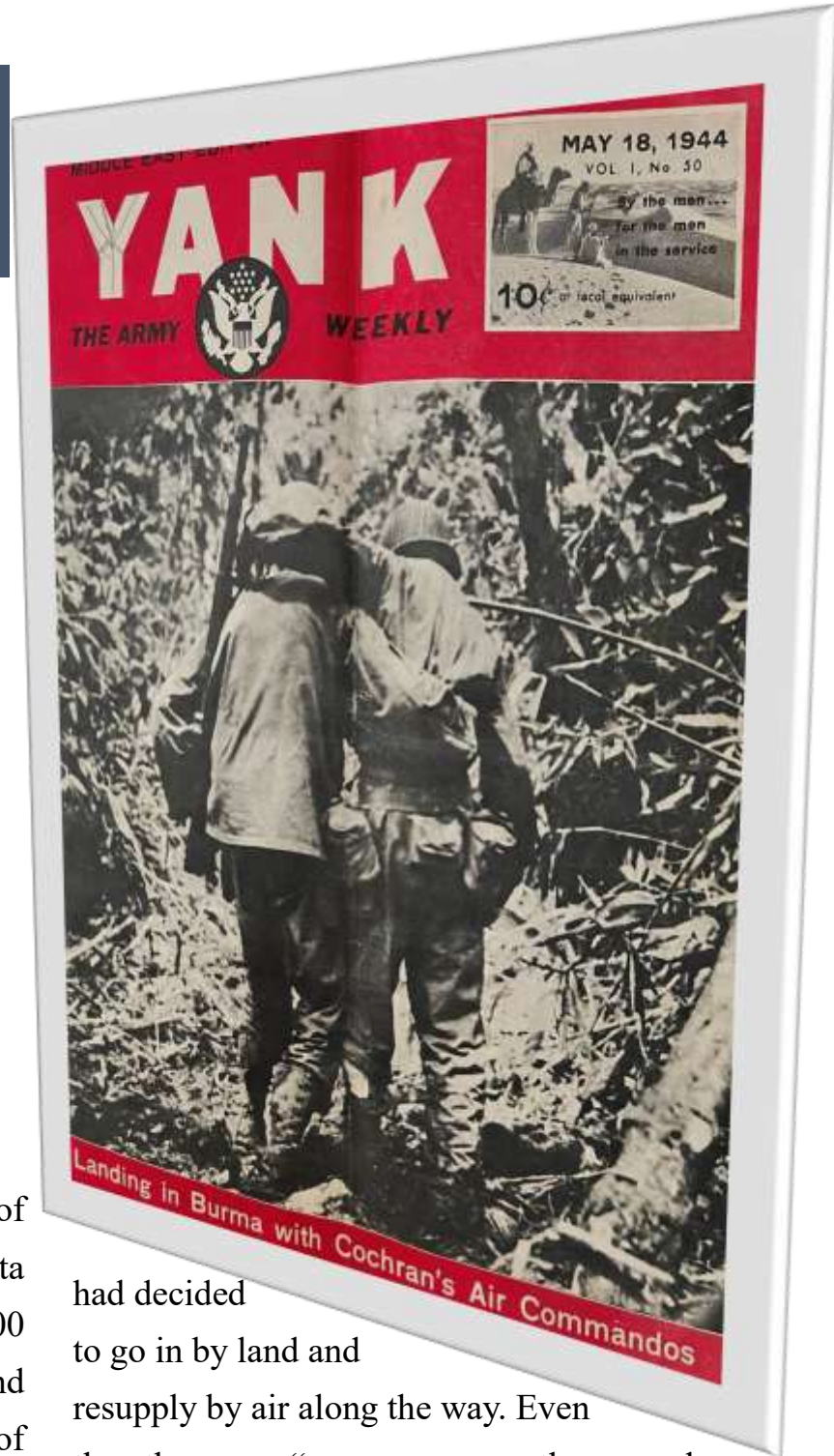
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NATURE OF OUR MISSION

5318th Provisional Air Unit¹ Narrative
regarding their arrival in India.

“Although no definite statement has been made by any of the men in power, everyone in the outfit had by this time a more or less general idea of what our mission was all about, it was the general feeling that we were to support General Wingate in his efforts to take Burma. Everyone had heard of his disaster of the previous year, and it was common knowledge that every effort would be taken to prevent a similar occurrence. Comments had been heard to the effect that at the Quebec Conference it had been decided that General Wingate would receive certain American support. This support to be primarily ‘Air in nature.’”

The objective of the British invasion of Burma was simple, to get nearly 600 Dakota sorties and 100 glider sorties conveying 9,500 men of all ranks, engineering equipment and 1,100 horses and mules into the heart of Japanese occupied Burma to extricate the Japanese. However, this task was extremely complicated due to a number of factors: the requirement to fly a fully loaded C-47 over the 8,000 foot Imphal range of mountains, the difficulty of landing in jungle terrain, and the lack of air superiority. General Wingate, Commander of the British forces in Burma,



had decided to go in by land and resupply by air along the way. Even then there was “no easy way on the ground to get around.” No decent way to get a plane loaded with men and supplies into Burma. There were streams, rivers, and an 8,000ft mountain to contend with—not to mention the fact the British did not have air superiority.

At a war conference in Quebec in 1943, Gen. Wingate laid out his plan to engage the

Japanese in Burma in order to relieve pressure on the Chinese. After days of discussion, it was decided that the United States would provide Army Air Forces to support Wingate's Long Range Penetration idea. The original plan for support was primarily casualty evacuation and logistical resupply. However, it did not take long for some American innovation to be presented to the British general. General H. Arnold, Commanding General of the Army Air Forces, put two charismatic colonels in charge of the air group that would support Wingate, Col. Phil G. Cochran, and Col. John R. Alison, both of whom had already distinguished themselves in the service. Col. Alison recalled these instructions from Arnold, "*I am giving you 200 L-5 and L-1 type aircraft. I want you to go in there and take out General Wingate's wounded...I not only want you to do that...but I want the USAAF to spearhead General Wingate's operations.*"

At the time of the Americans' arrival in Burma, General Wingate did not know what the 5318th Provisional Air Unit could do for him. In fact no one in the Theater knew what the American unit could accomplish. Col. Cochran walked in and was told of Wingate's plan to conduct a ground movement through the jungle. Seizing his opportunity, Cochran explained that his plan was instead to fly the Allied troops into the heart of Northern Burma. A long-range vertical envelopment into Japanese held

territory. When asked if he could do this in two weeks, he said he could get Wingate's men into Burma in one week's time or less if needed.

To achieve their goal, Wingate's force would need to set certain conditions. The first would be to establish air superiority with a Bomber group and a P-51 squadron. Then the plan was to fly in gliders with engineers and equipment to build expeditionary airfields on clearings in the jungle – this would allow more rapid buildup of combat power and resupply. The glider waves would also fly in elements of the 77th and 111th Indian Infantry Brigades, composed of British Chindits. The role of the Chindits was to sever Japanese communication and supply lines, cutting a swathe of surprise and destruction that would sow extreme chaos amongst the Japanese occupying forces. After the air fields were built, the DC-3 Crews would bring in the rest of General Wingate's men.

Cochran's plans were considered, and the details of the glider missions formed quickly. Landing zones in the jungle would have to be carefully chosen to allow sufficient landing space for the gliders.

Three locations were identified as good options for glider landings and to build the air strips: PICCADILLY, BROADWAY and CHOWRINGHEE. It was decided to use

PICCADILLY and BROADWAY on the night of March 5 -6 and then go into CHOWRINGHEE on D+1, the night of March 6-7. Crewlists were created with the pilots and tow pilots assigned to each other by Chalk numbers designated by a P for PICCADILLY and a B for BROADWAY. The mission called for 40 gliders into PICCADILLY and 40 into BROADWAY.

On D-Day at 1630 hours, just one half hour before the glider's mission was to begin, the photographic unit attached to the 1st Air Commandos produced a crucial packet of photographs that would change the mission dramatically. Based on a hunch, Captain Charles "Rush" Russhon had convinced Colonel Cochran to allow him to conduct a photo-reconnaissance of PICCADILLY. What he saw must have chilled his blood. His reconnaissance had revealed that the entrance to the landing zone and the entire field was now blocked with teak logs that were hard as rocks. Furthermore, the dragging of the logs had caused deep ruts along the potential site. Rush recounted later that after discovering the problems at PICCADILLY, he was running out of time to get his intel back to General Wingate and the 1st Air Commandos. He flew back from the LZ directly to Hailakandi, where the photo laboratory was set up. Attempts to radio Colonels Cochran and Alison were unsuccessful in the chaos of

the pre-invasion preparations. After the photos were developed, Rush realized there was no plane available to bring him to Lalaghat. "I was in a fine confusion. The only thing I could think of was a jeep, and was about to start on a wild ride for twelve miles, when a fighter plane landed'" (Thomas, "Back to Mandalay," p. 202).

The P-51 pilot, an American colonel, had stopped at Hailakandi for directions to Lalaghat. Pressing the photos onto the pilot, Rush told him the stakes and asked for a delivery. By the time Rush arrived back at Lalaghat, Cochran and Alison were already analyzing the picture. PICCADILLY was out.



General Wingate (Right) examines the PICCADILLY photographs with his staff.

This was devastating to Wingate. CHOWRINGHEE would have to be used. Wingate put the decision to Brigadier “Mad Mike” Calvert, commander of the 77th Indian Infantry Brigade. Calvert had this to say, “I am prepared to take all my brigade into Broadway alone and take the consequences of a slower build up as I don’t want to split my brigade either side of the Irrawaddy.” He felt that if the 77th went into two LZ’s separated by the river, their mission would be in jeopardy. So, the 80 gliders were now entirely scheduled to go into BROADWAY the night of March 5-6, 1944.

“I, therefore, decided to start with BROADWAY alone. It was probably fortunate that we did so, since lessons we learned in the glider landings on BROADWAY were put into practice the following night when CHOWRINGHEE was utilized.”
—General Orde Wingate in an initial After Action Report dated March 19, 1944 (National Archives)

FLIGHT OFFICER
JOHN “JACKIE” LESLIE COOGAN

Within the 5318th Provisional Air Unit was the 319th Troop Carrier Squadron responsible for the DC-3s and gliders. In the roster of this squadron was Flight Officer John Leslie Coogan, MOS 1026, Glider Pilot.

John was at Twentynine Palms Air Academy, Twentynine Palms, California, for his basic glider training and graduated from advanced glider training at Victorville Army Air Field, Victorville, California, on Jan 18, 1943. On entering the Army Air Corps, he had a civilian pilot’s license. He enlisted in the Army on March 4, 1941. After Pearl Harbor was bombed and the U. S. entered World War II, John requested a transfer to the Army Air Force. He probably wanted to fly fighters, but he had turned 27 on October 26th, two months before his transfer request. He was too old to qualify for flight training, but with his civilian pilot’s license (and with military gliders bearing no such restriction on his age) the only option left for him was glider flight training.

After graduation, Flight Officer Coogan was transferred to the 5318th Provisional Air Unit, 319th Troop Carrier Squadron. In January 1944, the British and Americans began glider training maneuvers at Lalitpur, India, as a demonstration for General Wingate and Lord Louis Mountbatten. During the time they were at Lalitpur, the glider pilots (including Flight Officer Coogan) slept in their gliders at night. After the demonstration the 5318th Provisional Air Unit returned to Lalaghat Air Field, India, to begin preparations for the invasion of Burma.



Glider training was part of this preparation. A flight of ten gliders landed on the air field at Lalaghat. Each glider had to wait in the hot sun for a jeep to come get them to move them to the glider stand, a protected parking area. The sun was strong and inside the gliders the temperature was reaching 100 degrees. Flight Officer Coogan was rather innovative on this day at Lalaghat Air Field. As Flight Officer Coogan was awaiting his turn he was watching an Indian working with an elephant moving logs.

F/O Coogan asked the Indian to have the elephant tow him and he would pay the Indian with American cigarettes. They hooked up the elephant and all was going well for about 50 yards when the elephant, nervous about the large hulk of the glider following it, stopped and looked back at his burden. To the elephant it must have looked like a CG-4A glider was coming right at him when he panicked and ran for the treeline, taking the

glider and F/O Coogan into the jungle with him. The elephant lost his glider, the glider lost its wings, and the tow rope broke from the glider.

“In an area devoid of entertainment, this incident gave the glider pilots a much-needed laugh and taught them that elephants are unreliable tow-vehicles” (Devlin p. 142).

Flight Officer Coogan’s alternative task was overseeing the maintenance of the tow ropes. This may sound trivial, but it was a very critical job. This was the lifeline between the glider and its tug. Any frays or anomalies in either the rope or the connection apparatus would have been a serious problem. However, even though he could control the quality of the tow ropes, he could not control orders from superiors on the overloading of the glider force. This excess weight was one of the causes behind lost gliders on the BROADWAY mission. (continued on p. 29)



Flight Officer John Coogan, famous child actor of the silent screen, assembles tow rope apparatus. "Jackie", an excellent glider pilot and former glider enthusiast before the war, has complete charge of these precious nylon tow ropes upon which hinge the safety of the gliders and their cargo of the 1st Air Commando force, India. December 1943. —Curtesy of the U.S. National Archives

According to Operational Orders for THURSDAY, Flight Officer Coogan was slated to fly a glider on dual tow into PICCADILLY. His chalk number was 32P.

A HISTORICAL RIPPLE EFFECT

One of the reasons the Burma campaign is so difficult to research is the general lack of administrative records kept by the 1st Air Commandos. Cochran was opposed to “wasting” space and manpower on administration, and took to heart General Arnold when he said, “To hell with the paperwork, go out and fight!” Over the years, this internal neglect has been combined with misreported facts by newspapers and reporters during the war. Historical reports and archives tell us that F/O Coogan was originally assigned to fly into LZ PICCADILLY. He did not fly into LZ BROADWAY, but was assigned as the lead glider pilot for the subsequent flight into LZ CHOWRINGHEE. His was the first glider to land at CHOWRINGHEE. However, a news story was printed back in the west that incorrectly claimed Jackie Coogan piloted the first glider to land in the overall operation (an honor which goes to Glider Leader, Captain Bill Taylor who first touched down at BROADWAY). This mistake, one which was never corrected with a statement from Coogan, damaged the relationship between

Coogan and the other veterans of the operation and continues to surface as supposed fact nearly 80 years later.

From the moment that story was published, Jackie Coogan became a phantom pilot in Burma, appearing in both LZs, flying anything from an L-5 to a CG-4A. In one book, “Strange and Obscure Stories of World War II,” by Don Aines and published in 2020, a General Ferguson [sic] supposedly reports from LZ BROADWAY that Jackie Coogan arrived in a flight of light planes to evacuate wounded the morning after the landing. “This was our first experience of these very gallant light plane pilots, one of whom was Sergeant Jackie Coogan of Charlie Chaplin and *The Kid* fame” (Aines, 92). This would have been impossible for two reasons: firstly, because Jackie Coogan was already on the crewlist for the flight into CHOWRINGHEE that same night and would not have been able to make it to BROADWAY in a light plane and back in time for the coming mission. Secondly, Brigadier Fergusson was not the Brigade Commander at BROADWAY. He was, in fact, the commander of 16th Brigade who had the ground mission in Wingate’s plan. We take the last quote from Aines’ book and compare it to the memoir of Brigadier Calvert, “Chindits: Long Range Penetration,” which was published in 1973, “This was our first experience of these very gallant light plane

pilots, one of whom was Sergeant Jackie Coogan of Charlie Chaplin and *The Kid* fame” (Calvert, p. 35). The quote is the same one from Aines’ book, though Calvert’s memoir was published 50 years earlier. Coogan appears in various other accounts, such as in “War in the Wilderness: The Chindits in Burma 1943-1944” by Tony Redding, where a wounded sergeant explains how he was evacuated by Jackie Coogan flying a light plane after the sergeant was injured in a patrol around the White City (a strongpoint established to block a railway near Mawlu).

So, what really happened? Many glider pilots did fly the L-1 or L-5 in addition to their role in the CG-4A cockpit. Brigadier Calvert did have troops evacuated by light plane from LZ BROADWAY, though Coogan would not have been one of those pilots on March 6th. After his landing at LZ CHOWRINGHEE the night of March 6th, Coogan remained in the theater. White City was established at Mawlu by Calvert’s brigade around March 19, 1944, two weeks after the landings at BROADWAY and CHOWRINGHEE. Therefore, Calvert’s recollection of Coogan flying out some of his injured soldiers could just be a matter of the days running together in his head.

Furthermore, the thought of Brigadier Fergusson having troops evacuated by Coogan is also possible – just not from LZ BROADWAY as was claimed in Aines’ book. To our readers, the list of names from the Burma campaign is long, while historical documentation is short. It seems likely that multiple authors throughout the years have expanded on a few snippets of factual events with misappropriated names and places. We therefore have included the next section of our article about LZ BROADWAY, based on Brigadier Calvert’s otherwise extremely detailed memoir of his time in Burma. We offer this as a framework from which to examine how the Coogan facts get distorted in modern writing, but with the understanding that Calvert’s recollection is within the realm of possible for casualty evacuation of the 77th Brigade – just not by Jackie Coogan on D-Day in LZ Broadway!

BROADWAY: March 5-6, 1944

The commander of the 77th Indian Infantry Brigade, Brigadier Calvert, described in his book, “Chindits: Long Range Penetration” how the excellent skill of the Air Commandos allowed the evacuation of many of his wounded from the BROADWAY landing zone. The unexpected presence of deep ruts and buffalo holes hidden under the elephant grass, coupled with an (continued on p.32)



Front row (L-R): **Flight Officer Samuel F. Steinmark**; **Second Lieutenant H. J. Delaney**; **unidentified**; **First Lieutenant Vincent J. rose**; **First Lieutenant Jackson J. Shinkle**; **First Lieutenant Patrick H Hadsell**; **flight Officer John L. "Jackie" Coogan**. Back row (L-R): **Flight Officer Francis L. Randal**; **First Lieutenant Soloman Schnitzer**; **Flight Officer James S "Mickey" Bartlett**; **unidentified**; **unidentified**; **flight Officer Leo Zuk**; **First Lieutenant James E Sewewr**; **First Lieutenant Steve T. Uminmski** — Names from R. D Wagner's *Any Place Any Time, Any Where* Pg 53.



Photo Caption: *AIR COMMANDOS BUILD FIELD, MOVE TROOPS BY AIR TO FIGHT BEHIND JAP LINE IN BURMA* — *The Air Commando Force was commanded by Colonel Philip Cochran, U.S. Air Force. The Commandos transported the troops of Major General Orde Charles Wingate's British Command to the field where the ground forces were able to begin operations against the enemy. Troops commanded by General Wingate were landed some 200 miles east of Imphal. Glider pilots and some members of the Colonel Cochran's Commandos pose beside a glider just before taking off from the Lalaghat (India) field. Flight Officer Jackie Coogan can be seen at the far right (kneeling).* —
—Courtesy of the U.S. National Archives

The group photo was taken prior to the discovery that Piccadilly had been sabotaged.

overall congestion of gliders in the landing zone, caused still more gliders to wreck, killing and injuring dozens of Chindits, Air Crew, and Engineers. These wounded men were a grave worry for Calvert, because if it came to a Japanese attack, the 77th would be unable to maneuver against the enemy and also carry their wounded. The day of March 6th, after the initial landing, Calvert recounts that Major Rabori, USAAF, had arrived at BROADWAY with a flight of 12 light planes, L-1s and L-5s. "Rabori gallantly offered to fly the wounded back...This was our first experience of these very gallant light plane pilots, one of whom was Sergeant [sic] Jackie Coogan," he recalls (Calvert, p35).

At 1925 hours when the first troop transports were landing at BROADWAY, one pathfinder glider and eleven others left Lalaghat Air Field for CHOWRINGHEE.

[The authors emphasize that the previous description of Coogan's work on BROADWAY was a misappropriation, and that the following sections are once again solidified in historical fact]

CHOWRINGHEE March 6-7, 1944

After the successful landing in BROADWAY, Wingate decided to exploit the landing zone at CHOWRINGHEE. On D+1, a second group of 1st Air Commandos landed 12 gliders at

CHOWRINGHEE, approximately 58 miles to the south of BROADWAY. The landings were successful despite the loss of one of the crews. However, the LZ had two distinct disadvantages. First, it was perilously near to the enemy air and ground forces and lay in a completely flat, open area of forests that had been traversed by vehicles in all directions. Second, the troops needed to cross the Irrawaddy River westwards before they would be much use for their objective. Upon Wingate's inspection of CHOWRINGHEE, he determined that it had served its purpose after successfully landing multiple columns of the 111th Brigade and providing the Japanese a distraction from BROADWAY, after which he ordered the rest of the 111th be flown into BROADWAY. (AFHRA A8024)

The following is from YANK May 18, 1944:

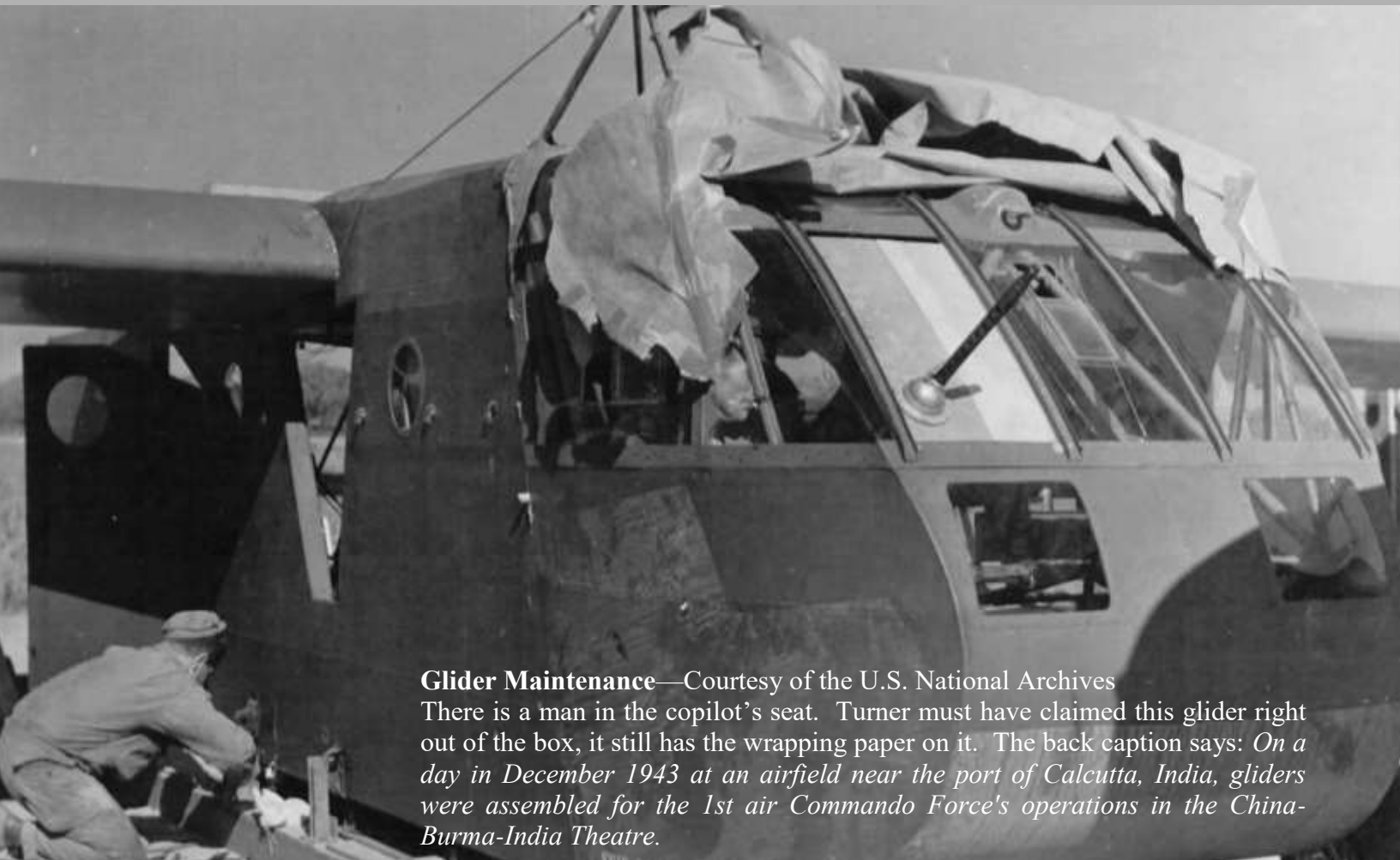
"Sudden up and downdrafts over the mountains force the gliders to sway and dip like flying surfboards. Jap ack-ack guns opened up as the gliders passed over the Chindwin River, but all got through safely. Flight Officer (now 2nd Lt.) Jackie Coogan, onetime child star of the movies, piloted the first glider to land. His tow-plane pilot was Maj. William T Cherry Jr. of Quail, Tx., who had also towed the first glider into the first field [BROADWAY]."

“Coogan cut his glider loose from the tow plane at 1,000 feet, did a 360-degree turn and landed at 120 miles per hour on an unlighted field, covered with four-foot [elephant] grass.”

Immediately upon landing in a dark field F/O Coogan instructed his Gurkhas to the edges of the landing zone to set up a perimeter of the area where an air strip would be constructed. F/O Coogan ran to set out smudge pots to guide the other 11 gliders to the LZ. In these following gliders came then F/O Charles B. Turner, piloting his glider Chalk #9C. F/O Turner had a unique glider. He had taken a machine gun from a wrecked B-17 and had

mounted the gun in the nose of his glider which could be fired, if need be, by his co-pilot: a Gurkha lance corporal. It was the only glider in WWII that was armed in a combat mission.

Seconds after the smudge pots were going the other gliders began landing. Two of the gliders were damaged by a rough landing, one being F/O Turner’s glider which lost its wings and skidded past the other gliders on the LZ. No one was hurt in these two landings. The last glider Chalk #12 was flown by Lieutenant Robert Dowe. He was carrying the most precious and needed cargo; a bulldozer and three engineers to (continued on p. 35)



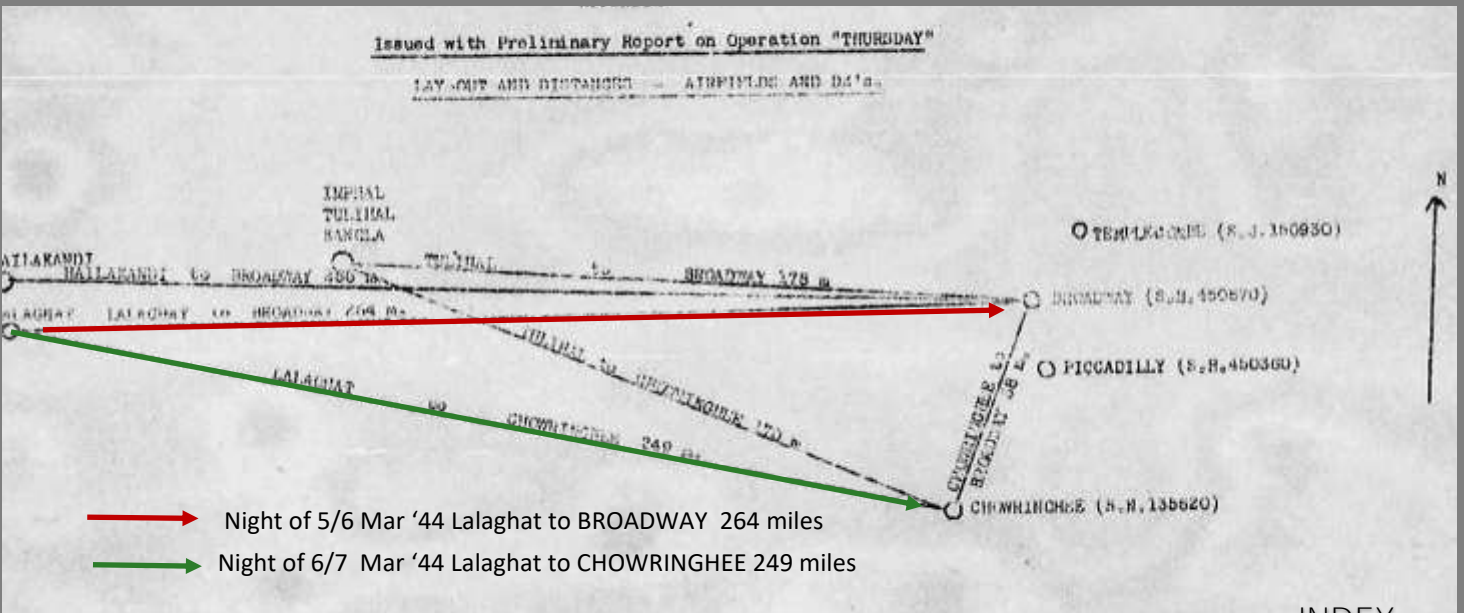
Glider Maintenance—Courtesy of the U.S. National Archives
There is a man in the copilot’s seat. Turner must have claimed this glider right out of the box, it still has the wrapping paper on it. The back caption says: *On a day in December 1943 at an airfield near the port of Calcutta, India, gliders were assembled for the 1st air Commando Force’s operations in the China-Burma-India Theatre.*



Photo caption: *The night after "Broadway", Burma, was a glider invasion of another field known as "Chowringhee", Burma. Here, the first glider is taking off and the pilot is Flight Officer John Lewis Coogan, and copilot Flight Officer Robert S Chambers takes off from the field at Hailakandi, India.* — Courtesy of the U.S. National Archives

CHOWRINGHEE		
10	Coogan	F/O John L COOGAN
20	Sever	1st Lt James E SEVER
30	McKaig	F/O Harry L MCKAIG
40	HadSELL	1st Lt Patrick H HADSELL
50	Dowe	1st Lt Robert L DOWE
60	Lavarre	F/O Erwin H LAVARRE
70	Healy	F/O William M HEALY
80	Lopez	F/O Edmond LOPEZ
90	Turner	F/O Charles B TURNER
100	Uninski	1st Lt Steve T UNINSKI
110	Zuk	F/O Leo ZUK
120	Chambers	F/O Robert S CHAMBERS

Both Lt. Col Clinton H GATY and F/O Jack U KLARR flew as into CHOWRINGHEE but we do not, at this time, know if they were in gliders or came into the LZ later in light planes. They both received Air Medals. (Price G.O. No.58 dated 24 April 1944 Pg. 7&8.) and Lt. Col Clinton was the commander of the CHOWRINGHEE mission. The caption above is questionable. Was the roster changed again at the last minute? Gerald Devlin, author of "Silent Wings:..." wrote that Coogan flew with F/O Chambers as copilot. Did he get that idea from the above photo caption? According to the Operation's notes Flight Officer Chambers piloted the 12th glider.



construct the dirt landing strip. Dowe approached the landing zone but overshot it on the first pass. He did a graceful 180 degree turn and lined up again with the smudge pots on the runway. But what could not be seen with that approach was a tree at the far end of the landing zone. The nose of Lt. Dowe's glider made a direct hit with the tree and all on board were killed. As the glider tumbled, the bulldozer went through the nose of the glider and was destroyed. The work on the air strip now had to wait for more engineers and equipment. F/O Coogan was ordered to keep his men out of sight until another glider could get to the LZ the next day.

"At sundown the next night, the Gurkhas started cutting down the high grass with their kukri knives. They had cleared 12 acres of land when a glider coasted in at 2100 hours, bringing a piece of engineering equipment from India.

Shortly after, line officers Billy Mohr of Portland, Oregon and Vernon Noland of Port Natchez, Texas flew in with a glider from the first Burma strip, carrying another piece of equipment and Corporal Hybarger to operate it. Other gliders followed with two more pieces of machinery and a Jeep. At 2115 hours, the aviation engineers, under first Lieutenant Jeremy Andrulonis of Shenandoah,

Pennsylvania, went to work. There were just five men on hand to operate the four pieces of equipment, the odd man doubling as mechanic for the other four and a chauffeur for the Jeep, which raced around the field delivering messages or towing Gliders off the runway. Exactly 4 hours after the engineers began work, they completed a 3,000-foot grass runway, on which a C47 set down at 0125 hours with British reinforcements.

Three days after Coogan landed, the Jap bombers came over and ripped the strip to bits. But by this time, it didn't matter much; all the British troops had moved out the night before, headed for a new objective, and the Americans had gone, too, taking along their gliders and engineering equipment. All the Jap did was waste their bombs on what had been only a temporary landing strip for Wingate's Raiders." --Yank Magazine

According to the 319th historical file six of the gliders that landed at CHOWRINGHEE were retrieved and taken back to base. Four were damaged and the enemy destroyed two.

2ndLt. John Coogan continued in his squadron on missions until June when many of the men in the 319th were ordered to return to the States and proceed on a war bond drive.

After the war, 2ndLt. John Coogan returned to film and TV as Jackie Coogan, eventually

appearing as Uncle Fester in *The Addams Family* 1964 TV series. Having lived a life in theater, of both film and military campaign,

he honorably served his country in one of WWII's most innovative operations. He passed away on March 1st, 1984.



"In 1944 and in 1945, Captain Jett was in charge of a group that flew C-47 and CG-4A demonstrations. At these demonstrations, the government set up a large tent from which it sold war bonds. Jett's group included his favorite CG-4A glider pilot, F/O John Bryant, and F/O John Leslie "Jackie" Coogan who had just returned from duty in the Burma/India theater. In addition, there were a number of Airborne Troopers, other C-47 pilots and a nurse. This group flew mainly in the upper region of the country. Their demonstrations were flown at cities in New Jersey, Pennsylvania, Ohio, Michigan, Wisconsin, Minnesota, Missouri, Kansas, and west to California." — *The Homefront Landing on a Dime: War Bond Drives by the USAAF Troop Carrier Glider and Airborne Demonstration Teams* By

Notes:

1. The Unit name 1st Air Commandos (1ACG) was not used by the Army Air Force, who instead used 5318th Provisional Air Unit. The historical documents started using the 1ACG in late March 1944 as their official title.
2. Jackie Coogan had a civilian pilot license and was an excellent pilot and loved to fly gliders as well as single engine planes. He also was an excellent athlete and while in school at Bowman Field he helped them with all the swimming competitions they had with other College teams.

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TROOP CARRIER MOVEMENT

JOIN OUR ASSOCIATION AND HELP PRESERVE TROOP CARRIER
AND COMBAT GLIDER HISTORY



ON THE CALENDAR

BURMA

March 5, 1944

RETAGEN

March 22, 45

RHINE CROSSING

March 24, 1945

NORMANDY

June 6-7, 1944

LA LONDE

June 10-13, 1944

LUZON

June 23, 1945

SICILY

July 9 & 13, 1943

SOUTHERN FRANCE

July 15, 1944

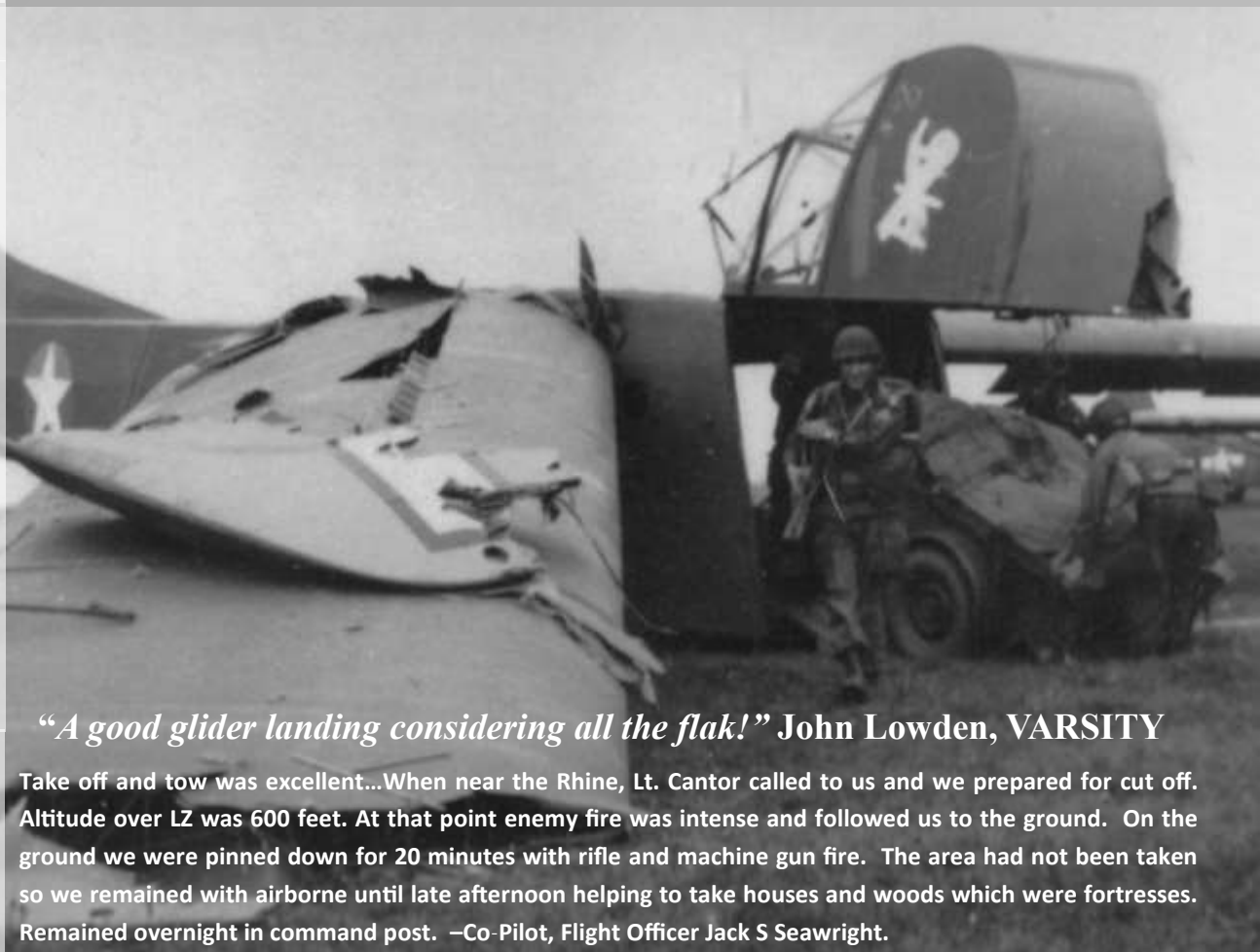
HOLLAND

Sept 17 - 26, 1944

BASTOGNE

December 23-27, 1944

DONATE



“A good glider landing considering all the flak!” John Lowden, VARSITY

Take off and tow was excellent...When near the Rhine, Lt. Cantor called to us and we prepared for cut off. Altitude over LZ was 600 feet. At that point enemy fire was intense and followed us to the ground. On the ground we were pinned down for 20 minutes with rifle and machine gun fire. The area had not been taken so we remained with airborne until late afternoon helping to take houses and woods which were fortresses. Remained overnight in command post. —Co-Pilot, Flight Officer Jack S Seawright.

Enemy fire was intense and accurate. The weapons were of 50, 30, 88, and 20 caliber in the LZ. —Pilot, 2nd Lt. John L Lowden

Glider number 43-36885, Chalk #5, 98th Troop Carrier Squadron/ 440thj Troop Carrier Group. [photo shows chalk 8 so this may have been a glider that landed nearby Lowden in the LZ. Both 2nd Lt. Lowden and F/O Seawright marked on their report: *no damage to glider.*—English collection. Courtesy of the Silent Wings Museum.

COVER PHOTO: Still promoting the American comedy drama film *Trouble* (1922) with Jackie Coogan, on page 78 of the March 25, 1922 Exhibitors Herald. —[Exhibitors Herald \(Dec. 1921 - Mar. 1922\)](#) on the Internet Archive , [Public Domain Wikicommons](#) . Photographer: Shirley Vance Martin