1LT John A Pennau

Location - East-A: R25. C39

Pennau, Schettl, Oshkosh Men, Back From Foreign Service

India, Both Flew on Missions "Over the Hump" in Burma

Two Oshkosh youths, First Lieut, John A. Pennau, and Staff Sgt. Alvin Schettl, have returned to Oshkosh, on leave from service, after seeing service in that land of mystery, dirt, oddity and intrigue, India.

Though they were stationed within a comparatively short distance from each other, about 200 miles, neither knew it until they both arrived almost simultaneously in this country, and their home city, Oshkosh.

Both are in the air corps. John has had over 200 combat hours as a bombardier navigator. Al flew in the air transport service, ferrying supplies in unarmored planes over the famous "hump."

John arrived just a week ago in this city. He had returned from India in three and a half days, by plane, from India to Miami. (How he happened to fly more than 8,000 miles in that time is a military secret.) Al arrived, last Sunday, after 11 days of

Each had a separate experience that would make enough material for several books. Both were near Imphal and Kohima when the Japs started their concentrated drive against the allied supply lines to China in April. Both had flown over the same territory in Burma and India, as well as China. Al was ferrying supplies while John was assisting the destruction of Japanese fortifications and supplies. Both have had the experience of leaving India's scorching ground where the mercury gurgled at 110-plus and soared into altitudes in the sky where the temperature hit a 32-or-more below zero, all within a matter of minutes.

But let's take their stories sep-The experience of one is quite in contrast to that of the

Though They Never Met in John H. Pennau, 11 Frederick avenue, entered service June 3. 1941, when he enlisted in the air corps. He was commissioned a lieutenant in October, 1942, at Roswell, N. M. He arrived in India on March 1, 1943, and left May 10 of this year. He has the distinguished flying cross for 200 combat hours; the air medal for 100 hours and the Asiatic ribbon with two stars for two separate phases, or campaigns, in that area.

> He has over 50 missions to his credit—all over Burma, and all bombing runs. Though never bombing runs. shot down, his plane frequently came back from those missions with a score, or more, of shrap-nel ("ack-ack") holes in the plane.
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> European factories, railroads and objectives which cover widespread areas, were isolated fortifications or supply centers that were but a spot on the earth's surface and called for precision bombing.

Lieuenant Pennau lived in army barracks, on army rations that were similar to those in camps in this country. His appetite for so-cial life and entertainment was British clubs, it was possible to compensate for the moments of

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nue, has been in service about two years. On Nov. 15, 1943, he went directly to India with the A. T. S. as pilot, and left that country May 11, one day after Pennau did, and took 11 days to return, flying a different method than his Oshkosh mate had used.

Scheduled to be in India for 90 days of detached service, the Oshkosh pilot's time was extended beyond the limitation. Most of his time in India was spent flying C-87's (a Consolidated transport built exactly like a Liberator bomber but suited for transport rather than combat or bombing). He had 30 missions to his credit when he left that country. Each of these missions was in the manner of ferrying supplies "over the hump" to allied forces in Burma, shown in Burmese territory where India and China.

His work was almost on a 24hour daily schedule. He slept in ly to Japs and Americans alike. tents and native bamboo Food consisted of army field rasatiated in Calcutta where, in the tions. There was no time, nor nearby place, for entertainment or social life. Daily routine was either in missions or guard duty. Only one air raid was experienced by him. At the field, raided by American found in Burma. But the Japs, the enemy bombers overthe British and American armies looked a choice prey of several pay about \$600 for the return of allied planes and hit one plane, one of our men. an Italian plane, on the edge of the field and of no value to the allied field. The transport group Schettl was with saw few Jap planes and his plane was never that the field should be said to be back. You can have India," Schettl remarked. "Oshkosh is still a great city."

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"Over the hump" is nature's known for his football days at the weapon against the allies and en-Oshkosh State Teachers college, emy. Schettl explained the term when he played end—did not "over the hump." He said it means spend as much time in India as flying over a 200-mile stretch of jagged, 20,000-foot peaks, infested with sudden violent storms, vicious air currents and icing. Add to this the fact that almost the en-Al is the son of Mr. and Mrs. tire tour is within Jap fighter
Joseph Schettl, 1607 Witzel aveplane range and over Jap territory. This is the "aerial Burma road" over which thousands and thousands of tons of materials flow to the Chinese and allied armies.

Schettl has a leather jacket that tells an interesting tale. Sewed on the back of the garment is an on the back of the garment's an American flag. This has a value, if in bailing out of a doomed plane, the men should land in Burmese territory, it identifies the man as an American to the Burmese who may aid him in getting safely back to allied territory. Inside the jacket, however, is a Chinese flag. This is used if the pilot, or crew men, should drop into Chinese territory. It is worn in-

some of the Burma natives are unfriendly to the Chinese but friend-

The matter of man's worth in Burma is a source of revenue to the Burmese, Schettl said. The Burmese are paid about \$300 in American money value in 'Japanese currency to bring in one the British and American armies

teacher at the Read school, and the daughter of Mr. and Mrs. Jo-seph Winslow, 252 West New York avenue.

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There's good reason for Al to say that. He's getting married Monday to Miss Jane Winslow, a teacher at the Read school, and the daughter of Mr. and Mrs. Joseph Winslow, 252 West New York avenue.

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