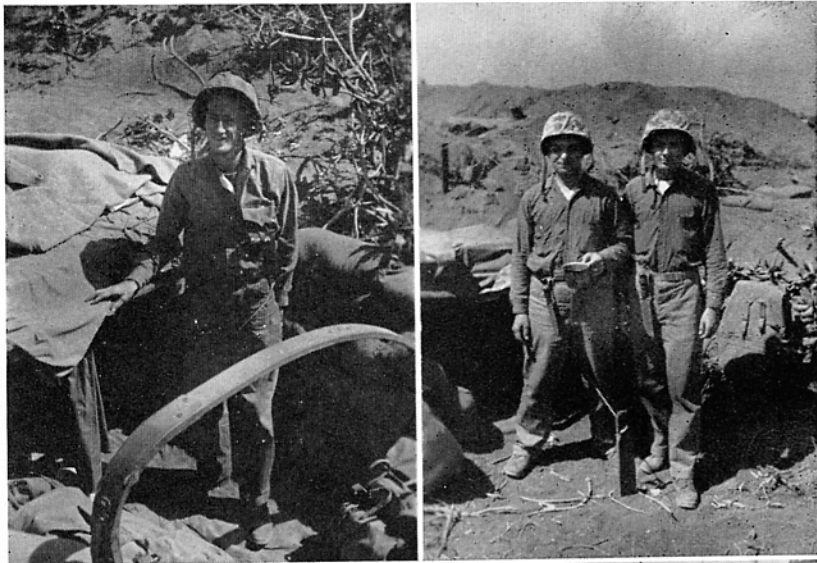


## OFFICERS' COUNTRY

The officers put on their khaki for the first time . . . In spite of the formality it was taken at Iwo . . . Dr. Harrington dug his own fox hole and lived like the rest of the men . . . Dr. Auslander was comforted by Chaplain Godwin while the bombs were still falling . . . The Officers' mess men and cooks had the cinch job . . . Lt. Comdr. Schuler waits for his papers to go home.

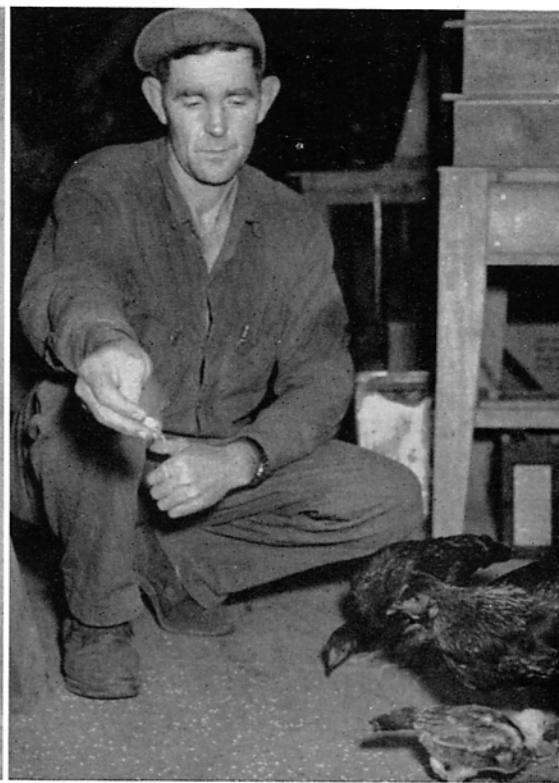


## CHIEFS' COUNTRY

The last pictures taken of the chiefs before leaves were granted. . . . The chiefs had a party to celebrate the opening of their mess hall. . . . They saved up to have three cans of beer that night instead of the regular ration of one. . . . It was a memorable meal with real meat and ice cream. . . . The newly formed band gave an excellent show to make the evening a success.

Below: Wm. B. Huie lunches with Comdr. Campbell while gathering material for his latest book, "Omaha to Okinawa."







# WE DID

Shortly after we landed on Iwo we began work on Airstrip Number One, our first project. It was our job to get this old Jap field into shape as quickly as possible for our planes, and we did it in record time. Before the field had been captured from the Japs, we started clearing off wrecked Jap planes and equipment, filling bomb craters and dodging Jap snipers' bullets. Two days after we started work, the first Piper cub came in for a landing, and on D-13 with the battle still raging, our efforts were rewarded with the emergency landing of a crippled Superfort on its way back from a raid over Tokyo. Navy carrier planes began to use the field on D-14, and from that time on the field was used to capacity.

On D-12 another crew of men was sent to Airstrip Number Two to pick up shrapnel and duds. To speed up the work a magnetic trailer was used to clear the small pieces of shrapnel, but on the second day it struck a land mine and was put out of operation. An organized search and clearing of land mines was started at this time by a ten man volunteer crew from our Ordnance department. Each day these men risked their lives beyond the call of duty in disarming and clearing out these land mines and booby traps, but each day a new area was made safe by their efforts. As fast as an area was cleared our men and heavy equipment moved in to begin their work, but there were many accidents due to undetected mines that damaged our equipment and hospitalized many operators with serious injuries. The extremely rugged terrain and the multitude of Jap caves made it impossible to locate all Jap mines as well as duds from our own guns.

On D-14 our survey crew began work on the runway with guards posted around them at all times due to the





proximity of the front lines, and, the many by-passed pockets of Japs. While our surveyors laid out their fill and grade stakes our heavy equipment worked day and night filling bomb craters and smoothing the surface of the old Jap strip for temporary use by our airforce. Twelve days after work had started a Navy Liberator made a safe landing to be the first plane on the Central Airfield. On the following day a Super-fort made an emergency landing and from that time on the field has been used to the point of overcrowding by our airforces.

During these early days, when the front lines were only a few hundred yards away, parking areas for our planes were at a premium and construction of the runways was carried on with great difficulty. However, through close liaison between our men and the Air Command, no serious delays in our work were involved. Four days after the Island had been officially secured, a strong force of by-passed Japs began a systematic attack on the field with

small arms and mortars that lasted for three days. During this period, before the Marines cleaned out the Japs, our equipment drew deadly fire from these hidden Japs, but the men carried on their work regardless of the danger involved. Too much credit cannot be given these enlisted men that carried on their work with a determination that drew words of praise from every unit on the Island.

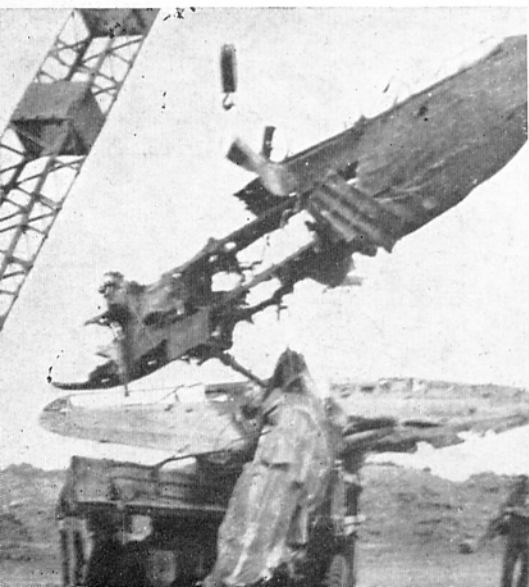
In the five months that we have been working on the Central Airfield we have moved over three million yards of dirt. As we prepare to secure and move on from Iwo, all our work is completed. While we did many small jobs including the building of the finest camp on the island, our main job was the Central Airfield. This entailed the building of the two main VLR strips, the North and South Refuelling Strips with Taxi-ways and Parking areas adjacent to each. We can look back with pride at our job, for our runways are the longest in the Western Pacific and we know that our work was a tremendous and direct contribution to the ultimate defeat of Japan.





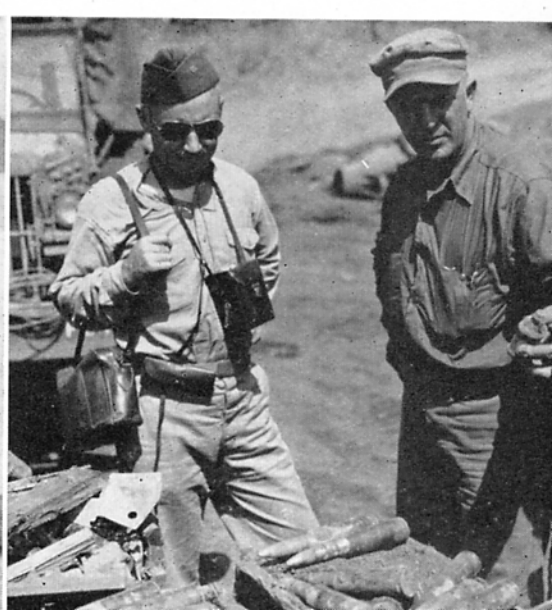
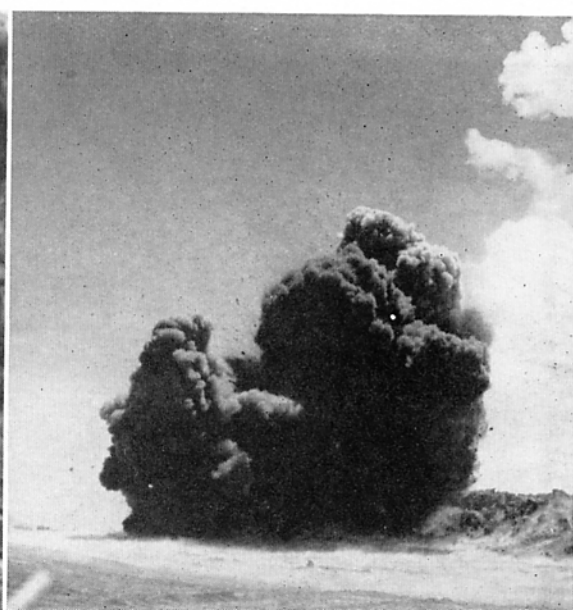
CLEAN IT UP

CLEAR IT OUT





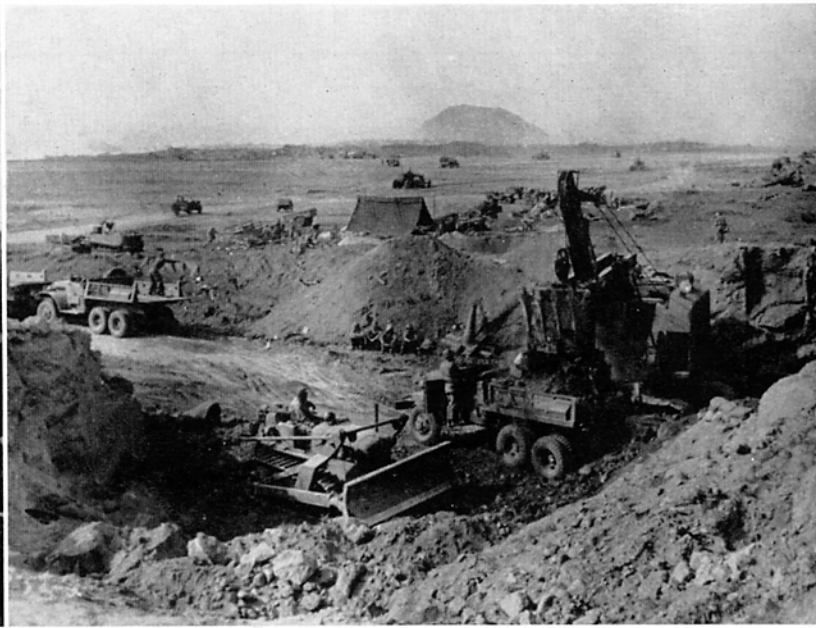
# BLAST 'EM TO HELL AND GONE





CUT AND FILL

HAUL AND DUMP



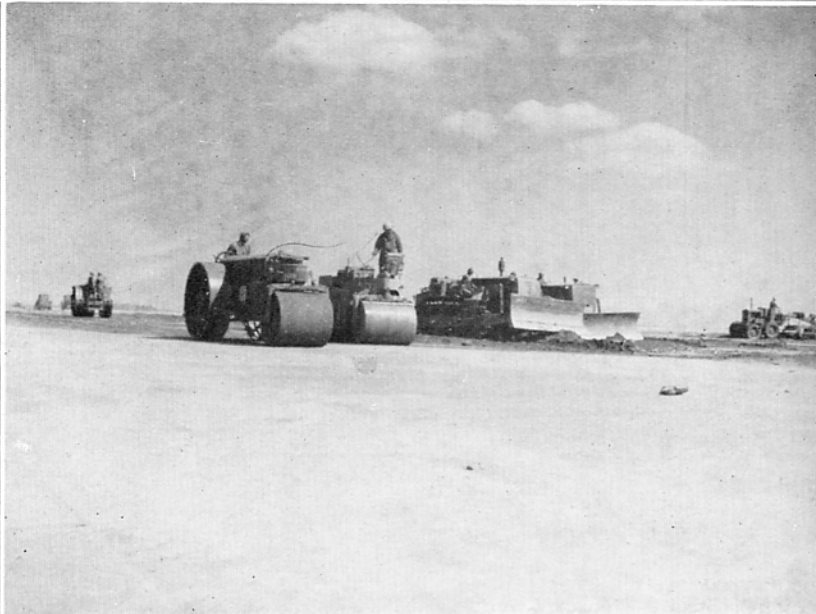
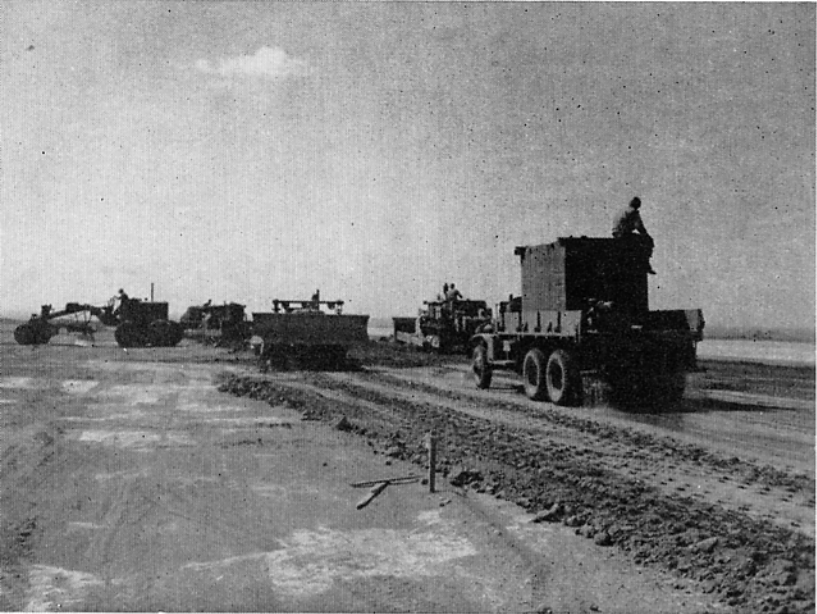
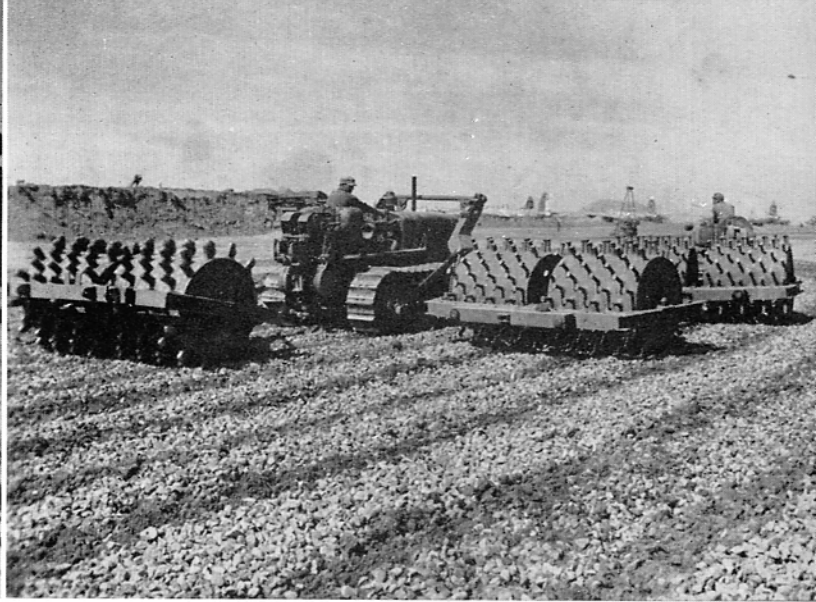


FLATTEN OUT THE

WHOLE DAMNED ISLAND

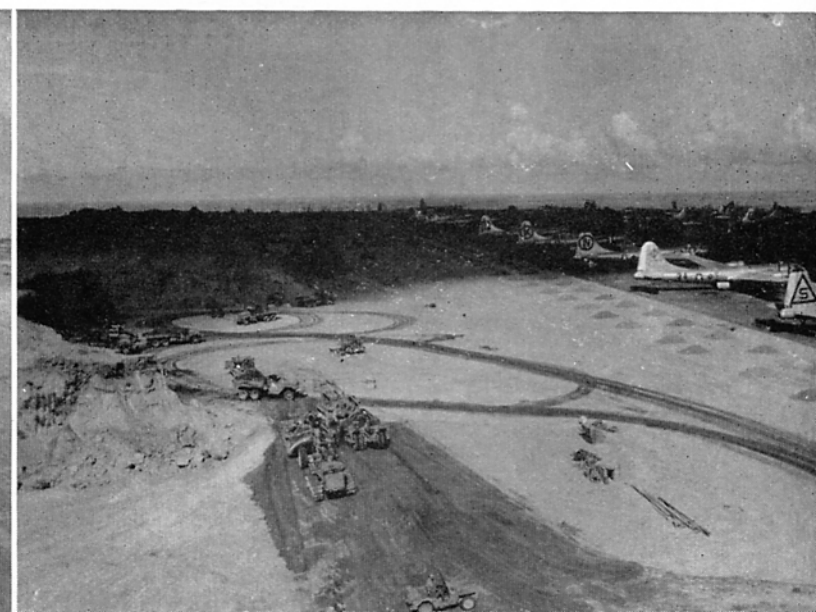


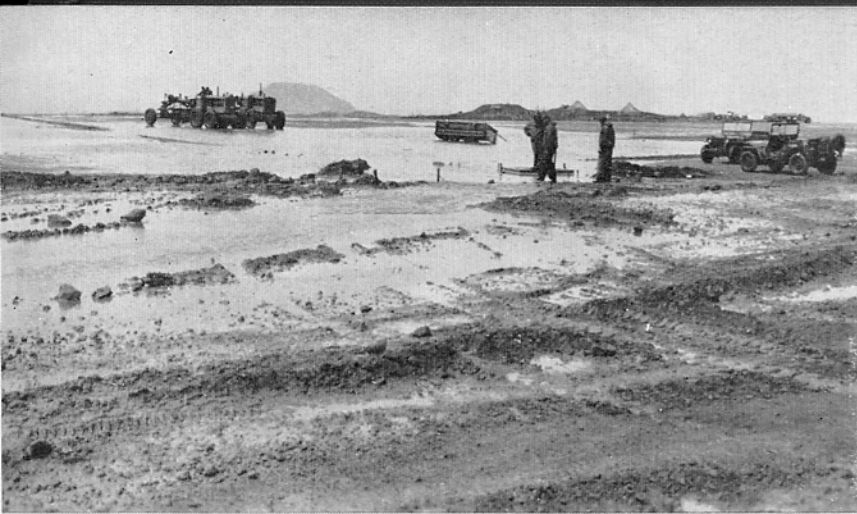




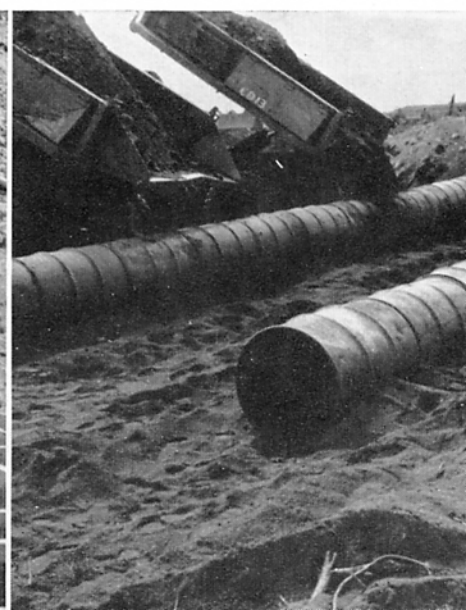
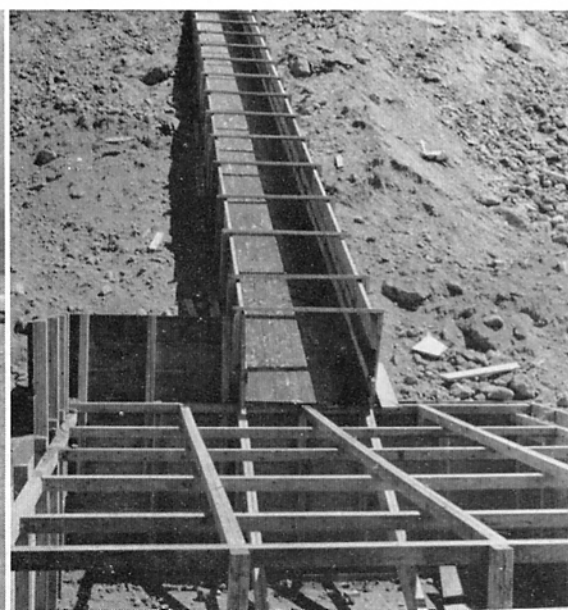
BREAK IT UP, SCRAPE IT, ROLL IT AND WATER IT DOWN

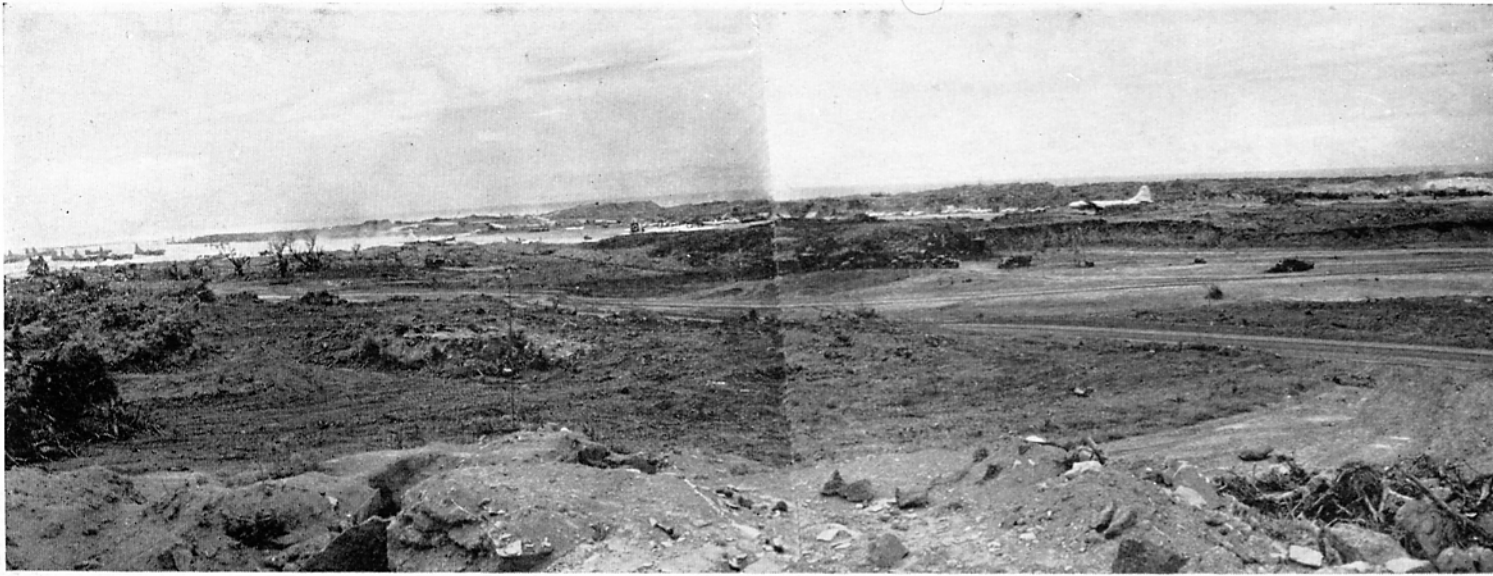
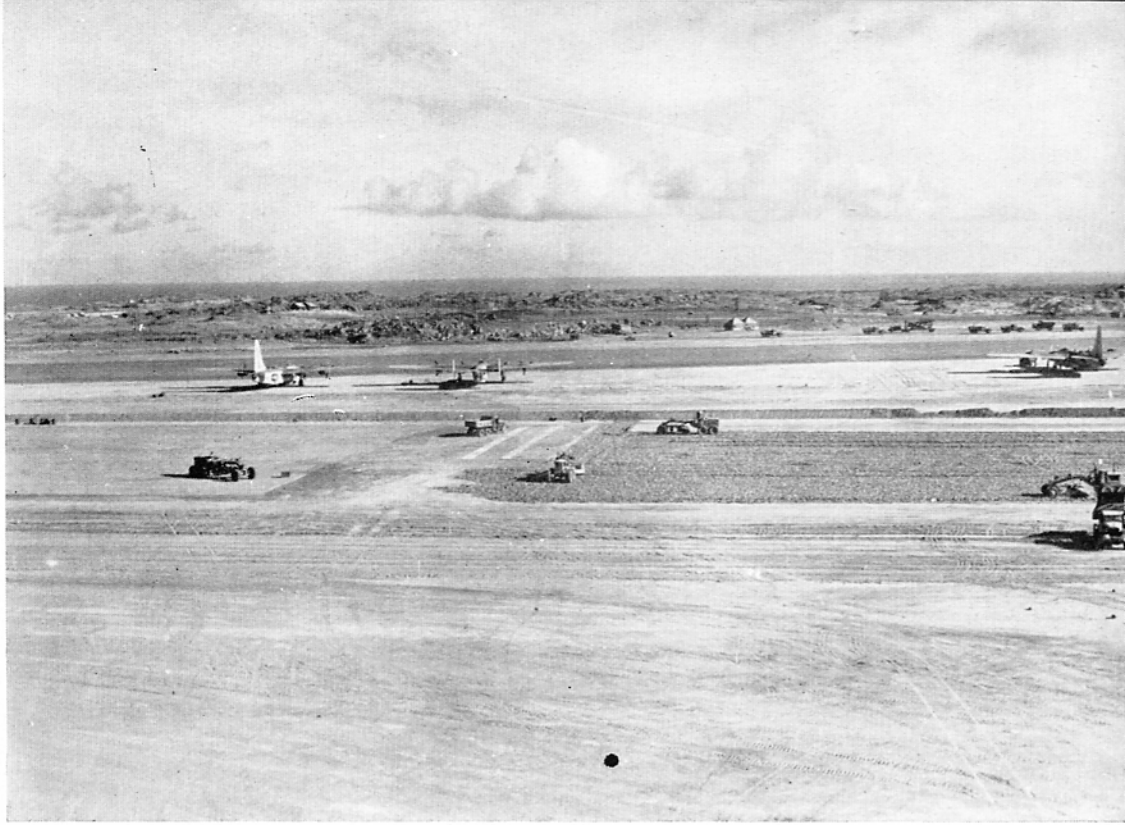
MAKE ROOM FOR THE EAGLES, MATE, YOU ONLY WORK HERE . . .





...AND ON TOP OF THAT WE HAD THE WIND AND THE RAIN IN OUR HAIR





BEFORE . . .

Two panoramic views of the Airstrip at the beginning and at the end of its development.

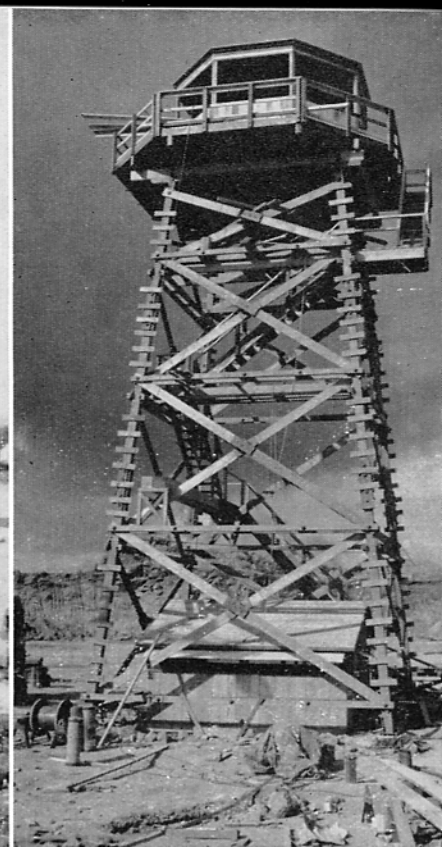




In the "after" picture the black top is on the Right VLR strip and the old Jap runway has been abandoned.

AFTER . . .

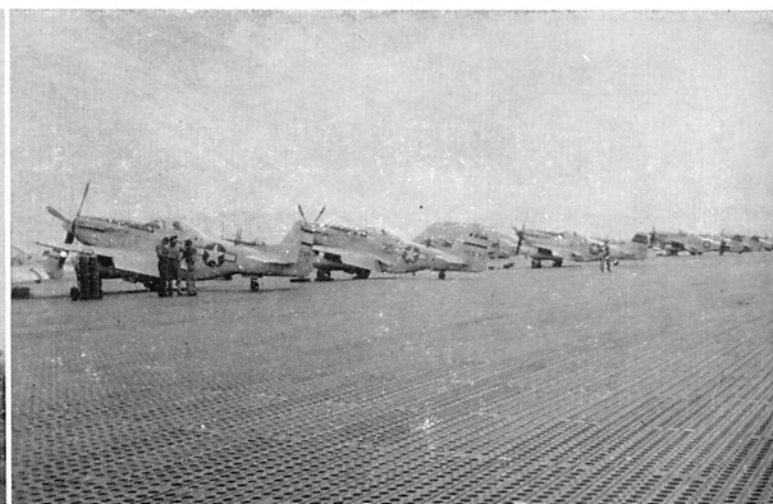


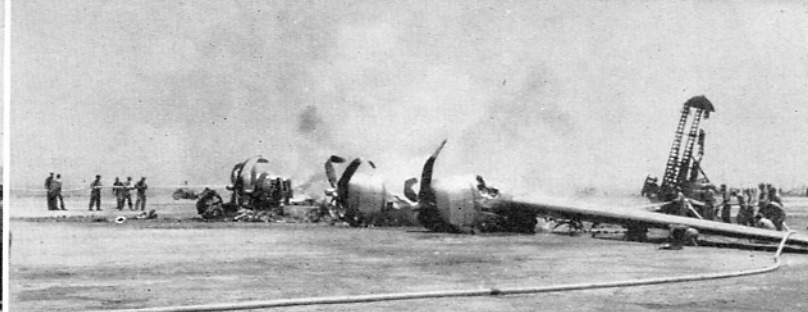


## HIGHLIGHTS

A B-24 Liberator comes in over the Central Airfield for a landing . . . the rough terrain in the foreground gives an excellent impression of the obstacles encountered in our work . . . The men crowded around the first Super-fort to land on Airstrip Number One . . . That was a happy day for everyone and it proved that our new strip could take our heaviest bombers.

Our Fire Department was the first established on the Island . . . They are putting out the flames of crashed Super-fort and received a commendation for their efforts . . . The 200 men that worked day and night for over a week to lay the pierced steel plank parking area will never forget that experience.





THE HEAVY EQUIPMENT REPAIR CREWS WERE UNSUNG HEROES



IT TOOK EVERY MAN AVAILABLE TO MAKE THE JOB TICK



SIXTY-SECOND NAVAL CONSTRUCTION BATTALION

Care Fleet Post Office  
San Francisco, California

17 May 1945.

Subject: Commendation.

To: Commanding Officer, 62nd N. C. Battalion.

Via: Brigade Commander, Ninth N. C. Brigade.

1. It is desired to commend the enlisted men whose names appear below for volunteering for the hazardous task of searching for, finding and handling dangerous "Duds" in connection with the development of the Central Airport.

2. By their devotion to duty and unflagging interest and application they contributed far beyond the normal amount of safety to their comrades who were operating earth moving equipment in the area pitted by Enemy Mines and Booby Traps and our own Naval "Duds," thus accelerated the work of the Army Bomb Disposal personnel.

3. There follows a list of the names of the men of the 62nd Naval Construction Battalion who volunteered for this duty:

Ch/Carp. H. K. Brown, C.G.M. E. M. Barnette, GM1/c W. D. Cubert, GM2/c John Hall, CM3/c L. C. McCollum, MM3/c G. J. Brawley, S1/c H. J. Pratt, S1/c R. E. O'Donnell, S1/c H. F. Wright,, S1/c Leroy Arter, S1/c Stanley Zack.

J. E. CHANEY,  
Major General, USA,  
Commanding.

SIXTY-SECOND NAVAL CONSTRUCTION BATTALION

Care Fleet Post Office  
San Francisco, California

8 March 1945.

From: Commander, Landing Force Air Support Control Unit No. 1.

To: The Commanding General, Fifth Amphibious Corps.

Subject: Services rendered by 62nd Naval Construction Battalion, appreciation of.

1. It is the desire of the undersigned to express his appreciation to the officers and men of the 62nd Naval Construction Battalion for their splendid cooperation in maintaining operations at MOTOYAMA Airfield No. 1, IWO JIMA.

/s/V. E. MEGEE  
V. E. MEGEE

FIRST ENDORSEMENT  
HEADQUARTERS, V AMPHIBIOUS CORPS LANDING  
FORCE, IN THE FIELD

9 March, 1945.

From: The Commanding General.

To: The Commanding Officer, 62nd N. C. Battalion.

Via: The Commanding General, Garrison Force.

Subject: Services rendered by 62nd Naval Construction Battalion, appreciation of.

1. Forwarded with pleasure.

/s/W. W. ROGERS,  
W. W. ROGERS,  
By direction.

