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|------------------------------------|--------------------|
| Capt. Richard Curvine, M.F.C.      | Loss Officer       |
| Capt. James W. Murphy, Inf.        | Recruiting Officer |
| 1st Lt. Howard G. Shockey, M.F.C   | Supply Officer     |
| 1st Lt. Wm. George, F.A.           | Publicity Officer  |
| Col. Ralph McV. Pennell, F.A.      | Observer           |
| Col. Karl G. Greenwald, F.A.       | "                  |
| Col. Wm. T. Carpenter, C.A.C.      | "                  |
| Lt.Col. John Mather, C.A.C.        | "                  |
| Lt.Col. Pierre V. Kieffer, C.A.C.  | "                  |
| Lt.Col. William E. Conolly, F.A.   | "                  |
| Lt.Col. Dwight D. Eisenhower, F.O. | "                  |
| Lt.Col. Wm. H. Shepherd, M.F.C     | "                  |
| Lt.Col. Lloyd P. Horsfall, G.S.    | "                  |
| Maj. Wm. E. Welch, G.S.            | "                  |
| Maj. John G. Gray, G.S.            | "                  |
| Maj. Chas. E. Berle, M.S.          | "                  |
| Maj. Otto A. Vandrop, S.C.         | "                  |
| Maj. Mat. J. Farrell, M.F.C        | "                  |
| Capt. Karl G. Harper, A.S.A.F.     | "                  |
| 1st Lt. E. R. Jackson, G.D.        | "                  |
| Maj. S. E. Brett, T.O.             | "                  |



The duties of the Ordnance Observer were somewhat hampered because of his rank, as he was, with a single exception of the Air Service Observer, the only Staff Observer below the rank of major. At times this made it difficult for the Ordnance Observer to follow his own inclinations in the matter of making observations as the passenger vehicles provided for the use of the observers were always under the direction of the senior observer.

The success of the Conroy was due in some measure to the tireless energy of the Expeditionary Commander, Lt. Col. Chas. W. McClure, who handled the undertaking very ably from a transport to a stepland. However, many of the smaller but highly important details frequently escaped his attention, and he was decidedly unpopular with the enlisted men. This resulted in a certain lack of cooperation, although the men in general did their work very effectively and willingly.

On the other hand, the Brain Commander, Capt. Bernard H. McMillan, was the idol of his men and always had their interests at heart. He conceived the idea of the Conroy some time in February 1919, worked up the plans for the expedition and was to have been the Commanding Officer until, on July 4, 1919, Lt. Col. McClure was assigned to that duty. This placed Capt. McMillan in a rather delicate position and his hands were "tied" so to speak, but the wholesome effect of his personality on the morale of the enlisted men was a factor which contributed in a very large degree to the ultimate success of the expedition.