

43RD BOMB GROUP ASSOCIATION, INC. "KEN'S MEN"



NEWSLETTER 106th EDITION APRIL 2008

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*=Deceased

PRESIDENT'S REPORT

Our 28th annual reunion will take place in Atlanta, GA September 17 through 21. Amy Nally and her dad Sam Commons have put together a real great reunion for us in the heart of the Southland. I urge every one, who can make it, to be there. It takes a lot of work to arrange for everything that happens at a reunion and we do appreciate the efforts that Sam and Amy have done on behalf of the 43rd.

Vintage aircraft are in Tucson this week (March 9-15) practicing with our modern aircraft for the upcoming air show here. We can hear the noise of the WWII aircraft flying along side the modern jets. Louise and I do not mind the noise, but we do hear a lot of complaints from people who chose to buy a home next to Davis-Monthan AFB and complain about the noise from low flying aircraft. There are even people in Tucson writing letters trying to close our Air Base. Of course there are many many more that are doing every thing they can to keep it open.

Max Axelsen informed me that Lloyd "Breezy" Boren has passed away. Max will attend the funeral representing the 43rd. Breezy was our Secretary-Treasurer until Jim Cherkauer became the Secretary and Bill Wilson became the Treasurer. Breezy's service to the association was extensive and he will be missed.

Our Group is getting smaller due to the ages of our members, but there are children, grand children and other relatives joining as Associate Members and attending our reunions. They are interested in the history of the 43rd Bomb Group and the great job you did during World War Two. They will never forget.

Jim Thompson, President

*****EDITOR'S and MEMBER'S REPORTS*****

"Government is not reason; it is not eloquence; it is force! Like fire, it is a dangerous servant and a fearful master." **GEORGE WASHINGTON**

I am writing this email to ask you to remove **Joseph R. (Rod) A. Cormier, LtCol, USAF (Ret), 64th Squadron**, from The 43rd Bomb Group Association newsletter mailing. Unfortunately, my father passed away several years ago, but my mother (**Geraldine "Gerry"**) continued to receive the newsletter and enjoyed reading so many memories and it continued to keep her "connected" to my father and his flying days. Over the years, my mothers health and mental condition has continued to fail and this fall we had to place her into a nursing home. She so enjoyed reading many of the memories and stories of "Ken's Men" throughout her remaining years.

Thank you for some wonderful stories and memorials to the fine men who served our country during the war.

Sincerely, *Michele Kaleida* Daughter of Rod and Gerry Cormier

As promised, with the assistance of **Richard Hughes**, here is the Authentic Australian Version, credited to **A.B. (Banjo) Paterson**:

WALTZING MATILDA

Once a jolly swagman camped by a billabong,
Under the shade of a coolibah tree,
And he sang as he watched and waited 'til his billy boiled
"Who'll come a-Waltzing Matilda, with me?"

Waltzing Matilda, Waltzing Matilda
Who'll come a-Waltzing Matilda, with me
And he sang as he watched and waited 'til his billy boiled,
"Who'll come a-Waltzing Matilda, with me?"

Along came a jumbuck to drink at the billabong,
Up jumped the swagman and grabbed him with glee,
And he sang as he stowed that jumbuck in his tucker bag,
"Who'll come a-Waltzing Matilda, with me?"

Waltzing Matilda, Waltzing Matilda
Who'll come a-Waltzing Matilda, with me
And he sang as he stowed that jumbuck in his tucker bag,
"Who'll come a-Waltzing Matilda, with me?"

Up rode the squatter, mounted on his thoroughbred,
Down came the troopers, one, two, three,
"Whose is that jumbuck you've got in your tucker bag?"
"Who'll come a-Waltzing Matilda, with me?"

Waltzing Matilda, Waltzing Matilda
Who'll come a-Waltzing Matilda, with me
"Whose is that jumbuck you've got in your tucker bag?"
"Who'll come a-Waltzing Matilda, with me?"

Up jumped the swagman, leapt into the billabong,
"You'll never catch me alive," said he,
And his ghost may be heard as you pass by the billabong,
"Who'll come a-Waltzing Matilda, with me?"

Waltzing Matilda, Waltzing Matilda
Who'll come a-Waltzing Matilda, with me
And his ghost may be heard as you pass by the billabong,
"Who'll come a-Waltzing Matilda, with me?"

Explanation of Australian Slang as used in the Song:

Billabong: A water hole.

Billy: A can or small kettle used to boil water for tea.

Coolabah tree: A type of native tree in Australia.

Jumbuck: A sheep. There 20 times as many sheep as there are people in Australia.

Matilda: Although there are several schools of thought, Matilda as originally used is of Teutonic origins and means Mighty Battle Maiden, referring to the women in camps during the Thirty Year Wars in Europe. Later this more commonly referred to the great army coats or blankets that soldiers rolled into a swag and tossed over their shoulders while marching.

Squatter: At one time, squatters claimed (seized) land for themselves in addition to land that they had been granted. Eventually through the continuous occupation of the land, their claims were legitimized in the eyes of the law.

Swagman: Someone who lives on the open road. A hobo. The term came from the canvas bag that they would carry their bedroll and/or belongings.

Trooper: In Australia's early days, there was no police force. The colony was protected by and policed by soldiers and even when a police force was eventually formed, they were still referred to as "troopers".

Tucker bag: A knapsack or bag for storing food in the bush.

Hope you find this of great interest and will be able sing it, under the direction of Richard Hughes, with gusto at our future reunions. There is much talk of making Waltzing Matilda the official Kensmen song.

A follow-up letter from **Virginia DeAngelis**, widow of **Tony DeAngelis**, **63rd Squadron, Flight Chief**, reporting that she had sent her annual dues to Bill Wilson. Thanks Virginia, but make this the last time, for wives of our deceased do not have to pay future dues. Virginia also included a poem by Dominick Martia, a family friend, as a tribute to Tony at his funeral. The poem is included at the end of MEMORIALS, I think you will find it applicable to all of our fallen comrades.

In February 2007, I received a letter from **John G. Yeager**, **403rd Squadron Pilot**, in which, he sent a document about **Owi Island**. This document, by **Robert George**, **864th Engineer Aviation Battalion, Topographic Draftsman**, tells of the first Americans to visit Owi. His story tells how and why this "island aircraft carrier" was rapidly constructed in a dense tropical rain forest that was taboo to the local natives.

The document is included at the end of the newsletter. All who served on Owi will learn things we did not know about this base.

A note from **Sallie Guy** reports that she has completed a biography of her husband **Carroll W. Guy**, **65th Squadron, Pilot**. It is titled "**Flying Without Wings, The Story of Carroll Guy, A World War II Bomber Pilot**". You may order the book from Sallie via phone (270) 436-2261 or via Kenlake2@aol.com. Sallie

explains the title as follows: "He had Liaison Pilot Wings, serving as an observer in a Piper Cub for heavy field artillery in New Guinea. He was transferred to the 43rd Bomb Group and flew 32 missions as a pilot in B-24s without regular Pilots Wings".

The following story of our favorite Ken's Men appeared in INVESTOR'S BUSINESS DAILY. I think you will find it of interest.

He Flew America To Victory

Rule The Skies: George Kenney's command performance bucked Japan in WWII

BY PETER DEHESH
INVESTOR'S BUSINESS DAILY

In the grim months after Japan's attack on Pearl Harbor, with the loss of the Philippines and fears that Australia would be Tokyo's next conquest, someone had to take the offensive against the enemy.

The man who got the job, Maj. Gen. George C. Kenney, had long been a thorn in the side of the peacetime U.S. Army by pushing for innovative uses of air power.

The thorn was the right man to be the tip of the spear against Japan.

Kenney, a decorated World War I aviator, fought tenaciously for a U.S. commitment to air power.

He was able to prove he was right after Lt. Gen. Hap Arnold, chief of the Army Air Forces, assigned him to be air commander for Gen. Douglas MacArthur in the Pacific in the summer of 1942.

Kenney's effort led to 50% of MacArthur's success, says Lex McAulay, Australian military historian and author of "MacArthur's Eagles."

After the Philippines fell in the spring of '42, MacArthur made Australia his springboard to fight Japan. MacArthur found he had nothing with which to fight, McAulay says. The Army and Navy were competing for funds, and the war in Europe was Washington's priority.

"Kenney early realized anything he did would be an improvement," McAulay told IBD. With vast water between America and its planned island-hopping campaign, airplanes were the key to victory in the Pacific theater of World War II.

"Some people are sent to places where nothing they do has any effect," McAulay said. "Not Kenney. He said, 'Here I am and this is a chance to show what can be done.'"

His first decision was to fly U.S. troops from Australia to New Guinea in September 1942, proving airlift superior to sea lift, McAulay says.

A Cog In Mac's Attack

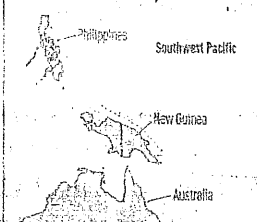
Kenney was crucial to MacArthur's moves, says John Warden, a retired Air Force colonel and architect of the air campaign in the first Gulf War. "Kenney made more contributions to American power than many who got more credit," Warden told IBD. "He and MacArthur had a problem significantly tougher than did commanders in Europe, and they did a much more elegant job with a fraction of the number of lives lost."

While the bombing of targets in Europe was "an operation of brute force," he said, the Pacific air war called for finesse. The far-flung targets included airfields, ammo dumps, pockets of troops and ships.



Kenney, promoted to lieutenant general toward the end of the war, studies a map of a Pacific area during his reign atop the U.S. Far East Air Force.

Allies' Advance, 1942-45



"He conducted not only strong offensive operations against the Japanese air force, but also against enemy logistics—supplies and reinforcements," Warden said. Kenney went immediately on the offensive—not just against the Japanese, but also against his 5th Air Force's bureaucracy, low morale and equipment shortages.

He even took on MacArthur's high-handed chief of staff, Maj. Gen. Richard Sutherland. According to Air Force historian Herman Wolk, Kenney sat on Sutherland's desk, marked a piece of paper and spat, "The dot represents what you know about air operations, the entire rest of the paper is what I know."

That was soon after Kenney landed in Australia, where he found logistics in "a hell of a mess," Wolk wrote. Spare parts were scarce.

"A lot of stuff has gone out there," Kenney said, "but no one knows what has happened to it."

Evidently troops weren't filling out requisition forms right. Kenney put a stop to that red tape.

"He sacked a lot of incompetent officers, including a general," McAulay said.

The author added: "Officers who understood Kenney's ideas and could implement them got commands. Everything was aimed at keeping aircraft and crews able to strike the enemy."

Kenney had flown 75 missions and shot down two German planes in World War I. He himself was shot down and won the Distinguished Service Cross and Silver Star.

He knew how to inspire fliers, says Air Force Col. Thomas Griffith of the National War College in Washington, D.C. "He'd come up through the ranks and was highly regarded by troops because he listened to their ideas on innovation."

Thanks to Kenney, who implemented air-sea rescue operations, aviation losses in the Southwest Pacific were lower per capita than in Europe, Warden says.

Kenney pushed for his way from Day 1—when he disrupted his parents' vacation to be born in Yarmouth, Nova Scotia, in 1889.

He grew up in Brookline, Mass.,

and was attending the Massachusetts Institute of Technology when his father walked out on the family. Kenney was now the breadwinner, so he took a job with a Canadian railway as an instrument technician.

A patriot, he enlisted when America entered World War I in 1917.

His early landings as a trainee pilot reflected his direction. To his trainer's consternation, Kenney cut off the engine and glided to the ground.

Why? "Any damned fool can land if the motor is running," he said. "I just wanted to see what would happen in case the motor quit."

Between the wars, Kenney worked on new air weaponry.

He devised the first wing-mounted machine guns.

He invented a bomb with parachute. The bomb's slow descent let the plane escape the blast after dropping the weapon at low altitude.

The Army shelved his idea. Kenney brought it back against Japan.

He brought in skip bombing. Like stone skipping, a bomb could bounce across the water's surface to hit enemy ships.

He even replaced the B-25 nose crew with eight machine guns. "He converted the B-25 bomber from a medium-level bomber to a low-level attack plane," McAulay said.

"The factory told Kenney, 'You can't do that,'" McAulay said. Kenney's reply: "We have."

A crusader for planes and people, Kenney was on no ego trip, Griffith says. "He promoted MacArthur and air power more than himself."

He also had a grasp of using intercepted Japanese messages. He set a standard for taking advantage of intelligence, Warden says.

Rising Star

Kenney led Allied air forces in the Southwest Pacific from August 1942 until Japan's defeat three years later. By then he was a four-star general.

He had much more to do, campaigning for a stand-alone Air Force. And while Gen. Curtis LeMay gets much of the credit for launching the Strategic Air Command, Kenney actually started it in 1946, Warden says.

MacArthur said of Kenney: "Of all the commanders of our major air forces... in World War II, none surpassed General Kenney in... three great essentials of successful combat leadership... aggressive vision, mastery over air strategy and tactics, and the ability to exact the maximum in fighting qualities from both men and equipment."

Kenney retired in 1951. He died at Bay Harbor Islands, Fla., on Aug. 9, 1977, exactly 35 years after the start of his World War II exploits.

*: *****MEMORIALS*****

In a letter to Jm Cherkauer, Jean Byrne reported the June 26, 2007 death of her husband **Arthur D. Byrne, 65th Squadron**. She expressed concern about the status of the 43rd history and her sorrow that Arthur will not see the finished product. Jean, all Kensemans are concerned and hope that the history will be published soon.

Via telephone, **Paul Solomon, son of William J. "Bill" Solomon, 403rd Squadron, Radio Operator**, informed me of Bill's death January 17, 2008. He said his father went to sleep his last night and passed away peacefully during the night. Bill and Nancy have been very active in all of our activities, Bill as a Director and Nancy as the "Song Bird of the 43rd Bomb Group."

They and several members of their family were in attendance at the last reunion. It is suggested memorials be made to the 43rd Bomb Group Association to honor Bill's service, with and his love for the 43rd.

The evening of February 9, I received a phone call from Nancy. She reviewed her last days with Bill up to and including his funeral. Even though she and her family had gone through an anxious period of care, stress and death, Nancy is pleased and happy with the service that passed Bill into the hands of GOD and requests that his obituary be posted in our newsletter. She also told me about the beautiful and excellent performance of the US Air Force Memorial/Bugler team.

A letter from **Joyce Galida Eagan**, daughter of **William D. Galida, 403rd Squadron, Armament**, reported the death of her mother, **Dorothy**, October 5, 2007 and of her father November 17, 2007. Her closing paragraph:

"After Dad passed away, we had a memorial service for him. Our local V.F.W. volunteers participated with a blessing, a presentation of the flag, a salute, and the playing of Taps. Passers-by that were veterans even stopped to pay their respects to a "brother-in-arms". What a bond you men share. And at his request we asked that donations be made to the V.F.W. in his name. Thank all of you for your time and your service to our country".

Via e-mail to Jim Thompson, **Amy Rummel** reported her father **Jules V. Powell, 65th Squadron, Navigator**, had passed away January 1, 2008. Amy wrote: "Many might remember him from the reunions because my brother, Jules, Jr., was often with my dad and mom at these reunions. Jules Jr. has down syndrome. At dad's funeral Jules Jr. received the flag on behalf of the family and as if he could hear my dad talking to him he saluted the officers. I want to personally thank all of you involved in organizing these reunions over the years. It meant so much to dad. Even though dad had Alzheimer's in his later years, he was always excited about the next reunion. He was so proud of his years in the Pacific and of course so is his family".

GOD Bless, *Amy Rummel*

An edited version of an e-mail dtd 2Feb08: "Our Dad, **Thomas S. Casey, 63rd Squadron**, was a member of the 43rd Bomb Group Association. This gave him great pride over the years. We would like to notify the group that he passed away, at age 86, this past Labor Day on Cape Cod.

A few years ago, on Father's Day, we gave him a B-24 flight from Norwood Airport, MA. He loved every minute of it, for it brought back some wonderful memories of his flying days. His favorite drink was always a Grandad Old Fashion and every time he raised his glass, we could see the sparkle in his eyes as he remembered "OLD GRANDAD" his airplane during his 43rd flying days.

His family adored him and he adored us, without a doubt, he was the best Husband, Dad, Grandfather and Great Grandfather in the world. We miss him very much. The 43rd Bomb Group was so dear to him, we want to make you aware of his passing. I have attached two pictures. One is of him standing on the wing of his plane and the other is a passenger during the B-24 gift ride".

Thank you so much,

The family of Thomas S. Casey 4/9/1921-8/3/2007

In an e-mail to Jim Thompson, **Kelvin Pruiet** reports his father **Emil B. Pruiet, 63rd Squadron, Radio Operator**, passed away in November 2006.

An e-mail from Max Axelsen reported a message from **Helen Boren** telling of the passing of **Lloyd "Breezy" Boren, 65th Squadron, Bombardier**, 28 February. Lloyd was the secretary of the 43rd Association for many years and was involved in many other Group activities.

Lloyd was in the care of a hospice center in San Antonio. He would have celebrated his 87th birthday in May. Max attended the services and arranged for a floral offering from the 43rd Bomb Group.

Richard P. Schmitt, Sr., 65th Squadron, Maintenance, B-29 Era answered the "Final Roll Call in January 2008. Dick was my friend and a fellow employee of AiResearch Manufacturing Co. Although we worked together for many years, it wasn't until we had retired, that I found this common bond. It was while stuffing Retiree Club newsletters, when I mention, I would not be attend the next meeting of Retirees Club. When ask why, I told of attending the 43rd Bomb Group Reunion. That is when he told of once being in the 65th. Small world! I will miss him and his work within the Garrett Retirees Club.

SOLOMON WILLIAM JAMES

Age 86, a resident of Sarasota FL since 1991, formerly of Mt. Lebanon, on Tuesday, January 15, 2008; beloved husband of Nancy Hughes Solomon; father of William Lee Solomon of Sarasota, FL, and Paul James (Denise) Solomon of Pittsburgh; grandfather of twins Kyle and Alexis Solomon. Friends will be received at **LAUGHLIN**

MEMORIAL CHAPEL 222 Washington Rd. Mt. Lebanon on Sunday 2-4 & 6-8pm. Mass of Christian Burial will be celebrated in St. Winifred Church, Monday at 10:00 o'clock. Interment Queen of Heaven Cemetery. Bill was a member of Our Lady of Mt. Carmel Church in Osprey, FL. He began his career as a bank examiner for the government, traveling throughout WV and PA. before entering the private sector. Where he retired as Vice President Supervisory Agent with First Federal of Pittsburgh, Also an Air Force Veteran of WW II and served with the 5th Air Force, 43rd Bomb Group, 403rd squadron (christened "Mareeba's Butchers" by the infamous Tokyo Rose, a title they wore with pride) as a radio operator/gunner. Bill proudly flew 55 missions, never missing an assignment. In lieu of flowers, memorials may be made to 43rd Bomb Group Association, PO Box 360, Snyder, TX 79550-0360.

www.laughlinfuneralhome.com
Send condolences at post-gazette.com/gb

REMEMBERING TONY

*He had the touch
To make the engines roar
And lift the planes above the clouds,
Where sometimes he would soar.*

*He had the voice
For keeping memories bright,
For speaking words of friendship--
A warmly glowing light.*

*His gentle voice
Would soften bumps of life
For his beloved children
And for his loving wife.*

*The touch has gone.
The loving voice is still,
But his spirit has not left us,
And it never will.*

Dominick Martia

*****43rd HUMOR*****

You only need two tools in life - **WD-40 and Duct Tape**. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.

Don't argue with an idiot, people watching may not be able to tell the difference.

When I was young we used to go "skinny dipping." Now I just "chunky dunk."

Wouldn't you know it. Brain cells come and brain cells go, but FAT cells live forever.

All I want to know is why they make these stupid packages so cotton pickin' hard to open? These things would outlast a nuclear war.

From **Harold Newton, 63rd Pilot**

A group of Americans were traveling by tour bus through Holland. As they stopped at a cheese farm, a young guide led them through the process of cheese making, explaining that goat's milk was used. She showed the group a lively hillside where many goats were grazing. "These" she explained "are the older goats put out to pasture when they no longer produce."

She then asked, "What do you do in America with your old goats?" A spry old gentleman answered, "They send us on bus tours."

From **Max Axelson, 403rd Pilot**

A recent study found the average American walks about 900 miles per year. Another study found Americans drink, on the average, 22 gallons of alcohol a year. That means, on average, Americans get about 41 miles to the gallon.

Kind Of Makes You Proud To Be American!

GOD'S Problem Now

When the grave side service had no more than terminated, there was a tremendous burst of thunder accompanied by distant lighting bolts and more rumbling/roaring thunder.

The little man looked at the pastor and calmly said, "Well, she's there."

*****INFORMATION*****

This newsletter is published four times a year - **January, April, July and October**. Please pay your annual dues to our **Treasurer, William H. Wilson, Jr. C/O Elain Pierce at 1101 E. Coliseum Dr., P.O. Box 360, Snyder, TX 79550-0360**. It is most important that C/O Elain Pierce is on the envelope. Please keep in mind that annual dues are **\$20.00 per year** and life membership is **\$100.00**. Please make the check to the **43rd Bomb Group Association**.

Send items for the Newsletter to **Ed Gammill at 5415 E. Osborn Rd., Phoenix, AZ 85018-6106** or via e-mail to **Edgammill@aol.com**. Any material receive after the 15th of the month prior to a publication month probably will not appear in that publication.

The Postal Service **will not forward** this newsletter. If you change your address **please notify our 43rd Elf, Elain Pierce**, at the address shown above. Send her all changes of phone numbers, etc. also.

*******REUNION INFORMATION ENCLOSURE*******

These enclosures will assist you in planning for the Reunion.

1-Brochure of Events and Atlanta

2-Activity List and Planning Document (Pages 1-6)

It is important that you mail the planning information to **43rd Bomb Group Reunion 2008, Amy Nally, 2402 Creekside Trace, Jonesboro, GA**

Please note the items identified with an asterisk, these items require your special attention.

Amy reports that she has been fortunate enough to add the following events to the Atlanta Reunion Schedules:

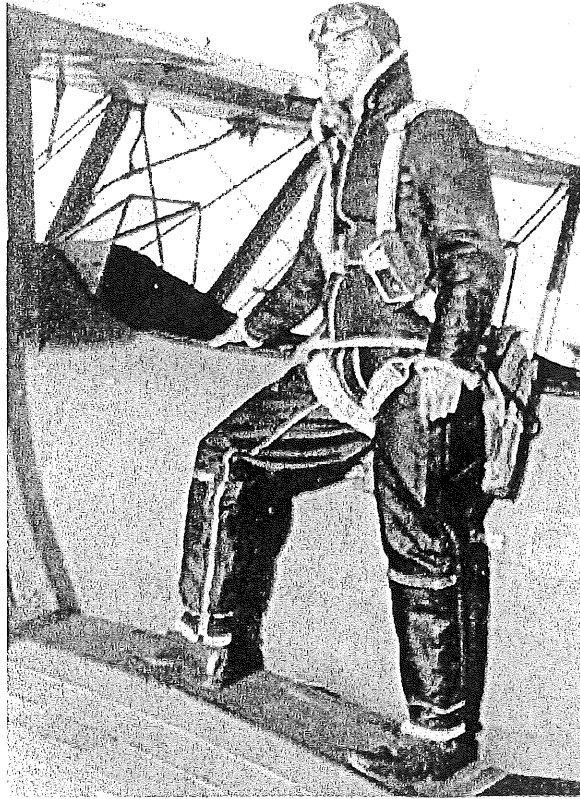
Thursday Night-Ladies/Guest Program featuring professional historical writer/speaker presenting the history of Atlanta.

Friday Night-Southern Dinner Buffett with guest appearance by the Dixieland Jazz Ensemble of the U.S. Army Ground Forces Band, into today's Air Force presented by the Dobbins Air Base (Marie headquartered at Ft. McPherson, Georgia.

Saturday Night-After Dinner Address on historical transition of original WWII Bomb Groups into today's Air Force presented by the Dobbins Air Base (Marietta, Georgia) active duty Air Force Historian.

Saturday Night-Dancing with local Disc Jockey presenting the Sounds of the Forties.

Sunday-Memorial Service "Taps" performed by selected professional Bugler from U.S. Army Ground Forces Band, Ft. McPherson, Georgia.



Thomas S. Casey Photographs