

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



NEWSLETTER 115th EDITION JULY 2010

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James C. Dieffenderfer (2010)

64th Squadron

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Charles F. McClenny (2010)

65th Squadron

James W. Eide (20011)
Lehman C. White (2010)

403rd Squadron

Robert P. Mangan (20011)
Jack Strange (2010)

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Robert Butler 1981-1984*
George L. White 1985-1987*
William H. Wilson, Jr. 1988-1991*
Dale F. Barr, Jr. 1992-1993*
Max Osborn 1994-1995*
James T. Murphy 1996-1997*
Samuel F. Commons 1998-1999
Max M. Axelsen 2000-2001
Roger T. Kettleison 2002-2003
Charles Rauch 2004-2005
Jim Cherkauer 2006-2007
James Thompson Jr 2008

*=Deceased

PRESIDENT'S REPORT

In an earlier Newsletter, we wrote that these were times to try men's souls (and women's too). Since then the trial has continued with even greater intensity with economic reversals, oil gushing into the Gulf, protestors trying to have their representatives to represent them. So through all that I feel challenged to present a view of a silver lining. We can all remember that song in the Great Depression, "Look for the Silver Lining!" For a first peak to find the silver, try this. We're all being warned that our money (silver, too) will be losing it's value in a year or two. Before it does ----spend it!

Make your reservations for that reunion in Orlando, and enjoy it before you lose it. Reserve now! To possibly portend the future of our 43rd BG Association, we've been notified that the Fifth Air Force Memorial Foundation was shut down as of August 31, 2009.

On the brighter side, I'm glad to report that my wife, Betty, has been home since April after several weeks in hospital and is feeling much better.

In recent months we've seen an increased effort across the nation to encourage WWII veterans to share their stories of their military service. In my appearances I've extolled the great importance of good history in our education process. But, sadly, history is so frequently distorted, revised or abandoned altogether. I was interviewed for a radio broadcast, and while there I met a 90-plus U.S. Army Photographer who had brought along several stunning photos of the Buchenwald, and other murder factories. He allowed me to make copies of them. Viewing these, and so many other evidences of such atrocities, how could anyone deny that such inhumanity did occur? But there are too many who do deny, some in high government positions, who use their denial as a rallying issue for radical support. As our Band of Brothers, our 43rd BG Association, now these 65 years later are fading into history we will hope that our participation in the great effort will never be distorted for such radical

purposes, Such distortions are already being made for our current against radical terrorists. Unfortunately, the same radical anti-capitalist, anti-freedom of enterprise zealots are part of the world today as they were earlier in history.

My friends know my genealogical interest stemmed from my early interest in the history of ancestors who had served in all of America's wars. From the Mayflower to today they served to protect our principles of freedom. Horrific as they are, wars have always been fought to restore peace, though history shows that peace is usually short-lived. We are familiar with the slogan, Freedom Is Not Free! Our country has been guided by the great document, The Constitution which was preceded by the Declaration of Independence. But their words are often called obsolete, unread by too many and they have been so often cast aside by those who are sworn to uphold them. Our pre-emptive military policies are to often misunderstood and lead to dissent by our own mal-informed citizenry. Ignorance of history may be our most dangerous threat to freedom. Once again I use my wont to select the words of famous leaders. Abraham Lincoln I believe can express the ultimate truth of that danger. Young Lincoln spoke these words at the Young Men's Lyceum of Springfield, Ill. 27 Jan, 1838, "At what point shall we expect the approach of danger? By what means shall we fortify against it"-----Shall we expect some transatlantic military giant to step the ocean and crush us at a blow? Never! All the armies of Europe, Asia and Africa combined, with all the treasures of the earth....i.e....could not by force take a drink from the Ohio or make a track on the Blue Ridge in a trial of a thousand years." Lincoln, all those years ago, saw the inevitable truth, concluded, "If destruction be our lot, we must ourselves be its author and finisher. As a nation of freemen we must live through all time or die by suicide." We say long live our free United States of America and all hail to the memory of those gallant young men of our band who've given so much to keep it free!

Eldon E. Bud. Lawson

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

Our American heritage is threatened as much by our own indifference as it is by the most unscrupulous office-seeker or by the most powerful foreign threat. The future of this Republic is in the hands of the American voter.

Dwight Eisenhower

The response to the SURVEY has been very limited! Come on folks, you must tell the Board your desires concerning the future of our Association. The Survey Form is an attachment to this newsletter, it will be the last chance, that you will have, to make a recommendation for the future. Get off of you know what and submit an answer before the September Reunion. The Board will make a decision and if you do not make your wishes known, you will have to be satisfied with that decision. PARTICIPATE!

In my correspondence with Tracy, **Sweet Heart of the 43rd**, I received this on March 22. "My Dad. **FrancisTucher, 65ht Squadron, Flight Engineer/Gunner**, had a stroke. Losing his ability to walk and losing the use of his left arm. He stayed pretty much status quo that way until last week when he was able to move his left arm, praise God! We were ecstatic, and he got a lot of hope out of it. So, if you would please pray for even more improvements over the next few months so that he'll get that left arm back all the way and is able to walk!

"He is staying with my little sister right now, she and my little brother are taking real good care of him. I wish I could be there with him while he's recuperating. Poor Pops.....it's sad to see your Dad sort of helpless. But I think he'll become better. If anyone wants to send him a card, the address is: Francis Tucher, 1744 West 1000 North, Fountaintown, IN 46130.

"I hope all is well, other than my Dad's being off his feet for a while, all here is good. I'm just outside of Seattle and am actually seeing some SUN right now, so I can't complain!"

Tracy

Fred Hagen, 63rd Squadron, Associate Member gave the following status report on **B-17 Swamp Ghost**. "For those of you who have not seen this on the web already, I am forwarding a small but nice article that graced the cover of the Philadelphia Daily News last week. They have a copy of my film trailer up for online access as well. The newspaper article is included as an attachment to this newsletter.

"If you are interested, you can follow these directions: Click on the following link to access the Philadelphia Daily News story about Fred's recovery of his B-17 Bomber. Please click on the "related video" link to see a 2 minute film trailer of his upcoming documentary series <<http://www.philly.com/philly/news/update/86704107.html>>

"Interestingly, the last three surviving crewmen died in the months leading up to the plane's release. The very last survivor died on the same day that the Swamp Ghost shipped from Papua New Guinea!

"Despite the stated destination of PIMA, I am toying with the idea of taking the Ghost to either the Nimitz in Texas or the National WW2 Museum in New Orleans. PIMA is a great place but they lack personality and they fail to tell stories or tell any cohesive histories of WWII."

Hope all is well with you all.

Fred Hagen

In a message to **Bud Lawson, Rachael Pettus** requests the following: "I am the youngest daughter of **Col. James Pettus, a Commander of the 43rd Bomb Group** during WWII. I came across your name and email address while attempting to trace some information about my father. I hope you can help me. I am looking for the citation for his Silver Star, awarded after a raid on the refineries of Balikpapan in 1944. If you can give me any information or tell me whom to contact, I would be much obliged. Thank you for your time."

Rachael Pettus

Bud reports that he gave Rachael some addresses that might have information, but he has not heard from her. Suggestion, if you can help Rachael, please contact her via e-mail address <rachael@cyanet.com.cy>

On May 11, I received the following e-mail by the way of **Jim Eide**. It is from **Kathy Takacs**, daughter of **Larry E. Main, 65th Squadron, Pilot**. "Hi Everyone, this is just to let everyone know what is happening with Larry. He is still at Eldorado Assisted Living in Klamath Falls, OR. He was diagnosed with colorectal cancer in December. After testing it was decided he couldn't have radiation because of the treatments he had 30 years ago. Surgery was out because of his age, and chemo could possibly shrink the tumor since it was in one spot. Doing nothing would be too painful. After all of the options and talking to everyone, he chose chemo. He started in February and in true Larry Main fashion, he seemed to breeze through with little or no side effects. After six treatments he was getting tired and finally decided to quit.

"A week ago we signed him up for hospice for extra care. He says his body is just giving out and at 93 he is getting ready to let go. He sleeps most of the time and I sit with him everyday and pump him for information when he is awake. His mind is still sharp and we definitely have our laughs and cries about things in the past. So far he has not been in pain and hasn't had to be on morphine. No one knows how long he will last, and our greatest hope is to just keep him comfortable and pain free. I'm writing this now just to let people know what is happening. Please send this on to anyone that needs to know. You may leave messages on my home phone (530) 667-5536, if you have questions or anything and I'll call you back".

Love and good health to all.....

Kathy Takacs

Roger Vargas, 63rd Squadron, Navigator sent this note along with his SURVEY reply; "As much as we enjoyed the 22 Reunions we attended and wish we could attend future ones, it is impossible. I am 94 and have difficulties traveling. My wife **Olga** is suffering from dementia and in an assisted living home.

"We enjoy the newsletter and would hate to lose our only contact with the 43rd and its members"

Roger E. Vargas

I received the following letter from **Robin Bowen**, who lives in KAKKINYUP, WESTERN AUSTRALIA. "I am writing to thank you for continuing to send the Newsletter to me since my husband's death three years ago (Newsletter # 104 October 2007). He was **Leonard O. Bowen' 63rd Squadron, Radio Operator**. I believe the only Australian to serve with the U.S. Air Force. Obviously he served with the Australian Air Force before joining the USAF. So he served under two flags. At that time, I was just 7 years old. We were to marry 24 years after the war and were together 38 years.

"As your membership is now dwindling due to age, it is inevitable changes will happen. I think it is time I cancelled further issues sent over such a great distance. Plus I now have a Japanese cousin by marriage!

"A wonderful Japanese Computer Programmer! Who chooses to do my gardening on week ends, loving nature and being outdoors with his lovely children. So, I see there is a time to let go of the past, as they have done and to appreciate the sacrifices on both sides. To bring us all, to where we are now in respect of each other and the present. War serves no purpose, it is natural to love peace and not conflict.

"Thank you and if I owe money to you please inform me. I appreciated learning more, for as my husband said: "He had released and let go of those years and rarely reflected."

Sincerely,

Robin Bowen

Robin, stay in touch by having your Japanese cousin utilize the computer via our website
<<http://www.kensmen.com>>

A letter from **Charles R. Cole, 403rd Squadron, Crew Chief**, tendered his 2010 dues. He also reported the March 23, 2010 death of **Carl O. Simpson, 403rd Squadron, Crew Chief**. Charles letter, which outlines the history of the his movements and 403rd Squadron formation, is included as an attachment.

For some time **Douglas Walker**, son of **General Kenneth N. Walker, 5th Air Force Bomber Command, Commander** and I have been corresponding. Douglas is active in the search for the MIA personnel involved in the loss of **B-17F San Antonio Rose**. A draft of this project plan has been received and excerpts from this document are attached to the this newsletter. If you have any information that may assist Douglas in his quest, please submit it to Douglas P. Walker, P.O. Box 1655, New Canaan, CT 06840, Tel (203) 834-7614, Fax (203) 834-7615 or via e-mail <newwalk@optonline.net>

A letter from **Jules Teck, Secretary of the 5th Air Force Memorial Foundation**, informs us of the closing of the Foundation in accord with its By-laws. The Association Charter expired August 31, 2009, this is the final action of the Board of Trustees.

*****MEMORIALS*****

April 22, Associate Life Member **Timothy Heck** reported: "I am sorry to report the sudden and unexpected death of my grandmother, **Ann R. Palmer** (wife of the late **Robert Clarence Ryan, 63rd Squadron, Bombardier on Captain Quinette's Crew**) on 31 March following a stroke. Her obituary can be found here: <<http://timesentinel.com/obituaries/x552034152/Ann-Rose-Palmer-of-Zionsville>>"

Very respectfully and Semper Fidelis

Capt. Timothy Heck, USMC

I received two messages concerning the passing of Larry Main. One from **Jim Eide**: "Dear Kathy, I just opened my mail and saw your message. It was a shock, as I thought Larry was doing so well. It was going to be a great reunion being together again. My son Steve and daughter Victoria are going to be there, and were looking forward to seeing Larry, you and Steve. Those were wonderful times at our past Reunions. All things have to end, but GOD gave us the time to be together and I will be forever grateful for that."

Love to You and Larry— *Jim*

From **Jim Cherkauer**: "Gentlemen, I am sure that all of you knew **Larry Main, 65th Pilot**, who attended so many of our reunions generally with his son, daughter and the son's children.

"Larry made his last flight on May 11, 2010. He will be truly missed by many of our members. His daughter Kathy Takas may have informed some or all of you of his death, but just in case she did not, I am sending this to all of the officers, past presidents and board members who I have e-mail addresses. Ed, I am sure that you will want to place a notice of this news in the July Newsletter. If I am not mistaken Larry's death was due to colon cancer. He spent his last days in a nursing home in Oregon just across the border from his home in California".

Jim C.

Charles Cole reported the passing of **Carl O. Simpson, 403rd Squadron, Maintenance** on March 23, 2010.

These members will be missed, and their service to their Country
will always be remembered.

Sincerest condolences to the families, friends and loved ones.

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

PONDERISMS

Thought you needed something to think about

I used to eat a lot of natural foods, until I learned that most people die of natural causes.

The easiest way to find something lost around the house is to buy a replacement.

Life is sexually transmitted.

The only difference between a rut and a grave is the depth.

All of us could take a lesson from the weather. It pays no attention to criticism.

In the 60s, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

If quizzes are quizzical, what are tests?

How is it that one careless match can start a forest fire, but it takes a whole box to start a campfire?

Advice from Max Axelsen

A man calls home to his wife and says; "Honey I have been asked to fly to Canada with my boss and several of his friends for fishing. We'll be gone for a long weekend. This is a good opportunity for me to get that promotion I've been wanting, so would you please pack enough clothes for a 3 day weekend.

"And also would you get out my rod and tackle box from the attic? We're leaving at 4:30 pm from the office and I will swing by the house to pick up my things. Oh! And please pack my new navy blue silk pajamas.

"The wife thinks this sounds a bit odd, but being the good wife she does exactly what her husband asked.

"Following the long weekend, he came home a little tired, but, otherwise looking good. The wife welcomes home and asks if he caught many fish? He says, "Yes! Lots of Walleyes, some Bass and a few Pike." Then he ask, "Why didn't you pack my new blue silk pajamas like I asked you to do?"

"The wife replies, "I did, they are in your tackle box."

Never, Never, Never try to outsmart a woman!!!!!!

Alas, where has all our innocence gone?

While I sat in the reception area of my doctor's office, a woman rolled and elderly man, in a wheelchair, into the room. As she went to the receptionist's desk, the man sat there, alone and silent. Just as I was thinking I should make small talk with him, a little boy slipped off his mother's lap and walked over to the wheelchair. Placing his hand on the man's, he said, "I know how you feel. My mom makes me ride in the stroller too."

As I was nursing my baby, my cousin's six-year-old daughter, Krissy, came into the room. Never having

seen anyone breast feed before, she was intrigued and full of all kinds of questions about what I was doing. After mulling over my answers, she remarked, "My mom has some of those, but I don't think she know how to use them!"

*****INFORMATION*****

This newsletter is published four times a year - **January, April, July and October**. Please send **membership applications and dues payments** to **Elain Pierce, P.O. Box 84, Snyder, TX 79550**. 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 5337 East Earll Drive, Phoenix, AZ 85018-8045** 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 Ed Gammill** at the address shown above. Send all changes of phone numbers, etc. also.

*****ATTACHMENTS*****

- 1-SURVEY-----43rd Bomb Group Association Future
- 2-Philadelphia Daily News article about Fred Hagen and SWAMP GHOST
- 3-The Charles R. Cole Letter
- 4-Excerpts from the San Antonio Rose MIA Plan
- 5-Nick Arabinko service at Arlington National Cemetery
- 6-Larry Main Obituary
- 7-Information, data and forms concerning the 2010 Reunion. **ATTENTION FOLKS**
this is the final issue! Your planning must be completed by August 2, 2010! So get busy and send in your Registration Form & payment. Very important make your Hotel Reservation before August 2 !!!!!!!

SURVEY

CONCERNING THE FUTURE OF THE 43rd BOMB GROUP ASSOCIATION

1-Referring to the Committee's report (page 4 of the newsletter), do you approve these recommendations?

YES NO

2-Do you plan to attend the 2010 Reunion? YES NO

3-Will you attend future Reunions, if they can be sponsored and arranged? YES NO

4-Should the present Reunion format be maintained for future Reunions? YES NO

5-If NO, should the length be shorter or longer? Specify the number of days_____.

6-Location? EAST MID AMERICA WEST

7-Facility? Should a cruise ship be considered? YES NO

8-Maintain the KENS MEN website? YES NO If YES, your recommendation on how to accomplish saving this EXCELLENT correspondence tool.

9-What will be the status of our Newsletter? CONTINUE REDUCE NUMBER PER YEAR
DISCONTINUE How will the finances of Elain, printing and postage be handled?

Please **CIRCLE** your answers, add your comments and recommendations. Then transmit via e-mail or US Mail to Ed Gammill <Edgammill@aol.com> 5337 East Earll Drive, Phoenix, AZ 85018-8045 or Arvid Hougum <ARVID_TX@aol.com> 3820 London Road-201, Duluth, MN 55804-2233

Posted on Sat, Mar. 6, 2010

Bucks bizman recovers B-17

By JULIE SHAW
Philadelphia Daily News

shawj@phillynews.com 215-854-2592

UNDER blazing sun, with drenching humidity and temperatures hovering at 100 degrees, Alfred "Fred" Hagen finally saw the belly of the World War II bomber that he had worked so hard to salvage rising out of a grassy Papua New Guinea swamp.

The Bucks County man was most worried about keeping the six-ton fuselage, weighted with water, in one piece. As a helicopter began lifting it, Hagen, on the plane's separated right wing, grew nervous.

"The fuselage was going up and down, kind of teetering," he said. "My stomach was just churning. I was worried he wasn't going to be able to do it . . . He just lifted it and he flew it off."

That moment was one "of exultation; knowing that after 10 years of labor and problems and setbacks and all the horrific things that I had to endure to get to that point that my biggest fear and obstacle in the actual salvage had been overcome . . . I was jumping in the air and thrusting my hands in the air," he said.

That was May 2006.

It would take Hagen another three years and eight months to get the B-17E Flying Fortress, nicknamed the "Swamp Ghost," onto a ship bound for New Zealand, where it is now waiting to travel by ship to Los Angeles, expected to arrive mid-April. He has an agreement to display his prize at the Pima Air & Space Museum in Tucson, Ariz.

Hagen, 52, who runs a construction business in Bensalem, is an aircraft and history enthusiast whose great-uncle was killed in Papua New Guinea during World War II. For the last decade he has been fixated on the B-17E Swamp Ghost,

LAST FLIGHT OF THE 'SWAMP GHOST'

The "Swamp Ghost" was salvaged in May 2006 by Alfred "Fred" Hagen, of Bucks County. The plane is now in New Zealand, and will be shipped to Los Angeles, expected to arrive mid-April. It will be displayed at Pima Air & Space Museum in Tucson, Ariz.

Losing fuel, the pilot force-landed the plane in a swamp on the north coast of Papua New Guinea.

Rabaul

The bomber was struck by enemy fire while bombing

Map area

which he first spotted in 1996, then stepped foot on the following year.

"I fell in love with it the minute I got down on it," Hagen said.

It's like "when you're a young man . . . walking down the street, then suddenly you see a ravishingly beautiful woman, and you want her with every fiber of your being," he said. "I just thought it was a beautiful airplane."

Battling Zeros

Around dawn on Feb. 23, 1942, the bomber, after taking off from Australia with a crew of nine, flew into heavy clouds amid an intense tropical storm over Rabaul, a Japanese-held port on New Britain island off the New Guinea coast.

Its mission: to bomb Japanese freighters in the harbor. But the bomb-release mechanism apparently wasn't working, said Glen E. Spieth, whose father piloted another plane on the mission.

As the pilot circled the target, looking for a clearing in the clouds, the bombardier, Richard Oliver, set up a salvo to unload the bombs on the next go-round, which he did, Spieth said.

"In the time it took to go around, they allowed the Japanese fighters to come around and intercept them," Spieth said.

During the next 30 to 40 minutes, Japanese Zeros swooped in and fired at the bomber. "I think there was a frontal attack once or twice," Spieth said. "They came in behind the tail" and strafed the right and left sides of the plane.

The bomber took 33 bullets in its fin, he said.

An antiaircraft shell shot through the plane's right wing from below. It was not clear if it later exploded, but crew members thought it did because they felt something explode above the wing and felt the plane bounce, Spieth said.

An antiaircraft shell also hit the left wing, he said.

The bomber escaped the attack and flew to New Guinea, where it was to refuel in Port Moresby, but the crew soon realized they didn't have enough fuel to climb over the 14,000-foot Owen Stanley Mountains, Spieth said.

Clarence LeMieux, the engineer, told the pilot, "We're not going to make it," his nephew, Jim LeMieux, recalled.

So, Fred Eaton, the pilot, landed the plane in what looked like a grassy field.

<http://www.printthis.clickability.com/pt/cpt?action=cpt&title=Bucks+bizman+r...> 3/18/2010

"As soon as they touched on the grass, there was a great big splash," and the plane slid 90 degrees sideways, Spieth said.

The crew found itself in four feet of water amid six-foot-high kunai grass.

Spieth, 69, who in 1986 self-published a book, "The Swamp Ghost," said the raid on Rabaul was the first U.S. bombing mission out of Australia following Japan's attack on Pearl Harbor.

After landing in the swamp, the Swamp Ghost's crew had to chop through the tall grass with a machete, Spieth said.

It was four exhausting days before they found two villagers, who helped them. Jim LeMieux recalled his uncle saying that some crew members had become delirious from exposure.

After resting in the village, it took the crew five more weeks to reach Port Moresby by canoe, foot and boat.

Asleep in the swamp

For 64 years, the bomber slept in the Agiambo Swamp in Oro Province; it was discovered by an Australian Air Force crew during a routine flight in 1972.

Before Hagen salvaged the plane in May 2006, it was widely considered the best-preserved unrecovered B-17 in the world, according to experts like Scott Thompson, a California-based author and publisher of aviation history books. It's the oldest intact original B-17E that exists, Spieth said.

Among B-17s, it is one of only four E models that have been recovered, said Thompson, who manages the Aero Vintage Books Web site.

For these reasons, and for the memory of men like his great-uncle, Hagen was drawn to the Swamp Ghost. "I've seen a lot of wrecks in New Guinea," he said. "This was [considered] the Holy Grail of World War II military aviation - and, as such, I wanted it."

Hagen, a self-made businessman who has a private pilot license, first went to the South Pacific nation in 1995 in search of his great-uncle's B-25 bomber.

Maj. William Benn had piloted the B-25, which crashed alongside the Owen Stanley mountain range. It took Hagen four trips in as many years to find the wreckage in 1998. During his search for that plane, Hagen found an American P-47 Thunderbolt in October 1996 with the skeletal remains of its World War II pilot, Lt. Wilfrid Desilets, of Massachusetts.

It was October or November of 1996 when Hagen first spotted the Swamp Ghost and retrieved its GPS coordinates. Eight months later, he returned to the site in a helicopter. That day, he set foot on the plane and determined it was worthy of salvage.

He executed a contract with Papua New Guinea's National Museum and Art Gallery in 1999 for the rights to salvage the plane and placed \$100,000 in an escrow account to purchase it.

But the recovery effort was delayed amid opposition by people who wanted the plane to stay in the swamp or who didn't think a Philadelphia-area builder was prominent enough to be the one salvaging the plane, Hagen said.

It wasn't until 2005 that the National Museum gave Hagen an export permit for the plane.

Ghost leaves the swamp

To salvage the Swamp Ghost, Hagen coordinated a team of 11 men and one woman from Australia and the United States, hired helicopters, and got the necessary equipment to the remote swamp site. It was an arduous venture.

In May 2006, the recovery team, which included Spieth, and a five-man film crew set up camp in a village about three miles from the plane.

After preparing for weeks to get to the site, it took the crew about a week to 10 more days to take the plane apart. Locals helped clear the tall scrub brush and grass surrounding the plane.

The team battled scorpions, centipedes, spiders and malarial mosquitoes. "Everything in the swamp crawled," Hagen said. On the larger end of the pest scale, there were saltwater crocodiles to deal with.

Crew members first put air bags under the wings, then removed the four engines. They lashed bags under the fuselage, then blew them up with air so the fuselage floated like a boat. At that point, they removed the wings and the horizontal stabilizers from the fuselage.

Two helicopters lifted the parts and transported them to a barge at the mouth of the Musa River, about eight to 10 miles through the air, Hagen said.

From there, it took three days for a tugboat to pull the barge to a dock in Lae, the country's second-largest city.

"And then all hell broke loose," Hagen said.

People began to question whether the country should let go of the war relic. Local newspapers wrote about the salvage. There was "enough of a stink" that the prime minister revoked the export permit pending an investigation into the matter, Hagen said.

Justin Taylan, now 32, from Hyde Park, N.Y., was one of the more vocal critics.

"I became haunted by this airplane called the Swamp Ghost," Taylan, whose grandfather served in World War II, said in a 2006 interview after the plane was removed from the swamp.

"Some, like Mr. Hagen, look at the airplane and says it needs to be pulled out of there, and put in a controlled environment. My reaction [was], 'Wow, I need to go out there.' Nowhere else in the world can I see this. It's like a time capsule to me," said Taylan, who manages the Web site www.theswampghost.com.

Reached last month, Taylan declined comment on the plane's removal from Papua New Guinea.

Hagen doesn't buy the argument that people would have traveled to the remote swamp to see the plane. "Americans will not go to stand in a swamp to look at a B-17," he said.

Papua New Guinea's National Executive Council, or Cabinet, eventually gave Hagen permission to get the plane. The country's minister for culture and tourism also announced that the sale of the Swamp Ghost was done legally, according to local news reports.

Two months ago, Hagen finally got the disassembled plane out of a timber yard on the outskirts of Lae where he had been storing it. The parts are now on a New Zealand dock awaiting the arrival of another ship, which will take them to Los Angeles; they will then be trucked to Pima in Tucson.

Scott Marchand, director of collections and aircraft restoration at Pima, confirmed that the plane will be displayed there, at the earliest by late summer or the fall.

As a long-term goal, Hagen said he would like to see if the plane could be restored to flying condition. Pima is not in the business of doing that type of restoration work, so Hagen would have to go elsewhere. If that dream comes true, he would eventually love to fly it in air shows, he said.

'For posterity's sake'

All nine crew members of the B-17E Swamp Ghost have died - the last three within the past year.

In interviews with this reporter before their deaths, the three said they wanted to see the plane returned to the States or didn't have a preference.

"I don't see any point in it staying over there," said Richard Oliver, of Tiburon, Calif., the bombardier. "It's going to fall into pieces over there. If it's back in this country, it will get preserved." Oliver passed away in August at age 89.

Clarence LeMieux, the engineer and top turret gunner, of Spokane, Wash., said: "It should come to the United States. It was in the swamp when no one else wanted it." He died in December at age 92.

The plane's navigator, George B. Munroe Jr., of Falls Church, Va., said: "I could care less. Let them bring it back, great. If they don't, I don't care. I've been through all of that stuff. I didn't

<http://www.printthis.clickability.com/pt/cpt?action=cpt&title=Bucks+bizman+r...> 3/18/2010

save the world."

Munroe, the last surviving member, died Jan. 17 at age 91.

Randall Einhorn, the director of the film crew that accompanied Hagen on the salvage trip, said a documentary about the plane is near completion and is being shopped around.

"I've been in New Guinea 20 times doing documentaries," Einhorn said. "To think there would ever be a tourist business of taking people there is incredibly unrealistic. It's a very difficult part of the world, very primitive part of the Earth.

"Fred goes there not in search of gold, but in search of the planes. He's doing it out of passion, not to sell the plane, but for posterity's sake. You don't find that very often, that type of passion and determination."

Find this article at:

http://www.philly.com/philly/hp/news_update/20100306_Bucks_bizman_recovers_B-17.html?viewAll=y&c=y

☐ Check the box to include the list of links referenced in the article.

Charles R. Cole
7232 Pleasant Valley Road
Cogan Station, PA 17728

May 18, 2010

Mr. Edward L. Gammill,
5337 E. Earill DR.
Phoenix, AZ.
85018-8045

Dear Edward,

First; I inclose my dues of \$20.00 for the 43rd. Bomb Group Newsletter for the present year.

Secondly; I wish to report of the passing on March 23, 2010 of M/Sgt. Carl O. Simpson, a non-member, from Pitman, N. J. Carl was 89 years of age.

In the early 1940,s Carl was a member of the 2nd. Bomb Group at Langley Field, Va. From the 2nd Bomb Group the 43rd Bomb Group was organized. Sixty men plus myself just graduated from Aircraft Maintenance School at Chanute Field, Illinois and were assigned to the 43rd Bomb Group at Langley Field, Va. That is where I met Carl and we remained friends all through the war. We became the 13th Reconnaissance Sqdn. under the 43rd. Bomb Group.

The 13th moved to Bangor, Maine and were there when war was declared on Dec. 7, 1941. We immediately packed up and boarded, ship The S. S. Argentina and after forty days at sea arrived at Melbourne, Australia. We moved from Melbourne up the coast to Marreba, Iron Range, Torrence Creek, Milna Bay to Port Moresby, New Guinea. We releaved the 19th. Bomb Group who the Japs had driven out of New Guinea except for Port Moresby.

The 13th. Reconnaissance Sqdn. became the 403rd. Squadron along with the 63rd, 64th. and 65thth. of the 43rd. Bomb Group. We had B-17's and later B-24,s.

Carl as Crew Chief was aboard un-named B-17F 41-24550 assigned to the 403rd. Bomb Sqdn. which was ditched in Bootless Bay on December 14th 1942 by 2/Lt. Ealon Hocutt. Hocutt had just taken off from Seven-mile when one engine failed at three hundred feet in the climb. The second engine failed and Hocutt had no option but to ditch. Ball turret gunner Sgt. George White had his left foot badly severed but the remaining crew escaped with minor injuries. The badly corroded pieces of 550 still lie in Bootless Bay's shallow waters, and be seen from the air today.

Charles Downer's crew was among those being ferried back to Milna Bay on the 550.

Thank You. Have a good day as I do coming up on 93.

Best Wishes,

Charley

P.s. Inclosed is a picture of 41-24550 in Bootless Bay

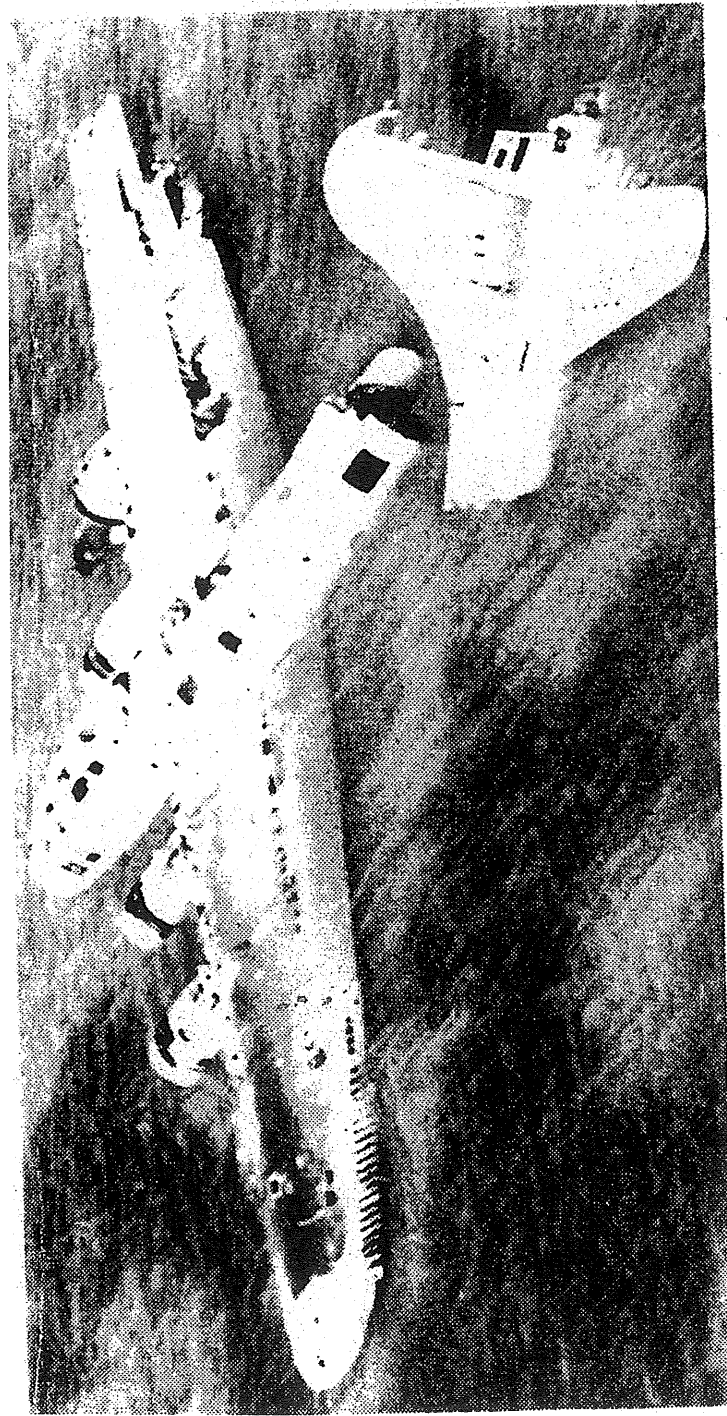
B-17F

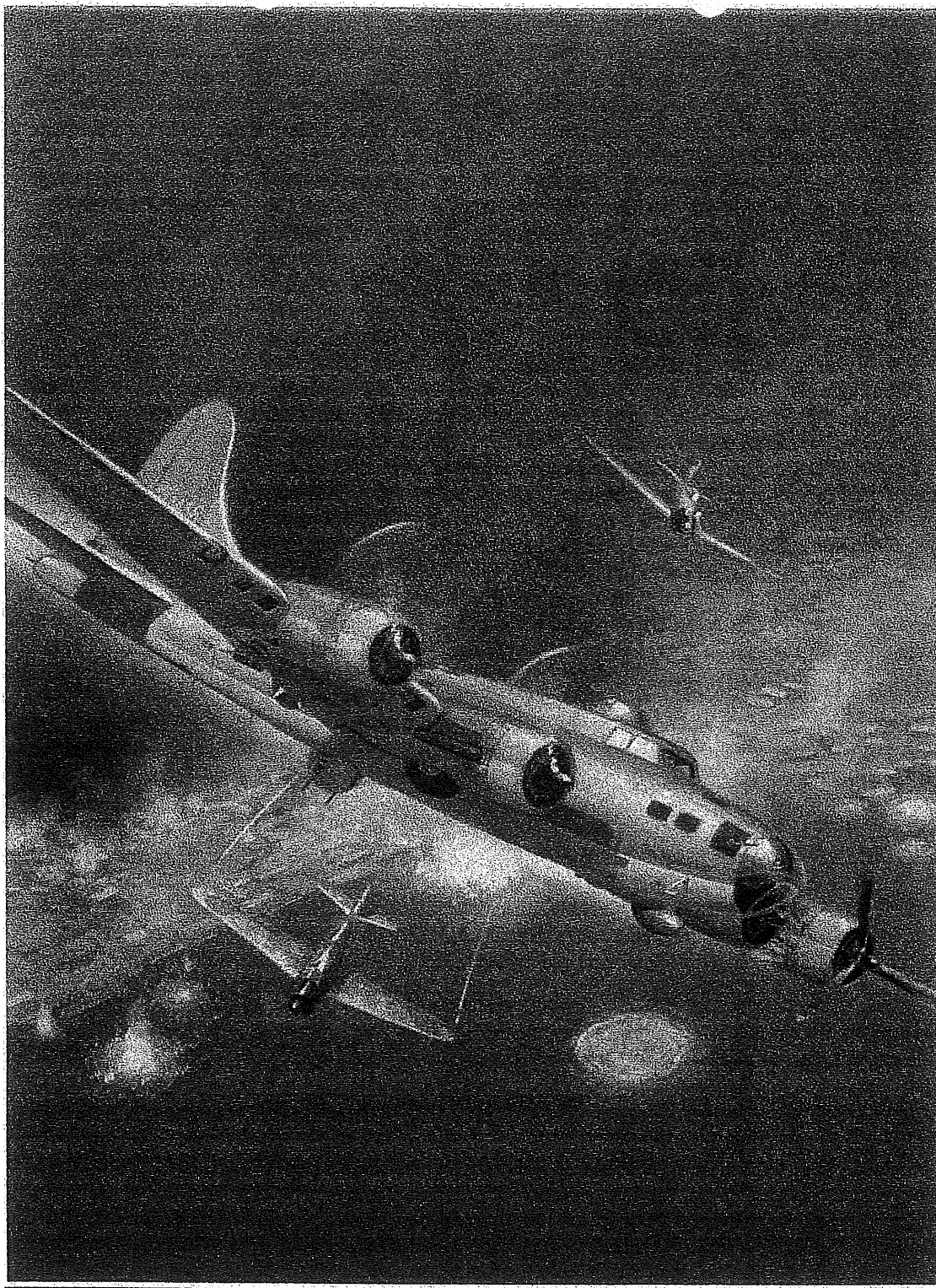
41-24550

Ditched in

Boatless Bay

Dec 14, 1942





The B-17F *San Antonio Rose** of the 43rd Bomb Group,
5th Air Force Bomber Command.
Simpson Harbour, Rabaul, New Britain 5 January 1943

**Cover Illustration - the B17 F "San Antonio Rose" over Rabaul, New Britain, 5 January 1943 - for the Osprey
Combat Aircraft series "B-17 Flying Fortress Units of the Pacific War" painted by Martin Bowman*



In March, 1942 Japanese forces landed in New Guinea rapidly closing on the Australian mainland. Operating from bases being established in New Guinea, elite Japanese forces faced an Allied force still in the early stages of organizing to halt the Japanese advance on Australia. The road back to Japan started in New Guinea. Here the 5th American Air Force would demolish the 4th Japanese Army Air Force. And here the 5th American Air Force developed the specialized modifications and tactics that they used until the end of the war.

The fight to push the Japanese back and on the defensive was both bloody and costly in Allied lives and resources. The cost of that fight is evident still today, where the wreckage of over 600 Allied aircraft remains scattered throughout New Guinea. There are more downed aircraft from that period in New Guinea than in any other WWII combat zone in the world. Yet, the search for the remains of the airmen and their planes remains sporadic at best. More than six decades have past without a concerted effort to recover the scores of MIAs still waiting in Papua New Guinea.

The project outlined in these pages concerns one of those MIAs, the most senior U.S. Army Air Corps officer lost to combat in WWII, Brigadier General Kenneth N. Walker. In 1942, Walker took on the task of building and then leading the 5th Air Force Bomber Command, frequently flying on bombing and reconnaissance missions with his crews. On 5 January 1943, Walker was an observer in the B-17F "San Antonio Rose" on a bombing mission of Japanese shipping at Simpson Harbor, Rabaul, New Britain. After leading the bombing run over the harbor, Walker's plane circled back to assess the damage and was possibly hit by anti-aircraft fire. It was last seen heading south at about 5,000 feet, left outboard motor smoking and out, closely pursued by enemy fighters when it dissappeared into the clouds.

culminated in a detailed submission in May 2007 to the U.S. Army's Joint POW/MIA Accounting Command (JPAC). Unfortunately, current JPAC policies limit its MIA crash site recoveries to verifiable confirmation of an MIA crash sites that have been located by individuals who have discovered the site as a result of their own, private search efforts.

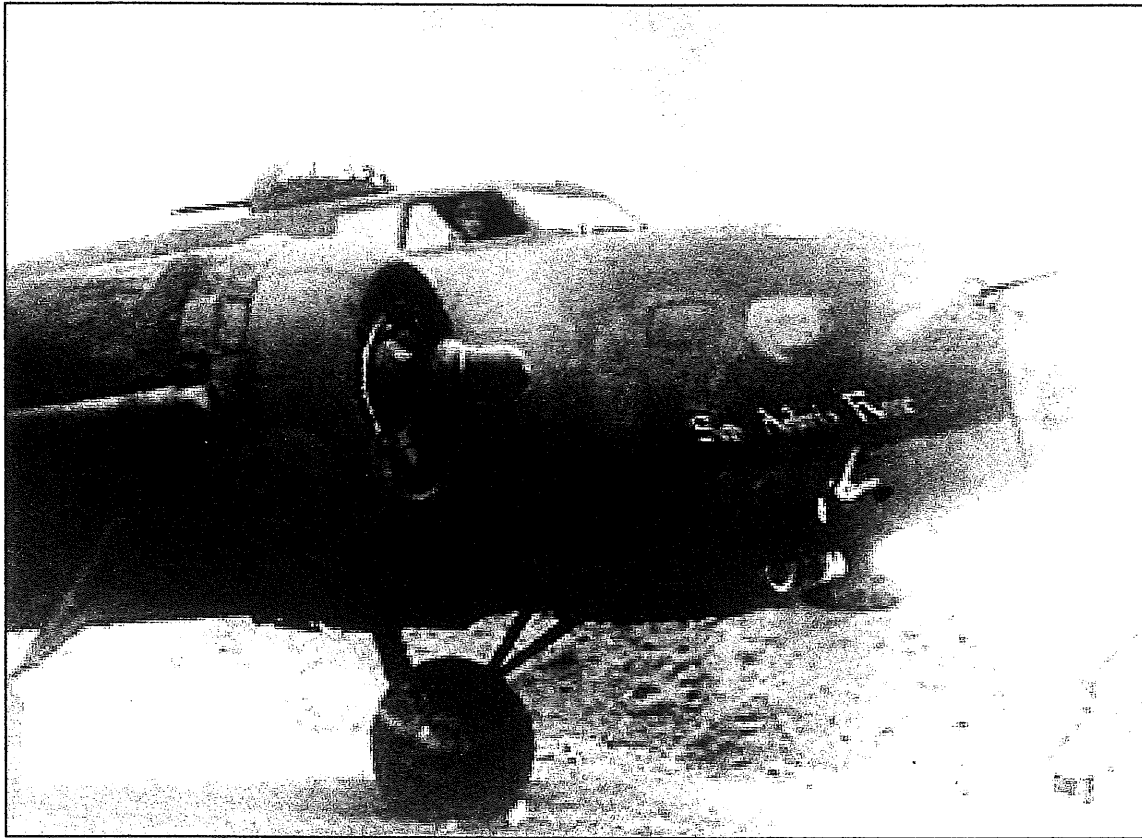


Plate 1: *Only known photograph of B17F Flying Fortress 41-24458 San Antonio Rose*

The following reconstruction of the *San Antonio Rose*'s last flightpath - as it attempted to evade enemy aircraft after being hit by Japanese anti-aircraft over Rabaul - has been reviewed and vetted by individuals with extensive knowledge of the airwar in the Southwest Pacific during WWII and aircraft crash site recovery that include Michael John Claringbould, noted authority on the U.S. Fifth Air Force, and Justin Taylan, well known for his recovery efforts in the Southwest Pacific and his comprehensive website on the airwar in the Pacific, www.pacificwrecks.com.

All but one of the B-17 Flying Fortresses that crashed in New Britain were subsequently located by the occupying Japanese, or later reached by American and Australians in either an official or personal capacity. The *San Antonio Rose* being the single exception. The remote Kol Mountains remain virtually unexplored. Because of their rugged nature, the coastal Sulka villagers are not likely to have hunted the area. Also, the Japanese in New Guinea were notorious for their reluctance in penetrating far inland from the coast. The proposed search area represents a significant challenge and the possibility of an exciting and historic discovery of an aircraft and the recovery of the remains of its crew who have been awaiting their return to the U.S. for over 65 years. Because of the rugged

The Miller Family > **Col. Nicholas Arabinko 12-2-1919 to 1-18-2010**

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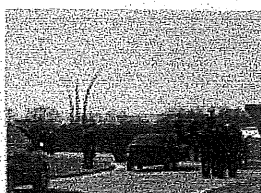
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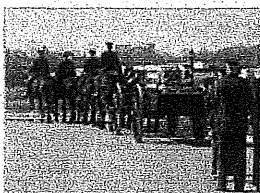
Just a glimpse of Arlington



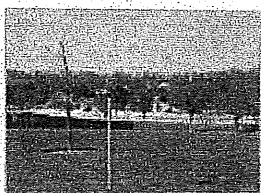
Car procession



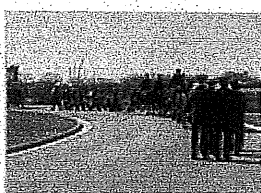
The Air Force Memorial can



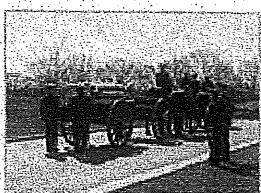
Col. Nicholas Arabinko



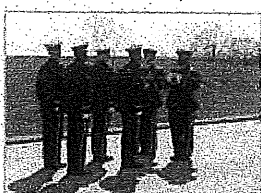
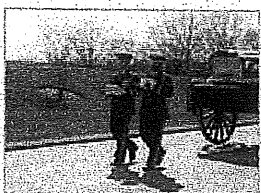
Gramps is to be buried in



Band marching in for the



Gramps was cremated and



Folding and passing of the



My cousin, Robin, receiving



Ladies of Arlington



Photos by
The Miller Family

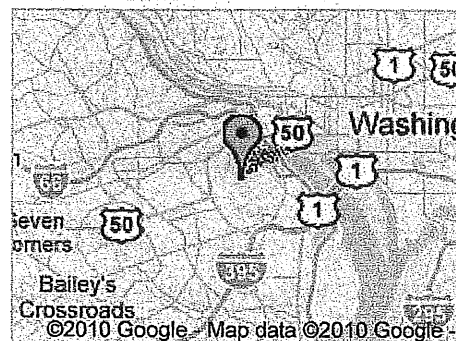


Mar 24, 2010
photos: 25 - 27 MB
Unlisted

Service at Arlington National Cemetery March 24, 2010

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Lawrence Elwyn "Larry" Main



Lawrence "Larry" Elwyn Main, age 93, passed away at his home at Eldorado Heights Assisted Living in Klamath Falls, Ore., on Tuesday, May 11, 2010.

Rev. John Braund will officiate at the celebration of Larry's life at 3 p.m. Tuesday, May 18, 2010, in the Tulelake Presbyterian Church.

Larry was born on Jan. 7, 1917, in Lompoc, Calif., to Alexander and Lucy Doty Main. He attended Santa Barbara State College for two years.

During World War II, he joined the Army Air Corps. He served as a first lieutenant and B-24 pilot in the South Pacific, flying 56 missions.

After returning, he married the former Anne Burke in 1945 and lived in Lompoc until moving to Porterville, Calif., in 1956. They moved in 1968 to Tulelake, Calif., where

Larry worked as the manager of the California Department of Motor Vehicles office until he retired in 1980.

After his wife of 30 years passed away, he married Lois Kreizenbeck in October 1976. They were married for 30 years until her death in 2006.

He was a member of the 43rd Bomb Group, 65th Squadron (Ken's Men) and attended many of their annual reunions during his retirement.

Larry was active in the Tulelake Presbyterian Church and was a member of the Mariners. He was also a member of Rotary International, where he served as president of the Tulelake chapter. He sponsored Rotary exchange students and was a Paul Harris Fellow. He was a member of the Tulelake Fair Board for nine years, was in charge of the Tulelake Museum and co-chaired the Tulelake Fair Parade.

During his years of active retirement, he enjoyed traveling, photography and visiting family and friends.

Survivors include his children and their spouses, Stephen and Linda Main of Houston, Texas, Kathleen and Richard Takacs of Tulelake, Calif., Ronald and Mavis Kreizenbeck of Bothell, Wash., Lorena Kreizenbeck of Bothell, Wash., Roy and Laurie Kreizenbeck of Bakersfield, Calif., and Rick and Sue Kreizenbeck of Yuba City, Calif.; 13 grandchildren; 22 great-grandchildren; and numerous nieces, nephews, and friends.

In addition to his parents, Lucy Edna (Doty) and Alexander Main, Larry was preceded in death by his sons, Dennis A. Main (1974) and Kevin J. Main (1976); his first wife, Anne Burke Main (1976); and his second wife, Lois Lorena Main (2006); four brothers and one sister.

Please consider contributions in memory of Lawrence Main to the Tulelake Volunteer Fire Department, P.O. Box 306, Tulelake, CA 96134; High Desert Hospice, 2894 Greensprings Drive Klamath Falls, OR 97601; or to a charity of the donor's choice.

Service arrangements by O'Hair & Riggs Funeral Chapel, www.ohairandriggs.com.

Disney's Magical Express for Groups Using Call-in Reservations - Planner Information

Your guests may take advantage of Disney's Magical Express Service and receive complimentary round trip transportation from the Orlando International Airport. No need to worry about baggage claim as their luggage will be delivered directly to their resort room. Here's how the Disney's Magical Express Service works:

1. Book a Magical Express reservation. A Magical Express reservation is required to use the service. We recommend guests book reservations at least 30 days prior to arrival. Guests need to provide:

- Name of each person in room
- Address (we mail the Airport Transportation Booklet including luggage tags to this address)
- Airline and flight number arriving into and departing from Orlando International Airport

There are several booking methods:

- Call 407-827-6777 to book their Magical Express reservation
- Complete and fax the attached form to 407-824-1980
- Complete the online form on www.disneyconventionears.com BGA43 (FOR OUR RE-UNION ONLY, TO GET LOWER RATES.)

2. Guests receive their luggage tags. Approximately one week prior to arrival, guests will receive Airport Transportation Booklet containing general information and special luggage tags to attach to their luggage prior to departure. If the booking is made within 10 days, we cannot guarantee that the booklet will be mailed in time.

If guests do not receive their Airport Transportation Booklet. Guests will still be able to utilize the service. Upon arrival at Orlando International Airport, proceed directly to the Disney Welcome Center on the B Side, Level 1.

1. Guests do not need to claim their luggage. Disney will gather all of information and claim checks and collect the luggage for the guest and then deliver it to their Resort guest room.
2. If the guest chooses to collect their luggage upon arrival, they can bring it with them on the motor coach. This luggage is responsibility of the guest and will not be delivered to the guest room.

3. Carry-on bags. Please advise your guests to pack any valuables, medications or anything needed immediately upon arrival into Orlando in a carry-on bag. The guest will take their carrying-on luggage with them on to the motor coach. Carry-on luggage is the responsibility of the guest and will not be delivered to the guest room.

4. Arrival at Orlando International Airport. Upon arrival, proceed to the Main Terminal and then to the Disney Welcome Center which is located on the B Side, Level 1. Guests may follow the airport signs to Ground Transportation. At the Disney Welcome Center, guests will confirm the number of bags checked and outbound flight information before boarding a complimentary motor coach to their resort.

5. Transportation to the Resort. The motor coach may make up to 4 stops before arriving at the resort.

6. Luggage delivery to the resort. Luggage with Magical Express tags will be claimed at the airport and delivered to the guest's room. Luggage may take up to 3 hours after guest check-in to be delivered. Guests do not need to be in the room to receive their luggage.

7. Returning home. Guests will receive a Transportation Notice in their guest room the day prior to check-out advising of their motor coach pick-up time along with other general information. The motor coach pick-up time is based on the flight departure and will be approximately **3 hours** prior to that time to allow for multiple stops by the motor coaches.

- If your airline flight changes, please call 1-866-599-0951 with the new flight information.
- Each guest must have a Magical Express reservation and cannot change their pick-up location to another resort or your pick-up time to a later departure.

8. Resort Airline Check-In Service.

Upon departure, you may take advantage of Disney's complimentary Resort Airline Check-In Service for participating airlines. You can check your luggage and receive your airline boarding pass at your Disney resort so there is no need to check-in at the airport. The operating hours are 5:00 am to 1:00 pm daily and you can check-in at any time on your day of departure as long as it is not less than 3 hours prior to your flight departure time. At this time, the service is

Available for guests flying domestically on: Alaska Airlines, American, Continental, Delta, JetBlue & United.

Disney's MAGICAL EXPRESS

Take advantage of *Disney's Magical Express Service*, the latest innovation in Disney's legendary commitment to service and convenience. With this fabulous new program, you and your party will receive complimentary transportation from the Orlando International Airport to your Disney Resort hotel and back again. No need to worry about baggage claim as your luggage will magically appear at your resort.

HOW DOES DISNEY'S MAGICAL EXPRESS SERVICE WORK?

Book your reservation: Once you have confirmed a room reservation and finalized your airline travel, simply give us a call at 407-827-6777 to book your Disney's Magical Express Service reservation. We need your information at least 4 weeks prior to arrival.

Receive your luggage tags: Approximately 1 week prior to your arrival, you will receive an Airport Transportation Booklet containing general information and special luggage tags which you will attach to your luggage before departure.

Arrival at Orlando International Airport: A Disney representative will greet and direct you to the Disney Welcome Center in Terminal B, where a complimentary motor coach will take you to your Disney Resort hotel.

Luggage delivery to the resort: Your tagged luggage will be claimed at the airport, transported to your Disney Resort hotel and delivered to your room.

Returning home again: At the end of your stay, enjoy the same convenience of Disney's Magical Express Service from your Disney Resort hotel back to Orlando International Airport.

You can also take advantage of Resort Airline Check-in to further simplify your return home (no reservation required). Select airlines provide remote check-in at each of our resort hotels allowing you to check your luggage and receive your airline-boarding pass. Currently, Resort Airline Check-in service is available for guests flying domestically on the following airlines: Alaska Airlines, American, Continental, Delta, jetBlue, Northwest, and United (including Ted). Additional airlines may be added at a later date.

If you are ready to book your *Disney's Magical Express Service* reservation...

Please complete this form and fax it to 407-824-1980

OR call 407-827-6777

For more information, please visit www.disneyconventionears.com

DISNEY'S MAGICAL EXPRESS SERVICE RESERVATION FORM

Mailing Address

Luggage tags and an information booklet will be mailed to this address.

Name on Reservation

Confirmation Number

Resort

Address Line #1

Address Line #2

City

State

Zip Code

Airline Information

This information will apply to all guests in your party. If a party member is on a different flight, please contact us by phone.

Arrival Date

Arrival Airline into Orlando

Flight Number into Orlando

Arrival Time

Departure Date

Departure Airline from Orlando

Flight Number from Orlando

Departure Time

Guest Information

Please enter the name for each guest in your party, including ages for children 17 and under.

Last Name

First Name

Last Name

First Name

Last Name

First Name

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Last Name

First Name

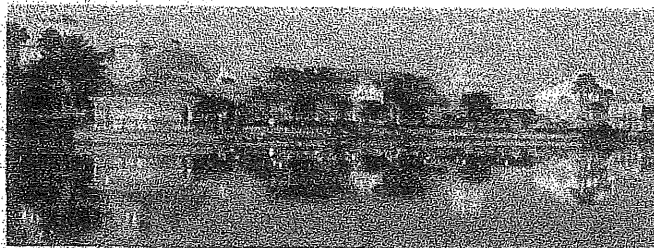
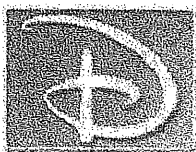
Please fax this completed form to (407) 824-1980

If you would like to receive a confirmation, please provide your e-mail address below:

Walt Disney World

43rd Bomb Group Association September
2010

LOCATION: Disney's Coronado Springs Resort
EVENT DATES: 09/07/10 - 09/12/10



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Welcome

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Inspired by the explorers who searched for the fabled Seven Cities of Gold, Disney's Coronado Springs Resort celebrates the character and traditions of the American Southwest and northern Mexico. Here, palm-shaded courtyards and Spanish-style haciendas create the perfect climate for business and pleasure. You can soak up the sun at a five-story Mayan pyramid that towers over an elaborate themed pool area, or indulge in the flavors of Mexico, the Caribbean and South America at Maya Grill.



Special group rates starting at: \$124 plus tax

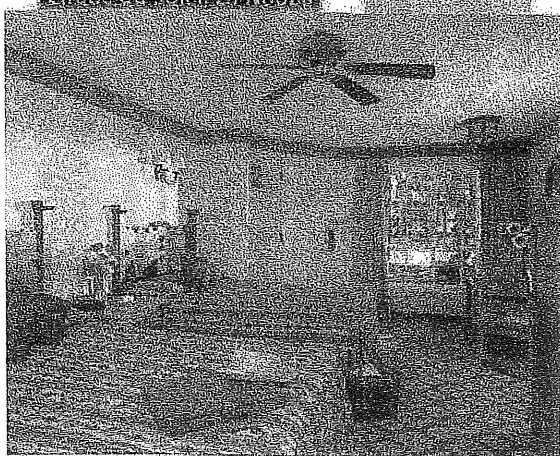
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Guest Rooms



- Two queen beds or one king-size bed
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- I-Home clock radio and docking station
- Telephone with separate data port
- Ergonomic work desk and chair
- Vanity area with sliding privacy doors
- Built-in refrigerator, ceiling fan, coffee maker and in-room safe
- Hair dryer, iron with ironing board