

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



NEWSLETTER 119<sup>th</sup> EDITION  
JULY 2011

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64<sup>th</sup> Squadron

Robert W. Cooper (2011)  
Charles F. McClenny (2010)

65<sup>th</sup> Squadron

James W. Eide (2011)  
Lehman C. White (2010)

403<sup>rd</sup> Squadron

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Max M. Axelsen 2000-2001  
Roger T. Kettleson 2002-2003  
Charles Rauch 2004-2005  
Jim Cherkauer 2006-2007  
James Thompson Jr 2008  
Eldon "Bud" Lawson 2009-2010

\*=Deceased

**PRESIDENT'S REPORT**

Reaction to our April Newsletter was a bit controversial, however the end results was positive. Please check the final Reunion Schedule. I think most members will be very pleased. If you have been waiting to Register, now is the time to fill out a form, write a check and plan to join your many friends in DC this September.

*Arvid Houglum*

**A SPECIAL NOTE FROM YOUR SECRETARY**

Due to the change in Treasurer at the 2010 Reunion, there became an embarrassing situation, which has caused the Reunion Committee much/many problems. First, there was some comments concerning the length and cost of the 2011 Reunion. Second, our check for startup funding, BOUNCED! This was due to an unauthorized issuer. Third, we also found that our operations with Wilson Motors in Snyder, TX was not functioning, which caused problems with our cash balance, i.e., not enough cash to cover the check even is it had cleared!

After much correspondence (e-mail, US Mail and phone calls) finally, Bud Lawson was recognized as our Treasurer and the financial problem has been fixed.

As a result, the complete program for the 2011 Reunion has been modified to reduce the number of events, reduce cost and to give you more time in the HOTEL WATERING HOLE. By the way, if you have made your hotel reservations they are still good. If you desire you can change the initial date.

Please accept the revised schedule and program. MAKE YOUR PLANS/RESERVATIONS ASAP. I will see you in Arlington!

## **HONOR OUR GREATEST GENERATION**

On December 7, 1941 the Japanese attacked the United States at Pearl Harbor and America entered the war with full force and determination. Men and women from all across America join the Armed Forces and engaged the enemy on so many fronts.

There are many stories of heroism and valor, so many of which we will never hear. Families were torn apart, farms and businesses across America left empty or for others to tend. The quiet idyllic lifestyle of the 1940's was over as this, the Greatest Generation, gave all they had to this effort and what would become our future.

These men as Tom Brokaw would later say, fought and served not for fame and recognition, but because it was the right thing to do.

And so, on the 70th Anniversary of the commencement of war, we would like to honor the men of the 43rd Bomb Group.

Come meet these men, these men who are grandfathers, sons, brothers, uncles, husbands and if you are lucky, your father. Share their stories, listen to their history, your history, and meet the men who gave us what we have today, freedom. Freedom they fought for with their sacrifices.

All members and family members are welcome to come and share in the honoring of our remarkable veterans, living or deceased, during the 43rd Bomb Group Reunion in .....

Washington DC, September 16th — 20th, 2011.

Susan Lanson,  
Reunion Coordinator

You cannot legislate the poor into prosperity by legislating the wealthy out of prosperity. What one person receives without working for, another person must work for without receiving. The government cannot give to anybody anything that the government does not first take from somebody else. When half of the people get the idea that they do not have to work because the other half is going to take care of them, and when the other half gets the idea that it does no good to work because somebody else is going to get what they work for. That my dear friend, is the beginning of the end of any nation. "You cannot multiply wealth by dividing it!"

*Adrian Rogers, 1931*

Almost immediately, I received several notices concerning the April Newsletter, in which the missing pages 6 & 7 of the Pettus Introduction draft were reported. This is one: "Ed, I received the April Newsletter today 4May. It looked as if it had a rough time getting here, could been wet some where along the way. Pages 6 & 7 were missing. Probably missed in assembly of the passage.

"As to **John Childs**, thanks for including the article. My first combat mission 26Aug42 was with the 19<sup>th</sup> BG. John took over my crew and I flew as his Copilot (supposed training missions for my crew to learn how to fly combat). We flew over the Japs who were landing at Milne Bay. At an altitude of 2500 feet and below a base of clouds, in a three ship formation. We were hit by Ack Ack and **Capt Clyde Webb** and crew of the 19<sup>th</sup> were shot down. We were hit in the nose, Bombardier S/Sgt. **Earl Snyder** was killed and Navigator **David Hirsh** was wounded in the legs. The right wing, #2 engine and landing gear was damage by the ground fire. We crashed into the woods along the runway during landing. The **Flight Engineer Cody** kept Hirsh alive and we landed OK.

"I did not see Childs again until 1996, when I looked him up while traveling through Lexington, VA and we had lunch.

"Earl Snyder was the first member of the 43<sup>rd</sup> BG to be killed in action. It does not appear in the 43<sup>rd</sup> records because our crew was on temporary assignment to the 19<sup>th</sup> and this action is recorded in their records. I talked to **Col. Pettus** about this, he made notes and it maybe in the unpublished history of the 43<sup>rd</sup> BG".

Have a Happy Day

*Jimmie Dee*

The missing pages was an error in the printing process. You will find the proper sequence of pages 5,6,7and 8 as an attachment. You may make a complete 12 page document in the correct order.

The Spring 2011 issue of the American Aviation Historical Society Journal presented an article titled "**Homage to the Hustler**" by **Tony Fairbairn**. This was a report on the B-58, a delta wing supersonic (Mach 2+) aircraft. The operation of the B-58 is a chapter in 43<sup>rd</sup> history, which will be of interest to you.

After reading the article, I contacted AAHS and Mr. Fairbairn telling of our Association and requesting permission to include it in one of our future newsletters. I received positive response to my request and Mr. Fairbairn's reply is presented: "Dear Ed Thank you for your interest in my B-58 article for the AAHS Journal, and I'd be delighted for you to use it in your Association Newsletter.

"Your letter prompted me to spend some very enjoyable time looking up the 43rd's record, in the process coming across the famous **B-24 The Dragon & His Tail** and the **B-50 Luck Lady II**. It would be great to give the Group some publicity and to this end I'm wondering if any one of your members has a story to tell about their time with the 43<sup>rd</sup> which I could put together for one of the aviation magazines. If so, I'd be very interested to make contact with them. Look forward hearing from you again".

Regards

*Tony Fairbairn*

**Homage to the Hustler** by Tony Fairbairn is presented as an attachment. If you wish to communicate with Mr. Fairbairn his addresses are: e-mail <tony.fairbairn@btinternet.com> UK mail: Tony Fairbairn, 32 Fallow Field Close, Chippenham/Wiltshire, UK SN14 6YA

May 20, 2011, I received additional information from **Michael Musumeci** concerning the Memorial plaques at the Mareeba Airfield honoring the crew of the B-17 Hoomaimali that crashed at that site September 1942. His letter is presented as an attachment to the Newsletter.

The Commanding Officer of the 43<sup>rd</sup> AIRLIFT WING, **Colonel John W. McDonald**, initiated honoring our Jay Zeamer. He requested and receive approval to name Building 309 on Pope Air Force Base as:

**LT COL JAY ZEAMER, JR. HEADQUARTERS BUILDING**

The correspondence pertaining to this activity and a photograph of the entrance to the building are included as an attachment.

\*\*\*\*\*MEMORIALS\*\*\*\*\*

Jim Madden reported the following: "It is my sad duty to inform you my father-in-law, **William L. Welch, 403<sup>rd</sup> Squadron, Pilot and a Commanding Officer of the 403<sup>rd</sup>**, passed away January 25, 2011.

"He enjoyed your newsletter very much. I have included his eulogy for your information."

Sincerely,

*Jim Madden*

**Mildred Murari** sent a note to President Arvid Houghlum, informing of the February 28 death of her husband, **Eugene "Gene" Murari, 65<sup>th</sup> Squadron, Aircraft Maintenance**.

I received an e-mail from Susan Lanson, in which, **Jim Little**, his son-in-law, informed us of the passing of **Jesse James Fulton, 64<sup>th</sup> Squadron, Bombardier**.

**Associate Member Don Williams**, the son of **Leonard Williams, 403<sup>rd</sup> Squadron**, sent this note. "Ed, I have talked to my kids about the 43<sup>rd</sup> BG, so much, that one has informed me of the death of **J.T. Britton**. J.T. was **Jay Zeamer's Copilot**. I made a search and found his obituary (included as an attachment). I think it will be of interest to all.

"I wish I had known he was living so close. I would have loved to have met with him".

Best Wishes,

*Don*

You may visit <<http://www.theospark.net/2010/06/video-old-666.html>> to view a video of the MOH mission which includes comments by J.T. Britton.

I received this, June 15—"My name is **Lynn Coffman**, I wanted you to know that my dad, J.T. Britton, died May 7<sup>th</sup> of this year.

"The link to his obituary is <<http://www.sunsetodessa.com/services.asp?locid=37&page=services>>

"He was **the Co-pilot** on the mission over the Solomon Islands with Jay Zeamer and brought **old 666** in. My dad was my hero and I miss him terribly. I've been in touch with **Lucy and Reg Tatro** and they asked me if I had notified anyone-so I wanted to be sure and let you know".

Thanks, *Lynn*

Our members will be missed, and their service to their country will always be remembered.

Sincerest condolences to the familiea, friends and loved ones.



### An Irish Father

An Irish daughter had not been home for over 5 years. Upon her return, her father cursed her heavily. "Where have ye been all this time, child? Why de ye not write us, not even a line? Why didn't ye call? Can ye not understand what ye put yer old Mother thru?"

The girl, crying, replied "Sniff, sniff---- Dad I became a prostitute!"

"Ye what!!? Get outta here, ye shameless harlot! Sinner! You're a disgrace to this Catholic family."

"OK, Dad—as you wish. I just came back to give Mum this luxurious fur coat, title deed to a ten bedroom mansion plus a \$5 million savings certificate. For me little brother, this gold Rolex. And for ye, Daddy, the sparkling new Mercedes Limited Edition convertible that's parked outside, plus a membership to the country club —(takes a breath). And an invitation for ye all to spend New Year's Eve on board my new yacht in the Riviera."

"Now what was it ye said ye had become?" says Dad.

Girl, crying again, "Sniff, sniff—a prostitute, Daddy!" Sniff, sniff.

"Oh! Be Jesus! Ye scared me half to death girl! I thought ye said a Protestant. Come here and give yer old Dad a hug!!!!"

### From SMOKIE ONE

I was at the gym----and an old geezer—OK, a guy my age and pretty flabby was working out when he spotted a sexy and beautiful young woman.

He asked the nearby trainer, "What machine should I use in here to impress that cute young thing over there?" The trainer looked him up and down and said, "I'd try the ATM in the lobby!"

### True Story From a Friend—Gate B-14 in the Denver Airport

It happened at the Denver Airport. This is hilarious. I wish I had the guts and rapid reaction of this girl! **An award should go to the United Airlines gate agent in Denver** for being smart and funny, while making her point, when confronted with a passenger who probably deserved to fly as cargo. For all of you out there who have had to deal with an irate customer, this is for you!

A crowded United Airlines flight was cancelled. A single agent was re-booking a long line of inconvenience travelers. Suddenly, an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE TO BE ON THIS FLIGHT AND IT HAS TO BE FIRST CLASS!"

The agent replied, "I'm sorry, sir. I'll be happy to try to help you, but I must help these folks first and then I'm sure we'll be able to work something out." The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear: "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating the agent smiled and grabbed her public address microphone. "May I have your attention, please?", she began, her voice heard clearly throughout the terminal. "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him find his identity, please come to Gate 14."

With this the folks behind him were laughing hysterically, the man glared at the United agent, gritted his teeth and said, "F\*\*\* You."

Without flinching, she smiled and said, "I'm sorry sir, you'll have to get in line for that too!"

### \*\*\*\*\*INFORMATION\*\*\*\*\*

This newsletter is published four times a year - **January, April, July and October**. Please send **membership applications and dues payments** to **Edward L. Gammill, 5337 E. Earll Drive, Phoenix, AZ 85018-8045**. Please keep in mind that annual dues are **\$20.00 per year**. Please make the check to the **43<sup>rd</sup> Bomb Group Association**.

Send items for the Newsletter to **Ed Gammill** at the **US Mail address above** or via e-mail to **[Edgammill@aol.com](mailto:Edgammill@aol.com)**. Any material received after the 15<sup>th</sup> 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.

\*\*\*\*\*REUNION INFORMATION\*\*\*\*\*

The 2011 Reunion will be in Arlington, VA. Hostess and Host is **Susan Lanson** and **Michael La Veau**, who have established September 16 thru 20 to be the date and have selected the Sheraton National Hotel for the meeting. The Reunion attachments display the status and presents the data and forms for making your plans. Make your hotel reservations, schedule and send payment for the events you wish to attend. HOPE TO SEE MANY OF YOU THERE!

The hotel has a shuttle that runs to the **Reagan National Airport** every half hour. As for airlines, there are very limited direct flights into DC. I found that US Airlines has direct service out of Phoenix. You may try them as your first choice.

I recommend flying into Reagan National, for it is close to the hotel.

\*\*\*\*\*ATTACHMENTS\*\*\*\*\*

- 1-Corrective pages (5-8)m for Col. Pettus' document in the April Newsletter (4 pages)
- 2-Homage to the Hustler by Tony Fairbarin (6 pages)
- 3-Michael Musumeci letter (4pages)
- 4-43rd AIRLIFT HEADQUARTERS BUILDING (5pages)
- 5-J.T. Britton and Bill Welch Memorials (5 pages)
- 6-The 2011 REUNION SCHEDULE
- 7-MEDAL PRESENTATION
- 8-Letter to Michael La Veau concerning Arlington Tour & Memorial Service
- 9-Hotel Reservation Information
- 10-Registration Form

## *Volunteers- God Bless'Em*

*by George Young*

*Many will be shocked to find  
When the Day of Judgement nears,  
That there's a special place in heaven  
Set aside for volunteers.*

*Furnished with big recliners,  
Satin couches and footstools,  
Where there's no committee chairman  
No group leaders or car pools.*

*No eager team that needs a coach,  
No bazaar and no bake sale,  
There will be nothing to staple,  
Not one thing to fold or mail.*

*Telephone lists will be outlawed,  
But a finger snap will bring  
Cold drinks and gourmet dinners  
And treats for a king.*

*You ask, "Who'll serve these privileged  
few  
And work for all they're worth?"  
Why, those who reaped the benefits  
And not once volunteered on earth.*

If military organizations have a background and heritage, they have an important morale base. The 43rd, though organized prior to Pearl Harbor, had no World War I or peace-time heritage. Its training and early activities were fragmentary. There were few Regular Army officers or NCOs to guide the many aspects of a new organization. Not until Colonel Roger Ramey assumed command in Australia did they have an experienced airman and a West Pointer at the helm. But they were good men together and received "on the job training," including coastal patrols. Personnel were constantly changing--some were pulled out for new units and others were reassigned. Aircraft was what was available: B-18s, LB-30s, A-29s, and even the odd B-17.

Then came the great move to the unknown: On the luxury liner Queen Mary, converted to a troopship, these men left for overseas. The destination was soon understood, when it was obvious that England was out. So it had to be Australia, where we had retreated from the Philippines. Some men also went on the xxxxxxx, landing in xxxxxxx.

The war was not going well when they arrived in Australia. Half-trained, without aircraft, the 43rd was quickly scattered from Melbourne to Cairns, performing all manner of jobs to fill gaps in the fledgling 5th Air Force. General Kenny needed a Heavy Bomb Group; the war-weary 19th group, having carried the load from the Philippines, was being returned to the ZI. When

Kenny looked for his 43rd group he said all he could find was two men holding up the flag; the others were in such garden spots as Iron Range, Charters Towers, and Townsville. The 43rd was collected and began training on the B-17s of the 19th as they came out of overhaul. These were the airplanes, along with new replacements, in which they would carry the war to the enemy.

It was slow going as most of the planes and personnel were still in Australia, and to get the action they had to stage out of Port Moresby. But little by little capability improved and morale rose. The 403rd Squadron, originally a recco outfit, was assigned and operated from Mareba in Queensland. General *reconnaissance?* Kenny's Heavy Bomber Group began to come alive.

Colonel Roger Ramey was now in command of the Group; Major Bill Benn, no longer Kenny's aide, was commander of the 63rd and taking his skip bombing technique to Japanese shipping wherever it could be found.

A big morale boost came from an unexpected source. "Tokyo Rose," that well-known voice of the Pacific air waves, branded the 403rd Squadron the "Mareba Butchers," after their raids on Rabaul. Nothing could have raised "esprit de corps" more quickly. The enemy acknowledged the 43rd and Ken's Men took pride in the new name.

Early 1943 brought all four of the squadrons of the unit together at Moresby, but it was not without cost. McCuller was dead, Benn was lost on a recco mission, <sup>and</sup> General Walker was shot down; but new faces were arriving, and the 43rd was shaping up as a first-class fighting unit. Then came the Battle of the Bismark Sea.

On March 2, 3, and 4 of 1943 the Japanese tried to re-enforce their troops on New Guinea with a convoy of some twenty-two ships, including at least six destroyers escorting the various troop and supply ships. All were sunk by the USAAF and Royal Australian Air Force. After the Japanese Commanders confirmed that some thirty vessels had been lost. The 43rd had a major role in this battle and was awarded a Distinguished Unit Citation for its part in the action. The 43rd had come of age as a mature combat force.

However, there was a cloud on the horizon. For some time it had been apparent that replacement aircraft and parts were hard to get. There were not enough B-17s to supply both the European Theater and the Pacific, so the 43rd's beloved B-17s were to be replaced with B-24s. This was agony to the crews, for the B-24 had a bad reputation as a combat airplane. It did not take kindly to battle damage or to crash landings, either on land or water. And it was less forgiving to fly, especially on takeoff. There was also an emotional rejection since this was the aircraft of the "inferior" 90th Bomb Group, our rivals. It did,

however, carry one third more bombs than the B-17, was some eight miles per hour faster, could fly farther, and, for the Pacific, was a better machine.

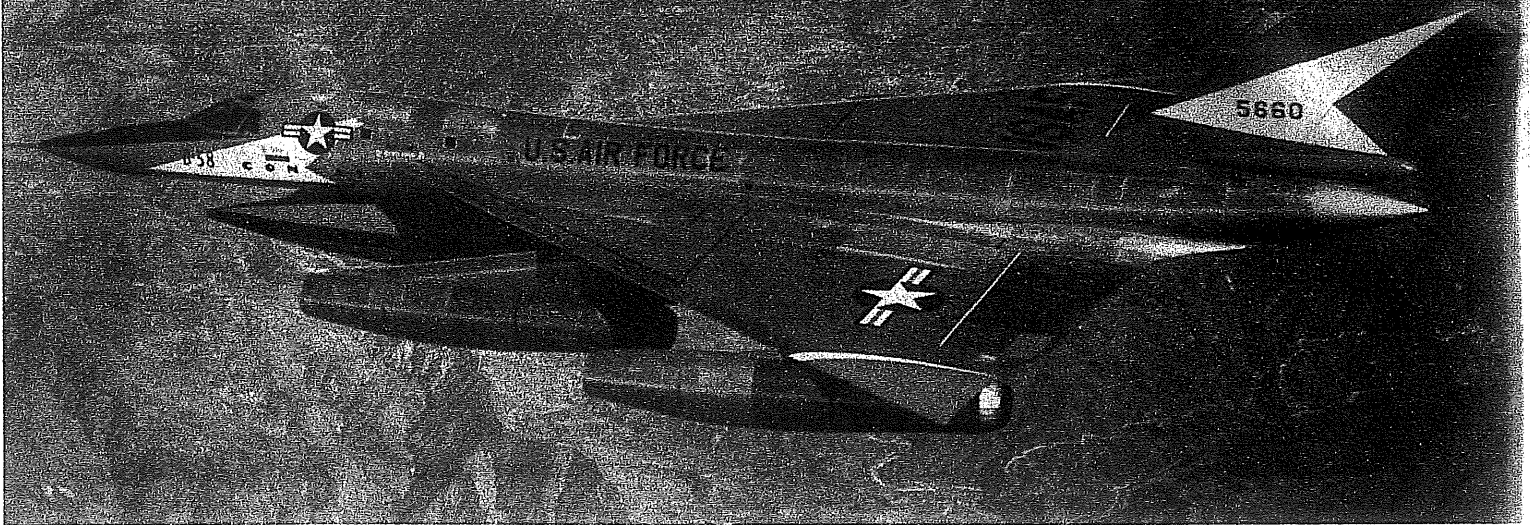
But conversion came, squadron by squadron. The 403rd was first, having been forced out of Milne Bay, and the 63rd, now under Ed Scott was getting special radar search planes. Very secret were these machines, painted black and closely guarded. But for the daylight "strike" squadrons, the motto was to learn to fly that B-24 better than that 90th Group; so they did, in a very short time.

The B-24 proved to be a very good plane for us. Taking out the belly turret dropped over half a ton of weight, which increased cruising speed. The improved nose turrets gave more security. The crews soon forgot the B-17s. In early 1945 the heavy bomber commanders were asked if they wanted the B-17s back since supply was now available. All of us said NO. For the Pacific the B-24 was better since its longer range, and larger bomb capacity meant fewer trips to the target. ~~The main thing was that we~~ <sup>and</sup> ~~were bombing from 12,000 to 15,000 feet, possible only because~~ Japanese guns (which could reach that high) could not traverse fast enough and did not have efficient radar. Also, enemy fighter opposition had decreased significantly.

The march to the north began. We moved every three months after the beginning of 1944. Dobodura in January, Nadzab in March, Owi

# Homage to the Hustler: Reflections on Flying the Convair B-58

By Tony Fairbairn



*The first Convair YB-58A-1-CF, 55-660, c/n 1, during testing at Edwards AFB. All YB-58s were later redesignated B-58As. (USAF photo from National Archives and Records Administration (NARA) collection, AAHS-P008001)*

*Lt. Col.s 'BJ' Brown, Darrell Schmidt and Ray Wagener, USAF (Ret.), tell Tony Fairbairn what it was like to fly the Convair B-58 Hustler.*

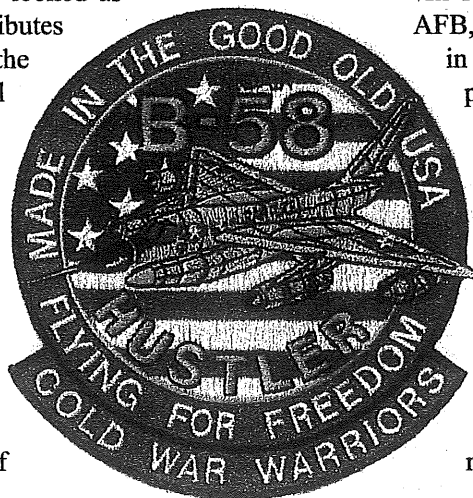
“There is still a mystique about the Hustler that astounds me. Back when we were flying it, if we landed at another USAF base, folks would want to come out and see it, feel it, touch it and talk with us about it.” “Just sitting parked on the tarmac it looked as though it was going supersonic.” These tributes from ex-Hustler crewmen are typical of the admiration in which the B-58 was, and still is, held. With its stunningly futuristic good looks and Mach 2 performance it is hard to believe that 40 years have elapsed since the type flew into retirement after a relatively brief career (1960-70) with the 43rd and 305th Bomb Wings of the USAF's Strategic Air Command (SAC). It had a crew of three – pilot, navigator/bombardier (nav/bomb) and defensive systems operator (DSO), seated in novel tandem ejection capsules. I invited one of each (from different crews) to give me their impressions of life with the world's first supersonic bomber.

## **Darrell Schmidt – Pilot**

Schmidt joined the USAF in 1951 via the Aviation Cadet Program, gaining his wings and 2nd Lieutenant bars in 1955. Training on the Piper Cub, North American T-6 Texan, T-28 Trojan and Lockheed T-33, his first productive assignment was instructing on T-33s. He then moved on successively to the B-47 Stratojet and B-52H Stratofortress as aircraft commander, instructor and evaluator. He takes up his story:

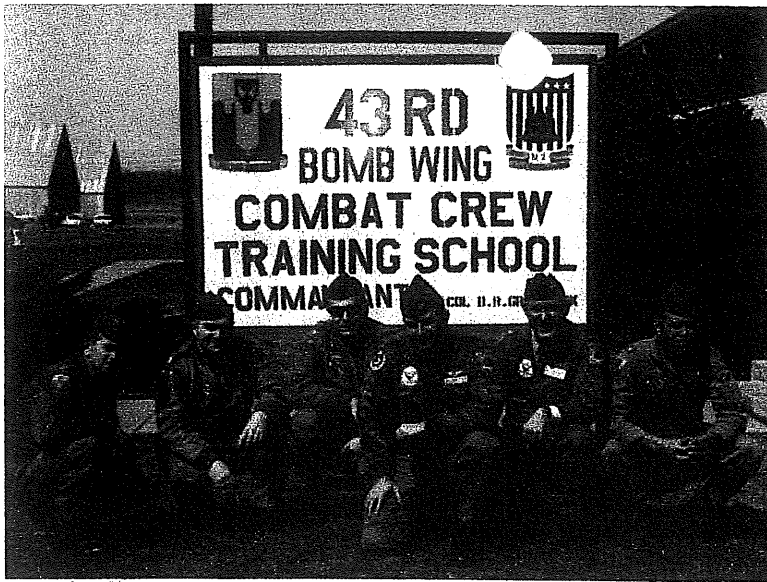
“In 1966 I received orders to go to Little Rock AFB, Ark., for an evaluation for entry to training in the B-58 Hustler. The evaluation consisted primarily of proving I could fit into the ejection capsule, followed by an oral evaluation plus a review of my previous training records to ensure I was sufficiently competent to command the single-pilot Mach 2 aircraft, with the emphasis on flight in instrument conditions.

“Part of the ‘lead-in’ training included time at Perrin AFB, Tex., for instrument training in the T-33. This also embraced getting used to a ‘stick’ again rather than the control wheel of the B-47 and B-52. Then I trained in the Convair F-102 Delta Dagger, a delta-winged fighter, which provided more ‘stick’ time plus familiarization with delta wing



*The Hustler Patch (Darrell Schmidt)*





*Darrell Schmidt and crew with their instructors at the 43rd BW CCTS. L-R: Charlie Creech (student DSO); Bob Warn (instructor DSO); Frank Giaquinto (instructor Nav/Bomb); Herk Neifert (student Nav/Bomb); Darrell Schmidt (student Pilot); 'Moose' Fordham (instructor Pilot). (Darrell Schmidt)*

characteristics. I first trained in the TF-102 with side-by-side seating with an instructor in the right-hand seat, and then soloed in the single-seat version.

"After Perrin I went to Carswell AFB, Tex., for instruction on the nuclear weapons of the B-58, then back to Little Rock to begin training in the Hustler. This included ground school for flight systems, integrated simulator training, and actual flight training in the TB-58, the training version of the Hustler that replaced the bombing equipment and the navigator with a pilot instructor position equipped with dual flight controls behind and slightly raised above the normal pilot position.

"I had a love affair with the B-58; you would take off at about 200 kts, come out of afterburners at 350 kts and climb at 425 kts until reaching Mach 0.90, at which time you'd climb to altitude holding that speed. I was surprised to find the cockpit was rather primitive after having flown the then brand new B-52H with advanced flight guidance and autoflight systems. The B-58 cockpit was similar in some respects to the T-33 except for instruments for four engines. It had some automatic flight control readouts, but except for takeoff and landing, the autoflight system required little if any pilot input. It had no flight director guidance and only one navigation radio with one tuner for either TACAN for navigation or Instrument Landing System (ILS) for instrument approaches.

"Because the Hustler was a true delta-wing aircraft it had no horizontal stabilizer or elevator controls. The wing trailing edge featured 'elevons' (combined elevators and ailerons) that produced both roll and pitch. If, for example, you wanted to roll to the right while raising the nose, the left elevon would go up a little while the right elevon went up even more. It was basically a blending of the pitch and roll inputs to produce the required flight attitude.

"Like all delta wing aircraft, the Hustler had no flaps – these would have produced a nose down pitching motion.

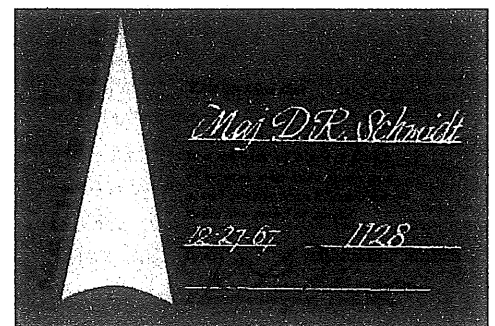


*Darrell Schmidt (left) on completion of his first flight in command with Charlie Creech (DSO) and Herk Neifert (Nav/Bomb). (Darrell Schmidt)*

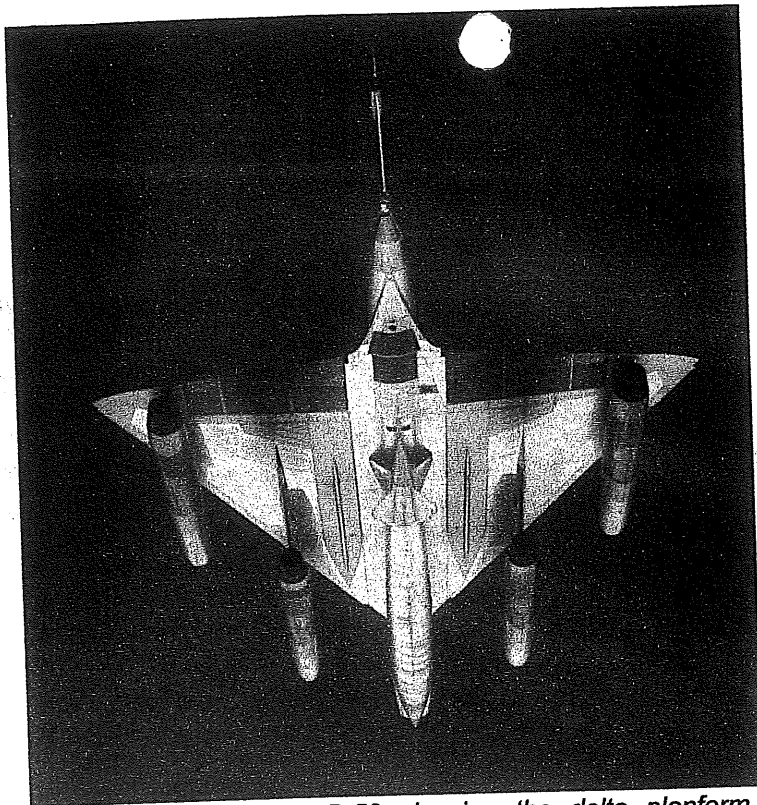
Special care was therefore essential for takeoff and landing. It was necessary to allow the aircraft to rotate nose high without scraping the tail on the runway, which is why the B-58 had such long landing gear struts. Rapid changes of pitch on landing were to be avoided. Raising the nose too quickly would result in the aircraft sinking too rapidly. The opposite was true if the pilot allowed the aircraft to bounce on landing and then attempted to put the nose down quickly to reduce the height of the bounce. If he shoved the stick forward the elevons would go down, which immediately increased lift (like flaps). Then, when he neutralized the pitch input, the elevons would go back to neutral and the aircraft would sink rapidly. This was called 'elevon coupling.'

"I was already aware of the Hustler's flight characteristics from manuals and from other pilots, but I had not personally experienced them until my checkout ride in the TB-58 with an instructor to clear me to solo in the single-pilot B-58. Everything went fine until the landing stage. I bounced the landing, pushed the nose down causing it to rise further, then plopped back on the runway; I began 'bunny hopping' down the runway. I shoved the throttles forward and went around for another landing that was fine. I thought I'd 'screwed the pooch!' In the debriefing the instructor said: 'That's the first time you ever got elevon coupling wasn't it? I sadly nodded my head.

*Darrell Schmidt's  
Mach 2 Club  
certificate.  
(Darrell Schmidt)*







*Bottom view of the B-58 showing the delta planform, engines and pod. (USAF photo from NARA collection, AAHS-P008003)*

job as navigator/bombardier was made easy by the fact that the B-58 had the first Stellar-Inertial Doppler navigation and bombing system. Navigation in the B-47 was tough – we had to do celestial navigation using the stars at night and the sun during the day. Simulated bomb runs were radar-tracked and scored by units on the ground. We called a perfect bomb run a ‘shack.’ I had one ‘shack’ in the B-47 but a lot of ‘shacks’ in the B-58 – the bomb/nav system was that good. The B-58 had an astrotracker that locked onto celestial bodies but was only used to feed true heading into the inertial system. Doppler was used to input drift and groundspeed into the system, while the radar was used to randomly update aircraft position into the system. In the B-47 I was strapped onto a parachute, with cold air blowing on my feet and hot air blowing on my head. I had a writing table off to my right side. In the B-58 I sat in a slightly reclining seat with a nice ‘pull-out’ table in front of me that I could work on in air conditioned comfort. I was strapped into an ejection capsule – not onto a heavy parachute. It was heaven.

“Our crew progressed through the crew numbering system and within 13 months of making ‘R(eady)’ status we were upgraded to ‘S(lect)’ – and received promotion in rank. With ‘Select’ status came additional responsibilities and we were moved to the Combat Crew Training Squadron at Grissom AFB (as Bunker Hill was renamed – after astronaut Gus Grissom) where we began training new crews at this, the second B-58 base. Training guys to fly as a navigator/bombardier in the B-58 was a lot of fun.

“It’s worth mentioning that the B-58 got a reputation early

crew error and didn’t seem to have happened. Good aircrews, good training and good maintenance made the B-58 a damn good weapon system! It certainly turned heads but we pooh-poohed the adulation. Still, if we were flying and we saw lightning in the distance we would smile, turn and fly towards it. We thought it was the flash from cameras going off!!”

### **Ray Wagener – DSO**

After WWII service as a Radar Counter Measures specialist on B-29 Superfortresses in the Pacific, Wagener was recalled to active duty in 1951 and assigned to an RB-36 unit as an Electronics Counter Measures (ECM) crewmember. Then followed RB-47s, and it was later, while undergoing B-52 conversion training that he successfully applied to join the B-58 Test Force at Carswell AFB in the spring of 1959. “Looking back,” he says, “I feel that this was one of the luckiest moves of my tour in the USAF.”

“Early in the program, flight training for B-58 DSOs was haphazard to say the least. We attended some classes at the Convair plant, a few classes in the Test Force, read manuals and learned everything we could from engineers and crew members who were flying. At this point it was not easy for DSOs to get time in the air but after another DSO was grounded for medical reasons I took his place and found myself on the flying schedule. And I loved it.

“At this point the Test Force was under the control of Air Research and Development Command (though I was in SAC) and I was fortunate enough to fly with many of their crews. One particular test mission stands out in my memory. The pilot was Col. David M Jones (who flew one of the B-25 Mitchells off the *USS Hornet* on the 1942 Doolittle Tokyo raid) and the route was from Wyoming to Texas. The mission was flown on the deck at 600 knots indicated. One thing we reported was, at that speed, if something (a small aircraft, etc.) appears in front of you, there is not enough time to turn. All you can do is pick up one wing.”

Ray has no doubt that the highlights of his time on B-58s with the 43rd Bomb Wing were the record-breaking flights on which he was a crew member. The first of these was on



*The Wagener crew. L-R: Maj. Henry J. Deutschendorf (Pilot); Capt. Ray Wagener (DSO); Capt. William Polhemus (Nav/Bomb). (Ray Wagener)*



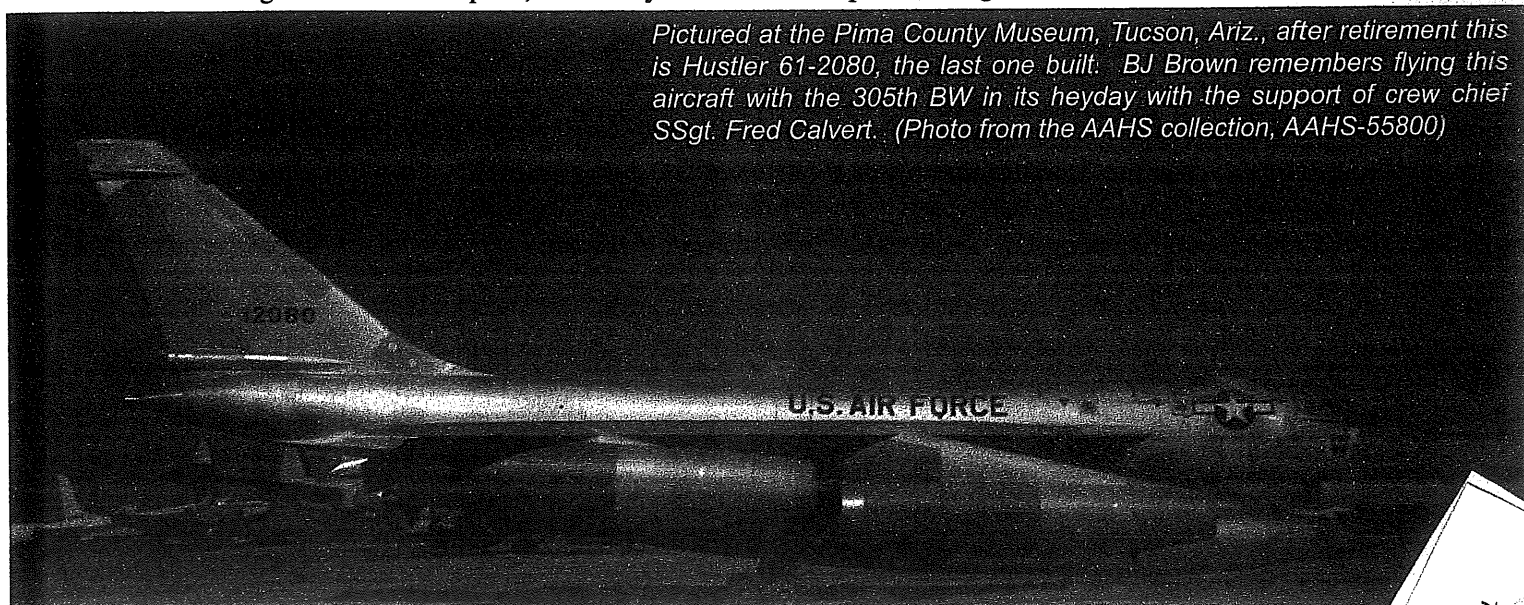
*Hustler 59-2451, The Firefly, in which Ray Wagener's crew broke the New York-Paris record, pictured at the Paris Air Show in 1961. (Photos from the AAHS collection, AAHS-781 and AAHS-782)*

January 12, 1961, when Hustler 59-2442, nicknamed *Untouchable*, set six world speed records round a 1,000 km closed circuit at Edwards AFB. He recalls what happened: "Henry J. 'Dutch' Deutschendorf Jr. (singer John Denver's father) was the pilot, William Polhemus the nav/bomb, and most bets were that this flight could not be completed. The ballast required for the speed records was fuel carried in two tanks in the pod. The judges monitoring the flight had removed the fuses for the fuel pumps in the tanks, turned them around and placed them backwards in the panel. If we used this fuel we MIGHT get two speed records but no more. The fuel was available for use in an emergency. We were at Mach 2, above 55,000 ft and about three minutes from the finish line when Dutch said: 'The fuel pump lights in the forward and aft tanks are blinking on!' I got out of my seat, sat on the floor, used my left hand to activate my intercom and said, 'If you need the fuel in the pod, I have the fuses in my hand.' Dutch wanted to know what I was doing and Polhemus replied, 'that crazy bastard is

sitting on the floor in the aisle.' That was the only way I could reach the fuse panel. About two minutes out Dutch reported that the reserve tank was feeding. This tank was designed to feed the engines only when all the other tanks were dry. I felt the power go to 'idle,' saw the fuel flow drop to almost zero and we glided across the finish line at about 41,000 ft. Dutch landed the aircraft in that condition and I never did feel the power come back up. While taxiing in I got back in my seat. After engine shut-down we sat there with our canopies closed just laughing and talking. It was over." The crew were each awarded the Distinguished Flying Cross for their achievement.

Later that year, on May 26, Ray was the DSO of Hustler 59-2451, *The Firefly*, that broke the New York to Paris speed record, en route to the Paris Air Show, and he remembers it well: "Bill Payne had replaced Dutch as pilot. Prior to our early morning takeoff from Carswell, the area had been deluged with rain. After takeoff and reaching altitude our UHF radios ceased to operate, though we did have our standby guard channel UHF

*Pictured at the Pima County Museum, Tucson, Ariz., after retirement this is Hustler 61-2080, the last one built. BJ Brown remembers flying this aircraft with the 305th BW in its heyday with the support of crew chief SSgt. Fred Calvert. (Photo from the AAHS collection, AAHS-55800)*



## NAMED HUSTLERS\*

Serial No.	Unit	Nickname(s)
55-660	Test aircraft	<i>Old Grandpappy</i>
55-661	Test aircraft	<i>Mach-In-Boid</i>
55-665	Test aircraft	<i>Snoopy</i>
55-668	43 <sup>rd</sup> BW	<i>Wild Child II, then Peeping Tom</i>
55-671	43 <sup>rd</sup> BW	<i>Mary Ann, then All Day All Night</i>
55-672	Test aircraft	<i>Lucky 13, then Sweet Sadness</i>
58-1009	Test aircraft	<i>Sweet Sixteen; El Toro de Moron, and Bonanza</i>
58-1010	43 <sup>rd</sup> BW	<i>Hot Stuff</i>
58-1011	43 <sup>rd</sup> BW	<i>Wicked Witch; Trailblazer; and Pulaski Hustler (first a/c so-named)</i>
58-1015	43 <sup>rd</sup> BW	<i>Little Joe, then Ginger</i>
58-1018	43 <sup>rd</sup> BW	<i>Reddy Kilowatt and Omega</i>
58-1019	43 <sup>rd</sup> BW	<i>Black Dragon and Beech-nut Kid</i>
59-2429	43 <sup>rd</sup> BW	<i>The Pulaski Hustler (second a/c so named)</i>
59-2432	43 <sup>rd</sup> BW	<i>Regal Beagle</i>
59-2433	43 <sup>rd</sup> BW	<i>Now or Never</i>
59-2434	43 <sup>rd</sup> BW	<i>Cannonball</i>
59-2435	43 <sup>rd</sup> BW	<i>Shackbuster</i>
59-2437	43 <sup>rd</sup> BW	<i>Firefly II</i>
59-2441	43 <sup>rd</sup> BW	<i>Road Runner</i>
59-2442	43 <sup>rd</sup> BW	<i>Untouchable</i>
59-2443	43 <sup>rd</sup> BW	<i>Bye Bye Birdie</i>
59-2444	43 <sup>rd</sup> BW	<i>Lucky Lady V</i>
59-2445	43 <sup>rd</sup> BW	<i>Sno White</i>
59-2447	43 <sup>rd</sup> BW	<i>Rapid Rabbit</i>
59-2449	43 <sup>rd</sup> BW	<i>Hobo 49</i>
59-2451	43 <sup>rd</sup> BW	<i>The Firefly</i>
59-2453	43 <sup>rd</sup> BW	<i>Top Cat</i>
59-2454	43 <sup>rd</sup> BW	<i>Wild Child and Patches</i>
59-2458	43 <sup>rd</sup> BW	<i>Cowtown Hustler</i>
59-2461	43 <sup>rd</sup> BW then 305 <sup>th</sup> BW	<i>Hoosier Hustler</i>
59-2463	43 <sup>rd</sup> BW	<i>The Heart of Dixie</i>
60-1110	43 <sup>rd</sup> BW	<i>City of Peru</i>
60-1111	305 <sup>th</sup> BW	<i>Four Aces</i>
60-1119	43 <sup>rd</sup> BW then 305 <sup>th</sup> BW	<i>Pink Panther and City of Kokomo</i>
60-1121	305 <sup>th</sup> BW	<i>Can Do</i>
61-2059	305 <sup>th</sup> BW	<i>Greased Lightning</i>
61-2068	305 <sup>th</sup> BW	<i>Deputy Dog</i>
61-2078	43 <sup>rd</sup> BW	<i>Top Dawg</i>
61-2079	305 <sup>th</sup> BW	<i>The Thumper</i>

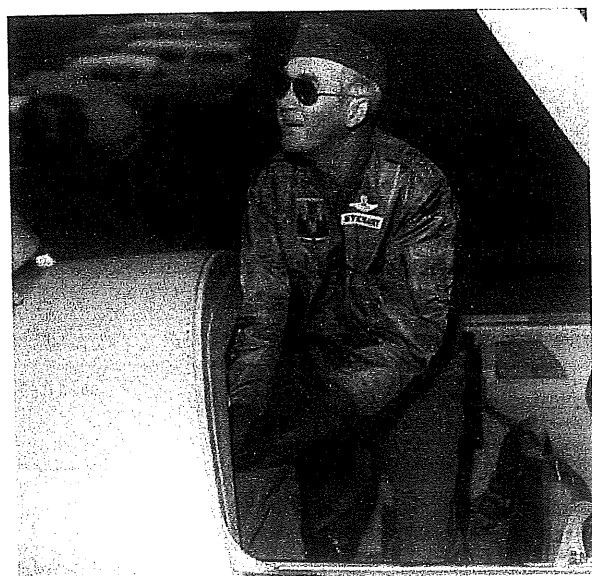
\* Source: *Convair B-58 Hustler* by Jay Miller, Aerofax 1997. (Not necessarily exhaustive)

and HF radios. I let our Wing Control Room know of our problems but said we intended to continue with the mission, and then turned the radio off. We successfully refuelled on the Washington D.C.-New York City leg using our emergency guard channel radio. Leaving NYC we accelerated to Mach 2, and a short time later the UHF radios started working again. We concluded that the early morning rain had frozen as we climbed out from Carswell and somehow caused our UHF to quit. While accelerating after the third air refuelling we had difficulty in finding an altitude cold enough to avoid exceeding the ram air temperature limitation. We kept searching for a cooled altitude to obtain the highest ground speed. Able to relax after crossing the French coastline, we decelerated after passing Paris and hoped they enjoyed the sonic boom. After landing the ground crew tried to put our nose gear on the same spot where Charles Lindbergh had parked in 1927, but because of the large crowd trying to get close to us we had to shut down the engines promptly." *The Firefly* had covered the 3,626 miles at an average speed of approximately 1,089 mph and for this achievement the crew was awarded the prestigious Harmon and Mackay Trophies, presented to them by President Kennedy at the White House, an occasion that Ray describes as "...a great experience."

### Conclusion

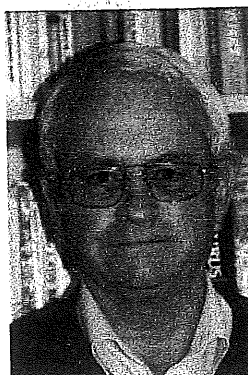
During his time in the Air Force Reserve, Brig. Gen. James Stewart, USAF (the film star) spent some duty time at Carswell where he flew in a Hustler. The TB-58 was piloted by Maj. John Irvin who pulled out all the stops to give Stewart a memorable ride and earn his Mach 2 pin.

After the trip Stewart commented: "She was a lot more than a hot rod made for setting records, she was a lethal weapon of war – and an outstandingly handsome aircraft." Darrell, 'BJ' and Ray wouldn't disagree with that.

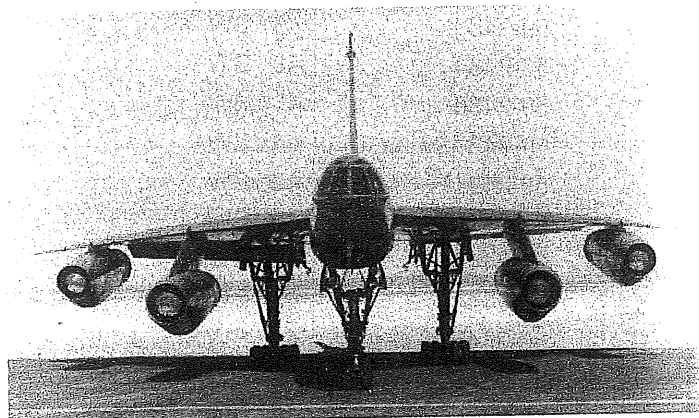


Famous film star and airman Brig. Gen. James Stewart in the cockpit of a Hustler. He gained his Mach 2 pin in a B-58 flight from Carswell AFB, Texas. (BJ Brown)

### About the Author



The son of an RAF pilot, Tony Fairbairn spent 30 years in the RAF as a Supply Officer which took him to Cyprus, Gibraltar, and the Middle East, in addition to assignments in the U.K. The biggest disappointment of his Air Force career was the last-minute cancellation of an exchange assignment with the USAF at HQ Aerospace Defense Command, Colorado Springs, when ADC was subsumed by Tactical Air Command. On leaving the military he spent 10 years working for defense contractors at the RAF's C-130 base in England. With a life-long interest in aviation history, journalism and photography he has written two books on military airfield histories and contributed to many of the U.K. aviation magazines. His current major research project is de Havilland Mosquito operations by the USAAF's 25th and 492nd BGs and 416th NFS in WWII. He and his wife live in Wiltshire, England.



Head-on shot that illustrates the "spindly" gear design that allowed the gear to be retracted into the minimal space available yet still provide adequate ground clearance when extended. (Photo from the NARA collection, AAHS-P008004)

### SURVIVING HUSTLERS

Serial No.	Model	Location
55-0663	TB-58	Grissom Air Museum, Peru, Indiana
55-0665	B-58	Edwards AFB, California
55-0666	B-58	Chanute Air Museum, Rantoul, Illinois
55-0668	TB-58	Lone Star Flight Museum, Galveston, Texas
59-2437	B-58	Kelly USA Center, San Antonio, Texas
59-2458	B-58	National Museum of the USAF, Wright Patterson, Ohio
61-2059	B-58	Strategic Air & Space Museum, Ashland, Nebraska
61-2080	B-58	Pima Air & Space Museum, Tucson, Arizona



The Secretary  
Mr Edward L GAMMILL  
5337 E. EARLL DRIVE.  
Phoenix AZ  
85018-8045

Michael Musumeci  
PO BOX 37  
Ravenshoe  
Queensland Australia 4888

Dear Sir

Thankyou so much for putting in the Presidents Report the request for finance for the plaques to be implemented at the Mareeba Airfield.

We are progressing very well with the plaques that are now being made and soon to arrive.

I have also progressed and located 2 relatives of the crew that were killed in the crash of the B17 nicknamed Hoomalimali that crashed at the Mareeba Airfield on the 14<sup>th</sup> of September 1942.

I am desperately seeking any information on this crash. Do you have a Historian or anyone within your Association that may be able to assist? Can the Association attempt to obtain information about this crash ?

The dedicated service to remember and honour the crew will be occurring on the 17<sup>th</sup> of September 2011 within the confines of the Mareeba Airfield, Far North Queensland Australia. I would like to officially invite all members of the 43<sup>rd</sup> Bomb Group Association on this dedicated service.

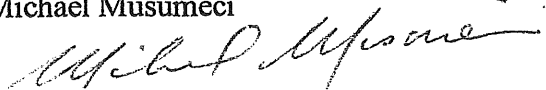
I have also written to the President, and the Treasurer and have requested if a letter could be written to represent the B17 crew attached to the 43<sup>rd</sup> Bombardment Group so it can be read out at the dedicated Service.

I have attached a copy of the 2 plaques that will be implemented at the Mareeba Airfield on the 17<sup>th</sup> September 2011, to assist you in compiling the letter. I have also added another request to place in the next Newsletter seeking assistance

I hope the 43<sup>rd</sup> Bomb Group Association is able to complete this letter so we are able to remember, honour and respect these members that lost their lives in the supreme sacrifices they made

Thankyou

Michael Musumeci



I am in the process of researching the following B17 Crash that occurred at Mareeba Far North Queensland, Australia on the 14<sup>th</sup> September 1942. Would it be possible that this is included in the next newsletter please

**United States Army Air Forces  
B-17F Flying Fortress, Serial 41-24391  
nicknamed**

**“Hoomalimali”**

**attached to the Fifth Air Force, 43<sup>rd</sup> Bombardment Group, 63<sup>rd</sup> Bombardment Squadron, that crashed on the 14<sup>th</sup> September 1942 during take-off at Hoevet Field, Mareeba**

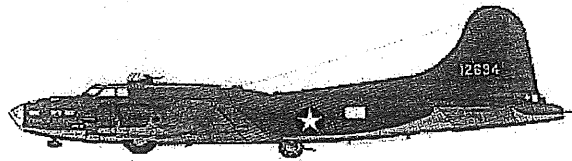
**At 03.30hrs “Hoomalimali” was one of many B-17’s that were destined for 7 Mile Field Port Moresby for a bombing mission. With its heavy bombing and fuel load, the aircraft began to taxi along the strip.**

**The aircraft began its take off late along the airstrip, full power was applied, causing the plane to lift off but due to the overloaded cargo and lack of power the aircraft flew for approx 1/2 a mile off the end of the airstrip crashing into a thick woodland causing it to explode on impact, tragically killing all aboard.**

<b>Captain</b>	<b>Hershell R HENSON</b>	<b>Pilot</b>	<b>Serial No 0-403853</b>
<b>2<sup>nd</sup> Lt</b>	<b>Francis KRITZMACHER</b>	<b>Co-Pilot</b>	<b>Serial No 0432236</b>
<b>1<sup>st</sup> Lt</b>	<b>James S. BASTION</b>	<b>Navigator</b>	<b>Serial No 0434953</b>
<b>T/Sgt</b>	<b>John P DORAN</b>	<b>Bombardier</b>	<b>Serial No 6884679</b>
<b>T/Sgt</b>	<b>John A. SAMARA</b>	<b>Engineer</b>	<b>Serial No 6845149</b>
<b>Sgt</b>	<b>Lawrence W. DONKER</b>	<b>Asst Eng</b>	<b>Serial No 6979514</b>
<b>S/Sgt</b>	<b>Louis N. CAMP Jr</b>	<b>Radio Op</b>	<b>Serial No 6958735</b>
<b>Corporal</b>	<b>Robert G CASE</b>	<b>Radio Asst</b>	<b>Serial No 15014470</b>
<b>Private</b>	<b>Jack C. KAYNOR</b>	<b>Tail Gunner</b>	<b>Serial No 20631158</b>

If you have any information on this crash, witnessed the crash, know any of the crew, have any photos of the crash site, have a crash report or are aware of anything that may be able to be put into a book that I am writing could you please write or email me  
My details are

Michael Musumeci  
PO BOX 37  
Ravenshoe Queensland 4888  
AUSTRALIA 4888  
[ironrange@bigpond.com](mailto:ironrange@bigpond.com)



**In memory of the crew and the  
United States Army Air Forces  
B-17F Flying Fortress, Serial 41-24391 nicknamed  
"Hoomalimali"**

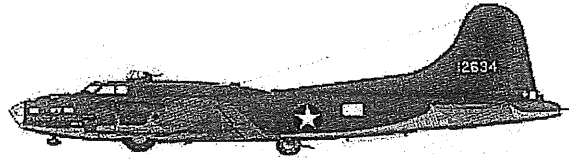
**attached to the Fifth Air Force, 43<sup>rd</sup> Bombardment Group, 63<sup>rd</sup> Bombardment Squadron, that crashed on the 14<sup>th</sup> September 1942 during take-off at Hoevet Field, Mareeba**

**At 03.30hrs "Hoomalimali" was one of many B-17's that were destined for 7 Mile Field Port Moresby for a bombing mission. With its heavy bombing and fuel load, the aircraft began to taxi along the strip.**

**The aircraft began its take off late along the airstrip, full power was applied, causing the plane to lift off but due to the overloaded cargo and lack of power the aircraft flew for approx 1/2 a mile off the end of the airstrip crashing into a thick woodland causing it to explode on impact, tragically killing all aboard.**

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**"Their dedication to duty and honour paved the way for freedom for all"**



**Major Dean C. HOEVET**

**United States Army Air Forces  
5<sup>th</sup> Air Force  
19<sup>th</sup> Bombardment Group  
30<sup>th</sup> Bombardment Squadron**

**Serial No 0-022248**

**“HOEVET AIRFIELD” was the name this airstrip was titled during World War II after the tragic death of Major Dean C HOEVET.**

**HOEVET, born at Fairfield, Nebraska USA on 1<sup>st</sup> April 1911, graduated from Kelly Field, and flew at Randolph Field in 1937.**

**HOEVET was a career army man and trained in heavy bombers, then moved to Corregidor with the 19<sup>th</sup> Bombardment Group.**

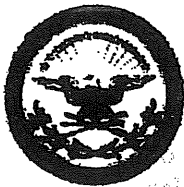
**Early in the Summer of 1942 the Mareeba Airstrip was ready and Major Hoevet was commanding the 19<sup>th</sup> Bombardment Group, 30<sup>th</sup> Bombardment Squadron. From this airfield Hoevet led many strategic and planned missions on the enemy in Rabaul and was posthumously awarded the Distinguished Service Cross.**

**On the 16<sup>th</sup> August 1942 HOEVET was the pilot of a B-17 Flying Fortress that crashed in the ocean near Yorkeys Knob, Cairns Far North Queensland whilst testing flares.**

**Major Dean Carol “Pinky” HOEVET was a well respected officer and as a sign of respect this airstrip was posthumously named “Hoevet Field” to honour his memory forever.**

**Plaque donated by the Mareeba RSL Sub Branch**





**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 43D AIRLIFT WING (AMC)  
POPE AIR FORCE BASE NORTH CAROLINA**

**MEMORANDUM FOR HQ AMC/CC**  
**402 SCOTT DRIVE UNIT 3EC**  
**SCOTT AFB IL 62225-5310**

**FROM: 43 AW/CC**  
**259 Maynard Street, Suite 101C Pope AFB NC 28308-2393**

**SUBJECT: Naming of Building 309 to Commemorate MoH Recipient**

1. I am requesting authorization to name the 43d Airlift Wing headquarters building on Pope AFB. If approved, Building 309 will carry the name of a WWII hero: 43 BG (H) legacy member and MoH recipient, Lt Col Jay Zeamer, Jr. Although AFI 36-3108 stipulates using only the surname, we request an exception to policy. Building 309 contains architecturally placed indents/holes in the face of the building. In order to present an aesthetically balanced and professional appearance, we ask for an exception to policy (attachment 4).
2. Lt Col Zeamer performed his heroic actions on a pivotal mission while serving in the 43d Bombardment Group (Heavy), the 43d Airlift Wing's antecedent. It is paramount to capture the well-rooted heritage of the 43d Airlift Wing at Pope AFB. To preserve his history, plans are in progress to expand our Heritage Hall in Building 309 and showcase Lt Col Zeamer's legacy. The attachments contain additional background information pertaining to this extraordinary hero and his well documented mission.
3. I have reviewed Lt Col Zeamer's service record book and it contains no derogatory information that would prevent him from being honored with a memorialization. We look forward to conducting the ceremony in October, unveiling our newly named headquarters building with the Zeamer family in attendance. Additionally, it will be an honor to be the first 43d Airlift Wing leader to command out of a headquarters building honoring Lt Col Zeamer.

  
**JOHN W. McDONALD, Colonel, USAF**  
Commander

**4 Attachments:**

1. Biography of Lt Col Jay Zeamer, Jr.
2. Support Documentation
3. Base Maps
4. Conceptual Façade of Bldg 309

**Lieutenant Colonel Jay Zeamer, Jr.**

On 25 July 1918, Mr. Jay Zeamer and his wife, Marjorie, welcomed the birth of their son in Carlisle, Pennsylvania. Named after his father, Jay grew up in Orange, New Jersey, but spent his summers near Boothbay, Maine. In fact, Jay Zeamer Jr. considered Boothbay his home. As a young man, he earned his Eagle Scout badge, which he recalled proudly in his later years. He also entered Culver Military Academy, where he completed his high school education. Afterwards, he attended the Massachusetts Institute of Technology, and joined the Reserve Officers Training Corps. After earning his Bachelors degree in Civil Engineering, he entered the United States Army Reserves as a second lieutenant at Machias, Maine. During World War II, he recruited a crew of misfits, who became known as the "Eager Beavers" for their wiliness to fly the most dangerous assignments. During 16 June 1943, Captain Zeamer's crew flew a reconnaissance mission over Buka and Rabul islands. Shortly after they finished photographing the Japanese defenses and airfields, 17 enemy Zeroes attacked their B-17E Flying Fortress. During this 45-minute dogfight, Captain Zeamer and Lieutenant Sarnoski managed to shoot down five enemy fighters. Throughout this fight, the crew epitomized the definition of heroes. In fact, they became the highest decorated American aircrew for a single mission, when they received 2 Medals of Honor and 7 Distinguished Service Crosses for their heroic efforts. Severely wounded during the 16 June mission, Major Zeamer received the Medal of Honor for his actions, and was retired as a lieutenant colonel in 1945. In addition to the Medal of Honor, some of Lieutenant Colonel Zeamer's other awards included the Silver Star with Oak Leaf Cluster, the Distinguished Flying Cross with Oak Leaf Cluster, the Purple Heart, and an Air Medal with Oak Leaf Cluster. Lieutenant Colonel Zeamer passed away in 2007. While preparing this package, I reviewed Lieutenant Colonel Zeamer's service record book, as well as other documents relating to his career and life.<sup>1</sup>

1 Lt Col Jay Zeamer Jr., Service Record Book, National Personnel Records Center, Military Personnel Records Center, 9700 Page Avenue, Saint Louis, MO 63132-5100; Medal of Honor Citation for Lt Col Jay Zeamer, Jr., June 16, 1943.

<sup>1</sup> Lt Col Jay Zeamer Jr., Service Record Book, National Personnel Records Center, Military Personnel Records Center, 9700 Page Avenue, Saint Louis, MO 63132-5100; Medal of Honor Citation for Lt Col Jay Zeamer, Jr., June 16, 1943.




DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR MOBILITY COMMAND

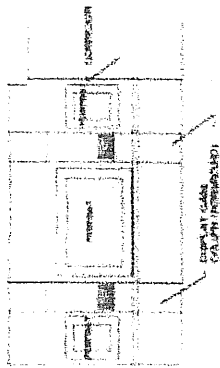
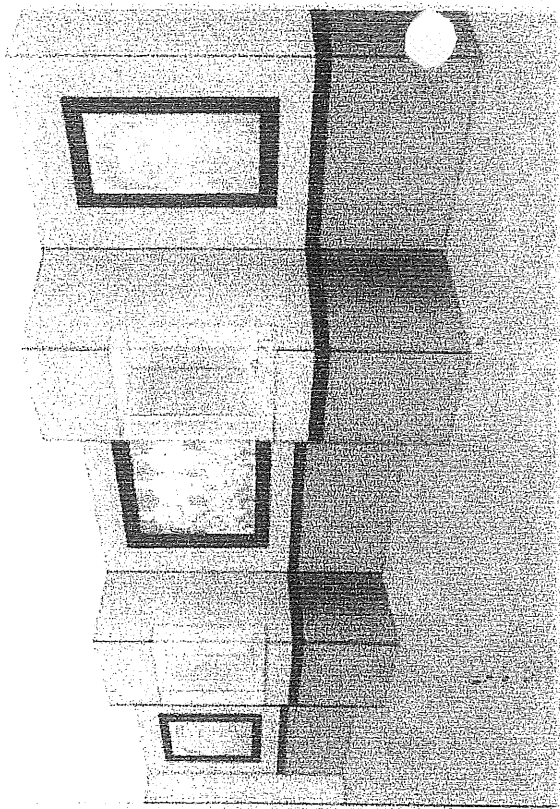
MEMORANDUM FOR 43 AW/CC  
259 Maynard Street, Suite 101C  
Pope AFB NC 28308-2393

FROM: AMC/CV  
402 Scott Drive, Unit 3EC  
Scott AFB IL 62225-5310

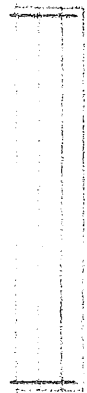
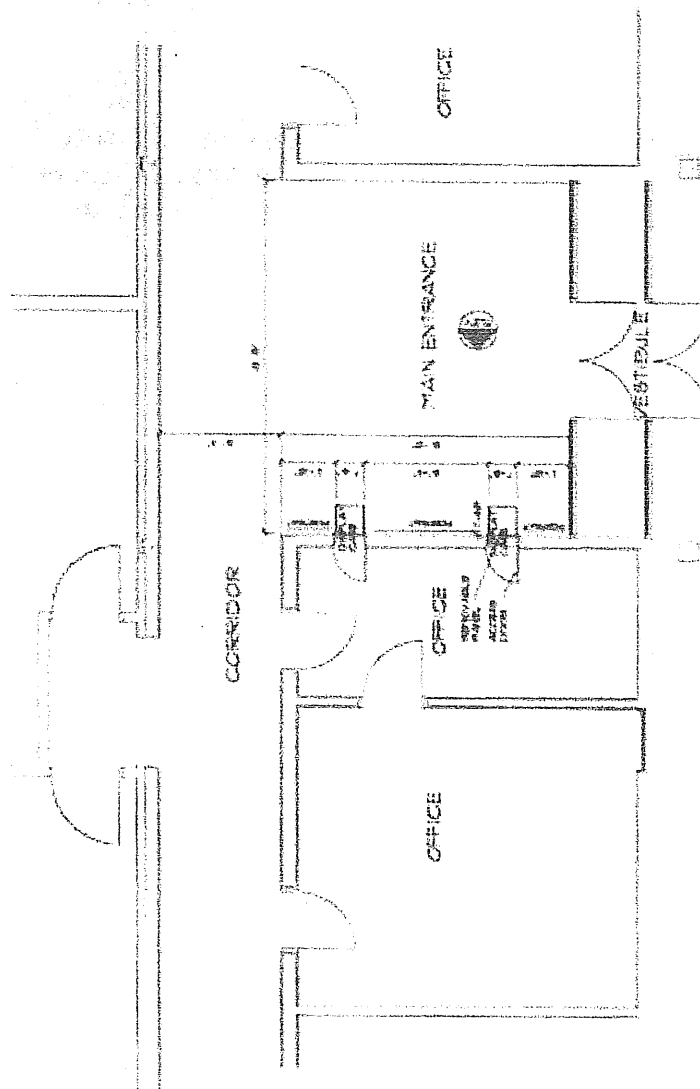
SUBJECT: Memorialization Request in Honor of Lt Col (Ret) Jay Zeamer, Jr.

Your request to rename Bldg 390 in honor of the late Lieutenant Colonel (Ret) Jay Zeamer, Jr., is approved.

  
VERN M. FINDLEY II  
Lieutenant General, USAF  
Vice Commander

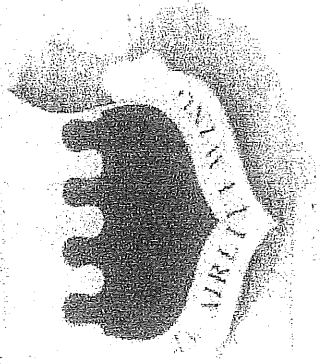


FRONT VIEW FACING ENTRANCE LOBBY  
1/4" = 1'-0"



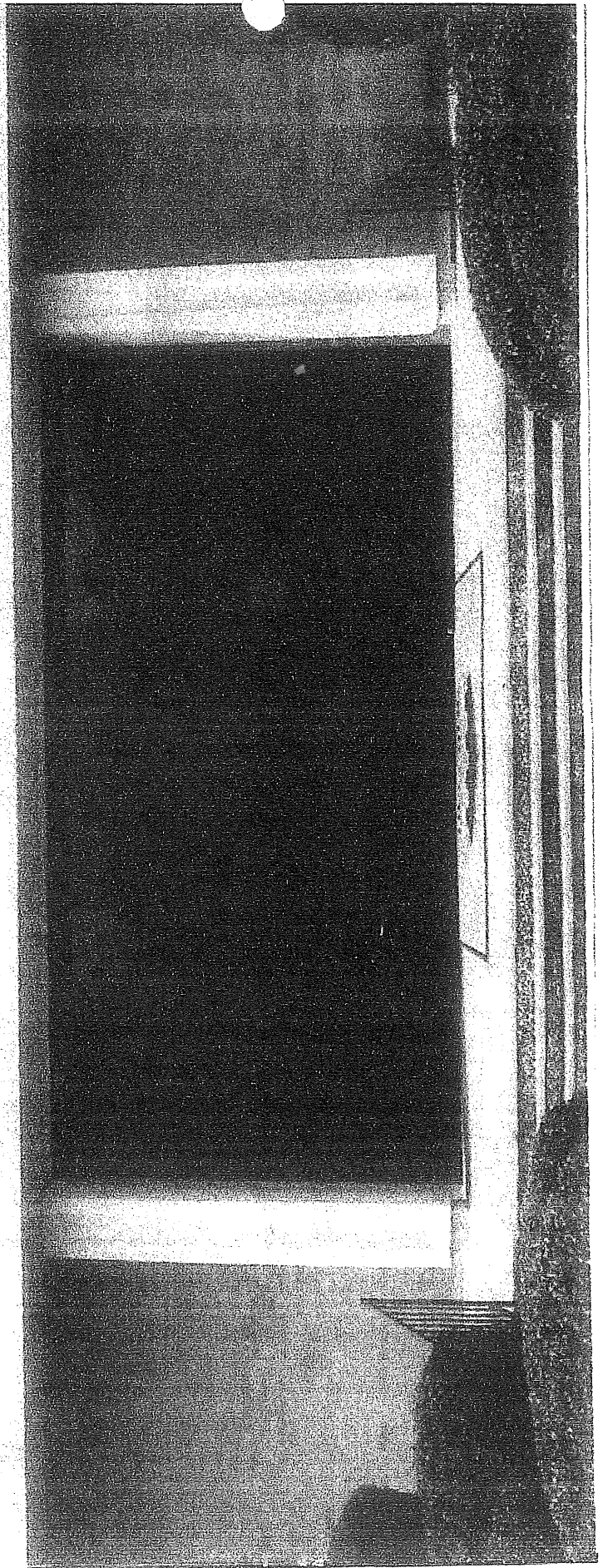
FLOOR PLAN ALL'S  
1/4" = 1'-0"





**LT COL JAY ZEAMER, JR.**

**HEADQUARTERS BUILDING**





J.T. Britton, a decorated World War II pilot, died May 7, 2011 at 91. He was the last member of the most highly decorated aircrew in U.S. history to die. Jay Zeamer,

the pilot, and Joe Samoski were awarded the Medal of Honor; Britton, the copilot, and seven other crew members were awarded the second highest medal for valor, the Distinguished Service Cross. The photographic reconnaissance mission was off the Solomon Islands in the South Pacific and featured on the History Channel and in numerous books including Martin Caidin's book, *Flying Forts: The B-17 in WWII*.

J.T. was born February 3, 1920 in Gadsden, AZ. His family farmed the Yuma Valley. After graduating from Yuma High School, he went to the University of California-Davis where he was active on the boxing team and earned extra money playing pool. When the war broke out and he joined the Army Air Corps.

J.T. began his training at Rankin Air Academy in Tulare, CA, had basic training in Merced, CA, then on to Luke Air Force Base in AZ for more training. He soon found himself on a ship headed to Hawaii to join the 5th Air Force 43rd Bomb Group where he searched for subs from a B-18. Shortly afterwards, J.T. learned to fly B-17s and was assigned to the 43rd Bomber Group and headed to Australia, then on to New Guinea. J.T. participated in the Battle of the Bismarck Sea where he became skilled in a new technique developed by the Allied Air Forces, called "skip-bombing."

The day of that fateful mission began June 16, 1943 when two members of the "Eager Beavers" crew were grounded with malaria. J.T. volunteered to copilot the photo/recon mission over the Bougainville Island in the Pacific. Mapping the terrain was imperative for the best site for an amphibious landing and discovering how many enemy troops and aircraft were reinforcing the island before the ground troops were sent in. The mission was deemed so dangerous that no one would be ordered to fly - the crew was made entirely of volunteers.

The B-17, "Old 666," was heavily armed with extra machine guns. The first part of the mapping mission was without incident, but as they began the mapping run along Bougainville's west coast, they saw 22 enemy fighters taking off from the island's airfield. Just seconds after completion, the B-17 was attacked head-on by Japanese fighters.

#### FUNERAL HOME

Sunset Memorial Gardens & Funeral Home  
6801 E. Business 20  
Odessa, TX 79762

[Map to Funeral Home](#)

#### VISITATION

Sunset Memorial Funeral Home  
6801 E. Business 20  
Odessa, TX 79762  
5/10/2011 at 5-7 PM

[Map to Visitation Location](#)

#### SERVICE

Funeral Service  
Sunset Memorial Chapel  
6801 E. Business 20  
Odessa, TX 79762  
5/11/2011 at 2:00 PM

[Map to Service Location](#)

#### INTERMENT

Sunset Memorial Gardens  
6801 E. Business 20  
Odessa, TX 79762

[Map to Interment Location](#)



Sarnoski, shot two zeros down and was mortally wounded in the attack. Zeamer and the crew shot down four more. The B-17s oxygen and hydraulic systems were destroyed and the flight instruments were knocked out. More than 120 pieces of ragged steel had torn into the pilot - shattering his feet and knees and paralyzing his legs. He used the last of his strength to dive the B-17 to 10,000 feet above sea level where 17 more enemy fighters resumed the attack from all sides. Zeamer forcefully maneuvered the plane while the crew fought back. The fight lasted over 45 minutes until the enemy fighters, who were low on fuel and ammunition, pulled away.

With the pilot drifting in and out of consciousness, J.T. headed "Old 666" home with only a magnetic compass; all the other instruments, including the brakes and flaps, were gone. When they reached New Guinea, the crew in the cockpit would tell Britton how high he was as he brought "Old 666" in and landed without incident. He said that he made quite a few landings before and after that, but none were as slick, "I just greased it in!" He landed on a dirt runway by expertly ground-looping the plane, according to General George Kenney. The Flying Fortress had survived over 180 bullet holes and five gaping holes from 20mm cannons.

After retiring from the Air Force at Biggs Air Force Base in El Paso, TX, Britton returned to school at the University of Texas at El Paso, and then purchased a farm in Mesquite, NM where he farmed and raised livestock. He moved briefly to Albuquerque, and then to Midland, TX, where he met and married his current wife, Josephine Dot Britton. J.T. was also an avid bridge player and traveled twice across all 50 states playing in Bridge Tournaments and earning master-points.

J.T. was always there for his family and friends. He taught his children the importance of citizenship and standing up for what they believed in. He stressed tolerance and acceptance of others and always led by his example. Until being put in a nursing home, J.T. stayed in touch with his Air Force friends from the 43rd Bomb Group, "Ken's Men," and called them every Veteran's Day. He will be missed by all, but will be in our hearts forever.

J.T. Britton was preceded in death by his parents, Clarence and Phoebe Mae Britton, his sister, Elsie Mae, his brother, Woodrow, and the mother of his two children, Erlyne Harkey Britton. He is survived by his wife of 11 years, Josephine Dot Britton and her three children, Richard Erwin, Angie Kirk, and David Erwin all from the Odessa area, his sister Katherine Hunt from Ventura, CA, and his son and daughter, Boyd Britton from John Day, OR and Lynn Coffman from Boston, MA and his many grandchildren.

Funeral services will be 2:00 PM Wednesday, May 11, 2011 at Sunset Memorial Funeral Home Chapel with Bob Miller, of Christian Faith Center of Greenwood, officiating. Military honors will be rendered at the Graveside Service by the U.S. Air Force. Visitation will be 5-7 PM Tuesday, May 10, 2011 at Sunset Memorial Funeral Home.

**EULOGY OF BILL WELCH  
BY JIM MADDEN-SON-IN-LAW**

**Good Morning—I would like to thank everyone for being here. I know that it means a lot to Betty, Tish and Barb. Special thanks to Kathy and Peggy from LCC for being here and bringing Betty and Bills' friends, Al, Tim and Bernie.**

**It is difficult to describe Bill and to do him justice.**

**He was a complex man, a product of the Depression of the 1930's, and a charter member of the "Greatest Generation" created by WWII.**

**He was: A Son**

**A Brother**

**A Student**

**A Athlete/Golfer**

**A Author**

**A Patriot**

**A Husband**

**A Father**

**A Granddad/Great Grandad**

**And most recently:**

**A much loved, blue-eyed charmer at the  
Evergreen Nursing Home**

**I was in "AWE" of Bill. When he started telling his war stories, even though I had heard them many times, I listened real hard, hoping I would learn something**



**new. For the grand children in attendance today, I would strongly encourage you to read his book.**

**He served and survived aerial combat during WWII. He was a survivor of the Japanese attack at Pearl Harbor, Dec 7, 1941 during which almost 3,000 American men and women were killed.**

**Later on in the war he landed a B-17 at Midway Island during the Japanese attack on that island, he flew 96 missions in the Solomon Islands, north of Australia during the dark, early days of that battle. He became a Squadron Commander before he was 25 years old. I asked him once how he accomplished that and he simply said "everyone else died".**

**He was awarded the DFC with oak leaf cluster, DSC, Air Medal with 4 oak leaf clusters and many campaign medals. He spent almost 30 years in the Air Force serving his country. He lived and helped create the terms DUTY/HONOR/COUNTRY.**

**He will be buried today at Fort Logan Military Cemetery with full military honors. An American flag will be placed over his casket and the precisely folded and presented to Tish and Barb with gratitude from a grateful nation.**

**The freedom's our country has today can certainly be partially attributed to the courage and sacrifice Bill and his squadron mates made during WWII.**

Once during a visit to our house, Dec. 7<sup>th</sup>, over 25 years ago, I came home from work to find Bill sitting in my favorite chair, reading the newspaper, drinking my "good" scotch, while also watching a movie on TV about Pearl Harbor. I was somewhat irritated, and then he looked up over the paper and commented on the movie by saying, "that is not correct. I asked, irritated even more "Why is that?" to which he said, because "I was there". He proceeded to tell me all about what happened and what he saw and did that day. After he was finished, I humbly got up and asked him if I could get him another scotch.

I am quite certain that the angels in heaven today are saying "Wow, who is this guy?" His first order-assigning one of them as a "Guardian Angel" for Betty—that was always a priority for him. Then probably telling them how to dress and where to sit at dinner. I am sure everything is much more organized in heaven now.

Son-in-laws, according to Bill's established rules and I am sure Rick, the other son-in-law can verify this, were to be "just tolerated", to be in the seen and not heard category, they were most certainly not to become friends. But over the past five years it happened, we became friends and I can proudly say, good friends, and as such, he will be greatly missed---he already is!



**DEPARTMENT OF THE ARMY  
ARMY NATIONAL CEMETERIES PROGRAM  
ARLINGTON NATIONAL CEMETERY  
ARLINGTON, VA 22211-5003**

**MAY 25 2011**

Office of the Executive Director

Mr. Michael La Vean  
5 East Main Street  
Saranac, Michigan 48881

Dear Mr. La Vean:

Thank you for your March 26, 2011 letter requesting permission for the 43<sup>rd</sup> Bomb Group to visit several locations in Arlington National Cemetery on the afternoon of Saturday, September 17, 2011.

It is my pleasure to inform you permission is granted. The buses may enter the cemetery and veterans may visit the memorial marker for General Kenneth Walker in Memorial Section C, marker 36-M; and the gravesite of Lieutenant Colonel Zeamer, in Section 34, Grave 809-4. Also, visitation to the group burials of Bomber Crew from the 43<sup>rd</sup> Bomb Group interred in Section 60 will also be allowed. Finally, the group may visit the Columbarium to place flowers at the niche of Major Leonard Clark.

I regret I cannot offer you use of the Columbarium Shelter for a memorial service. Arlington National Cemetery conducts funerals on Saturdays; use of the shelter may be required to conduct inurnment services.

Arlington National Cemetery is governed by Title 32, Code of Federal Regulations Part 553. Specifically, it states that commemorative monuments may only be placed in Arlington National Cemetery after they are authorized by a joint or concurrent resolution of Congress. The basis for this policy and rule is that the placement of commemorative monuments in Arlington National Cemetery takes away land that might otherwise be suitable to fulfill Arlington National Cemetery's primary mission-burial and memorialization of deceased military veterans and their eligible family members. As a general matter, commemorative monuments which are authorized by Congress for placement must be submitted to the Commission of Fine Arts for advice and comment prior to acting upon or approving the plans and designs for the monument. Additionally, although not specifically required, parties seeking to place commemorative monuments in Arlington National Cemetery are encouraged to discuss their plans with the Commission of Fine Arts prior to seeking Congressional authorization.

Please make all final arrangements for the service with Mr. Thomas Sherlock, Historian, Arlington National Cemetery. He can be reached at 703-614-0142 or by email at [thomas.l.sherlock@conus.army.mil](mailto:thomas.l.sherlock@conus.army.mil).

Thank you for your continued interest in Arlington National Cemetery – where valor rests.

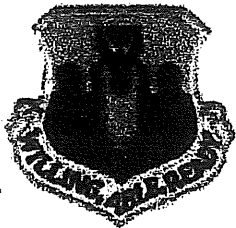
Sincerely,



Kathryn A. Condon  
Executive Director

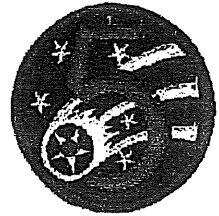


OFFICE OF THE EXECUTIVE DIRECTOR  
ARLINGTON NATIONAL CEMETERY  
WASHINGTON, D.C. 22204-5000  
703-614-0142



43rd BOMB GROUP ASSOCIATION, INC.

"KEN'S MEN"



## **2011 REUNION !**

Sheraton National, Arlington, Virginia

Special rate of 129.00 — September 16th—20th

**Make your reservations early and ask for one of the few  
rooms with a view of Arlington, the beautiful  
Missing man Memorial and downtown Washington DC !**

To make your reservations now, Call: 1-888-627-8210

Or Online: <http://Starwoodmeeting.com/book/43rdbomb>

Beautifully appointed and conveniently located, the Sheraton National has retained it's charm by staying quite small in many respects. Our memorabilia room will be centrally located between the downstairs dining room and cocktail lounge.

# 

**Washington DC, Sept. 15-20, 2011**

Use this form to register for all Reunion events as a package

Mail Registration To:

43rd Bomb Group Association Reunion  
10460 Roosevelt Blvd. N.  
Suite 273,  
St. Petersburg, FL 33716

**HOTEL** to be reserved directly with the  
**Sheraton National at (888) 627-8210** (say you are with the 43rdBG)

43rd Bomb Group Reunion rates will be \$129.00

Be sure to ask for a view of the Capital, **Rooms Limited!**

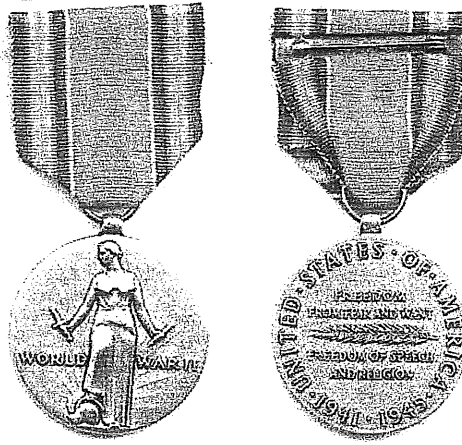
PKG.	SEPT.17	SEPT. 18	SEPT. 19	TOTAL
Arlington National Cemetery, WWII Memorial & Box lunch	<u>\$62.00</u> per person			
Brunch & Guest Speaker & Medals		<u>\$19.00</u> per person		
Breakfast Buffet & Guest Speaker			<u>\$19.00</u> per person	
Farewell Dinner Dance & Medal Presentation			<u>\$68.00</u> per person	

Make checks payable to: Susan Lanson, Reunion Coordinator      **Grand Total:**

Example: to order two packages \$42.00 Total = \$84.00

2

(write number of packages desired under pkg. price)



## **Medal Presentation 2011 Reunion**

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If you were awarded a medal and it has been

Lost, mislaid, stolen, destroyed or sent to you through the mail, and you would like a duplicate medal presented to you in a nonofficial ceremony, the reunion will have a proper presentation ceremony.

This also applies to family member of our veterans as well.

Please forward a copy of your DD214 or any other supporting data to:

43rd Medal Presentation  
% Michael La Vean  
P.O. Box 31  
Saranac, MI 48881

Presentations will be made by a Member of Congress and an Air Force Flag Officer with the flag of the current 43rd with our 8 WWII Campaign Streamers present for the ceremony.

Bring the family, as photo opportunities will be permitted for all awardees and their family members.

# **WASHINGTON DC 2011 REUNION SCHEDULE**

## **Day One: (Fri. Sept 16th)**

- Arrivals, Sign In & Registration

Dinner on your own

6:00 pm Board Meeting Reagan Room

## **Day Two: (Sat. Sept. 17th)**

Arlington Tour & Memorial Service with wreaths for 43rd members;  
Time to be scheduled according to access granted by Arlington and schedules of attending dignitaries.

Box Lunch

Tour WWII Memorial

Dinner on Your Own

8:00 pm Squadron Meetings

## **Day Three: (Sun. Sept. 18th)**

11:00 am Brunch with medal presentation and guest speaker

1:30 pm General Meeting to follow brunch

Dinner on your own

## **Day Four: (Mon. Sept 19)**

10 am Buffet Breakfast

Lunch on your own

5:30 pm Start Photography Sessions

7:00 pm Dinner Dance, band & Farewell Speaker, Galaxy Room

## **Post Reunion: (Tues. Sept 20)**

- Breakfast on your own...Departures ...good bye!