



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



NEWSLETTER 124th EDITION JULY 2013

PRESIDENT

ROBERT R. RICHARDSON
7500 ELKMONT CT.
WILMINGTON, NC
28411-8328
910-686-2128

VICE PRESIDENT

SUSAN CLARK LANSON
10460 ROOSEVELT BLVD. N
SUITE 273
ST. PETERSBURG, FL
33716
727-641-1332

TREASURER

ELDON "BUD" LAWSON
23942 WOLF ROAD
BAY VILLAGE, OH
44140-2857
440-871-9538

SECRETARY

EDWARD L. GAMMILL
5337 E. EARLL DR.
PHOENIX, AZ
85018-8045
602-301-7224

Headquarters Squadron

63rd Squadron

Charles Rauch (2015)
James C. Diffenderfer (2013)

64th Squadron

Robert W. Cooper (2015)
Ralph D. Grubb (2013)

65th Squadron

James W. Eide (2015)
Samuel F. Commons (2013)

403rd Squadron

Frederick J. Lloyd (2015)
George O. Anderson (2013)

Past Presidents

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. Kettleson 2002-2003
Charles Rauch 2004-2005
Jim Cherkauer 2006-2007
James Thompson Jr 2008
Eldon "Bud" Lawson 2009-2010
Arvid J. Houghlum 2011*

*=Deceased

Websi

te:

My tenure as your president ends on December 31, 2013 and the reins of the office will be passed to our vice president **Susan Lanson** for two years. Susan is more dedicated to the preservation of the association than anyone I know. She is a talented and capable person who will be an outstanding president.

PRESIDENT'S REPORT

At this time (Mid-June) **Dan and Roxanne Knickrehm** have been the spear heads of our reunion planning. Dan is historian of the 43rd Airlift Group and unofficially our historian.. Dan and Roxanne have accomplished a lot in a relative short time (Dan just returned from Afghanistan). We have the go ahead to attend the Air Force Ball On Friday September 20, 2013. The general plan is to arrive on Thursday September 19 at The Holiday Inn Fayetteville -Bordeaux, 1707 Owen Drive, Fayetteville, NC 28304 (910) 323-0111. I hope we can get the board meeting done Thursday PM and the Member meeting Friday AM. Friday PM preparing for the formal ball Friday evening. Visit Pope Field on Saturday, Sunday check out and our remembrance ceremony.

Two landmark decisions were made at the 2012 reunion. Seventeen eligible voters (WWII 43rd vets) attended. They voted 15 FOR and 2 AGAINST the proposal that the association continue to function as it has in the past. The second proposal was that any **direct descendent** of any certified member (living or deceased) be allowed to become a regular member with full voting rights. I think it was understood they would pay dues the same as any regular member \$20 annually or \$100 lifetime. Note to vets PLEASE encourage any descendent that shows any interest to join.

TASKS THAT NEED TO BE DONE: MAYBE? YOU DECIDE

It has become increasingly difficult to find members for the board of directors by squadron who are willing to serve and able to attend the reunions. Consider electing directors at large (no particular squadron), and considering reducing the number of board members.

We should elect or hire an assistant secretary-treasurer to take over when the current officers retire or pass on. The current officers would be requested to train the new person. A depository with copies of all important papers (by laws, corporation documents, bank info., website info rental or owned), do we have paid employees Tracy? (Elaine) Wilson Motor Co., employees ?, We need a breakdown of our income and expenses, the bank account balance is not sufficient..

On the other hand don't do anything the 43rd Bomb Group Association, Inc. is an old boy's club that has survived for over 30 years (28 for me) and furnished members with an annual venue where they could tell their stories. We experience a comradery we had in WWII and to my knowledge no one has been convicted of a crime at any reunion and we keep coming back for more. A few should have been arrested. It has been a great time LONG LIVE THE 43rd.

R R "Bob" Richardson

Bob received the following from Susan Lanson:

Hello to all Kensem, family and members.

I became involved with the Kensem originally to discover my father's story, and in the process discovered so many more. All of you have stories and I want to tell you that it is an honor that you have shared them with me. Many of you have also chosen to share them with George Mason University so that we may preserve them forever, and I also thank you for that. I hope this has given you some pleasure as well as some comfort in knowing that your contribution will be forever known in history. We are writing, and will continue to write, your contribution to history of WWII.

I believe that this years reunion, at Pope AFB, will be one of the finest we have had yet, as it will blend the current 43rd with the past, and original, 43rd. I have been working with Dan Knickrehm, the current historian for the 43rd, to make sure it meets your requirements and needs, but unfortunately it falls on the exact date of my daughter's wedding in Melbourne Australia, so I will be unable to attend. Believe me, if there was any way I could work it out, I would.

Please know that I will be thinking of you and missing you all. Dan and I will be setting up a Skype link so I can still see your smiling faces, and to hear your stories, which I hope you continue to tell. I am looking forward to seeing you all at the 2014 reunion, wherever that is held!

Susan Clark Lanson

****EDITOR'S AND MEMBER'S REPORTS****

"The advancement and diffusion of knowledge is the only guardian of true liberty."

James Madison

At the 2011 Board of Directors Meeting a motion, to place a 5 year limit on non payment of dues, was passed. Therefore, if your dues are in arrears for 5 years or more, you will be dropped from our mail list. The Board also wants Life and Comp recipients to indicate your wish to continue receiving the newsletter. Because undeliverable mail is not returned by the Post Office, no response will indicate that the address can be dropped.

I repeat this request from the October 2011 Newsletter. Please review your present dues payment status. The code on the address label of your Newsletter envelope, must be **PD-13, LIFE or COMP.**

WARNING---if the PD-O8 members do not update their dues payment, they will be removed from the mail listing. It is not the Board's wishes to remove anyone, but we must learn who is no longer an active member.

Donald G. Rumsey (2 years+\$5.00), Alan & Ann Matisoff, William McMurray, Aloyslus Gongol, Valerie Wertz, Michelle & John Wiekrykas, Raymond Gates, Robert Mangan, Salvatore Musella, Don Clauson, Herbert Brune, William L. Jobe, Maxwell Meyers, Shelley Kuther, William A. Smetts, James M. McGuire, Walter Davis, Patricia & Charles Stenglein, Rodger W. Little and Charles Rauch have brought their dues payment up-to-date.

A note from **A. J. Gongol, 403rd Squadron, Flight Engineer**: "Enclosed are my dues for 2013. Sorry I could not make Dayton. At 88 ½ years, to many surgeries last year! Hope all are well.

"GOD bless all 43rd Bomb Group survivors. If the 43rd History book is ever published, I wish to buy one for my son and grand children"

Yours Truly

A. J. Gongol

From **Valerie Wertz**: Sending dues and a note to say: "After reading the last newsletter, I saw the name **David Kiley Jr.**

"In 1949 my husband **Richard H. Wertz, 63rd Squadron, Gunner** was stationed at Langley AFB. Visiting that summer, we were invited to visit **David Kiley Sr.**, for he and Richard were good friend. I remember them as a lovely couple".

My Best,

Valerie Wertz

5Feb13-Robert Mangan, 403rd Squadron Flight Engineer—"Sorry the dues are late. Also I am computer available!"

Robert Mangan

Robert, I hope this means that you will be down loading future newsletters. Ed

A new LIFE Member! **Michael Spradlin**, who writes: "My Great Uncle was **T/Sgt Delmar Dotson, 65th Squadron**. He was **KIA**, 15 September 1943, aboard the B-17 **Listen Here Tojo**".

Michael's address: **9701 Woodland Run Lane, Cardova, TN 38018, phone (901) 634-3850.**

Received an extensive letter from **Jim Dieffenderder, 63rd Squadron, Pilot**, in which, he presented an addition, that should be made to the DOWN UNDER pictorial record. The data is an attachment. A photo of **Folmer Sogaard's** crew should be placed in the 63rd Squadron section.

Jim suggests that it replace the duplicate middle photo--page **42** of the **Fred Blair 50**

Year Issue (light blue binding). Since the original (dark blue binding) DOWN UNDER is not page numbered, turn to the page with **General Kenney's** photo and message. **Number it page 12** and number all forward pages in sequence. This will provide a means for making references to data and information concerning this aged document.

Don Clauson, Associate Member sent the following with his payment of dues. "I don't know exactly when the 2013 dues are due, so I figured I'd just do it now.

"My friend Laurence Huschler was just presented his Purple Heart for injuries when bailed out over Bremen in 1943. The presentation was in front of a local National Guard Unit. Very impressive after 70 years!

"How do I order one of the 43rd History books from Larry Hickey?"

Don Clauson

Don, don't do a thing at this time! When this book is published, we will **joyfully** place a notice on the website in very **large and bold font** size!

Herbert Brune, 65th Squadron, A/C Maintenance sent this note with his dues payment: "I just received the January newsletter and see I am 3 years behind in my dues.

"I joined the 43rd in Owi, next to Leyte, Luzon and finally on to Ie Shima. I spent about 2 months in Japan. I was the Assistant Crew Chief of B-24 tail # 056.

"I was inducted in 28OCT42 and discharged 7JAN45. I am a retired farmer with my son and daughter assisting me."

Herbert Brune

11Feb13. from **William Jobe, 64th Squadron, Radio-Operator**—"Enclosed my 2013 dues.

"Regarding new member, **Louise Voght Terrell**, she wrote me about her dad, **S/Sgt William Voght, 64th Squadron Radio-Operator** and said she had no information about how he came back from New Guinea.

"I was able to tell her that her father returned, with me, on the USS Willard A. Holbrook (formerly the Dollar Liner President Taft which had been taken over by the Navy). We departed Milne Bay 28July44 and arrived at Angel Island, San Francisco 15Aug44.

"Louise inform me that her father flew as Radio-Operator on C-109s (converted B-24s hauling gas over the Hump in the India-China Theater!

"Do you know, that Louise retired from the Army as a helicopter pilot?

"Let's not shut down the Association! The newsletter alone makes it all worth while and we old veterans truly appreciate it".

William L. Jobe

Also, William reports a change in address: **WILLIAM L. JOBE, 1774 COMPASS BLVD, FREELAND, WA 98249-9445.**

Shelley Thomason Kuther, daughter of **Charles S. Thomason 64th Squadron, Tail Turret Gunner**, sent this message 25Feb13: "I'm sorry it has taken me so long to send dues to keep dad's newsletter coming. I hope I've sent enough to become caught up.

“Now that it is too late to ask dad anything, I rely on his crew mate, **John Taylor, 64th Squadron, Flight Engineer**, when I have questions. To bad I didn’t become interested sooner, because dad had a great mind up till the end, and so does Johnnie. I could have learned everything I wanted from them!

“Please keep me on the mailing list. My mom is still with me and is interested ,when I read the newsletter to her”.

Thanks so much,

Shelley Kutler

Along with his dues payment **Rodger Little, 63rd Squadron, Pilot** sent this note: “I must be late on my dues. Enclosed is my check for \$40. Please advise if I owe more. (Roger you are covered through 2014!) My new address is: **734 Pine Island Drive, Melbourne, FL 32940-1703**”

Sincerely,

Roger W Little

5Jan13, a letter from **Franklin Hohmann, 65th Squadron, Flight Engineer**, in which, he sent the attached four page account of “**How I got to serve in the 43rd Bomb Group**”.

I received a post card from **Denise Turner**, daughter of **Mero A. Chludil, 403rd Squadron, Tail Gunner**. Denice reported publishing “**MISSION 55**” a book about her father’s service with the 43rd Bomb Group. The book is now listed in our website **Bookstore** under B-24 Books.

19Jan13, a note from **Jo Bachi** reports a change in address. **JO BACHI, 2100 NE 140th STREET, EDMOND, OK 73013 Phone--(405) 589-6527**

Scott Estes is searching for data concerning his uncle **William H. Bishop, 63rd Squadron, Flt. Eng’r and Gunner**. I have been able to furnish this limited data: Bishop joined the 63rd Squadron in, August 1942, as a member of **Carl Hustad’s** crew. In January 1943, he became a member of **Neil Kirby’s** crew. Bishop departed the 63rd Squadron 7June43. Additional information, re William Bishop, is included as an attachment.

I have no additional information. If anyone can help Scott in his search you may contact him at: <scott.estes@dia.mil> or US Mail--**SCOTT ESTES, UNIT 15228, BOX 439, APO AP 96271**

Received and extensive letter from **Helen Bauder**, wife of **William A. Bauder, 64th Squadron, Pilot**. I have transmit the letter to Larry Hickey and included it as an attachment to this newsletter.

A note from **William Smetts, 63rd Squadron, Pilot** along with updating his dues: “Please note a permanent change of address for me. Previously we had been spending about six months in Ohio and six months Florida, but we have moved permanently to Ohio and with a different Ohio address than the one on file. Our new address is: **WILLIAM A. SMETTS, 12050 MONTGOMERY ROAD #435, CINCINNATI, OH 45249**.”

“The last reunion we were able to attend was in Branson, so the newsletters are about the only way we know what’s is going on.”

William Smetts

March 3, 2013, an e-mail from **John Fugate**: “I am **Forrest (Neal) Fugate**’s son. My Dad has mentioned to me that there will be an upcoming Reunion this year. I would like to have that information once the details are worked out.

My Dad was unable to attend the Dayton meeting, as he had open heart surgery on 2/29/12. He probably won’t be able to attend in person this year, but has asked me to attend in his place. The 43rd Bomb Group holds a special place in his heart as do all the members who attend the reunions.

I hope this email finds you in good health and I look forward to hearing back from you when you get a chance.

Thanks,

John Fugate

March 25, a telephone call from **Donald Marsaglia, 65th Squadron, Bombardier** reported his new address: **222 S. Bristol Street, Sun Prairie, WI 53590.**

May 30, received a phone call from **Max Axelsen, 403rd Squadron, Pilot.** Max asked for information re the 2013 Reunion and the history book. The data concerning these is an attachment.

Dan Knickrehm, Archivist/Historian, 43rd Airlift Group has returned from his Afgan tour of duty! I quote from our recent correspondence:

“Mr. Dan Knickrehm, the 43rd Airlift Group historian, requests biographies, from members, for the purpose of informing the 43AG Airmen about the past and current activities of 43 BG Association Members.

“Please send information and a picture if possible, to: **Daniel Knickrehm, 43 AG/HO, 239 MAYNARD ST., POPE FIELD, FT. BRAGG, NC.**”

Thank you,

Dan

Douglas Walker, son of General Kenneth Walker sent a magazine article which presents the rededication of Walker Heritage Hall at the Maxwell AFB Air University is included as an attachment.

*****MEMORIALS*****

A message from Jim Cherkauer–“I learned that **Bethel F. Ray, 65th Squadron, Flight Engineer** passed away on November 11, 2012. You may already know this, but if not you now have this for our records.

“His wife **Bonnie** wishes to continue her relationship with Kensmen.. He is survived by his wife, two daughters, one son, 11 grandchildren and 27 great-grandchildren”.

Jim C

An e-mail from **Al Ottinger**, reported the January 10, 2012 death of his father **James A. Ottinger, 65th Squadron, Pilot.**

A phone message from **Gerry** reported the death of **Past President Arvid Houghlum,**

64th Squadron, Pilot. Gerry and Arvid served the Association very well. They also sponsored our 2005 Reunion in Bloomington, MN. One of the best reunions, in which, a beautiful cap was available for memories!

An e-mail from **Russell Hoffman**, via **Tracy**: “Hello, I was just writing to inform and update you of my father, **S/Sgt. Raymond Clark Hoffman, 65th Squadron, Armament/Gunner**. My dad passed away 29Jan13, from systemic failures brought on from an infection.

“He was proud of his accomplishments and tenure with the USAAF, but never shared it with us”.

Thank you,
Russell Holland

A follow-up note from Russell: “Thanks for your note. You’ve touched a very sore nerve, but I’ll ask that if it possible you’d send the newsletter to me. Mom is in a care facility in St. Augustine, near the address on file for my dad. She is being treated for Alzheimer.

“My younger sister has been handling everything involving both parents. Therefore I’ve not really had access to anything as simple as an obituary.

“On a more upbeat note, a friend of mine gave me the opportunity of a lifetime this past Sunday, in Leesburg, Florida. By the way of trying to help me deal with dad’s passing, he gave me a flight on the Collings Foundation’s B-24 “WHITCHRAFT”!

“I spent a half hour trying to imagine what all my heros went through all those years ago. I spent the flight right by the waist guns and the ball turret, which would have been where dad was. If you need a laugh, I don’t physically fit thru the bomb bay, the bomb racks won’t permit me to pass on that narrow cat walk!

“Anyway, what it all boils down to is thanks to all, for everything you did for our country in WWII. Thanks for keeping the memories alive and keeping brothers-in-arms in touch.

Russ

To Russ and all who are receiving a US Mail copy of the newsletter, it is available on our website. Log on to <<http://www.kensmen.com>> and go to “**43rd Bomb Group Association Newsletters**” in the upper left corner of the menu page. You will be able to download any newsletter from #1 to the current issue. Please tell me if you have this capability and I will remove you from the US Mail address. It will save the Association postage cost! Ed

March 26, posted on our web site: “I just heard from **Kristine Arabinko** that **Shirley Arabinko**, wife of **Nick Arabinko, 64th Squadron, Pilot**, passed away February 20. She will be buried with Nick in Arlington, when arrangements can be made. You may contact Kristine at **1202 Windward Ct., Punta Gorda, FL 33950**.

A note from **Sara J. Montgomery**: “This being sent to report the death of my mother **Iliene Leaman**, wife of **Douglas Leaman, 403rd Squadron, Tail Gunner**, who passed away in 2002.

“Thanks to all veterans always. You have done so much for so many.”

Sara

*Death leaves a heartache
No one can ever heal.
Love leaves a memory
No one can ever steal.*

*****SENIOR MOMENTS*****

A Rugged Outdoors Man

During his physical examination, a doctor asked a retired man about his physical activity level. The man said he spent 3 days a week, every week in the outdoors.

“Yesterday afternoon was typical; I took a five hour walk, about 7 miles through some pretty rough terrain. I waded along the edge of a lake. I pushed my way through 2 miles of brambles. I got sand in my shoes and my eyes. I avoided standing on a snake. I climbed several rocky hills. I took a few “leaks” behind some big trees. I ran away from a pissed off mother bear and then ran away from an angry bul Elk.

“The mental stress of it all left me shattered. At the end of it all, I drank eight beers and a tall glass of bourbon.”

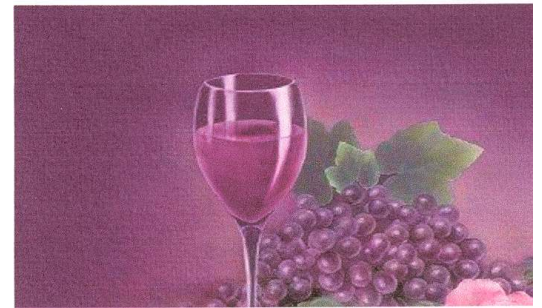
Amazed by the story, the doctor said, “You must be one hell of an outdoors man!”

“No,” the guy relied “I’m just a **real lousy golfer!**”

New Wine for Seniors

California vintners in the Napa valley area, which primarily produce Pinot Blanc, Pinot Noir and Pinot Grigio wines, have developed a new hybrid grape that acts as an anti-diuretic.

It is expected to reduce the number of trips older folks have to make to the toilet during the night. The new wine will be marketed as **PINO MORE!**



CAR KEYS

Several days ago as I left a meeting at a hotel, I desperately gave my self a personal TSA pat down. I was looking for my keys. They were not I my pockets. A quick search in the meeting room revealed nothing.

Suddenly, I realized I must have left them in the car. Frantically, I headed for the parking lot. My husband has scolded me many times for leaving the keys in the ignition. My theory is that the ignition is the best place not to lose them! His theory is that the car will be stolen.

As I burst through the door, I came to a terrifying conclusion. His theory is right, The parking lot was empty! I immediately called the police. I gave my location, confessed that I had left my keys in the car and that it had been stolen.

Then I made the most difficult call of all, "Honey," I stammered; (I always call him "Honey" in times like these.) I left my keys in the car and it has been stolen." There was a period of silence. I thought the call had dropped, but then I heard his voice. "Are you kidding me," he barked, I dropped you off"!!!!!!

Now it was my time to be silent. Embarrassed, I said, "Well come and get me." He retorted, "I will, as soon as I convince this Police Officer I didn't steal your car!"

Yep, it's the golden years.....

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

From a Local Friend

I recently spent \$2500 on a young Black Angus bull. I put him out with the herd, but he just ate grass and wouldn't even look at a cow. I was beginning to suspect he was gay, if that's possible with a bull. Anyhow, I had the Vet come have a look at him. He said the bull was very healthy, but possibly a little young, so he gave me some pills to feed him once per day.

Holy crap! ! The bull started to service the cows within 2 days. All of my cows! He even broke through the fence and bred all my neighbor's cows! He's been breeding just about everything in sight. He's like a machine!

I don't know what in hell was in the pills the Vet gave him, but they kind of taste like **Peppermint !**

From the Same Guy

A daring thief who stuffed a pair of live lobsters in his pants learned that crime doesn't pay! Police say that the 24-year-old shoplifter was leaving a Bristol, England, supermarket when he removed the lobsters from their tank and shoved them in his trousers. The man sprinted past stunned checkout girls, but came to a screeching halt when he felt the lobsters clutching his manhood. The thorny creatures were finally removed when emergency medics pried them loose with pliers. Doctors say the thief will fully recover from his frightening tangle with the lobsters, but he will never be a daddy. "Basically, it was a do-it-yourself **vasectomy**", said the doctor.

From Sandy Smith

It is probably only Australians who can write poetry about Australian icons that can be understood by Australians. If you have a good memory, lived on a farm or are used to camping you will know what I mean when you read:

Goodbye Granddad

Poor old Granddad's passed away, cut off in his prime,
He never had a day off crook - gone before his time,
We found him in the dunny, collapsed there on the seat,
A startled look upon his face, his trousers around his feet,
The doctor said his heart was good - fit as any trout,
The Constable he had his say, 'foul play' was not ruled out.
There were theories at the inquest of snakebite without trace,
Of redbacks quietly creeping and death from outer space,
No-one had a clue at all - the judge was in some doubt,

When Dad was called to have his say as to how it came about,
 'I reckon I can clear it up,' said Dad with trembling breath,
 'You see it's quite a story - but it could explain his death.'
 'This here exploration mob had been looking at our soil,
 And they reckoned that our farm was just the place for oil,
 So they came and put a bore down and said they'd make some trials,
 They drilled a hole as deep as hell, they said about three miles.
 Well, they never found a trace of oil and off they went, post haste,
 And I couldn't see a hole like that go to flamin' waste,
 So I moved the dunny over it - real smart move I thought,
 I'd never have to dig again - I'd never be 'caught short'.
 The day I moved the dunny, it looked a proper sight,
 But I didn't dream poor Granddad would pass away that night,
 Now I reckon what has happened - poor Granddad didn't know,
 The dunny was re-located when that night he had to go.
 And you'll probably be wondering how poor Granddad did his dash--
 Well, he always used to hold his breath. Until he heard the splash!

*******INFORMATION*******

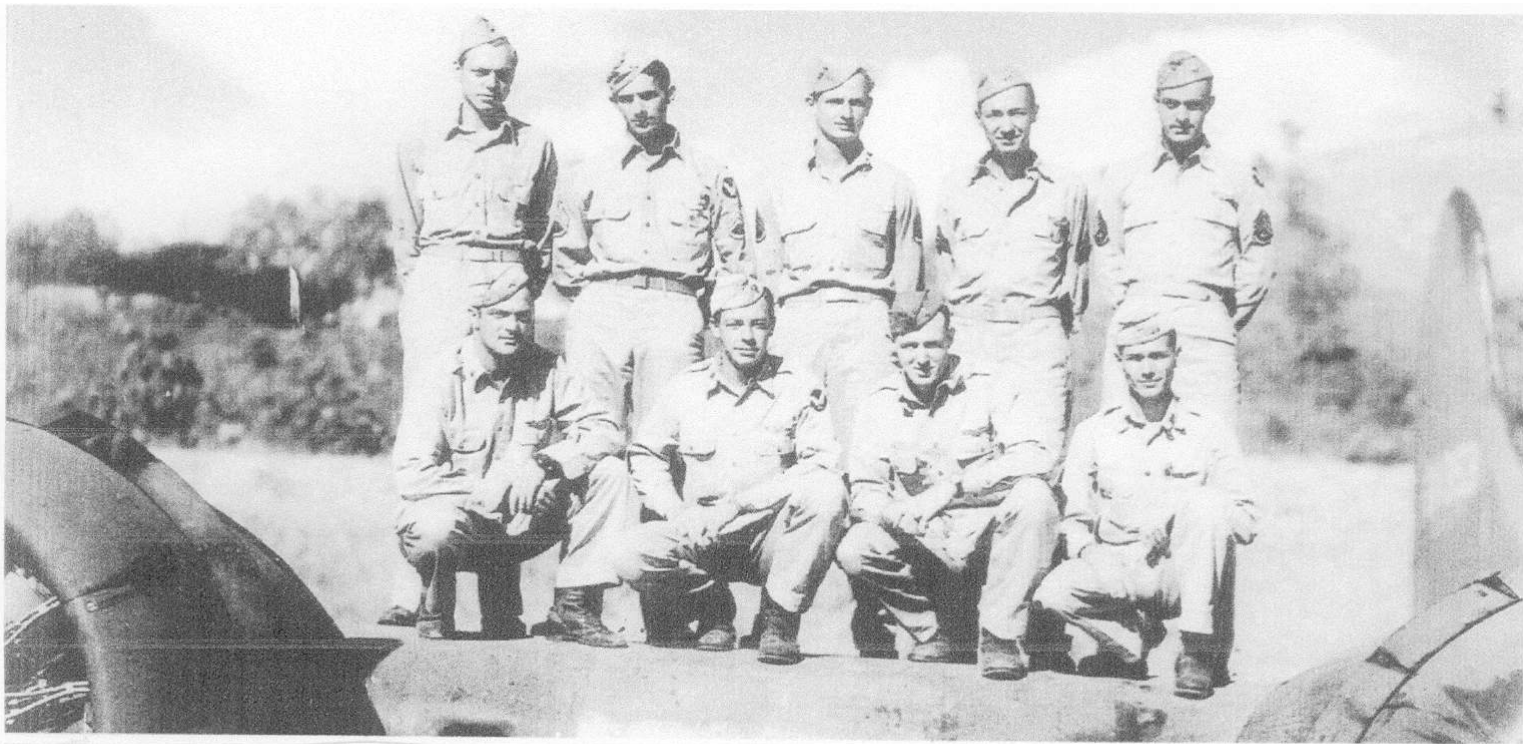
This newsletter is published two times a year - **January and July**. Please send **membership applications** and **dues payments** to **Edward L. Gammill, 5337 E. Earll Drive, Phoenix, AZ 85018-8045**.

When making dues payments only, send **payments** directly to **Eldon "Bud" Lawson, 23942 Wolf Road, Bay Village, OH 44140-2857**. Remember that annual dues are **\$20.00 per year**.

Send items for the **Newsletter** to **Ed Gammill** at the **US Mail address above** 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.

*******ATTACHMENTS*******

- 1-Jim Dieffenderfer's addition to DOWN UNDER
- 2-Frank Hohmann's Report -4 page
- 3-The William Bishop data-18 pages
- 4-Helen Bauder's e-mail
- 5-Air University rededication of Walker Heritage Hall-2 pages
- 6-Obituaries-3 pages
- 7-2013 Reunion Data- 6 pages



Names taken from back of the original picture

FRONT ROW: RIGHT TO LEFT

Folmer J. Sogaard, Merrill T. Ward, William N. Ahl, William A. Lundsay

BACK ROW: RIGHT TO LEFT

Charles E. Green, Dale W. Alton, Charles C. Haftman, Sgt. Andrew, Alfred F. Westphal ("Radioman was lost on another flight"), John F. Frazee

FOLMER SOGAARD'S CREW

43rd. Bomb Group.

By Franklin Hohmann of the 65th. Squadron.

I joined the A.A. Corps just out of high school & after a year of looking for a full job with no luck. 1939 was over and with Hitler at war with the Poland. The only opening was in Panama

& I took it. I was assigned to the 74th Bomb Squadron. The planes where a few B-18s with tween engines. I got the chance to attend the 19th Wing Teak Airplane-Engine School. After three months I graduated with very good grades & returned to the 74th.

I was only there three weeks when a notice in the dayroom caught my eye; it was a chance to sign up to take exams for Cadet training. I asked the first Sgt if I was eligible and He said yes. Two days later I was on the Train to France Field on the Atlantic side of the Canal Zone. the tests were easy for me mostly because I had been working at any job (hard) or easy. I was sent back to the 74th just in time for Thanksgiving. I was also returned to my job down at the line, working on a Northrop A-17 a single engine plane. One day the line chief came to me and said what have you been up to that the First Sgt. called for you? I had no answer, but I made a fast time returning to the 74th Barracks and knocked on the door of our first Sgt, I heard a “come in” and entered his office.

He told me that there was an Officer waiting to talk to me, I thanked him and returned to our dayroom where I saw an Officer seating, approached him, saluted and was told to be at ease. He now was standing and said "let's walk out to my car". In the car he told me his name, Jay Rousek and I have reading about your work up at the 19th Wing School. Your grades are impressive and I have only one question? Would you be interested in learning to be an Engineer on a B-17B? I told him about taking the tests for Cadet and he ask me if that was the way I wanted to go? My answer was that I had not learned anything about the

Results and was open to any suggestions. he told me that he would remember that and take care that you made the right decision with me. Christmas came and the end of the year was near. 1941 came and a Tack Sgt. arrived from the states to show me the things I would need to know if I was to become a flight Engineer of a B-17. After Christmas 1940 I had been introduced to the line chief over at the Pan-am terminal and I got permission from our squadron to go over there on Wednesdays. The plane I was interested in was the New Boeing S-307 Stratoliner, the first civilian air liner with a pressurized cabin.

Captain Rousek like the idea and also wanted to see this plane. Because I was now learning to be a flight engineer on the 17B the line chief assigned me to work on the X B-15 which was sent to Panama to accommodate about 30 Bombardiers who were practicing dropping dummy bombs on a target near Summit, Canal Zone. I did get to ride about 10 times in that plane. March 1

1041 the B17-B was stationed on Howard field for the dedication of Howard field. The rest of 1941 we picked up state department personnel and flew them to the country they were going to. that was our job and we flew to every country in central and south America until September 15 1941 when we with our bags flew to Guatemala where we were to do something else.

That something was to fly surface Interdiction for the Panama Canal Commission to report any ships that were going to transit the canal, so the Canal commission could send a seagoing tug with inspectors on board to inspect cargo & Papers. To do this we flew from Guatemala to the Galapagos down one day and back the next day only on a track further out to sea. Our Crew did this 147

Round trips. December 7 Pearl Harbor Day we were loaded with a depth charge on the left side of the Bombay.

Christmas Day December 25 1941 our crew was seated at a separate table and that's when we learned that we were now a part of the 19th Bomb Group 28th squadron but we were on temp duty with the 74th until a new B17B was ours to fly to Australia. We flew every model of the B17, B, C, D, & E and a Canadian B-130 with a very small Radar and a Canadian aboard to work the thing. On the Arrival of the crew at Sacramento we learned that our plane would be a new B17F plane that did not come to us until July 1942. That trip was just over a week in a DC-3 very interesting. Our Captain named the plane 'Taxpayers-Pried because

the employees paid for the Plane by subscription. Three days later we took off for Hawaii and arrived in Australia August 23 1942. We flew our 25 missions got our Air Medal at the same time as the 19th got theirs, the 19th went home and our crew followed Captain Rousek when he said he was staying there. We moved to Port Moresby at the end of December 1942.

Our crew got in 25 missions for another Air Medal & I got the Silver star while with the 43. I was TdY to 8th photo at the 11th airdrome to train their flight Engineers to handle the B17E on February 27 1943, I got in 25 missions for another Air medal. I returned to the 65th on March 31 1943 only to find that now Mayor Rousek and the rest of my crew with him had moved back to Mareeba and the Mayor was CO of the 403rd. I moved back to Mareeba March 31-1934 and took up my old job as Flight Engineer for the Mayor and began teaching B17 men to work on their new planes B-24js. I flew 9 missions for a total of 83 missions. I was sent home on June 6 1934.



William Bishop just after being awarded the Silver Star for Gallantry in Action

SERGEANT BISHOP AT LABORATORY

Recently discharged from the Army Air Forces, former Sergeant William H. Bishop entered on duty at the Laboratory on August 6. Mr. Bishop enlisted in the Army in 1932 and served for 3 years with the Field Artillery in Panama. Continued service with the Field Artillery took him to Hawaii for the next 2 years and 7 months. In 1938, Sergeant Bishop returned to this country and was located at Ft. Meade, Maryland with the Tank Corps for 6 months. He then joined the Army Air Corps in March of 1938 and returned to Panama, where he was assigned to submarine patrol duty. On December 8, 1941 he was sent to the Galapagos Islands with the 6th Bombardment Group and participated in the sinking of a submarine on the third day after his

arrival there. For this and further distinguished service in New Guinea, Java, and the Philippines, the former Sergeant has been awarded many decorations. He has flown 82 missions with a total time of 696 hours. He has been credited with downing 15 enemy fighters and one Mitsubishi bomber. He believes that he can count four more fighters which were, however, unconfirmed.

He now holds the Silver Star with one Oak Leaf Cluster for gallantry in action in the Battle of the Bismarck Sea, the Distinguished Flying Cross with one Oak Leaf Cluster for skip bombing a 15,000-ton transport and a tanker in one run, the Air Medal with two Oak Leaf Clusters for sinking a heavy cruiser in the Bismarck Sea and the Presidential Unit Citation with three Oak Leaf Clusters for service in campaigns

in Papua, Guadalcanal, New Guinea, and the Bismarck Archipelago. He has also been awarded the Good Conduct Medal with one Oak Leaf Cluster. He has been recommended for the Distinguished Service Cross for taking over the controls and flying back to base when the pilot was killed on a mission in New Guinea. He has also been recommended for the Soldier's Medal for extinguishing a fire in a ship which, carrying fused bombs, crashed at takeoff.

Upon leaving the service, Mr. Bishop entered the employ of the NACA at Langley Field but later came to Cleveland and is now located in the Hangar, where he was found hard at work on a P-40.



Sergeant W. H. Bishop

supplied by Tiny Hutton of AIR SCOOP, LMAL.

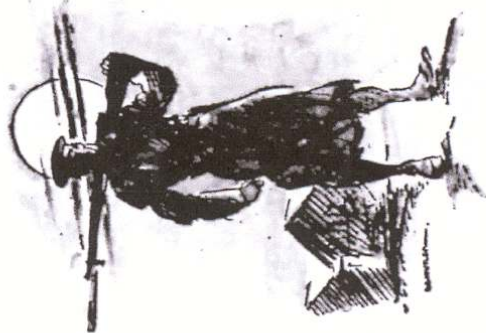
THE FOLLOWING PAGES CONTAIN THE DIARY OF MY LIFE IN THE SERVICE

This simple record of my daily experiences and thoughts has given me pleasure in the writing of it. If for any reason it leaves my possession, I would like to have it forwarded to:

Name Mr. Clifford M. Coker

Address 411 West 12th St.

City Richmond State Virginia



COMBAT MISSIONS IN AUSTRALIA -
AUGUST 24-42. HIT LAKUNAL.
" 27-42-SEARCHED MILNE BAY.
SEPTEMBER 14-42 " " "
" 19-42 CARGO VESSEL VILINZ
STRAIGHT. STRAFED VESSEL. BURNED
UP GUN BARREL - 1185 ROUNDS.
SEPT. 28-42. BOMBED BOVA. WAS HIT
BY ACK-ACK - FIRST TIME.
OCT. 2-42. HIT RABAU. RUNWAY LIGHTS
ON FOR U.S. BOMBED AIR FIELD.
OCT. 3-42. RECON. OVER RABAU
FIRST ATTACK BY ZEROS.
OCT. 4-42. RECON OF BOVA TOMADANG
NIL.

OCT. 9-42. BOMBED RABAU WITH
34 FORTRESSES.
OCT. 10. BOMBED RABAU. 20 FORTRESSES.
OCT. 16. RECON. OF KAVIENG.
OCT. 19. TANKER AT BINI FASI
OCT. 23. 15 FT. FROM TANKER
AT RABAU

All actual heroes are essential men,
And all men possible heroes.

-E. B. Browning



OCT. 25 - Blew up Gun boat AT
RABAU. heavy ACK-ACK. ^{dark} on ^{day} ^{light}
OCT. 29. BUNA FIASI. Night Fighters UP.
NOV. 2 BOMBING BUNA CONVOY
ZEROS FIGHTERS intercepted Three
miles from Target. Shot down MY
FIRST ZERO FIGHTER.
NOV. 24. LAE HARBOUR. CONVOY ON
FIRE. SUNK 3 SHIPS ON FIRE.
NOV. 27 - DESTROYER OFF BUNA.
FEBRUARY ~~27~~ ⁵ 1943.

BOMBED RABAU. hit by ACK-ACK.
Feb. 7-43. Recon. over GASMATA.
Feb. 14-43. BOMBED RABAU TOWN
GAS DUMP ON FIRE. Could see
one hundred and FIFTY miles.
Feb. 18-43. BOMBED SEA PLANE
BASE AT BUNA FIASI. RAN OUT
OF GAS AT HOOD POINT. FORCED
DOWN AT EMERGENCY FIELD
STAYED IN JUNGLE TWO DAYS AND
NIGHTS. REV. SHORT'S MISSION.

America is the only place where man is full-grown!

—O. W. Holmes

WAS RESCUED BY AUSTRALIAN
PILOT ON A DEHAULENT A
HOSPITAL SHIP. ON SUNDAY FEB. 21-43.
FEBRUARY 26. CONVOY MISSION SEARCH
NORTH WEST OF COAST OF NEW BRITAIN.
MARCH 1: SEARCHED NEW BRITAIN FOR
MARCH 3: SUNK CONVOY OFF CONVOY
COAST OF LAE. IN THE MORNING

we BOMBED THE CONVOY SINKING
FIVE SHIPS AND ON OUR RUN
OVER THE BOAT I SAW LT. MONRES
FORTRESS GOING DOWN IN FLAMES
FIRE OF HIS CREW BAILED OUT
IN PARACHUTES AND THE SLANTED
DEVILS MACHINES GUNNED THE CREW
IN THEIR CHUTES. REVENGE WAS
SWEET IN THE AFTERNOON. MAJOR
SCOTT'S CREW SUNK A DESTROYER
AND WE WENT DOWN TO 30 FT.
AND SHOT THE HELL OUT OF THE
JAPS IN THE WATER AND IN THE

Every man thinks meanly of himself for not having been
a soldier.—Samuel Johnson

LIFE BOATS. NOT A BOAT WAS
 LEFT FLOATING. THE JAPS SUN
 IS SINKING INSTEAD OF RISING.
 LT. MOORE YOUR CREW WAS AVENGED.
 GOD REST THEIR SOULS. I WAS ON SCOTT'S CREW
 MARCH 9. Recon. over WEWAK
 ADIMARAI ISLAND AND LORANGA ISLAND
 AND SATIO ISLAND AND GASMATA.
 TWO SMALL CARGO BOATS AND DESTROYER
 AT WEWAK. SHOT ACK-ACK AT US.
 MARCH 13: SHIP BOMBED CONVEY OFF
 WEWAK HARBOUR. SUNK TWO SHIPS
 BELIEVED ONE TRANSPORT AND ONE
 CRUISER. WAS HIT BY ACK-ACK IN
 LEFT WING BY BIG SHELL JUST
 MISSED NO#1 ENGINE AND NO#1
 GAS TANK. MAJOR SCOTT GOT TWO
 BOATS ALSO WITH DIRECT HITS
 IN MIDDLE OF BOATS. I WAS

ASSIGNED TO MAJOR
 SCOTT'S CREW ON 3RD MARCH
 FROM LT. KIRBY'S CREW.



Righteousness exalteth a nation.

—Proverbs XIV: 34

MARCH 15. Recon. over ADMIRALTY.
 SAW JAP BOMBER RUNNING FOR CLON
 MARCH 17. Recon. over EACH BEACH
 MADANG AND ADMIRALTY ISLAND.
 MARCH 19. Recon. over SHIPPING
 LANES AND ADMIRALTY ISLANDS
 LAST MISSION WITH LT. KIRBY &
 WAS TRANSFERRED TO MAJ. SCOTT'S
 CREW ASSIDE GUNNER FOR HIM.
 MARCH 21. WAS ON GUARD THE MORNING
 OF SPRING AND WROTE TO BILLY
 BEFORE GOING TO BED.

MARCH 23. BOMBED LAUNIA AIRDRUM
 AT RABAU. USED TWENTY-FOUR
 ONE HUNDRED POUND DAISY CUTTE
 ALSO DROPPED FOUR TWO THOUSAND
 POUND BLOCK BUSTERS IN VOLCAN
 AT RABAU.

MARCH 27. RECON OVER HORNEY
 LOOKING FOR GENERAL STAMEY
 WHO WENT DOWN. DID NOT FIND

Proclaim liberty throughout all the land unto all the
 inhabitants thereof.—Inscription on the Liberty Bell

SGT. BERKOVITZ HAD JUST BEEN
TRANSFERRED TO 5TH BOMBER
COMMAND WAS THE
RADIO OPERATOR FOR GEN. BAKER.

APRIL 12. About ten thirty o'clock
in the morning we were raided
by the largest formation of Jap
bombers ever hit Port Moresby
forty six bombers and sixty
Jap fighters hit Ward's drogue
but fell dumb and fuel dump
Thirty seven enemy planes were
shot down. A formation of
fifty bombers were turned
back at Buna that were
supposed to bomb our field
The seven mile drome. The
raid lasted twenty five minutes.
April 24. Easter Sunday. Thinking
of home and my darling
Blanche, Fred is ankle deep

Just draw on your grit; it's so easy to quit—
It's the keeping your chin up that's hard.—Robert W. Service

and a beautiful day. we are
looking for another bombing
raid today. wish I was home
to take Blanche to church this
morning. lost 537 last night—
crashed up landing. No one hurt.
On April 13. Maj. McEller was
taking off for a bombing raid
and his ship crashed and the
bomber went off exploding
killed his entire crew—End
Mike Poy and Pat O'Harey our
mess Sgt. was with him
they were killed, our honor
roll is steadily increasing we
have lost three crews, Capt.
Hennis, Lt. Andersons and
Lt. Moore and lost Sgt.
by sniper first our Philson
by ack-ack went through
his head and came out on left hip

The less there is of fear, the less there is of danger.—Livy

MAY

3. Recon. our sea with
three vessels looking for a
landing field for transports.
General Woods talked with me
and shook hands with me when
he left the ship.
Our crew Major Mustad's shot
him together. The first nineteen
missions received notice today
that our "silver star" that
we had been recommended for
by Major Benson had been
rejected by fifth command.
for blowing up a ammunition
ship in Pearl Harbor on
the 25th of October 1942. And we
did it with only three engines
we used our hooks to do it
and some office pencil pusher
who had never been in a
airplane decided we did not

Establish the eternal truth that acquiescence under insult
is not the way to escape war.—Thomas Jefferson

deserve the medal and stopped
it. I hope he gets all his medals
for bravery flushing a female.
Guess we have had to sink
half of the job Navy to get
a medal now. I have been
recommended for two H.F.C's
and a Americans medal in
which I hope I will get before
I go down, for we have worked
hard for them. I also had the
silver star coming until
it was rejected. They can
keep their medals, all I want
to do is go home to my
Darling, Blanche, if it was
not for her loving sweet smile
and promises she is waiting
with loving arms for me
I could not bring on
them fighting for the and home
and my country for all it stands
for.

Confidence begets confidence.—Proverb



On May 6th Captain Keatts and crew took off on Recon. Missions for training, the last we heard from him was ten-thirty at Haining we do not know what happened to him and crew, they did not return. Three of my best buddies from the Panama Gang was on his crew. 1st Lt. Pachagian, M. J. Tennant, and Pfc. Mannion. We used to try on my crew in Panama and Galapagos when the supply got also got their personal belongings, mother tent empty. Our messes are in edge we are gradually wrapping under the strain. Happy landings follow and god rest your souls, we will carry on for you. What crew will be next???



When duty whispers low, Thou must,
The youth replies, I can.—Emerson

May 14. What a day we have been waiting for that day for a long time the first launch of the 63rd Bomb. Bom. left New Guinea for good old United States and home. I was sure disappointed at not being on the first list but all of us can test go first but it will not be long until my turn will come and then I am praying I will reach home safe to my darling sweetheart who has waited so long for me and when I get home my miss she will be my darling wife always.
Dear Lord, please see me home safe and sound is my earnest prayer about 8:00 clock we had a night bombing raid, three planes came over we were in the trenches laughing and joking and we all got drunk as lords that night.

Independence now and Independence forever!

—Daniel Webster

May 10th Recon. Around South West Coast of New Guinea with General Whitehead and met Major C. R. Chase from Richmond, Virginia who was Vice-president of the Commercial Bank in Richmond at one time. We talked all day on the mission as I was the assistant Engineer and side gunner, Major Chase stayed at the side guns with me, but spotted three zeros, but they would not come in fighting range of our ship, the yellow Comards, we had a nice nine hour mission and when I got back to Morong I had two sweet letters from my Precious Darling Blanche and did they cheer me up, my Darling. If only I had her in my arms tonight, my happiness would be complete.

Almost everything that is great has been done by youth.

—Disraeli

On May 5th Captain Temple crew took off at six-thirty P.M. on a Recon. mission over Haining and last report of him was twenty minutes from Haining and has not been heard from since. We do not know what happened to them. Whether they were shot down or what. The crew were my buddies who I used to fly with we slept in the same tent and sent two ships at work with St. Kirby as our Pilot. The crew were: Sgt. Fritz, Engineer, Sgt. Swartz, Sgt. Vetter, Sgt. Othridge. Now I am all alone in my tent tonight thinking and wondering about my buddies. The supplies Sgt. came in today and took all their clothes and personal belongings & packed back their clothes that is the hard part. Happy Landings.

When we assumed the soldier, we did not lay aside the citizen.—George Washington

May 15, AT 8:30 O'clock P.M. Three
Jap's Bombers came over us
about twenty five thousand
feet and circled over our
position twice. The ack-ack
was so heavy. I then had to
turn around before they
reached the target. we all
were still silent for the
Bomber formation. When a
awful exhibition sound when
it came down. You one was
hurt, but we were getting
bombed regularly every night.
How much longer can we
hold out with out Replacement
our weapons are just about
broken and all our combat
troops are in edge our nerves
are going fast. God help us
to hold out against the enemy.

Even God lends a hand to honest boldness.—Menander

May 16. Thank God, Pinpointers to
at last with two B-24 Bombers and
now coming in every day. So every
one of us happy, just like kids
on Christmas morning. "Christmas
Day" Also that bring back sweet
memories, oh, Darling if only I
had you in my arms tonight,
but honey I hope it will not be
long until we are close in each
others arms. I am the luckiest
man in all the world to have
you waiting for me with open
arms. I hope I can make you
happy my Darling, I will do all in
my power, for I will never love
anyone as I love you, your
sweet disposition and sweet
smile will always live in my
heart. My love for you
my Darling will never die.

Let it be your pride to show all men everywhere not only what good
soldiers you are, but also what good men you are.—Woodrow Wilson

The Japs bombed us again last night, they put us in the trenches about two and a half hours. It ~~was~~ a beautiful day and we are expecting a big air raid some time tomorrow. I hope I will soon be home where I can get a little rest and get along with my only trouble. Time passes so slow, it seems to drag. Major Scott left our Squadron today and went to our Group as Group operations officer. I do not know who my Pilot will be now as I have made first Engineer and have my order crew to look after, I sure hope I can go home soon I am so lonely since we lost the last two crews, all of them were my buddies and fine fellows.

A mysterious bond of brotherhood makes all men one.

—Carple

May 17. My Darling Mothers and Brothers birthday. My best friends. God Bless them, hope I will be with them on their next birthday. As I sure miss them so much. Many happy returns of the day Mother and Clifford, although I am far away from you. My thoughts are with you. "Happy Birthday to both of you." From your loving son and brother.

May 20. The 64th went on a striking mission last night and our Patrol Harbor the act-act guns hit one plane and it crashed and exploded in Patrol Harbor, and another fortress did not return. They lost two planes and the 60th lost one B-24 the same night. 5th C.O.



For not.—Gen. XLII: 23

May 21 - one of our new crew
B-24 was shot up our Rabaul
and three members of the
crew were shot up bad. forced
landing. Dohodua, Buve.
May 22. Received two letters from my
sweetheart. Wrote her for she has not
received my letters and I have written
her every day for last two months.
May 23. Wrote Blanche a long letter today
told her about everything me in Africa.
Hope it will not be long.

May 24. Many died on Rabaul, Rabaka
Field, Vanakamara Field and Latuamara.
About thirty fine fortresses but at
the same time using one
thousand pound Daisy Cutters on
baddy ship was hit center by Ak-
-ack. after he dropped his bombs and
and saw him crash in the
sea at Rabaul Harbour and exploded.

Millions for defense but not a cent for tribute.

—Robert G. Harper

We lost five ships of our own and
shot down seventeen night fighters
I got three night fighters myself.
May 25. Wrote to my Darling and
Clifford today which I was home
this was is working our nerves
we can not sit or sleep, the dirty
japs keep us in the fox holes
at night and it is too damn hot to
sleep in. The day lives. What a life.

May 26. Lt. Norris Crew went to Sydney
today which I could have gone too
hope to go home soon if I don't
I think I will go completely crazy.
nothing to do but wait, wait & wait.

May 27, Bombed Vanakamara Airbase
lost one B-24 crew from Barrage ~~Barrage~~
Barrage. flew into Cable. Cut the
ship in two parts and exploded
in Rabaul Harbour. Ten good men
gone who will be right?? We

Safeguard the health both of body and soul.—Cleobulus

May 28. What a life, waiting, waiting for what, we do not know. If only I could get home once more, just to see all my loved ones and more, it would be a lot easier to go there. I wonder if I will ever see them again, how it brings back memories of my childhood. My best friend, my mother, how I wish I could see her today, it seems only yesterday when she used to sing me to sleep, her tender care for me and her advice will always be with me. Every time I go over the target I pray I may be able to see her again, if only. The good Lord will answer my prayer, if only I had my life to live over again, how different it would be. My dear sister, Sara, one in a million, who has saved the

Where liberty dwells there is my country.

—Benjamin Franklin

burden of home, she always had a little home for us and home means more than the word itself. No one knows better than me. She always has a sweet smile and kind word for me used to give me many when I was broke and I know she couldn't spare it. After wonder how many times she went without lunch, so I could go to the show or smoke cigars. And Clifford, no one ever had a better brother or sister than I have. He would give his shirt off his back to me and do anything in the world for me. It seems only a few weeks since we used to play together. I am so glad that he is happily married. He got the right wife.

It is better to lose a battery than a battle.

—General Zachary Taylor

where I am on a mission and
the song of the engines on a
endless throng I think back on
my life and can see the twists
I have made. And I think of the
task ahead of us it gives me
strength to carry on knowing
we are fighting for a worthy cause
having something to look forward to
our homes and loved ones waiting
for us. I have a girl that I am
blessed with having that is living
for me, I wonder if I will live to
see again she has made me the
happiest man in the world by
promising to be my wife and if
I live to see her again I would
risk again, but will be married as
soon as possible. She is the only
one for me. If I should not live
to see her again, I will not live

He went forth conquering and to conquer.—Rev. VI: 2

up close, where we will always
be together with no parting,
heartaches or sorrows there
when I think of all that is
ahead of me, it seems hard to
have to give it up, but all I
can give is my life for my
country and I gladly give my
all for these hardships and
freedom. That they (my loved ones)
may never suffer from invading
enemies, slavery, dictator ships
and their freedom of their
homes and country. We will
fight to the last man and
airplane, we will give all we
have with out a moment as
they can not touch our freedom
and we will not loose, we will
carry on where the
struggles left off.



Fight the good fight of faith.

—I Tim. VI: 12

May 29. Bombed beach. Town and
air drome. Night fighters up but
did not contact any.

May 30. Memorial Day. Started a
heavy bombardment on sea and
traps closing in base. Sea
surrounded, could not bomb
except a strip about five hundred
yds. long.

May 31. B-24's raided sea in the
day time with P-38's riding top
cover for them. First raid from
June 1, Bombed Rabaul, hit the
mainways with thousand pounds
heavy bombs. Ack-ack and
search lights plenty bad.

June 2. Bombed beach. Air drome
and town. Christ's of Sunday
also hit. Ships around five hundred
and thousand pound bombs. Hit
beach. Bombs to Blanche, hit the

The greater the difficulty, the greater the glory.—Cicero

was hitting one of my buddies
brought me a letter from Vera
that had mom's. Vera, Clifford
Sally, Joyce Ann, Lucille's pictures
in it. I feel like a new man
after looking at the pictures, at
least I can give, I give gladly
my life for them, so they may
continue to live happily as
they are now. For their
sins and their homes to
live as they please. I only
hope I had to get back to
them and my sweetheart.
May 7. Bombed beach. Air drome.
Made it all night. Rather
heavy. Ack-ack. and plenty of
search lights. And hitting to
Blanche this morning.
June 8. Bombed Rabaul shipping
sunk two boats. Transports.

Do your duty in all things. You cannot do more. You
should never wish to do less.—Robert E. Lee

~~May 10~~ June 10. Started a howling
raid on Rahual, is supposed to be
thirty-days, the ninth Band.
Spent howls one night and the
next night the 43rd 44th.

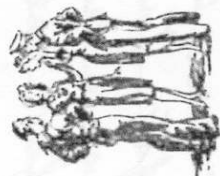
June 11. Bombed Lakumia and some of
4:38 A.M. hit fuel dump started a
fire that could be seen fifty miles
away, rising four or five thousand
feet into the air. Many A-1's.

June 12, 90th Bomber Squad
lost one plane that was attached
to our squadron a B-24 Bomber.
Captain Smith's Crew.

June 13. We Reached Vernalham
Airdrome. I will never forget that
landing - now as long as I live
that was the first time in my
life I ever saw a flying.

We have room for but one loyalty, loyalty to the United States.

—Theodore Roosevelt



where we started our search
over the Andromeda. The search
lights picked us up and held
us in the lights we went
going two hundred and twenty
miles per hour on a level flight
our Bombardier said, "Bombs
away" late 90. Then St. Eschberg
picked our fortresses in a direct
side-skiing down so
fast we could not move, we
pulled up at one thousand feet
off the ground going three
hundred and thirty miles per
hour. I was praying our
ship would hold together and it
did as soon as we got out of
the lights, our Ray equipment
picked up a night fighter chasing
us. We could hear him coming
closer and closer but could not

The cause of freedom is the cause of God.—W. L. Bowles

see him, we kept changing course and finally lost him. After twenty minutes, that looked like a hour to me. After we was about fifteen miles away from the target I saw a fortifier making his run over the target and either the night fighter or the ack. ack. hit him and set him on fire, he finished dropping his bombs then died straight in the ground and exploded, throwing fire in all directions. God rest their souls they were from the 65th Bomb Squadron. I have been missing all day and can not sleep, thinking of those fellows and wondering when my turn will come. I want to say one thing for the Flying Fortresses, that

The roll of honor consists of the names of men who have squared their conduct by ideals of duty.—Woodrow Wilson

is a ship that can not be beaten as a bomber. They are my favorite ship, and if it is God's will to take me home to him I hope I go in one of them. The night monarchs of the air. the most deadly bomber and fighter of its time. The Flying Fortress. We killed three bitters from my darling Blanche today they killed me up so much and I only hope I will live to see her again in my earnest prayer. June 14. went on Recon. over French Havn and Cape Gloucester saw a Betty Bomber on the ground. a Jap Bomber. we Bombed a Radio station on a island off French Havn. Completed my thirty-eight mission today.

Our country! in her intercourse with foreign nations may she always be in the right; but our country, right or wrong!—Deatur

Also Col. Ramey gave a talk this morning, said we four to expect the combat crews would start going home. Boy oh, boy, did that sound good. Home, if only I live to reach home. Her's hoping. And my earnest prayer, Lord, let me live to get home over again.

The Gaps raided us last night. Two Bombers, kept us in the fox holes about a hour and a half.

June 15. Dr. Calk our flight surgeon grounded me for three days. Taking a course in medicine. Stomach upset and nervous system shot.

June 16, Lost another B-24. Crew with two ships crashed together one crew from the 90th and eight men the ship from 380th. The one who was attached to us only one fellow was found and he has not been

The world was never more unsafe for democracy than it is today.—Stanley Baldwin

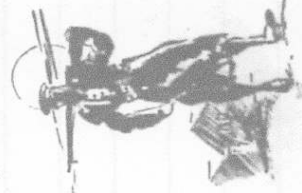
identified as his head was off at his shoulders. The supply came in and took all their personal belongings. The crews are going one by one. June 20. still grounded, nervous over the home.

June 22. wrote to my Darling. True love in old Richmond 3206.

June 23. Gaps raided Port Moresby and kept us in trenches for two hours. It was the 113th time they have raided Moresby. No Casualties.

June 24. Gaps raided again. Nine Bombers. one was shot down by anti-air.

June 27. Saturday morning. Am sitting in my bunk have just finished writing to Blanche. There are twenty-seven B-25's going over in formation to Bougainville. We have started our push on Lae.



But, will, keep silence.

—William Bolitho

What a day for a bombing raid for
the gaps, we are expecting a big
day light raid over Port Moresby
before long. Hope to go home before
they raid again. Last time they
had one hundred and five planes
in the raid. wonder how many
they will have in the next one.
Just received a letter from my darling
and we will go to the beach house

And you can win, though you face the worst.
If you feel that you're going to do it.—Edgar A. Guest

February 4, 2013

Dear Mr. Gammill,

I received the January newsletter last week. And I am a comp. member of your group. I would still like to receive the newsletter.

My husband, Capt. William A Bauder was a B24 Bomber pilot in the 64th Squadron from January 1944 to February 1945 in the Pacific theatre. He passed away August 2, 1986. I appreciate your sending me the newsletter. As soon receive it I read it all.

In regards to the book written by Larry Hickey, I sent \$80.00 ~~or~~ for the book and shipping to him a long time ago and the check was never cashed. I would be happy to pay the current price of the book plus shipping just to be able to have it. When Larry first started on the book, I sent Bill's WWII military records and pictures to him in Colorado. Larry sent it all back to me later and indicated that he would have the information in the book. I kept hoping that Bill would able to read the book for himself.

I am still in good health at age 96 and am looking forward to reading about Bill's experience and comrades from WWII. I still volunteer at the Veterans Home, the Hospital and the American Legion Auxiliary/VFW in Omaha. I also volunteer at a local nursing home that has veterans as residents. I am still the "dessert lady" for the American Legion club and am a 49 year member.

Please make Larry Hickey aware that I still want his books and that I need an invoice and would like to send a check by return mail, so that I am guaranteed a copy. My 4 children, one of which is a Viet Nam veteran are looking forward to reading the book as well.

Thank you for your help with this.

Sincerely,



The Air University Rededicates Build

they thought about aviation. He and his colleagues presented arguments that supported a separate Air Force, which should not subordinate itself to any other military branch. I would argue that key precept - along with about 80 percent of what those aviation pioneers (Fathers of our Air Force) wrote, believed in and forwarded while they were still at the ACTS lives with us today. That's an incredible tribute to their vision." Gen Andersen emphasized that, "The key precepts of what we believe as an Air Force, how we organize as an Air Force, how we fight as an Air Force were developed right here back in those early important years at ACTS and Gen Walker, then Lt Walker, was one of those key cogs.

"In 1941 then Lt Col Walker and three other officers were asked to develop a plan late that summer entitled the 'Munitions Requirement of the Army Air Forces to Defeat a Potential Enemy.' In nine days they created a document that we know as AWPD-I, the world's first unified and well-written plan for the implementation of airpower in combat. The plan focused on the targets, required aircraft numbers and types, manpower, and training, needed to attack and defeat a specific target—Germany. The four men who developed the plan—Col Harold George, Lt Col Kenneth Walker, Maj Laurence Kuter, and Maj Haywood Hansell—were extraordinary thinkers acting like pathfinders in uncharted territory.

"That plan, by the way, completed in nine days that August 1941, still lives today and underpins what we do in our war planning education and what we do around the Air Force.

"After serving in the Air War Plans division in Washington, Walker left for Australia, now a Brig Gen, where he would assume command of the newly formed 5th Bomber Command converting a disheveled unit into a highly effective fighting force. Despite being encouraged to discontinue flying combat missions late in 1942, Gen Walker felt it was more important to be with his men and continued to put himself in harm's way. I think that's the mark of a real leader - it's not just telling your men to do it but being able to live it to make it better—and so on the 5th of January 1943 his Flying Fortress was lost over Rabaul, New Britain. For his actions that day, and really his actions since he assumed command of the 5th Bomber Command, he was awarded the Medal of Honor.

"So with this Hall as the backdrop, I really can't think of a better place and better honor for Gen Walker, because we trace our organizational heritage to his work, and his legacy from the time he was assigned here at ACTS. It's no coincidence that Air Force doctrine was reestablished here, because this was the epicenter and this is where it should be.

"We also trace our modern day doctrine to the work of the Air Corps Tactical School. As I said, 80 percent of what they developed here and in AWPD-I still lives today—a tribute to their credibility, their thought and their vision. We trace our core values, as well, to the example that Gen Walker set and those with him: integrity first, service before self and excellence in all we do.



Top: (l - r) Unk, Brig Gen Kenneth Walker and Maj Gen George Brett. Center: Air Corps Tactical School, Maxwell, 1933. Lt Walker, third from left. Bottom: (l - r) Gen Douglas McArthur, Gen Sir Thomas Blamey, Maj Gen George C. Kenney, Maj Gen C. A. Clowes, Brig Gen Kenneth Walker. Background photo on opposite page: Walker Hall.

Air Force doctrine's home is Air University at Maxwell AFB, where the legacy of the Air Corps Tactical School of the late 1920s and early 1930s lives on. The locus of much of the modern Air Force's work on doctrine now occurs at the LeMay Center for Doctrine Development and Education, which is appropriately housed in Walker Heritage Hall at the Air University.

Walker Heritage Hall was rededicated at a ceremony on 2 February 2012, to commemorate its namesake, Brig Gen Kenneth N. Walker, a Founder Member of the Order of Daedalians.

Lt Gen David S. Fadok, Air University's Commander and President and Maj Gen Thomas K. Andersen, LeMay Center Commander and Air University Vice Commander, participated in the re-dedication. The building had recently undergone extensive renovation, and the Walker Room off the building's main lobby had been updated to present a graphic history of photos and documentation of Gen Walker's career.

In his opening remarks, Gen Andersen pointed out that, "This re-dedication is all about honoring our heritage—and our ability to tie what we do here today to those pioneers. When we talk about the Air Corps Tactical School, better known as ACTS, we're talking about the pioneers who developed our doctrine and created a vision for our Air Force. They huddled here at ACTS—this was the critical mass, the nexus of revolutionary thinking."

Gen. Andersen then sketched in highlights of Gen. Walker's career.¹ He spoke of the appearance of Lt. Walker and four officers before a Presidential commission on federal aviation where, "These young officers were sent out to tell the commission what

to Commemorate Airpower Pioneer

"And so we're humbled to rededicate this room. We're grateful for the opportunity to share this with Gen Walker's sons and their family and hope that they are as proud of what we're doing to dedicate this room and their father's achievement as we are. We are all proud to be part of the Air Force family, which is obviously the greatest Air Force the world has ever known."

Gen Walker's Medal of Honor Citation was then read: *For conspicuous leadership above and beyond the call of duty involving personal valor and intrepidity at an extreme hazard to life. As commander of the 5th Bomber Command during the period 5 Sept 1942 to 5 Jan 1943, Brig Gen Walker repeatedly accompanied his units on bombing missions deep into enemy-held territory. From the lessons personally gained under combat conditions, he developed a highly efficient technique for bombing when opposed by enemy fighter airplanes and by antiaircraft fire. On 5 Jan 1954, in the face of extremely heavy antiaircraft fire and determined opposition by enemy fighters, he led an effective daylight bombing attack against shipping in the harbor of Rabaul, New Britain, which resulted in direct hits on nine enemy vessels. During this action his airplane was disabled and forced down by the attack of an overwhelming number of enemy fighters.*"

Kenneth, Jr. and his brother, Douglas, made brief presentations at the conclusion of Gen Andersen's remarks and then participated in a ribbon cutting ceremony to open the newly furnished Walker Room. A reception followed.

¹ Courtesy of the Air Force Biography via the Air Force website:

Kenneth Newton Walker was born in Cerrillos, N.M., in 1898. He enlisted at Denver, Colo., Dec. 15, 1917 and took his flying training at the University of California's School of Military Aeronautics and at Mather Field, Calif., getting his commission and wings in November 1918. He became a second lieutenant (temporary) in the Air Service Nov. 2, 1918 and received a commission in the regular Army July 1, 1920. For three years he was a flying instructor at Brooks and Barron Fields, Texas, and Fort Sill, Okla.

In June 1922, 1st Lt Walker graduated from the Air Service Operations School at Post Field, Okla. In December 1922, he went to the Philippines as Commander of the Air Intelligence Section at Camp Nichols. He returned to the United States in February 1925 as a member of the Air Service Board at Langley Field, Va. He stayed at Langley until 1928, having been adjutant of the 59th Service Squadron, commander of the 11th Bomb Squadron, and operations officer for the 2nd Bomb Group. He graduated from the Air Corps Tactical School at Langley Field in June 1929. After graduating, he served as an instructor at the ACTS until July 1931, when he became an instructor at Maxwell Field, Ala. He attended the Command and General Staff School at Fort Leavenworth, Kan., and graduated in June 1935.

Maj Walker went to Hamilton Field, Calif., where he served for three years as Intelligence and Operations Officer at the 7th Bomb Group, commander of the 9th Bomb Squadron and var-

ied group duties. In February 1938, he served as operations officer for the 5th Bomb Group at Luke Field, Ford Island, Hawaii; then executive officer at Hickam Field, Hawaii; and commander of the 18th Pursuit Group at Wheeler Field, Hawaii. (Note: Luke Field was on Ford Island, Hawaii. The United States acquired it in several parcels between 1906 and 1918. For a time, the Army and the Navy shared the island as an aviation installation. By the late 1930s, the Army completed its move to Hickam and the Navy retained exclusive use.)

In January 1941, Maj Walker returned to the United States for duty as assistant chief of the Air War Plans Division, Office of the Chief of the Air Corps, Washington, D.C. He was promoted to permanent major on July 1, 1941 and was transferred to Army Air Forces Headquarters in Washington, D.C. While Maj Walker was at the War Plans Division, President Roosevelt assigned him and three other officers the task of developing a production requirements plan, due to the rapidly approaching world war. Walker and his team created AWPDP-1 plan, the blueprint for the upcoming war against Germany. Later generations of Air Force leaders continued to recognize the merits of Walker's AWPDP-1 plan.

In April 1942, Col Walker was assigned to Operations Division, War Department General Staff, Washington, D.C. In July of that year, he was promoted to brigadier general and transferred to the Southwest Pacific. In September he was appointed Commanding General, 5th Bomber Command, Fifth Air Force.

On Jan. 5, 1943, Brig Gen Walker was reported missing in action after a B-17 Flying Fortress mission over the Japanese stronghold of Rabaul, New Britain, Papua, New Guinea. Though intercepted by enemy fighters, his group scored direct hits on nine Japanese ships. General Walker was last seen leaving the target area with one engine on fire and several fighters on his tail. For his actions, General Walker was awarded the Medal of Honor, while still being listed as MIA, by President Roosevelt in March 1943.

In January 1948, Roswell Army Air Field, at Roswell, N.M., was designated Walker Air Force Base. Walker Hall, at Maxwell Air Force Base, Ala., home of the College of Aerospace Doctrine Research and Education, is also named after the general.

While at the Air Corps Tactical School in 1934, 1st Lieutenant Walker and four other ACTS instructors were invited to testify on the military aspects of aviation before the Presidents Commission on Federal Aviation. He and his colleagues presented arguments to support a separate air organization, not subordinate to other military branches. Walker is credited with being one of the men who built an organization that became the U.S. Air Force.

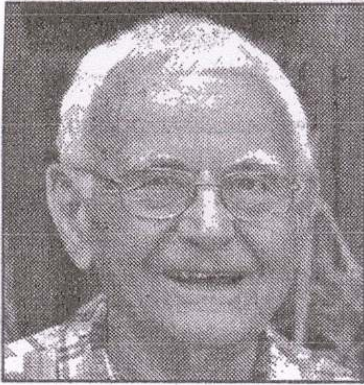


Maj Gen Thomas K. Andersen.



(l - r) Douglas and Kenneth Walker, Jr., at rededication of the hall named for their father.

ARVID JEROME HOUGLUM



Arvid Jerome Houglum, 90, of Duluth, passed away peacefully on Jan. 11, 2013.

Arvid was born in Perley Minn., on Oct. 4, 1922.

He graduated from Borup High School, Concordia College in Moorhead, Minn., earned his Medical Degree and Master of Public Health from the University of Minnesota.

Arvid joined the Army Air Corps Reserves in 1943 and was a pilot with the 64th Squadron and 43rd Bombardment Group. He was also a flight surgeon during the Korean War. After the war, he was a general practitioner for 11 years in Lake Park, Minn. From 1966-1972, he was the Director of St. Louis County Health Department in Duluth. Later he taught medicine at the University of Grand Forks, N. D., and then Director of the Olmsted County Health Department in Rochester Minn. After retiring, he spent time practicing medicine in Texas before returning to Duluth in 2003.

Arvid was preceded in passing by his parents, Selmer and Pauline, his brother Edward and sister Ruby Miller.

Arvid is survived by his loving wife, Gerry; his children Alan (wife Mary), Diane, Dave (wife Sandy), and Dale (wife Shirley); seven grandchildren Jeff and Cory (Alan); Michael, Katherine, and Mark (Dave); Kristina and Ryan (Dale); his sisters Carol Midthune, Betty Blevins, and Ethel (Ralph) Hest.

VISITATION: 2 p.m. until the 3 p.m. memorial service on Saturday, Jan. 19, 2013 in Cremation Society of Minnesota Chapel 4100 Grand Ave. Military honors accorded by the Duluth Combined Honor Guard. Services entrusted to Cremation Society of Minnesota 624-5200.

James A. Ottinger



James A. Ottinger, 87, of Allentown, passed away Tuesday, January 10, 2012 in Lehigh Valley Hospital, Salisbury Township. Born in Fountain Hill, he was the son of the late Lloyd and Viola (Horne) Ottinger. James is the husband of Edith D. (Billig) Ottinger, with whom he celebrated 62 years of marriage in August, 2011. James served his country honorably in the Army Air Corp during WWII as a B-24 Pilot. He graduated from Fountain Hill High School and went on to earn a BS Degree at Moravian College and a Masters in Education Degree from Lehigh University. He was an engineer at GE Small Appliances, Allentown for 27 years and at Brey & Krause Mfg. Co., Bethlehem for 7 years before retiring in 1986. James was an avid sports fan following his sons and grandsons teams. **Survivors:** In addition to his wife, Edith; he is survived by sons, Alan J. and wife Loretta of Breinigsville (formerly of Fleetwood), Lloyd F. and wife Angela of Schnectsville; six grandsons, Joshua and wife Nicole and their daughter Grace C. Glen and wife Casey and their son Hudson J., Matthew and wife Jenna, Mitchel, Jacob, and Michael. James was predeceased by two brothers, David E. and Samuel H. Ottinger. **Services:** to be held 2 p.m., Saturday, January 14, 2012 in the K.V. Knopp Funeral Home, Inc., 46 E. Susquehanna Street, Allentown. A viewing for family and friends to be held 1 p.m. until time of service in the funeral home. Interment with military honors will follow at Cedar Hill Memorial Park, Allentown. **Contributions:** Memorial Contributions may be made in his name to Christ Lutheran Church, 1245 Hamilton Street, Allentown, PA 18102.

Celebration of Life
for
D. Iliene (Brack) Leaman

November 26, 1925 – November 29, 2012



*Flanner and Buchanan –
Oaklawn Memorial Garden
Services*

Monday, December 3, 2012 at 1:00 P.M.

D. Iliene Brack Leaman, 87, Indianapolis, passed away November 29, 2012. She was born November 26, 1925 in Lafayette, CO, the daughter of Frank and Eunice Hurd Brack. She studied voice with Forrest Fischel at the Fine Arts Institute in Denver, CO. Later, while singing with the USO during WW II, she met and married Technical Sergeant Alton Douglas Leaman. He was a decorated war hero. After a military wedding in Loweryfield, CO, the couple resided in Denver and later in Idaho Springs, CO. In April 1947, the couple moved to Doug's hometown of Indianapolis. In 1949 Iliene sang for Governor Henry Schricker's inaugural ball at the Marriott Hotel. Years later, Iliene was a soloist for the Cadle Temple Tabernacle Choir. This program was broadcast internationally on radio and television. She was also a soloist for East 91st Street Christian Church. Her current membership is with Keystone Christian Church, although she has not been able to attend due to poor health. Iliene was preceded in death by her parents and her loving husband of 57 years, Douglas. She is survived by her daughter, Sara Jane Montgomery (Dennis); two grandchildren, Chad Douglas Montgomery (Nellie) and Kevin Dennis Montgomery; a niece, Lesia Pelzer (Bob); and a nephew, Rev. Randall Brack (Karia). Services will be on Monday, December 3 at 1 PM at Flanner and Buchanan- Oaklawn Memorial Gardens, 9700 Allisonville Road, with Pastor John Samples and Rev. Randall Brack officiating. Visitation will be from 11 AM until service time on Monday. Burial will be in Oaklawn Memorial Gardens. www.flannerbuchanan.com

OBITUARY NOTICE

Raymond C. "Ray" Hoffman, age 89, of St. Augustine, passed away on January 29, 2013, at the Bailey Family Center for Caring. Born in Houtzdale, PA, Ray served his country in the Army Air Corp during WWII as a ball turret gunner on a B-24 Bomber. He began his professional career at the Federal Reserve Bank in Cleveland, OH. Later, he honed his skills in fiberglass fabrication, building the first Flying Scot Sailboats in Deer Park, MD, and Redi-Go campers in Madison, OH. For most of his career, Ray worked as a sales representative for Charles Chips in and around Lake County, OH, and Lake County, FL. Ray lived in Deer Park, MD, and Geneva, OH, before moving to Umatilla, FL, in 1974, then to St. Augustine in 2008.

Ray's leisure time was spent sailing, fishing and tending his vegetable garden. Throughout the course of his life, he taught his children and grandchildren valuable lessons regarding patience, kindness, self-control and respect for people's differences.

Ray is survived by his wife, Nancy C. Hoffman of St. Augustine; daughters, Holly Hoffman of Carlisle, PA, and Heather Davenport (Kevin), of St. Augustine; a son, Russell Hoffman (Michelle), of Eustis, FL; a half-brother, Bob Hoffman of Conway, SC; and six grandchildren, Ryan, R.T., Marie, Reaghin, Felicia and Zachary.

Private services will be held.

Memorial contributions may be made to the Bailey Family Center for Caring, C/O Flagler Hospital, 400 Health Park Blvd., St Augustine, FL 32086-5784 or to the Emmitsburg Council of Churches (Kenya Mission Fund), PO Box 812, Emmitsburg, MD 21727.

St. Johns Family Funeral Home is in charge of arrangements.

43d Bombardment Group

2013 Reunion Proposal

18-22 Sep 2013

Fayetteville, NC

Hotel Accommodations

The proposed hotel for the entire period is the Holiday Inn Bordeaux, 1707 Owen Drive, Fayetteville NC 28304. (www.hibordeaux.com) See attached Guestroom/Function Space Agreement.

Cost for each hotel room is \$85.00 plus taxes and fees resulting in a total cost per room of just over \$96.00 per night. Upon signing of the agreement, the hotel will issue a three-digit code for booking rooms to ensure this rate. A \$500 non-refundable deposit is required at the time of the agreement.

The hotel offers a convenient location for travel to Ft. Bragg and Pope Army Airfield as well as a military friendly environment, an on-premises restaurant for breakfast and lunch as well as an on-site bar and grill for dinner and drinks.

The Holiday Inn Bordeaux has 10 Handicapped rooms with special accommodations for wheelchairs and walkers. The hotel has an agreement with a nearby medical supply company for special rates on renting wheelchairs or walkers if needed.

On Wednesdays (check in day) the hotel sponsors a manager's welcome reception that includes heavy hors d'ovres and two complimentary drinks from the bar.

There is a complimentary morning breakfast bar that includes hot food like scrambled eggs, sausage, bacon, tater tots, hard-boiled eggs, grits, biscuits and gravy as well as french toast sticks and syrup. There are also cold selections such as yogurt, fruit and muffins. The hotel states that this breakfast is an \$8 value.

Please use this IDENTIFIER NUMBER "BGR" in all correspondence with the HOTEL

Conference Room Accommodations

The proposed conference rooms are called the Wellingtons. There are two adjacent rooms. The larger room can be set up for general seating and meetings while the other room can be set up as a memorabilia room or dining room that is reserved for 43 BG members to have their meals in. The Wellingtons also have a reception area that we could use for registration. There are dedicated rest rooms for these rooms within the reception area.

The rooms will be furnished per our instructions with tables and chairs as well as linen if needed. The rooms, including the rest rooms, will be serviced daily by the hotel staff to maintain a clean environment. These are 24-hour rooms that we can keep locked when needed. The hotel has offered to include two complimentary days of a coffee station on days we choose.

The rooms are spacious with the main room larger than the room from the 2012 meeting. With the added space of the adjacent room for memorabilia or dining, this is an excellent value for the Fayetteville area.

The hotel can furnish a cash bar for a flat rate of \$75.00 per night with members purchasing their own drinks. The bar will also be able to take checks or credit cards.

Events Descriptions

18 Sep. Board Meeting. A board meeting in one of the Wellingtons for privacy as well as the manager's reception with food and drinks.

19 Sep. General meeting and squadron meetings.

19 Sep. Meet and Greet with 43 AG Commanders. The available Commanders from the 43d Airlift Group will sponsor a meet and greet time that includes heavy hors d'ovres. The 43 BG Assn. will provide cash bar (possibly paid by the 43 AG or other sponsors.) This may also include persons from the local area who provide excellent support to the Airmen of the 43d including members of the Pope Special Activities Committee. These are prominent businessmen and politicians from the Fayetteville and surrounding areas.

20 Sep. Trip to Pope Army Airfield, Mission Brief and possibly meet and greet with 43 AG Airmen. This trip will begin by boarding the tour bus at 0700 with approximately a 30 min trip to Pope Field. There we will tour the Airpark which has a C-47, a C-119, a C-123 and a C-130 on display. Persons can see the outside of the planes up close but cannot go inside them. After the Airpark tour we will take some time at the Jay Zeamer Headquarters Building. There attendees will be given a brief description of the displays and be allowed time to view the historic displays outlining 95 years of Pope Field history as well as some history from the 43 BG. Then we will move on to get a mission brief from the Commanders of the 43d Airlift Group. They will tell us what their units do and give a general description of their function on Pope. We will also try to arrange a tour of a C-130 and watch the 43d Aeromedical Evacuation Squadron

convert the empty C-130 to a mobile hospital. There will be other tours as time and availability allows.

20 Sep. Air Force Ball. This is a Black Tie event. Generally persons are expected to wear a tuxedo for men (or dress mess for retirees) and an evening dress for women. Men attending may be able to dress down a bit by wearing a dark suit. We will leave the hotel at 4:00 pm for Historic Hangars 4 and 5 on Pope Field where the event will take place. There will be approximately 1-2 hours of social time with a cash bar, music and historic displays covering the 43 BG during WWII as well as some history from the beginnings of Air Force Special Operators. Dinner will be at 6:00 pm. After dinner people are free to dance to the band and socialize. The tour bus will make two return trips to the hotel at 8:00 and 10:00 pm.

21 Sep. 82nd Airborne Division Museum and Historic Ft. Bragg Tour. (<https://82ndairbornedivisionmuseum.com/cube/index.php>) Persons will board the bus by 8:30 am and be taken to the Museum. There half of the group will leave the tour bus for the Museum Tour and half will remain on the bus for the Historic Ft. Bragg tour. The Museum tour will be approximately 1 hour long to include a 20 minute film. The Historic Ft. Bragg tour will be given by Ms. Donna Barr-Tabor, XVIII Airborne Corps and Ft. Bragg Command Historian. She will outline the process of building up Ft. Bragg by describing points of interest. After approximately 1 hour, the two groups will switch and repeat the process. The \$25 fee covers transportation. The museum admission is free. The same fee covers both museums.

21 Sep. Lunch at Army Dining Facility. To provide an experience to attendees we will go to an Army Dining Facility for lunch. Cost should be below \$10 and a variety of foods are offered from salad to grilled or baked foods. There will be Airmen and Soldiers there so this is a unique immersion experience to see how our military is treated on a daily basis.

21 Sep. Airborne and Special Operations Museum. (<http://www.asomf.org/>) After lunch we will board the bus and head to downtown Fayetteville for a tour of the Airborne and Special Operations Museum. This is a fabulous museum that includes excellent displays of these type of units from WWII to the present. We will spend approximately 2-2 1/2 hours at the museum before returning to the hotel. The \$25 fee covers transportation. The museum admission is free. The same fee covers both museums.

22 Sep. Breakfast with Farewell and Memorial Ceremony. This will be the close of the reunion and similar to last year's event. People will utilize the complimentary breakfast bar to get their meal and then sit in the conference room for the ceremonies. The Pope Field Honor Guard will provide honors. After the ceremony, persons will check out and return home.

Date	Time	Event	Location	Cost
18 Sep, Wed	3:00-12:00 pm	Check in	Bordeaux	-
	6:00-8:00 pm	Board Meeting	Wellingtons	-
19 Sep, Thurs	8:00-10:00 am	General Meeting	Wellingtons	-
	10:30-12:00 am	Squadron Meetings	Wellingtons	-
	12:00-6:00 pm	Lunch on own and free time	Bordeaux or Fayetteville	On own
	6:00-7:00 pm	43 AG Commanders Meet and Greet Perhaps Guest Speaker	Wellingtons	Heavy Hors D'ovres Sponsored by 43 AG (Cash Bar \$75)
20 Sep, Fri	0700-1300	43 AG Mission Brief and Tour of Pope Army Airfield	Pope Army Airfield	\$35 (Includes AF Ball)
	1400-1600	Lunch on own and prep for AF Ball	Bordeaux	-
	1600-2300	AF Ball	Pope Army Airfield Hangars	\$35 (Includes Mission Brief and AF Ball)
21 Sep, Sat	0800-1300	Tour of 82 nd Airborne Corps Museum and Historic Ft. Bragg Tour	Ft. Bragg	\$25 (Includes tour of Airborne and Special Ops Museum)
	1300-1400	Lunch at Ft. Bragg Dining Facility on own	Ft. Bragg Dining Facility	On Own (under \$10)
	1400-1700	Tour of Airborne and Special Operations Museum	Downtown Fayetteville	\$25 (Includes tour of 82 nd Airborne Museum and Ft. Bragg Historic Tour)
	1700-?	Free time and dinner on own	Bordeaux/ Wellingtons	Dinner on own
22 Sep, Sun	0800-1200	Breakfast with Farewell and Memorial Ceremony, Hotel	Wellingtons	Complimentary Breakfast.

Date	Time	Event	Location	Cost
		Check Out		

Expenses By Date

Date	Item	Event	Cost
18 Sep	Wellingtons Conf Rm.	Meeting Space and Memorabilia Room	\$500
19 Sep	Wellingtons Conf Rm.	Breakfast and lunch reserved seating, memorabilia room, meeting rooms.	\$500
19 Sep	Cash Bar	For Meet and Greet with 43 AG Commanders and Community Members	\$75
20 Sep	Wellingtons Conf Rms.	Breakfast reserved seating, memorabilia room, general gathering room.	\$500
20 Sep	Tour Bus	43 AG and Pope Field Tour with Air Force Ball	\$1,200
21 Sep	Wellingtons Conf Rms.	Breakfast reserved seating, memorabilia room, general gathering space.	\$500
21 Sep	Tour Bus	82 nd Airborne Corps Museum, Historic Ft. Bragg Tour, Airborne and Special Operations Museum Tour.	\$750
21 Sep	Cash Bar	Evening gathering.	\$75
22 Sep	Wellingtons ½ Day	Breakfast with Farewell and Memorial Ceremony	\$250
Total			\$4,350

Cost to 43 BG Association Treasury By Type of Expense

Date	Type	Cost
18-22 Sep	Wellingtons	\$2,250
19 & 21 Sep	Cash Bars	\$150
20 Sep	Pope Tour and AF Ball	\$1,200
21 Sep	82d and Special Ops Tours	\$750
Total		\$4,350

Cost to Attendees

(Does not include hotel and meals on own.)

Date	Type	Cost
18 Sep	Registration Fee	\$75
20 Sep	Pope Tour and AF Ball	\$35
21 Sep	Museum Tours	\$25

Recouping Costs to 43 BG Treasury

(Assumes a minimum of 35 individual participants per item)

Type	Cost to Attendees	Total with 35 participants	Cost to 43 BG Treasury	Difference
Registration Fee	\$75	\$2,625	\$2,400 (Wellingtons and Cash Bar x 2)	\$225
Pope Tour and AF Ball	\$35	\$1,225	\$1,200	\$25
82d and Spec Ops Museums	\$25	\$875	\$750	\$175
Totals	\$135	\$4,725	\$4,350	\$425

****Cost Summary****

The costs for the entire 4 days will be regained with a minimum of 35 individual participants per event with an additional \$425.00 returned to the treasury. There may be some additional minor expenses such as a tip for the tour bus driver (\$200 = 10%). There is also the possibility of hosting a meet and greet the Airmen of the 43 AG barbeque lunch buffet at Pope the day of the tour on Pope. (\$700 for 100 people. I will work to see if we can get a local sponsor for this event.)