



43rd Bomb Group Association "KEN'S MEN"



April 2015
130th Edition

Willing, Able, Ready

PRESIDENT'S REPORT

I will begin by once again thanking Louise Terrell for taking over Ed Gammill's job as not only the Association's Secretary but also for putting together our Newsletter. She has been invaluable to me over these past few months, making me wonder what I ever did without her. A sincere thank you, Louise.

I have had a few of you asking for an update on George Mason University as well as the website they run for us, www.pacificairwar.org. Their "Roy Rosenzweig Center for History and New Media", where all of our website work is done, has a new Director by the name of Stephen Roberts. Stephen takes Dan Cohen's place while Dan goes on to work for the National Archives' new Library system where they will be using GMU's Omeka Platform – designed for publishing online collections. Dr. Sharon Leon, who actually heads the 43rd's project, has been on sabbatical but will be back on board in full force this June. In her absence, a highly competent woman, Sheila Brennan, has been in charge. So, things are in place and running along but there has not been a lot of new data added to our online material due to these changes. I have recently sent a box of WWII letters from one of our members to be scanned; I suspect that will be the next addition. My personal collection there at GMU continues to grow and I will be contributing not only financially as always, but donating additional items I have found pertaining to my Father's time in the Pacific. In the meantime, Ed Gammill's family requested all donations made in his name go to GMU, which we of course honored.

Here we are, getting ready for another reunion. Each year it seems to be easier to put them together but at the same time a bit more difficult. On one hand, I have gotten better at knowing what to expect from vendors but, on the other, I have less negotiating power with our numbers shrinking. I hope you all understand as our costs start to slowly climb. The cost of a bus or a band is the same if you share it amongst 30 people or 300. I have however also gotten better at begging for free stuff!

This year's reunion will be held in Hampton, VA, September 2d - September 5th. Hampton happens to be right next to Langley AFB; the town and it's Mayor have been extremely welcoming. We are still working out the details for the Time Capsule so please keep sending in your items! Please don't wait until the last minute

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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. Hougum

2011*

Robert R. Richardson

2012-2013

***Deceased**

PRESIDENT'S REPORT (CONT'D)

and miss out. The form for sending in items can be found at <http://www.kensmen.com/timecapsulesubmissionform.jpg> and we have also placed one at the back of this newsletter for your convenience. If you have questions, you can call, write or email Louise and she'll steer you in the right direction. And, you can ask to keep any or all items private if you so choose.

At the reunion we have a unique opportunity to visit the Virginia Air & Space Center as a group. We will be given a discounted price which will include unlimited IMAX viewings from 10am—4pm, a private group demonstration, lunch in their dining hall, and an open flight simulator. They could not have been more cooperative and are looking forward to your WWII perspective.

Michael La Vean is working with Carl Levin's office for him to be our guest speaker and help with the dedication of our Time Capsule. Mr. Levin was a U.S. Senator from Michigan from 1979 to 2015. He has personally promised Michael to make this a priority this year and we are sure hoping for no emergencies that will keep him from attending as has happened in the past.

Because reunion arrangements are still incomplete, we ask that you keep checking on the Ken's Men website; we hope to have information published there in the next several weeks. Additionally, we will send out an email to everyone who has given us their email address, - that email will include a "reunion kit", with further information, hotel registration forms, and so on.

I would like to close with a thank you to the family of Ed Gammill. Ed's family was kind enough to send to us, the 43rd Bomb Group, the binders that Ed painstakingly made through the years. As many of you may recall, Ed would bring these to every reunion year after year so all of us could learn about the 43rd Bomb Group and its rich history. This is important as so many items have been lost, as happened when our historian, Bud Lawson, passed away. We are grateful to Ed's family that this did not happen once again.

Susan Clark Lanson

NEW MEMBERS

You might remember reading a bit about **Colin Mitchell** in our January newsletter. Colin is the grandson of **1Lt John F Deutsch**, a pilot with the **403rd Squadron**. Colin has become a Lifetime Member of the 43rd Bomb Group Association and requests that if anyone has any information or remembrances regarding his grandfather, they please contact him at archives@colinmitchell.net or 612-518-1545.

Victoria Compton, daughter of **Capt Irwin Compton, 403rd Squadron**, is also a new member of Ken's Men. Victoria lives in Friday Harbor, a small town on San Juan Island in the state of Washington— I had to Google that location; it's beautiful! If you have any information regarding her father, you can reach Victoria at victoriasji@yahoo.com or 360-317-6826.

PARTICIPATE IN THE 43RD'S CELEBRATION OF ITS 75TH!

As you remember from our last newsletter, January 15, 2016 is the 75th Anniversary of the Activation of the 43rd Bomb Group at Langley Field, Virginia.

At this year's reunion, September 2d - September 5th in Hampton, VA, the 43rd will be loading a Time Capsule which is to be opened in 2091, 75 years from now. Any member of the 43rd, or their friends and family members, can place memoirs, items, photos or anything that you believe will help the historians of the future better understand our story and what the 43rd did and who they were.

Examples of what you might insert are written memoirs, personal letters, pictures and diaries, artifacts (originals or copies) such as short snorters, insignia, maps, etc. All items will be inventoried, photographed or scanned before being sealed in the time capsule.

Tracy Tucciarone, our webmistress, has set it up so we can go to the Ken's Men website at <http://www.kensmen.com/timecapsule.html> to read further details on this enduring legacy to the 43rd - to include a link to pre-approved postings of recent contributions to the Time Capsule. Thank You, Tracy!! Check it out — and then get to work on honoring your Ken's Men!

P.S. If inclined to provide your contribution to the Time Capsule via DVD, we will still want to make hard copies of photos and documents to ensure long-term preservation and visibility. Nevertheless, John Taylor, 64th Squadron, has graciously agreed to donate a 110v ac powered DVD player to the time capsule so there is one at the ready when they break the seal in 75 years.



BOOK RECOMMENDATION **THE ARSENAL OF DEMOCRACY A. J. BAIME**

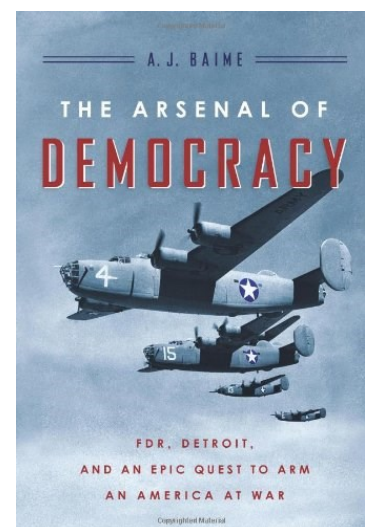
A dramatic, intimate narrative of how Ford Motor Company went from making automobiles to producing the airplanes that would mean the difference between winning and losing World War II (from the book cover)

In 1941, as Hitler's threat loomed ever larger, President Roosevelt realized he needed weaponry to fight the Nazis—most important, airplanes—and he needed them fast. So he turned to Detroit and the auto industry for help.

The Arsenal of Democracy tells the incredible story of how Detroit answered the call, centering on Henry Ford and his tortured son Edsel, who, when asked if they could deliver 50,000 airplanes, made an outrageous claim: Ford Motor Company would erect a plant that could yield a “bomber an hour.” Critics scoffed: Ford didn't make planes; they made simple, affordable cars. But bucking his father's resistance, Edsel charged ahead. Ford would apply assembly-line production to the American mili-

tary's largest, fastest, most destructive bomber; they would build a plant vast in size and ambition on a plot of farmland and call it Willow Run; they would bring in tens of thousands of workers from across the country, transforming Detroit, almost overnight, from Motor City to the “great arsenal of democracy.” And eventually they would help the Allies win the war.

Drawing on exhaustive research from the Ford Archives, the National Archives, and the FDR Library, A. J. Baime has crafted an enthralling, character-driven narrative of American innovation that has never been fully told, leaving readers with a vivid new portrait of America—and Detroit—during the war.



MAIL CALL FROM OUR VETERANS . . .



Bill Jobe, 64th Squadron, sent a nice note thanking us for the work on the January newsletter and expressing his admiration for all the work Ed Gammill had done in the past. He also found some humor in the fact that your Secretary had relocated from temperate northern Virginia to the less hospitable climate of Michigan's Upper Peninsula. To drive it home, Bill mentioned that he's living in Whidbey Island, WA where the weather is beautiful year round. Bill celebrated his 91st birthday on 27 February - still a kid!

Bill Perkins, 63rd Squadron, wrote that he moved into a retirement community last May and, a few months back, offered to do a class for the community on genealogy. Bill inquired as to how many were veterans of WWII and how many had been in the Philippines. He also asked how many of the WWII vets had their bio recorded at the WWII Memorial Registry. Only two of them (including Bill) were sure that they were listed. Bill intends to do some exploration on the WWII Registry website to see who is or is not registered and then work to help register those who are interested. Bill closed with, "We are all getting older so, thanks to you, I will try to do my bit ... Keep Smiling."

John Taylor, 64th Squadron, recently sent in a DVD - the Life and Times of John E Taylor - which we will include in the Time Capsule. Some wonderful photos of his time with the 43rd! John also sent several articles from the Tulsa World; they are doing a series (both written and video) on local WWII veterans to commemorate the 70th anniversary of the war's end. The series can be found at <http://www.tulsaworld.com/news/ww2veterans/> and is well worth a look!

Frank Hohmann, 65th and 403rd Squadrons, had been sharing some email conversation with Ed Gammill, which you will read later in this newsletter. He also noted his sorrow at the passing of Ed and informed your Secretary that he does keep up with the goings-on of Ken's Men via the online newsletter. Frank cares full-time for his wife of 71 years. With a birthday this past March 24th, Frank is now 95!!!

. . . AND FROM THEIR FAMILIES & FRIENDS

In addition to the many individuals you will read about throughout this newsletter, your Secretary had the privilege and pleasure of some wonderful get-acquainted emails with -

- Steve J Feimer** - nephew of **Henry J Kaufman, 65th** (killed Nov 1943 on B-24D 42-41075)
- John W McDowell** - son of **John F McDowell, 63rd**
- Leland Agard III** - son of **Leland Agard II, 65th**
- Steve Brumm** - son of **Frank D Brumm, 403rd** (killed Mar 1944 on B-24J 42-47483)
- John Barone** - brother of **Louis Barone, 403rd**
- Alan Matisoff** - son of **Jack L Matisoff, 64th**
- Annette Blanchard** - niece of **Ted DeFedericis, 65th**
- Carol Dalton** - daughter of **James L Fee, 63rd**
- Mitchell Draehn** - grandnephew of **Frank Joswiak, 63rd**
- Dave Armstrong** - 'just a B-17 fan boy, as well as a huge admirer of the 43rd and their exploits' (Dave's own words)

We love hearing from you, whether it is for research purposes or just to catch up on the goings-on of the Association. Got something on your mind? Let us know at secretary43bgroup@gmail.com

A NOTE FROM FRANK HOHMANN

Excerpt of an email from **Frank Hohmann, 65th and 403rd Squadrons**, to Ed Gammill, dated 2 Dec 2014; printed with Mr Hohmann's permission:

Thank you very kindly Edward,

I don't know what I would do if ever I did not see your name answering someone's questions even at this late date. I did get to the reunion in D.C. but only because my Grandson was very interested in visiting D.C. It is getting lonely for me because even with the 19th (BG) Newsletter that I get every so often, it is more about the B-29 era and the B-24 era that I missed because I was sent back to the States June 6, 1943 and that was from the 403rd Squadron where my pilot, now **Major Jay Rousek**, was the CO.

I never got to know anyone from the 403rd even though I added 8 more combat missions to make my total 83 missions; ... our crew came to the SWPA from Guatemala to join the 28th (Sq) of the 19th. When the 19th was sent back to the States, our pilot and crew joined the (65th Squadron) 43rd Bomb Group and we did 25 more combat missions. One of the missions we volunteered for, our crew all were given the Silver Star.

... I was sent to the 8th Photo at 11th Airdrome to teach new B-17E engineers the things they needed to know with the B-17E, now their new/old plane. I got to go on 25 combat missions which made my total 75 combat missions; the 8 combat missions in a B-24D made my total 83.

This is taken out of my log and signed by Major Rousek.

Edward, this is my story and you may print it if you wish ... Frank Hohmann

FROM JOHN SALEK

Your Secretary received an email from **John Salek** regarding his father, **Lt Ferdinand 'Fritz' Salek**. John is sure his Dad was an Ordnance officer with the 43rd, but does not know which squadron he was in or whether he was assigned to Group HQs. He is pictured at left and is kneeling at far right in the picture below in front of "The Dragon and Its Tail"; this makes us think he was with the 64th, but we are not certain.

From John: *"My father was in the service from Feb 10 1944 thru April 18 1946. He arrived in Hollandia, New Guinea on Sept 5 1944, then went to Owi Island, Tacloban, Clark Field and to Ie Shima (next to Okinawa). He arrived at Atsugi Field in Tokyo on Jan 3, 1946.*

Hope this helps. Any info you can provide will be much appreciated."

If you remember Lt Fritz Salek, you can contact John directly at jgsalekrma@aol.com



DID YOU KNOW?

The Shell and Flame has been used by European armies for several centuries before adoption by the U.S. Army. It is still used by many countries in Western Europe, i.e. the Grenadier Guards in Britain. The insignia represents not a bomb, but an iron hand grenade with a powder charge and a fuse which had to be lit before throwing.

The Shell and Flame is considered the oldest branch insignia in the U.S. Army, dating back to 1832.



MEET MY DAD, JOHN TAYLOR

My Daddy, **John E Taylor**, was born May 25th, 1923 in Oklahoma City. In his late teens, he moved with his family to San Francisco where he then enlisted in the Army Air Corps in December 1942.

Daddy underwent training at Harlingen Army Gun-nery School followed by flight engineer training at Keesler Field in Biloxi, MS. After completing aerial crew training, my Dad and his crew deployed from Hamilton Field, CA in a B-24. His crewmates were **Lt Mathew Holohan**, **Lt Albert Kenyon** (MIA/KIA Jun '44), **Lt William Bohman** (MIA/KIA Jun '44), **Lt William Bischoff** (MIA/KIA Aug '44), **TSgt Donald King**, **SSgt Charles Thomason**, **SSgt Hyman Jacobowitz** (KIA Oct '44), **SSgt William Burns**, and **SSgt Joseph Wisnack**. TSGT Taylor flew 54 missions and 405 hours as a B-24 flight engineer/gunner with the 64th Squadron during the New Guinea and Philippines campaigns from March 1944 to June 1945. He was discharged from the Service on 2 July 1945.

At war's end, Daddy's family had moved to Tennessee, so he returned there where he met and married a farmer's daughter, Barbara (Bobbie) Fox, on May 7, 1947. They moved to Oklahoma and started their

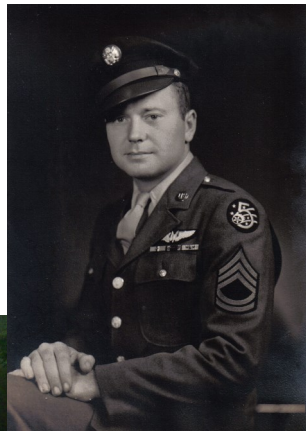
family; daughter, Toni (me), arrived in 1948 and my sister, Vickie, was born in 1953. Daddy entered Oklahoma City University's technical program, taking courses in refrigeration and electronics and worked these trades as service manager at the Admiral Corporation till 1963. He then was hired at the American Air Lines maintenance base in Tulsa where he worked until retirement in 1989. Daddy and Mother were married for almost 62 years when my Mother passed in 2009.

Memories — When we were young, going to the lake every weekend was our life. Mother had the car loaded with food, clothes, and camping gear. Daddy would hook up the boat when he got home from work on Friday evening. We would travel for two or three hours to set up camp and spend the weekend fishing and skiing. Many times we met friends and had a wonderful time.

A few years ago, Daddy started helping me and my sister do genealogy research on family members that he had never met. We have traveled to Shelton, Nebraska to find the homestead and the gravesite of his paternal great grandfather and to Eula, Arkansas to find the same for his maternal great grandfather.

Daddy is a proud Lifetime Member of the 43rd Bomb Group Association and has attended several past reunions; soon to be 92, more limited mobility has kept him from attending recently. He has provided images of much of his written and pictorial memorabilia to the George Mason University Pacific Air War Archives project for their collection efforts. Daddy also took a personal interest in ensuring that all of his original crew members were honored with an entry in the WWII Registry. He continues to be in touch with the families of many of his crew as well. Daddy loves reading the quarterly Association newsletter and is always happy to help the next generation, those that want to know more about their own Ken's Men. He'd be happy to hear from any of you through email at johnbobbie@sbcglobal.net or at 5133 S. Detroit, Tulsa, OK 74105.

Toni Taylor, Daughter



Take a few minutes to introduce us to your Ken's Men— your Dad or Brother, Uncle or Grandfather. If you'd like to put together a short article so we can better know your veteran, please contact the Secretary at secretary43bggroup@gmail.com

HOW'D THEY DO IT? TRAINING THE AERIAL GUNNER

Almost 300,000 aerial gunners were trained during WWII. So, how'd they do it?

Las Vegas Army Airfield, the first of the new flexible gunnery schools began accepting its first students in December 1941. Two more schools at Harlingen Airfield, Texas and Tyndall Airfield in Panama City, Florida also accepted their first students in December 1941. Buckingham Airfield, Ft Myers, Florida was home for the Central Gunnery Instructors School, a facility dedicated to training aerial gunnery instructors; its first class arrived in September 1942. Classes commenced in early 1943 at two more new schools located at Kingman, Arizona and Laredo, Texas. The last school to open - Yuma, Arizona - began training in late 1943. In May 1944, instructor training was moved from Buckingham to Laredo, and it became a focal point for research and development, tackling the theoretical and practical problems which hampered improved efficiency in training...

Flexible gunner students would spend all but the last week of school in the classroom and shooting ranges on the ground. Initially the training lasted four weeks; then it was extended to five weeks and finally six weeks. Topics included Armaments and Ordnance, Mathematical Theories, Turrets, Recognizing Friend and Foe and Performing in Extreme Conditions. With so much classroom instruction, the students may have begun to wonder if you got to shoot guns at gunnery school. Finally they had their chance. There were four basic phases of target shooting and each was progressively more difficult. Initially they would fire from stationary positions at fixed targets and then moving targets. After a few weeks of working through these phases the students advanced to firing at moving targets from moving platforms, first on the ground, and then air-to-air target shooting in a plane.

This is an excerpt from an article in *Bomber Legends*. It is an excellent in-depth article titled "Aerial Gunner Training", by Kelsey McMillan. The full article can be found online at: http://thebombercommand.info/DEDICATED_BOMBER_SQUADRON/DBS_TRAINING/AerialGunnery/BL_Mag_v2-2-GunneryTrain.pdf



THE AERIAL GUNNER

*They call him the Aerial Gunner,
His hopes they say are dim,
And his life is said
To hang by a thread
That is long and weak and thin*

*He loves his home and he loves his land,
For he gambles his neck and limb,
And wagers his life
In a cloud-land strife
In a game with the reaper grim*

*His mount is a roaring dragon
That flashes across the sky
To take the air
In the enemy's dare
And to strike him down or die*

*He is a knight of the upper air,
And death his eternal foe
Rides the tail
With an eerie wail
Wherever his steed may go*

*You have to give him the credit
For the job he does so well,
For he brings her home
Though his steed may roam
To the very jaws of hell*

*He wears no bars and he wears to stars,
For Sergeant is his rank,
But I've heard them tell
He fights like hell,
And is proud of the title "Yank"*

*There are others there in the upper air,
And we can't detract their fame
For they make a crew
And the job they do
Regardless of who is the same*

*But this is a song to the Gunner,
The hero who goes unsung,
Though the enemy knows
His deadly blows,
And the funeral knells he's wrung*

- Clement L Lockwood



‘JUST ME’, LEE



Dear Lee, my Throw-Back-Thursday photo didn't go quite as planned. I wanted so bad to do something good, but it didn't work out that way. I found this photo of you in my Dad's things and always wondered about it. It's such a great photo and I just realized that someone in your family should have it, but I had no idea who you were. So I thought I'd put it on FaceBook to see if anyone could help me find you or your family. I had a few clues – you obviously knew my father and served in the US Army Air Force with him. You have wings on your pocket and my Uncle told me that meant you graduated and were a pilot, like my Dad. And the biggest clue – in the lower right-hand corner of the photo you had written "Just Me", Lee. Very little to go by, but I was determined.

So I thought maybe my mother might remember something – did she ever meet you? Were you from the Buffalo area? Were you in flight school in California with my Dad or maybe part of his flight crew during the war? So I showed my Mother the photo and she looked at it, then looked up at me, and I knew even before she said it.

You didn't make it. There is no family I can send this to. You never had children or grandchildren of your own. You didn't get to come back home and marry your childhood sweetheart or the girl next door. You didn't make it.

So, Dear Lee, it's "Just Me" telling you that you are not forgotten. It's "Just Me" telling you how grateful I am that because of you my father and others like him

were able to come home and have the family that you were never able to have. It's "Just Me" thanking you for giving your life so all of us could enjoy ours. And Dear Lee, it's "Just Me" sharing your photo on FaceBook almost 70 years later so others can remember you and know that because of you all of us along with our children and grandchildren can enjoy the freedom that you so bravely fought for.

Thank you, dear Lee, *Gale DeFedericis Frazer* (daughter of your friend, Teddy DeFedericis)

Lt Ted DeFedericis was a pilot with the **65th Squadron** in late 1944 and 1945. If you recognize the young man in the photograph or if you have any stories or memories to share regarding Lt DeFedericis, please contact LT DeFedericis' relatives at fredandjp@aol.com

Air Force Resurrects B-52 Bomber From Boneyard for First Time

UPI|Feb 23, 2015



The U.S. Air Force for the first time refurbished and returned to duty a B-52 bomber that was held in long-term storage at a facility in Arizona.

The B-52 Stratofortress, called "Ghost Rider," is a strategic long-range bomber that had been held at Davis-Monthan Air Force Base in Arizona since its decommission in 2008.

The dry desert climate helps preserve thousands of aircraft stored at the base's Boneyard, part of the 309th Aerospace Maintenance and Regeneration Group. While some of the aircraft are used for spare parts, the Ghost Rider was the first B-52 to be returned to duty from the Boneyard.

The dry climate had, however, caused dry-rot on much of the plane's fuel lines and tires. After refurbishment and a taxi down the runway to test steering on the landing gear, Ghost Rider had a successful run of all eight engines in late January before it was flown on Feb. 13 to Barksdale Air Force Base in Shreveport, La., to replace another B-52 that had been damaged in a cockpit fire.

"I've been flying the B-52s since the '80s and it surprised me that after almost seven years ... she cranked up just fine and we had no issues with the flight control systems," pilot Col. Keith Schultz said, according to an Air Force report.

Schultz is the 307th Operations Group commander, and with over 6,500 hours flight time he is the most experienced B-52 pilot still flying in the Air Force. He said Ghost Rider's journey from Davis-Monthan Air Force Base to Barksdale Air Force Base took three hours and luckily occurred in good weather since "the inertial and navigational equipment had not been installed."

Schultz said the bomber had made it though the "twilight of [his] career" and that "it could very well perform through these young maintainers' careers who once again brought her back to life."

'RULES OF THE AIR'

#6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

#20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

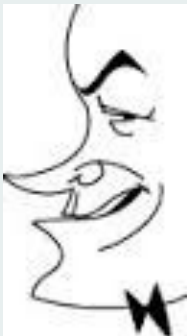
**'BOB HOPE,
LIVE AT NOEMFOOR,
OFF NEW GUINEA'**

"What a beautiful swamp you have here.... It's a top-secret base—even the snakes can't find it. If you wanna hide from your draft board, this is the place to do it."

**... AND, 'LIVE AT THE
HOLLYWOOD CANTEN'**

"I've been offering to kiss every movie star who bought a \$500 [war] bond. But I only sold one, and Boris Karloff wants his money back."

(all from article,
"Bob Hope and the Road
to GI Joe")



"EXTRA, EXTRA" - YOUR 'FUNNY PAGES'



"One thing I can't understand about this sentry business. Can you imagine anybody answering 'Foe'?"

"I need a couple guys who don't owe me no money for a little routine patrol."

Bill Mauldin



"I'll have to call you back - major international crisis: All the little flags have fallen off our map."

Reader's Digest's 'Military Humor'

WWII REGISTRY OF REMEMBRANCES

The World War II Registry is an opportunity to participate in the listing of Americans who contributed to the war effort, both in uniform and on the home front. Names in the Registry are linked to the WWII memorial who's bronze and granite composition represents sacrifice and achievement.

The WWII Registry combines four distinct databases.

- Three are official U.S. Government databases maintained by the American Battle Monuments Commission (ABMC) or the National Archives and Records Administration (NARA). These official databases include names of Americans who are:
 - (1) Buried in ABMC overseas military cemeteries (*63 men from the 43rd*);
 - (2) Memorialized on ABMC Tablets of the Missing; (*276 men from the 43rd*), or
 - (3) Listed on War and Navy Department Killed in Service rosters held by NARA (*717 men from the 43rd*).

- The fourth database - ***the Registry of Remembrances*** - is an unofficial compilation of public acknowledgements honoring U.S. citizens who helped to win the Second World War. There is no attempt to validate the historical accuracy of submissions nor is there a limit on the number of enrollments honoring an individual. The Registry of Remembrances is simply an opportunity to recognize and offer a public "thank you" to family members, friends, comrades-in-arms, and anyone else who served in some capacity during WWII.

You can find this information and more about the Registry – to include the process for getting registered - by going to the following site: <http://www.wwiimemorial.com/default.asp?page=registry.asp>

If you need assistance with getting registered, give your Secretary a call or send her an email and she'll happily help you out.

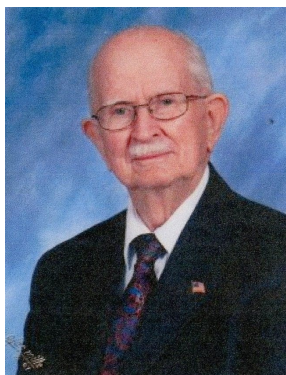


TAPS

An email from Christine Wheat, granddaughter of Paul Nichols, to Ed Gammill - dated 1 November 2014:

Dear Mr Gammill, Thank you for your condolences and for remembering Grandad in the Newsletter and at next year's Reunion. He would be very honored and proud, I'm sure. Years ago he gave me a note asking me to notify you all in the event of his death. He enjoyed receiving his Kinsmen Newsletters and kept every copy. He was always most proud of his Service (as were we, his family) and very honored to be part of the Kinsmen brotherhood.

Thank you again, Christine Wheat



Paul L Nichols
65th Squadron



Paul Lincoln Nichols was born in Ames, Iowa to Harry E. and Mary Mears Nichols on September 29, 1923 and died at the Veteran's Home in Collins, MS on August 29, 2014 at the age of 90. **Mr Nichols served his country proudly as a B-24 bomber Pilot in WWII where he flew over 43 missions in the SW Pacific. He received 5 Air Medals with the 5th Army Air Corps.** After the war, Mr Nichols had a long career with the aerospace program and retired in 1986 from Lockheed-Martin where he was employed as a quality control supervisor with the Space Shuttle Program at NASA. Mr Nichols was a resident of the Picayune area from 1964-2006. He was preceded in death by his beloved wife of 60 years, Anne Bryant Nichols. His two brothers, Donald and John, also preceded him in death. Two daughters, Jennifer Lynn Pirkle of Brighton, Colorado and Deborah Leigh Wheat of Petal, Mississippi survive him as well as 9 Grandchildren, 10 Great Grandchildren, and 2 Great-Great Grandchildren. A Memorial Service in his honor will be held at 2 p.m. on Saturday, September 13, at the Chapel of the First United Church of Picayune where he was a member for over 47 years. He will receive a military burial next to his wife Anne following the Memorial Service at New Palestine Cemetery. Mr Nichols will be greatly missed by his family and all those who knew and loved him.

Taken from: <http://www.picayuneitem.com/2014/09/paul-lincoln-nichols/>

Burton Edsol Aden, 91, died Friday, December 12, 2014 at Methodist West Hospital in West Des Moines, IA... Interment will take place at Grand Island Cemetery in Grand Island. Burt was born to Harvey W. and Martha Block Aden on July 10, 1923, in rural Gothenberg, NE. He married Lorraine Ann Stolle, and to this union 6 children were born. Prior to marriage, **he served our country in WW II for 3 ½ yrs in the US Army Air Corp as a radio operator/gunner on B-17 and B-24 bomber crews.** His professional career included 38 years with International Harvester Co; 17 years with Nebraska Tractor and Equipment Co; and 7 years as a manufacturer's rep for Ballast Tools, Inc, retiring in 1990. He is survived and lovingly remembered by 5 sons, Thomas C. (Mary) Aden of

Boise, Idaho, James J. (Jill) Aden of Atlanta, GA, Jeffery B. Aden of Des Moines, Christopher J. Aden of Washington DC, and Matthew J. (Sheri) Aden of Omaha, NE; one sister, Norma Jean (James) Cunningham of Grand Island, NE, 10 grandchildren; and 13 great-grandchildren. Burt was preceded in death by his wife, Lorraine Ann Aden; his daughter at infancy, Theresa Ann Aden; parents; two brothers and two sisters. Memorials may be directed to the Deerfield Foundation Scholarship Fund at 13731 Hickman Rd, Urbandale, IA 50323 -



Burton E Aden
403rd Squadron



See more at: <http://www.ilesfuneralhomes.com/obituary/Burton-Edsol-Aden/Urbandale-IA/1466009#sthash.UrVoY4J5.dpuf>



Joseph E Bevill
403rd Squadron



Joseph E. Bevill, 95, of Cedar Rapids, died Thursday evening, November 13, 2014 at Saint Luke's Living Center West... Burial: Czech National Cemetery. Friends may call from 1:00 to 3:00 P.M. Sunday at the funeral chapel. Military Honors will be conducted by American Legion St. Quentin Post 555, Ely.

Joseph is survived by his children, Joanne Popelka, Ely and Bill (Vickie) Bevill, Alexandria, Minnesota; grandchildren, Mark (Marlys Moses) Popelka, Ely, Rick Kaufman, Minneapolis and Christy (Tony) Krusemark, Hoffman, Minnesota; great-granddaughters, Shelby, Maya and Madi Jo Krusemark. He was preceded in death by his wife of 70 years, Evelyn, his parents, brothers, Vade and Dale Bevill and sister, Anna Mae Vlasek.

Joseph was born April 9, 1919 on the Rockford farm at Beverly, Iowa to James and Leona (Brown) Bevill and lived most of his life in the Cedar Rapids area. He married Evelyn M. Shramek on August 30, 1941 in Kahoka, Missouri. Evelyn died April 19, 2012. As a youth, Joe worked with his father on a Northwestern Railroad road crew. Following World War II, he was employed at Universal Engineering until his

retirement in 1982. **Joe was an Army Air Force veteran of World War II, serving with "Ken's Men" of the 43rd Bombardment Squadron.**

Joe was a lifetime member of V.F.W. Post 788, a member of American Legion Post 555, Ely and a lifetime member of the International Association of Machinists and Aerospace Workers Union Local 831. He was a longtime member of the Cedar Rapids Kernels Booster Club, Hawkeye fan and member of the "I" Club for a number of years and Universal's retirees monthly breakfast group. Joe enjoyed model railroading and was an avid stock car racing fan. He loved attending military reunions around the country for his "Bomb Group". Joe was an avid mushroom hunter and greatly enjoyed tramping the hills of the Popelka farm in search of the spring morels.

Taken from: http://www.papich-kubafs.com/fh/obituaries/obituary.cfm?o_id=2807114&fh_id=13958

James H. Brown, 96, of Clearfield, passed away Wednesday, February 25, 2015 at Mt. Laurel Nursing and Rehabilitation Center.

Mr. Brown was born December 10, 1918 at Clearfield, the son of John H. and Anna B. (Shimmel) Brown. He had been owner and operator of Brown Heating of Clearfield along with his brother. Mr. Brown was a lifetime member of the Mt. Hope United Methodist Church.

He was a founder and last charter member of the Clearfield Beagle Club, trustee of the Stoneville Cemetery Association, a member of the Fraternal Order of Eagles and the American Legion.

Mr. Brown was **a veteran of the United States Army Air Force having served during WWII**. He is survived by two children: Daniel L. Brown and Bonnie J. Hansell both of Clearfield, four step-children:

Karen Steenbergen, Donald Rowles, Thomas Harmic and William Kays, 18 grandchildren, 12 great-grandchildren, a sister, Annabelle Brown of Clearfield and numerous nieces and nephews.

Mr. Brown was preceded in death by his parents, his first wife, Doris (Stewart) Brown, his second wife, Ruth (Harmic) Brown, a sister, Norma Hummel and five brothers: Kenneth, Leon, Carl, John and Hershell Brown.

... Military Honors will be accorded at the funeral home by the Clearfield Honor Guard. Interment will be in Stoneville Cemetery.

Taken From: <http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=James-Brown&lc=1853&pid=174260155&mi>



James H Brown
65th Squadron



Lester Leroy Moore
403rd Squadron



Respected Missouri educator and World War II veteran, **Lester Leroy Moore**, 90, of Marshall, MO, died Wednesday, September 3, 2014, at The Living Center in Marshall.

... Burial with military rites will be in Ridge Park Cemetery in Marshall, his home for the last 25 years. Memorials may be made to the scholarship fund of Oak Grove/Grain Valley/Lone Jack LOV Chapter of the Retired Teachers Association. Friends may sign the online register book at www.campbell-lewis.com.

Mr. Moore was born in the Bennett community of Ripley County on April 20, 1924, to James T.C. (Clif) Moore and Clarice Karine (Glore) Moore. He was preceded in death by his sister, Levada (Linda) Clifton Mayrant; his brother, Kenneth Glore (K.G) Moore; and his granddaughter, Adrianna Karine (Moore) Marks. He is survived by his wife of 33 years, Valerie (Valentine) Moore of Marshall; his brother, Joe Glenn Moore of Florissant, Missouri; his sister, Mary Ellen Brinkhopf of Denver, Colorado; five children, James T.C. Moore, II, Paula Karine Gerke, Frederick W.B. Moore, Richard (Rick) William Todd, and Gayle (Todd) Bishop and their families including 11 grandchildren and 12 great-grandchildren.

Mr. Moore enjoyed his lifelong hobby of raising, and hunting with, registered beagles. Additionally, for his amusement and the entertainment and education of his grandchildren as well as his wife's students, he maintained a menagerie of various farm fowl and livestock. Well-known for his memory and his ready jokes for all occasions, Mr. Moore was an excellent storyteller of family history and regional tales.

A 1939 8th grade graduate from the Little Barren school house and a 1943 Doniphan High School graduate, Mr. Moore joined the U.S. Army to serve **in the Pacific Theater with the 5th Army/Air Corps as a nose gunner in the B-24 bomber**. He served 28 years in the U.S. Air Force Reserve, attaining the rank of Lt. Colonel. Simultaneously, he earned wide respect devoting himself to Missouri communities as first a vocational agriculture teacher in Bloomfield, then as high school principal and English teacher in Oak Grove, and finally as superintendent of schools in Pilot Grove and in Lone Jack until his retirement in 1986.

Taken from: http://www.campbell-lewis.com/memsol.cgi?user_id=1392713



George Prezioso
63rd Squadron



George Prezioso, 95, of Belleville, passed away on January 9, 2015 at the VA Hospital, Lyons, NJ.

... George joined the CCC at age 17 and then joined the US Army in 1939. **Assigned to the 43rd Bombardment Group, 63rd Bombardment Squadron** he was sent overseas to Australia. Trained as a radio operator, he remembers being able to achieve roughly 35 words per minute in Morse Code. He flew combat mission from 7-MILE Drome near Port Moresby as a radio operator and gunner on a variety of B-17 crews beginning on April 5, 1943.

On April 20, 1943 he flew a mission against Wewak, flying with Captain Folmer Sogaard in B-17F "Fightin' Swede" 41-24520 that skip bombed a tanker which was "burning fiercely" and "definitely sunk", then bombed the airfield. Only other shipping damage claimed on that mission was Lt. William O'Brien in B-17F "Talisman" claiming two "very near misses" on another ship.

While flying as a radio operator during a night bombing mission on the night of July 10-11, 1943, he survived

the ditching of B-17F "Black Jack / Joker's Wild" 41-24521 off Cape Vogel and was rescued along with the entire crew ... Later was assigned to the 317th Troop Carrier Group, 39th Troop Carrier Squadron, flying B-17s converted to armed transports, with their lower turret removed and cargo bins installed in the bomb bay. They participated in missions dropping supplies to Allied troops beyond the reach of fighter escort. In total, he flew 72 combat missions totaling over 500 combat hours.

In late 1944, he returned to the United States and spent the remainder of the war stateside. Postwar, he worked for Curtis Wright, in Woodridge, building engines. He lived and retired in his hometown in New Jersey in the Silver Lake Section of Belleville. George was a member of the Belleville Senior Citizens Club and the Silver Lake Civic Association...

Excerpt from:

<http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=George-Prezioso&lc=6943&pid=173823872&mid=6274996>

MCCLENNY SR., Charles Ferrell Lifelong native of Dallas, Texas was born on January 29, 1924 and passed away on March 31, 2015. He is survived by his wife, Mildred McClenny; son, Charles McClenny Jr.; daughter, Rebecca Jo McClenny; grandson, Chris McClenny; brothers, James R. McClenny and numerous nieces and nephews. Visitation will be from 6:00 to 8:00 PM on Wednesday, April 1, 2015 at Restland Funeral Home. Service will be at 02:00 PM on Thursday, April 2, 2015 at First United Methodist Church of Richardson.

See more at:

<http://www.legacy.com/obituaries/dallasmorningnews/obituary.aspx?n=charles-ferrell-mcclenny&pid=174532001&#sthash.rxFKRnin.dpuf>

Charles F 'Max' McClenny Sr
64th Squadron



Peggy Slate Jones, 86, died on March 24, 2015, at home in Raleigh surrounded by her children. Peggy was born on July 22, 1928, in Stokes County, NC to the late Lonnie Gray Slate and Treva Johnson Slate. She was predeceased by her husband of 64 years, **Wendell W. Jones (64th Squadron)**, who she loved very much. Peggy was a homemaker during her early married life and then worked for twenty years in the Estates Division of the Office of the Wake County Clerk of Court.

Excerpt from: <http://www.legacy.com/obituaries/newsobserver/obituary.aspx?pid=174494965#sthash.JUlhDfm.dpuf>

A Final Resting Place

Long Island National Cemetery - New York

The men listed below, all New Yorkers assigned to the **43rd Bomb Group**, were casualties of WWII who's remains now rest at Long Island National Cemetery. Though interred separately, Lieutenants Dardis and Rausch along with SGT Miller were killed in the crash of B-24 42-72780 'Flying Fanny' on 22 March 1944.

1Lt Paul R Dardis, 403rd, Mar '44

Sgt Lawrence W Donker, 63rd, Sep '42

1Lt Howard F Elliott, 403rd, Nov '44

1Lt Walter C Hammond, 64th, Jul '43

TSgt John F Hewitt, 403rd, Mar '44

Sgt Wilfred J Miller, 403rd, Mar '44

1Lt Everett R Rausch, 403rd, Mar '44

2Lt Lawrence B Studley, 65th, Nov '43

Long Island National Cemetery is located in the community of Farmingdale on Long Island in Suffolk County, N.Y. Establishment of the cemetery in 1936 reflected one aspect of the rapid urbanization of American society in the post-World War I period. With nearly five million veterans of that conflict alone eligible for interment in a national cemetery, it was evident that existing facilities in the vicinity of large urban areas were insufficient. The situation was particularly critical in New York City and its environs. The only federal cemetery in the area, Cypress Hills National Cemetery in Brooklyn, established in 1862, had limited acreage available for burials. In response, in 1936 Congress authorized the Secretary of War to purchase suitable land to enlarge the existing cemetery. After considerable research and numerous site investigations, the War Department instead purchased 175 acres from Pinelawn Cemetery for the construction and development of a new national cemetery.

A section of the cemetery contains World War II POWs, including the graves of 37 Germans and 54 Italians. The remains of 36 unknown Italian POWs are interred in a single mass grave; they were among 1,800 prisoners onboard a British ship enroute from northeast to northwest Algeria when a torpedo struck the ship. Many prisoners confined in the holds were injured, killed outright or drowned. The initial search of the ship failed to locate all casualties, and after the ship returned to the United States, remains of another 36 prisoners were recovered.

Among the interments in Long Island National Cemetery are 39 group burials containing the remains of 112 veterans. For these individuals, the circumstances of death were such that their remains could not be identified for separate burials. These honored dead, who fought and died together, are united once more in the many group burials. Specially designed government headstones bearing their names, ranks, and dates of death designate the burial places of these dead. The largest group burial in the cemetery is one in which the individually unidentifiable remains of ten servicemen are interred. This group burial is the final resting place of three officers, one technical sergeant, two sergeants, and four corporals, all members of the U.S. Army Air Corps, who died together during World War II on May 4, 1945.

Another group burial marks the final resting place of four American servicemen and two members of the British Armed Forces. Their plane crashed in the Burmese jungle in April 1945, and attempts to locate the wreckage were fruitless. It was not until 1957 that the Army, acting upon information supplied by Burmese tribesmen who had found a wreck in the jungle, finally discovered the place and its ill-fated passengers. After an agreement with the families of the deceased was made, the remains of the six men were interred on Feb. 5, 1958.

From: <http://www.cem.va.gov/cems/nchp/longisland.asp>



REMEMBERING THEIR SACRIFICE

Our National Cemeteries -

A Sacred Trust

LOVINGLY REMEMBERED . . .



February 17, 2015 -

My Grandfather, **Lt Dorwin Graham**, left from Pier 15 in San Francisco on this day 70 years ago. He boarded the USS General H. W. Butner and headed to the Pacific Theater of Operations to pilot a B-24 Liberator with the **5th AAF 43rd BG 65th SQ**. Pier 15 is now home to the fantastic Exploratorium. Great use of the old pier, and Gramps would love it.

*Nate Graham
Grandson*



Trying on Great Grandpa's Uniform

- Great Grandson of Lt Dorwin Graham
(and son of Nate Graham)

Have you walked the ground where your Veteran once trained, stood where he stood and smelled the ocean air, climbed aboard a vintage B-17 or B-24 and manned a gunner's position?

Send us your pictures, Tell us your story ...

MEMBERSHIP IN THE 43RD BOMB GROUP

If you wish to become a member of the Association, we ask that you become a Lifetime Member. There is an application form at the back of this newsletter. You can also download a form by clicking on the following link:

<http://www.kensmen.com/membershipform.pdf>

Please send your application and payment, made out to the 43rd Bomb Group Association, directly to the Association Secretary: Louise Terrell, 207 Huron Street, Houghton MI 49931. We thank you in advance for your consideration in joining this great organization.



DO WE HAVE YOUR CURRENT EMAIL ADDRESS?

If you did not receive email notice of publication of this Newsletter, we do not have your email address on file. The 43rd is using email more as a means of reaching out, both for notice of Newsletter publication and for Association announcements. Please update your contact information today.

For changes or to be added to our list, email 43bgroup@gmail.com Please be sure to include your first and last name in the Subject line of the email.



KEN'S MEN

We're on the web!

<http://www.kensmen.com/>

<http://:pacificairwar.org/>



RECENT ADDITIONS TO THE KEN'S MEN WEBSITE

- **403rd Squadron**, "B-24D 42-40924, 1 Nov 1943 Crash", contributed by **Bob Wallenhorst**, nephew of **SSGT Carl Wallenhorst**, KIA <http://www.kensmen.com/B2442409241Nov43Crash.pdf> Bob has asked that anyone who can add to the information presented on this crash or who has knowledge of his Uncle please contact him at r.wallenhorst@insightbb.com
- **65th Squadron**, "Lt Dorwin Graham, Pilot, Journal", contributed by **Nate Graham**, grandson of Lt Graham <http://www.kensmen.com/DorwinWGrahamJournalPDF-1.pdf>

HELP US IN MAKING THIS NEWS - PROVIDE YOUR STORIES

This newsletter is published four (4) times a year - mid-month in January, April, July and October. We want this newsletter to be for and about our membership and to cover your areas of interest. Please send items for the newsletter to: Louise Terrell, 207 Huron Street, Houghton MI 49931 or via email to: secretary43bgroup@gmail.com

Any material received after the 1st of the month in which the newsletter is being published may not make the upcoming newsletter.



43rd Bomb Group (H) Time Capsule Submission
Commemorating
The 75th Anniversary of the 43rd's Activation at Langley Field, Virginia



Full Name and Rank of 43rd Bomb Group Member

Serial Number _____ **Date of Birth** _____

Where Born (City and State) _____

Dates Assigned to 43rd _____ **Assigned Squadron** _____

Duties While with the 43rd _____

Name of Person Submitting Item & Relationship to 43rd BG Member (self, spouse, son, niece, etc.)

Description of Item(s) Donated to the Time Capsule _____

Significance of Item(s), Personally and/or Professionally _____

- Please submit this form and your items to:
Louise Terrell, 207 Huron Street, Houghton MI 49931, NLT 30 August 2015
- Contact Louise through email at lterrell5@verizon.net or by phone at 703-999-3542 with any questions or to provide notification that your item(s) are being sent
- If you want to keep originals of items, documents, etc, please make and forward only copies



43rd Bomb Group Association
Ken's Men
Membership Form



Mail to: Louise Terrell
207 Huron Street
Houghton, MI 49931

Dues: \$100.00/Lifetime Membership

Name _____

Address _____

City _____ **State** _____ **Zip** _____

E-Mail Address _____ **Telephone No.** (_____) _____

If you or your relative are a 'Ken's Men' from WWII:

Name of Ken's Men _____

Name of Spouse _____

Duty in the 43rd _____ **Squadron** _____

If you are not a 'Ken's Men': Are you related to a Ken's Men, a friend of a Ken's Men, an aviation enthusiast, history buff, or other? What is your interest in the 43rd Bomb Group?

We welcome your interest in our distinguished organization, its purpose of preserving our unit's history and the spirit of its efforts in attaining victory in the Pacific Theater during WWII. As a member of the 43rd Bomb Group Association, you will automatically be added to our mailing / email list unless otherwise instructed.