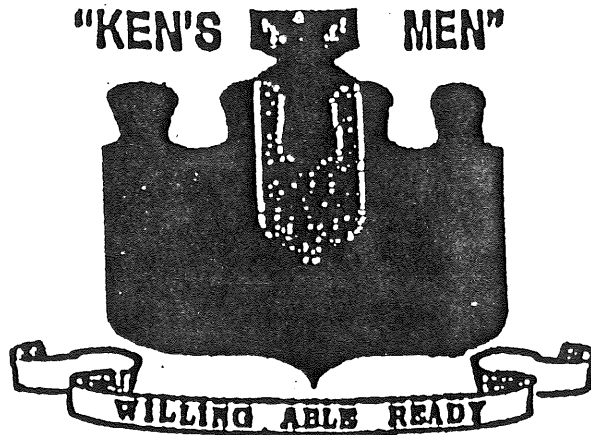


# 43RD BOMB GROUP ASSOCIATION, INC.

"KEN'S MEN"



**PRESIDENT**  
**JAMES T. MURPHY**  
43rd Bomb Group Assoc.  
4008 Nunn Road, SE  
Huntsville, AL 35802

**VICE PRESIDENT**  
**SAMUEL F. COMMONS**  
43rd Bomb Group Assoc.  
2008 Grace Lane  
Flourtown, PA 19081

**TREASURER**  
**WILLIAM H. WILSON, Jr.**  
43rd Bomb Group Assoc.  
P.O. Drawer M-360  
Snyder, TX 79550-0360

**SECRETARY**  
**JIM CHERKAUER**  
43rd Bomb Group Assoc.  
114 Thorndiff Road  
Kenmore, NY 14223-1216

**43rd Bomb Group Association, Inc.**

**NEWSLETTER 64th Edition  
OCTOBER 1997**

\*\*\*\*\* FROM JAMES T. MURPHY, PRESIDENT \*\*\*\*\*

Since my term as President is to be completed on December 31, and our next Newsletter will be published in January, 1998, this becomes my last Newsletter as president. I want to thank each of you for the many notes that I have received - some of them in praise and some to voice a problem. That is the way it should be. If you are not happy with the "management" let them know. You feel better and they will react. Your selection of Sam Commons as the new President could not be better. Sam will do a masterful job and he will listen. He will also move to accomplish benefits for our organization when possible. I am also very pleased that you have chosen Max Axelsen as our Vice President. He knows our organization well and has our interest foremost in his mind. My only hope before I leave is that our history will be in your hands.

The Albuquerque reunion was great. According to the many, many people who talked to me about it, I want to compliment Jim Pettus for his excellent portrayal of the magnificent job the B-24 people accomplished for our country. So many of us who were there early did not know any of the details, including some of the losses, the bravery, the continued movement forward, coupled with many hardships. We can all be very proud of this total organization, whether we came early or late. Jim and Janice Olson also had Lex McAulay, the Australian author, speak to us about our part of the war as seen through Japanese eyes. Lex gave a fantastic portrayal of many of our exploits. We thank him profusely.

Max Axelsen has some fine information on events within the active Air Force, including our National Guard and Reserve forces - very thought provoking and well presented. Fred Hagen was very kind to bring film and discuss his November, 1996, "fly in" to the mountains of New Guinea, looking for lost aircraft. He did find a P-47 and determined the name of the pilot. He then contacted the pilot's former commander. Fred did a fine thing for that organization and the pilot's family. Our last speaker was Colonel David L. Johnson. He is the Commander of the recently

reactivated 43rd Airlift Wing at Pope A.F.B. North Carolina I sent the following note to him:

Dear Colonel Johnson:

As the President of the 43rd Bomb Group Association, I want to thank you for all of our members. You gave each of us some very proud moments by coming to our reunion in Albuquerque, N.M. and then giving us a clear picture of the 43rd Airlift Wing and its major responsibilities. We can now understand and appreciate the complex organizations that you are leading as the Wing Commander.

It is evident to me and all the people present, that you have in detail, the pulse of your total organization. You certainly demonstrated the traits of an outstanding commander and leader. At the same time your sense of humor added a desirable touch that indicated to us that you are on your way to, not just one, but "the Stars."

I know how busy you are. The fact that you would take your precious time to travel, prepare, lose sleep, and give each of us insight into your organization was greatly appreciated. It will be our pleasure to watch you in the future. Sincerely, Jim Murphy

As most of you know, we lost Dick Wood on August 8, 1997, and did not find out until 10 September, just before the Board of Director's meeting. Roland Fisher, 63rd Squadron, had just heard of it. Dick performed the role of "Father Shea" at our memorial ceremony for the last few years. He did a great job. I did ask for a replacement, but had no volunteers. Sam Commons has time to work it, but he will sure need your help.

On Saturday night, I was given a wonderful surprise. Joseph Snyder had spent many hours making it by hand. It is a cherry wood cane, carved with all of my combat friends names, including my aircraft identification and a line from a poem. Needless to say, I am still touched when I look at it. Thank you again, Joe.

Last item--Mickey asked me to tell how I have already benefited from my cane. As soon as we arrived at the Dallas/Ft. Worth airport (on the way home), the driver of a motorized cart took one look at the cane and asked if I needed a ride. We rode about 33 miles. What a boost that was to our morale, only because of Joe.

Also, I want to thank all of you for your graciousness and kindness to my wife, Mickey. We both appreciate it so much. Jim Murphy

\*\*\*\*\* FROM JIM CHERKAUER, SECRETARY \*\*\*\*\*

Saturday, September 13, 1997 Annual Meeting 43rd Bomb Group Association  
Albuquerque Hilton New Mexico Rooms

President JAMES T. MURPHY called the meeting to order at 9:00 A.M.

Jim announced the agenda: 1. Business meeting 2. Presentation by James Pettus 3. Presentation by Lex McAulay, an Australian military author. 4. Presentation by Alfred Hagen, great nephew of Col William Benn 5. Max Axelsen 6. Col. E. L. Johnson, Commander of the 43rd Airlift Wing at Polk Field, Fayetteville, NC

1. BUSINESS MEETING

a. Treasurer's Report:

WILLIAM H. WILSON Jr. reported for the period of 01-01-97 to 09-08-97  
The Association began the year with a balance of \$37,425.21

INCOME: \$6,813.00: \$4,965.00 from Dues; \$400.00 from Life Memberships; \$172.00 from Donations; \$1,276.00 from Interest.

EXPENSES: \$3,211.83: \$1,971.37 Printing; \$595.70 Postage;  
\$43.00 Office Supplies; \$601.76 PX Supplies

BALANCE 09-08-97: \$41,026.38.

REUNION ADVANCE: \$2,500.00 Albuquerque; \$1,000.00 Springfield  
\$30,000.000 invested in a CD with Canyon Investment Company at 6.00%  
OPERATIONAL FUND: \$7,526.38 deposited in Snyder National Bank.

- b. **ROBERT H. BUTLER**, Chairman of the Nomination Committee, nominated **MAX M. AXELSEN** for Vice President to succeed **SAMUEL F. COMMONS** on January 1, 1998. With no nominations from the floor, JIM declared MAX the new Vice President for 1998.
- c. **SAM COMMONS** was nominated for President. With no further nominations being made, JIM declared SAM the President for 1998.
- d. Sunday Memorial Services. JIM announced with sadness the passing of **RICHARD N. WOOD** on August 3rd. DICK had acted as the Group chaplain in the past. JIM called for a volunteer to serve as chaplain for Sunday's service.
- e. **BILL WILSON** was nominated for Treasurer and was duly elected.
- f. **JIM CHERKAUER** was nominated and elected as Secretary.

JIM MURPHY asked for a hand from those present to thank **JOHN "JACK"** and **CELESTE CAPERTON** for the outstanding job they have done in planning and hosting the Albuquerque reunion. They received a resounding applause from all those in attendance.

JIM MURPHY announced that 280 had registered at the desk for the reunion at this time.

2. **JAMES T. PETTUS**, former C.O. of the 43rd during the B-24 era, made some brief remarks about his service to the Group. He followed this with a well prepared video on the B-24. JIM credited the late Col. **S. SCOTT** for helping him get his start in the 43rd. JIM began his service as a copilot like so many other outstanding pilots of the group. JIM praised **HARRY A. STALEY** who also was instrumental in helping JIM get a good start with the 43rd. He said that he found war to be 95% boredom and 5% being scared to death. He attributed his rise to colonel at a young age to a great deal of luck. JIM then presented his video which gave a brief history of the B-24 from its creation to its end. He closed his presentation with the remark that war was a colossal waste of time, and about the only good thing that comes out of war is the "comradeship of men as exemplified by the 43rd Bomb Group Association."

3. **LEX McAULAY**, author of *Into the Dragons Jaws: Fifth Air Force Over Rabaul*, entitled his remarks "Looking up to the 43rd: The Japanese Eyeview of the Bombing Campaign in the SWPA." He used a series of slides and a video to enhance his remarks. He pointed out that the Japanese soldier was quite adept at keeping a diary of his daily activities as well as writing letters. Many of these were recovered from dead Japanese soldiers. Three examples of recovered diary entries also show a change in attitude of the Japanese soldier as time passed. A January 1944 diary entry made at Rabaul claimed that at that time the Japanese had shot down 740 Allied airplanes with a loss of only 56 Japanese planes. It also stated that 3 Zero units claimed 653 victories. Another diary entry made at Wewak in 1943 read "Our greatest enemy is the mosquito. Another is the Boeing." Found in the diary of a mechanic who recorded this while at Wewak in 1943, "Those Devils the B-24." Note the change in attitude from a greatly exaggerated claim to admission of the danger from the Allies.

4. Following a break the meeting continued with remarks from **MAX M. AXELSEN** who reported the cost of making commemorative plaques today as being \$465 each. Our

last plaque has been given to the SAC museum which has moved from Omaha to a location near Lincoln, NE. The organization has raised about \$80 million from various sources to finance its new set up. MAX reported that it took 13 hours to move a plane from Omaha to the new location. He also reported on the status of the military and the Air Force in particular. Unfortunately, the Air Force has experienced a number of incidents recently with regard to sex and morals, particularly, of some senior officers which has led to early retirements with perhaps more to come. The bombing of the Air Force quarters in Saudi Arabia has brought about a good deal of bad publicity. Retaining experienced pilots is becoming a vital issue. This is exacerbated by the fact that an officer now has to serve 11 years before being given a regular commission at the rank of major.

5. JIM MURPHY introduced our next speaker, **ALFRED HAGEN**, nephew of Maj. **BILL BENN** and an associate member. Those of you who attended the Kissimmee reunion will remember that ALFRED presented a video at that meeting of his experiences in trying to locate the B-25 in which Maj. BENN disappeared. He presented a new video of his second attempt to locate that missing plane in the jungles of New Guinea. This very fascinating and informative video on the extreme difficulties of his search went all too quickly. He did locate a P-47 with a legible tail number. When he reported this, he received a fax from **BRUCE HOY**, an associate member in Australia, with the identity of the pilot whose remains were in the airplane. He did find out the name of the pilot of that ill fated plane and was able to trace down 5 surviving sisters whom he visited. He plans to make another trip to continue his search. Almost by accident he found a B-17 in a swamp and in excellent condition considering the passage of over 50 years in time. Even the helicopter could not land where the plane was. Getting to it from land was impossible so they had to leave it as it was for now at least.

6. Col. **DAVID L. JOHNSON**, Commander of the 43rd Airlift Wing at Pope AFB in Fayetteville, NC, was introduced by our president. Col. JOHNSON showed us the new patch for this organization using both a slide projection and the actual shoulder patch which he gave to an officer of the association. It resembles the 43rd BG's patch without the bomb. It is in the same color scheme. He presented us with an overall picture of what the Airlift Wing does. He told us how the C-130s, '61 and '63 Hercules, have been used for just about everything imaginable. In a video we saw it drop a 20,000 pound bomb used to level an area for landing. We saw it use rockets for thrust to take off in extremely short distances or to bring it to a quick stop on landing. This plane has been used as a gun ship as well as for dropping paratroopers. Pope AFB works closely with the 82nd Airborne at Ft. Bragg located close to Pope. This very young colonel did an outstanding job of showing what the C-130 can do and does. He is also the commander of all the C-130s which assemble from time to time to fly to places where a crisis has arisen like in the Middle East or Bosnia. Col. JOHNSON said that each and every one of us is welcome to visit Pope AFB. He said that we would be treated like a king if we paid them a visit.

7. The meeting adjourned at 12:12 P.M.

\*\*\*\*\* FROM **JIM CHERKAUER, EDITOR** \*\*\*\*\*

[Our apologies to so many of you who received a mailing label on the July edition of the Newsletter which indicated that your dues were paid up to '95 or an earlier year. Due to an unforeseen error an incorrect set of mailing labels was used. Contrary to rumor this was not done to raise more money for the treasury. Many of you have let us know of this error. We hope all will be corrected by the time this Newsletter arrives. We regret the concern this may have raised with many of you.]

Once again the 43rd's Reunion was a tremendous success. Thanks to **JACK** and **CELESTE CAPERTON** and **IRENE** and **BOB WATSON** who put in many hours of planning

and/or working at the reunion. There is really no way this reunion could have been as wonderful as it was without all of their efforts, time and patience. BOB is hard at work making the many arrangements for the reunion in Springfield, MA, next year.

Tour New Mexico offered 3 tours featuring a trip to the Acoma Pueblo, one to Sandia Mountains with an option to take a tram ride to the top of the highest peak and an all day trip to Santa Fe with a stop at Madrid along the way. These all proved to be very popular and the tour guides were very knowledgeable and helpful.

The bridge tournament went along smoothly on Wednesday.

Twenty-six swingers showed up for golf on Wednesday morning. **MAX AXELSEN**, 403rd Pilot from San Antonio, TX, who directs this tournament each year reports that this was one of the smallest turnouts in recent years. Some were handicapped by a number of ailments such as age, hernias, glaucoma, bad backs, etc., and could not join the combatants. The stalwarts journeyed to the Kirtland AFB golf course and did their thing. Since "T" times did not start until 11:15 a.m. everyone did not finish the 18 holes due to an afternoon storm. Some players did not hear the warning siren and continued to play quite a few more holes before being discovered. How it was that MAX had all of the "hard of hearing" in the same foursome is a big mystery! Since most groups finished 15 holes, that was used as the scoring measure. On top of the heap was **JESSE FULTON**, 64th Bombardier from Blountville, TN, with the closest to the pin on the selected hole, low gross and low net. This gent is consistent since he is regularly in the winners circle! **LYLE HEINEKE**, 64th Waist Gunner from Benson, IL, had the longest drive - something less than 300 yards. LYLE is always a great contestant - an elder Tiger! In his report MAX thanks **KEN BECKSTROM**, 63rd Navigator from Albuquerque, for arranging the golf. He also thanks **SAM COMMONS**, our VP and 65th Flight Engineer from Flourtown, PA, and **BUD LAWSON**, 65th Bombardier from Bay Village, OH, for assisting in getting the awards together. [None was lost this year!] All the golfers are looking forward to the challenges of golf in Massachusetts next year.

On Thursday evening the squadrons met to conduct their business while the ladies were entertained by a WW II USO female performer.

The breakfast buffet on Friday was delicious with lots of goodies from which to choose. The tour of Kirtland AFB and the city which followed was extremely interesting, especially, to those who want to learn more about the development of our atomic arsenal of weapons and missiles. One tour took us to areas of the city with different architectures from the usual <sup>on</sup> including an area of English architecture.

The evening cocktail hour was moved indoors due to a sudden rain shower which seemed to occur almost every day. These showers brought out some of the most intense and beautiful rainbows this editor has ever seen. Following the cocktail hour was a fine Mexican Buffet with appropriately selected music.

Saturday started with a fine Continental Breakfast which was well attended. This was followed by the 43rd's Business meeting and presentations written up under the secretary's report above. Again there was a cocktail hour which was held indoors as it was threatening to rain again. This was accompanied by a fine ensemble which played Mexican and southwest style music. The day ended with a capacity crowd for dinner and dancing to tunes from the era of those who attended the reunion.

Sunday began with the Memorial Service for those who are no longer with us. **JIM MURPHY** announced the passing of **RICHARD "DICK" WOOD** our chaplain from the 63rd who died in early August 1997. **ROBERT "BOB" BUTLER** then gave the invocation. A good number of members rose to announce the name of our comrades who have passed on since our last reunion. Our Vice President **SAM COMMONS** gave brief remarks emphasizing this gathering and the very special Glow all of us feel when we are to-

gether with Our Special Cup. He said that it was "... a feeling we could experience no where else."

The reunion concluded with the usual buffet breakfast followed by so many "Goodbyes and See You Next Year" among the many who have become such good friends after meeting for the first time at this or some previous reunion. This is perhaps the most difficult time of any reunion.

It was so encouraging to see so many friends and relatives of late or current members of the association attend and enjoy being with us Golden Oldies. [See the attendance report which follows.]

Attending the reunion and registering by squadron in the order given were:

HEADQUARTERS SQUADRON

FRED & MAURINE McALISTER  
JOSEPH & ARLENE GREENWELL

JAMES & BETTY PETTUS

63rd SQUADRON

MICHAEL 'MIKE' & JO BACHI  
JIM & MICKEY MURPHY  
FOLMER & FLORENCE SOGAARD  
ROGER & OLGA VARGAS  
KEN & DOROTHY BECKSTROM  
GEORGE & AILEEN WHITE  
JAMES & LOUISE THOMPSON  
CHUCK & PAT RAUCH  
FRANCIS W. & ARLENE LANGLAND  
HERBERT C. & VIVIAN PFLUEGER  
AL & MICKEY FISCHER  
FRED & HELEN EPPLER  
HAROLD & PATRICIA NEWTON  
ROLAND FISHER  
FLORENCE SOSNOWSKI  
MURRAY & ELAINE SCHULTZ  
HENRY & GERRY LEWIS  
KENT L. A. ZIMMERMAN  
DICK & VALERIE WERTZ  
SCOTT KIRBY (Son of NEILL)\*

ED GAMMILL  
ORION & EDITH ROGERS  
WEB & JEAN HOUSEHOLDER  
LOU & HELEN MIKLOS  
RAY & DOROTHY CRAWFORD  
LLOYD & JO ANNE ANDERSON  
S. L. & THELMA FLINNER  
JIM & AUDREY DIEFFENDERFER  
F. NEAL & RUDI FUGATE  
ALEX SEDILKO  
CHUNKY WILFERT  
RAYMOND & BETTY GATES  
STEVE & MADELINE PERRONE  
BOB BUTLER  
MARY ELLEN ROTH  
LEX McAULAY  
RICH & MILDRED HOWARD  
D. H. BANCROFT\*  
ALFRED (FRED) HAGEN\*  
BILLY LEWIS 8th 34th Bomb Group

64th SQUADRON

GEORGE & ANITA TUCHOLSKI  
BOB COOPER & NADEANE FULCOMER  
LYLE & BETTY HEINEKE  
BOB & EILEEN GOODWIN  
H. K. "ANDY" & ANNE ANDERSON  
ROY & LOUISE BAILEY  
JOHN & DOROTHY HOLLERAN  
OTIS & JEAN GODFREY  
ROGER & AUDREY KETTLESON  
JOE & DOLORES COX  
HENRY LASH  
JAMES E. & LUCY NAREM  
MARSHALL & BILLYE NELSON\*  
GEORGE LYNCH  
BYRLE & DOLLY MILLER  
GEORGE & IVY HUNTER  
HENRY H. DAY  
JOHN & DORIS McCABE

ARTHUR & BEVERLEE MULLIGAN  
KEN & ROSEMARY BROWN  
CLETUS ANGERMEIER  
JOE & CORAL STRONG  
FRANK & MARYLOU BUNTING  
FALCNOR & GOLDIE GIFFORD  
JACK NUNNELLEE & LELA SLOAN  
LYLE & MARY GOLDNER  
ALVIN HAAS  
JANICE OLSON\*  
JESSE FULTON  
RUSS & JANE BURNETT  
PAUL L. & HELENE BARBUS  
GARRETT L. MINNICK  
NICK ARABINKO  
JOE & HELEN JANCOSKO  
JOE "SHEP" CHEPULIS  
WILLIAM G. McCABE (Associate)\*

**"DOC" HENRY BLANI  
MAC & MILDRED McCLENNY  
JACKSON & DOT SUE YOUNG**

**ART CURRI  
CLEMENT C. & ELVA KINKAID  
ALBERT MARGOLES**

65th SQUADRON

**BOB & IRENE WATSON  
"BUD" & BETTY JOE LAWSON  
JIM & ANITA CHERKAUER**

**DON & BETTY MARSAGLIA  
FRANCIS R. BONTWELL & JUDY MALLEY  
NORBERT MICHALOW[Z & Guest  
BETHEL F. & BONZELLA R. RAY  
BILL MYLES  
MAX OSBORN  
SAM & HELEN COMMONS  
W. T. "JOE" & FRANCES ALLBRIGHT  
DAYTON & ANN BLANCHARD  
CLEVE ENO  
ED & DOT PUKAS  
TOM & KATHY JAMISON  
GLENN & LEE BALES  
LARRY & LOIS MAIN  
BOB VALLANCE  
HERBERT & MARIE BRUNE  
BEN & JANE DAMRON  
FAMILY OF JOSE HOLGUIN: CURT (Son); RYAN (Granddaughter); EDITH (Daughter-in-law); REBECCA (Mrs. JOSE HOLGUIN); KATE (Granddaughter)\*  
HANK & GERRY LEWIS**

**JACK & CELESTE CAPERTON  
BILL & MARY LOIS WILSON  
ARNOLD & EVELYN HUSKINS  
Plus 2 Guests  
FRANCIS E. & BETTY W. TUCHER  
CHALKY & ROSEMARY WHITE  
LEWIS H. DAWS  
JULES V. POWELL  
HAROLD & MARGE BUELOW  
VIRGINIA MATHIAS (GINGRANDE)  
JIM EIDE  
EDWIN B. STUELAND  
GUS RAPISARDI  
JAMES L. HARCROW  
DICK & ELLE BENNETT  
MAX H. MAYER  
LOU NEWPORT  
HENRY & LINDA GARCIA\*  
JACK GOOSHERST  
BOB & SUE CLAYCOMBE**

403rd SQUADRON

**GEORGE & JEAN ANDERSON  
JOE & SALLY SNYDER  
HAROLD & LOUISE BARRETT  
MAX M. AXELSEN  
MARVIN K. TAITCH  
JOE & CLARA GOSSEAU  
PAUL & JACKIE BAUER  
CHUCK & MIDGE DOWNER  
BILL & NANCY SOLOMON**

**ERNIE & BETH MORGAN  
MIKE - SHEELA & ANDREW ROTH and Grandson ROBERT\***

**HAROLD G. THOMPSON  
ART & VIRGINIA DURBECK  
HARRY & ESTER BRADLEY  
RICHARD WILLIAMS  
LEE R. & CHARLOTTE LOUGHREY  
NEIL & MARLYS FAIRBANKS  
GILBERT "PANCHO" & REYES SENA  
BOB & ARLENE ROTH  
JERRY & VELL SNYDER and  
Brother & Brother's wife \*  
BELFORD M. FRISBY**

\* Relative(s) of a deceased or living 43rd Group member as far as could be determined from registration sheets. [The editor's apologies for any omissions or wrongful inclusions.]

Shortly after the last edition of the Newsletter was completed and being prepared for printing and mailing, a letter arrived from JAMES SMITH, 63rd Radar Operator from Wichita, KS, with the sad news that RICHARD M. SALLEY, 63rd Radar Operator from Melbourne, FL, had passed away on May 11th. JIM cites the fact that 8 of the 63rd Radar Group attended the 43rd reunion in Kissimmee last year. That was the largest gathering of that group since WWII and they all had a great time. Attending that reunion were DOROTHY and WARREN C. "ACE" ADAMS, Radar Mech. from Springfield, IL, ARNIE E. "BUD" HALVORSON, Radar Mech. from Minneapolis, MN, HATTIE and MARI-ON R. "HAM" HAMILTON, Radar Mech. from Pleasant Hill, MO, JOHN F. MacPHERSON, Radar Mech. from Springfield, IL, MARGE and FRANK L. "WHIP" REMANIAK, Radar Mech. from Lakewood, NJ, MARGE and "DICK" SALLEY, RACHEL and SAMUEL "SAM"



**BAYLESS**, Radar Operator from Altus, OK, and **MARY** and **J. LES "SMITTY" SMITH**

A relatively new member of our association, **FRANK BUNTING**, 64th Flight Engineer from Kenner, LA, reported by telephone that he had started as a Top Turret Gunner on B-17s. He was originally in the 19th BG before joining the 43rd and was one of the first air force personnel to reach Australia. He had been a rated pilot before joining the service and is still one today. He finished his tour in the 43rd shortly after having a bad mission over Rabaul where the crew was lucky to escape alive after a severe dive and recovery which virtually broke the aircraft. He was assigned to the 20th AF after returning to the States and became a Flight Engineer on B-29s where he served from Marietta, GA, to the state of Washington. He was called upon to service Gen. Curtis LeMay's personal B-29 while in the States. His wife, **MARY LOU**, declined the general's invitation for **FRANK** to accompany him overseas. **FRANK** and his wife attended the reunion in Kissimmee, but says they are listed incorrectly on page 7 of the reunion photo album. His son, whom **FRANK** taught to fly, is a Captain on a Boeing 747 with United Air Lines. Note: Change of P.O. Box for **FRANK**: P.O. Box 1269, Kenner, LA 70063.

A great deal of interesting material accompanied a fine letter from **BURT ADEN**, Assist. Radio Operator/Gunner from Grand Island, NE. He had only just finished reading the January and April editions of the Newsletter as these are not forwarded to northwest Florida where he and **LORRAINE** spend several months each year. He wants to express his appreciation to everyone who devotes time and effort to the publication of the Newsletter. He says that each edition seems to bring back memories that had been forgotten.

He cites the "dialog" between **ELWYN HANSEN**, 403rd from North Platte, NE, and **BILL EATON**, 403rd Flight Eng. from Denton, TX, with regard to the 403rd's movements. He says that 403rd did move to Mareeba after being severely bombed at Milne Bay as **BILL** had stated. He says that he can't remember just when the transition took place from B-17s to B-24s, but he does remember that Capt. **BILL GOWDY**, on whose crew **BURT** served, flew their first B-24 flight from 7 Mile Strip at Port Moresby. **BURT** says that **CHARLIE MARVEL's** (403rd Radio, Radar and Gunner from Overland Park, KS) comments in the Jan. Newsletter mentioned the late **GEORGE PUTNAM**, 403rd Pilot from Sacramento, CA. **GEORGE** flew his first mission as copilot with **BILL GOWDY's** crew on July 11, 1943. At the time **BURT** was hospitalized with malaria fever. In March 1985, **BURT** wrote to Associate member **BRUCE D. HOY** from Aspley Queensland, Australia., who at that time was Curator of the Aviation, Maritime & War Branch National Museum in Boroko Papua, New Guinea, regarding **BILL GOWDY's** crew bail-out on 11 July 1943. In that letter **BURT** enclosed a couple of photos of the crew: one prior to the mission; the other after the bail-out. The regular crew, shown in the first photo, consisted of: **BILL GOWDY**, Pilot; **AL BOYD**, Copilot; **BUCK BUCHANAN**, Bombardier; **MAC McMAHON**, Navigator; **PAUL McKNIGHT**, Waist Gunner; **HAROLD PETERSON**, Ball Turret Gunner; **WES COWAN**, Radio Operator; **BRUCE YAUN**, Tail Gunner; **GEORGE POWELL**, Engineer; **BURT ADEN**, Ass't. Radio Operator and Waist Gunner. By July 11th **HAROLD PETERSON** had been rotated home, **BURT** was in the hospital with malaria fever and **BOYD** flew as pilot on another crew. Lt. **G. A. PUTNAM** whose crew had just arrived from the States flew as their Copilot. The second photo showed the crew with the changed personnel. An official report of the mission cites that on "Monday, July 11, 1943, ten officers and men, comprising the crew of a B-24 which took off on a raid to Rabaul, had to jump from their damaged aircraft over the Moresby area this morning to save their lives. They were from the 403rd Squadron. In taking off their landing gear was damaged. They cruised over the Moresby area all night and after daylight were ordered by Major **ROUSEK**, Acting Group C.O. 'to hit the silk.' In 3 runs over Jackson Drome they jumped. ... Capt. **GOWDY** had been ordered to point the B-24 toward the sea, set it on automatic pilot and jump. He did but something went wrong. Instead of heading to sea, the crewless plane went into a wide circle directly above our camp. It narrowly missed Capt. **GOWDY** on one circle. 'Downstairs,' Major **ROUSEK** ordered the Air Raid Siren sounded to warn ground personnel unaware that the plane was going to crash. It rammed into a hill just north of



camp, caught fire and was destroyed. All the crew members got down safely but PUTMAN and PETERSON were slightly injured. A 64th Squadron B-24 plunged to earth near Durand a short time after taking off on the same strike to Rabaul. All members of the crew were killed. Explosions of the aircraft's 1,000 lb. bombs shook our camp area." That crew consisted of: W.C. HAMMOND; R. F. JOHNSTON; A. M. ZUCKERMAN; H. C. SHANNON; W. R. GUINN; R. C. RASOR; G. E. SLETTIN; D. T. ROSSI; J. S. CONNOLLY; and D. M. COSTELLO.

Shortly after this rather hectic day, GOWDY was sent home and the crew disbanded. BURT finished his tour flying with Major CHARLES DOWNER, 403rd Pilot and squadron C.O. from Chatsworth, CA. GEORGE POWELL later became engineer for General GEORGE C. KENNEY's personal B-17.

BURT writes that he and LORRAINE are unable to attend the reunion in Albuquerque due to health reasons. They regret this very much since they have fond memories of the city having "...spent a a lot of time there calling on the Santa Fe Railroad." He sends kudos to all for our Newsletter efforts.

Shortly after entering the above, a letter appeared in the mail from BRUCE HOY, associate member and Author, of Aspley Queensland, Aus. He had just received his 63rd issue of the Newsletter and found it "... filled with snippets of fascinating stories.!" He asks that we keep up the excellent work. He says that he first became involved with the 43rd while working as a museum curator in New Guinea. He was involved with our military resolving some of the many missing aircraft in Papua New Guinea from WWII. At that time he also became an original co-author with LARRY HICKEY, Associate and Author from Boulder, CO, for our History. As many of you know, he withdrew from that history project due to personal reasons. The reason for his letter is to attempt to answer some of the questions raised in the Newsletter. Quoting BRUCE directly would be the best way to convey to the readers the information he provides.

ART TASSONI mentioned that he transferred to the 317th Troop Carrier Group, and was assigned to the 41st Squadron. The B-17 "*Super Chief*" was none other than B-17F 41-24357 that had been in service with, firstly, the 65th Bomb Squadron, and then the 63rd. Its nickname at that time was "*Tojo's Nightmare*". It carried out one of the last B-17 missions for the 43rd Bomb Group on 9 October 1943. Its combat days actually go back to the 19th Bomb Group in August 1942.

In regard to CHARLES (CHUCK) THOMASON's query about Bohman and Kenyon these men were in B-24J 42-109991 that ditched in the sea off Jamma Island not far from Wakde on 4 June 1944. Second Lt William Bohman Jr, from Ohio, is memorialized in the war cemetery in Manila, Philippines, as having no known grave. So too is 2nd Lt ALBERT S. KENYON, as well as the other members of the crew of 42-109991.

MARCUS CARRELL mentioned he flew a B-24 named "*Lucky Lucille*" out of Port Moresby. This aircraft was used as a back-drop for a series of official Signal Corps photographs of various 65th Bomb Squadron crews, Lloyd, Kimbrough, Kapitan, Poulsen, Miller, and Cassady and crews. The photographs were taken at Dobodura on 2 March 1944. In the same series of photographs is one showing a bomb sight trainer; a three wheel stand on top of which were two seats, control wheel, wiring, the whole shebang being powered by what looks like two small electric motors. The trainer travels on a large concrete slab, and according to the caption, the device belonged to the 43rd.

BRUCE wants us to express his very best regards to those many friends in the association, too numerous to mention individually, but with whom he has been a negligent correspondent, especially, GEORGE WHITE, 63rd Ball Gunner from Chatham, NJ, BILL WILSON, 65th Pilot and Assoc. Treasurer from Snyder, TX, MAX OSBORN, 65th Navigator and Past Pres. of the Assoc. from Sun Lakes, AR, and NEIL FAIRBANKS, 403rd from Anoka, MN.

A phone call from HAROLD DONNER, 63rd Gunner from Tonawanda, NY, informed the

editor that **PAUL R. SEYMOUR**, 403rd Photographer from North Tonawanda, NY, had died in June 1997. **HAROLD** served on **KENT ZIMMERMAN**'s (63rd pilot from San Antonio, TX) crew, and he wanted to know why **KENT** was recently mentioned as a new member of the association when **KENT** was the one to find him and get him to join years ago. **HAROLD** was one of many who was disturbed to find that his Newsletter mailing label showed dues paid through '95 or earlier when the April mailing showed '97.

An obit reporting **PAUL SEYMOUR**'s death on June 29, 1997, arrived from **STUART R. BROWN**, 403rd Pilot from Lockport, NY. It states that **PAUL** was a member of our association as well as a life member of the Stephen Sikora American Legion Post 1322 in North Tonawanda, NY. **STU** enclosed his '97 dues and hopes that he has not been drummed out of the Association for being late. He will not be coming to the Albuquerque reunion, but will try hard to make the '98 reunion in Springfield, MA. He had his B-24 training at Westover Field, MA, in late 1944. **STU** cites the air show held at Batavia, NY, in June and one scheduled for Elmira, NY, later this summer. He guesses that the B-24 *All American* has been retired as he has not seen it at a show since 1995 although he has many pictures of it. [The *All American* flies regularly all over the country. It has not been to the last couple of shows in Western NY due to schedule conflicts.] **STU** says to all "Keep 'em flying."

**DON RUMSEY**, 65th Navigator from Overland Park, KS, was in the Buffalo area due to a death in the family and phoned this editor on Sunday, July 27th. Unfortunately, I was just leaving for a family reunion picnic so our chat was probably only about 10 minutes. We did not get to see each other. He had joined the 43rd on Ie Shima after the war had ceased. His crew did fly prisoners of war to Nichols Field, Luzon, Philippines, but of course did not get to fly any missions against Japan. He was later transferred to the B-32 outfit on Okinawa, then to a Troop Carrier Group stationed in Japan. It was mid 1946 before he returned to the States.

From Portland, OR, **AUSTIN R. MATTESON**, 65th Pilot, wrote that this last Newsletter turned on a big light. He not only had not paid his '97 dues, he was not even sure how much they are. He sent a check for \$100 which now makes him a Life Time member. **MATT** says that his busiest time in New York State after the war was picking up brand new Republic P-47s at the factory in Farmingdale, Long Island, and flying "... them to California where they'd be torn up for scrap. It was only taxpayers' money. We'd ask why keep on making them? The answer ... Government Contracts." **MATT** says things haven't changed much. He does include a bit of humor with his letter. Some is included near the end the Newsletter.

Another member concerned with the mailing label mixup, **WAYNE E. CALDWELL**, 403rd Radio and Instruments from Fishers, IN, mailed to us photo copies of his check for '97 dues as well as the last two mailing labels which show him going from PD-97 to PD-95. The Reverend **CALDWELL** says that he has not attended any of our reunions although it has been on his wish list for many years. With his work as a preacher and teacher he has traveled to places such as Brisbane, Aus.; Nadzab, Hollandia and Finschhafen, Papua, N.G.; Tacloban, Leyte, Luzon (Clark Air Base before Mt. Pinatubo erupted) P.I.; Okinawa, Ie Shima and Tokyo, Japan, where he had been during the war. He also has visited Manaus and Fortaleza, Brazil; Georgetown Guyana, S.A.; Kingston and Montego Bay, Jamaica; Port au Prince, Port Margo and La Gonave, Haiti; Jakarta and Yogyakarta, Indonesia; Seoul, Korea; Rome, Italy; Athens, Greece; Tel Aviv, Haifa, Jerusalem and all over Israel as well as all 50 states in the USA. He is heading to Moscow and Vladimir, Russia to continue his teachings. He says that when he is retired he'll think about attending our reunions. He closes with the remarks "Meantime, my best wishes and prayers are with you that you'll have a good time, while you remember this life is not all. There is a life that last[s] forever hereafter." [WAYNE provided an e-mail address and so he has been informed of the problem with the mailing labels.]

**JOUBERT S. McCREA**, 65th Pilot from Alexandria, VA, writes that he is a bit confused.

He had made out a check last October to bring his dues up to date, but now finds that his address label never caught up. [The check you enclosed will go for your '98 dues as your '97 dues indeed had been paid.] MAC says that he is very much impressed by the outstanding efforts BILL and the other officers are contributing to the association. He says to "Keep it up!!" He finds each Newsletter has some tidbit of news that is very enjoyable.

**HELEN O'BRIEN**, from Sun City, CA, and widow of the late **WILLIAM O'BRIEN**, has written to inform me that the **AL O'BRIEN** of LaGrange Park, IL, mentioned in the previous Newsletter is not the brother of her late husband as stated. [This is the editor's fault entirely. Please accept my apologies for this error.] **HELEN** says that she and **BILL** did enjoy the reunions that they attended together, and she had never seen **BILL** happier than when he and his buddies were sharing their experiences. [Your dues are up to date, **HELEN**. Ignore any mixup on the mailing label on the last edition. Thanks for the nice words about the Newsletter.]

From Stanford, KY, **BEN R. DAMRON** from the 65th writes that he had received his Newsletter about mid July, and as he usually does he sat down to read it. Then later he read his Newsletter again. He had made his hotel reservations and had his plane tickets to Albuquerque, but since then he developed health problems which he hopes will not keep him from the reunion. **BEN** says that he recently had a letter from **GORDON REX BABB** who had been in the 65th also, and **BEN** knew him at Dobodura, Nadzab and Owi. **REX** is not a member of our association, but **BEN** asked that **REX** be sent a copy of the last Newsletter with information regarding the '97 reunion. This has been done with a letter encouraging **REX** to join the association. **BEN** even sent along some reimbursement to pay for the costs of sending material to **REX**. For those who knew **REX** here is his address so that you can write to him and ask him to join our organization and attend the reunions.

2728 Oneida Lane  
Provo, UT 84604

In a letter sent to the Officers as well as the 64th Sqd. Assoc. Directors, 403rd Pilot, **MAX AXELSEN** from San Antonio, TX, has laid to rest the question about the placement of the last remaining plaque of the 43rd BG Assoc. **MAX** has delivered this to the SAC Museum which is the keeper of all of our official records still extant. The curator was pleased to get the plaque and duly noted its receipt in the records. While **MAX** was in Omaha, the first procession of aircraft began to move out of the old SAC museum grounds to a new location about 36 miles southwest of Omaha, on Highway 80 about midway between Omaha and Lincoln, NE. Corporate and individual donations for the new facility now exceed \$27 million. This will be a far superior location and facility for the museum which will be located at Maroney State Park along with an 18-hole golf course and a planned hotel. The museum will be opened in November with a formal dedication planned for March of 1998.

**MAX** says that he and **MARGARET** have been on the move. After a few days in Omaha they visited friends and relatives in Iowa and Minnesota for a couple of weeks. They returned to San Antonio long enough to do some necessary laundry and get a bit of rest before heading to Seattle to join a tour into the Canadian Rockies. They returned to S.A. on July 27th, and immediately felt like going back to Canada. **MAX** says "It is hot, hot, here!" Their days in Banff, Vancouver, Victoria, etc., ranged from a low of about 55 degrees [Fahrenheit] to a high of 82. **MAX** says you could not ask for better weather, it was picture perfect throughout the trip. They are "Looking forward to seeing all you good folks in Albuquerque."

In a much later letter, **MAX AXELSEN**, reported that he had a call on August 19th from **HAROLD C. JOHNSON**, 403rd Crew Chief from Kettle River, MN, an avid golfer and all around good trooper, who had to cancel his and **PHYLLIS**'s reservations for Albuquerque because of the devastating news he has received from the medical people about his health. He will start chemo on the 5th of September and like many others he is most concerned about getting our history while he still can read it. **MAX** also made a pitch to have the '99 reunion in San Antonio and has offered to host

it with MARGARET. He also noted that Albuquerque holds a dear spot in their hearts since they were married there while he was "...going through transition in a great, great, great, great, airplane ... the B-24."

**NICK ARABINKO**, 64th Pilot from Punta Gorda, FL, and provider of humor for the Newsletter, had written a letter, prior to **MAX AXELSEN**'s move, regarding the placement of the last 43rd plaque. He had made a very logical and sensitive argument opposing the selection of Ie Shima as the permanent home for this plaque. He supported the proposal to place the plaque with the SAC Museum in Omaha and had requested that the Board of Directors address this subject before the next reunion. Although the matter had been resolved prior to **NICK**'s letter, his position on this matter supports what has taken place.

Another confused by the mailing label mixup is **VICTOR H. FRANCO**, 63rd Navigator from Colorado Springs, CO. He says that he mailed his dues in for '96 and '97 in January of '97, but his latest mailing label has him paid up through '94. [You are paid through '97.] **VIC** says that he is sorry that he and **ANNA MARIE** will not be able to attend the next reunion. He asks that we update his Zip Code. For your Rosters: Colorado Springs, CO 80918-4323.

With a good sense of humor **HARRY URBAN**, 403rd Bombardier from Colorado Springs, CO, says that he had written previously to get his mailing label corrected when it showed PD-96 rather than PD-97. He figured that his note would correct the matter. Then the July Newsletter mailing label showed PD-94, and **HARRY** says "It made me roll laughing-to the floor!" He writes that a good sense of humor is hard to find today, "But yours is great! I'm only 3 years behind!" [You are current with your dues, **HARRY**.]

**EARL L. RESHAW**, 65th Pilot from Lafayette, IN, mailed in his last two mailing labels and wonders why his latest shows PD-95 while the April one showed LIFE. [Just one more in the mixup.] He says that is not possible for him to go to all of the reunions, but please keep sending him the Newsletter. He thanks **BILL** for all that he does for the 43rd. **EARL** reports a new area code for his phone: 1-765-447-2567.

Along with a check for his '98 dues **CLINTON M. LOCKAMY**, 64th Navigator from Houston, TX, also sends his July and April mailing labels from his Newsletters. He says that he is a little confused by them. [You are not alone as you will note from this Newsletter. Your dues are paid through '98.] **CLINTON** expresses heartfelt gratitude to all who keep the Association going in such a good manner. He would like his area code to be listed with his phone number in your Rosters: 1-713-465-4969.

Another who says he enjoys the Newsletter is **ALEX F. WYSOCKI**, 63rd Air Mechanic from Chadds Ford, PA. He also hopes that no one gets a name like **WYSOCKI** incorrect. **ALEX** says he was a mechanic with an electrical specialty MOS when he joined the 63rd at Clark Field. He sends belated kudos to the individual who made drinking glasses from beer bottles for the NCO Club at Clark Field. As many of you must remember a gasoline soaked string was placed around the bottle below where the neck started and was then set on fire. A sharp blow would result in a handy drinking glass with no sharp edges. **ALEX** wonders if anyone else remembers a gas alert on Ie Shima as reported by **BOB CLAYCOMBE**, 65th Pilot from Indianapolis, IN, in the last Newsletter. [I thought that I recalled such an alert one night in late July or early August. I seem to recall how we wondered what we would do since all of our gas masks had been collected when we first arrived in the Southwest Pacific, but a check of my diary reveals many alerts for expected Japanese air attacks, but nothing about gas. See **EDWIN LES JOHNSON**'s remarks later in Newsletter.] Lastly, he wonders who of you remembers the day and month the Group shipped out of Subic Bay for Ie Shima.

**ALTON DOUG LEAMAN**, 403rd Tail Gunner from Indianapolis, IN, writes that there were 91 Pilots and crewmen who came from Guatemala to the 19th BG starting in July

1942. They had taken over the airport and Fairground Buildings in Guatemala in Jan. 1942, for the crews and ground crews as well as 12 new B-17s. He writes that he and **FRANK P. HOHMANN**, 403rd and 65th Flight Engineer from Princeton Jct., NJ, figured that they had 346 hours of patrol flying from Guatemala to the Galapagos and back before they left for Australia. **DOUG** writes that the B-17 he flew was called "*Taxpayers Pride*." The late **JOEL GRIFFIN** was in that plane when it was shot down out of Rabaul. The gunner on his crew was on loan to the crew of that plane on that fateful day. **DOUG** writes that on January 9, 1942, while aboard a B-17 with Pilot **J. P. ROUSEK** [Sp?], Copilot "**DUTCH**" **BENEDETTI**, 65th from Monterey Park, CA, they were jumped from the front by 12 Zeros. **ROUSEK** was badly wounded, Navigator Lt. **DUFFY** had his head blown off, and **BENEDETTI** had the side of his face, an eye and an ear blown away. Since **DOUG** had some stick time, he was called from his tail gunner's position to help fly the plane. He sat on **BENEDETTI**'s lap while he and **HOHMANN**, Flight Engineer, brought the plane home some 240 miles with both right engines out, no instruments as the instrument panel was destroyed, and there were 3 others who were slightly wounded. He had thought that **BENEDETTI** was dead, and did not learn until 10 years later that he was still "running" and a college prof. **DOUG** and **FRANK** still write to each other. **FRANK** has visited him several times. As far as they know there are still 5 or 6 of the Panama bunch living. **DOUG** says he will be 79 September 19th some 54 years since that mission. He further reports that he had an enjoyable phone call from **BOB CLAYCOMBE**. Continuing with what happened with some of that crew, he says that **ROUSEK** was killed at Niagara Falls on a mission to New York. They had stopped at the Falls to have dinner at a Major's home, but their converted B-26 blew up on take off. **DOUG** was told this story by **BOB COOP** whose folks were there at the time. He says that he gets a kick out of **DALE ALLTON**'s [63rd Gunner from Newark, Ohio], a friend from the Guatemala days, name as it has two "Ls" whereas **DOUG**'s first name is **ALTON** with one "L." **DOUG** says that this name is German and his Dad's sister spent 7 months and a fortune tracing the family history back to 1549 and a royal baron who took the name **LEAMAN** from his commoner wife at his father's request.

**DOUG** now suffers from emphysema and has lost one lung and has had a bad heart for nearly 3 years, but he says he does enjoy letters and calls.

**LON H. WEYLAND**, 64th from Hot Springs, AR, says his July Newsletter shows him paid through '94 although he has been receiving the mailing right up to date. His grandchildren have been urging him to put together a sequence of places he had been stationed at during the war. He says that although he knows the names of the places he had been, he can't come up with the dates. He recalls that the Group was split up from time to time, but he is looking for someone in the Group, preferably from the 64th, who can give him the dates that squadron was stationed at Iron Range, Nadzab, Dobodura and Port Moresby. **LON** says that if he ever gets a copy of Hickey's book, *Eagles Over the Pacific*, some of his questions may be answered.

From David City, NE, **JOHN D. BEHRNS** 65th Engineer and Gunner, enclosed a letter with his check for a couple years of dues. He says that he and **MILDRED** will be unable to attend the reunion in New Mexico as they have become quite involved with football since their son became head coach at Nebraska - Omaha. The reunion comes when the football season begins and traveling is not getting any easier for them. They have enjoyed the reunions they did attend, especially one in San Antonio when 5 of the original crew were together. Since then, one has passed on so now there are 4. He enjoys the Newsletter and is looking forward to the 43rd's History.

In a letter to **BILL**, **ROBERT CUTLER**, Headquarters from Quincy, MA, writes that since he can't make it to Albuquerque he is sending in his '98 dues to keep up with his pal, **ANTHONY V. IAMPIETRO**, Headquarters from Middleboro, MA. **BOB** wants his phone number recorded correctly in the Roster so his buddies, particularly **GEORGE J. CARTER**, Headquarters from Cream Ridge, NJ, can call him. He is going to see if **TONY** will take him to Springfield for next year's reunion. The correct phone number is: 1-617-770-9289.

Still another concerned about the mailing label mixup is **SAL ATORE MUSELLA**, 65th Radio Operator from Stuart, FL. SAL mailed a photo copy of his check for payment of his '97 dues as well as the mailing labels from his last two Newsletters. The April label shows PD-97 and the July one shows PD-95. He says that he does enjoy reading the Newsletter, but he won't make it to Albuquerque this year. He says he will see all in '98.

**CLESTON DROWN**, 64th Ordinance, sent his '97 & '98 dues to BILL with a letter saying that he would hate to miss getting the Newsletter and is sorry about the lateness of his dues. He is looking forward to our history, *Eagles Over the Pacific*. He says that he joined the 43rd in Bangor, ME and made the trip to Australia on the Queen Mary. He returned to the States from the Philippines. Change your Rosters to show his current address as: 605 Coachwood Central, Leesburg, FL 34748-6203.

Facing a total knee replacement **ANNE LaMORGE**, from Vacaville, CA, and widow of the late **VINCENT** of the 64th, writes that she had hoped to make it to Albuquerque but the operation will be in the way. Like so many of us ANNE says she can't remember when she last paid her dues and sent BILL a check for two years of dues. [That takes care of '97 and '98 according to BILL.] She hopes to make a reunion at another place and another time and sends her regards to everyone in the 43rd Association. ANNE is another anxiously waiting for the history if and when it comes out.

Looking at the address label on his July Newsletter **EDWIN LES JOHNSON**, 63rd from Rockford, IL, was shocked to see how far behind he was with his dues so he sent in his dues for '96-'98. EDWIN says that he was on Ie Shima when the team from Japan arrived in the white Betty bombers. He recalls that the crew was dressed in heavy gear and boots as if dressed for winter flying. He also recalls the night when we heard about the bomb being dropped on Japan. He was at a movie when the announcement was made, and the announcer instructed everyone to return to his tent and get out his gas mask as no one knew how the Japanese would react. EDWIN thinks that the Newsletter is great and he reads it from the first to the last page. He is pleased to hear that a publication date for our history has been set.

**WILLIAM "BUD" GAFFNEY**, 65th Pilot from Madison, IN, wrote to tell BILL that his mail label was incorrect and to pay his dues for '97 & '98. He says that he will not make it to Albuquerque, but he is sure his bombardier, "**BUD LAWSON**," (Bay Village, OH) will be present.

Of interest to **LOREN C. BATES**, 403rd Radio Operator from Sacramento, CA, are the remarks by **JOE BROWN**, 65th Pilot Anacortes, WA, in the last Newsletter when he cited a mission on May 17, 1945, on which his crew dropped 55 gallon drums of napalm on Taihoku, Formosa. LOREN says that his crew dropped napalm on targets and thinks that very likely they dropped them on Taihoku also. He reports their plane was hit by flak and they also encountered fighter planes on their mission. LOREN says that he has lost his roster and sent along a check to cover the cost of a replacement. [This has been forwarded to **BILL WILSON** with your request, but do not be upset if BILL reports he has no more of these. A new Roster is scheduled for 1998.]

In a letter to all of the Association officers, **LOREN C. BATES** [See story above] apologizes for being so far behind in his dues as noted on the address label to his Newsletter. He is now paid up through '98. LOREN says that he joined the 43rd at Nadzab, N.G., as Radio Operator/Aerial Gunner on Lt. **BAUER**'s crew. He enclosed a mission log, which is too extensive to put in this Newsletter, but which indicates they arrived on April 1, 1944. They checked in first at Port Moresby which he says was a stinking hole and that he will never forget the mud. They had flown over from Fairfield-Suisun AAB, CA, (now Travis AFB) in a brand new B-24 they had picked up at March Field, but it was taken from them when they landed in Port Moresby. Although they were sorry to lose the plane, they were glad to leave the mud and the treatment they received at transients. The 403rd treated them much differently. "Here was a great



bunch of guys. However it was different putting up with old oil throwing B-24's, but it was all we had." He found that the maintenance was great and the ground crews kept those planes flying. He says that he is living proof that "...they got us there and back, although at times we had our doubts." After the war ended he accepted discharge although he was offered a commission as a Communications Officer. He had enough and was wanted out. Then came the Korean incident and he was in the reserves. Called up to duty, he was assigned to SAC and B-29s. He made the Air Force his career then and served in Korea and Vietnam flying as Radio Operator and Electronic Counter Measure (ECM). He says that one of these days he will make a reunion. [Don't wait long. Time passes quickly.]

**LINDA M. BRADY**, Morristown, TN, sends us the sad news of the death of her father, **WESLEY E. ROWE**, 64th Armament from Levittown, PA. She says that **WESLEY** passed away on January 21, 1997, and he was with the 43rd (KEN'S MEN) in New Guinea. She signs her letter as "Daughter of a Fallen Comrade - in Arms."

In August, **WENDELL W. JONES**, 64th top Gunner from Raleigh, NC, wrote to inform the editor that a friend of his had received his July Newsletter, but **WENDELL** had not received his. He assumed that it was lost in the mail, and asked that he be sent a copy. He thinks that a "real good job" is being done with the Newsletter and thanks those who help prepare and mail it. [Due to the mixup with the mailing labels, I have received several requests for copies of the Newsletter which failed to reach the Association member. All who have asked for a copy have been mailed one.] **WENDELL** followed this up with a second letter thanking the editor for the fast response to his letter. He says that he enjoys the Newsletter and thinks that he may be expressing the views of many others when he says that he appreciates the great job being done with these. He also included his next year's dues which he says that he generally pays at each reunion, but he was unable to attend the 1997 reunion.

Crew Chief from the 13th & 403rd, **CHARLES R. COLE**, from Roaring Branch, PA, says his wife, **CLARA**, has raised his allowance so he sent **BILL** a check to catch up with his dues which were in arrears. He also reported on a Mini-Reunion held on May 21st-23rd at Lancaster, PA. Three couples attended: **MARIAN** and **LEWIS H. WALTMAN** (Radio Operator) from Lancaster, PA; **DOROTHY** and **CARL P. AVERILL** (Radio Operator) of Rome, NY; and **CLARA** and **CHARLIE**. The three men were in the 13th Recon Sqdn. which sailed to Australia on the *Argentina*. All later became part of the 403rd. **CARL SIMPSON** of Pitman, NJ, was unable to attend due to a hip replacement, but the 6 had a good time reminiscing and have planned another mini-reunion next year. **CHARLIE** points out that **CARL** was the lone survivor of a plane crash as related in the 62nd Edition of the Newsletter in April, 1997. He also says that although he was a ground maintenance personnel, he "...flew the last year of the war during the Philippine Campaign with **Col. DOWNER** as pilot on aircraft B-17F 41-24353, *Capt'n & The Kids*, re-named *Miss Em*." They were flying photo Recon for **Gen. EICHELBERGER**, Commander of the 8th Army. **CHARLIE** says that he enjoys the Newsletter and reading about the experiences of others. "Keep them coming--less we forget." He is hoping that **LARRY HICKEY** will get the history out soon. He says that many of us are looking at 80, so the sooner the better. He regrets that the late **DALE BARR**, 403rd Tail Gunner and Past President of the Association, will not see the book after being such a great help in collecting 43rd history for it.

In a letter to our current president, **JAMES T. MURPHY** 63rd Pilot from Huntsville, AL, **ROBERT H. BUTLER**, 63rd Bombardier from Fayetteville, NC, tells **JIM** that the 43rd has been reactivated as the 43rd Airlift Wing at Pope AFB about 10 miles from his home. **BOB** had been recalled there from '51-'53 as a Judge Advocate. **BOB** says he is happy that the 43rd will be mostly 4 engines again with some firepower. A C-130 Hercules was used as a gun ship in Vietnam. The new AFB will also have some A-10 Thunderbolt IIs. The close cooperation between Pope AFB and Fort Bragg nearby will continue. Included in his letter were some newspaper clippings regarding the activation of the 43rd Airlift Wing. Excerpts from these:



The activation took place with the usual military ceremonies on April 1, '97. The flag of the 43rd Airlift Wing was unfurled in a brisk wind as the colors of the 23rd Wing "Flying Tigers" were rolled up ending their five-year stay at Pope. Watching the ceremony was retired Col. BOB BUTLER, a bombardier in the 43rd Bomb Group in the Pacific during WW II. Bob, who served as mayor of Fayetteville from 1961 to 1963, said, "I'm just tickled to Death. It's just wonderful to me after all these years. The 43rd had such a great legacy during World War II and after the war." One article goes on to say that the 43rd dropped bombs during WW II and the 43rd Wing dropped bombs during the Vietnam war. In the 43rd's history two of its aviators received Medals of Honor in 1943. Capt. **JAY ZEAMER** Jr, Pilot, and 2nd Lt. **JOSEPH R. SARNOSKI**, Bombardier, received these highest U.S. military awards for action on a photographic mission over the Solomon Islands on June 16, 1943. Although mortally wounded from Japanese fighter fire, SARNOSKI stayed at his nose guns and returned fired to the 20 interceptors until he died at his post. ZEAMER, seriously injured, flew the plane until it escaped from the enemy attack and landed it safely at a base 500 miles away.

The 43rd Wing set long range flight records when it flew two B-29s around the world in 1948, when it flew a B-50A, *Lucky Lady II*, non-stop around the world in 94 hours and 40 minutes in 1949, and again in 1954 when it kept a B-47 airborne for 47 hours and 35 minutes. It has flown B-17s, B-18s, A-19s, LB-30s, B-24s, B-29s, B-50s, B-47s, KB-29s, KC-97s, KC-135s, B-58s and B-52s. The 43rd has been a Bombardment Group (H), a Bombardment Group (VH), a Bombardment Group (M), a Strategic Wing and a Refueling Wing. BOB points out in his letter (which went from JIM to **BILL H. WILSON** Jr., our current Treasurer and 65th Pilot from Snyder, TX, and then to this editor) that the 317th Airlift Wing which had been at Pope AFB before the activation of the 43rd, was a C-47 Group in New Guinea in '42-'43. It dropped airborne troops at Nadzab in September '43 and later on Corregidor, Philippines. A recent commander at Ft. Bragg, Lt. Gen. Tolson - (NC), was a battalion commander on that drop which was observed by Gen. MacArthur in one of our B-17s flown by **HARRY (FS) HAWTHORNE**. He writes that this good mission opened up the entire north shore of New Guinea for advancing the move north.

BOB also mentions that **BILL WILSON** and **MARY LOIS**, **GEORGE WHITE** (63rd Ball Gunner from Chatham, NJ) and **AILEEN**, and himself and **DORIS** took a tour of the British Isles in part of June and July. This group along with **J. C. "CHUNKY" WILFERT**, 63rd Navigator from Crowley, LA, and **CLARA MARIE** had taken a tour of Australia and New Guinea earlier, but the WILFERTs were on a Scandinavian tour at this time.

**CHESTER W. HALE** Jr., 65th Crew Chief from New Britain, CT, mailed in his dues along with a nice letter. CHET says he was with the 43rd at Bangor, ME, and left there on the Queen Mary for Australia. He says he is 80 years old and is a bit concerned about the "book" that is being written on the history of the 43rd. He hopes that he will live long enough to see it. He knows many of our members have passed away while waiting for this book. Back in 1990 he sent **LARRY HICKEY** a check for \$73.50 after an appeal in the Newsletter for help in raising funds since the cost of the book was running so high. He did get a nice thank you letter from LARRY, but would rather have the history.

Still another concerned about the address label on the July Newsletter is **CHARLES FARHA**, Headquarters Intelligence from Rockledge, FL. [We hope to have all of this corrected when this Newsletter gets mailed.] CHARLIE draws our attention to the last Newsletter and the reference to news clippings from **BOB MULVEY**, 403rd from S. Yarmouth, MA. In particular, the article which had referred to Col. **FRANK KURTZ** and his B-17 named the *SWOOSE*. CHARLIE wonders if we are aware that KURTZ named his daughter **SWOOSIE**. "She is an actress and was in a since gone TV series 'Sisters.' She is presently seen on the TV series 'Suddenly Susan' which stars Brooke Shields, and she portrays Susan's mother in this series." He says that Swoosie has appeared on talk shows and has related how her father had named her. He is sorry to report that he

and **INGRID** will not be at the reunion this year, but they hope that they will be able to make the Springfield reunion next year. **CHARLIE** says the Newsletter contains "...quite a lot of enjoyable reading." He encourages us to keep up the good work.

Using the e-mail address provided in the Newsletter, **CHARLES THOMASON**, 64th Tail Gunner from Craigmont, ID, let me know, as did many others, that he did not receive a July Newsletter even though his dues are well up to date. [As I did for all of those who have informed me of the fact that they did not receive the last Newsletter, I had copies of it run off and mailed one to each of them. E-mail is answered promptly.]

**HOWARD L. ROGERS**, 64th Radio Operator, from Beech Grove, IN, writes "I get a real kick out of the Newsletter. I think the guys are beginning to loosen-up, share a little more than at first." He says that his Pilot, **ART SHELDON OLMSTED**, 64th from Ft. Worth, TX, had reported in the January Newsletter that he was 80 and ready to go again and had flown 52 missions. **HOWARD** says that **ART** was the old man on the crew, and he flew all of his missions with **ART**. "I can still see him wrap that knobby right hand around those throttles and man! - was he some B-24 driver! **ART** I really don't want to go again, but if it had to happen I'd rather ride with you." **HOWARD** says that back in the 80's he and others mailed in their checks for \$70 for the early edition of the 43rd History Book. He wants to know now "...that it's really going to come out - what do we do?" [It is the editor's understanding that copies of this book, when it comes off the press, will be mailed to those who paid in advance. Make sure **LARRY HICKEY** has your current address.]

In a later letter **HOWARD** wants to know how a guy can get two years behind with his dues? [Another victim of a mixup in the mailing labels.] He says he will get after his "secretary" for that, but admits he is just kidding and won't hit her. **HOWARD** says that **WILMA D.** has been his special lady for 55 years as of last July 24th.

Another report on a perilous mission comes from **HARLEY HAYDEN** of Hannibal, MO. First, he cites that he was not a pilot in the 65th as stated in a previous Newsletter. He was a gunner who flew all positions on a B-17 except that of navigator and pilot. He almost made Copilot when the crew lost its Pilot, Capt. **STRAUSER**, on a recon mission over Rabaul in January 1943, but the engineer beat him to the job. So he took over the top turret, the engineer's position. Since they did not have a bombardier along due to the extra fuel tanks, **HARLEY** had moved to the Nose Gunner's position. He found that after one burst of the machine guns, one 50 cal. no longer worked. It was like the rest of the B-17 either tired or worn out. On second thought he says it was tired since B-17s just never wore out. The Copilot, Lt. **CORY**, was wounded with 2 small caliber rounds creasing the top of his head. The plane plunged from 28,000 ft. to 8,000 ft. before **CORY** pulled it out of a halfway controlled dive while still dazed. The left inboard engine had been hit and the prop hub caught on fire. It was difficult to extinguish and flamed up again after the first attempt to put it out. After leveling out, Capt. **STRAUSER** was handed down from the flight deck to **HARLEY** in the nose. He dressed the wounds of the pilot who drank what was left in a canteen and said that was all that he needed. The fire in the prop hub and a flapping noise in the nose of the plane made **HARLEY** and Lt. **NEWPORT**, the Navigator, nervous. Meanwhile, **NEWPORT** gave the copilot a heading to Buna which proved to be right on the mark. [Could this be **LOUIS H. NEWPORT**, 65th Navigator from Irvine, CA?] At this time there was no field at Dobadura and Buna had a small dirt strip. **CORY** decided to come in over the jungle as he did not know whether or not the brakes were working. **HARLEY** says no one ever made a better landing. The strip appeared to be deserted, and only one officer showed up in a jeep and took **CORY** and most of the crew to an aid station. About then some P-38s landed followed by a lone C-47. **HARLEY** stayed on base at the log tower where he spent "... the longest hours in my life with Capt. **STRAUSER**'s body." Although the strip seemed to be deserted, **HARLEY** thinks that there were Japs there who were just as scared as he was. **HARLEY** thanks the staff for the good job it is doing with the Newsletters which he says is "great."

Sad news has arrived from **ROLAND T. FISHER**, 63rd Pilot from Lake Oswego, OR. He reports that **JOHN W. KINGSTON**, Weather Officer in the 63rd from Sept. '43 to July '45 and from Lakeside, CA, died on August 6th in a VA hospital in San Diego, CA. **JOHN** was unable to attend reunions as he was bedridden and on oxygen for the past 4 years. **ROLAND** says that **JOHN** loved the squadron and made a great contribution of material for the History. "He sure was looking forward to reading it."

**WILLIAM "BILL" HEERE**, 63rd Pilot from Sacramento, CA, sent in his dues through '99, and called to the editor's attention that he is 83 and not 88 years of age as reported in the July Newsletter. His doctor has forbidden him to travel to Albuquerque this year as he was still getting over a flu-like virus in late August.

Our President, **JAMES T. MURPHY**, writes that he had received word from **GARNETT L. PEELING**, 65th Ordinance from Presque Isle, MI, telling of the passing of **ROBERT J. BYRNE**, 403 Armament/Ordinance from Coventry, RI, on February 8, 1997. **JIM** says that "**ROBERT** ... did one of the most important and dangerous tasks in armament and ordinance. Many of our successes were dependent on those working with our ammunition, guns, bombs, along with additions to bombs, such as wire wrapping, fusing of extended or short delay, and as I saw it in skip bombing, if the delay fuse had not been accurately set, I know what could have happened. Thanks to **BOB** and others, a number of us are still here to write about it." **BOB** leaves a widow, **MARY**.

Writing for her husband, **WILBURN T. "JOE" ALLBRIGHT**, **FRANCIS** has mailed in their dues for '98. **JOE** is a new member. They are planning to come to Albuquerque this year for their first reunion. [No information as to squadron and assignment came with their letter, but I am going to take a chance that this is the same fellow with whom I served in the 65th. He was a Pilot if my memory serves me correctly.] Add the name and the following to your Rosters: **P.O. Box 956, Andrews, TX 79714-0956. Phone: 1-915-523-5120.**

After reading in the April edition of the Newsletter about the book, *Black Sunday*, by **MICHAEL CLARINGBOULD**, an Associate member from Fiji, **SAMUEL F. COMMONS**, 65th Flight Engineer from Flourtown, PA, sent in some of his notes about that particular day. Flying in B-24J 73163, *Shirley Ann*, with Maj. **JAMES T. PETTUS**, 43rd C.O. from Honolulu, HI, as the pilot, they "Bombed supplies and personnel at Hollandia. Started large fires. The target was completely wiped out. ...Coming back we were in a storm for about an hour and a half. These mountains aren't anything to fool around with, especially in a storm. Sure glad that the Mark[h]am valley was clear. Dropped 8 - 1000 lb. bombs from 12,000 feet. No ack ack and light interception. ... No. 2 generator went out and #3 prop. governor went out. Time was 6:25." **SAM** sent along some maps of the northwest New Guinea and a very detailed map of the islands of Biak and Yapen which show the tiny island, OWI, where the 43rd had been stationed. He also enclosed a photo of 6 members of his crew, including him, taken after leading the first daylight air raid on the Philippine Islands on Sept. 1, 1944. Excerpted from **SAM**'s notes is the following story:

Capt. **WHITE**, 65th was the pilot of the plane in which **SAM** flew. The Copilot was **DUSTY RHODES**, and the Navigator was **ROBERT "BOB" LEIBNER**, Chattanooga, TN. It was the lead plane for the mission. The Group Commander Col. **H. J. HAWTHORNE** and War Correspondent Lee VanAtta of International News were in the plane as well. We bombed Davao Air Strip on Mindanao. We carried 90 frags and our plane destroyed three planes and two trucks. Sixty planes took part in the raid. Bombed from 12,000 feet. Had 100% coverage of target. Bombardier Lt. **SIMPSON** was flying his last mission, and he bombed the 3 fighters as they started down the runway. The ack ack was heavy and accurate, but no planes were hit. Then came the fighters. Must have been at least 45 of them, and we had no fighter cover. There was one Helluva battle which lasted about 45 minutes. The Japanese planes got above the bombers and dropped 7 or 8 aerial burst bombs on the bombers. No one was hit. Then the fighters dove down on the bombers and the battle was on. Since Capt. **WHITE**

was leading the entire wing in B-24-776, the fighters concentrated on our plane. One came straight in at us from the nose but the nose gunner and I had such a wall of fire out there he couldn't line up on us too well. He then climbed up and over us. All the time I could see my tracers getting right in there. Almost directly over my head he turned upside down making a lovely target. I cut loose with several bursts, and I could see my tracers going right at the cockpit. **JACK BARSKI**, Tail Gunner, saw him go into a spin and never pull out, so I'm pretty sure I got the pilot. Anyway I have a definite to my name, and we did not get a hole.

Plane 056 had two men shot up and a pilot in the 403rd Sqd. was killed. The 22nd Bomb Group lost 2 planes. This is one mission that I shall never forget.

The Philippines are really lovely although I didn't have much time to look at the target and surrounding area. Our mission lasted 12 hours and 10 minutes.

**SAM** and his wife, **HELEN**, were in Buffalo early in August. **ANITA** and **JIM CHERKAUER**, 65th Pilot from Kenmore, NY, had breakfast with **HELEN** and **SAM** at the Hyatt Regency. They also had the pleasure of meeting several members of **SAM**'s family that day.

**SAM** was invited by his Congressman **Fox** to attend a medal presenting ceremony where he and others were presented their Philippine Liberation medal and ribbon along with a letter of appreciation from the Philippine embassy.

About the story in the last Newsletter from **WILLARD "JOE" BROWN**, he writes now that he had always thought that the 65th was responsible for the sinking of the air craft carrier in Kure harbor on July 28, 1945, but he received a letter from **WENDELL JONES** indicating that the 64th earned the credit for this sinking and he included copies of General Orders awarding the DFC to two 64th Navigators. [The editor also recalls that within the 65th we were told that the 65th was credited with that sinking.] **WENDELL** writes that he was on that mission with the 64th which he said sent only 3 planes out that day. He was not aware that the 65th was involved. [The editor's records indicate that the Group was led by the 65th Pilot, Capt. **LELAND "HERB" AGARD** Headquarters Operation Officer, flying with his crew from the 65th.] **WENDELL** says his Pilot was **ELMER DAUPERT** (64th from Bokeelia, FL) and the Bombardier was **[MYRON] JACK RUSMISEL**. On their first pass over the carrier both wing planes, including **DAUPERT**'s, strung bombs on either side of the carrier, but the lead plane's bombs hung. The 3 planes made another pass over the target, but again the bombs would not release. The lead plane made a third run, but again the bombs did not drop. **WENDELL** says that the ack ack was very intense and he was not happy making 2 runs over the target since he had almost reached the "...proverbial 100 points and could sense 'home'." Photos taken the next day show the carrier on its side in the harbor.

**WENDELL** included one photo in his letter to **JOE**, who sent a copy along with his letter to the editor. The lead Bombardier, **STANLEY G. RUBY**, was awarded the DFC for his part in leading the other 2 planes to make their drops within 50' of a 39,000 ton carrier of the Katsuaraga Class. The citation says that after the third run, he managed to drop his bombs on the town of Hitonose, destroying several small buildings. Bombardier **MYRON J. RUSMISEL** was also awarded the DFC by Major General **CLEMENTS McMULLEN**. He is cited for sighting the heavily camouflaged carrier while being subjected to intense antiaircraft fire from a battle ship, two carriers, several destroyers and smaller vessels along with that from ground batteries. His bombs dropped within 50' of the target causing severe damage. **WENDELL** relates to **JOE** that he first heard of these awards at the Omaha reunion when **JACK RUSMISEL** told him and other members of the crew about the 3 Bombardiers getting the DFC for this mission. **JACK** gave him copies of all 3 orders, but **WENDELL** has misplaced the ones for the third Bombardier who unfortunately is not identified. In all, 3 Bombardiers from the 64th were awarded the DFC for the mission.

In a second letter from **LOREN C. BATES**, he writes that he is pleased that the editor took the time to trace down some of the targets for missions he had been on. He was surprised to find that both of us had been on the same missions a few times including one when the 65th had a plane explode causing severe damage to the two wing planes,

one of which was the editor's. He wrote that he watched the explosion and the loss of the other wing plane. He said that he will try to make the Springfield reunion in '98, but he can't make the '97 reunion. LOREN took a discharge following the war, but stayed in the reserves. After being recalled for 21 months for the Korean "war" he decided to make the Air Force his career. He spent 10 years in Asia most of it on 2 tours of duty on Taiwan. In the 50's, a good deal of time and effort was spent in filling bomb craters in such places as Taipei, Hsinchu, Tainan and Kee Lung. LOREN made the mistake of telling one of his Ahmas on Taiwan that a particular crater may have been from a bomb he had dropped. He is trying to map out his missions as his children and other members of his family want him to. He will use General Kenney's book, *GENERAL KENNEY REPORTS*, to help him locate the targets his crew bombed.

**JAMES A. OTTINGER**, 65th Pilot from Allentown, PA, mailed his dues along with a letter in which he says that he remembers this editor as **RUDY**, but he can't find any fault with **JIM**. He says that he recalls vividly the day **JIM FRANKLIN**, 65th Pilot, took a direct hit. [See story above. **FRANKLIN** was flying that lead ship.] OTTINGER says that **FRED WILLIAMS**, 65th Navigator on **JIM CHERKAUER**'s crew lived in the same tent with him. He was one of 2 persons OTTINGER knew who had burned butts from flak without a break in their clothing. The other was his Navigator, **HARRY REEDY**, when on a mission to Kure Harbor. **JIM** says he got out of the service in '46 and saw **FRED** in '47 but then lost track of him after he moved to Cape Cod. [He is still among those we have not been able to locate.] **HARRY REEDY**, **JACK SILVIERO** 65th Pilot, and 65th Bombardier **BILL MILLER**, all passed away 20-25 years ago. On occasion **JIM** gets to see **BILL**'s widow.

**BILL WILSON**, Treasurer and 65th Pilot from Snyder, TX, received a letter with dues from **JOHN TALLITSCH**, 403rd Navigator. He says he will pay his dues for another year as "...I think I'll last that long." He asks about our history book. He writes that although he won't be at Albuquerque, he will be there in spirit and wishes good luck to all. He apologizes for the poor lettering. [JOHN neither **BILL** nor the editor was able to make out your street name for your Rock Island, IL address which is new to us.]

Another of our members is concerned that his mailing label was incorrect for the July Newsletter as "...I've dutifully paid every year for the last ten years." **FRANK REMANIAK**, 63rd Rad/Mechanic from Lakewood, NJ, enclosed his '98 dues. He says he hopes to make the Massachusetts reunion next year.

Still another finding the error on the mailing label is **CHARLES D. STEWARD**, 65th from Ridge, NY. He asked **BILL** to check his records and cites his check which would have him paid through '97. He also enclosed his last two mailing labels as so many others have done. Being a trusting soul he sent in another 2 years of dues and says that should take him through the end of the century. He thanks all for the good work on the Newsletter. [Hold on **CHARLES**. This century ends at the end of December 2000 and not 1999. Of course if you like parties and celebrations, why not celebrate twice and have a great time.]

Another with the same problem regarding the mailing label is **WALT BUTLER**, 63rd from Calistoga, CA. **WALT** writes that he remembers Owi well. In particular he recalls wearing fatigues dripped in repellents which were very uncomfortable, but he says they must have worked. Before the use of these many men were evacuated due to so many diseases there. He also notes that the water was very salty. He and others dug deep wells, purified the well water and they are still alive. **WALT** enclosed his '98 dues with his letter.

**KENNETH H. GISSONNE**, 403rd Navigator from Rocky River, OH, admits to being a bit confused with his latest mailing label so he has sent **BILL** another check which should take him through next year at least. **KEN** says that he flew 35 missions with the late

**AL PUTNAM** from Sacra to, CA, who passed away earlier s year. He also flew with Pilot **THOMAS** from the 63rd. **KEN** says he knows the men in the 403rd, but sure would like to know who were those in the 63rd with whom he flew. He says that while in the 403rd he flew in *Rio Rita*, but can't recall the 63rd plane. [Any help out there men?]

A badly mutilated letter accompanied with a form apology from the US Postal Service arrived from **DAWN EDKINS** of Port Augusta West, South Australia, but enough is still intact to get the gist of the letter....She was writing on behalf of her father-in-law, **JOHN "BLACK JACK" EDKINS**, who flew as a Navigator in the 65th. **BILL** says he is a real nice fellow. He was in the 93rd Squadron in the 19th Bomb Group before being transferred to the 43rd. **DAWN** wrote that **JOHN** flew with American crews during WW II, but she did not know just when and with what group, but he does receive our Newsletter. **JOHN** now is suffering from dementia and is in a nursing home in Port Augusta. Following the war he spent 25 years managing a sheep station nearby before semi-retiring to Adelaide. He worked there on a casual basis until fully retiring at age 73. After **DAWN** and **JOHN**'s son, **SANDY**, moved to Port Augusta 17 years ago, **JOHN** visited them regularly and would also visit the station he so loved. He would tell them of his time spent with the Americans which **DAWN** says he enjoyed as much as one could under the circumstances. **JOHN** did make it to one of the 43rd reunions and had hoped to make it to the Queen Mary reunion, but the great distance and traveling alone proved more than he could handle. He lost his wife, **MARY**, in 1980. **JOHN** has been in the nursing home for the past two years. He is well cared for, but when he reads each Newsletter and recognizes so many names, he becomes depressed. He has requested that we no longer send him the Newsletter, and **DAWN** has asked that we please honor this request.

Along with her dues **HELEN L. GREEN**, widow of **FRANK**, writes from Dayton, WA, that she and **BOB SCHULTZ**, 64th Pilot, will not make it to Albuquerque for the reunion. She says they will miss everyone, but they wish all a good time and a successful Reunion. **HELEN** says that they both have had unsuccessful surgery. **BOB** had surgery on his hand and has to have more. Her surgery was on a toe, and she has not been able to wear a "...decent shoe for 3 months."

**GENEVA SCHIRIPA** from Waukesha, WI, sends the sad news that her husband, **FRANK J. SCHIRIPA**, 64th Staff Sgt. and Armorer-Gunner, died suddenly on July 27, 1997. She writes that "FRANK had a military burial, complete with taps and a 21-gun salute, an honor befitting a man who flew fifty-four missions for his country." She adds that **FRANK** will be missed by his family and friends.

From Milnesville, PA, **ROCCO J. ARRUIZZO**, 63rd Tail Gunner, apologizes for being late with his dues. He says he stacks mail on his desk and neglects to act on it. **ROCCO** enjoys the Newsletter, especially reading about the places where he had been stationed. He arrived in the Pacific Theater at Nadzab, N. G. in April of 1945. The crew island-hopped until they joined the 43rd at Clark Field at the end of April where they began their missions. He reminds those of us who might forget, that the 63rd flew at night in black painted planes loaded with radar equipment. He says that was an experience he will never forget. He asks that the staff keep up the Newsletter which he really enjoys.

**GEORGE BURHOE**, 63rd from Valrico, FL, [Not IL as shown in Roster] mailed in a couple years of dues. He says that he had a great time in Orlando, but whenever the reunion moves west, something comes up to keep him away. He recalls paying for 2 years of dues in Orlando last year so he wonders if the new check will show him paid up through '97 or '99, but he will find out in Massachusetts next year. Referring to **JIM MURPHY**'s words in the April Newsletter about the benefits of turning 80, **GEORGE** says that such has not had the magic effect on him, and he will hold **JIM** "...personally responsible if people continue to call me a discontented, fumbling, limping old has been." He sends best wishes for the reunion and is sorry that he will



not be there.

From **KENT L. A. ZIMMERMAN**, 63rd Pilot from San Antonio, TX, comes word that just before he left the reunion in Albuquerque, he had located a 63rd Pilot who had never heard of our association. KENT is sending him a report of the Squadron Meetings. **CARLILE MERRITT** had not been in touch with anyone from the 43rd or 63rd since he came home from the SWPA. Information for your Rosters: 8004 Tisdale Dr., Austin, TX 78757. Phone: 1-512-454-7929. KENT has asked the editor to send CARLILE a late Newsletter, which I shall do, a Roster and the form for joining the association. [We are out of Rosters. I will contact **BILL WILSON** and **PAUL LEDGER**, 63rd Sergeant Major from Fort Wayne, ID, our recruitment person who take care of these matters.] KENT goes on to say that 2 of the remaining 8 members of his crew attended the reunion. They are Bombardier, **STEPHEN PERRONE** from Sommerdale, NJ, and Flight Engineer **RICHARD HOWARD** from Hysham, MT. He says that only 2 of his crew live west of the Mississippi River. He hopes to get them all together for the '98 reunion in Springfield, MA.

Shortly after returning home from the reunion in Albuquerque, **F. NEAL FUGATE**, 63rd Pilot from Rancho Bernardo, CA, wrote that he now a member of the "ZIPPER CLUB" as a result of a 4-way heart by-pass operation last March. He and his wife, **RUDI**, canceled a trip to Cancun, Mexico, as well as a Greek Island cruise, but they made it to Albuquerque and look forward to Springfield in '98. NEAL says that he also became a member of another "Club" as a result of being named a Tennessee Squire, even though he is from California, compliments of the Jack Daniel's organization. He congratulated the editor for reelection as Secretary. He likes what is happening with the Newsletter.

Writing from Phoenix, AR, **EDWARD L. GAMMILL**, 63rd Aircraft Maintenance, enclosed a letter from **BILL LAIRD**, 63rd Line Chief from Windsor, CA. [ED and the editor were seat buddies on the reunion tour which took us to the Kirtland AFB Nuclear Museum and a tour of Albuquerque. He had been stationed there during the Korean War and had lots of information to share with the editor.] BILL has been quite ill for some time now, but is improving slowly. He could not make it to Albuquerque, but is very hopeful that he will be at the reunion in '98. BILL writes that he had too much cholesterol in his veins and almost did not make it. Now he is on a very strict diet and is limited in what physical activities he can do. Writing and driving a car are among those he can do. He says he has wonderful neighbors and all of their sons are near them. His wife, **ALYCE** is his "Special Nurse," cook, dish washer, launderer, maid, gardener, meal planner, manicurist, toe nail clipper and barber as well as secretary, check writer and banker. He also writes that his children are having a birthday lunch for him to celebrate his youth of 83 years on 9-17-'97. BILL says he can't wait to get to the doctor's to show how much longer he has to stay on his medication. He wants to get back to a "normal" life. BILL sends along a new address for the Roster.

9588 Lakewood Dr. Windsor, CA 95452

A goodly number of our members have mailed to BILL their dues for the current year and or for 1998 and beyond. Among these are: **JOSEPH R. ESPOSITO**, 65th Navigator from Malverne, NY; **GEORGE CRITSIMILIO**, 64th Radio Operator from New York, NY; **FRANK STOLL**, 65th Pilot from Madison, WI, sent in his '98 dues with word that he won't make the '97 reunion but is sure that it will be a success anyway; **ORLAND H. POELS**, 403rd Flight Engineer from Green Bay, WI, has caught up with his '97 dues and says that "you ex-G.I.s sure do a good job. Thank you."; **JOE B. KINSEL**, 63rd Navigator from Beaumont, TX, catching up on his dues is now paid up through 2000. He promises the Board that he won't fall behind again.

The Post Office indicated that the Newsletter to **ART MILLARD**, 63rd Pilot from Webster, FL, was not forwarded to his "new" address. The "new" address it reported is the one in the current Roster. It must be that the 1995 mailing had his former address to which the mail was not delivered.



**DONALD J. MARSAGLIA**, 4th Bombardier, has a new address and wife, **BETTY**. So get out your rosters and make these changes: 3527 Lake Side Circle, Joliet, IL 60431. Telephone: 1-815-345-2873. [DON gave this to the editor at the reunion, but the pencil writing has deteriorated a bit since then. I sure hope that all of this is correct.]

**JACK NUNNELLEE**, 64th Nose Gunner from Salem, OR, has his old phone back. It is 1-503-681-1827. Change your Rosters if you crossed that number out from a previous notice in a past Newsletter

As the Newsletter was going to press word arrived that **RUSSELL H. EDWARDS**, 63rd Flight Engineer from Massillon, OH, died Oct. 1st after a valiant struggle against cancer. **RUSS BURNETT**, 64th Flight Engineer from Conway, MA, did get a 43rd Albuquerque cap to him shortly after the reunion. **DOT EDWARDS** had been giving RUSS the best of care the past few months. RUSS wanted so much to see and read the "History" he had paid for so many years ago.

Very late breaking news. **JANICE OLSON**, Associate 64th, e-mails that **LEX McAULAY's** book, *Battle of the Bismarck Sea*, may be available at:

Paul Gaudette Books	or	K.D. White Books
2050 East 17th St.		P.O. Box 1767
Tucson, AZ 85719		Tuggeranong, ACT 2905
Phone: 1-800-874-3097		AUSTRALIA
Fax: 1-520-791-9412		Fax: 011-61-262-926-656
E-mail: PGBOOKS@aol.com		

(Many of our members had asked at the reunion about where to buy this book.)

JANICE says "Hats off to **Jim Murphy** and the **Capertons** for a really, really good show in ABQ!"

**MATT MATTESON** sends along the next three bits of humor.

While visiting Hawaii this spring, he learned that it is the only state of our 50 to require golfers to wear two pair of pants while playing golf... in case of getting a hole in one.

An older couple wanted to spice up their love life so they bought a water bed. After the first month she began calling it the dead sea.

Did you know that Senior Citizens are the nation's leading carriers of AIDS? Hearing Aids, Band Aids, Roll Aids, Walking Aids, Medical Aids, Government Aids and most of all Monetary Aids to their children.

**ROLAND "FISH" FISHER**, 63rd Pilot from Lake Oswego, OR, not only likes **NICK ARABINKO's** [64th Pilot from Punta Gorda, FL] suggestion and help to include humor with each Newsletter, he thinks that we should have a limerick contest. He submits a bit of advice regarding limericks:

A Limerick Packs Laughs Anatomical  
Into A Space Economical  
But The Good Ones I've Seen  
So Seldom Are Clean  
And The Clean Ones So Seldom Are Comical.

FISH has composed one for our President, **JIM MURPHY**, but not included here. He says he is working on one for the editor. He includes several limericks in his letter, but in an effort to use our limited space economically, only two of them will appear in this edition.

There Was A Young Lady From Kent  
Who Said That She Knew What It Meant  
To Be Asked Out To Dine

On Lobster And Wine  
She Knew What It Meant - But She Went.

On The Chest Of A Barmaid In Sale  
Were Tattooed The Prices Of Ale  
And On Her Behind  
For The Sake Of The Blind  
Was The Same Information In Braille.

From NICK ARABINKO's "Smiles and Trivia File," source unknown:  
Worth Thinking About - Researchers say that at age 5 a child smiles  
113 times and asks 65 questions each day. By age 40, the number of  
smiles has fallen to 11 and the inquiries to 6. What a pity!

Me-thinks that we must take this question just one step further.  
What happens after that? Your mirror holds the answer!! So be it!

Here are a couple the editor received on the Internet.  
Whatever happened to preparations A through G?

Last night I played a blank tape at full blast. The mime next door went nuts!

The **Roster** is scheduled to be updated and printed again in 1998. **You could do your part to see that all of the information about you is correct.** Do we have listed correctly your address, telephone number, name of your spouse, if you have one, and is your duty while in the 43rd shown or shown correctly? If the answer to any of this is "No," then please send the correct information to **BILL WILSON** before the end of this year. It takes a great deal of time and effort to get the Roster updated before it goes to press. If you are a surviving widow of one of the 43rd personnel, please give us his name, squadron and duty along with the other pertinent information. If you are an associate member, please check to see if we have you listed correctly as well as a correct address and phone number.

A bit of advice from those who run the registration desk at the reunions:

## **BRING YOUR NAME TAG WITH YOU TO THE REUNION.**

Those who work at registration at the reunions say that we are running out of name tags since so often people forget to bring along their name tags. The supply is now very limited. Thanks for your cooperation.

The **Newsletter** is published 4 times each year - January, April, July and October. If you have any news which you want in the Newsletter, please have it in the secretary's hands **absolutely no later than the 15th of the month prior to that of publication.** Dues (**\$15 per year or \$100 for Life**) may be sent directly to **BILL WILSON**, Treasurer, or to **JIM CHERKAUER**, Secretary. (Addresses are at the beginning of the Newsletter.) Make the check out to **43rd Bomb Group Assoc.** Check the mailing label on this Newsletter to find out your status with respect to paid up dues. The Association fiscal year is the same as the calendar year. You may send e-mail to the secretary at:  
**cherrj@buffnet.net**

The Post Office department will not forward the Newsletter. If you have a change of address, send **BILL WILSON** this change **as soon as possible.**