



43RD BOMB GROUP ASSOCIATION, INC.
"KEN'S MEN"
NEWSLETTER 67th EDITION
JULY 1998



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***** *FROM* **SAMUEL F. COMMONS, PRESIDENT** *****

As I begin this message I have just watched the Memorial Day concert from Washington, D.C. Tomorrow our V.F.W. post will take part in the local parade as we honor our fallen comrades. How good that our country remembers the sacrifices made on behalf of freedom.

We are still getting questions about the History of the 43rd Bomb Group and we are all frustrated with promises, promises of delivery of the book. However, we lived that history and no book can take the place of meeting together with other Bomb Group members and rekindling our fellowship. That's why my fondest wish is that all of you could attend our Springfield, MA reunion.

On Thursday evening, September 10th, we'll have squadron meetings and all new attendees will have an opportunity to introduce themselves and recall the times we spent together. At the Saturday evening banquet we'll have the Dunning Co. Reunion Service take pictures for a special reunion memory book. These have proved very helpful in remembering names and faces.

Early in May, I received the 1997 financial report from our treasurer, Bill Wilson. I'm glad to see our organization is still solvent. With Bill handling our money, as he does his own, we're in good hands.

Vince Stopczynski, Headquarters, from Kingston, NY sent many interesting photos to share with members at Springfield. He also wants to reserve the purchase of a 43rd cap.

I talked with Bob Watson and am glad he and Irene and the cats are home in Lebanon, IL after a winter in California. Bob, our reunion coordinator, reports he has finalized next year's meeting to be held in Tucson, AZ, October 17-24, 1999. I recall that we made up our crew there at Davis Monthan Field on July 19, 1943. It seems strange now how ten young men, who had never met, learned to operate as a unit in such a short period of time.

Russ Burnett tells me plans for a great reunion are just about completed there in Springfield, MA. He and his wife, Jane, assure us of a swell time. Russ has his own plane and may fly down to the Philadelphia area for a visit and a round of golf.

I'm sorry to report that my dear wife, Helen, has been diagnosed with ovarian cancer. She has had extensive surgery and completed three sessions of chemotherapy with three more to go. We are thankful for the concern and prayers of friends and hope she can make the Springfield reunion.

In closing please remember that "TIME AND TIDE WAIT FOR NO MAN," so do not tarry in getting your reservations in for our Springfield, MA reunion. Hope to see you all there.

***** FROM WILLIAM H. WILSON, Jr., TREASURER *****

Well here is the 1997 report.

Things are doing real good on the money end.

Jim Cherkauer is doing a great job. A big help to the staff and group.

Sam Commons wants everything pretty, so the new look on the Newsletter.

Bill's "BAD BOY LIST" got over 100 back in good standing.

The Albuquerque Reunion Group did a great job, but got stuck with "Guest" bills at the hotel. This was a big surprise otherwise they would have been in the black.

Our old computer will not do 2000 and beyond. My Finance Company has a new computer and lots of room. My office manager at Wilson Motors, Elaine, is working with Jim Cherkauer to update the program. We are working over it. It will be much better.

The big donations are from Dr. Milton Gusack and J. C. "Chucky" Wilfert. I'm not to tell anyone but they have been doing this for years. So they are mad at me but now you know.

That's about it for now. God Bless and keep each of you.

Mary Lois and Bill

43RD BOMB GROUP ASSOCIATION
1-1-98 TO 12-31-97

STARTING BALANCE	1-1-97	\$37,425.21
<u>INCOME:</u>		
DUES	492	7,385.00
LIFE	9	900.00
DONATIONS		412.00
INTEREST		1,972.00
ALBUQUERQUE REUNION		<187.06>
PX SALES		<u>1,460.00</u>
'97 INCOME		11,941.94
TOTAL		49,367.15
<u>EXPENSES:</u>		
PRINTING		2,709.97
POSTAGE		816.63
OFFICE SUPPLIES		43.00
CPA TAX RETURN		150.00
PX SUPPLIES		<u>601.76</u>

<u>TOTAL:</u>	4,321.36
	\$45,045.79
SNYDER NATIONAL BANK	\$15,045.79
A CD WITH CANYON INVESTMENT COMPANY	<u>\$30,000.00</u>
TOTAL	\$45,045.79

43rd Bomb Group Association
Albuquerque Reunion
Sep 7 - 14, 1997

INCOME

Advance from General Fund	\$ 2,500.00
Reunion Fees	26,600.00
1998 Dues	1,105.00
PX Sales (incl books)	1,875.00
Miscellaneous	492.65
TOTAL	<u>\$32,572.65</u>

DISBURSEMENTS

Food & Coffee	\$ 18,895.85
Equipment Rental	470.88
Guest Rooms (plus incidentals)	732.85*
TOTAL TO HILTON HOTEL	<u>\$ 20,099.58</u>

ENTERTAINMENT

Dance Orchestra	\$ 634.85
Ladies Program	200.00
Cocktail Music	200.00
Dinner Music	200.00
City tour	3,995.00
	<u>\$ 5,229.85</u>

ADMINISTRATIVE & MISC

Fees Refunded	\$ 1,310.00
PX Proceeds	1,435.00
Book Proceeds to Murphy	440.00
1998 Dues	1,105.00
Book Proceeds to Margaret Blair	100.00
Miscellaneous	535.28
Return Advance	2,500.00
	<u>\$ 7,425.28</u>

\$ 32,754.71
(187.06)*

* Off-budget expenses, including guest personal charges created a loss.

A number of favorable comments have been received with regard to the colored front page of the April Newsletter with the 5th AAF and the 43rd BG patches shown in color. All credit for this must go to our President, **SAMUEL F. COMMONS** 65th Flight Engineer. He took genuine patches to a printer friend and golfing buddy of his who reproduced these and matched the color to that of the patches SAM provided. The idea of this may have come from seeing the letterhead on stationery that the secretary used in correspondence with SAM. That letterhead was a copy of that of a past Secretary/Treasurer, **LLOYD "BREEZY" BOREN** 65th Bombardier from San Antonio, TX. The secretary had the permission of BREEZY to use his letterhead.

A group of letters that must have been misplaced showed up after the last Newsletter went to press. One of these dates back to October 1997. We will get to those letters first.

Enclosed with his '98 dues was a letter from **WARREN A. DIETZLER**, 64th Ball Gunner from Lebanon, PA. WARREN asks that his letter not be included in the Newsletter, but he does express some confusion about the mission on July 28, 1945 flown by the 43rd against Kure Naval Base in Japan. This was written up on page 19 of the Oct. 1997 Newsletter. [The editor believes that he can clear up the confusion. The 43rd flew another mission against Kure Naval Base on July 29, 1945. The editor was on that mission. The one WARREN describes sounds just like the one on the 29th. The aircraft carrier we were to finish off was indeed listing and lying on a side in the harbor. That was the result of the massive air attack of the day before in which planes from two or three Army Air Forces, the Navy and the Marines attacked the harbor and all ships in it. The 64th Squadron was credited with the sinking of the aircraft carrier, but not for the mission on which the editor believes you flew.]

Paying his dues through '99 and sending a new home address is **CARL M. CRAMER**, 64th Pilot from Sutherlin, OR. He writes that he had better send **LARRY HICKEY** his new address in case the history comes out while he still lives there. [Is this the Maj. Carl M. Cramer 0420374 who came with his crew and 19 others on Project MKG from the 6th Air Force? If so, the editor was copilot on Capt. Herb Agard's crew at that time.] **CARL's new address: 1200 East Central Ave. Unit 124, Sutherland, OR 97479.** [The Post Office really smeared up your return address. Hopefully it is correct here.]

Another new address comes from **ROBERT W. McVEIGH**, 403rd Supply, along with his '98 dues. ROBERT says he joined the 43rd at Nadzab, NG. He was grabbed for duty as soon as he arrived since he knew how to operate a mimeograph machine. "You turned the crank and put the paper in from one end - it came out the other end." Once it was discovered that he could not type and nearly burned down the officers' latrine, he was reassigned to the 403rd as a non-typist 521 yard-bird. He remembers Nadzab, Wakde, Owi, Leyte and Tacloban. He was in the advance echelon to move to Clark Field and then Ie Shima. BOB returned to the States and San Francisco on Dec. 26, 1945.

He says that if he can last one more Arkansas winter, he will think about paying lifetime dues. His new address: **HC-61-Box 111, Calico Rock, AR 72519.**

P. D. "PERCY" ALEXANDER, 403rd from Tulsa, OK has paid BILL his '98 dues. He says that he is sorry that he missed Albuquerque, but he opted to go to Aurora, NE, at reunion time to see some of the troops who don't make the Group reunions. He says their ranks are thinning out.

PERCY says that he passed through Snyder, TX in November, but BILL was not at his Ford Headquarters so he missed seeing BILL.

GEORGE H. JUOPPERI, 64th Flight Engineer from Cadillac, MI, enclosed a short note with his '98 & '99 dues. He says that he served on the crew of **NICK ARABINKO**, 64th Pilot from Punta Gorda, FL, and that NICK keeps him well informed. "He's the greatest."

Mailing in his '98 dues is **TONY DeANGELIS**, 63rd Crew Chief from Sarasota, FL. TONY writes that he was not able to make it to the reunion in New Mexico as his "... hydraulic system did not have a filter, so was grounded, a bypass did the job (I hope). Hope to make the next one."

Paying his '98 dues with some extra, **ELMER E. HANSEN**, 63rd Pilot from Thorndale, TX, wrote that he had hoped to be making comments on "... our book but still no luck." He laments that there are many who will never get to read this and hopes that he is not one of them. "Patience is beginning to get a bit thin. Sure would be nice to get the old memory refreshed. Oh well, old G.I.s should be accustomed to waiting."

GAYLORD L. VanETTEN, 63rd pilot from Indian Harbor Beach, FL, sent BILL a check towards the association's expenses since his dues are paid up through '98. He enjoys the news from the Newsletter.

GAYLORD reported the sad news that his wife, **SARAH**, passed away on May 30, 1997.

He says that he made it to Kissimmee and hopes to make more reunions. He wishes all a good year. He also enclosed a copy of his "RECORD OF COMBAT EXPERIENCE." It shows 29 missions from September 22, 1944 through April 22, 1945. On this record is a copy of a photo of his wrecked B-24 on Morotai Island, East Indies, taken on Oct. 26, 1944. It states that the left gear folded. The plane skidded off the runway where it collided with a bulldozer. They had made two runs on the Jap Fleet at 3000' and 7000' in broad daylight. There was lots of ack-ack.

With a check for his '98 & '99 dues, **JOHN H. PFEIFFER** 64th Pilot from La Vale, MD, says that he could not make the Albuquerque reunion. About the first of November 1966 he became quite ill with a rare bone marrow problem called Myelo-Fibrosis.

He says that he and his wife, **JOANNE**, enjoyed the reunions they were able to attend and thanks all of those who make those reunions enjoyable. He says JOANNE is an optimist and says that maybe he will improve enough to make it to another reunion.

JOHN sends his best wishes for future reunions and wishes good Health to everyone.

MANUAL ALEXOPOULOS, 63 Aircraft Maintenance from West Lynn, MA, writes that he last attended a reunion in 1984. He is looking forward to seeing old friends at the Springfield reunion which is only a couple hours of driving time from his home. He also brought his dues up to date.

Writing that he enjoyed the October 1997 Newsletter and found it very informative is **EDWARD A. DALY**, 65th Bombardier from Ormond Beach, FL, who served on **ANDY BUROCHONOCK's** (65th Pilot from Stamford, CN) crew. He says they flew 51 missions and he is healthy, happy and will turn 77 at the next reunion.

He also brought his dues up to date ('98) after some confusion over his mailing label.

ED says that they missed Albuquerque but expect to make Springfield as they have a son who lives in Boston. They will visit him at that time.

ED writes, "I often wonder if anyone else had all this stuff happen to them: Impetigo, Guinea Crud, Dengue Fever overseas, and malaria 14 times in three years while in college. The malaria started on the 8th day of our honeymoon, April 27th, in Miami Beach, FL, 1945. I passed out and as they carried me out a group stood in the hallway and a guy said 'What did that new bride, Lil, do to that nice Lieutenant?' It has been a funny story to tell over the years."

64th Gunner, **RICHARD PATTON** from Denver, CO, mailed to **BILL** a copy of the letter he received from **ROBERT H. BUTLER**, 63rd Bombardier from Fayetteville, NC, who was trying to organize a reunion of former 43rd Bomb Group personnel that December in San Antonio. The letter notes that the 403rd had been holding biennial reunions with the next one scheduled in Oklahoma City on Labor Day in 1982. It was from this first reunion that our association was formed.

DICK thinks that we all owe **BOB** as well as some others a vote of thanks for getting this started and helping to preserve the history of the 43rd.

DICK had been cleaning out some old files and also came across some records of missions he flew as a gunner while in the 64th. He flew with pilots **McARTHUR**, **SALESBURY**, **KEN McCULLAR**, **HALLIWELL**, **PICKARD**, **KETTLESON** (**ROGER G.** from Las Vegas, NV), **KAPLAN**, **RICHARDS**, **COLLIER** and **FRANS**. He says that with no disrespect to the others, his favorite was **ROGER KEETLESON**, a man he admires and respects to this day.

Finding his notes from his first mission brought back vivid memories. "With **McArthur** as pilot, six B-17s took off from Mare[e]ba, Australia for Milne Bay, New Guinea, where we were to refuel for a strike on Rabaul. We ran into very bad weather and [ours] was the only plane to make it to Milne Bay, where we were grounded for two days due to the weather. While there, we walked just north of the air strip and viewed bodies of Japanese troops not yet completely buried, the results of their failed attempt to capture the airstrip."

"When the weather lifted, we were ordered to fly solo to LAE and drop our bombs on the ground. It was at LAE I witnessed my first antiaircraft fire and experienced the first encounter with the Jap Zero. After dropping our bombs we escaped into the clouds, returned to Port Moresby to refuel and back to Mare[e]ba. This one mission took us five days to complete."

He returned to the States in November of 1943, but kept in contact with the history of the 43rd through **LUCKY STEVENS** who died several years ago.

[The secretary/editor has been receiving a number of copies of missions, excerpts from diaries as well as copies of some old letters. Instead of filing these with the letters and comments from which the Newsletter is composed and which in time will be discarded, he has started an historical file where these will be kept and will be passed on to succeeding secretaries.]

That catches us up with the older mail that had been misplaced so that it did not make the last Newsletter.

E-mail from **M. L. "SHAD" SHADDOX**, 64th Pilot from Friendswood, TX, relays the sad news that **ANNE SMITH**, wife of **JOHN G. SMITH**, 64TH Navigator on **SHAD**'s crew from Richmond, VA, passed away on February 24th.

A short letter arrived from **MAX M. AXELSEN**, our current Vice President and 403rd Pilot from San Antonio, TX. He wanted to report the passing of **HAROLD C. JOHNSON**, 403rd Crew Chief from Kettle River, MN, and realized that he would not make the deadline for the April edition. A notice was posted in the April edition as the news came from **HAROLD**'s wife **PHYLLIS**. **MAX** writes "Harold was first class troop, an avid golfer and one of our staunchest supporters. I believe he made just about all of our reunions." **HAROLD** had planned to make it to Albuquerque, but learned he was too ill to make that trip.

MAX wrote on March 28th and goes on to say that "It's a very busy week in San Antonio with the final senior PGA guys in town and the Final Four of NCAA basketball."

One of the original 63rd men who made the trip to Australia on the Queen Mary, Aircraft Electrician **DOMINICK V. ANGERAME** of Albany, NY, was looking for a map that showed Owi. His request

went to our immediate past President, **JAMES T. MURPHY** 63rd Pilot from Huntsville, AL. **JIM** passed it on to the secretary who provided **DOMINICK** with such a map.

Meanwhile **DOMINICK** wrote to thank the editor for the map of Owi. He also wrote that he was enclosing an original 63rd squadron roster from Bangor, ME, which he had received from **ROBERT WHITEHEAD**. **DOMINICK** says that although he went to the Pacific on the crew of the late **WILLIAM O'BRIEN**, he served most of his time as a ground crewman. He did paint the name **TALISMAN** on **BILL**'s new B-17 along with a Kelly green shamrock. He writes that this particular plane lasted throughout the war. After the 63rd switched to B-24s, the last squadron in the 43rd to do so, the plane became the transport for one of the generals in charge of supply and maintenance.

DOMINICK says that his fondest memories are of the early days of the war when there was a "... great relationship between the air crews and the maintenance personnel." He tries to keep in contact with many of those he knew in the 43rd, but so many are "... passing on to their rewards."

He looks forward to reading each Newsletter and thanks the staff for doing a good job in preparing these. He does not get around much these days due to many problems and so has not been to any reunions. He has been retired for 16 years now. His family is large and scattered all over the country.

RENE' HERRE has informed us of the death on March 5th of her husband, **WILLIAM F. HERRE**, 63rd Pilot from Sacramento, CA. **RENE** writes that **BILL** was looking forward to the Springfield reunion.

BILL was laid to rest on March 14th. The services were attended by about 105 friends and family. At the interment an Honor Guard folded the flag and presented it to **RENE**. There was a 21 gun salute followed by the playing of Taps. It was a beautiful day for the funeral.

BILL was 83 and had served in WW II and Korea. God Bless. [Yes, you will continue to receive the Newsletter.] He was shot down over New Guinea and friendly natives cared for him and smuggled him back to friendly lines. He said that a witch doctor shaved him. He was shot down once again over Korea.

The daughter of the late **PAUL SEYMOUR**, 403rd Photographer from North Tonawanda, NY, phoned to say that since **PAUL** died June 29, 1997 as reported in the Newsletter, we should save postage costs and not continue to send the Newsletter to his address.

Another telephone call, also left on the answering machine while the editor was on a vacation, was from **JOHN M. BUSLINGER**, Palm Bay, FL. **JOHN** wanted to set the record straight. He was a Tail gunner in the 64th and not a 65th Navigator as erroneously reported on page 19 of the April Newsletter.

A third call left on the answering machine came from **PATRICK J. FREEMAN**, 65th from Eagle River, WI, who asserts that he does not believe that **LARRY HICKEY**, Associate from Boulder Colorado, has any intention of publishing the history of the 43rd. He noted that President **SAM COMMONS**, 65th Flight Engineer from Flourtown, PA, had mentioned in the April Newsletter that **LARRY** had hired **LEX McAULAY**, an Australian Military author, to help him with the history. **PAT** says that in both 1991 and 1992 **LARRY** had told him that same thing, but nothing came of it.

In the last Newsletter reference was made of a diary **GEORGE J. CARTER**, Headquarters Squadron from Cream Ridge, NJ, kept while sailing from Boston to Sidney. It covers 40 days. The decision has been made to include this diary in the Newsletter but in three installments. Just how much will be included in each edition will depend upon how much other material is received for inclusion in the Newsletter. **George** included pictures at the beginning and end of the diary. He also included several pages of information he received from others on that trip.

FEB 17, 1942

TIME 5:30 PM

TUESDAY

I am beginning this log to tell of my sights and experiences I will encounter on this voyage. I am writing this from my stateroom on board ship. I say stateroom for that is just what it is. Ordinarily in peacetime I would be travelling 2nd class as I am quartered on "B" deck, which on the Queen Mary is 2nd class.

This stateroom has nine of us quartered. This room is oblong in shape, [but] we are not crowded. In fact we are very fortunate to have this stateroom as there are some three to four thousand men in the hold. We have three full length mirrors and the bathroom to ourselves. Incidentally, we have sheets and pillow cases.

We left Bangor Maine at about 5:30 AM and arrived in Boston at 2:30 PM where we boarded ship a half hour later. We were not allowed to open any portholes or go up on deck.

FEB 18, 1942

TIME 5:00 PM

WEDNESDAY

This morning I ate my first meal on board. And it wasn't too bad considering. We also left the good old U.S.A. at exactly 12:00 noon. Here we all knew that this was a secret shipment, but when we opened the portholes to have a last looksee of our fair shores (this was against orders) we saw that the shores were lined with people. How they found out is a mystery to me.

I had a good chance to get a look at the ship and she certainly is a beauty. It looks like from what I have gathered, that we are headed south. It is very cold and the seas are pretty heavy.

The crew is made up of mostly all Englishmen with a few Australians. We are sailing under the British Flag.

FEB 19, 1942

TIME 7:00PM

THURSDAY

Today is my third day on board ship and my second at sea. As you know the Queen Mary is one of the fastest ships of its type afloat. So, we do not need a convoy, although we do have two destroyers accompanying us. They left us early this morning. So now we are on our own.

It is getting a great deal warmer, so I know we must be heading South. We had our first life boat drill today as they are very essential. And while we were on deck they started firing anti-aircraft guns. Not being accustomed to such a loud racket we were very startled. And I don't mean maybe!

At present it is raining so I don't think I'll go on deck. We are now allowed to go on deck, in fact, since yesterday. Incidentally, there are about ten thousand American soldiers on board this ship.

FEB 20, 1942

TIME 7:30 P.M.

FRIDAY

I had a pretty good night's rest as she (the ocean) was rather calm. It is still cloudy today but no rain. There are plenty of rumors floating around ship as to where we are headed for. Some say England. Some say Australia. And some say South America. I heard from a pretty good source that we are going to Australia. But, I think it's anyone's guess. We are to have moving picture shows starting tonight.

One picture will last a whole week in order that everyone aboard ship will be able to see it. Our first picture will be Gunga Din. I forgot to tell you that the Queen Mary has two swimming pools, and one will be for the Officers and one for the enlisted men. They are to be opened tomorrow.

I have just heard that we are supposed to be off the coast of Florida. So it may be South America after all. Tonight the sea is very rough and it is raining like hell. Not only that, but I feel a bit seasick.

FEB 21, 1942

TIME 8:20 PM

SATURDAY

Today was the most interesting so far. The reason for that is we sighted land for the first time since we departed. It was the coast of Florida. And it was certainly a beautiful sight. It was in the morning and the storm had just subsided. The ocean was so calm that it looked like glass.

There was a lad from Florida with us who told us that we had passed St. Augustine and we could actually see the twin towers of the famous old Church since we were only about six miles off the coast.

As I was out on deck tonight we passed by Miami, Florida. It was just about dusk and there was that beautiful Miami Moon. I don't think I will ever forget it as long as I live.

FEB 22, 1942

TIME 8:35 PM

SUNDAY

Presently I don't know just which direction we are heading. There has been no land in sight today, which probably will be very common before this trip is over.

As I was out on deck this morning we sighted several ships off our starboard side. Then suddenly we slowed and dropped anchor. Then almost at the same time we saw an American flying boat circling over our ship. The ships we sighted were U.S. tankers coming out to refuel us. They were escorted by about a half a dozen sub-chasers. Incidentally, we were supposed to have entered Trinidad tonight, but due to enemy activity we had to turn back. As I am writing this we are sitting off the Florida Keys I am told.

FEB 23, 1942

TIME 8:40 PM

MONDAY

There hasn't been anything much of interest happening today as we are still lying idle and refueling. There are now two tankers by us. One on each side. We are about twenty miles off the Florida Keys. The sub-chasers are circling our ship constantly on the lookout for subs.

Every night at seven o'clock we are to be off the Promenade deck just for blackout precautions. Then we have to be off the other decks by 10:00 PM. Much of the beauty of the Queen Mary has been taken off by the dull grey war paint but never-the-less she is still the majestic queen she was in peacetime.

The sun deck is where the lifeboats are kept and where most of the guns are situated.

FEB 24, 1942

TIME 9:10 PM

TUESDAY

There isn't much to say for today, as very little happened. The exception, we had our daily exercises at 9:30 AM.

I saw my first sea turtle and shark today. The turtle was about six feet in diameter and the shark about nine feet long. As you know, it was my first glimpse of a shark and they are certainly anything but handsome.

When I awoke this morning I found that our tankers had left us. And I thank God that they have left, since I couldn't get any sleep with that continual "chung chung" of their engines.

We are now once again at sea. As we set sail at 5:00 PM we are headed West so we must be in the Gulf. The wind has blown up a bit so the sea is pretty rough.

FEB 25, 1942

TIME 10:30 PM

WEDNESDAY

This morning I found out that we were headed due south. I know we must not be far off the coast as the sea gulls are flying about the ship.

Today at 12 noon marked our first week at sea but it seems like month.

As we are very near the Equator it's plenty hot. But the sea is a deep blue and beautiful. They again fired the guns today for practice. I stayed out on deck tonight until 10:00 PM looking at the moon and thinking of the dangers that lay ahead for us. If you only knew what we are going through. Fearing a submarine attack and since this ship is so large that if a sub ever got a bead on her, they could not miss her.

But they are the risks we must take. God only knows if we get through this trip safely what lays in store for us.

They published the first copy of the newspaper that is to be published every day during our entire trip, as long as that may be. It is called the Queen Mary Daily.

FEB 26, 1942

TIME 10:15 PM

THURSDAY

We are headed due east this morning, but at this writing we are headed North East. So you can see how our course varies as each day passes. We had our first injection for Yellow Fever today.

It is unbearably hot tonight.

The sea has been pretty calm. We had boxing matches on the rear deck. And, Yours Truly went a couple of rounds. I must say didn't fair too badly.

If I have any money after this war I would certainly take a cruise on this ship.

FEB 27, 1942

TIME 7:35 PM

FRIDAY

When I awoke this morning we were heading due East again. We sighted our first land since the states. There were two islands off our starboard side.

There must be an air base on one of those islands, as there are planes circling the ship. I also noticed signaling between ship and planes. Outside of that nothing of interest has happened. Again, it has been hot and stuffy. We must be quite near the Equator.

FEB 28, 1942

TIME 10:00 PM

SATURDAY

We are heading southwest this morning and are to pass the Equator some time today or tomorrow.

Another hot day and I don't feel well today. You know it's pretty hard on a man when he has to leave a cold climate like that of Maine's and a few days later be down on the Equator line, where it is in the hundreds.

So far the trip has been quite an adventure, but of course the trip is not over and no one know what lies ahead.

MAR 1, 1942

TIME 7:30 P.M.

SUNDAY

Another day that has gone by with no particular event happening. As we passed the Equator this afternoon we set the time ahead one hour. And from what I know from my Geography we will be setting time ahead quite a bit before this trip is over.

Tonight we are heading south so we all figure that we are nearing Rio de Janeiro. Soon, I will be gazing on the beautiful city of Rio de Janeiro.

MARCH 2, 1942

TIME 10:00 PM

MONDAY

Today there was an inspection on board and I was room orderly, so it was my job to see that our stateroom was fit to pass inspection.

Today, while I was on deck I was watching a school of flying fish and I must say there are very fascinating. In fact, something I've never seen before. So far I haven't pulled K.P. I hope I won't have to, as they say it's pretty rough. Nothing more of interest today.

MARCH 3, 1942

TIME 4:30 P.M.

TUESDAY

We were headed southeast again this morning when I awoke. I am writing this before chow as I have a few minutes to myself.

My job on board so far, has been as a messenger for the group. I have a white handkerchief on my arm above the elbow as it enables me to have access to most any part of the ship. This job certainly runs one ragged running up and down stairs and through hallways. It "poops" me out.

We know we are near Rio, but we don't know when we will reach there.

I got into a little card game today, but didn't do so hot.

MARCH 4, 1942

TIME 8:10 PM

WEDNESDAY

We are still heading southwest today and I had my second Yellow Fever injection. Today has been just about like yesterday, nothing much doing.

We celebrated our second week at sea and our 15th day on board. It hasn't been too hot. We're having a show tonight and it's just about ready to start. (To be continued.)

The morning (4/03/98) after the above was typed the editor received a phone call from **GEORGE CARTER** informing him of the death of **JOHN J. ROCHE**, 64th Operations from New Haven, CT. **JOHN** had been fighting cancer most valiantly for several years with the loving and tender care of his wife, **GENEVIEVE**. **JOHN** never lost his tremendous sense of humor. The editor, who knew **JOHN** and **GENEVIEVE** well, never heard **JOHN** utter a negative comment about another individual. He greeted everyone in an equally welcome and pleasant manner. He had never lost hope that he would make it to another reunion.

After the phone call mentioned in the preceding paragraph, the editor began calling some of **JOHN**'s close friends in the Association only to learn from **EILEEN** that her husband, **ROBERT E. GOODWIN**, 64th Bombsight Maintenance from Kewanee, IL, had died the day before while working on the family car. Many of you will remember **BOB**, who owned, maintained and showed a number of classic cars, as one who always had a good tale to tell about his experiences in the 43rd. He always seemed to be surrounded by a number of listeners at every reunion even though most of us had heard his exploits before.

E-mail from **DEAN BACON**, son of **ROBERT W. BACON**, 63rd Bombardier from Pekin, IL, informs us that **BOB** passed away in June of 1997. **DEAN** says that his dad did not talk much about the war as **DEAN** was growing up, and he really does not know what **BOB** did while in the 43rd such as on whose crew did he fly, where was he stationed, when did he serve in the group, etc.? He would appreciate anyone of you who knew **BOB** to contact him if you can help fill in the gaps. **DEAN**'s e-mail address is dbacon@pekin.net His land address is #2 Oakwood Ct., Pekin, IL 61554.

CHARLES STENGLEIN, 65th from Melbourne, FL, reports that the 1998 Roster has a few omissions after his name. His phone number is 407-242-6359. He served in the 65th Squadron as an Aerial Photographer. Add this to your Roster folks. [Before the publication of the last Roster, the Newsletter reminded its readers to get the information about them up to date and send to our Treasurer **WILLIAM H. WILSON, Jr.** The Roster is published every two years, so it is not too early to send in omissions and/or changes that have taken place.]

CHUCK really appreciated the April Newsletter and found it to be "...tremendous reading." He does find it disheartening to have so many good friends passing away as they will never have the opportunity to read our own 43rd history.

He expects to be in Springfield for the reunion and from there will drive to his old hometown, Rochester, NY, which he indicates is near Buffalo as well as the home of the editor.

Responding to a request in the Jan. '98 Newsletter, **C. J. SMITH** from Denison, TX, wrote to **CLIFF NEVE**, Balikpapan, Borneo. C. J. sent a copy of his letter to **BILL WILSON**, Treasurer and 65th Pilot. C. J. does not tell BILL where he came across our Newsletter, but he does mention that he knows BILL's brother, Jim. NEVE is collecting material about the bombings of Balikpapan during WWII and plans to write a book about these bombings of the oil refineries there. Here is what C. J. wrote to NEVE.

I flew eight (8) bombing missions over Balikpapan during the months of June and July of 1945. I was a Radio/Gunner on a B-24 bombing crew of the 13th Air force 5th Bomb Group 23rd Squadron.

Another assignment of mine was Mission Photographer. I took photographs during the bomb run of the accuracy and damage to the target. Also, I was to photograph unusual or interesting action while going and returning from the target. The Bomb Group gave me about thirty (30) of my photographs. Unfortunately they were destroyed by fire after the war. However, two copies did end up in a book, *History of the 5th Bomb Group*. One of them is smoke rising twenty thousand feet above Balikpapan after a Fifth Bomb Group Strike. The other one shows destruction to an oil storage and refinery at Balikpapan.

I have lost all contact with my bomb group, especially my own crew members. I would appreciate any information that would help me locate them.

If any of our readers wishes to contact C. J., his address is 5 College Country Estates, Denison, TX 75020.

WILLIAM KAPLAN, 63rd Aviation Gunner from New Rochelle, NY, sends in his congratulations for the April Newsletter that he finds to be outstanding both editorially and as a production piece. [Thanks WILLIAM. It is encouraging words like yours which help all of us to keep doing the tasks necessary to keep the Group together and functioning.]

WILLIAM sent a check to catch up with his dues when he noticed his mailing label.

He is not sure about Springfield. He says his Pilot, **GEORGE WELCH**, is checking out the crew and he is waiting to hear the tally. [Come regardless of the tally. Also why not work on GEORGE to join our association and any other members of that crew who are not members?]

Well, after the compliments made in the preceding paragraphs it is time to come back down to earth again. **ROSEMARY** wife of **KENNETH BROWN**, 64th Pilot from El Paso, TX, says shame on the editor for putting El Paso in New Mexico in the April Newsletter. The editor should know better after he and his wife, **ANITA**, spent some time with the Browns there before the Albuquerque reunion. [Believe it or not, geography was one of my best subjects in school and college, but I sure have been moving cities around recently.]

When bringing his dues up to date **RAYMOND R. BRIMBLE**, 63rd Navigator from Houston, TX, offered to write a short story about Owi since it seems so many of our veterans have no idea where Owi is located. RAY says he knows a lot about Owi and would gladly share this with us if we are interested. Phone calls to him failed to get through as a recording said the number was no longer in service, so a letter has been sent to him inviting him to share his knowledge with us. [The 43rd was stationed on OWI before moving north to the Philippines.]

LESTER "LEROY" MOORE, wrote that he had established contact with **LAWRENCE E. CROOK**, 403rd Bombardier from Eugene, OR, who served on the crew of **GILMORE SAUNDERS**. LEROY sent in dues for LAWRENCE who has been sent the April Newsletter and an application for membership. A 1998 Roster will be sent to LAWRENCE also.

LEROY mentions in his letter that their 403rd crew watched as the editor's crew met with tragedy on the ill-fated mission of May 18, 1945. [The 65th lost 3 planes and 12 men that day due to enemy action, but the editor's crew managed to make an emergency landing at Lingayen, Luzon, Philippines with 2 seriously wounded crewmen. Our plane was scrapped due to the severe damage done to it.]

LAWRENCE CROOK's address is **1355 W. 12th, Eugene, OR 97402**. Add this to your Roster.

Enjoying his April Newsletter and thanking the staff for the hard work needed to produce this, **CHUCK THOMASON**, 64th Tail Gunner from Craigmont, ID, has raised some questions about the "upcoming" history. He notes that the name of **LARRY HICKEY**, Associate member and Military Historian, appears several times in that edition and mostly in a negative vein of thought. Yet CHUCK says that he noted in a December catalog for Zenith Books, that deals with military publications, that a book entitled *KEN'S MEN AGAINST THE EMPIRE* by LARRY HICKEY was available on October 15, 1997 for \$75.00.

CHUCK writes "Does that sound familiar, or is there another book still to be published? I'm enclosing a copy of the page describing the publication and information about ordering from Zenith Books. I also typed this letter on the back of a very dark photocopy of the catalog's front cover dated 1997."

[Some time ago LARRY HICKEY assured the editor that Zenith Books had somehow jumped the gun. Our book is not yet available. In fact, the dust jacket cover LARRY provided us last year and which was placed in the Memorabilia room at the last reunion is not at all like the one Zenith Books has been using. Unfortunately, no one knows when the history will be completed and published, but it does not look as though it will be in the near future.]

BILL SCHIRMER, 65th Maintenance from Walla Walla, WA, is trying to help a friend, a B-17 Pilot with the 8th AF 91st Bomb Group, locate a fellow pilot who was best man at his wedding and graduated with him in the Class of 43 K. The pilot they are trying to locate is **THOMAS STANLEY FORD**, Army Serial #0761070. If anyone of you out there know anything about the whereabouts or story of THOMAS, please share this information with BILL or with **HUBERT F. DONAHUE**, Whetstone Ranch, Dayton, WA 99328. Phone 509-382-4082. [BILL, if you or some friend of yours has access to the Internet, I suggest that you go to a B-17 Web site to seek this information.]

It seems that a good deal of changing of area codes is taking place throughout the US by the various local phone companies. If yours has been changed, please send in the correction to **BILL WILSON** so that the next Roster will have it correct.

Vice President, **MAX M. AXELSEN** 403rd Pilot from San Antonio, TX, now has area code **210**. **ELDON "BUD" LAWSON**, 65th Bombardier from Bay Village, OH, now has area code **440**. **DOROTHY EDWARDS** of Massillon, OH and widow of the late **RUSSELL EDWARDS** 63rd Flight Engineer, now has area code **330**.

WILTON E. THOMAS, 65th Navigator from Georgetown, TX reports a new telephone number to be placed in the Roster. It is now **512-931-0987**.

He too thinks that a good job is being done with the Newsletter.

An interesting article was mailed to us from **LEONARD O. BOWEN**, 63rd Radar Operator. LEONARD believes that he was the only Australian to enlist in the USAAF while living in Australia.

He says that he receives a letter occasionally from his Copilot, **ORION L. ROGERS** from Sun City West, AR. His Pilot was Capt. **GEORGE WELCH**.

The article is from the "THE WESTAUSTRALIAN" (State newspaper) in early 1945. The article is rather long so it will be summarized here. It goes on to tell how **LEONARD** had just completed his missions with the 43rd Bombardment Group of the American 5th Air Force and was being sent to the States for rest and reassignment.

Tech. Sgt. **BOWEN** had resigned a commission as a pilot officer in the RAAF to enlist in the AAF in June 1944, as he wanted to get some combat experience and time working with advanced radio equipment. He was awarded the Air Medal and three Oak Leaf clusters.

On one mission, for which he was awarded the Air Medal, the plane in which he was flying made 14 bombing and strafing runs and destroyed at least 12 enemy aircraft on the ground and kept any from being air borne. This was done while their B-24 was damaged by accurate anti-aircraft fire. They also left a large warehouse burning. The mission was undertaken by only the one B-24.

While flying with the Seahawks, **LEONARD** flew 26 missions for a total of 414 combat hours attacking targets in the NEI, the Philippines, Formosa and the China coast. His crew was credited with sinking 14,300 tons of Japanese shipping.

His two most memorable missions were when their plane was attacked by five enemy fighters and the ensuing air battle that lasted 25 minutes. The bomber damaged one of the attacking planes and came out of the fight able to complete its mission. On the other occasion four enemy fighters damaged the bomber, and it returned to base where it made a forced landing with two of its four engines shot out.

Sgt. **BOWEN** retained his Australian citizenship and after spending time in the US, he did return to Australia. He is quoted as saying of his experiences with Americans: "It has been a source of pride and gratification to me to have flown and been associated with members of the Seahawks. One could not wish to have better cobbers to work with, whether in the air or on the ground." The article goes on to say that the men from the 63rd say that the feeling is mutual.

DICK HEMPHILL, 65th Radio Operator from Duncan, SC, has inquired about obtaining the medals he has earned. He has written two times to the Commander of the Army Personnel Center at St. Louis, MO regarding his Pacific Victory Medal, but has yet to receive a reply. In addition he wants to know if anyone out there has the places and the dates where the 43rd was stationed during WWII from Mareeba through Leyte. If anyone can help him, please do so. You could also send that information to the Editor who will keep it on file for future reference.

DICK joined the 19th Bomb Group at Mareeba in August or September 1942. He then transferred to the 43rd when the 19th returned to the States. He flew a number of missions with Capt. **JAMES L. HARCROW**, 65th pilot from Ft. Walton Beach, FA and with Lt. **STRAWSER** before being grounded following surgery.

He returned home from Leyte on a 45-day leave and was discharged when the war ended in Europe.

Several men have inquired of **SAM COMMONS** about where and how to apply for medals and awards they earned during the war but never received. A sample form letter with the necessary information will be found near the end of this Newsletter.

Those of you who ordered the Reunion photo album from Albuquerque should have it by now. The company which produced this and the one from Kissimmee will take orders from anyone who would still like to order one. They did a fine job with the Albuquerque album. The cost is \$20.00, including postage. Send your order to **DUNNING COMPANY INC. PO BOX 759 THEODORE, AL 36590**.

PHONE 334-653-7484. PLEASE be very specific in telling them that your order is for the album of the 43rd Bomb Group Reunion, September 1997 in New Mexico.

Associate member **MICHAEL SASSAMAN** of Waldoboro, ME, and son of the late **FRANCIS J. SASSAMAN**, 63rd Pilot, intends to go to the National Archives in College Park, MD to continue his research on the 392nd BG from 8th AAF in which FRANCIS flew 28 missions from England. He will also see what he can find about the 43rd BG during July - October 1945. FRANCIS flew one mission out of Ie Shima during that time. MICHAEL has written to LARRY HICKEY to see if he can obtain any information of that era. He says his 11 years experience as a detective will help him search through some 15 boxes of over 1,000 paper items on the 392nd alone. He plans to write a book on his dad, who died when Mike was 10 years of age. It will be about one of the ordinary 16 million other ordinary men and women who served in WWII.

MIKE intends to be at the Springfield reunion - his first. He will be most welcome, as are all of the sons, daughters, grandson, granddaughters, nephews and nieces of the veterans of the 43rd.

Another member who likes the new format of the Newsletter is **ELDON E. "BUD" LAWSON**, 65th Bombardier from Bay Village, OH. He also followed up on the suggestion by the editor that BUD see if he can track down **SGT. WILLIAM C. WARREN**, the author of the article "Preparing for the Invasion" which appeared in the April edition of the Newsletter, to see if he would join our association. BUD has done this and written a very nice letter to WILLIAM, but at this time there had been no response to the letter. WILLIAM's address is 1096 Belden Road, Columbus, OH 43229.

Some questions have arisen over the article cited above. Col. **JAMES T. PETTUS**, Pilot from Honolulu, HI, and C.O. of 43rd during the B-24 era, has raised serious questions about the accuracy of the article. JIM states categorically that no B-24 from the 63rd landed in Atsugi (not Atsugia as written by Sgt. Warren) on August 28, 1945. Maybe they landed at Atsugi a day or two later.

JIM was on the initial landing party of Americans going to Atsugi on August 28, 1945. He says in a letter to BUD LAWSON that he was the only person from the 43rd to land at Atsugi that day. He was the 5th Bomber Command Representative. He goes on to say that the earliest any 63rd B-24 could have landed in Atsugi would be Aug. 31st or June 1st in 1945.

JIM sent this editor a copy of his letter to BUD as well as a copy of an article that appeared in the Honolulu paper, "Star-Bulletin." He says that the article, by A. A. Smyser in a feature column entitled "Hawaii's World," was written from a longer publication JIM did for the 50th anniversary of the August 28, 1945 landing in Atsugi. JIM says that LARRY HICKEY has a copy of that longer article. The A. A. Smyser article will be cited in full below.

The first plane to land in Japan in 1945 by A. A. Smyser

The third pilot on the first plane to land in Japan to begin the U.S. occupation in 1945 is today a retired State Department official living in Honolulu.

On Aug. 28, 1945, James T. Pettus was assigned to watch for antiaircraft fire as 12 twin-engine U.S. C-47 transports flew to the Atsugi air base, near Tokyo, to prove its capability to handle massive air delivery of occupation personnel and supplies.

He learned only years later that Gen. Douglas MacArthur, waiting in Manila for word of success, had called the sending of the 150-man advance team "one of the greatest gambles in history."

This was because Atsugi was a kamikaze suicide plane base and a hotbed of opposition to surrender. Maybe that is why no generals were assigned to the mission, top heavy with colonels. The small planes could not carry enough fuel to return to base if attacked.

Dawn broke while C-47s from Okinawa were flying three miles off the coast at 7,000 feet. Pettus, a bomb squad commander, had his eyes peeled for flashes of AA guns going off.

If they had, evasive tactics would have been implemented immediately. If necessary, the squadron would have ditched at sea near U.S. ships. No flashes were seen. Pettus recalls Mt. Fuji coming into view in what seemed to be a huge still photograph, with no visible signs of life anywhere along the route.

Atsugi itself seemed empty except for a reception party in old vehicles at one end of the field. Because the terrain was unfamiliar, Pettus and Col. John Lackey, in command, chose to land at a safer-seeming area at the other end.

Rains had wet the field, giving the Americans the impression much of it might be soft. They soon found the whole area, nearly two miles square, had a surface of compacted stone through which grass grew. Yes, this solid base could easily handle the airlift.

Later that day, some big four-engine C-54 transports came in for such quick turnarounds that engines on one side would be left running while cargo was unloaded from the other side. The Japanese seemed impressed.

As demanded all Japanese planes, more than 100, were lined up with propellers and wheels removed, guns deactivated.

Everything was formal. Orders for no fraternization had gone out to all U.S. personnel, along with directives against leaving the landing area or collecting souvenirs.

Lackey and Pettus walked the field to identify runways, taxiways and plane parking sites. They ordered a Japanese to walk in front of them in case there were mines. They checked and later initialed the disarmed condition of more than 100 Japanese planes.

Pettus, who commanded bomber bases in the Philippines and at Okinawa, also checked out the erection of a telescoped 160-foot control tower to handle air traffic operations. Except for fuel for the small C-47s to return to Okinawa, everything needed was flown in, including jeeps and turtle soup for lunch.

Carrier-based Navy planes stayed overhead, ready to react in case of trouble. A four-engine plane circled overhead to relay ground messages to Washington and Manila. Later in the day it crash-landed at sea with some loss of life.

By the time Colonel Lackey's planes were ready to return to Okinawa, the strict no-fraternization rules were eroding. Japanese were posing for pictures with the crews of the planes they had helped unload. They even were edging into pictures of officers signing statements that the arrival arrangement had been met in every detail.

Plain-garbed Japanese handled all this, but Lackey and Pettus in their field walk surprised a covey of braided officers peeking around a hangar corner and using binoculars to observe. The surprised officers left hurriedly in shiny sedans.

Twenty hours after they left Okinawa and after seven hours on the ground at Atsugi, the planes of the pioneer landing returned to Okinawa intact.

A. A. Smyser is Star-Bulletin contributing editor.

BUD also wrote that he has played in every reunion golf tournament since 1985 in Omaha and has attended every reunion since 1984. He can understand how newcomers feel when first attending a reunion. He knew at most 2 people when he went to his first reunion, but you make friends quite readily and gain more and more at each reunion. In fact, you look forward to meeting with these people at the next reunion. BUD says that he will attend reunions as long as he is physically able to do so.

BUD goes on to write that MAX AXELSEN did his usual excellent job of arranging the golf outing at Omaha in 1985. They played at the Miracle Hills golf Club where the longest hole-in-one has ever been made on No. 10 hole which is over 400 yards. There is a million dollars waiting for anyone who

can duplicate that feat. When he tried, he "...gave that pill a mighty wallop - and only missed the hole by about 240 yards - but right up the middle!"

Of interest to many of our readers will be the fact that BUD has found two books which do not ignore the 43rd as so many histories of the war in the Pacific seem to do. He cites *Flying Forts* by Martin Caidin written in 1968. Chapter one, titled "Mission Over Buka" is devoted almost entirely to **JAY ZEAMER**, 65th Pilot from Bonita Springs, FL, and his early experiences in the 43rd. [JAY is one of two Medal of Honor winners from the 43rd. See the back cover of the 1998 Roster.] Chapter 13, "The Pacific Phasing Out," tells much about the 43rd and the late **KEN McCULLAR**."

The other book is *Clash of Wings* with the sub-title, *Air Power in World War II*, by Col. Walter J. Boyne who is seen regularly on the History Channel as an expert consultant on military aviation. The book, published in 1994, "... provides much information about Gen. **GEORGE C. KENNEY**, Gen. **ENNIS C. WHITEHEAD** and others as Major **PAUL "PAPPY" GUNN**. It is a more reflective review of the role of Air Power in WW II, and the strategies employed by the allies to prevail to victory."

BUD reported that the copilot on their 65th crew, **THEODORE De FEDERICIS** of Cassadaga, NY, made his first error ever when he is cited in Vol. 65 of the 43rd Newsletter as saying that Ted Lawson was author of *GOD IS MY CO-PILOT* rather than the real author, Col. Robert Lee Scott. BUD says that Ted Lawson, a distant cousin, was a pilot of one of the B-25s that raided Tokyo. He wrote *Thirty Seconds Over Tokyo*.

Memories of events that took place over 50 years ago and reported by some of our members are not always in agreement. Referring to the article written by Sgt. **WILLIAM WARREN**, our President, **SAM COMMONS**, received a letter from **ROCCO J. ARRUIZZO**, 63rd Tail Gunner from Milnesville, PA, that corroborates the story fairly well. The letter will follow in its entirety, but before that **ROCCO** tells **SAM** that he can't find Flourtown, PA in his atlas while **SAM** tells the editor he had the same trouble finding Milnesville in his atlas. [The editor gave up some time ago trying to find many of the towns of our members in his atlases.]

I was really overcome with memories after I read the account of Sgt. William Warren and the other 4 crews who flew from Ie Shima to Atsugi airfield on August 28th 1945.

I know, because I was a member of one of these crews.

When we were told that we were going up there, we were shaken up a bit, wondering what to expect, as we were to be among the first to arrive.

We landed around noon, parked the B-24 - not far from the runway but a distance from their former barracks. It felt strange setting foot on the land of the enemy and taking over his barracks. Anyhow we met no resistance or hostile feeling [from] the Japanese people that we met.

Since this was our first day there, it was decided that someone from each crew had to stand guard duty overnight. I was the volunteer for our plane.

Please believe me, when I say that I didn't get much sleep that night, but I had a lot of company - "mosquitoes" and I didn't have a net with me. I think I must have had about 100 bites on me the next morning.

Anyway the description of what we found as Sgt. Warren tells is true, plus medical supplies and a hospital section, even a communications center. It was amazing and we all said thank God that we never had to invade Japan - because they were preparing - especially when we found a cave of one-way suicide bombs [to be] flown by one man.

Before we left Ie Shima - I witnessed the two Japanese planes with the surrender delegation aboard land and board a C-54 for their trip to Clark Field.

Enclosed you will find pictures of Japanese planes landing at Ie Shima and one of Ernie Pyle's grave. [These are not included in the Newsletter.]

I could go on, but Sgt. Warren wrote the article well.

As I could remember him, he was a great guy and I knew he came from Columbus, Ohio.

It was a great honor to be the first American picked for occupation duty. Warren and his crew left - but our crew and the other [3] stayed up until the signing of the surrender at Tokyo Bay.

After the signing, our crew flew back to Okinawa and landed at the Kadena Air Field. This was in mid September of '45.

Our crew consisted of: Pilot Lt. **FRED MULLER**; Co-pilot Lt. **JAMES KEIM**; Navigator Lt. **BYRON G. DAVIS**; Bombardier Lt. **ROBERT PRICE**; Radar Operator Lt. **WILLIAM GORMUS**; Engineer S/Sgt. **JOHN MATZ**; Top Turret Gunner S/Sgt. **HAROLD STEINBACK**; Radio Operator S/Sgt. **QUENTIN McKENNA**; Waist Gunner S/Sgt. **CHARLES MICHAUD**; and Tail Gunner **ROCCO ARRUZZO**.

Mr. Commons, I wish I could help you in telling you more of Sgt. Warren. Sorry - I lost track of him after he left Atsugi.

All I can say, it was great to be a member of the 43rd Bomb Group and the 63rd Sqd. of the "Sea Hawks."

In a P.S. to his letter, BUD names 3 other books he has in his library, which contain 43rd B.G. history. These are *The Deadly Skies* by Lawrence Cortesi, pub. 1982 (In this book credits are given to Col. **JIM POTYS** when he means **JIM PETTUS**, CO of the 43rd and Pilot.), *Skip Bombing* by **JAMES T. MURPHY**, pub. 1993, and *Flying Buccaneers*, the illustrated story of Kenny's Fifth Air Force by Steve Birdsall, pub. 1977.

Our President, SAM COMMONS, received a letter from **VINCENT C. STOPCZYNSKI** Headquarters Clerk from Kingston, NY. He writes that he was especially pleased to read the article "Preparing for the Invasion" by William C. Warren. VINCE says it brought back memories of when he landed at Atsugi "... so the vivid account was so real."

VINCE writes that it would be his pleasure to attend the reunion in Springfield, but he has suffered 3 heart attacks. Since Kingston is only 100 miles away, he is hopeful he can get someone in the family to drive him to Springfield even if only for an afternoon.

He says that he has pictures from Ie Shima that he will be willing to have on display at the reunion. SAM has asked VINCE to mail these to him for the reunion.

"On August 15, 1945, a holy day for Catholics, Father Shea, our Chaplain was saying Mass using a jeep hood for an altar when another jeep speeded towards Father Shea and told him the Japs were thinking of surrendering. On September 2nd, I landed at Atsugi and you know from the article what happened."

Vince says that when he was well, he visited Fr. Shea at St. Mary's Nursing Home in West Hartford many times up until his death.

He hopes that somehow he will be able to get a cap for the Springfield reunion even if he can't make it there. Perhaps BILL can save him one in such a case.

CYNTHIA McGUIRE, wife of **JAMES F. McGUIRE** 63rd Radio Operator from Scarborough, ME, mailed BILL dues for '98 along with an informative letter. She hoped BILL had not yet removed JAMES from the mailing list since his dues were a bit late, but she says JIM leaves all of his correspondence up to her and she has fallen a bit behind. They do enjoy reading the Newsletter and don't want to be taken off the mailing list. [Everything is in order.]

CYNTHIA reported on the ice storm that hit Maine the first week of January. She says thousands were without power all over the state. Some were without power for two weeks or more. She and JIM

were among the lucky ones in Scarborough and lost no power at all. Their son, who lives only 20 miles from them, lost his power so they had 3 grandkids staying with them. They were 12, 14 and 15 years of age. She wonders how we ever survived when we were that age and had no TVs, etc.?

Other than the ice storm their winter has been fairly warm like it has been in the entire northeastern part of the country. CYNTHIA writes that February was more like Spring. The last week of March it was hot with the temperature in the 80s on the 31st, the day of her letter. She says that the weather can change so quickly there that they could still get snow. [Sounds like Buffalo area weather. We say just go inside and come out again and the weather will have changed.]

She goes on to say JIM is doing well and has a lot of energy for a man of 76. "He is always busy, does all the maintenance around here. He fell on the ice this winter and cracked a couple of ribs. He was in a lot of pain for a couple of weeks but it didn't keep him down long."

They hope to make it to Springfield for the reunion, "... the good Lord willing. In this Crazy World today, we can just take one day at a time."

Mailing BILL his dues for '99-2001, **HARVEY A. LARSON**, Headquarters Public Relations from Mackinaw, IL, reports a new address. The new one is **336 Westminster Drive, Mackinaw, IL 61755**. There is no change in his phone number. It remains 309-359-8204.

Renewing his dues is Associate member **GERALD M. GEIGER** from Santee, CA. GERALD writes that he first contacted our association just over a year ago as he was researching a relative, **WALTER J. BINIUS**, Bombardier on the crew of the late **WILLIAM O'BRIEN** of the 63rd. GERALD writes that he had received "...several extremely helpful responses." He says that in particular **LLOYD 'BREEZY' BOREN**, 65th Bombardier from San Antonio, **JOSEPH D. HOWARD**, 64th Bombardier from Sebastopol, CA and **VICTOR FRANCO**, 63rd Navigator from Colorado Springs, CO and member of BINIUS' crew, were most helpful and took the time to share information and memories with him.

Over the past year, GERALD had been contacting various federal and service archives trying to locate a photo of BINIUS' plane, B-17F 41-24537 **TALISMAN**. In particular, he would like a photo taken before mid February 1943. If any of our readers know of any such photos, GERALD would be very appreciative of getting copies. 10011 Allenwood Way Santee, CA 92071-1604

Along with his Life Membership dues **MIKE FRAYCHAK**, 63rd Gunner from Hemet, CA reports a change in phone number to **909-925-7690**.

Another sending BILL his dues for Lifetime Membership is **S. R. "GUS" DRUMM**, 64th Pilot from Merced, CA. GUS had been accidentally dropped from the Roster. The reinsertion of his name, etc., has been taken care of. GUS writes that the only ones from the 64th from '43 and the - 7 Mile Drome - "Club 64" era he has seen at reunions have been: **NICK ARABINKO** Pilot from Punta Gorda, FL; **ARTHUR "ART"** Pilot from Delray Beach, FL; **JOE C. COX Sr.** Pilot from Austin, TX; **M. L. "SHAD" SHADDOX** Pilot from Friendswood, TX; and **FRANK M. HASSETT Jr.** Pilot from Murrieta, CA. GUS says that SHAD was his aircraft commander.

GUS says his wife's name is **BUNNY**. Health permitting he intends to make it to Springfield. He thanks all for the work they do for the Association and the Newsletter.

Enclosed with his dues to BILL was a letter from **PAUL L. NICHOLS**, 65th Pilot from Picayune, MS. PAUL informs us that in May of '97 the crew of **T. J. SCANNELL** met in Great Falls, VA, for their first get-together since '45. Along with the 3 crew members who were the guests of the Radio Operator, **RICHARD T. "DICK" RUSSELL** and his wife **FLO**, was "...none other than the finest

flight surgeon in the whole US Air Force, **MILTON "DOC" GUSACK** (65th) from Chevy Chase, MD.

PAUL also reports that his book, *MY LUCKY DICE*, is now selling for \$20.00 including packing and shipping. It contains stories and pictures about the 43rd's 42 missions from Nadzab to Clark Field as well as 2 detailed descriptions of the Balikpapan mission on which his crew lost Navigator, Lt. **DON HUNT**, to a Jap fighter.

PAUL asks that God bless all the staff for all the joys its efforts bring to the many members of the 43rd B.G. Association.

Claiming that their memories get shorter and shorter as the years move along **LES COFFMAN**, 64th from Emporia, KS and his wife **HELEN** decided to send dues for a couple of years. They are both enjoying the Newsletter.

They are not sure about Springfield "...yet but - who knows - things may work out. Just can't plan too far ahead at this age." [We have missed you at some recent reunions, so we do hope you make it to Massachusetts.]

Begging **BILL** to send some rain his way while paying dues for 3 years, **O. L. "LEE" CASON, Jr.** 64th Bombardier from Madison, FL, claims he did not know that he was delinquent with his dues. "Time flies when you're growing older, even when you're not having much fun." He likes the Newsletter and has no complaints.

El Nino did a good deal of damage in Florida but not much were he lives about half way between Tallahassee and Lake City along U.S. 90.

LEE caught pneumonia late in January and was still recovering in mid April when he wrote his letter. He won't make it to the '98 reunion. He says that if it comes to Tallahassee, he may be there. He, like many others, hopes to see a copy of our history before he goes.

ROBERT D. HEWITT, 65th Line Chief, sends his dues and greetings from Grand Forks, ND, "... the city still in recovery from the flood of the century. After one year, much progress has been made and much remains to be done. We have nearly finished repairing the damage done to our home in an area where an overland flood is the last thing one would be concerned about."

BOB started as a Crew Chief on B-17s and became a Line Chief on B-24s while at Owi. He looks forward to the Newsletter and appreciates the time and effort it takes to produce and send it out.

A phone call from **BOB WATSON**, 65th Bombardier from Lebanon, IL and reunion coordinator, provided a good deal of information about the 1999 reunion in Tucson, AR. The Chairman will be **JAMES THOMPSON, Jr.**, 63rd Air Mechanic from Tucson. The dates for the reunion are October 17-24. We will be at the Inn-Suites at a rate of \$55.00 per night. The Inn-Suites is providing a Continental breakfast each morning except the one the 43rd is providing. There is a great deal to see and visit in Tucson and the surrounding area including the Living Desert Museum and the Orville Biosphere II in the nearby mountains. Put this date on your calendars now. More information will come your way in succeeding newsletters.

Sending his dues to our Pres. **SAMUEL COMMONS** along with a donation to the association, **C. FRED McALISTER, Jr.** inquired about getting another 43rd bumper sticker. He says he bought a new car and the sticker went with the old car. [BILL always has some for the reunions, so we will send him a notice of your wish for another.]

FRED also reported the death of another of our members, **JAMES J. "JIMMY" RAE** a Medical Technician from Headquarters. JIMMY died in Denver, CO, on March 22, 1998. The 6 pallbearers for him were all grandsons. He leaves his widow, **BARBARA**. God bless.

MAURINE and **FRED** are heading to the Air Force Academy in Colorado Springs near the end of June where they will camp once again at the Famcamp. They plan to pull up stakes sometime after August 1st.

They both enjoyed the Albuquerque reunion and hope to make the Springfield reunion also.

In a more recent letter to the secretary/editor, **FRED** enclosed a copy of page 92 from the May 1998 *Air Forces Magazine*. This showed that the 19th Bomb Group was now the 19th Air Refueling Group stationed at Robins AFB, GA, flying KC-135s, the 22nd Bomb Group was now the 22nd Air Refueling Wing stationed at McConnell AFB, KS, flying KC-135s and the 43rd Bomb Group was now the 43rd Airlift Wing stationed at Pope AFB, NC, flying C-130s.

FRED also complained that he had not as yet received the bumper sticker. [It will take time **FRED**. Once **BILL** learns about your desire, he will probably run to the Post Office to mail one to you.]

SAM COMMONS also received more sad news. **DOROTHY HOLMES** reported the death of her husband, **WILLIAM J. HOLMES** 63rd Radio Operator from Brookfield, MO, on March 8, 1998.

DOROTHY wrote that **BILL** always enjoyed the Newsletter. He had cancer and heart problems. She gave the April edition of the Newsletter to **BILL**'s grandson who is in the Air Force and is stationed at Tucson, AZ.

"The computer goofed!" wrote **ARTHUR G. DURBECK**, 403rd Pilot from Bradenton, FL. **ART** is understandably upset with the omission of the 403rd members of the Board of Directors in the 1998 Roster. Those two directors are **ART** and **JOSEPH W. SNYDER**, 403rd Gunner from Greencastle, PA. **ART** says with this kind of treatment it is no wonder the 403rd has a separate reunion each year in Nebraska. He wonders if we are trying to tell them something. [ART and JOE, I take full blame for that omission. It was an honest oversight with no intended message. Please accept my apologies. The editor.]

ART, like **ROSEMARY BROWN**, also caught the error the editor made in placing El Paso in New Mexico and not Texas. He understands how "Editing is always a nitty-gritty task at best, but to move William Beaumont Hospital of El Paso, Texas into New Mexico (page 7) is a geographical error we adopted Texans resent."

He pointed out that the Roster has one of his telephone numbers incorrect and the other is missing. He says that they are listed correctly on page 7 of the April Newsletter.

Despite those problems, **ART** appreciates the work everyone does to produce the Roster and the Newsletter.

The editor received a 42 minute videotape from **HELMER M. JOHNSON Jr.**, 64th Pilot from Fort Worth, TX. It shows footage of a mission from Clark Field to Formosa, which was taken with a movie camera at the time. Buzzing the 64th encampment is a highlight of the video. Many scenes of the 64th campgrounds at Clark Field are shown along with many of the personnel with whom **HELMER** worked and shared duties. A 65th plane or two even made it into the tape. Scenes of a leave in Sydney, Australia, are very clear. It ends with a tour of Carswell Air Force Base in Ft. Worth celebrating the 50th anniversary of the Liberator Bomber B-24. This video brought back many memories of events and places that have been semi-forgotten over the years.

An e-mail from **HOWARD S. "BUD" BOOTH Jr.**, 63rd Pilot from Orinda, CA, states that he likes the new color format for the Newsletter.

He sent along a couple of changes for the Roster so we hope that you have not put your pens away yet. **BUD** writes that his phone area code has undergone a couple of changes, but it now is 925-376-4908.

BUD also reports that **EDWARD ST. ONGE**, 63rd from West Melbourne, FL, was a Bombardier and not a Pilot as shown in the current Roster. It is sad to hear that ED is not in the best of health, although he is at his home in Florida. No doubt he would appreciate hearing from those who know him.

BUD says that he and **MILDRED** plan on being at the Springfield reunion in September.

Those of you with Internet availability must try this site: <<http://members.xoom.com/jollyroger>>. Yes, it is that of a rival Bomb Group, but it is really a well done web site with lots of pictures of B-24s, nose art, crews, commanding officers, etc. Much is in color.

On May 25th a **MICHAEL B. HINKLE** posted a notice on the WWWBoard B-24. He is trying to locate the crew of a **GILBERT BURNS** from the 403rd. Listed as among those he is seeking are: **ED DUSHACK**, Flight Engineer; **SULLIVAN**, Nose Gunner; **DAVIS**, Top Gunner; **JOSEPH ONIFER**, Waist Gunner; **JIM HAYES**, Copilot; and **SCHMELTZ**, Tail Gunner. The editor wrote to Mike and told him that the 43rd and 403rd were very much alive and active after a Joe Shuster wrote and told him that he could find nothing in the national archives which indicated that the 43rd or the 403rd were anything but defunct. The editor also told him about our association and how to go about getting **GILBERT** to join our association.

If any of you out there knows of anyone or more of these men, please let the Secretary/Editor know so that he can contact **GILBERT** through Mike's e-mail address.

In a response to Michael's request, Joe Shuster of the 456th Bomb Group wrote that he had checked the Army Air Force's web site and could not find the 43rd BG listed. He assumed that it was inactive.

The editor checked that site and found the 403rd Bomb Sqd. listed with Ms. **PHYLLIS CHRISTIANSEN**, widow of **LES** from Hampton, NE, as the person to contact. The editor is attempting to find out how to get the 43rd and the other squadrons listed along with the nearly 1,000 other AAF outfits. That web site address is <<http://www.army.mil/vetinfo/af.cfm>>.

In later e-mail, Michael Hinkle has requested an application form for **GILBERT** as well as information on the Springfield reunion. These and the April Newsletter have been mailed.

E-mail from **IAN QUINN**, Associate member from Hong Kong, included a new address as well as another appeal for information any of you has with regard to the bombings of Hong Kong by the 43rd on April 3, 4 and 13, 1945. If you have anything you would want to share with him his e-mail address is <quinns@hkstar.com>. His new home address is **Apt. D 1 6th Flr. Evergreen Villa, 43 Stubbs Rd., Hong Kong, Pr China**.

MARCUS D. CARRELL, 65th Pilot from Houston, TX, mailed three fine photos to **SAM COMMONS**. One colored photo shows three 65th B-24s dropping bombs on a target while a fourth is seen peeling away from the formation with an engine on fire. One plane is **TARGET FOR TONIGHT** and a second is **LUCKY LUCILLE**. Ack ack is bursting all about the planes. Inset in the bottom right hand corner is a picture of his crew. He also includes that picture, in black and white, in a 3.5" x 5.0" photo. The colored picture was made up by the Peters Group which advertises in the "Briefing," the publication of the B-24 Liberator Club. He has a 20" x 28" original.

The third picture, also in black and white, shows **MARCUS** and 3 other men standing before a tent in New Guinea, but he does not recall who those men are. He says that if we run the picture, he would like to hear from anyone who recognizes any of them. [The editor will take the pictures to Springfield and put them in the Memorabilia room for you to peruse.]

MARCUS writes that he always looks forward to the Newsletter that he reads "... from front to back the minute I receive the latest issue." He encourages the staff to keep up the good work.

Due to his poor health and that of his wife, **BEATRICE**, they will not make it to the reunion. He hopes that someday we will have one near enough to Houston so they can attend.

Fulfilling her promise to provide us with a copy of a couple of poems by her late husband, **ROBERT LEE "TOD" MILLER** Headquarters Radio Operator, **EULAMAE** from Tahlequah, OK, mailed us the poems that follow. One is a tribute to the 43rd "Ken's Men" and the B-17. The other shows **BOB**'s thoughts on the Vietnam Veteran. Both were copyrighted by **BOB**.

EULAMAE goes on to write that **BOB** talked a great deal about the 43rd and the B-17 during the 50 years of their marriage. She feels that he is now sharing stories with his buddies **WALTER WILLIAMS**, **ROBERT DeMARIA** and **COURTNEY DETHARDT**. These men went to their final resting-place before **BOB** although **DeMARIA** preceded him by only a day. **EULAMAE** says that this is the only time **DeMARIA** did not follow **BOB**. She writes that **WILLARD RICHARDS** had told how **DeMARIA** always wanted to go with them and would follow them even if they said "no."

She tells that a memorial pavilion is under construction at the National Cemetery at Fr. Gibson, OK, where **Bob** is buried. There will be a plaque honoring him. The cemetery was beautiful with flowers the week of Memorial Day.

EULAMAE wishes "... only good things for all the 43rd members and their families."

"THE 43RD"

WE KNEW HER VERY WELL
A GRAND OLD FIGHTING BIRD
THE B-17 FLYING FORTRESS
FLOWN BY THE GUTTY 43RD
WE INHERITED HER FROM THE 19TH
SHE HAD BEEN THRU FIRE BY THEN.
SHE HAD THE MARKS OF BATTLE
WITH FLAK HOLES IN HER SKIN.
WE QUICKLY LEARNED TO LOVE HER
AND SOON BECAME HER SLAVE.
WE FLEW HER MANY MISSIONS
BEFORE MANY HAD LEARNED TO SHAVE.
THEY CALLED US "KENNY'S KIDS,"
WE HAD NO MILITARY SKILL.
ALL WE KNEW HOW TO DO
WAS FLY AND BOMB AND KILL!
WE SOON BECAME KNOWN AS "KEN'S MEN"
THE FORTRESS'S STATURE ALSO GREW,
WE SAW HER MANY WAR WOUNDS
AND MARVELED THAT SHE FLEW.
WE FLEW HER FROM MAREEBA,
IRON RANGE AND JACKSON STRIP.
A MISSION OVER THE OWEN-STANLEYS
WAS A TEST FOR MAN AND SHIP.
SOMETIMES SHE COULDN'T MAKE IT
AND THE JUNGLE CLAIMED HER CREW.
BUT, SHE HAD MANY NAMESAKES
AND ONCE AGAIN SHE FLEW!
WHEN SHE BECAME TOO WAR-WEARY
AND COULD DO BATTLE NO MORE
SHE WAS REPLACED BY HER FIGHTING SISTER,
THE LIBERATOR B-24.

SHE, TOO, PROVED HERSELF IN COMBAT,
HER MISSIONS WERE ALWAYS ROUGH
BUT, WHEN THE CHIPS WERE DOWN
SHE COULD BE MIGHTY TOUGH!
FROM NADZAB, DOBODURA, AND MILNE BAY
WE CARRIED ON THE FIGHT,
AND, FROM LITTLE OWI ISLAND
WHERE THEY BOMBED US EVERY NIGHT!
YES, WE WERE "KENNEY'S KIDS"
"KEN'S MEN" EVERY ONE.
BUT, SO MANY DID NOT LIVE
TO SEE US SINK THE "RISING SUN."
WE WON THE BATTLE OF THE BISMARCK SEA,
THE CORAL SEA AND RABAU.
WE MADE IT ALL THE WAY TO TOKYO,
IT WAS A LONG AND COSTLY HAUL.
THREE LONG YEARS WE STRUGLED
IN THE SUPER HOT HELL-HOLE,
BUT, WE NEVER HAD A DOUBT
THAT WE WOULD REACH OUR GOAL!
NOW, ON "NEW GUINEA" KIND OF DAYS
WHEN THUNDERHEADS BUILD HIGH
I CAN HEAR THE DONE OF ENGINES
AND SEE THEIR FACES PASSING BY.
I OFTEN FEEL A HEARTACHE
AND I'M NOT ASHAMED TO CRY
WHEN I REMEMBER THE NAMES
OF THOSE THAT HAD TO DIE.
I SALUTE YOU "KEN'S MEN,"
YOU DID WHAT YOU HAD TO DO
AND IT MAKES ME MIGHTY PROUD
TO BE KNOWN AS ONE OF YOU!

Bob's thoughts on the Vietnam Veteran

*I'm glad I am an American
Very proud to bear Her name
But Her treatment of the Vietnam Veteran
Caused my head to bow in shame
She sent him to fight that war
And would not let him win
What a waste of his new manhood
The cream of our young men
America had always honored Her fighting men
At home or across the sea
We all fought for the same reason
To keep America free
I, too, have been to war
And when my war was done
I was welcomed home a hero
Treated like a favored son
But when the Vietnam Veterans returned
From a job he did damn well!
America spat upon him
And made his homecoming Hell*

*I don't know how he endured it
Or why his soul did not die
When I think of the Vietnam Veteran
My heart breaks and I cry
America finally did realize
But for many it was too late
Their lives ended ungloriously
Not remembering Love, but Hate
I will remember his sacrifice
And protect his honor from all harms
For the Veteran of Vietnam
Was a special Comrade-In-Arms
The pulsing sound of a chopper's blade
Was the same as his heart beat
And gratitude of all Americans
Should be at his muddy feet ...*

Bob Miller

A final reminder before the Springfield reunion. The Collings Foundation will have its B-24J *ALL AMERICAN* and its B-17G *NINE O' NINE* at the Springfield Air Show on Saturday and Sunday, Sept. 13th & 14th. An hour flight in either plane costs \$300. If you want to fly in your special position, the cost is \$500. The editor would suggest that if you are interested in a flight on one or both of these planes, that you make reservations as the number is very limited. I believe that it is 6 persons per flight, and they do not make many flights per air show. Their address is The Collins Foundation, River Hill Farm, Stow, MA 01775. The phone is 978-562-9182.

Our Vice President, **MAX. M. AXELSEN**, relayed a letter he had received from **RAY C. HARPER, Jr.**, 64th Pilot from Magalia, CA, as well as his reply to **RAY**. Max made a plea for rain sent his way in San Antonio, but he did not realize that we too have had a minor drought and my lawn sprinkler has been running all day so far. He says that they have had 0.39" of rain since mid March, it is much too hot for this time of year and it was snowing in the Dakotas on the 4th of June.

RAY HARPER wrote that after reading what **MAX** had written about a raid on Balikpapan, Borneo, on 10 Oct. '44, he researched his records and found that his crew was on the second mission to Balikpapan on 11 Oct. '44.

Our target was the Benzadine refinery. We took off at 0230 in B-24J #429. If my memory serves me correctly, the 64th Squadron sent 6 aircraft to join up with other units of the 43rd and the 90th Bomb Groups.

My formation position was #5 in the second element. Sometime before reaching the target at 1050, the #4 aircraft aborted the formation. I slid into the #4 position and remained there until departing the target. There were enemy fighters and flack around the target. Some flack must have been phosphorous as they exploded into white clouds with long tentacles. Reminded me of the fish: Portuguese Man of War. My Bombardier (**FLOYD KNAPP**) [no doubt **FLOYD W.** from Winter Haven, FL] recorded 100% hits with our two 1000# and one 500# bombs.

My Navigator (**WOJDAK**) [probably **EDWIN M.** of Northridge, CA] noted in his logs that a P-38 destroyed an Oscar 5 minutes from target. Dogfights claimed 4 nips. According to radio

conversations, the P-38s and P-47s reported destroying 25 enemy fighters. My tail gunner was credited with two probables. We also noted aerial bombs dropped from 5 to 10,000 feet above our formations. The objective: Hit one of the aircraft.

We had an aerial shot out and lost #1 engine shortly after departing the target due to empty fuel tank. My Copilot (**BROWN**) feathered #2 engine by mistake, and we could not restart it. Did manage to transfer sufficient fuel to #1 engine tanks to restart it later. We headed for Morotai [Small island in the Dutch East Indies]; slowly lost altitude until reaching Morotai at an altitude of 1800 feet. About 80 minutes short of Morotai, Daylight #3 (Air/Sea Rescue) established contact with us.

Remained overnight at Morotai, while aircraft repairs were made. Departed for Owi at 0725 on 12 October 1944 and arrived there at 1050 hours. A total of 17 hours and 25 minutes of mission time.

RAY goes on to say that he and **JERI** will not make it to Springfield. Their health has remained quite good for their ages, but he finds " ...that the "Golden Years" seem to be getting more tarnished as the time goes by!" RAY sent his dues separately to **BILL**. He expresses his regards for all who attend the next reunion.

Via e-mail the following was received from **M. L. "SHAD" SHADDOX**, 64th Pilot from Friendship, TX. This is not part of the humor included with each issue of the Newsletter. SHAD worked at the Johnson Space Center in Houston, TX as a Rockwell employee.

COMMENTS ON JOHN GLENN'S COMING SHUTTLE FLIGHT

SENATOR JOHN GLENN, former astronaut, is scheduled to make another space flight, this time in the space shuttle, Discovery, On October 29. The avowed purpose of this flight is to discover what age has on persons going into space. SHAD SHADDOX, 64th pilot, has been thinking about this a little, and has this comment: "Now, I greatly admire Ol' John Glenn, he is one of my favorite people.

But, lets consider this: Ol' John Glenn is 77 years old and so is Shad. John Glenn is a pilot, and so is Shad. But there the similarities end. Ol' John Glenn has taken wonderful care of himself; he eats right, probably drinks very little and does the right kind of exercises. He has been relatively free of diseases and injuries. So with a history like that just what kind of a test would the shuttle flight be, anyway?

Now, take Ol' Shad Shaddox, who is looking back on four hernias, a radical colostomy 17years ago, a thirty-year history of high blood pressure, a leaking heart valve, no tonsils, and two strokes in the last three years. Exercise consists of dragging a chair to the dinner table. Food has been a steady diet of Texas barbecue, hamburgers, French fries and chicken-fried steak, with a couple of Nick Arabinko-style Martinis thrown in every once in a while. Maybe what we ought to do is to send Shad on this shuttle mission instead of Ol' John Glenn. Now, THAT would be a test!

LLOYD "BREEZY" BOREN, 65th Bombardier and former Sect./Treas. of the association from San Antonio, TX, sent a package of materials to the secretary. Among the materials in that package were a number of newsletters from other military related organizations. Also included was a long letter seeking information on the coloring of the various patches of the 4 squadrons of the 43rd as well as the 43rd BG. In the letter the writer, **MOGENS H. KRISTIANSEN** from Denmark, asked about the nose art of several planes in the 43rd. Most turn out to be 64th planes. He desires to make a painting of the

64th B-24 *IT AIN'T SO FUNNY*, but he is seeking a color photo of this and any other B-24s as well as identification of all of the comic characters in that nose art. BREEZY sent to him copies of all of the colored patches he had.

Also included in the materials was the information that a PAUL MORRIS is trying to locate any information on his wife's father, **JOHN EDWARD STEELE**, who served as a waist gunner in the 43rd in Australia and New Guinea. If anyone has any information about JOHN, please contact PAUL. The address and phone number are 1021 Sharpsburg, Huntsville, AL 35803; 256-881-9212.

BREEZY also sent along his new phone number 210-240-4435. [Please enter this and other new phone numbers of addresses in your 1998 Roster. The secretary has been receiving a goodly number of telephone calls, letters or e-mail asking for changed addresses and phone numbers, which were published in one of the more recent Newsletters. This will save both you and the secretary time.]

The Secretary wants to thank BREEZY for once again sending notifications of our pending reunion to several other organizations for publication in their newsletters or magazines. **RUSS & JANE BURNETT**, our Reunion Chairpersons, inform the editor that they have received a number of inquiries regarding our reunion from persons who read about it in a publication from one or more of those organizations.

A letter containing dues for '98-'00 arrived from **JOHN H. PICKERING**, 64th Pilot from Punta Gorda, FL. JOHN says that when our reunion was in Norfolk, and he could walk from his home at that time to the reunion, he gave **LARRY HICKEY** a large collection of original materials including target photos of Rabaul, the Buna wreck, the first B-17 *CHIEF SEATTLE* assigned to the 43rd, etc. Unfortunately he has received none of this back as yet, and he made no copies of this material.

JOHN wants us to correct his phone number to read 941-639-7145 in our 1998 Roster.

He hopes to see his old friends again sometime.

A phone call from **MAX OSBORN**, past President and 65th Navigator from Sun Lakes, AR, told that he probably will not make it to Springfield this year as both he and **FRAN** are not up to travelling that far. He did say that **AMOS "TOMMY" MOTE**, 65th Navigator from Lakeland, FL, visited with them in Sun Lakes. **VIRGINIA** and **ARTHUR G. DURBECK**, 403rd Navigator from Alexandria, VA, paid them a visit as well and all four went out to dinner.

MAX is enjoying the Newsletter and hopes to see us all again in Tucson in 1999.

OUR QUARTERLY HUMOR

A group of Q.A. inspectors from Boeing was given the assignment to measure the height of a flagpole. So they went to the flagpole with ladders and tape measure, and they keep falling off the ladders and dropping the tape measures. The whole situation was a mess.

An engineer came along and saw what they were trying to do. He walked over, pulled the flagpole from the ground, laid it flat and measured it from end to end. He gave the measurement to one of the inspectors and walked away.

After the engineer had left, one inspector turned to another and laughed. "Isn't that just like an engineer! We're looking for the height and he gives us the length."

Some Actual Business Signs

On an Electrician's truck: "Let us remove your shorts."

On a Taxidermist's window: "We really know our stuff."

In a Podiatrist's window: "Time wounds all heels."

At a Car Dealership: "The best way to get back on your feet - miss a car payment."

More Quotes From Actual Physicians' Notes

Discharge status: Alive but without permission.

Healthy appearing decrepit 69 year old male, mentally alert but forgetful.

The patient's past medical history has been remarkably insignificant with only a 40-pound weight gain in the past three days.

She slipped on the ice and apparently her legs went in separate directions in early December.

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

BRING YOUR NAMETAG WITH YOU TO THE REUNION.

Those who work at registration at the reunions say that we are running out of nametags since so many members forget to bring along their nametags. The supply is now very limited. Thanks for your cooperation. **You will receive special rates at a number of places in Springfield if and only if you are wearing your nametag.**

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 editor's hands **absolutely no later than the 15th of the month before publication.** Dues (**\$15 Per Year or \$100 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 edition to find out your status with respect to paid up dues. The Association's fiscal year is the same as the calendar year. You may send E-Mail to the secretary/editor at <cherrj@buffnet.net>.

Please write legibly or type on unused paper of a size that can be filed without getting lost. The editor is having a difficult time in properly filing those tiny scraps of paper on which some of you send him material for the Newsletter. Thank you for your cooperation.

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.**

SPRINGFIELD REUNION UPDATE

The City of Homes (Springfield, MA) invites all of you to the 18th annual Reunion of the 43rd Bomb Group Association. Early fall weather in New England usually means beautiful warm days and cool nights. A sweater and jacket are recommended.

Your registration fee includes the following: Entertainment for the Ladies program Thursday night - Friday includes a Bus tour north to Yankee Candle and Old Durfield - Then on to Westover A.R.B. for lunch - Back to the hotel to visit or take in some of the museums. A typical New England Dinner with blue grass music for your listening pleasure will complete the day. Saturday begins with a Continental breakfast. In the evening a 3-piece combo will provide music during the Cocktail Hour. This will be followed by a Banquet with a 10-piece band for dancing, featuring music from our era. The Memorial Service and Sunday brunch brings us to farewell for another year.

Take time **NOW** to mail in your tour choices and dates preferred (see April Newsletter) so that we can get these set up. These trips will give you an opportunity to see different sections of Historic Massachusetts.

For those driving to the Reunion, enter the garage parking lot and go to B or C level for check-in. For easy in-and-out of the parking facility pick up a validated sticker at the desk.

Please bring your service memorabilia to display for all to see and enjoy. Many 43rd members have found long lost Buddies from some of these pictures.

R.V. Pilots: Parking available (91 North Garage) 8' 6" clearance - no facilities. Open from 6:00 A.M. to 6:00 P.M. only. \$15.00 for large units and \$7.00 for smaller van types. There is a facility (91 South Garage) with 6' 10" clearance open 24 hours. Inquire at hotel desk.

Bring and wear your 43rd badge. It can mean a saving at some of the restaurants and museums although many of the latter are free.

Help! Help! We need a piano player for our memorial service Sunday, Sept. 13th. If you would like to volunteer, reply to me **P.O. Box 126 Conway, MA 01341-0126 or call 413-369-4325.**

We look forward to seeing all of you good 43rd Folks in Springfield.

Your Hosts

Russ and Jane Burnett

Your Reunion Coordinators

Bob and Irene Watson

(Sample Letter)

Date

**National Personnel Records Center
9700 Page Blvd.
St. Louis, MO 63132-5100**

Dear Sir:

Please issue all awards and decorations I am entitled to as listed on my discharge,

I have attached a copy of my separation document (DD 214).

My social security number is: _____

My former service number is: _____

My V.A. claim number is (if applicable): _____

Date and Place of birth: _____

Full name: _____

Address: _____

Phone: (____) _____

Sincerely,

Attached- Separation Document (discharge papers)

43rd Bomb Group Association Reunion

SPRINGFIELD MARRIOTT SPRINGFIELD, MASSACHUSETTS 01115

September 6 - 13, 1998

NAME: Last _____ First _____

SPOUSE/GUEST: _____ SQUADRON: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: () _____ If any information has changed since Sept. '97,
please check _____.

REUNION FEE: \$105 per person X _____ = \$ _____
(No. of people) (Amount enclosed)

ARRIVING _____ AND DEPARTING _____
(date) (date)

TRAVELING BY: Auto _____ Plane _____ Other _____

I WILL BE PLAYING: Golf _____ Tennis _____ Bridge _____

MY SPOUSE/GUEST WILL PLAY: Golf _____ Tennis _____ Bridge _____

NOTE: Make check payable to:

43rd BOMB GROUP REUNION

Mail check with this form to:

Russ Burnett

P.O. Box 126

Conway, MA 01341-0126

43rd BOMB GROUP REUNION
September 6 - 13, 1998

Springfield Marriott Hotel
Corner of Boland Way & Columbus
P.O. Box 15729
SPRINGFIELD, MA 01115-5729
413-781-7111 413-731-6939 Fax
TOLL FREE 1-800-228-9290

NAME _____	43rd Bomb Group Reunion
ADDRESS _____	
CITY/STATE/ZIP _____	PHONE _____
SHARING ROOM WITH _____	
If sharing room - please make one reservation only. Multiple reservation for one room may results in a no-show billing.	

PLEASE TYPE OR PRINT

For your convenience you may either mail in this reservation form or call 1-800-228-9290 (toll free) to make your reservation.

All reservations will be held until 6 p.m. of the day of arrival unless guaranteed by one night's advance deposit or one of the following major credit cards: American Express Card, Dinners Club, Carte Blanche, MasterCard, Visa, Discover or En Route. Special requests are subject to availability at time of check-in.

If calling 1-800 number, please identify yourself as an attendee of:
The 43rd Bomb Group Reunion

Card # _____ Expiration Date _____

I understand that I am liable for one night's room and tax which will be deducted from my deposit or billed through my credit card in the event that I do not arrive on the date indicated, or cancel **before 6 p.m. on DATE OF ARRIVAL**. A code number is required for verification of cancellation.

Signature _____

No. of Rooms	Please Circle Preferred Rate Below Accommodations Requested		
_____	Single (1 Person)	1 bed	\$74
_____	Double (2 persons)	1 bed	\$74
_____	Triple (3 persons)	2 beds	\$74
_____	Quad (4 persons)	2 beds	\$74

Arrival Date _____
Departure Date _____
Number of Nights _____ (Check-in 4 P.M. - Check Out 12 noon)
August 21, 1988 Cut-off Date. All reservations must by above date in order to be eligible for group rate.

All rooms subject to existing local and state taxes.

1998 REUNION SCHEDULE OF EVENTS

Registration is on a daily basis. The first scheduled official activity begins with the Board of Directors Meeting in the late evening on Wednesday, September 9th.

We urge you to come early so that you can have lots of time to visit with your friends, take advantage of the optional tours and enjoy visiting the many museums and points of interest, (See page 18 in the January Newsletter). Springfield and the surrounding area steeps with History. The Springfield Armory and Basketball Hall of Fame are but two "firsts."

Remember to bring and wear your 43rd Badges.

A brief outline of the Reunion Schedule follows:

- Registration - 9:00 A.M. - 3:30 P.M. Monday - Friday
- Hospitality Room - 9:00 A.M. - 4:00 P.M. Monday - Friday
- Board of Directors - 8:00 P.M. Wednesday, September 9th

Wednesday September 9th

8:30 A.M. - 5:00 P.M. Tour #1 Boston
9:00 A.M. - 4:00 P.M. Tour #2 The Berkshires
9:00 A.M. - 1:30 P.M. Tour #3 Old Sturbridge Village

(NONE OF THE ABOVE TOURS IS INCLUDED IN THE REGISTRATION FEE.)

Thursday September 10th

9:00 A.M. Golf, Tennis & Bridge

All tours available on Wednesday are available today at the same hours.

8:00 P.M. Squadron Meetings & Ladies Night

Friday September 11th

7:30 A.M. Breakfast Buffet

8:45 A.M. Bus Tour with Lunch at Westover A.R.B.

(Included in Registration Fee)

6:30 P.M. Dinner & Entertainment

Saturday September 12th

7:30 A.M. Continental Breakfast

9:30 A.M. Group Meeting

5:00 P.M. Cocktail Hour with Music

6:30 P.M. Banquet with 10 Piece Band

Sunday September 13th

8:30 A.M. Memorial Service

9:00 A.M. Brunch & Farewells

Russ Burnett
Reunion Chairman

Bob Watson
Reunion Coordinator

Tour Registration Form
43RD BOMB GROUP ASSOCIATION REUNION
Springfield, Massachusetts

Please sign up for the tours you wish to participate in by filling in the # Attending and completing the form below.

Tour #1 - BOSTON

Dates Available: Wednesday, September 9 & Thursday, September 10, 1998

Tour Time: Depart from Springfield Marriott 8:30 AM
Return to Springfield Marriott 5:00 PM

Tour Includes:

Tour Coordinator

Quincy Market/Freedom Trail available

Lunch at the Bull & Finch Pub/Cheers on Beacon Hill - Menu Choices to be determined

Guest Passes for the Duck Tour of Boston proper aboard a restored World War II Amphibious Vehicle (1 hour on land/20 minutes in the Charles River)

Total per person...\$59.00

Attending _____

Tour #2 - THE BERKSHIRES

Dates Available: Wednesday, September 9 & Thursday, September 10, 1998

Tour Time: Depart from Springfield Marriott 9:00 AM
Return to Springfield Marriott 4:00 PM

Tour Includes:

Tour Coordinator

Norman Rockwell Museum Admission charges

Lunch at the Historic Red Lion Inn

Menu Includes-Homemade Soup, Homemade Bread, Choice of Yankee Pot Roast with Cabernet Reduction or Roast Native Turkey with Pan Gravy, Seasonal Fruit

Cobbler, Coffee, Tea or Milk

Lee Outlet Shopping available after lunch

Total per person...\$57.00

Attending _____

Tour #3 - OLD STURBRIDGE VILLAGE

Dates Available: Wednesday, September 9 & Thursday, September 10, 1998

Tour Time: Depart from Springfield Marriott 9:00 AM
Return to Springfield Marriott 1:30 PM

Tour Includes:

Tour Coordinator

Admission to Old Sturbridge Village

Lunch at Sturbridge Friendly's Restaurant

Total per person...\$49.50

Attending _____

Tour packages are subject to availability at the time of booking. All prices quoted include full Senior Citizen Discounts. Do NOT send any money. Tour fees collected after your arrival.
Return to:

Russ Burnett, P.O. Box 126, Conway, Massachusetts 01341-0126.

Name _____ Spouse/Guest _____
Address _____ City/Town _____
State _____ Zip Code _____ Telephone # _____

SPRINGFIELD **Marriott**

Corner of Boland and Columbus Avenue, Springfield, Massachusetts 01115-5729 • (413) 781-7111

DIRECTIONS TO THE SPRINGFIELD MARRIOTT

Traveling on I-91 North (from Hartford, New York City, Philadelphia, etc.)

- Follow I-91 North to Exit 6 - Columbus Avenue, Springfield Center
- The exit will put you immediately onto Columbus Avenue
- Go through two lights and the hotel will be immediately on the right
- Take the parking ramp to Level C, take the elevator on this level for the hotel entrance

Traveling on I-91 South (from Northern Massachusetts, Vermont, etc.)

- Follow I-91 South to Exit 7 - Springfield Center, Columbus Avenue
- Go to the first light and make a left under the highway
- At the next light (Columbus Avenue) make another left and the hotel will be immediately on your right
- Take the parking ramp to Level C, take the elevator on this level for the hotel entrance

Traveling on the Mass Turnpike (Rt. 90)

West (from Boston, Worcester, etc.)

- Take Exit 6
- Go to the first light and make a left onto Rt. 291
- Follow Rt. 291 to I-91 South
- Once on I-91 South, quickly get into the right lane for Exit 7 - Springfield Center, Columbus Avenue
- Go to the first light and make a left under the highway
- At the next light (Columbus Avenue), make another left and the hotel is immediately on the right
- Take the parking ramp to Level C, take the elevator on this level for the hotel entrance

Traveling on the Mass Turnpike (Rt. 90) East (from Pittsfield, Albany, NY, etc.)

- Take Exit 4
- Follow the directions from statement 2 above

City	Miles from Springfield	Driving Time @ 55 mph
New York, NY	150	3 hrs
Bridgeport, CT	84	1 1/2 hrs
Bradley Int'l Airport, CT	21	1/2 hr
Albany, NY	90	1 3/4 hrs
Worcester, MA	45	3/4 hrs
Boston, MA	90	1 3/4 hrs
Providence, RI	104	2 hrs
Cape Cod, MA	150	3 hrs
Manchester, NH	124	2 1/2 hrs
Montreal	300	5 3/4 hrs
Quebec	419	8 hrs
New Haven, CT	67	1 1/4 hrs
Hartford, CT	27	1/2 hr