



43RD BOMB GROUP ASSOCIATION, INC.  
"KEN'S MEN"  
NEWSLETTER 68<sup>th</sup> EDITION  
OCTOBER 1998



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**VICE PRESIDENT**  
**MAX M. AXELSEN**  
8406 Dorsetshire St.  
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**TREASURER**  
**WILLIAM H. WILSON, Jr.**  
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**JIM CHERKAUER**  
114 Thorncliff Rd.  
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\*\*\*\*\* FROM SAMUEL F. COMMONS, PRESIDENT \*\*\*\*\*

Having recently returned from the Springfield reunion, I am eager to share my thoughts with you. First, I'd like to tell you what a dedicated worker our Reunion Coordinator, Bob Watson, is. Just prior to our reunion he spent several days in the hospital and was forbidden to fly, so he and Irene drove in from Lebanon, IL. Irene was her usual cheerful, efficient self and got over 200 of us registered and settled in. She was at the desk all week long, doing everything from selling caps to recording bridge scores.

Our hosts, Russ and Jane Burnett, did an absolutely marvelous job on arrangements with the Marriott Hotel, which was a lovely facility and had very gracious personnel. They also arranged several interesting tours and very nice meals.

I'll let our capable secretary/editor, Jim Cherkauer, pass on our thanks to our officers and many others who made our reunion a rousing success. However, I want to thank songbird, Nancy Solomon, and pianist, Mildred McClenny, for adding music to Sunday's memorial service.

Roland Fisher had planned to give the memorial message, but was unable to come because a forklift slammed into the plane on which he was scheduled to fly. He faxed the message to us and it was read. It was so well received that it is printed elsewhere in this newsletter. Jim Pettus told me that Roland had first hand experience when he spoke of the Japanese using their bodies as projectiles; his plane was rammed by an Irving night fighter, and he just managed to survive.

Several old acquaintances were missed at this reunion. The Northwest Airlines strike stranded several and others were ill or couldn't manage the distance. I particularly enjoyed pressing the flesh with those who had been just a voice on the phone, a name on the page or an E-mail correspondent. That includes Dick Russell and Gus Drumm. Now I'll be waiting to receive the reunion memory book to help keep the names matched to faces.

On a personal note, it was my honor to have our commanding officer, Col. James T. Pettus, present me with the Distinguished Flying Cross at the Friday dinner meeting. This was awarded for "extraordinary achievement" while I was on a bombing raid over Wewak, New Guinea on Feb. 10, 1944. The 54-year delay was due to mislaid records as we moved from island to island towards Japan. It took over a year to convince the Air Force that I deserved the award. It required much correspondence, including letters from Col. Pettus, Flight Surgeon Dr. Milton Gusack and my congressman. Doc Gusack was there when we brought the shot up plane in for a landing and helped remove the seriously wounded pilot. Having an eyewitness certainly helped my cause.

What a pleasure it was to have my wife, Helen, attend the reunion after a six-month battle against cancer. We appreciate your thoughts and prayers and praise the Lord for his mercies. A recent scan showed she was cancer free and three-month check-ups will monitor her complete recovery.

Thank you for your confidence in electing me to continue as your president for the coming year. Begin planning now to attend our next meeting on October 17 - 24, 1999 in Tucson, AZ.

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

**MINUTES OF MEETING OF THE 43<sup>rd</sup> BOMB GROUP (H) ASSOCIATION  
SATURDAY, SEPTEMBER 12, 1998  
GRAND BALLROOM SPRINGFIELD MARRIOTT HOTEL SPRINGFIELD, MA.**

President **SAMUEL F. COMMONDS** delayed the official opening of the meeting until after the showing a video tape of the late **FR. THOMAS F. SHEA**, Headquarters Chaplain, saying a prayer at the reunion in Bossier City, LA. **THOMAS JAMISON**, 65<sup>th</sup> Pilot from Ojai, CA, provided the video.

**1. BUSINESS MEETING**

- a. The meeting came to order at 9:34 A.M. Pres. Commons greeted everyone to the 18<sup>th</sup> annual reunion of the 43<sup>rd</sup> Bomb Group Association.
- b. The president asked for a motion to dispense with the reading of the minutes since these were published in the Oct. 1997 issue of the Newsletter.  
Motion made and carried.
- c. Pres. Commons called upon **WILLIAM H. WILSON Jr.**, Treasurer, to present the treasurer's report. This is for the period of 01-01-98 to 09-01-98.

STARTING BALANCE	01 - 01 - 98	\$15,045.79
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**INCOME:**

DUES	223	\$3,338.00
LIFE MEMBERSHIPS	7	700.00
DONATIONS		337.00
INTEREST		1,392.00
PX		10.00
<b><u>TOTAL INCOME:</u></b>		<b>\$5,777.00</b>

**EXPENSES:**

PRINTING		\$3,365.00
POSTAGE		663.40
PX SUPPLIES		152.35
TELEPHONE		239.28
'99 REUNION		262.08
'98 REUNION SPEAKER PERSONAL CHARGES		234.13
RETURNED CHECK		30.00

<b><u>TOTAL EXPENSES:</u></b>		<b>\$4,946.46</b>
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<u>NET:</u>	\$830.54
SNYDER NATIONAL BANK 09-01-98:	\$15,876.33
CANYON INVESTMENT COMPANY CD:	\$30,000.00
<u>NET WORTH:</u>	\$45,876.33

Bill reported that the association was doing well with a net worth of \$45,876.33. There are 165 life members and approximately 300 paying dues annually. Approximately 900 Newsletters are mailed each quarter including several complimentary copies.

A motion to accept the treasurer's report was made by **BUD LAWSON** and seconded by **DON MARSAGLIA**. The motion carried.

- d. **ROBERT H. BUTLER**, Chairman of the Nominating Committee, submitted the following nominations for reelection to a one year term:

Samuel F. Commons for President;  
Max A. Axelsen for Vice President;  
Jim Cherkauer for Secretary; and  
William H. Wilson Jr. for Treasurer.

A motion for the election of these persons to the respective offices was made and carried. Sam thanked the nominating committee for its good work.

- e. **BOB WATSON**, Reunion Coordinator, gave a report on the 1999 reunion. It will be held from Sunday, Oct. 17<sup>th</sup> through Sunday, Oct. 24<sup>th</sup> at the Tucson Inn Suites. The room rate is \$55 per night. This includes free parking and a free complimentary breakfast every morning. There will be a number of good tours available including the Desert Museum, Old Tucson and the Davis Monthan bone yard. Pima Air Museum is nearby as is Biosphere 2. There will be a lunch at the Officers Club.

The number attending each of our reunions is diminishing. Certain costs are fixed, regardless of the number attending, so the cost per person may have to increase in time.

The airport is about 15 miles from the hotel. There is shuttle service available. The hotel does not provide such service.

Our host and hostess for the next reunion are **JIM** and **LOUISE THOMPSON Jr.** They are the first post WWII era members hosting a reunion.

Bob urged everyone to have his/her picture taken for the reunion photo album even if no purchase of this is made. It is a great help to members to see faces associated with their names.

- f. Sam announced that the reunion in the year 2000 will be in San Antonio with **MAX** and **MARGARET AXELSEN** serving as our host and hostess.
- g. Sam introduced **JAMES T. PETTUS** for an update on the history of the 43<sup>rd</sup>.

Jim reported the bad news is that we do not have a book as yet.  
The good news is that it looks more encouraging that we will have a book.

Jim announced that **ROLAND T. FISHER**, 63<sup>rd</sup> from Lake Oswego, OR, has agreed to pay **LARRY HICKEY**, author of our book, a visit in order to review where matters stand at that time. The 22<sup>nd</sup> Bomb Group Assoc. is ahead of ours for publication, and it appears as though their book will go to press in the next 60 - 90 days although Larry says 30 - 60 days.

Our Board of Directors is somewhat optimistic that we will have a book. It decided not to pursue any form of legal action against Larry for fear of jeopardizing getting any publication.

h. Unfinished Business.

**JAMES C. DIEFFENDERFER**, 63<sup>rd</sup> from Orlando, FL, pointed out that we place notices, free of cost, in various veterans magazines regarding our reunion each year. These appear in very small print. Jim asked if the association could purchase larger ads for this purpose. This might attract former 43<sup>rd</sup> personnel who do not see the small notices.

Pres. Commons stated that this was being considered and would be looked into for future reunions.

i. New Business. None.

j. A motion to conclude the business meeting was made by Bud Lawson and seconded by Don Marsaglia. Motion carried.

2. Col **JAMES T. PETTUS**, former 43<sup>rd</sup> C.O., presented a story of the first landing at Atsugi, Japan, on August 28, 1945. The landing had been held up for a couple of days due to a typhoon striking Japan. Controversy arose as to which troops would be the first to occupy Japan although Gen. MacArthur had designated the 11<sup>th</sup> Airborne to be the first troops.

Col. Pettus was on a C-47 with a large number of brass and photographers aboard, but with not enough fuel to return to Okinawa if such a need arose. They landed downwind in order not to finish the landing near where the Japanese officials were waiting for them. This was much to the surprise of those officials who remarked that Japanese planes landed into the wind.

Navy planes filled the air to make sure all went as planned. C-46s landed next with fuel for the planes returning to Okinawa. These were to be followed by C-54s with the first occupation troops. There was to be no fraternization and souvenir hunting among the occupying forces. Many Japanese managed to crowd into all of the photos being taken by the occupation photographers. An unauthorized navy plane landed "illegally" despite the efforts to stop it from landing. Lo and behold Harold Stassen appeared from that plane which landed on orders from Admiral Halsey. With him was a high ranking Russian officer. Mr. Stassen was upset that there was no transportation awaiting him to take him around the airfield.

As Col. Pettus left to return to Okinawa, he noticed GIs and Japanese laborers being photographed with their arms draped around each other. He knew that the war was over when he saw that.

3. Pres. Commons next introduced **ALFRED HAGEN**, Associate member, to present a video and talk of his latest trip to New Guinea.

Fred had talked to us at the last two reunions and presented videos of what he had accomplished in New Guinea on two previous trips to the island in search of his great uncle, Maj. Bill Benn, and his missing B-25.

After his trip in 1997, when the smoke from the uncontrolled fires sweeping the forests and grasslands prevented him from going to the site where he believed he would find the missing

aircraft, he had arranged with some of the natives working for him to continue to prepare for his return and his attempt to recover the remains of the missing airmen. His helicopter pilot also was on the lookout for anything, which might be useful and significant to Fred upon his return. He did find a missing P-47 outside of Saidor but was not able to identify it as it was partially buried in mud that had slid down the side of the mountain onto the plane. He believes that the plane may be that of a Lt. George Gaffney whose daughter had been in contact with Fred regarding the missing P-47. The daughter, Patricia Gaffney Ansell, born a couple of months after her father died in 1944 was present at this meeting.

On August 18, 1943, Lt. Wilfrid Desilitz flying a P-47 disappeared. Fred did locate this plane. Also present at this meeting were Lt. Desilitz's two sisters and husbands, Al and Therese Auger and Cyril and Yvette Plante. [A U.S. recovery team CIL-HI (Central ID Lab in Hawaii) was scheduled to leave for these two P-47 sites in mid September. Fred was invited to accompany them, but probably will decline. Although the B-25 Fred found in Finisterres is only a short distance from the Saidor P-47 site, the CIL-Hi is not going there on this trip although there are 9 service men in the wreckage. This is due to the fact that that Fred had not contacted the families of the B-25 crew and no congressional pressure has been applied.]]

Fred had success in finding his uncle's plane and the remains of some of the crew. That story appears later in this Newsletter. He brought back and had on display at the Saturday meeting, parts of the B-25. These included the instrument panel on which the serial number of the aircraft was still legible and one of the two yolks from the cockpit.

Helping Fred with his presentation and video were his young daughter and son. All three were at the reunion for about two and a half days.

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It has been difficult to pin down the exact date when each member of the Board of Directors completes his term of office. The following is as accurate as the secretary was able to ascertain at the reunion following the squadron elections. If there are any errors, please let the secretary know about this.

63<sup>rd</sup> ROLAND T. FISHER 2000

63<sup>rd</sup> CHUCK RAUCH 2001

64<sup>th</sup> MARSHALL E. NELSON 1999

64<sup>th</sup> KENNETH BROWN 2000

65<sup>th</sup> ELDON E. "BUD" LAWSON 1999

65<sup>th</sup> L. C. "CHALKY" WHITE 2001

403<sup>rd</sup> JOE SNYDER 1999

403<sup>rd</sup> ART DURBECK 2000

HEADQUARTERS SQD. JAMES T. PETTUS 2001

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The Sunday morning memorial service for our departed and ill comrades was a very solemn time for all in attendance. **ROLAND T. FISHER, 63<sup>rd</sup> PILOT** from Lake Oswego, OR, had volunteered to be our acting chaplain after the untimely death of **DICK WOODS, 63<sup>rd</sup> RAD/NAV**, in August 1997. He could not attend the reunion as he had planned because a forklift damaged the aircraft he was to fly in from Oregon. He faxed his memorial offering to our President, **SAM COMMONS**, who read those written thoughts later in the memorial service.

**RUSS BURNET**, our reunion host, gave very special recognition to **IRENE & BOB WATSON** for the diligent and hard working service to make our reunion such a success. **BOB** did this work despite his recurring serious illness.

**BOB BUTLER**, our founder, gave the opening invocation.

NANCY SOLOMON sang "You'll Never Walk Alone" while being accompanied on the piano by MILDRED McCLENNY.

SAM asked us to all give recognition to and prayers for those of our group who were no longer among us.

SAM read the following memorial remarks by ROLAND FISHER.

### THE LEGACY OF SACRIFICE

A few weeks ago I watched Steven Spielberg's "Saving Private Ryan." The entire movie kept me in a tight, emotional grip, with my most intense feelings at the very beginning and at the end with the scenes of rows of brilliant white crosses.

In its wrenching opening scene it moved directly to the issue at the heart of the film:

The legacy of sacrifice.

After the even more moving closing, my thoughts were crowded with faces of comrades with whom I shared the matchless contribution of our generation to that legacy.

That was to take on a bunch of bad guys. We went out to a distant, primitive part of the world to meet an enemy who had overrun vast areas and enslaved entire countries and cultures. We sought no territorial gain. We did not go because we wanted to be there but because we had to be there to make sure the bad guys weren't.

In those three or four years, we had the most impacting experiences of our lives; great risk, fear, excitement, jubilation, pain, sorrow, affection, comradeship. And then, at the end, a deep sense of relief that we could go home.

The things we shared so long ago still linger as vivid memories. They always will. The oppressive, steamy heat, the bugs, the dust, the drenching rain, the mud, the fearful diseases, the tasteless food, the fanatic enemy who hurled death in every way, sometimes using even his own body as a projectile, the fear we never admitted and bravado we wore to hide it even from ourselves. And the affection among comrades.

Some of us were cut down -- lost somewhere over the vast Pacific, mangled into the rainforest on an unknown mountain, shot down by the enemy, knocked out of the sky in a violent storm, crashed on takeoff or landing. Some were taken by the awful diseases that were all around us. Those we lost were the beginning part of this legacy, and to this day they are a part of us. We will never forget them.

But will others remember? Some---perhaps. Most---likely not. Spielberg does. For in the film, with great perception, he shows the general far back home quoting Abraham Lincoln about dumping "so costly a sacrifice upon the altar of freedom." And in the closing scene of the old veteran, shuffling up to the grave marker of his comrade of long ago, Spielberg explains why we all bought into the legacy:

For everyone who came after.

More than half a century has passed since the war ended. We are older, grayer, maybe even wiser. We have had losses. Our ranks have dwindled. But those of us still alive, still share a deep camaraderie with those who are gone. For together we fought a good war with great sacrifice. And left a legacy for everyone.

Did it make a difference?----Yes.----Will others know that?----Maybe. No matter. We know--and we will remember.

God bless them all.

ROLAND FISHER  
63<sup>rd</sup> B. S. 43<sup>rd</sup> B.G.  
Fifth Air Force

The group sang "God Bless America" followed by a closing prayer offered by BOB BUTLER.

The reunion went like clockwork. We all owe a great deal to JANE & RUSS BURNETT for the effort that went into the detailed planning of our 18<sup>th</sup> reunion. Their efforts combined with those of IRENE AND BOB WATSON made this another smashing success.

It was very pleasant to meet in person and carry on conversations in person with so many of you who have written me letters, sent e-mail or talked with me on the phone. Like SAM, I eagerly await the Reunion Photo Album so that I can establish a more lasting relationship between your names and your faces.

On behalf of all of the officers, the secretary wants to thank the group for having confidence in our ability to perform our duties and reelecting each of us for an addition one-year term.

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The following persons attended and registered at the 43<sup>rd</sup> Registration Desk with IRENE WATSON.

#### 63<sup>rd</sup> SQUADRON

ED GAMMILL  
MIKE & JO BACHI  
LLOYD & JO ANNE ANDERSON  
HERB & VIVIAN PFLUEGER  
RAYMOND & BETTY GATES  
FLORENCE SASNOWSKI  
MARY ELLEN ROTH  
HELEN GREEN  
WEB & JEAN HOUSEHOLDER  
JIM & MICKEY MURPHY  
S. L. & THELMA FLINNER  
JIM & LOUISE THOMPSON  
JIM & AUDREY DIEFFENDERFER  
ALEX SEDILKO  
CHUCK & PAT RAUCH  
RAY & DOROTHY CRAWFORD  
LEONARD LAWSON  
BOB & DORIS BUTLER

GEORGE & BERTHA BURHOE  
FAYE & JIM HAMPSHIRE  
F. NEAL & RUDI FUGATE  
STEVE & MADELINE PERRONE  
JIM & OMA WATTS  
ROGER & OLGA VARGAS  
GEORGE & AILEEN WHITE  
J. C. & CLARA MARIE WILFERT  
LOUIS & HELEN MIKLOS  
FRANCES P. & PAULINE DENAULT  
MICHAEL K. SASSAMAN  
RICH & MILDRED HOWARD  
KENT L. A. & MARTY ZIMMERMAN  
FRED PETERS  
ARTHUR & GEN JOHNSON  
SCOTT KIRBY  
BILLY LEWIS  
FRED HAGEN

#### 64th SQUADRON

RUSS & JANE BURNETT  
JOE & CORAL STRONG  
BOB COOPER & NADEANE FULCOMER  
CLETUS ANGERMEIER & MARGE  
LYLE & BETTY HEINEKE  
BYRLE & DOTTIE MILLER  
HENRY & MARY LASH  
BOB SCHULTZ  
KEN & ROSEMARY BROWN  
JACK NUNNELLEE  
GARRETT & MARY MINNICK  
ROGER & AUDREY KETTLESON  
CHAS SULLIVAN  
ALVIN HAAS  
JOE & HELEN JANCOSKO  
GEORGE & ANITA TUCHOLSKI

WENDELL & PEGGY JONES  
ARTHUR & BEVERLEE MULLIGAN  
PAUL & HELENE BARBUS  
JOE SHEP CHEPULIS  
GEORGE & MARJORIE LYNCH  
ROY & LOUISE BAILEY  
ART CURREN  
SAM WELBORN  
PHILIP M. HOFFECKER  
FRANK & LYNN WAYSSE  
MAC & MILDRED McCLENNY  
HARRY & BARBARA STEVENSON  
GEORGE & HELEN CRITSIMILIOS  
GUS DRUMM  
JOHN SMITH  
EMIL & SHIRLEY LANG

#### 65<sup>th</sup> SQUADRON

BOB & IRENE WATSON  
ELDON E. "BUD" & BETTY LAWSON  
EDMOND L. & JOHANNA TROCCIA  
EDMUND C. TROCCIA & CHAS.  
JIM & ANITA CHERKAUER  
DON & BETTY MARSAGLIA  
FRANK & VIRGINIA HOHMANN  
SAM & HELEN COMMONS  
ALICE BARNES  
LEWIS DAWS  
SHARON BARTOR  
FRANCIS E. TUCHER  
BILL & LOIS WILSON

EDWIN B. STUELAND  
CLETUS E. SWEIGARD  
EDWARD & DOROTHY PUKAS  
PAUL L. NICHOLS  
RICHARD T. RUSSELL Jr.  
BEN & JANE DAMRON  
GUS RAPISARDI  
TOM & KATHY JAMISON  
BOB VALLANCE  
FORREST & SUE SIEGEL  
TOM SCANNELL  
HEBERT BRUNE

#### 403<sup>rd</sup> SQUADRON

BOB & ARLENE ROTH  
CLIFF GRIVOIS  
ODIS & BARBARA CLEERE  
AL & NAYIA POWERS  
PERCY & JUANITA ALEXANDER  
RANDALL & PATSY HARRIS (Guests)  
BILL & NANCY SOLOMON  
FRED & JANET LLOYD  
JOE & SALLY SNYDER  
MAX & MARGARET AXELSEN  
ART & VIRGINIA DURBECK

JOE & CLARA GOSSEAU  
PAUL COBER  
ERNEST J. & PEGGY WELLS  
KEN & URSULA GISSONNE  
LEO DENAULT  
ROGER & KAY SULLIVAN  
GEORGE & JEAN ANDERSON  
NEIL & MARLYS FAIRBANKS  
TERRY & JAN McGUIRE  
WADE T. & BURNELL KEHR  
BOB BURKE

#### HEADQUARTERS SQUADRON

JAMES T. & BETTY PETTUS  
GORDON F. BAVOR

JOSEPH A. & ARLENE GREENWELL  
JIM & BETTY PETTUS



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

Additional reunion news.

Golf tournament, **MAX AXELSEN** 403<sup>rd</sup> Pilot from San Antonio, TX, provided the following report:

We had 19 "swingers" show up for golf on Thursday. That is the lowest number we have ever had, and we sorely missed **JIM HARCROW**, **EMIL LANGE**, **MAX OSBORNE**, **JESSE FULTON**, **JOHN HOLLERAN**, **DAYT BLANCHARD** and others who have been with us in the past. Bad weather in the Northeast on Monday, the NW Airlines strike and illnesses cut into our ranks.

**RUSS BURNETT** arranged our golf at the Southampton Country Club. It was a nice course, but the undulating greens and tough pin placements presented a real challenge. Not many putted well except for **DOLLY MILLER** who dropped a 56-footer! **JOE SNYDER** has the trophy for a year. **SAM COMMONS** was a stroke or two better on gross score, but our 43<sup>rd</sup> Callaway system of handicapping moved **JOE** to the forefront. Good swinging **JOE**! **DOLLY MILLER** was low of the gal contestants with **BEV MULLIGAN** just a stroke back. Good golfing gals! **SAM COMMONS** was closest to the pin on #2 hole, and **ART DURBECK** was closest on #10. **MAX AXELSEN**, your golf host, gopher, handicapper, etc., had the longest drive. **SOMETHING UNDER 300 YARDS AS REPORTED BY THAT FOOURSOME!** Everyone had a nice time, the weather was beautiful and all contestants will be eager to swing into action at Tucson next October. See you there!

The music provided at the cocktail hour and dinner on Friday as well as that of the 21-piece band at the Saturday dinner/dance was outstanding. The Saturday band played music of the 30s - 50s as it was played at that time. **RUSS** contracted for a 10-piece band, but the rest of the band decided to play anyway as they enjoyed playing for a group like ours.

The editor wants to express his sincere thanks to so many of you who went out of your way at the reunion to tell him what a good job he and the staff are doing in producing the Newsletter. It is this sort of expression that makes the task a great deal easier. Thank you again.

#### **DIARY FROM BOSTON TO SYDNEY BY GEORGE CARTER (CONTINUED).**

MARCH 5, 1942

TIME 9:10 PM

THURSDAY

We are to come to Rio tomorrow morning. We were headed southwest this morning and at this writing due west. I am to see the famous city of Rio de Janiero. I have heard so much about this city and wanted so much to visit it that I can hardly believe that tomorrow I'll be actually there. I can thank the Army.

We had another boat and fire drill today.

MARCH 6, 1942

TIME 7:10 PM

FRIDAY

This morning when I awoke and looked out the porthole, I saw the shoreline of South America. I do not have the words to express the beauty of that scene. With the beautiful white beaches and purple-green mountains.

Then at about 9:30 am, we passed a lighthouse situated at the entrance of Rio's harbor. Then we came into view of Rio de Janiero itself. As we came into view we saw many of their famous beaches that are situated in and around Rio. Also, we noticed a ship that was in the harbor that looked like an aircraft carrier. When we got closer we saw that it was an old type battleship. What made it look like a carrier was that a canvas was stretched over the forward deck and from a distance looked like a

carrier. Incidentally, the battleship looks more like one of our early battleships - say the early nineteen hundreds.

Rio is truly one of the most beautiful cities I have ever seen. It is more or less at the base of three mountains. The mountains almost form a right angle.

You have heard of the famous statue of [Christ the Redeemer]. Well the statue overlooks the harbor and city itself. It is situated on top of the middle mountain with its arms extended. At night it is all lighted up with different colored lights. So you can imagine what beautiful sight it presents.

As soon as we stopped, there have been dozens of small boats going around and around our ship with people waving, singing, and shouting at us. Also, this has been the largest ship to ever enter Rio's harbor.

MARCH 7, 1942

TIME 8:40 PM

SATURDAY

Well, I have finally pulled K.P. and I'll have at least a week of it.

It has been raining all day, but the night has cleared and there is a beautiful yellow moon shining. It is pretty cool tonight and it won't be hard to sleep. As you know they speak [Portuguese] down here.

MARCH 8, 1942

TIME 8:35 PM

SUNDAY

I was up at 5:30 AM in order to be on time for K.P. You can't imagine the enormous kitchen on this ship. It would make Child's restaurant look like a hole in the wall.

But, before I went to work I attended Mass, said by the Coach, Father Shea. I went on deck a few minutes after Mass to watch the people of Brazil come and go to work. They are crossing the harbor in gorgeous yellow and green ferries.

I noticed this morning that from the top of two mountains a cable was extended between them. I inquired about it and was told that on the mountain that bordered the ocean a restaurant was situated, and it was right on the tip. The cable supported a little electric car that took the people to the café.

While I was on deck this afternoon I looked through binoculars loaned to me by Jay Gould and the shores were lined with people.

We were here in Rio just two-and-a-half days. As we set sail at exactly 5:30 this evening. We were again on the high seas, only this time we know where our next stop will be. Capetown, Africa.

MARCH 9, 1942

TIME 9:15 PM

MONDAY

At this writing, we are headed almost directly East. We should be about 500 miles out of Rio by this time, as we have been going wide open all day. Our speed was estimated at about 35 to 38 knots. And that isn't hay! We had to set our watches back another hour tonight. The sea has been pretty rough today. I finished my third day of K.P.

MARCH 10, 1942

TIME 7:00 PM

TUESDAY

We are still headed for Capetown at a very fast clip. The sea has been very rough and it is a great deal cooler. I found out that I had to do only five days of K.P., so I have only one day left. I haven't been on deck since yesterday. (To be concluded in next edition.)

[Editor's note. At the Springfield reunion GEORGE was reported as being very ill. Send him a card to let him know you are enjoying his diary and wishing him good health.]

**CHARLES R. COLE**, 403<sup>rd</sup> Crew Chief from Roaring Branch, PA, reports that four members of the former 13<sup>th</sup> Reconnaissance Squadron, who went to the Pacific on the S. S. Argentina, and their spouses met for a Mini Reunion in Lancaster, PA, on June 3<sup>rd</sup> to 6<sup>th</sup>. Attending were: **CHARLES** and his wife **CLARA**; **QUENTIN EMBER**, 403<sup>rd</sup> Line Chief from, Newport News, VA, and his wife **NANCY**; **LEWIS WALTMAN**, Radio Operator from Lancaster, PA, and his wife **MARIAN**; and **CARL AVERILL**, Radio Operator from Rome, NY, and his wife **DOROTHY**.

**CARL** was the only survivor of a B-17 plane crash at Port Moresby on June 23, 1943 while serving on Lt. **PICKARD**'s crew. He spent 5 1/2 months in the 105<sup>th</sup> General Hospital in Brisbane, Australia. He rotated back to the U.S. in 1944. We all enjoyed reminiscing and partaking of good Amish food. Anyone wishing to join this group is welcome. Contact **CHARLES COLE**, RR 1, Box 143, Roaring Branch, PA 17765.

**CHARLIE** writes the line of the day when he says, "P.S. Hope the 43<sup>rd</sup> Book comes out soon, we are in the 80's and no forwarding address."

Remitting his dues for two years is **QUENTIN R. EMBER**, 403<sup>rd</sup> Line Chief from Newport News, VA. He also wanted to let us know that he enjoys the Newsletter. Additionally he reported the fine mini reunion at Lancaster, PA, also.

From a 403<sup>rd</sup> member of our Board of Directors as well as former gunner, **JOSEPH W. SNYDER** of Greencastle, PA, comes the sad news of the death of **CLAIR L. WRIGHTS**, 63<sup>rd</sup> Radio Operator from Chambersburg, PA. **CLAIR** died on June, 19, 1998, in the emergency room of Chambersburg Hospital. He and his wife, **JULIA**, had been married over 51 1/2 years. God Bless.

Just before heading to Springfield for the reunion a letter arrived from **JULIA I. WRIGHTS**, wife of the late **CLAIR L. WRIGHTS**. **JULIA** also reported the sad news of the sudden death of **CLAIRE**. He was interred at Indiantown Gap National Cemetery in Annville, PA.

**JULIA** says that on June 15<sup>th</sup> they were talking about the history of the Group and were hoping that the book would be available at the Springfield reunion, but she gathers from July's Newsletter it sounds as though the book may never be published. They paid for the book including S&H in October 1989. She wonders how many more years will pass before the book is published. She says "Our experiences with **LARRY HICKEY** were not good ones -- excuses for everything."

She thanks the staff for all of the good work in getting out the Newsletter.

A letter from **INEZ W. PAINTER** contains the sad news that her husband, **LEO. E. PAINTER** 65<sup>th</sup> Radar Officer from Roanoke, VA, died on March 13, 1997. It is always sad to receive this kind of a letter. May God bless you all.

Sending to our Treasurer, **BILL WILSON**, dues for '98 & '99, **C. RAY HARPER**, 64<sup>th</sup> Pilot from Magalia, CA, writes that as things are now he will not be making it to the Springfield reunion this year.

Along with his '99 dues come regrets from another who will not make it to the reunion. **BETHEL F. RAY**, 65<sup>th</sup> Flight Engineer from Arrington, TN, writes that his granddaughter is getting married on September 12<sup>th</sup> and that no one asked him about this, which has been the custom in the past.

He wishes all a safe, happy and enjoyable reunion and wishes that he could be there.

Bringing his dues up to date and getting back in good status with the Association is **LARRY W. DeHAVEN**, 64<sup>th</sup> Crew Chief. **LARRY**, writing to **BILL**, wants to know how the "Old Car Business" is these days?

Add **LARRY** to your 1998 Rosters. P.O. Box 1006, Lakehills, TX 78063-1006. Phone 512-333-2218.

Mailing BILL his '99 dues plus a donation to be used for mailing expenses is **JULES V. POWELL**, 65<sup>th</sup> Navigator from Alexandria, VA. JULES is not sure if he will make it to Springfield this year. He writes that he and his Pilot, **JOHN "JACK" C. GOOSHERST**, were the only members of their crew to show up at recent reunions, but now JACK is a Veterans home in Lewiston, Idaho, and will be unable to make the trip. "After saying this I will probably show up in New England with 'bells on,' but in case I don't, give my best personal regards to all the wonderful guys who make up the 43<sup>rd</sup> Bomb Group."

**AL O'BRIEN**, Associate member from LaGrange Park, IL, sent BILL his check for '98 & '99 dues. He finds the Newsletter quite interesting, especially when he read about the exploits in New Guinea of **FRED HAGEN** searching for his uncle's plane. [More of that appears later in this Newsletter.] AL says he has a fantasy of making a similar trip to Mindoro where his brother and his entire 63<sup>rd</sup> crew were killed, but the Lotto tickets have all been losers so far.

AL writes that a number of our members have been of immeasurable help to him in clarifying the information about his brother and crew. Now he says that he has been unable to locate Mount Malisimbo on Mindoro Island where the B-24 in which his brother was flying on Dec. 7, 1944, crashed. Is there anyone out there who can pinpoint this for AL? He thanks you in advance if you can help him. [The editor's two atlases show only the mountains Halcon and Baco on Mindoro.]

Paying his '99 dues and writing that he will not make the reunion in Yankee country this year is **FOLMER J. SOGAARD**, 63<sup>rd</sup> Pilot from Centralia, WA. FOLMER plans to be in Tucson next year.

From Floyd, VA, **HAROLD W. YEOMANS**, 403<sup>rd</sup> Flight Engineer, writes that he had just arrived back in Floyd from Sarasota, FL, and was catching up with the mail which the P.O. will not forward. He mailed in his '98 and '99 dues along with the new address shown below. HAROLD likes the job being done by the staff in getting out the Newsletter which "...brings back a lot of memories." He says that he served on **BILL SMITH**'s crew.

New address: 1902 Webbs Mill Rd. N. Floyd, VA 24091-3671. Change your Rosters please.

**LEO J. DENAULT**, 403<sup>rd</sup> Radio Operator from Port St. Lucie, FL, sends in his dues and thanks BILL for the 1998 Roster. He says that he joined the 403<sup>rd</sup> in July of '45. Lt. **MEAD STEVENS** was his pilot. From Biak they moved to the Philippines and were on Ie Shima when the war ended. He spent several months in Japan before returning to the States in March '46.

LEO signs his name as Capt. Frank's little brother. The editor assumes that his big brother is **FRANCIS P. DENAULT**, 63<sup>rd</sup> Pilot from Deerfield, FL.

Catching up and getting ahead with his dues is **GEORGE "BUTCH" BARTA**, 403<sup>rd</sup> Ground Crewman from LaPorte, MN. BUTCH says that he has been under treatment by the V.A. for the past 6 years for prostate. He is feeling "...quite good" and his PSA reading shows nil. That is a good sign, George. Keep up the fight.

**BILL WILSON**, Treasurer and 65<sup>th</sup> Pilot from Snyder, TX, sent along a list of those who have been dropped from the mailing list as the Newsletter is being returned with no new address being reported: **FRANCIS DRAKE**; **CLYDE MUSE**; **RANK E. BUNTING**; **MARY CSONKA**; and **CRISANNA T. LUNDBERG**. If you know the whereabouts of any of these, please let us know. The editor has a newer address for Clyde, which he sent to BILL.

**RENE F. HERRE** from Sacramento, CA, and widow of the late **WILLIAM F. HERRE**, 63<sup>rd</sup> Pilot, mailed in a contribution in lieu of the dues that **BILL** would have paid this year. She says that she is finding the Newsletter "fascinating."

Having lost track of the association due to illness in the family, **ERNEST J. WELLS** 403<sup>rd</sup> Pilot, sent e-mail inquiring about the upcoming reunion in Springfield. He says they are in better health now and may be able to make the reunion. All of the information re the reunion was sent to **ERNEST** via e-mail and "snail" mail along with a copy of the July Newsletter and an application for membership.

Using the application mailed to him and joining us again is **ERNEST J. WELLS** who made the Air Force his career and retired in March 1972 as a colonel. While in the 403<sup>rd</sup>, from June '43 to Jan. '44, his plane was *Gentleman Jim* and his crew consisted of: S/Sgt. **JAMES GARNER** a Gunner from Hamilton, TX; **BILL HILLYARD** (deceased); Bombardier **JOHN COOK**; **EVERETT RAUSCH** who died in combat after the crew had returned to the States; T/Sgt. **ALBERT SMITH**; S/Sgt. **JAKE TRIPLETT**; S/Sgt. **RODNEY KLAYEN**; Pvt. **PAUL DULEN**; and Pvt. **LLOYD JOHNSON**.

**ERNEST** says that if anyone knows where he can contact any of these men, he would really appreciate the information.

He flew 51 missions with the 403<sup>rd</sup> and logged more than 300 hours. **ERNEST** was awarded the Silver Star, the DFC, Air Medal, Purple Heart and Air Force Commendation medal. His wife's name is **PEGGY**.

**ERNEST** says that he hears occasionally from **ED FRANCIS HAAG** and **CLYDE VICKERY**. He reports that when living in Florida, he and **ART DURBECK**, 403<sup>rd</sup> Pilot and Director from Alexandria, VA, were in the Daedalians.

He does write that the late **BILL HILLYARD**'s son, also **BILL**, lives at Box 787 Hotchkiss, CO.

**ERNEST**'s address is **215 Nutmeg Court, Harrisonburg, VA 22801**. His phone number is **540-434-8121**.

He and **PEGGY** are planning on being at the Springfield reunion barring illnesses and God Willing.

In a letter to a former secretary, **LLOYD "BREEZY" BOREN** 65<sup>th</sup> Bombardier from San Antonio, TX, **RAYMOND C. HOFFMAN** 65<sup>th</sup>, said that while rummaging through some old papers he found a 1994 letter regarding an upcoming 43<sup>rd</sup> BG Association reunion in San Antonio. He wondered if the organization still existed, and if so, did it still hold reunions? He is looking for a roster of current members. [The secretary mailed him an application for membership along with the July Newsletter.] **RAY** says he was with the organization at Nadzab, Owi and Leyte. He left for home from Leyte just before the move to Clark Field, Luzon.

**Ray** completed his application and is back in good standing. He enclosed a copy of his combat missions. He served in the 65<sup>th</sup> as an Armorer/Gunner and was on the crew of Pilot **ANDREW BUROCHONOCK** from Stamford, CT. **RAYMOND** included a copy of his Combat Mission Record. It shows that he flew 49 combat missions from Apr. 24, '44, through Feb. 28, '45. Included among the targets are places like Hollandia, Biak, [N]oemfo[e]r Is., Balikpapan, Corregidor and Clark Field.

**RAY** says that he is currently looking for any and all former crewmembers.

Pertinent data: **37414 Turner Drive, Umatilla, FL 32784**. Spouse - **Nancy**. Phone **352-357-3807**. Add this information to your Rosters.

Another letter from **BREEZY** on really cool stationery which included not only the 43<sup>rd</sup>'s insignia in color but also two for the 63<sup>rd</sup>, two for the 65<sup>th</sup> and one each for the 64<sup>th</sup> and 403<sup>rd</sup> squadrons. It contained the sad news of the death on July 10<sup>th</sup> of **WILLIAM T. "SMITTY" SMITH**, 19<sup>th</sup> BG and 43<sup>rd</sup> BG Pilot, who rose to the rank of Maj. General. An obit was included in the letter. **BREEZY** says that a lot of the men from the 19<sup>th</sup> and the 43<sup>rd</sup> will remember **SMITTY**. "A lot of us were assigned to

Dyersburg AFB in Tennessee upon our return to the States from the Pacific, and SMITTY was also there. He was a great guy."

BREEZY writes that he did not know that SMITTY had retired in San Antonio. "He would have made a great addition to our Association."

The obit cites that Gen. Smith was a West Point graduate who did his flight training at Randolph Field. He was a B-17 bomber pilot in the Pacific in WW II. He was a 32 year career officer and Commanding Officer at Andrews AFB, outside Washington DC, where he often met with Presidents Eisenhower and Kennedy and other heads of states. He died at the Army Residence Community in San Antonio, TX.

In yet a later letter, BREEZY relays the information that **LARRY DeHAVEN**, 64<sup>th</sup> Crew Chief, had phoned him to say that he had read in a newsletter that **CARL CRAMER**, 64<sup>th</sup> Pilot from Sutherlin, OR, wanted information on B-24J #424, *HIP PARADE*. LARRY says the plane was on a Balikpapan raid. He was the crew chief for this plane and has a picture of it. He can supply CARL with information on the plane. LARRY's address is P.O. Box 1006, Lake Hills, TX 78063.

[LARRY is not in our Directory so he is a potential new member. Just which newsletter he read about a request from CARL escapes the editor.]

BREEZY forwarded to the editor a copy of a letter from **TOM FITZGERALD**, Associate member from 24 Squadron of the RAAF, along with a letter to BREEZY from the 24's secretary, **A. T. (BERT) WOLFE**. BERT, Associate from Highfields, N.S.W., Australia, also included a copy of a letter he had written regarding the 24 Squadron and WWII.

TOM's letter dated May 24<sup>th</sup> reports that he had been in Dolores, E. Samar, Philippines for 3 1/2 weeks. After a hectic 2 1/2 weeks things are settling down. He is putting up a 95 metre 6' high hollow block fence with a double gate on his estate. He will then begin the construction of their home and extension of the small existing house. Finally, he will erect a sea-wall on the riverbank. He figures on about 4 months of construction, but the engineer/architect figures all can be done in 2 1/2 months.

TOM says his main watering hole is an open fronted café in town. It is located on a riverbank with a million dollar view of the river, boats and the sea entrance.

BERT thanks BREEZY for his generous contribution to the 24<sup>th</sup>. The American dollar is worth about \$1.52 in Australian dollars. He hopes that BREEZY will make it to Australia for the Anzac Day Ceremony.

In his 4 page letter, BERT was objecting to the Co-Ordinator of the Anzac Day Sub Committee about the incorrect information the commentator passed on to the viewers of the parade about 24 Squadron last year. He points out that the squadron was formed shortly after the war broke out in Europe and 18 months before Pearl Harbor. He also points out that the squadron flew Wirraways, Lockheed Hudson Bombers and Vultee Vengeance Dive Bombers long before it flew Liberator B-24s. BERT served in the 24 Sqd. before it flew any B-24s. Apparently the commentator only knew of the B-24 era of the squadron. Bert was hoping to have the next Anzac Day commentator informed correctly, but he writes that after composing his fine letter, he did not post it.

He tells how the squadron was stationed in Rabaul when the Japanese attacked and destroyed almost all aircraft stationed there. The Australian evacuation of Rabaul went well with the disappearance of one man and the capture of another who was in the hospital. The squadron was reformed in Townsville. In May 1943 it became the second R.A.A.F. squadron to be equipped with Vultee Vengeance Dive Bombers. 24 Squadron moved on to Dobodura and Papua New Zealand where it came under the command of General Kenney. The Vultee squadrons were sent back to Australia when Nadzab became too crowded as an air base. The squadron was later reformed into the first Australian heavy bomb squadron assigned B-24 Liberator Bombers. It went on to make a good showing and earn many commendations in the war. From airstrips in Fenton, Truscott, Nadzab and the Philippines the squadron

carried out raids on the Netherlands East Indies area of Java and Borneo. He goes on to cite that the Vultees dropped a greater tonnage of bombs in their 56 raids than did the Liberators of the squadron.

In a letter to **SAMUEL COMMONS**, President and 65<sup>th</sup> Flight Engineer from Flourtown, PA, **DAVE GRANT**, Headquarters Message Centers, wished **HELEN** a good recovery from her bout with cancer. He enjoys the Newsletter and sent along his check for his dues.

**DAVE** says that it is not a big thing but he has always been listed in the Roster as in Aircraft Maintenance, but actually he "... ran Message Centers on Detached Service and Special Duty with Headquarters."

**SAM** also had a note from **L. C. "CHALKY" WHITE**, 65<sup>th</sup> Bombardier from Eugene, OR. **CHALKY** reported that he had a phone call from **J. T. BRITTON**, 65<sup>th</sup> Pilot who has a new address and will not be coming to the reunion. The new address is **3505 B. North, County Road 1130, Midland, TX 79705**.

**SAM** received a phone call from **MARY LEDGER** who reported the very sad news that her husband, **PAUL** our recruitment person and 63<sup>rd</sup> Sergeant Major from Fort Wayne, IN, had died on August 4, 1998. God Bless.

**CHARLES SULLIVAN**, 64<sup>th</sup> Ordinance has a new address. Change your Rosters to show his new address and phone number. **19 Quarry Road, Goshen, NY 10924. Phone 914-294-9176**.

A message from **ARNOLD HUSKINS**, 65<sup>th</sup> Bombardier from Pittsfield, MA, left on the editor's phone answering machine, reported the sad news that **HENRY J. LEWIS**, 65<sup>th</sup> Navigator from Houston, TX, died of a heart attack on July 17, 1998. **HENRY** and his good wife, **GERRY**, attended our reunions regularly. He served on the crew of **GLEN. E. BALES**, 65<sup>th</sup> Pilot from Nashville, TN, at the same time the editor and **ARNOLD** served in the 65<sup>th</sup>. May God Bless.

The Association received a check from **EULAMAE MILLER**, from Tahlequah, OK, for her 1998 dues along with a donation. **EULAMAE** is the widow of **ROBERT**, Headquarters Radio Operator. Two of his poems appeared in the July edition of the Newsletter. **EULAMAE** says that if the editor receives requests for permission from others to copy these poems for families and friends, that she gives the "OK" to do so. "It will be another way to help keep the '43<sup>rd</sup> Spirit' Alive."

She had a call from **ORREN ROGERS**, 63<sup>rd</sup> pilot from Sun City West, AZ, seeking permission to make copies of the two poems. This prompted her to make this fine gesture to all of the Association members.

In a letter from **ALTON "DOUG" LEAMAN**, 65<sup>th</sup> Tail Gunner from Indianapolis, IN, he says that he wants to pass on some news of his health and other matters. He spent two months, August and September 1997, having 12 special exams at the VAMC in Indianapolis. In July of that year he had 3 large arteries clogged and his right lung was gone. He says that now the carotid arteries, in the neck, are stopping up. He is considered totally disabled. Although he is receiving some compensation, he is finding the going tough as his disability pension was taken away a long time ago.

He says that while he was in the 65<sup>th</sup>, his pilot **JAY ROUSEK** gave Lt. **STRAUSER** his own crew. **STRAUSER** had been copilot on their crew since their days in Guatemala in the 6<sup>th</sup> AAF.

On page 14 of the July edition of the Newsletter, he noticed that **DICK HEMPHILL**, 65<sup>th</sup> Radio Operator from Duncan, SC, mentioned that he had flown on **STRAUSER**'s crew. **DOUG** says that this is the first time their crew was ever mentioned in the Newsletter.



While on furlough in Sidney January 13, 1942, they received word that STRAUER was killed by machine gun fire while on a mission. He writes that Lt. STRAUER was also a good Indiana Hoosier.

He says that FRANK HOHMANN, 65<sup>th</sup> Flight Engineer on their crew, still keeps in touch with him. FRANK now has only his home in Princeton Jct., NJ, having given up his Largo, FL, home.

DOUG says that when he last heard from MARGE BENEDETTI, she said that EUGENE "DUTCH" BENEDETTI was suffering severely from Alzheimer's disease. He does seem to know who MARGE is, but that is about all. He says that his older brother also in the same condition. His daughter sees her uncle since he is in the same home as her husband's grandmother. DOUG says that his health is too poor for him to go to visit others.

On June 9<sup>th</sup> he missed his 62<sup>nd</sup> high school, Broad Ripple H S, reunion. He really enjoyed seeing that name in print.

He sends his best regards to all.

In the April edition of this Newsletter was an article by ALFRED HAGEN, Associate member from Philadelphia, PA, in which he described his adventures in seeking out the missing B-25 of his uncle, BILL BENN 63<sup>rd</sup> C.O. If you will recall, FRED had pretty much pinpointed the location of the missing plane, but fires raging on the mountains at the time had made it impossible for him to approach the site at that time. FRED returned to New Guinea in June of 1998. The rest of the saga sent by FRED via Fax to his office follows.

June 1, 1998.

I've just returned to Wau after 3 days and 2 nights at the BENN crash site. We were dropped in an Alpine clearing several miles from the site and were able to carry our gear to within 500 vertical feet of the wreck. We made camp at 10,000' MSL and climbed down a sheer slope to the site. I have brought out the remains (partial) of at least 2 men along with their dog tags: Cpl. Laverne Van Dyke and Major Donn Young. Lt. C. Searcy is still missing. I also brought out 2 pristine propeller blades which were unbent and undamaged, indicating that one engine was out and the blades feathered. Also salvaged the yoke that Major Benn was holding when he died along with the instrument panel, replete with the radio call sign plate "112485." I also attempted to salvage one of six 50 cal. Machine guns on site but the chopper was overloaded for the high altitude and I was forced to leave it behind. I may return later for the guns. All the salvaged items had to be humped up a vertical clear to the camp where we cut a large helipad out of the alpine jungle. I also had some trouble with some natives and was threatened with a shotgun; which should make my trip notes more lively and interesting.

We're having mechanical problems with the chopper and will have to go to Goroka on Monday to change birds. Tuesday will find me in the Finisterre Range where I plan to investigate 4 potential wreck sites. There are also more potential sites in the Mt. Strong area, but I think I'm past my limit. If all goes well, I hope to fly into the Agaraimbo [The editor could not make out this spelling. Hope this is close.] Swamp before departing and film Fred Eaton's 17<sup>th</sup> BG B-17 "Swamp Ghost" as well as a nearby Marauder. Both of which are in immaculate condition and could be salvaged and restored. (Assuming I make a lot more money soon!)

Regards, Fred Hagen

The fax shown above arrived via SAM COMMONS and JAMES T. MURPHY, immediate past President and 63<sup>rd</sup> Pilot from Huntsville, AL.

[At the reunion FRED made a fine presentation of his trip as reported earlier in the Newsletter.]

Turner Publishing Co. P.O. Box 3101, Paducah, KY 42002-3101 has reprinted a limited number of copies of "The Jolly Rogers" Legacy of the 90<sup>th</sup> Bombardment Group history. Books may be ordered



from them at \$40.00 a copy plus \$6.00 for shipping and handling, \$3.75 for each plastic book protector and 6% sales tax for Kentucky residents. Make checks payable to Turner Publishing Company. Phone is 1-800-788-3350. Visa and Master cards accepted.

A letter from **MIKE MEDNICK**, 63<sup>rd</sup> Ball Turret Gunner from Woodridge, NY, expresses great enthusiasm since we located him after all these years. He says that our contact of him was the first he had from anyone in the group since the war. He has now located, by way of our Roster, two others who are in the association who live near him. He intends to contact them. He hopes to meet a good many of us at the Springfield reunion.

We are sorry to read that **BETTY TOWNSEND** from Bradenton, FL and widow of **JOHN** from the 64<sup>th</sup> has asked to be removed from the mailing list of the association.

**AKEX F. WYSOCKI**, 63<sup>rd</sup> Air Mechanic from Chadds Ford, PA, has sent us a letter with his explanation of the variance in reports about the first landing at Atsugi, Japan, after hostilities had ceased. His letter is quoted in full below.

I noted with some interest the controversy over the date of the first plane to land in Japan to begin the U.S. occupation. The confusion is due to the fact that Tachikawa and not Atsugi Airstrip was the first Japanese base to be occupied by the 43<sup>rd</sup>.

Being an electrical specialist attached to the 63<sup>rd</sup>, I recall being flown into Tachikawa days before the signing of the Peace Treaty. Unlike the victors of other "Wars" we were quartered in a building, where we slept on a dirt floor. So much for the so-called ugly American.

I recall very vividly the palpable hatred on the faces of Japanese uniformed soldiers that we encountered in those first days. As we were not armed, it did make one uncomfortable.

Atsugi Airport at that time was littered with wrecked Japanese aircraft and required extensive clean-up. In November of 1945 I was transferred from Tachikawa to Atsugi and assigned to the 63<sup>rd</sup> Air Service Group, 3<sup>rd</sup> Airdro[m] Squadron. We were flown in a C-47 to Atsugi because of the terrible conditions of the roads. The flight took all of fifteen minutes. It was at Atsugi that I made the leap from an airplane electrician to a squadron electrician. I recall one of my Japanese helpers as being rather professorial and admitting to me, his conclusion, that the pen was mightier than the sword!!! There was a terrible push of the Japanese males to get a days work at Atsugi. The wages were good and unlike our former enemy's method of operations the working conditions were also good.

When I had an attack of malaria at Atsugi, I was taken to the former Japanese Hospital that was taken over by our military. I still remember the photo of Admiral Yamamoto that hung in my hospital room. I was told that this was because Atsugi in its former life was a Japanese Naval Base. Pettus's description of the view of Mt. Fuji as being a huge still photograph is very appropriate.

I must confess that being the squadron electrician at Atsugi had its benefits. As the barracks there were not heated, and we had hundreds of five hundred (500) watts light bulbs at our disposal, with which to make heaters. My position was more than envious.

Once again I ask if any of my fellow members are aware of the date of the departure of our group from Subic Bay, and when we had the thrill of riding out that typhoon. I hope that I have contributed some additional information to this discussion.

Still another version of the 63<sup>rd</sup> Bomb Squadron's landing in Japan comes from **ROBERT R. RICHARDSON**, 63<sup>rd</sup> Top Turret Gunner from Wilmington, NC. He mailed the editor a copy of the INDIVIDUAL FLIGHT RECORD of **RODGER W. LITTLE**, his pilot from Rockledge, FL. It shows

a flight of 3 hours and 45 minutes on August 31, 1945, which BOB says, was to Atsugi. He says that he has confirmed over the years with several other participants that there were 10 crews involved, and all were from the 63<sup>rd</sup>.

Bob goes on to say that in talking with JAMES PETTUS he was told when he asked about the purpose of the mission that "Since the time of the Romans it has been customary for conquering armies to send a contingent of their forces into the conquered nation."

Upon landing in Atsugi there was present a Russian PBY parked on our line, but he did not see a single B-17 anywhere. Continuing in BOB's own words:

The rumor was that there would be 1,000 Japanese vehicles available, I found an old truck which we finally got started and we toured Japan for several days using the 55 gal. drum of alcohol setting in the bed of the truck. **HERBERT PINK** gunner 63<sup>rd</sup> confiscated a motorcycle with sidecar which we could not start. We secured it to the truck with a rope around the handlebars and on the first left turn the motorcycle would not steer and Herb hit a water buffalo pulling a cart. Herb was not seriously injured but the water buffalo was not so fortunate so we gave the old Jap the motorcycle and Herb rode the rear tailgate home as he was covered with dung. The first day there were no civilians in sight. [W]e entered the lobby of the Imperial and no one was there. We found beer and saki and had quite a party in the lobby.

The second day we found the caves, not machinery, just food stores and small arms with plenty of ammunition. [T]he rifles and machine guns appeared to be WW I vintage. We offered some food to 2 Jap females and it seemed only minutes until there were several hundred women at the cave entrance. We let them help themselves and were amazed at the heavy loads these small women could carry; tons of food were rapidly removed.

On the third or fourth day we drove down to the harbor to see Gen. D. MacArthur come ashore, which he did with the corncob in place and a large contingent of 1<sup>st</sup> Cavalry troops. On the way home the 11<sup>th</sup> Airborne MP's confiscated our truck and the remaining days in Japan were quite boring. I was discharged a few months later prior to my 20<sup>th</sup> birthday.

Paying dues is **JAMES A. OTTINGER**, 65<sup>th</sup> Pilot from Allentown, PA.

**LARRY MAIN**, 65<sup>th</sup> Pilot from Tulalake, CA, mailed in his '99 dues with a letter that he and **LOIS** will miss the Springfield Reunion due to a previous commitment. They have already made plans for the Tucson reunion in '99. Their area code was changed, so correct your Roster to show his phone as 530-667-3397.

Not wanting to miss any edition of the Newsletter, **DOROTHY "DOTTIE" EDWARDS**, from Massillon, OH, and widow of **RUSSELL** 63<sup>rd</sup> Flight Engineer, mailed in her check for dues.

Along with his dues for '99 **ERNEST N. MORGAN**, 403<sup>rd</sup> of N.E. Albuquerque, NM, has sent a letter with a few questions, a copy of the entries in his log and a copy of a photo showing a large sign for the 403<sup>rd</sup>.

The log shows that his first mission was from Nadzab to Wewak, NG, on 09-Jun-44. His last mission was from Tacloban to Luzon on 08-Mar-45. This shows that he flew missions to many places that the 43<sup>rd</sup> bombed including Hollandia, Biak, Owi, Mindanao, the Celebes, Leyte, Luzon and Formosa. He survived a crash on takeoff from Owi when the #2 engine failed due to salt in the gas tank. Three men were injured. He also survived a midair collision with another B-24 on a mission to Licanan, Mindanao.

The photo is of a sign posted by the 403<sup>rd</sup> encampment. It claims to be the Home of the '*Mareeba Butchers*' the "OLDEST HEAVY BOMB SQUADRON IN THE S.W.P.A." and "FIRST HEAVY BOMB SQ. TO MOVE TO *New Guinea*."

ERNEST writes that he joined the 43<sup>rd</sup> in Townsville in May of 1944 and was assigned to the 403<sup>rd</sup> at Nadzab or Milne Bay. He says his memory is a bit fuzzy and he can't recall how they got to Nadzab or when the 403<sup>rd</sup> joined up with the 63<sup>rd</sup>, 64<sup>th</sup> and 65<sup>th</sup>. He reports that all the aircraft were B-24s and he was not aware that the group had B-17s prior to his time.

He notes that the Newsletters mention B-17s from time to time. He wonders if some of the men who flew the B-17s can recall when and where the 43<sup>rd</sup> was formed and how it developed with time. He says it would be nice to fill in those gaps in his history.

[That is why so many of us are anxiously awaiting the history of the 43<sup>rd</sup>, which has been so long in the writing.]

He does enjoy the Newsletters and appreciates the efforts to keep the membership informed.

ERNEST has an e-mail address. <[Golucky@Compuserve.com](mailto:Golucky@Compuserve.com)>

Ever since he browsed on the 90<sup>th</sup> BG's web site, listed in the previous Newsletter, **ROBERT A. CLAYCOMBE**, 65<sup>th</sup> Pilot from Meridian, IN, has been itching for the 43<sup>rd</sup> to consider developing a web site. Anyone who is interested in such might drop BOB a line at his e-mail address:

<[RClaycombe@aol.com](mailto:RClaycombe@aol.com)>.

The Board of Directors considered this request at its annual meeting and concluded that we are not ready for such at this time. We need someone(s) who would be willing to organize and collect the materials needed for a web site. No one has volunteered to do so at this time.

Enjoying the July Newsletter was **CLEVE ENO**. He also sends in some changes of information about himself in the Roster. Make these corrections in your Roster now.

Address is HC 2 Box 110, Emily, MN. His wife is **SHIRLEY** and their phone is 218-763-3207.

A post card to **SAM COMMONS**, our President, from 65<sup>th</sup> Associate **ANN LEE WARNER** of Double Bay NSW, Australia, indicates that she will miss the reunion this year. She missed **SAM** and **HELEN** when they cancelled their reservations for a trip to Australia and other places due to **HELEN**'s illness. She would just "...LOVE to show you around Sydney." She sadly misses all of those she knew so well and who have passed on. She says that **PATRICIA FEILLE** reported that her husband, **EDWARD FEILLE** from Georgetown, TX, was now in a wheelchair.

**ANN** says she is headed to Europe next month [August] to visit Poland, Slovakia, Berlin, Vienna and all the rest.

Again **SAM COMMONS** forwarded mail to the editor for the Newsletter. This came from **S. R. "GUS" DRUMM**, 64<sup>th</sup> Pilot from Merced, CA. **GUS** writes that he is proud to have been a member of 43<sup>rd</sup> and 64<sup>th</sup> at Port Moresby and Dobodura.

He finds the Newsletter excellent reading but is amazed at the various stories reported of the landings in Atsugi. He says he is a little suspect of the stories, but he is even more suspect of the landing dates. [Read this story with care as the editor believes that it clears up a number of discrepancies found in the previous stories re the Atsugi landings. This includes some of the preceding stories in this Newsletter.].

During this time period my crew and I were at Kadena sleeping on cots under the wing of our C-54 waiting for the war to end. I've been back flying the Pacific again for several months in the air transport business out of Fairfield-Suisun, CA. I thought I might meet up with some of the Moresby troops while air evac-ing into Tacloban-Manila-Clark and Kadena-but never did.

I remember the initial group of C-47's to be the first to land at Atsugi on 28 Aug.'45 - D-Day minus two and how concerned we all were about the treatment they might get from the Japanese-and because we would be next with the 11<sup>th</sup> Airborne. I read that Col. Jim Pettus was a member of that group. All was fairly calm at Atsugi when they got there to ready the airdrome for the arrival

of Gen. McArthur and the 11<sup>th</sup> Airborne - so two days later very early in the morning I landed with a plane load of 11<sup>th</sup> Airborne troops. On the approach to Atsugi I saw the crowds of Japanese gathering round the airbase and lots of smoke from their wood burning vehicles. Upon landing - all was calm and friendly. As a matter of fact - a Japanese officer in full dress presented me with his samurai sword that still hangs on the wall above my fireplace.

General McArthur arrived later that day in his C-54 the "Bataan" and he and his troops departed for Yokohama. VJ Day had finally arrived! Final peace treaty was signed on 2 Sept. aboard the Missouri.

I didn't see any B-24's that day and Col. Pettus [saw] none during his time at Atsugi - so I think that perhaps the William Warren story would be dated on 1 or 2 Sept. Vincent Stopczynski writes of his landing on 2 Sept.

While waiting at Kadena I heard that a large group of B-24's had arrived at Ie Shima from the south. I hitched a C-46 ride over to check on any Moresby 43<sup>rd</sup> troops. To my Surprise I had the good fortune to meet up with Capt. McDonald - our Group debriefing officer in Moresby.

It was also the day the Japanese peace delegation arrived from Tokyo. They arrived in two Japanese Betty Bombers (not Bataan I and Bataan II) and then left immediately for the Philippines. The photos I took that day say - 17 Aug - but Stars & Stripes say - 19 Aug. (Photos enclosed) [You have the correct date. The editor was there also taking pictures that day.]

I'm quite familiar with Atsugi Airbase because on 7 Jun '46-the very next year I was assigned back to Atsugi to operate the small passenger and cargo terminal and later move the operation to Haneda (Tokyo International). Then down to operate the ATC city ticket office in downtown Tokyo. The "underground city" under Atsugi Airbase was off limits when I arrived - but heard it was amazing.

Now in closing - a few memories of the 64<sup>th</sup> Sqdn. at Moresby. It was a great outfit trained in the Bowden (Bill?) provisional group with half of us luckily going to the 43<sup>rd</sup> and the other half to the Jolly Rogers. I was copilot for "SHAD" SHADDOX [Friendswood, TX] and only five of the crew are alive today: JOHN SMITH - Navigator [Richmond, VA] - WALLY MUNSON, Radio [Sierra Vista, AZ] and JOE DiMAURO -Nose Gunner [Cherry Hill, NJ]. Our first missions were to Lae and Salamaua and others to Cape Gloucester - Madang - Wewak - Kavieng and the big one on 12 Oct. to Rabaul. I guess M[a]cArthur didn't trust us because he was high above us in his B-17 watching on our mission into Nadzab.

In a note to SAM, GUS says that SAM should have SHAD brief him someday on their discovery sighting of Momote Airstrip on Los Negros Island and of the skip bombing of a Japanese freighter at "fifty feet" in the Bismarck Sea. "I was scared to death but not SHAD or the crew." My joy in the 64<sup>th</sup> at Moresby was running back and forth to the huge supply depot in Port Moresby and bartering away our Australian Scotch for 2x4's - metal roofing and supplies to build our new O'club named "Club 64."

I think Col. HAWTHORNE had a promotion party in it.

JOE DiMAURO painted the huge mural on the wall behind the bar - it was great.

GUS also wonders what is happening to our history. He hopes to meet SAM in Springfield. He was stationed and married at Westover AFB.

EDWARD GAMMILL, 63<sup>rd</sup> Aircraft maintenance from Phoenix, AZ, mailed in an article dated August '98 devoted to the Queen Mary. It seems that it must have been put back into better condition and is in full operation again. Currently it is featuring a film called "Titanic: The Expedition." This had been scheduled to end a while back, but is being held over into September. Ed says our first reunion on the Queen was excellent.

He hopes to see many of us in Springfield, but a strike threat by Northwest Airline employees may put a damper on his plans.

Via the Internet and e-mail, the editor received a call from **DAWN MOYER**, who is seeking information regarding her father-in-law, **WALLACE F. MOYER Jr.** **WALLACE** served in the 43<sup>rd</sup>, but she has no idea in which squadron. If anyone can give her any information with regard to **WALLACE**, she would appreciate that very much. Her address is P.O. Box 513, Sag Harbor, NY 11963. Her e-mail address is <Dmm5611@aol.com>.

Writing from their summer home in Duluth, MN, is **ARVID J. HOUGLUM**, 64<sup>th</sup> Pilot. He sends word that health problems have forced him and **CLARE** to cancel their reservations for the reunion. It seems that **CLARE** will be undergoing a Lumpectomy soon. She will already have undergone that procedure when this newsletter is published. We wish you the best and a speedy recovery to normal, **CLARE**.

**ARVID** mentions that yesterday (Aug. 6<sup>th</sup>) was the anniversary of the first Big Bomb. He does not remember any details of that, but he does remember vividly Aug. 9, '45. "On that date we were flying north along the east coast of Kyushu, and just above the tops of a cloud layer when my Flight Engineer, **NICK HADARRIS**, tapped me on my shoulder and pointed west over the left wing. There we saw what first looked like a fast developing Thunderhead, and then the 'Mushroom Top' appeared. We knew that the second Big Bomb had been dropped and that our days on Ie Shima were drawing to a close."

He wishes all a great year and both he and **CLARE** are looking forward to next year.

**SAM** forwarded a letter from **JOSEPH A. GREENWELL**, Headquarters from Crosby, TX. There is a photocopy of a letter **JOE** received from **LARRY J. HICKEY** over a decade ago along with a copy of a receipt for \$73.50 for our history. Although there is no date on the letter, there is a date of 2-12-90 on the receipt for advance payment of the history of the 43<sup>rd</sup>. In the letter **LARRY** states that "The best present estimate is that the book will be available sometime in spring 1991."

**JOE** asks the following questions. 1) Why does a publishing co. need to find a publishing co. to handle our history? 2) When are we going to have our diaries, photos, etc., returned? I have asked every year for 5 years - results brush off. 3) Why is it necessary to hire an Australian author? Who pays his expenses? 4) Now for the Big "One." When is a promise a lie?

**JOE** says that he has free airline transportation and reduced rates at hotels, and it is no large order for him to park himself on **LARRY**'s front steps.

While doing some research at the AF Library at Maxwell AF Base, he met a couple of members of the 90<sup>th</sup> BG. They were presenting the library with a copy of the 90<sup>th</sup>'s history. **JOE** says it was beautiful. **JOE** feels that our history was never meant to be published, and that the money received from advanced sales was used elsewhere. [A goodly number of our members feel very much as does **JOE**. Later in the Newsletter are some comments the author has made about this history. It does seem that he is making some progress towards the completion of our history, but this is at a very slow rate indeed.]

**JOE** later sent the same material to the editor along with a remark that, "Lightning struck next door and I'm just now coming down from the ceiling fan."

A phone call from **JOSEPH F. NODGE Jr.**, 403<sup>rd</sup> Flight Engineer from Elizabeth, NJ, to register his feelings re the deal the 43<sup>rd</sup> has with **LARRY HICKEY**. **JOE** feels that although he has never attended a reunion and served only a short time before the war ended, he still thinks he should register his complaints. He feels that with all of the lawyers in the association, there should be at least one who could give us advice as how to proceed to reclaim all of our pictures and materials given to Larry over the years. He feels that since no book has been forthcoming in nearly a decade, we should put some sort of restraining order on Larry to stop him from claiming full credit for these materials in a book he may not publish in any of our lifetimes. **JOE** was more than a little irritated. He is not alone in feeling

this way. He feels that the 43<sup>rd</sup> should retain rights to the pictures and materials and should take whatever legal action is needed to do so. [The editor trusts that he is conveying this conversation in the spirit of JOE's remarks.] He said that LARRY is insulting our men.

JOE told how he was flown to Atsugi, Japan in a C-47 sometime between Sept. 1<sup>st</sup> and 5<sup>th</sup> in 1945. After he landed as one of the first from the 43<sup>rd</sup> BG, he entered a huge hanger with howitzer shell holes in the hanger door. Inside there were about 400-450 cots. He was told to pick one as his, and the rest of the men would be arriving shortly.

Keep those pens handy. Here is another change of address for your Roster. **BURT ADEN**, 403<sup>rd</sup> Radio Operator, wants his address brought up to date. **8805 Q Street suite 310A, Omaha, NE 68127-4820**. BURT says that he and **LORRAINE** winter in Destin, FL. He hopes that the association might consider this city in the Florida panhandle for a future reunion.

After reading the July Newsletter, **JOSEPH HARVEY**, 403<sup>rd</sup> Nose gunner from Kissimmee, FL, mailed in his dues through '99. He regrets that he will not make it to the Springfield reunion, but he writes, "...old age is getting me down. But the best to all of you."

JOSEPH says that he was on the crew of Col. **PIKER CROW**.

Along with his '98 dues **ARTHUR L. TASSONI**, 64<sup>th</sup> from Tom River, NJ, writes that he is one of the Queen Mary's alumni, but the ranks are getting smaller and smaller. He suffers from sciatica so getting to Springfield with his cane is uncertain.

Yet another signing up for life is **ROBERT "BOB" I. DeWITT**, 63<sup>rd</sup> Pilot from Port Gibson, MS. BOB says at his age it is getting too difficult to remember if he has paid his dues each year, so he joined for life. He found the July Newsletter very informative and enjoyable, but he did not see one name from the 63<sup>rd</sup> of any one he remembers. Along with his 54 missions he earned the DFC, 6 Air Medals, etc.

BOB joined the 43<sup>rd</sup> at Nadzab and was with the squadron on Ie Shima when the war ended. His crew flew the first Balikpapan mission out of Owi. The plane was loaded with fuel and six 500-lb. GP bombs if his memory is not playing tricks on him. "The take-off was hairy. We used 72" manifold pressure/2700 RPM and had to pull it off as the runway end showed up. We couldn't even get a good reading on the instruments until we broke ground because of the pierced steel plating. We logged 17 hours and 45 minutes on that mission. Man, that combat whiskey shot never tasted better at debriefing."

He hopes that the above gets published in the October Newsletter as then some of his squadron mates from that era will write or send him E-mail. His address and phone number are in the Roster. His E-mail address is <RM431@aol.com>.

Another signing up for lifetime membership is **J. C. "RED" FRONABARGER**, 65<sup>th</sup> from Lexington, TN. He writes that he served as a bombardier on **M. E. (EDD) KULBAKA'S** crew from early May 1944 (Nadzab) to May 1945 (Clark Field). RED flew 43 missions.

He enjoys the Newsletter and expresses appreciation to all who work to make this possible.

Bringing his dues up to date and through 2000 **EDWIN L. "LES" JOHNSON**, 63<sup>rd</sup> Bombardier from Rockford, IL, likes the format of the Newsletter along with the personal stories, poems and humor.

LES writes that in Rockford, his hometown, there is a group of men called WWII Combat Flyers. To be eligible one must have flown in combat during that period. No matter what position the fellow flew, he is welcome. The group meets once a month for breakfast with no formal agenda. They just

enjoy each other's WWII Stories. With 75 members, LES says, there are enough stories so that one is never bored.

The organization has two Ladies Nights, one in the spring and one in the fall, when the men take their wives out for dinner. They do have special speakers at those events. The ladies have an opportunity to meet their spouses' buddies.

Along with a couple of years of dues mailed to **BILL, CLIFFORD L. MILLER Jr.** 65<sup>th</sup> Navigator from Claverack, NY, has an interesting tale to relate about an occurrence while he was in the 43<sup>rd</sup>.

CLIFFORD graduated as a bombardier in the Class of 43-1 at Williams Field. Apparently the AAF had a surplus of bombardiers at that time, so the entire class was sent to navigation school at Hondo, TX. So most of his time in the air forces was as a navigator.

At Tucson, AZ, he was assigned to **AL TURNER's** crew, which had its own B-24, *Boogie-Woogie Bomb Buggy*.

CLIFFORD flew 59 missions in the 65<sup>th</sup> starting at Port Moresby in Sept. '43 and ending on Owi in Dec. '44. The mission he remembers most vividly was while stationed at Dobodura. He drew the assignment of taking supplies to an Aussie spy team on New Britain Island some 40 miles from Rabaul. The bombardier, **DARRYL DECKER**, became ill just before takeoff. Rather than have the crew wait for a replacement bombardier, CLIFFORD offered to act as both navigator and bombardier. They were to find a small river on New Britain and follow it some 20 miles into the hills where they should find a clearing marked with some sheets. They successfully found the target, and CLIFFORD had TURNER make two passes as he toggled out the supplies. They later heard that all of the supplies were recovered.

Some time later, the Aussies requested that another drop be made by that same crew. To this day CLIFFORD often thinks of the Aussies to whom they made the drops, and who had so much courage to maintain an outpost so close to the enemy.

Writing from Houston, TX, **FLO** and **ROBERT PLOWMAN** 63<sup>rd</sup> Bombardier, say they are glad to see the '99 reunion is in Tucson. They hope that they will be able to attend that reunion. **BOB** enclosed payment for a couple of years of dues and expressed hopes to see **BILL** and others in Tucson.

Paying his dues for the next two years and sending a change of address is **EUGENE "GENE" MURARI** 65<sup>th</sup> Maintenance. **BILL** mailed **GENE** a copy of the July Newsletter as the Postal Service will not forward these to new addresses. Keep those pens out for changes to the Roster.

**103 Braewood Circle, St. Charles, MO 63301-4055. Phone 314-477-0718.**

Another change of address along with dues and a donation to the association arrived from **DORWIN E. WILSON.**

**300 East Church Street Apartment 1519, Orlando, FL 32801.**

More changes of addresses, phone numbers or area codes for your Rosters.

**CHARLES L. ANDERSON** of Corvallis, OR, has new area code: **541-753-6696.**

**RUSS BURNETT** of Conway, MA, says the P.O. wants his street address as **1446 Ashfield Rd.**

**PAUL H. COBER** of New Oxford, PA, lists his phone as **717-624-5346.**

**S. L. FINNER** of Prospect, PA, has a new area code. **724-885-2600.**

**JOSEPH GREENWELL** of Crosby, TX, has an area code change. **281-343-0618.**

**KENNETH GRISSOME** has a new area code of **440.** My Roster does not list Ken. 440 is in Ohio.

**ARVIDO HOUGLUM's** summer address is **3820 London. Rd., Apt 103, Duluth, MN 55804.**



Phone: 218-525-5892. His winter street address has changed, but the editor does not have it correct. It is still in Grandview, TX 76050-3831.

**DONALD MARSAGLIA** of Joliet, IL, has a new phone number. 815-254-2973.

**JAMES MURPHY** of Huntsville, AL, has a new area code. 255-881-8754.

**FRED PETERS** of San Mateo, CA, has a new area code. 650-341-0097.

**GEORGE SETHERS** of Milwaukee, WI, has a new phone number. 414-447-5637.

A very nice letter accompanied a check from **YVONNE SHELTON** for her '98 dues. Widow of **FRANK**, 64<sup>th</sup> Crew Chief, **YVONNE** wrote that the July Newsletter arrived on the very day she had taken her Granddaughter on a tour of the Queen Mary.

**YVONNE** sends a special thanks for including **GEORGE J. CARTER's** (Headquarters from Cream Ridge, NJ) diary in the Newsletter since **FRANK** was also on the Queen as it sailed from Boston to Sidney. "The diary made the tour of the Queen that day especially interesting to me and my Granddaughter also."

**P. J. "PETE" ROBERTS**, Associate and Gunner from Australia, found that the exchange rate was not favorable for him when sending Bill a check for his dues through 2000. Fortunately, his son is a bank manager and was able to calculate the exchange. Pete says that they should have stayed with the old monetary system of pounds, shillings and pence, but he notes that there are "...lots of things in this Mad present world we'd like to change back - Progress eh?"

He thanked **BILL** for forwarding a letter to **PAUL L. NICHOLS**, 65<sup>th</sup> Pilot from Picayune, MS, regarding **PAULS's** book.

**PETE** has been trying to get a copy of the late **FRED BLAIR's** (63<sup>rd</sup> Bombardier) book. He knew that **MARGARET BLAIR**, **FRED's** Widow from Kings Park, NY, had some copies remaining to be sold. [**BILL** has written to **PETE** concerning this.] **PETE** used to write to **FRED** when the latter lived in Australia, and **FRED** had loaned him **JAMES T. MURPHY's** (63<sup>rd</sup> Pilot and Past President from Huntsville, AL) book, *SKIP BOMBING*, but never let on to **PETE** that he also was writing a book.

**PETE** sympathizes with all of us for the "run around" we are getting from our "Publisher." He says that he is anxious to read our history when and if it is ever published.

**PETE** has checked in with a new address. It is U203/250 Baltimore Pde., **MERRIWA 6030**, Western Australia.

The 19<sup>th</sup> Bomb Group Association announces that it had voted to publish a history with the Turner Publishing Company of Paducah, Kentucky. It is calling for submission of biographies of 150 words along with a service photo. For more details contact Robert E. Ley, President Turner Publishing Company, P.O. Box 3101, Paducah, KY 42002-3101, before October 30<sup>th</sup>. Phone: 502-443-0121.

**NICK ARABINKO**, 64<sup>th</sup> Pilot from Punta Gorda, FL, has submitted a letter to **SAM COMMONS**, our President, asking that the organization consider very seriously printing the Roster in a larger font size. He cites the fact that, as we grow older, our eyesight generally deteriorates so that small, fine print becomes next to impossible to read. He is aware of the additional cost, but feels that it is time we did this regardless of the cost. This is especially true considering the fine financial status of the association under the careful handling and watchful eye of our excellent Treasurer, **WILLIAM H. "BILL" WILSON, Jr.**, and 65<sup>th</sup> Pilot from Snyder, TX.

**M. L. "SHAD" SHADDOX**, 64<sup>th</sup> Pilot from Friendswood, TX, has submitted a challenge TO MEMBERS OF THE 43<sup>RD</sup> BOMB GROUP ASSOCIATION, INC.

I want to take this opportunity to urge every member that has not already done so, to consider the acquisition of a computer and becoming active in the electronic mail (e-mail) system. E-mail is



a quick and efficient means of communications, and not terribly expensive. Once you have a computer and a modem, the average cost for unlimited access to the Internet and e-mail is \$19.95 per month. If the Internet is not your cup of tea, then there are FREE e-mail providers. So think about it. Lets get online and talk to each other. Thanks, Shad Shaddox

Late in August the editor received a phone call from **GARLAND H. GRIMSLEY**, 65<sup>th</sup> Gunner/ Assist. Radio Operator from Tallahassee, FL. He served on the crew of **LORENZO N. "NICK" NICRASTO**. He was responding to a letter the editor had sent to him nearly a year ago regarding the May 18, 1945, mission in which the plane piloted by **JAMES J. FRANKLIN** had blown up with the loss of all aboard. **GARLAND** says that he was on that mission and watched the plane explode before his eyes. The editor had questioned his report that his plane was on left wing of **FRANKLIN**'s plane, which was leading the 2<sup>nd</sup> element. **CHARLES H. WILT** was the pilot of that plane. That crew bailed out and two men were lost in the heavy swells of the sea below. The editor was piloting the plane on **FRANKLIN**'s right wing. Flying as the 7<sup>th</sup> plane of the 65th in the slot behind **FRANKLIN**'s plane, was one piloted by **ROBERT C. BLAYNEY** according to the editor's diary. It is possible that **BLAYNEY** was flying **NICRASTO**'s crew that day, but as **GARLAND** described what went on in the cockpit, that does not seem probable. If anyone of you out there has any information regarding this mission, please send it to the editor so that this matter can be laid to rest with the correct information.

**GARLAND** did mention that **WALT DURANT** was the copilot on their crew. He gave the editor of a couple of other names of living men from **NICRASTO**'s crew. He says both are in very poor health. By use of the Internet the editor was able to get their complete addresses and phone numbers.

**EDWARD J. FRADSHAM**, Engineer/Gunner of 11 S. Bedford St., Burlington, MA 01803-4512. Phone: 617-273-1637.

**HAROLD L. MANCHESTER**, Radio Operator/Gunner of 110 Touisset, Warren, RI 02885-1424. Phone: 401-245-2489.

[**WALT DURANT** flew as the editor's copilot on two occasions.]

A number of our members have been favorably impressed with the 90<sup>th</sup> BG's web site. In fact, a few would like to challenge some of the claims made on the site, but the pictures, etc., are well worth looking at. [See July's edition for the address.] Here is another rather challenging web site that is done excellently and again makes a great many claims, which I am sure some of the 43<sup>rd</sup> members would challenge. Try the unofficial web site for the 22<sup>nd</sup> Bomb Group. <http://www.klimesh.com/redraiders/>

A postcard to **SAM COMMONS** from **JAMES F. MARTIN Jr.**, 63<sup>rd</sup> Intelligence from San Jose, CA, expressed his enjoyment from reading the July Newsletter. He told **SAM** that he had lived in Mt. Airy and Germantown before moving to California in 1956.

**JIM** wrote that he joined the 63<sup>rd</sup> in June 1941, but he does not say where the group was at that time.

Word in July from **LAWRENCE J. HICKEY**, Associate member and author from Boulder, CO, is that he is working full time finishing the 22<sup>nd</sup> BG history, which he hopes to send to the printers soon. He has a number of technical contracts out on our history. All 1000+ pictures have been digitized for the book. His scanner expert was able to improve significantly most of the old photos that had dirt and cracks so that the finished product will be better than the pictures he received from our members. The editor has reviewed 12 of the maps prepared for the history. These have been sent on to **JAMES T. PETTUS**, 43<sup>rd</sup> C.O. and Pilot from Honolulu, HI. No date for publication has been promised to us this time.

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## OUR QUARTERLY HUMOR

A young lad and his gal were embracing passionately in the front seat of the car.

"Want to go in the back seat?" she asked.

"No," he replied.

A few minutes later she asked, "Now do you want to get in the back seat?"

"No," he replied again. "I want to stay here in the front seat with you."

### Actual Business Signs

On a Maternity Room door: "Push, Push, Push."

On a front door: "Everyone on the premises is a vegetarian except the dog."

At an Optometrist's Office: If you don't see what you are looking for, you've come to the right place."

Just think how much deeper the ocean would be if sponges did not live there.

So what's the speed of dark?

I just had skylights put in my place. The people above me are furious.

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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 15<sup>th</sup> 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 **43<sup>rd</sup> 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: [cherrij@buffnet.net](mailto:cherrij@buffnet.net)

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

## A Little Info From Old Bill

Fred Hagen, the boy who has been looking for Uncle Ben's plane, made video's of his trips, three or four, I think. For most of us though, one trip to New Guinea was enough. The video shown at Springfield Reunion was very good and can be bought for just ten dollars (\$10.00). Send Fred Hagen a check for \$10.00 to Hagen Construction, Inc.; Attn: Arlene Millar; 5029 Knorr; Philadelphia, PA 19135 - This is a lot cheaper than making the trip.

Our computer won't do 2000, so if you are paid up to 2000 or more we have a list. The old timely way by hand - hope to get new program soon that will work on 2000. It is not Alstate but still pretty good hands - have faith. Labels for you 2000 folks won't say so, but you are still okay.

August B. and Hazel Taff 64th Pilot sent a nice letter. They have been married over 56 years so Hazel has made the whole trip. Angus' career Army Air Corp plus Air Force etc. - Florida State Alumni and back in Tallahassee. Angus has Alzheimer's and is in a care place. Jack Thompson, Co Pilot had a heart attack, but is doing well. Jim Pettus was one of Angus' special friend. Thanks Hazel for the report.

Frank and Margery Remaniak 63rd Rad/Mech sent in something to think about. A roster of all the 43rd people and if they were killed in action, have since passed away or still up and going. A great idea, but lots of work and for some the information hard to find. I guess Frank we have that in our minds and they will live as long as we do.

Clint and Betty Brasser 65th FH/Engr are, like all of us, wanting to know about our book. We are trying to get Larry to speed up. We are over twelve years now - When it happens it will be super quality in the mean time Jim Cherkauer is turning out a chapter every three months.

If your label says "96" pretty soon you will make my BAD BOY list. If you are a little short a real nice lady gave me a big check in memory of her husband for just such times. Let me know and I'll take care of it. Otherwise it's Pay Day!!!

Maurice Hesterman 65th Bomb - Ardie lost his wife a few years back and has been on the move ever since. But now has a new landing field and hanger. Drop Maurice a note to 6104 E Hinsdale Ave.; Englewood, Co 80112; phone 303-770-3414.

Max and Dorothy Long 403rd Arm/Gun live in Laurel, Mt and sure do enjoy the news letter - gotten lots of nice remarks on the news letter since Jim is doing it. If I could spell might have gotten some when I was doing it.

Edward and Helen St.Onge 63rd Nav-Bomb sent in dues. And a corrections on duty - I had him a Pilot. Well Ed thats not bad for me - I knew you were some part of the crew. We pilots are not flying many missions any more.

James Dimmer, grandson of Bill "Chief" Proudfoot T/Sgt Engineer 63rd Charles W. Patton's Crew. Jimmy is trying to find out all about his grandfather. Has a list of their crew he found: James L Fee and Cas Gallion. If you can give Jimmy any help, he will sure Thank You. Jimmy's address is 232 Carrell Ave SE; Grand Rapids, MI 49506; phone 616-459-3987.

More and more the News Letter is the thing that holds us together. Breezy did a good job and now Jim and Anita Cherkauer are doing a super job. That's about it for now.

God Bless!!!

Bill and Mary Lois