

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



NEWSLETTER 71st EDITION
JULY 1999

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

Another Memorial Day has come and gone and the summer weather has arrived. The local VFW and American Legion posts participated in the local 80th annual holiday parade. I was honored to carry the colors, a likely assignment, as I am one of the few who can still walk the two-mile parade route. A formal program followed along with a 21-gun salute. Seeing the young boys scampering for the empty shell casings reminded me of my younger days. As the names were read of the comrades who had died during the past year, I thought of the many letters we receive from widows or our buddies in the 43rd Bomb Group.

I received a most interesting book recently from one of my daughters. It is *Eyewitness to the 20th Century* published by National Geographic. With 600 photographs and illustrations it details decade by decade themes and events that shaped our daily lives. For us who have lived through a big part of this momentous century it brings our history into perspective. Check your local library or better yet, put it on your wish list.

This will be our last newsletter prior to our Tucson reunion. I'm personally looking forward to this one, as Tucson was where many members of our group first formed flying crews. We've contracted with Reunion Services to have a portrait session just before the Saturday evening banquet. They will prepare a memory book similar to the ones we've enjoyed from the past three reunions.

Fred Hagen has taken another trip to New Guinea (see details later in this newsletter). He is willing to show his latest video and speak at our Saturday morning group meeting. If things work out, Capt. Byron "Dutch" Heichel will tell of his experience as a prisoner of war under the Japanese.

Access to the world of cyberspace via the Internet is a hot topic these days. Those of us who are connected have the advantage of instant communication via E-mail. The May issue of the AARP Bulletin however, indicates that only 4% of those over 65 are on the Internet. There is a tendency for some E-mailers in our group to propose certain ideas and then seek backup from other members on the net. Communications are fine, however decisions cannot be made in this manner as it bypasses the democratic process. We have by-laws and a board of directors with procedures to be followed. Doing otherwise is counterproductive to our organization.

An Internet connection is planned for the Membership Room so that all our members can see the 43rd web site. You'll be thrilled and proud of the wonderful work of Tracy Tucciarone, daughter of Frank Tucher, Flight Engineer from the 65th Squadron.

A note to all you E-mailers and Internet buffs. Bill Wilson, our distinguished and hard-working treasurer, has agreed to set up a special fund for contributions that anyone might make to the 43rd Internet activities. Checks should be sent to Bill and marked "Internet Fund."

Let's make this gathering the best yet. The weather should be good and the price is right. Hope to see you there.

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

TREASURER'S REPORT
43rd BOMB GROUP ASSOCIATION
01-01-98 to 12-31-98

Income

Dues	5,553.00
Life Member	900.00
Donations	2,357.00
Interest	2,088.00
PX	1,300.00
'98 Reunion Profit	948.57
'98 Reunion Advance Paid	1,500.00

Total	14,646.57
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Expenses

Printing	4,758.00
Postage	973.87
PX Supplies	849.85
Office Supplies	181.72
Telephone	297.70
'99 Reunion Advance	1,500.00
'99 Reunion Expenses	262.08
'98 Reunion speaker Expenses	234.13
CPA Tax Return	150.00

9,207.35

Net

01-01-98 Starting Balance	15,045.79
Snyder National Bank Balance	
12-31-98	20,485.01
C.D. with Canyon investment Co.	30,000.00

Net Worth	50,485.01
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IRS Report Filed 05-13-'99

IRS Report Due 05-15-'99

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

BOARD OF DIRECTORS
43rd BOMBARDMENT GROUP (H) ASSOC.

July 1999

DIRECTORS

(Term expiration)

63 rd	Roland T. Fisher	(2000)	64 th	Marshall E. Nelson	(1999)*
63 rd	Charles "Chuck" Rauch	(2001)	64 th	Kenneth Brown	(2000)
65 th	Eldon E. "Bud" Lawson	(1999)*	403 rd	Joe Snyder	(1999)*
65 th	L. C. White	(2001)	403 rd	Arthur G. Durbeck	(2000)
Headquarters	James T. Pettus	(1998)*			

* The Secretary is to notify the squadrons whenever a director's term is about to expire. Each squadron with an expiring directorship is to hold an election at the annual meeting to fill the vacancy. Directors' terms are for three (3) years. This will serve as the Secretary's notification of expiring terms.

The Secretary does not certify the accuracy of the above listings and dates of expiration of office. Unless the Squadron leaders notify the Secretary of the results of elections to the Board each year, it becomes somewhat of a guessing game. This is the best he can do under the circumstances.

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

E-mail from **CLEVE ENO**, 65th from Emily, MN, indicates that he and **SHIRLEY** are planning on making it to the Tucson reunion.

On pages 27-28 in the April Newsletter **RICHARD E. WILLIAMS**, 403rd Tail Gunner from Rapid City, SD, had expressed being confused by the names of **DORWIN WILSON** and **DARWIN WILSON**. Each man was supposedly a pilot in the 403rd. **RICHARD** wrote to **ERNEST J. WELLS**, 403rd Pilot from Harrisonburg, VA, to see if he could enlighten **RICHARD** about these two men.

ERNEST located a document showing 12 crews checked out in B-24s at Tucson, AZ. Only one crew had a pilot of the rank of 1st Lt. He was **DARWIN C. WILSON** ASN 0-427080. The date was Feb. 1, 1943. The other pilots were all 2nd Lts. At the time, the crews were about half way through their training. **ERNEST** was one of those 12 pilots.

This was at about the same time that a **DORWIN WILSON**'s B-17 was supposedly destroyed at Milne Bay a few thousand miles away.

ERNEST also located a document that lists the names of the men being awarded the DFC in Feb. of '44. One name on that list is **DORWIN WILSON** ASN 0-427080. Note that the serial numbers of the two Wilsons are the same.

RICHARD writes that there has to have been a mistake in the spelling at Tucson.

Now **RICHARD** wants to know how **LARRY HICKEY**, Associate member from Boulder, CO, came up with the name of **DORWIN WILSON** as the pilot in Jan. '43 of *FIREBALL MAIL*. He also hopes that this story is not too confusing.

A check for his '99 dues arrived from **LEE A. BROWN**, Nose Gunner on the crew of Capt. **LEROY CUNNINGHAM**. **LEE** says that he found out about our association through the Internet. He hopes to make it to Tucson. He did not give an e-mail address, but his land address is 14201 126th Ave. East, Puyallup, WA 98374.

What a pleasant surprise when the editor opened his mail on May 22nd to find 5 colored photos of the Collings Foundation's B24-J 973 *THE DRAGON AND HIS TAIL*. **ED GAMMILL** took these at the Mesa-Falcon Field in Mesa, AZ, during their air show May 15 - May 17th. In addition he included one colored photo of their B-17 *NINE-O-NINE* taken at the same show.

Accompanying the photos was **ED**'s simple comment, "IT WAS A GOOD SHOW!" as well as a newspaper clipping about the show and the two WW II planes in the show. Individual flights in each plane now cost \$350 per person as the planes guzzle \$2,000 worth of fuel per hour. The Foundation spent 97,000 man-hours and \$1.3 million to restore the B-24 from its "as is" condition in 1984.

EDWARD L. GAMMILL, 63rd Aircraft Maintenance from Phoenix, AZ, writes that he has been writing up his experiences as he thought that his children would appreciate learning about his life. In the process he ran across some things his mother passed on to him. The following poem is something worth passing on to a generation that knows what much of it is about. The author is unknown.

IGNORANCE IS BLISS

It was not fine, my childhood home;
We had no car or telephone.
The light was shed from coal-oil lamps;
We never heard of watts or amps.
A fire place and wood burner gave us heat.
Our home was small but very dear.
It had a heap of love and cheer;
Also an outhouse in the rear.
Electric blankets were unknown,
And mother "comforts" were hand sewn.
We had no washer-dryer fine;
We rubbed and hung out on a line.
We never saw a TV show;
There was no such thing as radio.
Our luxuries were few indeed;
Yet, somehow, we filled every need.
A happier home you'd never find.
But now a thought just crossed my mind;
How did we manage to exist?
Think of the handouts that we missed;
We had no food stamps - yet we ate;
There never was an empty plate.
No welfare checks were then doled out;
We paid our way or did without.
And we lived happily as can be
In what is now called poverty.
We were content, you may be sure,
And never knew that we were poor!

EDWARD sends along his e-mail address <edgammill@home.com>.

Our 1999 Reunion Chairman, JAMES THOMPSON, Jr., 63RD Air Mechanic from Tucson, AZ, mailed the editor a copy of a photo in *The Arizona Daily Star* of the B-17 Flying Fortress *NINE-O-NINE* flying over the Golden Gate Bridge in San Francisco. The article accompanying the photo told how the B-17 and the B-24, *THE DRAGON AND HIS TAIL* were making a 3-day stop at Tucson International Airport in early May.

JIM also enclosed a clipping from the *East Side Today* a publication of the *Tucson Citizen/1999-2000*. The article is a history of the Davis-Monthan (D-M) Air Force Base at Tucson. Remember our Friday luncheon will be at this base during our 19th annual reunion. The base started as a municipal airport in 1925. Charles Lindbergh dedicated it in 1927. At the time it was the country's largest municipal airport and later became the first to be converted into a military base. Soon after the Japanese bombed Pearl Harbor it was renamed D-M after two military aviators with connections to Tucson.

During WW II, D-M served as a training base for B-17, B-24 and B-29 bomber crews. After the war many military aircraft were stored there since the dry climate would aid in their preservation. At the time many retired military men moved to the Tucson area causing the city to expand eastward. By 1991 nearly 13,500 military retired personnel had moved to Tucson. Projections indicate that by next year the total will be 18,000 with the majority living on the East Side.

In the early 1990s the base barely escaped closure. This would have created a real problem with so many retired personnel unable to be near a base would have moved to other locations. Fortunately, for

Tucson the closing did not take place. The Aerospace Maintenance and Regeneration Center or the "boneyard" as it is more affectionately known remained open. Although many of the aircraft sent there are destined for salvage after usable spare parts are removed, thousands of other planes are stored in reserve. Tours of AMARC are held five times a day, five days a week. Buses take the visitors on hour-long tours. There is always a waiting list. The tours start at 9:30 a.m. Cost is \$3.50 with paid admission to the museum (\$7.50 for adults, \$6.50 for seniors), and \$5.00 for those only wanting to tour AMARC. For reservations call 574-0462.

In late March a phone call from **JAMES A. OTTINGER**, 65th Pilot from Allentown, PA, wanted to know the status of our history book. No word has been received from **LARRY HICKEY** in several months now. The editor will try to get some information before this goes to press. [See article on pages 17 - 18.]

JOHN BUSLINGER, 64th Tail Gunner & Photographer from Palm Bay, FL, sent the editor one of the new Collings Foundation B-24 T-shirts with the *DRAGON AND HIS TAIL* boldly printed on the back side. He also included a couple of beautifully designed metal insignias. One is the 43rd Bomb Group's insignia and the other is the 64th Squadron's insignia. He had to order a fair quantity of each before the company would design and make them. He hopes to have some for sale at the Tucson reunion even if he does not make it there.

JOHN says that he enjoys reading each Newsletter very much.

Our Vice President, **MAX M. AXELSEN**, 403rd Pilot from San Antonio, TX, mailed the editor a copy of the obit for the late **WILLARD JOSEPH "JOE" BROWN, Jr.**, 65th Pilot from Anacortes, WA. It was sad to have to report his passing in our last newsletter as JOE flew one mission from Clark Field as the editor's copilot. In the past, JOE mailed some photographs of 43rd B-24s for the editor to view, copy and return to him. Our warmest sympathy to his wife **JANE**. God Bless.

MAX and **MARGARET** had brought MAX's twin sister from Phoenix, AZ, to their home in early March. She was suffering from lung cancer. In less than 3 weeks she was gone despite the excellent care she had. MAX says, "... we know she has gone to a better place." God Bless.

Joining the Association is **LEE A. BROWN**, 403rd Nose Gunner. With his application for membership LEE sent along a colored photograph of himself. This will go to the Association Historian along with LEE's application. S/Sgt. LEE BROWN served for 43 missions on the crew of Capt. **LEROY CUNNINGHAM**. He writes that his hobby is bicycle touring - self-contained. His wife's name is **MAGDALENA**.

His address and phone number are 14201 126th Ave. East, Puyallup, WA 98374 and 253-841-3526.

In the MARCH/APRIL issue of the DAV MAGAZINE, page 20, there is an article entitled "Bringing Our MIAs Home." It mentions the 11 men from the 43rd who were recently interred in Arlington Cemetery (See April 1999 Newsletter). The article states that, "There's no doubt that the DPMO is working to bring our fallen comrades home." It reports that, "Most of the WWII MIAs were aviators." ... although a large percent "... were sailors, Naval aviators, and Marines who were swallowed up by the sea."

Once again **LLOYD "BREEZY" BOREN**, 65th Bombardier from San Antonio, TX, has voluntarily sent an announcement of our Tucson reunion to the many organizations which post the announcement in their newsletters or publications. The secretary truly appreciates this help and thanks

BREEZY for attending to this vital matter. He notes that at one time our Association had 1537 members. A good many of them found out about us from these notices in other veteran publications.

In another letter, BREEZY forwarded a letter from the Secretary of the 24 Squadron R.A.A.F. Association in Australia. He is attempting to compile an article on the habit of Japanese planes (mainly Oscars) to fly above lone bombers and drop lengths of heavy chain, lengths of steel cabling or phosphorous bombs. He is finding it difficult to find any crews to which this happened. So if any of you out there can recall such an experience, he would welcome hearing from you and your responses to the points and questions below.

In particular he wants to learn the true purpose of dropping the length of chain. If it struck the fuselage and made a dent in it, would that disable the plane? Or is it aimed at the tailplane with the hope of sheering off some vital part and cause a crash? Or what?

He has been told that the length of steel cabling was directed at an engine. Once tangled with the airscrew it causes so much vibration that it has a profound affect on the other engine, and with 2 engines on one wing operating with such vibration the result could be tragic. Is this correct?

Phosphorous reacts violently with aluminum and produces a very dangerous and toxic gas, capable of killing within minutes. He cannot see any advantage in having the bomb explode outside the aircraft. If it should penetrate the fuselage and explode within the plane the results could be tragic. Does anyone know if this is the motif behind the dropping of this kind of bomb?

A. T. "BERT" WOLFE, 35 Hillcrest Parade, **HIGHFIELD**, N.S.W. 2289, **AUSTRALIA**.
TEL. (02) 4943-4599. BERT is an Associate member of our Association.

Word arrived via e-mail from **HAZEL TAFF** with the sad news that her husband, **ANGUS B. TAFF**, 64th Pilot from Tallahassee, FL, passed away on Sunday, April 11th from complications from Alzheimer's. She hopes that one day they will find a cure for this dreadful disease. God Bless.

HAZEL writes that the Tyndall AFB furnished a full honor guard for the service. She says that **ANGUS** did love the Air Force. Although he will be missed, he is at peace now.

She had e-mail from Doug Patterson son of the late **GEORGE PATTERSON** who was Bombardier on Angus' crew. She also heard from "**JOE**" **RODELLA** a Gunner on that crew. [The editor assumes that this is also the **JIM RODELLA** from Pittsburgh, PA.]

VIRGINIA GINGRANDE, from Boxford, MA, and widow of **FRANK J. MATHIAS**, 65th B-24 Pilot, and who is currently married to **ARTHUR GINGRANDE** sent **HELEN COMMONS** a nice letter with her dues for lifetime membership. (SAM forwarded the check to **BILL**.) **VIRGINIA** recalls meeting **HELEN** when they both toured the Pueblo near Albuquerque during our 1997 reunion, which was the first one she attended. She had sent **HELEN** her best wishes for her health.

VIRGINIA writes that **FRANK** died shortly after the Association was organized so that he did not have the opportunity to go to any reunions and renew acquaintances with some of his buddies.

She has been enjoying the Newsletter. She and **ARTHUR** did not make it to the Springfield reunion. **VIRGINIA** wrote **HELEN** on March 6th during a blizzard in Boxford although she had seen the first harbinger of spring - a robin.

ROBERT "BOB" ROTH, 403rd Gunner from Redlands, CA, was inquiring in late March about the 1998 Reunion photo album, but he no doubt received it shortly after that as did most of us who ordered one.

He writes that he hopes they will all make it to Tucson, but the last time he was there a scaffold was erected on the Davis-Monthan Parade Ground and a GI was hanged. He hopes they don't do that to any of us at the reunion. Although he has in mind a candidate for such treatment if our history is not forthcoming soon.

In the January issue of the Newsletter on page 22 there was a request from **IAN QUINN**, Associate from Hong Kong, China, for any material any of us had regarding the missions to Hong Kong. **CHARLES FARHA**, 64th Radio Operator from Rockledge, FL, found 4 aerial photos he had from missions he flew there. He mailed these to IAN who made copies for himself and **CHARLIE** and returned them by EXPRESS MAIL in just over 2 weeks. **CHARLIE** sent copies of these as well as reports on the missions of April 3rd, 4th and 5th, 1945, to the editor in hopes that they would be of some historical value. [They will be sent on to our historian. A brief summary appears below.]

In looking over this material it appears that **HOWARD K. ANDERSON**, 64th Pilot from Los Angeles, CA, took part in the daylight missions on April 3rd and 5th [the editor flew on those 2 missions also]. He indicates that the planes carried eight 1000 lb. bombs and that the target on one of these was Kowloon [April 5th]. His bombardier hit a Japanese transport on one of the missions and it probably sank in the outer harbor.

On the night of April 4/5th, B-24 898 from the 63rd piloted by Lt. **VAN ETTON**, found and sank 2 barges 20 miles west of Hong Kong making 4 bomb runs at 4,000'. **ETTON** reported that "Canton was completely 'blacked out' but that Hong Kong was lit up like Times Square in peacetime."

On April 4th, 41 B-24s from the 22nd and 43rd Bomb Groups attacked the Royal Navy Dockyard and claimed 2 vessels destroyed in the dry dock area. They also hit a power plant & oil stores. Eighteen of the twenty 43rd planes made it to the target and released about 81 tons of 1,000 lb. bombs. The 64th was credited with two direct hits on the bow of a large vessel in the main dry dock at Taikoo destroying the vessel and dry dock. A couple of other vessels were either hit or near misses along with one small building. The 65th bracketed the "L" shaped pier 600 feet west of their target and through a group of buildings starting one good sized fire. The 403rd scored a near miss on a Fox Baker at Holts Dock and another near one alongside of a Fox Tare Baker.

Flak was heavy and inaccurate. Black smoke rose to 8,000 feet over the Royal Navy Yard. A fuel dump was burning. A destroyer was seen fleeing from the Taikoo Docks. Two Jap planes seen over Kowloon had no combat notion.

The April 5th mission was hindered by a heavy overcast. Pathfinders from the 64th and 65th went in 10 minutes early. The main body of planes was over the target from 1312 hours to 1340 hours. Seventy-seven tons of 500 lb. bombs were dropped. Many fell on the empty dry dock at Kowloon. One end of a large L-shaped building was blown off. Tremendous fires with billowing black smoke soon erupted. Bombs fell near the Taikoo Dry dock. One plane hit a 9,000-ton tanker from stern to bow in the Royal Navy Dry dock as well as the dock area. Many bombs fell on the Kowloon docks from water's edge to some 300' inland. A power plant was left burning.

The H2X equipment of the 403rd was not operating so the planes made visual runs despite the almost unbroken overcast. They hit the runway and a pier at Kai Tak Airdrome.

The 65th encountered heavy ack-ack from gun batteries near the hospital and from a destroyer. Two planes were hit. [The 65th dropped bombs by H2X in some cases as the editor's diary reveals.]

A possible heavy cruiser and 4 destroyers were observed in the Royal Navy Yard. Two other destroyers were taking evasive action south of the Kowloon Docks. Some 90 photos were taken on this mission.

CHARLIE writes that he looks forward to the October reunion and he enjoys the Newsletter. He also reports a new address for **IAN QUINN**. Apt. D-1, 6th Floor, Evergreen Villa, 43 Stubbs Road, Hong Kong, China.

Along with his dues for 3 years **WILLIAM A. SMETTS**, 63rd Pilot from Stuart, FL, wrote that he joined the 63rd rather late in the war so he did not get to know too many of the others. He flew back to the States as Copilot on the crew of **BEVERLY G. ALLISON**, 65th Pilot from Ida, LA, at that time. They painted *SENTIMENTAL JOURNEY* on the nose of the plane at it was truly such a journey.

He notes that in the April edition of the Newsletter that a BEVERLY G. ALLISON is mentioned and believes he is the same person. [There was only one pilot of that name in the 65th, BILL.] He also says that he saw BEVERLY's name painted on the Collings Foundation's B-24 *ALL AMERICAN* the last time he saw the plane. [It is now *THE DRAGON AND HIS TAIL* with those names all painted in very small letters on the port side of the plane.]

BILL likes the job we are all doing in getting a Newsletter to each of you 4 times a year.

For some reason a batch of the April Newsletters were sent out with page 2 being the only even numbered page with anything on it. Among those who contacted one of us about the problem is **ROBERT B. LAMOND**, 65th Radio/Bombardier from Long Beach, CA. BOB generously included a nice contribution to the association. Hopefully BOB and the others received their replacement copies of the Newsletter before long.

BOB included his email address <blamond1@juno.com>.

The editor also heard from **HOWARD S. BOOTH**, 63rd Pilot from Fairfield, CA, who also received one of the incomplete copies of the Newsletter. His email address is <Budbooth@aol.com>.

Our new Historian, **ELDON E. "BUD" LAWSON**, 65th Bombardier from Bay Village, OH, has , not let any moss gather since accepting this new position. He did a bit of traveling to Tulsa, OK, to see some college basketball. He visited his hometown in Missouri where he has been working on a high school reunion. Then he made a point of visiting the SAC Museum in South Bend, NE. He spent some time with the interim-curator, Brian York.

Unfortunately, Brian had no knowledge of any 43rd BG Memorabilia or any arrangements having been made for the museum to be custodians of such, but he assured BUD that they are interested in such and would welcome becoming official custodians. He promised BUD that he would inform the newly appointed curator of this information.

BUD writes that the new facility in South Bend is impressive and would be an excellent place to preserve the history of any Air Force organization.

BUD says that he will make no pretense of being an ultimate historic authority. He notes that in his years with the association he has heard "...thousands of stories and some of the ones I've been familiar with come out quite different than my own recall." Our group history, if it is ever published, will be a microcosm in the history of WWII, but we can take heart in the fact that so many new histories and biographies are being published about the *WAR BETWEEN THE STATES* well after a century has passed.

He sets 5 goals for him to seek as Group Historian.

1. Encourage members to provide us with their personal accounts, and specific names and dates.
2. Locate Historical Libraries and institutions that will preserve the 43rd History and will provide proper cataloging and indexing to facilitate research of these histories.
3. A 43rd GOLD STAR BOOK. In Vol. 61 of the Newsletter, Jan. 1997, Pres. James Murphy wrote about the suggestion made by the late Dick Wood to assemble such a compilation of all the names of departed members. It is a great idea that should be implemented. BUD has all 69 Volumes of the Newsletter and recently arranged them in binders for ready reference. These are a great source for the Gold Star information, but this requires a lot of help from members.
4. The material that you [editor] sent included a letter from Michael G. Moskow of Drexel Hill, PA, Aug. 7, 1998. Moskow also wrote to me this February. He is researching to find 43rd POW's. I heartily endorse this project, and this research is of significant value to our 43rd History.

5. **Compilation of a bibliography of all published material that contains some substantial portion of 43rd History.**

It is obvious that BUD has set some lofty goals as our Historian. Now you will have to do your part and send him the information he is seeking.

In a later letter to the editor, BUD writes that he believes that we should make several copies of all of our historical materials and "allow several facilities to preserve the historic data and memorabilia. No 'all eggs in one basket' policy!"

He plans to head west again in late June and on his trip will stop at the SAC Museum again. At the time of this letter he had just finished a big Memorial Day effort on behalf of his American Legion Post. He was working on a fund-raising golf outing for the same post on June 6th. He said he was committed to still another big fund-raising on July 4th with his trip west slotting in there.

BUD's wife, **BETTY**, will pass up this year's reunion.

BUD devoted the latter part of his latest letter to helping his good friend **DAYTON BLANCHARD**, 65th Pilot from Cloudcroft, NM recall the mission on Aug. 7, 1945. DAYT had written that the mission was to Kumamoto, Japan, as reported in the April Newsletter. BUD writes that the Aug. 7th mission was to Tsuiki, Japan. [This agrees with the editor's diary and logbook.] BUD writes that the Kumamoto mission was Aug. 10, 1945. BUD says that his mission sheet identifies all of the planes by number and these agree with DAYT's accounting. In addition, BUD's sheet includes the name of the bombardiers in each plane. The formation was led by Capt. **LELAND "HERB" AGARD** in plane #827 with **DON McMAHON** as bombardier. [The editor's diary indicates that AGARD's crew flew that day.] **KEN HILLAS** piloted #540 on the right wing with **MILLER** as bombardier. On the left wing was **BOB GAFFNEY** in #362 with **BUD LAWSON** as bombardier. In #341 was **BLANCHARD** leading the second element with **DON MARSAGLIA** as bombardier. On the right wing in #806 was **JOUBERT McCREA, Jr.** with BUD's Mich. State pal, (Dr.) **JIM PINGEL**, as bombardier. On left wing in #024 was pilot **MacFARLANE** with **JOE WAYNE** as bombardier. In number 7 position in the slot was **HERB MOLLER** in #466 with **HAROLD W. STANNARD** as bombardier. Although the primary target was Kumamoto, the planes actually bombed the secondary target, Oita Airdrome.

In a mission prior to this one, **MOLLER's** waist gunner, S/Sgt. **DALE SINKHORN**, had been killed by flak. BUD says that after the war he was in Rotary with Sinkhorn's dad in Ypsilanti, MI.

[BUD's next two sentences confuse the editor. "We had missions to Tsuiki Airdrome on Aug. 7, which I flew with my pilot, **BOB GAFFNEY**. On Aug. 7, I was bombardier with **BURLESON's** crew to USA Japan, then the Aug. 10 hit on the secondary target at Oita, Japan." Did you fly two different missions on Aug. 7th, BUD? The editor's logbook indicates that we hit USA on the 7th and saw the smoke over Hiroshima as we swung around from the primary target to the secondary target before turning to our tertiary target, USA.]

JAMES C. DIEFFENDERFER, 63rd Pilot from Orlando, FL, forwarded a letter he had received from **KEN L. DAWSON**, 403rd Pilot from Cibolo, TX. JIM had sent Ken information on "BLACK SUNDAY" which KEN had requested in a previous Newsletter. JIM sent KEN copies of parts of **MICHAEL JOHN CLARINGBOULD's** book entitled *BLACK SUNDAY*.

KEN writes that he looks forward to meeting **MICHAEL** at a future reunion of the Association as he did enjoy some of the author's descriptions. KEN is now on kidney dialysis 3 days each week so his days are pretty well restricted.

The editor was out of town for several days and upon his return there was a message on his telephone answering machine from **ORION L. ROGERS** 63rd Pilot from Peoria, AZ. **ORION** had read

in the Newsletter where Robert Brownfield was attempting to collect information about his late grandfather, **ALBERT BROWNFIELD** also a 63rd Pilot. Since there was only an e-mail address with that request and ORION does not have e-mail capabilities, he wanted an address to which to write Robert since he had information to give him. The editor contacted, via e-mail, the person who was inquiring for Robert and gave him ORION's address and phone number to pass on to Robert. Hopefully, Robert has contacted you by now, ORION.

Here is an update on ORION's phone number - **623-974-3070**.

The April Newsletter contained a number of articles on **MEYER LEVIN**, 19th BG and 64th Bombardier that had been in response to an inquiry with regard to MEYER from Jennifer Draper of Australia. Copies of all of the materials furnished to the editor as well as the April Newsletter were forwarded to Jennifer. Several of you have contacted her via e-mail. She has changed her e-mail address to -

<jennifer1254@yahoo.com>.

On April 24th **JOHN H. PICKERING**, 64th Pilot from Punta Gorda, FL, who had furnished Jennifer with a good deal of information regarding Meyer phoned the editor. He had been away from home for a spell and upon his return he had a letter from an **ALFRED "BLACKIE" YOUNG** who was in the 19th BG 28th Sqd. with MEYER when the war began. JOHN said that AL had additional information he could provide the editor with regard to MEYER. Since AL had an e-mail address the editor contacted him and has exchanged a number of messages with AL.

AL and MEYER were both Bombardiers in the 19th BG at Clark Field when the war began. They had been sent to the Philippines as sergeant bombardiers. The 28th Sqd, of which AL was a member, was the only bombardment squadron in the Philippines. Just prior to the war the 19th BG composed of the 14th, 30th and 93rd Squadrons arrived at Clark Field. The 28th was then transferred into the 19th BG to make the 4 squadrons.

AL has written to the editor to tell that he witnessed the shooting down of **COLIN KELLEY's** B-17. The editor had wondered how MEYER and other crewmembers had been rescued at the time if the plane had been downed over the China Sea after bombing a Japanese naval vessel. In AL's own words, "Capt. Colin Kelly was shot down on the 10th of December. He approached Clark Field from the north, crossed over the field and made a turn to the east toward Mt. Arayat ... then turning north dropping down through a low cloud cover he came under attack by three Japanese fighter planes that seemed to be waiting for him under the clouds. The crew bailed out and Kelly was at the wheel when his plane crashed. There has always been a question - was he hit and unable to jump or did he hold the ship level until his crew was out? They were rather low."

AL has the names and serial numbers of the entire crew in Kelly's plane at the time.

AL and many other members of the 19th were left behind when the airworthy B-17s headed south for safer airfields. They evacuated Clark Field to the Bataan Peninsula where they boarded a ship for Mindanao. A Japanese patrol bomber sighted them and attacked. They abandoned ship but re-boarded after the attack and proceeded to Mindanao where they were eventually taken prisoners. After being held in Malababay POW camp, they were transferred by prison ship to Manila in September 1942 and were imprisoned in Bilibid prison. Next he was taken by prison ship to Formosa, Korea and finally to Kawasaki, Japan on November 11, 1942. They referred to their camp as POW "Slave" camp. He says that they were treated very cruelly by the Japanese and were under bombardment at times and were "blown out" and moved to a British POW camp where they were again "blown out" when the war came to an end.

AL has written several chapters for the 19th Bomb Group's history. His story starts in the Philippines at Clark Field prior to WWII. It tells of the attack at Clark Field, the retreat of the 19th to Mindoro Island and then to Mindanao Island. It was here that the men from the 28th were forced to surrender to the Japanese when Gen. Wainwright was not permitted to surrender his troops at Bataan un-

less he also surrendered all the American troops in the Philippines. It goes on to tell of his treatment as a POW for over 39 months in hands of the cruel Japanese. He was bombed out twice by allied air raids on the Tokyo area. His eventual rescue at the end of the war and the rather shabby and negligent treatment of the ex POWs as they were en route back to the States and when they arrived in the States. When the ex POWs landed on Okinawa, the Red Cross greeted them and offered to sell them coffee and donuts. This is but one example of how these men were treated after being over 39 months in the hands of the cruel Japanese.

AL's address is **970 East 700 South #30, St. George, UT 84790-2011**. Phone - **435-628-9460**. His e-mail address is **<aryoung@infowest.com>**.

A great deal of information regarding **MEYER LEVIN** has been forthcoming from several members of our Association as well as from **AL YOUNG**. Jennifer was collecting this material for **JOY** and **ARTHUR BARRET**. All three had been doing a great deal of research regarding **MEYER**. **ARTHUR** is the son of **MEYER** and of course never met his father. **JOY**, **ARTHUR** and his family as well as **JENNIFER** all wish to thank each one of you who has made a personal response to their request. They would love to hear from anyone who has any further information or who wants to make contact with them in any way. Their address is **88 Torres Street, Newborough, 3825 Victoria, Australia**. Their e-mail address is **<ac&jmbarr@net-tech.com.au>**.

JOHN PICKERING, the editor contacted **JANICE OLSON**, Associate from Apple Valley, CA, and she does not have your B-17 materials. The editor then sent e-mail to **LARRY HICKEY**, Associate from Boulder, CO, but has had no response as yet. The editor tried to contact **LARRY** again in May but received no response.

A later phone call from **JOHN** indicated that **AL YOUNG** had some additional information regarding **MEYER** and that the editor should ask **AL** about this. Sure enough this proved to be the case.

AL wrote that a gymnasium had been dedicated to the memory of **MEYER** at Clark Field, Luzon, Philippines. **AL** sent the editor a scanned copy of a photo of the front view of the gymnasium as well as a photo of **MEYER**. The plaque used to identify the building reads as follows:

In 1955, for the first time at Clark, a building was named for an enlisted man: the Meyer Levin Gymnasium on Dau Avenue, just east of the Parade Ground.

Meyer Levin's father was a poor immigrant tailor who moved his family from Rochester, New York to Brooklyn in 1929. Meyer dreamed of becoming an aviator, but his way was blocked by this family's financial situation during the Great Depression. Instead Meyer went to the Bedford YMCA night school and after graduation, he enlisted in the Army Air Corps.

Becoming a bombardier, Levin flew with Captain Colin Kelly during the days immediately after the 8 December Japanese attack on Clark Field, and miraculously escaped death in the ill-fated flight that claimed Captain Kelly's life. His heroic actions continued to earn him medals and recognition, and by early 1943, he had been promoted to master Sergeant. Meyer Levin's last mission took place on 7 January 1943. Assigned with AAC forces in Australia, he volunteered for a bombing mission against an approaching Japanese convoy. The bomber crew soon located the convoy, but decided to wait for additional aircraft to follow the ships. The weather became worse and fuel ran low. Eventually, the crew made the hard decision to ditch the bomber in the water. As the word passed, each man adjusted his parachute and bailed out. Not Meyer Levin: he remained aboard the plane and according to survivors' reports, prepared and dropped the life raft that saved their lives. Master Sergeant Levin did not survive.

AL was in the Philippines in 1984. At the time "Clark Field was running full blast - a beautiful fully operating base. Mt. Pinatubo blew in 1991??? and literally covered the housing and physical facilities area and operationally, it was done for. When we evacuated the Philippines and turned what was left over to the natives - it was reported to me that even the toilet stools, washbasins, plumbing facilities were physically stolen from what was left of base housing - the base is actually gone - no more."

After the eruption of Mt. Pinatubo near Clark Field a few years ago, the base was abandoned. Does any of you know if the Philippine government is again using the field? AL wants to know if the Bedford YMCA still exists in Brooklyn? If you know the answer to either or both questions, please let us know.

For those who have contacted the editor about the inability to phone JANICE OLSON, here are her new phone numbers: 760-241-3145, Fax 760-242-0973 and cell phone numbers 760-954-4519.

The editor was out of town for 5 days in April. Upon his return there was a recorded phone message from our past president of the Association and 65th Navigator, MAX OSBORN from Sun Lakes, AZ. MAX asked that a copy of the April Newsletter be sent to ALAN MATTISOFF, son of JACK MATTISOFF one of the 3 survivors of the ditching of the B-17 on Jan. 7, 1943, in which MEYER LEVIN lost his life. [See page 12 of April 1999 Newsletter. The editor is not clear as to the correct spelling of the last name. So far the choices have been MATTISOFF, MATISOFF or MATTISOSS.]

ALAN phoned MAX when he heard that MAX flew in the 65th's plane, *LUCKY LUCILLE*. ALAN told MAX that his father, JACK, had been a good friend of MEYER LEVIN when they were together in the Pacific. MAX indicated that from what ALAN said JACK was still alive, but he is not a member of our Association. Perhaps MAX can get his address and encourage him to join us.

A short note from PHIL W. WELCH, Headquarters, asking that his address be corrected. If you don't have his current address in your roster, please update it. 2366 E. Becker Lane, Phoenix, AZ 85028-3105. His phone remains as 602-971-9216.

EDWARD L. GAMMILL, 63rd Aircraft Maintenance from Phoenix, AZ, mailed the editor two articles from recent issues of aviation magazines about the historic non-stop flight around the world of the B-50 Bomber, *LUCKY LADY II*, of the 63rd Squadron. *AEROSPACE AMERICA* mentions the flight in a short clip in its February 1999 issue. The *AIR FORCE MAGAZINE*/ March 1999 carries a lengthy article on the flight by Bruce D. Callander. The article is rather long and will be paraphrased below.

The mission was kept highly secret by the Air Force as it had suffered a series of set backs at about that time and did not want to be embarrassed by another. The round the world non-stop flight was planned carefully. Refueling tankers were sent to 4 strategic U.S. bases in order to refuel the selected B-50 in flight. The refueling techniques of the late 40s were crude and rather dangerous at best. The bases to be used were Lajes Field in the Azores, Dhahran field in Saudi Arabia, Clark Field in the Philippines and Rogers Field in Hawaii.

Late in 1948, Gen. LeMay had launched a series of non-stop flights between Texas and Hawaii to show that refueling of the B-50 could be done in flight. At that time the refueling had to be done in daylight hours.

LUCKY LADY II was not the B-50 selected for this historic flight. The choice was B-50, *GLOBAL QUEEN*. It took off as planned from Carswell Field, Fort Worth, TX, but ran into engine problems over the mid Atlantic and was forced to land in the Azores.

LUCKY LADY II, except for modifications for the flight, was an off-the-shelf B-50. The understudy then became the star of the mission. It had a normal crew of 13 men that included 2 men for most positions. All but one were from the 63rd Squadron, 43rd Bomb Group. The plane departed from Carswell AFB, Ft. Worth, TX, in early morning on February 26, 1949.

The crew was composed of Capt. James G. Gallagher, Commander, 1st Lt. Arthur M. Neal, 2nd Pilot, and Capt. James H. Morris, copilot. It also included navigators Capt. Glenn E. Hacker and 1st Lt. Earl L. Rigor, and radar operators 1st Lt. Ronald B. Bonner and 1st Lt. William F. Caffrey. Capt. David B. Parmalee served as project officer and chief flight engineer. Also in the crew were flight engineers T/Sgt. Virgil L. Young and S/Sgt. Robert G. Davis, radio operators T/Sgt. Burgess C. Cantrell and S/Sgt. Robert R. McLeroy, and gunners T/Sgt. Melvin G. Davis and S/Sgt. Donald G. Traugh Jr. Parmalee was the only crewmember not from the 63rd. Arthur Neal had piloted the original B-50, *LUCKY LADY*, around the world. Although three B-50s were on that flight, one crashed en route and only two completed the mission. That was not a non-stop flight. It took more time for the round the world mission than had a commercial flight taken prior to that flight.

Their first refueling began over the Azores that first day and took two hours of time. The process was very tiring on the crew.

The second refueling took place the next morning over Saudi Arabia. It took place as the planes passed through a line of thunderstorms and there was considerable turbulence. Although the refueling took place without incidence, one crewmember noted in his diary that the crew was beginning to show signs of fatigue.

Heavy weather over the Philippines made the third refueling difficult, but it was coupled with a problem with a chain on the hose reel breaking. This had to be repaired. Then one of the refueling tankers crashed short of Clark Field and the entire crew was killed.

One of the tankers and *LUCKY LADY II* were to exchange tail numbers at this time so that the mission could remain secret. The secret was almost blown when an alert operations officer at Clark noticed that the tanker had filed a flight plan for Honolulu, which was beyond its range, and tried to call it back. He was talked out of this attempt to call the plane back and the mission remained a secret.

Again the crew ran into bad weather over Hawaii as well as some mechanical problems with the refueling. Crew fatigue aboard the *LADY* was very much in evidence. The plane continued to function well and the end of the flight was in sight.

The crew saw its 4th sunrise while over El Paso, TX, and at 9:22 a.m., March 2, 1949, the *LADY* circled Carswell AFB and landed to complete the historic flight of 94 hours and 1 minute of flight time. Each of the crewmen was awarded the DFC for this mission. It did not set any endurance or speed records, but it did spur the development of the flying boom for refueling, as the drogue system they used was too inefficient. Later the crew was awarded the MacKay Trophy for the most meritorious flight of the year by an Air force member, members or organization.

Sad news has come from Karen Anderson daughter of **JO ANNE ANDERSON** and **CHARLES LLOYD ANDERSON**, 63rd Pilot from Corvallis, OR. Karen reports that her mother passed away in Chile on March 20, 1999, while traveling with LLOYD.

They were touring Chile and Argentina when LO ANNE contracted bronchial pneumonia in Punta Arenas, Chile. LLOYD spent 5 days in the hospital with pneumonia, but recovered. His son, Dr. Ole Ersson of Portland, OR, flew down to help make arrangement for the return home. JO ANNE and LLOYD had been married for 55 years and enjoyed attending the 43rd reunions. God Bless.

Just as the Kentucky Derby was completed, the phone rang. It was **RAYMOND RUNAGE**, 403rd and Headquarters Communications from Glenwood Springs, CO. RAY said that he had just located our Association on the Internet. He said that he not spoken to anyone from the 43rd since he left Ie Shima in November 1945.

RAY wants to join us and hopes to make it to Tucson this year. There is one rather significant problem though. The street the editor wrote down from the telephone conversation does not exist. The last Newsletter and membership application form were returned by the U.S. Postal Service with this information. A check on the Internet shows no one with that name having an e-mail account or living in the city given. The editor did give RAY the web site of the 43rd, so he will try to connect with RAY through that. Here is the address the editor wrote down. He would appreciate any help from any of you in getting this correct.

503 Harwood Drive, Glenwood Springs, CO 81601.

Another phone call came from **LEWIS H. DAWS**, 65th Aircraft Maintenance from Rialto, CA. LEWIS says that he has a new area code so correct your rosters please. Phone **909-875-1545**.

LEWIS says that he was in the P-40 outfit mentioned on page 11 of the April 1999 Newsletter. He plans to send the editor additional information about that venture.

LEWIS has the email address <**Ludeed@aol.com**>.

Additional e-mail from Lew reveals that while he was stationed at Richmond RAAF Base setting up P-40s, he was going with an Australian girl who later became his wife. They were saying good-night at about 10 PM one day in May 1942, as he was to catch the last train back to Richmond. His future wife lived in a place that overlooked Sydney Harbor. At that time the searchlights all came on and there were explosions. They did not know what was going on, but Lew had to leave to catch his train. The commotion was because of the Japanese miniature sub that came into the harbor after the U.S.S. Chicago. [See page 6 April 1999 Newsletter.] Lew says that he and his wife, **DOREEN**, have been back to Australia 3 times and if one takes the Cook Harbor Cruise, he will see part of that sub on the shore. The rest of it is in a War Museum in Canberra.

Another package of material arrived from LEW. He says that he had been co-crew chief on a B-17 at Port Moresby. It was being piloted by the late **JOSHUA BARNES**, 65th Pilot from Winchester, KY, when it crashed. LEW's fellow co-crew chief was killed in that crash. The squadron had B-17 *LOOSE GOOSE* and B-24D 42-41116 *BLACK MAGIC* at that time. LEW believes that the latter came from the 64th Squadron at Dobodura and he may have been its crew chief while in the 65th. He recalls a B-17 being followed in by a Zero one night. The crew landed safely and departed the plane quickly while he had to stay and service it, but fortunately the Zero did not come back.

He does not recall all of the crew that worked with him, but he does remember **JIM McCLURE**, 65th from Suitland, MD, worked with him as he still has a picture of the two of them and *BLACK MAGIC*. The morning of Mar. 7, 1944, the 65th had a mission to Manus Island and *BLACK MAGIC* was one of the planes assigned to the mission. It was manned by an RAAF crew. Everyone went down to see the planes take off. *BLACK MAGIC* was last to go and the guys were kidding LEW about what they would do if it had an abort and all of the other planes were airborne. Shortly after taking off *BLACK MAGIC* experienced hydraulic failure and came down hard on the runway, tail first. No one was killed but the plane broke into several pieces. LEW has a photo of this wreck. He also has a picture of the girl painting the name, *BLACK MAGIC*, on the plane.

Many years later when **LARRY HICKEY** began collecting materials for the writing of this history of the 43rd, LEW became curious about *BLACK MAGIC*. To his amazement he found that T/Sgt. **FORREST C. SIEGEL**, 65th Flight Engineer from Brantingham, NY, was the flight engineer aboard *BLACK MAGIC* when it crashed. Both LEW and **FORREST** sent materials and stories to **LARRY HICKEY**. LEW wonders if they will ever make it into the history of the 43rd?

LEW sent along a copy of the log of the missions flown by **FORREST**. The 43 missions started on 11-9-43 and ended on 4-25-44. He flew his last 10 missions with the 530th Sqd. of the 380th BG, called the *FLYING CIRCUS*. They were under the Royal Australian Air Command at that time. A copy of these missions, pilots, planes, targets, etc., will be sent to our historian.

The 90th Bomb Group is holding its annual national reunion at the Biltmore Hotel in Oklahoma City, OK from September 29th to October 2nd. If you are interested in attending, please contact **Robert E. Simmons, 3309 Preston Dr., Oklahoma City, OK 73122-1118. Phone 405-942-7746.** Hotel reservations may be made directly by calling **800-522-6620** or by mail to **Biltmore Hotel Oklahoma, Reservation Department, 401 South Meridian Ave., Oklahoma City, OK 73108.**

More sad news comes from **JANET S. HASKELL** of Mansfield, MA. She reports the passing of her husband, **CHESTER "CHET" HASKELL**, from the 63rd Sqd., on March 27, 1999.

They had celebrated their golden wedding anniversary last July while enjoying a family party and a Hawaiian cruise.

CHET was proud to have served his country and flew the American flag over the front porch on patriotic holidays.

JANET recalls that when they had a chance to tour the Queen Mary in the late seventies, they were thrilled to find a photo on display of **CHET** and his buddies. He was one of those who took the voyage on the Queen to Australia.

They have appreciated the contacts that they maintained over the past years through the Association. **JANET** enclosed a copy of the obit for **CHET**. God Bless.

In a phone call from **R. F. "BOB" WATSON**, 65th Bombardier from Lebanon, IL, and reunion coordinator, Bob says he and **IRENE** have returned from their annual winter stay in Palm Springs, CA. All is going well with the plans for the Tucson reunion. He did tell the editor that the Board of Directors will meet on Wednesday, Oct. 20th, at 8:00 PM. This information had been omitted on the 1999 Reunion Schedule of Events in the April Newsletter. **BOB** has been doing fairly well, but has to take it easy. He no longer travels alone. The Tucson reunion is the last one for which he is acting as coordinator. We all owe him many thanks for the tremendous job he and **IRENE** have done on our behalf for so many of our reunions.

The editor has been in touch with a **CHRIS BRASSFIELD** of Richmond, KY via e-mail. **CHRIS** is attempting to put together a collection of photos of at least one B-24 from each combat unit in WWII. He hopes to have his work displayed at the San Diego celebration of the B-24 in December of this year. He says all of us are invited to that event. He would appreciate any pictures from any of us who would provide him with such. He promises to return any photos within a week.

He is on the planning committee for the B-24 60th Anniversary Celebration. It is being held on December 9-12, 1999, in San Diego, CA, at the Town and Country Resort Hotel at **500 Hotel Circle North, San Diego, CA 92108. Phone 1-800-772-8527.** If you call for reservations be sure to mention it is in conjunction with the B-24 Reunion in order to obtain the special rates.

The 3 days are crammed full of events including several seminars on the B-24, its design and building, its history, the role of the various crews which flew it, ground crew stories, etc. For a flyer with the registration form, agenda and hotel information, contact Richard Baynes at

<rcbaynes@hotmail.com>.

Meanwhile Chris expressed an interest in becoming an associate member of our association so the secretary mailed him an application form. His e-mail address is **<cbrass@mis.net>.** His home address is **149-2 Maple Hill Drive, Richmond, KY 40475.**

FRED HAGEN, Associate member from Philadelphia, PA, recently traveled to Fredericksburg, TX, to the Adm. Nimitz Museum where he gave a talk relating his experiences in New Guinea accompanied by a showing of his video. While there he met with the 435th Squadron of the 19th Bomb Group. These dauntless warriors were singularly responsible for several feats of historic proportion. They flew into Pearl Harbor on that infamous day causing confusion as to their identity on radar

screens. They evacuated Gen. MacArthur from the Philippines and they were the first to sight a Japanese fleet that prompted the Battle of the Coral Sea.

One of the pilots of this intrepid group, the late Fred Eaton, had mounted the first long range bombing attack from Australian soil against the Japanese fortress of Rabaul. After his B-17 received extensive battle damage, he was forced to ditch his plane in the Agaraimbo Swamp in Popondetta, New Guinea. The plane itself has become the piece de resistance of serious connoisseurs of WWII aircraft. One of these is restaurateur, David Tallichet, with whom Fred has formed a recent partnership. They hope to recover this grand old lady from her 56-year confines sometime in the near future. FRED was able to add footage from this trip to his video.

The Nimitz Museum is a magnificent building dedicated to the preservation of WWII memorabilia, most particularly of the Pacific Theater. On June 11th, former President George Bush dedicated a new gallery bearing his name whose exhibits will include the two-man Japanese submarine captured on December 8, 1941.

FRED arrived home late on May 7th, and after a few hours of sleep arrived at the airport to fly his plane to Worcester, MA. He was to attend the funeral of Lt. **WILFRED DESELITS** whose remains FRED was instrumental in recovering in 1996 long after any hope was abandoned that they would be found after being reported as missing in 1943. No less difficult for FRED was the battle with fog, which had enveloped both the Northeast Philadelphia and Worcester airports. A ceiling of fog less than 100' frustrated his efforts to attend the funeral on time. He was forced to land at Bradley International in Connecticut. In a rented car he arrived at the church just in time for the funeral procession en route to the cemetery. FRED spoke a few emotional words at the gravesite and Lt. DESELITS was laid to rest at last. The scheduled pomp and ceremony was dampened somewhat by the inclement weather. Two flyovers had to be canceled. However the presence of Senator Bob Smith, presidential hopeful, and a coterie of press members gave the day an added air of excitement.

On June 6th FRED attended another newsworthy funeral at Arlington National Cemetery. It was that of Lt. George Gaffney whose daughter, Patricia, approached FRED in the hope that he would be able to locate the remains of her father. His success in 1998 has left yet another family grateful to Fred for his efforts and more importantly, the shedding of light on the dim hopes of those who never found out what happened to their loved ones as they marched off to war so long ago.

A telephone message from a Bruce Peterson revealed the sad news of the death of **ARNE E. "BUD" HALVORSON**, 63rd Radio Mechanic from Saint Louis Park, MN, on May 13, 1999. BUD was laid to rest on May 17th. God Bless.

PATRICK J. FREEMAN, 65th from Eagle River, WI, mailed SAM COMMONS a couple items of interest. He enclosed a copy of the Quarterly Bulletin entitled "Spotlite" issued by the Missionaries of the Sacred Heart from Aurora, IL. The feature in Vol. 20 - No. 2 Summer, 1999 was "30 years of growth on MSC in PNG." The missionary is involved with parish work, education and health among the natives of Papua New Guinea (PNG) including New Britain, New Ireland, New Hanover and other islands off the north coast of PNG. PAT says that a former one of those missionaries, Brother from Canada, probably saved the lives of the crew on which he served when they were down in the jungle. He writes that the French MSC were in charge at that time, but after the war they were replaced by Americans. PAT said that he got to know many of them, and the thought that the changes they made with the schools and hospitals are hard to believe.

PAT enclosed materials with regard to the PUEBLO WEISBROD AIRCRAFT MUSEUM in Pueblo, CO. It claims to be the home of the International B-24 Memorial Museum. The Pueblo Historical Aircraft Society is attempting to get a record of all of those who were B-24 crewmembers. It is open to membership by anyone for \$10.00 a year and with Life Membership available. PAT says that

he joined. The address is 31001 Magnuson Ave., Pueblo, CO 81001. Phone 719-948-9219. E-mail <pwam@usa.net>.

PAT noted that in a previous edition of our Newsletter, someone wondered what happened to all of those B-24s made during the war. He says that he flew a lot of them to the junkyard from as far away as Europe. He picked up a brand new "M" model at the Ford Plant at Willow Run, MI, and flew it to the junkyard. "It truly was a beautiful flying plane. A long way from old *LUCKY LUCILLE* B-24 D." [Those of us lucky enough to fly any of these models near the end of the war know what a sweet flying ship the M and N models were.]

JACK T. NUNNELLEE, 64th Nose Gunner from Salem, OR, is suffering from a few cracked ribs caused by a fall when stepping out of a slippery bathtub. He is looking forward to Tucson though.

Our B-24 era C.O. and Pilot, **JAMES T. PETTUS** from Honolulu, HI, is determined that he will be at Tucson. JIM is valiantly fighting a serious illness and has been undergoing radiation and chemotherapy. You can't keep the strong at heart down for long. Why not send Jim a card with some thoughts to help reinforce that wonderful attitude?

From JIM PETTUS via SAM COMMONS came a copy of an article by Halle Shilling, Scripps Howard News Service, which appeared in the *Star-Bulletin* dated Tuesday, June 1, 1999. It is repeated below in its entirety.

WWII air group sues to get book finished.

BOULDER, Colo. - If war is hell, then getting your stories of combat in World War II published should seem relatively easy.

And it probably shouldn't take 13 years - more than four times as long as you were deployed in combat - to get those stories in print.

But that's exactly the situation members of the 22nd Bombardment Group find themselves in. It's also why they are suing World War II historian and Boulder author, Lawrence J. Hickey.

In papers filed May 19 in Boulder District Court, surviving members of the U.S. Air Force's 22nd Bomb Group Association, men who served during the 1942-45 campaign in the southwest Pacific, charged Hickey with breach of contract for not following through on a 1986 agreement to publish the history of their campaign and for keeping up to \$40,000 of the group's money in pre-paid book orders.

Court documents filed by the group also show they believe Hickey has dragged his feet on publishing the history specifically to out last the surviving veterans.

"We've bent over backward to give him the benefit of the doubt," said Don Evans, 76, of Bonsall, Calif. a retired Air Force colonel who served as a navigator for the 22nd Bomb Group. "Nobody wanted to initiate a long lawsuit that would keep it from being published. But there's no alternative that we've got."

Hickey does not dispute most of the legal complaint.

"It was bad planning on my part," he said. "They are absolutely right - this has taken a totally unreasonable amount of time."

But he adamantly refutes the allegation that he is willfully stalling publication of their history.

As a part-time author, Hickey, 55, said his first priority has been to look after his full-time business interests. A former jewelry manufacturer and real-estate developer, he retired this year and now writes and researches the history of the Pacific air war full time.

"I REALLY CARE THAT THEIR PART OF HISTORY IS NOT LOST," Hickey said, adding he would not like the lawsuit "to undermine their story." Hickey estimates he is 90 per-cent done with the volume and will have it published by fall.

The problem is, he said that before - nine times before, according to records compiled by Evans. And time is running out for members of the 22nd Bomb group. When Hickey first agreed to write the history, the association had 1,300 members. Now the group is down to 800, Evans said.

"They're dying off now," said Howard Bittman, the Boulder lawyer who is pursuing the case for the group. "They just got totally fed up with the guy. It was just one excuse after another."

The story of the 22nd Bomb group began in March 1942, in northeast Australia. Nick-named the "Red Raiders" after their red-haired commander, Col. Robbie Robinson, the 22nd was one of the first Army Air Forces units to engage the Japanese. The Red Raiders fought their way from Australia to the Philippines and eventually to Okinawa. They were preparing to support U.S. landings on one of the Japanese home islands when the Japanese surrendered in 1945.

[Therein lies a story that could be repeated by other groups. For some time now there has been a rather strong undercurrent of discontent among the members of the 43rd BG Association. Several members have suggested taking action such as that taken by a number of 22nd BG Association members. At the last reunion in Springfield, the Board of Directors did not move to initiate a lawsuit against Larry Hickey, as it felt that such a suit would guarantee the non-publication of our book. This is food for thought.]

In a letter to our President, **SAM COMMONS**, 65th Flight Engineer from Flourtown, PA, **CLARENCE "KELLY" O'CONNOR**, 63rd Pilot from Manchester, NH, expressed dissatisfaction with the fact that he had paid for a copy of our history with a check written early in 1997 and sent to the 43rd treasurer. In time this was sent on to **LARRY HICKEY** in Boulder, CO, where it was cashed in May 1997. **CLARENCE** would like the 43rd to return his \$73.50 payment. He feels that the 43rd BG Association was an agent in this book deal and should be the responsible party to return his money.

KELLY feels that the association should place a lean against **LARRY** for recovery of all of the money advanced for the history book. He believes that many of those men who ordered this book have passed away.

Kelly wrote that the January Newsletter was great. His only regret is that he only knew a few names in the Newsletter. He has not attended a reunion in a few years. When he did, he also attended those of the 19th BG, but in each case he found only a few men he knew.

[The 43rd BG Association has never been an agent in the selling of the 43rd Bomb Group's pending history. All monies for the purchase of this book should have gone directly to **LARRY** and not to the association's treasurer. In forwarding to **LARRY** money sent incorrectly to our treasurer, the treasurer was doing **KELLY** and others a favor. This is the understanding of the secretary/editor. In an attempt to make it clear how anyone may get his deposit back from **LARRY**, **SAM** has prepared the remarks below.]

Here is a suggestion to those of you who have paid for a copy or copies of the 43rd history book and are tired of waiting. Larry Hickey has stated on several occasions that he would return money to anyone who has paid in advance for the history book if requested to do so by the individual. If that is your desire, we suggest you photocopy the receipt or canceled check (front and back) and include it with your note requesting your money back. We recommend

that you send it via *Registered Mail with Return Receipt Requested*. His address is **Lawrence J. Hickey, Pres. International Research and Publishing Corp., P.O. Box 3334 High Mar Station, Boulder, CO 80307**.

The secretary wrote **CARL CRAMER**, 64th Pilot and C.O. from Sutherlin, OR. He was attempting to gather some information about the 64th during those last months before the Japanese surrendered. CARL and the secretary/editor had come from the 6th AAF to the 43rd BG together on a Project MKG via Tonopah, NV. We were not in the same squadrons in the 6th AAF and did not know each other until we met at Tonopah. We did attend pilot critiques together while in Tonopah. In his reply, CARL noted that he did not keep a diary or other written materials while in the service so he did not have the information being sought. CARL and his crew had been assigned to the 403rd when they arrived at Clark Field in mid March 1945. His crew was transferred later to the 64th when he became their C.O.

He does remember flying a B-24 back to the States after the war. It was called *MILLION DOLLAR BABY* and had the picture of a Lady in a SunBonnet painted on the nose. [The editor has not seen a picture of that on the 43rd web site. If any of you has a photo of this plane, TRACY could put it on the web site.]

CARL has been enjoying the Newsletter

Another member who received a copy of the Newsletter missing even numbered pages is **WAYNE DOWNING**, 65th Pilot from Thousand Oaks, CA. He writes that he is left with a lot of half stories and hopes the editor has some copies left so he can be sent one. [That has been taken care of.]

WAYNE writes that he was in the 65th Squadron for 6 years (1953-1959), but he is not one of the younger members of the association. He served as a pilot in the 416th Bombardment Group (L) in the 9th Air Force in Europe during WW II. He flew 86 missions in A-20 Havocs or A-26 Invaders.

He says that the 43rd flew B-47 Stratojets from Davis-Monthan AFB to many parts of the world from 1953-1959. Davis-Monthan AFB is in Tucson, AZ, site of our upcoming reunion.

He enclosed a copy of an article On Lt. Col. **JAY ZEAMER** in the MOWW's *Officer Review April 1999*. Most of you must know that JAY is one of two 43rd airmen to win the Medal of Honor during WWII. The article is repeated in its entirety below.

Jay Zeamer is the lone representative of the Army Air Corps among MOWW's Medal of Honor recipients.

Zeamer was born in Carlisle, Pennsylvania, on 25 July 1918. He was graduated from the Massachusetts Institute of Technology in 1940, upon completion of flying school, he was commissioned in the Air Reserve.

His first assignment was at Langley Field, Virginia. In September 1942, Zeamer accompanied the 43rd Bomb Group to New Guinea, where he served as operations and executive officer of its 403rd and 65th Squadrons.

Early the next summer, Zeamer volunteered to fly an important photographic mission to the heavily-defended area in the vicinity of Buka, Solomon Islands, more than a thousand miles away. It was vital to the U.S. offensive in the Pacific to ascertain the nature of Japanese air defenses and the number of enemy planes in the islands. But any American aircraft would surely encounter flak, and lots of it, along with enemy fighters. It was not the kind of mission anyone could be ordered to fly. Extra gas tanks were added to the bomb bays, and the B-17 was stripped down to essentials. These included parachutes, guns, and ammunition, but not life rafts and extra radio gear.

On 16 June 1943, Zeamer piloted a B-17 away from New Guinea. The photo run would be made at 20,000 feet, with a shallow dive down to 15,000 feet. Arriving on target, cameras

began whirling and shutters clicking, but flak also began exploding in the bomber's path. The last site to be photographed was Buka, the strongest Japanese airfield complex in the Solomons. While over its airdrome, Zeamer's crew spotted 20 enemy fighters on the field, preparing to take off. Although attack by this force was certain, Zeamer continued his mapping run and, even after the fight began, proceeded along his course. The nose gunner and top turret gunner opened fire, while the ball turret gunner below traversed left and right, tracking the Zeros buzzing around.

A lone Flying Fortress was easy to hit. A 20 mm cannon shell exploded in the cockpit sending steel fragments into the pilot and co-pilot. Machine gun slugs raked the bomber, injuring the waist gunners. Acrid smoke filled the plane. Zeamer heaved on the yoke and kicked the rudder pedals, banking and turning the big bomber to position his gunner to attack the enemy fighters. Gaping holes in the plexiglass produced a hurricane-force wind. Even Zeamer joined in the fight, using a machinegun fixed to the nose of the bomber and controlled by the pilot. Wounded several times by now, he refused to leave the cockpit, because two men were needed to control the crippled bomber.

The battle moved out to sea. Enemy fighters continued to make passes, raking the B-17 from tail to nose. A cannon shell exploded at Zeamer's feet, destroying control cables and embedding more steel slivers in his body. Another shell shattered one of his legs. After the American crew scored its ninth kill, the Zeros finally turned away, out of ammunition and low on fuel. Everyone but the navigator was wounded. The tail gunner, a 19-year-old kid, took the place of the unconscious copilot. Between waves of intense pain, Zeamer instructed him on what to do. Crew members cut away Zeamer's clothing in an attempt to stop the flow of blood. He faded in and out of unconsciousness, but refused morphine, as he had to be alert to get the plane home. Finally, New Guinea came into sight, and Zeamer reassured the kid as he tried to land the huge bomber. Hitting the ground and bouncing hard, the B-17 finally rolled to a stop. Zeamer had lost nearly 50 percent of his blood and picked up 120 pieces of metal. He also lost his right leg.

Two Medals of Honor were awarded for the mission, one to Jay Zeamer and the other to bombardier Joe Sarnoski, posthumously. Zeamer now lives in Albuquerque, New Mexico.

Also reporting missing even numbered pages in his April Newsletter is **DANIEL FERGUSON**, 63rd Flight Engineer from Whittier, CA. DAN sent BILL a check to pay for the cost of replacing his defective Newsletter and told BILL not to return the check. He says that the staff does a terrific job on the Newsletter. He generally reads it all at one time, but this "...time it was kind of hard to read between pages. Keep up the good work."

Sending in his 1999 & 2000 dues plus a contribution, **ED DALY**, 65th Bombardier from Ormond Beach, FL, reports that he missed the Massachusetts reunion since he spent 8 days in Dublin, Ireland, attending a wedding and visiting with some cousins.

ED had noticed a request in the January Newsletter for some information on some personnel by **JENNIE MAGID** of Los Gatos, CA. Her late husband **GEORGE** had been the Navigator on the crew of **ANDY BUROCHONOCK**, Stamford, CT. ED and his wife, **LIL**, had kept in touch with **GEORGE** and **JENNIE** and had the opportunity to visit with them in 1973 a couple of years before **GEORGE** died of cancer. **GEORGE** graduated from Chicago Medical School and was a well-known physician in Los Gatos. He was also one of the founders of the Diabetes Society.

GEORGE and **JENNIE** had 3 children. Their oldest son, Paul, had become quite famous as an entertainer with the group, "The Flying Karamazov Brothers," both in the States and in Europe. Their son, Morgan, is a doctor like his dad, and their daughter, Vicki, is a successful financial advisor. **GEORGE** left a wonderful legacy.

"JENNIE founded, along with five or six other people to help, a hospice program about 1980. They called it 'Project Journey.' The objective was to provide comfort rather than a cure and to help the family caregiver with relief and follow directions from a patient's doctor. The trained hospice team consisted of a medical director, nurses, social workers, a chaplain, and trained volunteers. They visit terminally ill or handicapped people at home or in nursing homes. It is called 'Hospice of the Valley' in San Jose, California."

Ed had another surprise when he received a phone call from **RAY HOFFMAN**, 65th Armorer/Gunner from Uma Tilla, FL, also on **ANDY**'s crew and their B-24, *THE MAD RUSSIAN*. It turned out that **RAY** and **ED** live about an hour away from each other. **ED** and **LIL** and **RAY** and his wife, **NANCY**, met half way across Center Florida and had a happy reunion. They plan on doing this again soon. **RAY** had discovered our association via the Internet. [He has joined the association.]

Please add to your Rosters: **RAYMOND C. HOFFMAN**, 37414 Turner Drive, Uma Tilla, FL 32784. Phone 352-357-3807.

HOWARD K. ANDERSON, 64th from Los Angeles, CA, sent strike photos of Hong Kong to **IAN QUINN**, Associate member in Hong Kong as suggested in a recent Newsletter. He also posted a message on the Message Board of the 43rd web site informing those who read it that **IAN** is writing articles [on the missions to Hong Kong] for the Hong Kong Star, an English language newspaper in that city as well as for his own pilots' magazine. **IAN** is a 747 pilot for Cathay Pacific Airline and flies all over the world. His father flew B-24s for the RAAF in WWII. **IAN** knows a great deal about the history of the 43rd.

HOWARD says that if you send photos on the bombing of Hong Kong to him, he will make copies to send on to **IAN** and will return your originals to you promptly. "If I fail to do so you can stomp on my toes at the Tucson reunion or embarrass me in the newsletter." He points out that on our 3 daylight raids on Hong Kong, we often bombed separately so every bomb strike photo is different.

HOWARD and **IAN** recently met and had lunch together in LA. **IAN** gave **HOWARD** samples of his work that **HOWARD** hopes to distribute one day. **HOWARD**'s address is 6669 Sherbourne Dr., Los Angeles, CA 90056. His e-mail address is <andyanne@earthlink.net>.

The 19th Bombardment Association is holding its annual reunion September 17th through the morning of September 21st at the Drawbridge Inn in Ft Mitchell, Kentucky. For more information contact **ROBERT E. LEY**, President, at 3574 Wellston Ct., Simi Valley, CA 93063. Phone 818-703-7717.

RICHARD C. HEMPHILL, 65th Radio Operator from Duncan, SC, sent the editor an article from *THE GREENVILLE NEWS*, a Greenville, SC, newspaper. The article is dated Monday, May 31, 1999. It tells of the burial of the remains of S/Sgt. **WATSON B. HALL** on Sunday, May 30th, in Melrose Cemetery west of Abbeville, SC. The article tells how S/Sgt. **HALL** was killed in a B-17 that was returning from bombing Lae, New Guinea, on Sept. 15, 1943. His remains had been identified through DNA testing and blood taken from a niece, Harriet Cabe, who was born years after her uncle's death. His father had died some years ago. His mother lived to be 92, but died in 1994. His sister, who married and raised a son and daughter, died in 1988. So none of his immediate family knew of the finding of S/Sgt. **HALL**'s remains before they passed away.

Although 40 persons attended the graveside service, few of them had known **WATSON**. He was given a full military burial alongside the memorial stone erected by his mother in his memory. The carefully folded American flag was presented to S/Sgt. **HALL**'s 44-year old nephew, Spence McGowan, son of **WATSON**'s late sister, Delia.

DICK hopes that our records will shed more light on the group and squadron to which Sgt. HALL was assigned at the time. This was a 43rd BG B-17 from Jackson Field near Port Moresby, New Guinea. It is the plane identified by JANICE OLSON, Associate member from Apple Valley, CA, in 1993. [The editor believes that it was from the 64th Sqd., but none of the articles on the plane identify the squadron. The plane, crew and mission were written up on pages 2-3 in the April 1999 Newsletter.] Because of last minute identification of the remains of S/Sgt. HALL, he was not interred in Arlington National Cemetery with the remains of the rest of the crew as previously reported.

The article will be mailed on to our Association Historian for placement in our official archives.

Pres. SAM COMMONS received a nice letter from Brigadier General DAVID L. JOHNSON, Commander of the 43rd Airlift Wing at Pope Air Force Base in North Carolina. He sent in a contribution to our association and thanked SAM for sending him our 1999 pocket calendar. He expressed regrets for missing the Springfield reunion and is not sure if he can make it to Tucson. He may no longer be stationed at Pope AFB at that time. He has instructed his secretary, Betty Brown, to forward any information about the up coming reunion to his successor. Meanwhile he writes that the 43rd Airlift Wing will continue to uphold all that "Ken's Men" represent and remain Willing, Able and Ready. He says that he wants to stay in touch, as the New Mexico reunion was memorable.

SAM also received the sad news from ROBERT H. BUTLER, 63rd Bombardier, past president and founding father of the association from Fayetteville, NC, of the death of HARRY A. STALEY, 63rd Pilot from Batavia, NY. HARRY completed a couple of tours of overseas service during WWII. For a time he served on the late KEN McCULLAR's crew, as copilot on a B-17 while BOB was bombardier on that crew. Our sincere sympathy goes to his widow, HELEN. God Bless.

The editor received a rather cute and clever announcement from VIRGINIA and ARTHUR DURBECK, from Bradenton, FL. [Art, why do you not have any duty or squadron listed with us for the Roster?] It seems that ART has been whining and complaining so much about LARRY HICKEY's overdue history *KEN'S MEN AGAINST THE EMPIRE* that VIRGINIA has volunteered to ghost write ART's recollection of the 13th Recon/403rd Squadron. Meanwhile VIRGINIA has been active in her own rights and has published her own memories, humorous vignettes from 1921 to 1969 to tell her story of a west Texas childhood, school days, college adventures and the gypsy life as an Air Force wife who moved twenty-one times in twenty-three years. They hope to be at Tucson and celebrate their 54th wedding anniversary on October 20th. The announcement of her book follows.

Birth Announcement

Virginia Durbeck's "baby" has arrived!

It's a Book!

"Gliding Forward, Glancing Back"

Weight: 2 lbs. 8 oz.

Length: 337 pages

* * * * *

This hardcover journal of an Air Force wife will be available in Tucson

Or may be ordered from the author at

30002 Farm Road

Alexandria, Virginia 22302

Tel: (703-548-6092)

\$25 (Postage and handling included)

* * * * *

ART is enjoying the Newsletters and asks the staff to keep up the great job.

A couple of letters arrived from a former secretary of the Association and editor of the newsletter, **LLOYD "BREEZY" BOREN**, 65th Bombardier from San Antonio, TX. He suffered a heart attack in May, but after the medics performed some by-pass surgery his recovery was rapid. He says he missed only a week of work. We wish you well BREEZY with many more years of good health.

He also heard from Isaac McDonald Jr., son of a former 43rd comrade, T/Sgt. **ISAAC McDONALD**. Isaac is interested in hearing from anyone who knew his father who was killed on Jan. 7, 1945 in the Philippines. He served in the 63rd Squadron. So if any of you knew ISAAC and can give his son any information about his service, please contact him at **P.O. Box 2071, Elizabethtown, KY 42702**.

E-mail from Tim Heck inquiring about a 63rd crew captained by the late **CHARLES QUINETTE** whose widow, **BILLIE**, lives in Riverside, CA. It seems that Tim's grandmother, **BILLIE**, is the widow of the late **ROBERT RYAN**, her first husband, who served as bombardier on QUINETTE's crew. The crew joined the 63rd as part of the Scott Project. Major **SCOTT** had been a pilot with the 63rd flying B-17s. On the completion of his duty, he returned to the States and began training with many crews in B-24s equipped with radar for night bombing. He headed up that project which took on his name. He returned to the 63rd with the rank of Lt. Colonel, and he became its new CO.

ROBERT was killed in an AT-21 crash on 18 October 1944 in Pennsville, NJ.

Tim wants to know if anyone has any information about any of the following men on that crew: **F/O JOE B. BARTON**; 2nd Lt. **JOHN D. SIZEMORE**; T/Sgt. **RAYMOND W. DANYOW**; S/Sgt. **JOSEPH W. PEPITUNE**; T/Sgt. **LAVERNE A. LANDEFELD**; S/Sgt. **GEORGE D. HAULENBEEK**; T/Sgt. **MILTON RUBIN** and S/Sgt. **GEORGE F. OLVERA**.

Tim inquired about associate membership for his grandmother. The secretary sent him the application form and a copy of the April Newsletter for Mrs. **RYAN**.

Tim's address is **1955 Mulsanne Drive, Zionsville, IN 46077**. His e-mail address is [<timheck@yahoo.com>](mailto:timheck@yahoo.com).

Writing to **BILL WILSON**, our Treasurer and 65th Pilot, **DAVID A. ADAMS** says that he doesn't know how it happened but he was dropped from membership of our association. He got **BILL**'s address from **STEVE BLOUNT**, 64th Pilot from San Antonio, TX, and wants to get back on active status. He asked **BILL** to let him know what he owes in dues.

He says that he has a son in Livingston, TX, who teaches in Shepherd, TX. His son has taught and coached in several towns in that part of Texas. **DAVID** says that he gets to Texas about once a year but has never been to Snyder where **BILL** lives and works.

For your Rosters his address is **2001 Crawford Street, Bellevue, NE 68005**. His phone is **402-291-1116**.

In a short note to **BILL** along with his dues **Le ROY R. JONES**, 63rd from Tecumseh, NE, asks that the staff keep up the good work. He always enjoys reading the "Ken's Men" newsletter.

Also enjoying the newsletter is **MARTIN A. McBEE**, 403rd Bombardier from Plantersville, TX. Along with his dues for '99 and 2000, **MARTIN** enclosed the ode below that he found amongst his memorabilia. He also sends in a change of address. **Route 1 Box 2900, Plantersville, TX 77363**.

Ode to the Bombardier

On a lonely road, through a cold, bleak night,
A grizzled old man trudged into sight.
It's hard to explain that catch of breath,
As they seemed to sense the approach of death.
Furtive glances from ceiling to floor,

'Til someone, or something, opened the door.
 The bravest of hearts turned cold with fear
 The thing in the door was a bombardier.
 "What is a bombardier?" ... No reply ...
 The men turn silent, and women sigh.
 His hands were bony and his hair was thin.
 His back was curved like an old bent pin.
 His eyes were two empty rings of black,
 And he vaguely murmured, "Shack, shack, shack!"
 This ancient relic of the Second World War
 Crept 'cross the room, and slouched to the bar.
 As a deathlike silence fills the place
 Like the gaunt, gray ghost of a long lost race.
 No one spoke, but they watched in the glass
 As the old man showed a worn bombsight pass,
 And with hollow tones from his shrunken chest,
 Demanded a drink, and only the best.
 The glass to his lips, they heard him say,
 "The bomb bay's open ... bombs away!"
 And the people whispered over their beers,
 "There goes the last of the bombardiers!"
 With no other word, he sneaked through the door,
 And the last bombardier was seen no more!

Sending BILL his '99 & 2000 dues is Associate member **NATHAN "JOE" HIRSH Jr.**, 435th Squadron 19th BG from Georgetown, TX.

Catching up with his dues for '98 & '99 is **IRVING POLIN**, 65th Radio Operator/Gunner from Venice, FL. He writes that he enjoys the Newsletter and hopes that time will permit him to attend the Tucson reunion this year.

Describing himself as a 39-year old amateur historian with an interest in WWII history, **MICHAEL MOSKOW**, wrote BILL to see if he had a copy of *Down Under* by the late **FRED BLAIR**, 63rd Bombardier, for sale as he wishes to purchase a copy.

His main interest has been in the Allied aviator POWs imprisoned at Rabaul, New Britain, during WWII. He first learned of such men in an article in *The New York Times* in Aug. '82. He learned more about these men in an article by James McMurria, a 5th AAF B-24 pilot, that appeared in *Parade* magazine in Sept. '83.

In addition he has done research at the National Archives in College Park, MD, to see any official documentation which might exist regarding these POWs. From these documents as well as from books by two ex-POWs held at Rabaul and sources in Australia and New Zealand, he hopes to make a definitive list of the Allied aviator POWs held at Rabaul.

Through his work he learned of a number of 43rd BG men captured during raids on Rabaul in 1943. Some of these men were fortunate enough to survive the war and returned to the States, but unfortunately several others did not.

He has been in touch with **ROGER E. VARGAS**, 63rd Navigator from Riverside, CA, who has been very helpful to him in answering long standing questions he had about the 43rd men and particularly those from the 63rd Squadron. Michael has found ROGER not only helpful, but "... putting it

modestly! He's been instrumental in helping me to solve some 'mysteries' about the 43rd BG's B-17 era."

If any of you have any information about this part of the history of the 43rd, please contact Michael at **54-12 Revere Road, Drexel Hill, PA 19026**. His phone is **610-622-7953**. His e-mail address is **<steelydanman@worldnet.att.net>**.

Another of our members has chosen to become a Life Member as he finds that he keeps forgetting to pay **BILL** his dues each year. **JAMES E. NAAREM** of Bloomfield, CT, resolved that problem and says he is paying his dues for the next century. That's the way to go! [JIM why not send us your squadron and duty so that it will be in the Roster for 2000?]

JIM writes that his wife, **LUCY**, and **BILLYE** and **MARSHALL NELSON**, 64th Director from El Paso, TX, all hope to make it to the Tucson reunion this fall. [MARSHALL what was your duty in the 64th?]

JAMES L. HARCROW, 65th Pilot from Walton, FL, has paid his dues for 3 years and added a contribution to the general fund as well. In his letter to **BILL** and **MARY LOIS**, JIM writes that he hopes to see them at our next reunion. He has been doing a great deal of traveling. He spent Thanksgiving with his daughter and family in Colorado Springs, CO, Christmas with his son and family in Phoenix, AZ, and this June in Phoenix again. He expects to spend July with his grandchildren in Orlando, FL. His son, Bob, and daughter-in-law, Carol, will be his guests in Tucson.

Another person resolving some mix up with his dues is **FRANCIS X. LABIE**, 64th from Port Richey, FL. **FRANK** has become a Life Member and made a very generous donation to the association. He says, "... I'm '76' and if I'm still alive in 2030, I want a refund. Ha, fat chance."

FRANK has not been able to make any reunions due the serious illness of his wife who he has cared for diligently for the past 12 years. He says that after 53 years he is still in love with his wife. He writes that he was originally from Pittsburgh and knew **JIM RODELLA**, 64th Gunner, and **JOE JANCOSKO** of the 64th. Both are from Pittsburgh, PA.

FRANK joined the 64th in New Guinea and returned to the States in 1945. If he can make the reunion, he will keep his hip boots on as he listens to the fly-boys spread it on. He wonders if the fly-boys ever knew that there were other personnel in the 43rd? "Without the ground crew, they would need directions to go to the latrine."

He says that he has a size 40-flight jacket from 1942 that is in good shape and is for sale. If you are interested his phone is **727-862-2873**. This is not listed in the Roster.

Along with his dues for 2000 & 2001, **ROY L. PERRY Jr.**, 63rd Flight Engineer from Prescott Valley, AZ, writes in April that he had just returned from Tucson. He and his wife, **JIMMIE**, had dinner at the Pima Air Museum. He says that the B-25 there looks new. There are trams running through the museum grounds where the old planes are stored. Many are just skeletons, but many others are mothballed. He hopes to see everyone in Tucson in October.

URBAN C. NYE, 64th Nose Gunner from Winter Springs, FL, sent **BILL** his dues, as he does not want to miss any Newsletters. "They are 'Great' and sure worth looking forward to."

Sending **BILL** a couple of years' dues is **THEODORE "TED" ROMANOWSKI**, 403rd Armorer/Gunner from Whiting, NJ. **TED** relays the very sad news of the death of his wife of 47 years, **LORENZA**, who suffered for the past three years from cancer. God Bless. It is understandable that he lost track of time and less important matters like keeping up with one's dues.

TED says that he had a card from ART DURBECK who said that he was not able to contact TED by phone. That is understandable as TED's area code was changed. His phone is now 732-350-0173.

TED says that he had a surprise visit from Willie Williams from South Dakota. Willie was in town visiting relatives and stopped by to see TED. Their visit was short but TED says it will be "well remembered." Willie came at the time TED was taking his wife to the hospital for a blood transfusion.

He asks BILL to keep up all of the good work on the Newsletter. He enjoys reading all the "Poop from the Group."

Catching up with his dues and remarking that the Newsletters have been very good of late is JAMES F. MARTIN, 63rd Intelligence from San Jose, CA.

More sad news comes from MARY FRAYCHAK who reports the passing of her husband of 40 years, MICHAEL FRAYCHAK, 63rd Gunner from Hemet, CA. Enclosed with her card was a newspaper obit. MICHAEL earned the Purple Heart, the Silver Star, the DFC, the Air Medal as well as several campaign medals and awards. He was wounded in the Battle of the Bismarck Sea. It is always sad to report the passing of another of our fellow 43rders. God Bless.

Reporting that he turned 80 in January, and that this must have slowed him down some, DALE W. ALLTON of Newark, OH, sent BILL a check for his '99 dues. It was signed by his wife who is also his secretary. He says she reads the Newsletters too and so should be involved. They both enjoy them. [Why not send us your duty, squadron and secretary's name for the 2000 Roster?]

Enjoying the Newsletter and paying his dues from 1999 - 2001 is LLOYD L. HAYS, 64th Pilot from Houston, TX.

THOMAS S. CASEY, 63rd from E. Sandwich, MA, has his dues nearly caught up with that last payment to BILL. TOM sends along his e-mail address as <TCasey@Capcod.net>.

DONALD SCAGGS, 63rd Aircraft Maintenance from Cedar Lake, IN, wonders what happened to the group of men taken aboard the Queen Mary at Goose Bay. They were dressed in civilian clothing. CLYDE FARRELL, 63rd Crew Chief from Northglenn, CO, helped pass out their gear. It was stored in a large swimming pool on the Queen Mary. DON says that he heard these men took their basic training in Australia.

ANNE AILEEN LaMORGE, widow of the late VINCENT, 64th from Vacaville, CA, sent BILL her dues for 1999 & 2000. She had meant to send them in some time ago and clipped the check to a Newsletter as a reminder. Guess what? She writes, "Better late than never or not at all."

ANNE says that since last November her health has not been as good as it had been, but she is hoping to make it to Tucson for the reunion.

She logged onto the 43rd's web site last May and left a message there. She also sent e-mail to JOSEPH C. DiMAURO, 64th Nose Gunner, after seeing his name and message on the site.

Sending in his dues for 2000 & 2001 as well as changes of address and phone number is ALLEN B. CHRISMAN, 65th Navigator. He says that they will be in their new location by May 29th, so they must be there now. He hopes that he and ESTHER will make it to Tucson for the reunion.

Put these changes in your Rosters. 305 Salish Court, Kalispell, MT 5990. Phone 406-257-0753.

The reunions are just too far for **LELAND R. LOUGHREY**, 403rd Navigator from West Chester, PA, to travel. He missed the last one and does not expect to make the Tucson reunion. He did catch up with his dues and is now paid up with our treasurer.

He says that after he enlisted, he was sent to Jefferson Barracks. Then he was sent on to Scott Field for radio school. Next he was an aviation cadet at Kelly Field, then on to Tent City at Brooks, after which he was sent to Primary at Ballanger, TX, and finally to Ellington and Hondo, TX, for Navigation School.

His Pilot's class was 42 I and Navigation class was 43-6. He graduated in April and went to Tucson where he joined the B-24 Provisional Group. He was assigned to **ZASTROW**'s crew. They joined the 63rd at Port Moresby and flew the old B-17s. In Dec. '43 they were transferred to the 403rd and flew B-24s.

LELAND writes that he has the primary class books for 42 H and 42 I as well as the Navigation Class book for the 43-6, and he wonders if these would be an addition to the "Memorabilia" Room at the next reunion? If so, he will send them on to Tucson.

[If anyone would like to see these at the reunion, please let **LELAND** know and arrange for their shipment.]

WELDON H. "DON" YOST, 65th Pilot from Norman, OK, wonders about the Y2K problem for the 43rd's files. [There is no problem.] He remitted his '99 dues to our treasurer.

DON says that he has talked with two members of his crew who he not been in contact with for years, **FENNER BROWNELL**, Copilot, and Radio Operator **JOE SHELTON**. There is a possibility of one of them or both of them attending our Tucson reunion. Their Flight Engineer, **CLINTON B. BRASSER** of Sheboygan, WI, and Navigator, **ALLEN B. CHRISMAN**, Kalispell, MT, might also be attending the reunion. If all 5 attend, **DON** thinks it would be quite a showing. That's for sure.

ALVIN HAAS, 64th Crew Chief from Des Plaines, IL reports that he and his wife, **LORAIN**E, are doing as well as can be expected considering their ages. The good Lord willing, he will see us in Tucson. He enclosed the poem below.

Just Slowed Down a Vibe or Two

by

Barbara Bollinger of Wheeling

Old age sure just happened,
It wasn't expected quite so soon.
Heck, I'm only just a youngster,
still a reachin' for the moon.

It crept up in such a hurry,
a racing' through the days.
Just a nippin' the old body,
I've changed so many ways.

It takes me a little longer,
to put across my point.
But I'm gonna keep on lovin',
though my knees are out of joint.

The hair may be a bit whiter,
and a little thinner too.
But my motor's still a running',
just slowed down a vibe or two.

My step's a little slower,
and the eyes are kinda weak.
But I'm gonna keep on lovin'.
Heck, I've only reached my peak.

JOE F. SHELTON, 65th from Paris, TX, sent **BILL** his dues for 2000 and asked that his subscription to the Newsletter be renewed. He says that he flew with **WELDON H. YOST**, 65th Pilot from Norman, OK.

***** **QUARTERLY HUMOR** *****

The editor is asking that those of you with e-mail facilities refrain from sending him all of those jokes and bits of humor downloaded from the Internet. These are clogging his mail system and consume as many as 10 or more pages a day that he simply deletes. The editor has reams of humor and can download more from the Internet whenever he desires. Our President, **SAM COMMONS**, makes the same request. Thank you. We would appreciate your cooperation.

I'M A SENIOR CITIZEN in Honor of Older Americans.

I'm the life of the party ... even when it lasts 'til 8 PM.
I'm very good at opening childproof caps with a hammer.
I'm usually interested in going home before I get to where I'm going.
I'm good on a trip for at least an hour without my aspirin, antacid, ...
I'm aware that other people's grandchildren are not as bright as mine.
I'm positive I did housework correctly before my mate retired.
I'm in the initial state of my golden years: SS, CD's, IRA's, and AARP.
I'm a Senior Citizen and I think that I am having the time of my life.
Do I have Alzheimer's? I don't remember. But, I'm happy, I think.

A man and a woman who had never met before find themselves in the same sleeping carriage of a train. After the initial embarrassment, they both manage to get to sleep; the woman in the top bunk, the man in the lower. In the middle of the night the woman leans over and says, "I'm sorry to bother you, but I'm awfully cold and I was wondering if you could possibly pass me another blanket." The man leans out, with a gleam in his eye, and says, "I've got a better idea. Let's pretend we're married." "Why not," giggles the woman. "Good," he replies. "Get your own blanket."

A man once counseled his son that if he wanted to live a long life, the secret was to sprinkle a little gunpowder on his cornflakes every morning. The son did this religiously, and he lived to the age of 93. When he died, he left 14 children, 28 grandchildren, 35 great-grandchildren, and a 15-foot hole in the wall of the crematorium.

Respectively Submitted – Jim Cherkauer, Editor

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.

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.** Please write legibly. 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>.

The U.S. Postal Service will not forward the Newsletter. If you have a change of address, send **BILL WILSON** this change **as soon as possible.**

A new ROSTER is published in the even numbered years. The next Roster will be published in the year 2000. Make certain that all of the information on you such as name, address, phone number, squadron, spouse and duty and while serving in the 43rd are correct. Drop BILL WILSON or the editor a note with whatever corrections and/or additions should be made in your case. Thank you.

1999 Reunion News
43rd Bomb Group Assoc. 19th Annual Reunion
Tucson Arizona 85701

The 1999 reunion will be held at the Inn Suites Hotel 475 N. Granada. This is located at I-10 and St. Mary's Road. The rate is \$55.00 a night, and includes free breakfast buffet, free social hour (beer or wine), free bar-b-que on Wednesday evening, free popcorn and HBO.

Our tour company will be Grey Line Tours, and they have some outstanding tours planned. You can make arrangements on your own for a tour to the Grand Canyon before or after the reunion.

Some of the tours being offered are:

The Arizona Desert Museum located in the Tucson Mountain Park - rich in animal and plant life.

Sabino Canyon - At the foothills of the Santa Catalina Mountains. This includes a tram ride up a winding canyon road that crosses a creek seven times.

San Xavier Mission - Known as the "White Dove of the Desert" it is located on the Tohona O' Odham Indian Reservation.

Nogales, Mexico - 64 miles south of Tucson. A lot of bargains there, but be prepared to offer much lower prices than the asking prices.

Tombstone - The town too tough to die. You can walk the streets where Wyatt Earp, Doc Holiday and Bat Masterson walked.

Tucson historic district and downtown - Tucson is the home to the University of Arizona and many museums.

Our Friday tour will be to the Pima Air Museum, one of the largest of its kind. Be sure to bring your camera. Lunch will be at the officers club on Davis-Monthan Air Force Base.

Our Friday evening meal will be a Mexican buffet with entertainment by Mariachis and Folkloricos dancers.

The reunion fee this year will be \$110.00 per person. This is due to increased costs. The overall cost will be lower because of the reduced rate of the hotel and the free meals.

We are looking forward to seeing you in Tucson in October 1999.

BOB WATSON
Reunion Coordinator

JAMES THOMPSON
Reunion Chairman

The editor apologizes to Jim and Bob and to all of the membership for omitting this page from the April Newsletter. How that happened escapes me as I had it all typed and ready for insertion. Let's hope that the old adage "better late than never" will be accepted here.

Ralph K. DeLoach, 63rd pilot on Black Jack's last flight, sent me a note the other day. He had a stroke two years ago, but no paralysis and is getting along pretty good. Still spends time in England and California. Sent me a tape on a talk he made in England about Black Jack. I'll bring the tape to Tucson and if you like we will play it. Thanks Ralph. Take care.

The New Roster will be out in November. This time you will be able to read it, so the boy from Florida won't complain. Please be sure to check your label and if anything needs to be changed (address, phone number, spouse) or added (Squadron, ERA, Duty) let me know. The books will go to the press October 30, 1999. What ever we have right or wrong that's it. Thanks for checking! I want to do a good job.

The other day I was going to the Ranch some eighty miles away and got to thinking about our days in the 43rd Bomb Group. All of us with different skills, different back grounds, came from different parts of the country and there we were a long way from home, with a Big - Big job to do. I was reminded of a thing that happened in 1941. I had received my wings and commission in The Royal Canadian Air Force and was posted to my duty assignment. I packed up my things and was ready to travel. I had a Batman to help me. I was around 21 or 22 years old and the Batman was in his 60's. I picked up my suite case and he said he was going to carry it for me. I say, I have it, lets go. He said, " That's his job." Then in a real British voice he said, "But sir, I'm doing my bit." I think that tells the story of the 43rd. We each did "our bit". By each doing their "bit", we went from Mareeba, Aus. to Tokyo, Japan. A hell of a trip. A job well done.

We each did "Our Bit".

God Bless,
Mary Lois & Bill

REUNION NEWS

If you are traveling to Tucson by auto, you will come in on I-10 and exit at St. Mary's Road, exit 257A. **THE INN SUITES HOTEL** is east of I-10, next to the freeway, at St. Mary's road and Granada.

If you are coming by plane, there is a van service by the name of **ARIZONA STAGECOACH**. It is located on the lower level when baggage pickup is located. The fee to the hotel is **\$12.50**. Taxis are also available.

If a group wants to go from the hotel to one of our four malls or one of our fine restaurants in another part of town, you may call **Michael's Livery Service, Arizona Stagecoach, MS Transportation** or a **taxi**. All are listed in the yellow pages under **Taxis and other transportation**.

The weather here in October is very mild during the day and a little cool at night. You might like to bring some summer clothing and a few long sleeve shirts or blouses for night wear. Bring a light jacket or coat and/or sweater. No winter clothing is required. Daytime temperature should be in the 70s or low 80s. Nighttime will be in the 50s.

There are many places to visit in the Tucson area. Among these there are a postage stamp museum, a yo-yo museum, and an art museum that is located downtown as well as other museums on the University campus. Biosphere 2 is off highway 77 in Oracle about 15 or 20 miles from the hotel. Visit Old Tucson - a western theme park and place where many movies have been filmed. Just a short distance north of the city is Mt. Lemmon, at 9,157 feet it is like being in Canada. There are two casinos in Tucson if you like to gamble. They are the Desert Diamond Casino next to the airport at 7350 S. Nogales Hwy. and Casino of the Sun at 7406 S. Camino de Oeste.

The Inn Suites Hotel has five rooms that are wheelchair accessible. Busses have places for wheelchairs, but you must be able to get on and off the bus with help.

There are ten hospitals in the Tucson area. One of the best is The University Hospital located less than two miles from the hotel.

Mexico is just over sixty miles south of Tucson and there are a lot of gift shops there. If you go to Mexico, there are a few things you should know. Don't pay the asking price and don't drink the water except in the restaurants that Americans frequent. Beer and soft drinks are o.k.

See you all in October.

Jim Thompson, Reunion Chairman
520-747-9490

1999

**43rd BOMB GROUP
REUNION NEWS**

TUCSON, ARIZONA

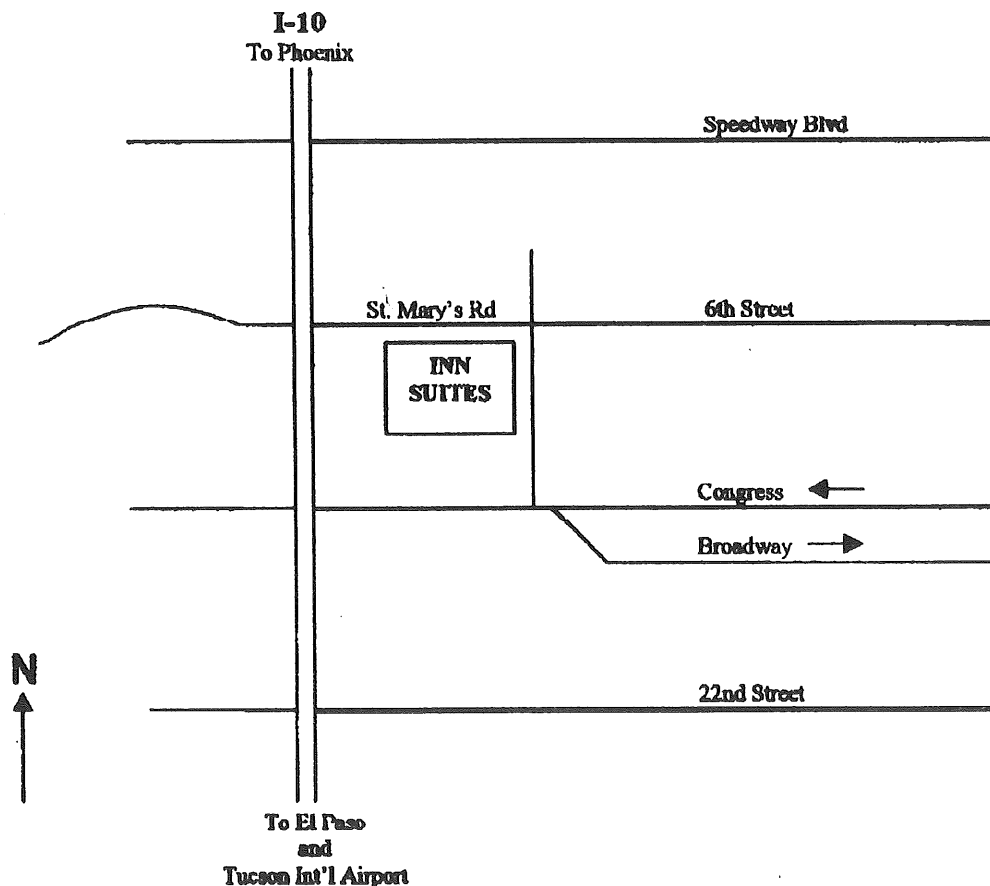
Here is some basic airport transport and RV information. There will be more details in the next News letter.

Transportation from the Airport: (prices may vary – approx. \$20)

Arizona Stagecoach	(520) 881-4111
MS Transportation	(520) 327-4674

Here are a few of the RV Parks in the Tucson area

Rincon Country West RV Park	
4555 S. Mission Rd, Tucson, AZ 85746	(520) 294-5608
South Forty RV Ranch	
3600 W. Orange Grove Rd (at I-10), Tucson, AZ 85741	(520) 297-2503
Voyager RV Park	
8701 S. Kolb Rd (at I-10), Tucson, AZ 85706	(520) 574-5000
Prince of Tucson RV Park	
3501 N. Freeway Rd (at I-10), Tucson, AZ 85706	(520) 887-3501



1999 REUNION SCHEDULE OF EVENTS

The first official activity for this year's reunion is on Thursday morning, but we encourage you to arrive early so that you can spend time relaxing, renewing acquaintances, making new friends and enjoying the sunshine and unique landscape of the Tucson Sonoran Desert with the optional touring offerings.

Remember to bring and wear your 43rd Badges.

- ➔ REGISTRATION (in Lobby) - Monday – Saturday; 9:00 A.M. – 3:30 P.M.
- ➔ HOSPITALITY ROOM - Monday – Saturday; 9:00 A.M. – 4:00 P.M.
- ➔ BOARD OF DIRECTORS (Heidel Room) - Thursday at 10:00 A.M.

Wednesday & Thursday, October 20th & 21st

Optional Tours with Grey Line Tour Company – separate registration required
8:00 P.M. Board of Directors Meeting – Heidel Room

Thursday, October 21st

- 9:00 A.M. Golfers meet in Lobby
- 8:00 P.M. Squadron Meetings
 - 63 rd -
 - 64 th -
 - 65 th & HQSQ -
 - 403 rd -
- 8:00 P.M. Ladies Program – Copper Room

Friday, October 22nd

- 7:30 A.M. – 9:00 A.M. Buffet Breakfast – Silver and Copper Rooms
- 9:00 A.M. – 2:00 P.M. Air Museum Tour and Lunch at Officer's Club
- 6:30 P.M. – 10:00 P.M. Mexican Buffet and Entertainment – Silver & Copper Rooms

Saturday, October 23rd

- 7:30 A.M. – 9:00 A.M. Buffet Breakfast – Silver and Copper Rooms
- 9:30 A.M. – 12 noon Group Meeting – Silver and Copper Rooms
- 5:00 P.M. – 6:30 P.M. Cocktail Party – Patio (weather permitting)
- 6:30 P.M. – 10:30 P.M. Banquet Dinner and Dance – Silver and Copper Rooms

Sunday, October 24th

- 8:30 A.M. – 9:00 A.M. MEMORIAL SERVICE – Gold Room
- 9:00 A.M. – 11:00 A.M. Farewell Brunch - Silver and Copper Rooms

James Thompson, Jr.
Reunion Chairman

Bob Watson
Reunion Coordinator

