



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

NEWSLETTER 83<sup>RD</sup> EDITION  
JULY 2002



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\*\*\*\*\* From Roger G. Kettleleson, President\*\*\*\*\*

We are still on course for the 43<sup>rd</sup> Bomb Group Association reunion at the **Golden Nugget**, at Las Vegas from Sunday Sept. 22, until noon Sept. 26, 2002. However, in order not to have a conflict with other activities during the week, the meeting of the Board members is planned for Sunday evening, 22 Sept at 7:00 PM so you Board members please arrange to be here by then.

There has been a change in location of the golf tournament from Nellis AFB to Craig Ranch golf course. This was done to forego the inconvenience of the necessary security procedure precautions that are in force at Nellis AFB. Craig Ranch is located west of Interstate 15 about 12 miles north of Las Vegas. Hoover Dam interior tours are still curtailed with truck and bus travel still being rerouted away from the dam is still available and worthwhile for those of you who have never been there. Passenger cars can continue to drive across, so those of you coming from the southeast will have no problem.

A letter from **Mrs. Claire Spense**, 453 Holbrook Road, Virginia Beach, VA 23452, forwarded pictures her husband, **William (Bill)** had with his personal things. The photos are from his days in Mareeba, Australia and New Guinea, and will be in the memorabilia room during the reunion. She said he was a radio operator(T/Sgt) on a B-17 crew, and was assigned to the Signal Corps after graduating from Officer Candidate School. She said his memories were of the 43<sup>rd</sup> days.

A letter from **Michael J. O'Malley** said the Newsletter brought him back to the days in the 63<sup>rd</sup> Squadron, where he was on a crew flown by pilot **Earle J. Bishop**, who passed away March 15, 2002. He listed the following crew members and the dates of their passing: May 23, 1985-**Clarence McFadin**, Radio Operator: Jan. 12, 1987-**Keith Slane**, Engineer: Aug 8, 1987-**Richard Woods**, Radar- Nav : Nov. 1984 -**Donald Schlasser**, Bombardier: and Oct. 26, 1987 -**Raymond Merz**, Gunner. Michael served as Senior Judge in Allegheny County, Court of Common Pleas, Pittsburg, PA.15219-1819.

An e-mail message from **Marjorie Baron** stated that **Alfred Baron**, 10587 Whitaker Road, Holland Patent NY 13354 had served as a B-17 tail gunner in the South Pacific from June 1941 to Sept, 1945. A letter and registration form was forwarded and I hope he can join our reunion this year. I'm certain that he would appreciate a note from those who may recall Alfred.

It is important that you fill out and return the assignment sheet attached to this newsletter if you have paid for a copy of the 43<sup>rd</sup> History Book as the total figures could be important for the resolution of the problem we're having getting the book published. Please forward the assignment sheet to Howard K. Anderson, Secretary, 43rd Bomb Group, 6669 Sherbourne Drive, Los Angeles, CA 90056-2123.

P.S. **Audrey** says to bring some shorts because it can still be very warm in Sept. and all the nickels and quarters you can find for a fun time! There are many interesting tours available, the enlarged and refurbished "Liberache" museum just opened, for one. We're looking forward to seeing and meeting every one of you, so please send in your registration real soon.

**Reminder to board members:** Please plan to arrive by Sunday, 22 Sept. 2002

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By Andy Anderson:

**Two more missing B-24s have been located in the New Guinea area this year both containing remains of crewmen.**

One is our own 63<sup>rd</sup> Squadron B-24D 42-40475 *The Swan* which went missing on 3<sup>rd</sup>. Dec. 1943 while on a night reconnaissance mission from Dobadura, Papua New Guinea, to the vicinity of New Hanover Island. The last message from the plane was "*Why aren't lights on?*" It appears that the plane was off course to Dobadura because it crashed into the thick jungle inland from Cape Ward Hunt some distance north of Dobadura. The following crewmen were aboard:

|                                         |          |                                                                                  |
|-----------------------------------------|----------|----------------------------------------------------------------------------------|
| Capt. Robert L. Coleman                 | 0-789137 | from Wilmington, Delaware (He was Squadron CO)                                   |
| 2 <sup>nd</sup> Lt. Kenneth L. Cassidy  | 0-802017 | from Worcester, MA                                                               |
| 1 <sup>st</sup> Lt. George E. Wallinger | 0-662400 | from New York                                                                    |
| 2 <sup>nd</sup> Lt. Ronald F. Ward      | 0-736737 | from Massachusetts (reported in error as <u>Roland</u> by the 43 <sup>rd</sup> ) |
| 2 <sup>nd</sup> Lt. Irving Schechner    | 0-673737 | from New York                                                                    |
| T/Sgt. Paul Miecias                     | 32302997 | from New Jersey                                                                  |
| S/Sgt. Albert J. Caruso                 | 32464441 | from New Jersey                                                                  |
| T/Sgt. William L. Fraser                | 17035405 | from Missouri                                                                    |
| S/Sgt. Robert E. Frank                  | 32302093 | from New Jersey                                                                  |
| T/Sgt. Robert C. Morgan                 | 16039363 | from Michigan                                                                    |
| Pvt. Joseph Thompson                    | 19039138 | from California                                                                  |

The plane was located by **John Douglas**, Chief Field Officer for **Michael John Claringbould** of Aerothentic Publications. As yet, the remains have not been recovered by Central Identification Laboratory in Hawaii. Sgt. Frank's "dog tags" were recovered at the crash scene providing positive identification of the plane. **Rest in peace.**

The only living relative of **Pvt. Joseph Thompson** is **Sandra Smith** of West Australia. She learned of the finding of her father's plane on the day of the funeral of her husband, who died in an automobile accident. She has tentative plans to attend our reunion in Las Vegas in September.

Another B-24 located this year was B-24 41-23752 *The Crosair* a 90<sup>th</sup> Bomb Group plane located in 90 feet of water near Kawa Island, New Guinea, on January 20, 2002. The plane was ditched on January 1, 1943. When the plane was ditched one crewman was trapped in the plane and one died in a life raft. The other crewmen survived. The plane was located by **Rod Pierce**, of Niugini Diving, based at Lae, PNG. According to Pierce, the plane is upside down with its tail twisted 180 degrees and the remains of **Sgt. Carol C. Domer** are still inside the plane. Recovery will need to be made by CILHI.

Rod Pierce is the same man who discovered the 43<sup>rd</sup> Bomb Group B-17, **Black Jack** under water near Bog Boga Island in 1986.

These two B-24s located are in addition the 22<sup>nd</sup> Group B-24 and the 403<sup>rd</sup> Squadron B-24 that this Editor wrote about in the April Newsletter.

I spent April 8 to 22<sup>nd</sup> in Australia and had a wonderful trip. The Aussie people were great to be

with. My wife and I spent most of our time in Sydney, Cairns, and Melbourne but we did get out into the rural areas on side trips. Before I left home I contacted **Les McAuley**, the Aussie author, and asked for some information about his books that 43<sup>rd</sup> members might enjoy and he mentioned his book *Into The Dragon's Jaws* about the Fifth Air Force over Rabaul in 1943 (the B-24 era). He wrote the book in 1986. I ordered the book from Paul Gaudette Books in Tucson, AZ by phoning 1-800-874-3097. And I have found it well worth the modest price of \$20 plus \$4 for mailing. It is 9in. X 12in. paper back with 148 pages and many photographs and maps. McAuley got much of his information from interviews of people who were there, on the ground and in the air, including our own **Max Osborn**, **Carl Hustad**, and **Harry Young** who are pictured in the book. I loved the story of Carl's first night mission to Rabaul which began while the enemy was bombing his own airstrip and the plane was well on its way to the target when the pilots discovered that all of the gunners who were supposed to be in the rear of the plane were still in fox holes on the ground. A more experienced pilot was first pilot on this mission. They got their bombs away and were attacked by an enemy plane. Carl manned the top turret and the engineer manned all of the guns in the rear while a lot of tracers were fired at the enemy fighter which slipped into a cloud to escape. When the plane arrived back at Port Moresby and taxied to the revetment a sheepish collection of gunners were waiting, not daring to tell anyone that their plane had gone on a mission while they took cover during the Japanese raid!

McAuley is working on a book about the big raids on Wewak and Hollandia in 1943 and 1944 and has the book almost completed. He also mentioned his book about the Bismarck Sea Battle and stated that it is available from Burbank's Books, 29 Woodleigh Rd., Blackwood, SA 5051, Australia and from Michael Hyde at [mhyde@senet.com.au](mailto:mhyde@senet.com.au). (also in Australia).

I also communicated with **Steve Birdsall** before going to Australia. He stated that he no longer does any writing but would share research material with other writers.

I also sent an e-mail to **Michael John Claringbold** thanking him for finding the 63<sup>rd</sup> Squadron plane mentioned above and he also responded, seeking more information and mentioned that the search for such missing planes is costly and there is little, if any, financial reward for doing this.

I received a letter from our Historian, **Eldon Lawson**, stating that a gentleman in Australia wishes to write a book or make a movie about the 65<sup>th</sup> Squadron mission to Wewak on April 16, 1943. He is **C.B. Parton** of P.O. Box 254 EUDLO 4554, Queensland, Australia. The B-17 pilots were **Crawford**, **Winfrey**, **Baldwin**, **Corrie**, and **Lien**. The mission is discussed in Salecker's book *Fortress Against the Sun*. I agree that the results of that mission were very remarkable since three Japanese ships were sunk. I have asked **Reginald Tatro** to respond to the Aussie since he was the radioman on Capt. Baldwin's crew and remembers the mission. I am sure that others have information that they could share. Why not help to write a little history while we impatiently wait for our own history to be written? I think postage to Australia is 80 cents. The request was forwarded to **Bud Lawson** from **Jim Thompson**.

The last installment of **Richard Bennet's** diary in the last newsletter and my comments about it have triggered several responses. I learned from **George Wyatt** that **Walter Brenneman's** neice, **Marcia Brenneman** wrote a book in 1989 entitled *Walter, An Airman's Life*. My local library told me today that the book was self-published and is in print. They believe that they can get it for me on an inter-library loan in four months or so. I can remember Marcia coming to one or more of our reunions many years ago. I believe she was collecting information about Walter for her book. The Brennemens were from Indiana.

The following e-mail came from **Reginald Tatro**: "The diary by Dick Bennet was especially interesting as I was flying night missions as radioman/gunner with the 65<sup>th</sup> Sdn., Lt. Baldwin, Pilot. Dick wrote that 'on June 18, 1943, while flying a night mission over Rabaul, it was observed Blady's plane was hit in the tail by a night fighter'. I was positioned at the waist guns and knew we had taken a hit. **Sgt. Tex Pruitt**, Sqdn. Photo Section, was flying as tail gunner and received serious injuries. Being the nearest to him, I extinguished the fire and removed him to the waist where I could administer first aid including

considerable morphine shots. He was alive when we returned to base. He was hospitalized and I never saw him again. It was the squadron's first experience with night fighters."

Also when Bennet wrote about Taylor's crew going down, I speculated that perhaps the crew was rescued because the 43<sup>rd</sup> did not report their loss. But Partrick Freeman phoned me from Wisconsin to "set the record straight". He knew that Taylor's crew entire crew was lost over Hansa Bay. He also remembered when Lt. Hugh Papworth's B-24 blew up after crashing on take-off at Nadzab. His plane was at the opposite end of the runway waiting to take off. They recovered a piece of Papworth's navigator's map that traveled the full length of the runway after the planes 1000lb. bombs blew up. There was a huge rain of debris which closed the runway. Mike Saurez, the son of the gunner killed in that incident, expects to attend our Las Vegas reunion!

I wrote that 1<sup>st</sup> Lt Michael LaPorte and Sgt. Alvin Rowe were not listed as missing on the web site [www.abmc.gov](http://www.abmc.gov). But when I spelled the pilot's name La Porte and Rowe's first name as Alvan, they were both listed as still missing and their names are engraved on the "Tablets of the Missing" at the Manila American Military Cemetery.

On May 6, 2002 your Editor received an e-mail request forwarded by Don Evans of the 22<sup>nd</sup> Bomb Group. It is from a 35 year old Japanese man married to an American girl and living in Japan who is interested in an incident in which his wife's grandfather was injured when the B-32 he was in was attacked on August 18 over Japan three days after the cease-fire. The incident was the subject of an article called "The Flight of the Hobo Queen". The man's name is Yasuyoshi Kitano and his e-mail address is [kitanoymm@yahoo.co.jp](mailto:kitanoymm@yahoo.co.jp). He would also like to hear about other missions flown after the cease-fire and about B-32s in general. If you do not have e-mail, I can forward your information.

I will send him a web address that I found. It is [www.aerotherentic.com/art/misc/B32hoboqueen.htm](http://www.aerotherentic.com/art/misc/B32hoboqueen.htm). It has a color picture of B-32 Dominator and the story of their use by the 386<sup>th</sup> Sq. of the 312<sup>th</sup> Group in photo-reconnaissance missions to monitor Japanese compliance with initial cease-fire terms. Flack batteries tore holes in one and when it got back to Okinawa it never flew again. According to Claringbold's *Forgotten Fifth* it also had a dead crewman aboard. Also Lt. James Klein in Hobo Queen II was attacked by 14 Zeros and Tojos but the Dominator was able to drive them off.

As I write this, the date is Memorial Day, May 30 and the Los Angeles Times has an article about Bob Hope who celebrated his 99<sup>th</sup> birthday yesterday. Yes, he is still alive! There was a ceremony at the Los Angeles National Veterans Cemetery where the chapel was renamed the "Bob Hope Veterans Chapel" which required an act of Congress signed by George Bush. Beginning in 1943, Hope made more than 60 tours and put in over 10,000 shows to entertain military men! Does anyone know what happened to "Bob's Hope", the B-24 named after him? I will include a few of Bob's jokes in the Quarterly Humor Section of this newsletter.

At the end of the war the 43<sup>rd</sup> wrote a few press releases and your Editor will include this one in this Newsletter;

"43<sup>rd</sup>. BOMB GROUP PUBLIC RELATIONS APO 245 FIFTH AIR FORCE, THE RYUKYAS:  
967,000 Tons of enemy shipping sunk or damaged is the world record held by Major Earl A. Butts' famed "Seahawks" One more mission, the major says and his squadron would have stepped over the million mark.

The major, who attended the University of Oklahoma, and enlisted while a senior there, piloted the first B-24 to land at Atsugi Airdrome within the city limits of Tokyo. Yokahama is but five miles away. Commenting on his reception there by Japanese Naval personnel, Butts said. "The Japs still occupied the field but were unarmed. Their officers were courteous but reserved. The enlisted men, however, attempted to be friendly and pitched in and unloaded our planes and carried baggage."

Major Butts took part on the first raids on Shanghai and Hong Kong. During the Hong Kong raid he brought his plane in toward the target at 1,000 feet. The flack was so heavy and dense that the major's

crew named the approach "Flack Alley. On the Shanghai mission he flew for 17 hours on 3,100 gallons of gas, and exceptional range for this sort of mission.

Butts has flown 48 missions. During these missions his crew sank 15 enemy ships and severely damaged another. He has 644 hours of combat flying time and has flown an additional 130 hours in combat zones.

The major has received the Distinguished Flying Cross and the Air Medal with four Oak Leaf Clusters. He has been recommended for the Silver Star and a fifth Oak Leaf Cluster to his Air Medal.

His most exciting mission and the one which earned him the D.F.C. took place on the morning of April 8, 1945. The major was on a daylight reconnaissance mission along the China coast. This mission was voluntary since Major Butts and his entire crew had finished their required number of combat missions. Arriving off the coast of Hainan Island, he proceeded down the east shore searching the bays and inlets for Japanese shore installations.

His first target was a railroad bridge; two bombs were dropped from an altitude of 50 feet. Exploding under the bridge, they sent the last span sky high. East of Pai Sha Tsum they came in over the treetops, strafed Japanese Headquarters buildings and were fired at from the ground. Proceeding to Baklii Bay a radar warning installation was observed and several runs were made on it. Heavy ack-ack fire was thrown up at them and a large coastal gun fired projectiles which fell into the water along the plane's course making huge water spouts. The weather, which had been clear, began to close in upon them with occasional stretches of fog. Several junks were sighted along with smaller craft: these were strafed.

Inland, south of the bay, several bomb runs were made on a stationary locomotive. When they left the area the locomotive was afire with steam pouring out of its cab; a considerable amount of track and a water tower in the vicinity had also been blown up. The next strafing target was a radar installation at Fat Low Airdrome.

Upon returning to examination revealed that the enemy ack-ack had holed the B-24. The mission covered 15 hours of flying time and was extremely successful. A railroad bridge was damaged, two radar installations were shot up, headquarters buildings strafed, one locomotive heavily damaged, a water tower and railroad track damaged and destroyed. All this was accomplished by a single plane in sight of Japanese installations and airdromes.

This mission is typical of Major Butts; his courage and determination and his method of attack leaves little room for error. He is truly one of the outstanding pilots of the 43<sup>rd</sup> Bombardment Group.

Butts entered the service in October, 1940. He was commissioned in the field artillery and served as a "recco" officer at Fort Benning, Georgia until he applied for cadet training. He took his basic training at Minter Field, California. He graduated in grade from Mather Field, California. From August 1942 until June of 1943 he served as an instructor at La Moore Field, California. He went from there to Smyrna, Tennessee for B-24 training.

After phase training with his crew at Blythe, California, he headed overseas and joined the 43<sup>rd</sup> Bombardment Group at Owi Island, off the coast of New Guinea, on August 18, 1944.

His wife, Ellen, lives with their small son, David, born on the day his dad left for overseas, at Camden, South Carolina.

The 63<sup>rd</sup> Squadron of which he was appointed Commanding Officer during May of this year is a noted radar outfit. Their sleek black planes took off at night on a lone wolf patrol and served as a blockade that severed Japanese lines of communication and supplies. They were a wall of wall of strength and halted much shipping in the China and Inland Seas. Flying alone, at night, their radar equipment picked out the Nip ships in the darkness and showed the "Seahawks" where to drop their bombs.

The Fifth Air Force's oldest Heavy Bombardment Group, the 43<sup>rd</sup>, can be justly proud of its "Seahawks" and the men like Major Earl A. Butts who fly their planes."

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Your Editor has received a funeral notice for a former member of the 63<sup>rd</sup> Squadron, **Herbert C. Pflueger**, Major USAF Ret. of Jackson, TN. He was a veteran of much action with the 43<sup>rd</sup>. He was in

eleven campaigns in the Pacific, and was awarded the Silver Star, Legion of Merit, DFC (twice) Purple Heart (twice), and four Air Medals. His crew sank 18 enemy ships. He continued to fly in the post-war Air Force Strategic Air Command at Omaha and in B-36s at Puerto Rico. He will be missed by his widow, Vivian, and a large family. Our President commented that he was truly of the Greatest Generation

**Steven Perrone** sent in a new address for **James A. Watts** of the 63<sup>rd</sup> Squadron. It is Atria Villa Campana, 6653 East Carodelet Drive # 329, Tuscon, AZ 85749. His new phone number is (520) 722- 5245. Thanks, **Steve**.

**Helen L. Green** has a new address which was sent in by her daughter, Shirley Lindquist. Helen now lives at 1003 Grand Fir, Moscow, Idaho 83843. Her new phone is (541) 566-9348.

**Mrs. Eulamae Miller**, widow of Robert, sent a death notice of one of her husbands friends in Oklahoma. He is **Robert Lewis Morhart** of Muskogee, OK, who died April 12, 2002. He was not a member of our association but was a former 43<sup>rd</sup> member and was known to other 43<sup>rd</sup> members.

A dues check and a letter came from **Burl Hamilton** of Tukwila, WA. a 64<sup>th</sup> A/C mechanic. He states that he joined the 43<sup>rd</sup> in Bangor, ME on Feb 11, 1942 and remained with them until Owi Island. He writes "No savvy computers, am 86 now and old dogs don't hunt". He states that he sent a copy of his diary to **Larry Hickey** and doubts that it will see the light of day.

I had another nice letter from Tom Fitzgerald from Samar Island in the Philippines. Does anyone save foreign stamps? He sent a newsletter from B-24 LIBERATOR MEMORIAL RESTORATION FUND, INC. in Australia. They are restoring a B-24 to "taxi condition" using a 403<sup>rd</sup> Squadron B-24 wing that they got from a place called Fata (?) in New Guinea!

We have a new member, **Peter V. Owens**, 763 Santuit-Newton Road, Marstons Mills, MA 02648. He lists his occupation as writer/professor. His phone number is (508) 420-550 His uncle was **Peter S. Owens** a tail gunner who flew to his death on the B-17 *Listen Here, Tojo* with **Eberly** as his pilot. I wrote about that crew in the last newsletter. Two of our associate members were at the site of the wreck a few years ago before the remains were recovered. They were **George Wyatt** and **Janice Olson**. They brought back an identification bracelet that belonged to Howard Eberly and delivered it to his widow. Our new member has a wonderful and accurate web site [www.powens.com](http://www.powens.com) about that crew and the 43<sup>rd</sup> in general. Pull it up and then click on "tail gunner" for the story. Also the web site has much historical information about B-17s and the war in the Pacific. **Peter Owens** has also posted an appeal on our web site [www.kensmen.com](http://www.kensmen.com) asking for detailed information about what it was like to fly as a B-17 gunner, the use of oxygen, camp life, and much more. He is writing a novel about his uncle and needs much detailed information.

And another new member is **Michael E. Willard**, 8737 Baxter Drive, Plano, TX 75075. His phone is (972) 527-8644. He is the grandson of **Col. Ruby Ernest Johnston**, Retired, Navigator on **Jay Zeamer's** Medal of Honor crew. He writes, "My interest if to obtain info about this chapter of my grandfather's life, provide info to others left to me by my grandfather, and to continue to preserve the rich legacy of the 43<sup>rd</sup>. Bomb Group and those who served within its ranks."

With his dues, **Lon Weyland** of Hot Springs, AR sent this appeal. "I have been engaged with one of the few remaining Queen Mary troops, one **Donald Scaggs** (63<sup>rd</sup> Sq, I think). His wife contacted me and apologized for imposing but mine was the only name and address she had. She said she was worried about Don. He is rather despondent she had no one else to turn to. If you could drop a hint in the next newsletter that Donald would like to hear from any of those who were there when it was rough.

"I requested and got copies of **Paul Blazewitz** receiving his DFC 40 plus years late and the story of 'Black Jacks Last Mission'. Blazewitz was also on 'Black Jack's Last Mission.' If you can find anything to send it will make Don's wife, **Shirley's** life a bit easier. Don's address is Donald Scraggs, 244 No. Liberty St., Lowell, IN 46356. Thanks for a helping hand. Sincerely, Lon Weyland"

**Lon**, when this newsletter is printed in July, I will send Don a copy. He is not a member or he would have many addresses of others. You should ask his wife to send in \$ 15 to our treasurer to continue to get the newsletter where he can read about others that he knew.

A letter arrived from **Clifford L. Miller**, 65<sup>th</sup> Navigator. He writes, "First things first. Please accept a check for dues. On looking over the January Newsletter, I was struck by the article "Memories" by **Roland Fisher**. His long lasting friendship with **Allen Clatworthy** struck a familiar note. As a member of the 65<sup>th</sup> Squadron from September 1943 to November 1944 as a navigator I had been assigned to **Al Turner's** crew at El Paso, Texas and remained as such until Turner left the area when the crew was stationed at Nadzab. Turner and I developed a long lasting friendship. Between flights we played "knock rummy" or "switch" and while many thousand of dollars or pounds changed hands on paper, no one was a winner. After the war we saw each other many times and I felt devastated when Turner died and I attended his funeral some thirty years ago.

On reading **Bob Sausville's** listing of some of the 65<sup>th</sup> that came to memory, I was pleased to note the name "**Turner, The Burner**". I also noted the name of **Parker Floyd**. I remember him well. Both of us were awaiting home transport at Nadzab in November and December of 1944. No transport ever seemed available. Then **Floyd** appeared at my tent one day. It seems a "war weary" B-25 was in Townsville and the Air Force wanted a crew to fly it to Frisco. He wanted me to act as navigator for him. Well---seems stupid now, but we did it! Nothing happened. The only thing lost was a case of Aussie beer I intended to take home to my friend. The beer was lost thru the natural method of lifting the bottle to lips after each day's flight. Best regards, **Lud Miller Clifford J. Miller**"

Another Associate Member has joined our ranks. He is **Jim Rembisz**, 5852 Upper Ridge Rd., Pennsburg, PA 18073-2651. His phone is (215) 234-8859. He lists his occupation as "teacher". Jim's uncle was **Joseph R. Sarnowski**, Medal Of Honor winner for the Buka, Solomons mission of June 16, 1943. Jim is Archivist for Medal of Honor, Freedom's Foundation at Valley Forge and an amateur historian. Jim writes, "P.S. Fantastic web page! I am always interested in contacting friends of **Joe**."

**Grover O. Reat**, 2733 Alta Vista Lane, San Angelo, TX. (915) 949-1038 has joined our ranks. Grover was senior Navigator in the 64<sup>th</sup> Squadron and 43<sup>rd</sup> Group at the end of his tour. He flew with **Roger Kettleson**, **Harold Brecht** and one mission to Rabaul with then **Col. Roger Ramey**. He writes, "Please consider my check a donation. My age and physical condition inhibit travel and attending social events. Mainly, this one-time enrollment is to honor the Association's new President, my long time friend, **Roger Kettleson**. Thanks, **Grover O. Reat**" Grover's last Air Force assignment was Base Commander of Goodfellow AFB, Texas. Grover, did you know **Col. Allen H. Nelson** who was also at Goodfellow? He was this Editor's B-24 pilot in the 64<sup>th</sup> Sq. later in the war and lived on the same street that you live on! His widow still lives there. After retirement he was briefly City Engineer at San Angelo.

This notice came from **Fay McBee** of Plantersville, TX. "Sorry to inform you of the death of my dear husband, **Martin A. McBee** on Feb. 28, 2002. We only were able to come to three reunions but certainly enjoyed that. We both looked forward to the newsletter and read it over and over! I hope to remain in touch."

We will remain in touch, Fay. You will continue to receive the newsletter. **Martin** was a 403<sup>rd</sup> Sq. bombardier.



On Memorial Day of this year this posting appeared on our web site. It was titled "**Thank you**".

"I've spent most of my life reading about World War II, especially the Pacific theater. For the past nine years I've been interviewing members of the 43<sup>rd</sup>, reading about the 43<sup>rd</sup> and writing about the 43<sup>rd</sup>. I've learned what a great contribution it, and the 5<sup>th</sup>. Air Force as a whole, made to victory in the Pacific. It's a contribution too little known, which is why I've chosen to write about one of its crews. On this Memorial Day, though, I just want to say a heartfelt thank you for setting aside your own hopes for months, if not years, to risk your lives so that fifty years later a thirty-something can sit in the comfort of his home writing about what outstanding men we had serving our country in the southwest Pacific.

Hats off to Ken's Men! "

The above message was posted by **Clint Hayes**. If you will remember the last newsletter, he is the man who is working on a movie script about the men who flew the Medal Of Honor mission. Since many of you do not have a computer and some have never viewed our web site, this Editor decided to reprint his message here where everyone can read it.

But **Clint**, think a bit about your use of the phrase "southwest Pacific". As one who flew missions beginning in New Guinea and continuing over all the islands of the Philippines, the entire coast of China, Formosa (now Taiwan) and several times over Japan and coming back with holes in our planes from all of these places and knowing that 43<sup>rd</sup> men lost their lives over Formosa, and in the Philippines, could we just say that the 43<sup>rd</sup> fought in the entire Pacific? My globe indicates we also fought in the Central Pacific and Northern Pacific. But I will agree that the longest lasting part of the struggle and the most lives were lost by the 43<sup>rd</sup> in the southwest Pacific.

Our Treasurer received a letter and dues money for 2002 and 2003 from **Elizabeth Croft** of Montrose, Colorado. She wrote "I'm not sure where I stand as far as dues are concerned but I am enclosing a check for \$30.00 which I hope will update me. I still try to keep in touch with some of Bill's crew from time to time---**Chuck and Pat Rauch** and **Ray and Jimmie Perry**. Glad to have an updated address for **Clair Black** that I found in the newsletter. Best wishes, **Mrs. William F. Croft**."

**Wally Kichura** also sent in dues and related his surgeries and illnesses and also wrote "I enjoy reading the newsletter but I sure wish I could make another reunion but as of now it just does not seem likely but miracles do happen. My regards to all my friends." Wally was a 403<sup>rd</sup> Bomb Sight Maintenance Man. He lives in Chicago.

We welcome a long lost pilot in the 64<sup>th</sup> Squadron, **Dr. Thomas C. Innes**, 505 E. Bill Run, Heiskell, TN 37754. (865) 938-3683. He wrote, "Flew the Dragon and His Tail in '45 and when **Steven Ambrose** (author of a B-24 book) said he rode in the Dragon to get the feel of the B-24, I about flipped. Checked around and finally heard of a plane of that name at Greenville, SC last summer. Drove down from Knoxville and there she was—only it wasn't the one that I flew because it didn't have the gum that I placed there in a careless moment. Seriously, it was a plane originally belonging to the RAF in SE Asia And it was restored, and someone replicated the art work of Dragon very authentically. Still my kids and grandkids got a kick out of seeing a plane like the one that I flew. When I sent a picture of Dragon home in 1945 I blacked out a brassiere for modesty on the Dragon's 'piece of tail' and lamented that I didn't have an authentic version. So I had my picture taken again and had the original blown up and retouched on the computer with the new picture's help so I can see how much I've changed. Ugh! She hadn't changed a bit, though. Ah, youth!

Lost track of my crew over the years and was hoping they'd be on the list but not so far. Glad to hear about the Kensmen website after all these years. Went to Wright Field several years ago and sat on the Kens Men Bench but the base had stopped keeping files. Gratefully, Tom Innes [tomcinnes@cs.com](mailto:tomcinnes@cs.com) My crew: Co-pilot **Lawrence R. McArthur**, Navigator-**Charles F. Smith**, Bombardier- **Vernon D. (Dale) Slater**, Engineer-**John J. Walen**, Radioman -**William D. Harris**, Bellygunner-**Herman R.**



**Smith, Nosegunner- John W. Coyne, Armorer , top turret gunner- Thomas R. Ochs, Tailgunner \_James F. Hortsman."**

Tom's crew got in nine missions near the end of the war. If any 43<sup>rd</sup> men know where any of Tom's crewmen are located I am sure he would be grateful to know.

**Bill Wilson** received a sort note and dues from **Art Tasoni** in New Jersey. He writes "Keep up the good work. P.S. I am a Queen Mary alumnus."

This brief message came from **Salvatore Musella** in Florida. "Enclosed is my check for 2002 dues. All is well down here in Stuart, Florida. Looking forward to our Las Vegas reunion. Stay well. Regards. **Sal and Emily Musella**" So many persons have mentioned the Las Vegas reunion in their communications that your Editor is beginning to believe that attendance is going to be very good.

The next letter is from **Maurice T. Hesterman** form Centennial ,Colorado. When **The Elf, Elain Pierce** in Texas forwarded the letter to your Editor, she marked on the outside of the envelope "dues paid through 2004" Do you suppose that is guarantee that Maurice will live at least that long? He wrote, "Mr **Wilson**, If the address label on my April Newsletter is not wasn't a misprint and I'm sure it wasn't , then my name must be on your list of "dues delinquents". I'm sorry about that. Negligence is very hard to excuse when you've long since retired and have narrowed your lifestyle down to the bare essentials-like food and shelter. It isn't like I've got a lot of other responsibilities to worry about. I'm beginning to think there may be some truth to that old 'hardening of the arteries' alibi. Anyway, I've enclosed a check which I hope will cover my dues for 2002, plus interest, late payment fees, and any other financial penalties I may have incurred as a result of this oversight. If there is any change left over, please apply it to future obligations. I realize a payment toward future obligations is a stretch- like buying green bananas. That's the bad news. The good news, should the bad news materialize, I will have purchased a lifetime membership at half price! Finally, since this note is a list of my obligations, I want to include the debt of gratitude owed to you and all the other officers (past and present) who have worked diligently to provide a rallying point for the rest of us. Many thanks, **Maurice Hesterman** Maurice's handwriting, spelling, and grammar and was so good in the letter that this Editor suspects he may lying about his age!

**Bob White**, 65<sup>th</sup> Squadron Gunner wrote the following e-mail report:

### **WORLD WAR TWO- REMEMBERED**

Every so often someone would ask me what incident that I remembered most about World War two. It wasn't the training or the twenty one day trip home from New Guinea. It wasn't flying combat as a gunner on B-24s or any one mission that I flew on. It was something that happened a couple of days before I was discharged.

I was discharged form Bushnell General Hospital in Brigham City, Utah on Sept. 27, 1945 Brigham City at that time was a pretty little place nestled in the mountains of Utah. The hospital was located about a mile up the mountain from the city.

A day or two before I was discharged, I was walking back to the hospital from the town when I saw a little girl about seven or eight years old standing on the side of the road. I asked her if she was going to the hospital and would she like me to walk her over to it. She said, "Yes",and took my hand. As we walked on the path through the field toward the hospital, I asked her if she knew anyone there. She said, "Yes, my daddy's there. He's only got one arm and he has a big hole in his knee, but he's home!" A lot of tears hit the ground before we got to the hospital and my eyes are damp as I type this. She didn't care that her daddy had been severely wounded, only that he was home! When we got to the hospital she said,

"Thank you, Sir" and went up to see her daddy. That one incident hit me harder than any one thing that happened to me in the three years that I was in the service.

Thank you, **Bob**, for your touching story.

**Julia Wrights**, widow of **Clair Wrights**, 63<sup>rd</sup> Radioman sent your Editor some nice photos from Pennsylvania that she did not want to leave to her daughters and asked me to present them to others. I will bring them to the reunion. They were taken at many other reunions and will bring back memories. She asked me for Larry Hickey's address "in case I decide to cancel my book order. It doesn't sound as though we will be getting our book in the near future. Too bad!"

"Thanks again for everything. It is a wonderful organization and **Clair** looked forward to the newsletters and reunions. Hope some of the younger generation and carry on in the future".

I sent her Hickey's address and asked her to notify me of any results. It is so sad that widows are treated this way.

**Anne La Morge**, widow of **Vincent**, sent in a long letter with her dues. She writes of how she and Vincent were married at Biggs Field, El Paso, Texas, with her husband's entire crew in attendance on May 2, 1943. She names **M. L. Shaddox**, **Sherwood "Gus" Drum**, **John Smith**, **Edward Ford**, **Wallace Munson**, **Joe DiMauro**, **Hardapee**, **Richmond** and **Leary** as crewmen. The next day the crew departed by train for the west coast to go overseas.

Anne details a lot of surgeries and illnesses and then surprises me by writing that she expects to attend the Las Vegas reunion. She has a daughter who lives in Las Vegas so we are having the reunion in the right place for her! Anne lives in Vacaville, California. Her e-mail address is [annelam@webtv.net](mailto:annelam@webtv.net)

**Louis H. Newport** of Irvine, California sent in a very detailed list of every flight he ever made. I think he must have flown missions with every B-17 pilot in the 65<sup>th</sup>. Squadron as a navigator. One pilot, **Lt. V.A. Strawser** was killed by attacking Zekes near Rabaul and # 3 engine was set afire. The plane fell from 27,000 ft. to 8,000 ft. before the copilot got the plane under control. Louis got an Air Medal for helping the copilot get the plane back to Buna. The 43<sup>rd</sup> did report the death of 1<sup>st</sup> **Lt. Vernon A Strawser** on Jan. 24, 1943. He was from Elkhart, Indiana.

If you send this Editor an e-mail message that requires a reply and you do not get a reply there may be a reason. I have purchased a disc titled Norton 2002 Anti Virus Protection and installed it in my computer. It has since warned me not to open a few e-mail messages that contain attachments. I can tell from the title that some of them are sent from computers that are owned by people who know members of the 43<sup>rd</sup> association! **It is quite possible for a "worm" or virus to be sent from a computer without the owner's knowledge! The virus may be sent to everyone on the owner's e-mail "address book"!** Before I bought this protection I suspect that a few of my files were damaged or destroyed but none that were essential. My computer is now a little slow to open my e-mail but I can live with that. The Norton program also scans my outgoing e-mail messages so it also protects the computers of others. I realize that I must update my Norton program from time to time. So, if you send me a message which requires an answer and you do not get one, try phoning me or send a letter. I may be able to tip you off that you have a problem with your computer. I am not an expert on viruses and I do not want to become one!

Air Force Magazine has printed the 43<sup>rd</sup> Bomb Group Association reunion notice that I sent in. It appeared in their June edition. It gives readers three ways to communicate with **Roger Kettleon**...by e-mail, phone, or "snail mail".

There is good news from Texas. **Elain Pierce**, "The Elf" has reported that our new 2002 roster will be mailed soon after you receive this newsletter. Many of our newer members have never seen a roster.

Just before this newsletter "went to press" Bill Wilson and your editor received a new address for Lt. Col (USAF,ret) Orley B. Caudill, Sr. who once lived in San Antonio. He now lives at 4710 Cordoba Way, Oceanside, CA 92056-5108. Welcome to California, Orley! I pass through Oceanside frequently when I visit my son and grandson in Encinitas, about 20 miles south of you. This newsletter should arrive at your new address,

The following poem was mailed by Edward Gammil from his home in Phoenix:

No, Freedom Isn't Free Author unknown

I watched the flag pass by one day.  
It fluttered in the breeze.  
A young Marine saluted it,  
And then he stood at ease.  
I looked at him in uniform  
So young, so tall, so proud,  
With hair cut square and eyes alert  
He'd stand out in any crowd.  
I thought how many men like him  
Had fallen through the years.  
How many died on foreign soil?  
How many mothers tears?  
How many foxholes were soldiers' graves?  
No, freedom isn't free.

I heard the sound of taps one night,  
When everything was still  
I listened to the bugler play  
And felt a sudden chill.  
I wondered just how many times  
That taps had meant "Amen,"  
When a flag had draped a coffin  
Of a brother or a friend.  
I thought of all the mothers and the wives,  
Of fathers, sons, and husbands  
With interrupted lives.  
I thought about a graveyard  
At the bottom of the sea  
Of unmarked graves at Arlington.  
No, freedom isn't free

How remarkable that Ed sent me this poem at this time! I have recently began using the line that "Freedom is not free, others have paid an enormous price for the freedoms that we enjoy". Recently, while I was wearing the 43<sup>rd</sup> Bomb Group cap that I got at our last reunion in Nashville I noticed a young college-age man staring at my cap, and then he walked up to me, and asked if I was in combat in WWII. When I said "yes" he grabbed my hand, shook it and said "I just want to say, thank you", and walked away. I was too surprised to say anything, but I was pleased. Some persons know that freedom is not free. I like to watch the LA Dodgers play baseball on TV when I have time. Not that the Dodgers are so great--they are seldom contenders for a pennant. But we have the best baseball announcer in baseball in Vince

**Scully.** Baseball is a very slow game on TV. At times it really drags. But Vince has ways of keeping your interest. He recalls famous events that happen on this date in history and makes you reflect.

A few days ago (on the first week in June) he spoke about WW II .He said “ On June 2, 50 years ago, in 1942, the Battle of Midway was fought” He went on to speak of the courageous Navy fliers in their slow carrier based planes who fought so well and sacrificed so much. Then he said, “ 58 years ago on June 6, the Normandy invasion began. And if you older folks have not sat your grandchildren down and tried to teach them about these two important events---then shame,... shame on you!”

Now I like **Vince Scully** even better!!

+++++

### **Quarterly Humor**

#### **GREAT DOCTOR STORIES;**

A man comes into the ER and yells, “My wife is going to have her baby in the cab” I grabbed my stuff, rushed out to the cab, lifted the lady’s dress , and began to take off her underwear. Suddenly, I noticed that there were several cabs, and I was in the wrong one.”

Submitted by Dr. Mark MacDonald, San Antonio, TX

At the beginning of my shift I placed a stethoscope on an elderly and slightly deaf female patient’s anterior chest wall. “Big breaths.” I instructed. “Yes, they used to be.” Remorsefully replied the patient.

Submitted by Dr. Richard Byrnes, Seattle WA

While acquainting myself with a new female elderly patient, I asked, “How long have you been bedridden?” After a look of complete confusion she answered, “Why, not for about twenty years – when my husband was alive.”

Submitted by Dr. Steven Swanson, Corvallis, OR

#### **Bob Hope’s USO Joke Bag**

“Contrary to what you have heard, I did not entertain the troops at Valley Forge!”

Opening line at many bases in Europe and the South Pacific: “Welcome, fellow tourists!”

“Fellows, the folks back home are having a terrible time about eggs. They can’t get any powdered eggs at all. They’ve got to use the old-fashioned kind that you break open.”

About mini-skirts: “If women’s skirts get any shorter, there will be two more cheeks to powder and more hair to bob!”

#### **THE EYE JOKE**

A man is dining in a fancy restaurant and there is a gorgeous redhead sitting nearby. He has been checking her out since he sat down, but lacks the confidence to talk to her. Suddenly she sneezes and her glass eye comes flying out of its socket. He jumps out of his seat, dives across the floor and plucks it out of the air. He hands it back to the gorgeous redhead. “I’m so sorry,” the woman says as she pops her eye back into place. “Let me buy dinner to make it up to you,” she offers.

They enjoy a wonderful dinner together and afterwards the theater followed by drinks. They talk, they laugh and laugh even more. After paying , she asks him if he would like to come to her place for a nightcap.....and breakfast.....

The next morning. she cooks him a gourmet breakfast with all the trimmings. The man is amazed! He can’t believe his luck as everything had been incredible! “You know something,” he said , “you are the perfect woman. Are you this nice to every man you meet? “No,” she replies, “You just happened to catch my eye.....”

#### ABOUT AGING:

I don't know how I got over the hill without getting to the top!

Yes, being young is beautiful, but being old is comfortable.

First you forget names, then you forget faces, then you forget to pull your zipper up, then you forget to pull your zipper down!

#### SUBJECT; It's the English.

The French eat a lot of fat, drink a lot of red wine and suffer fewer heart attacks than the British or the Americans.

The Italians drink excessive amounts of red wine and also suffer fewer heart attacks than the British or Americans.

The Japanese drink very little red wine and consume very little fat and suffer fewer heart attacks than the British and Americans.

Conclusion: Eat and drink what you like. It's speaking English that kills you!

#### AVIATOR WISDOM ( from Ed Gammil)

The only time an aircraft has too much fuel on board is when it is on fire.

Keep thy airspeed up, lest the earth come up from below and smite thee!

It only takes two things to fly:....airspeed and money.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, he dies. If an air traffic controller screws up, the pilot dies.

It is better to break ground and head into the wind than to break wind and head into the ground!

#### Also from Ed Gammil. What things were like 1902...100 years ago.

The average life expectancy in the USA was 47.

Only 14% of the homes in the United States had a bathtub.

Only 8% the homes had a telephone, A three minute call from Denver to New York cost \$11.

There were only 8000 cars in the US and 144 miles of paved roads.

The average wage in the US was twenty two cents an hour.

The average US worker made between \$200 and \$400 per year.

Drive-by shootings in which teenage boys galloped down the streets on horses randomly shooting at houses, carriages or anything else that caught their fancy were an ongoing problem in Denver and other cities in the west.

Only 6% of all Americans had graduated from high school.

One in ten US adults could not read or write.

.....  
Your Editor still has **no** good news to report concerning our **history book**. Your officers expect to make a report at the Las Vegas reunion following some research which is going on now. Some progress is being made on the 22<sup>nd</sup> Bomb Group book but not enough to please them. I will continue to send you some history in this newsletter if you will send mission lists and diaries to me.

### Report From Down Under

I think our members will be interested in some news from Australia. My wife has some long time friends who live in a suburb of Sydney. I asked them, "What do you consider the greatest problem that Australia has at this time?" They replied that "the nations greatest problem is the millions of Moslems that live at our back door." They were referring to Indonesia. Some time ago the Aussies detained two boatloads of illegal immigrants. They are an undesirable group of many different nationalities- some Afghans. They are being detained at two very nice camps in the outback. It irks the Aussies that it costs them \$100 per day to guard them and feed each prisoner. While I was there one of the camps rioted, broke up their furniture and beat each other with the broken furniture. They hoped to convince the world that the Aussies beat them. But it did not work because the Aussies filmed the whole thing. I saw it on TV.

The economy is fairly good in Australia. They are hard working people. They build many Ford, GM and many other brands of autos with right hand drive. Some are exported to Japan. They even build and export left hand drive cars to Arab countries. The GM cars are called "Holdens"-both cars and trucks. I saw a Kenworth truck factory in Melbourne.

I met an interesting Aussie man on the Qantas plane. He told me that the Japanese buy up beef cattle in Australia and the USA and fatten the cattle before shipping the beef "on the hoof" to Japan in 747 all cargo planes. My Aussie friend's job is to load up the beef and supervise the transportation of the animals to Japan where is sold as "Kobe Beef" at an outrageous price. Of course it is not "Kobe Beef", but we both laughed at how the Japanese people believe everything their government tells them! I asked him what his next project will be. He said, "I am going to haul a plane load of horses to Singapore". "How many?" I said. He said, "105!" I could not understand why that small island nation needs horses. He explained that they were race horses.

The American dollar goes twice as far in Australia. All taxes are included in the listed prices and tipping is discouraged! You can use your credit card and withdraw funds from their "instant tellers". We got to go into the mountains, the rain forests and to the Great Barrier Reef. I believe that they have the most beautiful birds in the world: cockatiels, lorikeets, cockatoos, parrots, etc.- all brightly colored. There is a canyon in the Blue Mountains that is almost as large as our Grand Canyon.

The Aussies pay about \$2.40 US dollars per gallon for gasoline. For this reason, you do not see the so many big gas-guzzling SUVs there as you do here. They have oil and gas wells but still must import more fuel.

The long, tiring flights will deter me from going back soon. The nonstop flight from LA to Sydney was 16 hours in duration. The return flight Melbourne, to New Zealand to LA was worse. Many British and Japanese people travel in Australia. Doug Walker is envious of my trip to Australia. He wants to go and interview General Kenney's secretary, who is still alive, to explore the relationship between Kenney and his father, General Kenneth Walker.

I met another interesting man who was a retired sea captain. He told me of many trips to New Guinea. He once transported an elephant to New Guinea. There was much publicity about the event which was paid for by South Pacific Beer Company ( brewed in Lae) as an advertising promotion. The natives came in droves to see the only elephant they had ever seen. I once bought a six pack of South Pacific Beer that I found at a specialty liquor store in Los Angeles. It was good, but when I went back to get more I could not find any.

The weather in Sydney is a lot like Los Angeles. It never snows there. Melbourne is a bit cooler and Kearns is tropical, like Hawaii. They grow bananas and sugar cane there.

I will bring three "in flight magazines" for Air Niugini to the reunion. The magazine, called, *Paradise*, has a lot of color pictures of places that they serve, like Rabaul....want to go back?

**Douglas Walker**, son of **General Kenneth Walker**, who flew to his death with the 64<sup>th</sup> Squadron on January 5, 1943 sent your Editor an excellent videotape of a memorial service held at Arlington Cemetery on December 7, 2001. The military ceremony was very impressive, complete with a rider-less horse, caissons, and appropriate gun salutes. The General two sons, **Douglas** and **Kenneth**, were in attendance along with a 5<sup>th</sup> Bomber Command veteran, **Bill Travis**. The tape also includes interviews with Walkers two sons and historical researcher, **Gene Monihan**. **General Walker** was posthumously awarded the Medal Of Honor and Purple Heart. He had also earned the Legion of Merit and Silver Star. He had entered the service from Colorado.

Others on the missing B-17 were:

|                                           |                      |
|-------------------------------------------|----------------------|
| <b>Maj. Allen Lindberg</b>                | from New Jersey      |
| <b>Lt. Col. Jack Bleasdale</b>            | from San Antonio     |
| <b>Capt. Benton Daniel</b>                | from Oklahoma        |
| <b>1<sup>st</sup>. Lt. Robert L. Hand</b> | from Texas           |
| <b>1<sup>st</sup>. Lt. John W. Hanson</b> | from Montana         |
| <b>T/Sgt. Dennis Craig</b>                | from New York        |
| <b>Sgt. Leslie A. Stewart</b>             | from Chicago         |
| <b>Pfc. William G. Fraser</b>             | from San Antonio     |
| <b>Pfc. Leland W. Stone</b>               | from California      |
| <b>Pvt. Quentin W. Blakely</b>            | from Washington D.C. |

At the time of the plane becoming missing, the 43<sup>rd</sup> incorrectly reported that the crewmen were from the 65<sup>th</sup> Squadron. All of the crewmen were from the 64<sup>th</sup> Squadron. **Bleasdale** was 64<sup>th</sup> Squadron CO from 15 July, 1942 until 11 Dec. 1942. **Lindberg** was 64<sup>th</sup> CO from 11 Dec., 1942 until this B-17 went missing on 5 Jan. 1943. The crew listing is from the 43<sup>rd</sup>'s casualty reports and from the web site [www.abmc.gov](http://www.abmc.gov). Bleasdale had moved up to become Executive Officer at Group HQ.

Much Japanese shipping was damaged on the day of this mission and one ship was sunk. But Lindberg's B-17F 41-24538 *San Antonio Rose* attacked by several enemy fighters while trying to leave Rabaul and was last seen losing altitude. Japanese records reveal that one man bailed out and landed safely on New Britain and managed to evade the enemy for three weeks before being captured. No wreck has ever been found and no trace of any crewmen was ever located. This information comes from the book, *Fortress Against The Sun*.

Doug Walker has posted a notice on our web site asking for a photo of *San Antonio Rose*. If any of you readers have one, I can copy it and return it to you.

## LETS MAKE A DEAL !!

If you water soaked people in the mid West, Minnesota, Iowa, Missouri, Illinois and other states will ship some **water** to Colorado, Texas, Southern California, New Mexico, and Arizona we will be very grateful. We will try to return the favor and ship some **sunshine** your way. Southern California has had only about 30% of normal rainfall this year and Colorado is going up in smoke. So, find some old B-17s and B-24s with extra tanks and load them up! Then our smiles will provide all the sunshine you need!



+++++TAPS—LAST ROLL CALL+++++

**Russell L. Sadler**, 63<sup>rd</sup> and 64<sup>th</sup> Squadrons on April 12, 2002. Reported by his wife, Elanor. God Bless.

**Martin A. McBee**, 403<sup>rd</sup> Bombardier on February 28, 2002. Reported by his wife, Fay. God Bless

**Dorwin W. Graham**, Copilot, 65<sup>th</sup> Sq. on October 30, 2001. Reported by Richard Golze. God Bless.

**Robert Lewis Morhart** , on April 12, 2002. Reported by Mrs Eulamae Miller. God Bless

**Herbert C. Pflueger**, 63<sup>rd</sup> Bombardier on April 27, 2002. Reported by his wife, Vivian. God Bless

**Gilbert E. Sena** , 403<sup>rd</sup> Bombardier on March 15, 2002. Reported by his wife, Reyes God Bless

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The **newsletter** is published 4 times each year: **January, April, July and October**. It is written in the prior month. If you have items for the Newsletter, please have them in the editor's hands absolutely no later than the 15<sup>th</sup> of the month before publication. **Please write legibly and avoid sending material at the last minute, if possible.**

**Dues are \$15 per year or \$100 for life.** Make the check out to **43<sup>rd</sup> Bomb Group Association** and mail to **Bill Wilson, Treasurer**, or **Howard "Andy" Anderson**, Secretary. Check the mailing label on your envelope for this edition to find out your dues status. The association's fiscal year is the same as the calendar year.

You may send e-mail to the Secretary/ Editor to **andyanne@attbi.com**

E-mail is a preferred method of communication, but please do not send "attachments" which are created by someone else. I strongly recommend that all members install anti-virus protection in your computer. That may save you a lot of money and also protect other person's computers.

The Post Office Department will not forward the Newsletter. If you change your address, please send your new address to **Bill Wilson, Treasurer** as soon as possible.