



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



NEWSLETTER 87th EDITION
JULY 2003

PRESIDENT

ROGER G. KETTLESON
109 HUNTLY ROAD
LAS VEGAS, NV
89145-5115
702-363-2824

VICE PRESIDENT

CHARLES RAUCH
2329 PALM TREE DRIVE
PUNTA GORDA, FL
33950-5009
941-639-6421

TREASURER

WILLIAM H. WILSON
P.O. DRAWER M-360
SNYDER, TX
79550-0360
915-573-6351

SECRETARY

HOWARD K. ANDERSON
6669 SHERBOURNE DR.
LOS ANGELES, CA
90056-2123
310-641-7770

Web site : www.kensmen.com

*****FROM ROGER KETTLESON, PRESIDENT*****

The good news for this newsletter is the fact that our Armed Forces have responded to the direction of the Commander-in Chief, and with great deliberation successfully and speedily defeated the opponent, with minimum loss of life. This action is proof of the technical ability and professionalism of our uniformed personnel. Now there remains the task to assist the people of Iraq to establish a governing body that provides for the freedom and safety of their citizens. In the meantime, we must remember our personnel are being targeted by the remnants of the previous administration, while the efforts to help them go on. All is not quiet on the "Eastern Front."

Steven Perrone, 63rd Squadron, sent a letter with the information that a book "WWII B-24 Snooper". With a publication date of June 2003, tells the story of B-24 aircraft of the 868th bomb Squadron of the 13th Air Force and the 63rd. Bomb Squadron of the 5th Air Force. For more information, his address is in the roster but his phone and fax number is 1(856) 783-1271. His e-mail address is sperrone225@comcast.net.

George Stahl, 403rd, sent a letter recalling the events of the mission he was on to Balikpapan with the **Howard Catlan** crew. He said the previous newsletter about **Jim Pettus'** account of that mission helped him to recall his experiences, and wished more members would take time to relate their experiences.

Falconer and Goldie Gifford, 64th, paid us a nice visit on their way home from a family and school reunion in Kansas. He is one of the members who experienced the Dec. 7, 1941 Pearl Harbor attack, then went south to Australia with the 19th Bomb Group before joining the 64th Squadron.

The Commemorative Air Force (CAF) Midland Texas, formerly known as the Confederate Air Force, has selected the 43rd Bomb Group to be inducted into their Hall of Fame this year. The ceremony and air show will be Sept. 27 and 28, 2003. **Bill Wilson**, our good Treasurer and dedicated Texan, and member of the Commemorative Air Force, has consented to be our representative. Perhaps some you are members of the CAF and can also attend. This is their recognition of selected units and personnel who in their opinion reflect credit to the United States. We are honored to be recognized.

Remember the important dates for your travel plans are Oct. 6 through Oct 13, 2003, and the location is Corpus Christi. The "door man" is the ever faithful 43rd supporter, **Max Axelsen**.

From Treasurer, Bill Wilson: 43rd Bomb Group Association
01-01-2002 to 12-31-2002

Income

Dues	\$	43,533.00
Life Member	\$	850.00
Donation	\$	542.00
Interest	\$	1,753.24
PX	\$	1,075.06
Total	\$	8,753.30

Expenses

Printing	\$	5,133.71
Postage	\$	1,730.79
PX Supplies	\$	933.66
Reunion	\$	815.50
Flowers	\$	67.57
Speaker	\$	261.96
Returned Checks	\$	97.00
Total	\$	9040.19

Net

Loss for 2002	\$	(286.89)
01-01- 2002 Starting Balance	\$	24,417.54
12-31-2002 Balance	\$	24,130.65
CD Ford Motor Company	\$	30,000.00

Net Worth \$ 54,130.65

~~~~~  
By Andy Anderson, Editor: I now will publish the balance of **Richard Russel's** mission list which was started in April Newsletter. Richard was a B-24 radioman/gunner in the 65<sup>th</sup> Squadron.

Mission No. 20 Date Oct. 17, 1944 Ship 866 Bomb load: 9 500s Time 11 hours, 10 minutes  
Target: Ilang Airdrome, Philippines

Today we were after the Jap personnel and ammunition dumps. We had hits on two barracks, destroying them. Ack-ack was moderate and accurate. No interception.

Mission No. 21 Date Oct. 24, 1944 Ship 866 Bomb load: 9 500s Time 10 hours 50 minutes  
Target: Buayan Airdrome, Philippines

Today we were after Jap personnel again. We got 100% hits on our target. Ack-ack was heavy, intense and accurate. We received hits in our #3 engine. They were using their big coastal 127 millimeter guns.

Mission No. 22 Date Oct. 28, 1944 Ship 257 Bomb load: 5-1000s Time 12 hours, 30 minutes  
Target; Puerto Princesa, Palawan Island, Philippines.

We caught the Japs flat-footed with about 50 planes on the airdrome. We got 100% hits, demolishing the runway and destroying most of the planes. After our bomb run we made two strafing runs on barracks personnel and plane revetments. Upon leaving, with my twin 50s belly guns I was able to strafe a float plane which was on fire when we peeled off to go home. For sure this one will never fly again.

Mission No. 23 Date Nov. 14, 1944, Ship 547 Bomb load: 5 1000sTCs Time: 10 hours 40 minutes  
Target: Jap troops, Leyte, Philippines.

Flew through a terrible storm, arrived up at Leyte Gulf and our Navy's ack-ack almost shot us down. Tom put our plane in a steep dive, peeling to the right for evasive action. All of the gunners, including myself, were pinned to the roof of the plane. Personally, I thought we were buying the farm. I can say one thing- our Navy sure can put up the ack-ack. They were trigger happy. Anything near the fleet got it. Due to the monsoon weather, I don't know what bomb damage we did.

Mission No. 25 Date: Nov. 24, 1944 Ship 544 Bomb load: 6 1000s Time: 8 Hours  
Target; Jap fleet- Leyte Gulf, Philippines.

Again, monsoon season- the bad weather was our worst enemy. Upon arriving at Tacloban Airstrip, Leyte, we were caught in a red alert. The Japs were bombing the hell out of the field. The Japs sent over 20 planes and our P-38s shot down 19 of them. After the alert was over, we landed at Tacloban to refuel etc. and take off again for another mission.

Mission No 26 Date: Nov. 24, 1944 Ship 544 Bomb load 6 1000s Time 8 hours, 20  
Target; Ormoc Bay, Philippines

We were caught in another red alert bombing raid while we were preparing to take off. We were ordered back into our planes, so we took off in the middle of the bombing raid. We did some good bombing as we were the only ship in our formation to hit the target. We knocked out 4 ack-ack guns. Ack ack was accurate. Lt. Petty was hit. No Jap air attacks.

Mission No. 27 Date: Dec. 23, 1944 Ship 541 Bomb load: 6 1000s Time: 7 hours 40 minutes.  
Target: Shipping plus search for Lt. Kun and crew.

No luck, looking for a crew in the Pacific was like looking for a needle in a haystack,

Mission No 28 Date: Dec 23, 1944 Ship 541 Bomb load: 6 1000s Time 6 hours, 20 minutes.  
Shipping- Netherlands East Indies.

Staged out of Tacloban, Leyte- weather socked us in again. I remember sending home base , weather and reccos every hour. The weather this past six weeks was horrible, making our missions extremely difficult and dangerous.

Mission No. 29 Date: Feb. 19, 1945 Ship 257 Bomb load; Frags Time 11 hours, 10 minutes  
Target: Takao, Formosa

I flew with Lt. Van Wormer as radio operator and waist gunner. We hit the airstrip but our results were unobserved. Heavy flack and fighters. We had plenty of fighter cover, just in case. Formosa is beautiful country, very thickly populated along the coast with large industrial cities.

Mission No. 30 Date: Feb 21, 1945 Ship 257 Bomb load: Frags Time: 7 hours, 35 minutes  
Target: Fort Stotsenberg, Luzon- Philippines.

The day's mission was troop support and Japanese artillery. All of our bombs hit the target area. We flew over Clark Field on our way back. Several hundred Japanese planes lay on the ground. I understood that we were moving up there soon.

Mission No. 31 Date Feb. 22, 1945 Ship 373 Bomb load: 8 1000s Time: 7 Hours 15 minutes

Target: Fort Stotsenburg, Luzon, Philippines

Our mission was in support of our ground troops. All of our bombs dropped in the target area.

Word was out that our ground troops really praised our support and accuracy. Heavy fighting went on in Luzon.

Mission No. 32 Date: Feb 25, 1945 Ship 846 Bomb load: 12 500s Time: 7 hours 15 minutes

Target Norzagaray, East of Manila, Philippines

Our target was supplies, Jap troops and artillery. We got 100% bomb hits. There were plenty of fires and explosions. I know that our ground troops appreciated our bombing today.

Mission No. 33 Date: Feb 26, 1945 Ship 257 Bomb load: 12 500s Time: 7 hours 20 minutes

Target: Norzagaray, Luzon, Philippines

Today we were again in support of our ground troops. We hit supplies, Japanese troops, and artillery. We had 100% bomb hits. Our troops are having a tough time with the dug-in Japanese.

However we are sure punishing them from the air.

Mission No. 34 Date: Feb 28, 1945 Ship 827 Bomb load: 8 1000s Time: 6 Hours 30 minutes

Target: Galders, Mindanao, Philippines

Today our target was the sea plane base. Light opposition. All of our bombs dropped in the target area.

Mission No. 35 Date: Mar 3, 1945 Ship 827 Bomb load; Frags Time: 12 hours, 30 minutes

Target: Tainan, Formosa

We bombed on radar today. Our target was socked in, so our results were unobserved. The Japs tossed up quite a lot of heavy flack. However, most of it was out of range.

Mission No. 36 Date: Mar. 7, 1945 Ship 827 Bomb load; 8 1000s Time: 7 hours, 15 minutes

Target: Belete Pass- North of Manila, Luzon, Philippines

Our target was Japanese supplies, troops, and artillery. We had a good day, dropping all of our bombs on target. However, it was a bad day for the 403<sup>rd</sup> Squadron, as they lost two B-24s. We did not hear if there were any survivors. Flying in the mountain passes is not for B-24s. You are on peaks before you know it, with no time for evasive action. No word of any survivors.

Mission No. 37 Date: March 10, 1945 Ship 824 Bomb load; 12 500s Time: 10 hours

Target: Tainan, Formosa

I flew as **Capt. Petty's** radio operator and nose turret gunner. This was a night mission and we were the only ship. Our purpose was to keep the city awake all night, as our group was coming up the next day. We staged out of Clark Field and stayed over the target for more than an hour. We would drop a few bombs, then go out so sea, come back and drop a few more. They caught us in their search lights on one of our runs. We were attacked by a Jap night fighter, receiving some damage in our tail area. I heard that one of the 403<sup>rd</sup> ships got shot up on the way back due to low fuel. We landed at Lingayen, had breakfast, refueled and then back to our home base.

Mission No. 38 Date: March 12, 1945 Ship 469 Bomb load : 6 1000s Time: 9 hours

Target; Aparri Town, Northern Luzon

Our main goal today was Japanese troops. This town was loaded with Japanese troops. We flattened the town, as all of our bombs dropped on target.

Mission No 39 Date: March 17, 1945 Ship 827 Bomb load: 8 1000s Time: 9 hours 10 minutes

Target; Taichoui, Formosa

Taichoui is the largest city in Formosa. Today we bombed on radar, as we had complete cloud coverage over the city. I think we did plenty of damage as all of our bombs dropped into the city.

We were flying at high altitude, freezing cold, throwing out rolls of tin foil to distort their ack-ack. No fighter interception.

Mission No. 40 Date: March 21, 1945 Ship 469 Bomb load: 24 250s Time: 10 hours , 10 minutes  
Target: Samah Airdrome, Hainan, China

Our first mission to the China Coast. Our target: the airdrome and Jap planes. Excellent bombing, all of our bombs were on target. There were several Japanese fighters in the air below us. However, they made no passes. The ack-ack was very accurate today, with flack hitting three of our ships. We flew as group leader.

Mission No. 41 Date: March 26, 1945 Ship 827 Bomb load: 8 1000s Time: 7 hours, 10 minutes  
Target: Takao, Formosa

Today we flew as group leader again. Our target was a ten thousand ton freighter in the harbor. We made a direct hit and two hits on the side, sinking this baby. **Hank**, our bombardier, has been doing perfect bombing lately. He has been chosen and the best bombardier in the group. The flack was heavy and accurate today. We were hit on our number one engine. Two other ships in our squadron received flack damage.

Mission No. 42 Date: March 31, 1945 Ship No. 547 Bomb load: 12 500s Time 10 hours, 20 minutes  
Target: Yulin Harbor, China Coast (Hainan Island)

We were again group leader. Our target: shipping in Yulin Harbor. Hank came through again. He had direct hits on a ship, with the ship exploding. This was the second ship he has sunk in the last two missions. Ack-ack was heavy and accurate, damaging three airplanes in our squadron.

Mission No. 43 Date: April 3, 1945 Ship 469 Bomb load; 8 1000s Time 9: 00 hours  
Target: Hong Kong, China

We were group leaders again today. Our target; shipping and cosmopolitan shipyards. Our Squadron C. O. **Major Hansen** flew with us as observer and command pilot. We did good bombing today. Our group sunk 3 merchant ships. Hank came through again, getting one of the merchant ships. We had the works as opposition today: interception and heavy ack-ack that was to close for comfort. I was very happy on landing at home base, finding that I had completed my missions and having obtained my 100+ points.

Because I had flown with four other crews on missions, I was the first member of my crew to Complete my combat missions. A few days later I was transferred back to Leyte to wait for orders and passage back to the States. I departed from Leyte by plane May 5, 1945, with stops at Guam, Russell Islands and Hawaii, arriving at Fairfield Suisan near San Francisco on VE day, May 8<sup>th</sup>, 1945. I departed a few days later by train for Washington, D.C. Upon arriving home I was advised that I had adequate points for discharge. Since I was not making the service my career, I accepted an honorable discharge from Ft. Meade, Maryland on May 20, 1945. **I had 43 total missions- 387 hours, 45 minutes combat time.**

~~~~~  
By Andy Anderson, Editor: I enjoyed the mission log of **Richard Russel** because it seems to me that he did a good job of describing the missions in as few words as possible and also because I was on some of the same missions and like Richard , I flew as radioman on other crews and flew more missions than anyone else on my B-24 crew. I wish that I had kept a mission log like his, but I did not. I remember the terrible monsoon storms at Leyte and the Japanese air raids that we experienced there. Richard mentioned that his bombardier got a Japanese transport in Hong Kong harbor and that the 43rd got two others. One of the two was sunk by **Emil Lange**, the bombardier on my own crew.

While **Roger and Audrey Kettleson** were enjoying Hawaii and an ocean cruise, my wife, Annie, and I decided to keep the earth in balance by travelling in the opposite direction. We enjoyed a two week trip to Ireland. We had our Delta MD -11 plane damaged on the ground in Atlanta by a windstorm so Delta had to quickly get another plane ready. We were part of a 44 person group of Canadians, Americans and one

Aussie lady who traveled throughout Ireland on a "brand new" bus made in Sweden. The Globus tour company took good care of us but once the computer on that new bus "told the driver to pull over and stop". Globus quickly got another bus and two days later our new bus was returned to us. It turned out that nothing was wrong with the bus except the computer sent a false alarm! We saw the entire island of Ireland including Northern Ireland, which is part of Great Britain. The country is certainly green and lush....no wonder it is called "The Emerald Isle"! I kept their economy good by drinking my share of Guinness, their favorite beer!

This year is 2003 and 100 years ago, in 1903, Henry Ford built his first Ford, Harley Davidson turned out it's first motorcycle, Orville and Wilbur Wright flew the first manned flight and Bob Hope was born in England! Yes, he is now 100 years old! This spring there have been many reminders in the Los Angeles Times and a man named Larry Gilbert wrote a wonderful long article about Hope on the editorial page. Gilbert was a joke writer for Hope when he was 20 years old. He sums up his feeling for Bob by saying, "If blessed are the peacemakers, an occasional canonization for one of the laugh makers would not be inappropriate!"

In late May I received a phone call followed by a letter to notify me of the death on 24 March, 2003 of **Lt. Col. Edward B. Joseph**, 403rd Squadron Bombardier. The letter included a eulogy written by his wife, **Eleanor**, of Arlington, Virginia. She told me of the mission over Morotai in October of '44 when enemy fire ignited the gas tank of his B-24 and only a leather helmet diverting the brunt of a 20mm shell saved his life. The plane crashed in waters near a coral reef from where a PT boat picked up the crew. Ed was seriously wounded and spent several months in a Navy hospital in Australia. A Purple Heart joined his decorations of Bronze Star, Silver Star, Air Medal with three Oak Leaf Clusters and Soldier's Medal. Upon recovery he volunteered for a second tour of duty. In 1945, he was awarded the Distinguished Flying Cross by **Lt. General Ennis Whitehead**. The letter of commendation reads, in part "Flying as a bombardier of a B-24, **Captain Joseph** achieved the splendid record of flying 40 missions and getting his bombs on target 39 times. His only miss was a near one on a Japanese Destroyer on the Vasayan Sea when the ship was successful in using evasive action. Because of his expert ability to hit his target, Captain Joseph was made Lead Bombardier and has flown in that position for the last 25 missions. The entire list of the 403rd Bombardment Squadron strikes is equally impressive and reflects great credit on its lead bombardier. Captain Joseph, in flying lead, this bombardier's average circular error was 0 feet. He was never off course and on four pinpoint targets his wing ships scored direct hits. Captain Joseph's extraordinary achievement in so continually getting not only his own bombs on difficult targets, but also enabling his wing men to place theirs on the targets, his unquestioned leadership and courage are in keeping with the finest traditions of the Army Air Force"

A further citation of May 1945 by **Brig. Gen. Hutchenson** reads, "Captain Joseph was the bombardier on the crew in the lead plane in a formation of nine B-24 aircraft dispatched to destroy an strong antiaircraft position at Takao. As the B-24s began their bomb run at an altitude of 17,000 feet through intense and accurate antiaircraft fire, the number 3 engine of Captain Joseph's plane began to lose power and the number 4 engine failed and had to be feathered. Although his plane was losing speed and altitude Captain Joseph, by making arbitrary corrections, brought the B-24s in over the target on such an accurate course that their bombs completely destroyed the antiaircraft positions. The courage and devotion to duty displayed by Captain Joseph during this flight reflect great credit on the United States Army Air Forces." **Joseph** was on one of the first contingents that went into Japan after that country's surrender and on a return flight aboard a B-25, both engines cut out. After a rough landing on the water about 50 miles from Kyushu the surviving crewmembers, all wounded, took to a life raft. All they had were a few cans of water, but they hung on through a vicious typhoon that thwarted rescue missions until they found themselves near land. Only Ed and another crewmember has sufficient strength to paddle their flimsy raft to shore. There were only three survivors. Fortunately, notice of his survival reached his parents just two hours before an Air Corps Radiogram reported Ed missing at sea.

Edward B. Joseph was interred with Military Honors at Arlington National Cemetery on May 23, 2003. He remained in government service for many years after World War II and continued to serve well. **Eleanor** ends her letter by writing, "**Edward** was my true hero and I miss him terribly. I myself did not have the privilege of being born in this country, but I thank God every day for living here. God Bless America that brings forth such men as my husband and the other good men of the 43rd Bomb Group!" May God bless you also, Eleanor, and thank you for sharing you husband's story with us.

In early May I received a letter and newspaper clipping from **Burt Aden**, 403rd Squadron. Burt spends his winters in Florida and his summers in Omaha. The newspaper article included a photograph of **Fred Cooke**, 65th B-17 Navigator and his beautiful bride, **Pamela**, taken in Australia in 1942 and another photograph taken recently in Florida. The article is titled, "A couple with heart, The Cookes have been together for better and worse for 60 years." Theirs is a very touching story about working for the American Heart Association in the 60s and 70s. Now **Fred**, at 87, has recovered from a heart attack and he visits his wife every day at Westwood Retirement Center's rehabilitation center where she is trying to recover from a stroke that blinded her. **Burt** tried to phone Fred before leaving Florida but could not reach him. If you know **Fred Cooke**, you might send a letter of support to his address in our roster. **Burt Aden** also wrote another letter to me in early June to comment about **Elwyn Hansen's** report on the April Newsletter about his experiences at Milne Bay when the 403rd was "roughed up by Tojo" Burt believes that they were bombed by about 24 "Betty" bombers destroying several of their B-17s and most of their 100 octane fuel but suffered no casualties because the men were "hunkered down in their slit trenches." Burt sent me a photo taken of him as he inspected the remains of his six-man tent after it had been struck by a "daisy cutter" bomb that day. The photo shows Burt wet from the waist down because of the mud and water in the slit trench and wearing a World War I type helmet. The raid was followed by many other "Bed Check Charlie" raids dropping 1000 lb. bombs which forced them into the unpleasant slit trenches many times.



Your Editor's scanner quit working recently so I took it to my local CompUSA store for repair. They convinced me that I should replace it so I bought a new Hp Scanjet 3500C. It has features that make it easier to insert photographs in documents like the one on the last page. So now, I would welcome you members to send me some black and white photos of planes, crews, nose art etc. for future editions of this newsletter. Let me know if you need them returned and I will do so after the next newsletter they appear in is written..

I am printing this and all future newsletters on "Hp premium choice, brilliant " paper so that it will be as clear as possible after it is duplicated and mailed from Texas.

On June 2 I received an e-mail to notify me of the death of **Edward "Paul" Welcome** 63rd Radioman on May 30, 2002. The message was from his daughter, **Janet Welcome**. She stated that he was 82 years old and during his last years, particularly, he shared many experiences of his service on the B-17 "Black Jack" and was most proud of his service and the "small part" he played in World War II. I think it was not such a "small part" because he flew with **Ken McCullar**, **Harry Staley**, **Bob Butler** and others if I am not mistaken.

The Air Force Magazine and "Briefing", the magazine of the International B-24 Club have both published a notice of our reunion at Corpus Christi. Also **Ed Gammil** has requested such a notice in the American Legion magazine.

Your Editor has a new book titled "Consolidated B-24 Liberator" by Michael O'Leary. It has a sub title, "Production Line to Frontline". I ordered it through my local Borders bookstore and paid \$19.01 including tax. It was published in 2002 by Osprey Publishing in England. It has many pictures including five 64th Squadron B-24s and one 65th Squadron B-24. I e-mailed the publisher in Kent, England and pointed out two errors and got a response. It describes and pictures all the different models and designs of Liberators and Privateers. I will send it on to my older brother who worked all during WWII building these planes in San Diego. It does not include any 43rd Bomb Group history. It is printed in Hong Kong on very good quality paper and has 144 pages.

I wrote about the death of **Clare Houlgum**, wife of **Dr. Arvid Houlgum**, 64th Pilot, in the April Newsletter. Now, Arvid is in the process of moving to 3820 London Road, Apt. 102, Duluth, MN 55804. His phone will be (218) 525-0021 and his e-mail address will remain the same; **arvidtx@aol.com** He said that he appreciated the many cards and e-mails from 43rd members and invites his friends to use his extra bedroom. He states that he will be in Corpus Christi on Oct. 6 to 12.

The History Channel showed a film about **Fred Hagan's** search for his Great Uncle **Major Bill Benn's** B-25 in New Guinea and his other activities there. Also **Jim Murphy** and **Jim Dieffenderfer** were interviewed in the film about skip bombing. The documentary was entitled "B-25 Down- Hunt for a Hero". **Sam and Helen Commons** viewed the film at Fred's place of business in Pennsylvania. The film was reportedly very good, but unfortunately I was traveling in Ireland and did not get to see it. **Roger Vargas** suggested that if **Hagan** cannot come to the Corpus Christi reunion and show the film that I ask him to send us a video tape so that we can show it on TV ourselves. I have another video tape that I would like to show. I did contact Fred and he assured me that he would show the program and **Max Axelsen** has indicated that Fred has other film to present to us.

I wrote about **George Rorke** of Florida in a previous newsletter and listed his address. George is now a associate member of our Group. He is interested in learning more about life his brother led in the 63rd Squadron before his death in a B-24 while taking off from Owi Island.

Bill Wilson received a notice that **Christopher C. Stone**, 403rd Gunner, passed away on Nov. 29, 2002. The letter came from his daughter, **Diane**. She stated that he enjoyed the reunions and attended the one in 2000 at Nashville.

With his dues for '04 and '05 came this note from **David A. Adams**, 403rd Pilot, "Will finish cardiac rehabilitation next Monday following quadruple by-pass on Feb 6. 2003. My wife, **Rita**, passed away on Feb. 9, 2003. I was able to make the funeral. Newsletters keep me up to date. You fellows do a great job. I seem to remember so many of the names. I look them up in my diary"

Cleve M. Eno, 65th Squadron, has furnished us with his new address. It is **11111 River Hills Drive, Apt. 240 , Burnsville, MN 55337** and his phone is **(952) 890-5939**. He also asks how he can get his material back from **Larry Hickey**. **Cleve**, try writing to him at **P.O. Box 3334 High Mar Station, Boulder, CO 80307**. He certainly should have your new address in case he ever produces a book.

Manuel Alexopoulos, 63rd Maintenance, also sent in new address. It is **38 Shore Dr. Apt. A, Peabody, MA 01960**. His new phone is **(978) 538-3988**. He also writes, "Say hello to my buddy, **James J. Conway JR.**" He also mentions **Dave Kiley**, who is no longer in our roster, but he once was in it.

Bill Galida, 403rd. sent in dues with this note, "All is well. Good luck and good health to all from the great state of Ohio!"

Shirley Nelson of Ft. Wayne, Indiana writes, "The arrival of the April Newsletter jolted my memory that I had neglected to mail my 2003 dues. Thanks for carrying me. My family and I continue to enjoy and appreciate the newsletter. Thanks to all those who keep the news flowing. I will revisit the "new" web site, thanks to Tracy!" Shirley is the sister of 43rd pilot **Charles W. Straw**, who is deceased.

Did any of you men ever bomb a Japanese battleship? One did! He was **Frank Hohman**, 65th Flight Engineer, who sent me the story, but it happened while he was with the 28th Squadron of the 19th Bomb Group as flight engineer on the crew of **Captain Jay P. Rousek's** crew's B-17E 41-9209 "Blues In the Night".

This is the story: On November 13, following a reconnaissance mission during which the Japanese battleship "**Hiei**" was spotted, two Fortresses from the 19th Bomb Group were sent to try to bomb it. **Frank** recalls, "The mission was our first with the skip-bombing technique. It was a night flight taking off from Port Moresby 45 minutes after midnight. The other B-17 developed engine trouble and returned to base. Our route took us south of Rabaul out to Bougainville, where we turned south well out from the coast , west of Empress Augusta Bay, and flew south-east for the Buin/Faisi area off Shortland Island. We had the sun coming up in our eyes at a perfect position. We closed on Shortland and flew down low over the land and coastline, topped a low ridge on a point of land, dropped down to 200ft. and couldn't miss the battleship sitting there all alone and dark. They had no idea what hit them. **Alton D. Leaman**, our tail gunner, reported where our bombs landed, and there was only small arms fire in the wrong direction from our path. One bomb landed in the water, close to the starboard side, just aft of the bow. The second landed just inside the starboard rail. The third bomb landed about three-quarters the width of the ship and the last bomb landed on the port side, glanced off the deck and into the water. The whole crew got a second Air Medal for just this one mission."

And now, the rest of the story. The 11th Bomb Group sent 17 B-17s to finish off the damaged battleship which was limping along the north-west coast of Savo. One direct hit and five probables were scored and the ship finally sank several days later.

I don't think **Frank** knew the "rest of the story" until he read it in a new 2003 book, "B-17 Flying Fortress Units of the Pacific War" by Martin Bowman. This is another Osprey book that I ordered from my local Borders book store. I paid \$19.95 plus tax. Unlike the B-24 book that I mentioned in this newsletter, this is a history book. I think it is worth the trouble to purchase it. It is a paperback printed in

China on very good, slick paper. The front cover has a painting of the 64th Squadron plane of **General Walker's** being attacked by enemy fighters. The story of the B-17F 41-24458 *San Antonio Rose* appears on page 3 of the book. There are many photographs of 43rd planes and crews, including **Frank's** crew. Also there are many painting of our B-17s including "nose art". **Steve Birdsall** provided several of the photos, and **Jim Dieffenderfer**, **Janice Olsen**, and **Michael Claringbold**, among others, are thanked by the author for assisting with the book. **Alton "Doug" Leaman**, Frank's tail gunner, mentioned in this story, was reported deceased by Frank in the April newsletter, but his widow should get this newsletter and be able to read about her husband.

With his dues for 03 and 04 **Malcolm Obourn**, 403rd Navigator of Vienna, IL sent this note, "I joined the 403rd as a replacement navigator in March of 1943. I was assigned to the **Jim Smyth** crew. After they went stateside I flew with **Jim Pettus/Art Durbeck** and finished in Feb. with **Chuck Downer**. I went back to the U of MO on the GI Bill and got a BS in Agr. I married in 1947, birthed 2 children and 5 grandchildren and am about to claim 56 years of a wonderful marriage. I had a retail lumber business with my father-in-law, retired from the USDA in 1984 and still help to farm 500 acres. I will be 82 in May. The years have been good to me, but the 4 years in the USAAF had a profound effect on the rest. And I do believe we were the Greatest Generation." Your Editor agrees with you, **Malcolm**.

Whenever **Harley Hayden**, 65th Gunner, sends in a letter with dues, your Editor becomes envious of the activities he mentions, like gathering mushrooms, digging worms, and going fishing. Also, when he writes that his doctor is still trying to find something wrong with him but "no luck so far". This time he is looking for "clusters for a presidential citation" I don't believe they exist, **Harley**, but there is some other way to show more than one such award to a unit. I lost my catalog, so perhaps some one else can help him. I realize that the 43rd was twice awarded a President Unit Citation early in the war.

Eldon E. "Bud" Lawson, Our Historian and Director representing the 65th Squadron has notified me that he now has a computer and an e-mail address. The e-mail address is e.lawson@sbcglobal.net. This will make it easier for our members to contact him and forward personal histories and other memorabilia. We are still looking for a museum or other suitable place to store the material that Bud is collecting. I have heard that the Palm Springs California Air Museum or the Air and Space Museum in San Diego might agree to do it but I have not yet asked them if they will. I read in the 90th Bomb Group Newsletter, May issue, that their material is being stored at the University of Memphis library.

I am in possession of one more mission record to be published but I will save it for the next newsletter to be published in October. It was sent in by **Russell Bradley**, 63rd Radar Operator on **Norm Seaman's** B-24 crew and tells of long night missions to places like Korea and Shanghai. I plan to write part of the next newsletter before attending the Corpus Christi reunion and quickly complete it after I return home. This will give members a fresh report on the reunion instead of waiting until January, 2004 to get the information. I need the available space in this issue to send reunion reservation forms and other information provided by **Max Axelsen**.

Your Editor received a letter from a group that is restoring a B-24 in Werribee, Victoria, Australia. The fuselage is from an Aussie B-24, and the outer wing surfaces and tail surfaces are from a 43rd Bomb Group B-24D that was brought from Papua New Guinea. I will try to find out which 43rd plane was used to replace the parts from the Aussie B-24 that were sold for scrap soon after the war. The Aussie project manager wants the answer to these questions: How many Queensland airfields were used by the 43rd? (I think the answer might be four, Mareeba, Iron Range and Torrens Creek, and Fenton at Darwin) For how long? (I need help with that one!) How many Aussies trained or flew with the 43rd? (I think someone in the 65th Sq. might make a guess at the answer to that one.) How many 43rd aircraft wrecks lie on the

islands around Australia? (I might be able to make a wild guess by studying the casualty list of missing and crashed planes). I can correspond with the project manager by e-mail.

Toyoto Motors has announced that they plan build a \$800,000,000 factory in San Antonio to produce the Toyoto "Tundra" V-8 pick up truck. They have not predicted how many persons will be employed there but I am sure the number will be good news to the local people. They say the people of Texas and California buy more pick-ups than any other state. The labor rates are higher in Japan so many of the parts are going to be made in the USA and Mexico. I am sure **Max Axelsen** will send me a new pick up when the factory is completed!

Ed Gammill learned from **Jo Bachi** that her husband **Michael Bachi**, 63rd Maintenance, passed away May 11, 2003. Ed stated that he and Mike shared a tent for almost three years during the war.

Quarterly Humor

An elderly absent minded American arrived at French customs at the Paris Airport and fumbled for his passport. "You have been to France before, Monsieur?" the customs officer asked, sarcastically. The ancient Yank admitted that that he had been to France before. "Then you should know enough to have your passport ready for inspection," snapped the irate official.

The American said that the last time he came to France he did not have to show his passport. "Impossible, old man. You Americans always have to show your passports on arrival in France."

The old American gave the Frenchman a long, hard look. The he said, "I assure you, young man, that when I came ashore in Normandy on D Day in 1944 there was no Frenchman on the beach asking to see my passport!"

A Few Indicators That Your Employer Has Changed to a Cheaper HMO:

Directions to your doctor's office include; "Take a left when you enter the trailer park."

The tongue depressors taste faintly of Fudgesicles.

The only proctologist in the plan is Gus from RotoRooter.

The only item listed under Preventive Care coverage is "An apple a day."

Your primary care physician is wearing the pants you gave to Goodwill last month.

The only expense covered 100% is embalming.

With your last HMO, you Prozac didn't come in different colors with little M's on them.

A little girl was talking to her teacher about whales. The teacher said that it was physically impossible for a whale to swallow a human because even though it was a very large mammal its throat was very small.

The little girl stated that Jonah was swallowed by a whale. Irritated, the teacher reiterated that a whale could not swallow a human; it was physically impossible.

The little girl said, "When I get to heaven, I will ask Jonah."

The teacher asked, "What if Jonah went to hell?"

The little girl replied, "Then you ask him!"

The children were lined up in the cafeteria of a Catholic elementary school for lunch. At the head of the table was a large pile of apples. The nun had made a note, and posted on the apple tray. "Take only one, God is watching." Moving further along the lunch line, at the other end of the table was a large pile of chocolate ship cookies. A child had written a note, "Take all you want, ...God is watching the apples"

Subject: Social Security

A retired gentleman went to the social security office to apply for social security. After waiting in line for a long time he got to the counter. The woman behind the counter asked him for his drivers license to

verify his age. He looked in his pockets and realized that he had left his billfold home. He stated, "I will have to go home and come back later" The woman says, "Unbutton your shirt." So he opens his shirt and reveals lots of curly silver hair. She says, "That silver hair on your chest is proof enough for me." She then processes his application.

When he gets home, the man excitedly tells his wife about his experiences at the social security office. She said, "You should have dropped your pants, you might have gotten disability also!"

Subject: Next of kin

A married couple drove down a country road for several miles, not saying a word. An earlier discussion had led to an argument and neither of them wanted to concede their position.

As they passed a barnyard of mules, jackasses, and pigs, the husband asked sarcastically, "Relatives of yours?" "Yep," the wife replied, "in-laws."

Subject: Lost Cat

A man absolutely hates his wife's cat. One day he decides to get rid of the animal by driving 20 blocks from his home and leaving the cat at the park. No sooner does the man get home, than the cat comes walking up the driveway.

The next day he decides to try again. This time, he drives the cat some 40 blocks away, but within a very short time the cat is back at the house.

For days the fellow takes the cat further and further, yet the animal always returns.

Finally, he decides he's going to confuse the cat, and he takes a zigzag route, right and left, up one highway and down another, until he gets to a forest that he thinks is a safe distance from the house. There he tosses the animal out of the car.

Hours later, the man calls home. "Is that cat there?" he asks his wife. "Yes," the wife answers, "He wandered in more than an hour ago."

"Well, put that miserable little beast on the phone," he says. "I'm lost, and need directions!"

Taps- Last Roll Call

Edward B. Joseph , 403 rd on March 24, 2003	Reported by his wife, Eleanor	God Bless.
Edward "Paul" Welcome , 63 rd on March 30, 2002	Reported by his daughter, Janet	God Bless
Christopher B. Stone , 403 rd . on November 29, 2002	Reported by his daughter, Diane	God Bless
Rita Adams , on February 9, 2003	Reported by her husband, David, 403 rd	God Bless
Michael Bachi , 63 rd on May 11, 2003	Reported by Ed Gammill	God Bless

If you have not seen the Collins Foundation B-24 "Dragon and His Tail" and the B-17 "Nine-0-Nine" that travels with it, here is a schedule of some mid-summer stops:

July 10-12 Blaine, MN, Anoka County Airport at Golden Wings Museum

July 17-20 Wheeling, IL, Palauke Municipal Airport sponsored by Glenview Hangar One Foundation

July 24-26 Flint, MI Bishop International Airport for Buick's 100th Anniversary Celebration

Aug. 1-3 Lexington, KY Blue Grass Airport at Aviation Museum of Kentucky.

Aug. 8-10 Ypsilanti, MI Willow Run Airport Air Force Museum Airshow

Aug. 22-24 Lancaster, PA Lancaster Airport for the Lancaster Airport Community Days

For rides call (978) 562-9182

Max Axelsen writes; "**Ben Damron** sent me this poem some years ago. It may refresh some memories of our warriors that were there at the time. I was in Australia ...at Melbourne and Freemantle the port for Perth in March of 1942. Scary times!"

**SOMEWHERE IN AUSTRALIA, WHERE THE SUN IS LIKE A CURSE, AND EACH DAY IS
FOLLOWED BY ANOTHER SLIGHTLY WORSE**

Where the red dust blows thicker than the shifting desert sands , and a white man dreams and wishes for the greener fairer lands.

Somewhere in Australia, where a woman is never seen, where the sky is never cloudy and the grass is never green....where the dingo's nightly howling robs a man of blessed sleep. Where there isn't any whiskey, and the beer is never cheap.

Somewhere in Australia, where the nights are made for love, where the moon is like a searchlight, where the Southern Cross above sparkles like a diamond in the balmy tropic night. It's a shameless waste of beauty when there's not a girl in sight.

Somewhere is Australia, where the mail is always late, when a Christmas card in April is considered up-to-date, where we never have a payday and we never have a cent...but we never miss the money 'cause we couldn't get it spent.

Some where in Australia, where the ants and lizards play, and a hundred fresh mosquitos replace every one you slay. So take me back to Frisco, let me hear the mission bell...for this forsaken outpost is a substitute for hell.

An anonymous U. S. soldier.
.....

The newsletter is published four times each year: **January, April, July and October**. It is written in the previous month. Avoid sending in material at the last minute, if possible.

Dues are \$15 per year or \$100 for life. Make your check out to 43rd Bomb Group Association and mail to **Bill Wilson, Treasurer** or **Howard "Andy" Anderson, Secretary** at the address on the first page of this newsletter. Check your address label on the envelope in which you receive this newsletter. If the label reads "Paid '02" your dues are due and payable. 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**. I have no objection to hand written letters, but some have been hard to read when they are written in very small letters.

The Post Office Department will not forward the Newsletter. If you change you address or phone number, please send a notice to **Bill Wilson, Treasurer** as soon as possible.

This will be the last Newsletter sent before the Corpus Christi reunion. Part of the October Newsletter will be written just before the reunion and the balance immediately after the reunion. This may cause the October Newsletter to be a few days late.



Owi Island,
Schouten Is
ca. Oct. 194
STORMY WEATHER
was in the 4
Bomb Group

U.S. ARMY
B-24-J
C.O. 151
AIR FORCE
SER. NO. 44-1

Which Squadron flew this B-24 44-40184 from Owi Island? Your Editor does not remember seeing this B-24 in the Philippines. I believe the markings indicate one man was wounded on it and one Japanese plane was shot down from it.

Late Breaking News:

Mrs. Angermeier called Roger Kettleson to inform us that Cletus her husband had passed away June 26, 2003, due to an aneurism that occurred after surgery.