



## 43<sup>rd</sup> Bomb Group Association "KEN'S MEN"

Willing, Able, Ready

### ***PRESIDENT'S REPORT***

Another successful reunion is over and while we may not have had a record attendance, we sure had a good time. Langley NASA rolled out the red carpet for us, as did the Virginia Air & Space Museum. I for one am still grinning over my spin in the flight simulator with Jimmy D (Dieffenderfer). Three rounds in a P-38 with an ol' bomber pilot will do that to you. I'm still not sure which one of us was trying to kill the other but, to be sure, the skies are a safer place with the two of us on the ground.

I would also like to tell you of some changes by welcoming three new members to our Board. Scott Dieffenderfer, the son of James Dieffenderfer, an active Board member, has graciously agreed to join our Board and we are lucky to have him. Scott is joined by Victoria Calder, daughter of James Eide, also a current and active Board member and she too brings much needed skills to our group. The third is Gayle McCay, daughter of George Anderson, a long standing Board member. Gayle decided she wanted to get more involved so decided to run for the office of Treasurer. Gayle's background is in accounting so we are delighted to have her expertise. Welcome to all of you, we are very lucky to have you.

In the not too distant past, the 43rd had the misfortune of losing many valuable records, photo collections and data when a general member, or even a board member, has passed away. Often, the family has not communicated with us despite all efforts and while, yes, this material sometimes does in fact belong to the 43rd Bomb Group Association, there is nothing that can be done once the member passes if the family is unwilling to cooperate. Just such a situation was diverted on a much larger scale within the past few weeks. Dan Knickrehm, the Historian at Pope Air Force Base, had been collecting histories and documentation on behalf of the 43rd to be housed at Pope AFB. With his reassignment by the Air Force to Las Vegas, all of the material from WWII was in jeopardy, needing to be picked up, organized and then forwarded on to GMU. Our Historian, Michael La Vean, as well as Walter "Buck" Buchanan took quick action to ensure the safety of this material. Buck volunteered to not only make arrangements with the commanding officer at Pope AFB to keep the material safe, but to then drive down to Pope with Michael and retrieve the material. Thank you Dan, Michael and Buck for making sure this portion of the 43rd's history remained intact.



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132nd Edition

### **BOARD OF DIRECTORS**

#### **• President**

Susan Clark Lanson  
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#### **• Vice President**

Nancy Solomon  
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#### **• Secretary**

Louise Terrell  
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Houghton, MI 49931  
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#### **• Directors**

James C. Dieffenderfer  
Robert W. Cooper  
James W. Eide  
Sam F. Commons  
George O. Anderson  
Walter "Buck" Buchanan III  
Scott Dieffenderfer  
Victoria Calder

#### **• Historian**

Jim Cherkauer  
jimcher@roadrunner.com  
Michael La Vean  
lavean@hotmail.com

## ***PRESIDENT'S REPORT (CONT'D)***

### ***PAST PRESIDENTS***

**Robert Butler**

**1981-1984\***

**George L. White**

**1985-1987\***

**William H. Wilson, Jr.**

**1988-1991\***

**Dale F. Barr, Jr.**

**1992-1993\***

**Max Osborn**

**1994-1995\***

**James T. Murphy**

**1996-1997\***

**Samuel F. Commons**

**1998-1999**

**Max M. Axelsen**

**2000-2001**

**Roger T. Kettleston**

**2002-2003**

**Charles Rauch**

**2004-2005**

**Jim Cherkauer**

**2006-2007**

**James Thompson Jr**

**2008**

**Eldon "Bud" Lawson**

**2009-2010\***

**Arvid J. Houglum**

**2011\***

**Robert R. Richardson**

**2012-2013**

**\*Deceased**

You don't always know you have a passion for something until you show up. Just a few short years ago I came to my first 43rd Bomb Group Association reunion and found I had within me an undiscovered passion. This passion was not just for my father's history with the unit as I had thought, but for the history of WWII in the Pacific arena. I believe passion is born of curiosity and interest that then grows into a dream. That can only happen when we allow ourselves to pursue this dream fully. I'm not saying to make it a full time job but I am saying to make it a priority, by helping to find solutions, offer insights and most importantly to care. Caring binds our present with our future and, in the 43rd's case, with the past as well.

At this year's reunion I was delighted to see more passion and involvement than ever, as well as involvement on an operational level. This means more of you took that first step toward passion as I did those years ago, by showing up.

Like many of this next generation of members, I am always in search of bits and pieces about my father. I have learned so much by knowing you all but it is always a thrill to find another piece of the puzzle and I would like to share one with you now. I have always asked George Anderson if he remembered my father, as they overlapped during some of their tour. No, George said, he did not recollect anyone by that name. Well, I know my dad didn't make it easy, a guy named Leonard with a nickname of "Johnny", ok, but really George, to discover a photo I have looked at in my dad's album all of my life and to just now find out that it is you standing on my father's left. It is not just a thrill, but a funny coincidence that a family I think so highly of and feel such a part of, has been a part of my past all along.



Standing, L-R: Unknown, Leonard H. "Johnny" Clark, George Anderson, Unknown  
Kneeling: Unknown

Have a wonderful holiday season and I look forward to hearing from you and getting your input on next year's reunion.

Susan

***Susan Clark Lanson***  
***President, 43rd Bomb Group Association***

## ***NEW MEMBERS***

**Janet G Kimble**, niece of **SSgt Robert B Gills, Jr**, has become a Lifetime Member of the Association. SSgt Gills was a Flight Engineer/Top Turret Gunner in the **64<sup>th</sup> Squadron** and was missing/killed in action on 21 May 1943 while crewing on B-17E 41-9244, the *Honi Kuu Okole*. Gills was a good friend of bombardier Gordon Manuel, the sole survivor of this crew. If you have any information on her Uncle or others from the *Honi Kuu Okole* crew, please contact Janet at [JKimble@Virginia.org](mailto:JKimble@Virginia.org)

**George O Anderson, Jr**, son of **George Anderson, 403rd Squadron**, is a new member. George and his wife Florence have attended several reunions with the extended Anderson clan. They reside in the great state of Montana.

**Kathie Lukowski**, daughter of **Lt Orion L Rogers, 63rd Squadron** (deceased), has become a Lifetime member. Kathie was at our 2007 reunion in Philadelphia. We hope she'll be able to join us again at a future event.

**Stevan Eide**, son of **Jim Eide, 65th Squadron**, sent in his Lifetime Membership payment. Stevan has also attended several reunions and is up north, in Minnesota, where many of the Eide family reside.

**Tom Smith, Jr** has joined the Association. Tom has spent many hours researching his Uncle, **Lt Francis J Smith, 65th Squadron**, who was killed in action on 18 May 1945 while crewing B-24 44-42358 on a mission to Formosa. He felt he should join in memory of his Uncle and in appreciation of the support he received from Association members while researching his Uncle's service. Tom just recently experienced a very emotional event - he listened to an oral history interview with **Arvid Houghlum** (deceased) which is posted on the Pacific Air War Archive site managed by GMU; the interview detailed Arvid's participation in the 18 May '45 mission to Formosa and his witnessing of the loss of Lt Smith's B-24. Tom lives in Sparta, Wisconsin and can be reached at [tsmith\\_54656@yahoo.com](mailto:tsmith_54656@yahoo.com)

## ***MEMBERSHIP - 43RD BOMB GROUP ASSOCIATION***

If you wish to become a Lifetime Member of the Association, there is an application form at the back of this newsletter. You can also download a form by clicking on the following link: <http://www.kensmen.com/membershipform.pdf>

Please send application and payment, made out to '43rd Bomb Group Association', directly to the Treasurer: Gayle McCay, 9 Appletree Lane, Bedford, Massachusetts 01730. We thank you in advance for your consideration in joining this great organization.

## ***FROM FAMILY & FRIENDS***

*Including the many individuals you will read about throughout this newsletter, your Secretary had the good fortune to chat online with several folks who have an interest in the 43rd Bomb Group -*

- Mona Boruk, Nancy Wilson** - daughters of **Lt Clarence 'Tex' Molder, 63rd**  
(both Mona and Nancy attended this year's reunion)
- Michael Spradlin** - great nephew of **TSgt Delmar Dotson, 65th**, (KIA 15 Sep 1943)
- Janet G Kimble** - niece of **SSgt Robert B Gills, Jr, 64th** (KIA 21 May 1943)
- Michael Shannon** - nephew of **Lt Harry C Shannon, 64th** (KIA, 11 July 1943)
- Matt Sloan** (Australia) - member of 2/33 Australian Infantry Battalion AIF Association and currently lead researcher on crash of the 403rd's B-24D 42-40682 'Pride of the Cornhuskers'
- Roman Polaski** - son of **SSgt Edward J Polaski, 63rd**



**2015 Reunion of the 43rd Bomb Group Association  
Hampton, Virginia**

**Annual Board of Director’s Meeting**

**Wed, 2 Sep, Board meeting:** The 43<sup>rd</sup> Bomb Group Association conducted its annual Board of Director’s meeting at the hotel, the Embassy Suites Hampton Roads, at 1700 Coliseum Drive in Hampton, VA at 6:00 p.m.

President Lanson greeted everyone and called the meeting to order. She then asked the Secretary to take roll call.

ATTENDEES: **Susan Lanson**, President; **Nancy Solomon**, Vice President; **Louise Terrell**, Secretary; **Michael La Vean**, Historian; Directors **George Anderson**, **Walter ‘Buck’ Buchanan**, **Robert Cooper**, **Jim Dieffenderfer**, **Scott Dieffenderfer (newly appointed)**, and **James Eide**. Absent were Rick Lloyd, Treasurer; Jim Cherkauer, Historian; and Sam Commons, Director.

After the President called for a reading of the 2014 Board Meeting minutes, a motion was made and approved to waive the reading of the minutes as recorded and published in the October 2014 newsletter and to accept them as written.

President Lanson then read the Association’s current financial status:

Balance, 1 October 2014		\$19,579.80
Income (non-reunion)	\$540	
Expenses (non-reunion)	\$500	
		\$19,619.80
Income (reunion)	\$7630	
Income (reunion - delayed payments)	\$ 875	
Expenses (reunion - downpayment)	\$5000	
		\$23,124.80

The status of the Association as a corporation was discussed briefly and will be taken under committee.

**NEW BUSINESS:**

The President updated the Board on the status of Board members. After some discussion, a motion was made and approved that Susan Lanson be considered by the general membership to continue as President for a third year as allowed in the bylaws. It was brought to the Board’s attention that Gayle McCay wanted to run for the position of Treasurer. After further discussion, a second motion was made and approved that, unless a new nomination came forward in the General Membership meeting, we consider nominating the Board of Officers as a group for approval by the general membership.

The Board discussed the status and mission of the Association going forward. The Association has primarily existed to enable social gatherings and camaraderie for its WWII veterans but, with dwindling numbers of active veterans, we agreed it was time to transition to a mission of research and documentation of 43<sup>rd</sup> Bomb Group history. After discussion, a motion was made and approved to amend the Association’s mission to one of research and documentation and to begin the transition immediately.

The Board heard from Michael La Vean, Association Historian, regarding efforts at George Mason University. Michael mentioned that there is approximately eight times more material waiting to be archived than what one would find archived on the website today. Michael also related concerns regarding the location of the time capsule burial in Hampton Roads (permanency and flood zone issues primarily) and the Board agreed that the best place for the time capsule would be at Wright-Patterson in Dayton.

The Board discussed and agreed that we consider Arizona as next year’s reunion destination. We adopted a project for this next reunion, specifically the identification and validation by proper authority of those men from the 43<sup>rd</sup> Bomb Group who were held as Prisoners of War. Once validated, we hope to identify surviving family members and encourage their attendance at the 2016 reunion where they would receive the Prisoner of War Medal on behalf of their veteran.

The current dues structure was discussed and all on the Board agreed we’d continue with the current structure - \$100 for a Lifetime membership. All remaining veterans of the 43<sup>rd</sup> Bomb Group are recognized as Lifetime members regardless of dues status.

## UNFINISHED BUSINESS:

Jim Dieffenderfer discussed briefly his efforts to place a memorial tree in honor of the 43<sup>rd</sup> Bomb Group at Arlington National Cemetery as well as the possibility of placing a monument on the main drive into Arlington. Buck Buchanan offered to assist Jim in these endeavors given his proximity to the National Capital Region and Arlington.

The status of the book being written by Larry Hickey on the history of the 43<sup>rd</sup> Bomb Group was reviewed.

The status of the Ken's Men website was discussed by the Board; the Secretary mentioned that she'd address the general membership to find a volunteer to assist Tracy Tucciarone, our current webmistress, in getting items posted and in general website management.

**Thurs, 3 Sep, Private Tour of Virginia Air and Space Museum in Hampton:** This was a great day spent among some very premier aviation and aircraft exhibits.

After the initial brief, we attended a 45 minute IMAX film on D-Day in 3D, narrated by Tom Brokaw. We also had a participative demonstration of Fire 'N' Ice, providing an opportunity to understand better the environment in which astronauts operate. That was followed by Liquid Nitrogen Ice Cream in the flight gallery and several more demonstrations and briefings. While some folks toured individually, the museum also provided a briefing on 'A Day in the Life of an Astronaut' – an excellent overview of what our astronauts contend with and accomplish as part of their duties.

Several folks toured the B-24 area. There, they had a written account on the raid on Ploesti and the toll it exacted on the many B-24 units that participated. You could then climb into the mock-up B-24, where you had an opportunity to 'ride along' and experience visually and audibly what it might have been like to have been on that major low-level attack by four engine bombers into Romania. There was also a small interactive panel that provided a first-hand interview with someone who had manned each of the bomber's crew positions. In those taped interviews, the former ball gunner mentioned that he had been given a promise by one of his waist gunners to do everything possible to help extract said ball gunner in the event of a bailout. The ball gunner's response was that he was most appreciative and that, should the waist gunner fail to extract said ball gunner, he'd be shot as he parachuted by. His final comment, 'we've been good friends ever since'.



Many next attended the IMAX showing of 'Journey to Space', while others did a guided walk-about of the facility to better point out some of the most unique features of the museum and its exhibits. And still many others opted for a turn in the first rate flight simulator at the museum. This 'flying machine' had a range of aircraft it could simulate. At least one or two folks took multiple flights in the flight simulator, where the P-38 was particularly popular!

It was a long day as we did not return to the hotel until about 5:30 p.m., but it was well worth our time and energy. A big thank you to the Air and Space Museum for providing this great tour.



Jim Eide, George Anderson, Bob Cooper, Jim Dieffenderfer

## **Fri, 4 Sep, Private Tour of NASA:**

We were provided guest passes and greeted and given a short in-brief by Astronaut Charlie Camarda, a close personal friend of the George Anderson family.

We then travelled to Building 1244, an aircraft hangar where we received a briefing from Mr Howie Lewis and the Research Services Directorate. This brief touched on NASA history, various research aircraft and missions as well as some of the more historical aspects of the hangar itself, to include its use as a training facility years ago for Gemini crews. This was followed up with a short media interview with our veterans.

We next travelled to Building 1293 where we were educated on NASA's Asteroid Redirect Mission (ARM) by Mr Scott Belbin of the Engineering Directorate. NASA is in the process of developing and planning a mission to visit a large near-Earth asteroid, where they will then collect a massive boulder from the surface. The boulder will be redirected to the moon's orbit where astronauts will explore it and return to earth with samples – the whole effort to help sustain us with new technologies and spaceflight experiences necessary for a human mission to Mars. After listening to that briefing, who doesn't want to have their kid or grandkid grow up to be an aerospace engineer?



Astronaut Charlie Camarda



We were again greeted by Astronaut Charlie Camarda at lunchtime. Charlie is a story unto himself, becoming an astronaut relatively late in life after he learned that NASA was as interested in sending engineers into space as it was in sending pilots. During lunch, Charlie provided a briefing on the Space Shuttle Columbia incident. He followed that with a briefing about his own shuttle flight, STS-114, in July 2005. This mission was the first after Columbia and its patch design (left) specifically signified the return of the Space Shuttle to flight. Charlie's mission was, of course, wildly successful and the crew accomplished a most important feat – renewed confidence in the future of manned space flight.

After lunch, we received several more briefings. The first was on Landing and Impact Research and Testing and was provided by Richard Boitnott of the Research Directorate. The history of research in this area was fascinating, not only as it related to ongoing efforts during WWII (particularly B-24 ditching survivability), but also post war efforts. The lab has had to be agile in both its procedures and its facilities design to accommodate a multitude of airframe testings, to include testing for Orion landings in the Pacific Ocean. It was at this location that we also heard from our own George Anderson – he relayed that he had functioned as a human 'crash dummy' when the Air Force was doing testing on aircraft seat belt and harness restraint systems back in the day.

Next on the schedule was a briefing on the Orion Capsule efforts, provided by Ellen Carpenter from the Space, Technology and Exploration Directorate. Orion will serve as the craft that will carry astronauts to deep space, sustaining its crew during space travel and providing safe re-entry. There was a great opportunity during this stop-over for everyone to get up close to some of the mock-ups being used by the Directorate in support of the Orion mission.

Our last stop was at the on-site wind tunnel. Mr Frank Quinto, from the Research Directorate, gave a great briefing on the physical make-up of the wind tunnel facility including its specification. He then talked to the utility of wind tunnels in assessing methods for reducing aircraft fuel use, decreasing noise and improving overall structural integrity of airframes - all of these being not only national but also international desires and goals. This facility also works in concert with the military services to assist in testing efforts, such as their work with the U.S. Army to find ways to smooth the airflow around a helicopter airframe.

**Evening Social:** We were treated to a wonderful presentation by John Hamann and Lynn Ritger, living historians



Lynn Ritger and John Hamann  
Airman's Preservation Society

from The Old Dominion Squadron of the Airman's Preservation Society (see: <https://www.facebook.com/OldDominionAPS>) - who together talked about the war in the Pacific, their uniforms, and the gear that men would use or have at their disposal on a typical mission. They brought in several variations of flight and survival gear which they made available for viewing. Lynn Ritger had met us the previous day at the Air and Space Museum where Jimmy Dee extended an invitation to our Friday night event - Lynn accepted, brought a fellow historian, and they did not disappoint.

Additionally, Dan Grubb, son of Ralph Grubb, 64<sup>th</sup> Squadron, who recently passed away, took some time to drive over and visit with us Friday night; we were all glad to see Dan and to share a few stories about his Dad.

George Anderson, 403<sup>rd</sup>, then introduced Colin Mitchell, a Lifetime Member who, with his wife Kris, was attending his first reunion. George had played a critical role in helping Colin interpret many of his grandfather's military documents. Colin gave a presentation on his grandfather, **Lt John Deutsch, 403<sup>rd</sup>**, that included an overview of WWII, followed by detailed discussion on Lt Deutsch's training, his crew and several of their missions, as well as a short synopsis on his life after the war. Colin's briefing was well received and included not only audience questions throughout, but also an interesting Q&A session afterward. See Colin's briefing here: <https://www.youtube.com/watch?v=RRhIo83cJbI&feature=youtu.be>

On Friday night and Saturday, all Time Capsule submissions were displayed so that reunion attendees were able to view and read them. These ranged from photos, written memoirs, war diaries and biographies to military separation documents, a reunion badge, a beautiful shadow box, books and other items. Additionally, there was a drawing for door prizes on Friday evening and again on Saturday; all 'winners' seemed happy to take home something extra.

**Saturday, 5 Sep: General Membership Meeting:** The General Membership meeting got underway just after 10:00 a.m. in the hotel. President Lanson called the meeting to order and welcomed all members and guests. She reminded all in attendance of the voting privileges - all 43<sup>rd</sup> Bomb Group veterans and those descendants who have paid membership dues are allowed to vote on the business of the Association.

After a motion was made, the membership voted Susan Lanson in as President for another year and voted the Board in for an additional year with Gayle McCay included as our new Treasurer. The President, with assistance from the Secretary and Historian, then provided a recap of the Board of Director's meeting.

We read an overview of the financial status of the Association. Additionally, we related that the dues structure would remain unchanged at \$100 for a Lifetime Membership and that those dues would assist us in endeavors such as 43<sup>rd</sup> Bomb Group commemorative plaques and monuments as well as our electronic archiving of 43<sup>rd</sup> BG history.

Our historian, Michael La Veau, discussed the Time Capsule. He relayed the several reasons (permanency, negating flood zone issues) and eventual decision to bury the capsule at Wright-Patterson AFB rather than in the Hampton Roads area. It is the Board's intent that the capsule be buried under the 43<sup>rd</sup> Bomb Group bench just outside the Air Force Museum at Wright-Patterson.

Michael also discussed George Mason's continued efforts to archive the history of the 43<sup>rd</sup> and provided a point of contact, Dr Sharon Leon, who has responsibility for the Center for History and New Media, under which the 43<sup>rd</sup>'s archival history is managed.

Last, Michael discussed the Board's thoughts to consider Arizona as the location for next year's reunion where we will strive to award the POW medal to the families of our confirmed POWs, possibly with the assistance of Senator John McCain.

At the end of the general membership meeting, our 43<sup>rd</sup> veterans read the names of their fallen comrades:

**403<sup>rd</sup> Squadron** – read by George Anderson:

Burton Aden; Joseph Bevill; Lester Moore; and all those men who may have passed on without our being aware

**63<sup>rd</sup> Squadron** – read by Jim Dieffenderfer

Ed Gammill; George Prezioso

**64<sup>th</sup> Squadron** – read by Bob Cooper

Ralph Grubb; Charles 'Max' McClenny, Sr; Garrett 'Moose' Minnick; Peggy Jones (wife of Wendell Jones); Wanda Cascio (wife of Paul Cascio, Jr)

**65<sup>th</sup> Squadron** – read by Jim Eide

James Brown; Paul Nichols

Nancy Solomon then sang the opening stanza of 'God Bless America' and asked that everyone join her. When this was complete, Jim Dieffenderfer related a story of Ed Gammill and his earning of the Soldier's Medal, awarded for an act of bravery not combat related – Ed's deed saved an aircraft critical to the fight while putting Ed directly in harm's way - quite emotional to tell and to hear. Thanks to Jim for telling that story as I suspect most had not heard it before.

### **Time Capsule Preparation (Saturday afternoon):**

Many folks continued to socialize until it was time to depart for Kelvin International Corporation in Newport News where they manufacture cutting-edge nitrogen generators and transfer systems. We met up with Al Guerra and his son Paul who would



lead our efforts to preserve our time capsule submissions by packing everything in nitrogen. These men came in on their day off and provided

their services entirely free of charge because they were so enamored with what we were doing in keeping Ken's Men history alive and viewable to future generations. Approximately 45 submissions were packaged, each in a sealable bag, which was then filled with nitrogen; all of

the packaged submissions were then placed together in a nitrogen filled container. As the hard work wound down, Al was kind enough to then take our veterans who were present on a tour of the facility.



On Saturday evening, we gathered for a great farewell banquet. Buck Buchanan first read the Missing Man Table verse, remembering and honoring those who could not be with us. Nancy Solomon then led us in giving thanks. That was followed by dinner and then an opportunity for not only our Veterans, but others in attendance, to talk freely about their veteran, the Association, and new as well as long term relationships with other veterans and their families. Many folks had an early morning transportation call, so it was not a late evening all in all. But, there were several who linked up informally again during the breakfast buffet before departing for home.



It was a great reunion – beyond the opportunity to meet with members and new attendees and to tour great sites in the Hampton area, the Embassy Suites accommodations were first rate, the breakfast was excellent (and free) and the service was absolutely top-notch.

### **Attendees, 43<sup>rd</sup> Bombardment Group 2015 Reunion (43<sup>rd</sup> veteran's names in italics):**

**Headquarters:** Elizabeth 'Betty' Bavor

**403<sup>rd</sup> Squadron:** *George Anderson, Sr* and extended family, including - George Anderson, Jr and Florence Anderson; Brian McCay, Gayle McCay and Bree McCay; Jim Capodiecici, Gwenn Capodiecici and Jamie Capodiecici; Owen Reynolds and Barbie Reynolds. Also from the 403<sup>rd</sup> were Walter 'Buck' Buchanan; Nancy Solomon; Susan Lanson; Michael La Veau; Leo Bloschock and Jane Bloschock with son Ben and Leo's sister Peg McAvaddy; and Colin Mitchell and Kristine Mitchell.

**63<sup>rd</sup> Squadron:** *Jim Dieffenderfer*, Scott Dieffenderfer; Mona Boruk; Nancy Wright; Hazel Lundin and Jennifer Lundin; and Powell (Eddie) Gammill.

**64<sup>th</sup> Squadron:** *Bob Cooper*, Van Cooper and Linda Cooper; Doug Terrell and Louise Terrell.

**65<sup>th</sup> Squadron:** *Jim Eide* and Stevan Eide; John Calder and Victoria Calder.

We'd like to thank all those that were able to attend this year's reunion in Hampton and we hope to see all of you and many more at the 2016 reunion.

*A special thanks to Mona Borup, Colin Mitchell and Susan Lanson for providing the photos for this article.*



## FROM OUR VETERANS



**Jim Dieffenderfer, 63rd Squadron**, let us know that he spent the better part of an hour on the phone catching up with **Frank Hohmann, 65th and 403rd Squadrons**. Jim and Frank served together in the 74th Bomb Squadron in Guatemala before the war and then later they separately served with the 19th and the 43rd Bomb Groups. Old friends catching up...

**Birthday Wishes** are in order for the following men:

**Richard 'Dick' Bennett, 65th Squadron**, on 9 Sep turned 94 years old

**Maurice 'M R' Jones, 64th Squadron**, turned 94 on 1 October

**Jim Eide, 65th Squadron**, turned 92 years on 2 October

**Bob Cooper, 64th Squadron**, will turn 93 this October 22nd

**George O Anderson, Sr, 403rd Squadron**, will be 94 on November 5th



If you know of one of our veterans who has an upcoming birthday, make us aware so we can extend our congratulations.

## Brigadier General Kenneth Walker Honored

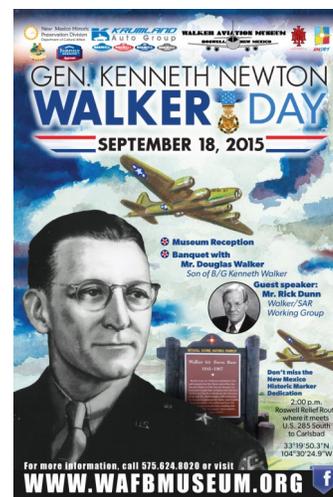
18 September 2015 was the first ever General Kenneth Newton Walker Day, celebrated in Roswell, New Mexico.

Events included a new Walker Air Force Base historical marker, dedicated by the New Mexico Department of Transportation. Additionally, a reception was held at the Walker Aviation Museum which is located at the Roswell International Air Center.

In the evening, the Walker Aviation Museum hosted a banquet at the Roswell Convention and Civic Center. Doug Walker, son of General Walker and a member of the 43rd Bomb Group Association, was in attendance. The keynote speaker was Richard L Dunn, who gave a presentation titled, "The Search for General Walker". Dunn discussed past efforts to find General Walker and the crew of *San Antonio Rose*, a 64th Squadron aircraft, all lost on 5 January 1943. Dunn also highlighted differing views on where the crew might have ended up - on land as he and many others believe vice in the water as the U.S. government's principal search organization believes - and how those differing views have influenced past and future recovery efforts.

*Note:* Brigadier General Walker was Commander, V Bomber Command, Fifth Air Force at the time of his loss. He is the highest ranking MIA from WWII and was awarded the Medal of Honor posthumously.

Information provided from: *Roswell Daily Record, Vol 124, No 225, dated September 19, 2015.*



## KEEP THE SPIRIT OF '45 ALIVE!

A non-profit, non-partisan initiative to preserve the legacy of the men and women of the Greatest Generation so that their example of personal courage, shared sacrifice, "can-do" attitude and service to community can inspire Americans to come together to meet historic challenges of our era. Read more here: <http://www.spiritof45.org/>

## TAPS

Ralph Derrill Grubb, 89, of Pulaski, passed away peacefully on Tuesday, August 18, 2015 after a brief illness. He was a member of the "Greatest Generation" having served in the United States Army Air Corps during World War II from September 1943 to November 1945. He flew on 44 missions as a tail gunner on the B-24 in the South Pacific and witnessed the bombing of Nagasaki on August 9, 1945 which was an instrumental event in ending the war. He was proud to serve his country and wore his 43rd Bomb Group reunion hats daily in recognition of his Air Corps comrades and their sacrifices. He retired from C&P Telephone of Va. after 36 1/2 years of service. He was a charter member of Memorial Baptist Church where he served on multi committees and likewise served his community as a member of the Y's Men's Club, Thornspring Ruritan Club, and as an assistant Scout Master of Troop 48 in Pulaski.



**Ralph D Grubb**  
**64th Squadron**



He was born in Beckley, W.Va. on November 9, 1925 to the late Paul and Exie Grubb and was also preceded in death by his wife of 62 years, Mozelle Wilson Grubb. He is survived by his son, Dan and wife, Debbie, of Pulaski; grandson, Brad Grubb and fiancé, Linde Groover, of Charlottesville, Va.; sisters, Margaret Butler, of Henderson, N.C., Betty Grubb, of Roanoke Va. and several nieces and nephews. He was a loving husband, dad, grandfather, uncle and friend that will be missed by all. The family would like to express our heartfelt gratitude to Dr. Ken Pendergrast, his office staff and the nursing staff at Lewis Gale Hospital - Pulaski for their loving care and devotion. In lieu of flowers the family has requested memorial contributions be made to Memorial Baptist Church; 995 Peppers Ferry Rd. Pulaski Va. 24301 or Pulaski County YMCA 615 Oakhurst Ave. Pulaski, Va. 24301. The family will be receiving friends from 11:30 to 1:30 p.m. on Friday August 21 at Memorial Baptist Church in Pulaski with the service to follow led by Pastor Mike Jones. Interment will occur at 3 p.m. at the Southwest Virginian Veterans Cemetery in Dublin with graveside rites conducted by V.F.W. Post 1184, Pulaski. Arrangements by Stevens Funeral Home in Pulaski.

Taken from: [http://www.roanoke.com/obituaries/grubb-ralph-derrill/article\\_2dd51931-a360-575e-8f8b-8fdc7a0315cc.html](http://www.roanoke.com/obituaries/grubb-ralph-derrill/article_2dd51931-a360-575e-8f8b-8fdc7a0315cc.html)

## Thanks for Thinking of the 43rd

- Jean Byrne, wife of **Art Byrne, 65th**, sent a large envelope of photos taken by her late husband during his time with the 43rd. She had been holding these for quite awhile and had finally decided it was time to dispose of them. Jean was good enough to contact the Association through the Ken's Men website and all of these photos are now in the possession of our Historian, who will review them and ensure they get catalogued and posted as appropriate. Thank you Jean for remembering Ken's Men.
- Ray Isaacs, no relation to any member of the 43rd Bomb Group, sent three files to the Ken's Men website, all in reference to B-24 '*Helen's Revenge*'. The photo he forwarded was possibly taken by his late father-in-law while he was stationed in New Guinea/Bougainville in 1943-44. Ray also provided some details of the pilot, **Captain William A. Bauder**, which he lifted from the web. Based on this information and with a quick search through past Association newsletters, we believe that Helen's Revenge was a 64th Squadron aircraft, tail number 42-72769. Ray has since forwarded the original photos to your Secretary for the Association's use. Our thanks to Ray for thinking of the 43rd before disposing of the original pictures.
- Roman Polaski, son of **SSgt Edward J Polaski, 63rd Squadron** (deceased), contacted us through the Ken's Men website and offered several photos of his Dad's airplane, B-24J 42-50911, and crew. We have since received these and they will soon be posted on the website. A wonderful addition as the crewmembers are identified by name (see pg 16 of this newsletter). Thanks much, Roman.

## ***Pentagon Enlists Outsiders to Help Search for MIAs***

By Chris Carola / The Associated Press



Justin Taylan, founder and director of Pacific Wrecks, poses at a World War II airplane wreck site in Papua New Guinea (PNG) in 2014. Taylan founded Pacific Wrecks 20 years ago after visiting crash sites and battlefields with his grandfather, a WWII veteran.

MARCUS BROWNING, PACIFIC WRECKS VIA THE ASSOCIATED PRESS

ALBANY, N.Y. – Justin Taylan has been to the remote Pacific island nation of Papua New Guinea dozens of times in the past two decades, spending countless hours slogging through crocodile-infested swamps in his quest to document as many World War II airplane wreck sites as possible.

Since 2013, he has conducted those missions for the newly reorganized Pentagon agency whose predecessor he and others had criticized for years for failing to recover and identify more remains of U.S. service members.

Taylan's hiring is part of the military's plans to reach out to private groups and others to help with the search for thousands of American war remains scattered from Pacific jungles to the European countryside.

Though he said he cannot comment on the details of the cases he has worked on under his contract, Taylan said he has documented more than 80 wrecks and war-related sites.

"So many organizations have something to give and share," Taylan, 37, said. "It's an incredible turn of events to support the mission and get more MIA cases resolved."

The Pentagon lists 83,000 MIAs as unaccounted-for from World War II and the Korean and Vietnam wars. More than 73,000 are from World War II, with many of those deemed not recoverable because they were lost at sea.

In 2009, Congress set a requirement that the Pentagon identify at least 200 sets of remains a year by 2015. But less than half that number has been identified each of the past two years.

Earlier this year, the Department of Defense unveiled its revamped Defense POW/MIA Accounting Agency, a move that came a year and a half after The Associated Press obtained an internal Pentagon study that criticized previous efforts as being in danger of spiraling from "dysfunction to total failure."

The new agency is working with nonprofit groups and private companies.

Taken from: <http://www.oregister.com/articles/remains-683707-taylan-new.html>

## ***American War Heroes Return Home 7 Decades Later***

By Alexander Mallin, Sep 27, 2015

Clay Bonnyman Evans knew all there was to know about his grandfather though the two had never met until that moment under several feet of crushed coral rock on a remote island in the Pacific.

Evans was polite when requesting the anthropology brush he would use to sweep some of the dust from his grandfather's remains when they were found in May on the Tawara Atoll.

"My whole life I grew up with that medal on the wall and the citation," Evans said, holding back tears. "He's always been my hero."

... Evans, referring to the Medal of Honor his grandfather earned posthumously for his heroism in World War II's Battle of Tarawa, had reached the end of a five-year journey. His grandfather's story actually stretched back more than seven decades, to November 22, 1943, when 1st Lt. Alexander Bonnyman Jr. led his fellow Marines to charge a bunker that Japanese soldiers had managed to employ as a linchpin to hold back a relentless offensive. ... Bonnyman and more than 1,200 Americans were killed in action in the three-day battle, but there was more land to be taken and no time to collect the scores of bodies.



His remains would be placed in a shallow grave, marked with haste, and soon be one of the more than 500 Marines on the island deemed unrecoverable by the military. It was a time when recovering the numerous war dead was without the technological advances and priority it holds in modern conflicts, Evans said.

Nine years ago, Mark Noah was in the National Archives in Washington, D.C., researching lost aircraft when he stumbled upon a troubling report that detailed the effort to recover remains from the Battle of Tarawa. It concluded that only 49 percent of those known to have been buried on the island were recovered. "When I read that, I just thought, 'Well, how could that be?'" Noah said. "There was 1,266 casualties. If they only found 49 percent of them, where are they?"

Thus began Mark's campaign, along with his nonprofit organization History Flight, to hone in on the island to recover the remains of American prisoners of war and those deemed missing in action. ...

See the remainder of this article as well as video, "***The Return Home: 70 Years Lost at War***", at: <http://abcnews.go.com/US/american-war-heroes-return-home-decades/story?id=33065579>

## ***Private Joseph Thompson***

Submitted by Sandra Smith, Australia

There's nothing in the yellowed photo of a cherubic baby Joseph Thompson to suggest the hard luck life he would have...

They'd married young and it didn't last, by the time Joseph was 4 his mom and dad had split up, a source of shame at the time... Not many details are known about Joseph's adopted life... We'll never know if it was a troubled relationship at home or tough depression times that led Joseph to leave home early and join the Air Corps. For the next 60 years all we knew was he was assigned to the **63rd Squadron of the 43rd Bomb Group** in Dobodura, New Guinea... On December 3, 1943 he replaced a gunner on an 11 man B-24, named 'The Swan', for an armed reconnaissance flight over the Bismarck Sea. His plane went down...

Sandy Smith was born in 1944. Her Australian mother Joyce Pardella had fallen in love with American Joseph Thompson while he was based there enroute to New Guinea and Sandy was their child...



When Sandy began her search for Joe's family in 1984 she had not known Joe was adopted. When she discovered that he was, she decided she wanted to let his birth mother know he had died in 1943. Working through friends and amateur researchers, by 2002 she found Joe's birth family, chiefly his cousin's line, the Fox's. Though Joe's mother Eliza had died 20 years earlier, Joe's birth family embraced her, and, through them she learned of Joe's surviving adoptive family. In Carolyn Fox's eyes, this is the first miracle. That 59 years after his death, Joe's daughter, birth family and adoptive family were now together, and sharing a concern for Joe. But that year had more miracles in store for them.

Having learned Joseph was an MIA, Carolyn posted an email on her family website requesting help finding him. ...more coincidences ... came in rapid succession...

In New Guinea, a local native ... was reported as having in his possession a crew-member's dog-tag from the plane Joe had been on. Word of this had reached John Douglas, an Australian living in Papua New Guinea who searched for the Missing. If this was accurate, clearly this town and this man were the keys to finding the bomber...

Back in the US Carolyn's website elicited a reply from an American eager to help as well. Christopher Moon was not only experienced in locating the missing, but unknown at the time to either Carolyn or Chris, they lived in adjacent towns in Minnesota. A million to one connection had been made and a new search for Joseph Thompson's bomber had begun. Carolyn passed on to Christopher and his father Bryan Moon all the evidence she had gathered from US, Papua New Guinea and Australian sources ...

In April, 2004 the US Military's JPAC, responsible for the return of located remains, visited the site in Papua New Guinea and confirmed it was the site of 'The Swan' B24D-60-CO serial #42-40475.

In November 2007 Carolyn and Sandy received the call they'd all worked for. Private Joseph Thompson's bones had been identified using Fox family DNA. He would be coming home... (but) His DNA was too degraded to confirm his parentage of her. After all these years of effort, Sandy was not to be allowed to see her father's internment, not to be recognized as daughter and not to be given access to his DNA to prove her connection to him. At this dark hour unexpected good fortune, or as Sandy calls it, miracles, intervened again. First, one of Sandy's American family members, who was to be offered passage to the internment at Arlington, asked the US Military to send Sandy, from Australia, in their stead. In August, 2008, Private Thompson returned. Thompson, the hard luck boy from the broken home, was back, with a daughter, cousins and nephews to welcome him... And, Sandy, having found her Dad and a second family, got to meet them 65 years after 'The Swan's' last flight. All that was left for Sandy was establishing legally her connection to her father. Having spent a lifetime under a cloud without a father, and having worked decades to find her extended family, Sandy wanted proof. While she was convinced she must be related to her American family, advances in genetic testing were needed to prove her case and neither the US nor Australian government would take on the effort. Friends located geneticists affiliated with the UN War Crimes tribunals that would take on the case. After eight of Sandy's American blood relatives donated their blood, and after a year of laboratory work, in January, 2010 the results were in. The odds are 15,000 to one in favor. Sandy Smith is Joseph Thompson's Daughter. And Joseph's daughter brought Joseph home, in doing so giving Sandy a new family, and reminding all involved what love, family and friendship really mean.

Editor's Note: Sandra Smith attended the Association's 2002 reunion in Las Vegas where she was able to meet a cousin from the U.S. for the first time. The full article on Pvt Thompson's recovery can be found at [http://projecthomecoming.org/stories\\_JosephThompson.html](http://projecthomecoming.org/stories_JosephThompson.html)

## ***Building ‘The Mustang’*** **- With a Special Thank You to Ed Gammill**

Contributed by Don Clausen

By way of Ed Gammill’s daughter Hazel, your Secretary received and responded to a question from 43rd BG Association member Don Clausen regarding the newsletter. It then came to my attention that Don had in his possession a handsome model of a WWII bomber aircraft. I asked Don if he’d write a short article about how he came to build a model of ‘*The Mustang*’, a 63<sup>rd</sup> Squadron B-17. Here is that story ...

“In the summer of 2005, friends of mine bought an old farmhouse in northern Minnesota. While they were cleaning that farmhouse out, they found the beginnings of what eventually turned out to be B-17 41-24554, *The Mustang*, an aircraft of the 63<sup>rd</sup> Squadron while they were operating from Port Moresby, New Guinea. The B-17 has been my favorite plane for as long as I can remember and I just couldn’t let them throw it. So I became the proud owner of a lot of dusty, flyspeck covered balsa and some yellowed plans. My friend’s grandfather was a waist gunner in an 8<sup>th</sup> AAF B-17, was shot down over Bremen in June of 1943, and spent two and a half years as a POW in Germany. Every time he visited, he came to check progress and give advice. After a bit of investigation, I learned that this model airplane was begun by the grandson of the former owners about 1979 and had been sitting up there collecting dust, etc. since then.

Now, I hadn’t built a model plane since the 50’s, so looking at a 6 ½ foot wing and more than 4 feet of fuselage was interesting. I started with a lot of cleaning and research. Because of the size, I knew it needed a lot of detail. I got books, searched the internet and must have watched “12 O’clock High” at least six times and had a stack of prints from the net an inch high. Somewhere I ran across a picture of ‘*The Mustang*’. I have two horses which I adopted from the Bureau of Land Management, both Mustangs. But what cinched it for me was that it isn’t what most people think of when you say B-17 - the 8<sup>th</sup> AAF and England. And it didn’t hurt that ‘*The Mustang*’ and I were both ‘delivered’ in 1942.

As I was searching for information on this aircraft, I found the Ken’s Men website. When I finally got brave enough to post a question on the message board, I got an answer from Ed Gammill. Over the 2 ½ years it took to complete the model, Ed was a great help; pictures - of both ‘*The Mustang*’ and of his model of ‘*Tuffy*’ - which colors were correct, technical information and more. When it was finally finished in February 2008, I sent Ed pictures. Ed emailed me back with instructions on what wasn’t correct and how to fix it.



Flight jacket given to Don by his kids after he completed building *The Mustang*

On 11 July 2007 at 0940 hours, I left the ground in The Experimental Aircraft Association’s ‘*Aluminum Overcast*’ and at 0953 I was sitting in the bombardier’s seat with nothing but Plexiglas between me and the world. That is my most outstanding memory of the flight. But what it really implanted in my thoughts forever was the incredible bravery it took for those men to go up day after day in one of those “things” and the great debt that we owe them. That’s something I try to explain to people who ask about my model.

Sometime during the building of *The Mustang*, I decided that I should join the 43<sup>rd</sup> Bomb Group Association. I regret that I never made a reunion with Ed. Should I ever build another B-17, it will most certainly be ‘*Tuffy*’.”

## ***Follow - Up: Returning a Japanese ‘Good Luck’ Flag***

Contributed by Christine Wheat

As follow-up to an article in the July newsletter, the link below provides an English language version of Nippon Television’s coverage of a Japanese prayer flag return brought about by the generosity of the family of **Lt Paul L Nichols, 65th Squadron**. It shows the soldier's sister receiving the flag at the Shrine Ceremony and communicates further the intent to change perceptions surrounding these flags. [http://www.ntv.co.jp/englishnews/world/wwii\\_special\\_whats\\_in\\_a\\_flag/](http://www.ntv.co.jp/englishnews/world/wwii_special_whats_in_a_flag/)

Per a note from Christine, “Apparently, this woman’s brother was killed very shortly before Grandad came home. This makes me think the infantry soldier he traded with for the flag may have been the one to take the flag from this young man as not much time had elapsed. Her reaction to seeing the flag for the first time is priceless... we are most grateful for the opportunity to see the return.”

Anyone wishing to investigate returning a flag may visit the website at <http://obon2015.com/english/> which details the process and also gives more information about the significance of the flags. And, if you have any questions regarding her experience, you can reach Christine at [cwheatrn@aol.com](mailto:cwheatrn@aol.com)

## ***A Note From ‘Down Under’***

Hi Louise,

My name is Matt Sloan and I am writing to you from Adelaide, South Australia...

My grandfather served in WWII with the 2/33 Australian Infantry Battalion, Australian Imperial Force (AIF)... I am a member of the 2/33 Australian Infantry Battalion AIF Association. For approximately the past 5 years I have been the lead researcher into the crash of USAAF B-24D 42-40682 ‘Pride of the Cornhuskers’. My research has led me to 4 of the 11 families in the USA whose relatives were onboard the plane, and we continue to search for descendants of the other 7 men.

On the morning of 7 September 1943... ‘Pride of the Cornhuskers’ prepared for takeoff from Jackson’s Field, Port Moresby. The plane failed to gain the required amount of lift for takeoff and subsequently crashed directly into the truck-line of the awaiting 2/33 Australian Infantry Battalion... 60 soldiers from the 2/33 Battalion and 2 Australian drivers from the 158 General Transport Company, along with all 11 43rd BG, 403rd BS crew members were killed in the crash. A further 90 soldiers from the 2/33 Battalion were injured in the crash. To date, this remains the worst aviation related disaster involving Australians.

... in 2012 the exact crash site was located. In 2013 we held a 70th anniversary commemoration at the Australian War Memorial, where for the first time in 70 years, all 73 names of the men killed were read aloud and a red poppy placed into a wreath. A USAF Major was in attendance to represent the 11 man crew. Possibly the most memorable event was held on 7 September 2014 when a group of 2/33 descendants travelled to Port Moresby for a dawn service at the crash site, followed by a plaque unveiling commissioned by the 2/33 Australian Infantry Battalion AIF Association. I am proud of the fact that I designed the plaque.

Upon my return I spent numerous hours compiling all of the information into a website. The website is to commemorate the men that paid the ultimate sacrifice, and to educate people about the events on that day. For reasons of morale, there was a strict censorship about the crash. The Australian soldiers present on the day have never forgotten their mates, or their allied friends from the USA.

Please feel free to have a look at the website, and I hope that we can keep in contact...

Regards,  
Matt Sloan  
Administrator – [LiberatorCrash.com](http://LiberatorCrash.com)  
Web: [LiberatorCrash.com](http://LiberatorCrash.com)  
Email: [admin@LiberatorCrash.com](mailto:admin@LiberatorCrash.com)

Editor’s Note: *This is an excerpt of an email received 13 Aug 2015. Your Secretary responded to Matt and thanked him for his efforts in recognizing and memorializing these men and this event. Please take some time to look at the website noted above; it is excellent!*

## ***CLOSING THE LOOP***

### **Answering Questions from the Last Newsletter**

#### **The Don Le Moine Crew**

In the July newsletter (pg 5), you may recall there was an article regarding the **Don Le Moine crew, 65th Squadron**, and an effort by Steve Miller, son of **Sydney Miller** - radio operator - to learn more about the men on that crew.

**Jim Cherkauer, 65th**, wrote to let us know that, as he remembers, the copilot of that crew, **Ken Garlapo**, was a lad who was one year behind Jim in high school. The Le Moine crew arrived a few days before the war ended and likely did not fly any combat missions. As Jim recalls, Ken made the Air Force his career and became the command pilot on Air Force One, the President's plane, and served two Presidents.

A big thank you to Jim for taking the time to provide that information—another clue for Steve as he continues his research into his Dad's experiences while serving with Ken's Men.

#### **Found - Full Tail Number for Aircraft #358**

As you might remember from the last newsletter (pg 13), Tom Smith, nephew of **Francis J 'Buddy' Smith, 65th Squadron**, along with your Editor, was trying to determine the full tail number involved in the 18 May '45 incident in which his Uncle was killed in action. The pilot was Lt James J Franklin and the aircraft was #358.

Well, Colin Mitchell, grandson of Lt John F Deutsch, 403rd, stepped up and provided that information to us. The aircraft was B-24M 44-42358. Colin found the answer in a copy of the 65th's Weekly Status and Operations Report for that time period.

## ***LOOKING FOR A LOST CREW***

The below photo was sent in by Roman Polaski, son of **Edward J Polaski, 63rd Squadron** (deceased). He also has a photo of B-24J 42-50911, but hasn't been able to place this particular B-24 with the 43rd.

Roman was fortunate enough to fly on the last remaining B24J, the model identical to his Dad's plane, last year... "The flight was extraordinary because the plane was in 100% WWII trim, no safety harnesses or any other modifications. When you were in the air, you had the run of the ship so my son and I explored it nose to tail and we were both able to sit in the nose gunner's position at 3000' altitude and see just what my Dad would have felt and seen. Needless to say, it was a remarkable experience."

If anyone has any information on this crew or B-24J 42-50911, Roman would be most appreciative if you'd contact him at [romanpolaski@cox.net](mailto:romanpolaski@cox.net)



Left to Right Standing:  
1st LT J.B. "Tex" Saunders, Pilot  
1st LT John Craig, Pilot  
1st LT Walter "Jim" Walton, Navigator  
2ndLT Hill "Blackey" Blackett, Bombardier  
TSgt Michael "Mike" Mohoney, Radio Operator

Left to right Squatting  
SSgt J.C.. "Jack" Thwaites, Gunner (UG)  
SSgt Morton "Mort" Rubin, Waist Gunner  
TSgt Louis "Louey" Hudson, Gunner (EG)  
SSgt E.J. "Ed" Polaski, Nose Gunner  
TSgt Philip R "Flip" Breen, Radio Operator

A note below the photo says "Pilot and original Tail Gunner Missing".

Also, around the photo on the page are 15 different destinations this crew experienced, including Ie-Shima.

## ***A FINAL RESTING PLACE***

### ***National Memorial Cemetery of the Pacific - Hawaii***

“Few national cemeteries can compete with the dramatic natural setting of the National Memorial Cemetery of the Pacific. The ‘Punchbowl’ was formed some 75,000 to 100,000 years ago during the Honolulu period of secondary volcanic activity...”

During the late 1890s, a committee recommended that the Punchbowl become the site for a new cemetery to accommodate the growing population of Honolulu. The idea was rejected... Fifty years later, Congress authorized a small appropriation to establish a national cemetery in Honolulu with two provisions: that the location be acceptable to the War Department, and that the site would be donated rather than purchased. In 1943, the governor of Hawaii offered the Punchbowl for this purpose. The \$50,000 appropriation proved insufficient, however, and the project was deferred until after World War II. By 1947, Congress and veteran organizations placed a great deal of pressure on the military to find a permanent burial site in Hawaii for the remains of thousands of World War II servicemen on the island of Guam awaiting permanent burial. Subsequently, the Army again began planning the Punchbowl cemetery; in February 1948 Congress approved funding and construction began.

Prior to the opening of the cemetery for the recently deceased, the remains of soldiers from locations around the Pacific Theater - including Wake Island and Japanese POW camps - were transported to Hawaii for final interment. The first interment was made Jan. 4, 1949. The cemetery opened to the public on July 19, 1949, with services for five war dead: an unknown serviceman, two Marines, an Army lieutenant and one civilian - noted war correspondent Ernie Pyle... Eventually, over 13,000 soldiers and sailors who died during World War II would be laid to rest in the Punchbowl.

In August 2001, about 70 generic unknown markers for the graves of men known to have died during the attack on Pearl Harbor were replaced with markers that included “USS Arizona” after it was determined they perished on this vessel. In addition, new information that identified grave locations of 175 men whose graves were previously marked as unknown resulted in the installation of new markers in October 2002. The National Memorial Cemetery of the Pacific was placed on the National Register of Historic Places in 1976...”

For more information on the National Cemetery of the Pacific, see: <http://www.cem.va.gov/CEM/cems/nchp/nmcp.asp>



**Forty-four Ken's Men** who died during WWII now have their final resting place at the National Memorial Cemetery of the Pacific. There are an additional thirteen men from the 43rd who's names appear on the WWII Courts of the Missing - Honolulu Memorial. These men flew on aircraft with such familiar names as *Old 666*, *Rio Rita*, *Jersey Skeeter*, *The Pride of the Cornhuskers*, *Hoomalimali*, *Double Trouble*, *Blues in the Night and Boots*. Many were lost on aircraft yet unnamed while still others died through non-battle incidents, accidents and illnesses.

#### **Buried at the National Memorial Cemetery of the Pacific**

##### **403rd Squadron**

Adams Samuel E, 2Lt  
Barnard Charles C, SSgt  
Bogle Howard J, SSgt  
Cucchiaio Anthony M, TSgt  
Herndon Joel L, SSgt  
Heyer Frederic G, 2Lt  
Metaxatos Louis, 1Lt  
Nichols Joseph L, 2Lt  
Seip Charles P, TSgt  
Wallenhorst Carl H, SSgt  
Wilcott Donald F, SSgt

##### **63rd Squadron**

Case Robert G, Cpl  
Doran John P, TSgt  
Godfrey Garth G, 2Lt  
Kasow Harry M, SSgt  
Kaynor Jack C, Pvt  
Paz Michael J Jr, SSgt  
Varner Robert F, Sgt

##### **64th Squadron**

Andrews Byron G, 2Lt  
Hansen Elmer R, TSgt  
Hartley Alvin K, TSgt  
Maenner Louis D, SSgt  
Meehan John J, TSgt  
Mowad George A, Cpl  
Rasor Hartsill C, TSgt  
Rossi Dominick T, SSgt  
Ryan Jack A, Capt  
Scanlan Joseph P, MSgt

##### **65th Squadron**

Bernstein Saul, Cpl  
Broughton Ambrose F, 2Lt  
Brown Gerald B, SSgt  
Byrd Frank D, SSgt  
Dougherty Francis J, TSgt  
Duff John R, 2Lt  
Freeman Robert K, 1Lt  
Freeman Thomas S, SSgt  
Hudon Rene L, Pfc  
Iverson James M, SSgt  
Reed Ralph G, SSgt  
Sarnoski Joseph R, 2Lt  
Shaw Robert H, TSgt  
Wright Robert F, Cpl

##### **Headquarters**

Blanchard John, Capt  
Greeson William M, Sgt

#### **Memorialized at the WWII Courts of the Missing**

##### **403rd Squadron**

Maragioglio, Salvatore S, Sgt  
Matousek, Anthony L, Sgt

##### **63rd Squadron**

Smith, James H, TSgt  
Graves, William F, Sgt  
Gill, Edward F T, Sgt  
Garrison, Jackson L, Sgt  
Sedlow, Ralphael J, SSgt  
Hayes, Wilbert E, Sgt  
Hecker, James C, 2Lt  
Kerns, Charles H, 2Lt  
Wadowski, Alex, 2Lt  
Brandriss, Harvey M, 2Lt  
Goldman, Lawrence H, Flt O

***(cont'd on following page)***

## ***A FINAL RESTING PLACE (cont'd)***

Among the many Medal of Honor recipients buried at the Punchbowl is **2Lt Joseph R. Sarnoski, 65th Bomb Squadron**, who was serving as bombardier on B-17 41-2666 on 16 June 1943 when he was killed.

Lt Sarnoski's Medal of Honor citation reads in part "... *At the nose guns, 2d Lt. Sarnoski fought off the first attackers, making it possible for the pilot to finish the plotted course. When a coordinated frontal attack by the enemy extensively damaged his bomber, and seriously injured 5 of the crew, 2d Lt. Sarnoski, though wounded, continued firing and shot down 2 enemy planes. A 20-millimeter shell which burst in the nose of the bomber knocked him into the catwalk under the cockpit. With indomitable fighting spirit, he crawled back to his post and kept on firing until he collapsed on his guns. 2d Lt. Sarnoski by resolute defense of his aircraft at the price of his life, made possible the completion of a vitally important mission.*"

Lt Sarnoski's full citation can be found here: [http://www.homeofheroes.com/moh/citations\\_1940\\_wwii/sarnoski.html](http://www.homeofheroes.com/moh/citations_1940_wwii/sarnoski.html)



## ***REMEMBERING THEIR SACRIFICE***

### ***SGT HAROLD R FARRIS, 64th SQUADRON***

Your Secretary received a letter from an historian in Eastport, Maine who is working to honor Eastport veterans lost in WWI, WWII and Vietnam. He'd hit a wall on **Sgt Harold R Farris**, believed to have been a **64th Squadron** tail gunner killed in action while on a 10 October '44 mission to Balikpapan. It was on this same mission that both **Lt Donald W Hunt, 65th Squadron** and **SSgt Earl W Isley, 403rd Squadron**, were killed.

From the November 1, 1944 issue of the Eastport Sentinel (an excerpt) -

**"HAROLD FARRIS IS REPORTED KILLED IN ACTION OVER BORNEO  
WAS A TAIL GUNNER IN HEAVY BOMBER, DEATH OCCURRED OCTOBER 10 AT BALIKPAPAN"**

*"Another gold star was added to Eastport's honor roll last Thursday when news reached Miss Helen Farris that her brother, Harold, had been killed in action over Borneo, and ... that it was an attack on the oil center at Balikpapan that the gallant young Eastporter lost his life..."*

After reviewing several of the 43rd's historical documents, we found inconsistency in the recorded losses for the 43rd Bomb Group from that particular mission. Though Sgt Farris is never mentioned by name, in both the S2 Combat Diary and the 64th's mission report, it is stated that the 64th lost a tail gunner.

Colin Mitchell was able to provide the 64th Squadron documents that helped to further confirm the loss of who is now believed to be Sgt Harold R Farris during the 10 October 1944 mission to Balikpapan.

Though Sgt Farris' name did not surface back when the Casualty Database was researched and assembled, his name has now been added, bringing the total number of casualties for the 43rd Bomb Group to 718. See <http://www.kensmen.com/database.html> for the full list of men lost.



If anyone can provide further information, such as the pilot or aircraft tail number for this incident, your Secretary (*and an historian in Maine*) would be most appreciative.



As we approach Veteran's Day, we extend our sincerest thanks to not only our Ken's Men and others who served in World War Two but to all those men and women who have served in previous conflicts as well as those who serve this Country today. *Thank You!*



## PACIFIC AIR WAR ARCHIVE 43RD BOMB GROUP DURING WORLD WAR II

*See us at: [www.pacificairwar.org](http://www.pacificairwar.org)*



### ***DO WE HAVE YOUR CURRENT EMAIL ADDRESS?***

If you did not receive email notice of publication of this Newsletter, we do not have your email address on file. The 43rd is using email more, as a means of reaching out, both for notice of Newsletter publication and for Association announcements. Please update your contact information today.

For changes or to be added to our contact list, email [43bgroup@gmail.com](mailto:43bgroup@gmail.com) Please be sure to include your first and last name in the Subject line of the email.

### ***HELP US IN MAKING THIS NEWS - PROVIDE YOUR STORIES***

This newsletter is published four (4) times a year - mid-month in January, April, July and October. We want this newsletter to be for and about our membership and to cover your areas of interest. Please send items for the newsletter to: Louise Terrell, 207 Huron Street, Houghton MI 49931 or via email to: [secretary43bgroup@gmail.com](mailto:secretary43bgroup@gmail.com)

Any material received after the 1st of the month in which the newsletter is being published may not make the upcoming newsletter.



**43<sup>rd</sup> Bomb Group Association  
Ken's Men  
Membership Form**



**Mail to: Gayle McKay  
9 Appletree Lane  
Bedford, MA 01730**

**Dues: \$100.00/Lifetime Membership**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail Address \_\_\_\_\_ Telephone No. ( \_\_\_\_\_ ) \_\_\_\_\_

**If you or your relative are a 'Ken's Men' from WWII:**

Name of Ken's Men \_\_\_\_\_

Name of Spouse \_\_\_\_\_

Duty in the 43rd \_\_\_\_\_ Squadron \_\_\_\_\_

**If you are not a 'Ken's Men': Are you related to a Ken's Men, a friend of a Ken's Men, an aviation enthusiast, history buff, or other? What is your interest in the 43rd Bomb Group?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*We welcome your interest in our distinguished organization, its purpose of preserving our unit's history and the spirit of its efforts in attaining victory in the Pacific Theater during WWII. As a member of the 43<sup>rd</sup> Bomb Group Association, you will automatically be added to our mailing / email list unless otherwise instructed.*