



43rd Bomb Group Association
"KEN'S MEN"
www.kensmen.com



April 2016
134th Edition

PRESIDENT'S REPORT

Wonderful news everyone! The long awaited book that is "Ken's Men Against the Empire" by author Larry Hickey is finally published and has already been shipped and received by many of you.

This book is as extensive as it is beautiful, being illustrated by the amazingly talented Jack Fellows. This book however is actually Vol I, only half of what our group contracted for, so I am happy to tell you that Vol II is already in production with Larry Hickey promising it out by late summer.

Larry personally told me that due to the sheer volume of information, data and photographs, he came to the decision to break our book into two volumes to better do it justice. Now that just has to be good news as I know about the volume of photos and documents you all supplied to him through the years, so now you will finally see your items in print after such a long wait!

Each of you or your family member who purchased an original book(s) from Larry Hickey or his company, International Historical Research Associates (IHRA), is entitled to both volumes for your original purchase price. Many of these purchases were possibly made in the late 1980's but I am assured by Larry Hickey that they have an accurate accounting of all purchases.

Several of our board members have been working diligently with Larry Hickey and his team to contact each veteran who has purchased a book and to complete and update the address list for Larry Hickey so that he can deliver the books. This effort is still in progress so if you believe you fit this profile or know anyone who does and have current contact information, please contact Louise Terrell at 43bgroup@gmail.com

Now for the much awaited **2016 Reunion news!** After much fussing and negotiation, the dates of **Wednesday, August 24th (Registration) to Sunday, August 28th (Check-out)** have been selected. With our group having shrunk over the years we have lost negotiating power, so to keep costs down we have to go in non-peak times. This cost difference is substantial. Having said that, the hotel is lovely and most gracious and welcoming as well as anxious to meet all of you WWII veterans! This is always first and foremost in my talks with any hotel. If I don't get the feeling that you veterans will be appreciated, I move on. The **Lord Baltimore Hotel** in Baltimore, MD is happy to have us and has given us a very competitive rate of \$129.00. Reservation information will be in the following pages so be sure to sign up soon!

BOARD OF DIRECTORS

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Scott Dieffenderfer

Victoria Calder

• Historian

Jim Cherkauer, 65th
jimcher@roadrunner.com
Michael La Vean
lavean@hotmail.com

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 G. Kettleson, 2002-2003*

Charles Rauch, 2004-2005

Jim Cherkauer, 2006-2007

James Thompson Jr, 2008

Eldon "Bud" Lawson, 2009-2010*

Arvid J. Hougum, 2011*

Robert R. Richardson, 2012-2013

* Deceased

PRESIDENT'S REPORT (CONT'D)

We have some fun events planned, once again we are trying to be creative. We have arranged for everyone to attend a certified automatic weapons range and not only learn about WWII weapons, the M-1, Thompson Machine Guns & Side Arms, but to live fire them if you desire. We had no trouble rounding up a .50 caliber Mark 2 machine gun for Joe Snyder and Wade Kehr, but we're having a bit of trouble locating a Japanese Zero for you Wade. I believe you all will enjoy this more than you think. I recently discovered my Grandfather's WWI pistol and was amazed at how large and heavy it was. It brought so many questions to mind as I'm sure it will for you when you discover the variety of pistols, guns and weapons used in WWII. Not to mention photo ops! This is a great chance for the kids and grandkids to have a hands on introduction to what you men actually did and how you did it in the war.

In addition we plan to tour the permanently docked WWII submarine that is just down the street from our hotel. The submarine is the **USS Torsk**, with its first mission being war duty in the Pacific, its primary assignment to serve as lifeguard for B-29 bombers making air raids on Japan. Torsk, who's nickname is "the Galloping Ghost of the Japanese Coast", has the distinction of sinking the last Japanese ship sunk during the war. So check your log-books and memories and see if you flew over Osaka Harbor, Kii Straits in May 1945, that's when she came into action. I'm sure many of you flew over her and never knew it.

And in more book publishing news, the 43rd Bomb Group has yet another book coming out this fall well worth a read. This is of course "**Lucky 666**". Tom Clavin and Bob Drury plan to attend this year's reunion, bringing some advanced copies of their book if they are available. Keep your fingers crossed! They have kept in very close contact with us, the 43rd, digging for details, photos and names, and I have no doubt they have done as fine a job on this story as they did in the rest of their books. I'd like to thank them in advance for their diligence in research and professionalism. This book is now available for advanced copies on Amazon.com.

I look forward to seeing you soon at another reunion with yet new experiences!

Sincerely,

Susan Clark Lanson
President, 43rd Bomb Group Association

A VERY HAPPY BIRTHDAY to the following Ken's Men:

Jim Cherkauer, 65th, will be 94 years old on April 20th
Dr B. Gray Allison, 65th, on 7 May will turn 92 years old
Bob Mangan, 403rd, on 13 May will be 93 years old
John Taylor, 64th, will be 93 years old on May 25th
Raymond Plank, 64th, will be 94 years on May 29th



To our Veterans, best wishes and our sincere thanks for your service as you celebrate the occasion of your birthday.

Note: If you know of a 43rd Veteran who has an upcoming birthday, please make us aware so we can extend our congratulations and best wishes.

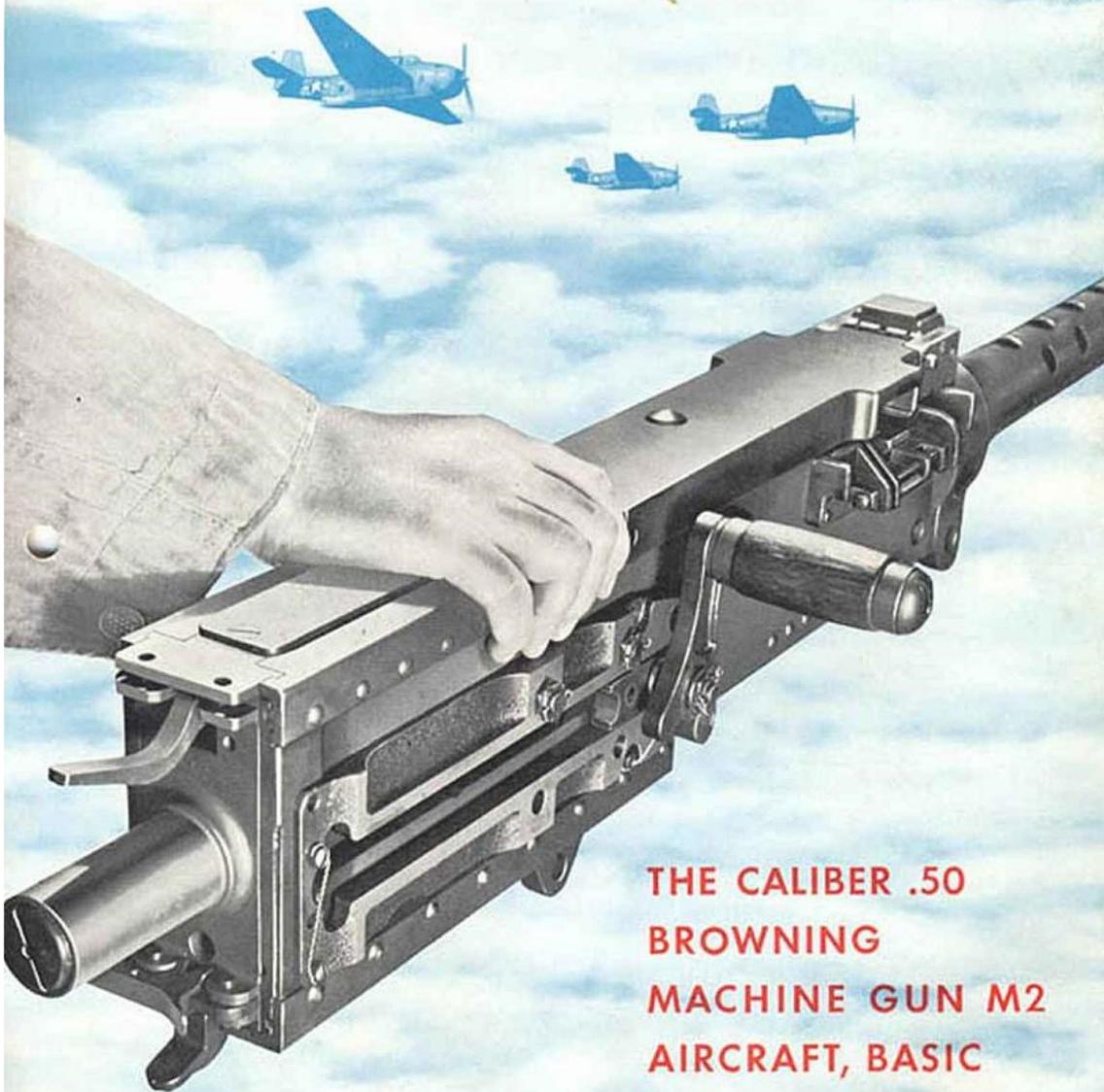
DAY TRIP



WWII Weapons Tour

Come learn, touch and feel the M-1, Thompson Machine Guns & Side Arms used in the Pacific in WWII. Yes, and we hope everyone gets a chance to live fire for the unique experience of a life time!

THIS IS YOUR GUN



**THE CALIBER .50
BROWNING
MACHINE GUN M2
AIRCRAFT, BASIC**

With brief instructions on the caliber .30 machine gun and caliber .45 automatic pistol.

RESTRICTED

DAY TRIP



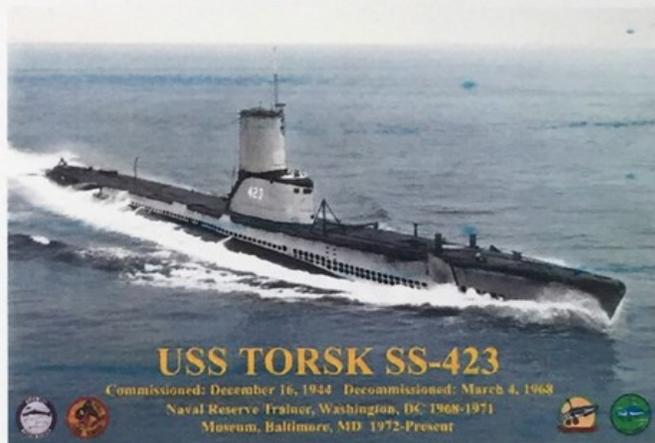
43rd Bomb Group Reunion

WWII SUBMARINE

TORSK

We are currently working with the curators for the Harbor to lunch aboard the Submarine Torsk.
The date is yet to be determined.

**The "Galloping
Ghost of the
Japanese Coast"**



**Sank the last Japanese
ship of the war in 1945 !**

MISSION ORDER :

BALTIMORE, MD 2016
REUNION



WED: AUG. 24

Arrival, Sign in & Registration
8 AM-10 PM Daily Hospitality Room

Dinner on your own
Wine & Cheese provided by Hotel
6 PM Board Meeting—Board members only

THURS: AUG. 25

Breakfast provided by Hotel
10:00am Meet in Hospitality Room to leave for Day Trip
Day Trip of either WWII Submarine or WWII Weaponry

Dinner on your own
Wine & Cheese provided by Hotel

FRI: AUG. 26

Breakfast provided by Hotel
10:00am Meet in Hospitality Room to Day Trip
Day Trip of either WWII Submarine or WWII Weaponry
Wine & Cheese provided by Hotel

Dinner on your own
7:00pm Meet in Hospitality Room for Door prizes and Open Mic

SAT: AUG.27

Breakfast provided by Hotel
10:00am General Meeting & Guest Speaker

6-7 PM Cocktail hour
7-10:30 PM Farewell Banquet with Guest Speaker

SUN: AUG.28

Breakfast provided by Hotel
Check out

NOTE: Day Tour space limited, first come first serve. Sorry, no walk ups.

MISSION ORDER



43rd Bomb Group 2016 Reunion REGISTRATION

DATE	EVENT	COST per Person	QTY	TOTAL
	REGISTRATION FEE per person Non Refundable	75.00	_____	_____
Thurs 8-25	Tour of either WWII Submarine or Automatic Weapons Range. Days	48.00	_____	_____
Fri 8-26	To be determined	48.00	_____	_____
Sat 8-27	Cocktail Hour & Banquet w/speaker ..	75.00	_____	_____
TOTALS _____				

Please make check payable 43rd Bomb Group Association
Mail check and your completed form to:

Louise Terrell
207 Huron Street, Houghton, MI 49931

For more information call:
Susan Clark Lanson: (727) 641-1332

Name.....Spouse.....

Address

Phone.....Email.....

Squadron..... Ck Total..... Please list all guests separately:
.....
.....
.....

WE WILL BE UNABLE TO ACCOMMODATE WALK IN ENTRYS TO ANY EVENTS

HOTEL REGISTRATION !



43rd Bomb Group Reunion

**Wednesday, August 24th (Reunion Registration) –
Sunday, August 28th (Check-Out)**

Cut off date: July 26th, 2016

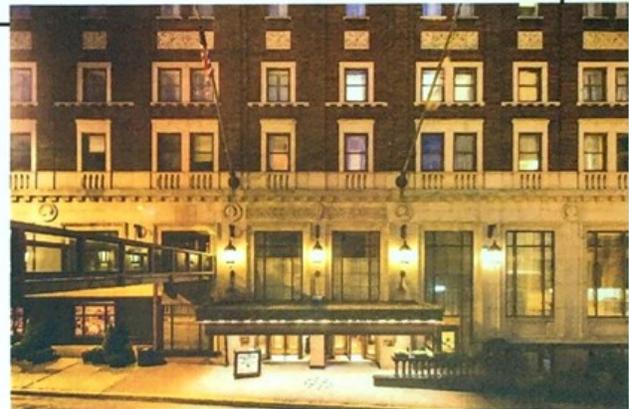
Group Room Rate:

Deluxe Double & Queen \$129.00



LORD BALTIMORE HOTEL
est. 1928

LORD BALTIMORE HOTEL
20 West Baltimore St.
Baltimore, MD 21201



For Reservations
[410-539-8400](tel:410-539-8400) or www.lordbaltimorehotel.com

Refer to the this code to get your preferred rate:

0816MILREU

- Blocks from Harbor shops & Restaurants
- Complimentary daily Breakfast & Evening wine & cheese
- Complimentary Wi-Fi
- Free Shuttle to local sites

DIRECTIONS

Directions



Below you will find a basic map and some directions from the airport, please look at their web site for more specific directions.



Baltimore-Washington Intl' Airport (BWI) is about 12 miles from the Lord Baltimore Hotel. The hotel is located three blocks from the Inner Harbor, National Aquarium, Baltimore Arena and many other attractions. The estimated drive time is 30 minutes and 75 min from Washington DC (IAD).

Valet parking is available, mention you are with our group for our preferred rate.

LORD BALTIMORE HOTEL

20 West Baltimore Street
Baltimore, Maryland 21201

T: 410-539-8400

[Click here to fill out a Request for Proposal - Meetings RFP](#)

reservations@lordbaltimorehotel.com



LORD BALTIMORE HOTEL
est. 1928

FROM BWI AIRPORT

TAKE A TAXI

Pickup: Outside baggage claim on Lower Level

Approximate travel time: +/-30 minutes

Cost: +/- \$35

Distance: 12 miles

Hotel address: 20 West Baltimore Street, Baltimore, Maryland 21201

NEW MEMBERS



A special '*NEW MEMBER*' welcome to **Stuart Eynon, 403rd Squadron**, along with his wife Wanda, who reside in Ashland, Massachusetts. Stuart served as a B-24 flight engineer and top gunner from late 1944 through the end of the war on the R. M. Dawson/John G. Yeager crew. After leaving the service, he returned to Massachusetts and lost touch with the men of the 403rd. Stuart and Wanda are delighted to know that the 43rd Bomb Group Association exists and hope to attend their first reunion this fall.

Don Williams, son of **Leonard F Williams, 65th Squadron**, and previously an Associate member, has become a Lifetime Member. Don's father was the NCOIC of the Aerial Photography Section in the 65th.

Bassel A Mahgoub, grandson of **Raymond Gates, 63rd Squadron**, has become a Life Member of the Association. Bassel, whose grandfather had talked to him about his experiences during the war, is interested in learning more about WWII.

John W. McDowell, son of **John F McDowell, 63rd Squadron**, recently became a Lifetime Member. John has been interested in his Dad's service and the history of the 43rd for many years and has been in touch with the Association for quite some time.

Janice and Dennis Hecht, Janice is the daughter of **James W O'Brien, 63rd Squadron**. Per Janice, our website has been and continues to be a valuable tool in researching her Dad's time in the service.

Joyce Rodella, daughter of **Jim Rodella, 64th Squadron**. Joyce had accompanied her Dad to the last several reunions before he passed away and wants to see the men and their service continue to be honored through the Association and our veterans' family members.

If you wish to become a Lifetime Member of the 43rd Bomb Group 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 FAMILIES & FRIENDS

Janice Hecht - daughter of **James W O'Brien, 63rd**

John W McDowell - son of **John F McDowell, 63rd**

Note: both O'Brien and McDowell were members of the Al Goossen crew; Janice and John, both new Lifetime Members, have shared with each other what they know about this crew and their Dad's service

Jack Rhem - Jack has no relatives who served in the 43rd but takes much interest is due to the fact that his great-uncle was a co-pilot on Navy PB4Y-1s in the Pacific, flying from Carney Field off Guadalcanal until late 1943

Robert Bussman - grandson of **Kenneth M Hillas, 65th Squadron**

John Olofson - son of **Arthur W 'Oley' Olofson, 63rd Squadron**

Annemarie Calderala daughter of **Frank Calderala, 63rd Squadron**

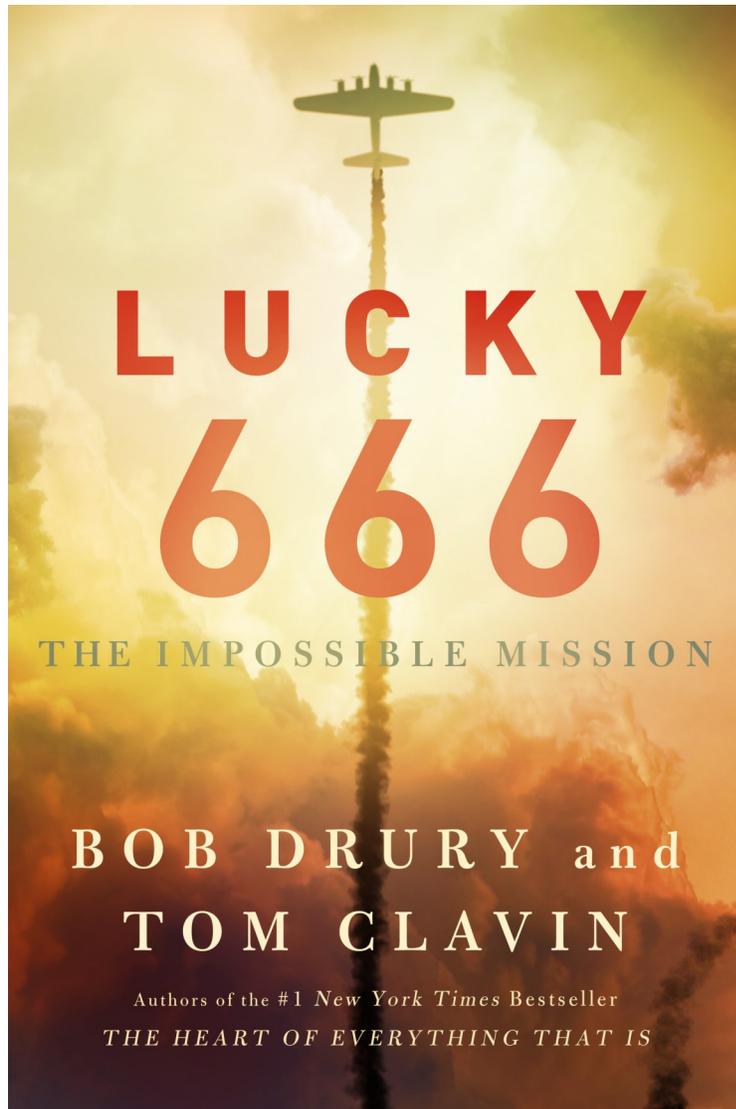
David Brookshire - was once assigned to the 43rd Bomb Wing on Guam; passed on that he found the Ken's Men website well constructed and informative with regards to WWII in the Pacific

*Note: In the October newsletter, your Secretary made an error regarding the names of 'Tex' Molder's daughters; their correct names are **Mona Marie Molder Borup** and **Nancy Bell Molder Wright**. Apologies to both ladies and we hope to see you at our Baltimore reunion.*

LUCKY 666 THE IMPOSSIBLE MISSION

Provided by Tom Clavin, Researcher and Author

From the authors of the *New York Times* bestselling *The Heart of Everything That Is* and *Halsey's Typhoon* comes the dramatic, untold story of a daredevil bomber pilot and his misfit crew who fly their lone B-17 into the teeth of the Japanese Empire in 1943, engage in the longest dogfight in history, and change the momentum of the War in the Pacific – but not without making the ultimate sacrifice.



It is 1942, the Japanese war machine has rolled up nearly all of the Pacific Theater, and American forces are clinging to what little unconquered territory remains. While U.S. Marines claw their way across Guadalcanal, small contingents of U.S. Army Airmen make their way to the lonely, embattled Allied airbase on Papua, New Guinea. Their mission: to defend Australia from invasion, harass Japanese supply lines, fly perilous bombing missions over enemy-held strongholds, and make reconnaissance runs to provide intelligence for America's nascent island-hopping campaign.

Among these men are the pilot **Captain Jay Zeamer** and the bombardier **Sergeant Raymond "Joe" Sarnoski**, fast friends whose swashbuckling reputations precede them. Zeamer and Sarnoski recruit a crew of "screw-ups" to rebuild a broken-down B-17 bomber from spare parts and christen the plane *Old 666*, naming it from its tail identification numbers. In June 1943, Zeamer and Sarnoski and their crew of outsiders volunteer for a 1200-mile "suicide mission," a recon flight into the heart of the Japanese Empire that may well change the course of the war.

From thence Drury and Clavin bring to vivid life one of the last, great untold stories of World War II. Featuring personal letters, diaries, U.S. Army Air Force after-action reports, even the translated Japanese Imperial Air Force's official account of the longest dog-

fight in history, *Lucky 666* is a tale of friendship, heroism, and sacrifice set against the horrific backdrop of vicious aerial warfare, wounded crewmates, and a white-knuckle emergency landing in the jungles of New Guinea—a must-read for fans of World War II adventures and military history.

The veteran foreign correspondent Bob Drury is the author/coauthor/editor of fourteen books. He has written for numerous publications, including *The New York Times*, *Vanity Fair*, and *GQ*. He lives in Manasquan, New Jersey.

Tom Clavin is the author or coauthor of eighteen books. He has worked as a newspaper and web site editor, magazine writer, TV and radio commentator, and a reporter for *The New York Times* covering entertainment, sports, and the environment. He has received awards from the Society of Professional Journalists, Marine Corps Heritage Foundation, and National Newspaper Association. He lives in Sag Harbor, New York.

TAPS



Art Mulligan
64th Squadron



Arthur F. Mulligan, 100, of Delray Beach, Fl. formerly of Rosendale and Kingston, passed peacefully Thursday morning, March 24 at the Trustbridge Hospice of Delray Beach, Florida, with his wife & family by his side.

He was born in Kingston, NY, ... A veteran of WW II, Pacific Theater of Operations, U.S. Army Air Corps, he served from 1942-1947, attaining the rank of Lieutenant Colonel, he was a pilot of the famous B-24 Liberator with the **43 Bomb Group, 64th Squadron, the "Kens Men"**. He saw action in New Guinea, Bismarck-Archipelago, South Philippines, Luzon, Eastern Mandates and China flying 102 combat missions. He was awarded the Distinguished Flying Cross w/3 Oak Leaf Clusters; Air Medal w/4 Oak Leaf Clusters; Army Commendation Medal; Asiatic-Pacific Theater Ribbon W/7 Bronze Stars; American Theater Ribbon and the World War II Victory Medal. He served 26 years including active duty and the Reserves.

Arthur, besides his family, loved driving and flying. As a young man he started his driving career with numerous truck driving jobs before becoming a driver for Adirondack and Pine Hill Trailways. He then became partners with his brother Eugene in The Chalet Restaurant and Bowling Alley and Myers Garage & Taxi in Rosendale. He later established Arthur F. Mulligan Inc. and Arrow Bus Line, retiring in 1992 after 45 years. Art and Bev enjoyed many wonderful flying trips throughout the US and the Caribbean, with airplane partners Ed & Lib DeGroff. It wasn't until much later at age 80 when he rekindled his love of driving, and bought a motor home and traveled throughout the US with his co-pilot Beverlee.

Active in civic and fraternal organizations, Arthur served as Trustee, and later Mayor and Police Chief of the Village of Rosendale; member and past Fire Chief of the Rosendale Volunteer Fire Department; Life member of the American Legion Post #1219, Tillson, NY and VFW Post# 4141 Delray Beach, Fl. Former member of; Rondout Valley Lions Club; Board Director- New York School Bus Contractors Association; National School Transportation Association and the American Bus Association. Arthur will be remembered for his work ethic, integrity and dedication to the school bus industry and love of family, community and country. Arthur was a parishioner of Ascension RC Church, Boca Raton, FL. St. Joseph's RC Church, Kingston, NY and St. Peters RC Church, Rosendale, NY.

Arthur is survived by his loving wife of 68 years, Beverlee A Schmitz; they wed on October 14, 1947 in Great Falls, Montana; his son Gary Mulligan and wife Sally (Goffredi) of Kingston; daughters Pamela of Delray Beach, FL and Barbara Focht (Gil) of Jacksonville, FL; grandchildren; Colette Dispinseri, Kristina TenEyck, Mark TenEyck, Stephen Salvino Jr. 6 great grandchildren; sister-in-law, Frances Mulligan and many beloved nieces & nephews. He was predeceased by brothers, Eugene, Edward, Bernard, Roger; sisters, Estelle DuJardin and Rosemary Rowe. ... Burial in St. Patrick's Cemetery, Ravena, NY on April 2, 2016 at 11:00 am. The family suggests memorial donations to American Legion Post # 1219, Tillson, NY or the Rosendale Fire Department.

Published in Daily Freeman on Mar. 27, 2016. See online at: <http://keyserfuneralservice.com/tribute/details/1336/Arthur-Mulligan/obituary.html>

PERKINS (Rhan), Muriel "Mickie" Of Kettering, age 90, passed away March 27, 2016 at the Hospice of Butler & Warren County.

She is survived by her loving and devoted husband of 55 years, **William F. "Bill" (63rd Squadron)**; 2 children, Scott (Tonya) Perkins and Marie (Shawn Tovey) Perkins, 2 children from a previous marriage, 3 step-children, 15 grandchildren and numerous great-grandchildren. She was an active member of Memorial Presbyterian Church, Dayton. The family will receive friends 5-7 pm Friday, April 1, at MORRIS SONS FUNERAL HOMES, 1771 East Dorothy Lane, Kettering, Ohio. Memorial service Saturday, April 2, at 10:00 am, with burial to follow at Miami Valley Memorial Gardens. Condolences may be sent to www.morris-sons.com -

See more at: <http://www.legacy.com/obituaries/dayton/obituary.aspx?n=muriel-perkins-rhan&pid=179453571&fhid=5166#sthash.5VTDwfUn.dpuf>

TAPS (cont'd)



Robert G Yeck
63rd Squadron



Robert Gilbert Yeck was born on December 6, 1920 in LaValle, Wisconsin. He was the son of August Frederick and Elsie Bertha (Hennings) Yeck. Dr. Yeck died on March 18, 2016 after a long illness. He is survived by his wife of seventy-two years Louise Lena (Latotzka) Yeck, two sons, William August Yeck and Alan Frederick Yeck, daughter-in-law Linda Ann (Sotiros) Yeck, three grandchildren James Robert Yeck, Stephanie Elizabeth (Yeck) Wegner and Sara Kristine Yeck, grandson-in-law Michael David Wegner, and two great grandchildren Nathaniel Lucas Wegner and Jeremiah Christian Wegner.

Dr. Yeck grew up mainly on a farm tending on animals, crops, and keeping farm equipment operational. One of his early jobs was a Machinist. Dr. Yeck **served in the U.S. Army Air Corps in the Pacific during World War II**. He remained a reservist in The U.S. Air Force retiring with the rank of Lieutenant Colonel. Dr. Yeck graduated from Reedsburg Wisconsin High School and received a B.S. Agriculture degree from the University of Wisconsin. He began his career with the U.S. Department of Agriculture (USDA) in 1948 while in Wisconsin. He was later a research director for the USDA at the University of Missouri. While at Missouri he completed his education by being awarded a M.S. in Agricultural Engineering degree and his highest achievement a Doctor of Philosophy. He was promoted to the duties of section chief. In 1960 Dr. Yeck was transferred to Beltsville Maryland assuming the duties of Branch Chief of farm structures. He retired in 1980 from the USDA as a senior staff scientist. During the next eight years Dr. Yeck, was a visiting professor in the Agricultural Engineering Department at the University of Maryland. He taught courses and supervised the farm plan exchanged program before retiring in 1988.

Dr. Yeck was a professional engineer, a Fellow of American Society of Agricultural Engineers, and a member of the Society of Sigma Xi. He was an elder at the First Presbyterian Church of Columbia, Missouri and the Colesville Presbyterian Church. He was a Life member of the Reserve Officers Association and The American Legion. Dr. Yeck was a Life member of both the University of Missouri and University of Wisconsin Alumni Associations. He was an active member in the Colesville Citizens Association. He enjoyed working outdoors, photography, fishing and boating and in his later years, playing golf with his sons. Dr. and Mrs. Yeck traveled in every State in the Union and many wonderful places throughout the world. A few included Russia, China, Egypt, Europe, Canada, Mexico, Australia, Fiji Island, Peru and the Caribbean.

Taken from: <http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=Robert-Yeck&lc=9738&pid=178128637&uuid=e5ddad28-d28d-403a-89c5-070de0a91175>



Louis E Steinfeld
63rd Squadron



Louis Edwin Steinfeld, Cordova, TN, died February 9, 2016.

Mr. Steinfeld was a veteran of WW II serving in the U.S. Army Air Force in the **63rd Bomb Squadron Heavy**. During his service in the military, he received several medals and ribbons. After the war, he became a pharmaceutical representative until retirement. He enjoyed participating in Veterans activities in Memphis. He and his wife loved cats and rescued many over the years.

Mr. Steinfeld is survived by his children, Louis Steinfeld III of Cordova, Janet Calliham of Las Vegas, and Rob Caldwell of Obion. He has 4 grandchildren and 6 great-grandchildren. ... funeral service will be held Thursday, February 18th at 10am at Memphis Funeral Home, Poplar Chapel. Following the service, a military burial will be held at 11:30am at West Tennessee Veterans Cemetery. Please send any memorials to the VFW Post 1965 (1128 Timberlake Drive East Cordova, TN 38018) or the Memphis Humane Society.

From online: <http://www.legacy.com/obituaries/commercialappeal/obituary.aspx?n=Louis-Edwin-Steinfeld&pid=177729015>

TAPS (cont'd)

Major DOUGLAS J. FLACK, USAF (Ret.) A World War II veteran who went on to a career with Rockwell International Defense Corporation, passed away on Tuesday, February 16, 2016 at his winter home in Naples, Florida. He was 92.



Douglas J Flack
403rd Squadron



Flack was born in Hibbing, Minnesota in 1923. He enlisted in the United States Army Air Corp at age 18 and retired with 20 years of military service. **A photogunner in the South Pacific**, Flack served in Nadzab, Dutch New Guinea; Owi Island, Leyte; Clark Field in the Philippines and in Ie Shima, Japan. Flack flew 47 combat missions over the Pacific and was part of the advance team that carried out the atomic bombing of Nagasaki.

Flack is survived by his wife of 43 years, Susan; son Eric; and daughters Sarah and Mary Lee. His loss will also be mourned by his younger brother Ron and his wife Daniele, his son-in-law Richard, his grandchildren and countless other family and friends.

Funeral services will be held Friday, February 26, 2016 at 2 p.m. at National Funeral Home AND Memorial Park. In lieu of flowers, please send donations to Honor Fight Northland or Iona Senior Services.

Published in The Washington Post on Feb. 21, 2016. See online at: <http://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=douglas-j-flack&pid=177790572&fhid=6345>

Editor's Note: Doug began as a radar mechanic in the 43rd BG and transferred to the 403rd Squadron in May 1944, serving as a combat photo-gunner and earning the Air Medal with three Oak Leaf Clusters. Doug's last mission was over Nagasaki, Japan on 1 August 1945.



Doug Flack, far right (kneeling), is seen in this July 1945 photo on Ie Shima with the John Deusch crew. Doug's comment, when presented this photo by Colin Mitchell, was 'What a crew. We look like a road repair crew, not a hot-shot bomber crew'.

TAPS (cont'd)

*Myron L Lamoree
63rd Squadron*



Myron Lee Lamoree, 89, of Redmond (Washington), formerly of Woodinville and Shelton, died Friday, August 7, 2015. He was born February 9, 1926 in Russell, Kansas, the son of the late Lloyd and Margaret (Kutina) Lamoree. Myron married Faith Lois Benson on February 14, 1950 in Seattle, WA. He was a tail gunner in WWII serving in the United States Army Air Corp with the **43rd Bomb Group, 63rd Bomb Squadron** and continued his service in the United States Air Force in the Korean conflict.

Myron was employed as a Technical Drafter with Boeing focusing on Missile Defense and Naval Hydrofoils. He loved music and played the trombone in the Big Band era. He worked on a small family farm and enjoyed designing architecture, construction, auto mechanics, water skiing, snow skiing and scuba diving.

Myron is survived by his wife of 65 years; their three sons Guy Lamoree and wife Sue, Rand Lamoree, and Bret Lamoree and wife Ellen; five grandchildren Starlena, Shawna, Shane, Brennan and Malia; 6 great-grandchildren Celeste, Sidney, Brooke, Tyler, Ty and Pierce; his two sisters Valoris Shay and Valarie Lamoree. He was preceded in death by his brother Lincoln who died at age two.

He made a positive and lasting impression on everyone he met. He will be loved forever and never forgotten.

Taken from: <http://www.washelli.com/obits/obituaries.php/obitID/983089/obit/Myron-Lee-Lamoree>

PLAQUE COMMEMORATES THE LEONARD BROWN DRILL HALL

Follow-Up from January Newsletter



This photo was taken at the unveiling of the plaque for the Leonard Brown Memorial Drill Hall, located in Fairmont, West Virginia.

At left are Patrick O'Leary, UPS Veterans Affairs manager and Hershel "Woody" Williams, Medal of Honor recipient and best friend of SSgt Leonard Brown.

SSgt Brown was a B-24 gunner in the 63rd Squadron, 43rd Bomb Group. He was badly injured in a mission on 1 June 1945 and died of his wounds five days later, on 6 June 1945.

THOUGHTS WHILE ON A BOMB RUN TO RABAUL

By William L 'Bill' Jobe, Gunner and Radio Operator, 64th Squadron



It was in October 1943 as we began our bomb-run to Rabaul at 7000-foot altitude. Many ack-ack explosions began appearing outside my right waist window. I, of course, was very apprehensive about what could happen and I began to think "how did I manage to get myself into this predicament?"

I remembered back to October 1942 when I was initially assigned to the new Air Base in my home town of Monroe, Louisiana. At one of our morning formations, the First Sergeant told us there was a need for cooks, truck-drivers, and clerk-typists to become "Permanent Party" for the base. (At that time I could type 60 words per minute on a typewriter). Those who raised their right arm to volunteer were chosen and would spend the entire war assigned here. I could continue going home to my parents every week-end, sleeping in my own bed, and never worry about the war. Instead, I went to radio school, got on a bomber crew, and here I was - sweating out enemy ack-ack!

These fancy thoughts were interrupted by the Bombardier on the inner-com: "Bombs Away! Let's get the Hell out of here!"

Well, I survived this mission and the war, met and married a beautiful woman, had two children, retired from the Air Force as a Captain, and then had a further important career with Navy submarine missiles. None of these events

would have happened if I had just raised my right arm that morning in 1942!

Note: Bill lives in Freeland, Washington. He just recently turned 92 years old and continues to enjoy staying connected to fellow 43rd BG veterans and family members via the newsletter.

If you'd like to touch base with Bill, you can reach him through his son Bob at: greenman@whidbey.com or you can write to him directly at 1774 Compass Blvd, Freeland, WA 98249



Douglas produced B-24J, Pistol Packin' Mama, that Bill and his crew took delivery of at Topeka Army Air Field. They left Hamilton Field, San Francisco on 7 September 1943 and arrived at Garbutt Field, Townsville, Australia on 15 September. The aircraft was turned over for nose gun modifications and they never flew it again. The crew went off to New Guinea and were assigned a war weary B-17.



Bill Jobe with a model Grumman SA-16, built by his son and identical to the one Bill flew in during his time with Air-Sea rescue in the 1950s

HONORING THE 63rd SQUADRON, 43rd BOMB GROUP

Old Dominion Squadron and Capital Wing of the Airmen's Preservation Society - Reading, PA

Lynn Ritger, a member of the Old Dominion Squadron of the Airmen's Preservation Society (APS) based in the Tidewater, Virginia area was part of a duo (along with John Hamann) of living historians who gave a brief presentation on the uniforms and gear of WWII airmen in the Southwest Pacific at the Association's 2015 reunion in Norfolk (see Reunion Recap in October 2015 newsletter).

Lynn and his fellow APS members from the Capital Wing of the APS based in the Washington DC metro area have committed to honoring the 63rd Squadron, 43rd Bomb Group at this year's Mid-Atlantic Air Museum 26th Anniversary WWII Weekend at the Reading Regional Airport, in Reading Pennsylvania. The show is 3-5 June 2016.

The Chapter will take a multi-faceted approach to familiarize visitors with the amazing exploits of the 63rd Squadron, with a particular focus on the skip-bombing role that Maj Benn and the crews of the 63rd developed and executed with their massive B-17s. The Chapter will have a large encampment of original WWII-era tents and equipment, and will be conducting a briefing reenactment of the Bismarck Sea mission of 3 March 1943 utilizing large copies of period maps and recon photos, with the information for the briefing being pulled from wartime combat reports from not just the 63rd BS but the 39th Fighter Squadron and 30 Squadron RAAF as well. The goal of the APS is to provide as realistic a glimpse as possible into the everyday lives of the men who lived and flew at Port Moresby in the spring of 1943, to help shine a bright light on the outstanding service of the 63rd in some of the most primitive conditions imaginable.



Lynn is also preparing binders of photos and copies of wartime-era documents for the public to look through, to help build further awareness of Ken's Men and the pivotal role the unit played in the Allied victory in the Pacific. Lynn hopes to see some Ken's Men at this event!

For information on the Mid-Atlantic Air Museum 26th Anniversary WWII, please take a look at their site: <http://www.maam.org/maamwwii.html>



MEMORIES OF THE 43rd BOMB GROUP, 1943

By Captain Richard Bennett, 43rd Bomb Group, 65th Squadron

I was a tall, lanky young man no more than two years out of high school when my mother called me in from enjoying a December afternoon outside our Lynbrook, LI home. The football game being broadcast on the radio was interrupted with important news. Inside, I saw my parents clustered around the family radio and heard the newscaster announce the bombing of Pearl Harbor.

The next day when I arrived at my job with Esso Standard Oil in New York City, I told my boss I would be late getting back from lunch. (Later my boss would joke, "Yeah, he was two years late!") Ready to defend my country after the attack on Pearl Harbor, I headed out on my lunch break to the Air Corps Recruiting Station across the street, my enlistment date December 8, 1941.

Within a matter of weeks, I who had never traveled outside the northeast, found myself in Montgomery, AL as an Aviation Cadet (my first ever experience with grits). There I spent two months in basic training learning how to be a soldier. After that it was off to Primary Flying School in Decatur, AL where the young man who had never been in a plane learned to fly, starting with PT-17s. Half the day was spent in ground school and half the day was spent flying, the object was to learn and practice enough to solo.

Having completed Primary Flying School, next came two months of Basic School with a bigger, more powerful BT-13 single wing airplane. Ground school became more advanced and maneuvers more complicated, all the while hoping to not wash out. Having made it through Basic School, I went on to Advanced Flying School in Columbus, MS for two months of flying twin engine planes. Each time, the flying and ground school became more detailed.

In September 1942 after about 8 months of training, almost on my birthday, I graduated as a 2nd Lieutenant and was given a pair of silver wings and orders to be shipped to Columbus, SC where they had a B-25 flying base. After rigorous training but only one flight in the B-25, I was shipped to Fort Meyers, FL to a B-26 Army base where I learned to fly the heavier, faster B-26 twin engine bomber. Because the plane was heavy and used for training, they had a saying "one a day in Tampa Bay," because the planes would start down the runway but never make it off the runway, landing in Tampa Bay.

Later that fall, 18 of the B-26 crews were sent to Eglin Field, FL, a Navy Base. This is a part of my military career that I never spoke of for decades after my service. The mission was top secret and all the fliers were not only sworn to secrecy but given multiple opportunities to back out of the mission. The top secret plan was to do the same thing with the B-26 that General Jimmy Doolittle had successfully done with the B-25 in his April 1942 bombing raid when B-25 bombers took off from an aircraft carrier to bomb Tokyo. The training for Doolittle's mission also took place at Eglin Field under heavy secrecy. Our secret mission was to fly B-26s off the deck of an aircraft carrier and torpedo Japanese battleships in the Pacific. Jimmy Doolittle's men planned to land in China. It was never quite explained to me and my crew where we would land when we finished.

Training for the secret mission completed, we traveled by Pullman railroad cars from Florida to San Francisco. The night after Christmas 1942, a little after midnight, we were flown in an Air Transport Command converted B-24 headed to Honolulu, Hawaii. As dawn approached after a long, terribly uncomfortable flight we saw not Hawaii, but the Golden Gate Bridge! With half the fuel gone and strong headwinds, the pilot had no choice but to turn around and go back to San Francisco.

A day later, we again boarded a transport plane and this time made it to Hawaii to refuel. After stops on Canton Island (a coral atoll where we spent an uneventful New Year's Eve), Fiji and New Caledonia, we landed in Brisbane, Australia fully expecting to be launched into the battle plan for the secret mission of sinking the Japanese Navy. But history changed course.

A Colonel came out from the airfield in Brisbane and asked what the crews were doing there. We showed them our secret orders and the Colonel replied he did not know anything about that. He informed us they did not have any more B-26's in the area as they had all been flown to North Africa where General Eisenhower needed them to invade North Africa to be able to use the area as a staging ground for the invasion of Europe. The Colonel told us that instead we were needed in New Guinea to replace B-17 pilots who were war weary and "flack happy". So our crews who were expertly trained in how to fly off an aircraft

(cont'd on next page)



Capt Richard Bennett, early 1944

MEMORIES OF THE 43rd BOMB GROUP, 1943 (cont'd)

carrier in twin engine B-26 bombers were sent to New Guinea where they were put into unfamiliar where they were put into unfamiliar four engine B-17 Flying Fortresses. The crews in New Guinea that had been there since MacArthur evacuated the Philippines were about the only thing keeping the Japanese from invading Australia. The guys were getting shot up bad and the B-17s were full of holes. The planes had been patched up so many times they called it "patches on patches." Most of the resources for the war - people, supplies and equipment - were now being sent to Europe.

The crews that we flew over with from the States were broken up and crew members were put wherever a warm body was needed. I became a B-17 co-pilot for on the job training, eventually checking out as pilot. The missions I flew were to bomb Japanese Naval bases on the northern coast of New Guinea. North of New Guinea was New Britain Island which held the main Japanese Naval Base in that part of the Pacific, Rabaul. Rabaul was a huge harbor and the most heavily defended of all our targets. We flew mostly at night over endless seas to drop our bombs. Sometimes I felt our mission was for nine men in one plane to keep the Japanese awake all night and on edge in addition to taking out key installations. To harass the Japanese, our waist gunners would toss empty Coke bottles out the windows of the plane which would whistle like a dropping bomb on their way down. Anti-aircraft fire was intense and many planes were shot down over Rabaul or they crashed into the volcanic mountains surrounding the harbor. Thankfully, I never lost a crew member though my co-pilot was seriously wounded, but like all of us in the war effort, I lost many personal friends.

In the fall of 1943, the Army Air Corps grounded our B-17s because they were so shot up they were no longer air worthy (which I could have told them months earlier). The Air Transport Command flew in B-24s from the States and we were told to go down to the runway and pick one out. There would be an instruction manual in the respective seat for each crew member position. After three days of self-training, bombing raids over Rabaul continued amidst heavy anti-aircraft fire.

After 51 missions in a year's time, a Distinguished Flying Cross and the Air Medal, my tour of duty in the South Pacific came to a close at the end of 1943. Leaving New Guinea as a Captain, I flew to Australia, then to San Francisco and after a few weeks leave, flew back home to New York just in time for Christmas.

But it didn't end there. I had to report to the Air Corps redistribution station in Atlantic City, NJ where they put me and my navigator Pinky Hanlon up in a posh hotel while we went through a battery of physical and psychiatric exams to make sure we had not lost all our marbles overseas.

While in Atlantic City, Pinky and I got asked to join a War Bond tour which we did gladly. For the next two weeks we traveled New York State visiting factories making war supplies to speak about our war experiences and ask people to make pledges for War Bonds to help raise needed money for the war effort. At one of the events, I shared a table with Thomas E. Dewey who was then governor of New York and later ran for President of the United States, only to be beaten by Harry S. Truman. One evening, I had the pleasure of sitting with Jeannette McDonald, a singer and

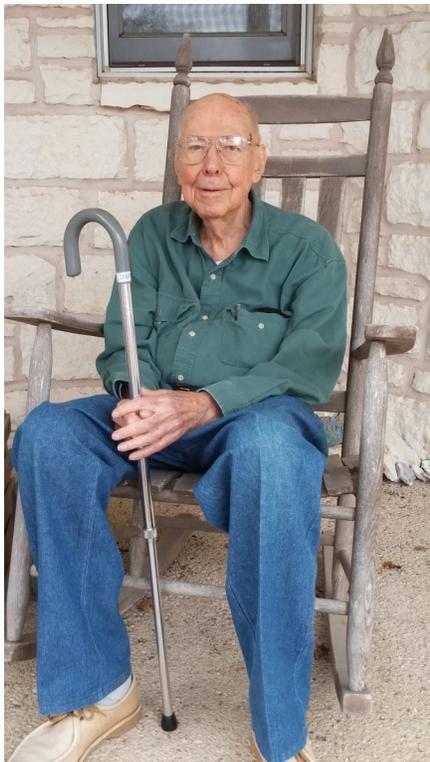
sweetheart of the silver screen. I found this a wonderful experience. The patriotic public received us very well.



On the War Bond tour with Pinky Hanlon

(cont'd on next page)

MEMORIES OF THE 43rd BOMB GROUP, 1943 (cont'd)



I was then sent to Columbus, OH to a B-17 instructor school where they taught me to undo all the bad habits I had picked up flying in combat and then shipped me to Tampa, FL to instruct new recruits. I was only 23 but the new recruits looked so young! I really didn't enjoy being an instructor very much. The next couple of months were spent in the Air Corps Intelligence School in Orlando. After that came the Bombing Radar School; radar was a new technology and they were starting to apply it to bombing from airplanes. Then came the Air Corps Instrument Flying School in Bryan, TX during which time I became an "expert" on instrument flying.

Finally I received orders to go to Alamogordo, NM to become a B-29 instructor. The B-29 was becoming very important in the Pacific because of its much longer flying range. I had never seen a B-29 but it was a very different bird than the B-17 or B-24. When I arrived in New Mexico in my used maroon convertible it was the middle of summer and it was hot and dusty. I went to the Officer's Club for a cold drink when the fellow sitting at the bar next to me said, "Did you just get in?" I said, "Yes, I arrived about an hour ago." He said "You weren't here last night, then?" After I told him no, the man said "You should have been here because an ammunition dump blew up in the desert several miles from here. It rattled the windows all over the place." About two months later, President Harry S. Truman announced they had dropped the A Bomb on Hiroshima and it became known that the first testing of the A Bomb was in Alamogordo, NM the day before I arrived.

After the dropping of the atomic bomb in Japan, it was apparent that the war would be winding down. I was released from the Air Corps in December 1945 and headed back to my hometown. Esso Standard Oil promised its employees who served in the war that their jobs would be waiting for them when they returned so I went back and took up my career with them, spending 42 years in the Advertising Department. It wasn't until my oldest daughter asked me to speak on my war years to her high school history class that I went back and opened the musty trunk containing everything I had saved from the war that I began to talk about my experiences. Retiring to Fredericksburg, TX in 1988, I served over two decades as a volunteer at the Admiral Nimitz Museum of the Pacific War where my dress Army Air Corps uniform is on display. One day while taking my daughters and grandchildren through the museum, one of the museum goers asked them "May I join your tour? Your tour guide seems to know so much!" And indeed I did, I had lived it.

Dick lives in Fredericksburg, Texas. He will be 95 years old in September and still loves to talk about his war experiences and to keep in touch with bomb group members. If you'd like to touch base with Dick, you can reach him through his daughter Jordy at Jordy@coad.net or you can write him directly at 1174 Balcones Drive, Fredericksburg, TX 78625. His phone number is 830-997-2520.

Of note, Dick's daughter Jordy had an opportunity to hear Dick Cole (Doolittle's copilot, now 100 years old) take questions from the audience at a symposium held at the Nimitz Museum there in Fredericksburg in honor of the anniversary of Doolittle's 18 April 1942 raid. It was a full house and had approximately 20 Doolittle crew family members and descendants in attendance.



Richard at the polls this past March, providing all of us a reminder to get out and vote as this is one of the freedoms you fought for

ARTHUR W 'OLEY' OLOFSON, 63rd SQUADRON

Contributed by John Olofson

Arthur W Olofson
Manila, Luzon - April 1945



Photo taken at March Field California in the Spring of 1944

Standing, left to right:

Thompson, Radio Operator; Murry Schultz, Bombardier;
Didio, Engineer; and Arthur W 'Oley' Olofson, Co-pilot

Kneeling, left to right:

Ryan, Navigator; Hockman, Pilot

John Olofson, son of **Arthur W 'Oley' Olofson, 63rd Squadron**, has requested information regarding his Dad and his Dad's crewmates. Oley passed away on 7 November 2013 in Florida and John, like many of us, regrets not having asked more questions about his experiences in WWII.

Oley continued his service in the Air Force after the war, flying as a pilot in the Berlin airlift and eventually logging more than 5000 flight hours. He retired from the Air Force on 31 May 1965 at Turner Air Force Base in Georgia, where he was assigned to the the 1370th Photo Mapping Wing. He then completed his aviation career with United Airlines, flying for them until the early 1990s.

If anyone has any remembrances of Lt Olofson, please contact John at XoPtelMeasoX@aol.com



Oley Olofson, 63rd Squadron
March 1945, Mendoro Island, Philippines

SSgt WARREN KILLION, 403rd SQUADRON

Contributed by daughter, Janice Veres



Warren Killion, 403rd, is the man wearing a hat in this photo. His daughter, Janice Veres, would like to know if anyone can identify any other men.

Zooming in on the left side of the picture, it is evident there are names painted on the floor supports of the tent. With Colin Mitchell's help, we deduced that the names include TSgt Clair Kessel, TSgt Kenneth Stepp, and TSgt Americus Mattos, all crewmembers in the 403rd. We aren't sure, though, that these names match the faces in this photo. Any ideas, please contact Janice at janice.veres@gmail.com

PACIFIC TRAMPS - THE STORY OF THE B-17s THAT ARRIVED OVER HAWAII DURING THE JAPANESE ATTACK ...

Written by Steve Birdsall, Published in Aviation History magazine, May 2016

“On December 7, 1941, 12 unarmed B-17s on their way to reinforce the Philippines arrived over Oahu to find Pearl Harbor and Hickam Field under attack. Six, led by Major Truman Landon, were from the 19th Bomb Group's 38th Reconnaissance Squadron. Two of them, Landon's 41-2413 and 41-2408 piloted by Lieutenant Karl Barthelmess, were brand new B-17Es. The other four were obsolescent B-17Cs that would never see combat again. Following were six B-17Es from the 88th Reconnaissance Squadron, 7th Bomb Group, led by Captain Richard Carmichael in 41-2429. ... One B-17C was destroyed on landing and another damaged beyond repair, but all eight B-17Es and two B-17Cs were safely down by the time the Navy issued orders to 'cease firing on B-17s attempting to land at Hickam.' ”

This is an excellent article about the fate of each of the remaining 10 B-17s. From initial patrolling of the waters around Hawaii to long range reconnaissance missions, several eventually found their way to combat action. Three — 41-2408, 41-2430 and 41-2432 — after service with the 19th, were overhauled and modified enroute to being assigned to the **43rd Bomb Group** where they operated until lost either to combat action or replacement by the B-24.

Doug Walker, Lifetime Member, alerted your Secretary to this article. Through the permission of the author, the illustrator (Jack Fellows) and the editor of *Aviation History* magazine, the complete article has been posted to our website at <http://www.kensmen.com/PacificTramps.pdf> for easier accessibility. Please see HistoryNet.com or call 800-435-0715 to learn more.

Lt JAMES W O'BRIEN, 63rd SQUADRON

Navigator on the Al Goosen Crew

James W. O'Brien, 63rd Squadron left the service as a 1st Lieutenant; he served from August, 1942 - October, 1945 and, as best as his daughter Janice can tell, he was sent overseas in early May, 1944... He was part of Al Goosen's crew and apparently made some good friends on the crew. Janice has been in contact with Al's granddaughter and they have shared a few stories and pictures. She is fortunate to have found documentation of their successful air battle over Formosa both in the *Army Air Forces in World War II* publication and in their camp newsletter.

... James never spoke about his service, but after he passed in 2014 Janice found a suitcase full of letters (and pictures) written both to and from him during that time. Lots of history there. Although he was restricted from sharing obvious details, he left some clues as to where he was and she has been able to piece together some of the puzzle (with the help of our wonderful website). She will gladly share anything with others if they are interested.

Janice has a question regarding the watch pictured below, at right - "I showed the picture of the watch to an antique dealer. He seemed surprised to see it but knew immediately that Dad flew in a B-24. He mentioned that the band was made of plastic or acrylic to cut down on static from the radar equipment. I'm not sure he is correct. I haven't been able to find any reference to the watch online. In letters home, Dad mentions the special navigator's watch and how it will help him with his 'coordinations'. My son has been doing a lot of searching and thinks he has found a couple of models that could be the watch, but cannot find the clear bands."

If there is anyone who can help Janice solve the details of this watch, she'd be very appreciative. You can contact her directly at jan.den.hecht@sbcglobal.net



Lt James W O'Brien, 63rd Squadron



HELP US IN MAKING THIS NEWSLETTER - 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 members 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

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



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 list, email 43bgroup@gmail.com Please be sure to include your first and last name in the Subject line of the email.

PATTON'S MIGHTY WARRIORS, 63rd SQUADRON

Contributed by Carol Dalton Fee

SSgt Jim Fee



Carol Fee, daughter of **SSgt James L Fee, 63rd Squadron**, sent in the above photo hoping there might be someone out there who could provide help in identifying these men. Her Dad had listed the names below, but did not place those names with specific men in the photo. *Patton's Mighty Warriors* included:

Lt Charles Patton	Pilot	TSgt Izzy Molofsky	Radar Man
Lt Dan Shuffman	CoPilot	SSgt Jim Fee	Armorer
Lt Bernie Dunetz	Navigator	SSgt Cass Gallion	Gunner
Lt Arnold Page	Bombardier	SSgt Clarence Gilchrist	Gunner
TSgt Bill Proudfoot	Engineer	SSgt Hen Gregory	Gunner
TSgt Don Hostetler	Radio Man		

If you can assist in identifying the individuals in this photo, Carol can be reached at:
caroldalton1954@hotmail.com



PACIFIC AIR WAR ARCHIVE
43RD BOMB GROUP DURING WORLD WAR II
See us at: www.pacificairwar.org





**43rd Bomb Group Association
Ken's Men
Membership Form**



Mail to: Gayle McCay
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 43rd Bomb Group Association, you will automatically be added to our mailing / email list unless otherwise instructed.