38th Bomb Group

823 rd Squadron

71st Squadron

822 nd Squadron

405th Squadron

"The Sun Setters"

THE 38TH BOMB GROUP ASSOCIATION (WW II) **September, 2005**

A MESSAGE FROM OUR PRESIDENT

Your 38th Bomb Group Association is still going strong. Your Board has been burning up the cyberspace e-mail and this letter will briefly review some of the action.

Al Kennedy is still busy recording the 38th Bomb Group WW II historical data on CDs. We anticipate that a 10 CD pack will be shipped to all paid up members around the first of 2006. Al Kennedy is doing a super job with the CDs and we all owe him big time.

With assistance from Orland Gage and Jim Thoren, David Gunn has produced another super newsletter. We continue to receive numerous responses which are highly complimentary on the quality and historical value of the newsletter. Please, keep writing your stories about your experiences and send them to David.

Chris Guest has been expanding the 38th BG web page (**www.sunsetters38bg.com**). Please be patient. He has a job demanding many, many hours of his time.

Bill McKinstry has been our Treasurer for over 14 years. He doesn't just count the beans. He keeps a record of members: who have paid their dues, changed their address and who have passed away.

Our next reunion will be 28, 29 & 30 September 2006. Mark your calendar and meet us all at the Mesa, Arizona, "Holiday Inn", a 15 minute free van ride from the Phoenix Airport. Chick Alford has found interesting tours and entertainment.

Orland is doing a great job getting the newsletters printed and mailed. He has also set up a web site where all our newsletter will be available for the world to read. Tell any interested friends to check the site. Information below.

We can all spread the word about the great contribution the 38th BG made to winning the WW II in the Pacific. In this regard, I am placing copies of our newsletter in several Air Force offices and libraries. You can also help in this endeavor.

I talked recently with Larry Hickey, who is once again working on our 38th BG book. He has one writer who is dedicated to the book. He **did not** estimate a publishing date. He did, however, commit to attending our 2006 reunion and to briefing us on his recent trip down under, where he visited several of our operating bases and target areas we hit.

AGAIN, let us all frequently say a prayer for our troops who are still in harms way serving this great country of ours. May they return safely to their loved ones.

Jack DeTour

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MEET ME IN MESA!

September 28-30, 2006

Mark the date on your calendar. We will be looking for you!!!!

IN EVER HONORED MEMORY

Our Secretary has reported the following names of our comrades who have passed on to their final post as reported to him since our previous listing.

71st Squadron	Joseph R. Hollywood	Headquarters 18
405th Squadron	Henry P. Herrick	69th Squadron 2
823rd Squadron	Henry C. Cunningham	70th Squadron 58
	Leonard E. Lepkowski	71st Squadron 151
	Frank J. Mrozek	89th Squadron 1
	Kenneth G Schweiger	405th Squadron 170
		822nd Squadron 89
		823rd Squadron 90
		Unknown unit 3

NEWSLETTER WEB SITE

As noted in the President's message above, Orland Gage has set up a web site for our newsletters. **It's another great window for the world to see the 38th Bomb Group through.**

Go to: **http://www.38thbgpsun-setter.com/**

I found that Yahoo did not find the site. I used **GOOGLE** to search. When I searched for the site, I found the message, "Sorry, no information . . ." I then clicked on the web site at the end of the line, "If the URL is valid, try visiting that web page clicking the on the following link."

Once you get it, have it placed in your "list of favorites" for future quick access.

The site comes up **slowly**, so be patient.

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We solicit your comments or notes of errors and the submittal of your stories or items of interest. We reserve the right to reject items and the right to edit items for space and suitability.

We also reserve the right to alter names or other details that might cause embarrassment to individuals or family members.

FROM THE EDITOR

David Gunn

First of all, I want to acknowledge the assistance of Orland Gage for his selections for the months of October and November, 1942**,** and Jim Thoren for his selection of events in December for inclusion in this issue of our newsletter. They have volunteered to help me by scanning the record on the Al Kennedy disk and submitting suggested items for each issue.

Second, I wish to apologize to Mac Gac for incorrectly attributing pictures in the May issue. The pictures were, indeed, downloaded from the Internet site for Don Mitchell's album. But Mac informs me that Don did not take the pictures; Mac took them. The pictures in this issue, except for the one on page 18, were also downloaded from the same site. The B-26 Marauder Historical Society WW II Archives posted Don's album on the Internet. We eagerly await the receipt of the photo disks from Al Kennedy as a source for pictures in future editions.

Your encouraging response and remarks are appreciated. One reader supplied a copy of a memo from the Maxwell Field Historical Group microfilm records that helped us furnish Walt Deas information on the episode at Grafton, Australia, on 14 August, 1942. Phil McCartney, pilot of Satan's Sister which crashed, also contacted me with information. Some responders are not members but friends of the 38th. One of these friends of the 38th told us that he is using the historical information in the teaching of his children who are home schooled.

Let me explain how we use the Al Kennedy disks. The data on the disks are separated by calendar months from 1942 through 1945. We look up the four months for the time period being covered and select narrative information such as your stories that were given to Larry Hickey in interviews and by mail. We may edit the information for areas of interesting content and for space requirements. We also edit for literary form. We may quote briefly at various points in our newsletter writeup. We cannot cover every incident on the disk.

Sometimes we have to select from among various versions of an event. For example, there are at least three versions of Lt. Pittman's crash on Horn Island. We elected to use his version. That doesn't mean the other versions are inaccurate. Each version is based up some one's observation from his place of viewing the accident. Memories are also affected by the passage of time. So your editors go with a selection which seems to have merit.

The disks also contain some of the formal mission reports. Some parts of the story may be taken from this material. Most months have the formal listing of the missions flown during that month and are useful for establishing dates of some events.

It should be noted that when you receive these disks, you will find that you are really looking at a bunch of file folders. The material is not necessarily found to be in chronological order. There is no connection between one story or record and the next one. Everything in the file for one month is in random order. Sometimes you will find that a story which is appropriately filed in that particular month also has another story or information that is related to another month either preceding or to follow.

There are some pictures, usually not the best. There are hand drawn maps and diagrams, some difficult to make out. The records for a single month could print out on up to a hundred pages so you really need to be selective if you want to print the information.

It is worth noting that Larry Hickey is using these disks as he "finishes" our book. Some of the material is what he has gathered from Japanese sources that relates to our missions as we encountered Japanese opposition. Some of it is also his own rough drafts of materials he has gathered.

Much of the information for this issue has been taken from various sites on the Internet. I get so taken up by various leads in my Internet research that I wander down the various lanes for considerable amounts of time. I can't possibly pass much of what intrigues me on to you. If you have any interest in a detailed accounting of the war in the eastern portion of New Guinea (Buna/Milne Bay), go to:

http://www.ibiblio.org/hyperwar/USA/USA-P-Papua/index.html

This is a complete 378 page history of this WW II campaign published by the Office of the Chief of Military History, Department of the Army.

The World at War

EIGHTH AF ENTERS COMBAT

During the Summer of 1942, the Eighth Air Force began arriving in England and started to set up Headquarters and support facilities. Fields were designated for fighter groups and bomber groups. By August, planes, flight, and ground personnel began gathering and missions had begun to be flown.

However, before long, units were being detached from the Eighth and assigned to the Twelfth Air Force. The Allied invasion of north west Africa, code named "**OPERATION TORCH"**, was scheduled to take place in early November. The Twelfth was designated for operation in that area following the landings. This left the Eighth understaffed and limited its operations over western Europe in coordination with the RAF. Some American fighter groups were flying British-built planes.

The Germans had lost many planes on the Russian and North African fronts and, because the ground armies in Russia and North Africa required air support, these fronts had the priority for air units. The British capitalized on this diversion of aircraft from the western continent and had established air superiority in western Europe.

Large groups of Allied bombers roamed over France and the Low Lands attacking industrial and communications targets. Intercepting German fighters were suffering substantial losses. On 9 October, 100 British and American planes made a daylight raid on Lille, France, and shot down 100 German intercepting fighters.

In mid-October it was agreed that the Americans would fly the daylight missions and the RAF would fly the night missions. The RAF was bombing targets in Italy and Sicily as well as Germany.

Like the Japanese in the Pacific, German losses of its finest and most experienced fighter pilots was having a telling effect. They could not be easily replaced. And replacement of lost planes was hampered by the ever increasing bombing of Germany's industrial heartland.

WAR IN AFRICA DOUBLES

In North Africa, the British were holding firm at the line they had established at El Alamein when August ended. Rommel had launched a major offensive to break through on 30 August knowing that further delay would allow the British to further strengthen

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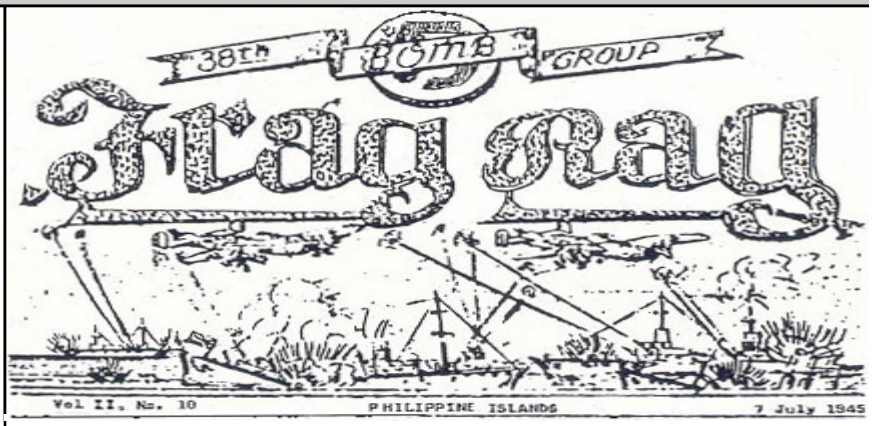

The 38th, a Taste of Combat

Now that the 38th BG, a two squadron combat group, was united at Charters Towers (about 30 miles southwest of Townsville) the men began to rebuild the unity that an effective combat organization required. The ground echelon was getting familiar with men they had never heard of and planes they had never seen up close. There was some shifting of personnel between the 71st Squadron and the 405h Squadron. Planes were again armed with all their guns and their armor plating and being modified for work in the tropics. The deicer boots on wings and tail assemblies were removed.

There had been no Japanese bombing raids in the Townsville/Charters Towers area since the end of July.

Everyone was most mindful that the Japanese forces were crossing the mountains in New Guinea headed for Port Moresby. Occasionally, Japanese bombers ventured as far as the northern part of Queensland, Australia. The reports of the heavy assignment of missions to the 22nd and 3rd Bomb Groups emphasized the urgency of getting more medium bombers into action. It was critical that the enemy be turned away from Port Moresby.

On 1 September, 1942, orders were effected which dissolved the Headquarters Squadron. These crews and planes, with their ground crews, were transferred to the 71st and 405th Squadrons. Headquarters administrative personnel were in a separate organization.

It was generally assumed that the 38th was going to Rorona, a strip about 30 miles northwest of Port Moresby being prepared for the bombers. Australian fighter planes had operated to some extent from the dirt strip which was now being improved.

The site was in a large coconut plantation owned by Lever Brothers and was infested with swarms of mosquitoes. The only access was by sea. The shore facilities were not built to handle ships, or even boats of any size. The dock could hardly be called a dock, unable to accommodate items of any great weight nor equipped with the necessary equipment for transferring such items from water craft to the dock. Just transferring men from a small ship to barges and then to shore was a laborious and time-consuming operation.

Isham Johnson wrote, "On 2 September, 1942, we went on a search mission for a Jap submarine reported some fifty miles east of Townsville. We flew to the location of the sighting, performed a square search, failed to observe anything, and returned to Breddon Field."

Flight crews began flying training missions, particularly formation training. Orders for that first combat mission could come at any time. On 7 September, the CO of the 71st, Captain Thompson, called for volunteers to form an advanced cadre to move up to Rorona, to be known as 30-mile Strip because of its distance from Port Moresby. They were

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to establish the camp for the 38th. Twelve, from an eager group of volunteers, were selected.

The next day, 8 September, Col. Castle held a meeting with some of the officers from both squadrons. They were informed that the Rorona assignment had been scratched. Instead, plans were to be quickly executed to establish an advance staging camp at Horn Island just off the northern tip of the Cape York Peninsula, a lonely sector of Queensland.

This would move the planes 750 miles closer to Port Moresby and the enemy. Contingents of planes and crews, with ground crew support, were to be rotated every few days to Horn Island. From there the planes would be in a position to fly 360 miles to Port Moresby, be armed, refueled, and briefed for combat missions against Japanese targets on the northeastern part of New Guinea.

Horn Island and that first mission

At Horn Island had been an RAAF operational fighter and light bomber base for several months. Hudson bombers and P-40 fighters were parked around the field in revetments. It also served as the jumping off point for planes being sent to New Guinea.

On 9 September, three C-47s were loaded with Lt. Turner's detail of mechanics and armorers, and their supplies. They flew to Horn Island. The men observed from the planes that the upper Cape York territory was deserted flatland covered with spectacular termite mounds, some several feet high. Four B-25s with combat crews also made the flight that day. Six more planes and crews arrived the following day. Additional planes arrived soon thereafter.

Arrangements were made to mess with the RAAF group. The usual Aussie mess consisted of tea, cold mutton, and bread baked with weevil-infested flour. One man reported seeing a dog sidle up to a stack of the long loaves stored out of doors and urinate on it. The oat meal mush, sometimes served for breakfast, is reported to have been full of worms. Such is life in such primitive conditions.

The only available housing was an abandoned barracks riddled with shrapnel holes punched through it during earlier Japanese bombing raids. The latrine shelter was also well ventilated because of the same abuse.

The strips were constructed of crushed coral used so long as to become dusty. There were two intersecting strips and no additional revetments. The B-25s were parked on pads near the end of one strip. An additional tent area was set up near the parking pads.

The planes at Horn Island were alerted for missions in the following days only to have them cancelled. The Japs were still advancing on Port Moresby, by the 16th, only 30 miles from the port. On the 14th, the 38th was again alerted and awakened at 0400 on the 15th. Shortly after 0600 the planes started taking off; 12 of the 13 available planes headed for Port Moresby. At Moresby, the crews received their final briefing as the fuel tanks were topped off and bombs loaded..

The 405th was to bomb the Japanese air strip at Buna and the 71st was to seek supply barges on the north jungle coast near Salamau. The bombers were to have fighter cover on their first mission. They were part of the force that was seeking to slow the Japanese advance on Moresby.

Their course took them across the Owen Stanley Mountains through a 7,000-foot pass, Kokoda Gap, between peeks exceeding 11,000 feet with Col. Castle leading. Fortunately, on this day no clouds built up in the pass to conceal the nearby peaks. As the 405th descended for its run at 3,000 feet over the runway, the 71st headed northwest along the coast. The 405th planes dropped their bombs off the lead ship with disputed results. The antiaircraft (AA) fire, while disconcerting was not effective. They turned and dove lower to strafe the field before climbing to cross the mountains again.

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their position. His supply lines were over extended. British air attacks on tank trucks bringing fuel were so effective that there were shortages of fuel needed for tanks and motorized equipment as well as other supplies. Rommel said, ". . either we reach the Suez now, or else. . "

RAF mastery of the air and the greater strength of British tank forces prevented the breakthrough. The RAF continued to pummel the supply lines and concentrated on the Ports of Benghazi and Tobruk. The Germans were not returning artillery fire in order to conserve ammunition. The British developed a plan for a major offensive.

In October, the British positioned troop and tank forces in great secrecy. Their offensive was launched on 23 October, surprising the German forces. Rommel had turned command over to General Strumme and returned to Germany.

The British were in a superior condition, having approximately twice the manpower, tanks, guns, anti tank guns, and nearly twice the aircraft.

During the ensuing battle, General Strumme was stricken with a heart attack when an artillery shell hit his armored car. His driver was not aware he had fallen from the car. His body was not located for several hours.

German fuel tankers were sunk in the Tobruk harbor. Rommel hastened back to North Africa and endeavored to organize counter attacks. But these only further depleted his own tank forces, reduced to just a little over one third of the tanks being used by the British. By the end of the first week of November, the Axis forces were in full retreat but the British were held up by heavy rains.

But by mid November, the British had pushed the Germans back into Lybia. By the 24th, Rommel had only 35 tanks left and in three weeks the number was reduced to 15.

The British were forced to halt their drive to regroup and reorganize their supply lines.

On 8 November, the Allied **"Operation Torch"** landings in Morocco and Algeria were launched. The Free French leaders in the African colonies came quickly to terms with the Allied leaders. But the Vichy French government refused to cooperate in any way. In a final gesture of independence, French naval vessels at Toulon were

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scuttled when the Germans were about to take over the French Naval Base, denying the ships to the Germans. Four submarines escaped to join the Allies.

The Allies, with Free French forces, quickly moved eastward from their landings and entered Tunisia. The Germans finally manage to land forces in Tunisia and the country became a battle ground. In late December, the Allies decided to hold up further operation in Tunisia until after the rainy season.

The Axis forces were now forced to fight on two fronts in North Africa, endeavoring to make a stand in western Libya while engaging the Allies in Tunisia. These were the North African battle fields as 1942 came to a close.

RUSSIA TURNS THE TABLE

Large convoys from eastern U. S. ports crossed the North Atlantic escorted by U. S. destroyers. These convoys carried tons of supplies past Iceland and around the northern coasts of Norway, Sweden, and Finland to Murmansk, Russia. The influence of the Gulf Stream made Murmansk an ice-free port throughout the year.

These convoys were attacked by German submarines and by aircraft as they neared Europe. In September alone, seventeen ships (94,000 plus tons) were sunk, four German submarines lost, as well as over 40 aircraft.

The siege of Leningrad still held thousands in its grip. As winter approached, there was still no relief in sight. Efforts by the Russians had produced very minor favorable adjustments in the siege lines. Hundreds of thousands of the city's population faced another winter with extremely short rations. Thousands would die.

The Russians had been able to move much of their heavy industry to more eastern areas. Whole cities were moved beyond the range of major German bombing raids.

Tanks were turned out by the hundreds as well as airplanes. Russian plane production was further supplemented by planes from the United States, many flown by Russian pilots over the polar route.

Germany could not move its industry beyond the reach of Allied planes which were to reach further and further into Germany. Their production facilities for essential war materials and weapons were extremely vulnerable and moreso as the Eight Air Force built up in England.

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The 38th, a Taste of Combat - *(From page 4)*

The 71st was unable to find barges in exposed positions vulnerable to attack. They returned to Buna, bombing and strafing the air strips before they, too, turned for Port Moresby. There had been no fighter interception and what antiaircraft fire (AA) they received, was ineffective but gave them a first hand look at what they could expect in the future.

Back at Port Moresby, they were debriefed and sent on their way to Horn Island. They landed in the evening and shared stories of the 38th Bomb Group's first combat mission.

Col. Castle was to leave the group in the latter part of September. It seemed that he had never recovered mentally from being forced to land at Hilo, tanks dry, on the way to combat in August. A blockage of the gas line from the tank in the bombardier's compartment was the cause. Garret Middlebrook opined that Castle didn't seem to know how to give an order. It has been reported that he was returned to the States because he was found to have a brain tumor.

By this time, the men at Horn Island were experiencing bouts of dysentery. Some blamed the food. But Lee Grover reports that, "Doc Amato had the water at Horn Island tested after air crews became sick when flying from there. The water contained natural Epsom Salts, a natural physic. A two-week tour was about all a man could take."

There were other alerts during September but only one mission was flown. On the 28th, two 405th planes bombed the bridge at Wairope.

This bridge was named, using the native pigeon English, because the bridge had been constructed using heavy steel cables, ***wire rope***.

Pittman's Crash

Plane crews stood by their planes daily in anticipation of air raid warnings. When the control tower hoisted a yellow flag, the planes were to taxi to the far end of the strip and take off. They were to fly out to sea or south to the York Peninsula area for an hour before returning and landing if the yellow or red flag had been lowered.

Since the apron at the far end of the runway could only accommodate two planes at a time, a system was adopted. Planes were to move to the takeoff site in stages between takeoffs, using the crossing runway as an intermediary parking spot. On one occasion they timed this evacuation system, getting 10 planes off in 12 minutes.

One evening a group of RAAF P-40s on their way to Milne Bay stopped at Horn Island for the night. They did not to know the routine. The next day, 29 September, in Bill Pittman's own words:

". . . the air-raid siren sounded and my crew and I immediately boarded our aircraft, started engines, and started taxiing to the far end of the runway while performing a pre-take-off check list. We were the first aircraft to taxi out. We raised a thick dust cloud over the runway. Upon reaching the end of the runway, I made a 180-degree turn, applied take-off power, and started the take-off roll through the dust cloud, using my DG (directional gyro) for direction.

"I reached lift-off speed about the time I was coming out of the dust cloud and was breaking ground when I felt a thud and bang on my right wing (because of hitting a P-40 at the intersection). We lost power to the right engine. The airplane started to yaw to the right and I made the necessary corrections and continued take-off. The aircraft suddenly pitched up into a nose-high attitude and stalled. The left wing dropped and hit the bushes and trees on the left side of the runway. I applied hard right rudder and aileron and we pancaked in on our belly. I cut power, mixture control, turned off all switches.

"Lt. Hall had exited through the co-pilot's side window. Lts. Smith and Petronis exited out of the top escape hatch while I was shutting down the aircraft. I crawled out through the top escape hatch and proceeded to the rear of the airplane to the gun turret where Siwaskowski was pinned in the turret and could not get out. We had to cut and tear him out of the turret. Fortunately, there was no fire.

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The 38th, a Taste of Combat -

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"The Australian pilot was not injured, and the prop was knocked off his airplane. His airplane stopped dead on impact and was sitting on the runway. The B-25 following me had to jump his aircraft as they broke out of the dust cloud. No one was injured in the accident." The B-25 became a parts supply station.

Garrett Middlebrook was at the middle parking spot and reacted to the incident; "I will now divulge to you something; I have never told this to anyone else. After that, I decided the danger of a Jap air attack (they never sent over more than two or three planes which bombed from about 18,000 feet) was far less than the danger of a frenzied takeoff under those stupid conditions. Therefore, I always over-choked one of my engines so that it wouldn't start. I would sit there and pretend to try to start the engines until the red flag went up. Then we would abandon the plane and run for the slit trench."

During their time at Horn Island, planes were sometimes assigned to lead fighter planes across the sea to Port Moresby. On occasion, they provided cover for convoys. They engaged in searches for downed planes in the waters between Port Moresby and Horn Island and Townsville and Horn Island. Practice formation continued as part of the schedule.

Loss at Charters Towers, move to Townsville

Back at Charters Towers on the 28th, Lt. R. T. Sharp, during a test hop, hit a steel cable while hedgehopping through a nearby canyon. It was a two-inch steel trolley cable, "a flying fox." This was used to shuttle wood, brought to the far terminus from the brush country, across the Burdekin River to a steam-powered pump station pushing water to Charters Towers. There were no survivors.

On the 29th, the ground echelon moved by train and truck to Townsville which was to be "home" for the group for only a short time. A few days later, five men who had been left at Breddon (Charters Towers) by mistake, had to hitchhike to Townsville to rejoin the group.

The detachment on Horn Island returned to Townsville except for Bill Pittman who was detached to Rorona to "supervise" the preparation of the strip and a camp area for future occupation by the group.

By the end of September, the Japs were retreating slowly toward the 7,000 summit of the trail over the mountains. The people at Port Moresby were breathing a little easier in spite of the almost daily and nightly air raids. Facilities for handling the increased mobilization of forces on New Guinea were being rushed forward. Additional air strips around Port Moresby were being readied for bomber and fighter groups

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Rorona - Getting the new strip ready for the 38th BG.

The World at War -

(From page 5)

On the Russian field of battle, things were turning for the worst for the Germans far to the south. The major action was on the Stalingrad front. The Germans reached the suburbs by 1 September. Russian resistance in all areas was intense and stubborn. But they staggered under incessant dive bombing attacks by the German Luftwaffe. Over 1,000 planes were putting pressure on the Russian defensive forces.

In early October, the Russians, at great cost, were savagely battering at the German lines around Stalingrad. In the city, the German army made small progress at great cost. By the end of October, rains and snow announced the coming winter.

Russian defenders had holed up in factories within some areas of the city and held out with tenacity. Bloody hand-to-hand and house-by-house fighting was going on in various segments of the city.

By mid-November, the German 6th Army had taken nearly all of the city. The Russian artillery was dug in across the Volga River which gave them some protection from the Germans.

On 19 November, the Russians launched a great offensive from the north and from the south of Stalingrad to encircle the German forces in the city. By 23 November, Russian armies joined forces cutting off the Axis forces in Stalingrad.

The Germans were forced to depend on supplies dropped by the German planes. The Russians had estimated that there were 90,000 Axis personnel in Stalingrad but, in fact, there were nearly 300,000 personnel in the trapped German 6th Army and the Fourth Panzar Army.

Supplies for the Germans in Stalingrad were not forthcoming in sufficient quantity to enable serious attempts to force their way out of the trap. Food became scarce and they were forced to kill their horses to survive. Meanwhile the Russians were able to tighten the noose.

Attempts by the German Generals to devise a rescue of the 6th Army were thwarted. The Russians continued to push them back thus widening the noose around the Stalingrad trap.

Further to the south, stubborn Russian resistance held off the German attempts to capture the rich oil fields in the Caucasus mountain area. The German forces were fighting desperately to take these vital areas before the bitter Russian winter set in.

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The World At War - *(From page 6)*

They were fighting at the end of long supply and communications lines.

As December came, German forces were forced to withdraw because of the threat from the Soviet armies south of Stalingrad and the advancing winter.

MARKING TIME IN THE ORIENT

In the China-Burma-India (CBI) theater, forces were being accumulated in India to make an assault on Japanese-occupied Burma. The Chinese were also mobilizing troops to launch an offensive from their end to reopen the Burma Road. The vital route had been closed since the capture of Lashio in late April by the Japanese.

Since the Japanese occupation of Burma in the Spring and early Summer of '42, supplies for both the American forces in China and the Chinese military were being flown over the "hump" from India into China.

As in the Southwest Pacific, the war in the Pacific and in Asia was being fought with material and men not required for the European and African theaters. The crumbs from the table were not sufficient for a major effort in the CBI area.

WAR IN THE CHILLY NORTH PACIFIC

In the Alaska zone, American bombers and fighters carried out raids on the Japanese forces encamped on Attu and Kiska Islands at the far western end of the Aleutian Island chain. The American strategy was to try to isolate the Japanese who had occupied these small islands during the Battle of Midway.

Weather was as much of a factor as the enemy. In the rapid changes of weather, planes were lost. In the cold seas, downed crews needed to be rescued within 20 minutes or their lives were lost. Many missions were aborted as weather changed quickly.

The Americans built air bases along the island chain to make it easier to reach the Japanese forces. They began operating from Adak Island in September. This was about 80 miles from Kiska and 150 miles from Attu. The shorter distance to their targets was important in the uncertain weather in this area in which rain or snow occurred approximately 200 days a year.

At the end of December, orders were given to occupy Amchitka Island, 60 miles closer to the targets. As in all cases in the Pacific zone, few resources were available.

The Japanese were being supplied by transports under destroyer escort and by submarines. These were the major targets for the U. S. bombers that managed to reach the islands.

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closer to the enemy base at Buna. Among those that would move to New Guinea in October was the 38th Bomb Group.

October

On about 1 October, all the planes at Horn Island were ordered to proceed to Port Moresby for combat operations. Two days later, a group of the ground crews at Horn were ordered to move to Rorona. They were moved by some of the B-25s, taking about four days. The air strip was in a big coconut plantation. Upon arrival, they found a camp partially set up. Again, messing was arranged with an Aussie unit already there. "Dubs" Turner reported that "the Aussie mess was terrible and we set up our own mess. We lived in grass huts."

Planning by the Allied Command for a final assault on the Buna/Gona enclave was back in full swing. Avenues for moving troops to the area were being explored and potential strategic supply methods and points were being plotted. On 2 October, Barney Johnson flew a group of Infantry officers over the mountains to pinpoint potential air drop zones for supplies.

During October, air support to prevent Japanese supplies and reinforcements from reaching the Buna area was of great importance to the Allies. There were two fighter groups being rotated in and out of the Port Moresby area and no established airfield with a permanently assigned Bomb Group. The bombers would fly from Horn Island to Moresby, be briefed for the mission, load up with bombs and fuel and cross the Owen Stanley's to drop their ordinance. They would then return to Port Moresby and be debriefed, refueled, and then return to Australia.

The 38th on one mission flew to Port Moresby expecting to be gone only one day but their stay lasted five days because of weather. They flew late in the day back to Townsville and chow time had come and passed and the mess hall was closed. The officers went to the Officers Club and ordered a meal. The Club Officer informed them that they had to be in Class A uniforms to eat at the Club.

This upset the men and they threw their food out on to the Club floor. The Club Officer called the MP's who threw the officers in the brig. The CO had to go to the brig and get the crews released. This incident is thought to have resulted in the 38th being sent to New Guinea a short time later as the first Bomb Group to be permanently stationed in New Guinea.

On 5 October, two planes were detailed to the Buna coast to search for a suspected supply convey from Rabaul believed to be crossing the Bismark Sea as they approached Buna. It was known that these periodic convoys were being covered during daylight hours by relays of fighters from the Japanese strip at Gasmata on the southeast coast of New Britain Island.

Lt. Carey, 71st Squadron, in ***Battlin' Biffie***, and Lt. Brandon, 405th Squadron, in ***Tokyo Sleeper***, took off from 17-mile Strip at Port Moresby and soon reached Buna. Flying out to sea to the north, they spotted a smudge of smoke on the horizon. They shortly came upon a transport escorted by two destroyers. Their own fighter cover had not made contact and no Jap planes had been spotted. They notified the base and consulted together.

Before long, "Port Moresby could be described as a massive airfield complex, built overtop a small colonial town."

3-mile	Kila Drome
5-mile	Ward Drome
7-mile	Jackson Drome
12-mile	Berry Drome
14-mile	Laloki or Schwimmer Drome
17-mile	Durand Drome
30-mile	Rorona or Rogers Drome

Some of the names were assigned to the dromes to honor men who had been killed in action.

They decided to attack the small convoy. Carey began his bomb run at 4,000 feet but shortly found himself surrounded by several previously

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unseen fighters pressing their own attack. In an effort to evade the fighters, Carey nosed his plane steeply toward the sea below. Several of the enemy planes joined the dive endeavoring to assure Casey's doom.

Lt. Brandon lined up his run and dropped a bomb which landed about 100 feet ahead of the transport. As he lined up for a second run, he found himself suddenly the target of an enemy fighter spitting lethal lead. Emulating Carey, he shoved the yoke sharply forward and built up a speed of over 400 miles per hour before he pulled out at the wave tops and headed for the mountains and home.

The sudden maneuver created chaos in the rear of the plane. The photographer/gunner, Hoyt Amos relates this story.

"Unfortunately all the ammunition had come out of the cans and my waist gun had fallen out of its mount. The upper gunner's guns were in operating condition with .50 cal. rounds still in their containers. I remounted my .30 cal. in the rear window mount but could only fire out of the right side.

"The Radio-Gunner was desperately working on his hopelessly jammed bottom turret, but radioed our base that we were under fighter attack. Two Zeros came in low on our tail blind spot and the upper gunner yelled that the fixed fire "wobble" scare gun sticking out of the tail did not react to his solenoid switch. I climbed back there and got 20 rounds smoothed out to scare off the Zeros to the left and right of our plane.

The B-25C and D models did not come with a machine gun in the tail. This combat modification was a gun installed in the tail with "bungee" cords attached between it and the fuselage. The action of the plane imparted somewhat of an action to the gun, "**wobble gun**". so that when it was fired by the top turret gunner it sprayed bullets around. Japanese fighter planes were reluctant to come in on the "tail gunner" .

"Back to my rear window, I fired at the one on the right and Allen got the one on the left. Meantime Pilot Brandon dropped the plane to 100 feet over the trees and put the engines in "Hi-Blower". The Zeros could still fly faster, but couldn't turn in toward us without dropping back.

"I crawled back and got the "wobble" gun firing and we were able to get the Zeros to peel off to the left or right where we cold get at them. We sweated out climbing to cross the Owen Stanley Range, with the last two Zeros finally turning back toward Buna."

Upon reaching the Buna area, the plane was welcomed by flak. Jettisoning his remaining bombs, Brandon flew across the treetops, still trying to evade the fighters that had been pursuing him. He climbed the slopes and headed across the pass for home. Upon landing the damaged plane, the crew was shocked to find a still armed 500 pound bomb dangling by a single shackle point in the bomb bay.

Lt. Carey never returned to the base. He was last heard from reporting that he was still being chased as he neared the mountains.

Before Brandon had landed, a mission, including four planes from the 71st and two from the 405th, was on its way to interdict the convoy. One plane, experiencing mechanical difficulty, could not keep up but refused to abort the mission, flew on alone.

Captain Thompson led the main formation to locate the convoy. Even though the convoy was partially obscured by clouds, the formation lined up for a bomb run. They failed to release their bombs on this run. While setting up for another run, they suddenly spotted a new fighter escort climbing for an attack. Four of the five planes closed up their formation and broke for a run to the coast, jettisoning their bombs. Thompson had to slow down their departure for the coast because one, ***Satan's Pet***, had trouble keeping up. They were harried by a swarm of fighter all the way to the mountains.

Lt. Cox, in ***Damn Yankee***, had taken advantage of the confusion in the target area by hiding in the clouds. Four times he tried to slip out of the cloud and bomb the transport. Thwarted on each occasion, he finally also left the area and returned to base.

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There had been no major naval engagements since the initial invasion in early May.

Of singular note is the report that on 9 September a plane launched from a Japanese submarine dropped several incendiary bombs near Brookings, Oregon, setting a fire in the forests. This is the only Japanese air attack on the western states during the war although other areas had been fired upon by submarine guns.

Thousands of American men and women manned lookout stations around the clock throughout the Pacific states to spot and spread an alarm of enemy planes throughout the war.

STRUGGLE IN THE SOLOMONS

On Guadalcanal, fighting was ferocious throughout the Fall months. The American perimeter around Henderson Field remained constrained, stubbornly defended and assaulted.

The Japanese were able to bring in strong reinforcements from Rabaul by night. Such naval runs were labeled "the Tokyo Night Express".

Several intense sea battles were fought underneath air battles overhead costly to both sides. The waters in the southern Solomon Islands became a graveyard for many ships under both flags.

One such engagement was on the night of 14 October and lasted through the day of 15 October. Two Japanese battleships, one cruiser, and nine destroyers shelled Lunga Point and Henderson Field, destorying half of the American planes there.

During the day, they commenced landing supplies and about 4000 reinforcements. A small number of American dive bombers, operating from a partially repaired strip, sank or stranded three Japanese transports. That night, two Japanese cruisers bombarded Henderson Field and the American perimeter with approximately 1500 rounds.

Another major naval engagement was fought on 26 October just east of the Solomon Islands chain, the Battle of Santa Cruz. The following forces were engaged:

JAPANESE		AMERICAN
4	Carriers	2
4	Battleships	2
9	Heavy Cruisers	4
4	Light Cruisers	5
31	Destroyer	19
12	Submarines	
212	Carrier Based Planes	161
200	Land Based Planes	251

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As in the Battle of the Coral Sea, the ships never came close enough to open fire at one another. The carrier and ground based planes did all the fighting.

The Americans lost one carrier. They suffered serious damaged to the other carrier, one battleship, one light cruiser, and three destroyers. The Japanese lost 100 aircraft; the Americans lost 74. While the battle was a substantial success for the Japanese, they were thwarted in free movement by sea in sending supplies and reinforcements to Guadalcanal.

On 12 November, American radar stations warned of a Japanese Naval Squadron approaching Guadalcanal and Iron Bottom Sound (so named because of the number of ships which had been sunk in the area). The American fleet of 40 ships engaged a Japanese fleet of 70 ships. The Americans were supported by 273 aircraft (almost 200 from nearby Guadalcanal). The Japanese were supported by 95 carrier planes and over 200 planes based on more distant New Britain Island. The battle was fiercely fought between ships on the seas as well as between aircraft overhead.

The Japanese lost seven of eleven transports bringing reinforcements to Guadalcanal and two battleships, a heavy cruiser, and two destroyers. The Americans lost two light cruisers and seven destroyers.

Some B-26s from the 69th Squadron (formerly of the 38th Bomb Group) arrived at Guadalcanal to participate in this sea battle.

This marked the end of large scale Japanese efforts to supply and reinforce about 20,000 troops on Guadalcanal. Fast destroyers were used to run supplies to Guadalcanal. The supplies were dropped off in drums, which floated, tied together by cording. These were picked up by swimmers or small boats. This method was also being used to supply their forces at Buna on New Guinea.

The American force on Guadalcanal now totaled about 23,000.

Gradually, Marine and Army forces pushed the Japanese back. But Henderson
Field was frequently shelled by both ship and land-based artillery. The field did not become a suitable base for medium and heavy bombers until late in the year.

Human casualties were heavy on both sides although Japanese losses were considerably greater. The Japanese poured

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On 9 October, all the 38th BG planes were ordered to leave 17-mile and to proceed to 30-mile (Rorona). This was to permit a B-17 group to use 17-mile to stage through for a raid on Rabaul the next day. The planes returned to 17-mile the following day. Other units were also staging through the Moresby strips for group movements or missions.

Sometimes the missions turned into something more exciting. On 24 October, a routine recon mission to Lae provided such excitement when the 405th's Lt. Cox spotted four twin-engine bombers lined up wingtip to wingtip on the airfield. Unable to resist the temptation, Cox dropped six 500-pounders in two separate passes. His first run missed, but on the second run the three 500-pounders exploded among the planes. He returned to report that at least two bombers were destroyed and two more damaged.

During the rest of October, the Group flew several recon missions of one to as many as three planes. Most of the missions listed on the summary report are defined typically as being to "Lae, Gasmata, Vitiaz Straights." Frequently, there was more than one mission a day. Often some planes were forced to abort because of the weather, typically a buildup of clouds in the 7,000-foot pass which concealed the high mountain peaks in the area – "There's rocks in those clouds."

On another such mission, Machajewski, a belly gunner, reported the plane he was in was attacked, " . . by six Zeros. This was supposed to be an easy one. All hell broke loose. We had no time to be afraid. We were too busy fighting them off. "

On 23 October, Ed May took off from Port Moresby, with three other men on board, for Townsville. According to reports, they were picked up by radar about 25 miles from Townsville. They did not arrive and searchers found no traces.

The 38th moves to the jungle

Orders were issued in late October for the ground echelon at Townsville to load aboard the S.S. Paine Wingate for transportation to 30-mile Drome (Rorona) where engineers were working on the air field.

The keel for the Paine Wingate had been laid in May at San Pedro and the ship was completed in 55 days

The ship spent a few days in the harbor at Moresby, much to the dismay of the men who thought the ship made a most attractive target for the enemy bombers. Keyworth recorded in his diary, "This trip north has been ironical. Coming over on the Bliss we had to do everything except sleep with our life belts and had boat drill everyday. On this trip there

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Rorona Falls

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weren't any life preservers and no boat drill."

Keyworth also noted that, "The hills around the harbor are barren, bleak and devoid of animal life. . . . This is the end of civilization." The ship then sailed for Bedscar Bay, the Rorona landing site.

The Wingate arrived at Rorona on 1 November but only a few men were allowed off the ship. Others began disembarking on the fourth and fifth; it took about two weeks to entirely unload the ship.

The equipment first had to be offloaded onto barges which were then towed up the river about two miles and unloaded.. The equipment was trucked to the camp area. Washed out roads and bridges slowed progress, but, eventually, all the equipment and supplies were transported to the new camp location.

The camp area was in a Lever Brothers coconut plantation. The original location for the camp was infested with hordes of mosquitoes. So the camp site was moved to a nearby hill which seemed to be less infested.

Both malaria and dengue fever were endemic to the area. Many of the men soon came down with malaria, a debilitating disease marked by general malaise, high fever and chills. Quinine was used to prevent and control it.

> When the Japanese captured the East Indies, the source of the ingredients for Quinine in the U. S. vanished. A German pharmaceutical firm had synthesized a die which was found to control Malaria, Atabrine. Tests were conducted to develop an effective dosage. It was late 1942 and early 1943, before the pills became available for the troops. The pill caused the skin to turn yellow, lasting several months after quitting the pill. It was also rumored to cause impotence. These factors necessitated strict enforcement measures to assure that the pill was being taken properly to avoid contracting Malaria. In the early months of the war, Malaria was the cause of a high casualty rate and consequential loss of effective combat manpower.

The area was heavily populated by dark-skinned natives known as fuzzy-wuzzies because of their black, fuzzy hair. (The Malayan word for ***fuzzy*** is ***Papua***, hence the name for this part of New Guinea.)

Missionaries had converted many of the short, broad-nosed, aborigines who lived along the coast to Christianity. Natives were employed to help with mosquito control projects, construction of mess halls and general camp labor.

Wildlife was plentiful in the area of the camp, including many species of tropical birds which animated the jungle with their raucous calls. Huge flying foxes, a type of fruit eating bat with a four-foot wingspan, giant rats as long as two feet, many species of exotic lizards and several kinds of snakes up to fifteen feet long, frequented the nearby jungle and the environs of the camp.

One man, Pvt. Ogles, was particularly interested in the snakes and often captured and brought them into camp. The local parrots were favorites as pets and some were taught to mimic their owner's speech, much to the general amusement of all.

A sand bar on the shore of the nearby Rorona River was a favorite haunt of the men for bathing and for washing their clothes. However, the water often caused severe fungal infections among the bathers. Once the camp area was established, the men enjoyed visits to the native villages and hiking to the spectacular Rorona Falls which remains a major tourist attraction to this day.

During November, the planes were maintained at 30-mile but ran the combat missions from one or another strip at Port Moresby.

"SHANTY" O'NEILL takes command

On 6 November, a new commander, Lt. Col. Brian "Shanty" O'Neil, was assigned to the 38th Bomb Group. O'Neil had graduated from flight school at Kelly Field, Texas, in 1939. He was assigned to the 18th Reconnaissance Squadron, 22nd Bomb Group, in December, 1941.

When General Kenneth Walker, CO of the 5th Bomber Command, needed to find a new Commanding Officer for the 38th Bomb Group in

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great resources into the Solomon Island campaign rendering them unable to adequately support their goals and forces in New Guinea.

Hundreds of Japanese planes and skilled pilots were lost in the bitter struggle. These were resources that could not be easily replaced, in fact they would never be replaced. Much that was needed further to the west in New Guinea was consumed or lost in the ocean depths in the costly and in-vain struggle on this island.

As 1942 drew to a close, there would still be more tough and bloody fighting before the Japanese would throw in the towel at Guadalcanal.

The Americans learned much about jungle warfare on this island for which they were not prepared when the troops landed in early August.

THE STRUGGLE FOR PORT MORESBY

After a poorly executed landing on 25 August, the Japanese landed approximately 2000 Japanese at Milne Bay a few miles east of the established Australian air strip. By the 30th, they had engaged the Americans and Aussies at a nearly completed bomber strip near the Aussie working fighter strip.

In a fierce engagement on the night of 30/31 August, the Allies repulsed the enemy. Forced to retreat, the Japanese finally reboarded most of their contingent on 6 September and sailed away less than two weeks after their landing. The Milne Bay sight was destined to be a major Allied air and sea terminus in the future years of the war.

By early September, the Japanese, with five reinforced Battalions, had gained the summit of the Owen Stanley Range and were pushing the Australians down the mountains toward Port Moresby.

The Australians, with two Battalions and a weakened and tired third Battalion, were grudgingly giving ground. The Aussies were receiving meager supplies of food and ammunition by air drops.

Allied Intelligence in Australia was puzzled by the Japanese advance along the Kokoda Trail. Every logical evaluation indicated that the Japanese would not be able to move sufficient forces and equipment over the trail to be a threat to Port Moresby. A large force of men could not be adequately supplied to carry out such adventure. So why couldn't the Aussie forces,

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daily getting stronger, carry out an effective holding action on the steep mountain trail?

The size of the force deployed by the enemy had been underestimated. The Japanese had, in fact, succeeded in putting a force of nearly 15,000 men ashore at Buna including engineering, medical, and communications detachments. Head-quarters had also underestimated the tenacity of the Japanese in rugged terrain.

Japanese supplies and troops originally intended for the Buna-Port Moresby campaign were diverted at times. Ships needed to support the Buna venture were not always available because of the war in the Solomons.

The battle for Guadalcanal was not going well for the Japanese as September rolled in.

The Allied Air Forces were often thwarted by the weather in attacking ships bringing men and supplies to Buna from Rabaul. The Japanese had continued to supply and reinforce the Buna/Gona area in spite of efforts by the Allied air forces.

In mid-September, the Australians established a firm position at Imita Ridge, the last peak before Moresby, only 32 miles from the key port. Their supply situation had been markedly improved.

The Japanese now found themselves at the end of a long and tortuous supply line and were unable to continue the attack for lack of supplies and fresh troops. On 18 September, there was no rice for rations for the enemy now sitting on a nearby ridge. Continuous harassment by Kenney's planes along the trail had achieved much.

It was on this date that new orders were issued for the Japanese. The Guadalcanal battle had turned worse for the Japanese. Priority was to be given to this struggle. The New Guinea force was to withdraw, giving ground slowly, to the coastal plain on the north shore.

The coastal zone was to be fortified and held for a future renewal of the New Guinea campaign. Fresh troops from the coast were to move to the end of their trail and relieve the tired and hungry men.

By 28 September, Allied patrols had located the Japanese units on the trail and an offensive began. At times the enemy put up only a token resistance to give as much time as possible for their forces in a long beachhead between Buna and Salamau to prepare for a strong defense.

At the beachhead, strong bunkers were

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October, 1942, he went to Col. Dwight Devine, CO of the 22nd Bomb Group (Medium) which had been flying combat missions out of Australia since April in B-26s. He asked Devine who was his best squadron commander. Col. Devine told him that "Shanty" was his best although his most junior squadron CO.

Col. Brion "Shanty" O'Neil

At the moment, "Shanty" was on a special assignment in Sydney but Walker left orders for him to be sent to see the General as soon as he returned. Col. Devine was waiting when "Shanty" landed. He was told the General wanted to see him in Townsville the next day and why.

O'Neil had treasured hope of someday becoming the CO of the 22nd. He went to see General Walker who confirmed Devine's message. "Shanty" was given permission to take some of his best men in the 408th Squadron with him.

On 6 November, O'Neill took command of the 38th BG. He brought his own hand-picked team to shape up the two squadrons, Maj. Melvin Offers, his copilot, to take over the 71st and Maj. Forrest K. Harsh, to become CO of the 405th.

Known to one and all by his nickname, "Shanty", he was a hard drinking, highly skilled pilot, who instantly earned the respect and admiration of his men. He was to lead the 38th through some of it hardest months of combat.

Return to combat operations, a new home

The airplanes, having been at Townsville a few days, returned to 7-mile (Ward Drome) at Port Moresby and resumed combat operations on 16 November. The American 32nd Infantry Division and two Australian Divisions launched the offensive against the Japanese Gona/Buna perimeter on the 18th. In support of the Allied forces, three 38th planes bombed enemy troops and supply dumps in the Buna and Soputa areas. Five attack missions were run on the following two days against Lae and Salamaua, and to search for a Japanese convoy off Gasmata. Weather turned back the latter before the planes could reach the search area.

While the 3rd Bomb Group kept up pressure on the enemy, the 38th stood down from operations for the next week as orders were received to move the air echelon from Ward Drome to 17-mile (Durand Drome). This move involved the combat crews and operations staff and did not affect the main ground echelon still at Rorona, which continued work on the base camp and nearby airfield.

HAPPY THANKSGIVING:

Three missions were flown on 26 November, Thanksgiving Day, when operations from Durand began for the 38th. A morning strike hit Buna from 4000 feet with 500-pound bombs from five planes; a sixth never took off due to tire trouble. AA fire was heavy but inaccurate.

Seven more planes left Durand fifteen minutes later to strike a Japanese naval task force reported near Lae. A search of the sea produced no targets and no enemy aircraft were seen.

A dozen B-25s, from both squadrons, mounted a major mission against Buna later in the day, but weather forced back all but one three-plane flight from the 71st Squadron. Lt. Ezra Best's bombs made a direct hit on a fuel dump, producing a thick cloud of black oily smoke.

Lt. Uhler had his bombs hang up on the first pass over the target.

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The 38th, a Taste of Combat -

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After correcting the problem, he turned back through heavy flak to make another run but spotted five Zeros flying in the distance. He immediately jettisoned his bombs into the sea and headed for home. Shrapnel had pierced the skin of his bomber in ten places.

Capt. Thompson, bringing up the rear, had one bomb fall away as soon as his bomb bay doors opened, but the remaining 500-pounders hit the target, reportedly lifting an AA gun emplacement completely out of the ground.

Night raid to Lae

A night raid on Lae was planned for 27 November, with thirteen crews being awakened at 1 A.M. Coffee and a light snack were served in the mess hall before the crews departed for the flight line. After the mission briefing, the men were preparing to take off when the alert sounded and three Jap bombers winged over the area.

From the ground, the planes were clearly visible in the glare of the searchlights which coned on the small formation for about five minutes. AA guns around the area blasted away. One plane seemed to falter and was later reported to have crashed and burned. Their bombs were clearly audible as they exploded near 7-mile Drome.

As soon as the all clear sounded, planes from both squadrons took off for Lae. Because of the weather, only three 405th planes reached the target. During the approach to Lae a 405th plane, ***Rabbit***, piloted by Lt. Turcotte was seen falling through the cloud cover, followed immediately by a bright flash as it hit the ground and exploded. All seven men from the 405th including Major Frank Parker were apparently killed in the crash. The cause of the crash, enemy action or mechanical malfunction, was not known.

Eight 500-pound bombs were dropped from 9,000 feet in heavy weather. The bombs were believed to have been dropped in the target area although there was a cloud cover at about 300 feet.

Since August, the Japanese forward command at Rabaul had been forced to focus its supply of resources on Guadalcanal. The war was not going well for them there. Only minimal resources were available for the New Guinea campaign. On 28 November, Allied aerial reconnaissance detected a build-up of Japanese aircraft strength at Lae. Shortly after the middle of the month, the 582nd Kokutai had moved into Lae with a full complement of Zeros, followed shortly by elements of the 252nd Kokutai. About 60 Zeros were reported on the airfield on the 28th, as well as eight to ten bombers.

The news of this build-up caused quite a stir among the 84 crewmen assembled for a 1 A.M. briefing on 29 November. Despite inclement weather, a dozen planes loaded with clusters of 20-pound fragmentation bombs were scheduled to hit the airfield during the pre-dawn darkness. Forty-five minutes later, eleven planes from both squadrons began taking off at ten-minute intervals.

Ten eventually reached the target and bombed through the clouds. About half the bombs were thought to have hit in the target area but cloud cover precluded an accurate assessment of the damage, if any. Again, one of the 405th planes failed to return from the mission.

During the withdrawal from the target, the plane, piloted by Lt. Pavlich of the 71st, was separated from the group because of the weather. Pavlich decided to cross the spine of New Guinea some distance west of the Kokoda pass where the peaks were not as high. Soon after letting down close to the ocean, the engines coughed and quit. The pilots checked the panel gages which showed empty.

In the grayness of the early morning, they saw the outline of an island. Because they were on the south coast of New Guinea, they assumed that they were not in Japanese territory. They ditched successfully about a mile from the island. The plane floated and all emerged and entered their life raft. When the plane finally sank, it was in shallow water and clearly visible from the surface.

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being built with interconnecting trenches. Fields of fire from the bunkers were cleared for the best advantage. Gun emplacements were established.

On the mountain trails, the reinforced Aussies gradually pushed the Japanese over the ridge. It took five weeks for the Aussies to return to Kokoda. In three more weeks they were approaching the well fortified Japanese defensive zone between Buna and Gona.

When the Aussies went on the offensive from Imiti Ridge, Allied Headquarters was planning another offensive. Two teams were sent out to explore alternative trails over the mountains to the northeastern coastal area.

The first alternate trail started from the end of a road at Kapa Kapa about 37 miles southeast of Port Moresby. It somewhat paralleled the Kokoda Trail. Not much was known about the trail and no white man had been over the trail since World War I. It reached an altitude of over 9,000 feet before heading down to the northeast coast.

The second route to the north coast started at a small harbor, Abau, about 120 miles southeast of Port Moresby. There was no road to this trail head. The advantage that this trail offered was that it would take troops over the mountains at a much lower altitude.

A missionary went to Port Moresby on his own volition and reported that there was a very good site for an airfield on the north side of the range along the Abau trail. He returned to the site and with natives, using hand tools dropped to them, they had a field suitable for C-47s within a few days. Troops were soon being airlifted from Port Moresby.

The Infantry unit traversing the first alternate route, struggled up and down slippery slopes through jungle growth. The trail was often only wide enough for a single file to cross. The troops were green, uncondition-ed, and overloaded. When they reached the rendezvous on the far side of the high pass, much that had been in their packs had been abandoned on the trail. Their uniforms were in rags, their shoes worn out, and many were suffering from dysentery and fevers.

When they arrived, they found that other units of their division had already been air lifted to the rendezvous. With the airlift operating, no other troops had to endure this tortuous trail.

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Troops and supplies were also being moved northwest along the coast from Milne Bay in small boats with shallow drafts. The coast was uncharted and was known to have many reefs dangerous to ships.

New sites for air fields were being developed. MacArthur was insisting on the build-up of several days of supplies in strategic places on the northern plain. He also was preparing for an orderly withdrawal in case the Japanese were able to deny Guadalcanal to the Allies.

American troops and supplies were being air lifted across the mountains. But moving men and supplies from the rear areas to the Buna area was still along trails that sometimes disappeared into swamps. The American troop buildup south and east of Buna continued. Men were being positioned for the coming offensive.

To a great extent, the American forces were unconditioned and lacked proper equipment and training for jungle warfare. To make matters worse, the shallow water table caused foxholes to soon fill with water if the all too frequent torrential rain didn't do it first. There was no relief from the constant wetness.

There was no way to properly dispose of human waste. There was virtually no way to cook rations which quickly became soggy. There was no way to keep quinine pills, salt tablets, water purification tablets, and medications from dissolving in wet uniforms.

Lines of communication in the jungle and marshes were extremely vulnerable to the elements and the enemy. Virtually no roads existed to move supplies from the command center set up at Dobodura to the front; everything moved along trails that were often hard to see and frequently led into jungle marsh. Sometimes the men were moving in water up to their necks.

On 16 November, Japanese aircraft bombed and strafed the small fleet of luggers that had been moving supplies and equipment along the coast toward Buna. This further limited the rations, supplies, and equipment of the U. S. Infantry at Dobodura. There was little effective artillery available to prepare for and to support the attack.

The Air Force had reported seeing no significant movement on the ground; seemingly, the enemy had withdrawn leaving

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The 38th, a Taste of Combat - *(From page 12)*

They soon reached the island and were facing some of natives who led them to an Australian plantation building, resembling a large tobacco barn, and the lone caretaker. He informed them that they were on Yule Island about 100 miles west of Port Moresby. The caretaker was able to get word to someone who notified Port Moresby. The crew was picked up two days later and they were returned to the 38th.

It was thought that their plane had been damaged by a night fighter plane's guns, with a hole or holes in their fuel tanks which brought about the earlier than expected fuel outage. This is also thought to have caused the plane to float longer because of the buoyancy of the empty fuel tanks.

Tragic accident in the kitchen

On the 29th, there was a serious accident in the kitchen at Rorona. A can of gas had been left standing in the sun. The heat soon created significant pressure in the can. When one of the men opened it, the internal pressure threw out a spray of gas which was immediately ignited by the fire in a nearby stove. The spraying gas covered the man who was critically burned. He was rushed to an aid station and shortly flown to a field hospital at Port Moresby. He died the following day. Not all casualties were the result of ground or air combat.

Back to Buna

The first of two missions flown on 30 November sent a dozen B-25s to bomb heavily entrenched Japanese holding a small clump of coconut trees near the northwest corner of the abandoned airstrip at Buna. The attack was designed to soften up the area just prior to a ground assault by Allied forces on the positions. The 20-pound frag bombs thoroughly saturated the area. Two planes were slightly damaged by AA fire during a second mission.

The tropical Summer was upon them. The group continued with intensive support of the Buna campaign with frequent missions to the area. They also carried out recon missions to Lae and the seas surrounding the Huon peninsula to interdict supply convoys headed for Buna and to attack Japanese air bases.

In the Buna area, General Eichelberger had taken command at the end of November. Aussie and U. S. forces were attacking along the whole of the 15-mile Japanese perimeter. The allies were discovering just how tough the Japanese resistance was.

On 1 December, the 405th sent a mission to soften up the enemy positions around the airstrips at Buna. Late in the afternoon, six B-25s, five from the 71st and one from the 405th, reached Buna to search for an approaching convoy with urgently need supplies for the beleaguered Japanese garrison.

At the pre-mission briefing, they had been informed that four destroyers were headed for Buna with reinforcements and supplies. Reaching Buna, they soon found what appeared to be three destroyers and a small aircraft carrier. As they started their attack at 11,000 feet, the formation of ships veered but the lead ship took a direct hit and at least three other near misses landed around the convoy.

The planes were soon under a head-on attack by approximately a dozen Japanese fighters. One of the B-25s was raked by enemy fire and was soon to drop in a death spiral. Two parachutes blossomed from the plane in its decent. In all, the Sun Setter gunners claimed one definite and another probable enemy plane shot down and others thoroughly raked with their .50 cal. fire.

Lt. Ducci observed the temperature of one engine rising and the engine began to smoke as the formation headed for home. He feathered the prop and made it back to Port Moresby. An oil line had been shot away by Nippon bullets.

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Pear Harbor Day, first anniversary

On 7 December, 1942, the bombers helped the Japs to celebrate the first anniversary of the "day that will live in infamy." One man wrote in his diary, " **'Remember Pearl Harbor'**. A year ago today it was, and today we're paying them back for it. Seventy-two 500-pound bombs were dropped on Lae this morning at six. Twelve of them hit in the dispersal area and all the rest hit the runway. They've been taking off from here all day today and it's the same at all the other strips."

Garrett Middlebrook reconstructed a later mission from his diary:

"On 14 December, I flew three missions around the Buna area. The Japs brought in a reinforcing convoy not from Rabaul but from the northwest – Wewak, I suppose. It consisted only of Destroyers and Cruisers. We thought at first they were bound for Lae but we got a sighting on them after dark moving at full speed toward Buna.

"Sometime around midnight we were ordered to take off. I was assigned to Cheli's wing (he always put me on his right wing). Cheli had quite a number of flares aboard his ship which were shot upward with a flare gun and floated down on a parachute. The weather was very nasty and to make matters worse, the enemy kept planes over us (at 17-mile) all night to prevent our taking off. Finally, they told us to go but they would not turn on the runway lights because of the air attack which persisted. Therefore, we took off with only our landing lights which were about half as bright as a modern day car light. That wasn't easy.

"What happened next made Cheli so furious I thought he was going to commit murder. While we were trying to get assembled into formation over the field and in all the bad weather, one of our own searchlight batteries apparently thought we were Japs and they turned the searchlight on us. The light and the reflection from the clouds absolutely blinded us (I was already in formation but the other planes were just coming up).

"Cheli said he couldn't fly instruments and neither could he fly VFR (visual flight rules). Well, whatever he was doing, I stayed on his wing. But we couldn't get the other planes into formation (I found out later they delayed on purpose because they didn't want to be in the light). Cheli got in contact with the Emergency Control at 7-mile Drome and told them to tell that SOB operating the searchlight to turn it off or else Cheli said he would come down and strafe the bastard. It turned off.

" We had a terrible time getting over the mountains due to the bad weather. Cheli finally got orientated along the coast line at Buna and we proceeded westward at about 1000 feet, dropping flares as we went. It is just unbelievable how bright those flares were and how far you can see when one is burning. I felt sure we were going to find the convoy until we ran into a terrible rain storm. It was just no use.

"We went back the next morning early. Of course, the convoy was gone but we found that they had put troops ashore near the Mambre River mouth about 30 miles west of Buna. We strafed the area until we ran out of ammo.

"Then we discovered hundreds of buoys floating a mile or so off the coast, each with a little Japanese flag attached to the top of the buoy stem. Upon closer examination, we could see that each buoy had containers attached with supplies inside.

"As soon as we landed back at Durand, they scheduled us to go back out as soon as we were reloaded with ammo. We went back the third time to strafe all the buoys. That was a good day's work. The weather never did clear up."

Earnest Orr recalled a diversion to 30-mile and a subsequent spell on the side lines:

"In late 1942, I was flying combat with the 71st Squadron. We had pulled at least eight or 10 missions from the 17-mile strip. We did not

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only token forces to obstruct the Allies.

When the Aussies reached the coastal plain in their pursuit of the Japanese along the Kokoda trail, things were falling in place for a general offensive against the Japanese 15-mile long perimeter with the sea at their back.

The Aussies on the west end of the battle line had been in continuous contact with the enemy and pushing them down the north slope of the jungle trail for seven weeks without rest or rotation. They were tired and reduced in number.

Nevertheless, the offensive was launched on 18 November. Torrential rains began on the 19th. But from the top down, there was a mood that they would walk into Buna within a few days.

As the Allies opened their offensive, their objectives suddenly became difficult and costly to achieve.

The enemy's outer perimeter slowly and grudgingly gave way. The Americans seemed often to be fighting an invisible foe. The firing slots on the well-concealed blockhouses and bunkers were hardly visible. Even with air support by A-20s and B-25s, there was little forward movement.

The new airstrip at Dobodura was rushed to limited operational condition on 21 November. But scanty supplies, especially rations, could be flown in. Medical support teams and supplies, ammunition, anti-aircraft men and equipment, and small artillery had priority.

Back at MacArthur's headquarters in Port Moresby, the high command could not understand why there was so little progress on the line. There were stories of men running away from the battle.

Only 12 days after the offensive had been launched it was decided in Port Moresby that a change of command was necessary. General Eichelberger was flown in with a staff of new officers to take command. His orders from MacArthur were to "take Buna or don't come back alive."

Following 1 December under the new command, there was a bit of renewed energy evident among the forces. But Eichelberger soon discovered that the road to Buna would be a long one. With air support and dogged perseverance, the line slowly moved toward the objective.

On the western front, the Aussies eventually took Gona. As they moved to the East, overcoming other Japanese positions

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and finding their captured enemy personnel in pitiful condition.

Rabaul continued to run supplies and reinforcements south but in diminishing numbers as the Fifth Air Force interdicted the ships. On 10 December, Rabaul sent 20 bombers with ammunition and supplies which were dropped on the old air strip just east of Buna Mission.

Four American light tanks (Australian Army) were landed at Oro Bay on 11 December. Loaded onto specially built barges, they were towed on the night of the 12th to Boreo, less that two miles from Buna Mission, and hidden before daylight.

On the night of the 16th, four more were brought in. They became a special unit to aid in the attack on the air strips at Buna Mission. They were moved into position on the night of the 17th for a coordinated tank/infantry attack on the air strips and surrounding area.

Additional tanks were brought in during succeeding days. They were a great assist in reducing strong points and blasting holes in the bunkers from short range.

Once the troops were able to inspect these strongholds, it was readily evident why infantry, even with artillery support, could not have reduced them. Reinforced concrete and steel doors could not have been reasonably overcome by infantry alone.

But the swamps and streams limited the movement of the tanks. The foot soldiers continued to be the ones who had to move out, cross streams, repair bridges and make a way for the tanks.

On 14 December, Buna Village was finally overrun by the Americans. Now the reduction of Buna Mission and the air strips became the point of focus.

A road had been constructed from Oro Bay to Dobodura in mid December. This enabled sufficient supply transportation to permit the basing of bombers at Dobodura in future months. Fresh troops were being brought in to replace the casualties. Additional rations and clothing were welcomed.

Strong resistance by the Japanese continued. They gave ground in small and expensive chunks. Christmas day found the combined forces of the Americans and Australians still battering their way forward. On Christmas night, a Japanese submarine brought in additional supplies and ammunition for those still holding the Mission.

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have many planes. As I remember, in late November or December, we were ordered out of the 17-mile Strip and sent to 30-mile with a full load of bombs so another group could use 17-mile. I believe they came from the Solomon Islands. They loaded bombs for a mission the next day over Lae.

"There are two things that are still as clear to me as they were in 1942. THE MOSQUITOES, and THIS. I had left my flight bag in the revetment at 17-mile. SOMEONE of the men who used that revetment cut the lock on my flight bag and took some personal things that did not belong to him. So you see I made stupid mistakes back then.

"The rest of my story is this. After we landed in "Hell Hole" (30-mile), we stood by for one day and two nights. I remember the day because we found a banana tree and gathered a bunch of green bananas. I guess they were wild bananas, but when they ripened, they were fairly good.

"We were told there were two mosquitoes, one malarial and another damn germ infested one, that bit the hell out of me. Just before Christmas 1942, Doc Sharp told me I had both tropical diseases (*Malaria and Dengue fevers*). I spent six weeks in the 155th Station Hospital at Port Moresby during and after Christmas. I damn near died. Before I was able to return to flying, my crew was shot down into the harbor of Madang. My tent mate and my best friend was on that plane - T/Sgt. Owen C. Remilard."

On 16 December, Col. O'Neil announced to the group that they had put more planes in the air over the last three weeks than any other group – an average of 12 a day. And the 38th was only a two-squadron group.

From time to time, a few planes were assigned to go to Buna and fly over certain sectors at minimum altitude without dropping bombs or strafing. They were directed to make as much noise as possible during their flight over the sector. The object of these noise-making missions was to cover the noises being made as light tanks, which the Allied Infantry had, were repositioning for further attacks. The planes sometimes dropped leaflets to the beleaguered enemy garrison offering immediate removal from the combat zone if they would surrender.

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The Christmas Mail Bags

The 38th, a Taste of Combat - *(From page 15)*

On one such mission, one of the planes radioed that he could not climb back over the mountains and was proceeding to an emergency field. Stan Keller flew along the coast to the southeast, landing at Milne Bay. After landing, both engines quit as the plane completed its landing roll. When the plane was towed to the ramp, a four-foot piece of a tree limb four inches in diameter was removed from the cowling on his left engine.

During December, men were assigned to set up a camp area for the group at 17-mile strip. In addition to keeping the planes at 17-mile, there was much to be done in setting up a mess hall, latrines, and other structures needed for the group.

In mid December, the ground personnel and much of the equipment at 30-mile began moving back down the river on barges and then proceeding down the coast to Port Moresby where they were unloaded. The 38th began occupying the new camp. The Group would now live near and operate from 17-mile strip, all one cohesive unit.

Just before Christmas, the combat crews flew down to Townsville for a few days of special R&R (rest and recuperation/recreation).

Mail was coming through every few days. The letters sometimes told the receivers that a package was on the way. Packages with a variety of food snacks were particularly enjoyed. As Christmas approached, there was much anticipation and wondering what might be in the packages. Even if they didn't arrive before Christmas, they brought special enjoyment when they were received.

It was at this time that Mac Gac, having come from 30-mile, reported, "It took time to set up camp and an operational Photo Section and while I was so involved, Father Quest asked that someone take photos of the first Mass at Durand to be celebrated Christmas Day. Some ammunition boxes were put together, a board put over them, a blanket over the board, and a strip of white cloth over the blanket. Because most of the men were still at work setting up the camp and others were flying daily missions, attendance at that first Mass was slim."

Christmas Mass in New Guinea

The final mission of 1942 was flown on 31 December to Lae. Six planes from the 405th and 2 planes from the 71st dropped bombs from about 2200 feet. They were intercepted by six fighters. They shot one down and seriously damaging another, forced to land at Gasmata.

The 38th Bomb Group had, indeed, had a real taste of combat in 1942 with more to come in the next 32 months.

The World at War - *(From page 15)*

As the new year approached, the Japanese finally, on the 28th, were forced to abandon "The Triangle" a strong point area leading into the Mission from the southwest side. General Eichelberger again gave testimony to the strength of the Japanese defense. He wrote to MacArthur's staff, "I walked along there and found it terrifically strong. It is a mass of bunkers and entrenchments surrounded by swamp. It is easy to see how they held us off so long."

As 31 December passed into 1943, the Allies were closing in for a final assault on the Mission. The Japanese still holding out in the area refused to yield to their by now obvious and inevitable fate. They were without supplies and food.

West of the Giruwa River, just west of Buna, there was still a sizable force of Japanese in the Sananada area with strong perimeter defensive points. But they, too, were in dire need of food and fighting supplies. The normal 28-once rice ration was now down to 10 ounces per day. There were no medical supplies to help the wounded.

In the Australian sector to the west, fresh troops began arriving as 1942 came to an end. This permitted exhausted and badly diminished units to be relieved and sent to the rear and eventual evacuation to Port Moresby and Australia.

Organization of a continued offensive against the Japanese defenders in the Sananada was effected. In spite of their weakened condition, the defenders yielded ground grudgingly. They occupied the most favorable higher ground leaving the attacking allies to struggle through swamps.

New Years Eve found all Allied forces still thwarted in achieving a final victory over the Japanese.

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As December of 1942 closed, the tide of Axis victories that crested in the Spring of '42 in the Pacific, and in the Summer in Russia and Egypt, was now obviously, if slowly, beginning to flow the other way. The might of American war production had only begun moving into high gear to supply their far flung forces and those of their Allies with the weapons of victory.

Kate Smith was singing the prayer of every heart with great fervor, "God Bless America People". And people were singing with real hope, "When the Lights Go On Again All Over the World".

Review of "The Bomber Reef"

For the several of our members who have in some way assisted Walt Deas in the production of "Bomber Reef", the good news is that this much anticipated DVD is almost ready for its final reproduction and distribution. Your names are listed in the credits.

Walt and his wife, have independently, out of their own pockets, produced a beautiful video DVD that should interest a wide audience. On my review of the DVD, it is hard to understand why big money was not interested in producing this video.

It truly is a 38th BG documentary. There are beautiful scenes of the people and their celebrations and of the places we flew over as they appear today. There are several scenes of B-25s flying in formation and strafing targets. The parafrags are shown drifting down behind bombers.

The story of 7 December, 1942, is there. The Doolittle raid is there. The flight of the 38th across the Pacific, the story of the five planes that arrived over Grafton after dark on 14 August and their ends are shown and told. Ground shots of the crash areas tell their own story.

The story of Capt. Herry's ditching off Madang is shown and told. The following capture and brutal end of the survivors, except for Col. Cox, is told. His transportation to Rabaul, then Tokyo and his final release is there.

Significant moments show many of our own people, face to face. If you don't let the beauty of it all throw you into a trance, it is easy to see what a nightmare of a place to wage war New Guinea really was. That thick, impenetrable jungle draped over steep mountain sides is there.

The story leads up to several minutes of undersea photography of the ditched plane and its discovery. Many scenes of its coral encrusted form as it has become a colorful coral reef are there. The underwater photography of corals and fish is fascinating, with fluid beauty.

The narration voice-over is done by an Aussie. But you will quickly get the hang of it again and get all the message. But then, that will give you a reason to look at it again. It wears well; a second or more viewings will be enjoyable.

Walt and Jean have woven together historic archival film with their own beautiful landscape and under sea film to bring the viewer not only a pleasurable time, but one of remembrance for us.

Just to see and hear all those B-25s taxiing and flying throughout the video is, for me, sufficient reason to buy the package. Because there are very few of the early B-25 models and color film of them moving on the ground or flying, Walt has been forced to use B-25J footage for some segments. But there is a lot of archival footage of the early versions at work in the southwest Pacific.

We owe Walt and Jean a debt of gratitude for this great memorial to the 38th. For everyone, it is a record of historical significance.

This couple have received much recognition and many awards for their excellent underwater photography. Their ground and aerial photography is also meritorious. Their various works have be shown on British TV.

Walt is currently endeavoring to set up a State-side duplication and distribution source for the DVD to minimize the cost of shipping. We will keep you posted as to availability date and costs.

DID YOU KNOW THEM?

THANKS,again!! We had more responses to the requests in our last issue and the people really appreciate your help. The seeker people yearn to know more about that loved one that served along side of us in those years.

Please get in touch with David Gunn, the editor (see page 2). He will try to put you in contact with the person who is seeking information or pass you information along if you would rather not have direct contact. Some of these people have not yet responded to my message on the 38th Bomb Group Forum on the Internet, so I may not be able to close the loop.

We have deleted some on our previous list and have added new ones.

Al Behrens, in New Guinea 10/43 to 7/44, Son seeking info.
Lt. C. M. Brown, 405th, Daughter seeking info.
S/Sgt. Carl Dubke, 405th, Nephew seeking info. Carl was KIA at Tarakan on 12/30/44.
Steve Fifik, Son seeking info.
Ted Grimes, Grandson seeking info.
Lt. Paul (Pete) Harrison 71st Sqdrn., Brother-in-law seeking info for Paul's sons.
Lt. George High, George, a Navigator, and the crew he was on disappeared on a weather recon out of Biak right after assignment to the 38th in August or September, '44
Howard "Hodee" Holton, gunner, Granddaughter seeking info.
Lt. James A. Hungerpillar, pilot, 71st, Nephew seeking.
Barney Johnson, 405th, 71st, 823rd, '42-'43, Son seeking info.
Lt. Ralph Lambert, 405th, Brother seeking info.
Sgt. Alan Libes, 405th, Niece seeking info.
Capt. J. O'Donnell, planes Mimsie, Harry Monster, Nephew seeking info.
Lt. Everett (Fritz) Rice, 71st, KIA Rabaul, Nephew seeking info.
Maj. Bill Ruark, 405th, "Dirty Dora", Son seeking info.
Thomas Russo, 71st(?), Son seeking info.
Lt. Garfield "Gary" Simon, navigator, 405th, Grandson seeking info.
Sgt. Donald Weeks, Son seeking info.
George (Rip) L. Winkler, 822nd, On detached assignment to 38th 11/44, Son seeking.

Look over the list in the May issue. We have eliminated some in making the list above because there had been response but you could add your response too.

Let me tell you about my own experience. In just recent weeks, I have received two special e-mails. The first one was from the nephew of Carl Dubke (see above) who was killed at Tarakan on 30 December, 1942 (see my story in the January and May issues). I did not know Carl, but I was able to tell his nephew about the mission.

Last week, I received an e-mail from a man seeking information about his Grandfather, Lt. Garfield Simon. Lt. Simon was one of my tent mates from November. '44 to January, '45, when he was KIA. "Si" was a special person and I have long wished I could find his family and share with them. I just sent him an e-mail today and am looking forward to this "reunion". (Editor)

"THE SUN SETTERS"

337 W. Reservoir Drive

Lewiston, ID 83501-8608

ADDRESS SERVICE REQUESTED

What do you know about this 71st Squadron plane and the men in the picture? If you have any information, please get in touch with the editor. We could not find any of the crew names (Lts. Wright, Hoover, Thorton, Sgts. Ferraro, Beckel) or the supposed name of the plane on the Al Kennedy disk. The short story about how we obtained this picture is interesting and we will tell that story in our next issue.

A NOTE TO THE WIDOWS OF OUR COMRADES

We appreciate the contacts we have at reunions and in other ways with the widows and other family members of those of our comrades who have left this vale of tears and suffering. We would like to be of some comfort to you.

One of the ways we can remain in contact is through our newsletter. We would like to continue that contact with all widows of Life Members and Dues Paying Members.

May we suggest that some younger member of your family may find our newsletters of special interest. If there is such a one, just let us know to keep you on our list and pass the newsletter on to your family.

Please inform our Secretary/Treasurer (see page 2) by letter of your desire. We look forward to hearing from you and keeping in touch.

But we also understand that you may not wish to keep this connection going. If we do not hear from you, we will, with reluctance, remove your name from our mailing list.