Group

823rd Squadron

71st Squadron

405th Squadron

822nd Squadron

"The Sun Setters"

38th BOMB GROUP ASSOCIATION (WWII) May 1991

THE PRESIDENT'S MESSAGE

ISHAM M. JOHNSON

In January, the newsletter and roster were mailed to 934 active and inactive members. As you know the cost of bulk mail has recently increased, so this makes it more important than ever to keep our Secretary/Treasurer informed of changes in address. In this connection, we have not been in direct communication with approximately 35% of our membership in the past several years. The Postal Service has offered to assist us in *verifying the address* of members who fall into this category and we hope this action will reduce the mailouts going into the dead letter file.

As has been said many times before "our memberhship is thinning". To offset this loss, we want to increase the number of active members. Our goal for the next couple years is to have each active member sign up an inactive member. Better still, locate and recruit a member who has never been on our roster.

The wheels have been turning in preparation for our reunion here in San Antonio., August 26-30, 1992. We have selected a lovely hotel on the river--The Hyatt--within easy walking distance to many activities, *including the Alamo (a 5-iron away for you* golfers). More details elsewhere in this issue.

PHILIPPINE LIBERATION MEDAL

Bob Lamb, 823rd Squadron, forwarded the following information for qualified and interested members of the 38th BG:

"According to AF Regulation 900-3, anyone who participated in flights over the Philippines and its waters, or who served in the ground echelon between 10/17/44 to 9/3/45 is authorized the Philippine Liberation Ribbon and Medal.

"The medal and citation may be obtained from the Philippine Embassy by sending a copy of your Discharge (both sides) along with a check for $7.00 made payable to the Philippine Embassy to:

Philippine Embassy
1617 Massachusetts Ave., N.W.
Washington, D.C. 20036
Attention: Manny Ugay

Surviving relatives or spouses of deceased members may also apply for this award."

"THE LONG WAY TO NEW GUINEA"

James W. Ballow, 822nd

As a member of the 822nd Squadron, I experienced an extraordinarily long voyage along with members of the 823rd.

The journey began at Camp Shanks, Nyack, NY, in 5/43, boarding a troop train to Weehawken, NJ. There we boarded a ferry boat (displacing morning commuters) to Staten Island and were loaded on the troopship "Henry Gibbins". On 5/15, we got underway in a convoy of four troop ships with several destroyers as escort. The New York departure convinced us we were heading for Europe, but we sailed steadily south and were soon in the caribbean where we experienced several U-boat alerts. Days later we had the wonderful experience of passage through the Panama Canal with a short stop for fuel and water at Balboa, PC.

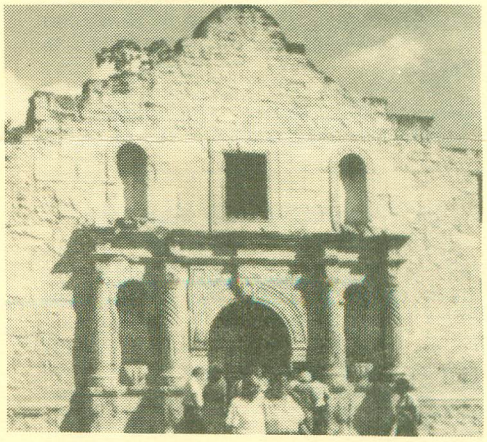
Next, weeks of steaming through the vast reaches of the Pacific. Day after day of tedium and heat in the troop hold with endless crap games (Cook Willy Chin the big winner). Finally, fuel stop at Bora Bora, Society Islands, where we could only stand at the ship's railing and admire the tropical paradise. Onward we sailed eventually making landfall at Brisbane, our supposed destination--but we were needed in New Guinea and could not debark (a few of the boys got off before word was received). Our Merchant Marine crew wanted no part of the combat zone, was replaced by local personnel, and we were off again to the open sea, at long last arriving at Port Moresby 6/23/43. We were taken to the beach in a French covette and trucked to 17-Mile Strip where we were welcomed by 1st Sgt. Weldon Ghastley and given work details before we even got our land legs.

With almost 6 weeks on the oceans travelling over 12,000 miles, we probably had more time and distance than many Navy veterans.

Incidently, the 348th Fighter Group, first P-47s in the SWPA, was on the Gibbins and I vividly recall the morale building efforts of C.O. Colonel Neal Kirby (awarded the Congressional Medal of Honor post-humously) who treated the the B-25 guys like his own.

(Ballow was a Sgt.-Ass't Crew Chief and also flight engineer for a short time on the squadron's C-47, "Fat Cat")

REMEMBER THE ALAMO



Shrine of Texas Liberty, the building is the old chapel of Mission San Antonio de Valero, founded in 1718 by Franciscan padres. In 1836, during the Texas war independence, it was the scene of one of the most heroic events in the nation's history. All 189 defending Texas soldiers were killled here by general Santa Anna's Mexican troops. The now renowned battle cry "Remember the Alamo" later carried the Texans to victory. (*Photo courtesy* of the San Antonio Convention and Visitors Bureau.)

REUNION '92

26 thru 30 August, 1992

Co-chairman Curtis Swan reports the Reunion Committee has selected the Hyatt Regency as headquarters. Located at the heart of downtown, the Hyatt is a focal point of all the Texas River City has to offer ...dining, shopping, cultural attractions, and just steps away from the Alamo. For only a dime, the San Antonio Streetcar will take you on a tour of downtown and the King William historic district where German merchants built lavish Victorian homes in the 19th century. Other points of interest include Sea World of Texas, Japanese Sunken Gardens and Fiesta Texas.

Start planning now to attend. Call or write your buddies--give tham a special invitation. They may be aware of the reunion but just need a little nudge from you. *We'll do* everything we can to make it a great reunion but we need one thing from each of you--Be There--bring your spouse--Let's have fun Texas style!

YOUR committee: Darrel Hagler, Ish Johnson, Bud Lackness, Ed Lauder, Bill Leeper, Sidney Sampson, Curtis Swan, Harry Thrush, Reuben Ware, Raymond Debriyn.

YOUR 1991-92 ASSOCIATION CONTACTS

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"IN EVER-HONORED MEMORY"

Nineteen members have gone to their final resting place since September, # identifying those regrettably not memorialized in the January issue:

Roy G. Brennan.....(71st)
George P. Caldwell.....(71st)
#Edwin W. Adkins.....(405th)
#Forrest H. Darby.....(405th)
Frank DiPonio.....(405th)
Edwart T. Holleran.....(405th)
Gene A. Lavelle.....(405th)
Allen H. Libes.....(405th)
Leon A. Wilson.....(405th)
John W. Allen.....(822nd)
Arthur Dyson.....(822nd)
John C. Mealka.....(822nd)
Edwin S. Polansky.....(822nd)
Joseph T. Pompeo.....(822nd)
Fred W. Robinson.....(822nd)
#Albert Sebastian.....(822nd)
#Anderson F. Williams.....(823rd)
John T. Scheer.....(UNK)
Forrest E. Clemens.....(ASC)

* Rest In Peace, Brothers *

On behalf of all their friends in the Association, we extend heartfelt condolences to the widows and families.

We thank those who have notified us of the passing of a war-time brother that we may honor him with this final tribute. Names for this column should be sent to Secretary Bill Mckinstry.

ADDITIONAL LIFE MEMBERS

The Association gained twelve Life Members since the September '90 issue:

Charles Belvin III (Hqrs)
Rick N. Conolly (Hqrs)
Gene Benson (71st)
Kenneth A. Duncan (71st)
William F. Leeper (71st)
Larry McGee (71st)
Paul Popma (71st)
Isham Johnson (405th)
Ted Wilson (405th)
Richard C. Davis (822nd)
Bill McKinstry (822nd)
Sidney Sampson (823rd)
Kenneth G. Schweiger (823rd)

Breakdown of Life Members by Squardrons:

Hqrs...7 71st...25 405th...49
822nd...19 823rd...30 TOTAL...130

The tax-deductible $100 LM dues are invested in insured bank CD's interest helping to ensure Group viability.

"BLOODY SUNDAY"

(Association presidents have been reluctant to intrude upon limited newsletter space, so we were pleased to receive Harry "Terry" Terrell's letter, sharing it here with minor omissions--Ed.)

"Enclosed is a copy of my diary transcript--verbatim from a 20-year old pilot...My log (separate from my diary) showed you as navigator. I have no record of other crew members except Bill Keneally; only learned at Reunion it was his first 1st pilot mission on "Bloody Sunday". In 'Flying Buccaneers', General Kenney said, 'When the final tally was clear, 31 a/c failed to return, 32 pilots and crewmen were lost...the worst blow I took in the whole war'."

Terrell's verbatim diary extract;

"4/16/44, Sunday, Nadzab; soupy and closed. Hollandia Township and supply dump (target)...Briefed after chow & took off at 10:00. The weather locally didn't look too hot. We hit the course alright and made our objective, doing an excellent job of bombing; - right on target from 6,800 ft. On the return leg we hit bad weather at the Finnestaaire Range so Eddie Maurer broke off — our flight buzzed over Madang and out to sea and were diverted to Cape Glouchester. We paralleled the coast about 20 ft off the water, circling about 50 ft. visibility 1 mile at the most. The land was 'sock-ed in' solid. We broke over land once and banked steeply to avoid the hills. Almost lost sight of our leader. We broke into the open & saw Cape Glouchester & headed in. We landed after having our right engine cut out on the 'Go-Around'. We landed on our second pass, Five 5-25s & 1 B-24 set down there. Stayed with the 1st Marine Division, damn nice!...The Marines set up cots for us in the mess hall, gave us an excellent supper & treated swell - had plenty of cigarettes & doughnuts & coffee. We were right down by the ocean swell. We stayed up 'til 12:00 talking about the narrow squeeze that day.

"4/17/44, Monday, Glouchester-Nadzab...We rose & shone to the clear call of a bugle sounding reveille. We folded our cots & had a good breakfast - cream 'o wheat, fresh butter, omelet & coffee. At 7:30 a 60 piece Marine Corps Band, all slicked up, staged a parade and reveille (flag raising) ceremony in our honor. I felt little tremors go up & down my spine; it was excellent. We pre-flighted our ships, took off, buzzed the field & flew back to Nadzab. We received word Lts Huhn & Barron, my old navigator-bombardier, were killed in a head-on collision with a P-47 at Saidor. Lt. Rogers was criticaly wounded."

A distinguishing SWPA anomoly, few crews remained intact after arrival in NG being split to gain time with experienced crews. Terrell was copilot on Lt. D.L. Van Fleet's crew from Columbia, SC, to Charters Towers, Aus., where they became " replacements" for the 405th. Van Fleet flew a score of missions as CP, gunners Rose, Spranger and Turner were assigned to A-20s in the 312th at Gusap, Barron was a casualty as noted.

PLAN NOW - REUNION '92 SAN ANTONIO, TEXAS

"AS I REMEMBER THE B-25 AND PAPPY GUNN"

(Third installment--R.L. Grover, 405)

Gunn's contributions to the war effort with B-25s were exceptional. It was he who installed 4 forward firing 50-calibre guns in the nose plus 2 in packets on each side. He also tried 30 water-cooled 30-cals in the bomb bay pointed down to strafe troops in slit trenches, but vibration loosened the skin around the bomb bay dictating abandonment.

The first package-guns were belt-fed from racks inside, barrel ends behind the props. Test fire peeled skin from the fuselage around the guns, the under wing and inner portion of the engine nacell--Gunn corrected that by extending blast tubes beyond the props. First used in the Bismarck Sea, it was a spectacular success. Half the 25s used as low level bombers (first called "masthead", later "skip" bombing) were modified with 8 forward firing 50-cal guns, but the 38th planes had only one flexible gun in the nose (navigator-manned), and a few with a 50-cal pilot-fired. With such limited armament, 38th B-25's followed Aussie Beaufighters for strafing pass protection on their bomb runs.

The strafing configuration made the B25 a most formidable weapon giving it a new lease on life despite its relatively short range. Again Gunn came to the fore--since 25s were now low-level strafer/bombers, he reasoned they didn't need a lower turret. It was removed and a large steel fuel tank was hung from a bomb shackle fixed to the ceiling. The main tanks were refilled from this auxiliary source and that tank jettisoned just before reaching the target area. This made possible the Wewak raids in mid-March '44, breaking the back of the Jap AF in New Guinea--they had not anticipated B25s could reach Wewak and most of their planes were caught aground. The System was messy with fumes permeating the fuselage as the tank tore away from hose fittings, and it was breezy with an open hole in the floor, but it was a spectacular success, as witnessed by Gunn-installed cameras in B25 tails, turned on by the pilot over target after dropping his bombs, resulting in some of the wars most dramatic strike photos.

As a strafer with 500 rounds of ammo per gun in the nose, the center of gravity shifted forward. Gunn reportedly received a wire from Wright Field stating the modification was dangerous and the planes should be grounded. Legend has it Pappy wired back, "Put the center of gravity in storage for the duration--we have a war to fight." However, some precautions were necessary including keeping the nose wheel on the runway to 120 MPH instead of the usual 80 or 90, and making turns at 170 instead of 120.

(Final installment in the next issue.)

ARE YOUR DUES CURRENT

"Keeper of Records" Bill Mckinstry asks you to check the label on the newsletter envelope. After your name is a number in ( ) thru which year you are paid--ie, John Doe (90) means John owes for '91/'92. Receipt of his $20 dues for 2 years by Sec./Treas. McKinstry will show up as (92) on his next label. Life Member shows (LM); Widow, (L).

THE EDITOR SPEAKS

The best part of a reunion is sharing the past with others from that dramatic, traumatic era--and that's what the newsletter does best. A wealth of experiences were shared in Dayton--in small groups. The newsletter shares such memories with over 300 brothers in arms.

Having received more material for ths issue than ever before, repeating Dayton questions seems to be in order:

Q)--How do you decide what story to use?
A)--First we have to receive the story--THATS usually the hard part!
Q)--Why do we see the same names so often?
A)--They're the fellows who take the time to share their experiences.
Q)--My problem, I can't type.
A)--I'm old fashioned--I can read handwritin'.
Q)--Why split some stories into two issues?
A)--We don't want to overburden any one issue with one man's story.
Q)--Why do you change a story sent in?
A)--It's not changed; it's edited--for clarity and/or to conserve space.
Q)--Why don't you put a story you get into the next issue?
A)--It arrived too late (deadline is a month ahead of issue) or was too much like one received earlier, giving it priority.
Q)--Have you any suggestions?
A)--Anything that interests YOU; identify location (Taramizu doesn't mean much to the guy who did his whole hitch in New Guinea); pictures help and are returned (some won't reproduce, but let US decide).
Q)--I have an interesting story but am not sure it's true.
A)--Let the other guys write history; our fellows are interested in what YOU did, saw, heard.

WIND-DOWN OF REUNION '90

"OVERSTOCKED--MUST SELL"!

Sound like a TV sales pitch? "Could be,", says Bob Lamb, Chairman. "We have several items left over from Reunion '90." Prime souvenirs--11 ounce glasses etched with screaming eagle, "38th Bomb Group" and 'Reunion '90; also bud vases with same etchings. Items are half price, $1 per glass, $4 per bud vase. Shipping/handling costs $2 for one glass, $3 for one vase ($1.25 each add'l). 2 to 3 weeks for delivery. Send orders to Bob Lamb, 2433 Glenheath Dr., Kettering, OH 45440.

"SPECIAL KUDOS"

Chairman Lamb credits much of reunion success to registration operation before and during the event, and saluted three dedicated volunteers--Warren Lee (Hdg Sqdn), wife Mary and daughter Cindy--who mastered the Herculean task via computer technology and good old fashioned elbow grease. Cindy also created long-planned "Life member" certificates and wallet cards for that deserving category.

REUNION BOOK

--(delayed by yearbook rush season) soon to come says producer Campus Portraits. New address?--send to 3701 Wilmington Pike, Kettering, OH 45429.

REUNION '92 - SAN ANTONIO
50th ANNIVERSARY - SWPA
August 26 - 30

BROTHERS' PROFILE

Two of the Association's new members, Lawrence Kenealy (822nd) and Bill Kenealy (405th), are brothers who went through flight training together and were in the 38th BG at the same time.

Enlisting in March '42 at Buffalo, NY, they went thru Preflight at Kelly Field, TX, altho in different squadrons. In Lawrence's words, "When it came time to go to Primary, I told my CO about my brother being in another squadron and wondered if it would be possible for us to be sent to the same Primary school.

"But when the order came, one was scheduled for Pine Bluff, AR--the other for Sykeston, MO. I told my CO about it and he said, 'Forget it, you're both going to Uvalde, TX.' From then on we were together--sometimes in different squadrons but always the same field."

The brothers went to Randolph for Basic and Ellington for Advanced, graduating in Class 43B. They were sent to B-25 training at Greenville, SC, and then Hunter Field, GA, to pick up their B-25G for their overseas assignment.

Bill filled in the rest: "My brother and I went to Australia together with the 822nd, arriving 1 August '43. I was Delbert Campbell's copilot. Lawrence flew with Boyd until reassigned to John Touhy's crew at Charters Towers.

"Campbell volunteered his crew to go with the 405th, but since the 822nd tent area was next to the 405th, we both knew when and where each would be flying."

On one strike out of Port Moresby, Campbell's crew had to bail out over the mountains and Bill was missing for 5 days.

Bill and Lawrence each flew about 60 missions, sometimes the same ones, and in September '44 completed their tours at Nadzab, NG. Upon returning to the states, they became instructors at different bases until reunited at a flight training school at Walterboro, SC, just before the end of the war.

The brothers are retired now--Bill after 30 years as a parts manager for a GM dealership and Lawrence after a career with the postal service--and, naturally, both settled in Coudersport, PA

"PIDGIN ENGLISH"

In the 9/89 newsletter, members were challenged to translate 6 Pidgin English phrases Bill Hanrahan (823) sent in--but 47 years does dim a lot of memories. Not one reader accepted the challenge, so we'll try again. Vic Smith (822) sent us a letter received from Rob/Liz Selbang, Kiunga, Papua, New Guinea, which read in part:

"Translating the Malanesian pidgin phrase you sent, first off, they call it 'Tok pisin'--that is, bird talk!" Vic's phrases present another real challenge:

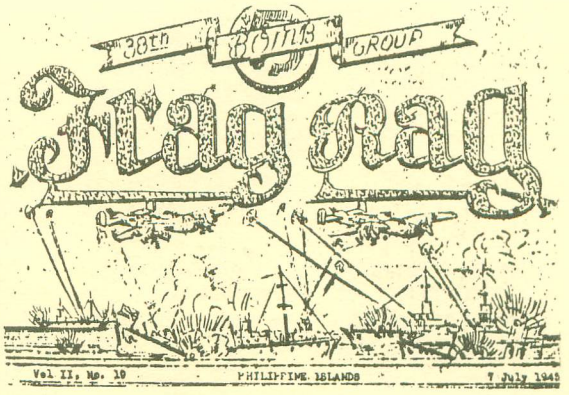
1) Tok isi.
2) Yumi kan go long kanu.
3) Balus bilong mi i bagrup pinis.
4) Bringim long balus bilon mi.
5) Mi nogant pinis i gutpela wara.

(Give up? Rob's translations, page 4.)

The Selbangs went to PNG in July '88 and were anticipating transfer to Port Moresby in October '90 to assist the PNG Minister of Justice in setting up the PNG National Volunteer Service.

PIDGIN ENGLISH TRANSLATION

1) Talk slowly and carefully.
2) You and me can go in the canoe.
3) My plane is completely broken.
4) Bring me to plane belong me.
5) I don't have any good water.



"HISTORY OF THE 38TH" BOMB GROUP"

(Header familiar?--1/3 original size, it topped a 4 to 6 legal size issue weekly, 3 time worn copies loaned by Constantine Panari, 71st. Editor was Gabe Sanders, Assoc. John Grossi, Art Editor Fortunato Ferer, OIC Stuart Colley--none on our roster. Anyone know where they are?)

France was no more. London emerging from the rubble of Luftwaffe savagery...Germany and Russia locked in the most titanic struggle in the history of the world...Italy, under Benito Mussolini, ruled "Mare Nostrum"...*In the Far East the war* lords of Japan agreed the time for world conquest was near...But America, already committed to the allies in sympathy, was just beginning to pool men and materials for entry into the war, a role she knew was inevitable. From the fiery crucible of American preparedness, there emerged an infant of the Army Air Corp.--the 38th Bombardment Group (M).

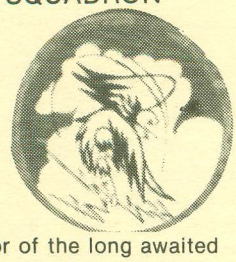
Time--January 1941; Place--an old, red balloon hanger, Langley Field, VA. Personnel were few and only 3 B-18's assigned. For 6 months only a trickle of men and equipment, but with transfer to Jackson AAB, MS, 38th expansion accelerated: administrative flying officers were assigned from various Air Bases, Officer Candidate and Aviation Cadet Schools; enlisted personnel came from technical and gunnery schools and reception centers to bring the group up to strength. Fast, sleek B-26's Martin Marauders arrived to replace obsolete B-18's. By 1 December 1941, Group was at full strength with a smooth functioning administrative staff and a full quota of death dealing B-26s with crews. But the cataclysmic attack at Pearl Harbor, 7 December 1941, forced the War Department to abandon defensive plans and prepare for immediate war on two fronts, greatly effecting the new born 38th.

With the sudden entry into war, Group ground personnel were shipped to their overseas station while air crews and necessary ground crews remained for further training. Plans for the B-26's to be sent to the European Theater and B-25's to go to the Pacific resulted in a change of planes for the 38th necessitating many transfers of air and ground personnel as well as training in handling and maintenance of the new ships. Finally, the Group's four squadrons arrived in Australia in late August to the joy and relief of the ground echelon, now veterans of 8 months overseas. But then demands of war dictated shifting two Squadrons to the 7th AF of the Central Pacific.

(Continued next issue)

HEADQUARTERS SQUADRON

Tom Kirby
Representative



Larry Hickey, author of the long awaited 38th BG history, suffered serious injuries in a head-on collision in January. Both cars were totaled and drivers survived only because of seat belts. Larry suffered a serious back injury and is still confined to bed, but is still working on the history as his condition will allow. You are urged to drop him a line to wish him a speedy recovery.

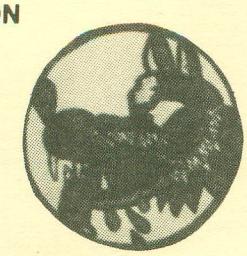
Re the history, there is still a period for which data is sketchy and unsubstantiated--namely 2/42-8/42. We will welcome contact by anyone with documentation supporting group movements and assignments, particularly of the ground echelon (Hdq, 69th, 70th, 71st, and 15th Recon) since I am trying to give Larry a hand in this area.)

Sec/Treas Bill McKinstry advises only 13% of our HQ SQ have sent in their dues. Let's get with it--they were due 1/31/91. Send your check directly to Bill--only $20 biennially.

Also, please send articles covering events or anecdotes to me. Remember, this column serves not only the HQ SQ but also the 69th, 70th, associate members, families of deceased members and wandering strays.

71ST SQUADRON

Eugene Benson
Robert W. Blair
Representatives



MORE ON BALIKAPEN

Joe Hollywood (71st) writes he was on two raids from Palawan as top turret gunner. A friend, radio-gunner George Kleinknecht, was one of Kowalski's crew survivors ("Balikpapen Reprise" 1/91). "Can't recall the tail gunner, also rescued by the Australian cruises, taken to Morotai, flown back to Lingayen Gulf." Post-war, Joe was unable to reach George at 52 Claremont Rd., Palisades, NJ.

AND ON "LOST BUDDIES"

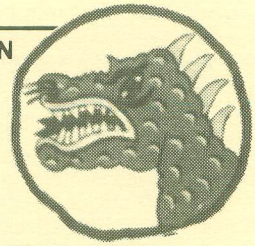
Hollywood confirms efficacy of VA's "Lost Buddies" program (1/91). "I've been trying to contact my pilot, Stocky--a good friend from the day we met in Greenville, SC, until war's end in Okinawa 8/45." They corresponded for sometime but lost touch. Per 1/91 suggestion, Joe wrote the VA and their 3/1 response stated, "I regret to inform veteran Glenn J. Stockton, died 5/2/89 and his remains interred at the Lodi Memorial Cemetery, Lodi, CA.."

SUB PATROL

Izzy Lodawer (Hdqr and 71st) reported a little known fact to "The Sun Setters". In the early dawn of 12/8/41, the 38th BG was alerted for deployment to Savannah, GA. Several B-18As and B-26s departed Jackson, MS, that morning and in the afternoon were flying anti-submarine patrol off the coast of Georgia. The mission was conducted for about a week before the planes returned to Jackson to prepare for overseas deployment.

405TH SQUADRON

Robert F. Fugua
Ted Rich
Representatives



FUN IN THE ADMIRALTIES

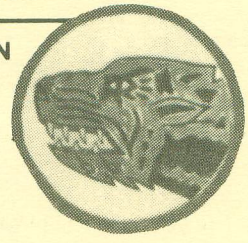
Joe Blessing (405th) wrote of a memorable night: "I remember running a mission out of the Admiralty Islands, returning there in mid-afternoon. At a ramshackle Officers Club we ran into some Navy boys--Torby McDonald, ex-All American from Harvard and one of the famous Vanderbilt family, owners of half of America's railroads. They invited us on a PT (Patrol Torpedo) Boat patrol that night to check out Jap shore batteries on New Britain. Knowing how the Navy ate, we accepted. After drinks and a great meal of roast beef and real mashed potatoes, I fell asleep but awakened around 2 a.m. when all hell broke loose--the Japs really opened up. The Navy apparently had all the info they needed since we turned around headed back. By then the sea had became so rough I got sick as a dog--there went a great meal."

30-MILE STRIP

Robert H. Plummer (405th) offers additional information to "Early History, History of the 38th" (Mat Gac, 1/90). "When the Group left Horn Island, it went to 30-Mile Strip for about a month, sharing space with two native groups who seemed to want to fight all the time--with each other. There was an Australian Group which kept the Japs at bay in the meantime."

822ND SQUADRON

Grant W. Nelson
James B. Thoren
Jack C. Wallace
Representative



27-MONTH DUTY TOUR

One of the longest 38th BG tours of duty was that of armorer-gunner Francis L. Heebner--6/23/43 to 9/30/45--and altho assigned to the 822nd (just forming), upon arriving in Port Moresby he was assigned to servicing planes for the 71st and 405th until their planes arrived from the Charters Towers strafer modification center in late 9/43. (One of the planes he serviced was Pappy Gunn's.)

"Our planes were assigned to the 11/14/43 Rabaul raid. A few days before we took off for Dobadura, the missions's origination point. About 90 minutes out, our left engine quit and I literally prayed we wouldn't have to jump over the Owen Stanly range, but the pilot got the plane turned, flew back to 17-Mile on one engine--made an excellent landing."

Heebneer's tour included Nadzab, Hollandia, Biak, Morotai, Lingayen and Okinawa. "Morotai, was rough----Jap raids almost every night. On 10/31/44 three bombers came in low at 4:00 a.m. dropping 100-pounders, peppering our tents with shrapnel. Luckily all our fellows were in the shelter and no one was hurt. A P-61 night fighter shot down 2 Betty Bombers, but 3 B-24 Liberators were blown up in their revetments."

823RD SQUADRON

William Hanrahan
Dale W. Howieson
Representatives

"LEISURE TIME IN NEW GUINEA"

Dale Howieson's relief from boredom in New Guinea was most difficult--reading material old, books non-existent. For a change of pace, one day Dale and buddy Tom decided to explore a small stream flowing down from the mountains behind the 823rd tent area at Nadzab.

"We had gone quite a way when we saw someone ahead of us--a Jap left behind during forced evacuation of the area? We proceeded cautiously, my 30 cal carbine and Tom's 45 automatic at ready.

"We were quite relieved to see he was wearing fatigues like ours--turned out he was from the Quartermaster unit, relieving his monotony panning for gold in the sand in the bends and along shore. He showed us a small bottle about half full of gold particles gained thru his interesting, profitable hobby.

"That reminded me that shortly after arriving in Nadzab, I heard about old mining equipment and plumbing discovered along the Markham Valley river. Gold was found in crevices and in pipes of the machinery which needless to say, was torn apart by GIs looking for more."

REUNION '92
SAN ANTONIO
50th ANNIVERSARY
SWPA
August 26 - 30