



THE PRESIDENT'S MESSAGE



J. D. Johnson

**REFLECTIONS
OF
LONG
AGO**

Each passing month brings more names to the "Ever-Honored Memory" roll, and as I read the names, I can't help but think of all the untold stories

and experiences that are locked away forever. There are stories that were told to friends and relatives but were never written down for all of us to share — stories that we owe to the children that will come after us. If each member would write of one overseas adventure and send it in, our newsletter's survival would be assured until the last man.

To those of you who have written, the stories have been great. We can't publish all of them right away but they will appear eventually.

**HOW THE 38TH LOST
TWO SQUADRONS**

The January '88 "Sunsetters" listed the 38th BG stations during the war, and recently Al West (823rd) expanded on that list with details for the period between 1/42 and 8/42.

GROUND ECHELON left Jackson AAB 1/18/42 for San Francisco Port of Embarkation; boarded U.S. Army Transport Tasker H. Bliss 1/31 for Brisbane, Australia; arrived 2/25; joined air echelon of 71st and 405th Squadrons at Breddon Airdrome in August.

AIR ECHELON OF 69TH and 70TH Bombardment Squadrons left Jackson in 1/42 for San Francisco PofE; after six weeks at Fort McDowell, CA moved to Paterson Field, OH for additional training; returned to Pacific Coast and on to Hawaii in late May and participated in the Battle of Midway. The 70th then moved to the Fiji Islands and the 69th to New Caledonia, neither rejoining the 38th.

AIR ECHELON OF 71ST and 405TH Squadrons left Jackson 1/18/42 for San Francisco PofE; remained San Francisco until April then Patterson Field, OH; to Hamilton Field, CA in July; departed for Breddon via Christmas and Canton Islands, the Fijis and New Caledonia; arrived 8/42.

**REUNION '90
SEPTEMBER 13-16, 1990
DAYTON, OHIO**

Bob Lamb reports a Reunion '90 Planning Committee meeting was held April 25 in Dayton to provide members an opportunity to get acquainted and discuss plans for the event. Attending: Bob Hunter, Larry Klenle, Bob Lamb (823rd); Wise Glossinger (69th); Mark Treat (70th); Bernie Wahrer (71st); Gerry Carpenter (405th); Warren Lee (Hdqtr) unavailable.

Comments on the questionnaires from the Nashville Reunion were carefully reviewed and indicated members want more "squadron only" activities, greater variety in the program (tours, women's activities, etc.), walking distance to shops and restaurants, better care in menu selection to accommodate age group, more rooms in host hotel, and more cost effective meals and functions.

The Stouffer Dayton Plaza Hotel was selected because of its convenient location within walking distance of shopping and restaurants, 225 sleeping room commitment, free parking, menus compatible with dietary considerations, adequate meeting space, separate squadron hospitality rooms each with own wet bar, covered walkway to the Dayton Convention Center where the banquet will be held, and a very cooperative attitude. Also 160 RV sites are available nearby.

The Air Force Museum will be the Friday focal point, and is anxious to cooperate with special films and programs relative to our group on that day, a dedication ceremony for the original 823rd Squadron painting being donated to the Museum for display, and a group panoramic photo. Color guards and firing squads are available and a "fly-over" is being investigated. Bus transportation will be provided to the Museum.

An optional golf outing is planned for Thursday, with a tour offered for non-golfers.

A reunion book and other mementos are under consideration, and orchestras with that 40's "big band sound" are being auditioned.

Registration will open at 5 pm Wednesday, 9/12, with breakfast Sunday 7:30 to 9:00 am, followed by a short Chapel Service as final events.

That's NAGASAKI, not Nagasaki!

(the 823rd version by Al Barbour)

One of the great things about 38th BG reunions is the opportunity to discuss how we won the war and to recall our more colorful missions. Memories fade somewhat in 44 years and we are left mostly with impressions and flashes of only the most graphic personal details. It takes a group to assemble the whole story.

So it was at Nashville when 823rd vets Al West, Bill Gibson, Bob Mettetal, Bob Hunter and Al Barbour tried to piece together what happened on mission 212-C-1E on July 31, '45, our famous attack of NAGASAKI. As the 823rd was not the lead squadron, a lot of questions were left unanswered in our discussion, and so we were much interested in Ev Brady's excellent account of that mission in the May "Sunsetters" and Gerry Carpenter's astute comments.

Ev described selection of Nagasaki, the secondary ground target assigned to the 71st and 822nd, as the place for the 405th and 823rd to dump their bomb loads after bad weather aborted the shipping sweep off the west coast of Korea and also the secondary target attack on Kumrung-Wi.

THIS Nagasaki, according to the strike report, was a small town on Fukue Shima. Unfortunately, it had a namesake on the mainland of Kyushu with almost the same geographical coordinates. The latter, depicted on maps in bold capital letters, was noted for shipbuilding, munitions plants, and homeport to major elements of the Japanese Navy. Think GUNS!!!

That little coordinates mistake by the 405th lead navigator is not hard to understand given the proximity of Fukue Shima to mainland NAGASAKI and the fact that at the pre-strike briefing Nagasaki was of primary interest to 71st and 822nd navigators, not to ours. So when Captain Brown said to his navigator something like "Our secondary is socked in; give me a heading for Nagasaki", the navigator's eye probably ran down his chart to the general vicinity of the Nagasaki coordinates, spotted "NAGASAKI" in big letters and assumed it was the intended target.

In any case, to the chagrin of some of our navigators, busy marking their maps, we bypassed Fukue Shima and continued on a

A DATE IN DAYTON
38th BG Reunion '90

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YOUR ASSOCIATION CONTACTS

President.....J.D. (Jack) Johnson
807 Grand Avenue, Billings, MT 59102
Vice President.....Robert L. Hunter
2811 Locust Drive, Springfield, OH 45505
Secretary/Treasurer.....A. Allen Barbour
20706 Haynes Street, Canoga Park, CA 91306
71st Sqdn. Rep.....Charles M. Benbow
P.O. Box 445, Oak Ridge, NC 27310
405th Sqdn. Rep.....C.G. (Gerry) Carpenter
16680 TR 190, Mt. Blanchard, OH 45867
822nd Sqdn. Rep.....Clifford R. Sutherland
3413 Wren Avenue, Ft. Worth, TX 76133
823rd Sqdn. Rep.....Alfred C. West
1628 Adams, Ottawa, IL 61350
Hdq. Rep.....Thomas D. Kirby
P.O. Box 26, Hemet, CA 92343
Editor "The Sun Setters".....Law Pavel
P.O. Box 915204, Longwood, FL 32791

ADDITIONAL LIFE MEMBERS

The total number of Life Members has risen to 97. Breakdown by Squadrons is as follows:

Hdqtr	5	71st	17
405th	42	822nd	14
823rd	19		

Members joining this elite support group since the May listing are shown below. Their tax-deductible \$100 donations are invested in Treasury Bills and CDs, interest from which will continue to finance Association operation through the years ahead.

Paul R. Hubbs (405th)
Fred E. Logan (405th)
James M. Shroud (405th)
John W. Wolf (405th)
Raymond B. Wolff (405th)
Grant W. Nelson (822nd)
Clifford Sutherland (822nd)
Henry L. Fornwalt (823rd)
William P. Brooks (823rd)
Robert J. Mettetal (823rd)

"IN EVER-HONORED MEMORY"

Since the May 1989 newsletter, we have been informed of the demise of the following veterans of the 38th Bomb Group. Again, thanks to those of you who have notified the Association of departed cohorts, providing us with the opportunity to give them a final salute.

As true of earlier listings, many of the veterans honored here who were not members of our association actually died several years ago. Their passing was discovered only recently through the efforts of our members to locate their WWII buddies. Regrettably, we sometimes find them too late.

Winthrop Simpson....	70th
Charles Andrukaitis....	71st
Wayne Lewis.....	71st
Joseph D. Amos.....	405th
Foy S. Hall.....	405th
Anthony Dagrosa.....	823rd
Charles E. Hopkins....	823rd
Dudley C. Lowry.....	823rd
Donald R. Reese.....	823rd

Names for this memorial column should be sent to Secretary-Treasurer Al Barbour, keeper of the records for the Association. While the sentiment prompting enclosure of an obituary of the deceased is appreciated, space limitations preclude their utilization.

U.S.S. BLACKFISH

The May newsletter article "Would You Care To Be A Zoomie", an abbreviated USS Blackfish crew news bulletin told of pulling Ev Brady and his 405th crew out of the drink off Japan. Doyle Anderson (405th) obtained a copy of a declassified report which provides an interesting addenda to that story.

Dated 8/14/45 and addressed to the Commander-in-chief, United States Fleet:
SUBJECT Report of Twelfth War Patrol.

1. Enclosure (A) is forwarded herewith covering the Twelfth War Patrol of this vessel conducted in NANPO SHOTO, EAST CHINA SEA and YELLOW SEA during June 14, 1945 to August 14, 1945.

August 4, 1945

12001 Position 31-51.2N, 129-01.6E.
16301 Exchanged recognition signals and calls with U.S.S. TENCH.

August 5, 1945.

On Lifeguard Station.
12001 Position 31-09.5N, 129-55.0E.
12301 Commenced seeing swarms of planes proceeding toward Kogoshima Kaiwan.

13001 Sky in direction of Kyushu is speckled with planes. Smoke clearly visible over hills in vicinity of the Kaiwan. Planes are flying over us continually but presumption is they are friendly — our cover seems to be lost in the shuffle.

13301 Our air cover arrives with explanation he had difficulty in taking off.

14401 Received word from our air cover six aviators are down at 30-39N, 130-13E. Commenced closing at flank speed.

During next two hours our cover repeatedly zoomed and circled survivors, dropped smoke bombs and confirmed initial report of their latitude and longitude. Air cover did a fine job of homing us in with no time wasted.

16401 Received on board 1st Lt. Everett P. Brady, 1st Lt. Ira B. Baker, 2nd Lt. Morie L. Meacham, Staff Sergeant Boyle E. Anderson, Sergeant Ted O. Wilson and Sergeant Ralph Lawson. All were in good spirits and apparently good health. Only signs of their crash landing and two hours in the water was the unsteadiness of two of them as they came aboard and some minor cuts on fingers and legs.

NAGASKI (Cont'd)

direct course for NAGASKI Harbor. As Gerry pointed out, ours was not the ideal approach for attacking a major target. Expecting little opposition, the 823rd was not even ordered to join 405th in a 12-abreast sweep across the target. We just tooted along in a double-V behind squadron leader Gibson, preparing to make a second-wave run across the target area after the 405th completed its pass.

The 823rd aircrews observed with mounting interest the fireworks that greeted the 405th as it attacked. Our little milk-run seemed to be developing along the lines of the ill-fated Charge of the Light Brigade:

CHRISTMAS DAY MASS, 1942



MAT GAC was pleasantly surprised to see one of his photos in the Air Force Museum, and has reconstructed the circumstances:

"Our ground echelon had moved from the native village Florona and Rogers 30-mile strip by barge through Galley-Reach River and by sea to Port Moresby and 17-mile strip (Durand) in mid-December, 1942. It took time to set up camp and an operational Photo Section and while I was so involved, Father Quest asked someone to 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.

NAGASKI (Cont'd)

Theirs not to reason why,
Theirs but to do and die.
Into the valley of Death
Rode the six hundred.

The 600, yes; the 823rd, no! Our navigators began shoving maps under the pilots' noses, some with NAGASKI circled in red. Bob mettetal grabbed the map, identified a lighthouse near the harbor entrance and ignoring radio silence, shouted, "That's NAGASKI!! We're not supposed to be HERE!"

It didn't take genius to realize while the element of surprise might preserve the first wave of B-25s, enemy gunners would be ready and waiting to clean our clocks. Recognizing the futility of the operation as programmed, there was a quick meeting of the minds — "Let's get the hell out of here!" Although promptly acted upon, the enemy scored a non-lethal hit on Gibson's ship as he led the squadron away from the harbor to the island of Loyagi Shima chosen for the 823rd's bombing run.

A few days later, the ENOLA GAY dropped the Big One on Hiroshima. Shortly thereafter BOCKS CAR dropped another and Fate dealt it to NAGASKI, ironically not the primary target that day either, the intended target Kokura being obscured by fog.

The fact that the 405th had softened up Nagasaki earlier got no play in the press — but we know how the B-29's made the drop without opposition, don't we? You can just hear the Japanese gunners shouting as the B-29's came into view, "Hon. Commander, two big Yankee-dog aircraft coming in, 12 o'clock high." "Only diversion," retorted the Commander. "Keep all guns aimed at entrance to harbor. Deadly B-25s not catch us by surprise this time."

EDITOR'S COMMENTS

Our sincere thanks to all who contributed material for this newsletter — more than ever received before — more than we can use in one issue. Because we wanted to use as many articles as possible, we had to shorten most (even the President's column is abbreviated and in the process we may have inadvertently altered thrust or intent of the writer — in which case, our apologies. Earliest postmarks were given priority unless material was too similar to a recent article or was superseded by a more detailed approach. Articles not used will be retained for future consideration. Incidentally, it will be very helpful if contributors include Squadron # and date, and make sure duplicated material is legible.

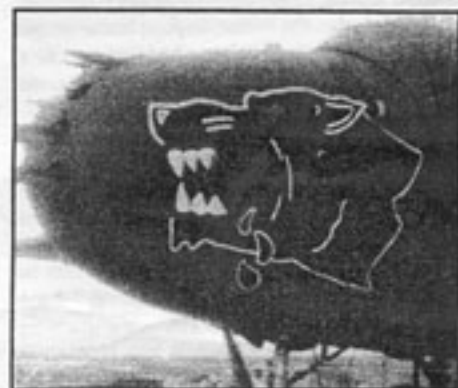
A recent writer stated an old war buddy lives in New Orleans but he doesn't know the address. Other members may also be unaware large libraries have telephone directories of major cities which you may check or may phone the reference department to do so. If no major library is accessible, try the approach my research department (my wife) uses: look up the area code, dial 1 (area code) 555-1212 and ask for "Information" in that city. Ask THAT operator for the ADDRESS and TELEPHONE NUMBER in that order and at the same time. Some operators may refuse but we have a 75% success ratio, and that percentage seems to be improving. There may be a small information service charge.

EVOLUTION OF THE B-25



Above photo by Mat Gac (2/43) shows early armament of a B-25 with a 30 cal. machine gun in the bombardier's nose compartment. Twin 50 cal. machine guns were mounted in the top turret, and photo-gunner and radio-gunner manned 30 cal. guns from the waist windows.

Photo below, provided by Bill McKinstry, shows tremendous fire power mounted in the nose of an 822nd B-25 in Okinawa in 1945.



Lingayen Air Base Out Of Action!

38th Bomb Group Bombs Runway!

LINGAYEN, P.I. 1945. LINGAYEN AIR BASE WAS BOMBED OUT OF ACTION FROM LATE AFTERNOON YESTERDAY AND THROUGH THE NIGHT AFTER A B-25 PLANTED A 1,000 POUND BOMB DEAD CENTER IN THE WEST END OF THE RUNWAY, LEAVING A FORTY FOOT HOLE, THIRTY FEET DEEP.

Preposterous? According to Frank LaMar (405th), K.C., MO, it could be only a kindly war-time censor, recognizing the potential embarrassment for the 38th and the Air Corps precluded appearance of such an article in the local Filipino newspaper.

LaMar reports "Crew Chief Rolf Laib and I were sitting on opposite ends of an empty 50 caliber ammo box in a parking area waiting for our planes to return from Formosa, reading a 3-month old newspaper when I saw a huge column of dirt rise high in the air.

"We couldn't see what happened because a 15-foot sand dike had been along the runway to preclude recurrence of an accident when a fighter crashed into two others, destroying all three — BUT I knew it was a disaster and tried to hide behind an ammo box with Laib as a large, thick triangular piece of the bomb's nose flopped onto our parking area.

"Recovering from our surprise, we climbed the bank and saw a B-25 turned halfway around on the runway, props turning, steps down and flames enveloping the fuselage from nose back to upper turret. A hundred yards away was a huge hole in the middle of the runway.

"Concerned that crew was knocked unconscious, we jumped in a jeep, tore down to the end of the runway, around the sand bank and back toward the burning plane. A jeep was pulled up at the open bomb bay doors. The driver looked in, jumped back in the jeep, U-turned and, as he passed, Captain Miller, 405th Armaments Officer, shouted 'There's another 1,000-pounder in there and it's going to go off!' We jerked our jeep around and followed him at top speed.

"Standing by a foxhole at the end of the taxiway looking down the strip, I was impressed that a minute of so earlier hundreds of men, jeeps and trucks had been servicing the many aircraft on the field — now there wasn't a man in sight.

"The second bomb didn't go off, but the airfield shut down and engineers labored all afternoon and kept us awake most of the night with trucks and earth-moving machines roaring back and forth filling the huge hole with sand, covering it with a thick woven bamboo blanket and with the familiar olive green metal runway strips. In the morning, the Mitchells, Lightnings and P-51's were back to fighting a war.

"The crew? Bless 'em! They had got out even before we could rut up the top of the sand bank to see what was happening."

MARK YOUR CALENDAR

Sept 13-16, 1990
REUNION '90
Dayton, Ohio

PLAN NOW!

REUNION '90 TOURS

The following three tours are under consideration by the Reunion '90 Planning Committee. Members planning to attend the Reunion are asked to express preference to Bob Lamb, 2433 Glenheath Dr., Kettering, OH 45440.

TOUR #1 - "OUTSTANDING HOMES" - 11 am to 4 pm.

View some of Dayton's loveliest, most interesting and most historic homes. Tour "Oregon", oldest extant neighborhood on the National Record of Historic Places. Meet with one of the owners and hear her tales of restoration. Visit "Norman Miller's Fine Gifts" with tasting at the "Uncommon Market" and sample the goodies at "Esther Price Candies". Close with a visit to "Deerwood Farm", home of the Weisenborns, featured in Good Housekeeping, Country Living and American Life magazines as a significant example of early 1800's living in a frontier environment. This tour can be arranged to begin with a progressive lunch in the Oregon District.

TOUR #2 - "COUNTRY CHARM" - 10 am to 4 pm (or 11 am to 5 pm)

Sample a wide variety of shopping at the "Lamb Shop" or "Lebanon Craft" or antique shops. Lunch at historic "Golden Lamb Inn", Ohio's oldest and best-known restaurant — Marvellous food, beautiful atmosphere, and featuring three floors of rooms furnished with priceless antiques and named after their famous guests (Charles Dickens, Daniel Webster, et al). After lunch, visit Waynesville, antique capital of the Midwest, a treat whether you like antiques or not, and enjoy wine tasting at valley vineyards.

TOUR #3 - BEST OF THE GEM CITY - 1 pm to 5 pm

Dayton's newest, outstanding attraction, an Indian Village depicting life as it was in the 12th Century, with film, museum and reconstruction site. The tour will include Kettering Oakwood areas to view highlights of the Aviation Trail, Hawthorne Hill, South Park, Moraine Farm, and Carillon Park, a history (a la Greenfield Village) of Dayton's contributions to transportation in a lovely park setting, featuring the Wright Flyer III, Dayton-made autos, bikes, trains and historic exhibits, climaxing at the Wright Brothers Memorial overlooking Wright Patterson AFB.

PIDGIN ENGLISH

Another Bill Hanrahan memory;

"The communication between any downed airman and the native population was Pidgin English. Linguistic prowess has always eluded me and if the need had risen, I would have been reduced to pointing and that typical American tourist means of communication — yelling — the louder the better. Some of the Pidgin English phrases bring back smiles and hopefully they will generate some memories among our members to share with us."

How about taking a crack at translating the following phrases?

"Tok isi"

"Yuma kango long kanu"

"Balus bilong mi i bagarap pinis"

"Bringim mi long balus bilong mi"

"Mi nogut pinis" (Wrong — try again)

"I gutpala wara"

Headquarters Squadron
Tom Kirby
Representative



Hate to start a column with the comments, "Not much to write — no articles received." Summer doldrums??? Perhaps a brief recap of a recent chat with Larry Hickey as to status of "Saga of the Sunsetters" may interest you as much as it did me:

- progress continues well on all phases of the book project.
- still needs nose-to-tail photos of B-25s, especially strafe variations.
- limited edition print "certificates of authenticity" in progress, to be mailed automatically when available.
- anyone know the crew chiefs for the 71st Sqdn B-25s nicknamed "Indian", "Indian II", "Estrellita", "Emergency Strip" and 405th Sqdn "BASH"?
- anyone know the tail number of 823rd Sqdn B-25D "Tiger Lily" (crew chief Tolan) and when she flew with the 823rd?
- would like photos of very first B-25 to carry 405th Dragon's Head art.
- need photos of 405th Sqdn B-25Cs and B-25Ds using 20 mm cannon (5) used summer of 1943.
- need prompt response to personal letters from Larry Hickey re needed information and/or materials.

All of us are eagerly awaiting completion of the book, and just a little help from you may expedite the process. Incidentally, if you haven't pre-ordered the book (and perhaps a copy for your local library) or one of the limited edition prints, an order now could help ease the pre-publication cost crunch now being personally sustained by Hickey. Just another 50 orders could play a big part."

71st Squadron
Charles M. Benbow
Representative



The place, 71st Squadron camp at 17-mile strip. HOLLIE ADAMS reports that Ray Slaick, upon going to bed slithered under the mosquito net hanging over his cot. Safely covered, he sat up to check with his cigarette lighter if any of the pesky critters had slipped in with him. In his search the flame accidentally touched the thin, flammable cotton mesh. A dull WHOOM, a bright red flash and the net disappeared instantaneously leaving only a few smoking strings dangling over his head. Ray, still holding the flaming lighter in a somewhat like statue of liberty pose, sat for a long moment with a completely dumfounded expression before he broke the long silence with a mumbled "I hope some of those damned mosquitoes were fried in that flame!"

STEVE J. KASELAK, Euclid, OH, writes: "Ya know, when a B25 Tail Gunner grows old, he don't see so good, he don't hear so good, he don't smell so good — and sometimes his memory ain't so good. However, with the 71st Wolfpack Squadron where he would gun for tails (tales, that is) he does recall a couple —" (Space only permits one this issue — Editor.)

THE ATOMIC AGE COMES TO THE 38TH
"The 38th BG was introduced to the Atomic Age in August, 1945, the day after the devastation of Nagasaki. As Tail Gunner on a 71st B-25 in Okinawa, I vividly recall the early morning

mission briefing when the Intelligence Officer said the United States had dropped a 'funny bomb' the previous day but he knew nothing of the destruction or the danger involved. We were briefed on our prime target near Nagasaki and warned if we saw anything unusual or strange to approach with caution.

"At about 10 am, as we neared Nagasaki, our Escort Fighters came flying back towards us frantically "wig-wagging" wings and ordering us to 'go-back, go-back'. Our perplexity disappeared as we saw an immense cloud of fire and debris rising high in the air, and this was almost 24 hours after the dropping of the 'funny bomb'. We braked to a gut-slammng 'whoa' to avoid the curtain of atomic dust, turned in formation and proceeded to our secondary target. For the 38th Bomb Group, **THE ATOMIC AGE HAD ARRIVED.**"

405th Squadron
Gerry Carpenter
Representative



ALLEN LIBES (Beaumont, TX) responded to the query posed by the article titled "904???" in the May issue: "I was on crew with Ed Mauer, Booth, Pavel and Jones to Wewak on that March day, 1944. The plane was #905. It was assigned to the 405th in July, 1942, at McClelland Field, CA before it became a strafe and was called Tokio Sleeper." Libes, who plans to attend Reunion '90, did a most creditable job in warding off the Japs who zeroed in (sorry!) on that highly visible patch of painted yellow bombs on the cockpit.

TERRY TERRELL had California firm which customizes wrist watch faces make up several Green Dragon's models. He states the firm can make them up for all four squadrons based upon a minimum of 12 orders from each quadron at \$22 each, men's or women's. If the demand is large



enough, he suggests it could be a great Reunion '90 souvenir that could be made available on the prepaid basis used for the squadron caps and B-25 pins at Reunion '86. If interested, drop Terry a line. He will need to know if the potential is great enough to warrant setting up arrangements. Address: 28475 Upper Bay Drive, Santa Ana Heights, CA 92707-5547.

The DOYLE ANDERSONS of Canton, OH, hosted three other 405th members and their wives who attended the Nashville Reunion — CHRIS STRAIN of Canton, EVERETT BRADY of Camden, NC, and GERRY CARPENTER of Mt. Blanchard, OH. They visited the Football Hall of Fame, enjoyed good food and good drinks, flew at least 35 more missions, and all went home with combat fatigue.

822nd Squadron
Clifford R. Sutherland
Representative



BILL McKINSTRY shed a little light on the way of the army in the latter stages of the war: "Trained as a turret gunner at Fort Meyers, then to RTC at Charlotte for A-20 crew training, and off of Lae, New Guinea, arriving 3/5/45.

822nd SQUADRON (Cont'd)

After a short orientation, we island-hopped to San Jose, Mindoro, Philippines, but before flying a single A-20 mission with the 419th, some of the pilots and gunners were transferred to the 38th at Lingayen.

"As a novice gunner, I only got in four missions — old-timer 'milk runs'. The hairiest was the first since no one had bothered to mention the differences between a Martin turret and a Bendix. I learned the hard way when my pilot told the gunners to test fire. In a Martin turret you sit in a bucket seat, straddle a central column and stick your head into a yoke arrangement — but in the Bendix trying to load 50 cal. ammo, no matter where I stuck my arm through the yoke, my hand fell just short of being able to advance the ammo to the feedway. I finally mentally reviewed Martin procedure — the first step (and the Answer) was elevating the guns. The A-20 turret is behind the bomb bay; the B-25 turret gunner is up front with pilot and co-pilot. Imagine my embarrassment and their consternation had I asked them how to load my guns!"

BILL also recalls the Okinawa typhoons: "Our tent survived the first one, but we were told a guy in the Photo-Recon group over the hill back of our messhall was killed by a section of galvanized roofing flying through the air. After that storm, we used burnt out 50 cal. gun barrels as tent stakes. During the second typhoon, in all that wind and rain some fellow in a poncho came over and told us "Get the Hell out of there and under safe cover." We were trying to save our tent, but the way he spoke, we figured he must be an officer, so we took shelter in a little gully. While there one of the guys was waving his hand around and a newspaper flew through the air and wrapped itself around his hand — unbelievably, it was his hometown newspaper."

823rd Squadron
Albert C. West
Representative



BILL STANSBERRY forwarded a few remarks about a recent trip back to the Philippines. Having reestablished contact with a 1945 Filipino friend, Col. Lorry Cabrera (now with the Philippine Consulate in Los Angeles), the Colonel arranged for him to go back with the 37th Infantry Division, commemorating the 49th anniversary of the liberation. One of the side trips was to the Lingayen Beach area where the 823rd was stationed.

RICHARD PACK wonders why George Shedd, Merrill Chamberlain, Robert Schlein are not listed in the roster; anyone know where they are? He tells of having been invited to a Bar-B-Q with some Filipino friends but turned the opportunity down upon learning it was Bar-B-Q dog! Also, on one of the last shipping searches, no one wanted to go since everyone had heard rumors the war was over; however, the mission was flown but no ships were sighted and the bombs were salvaged.

JOHN TREASE noted the plane shown in the 823rd photo of the "Alcohol Busters" in the Balikpapan, Borneo, raid was named "Grumpy", the plane Kowalski and crew went down in.