



**307th  
BOMBARDMENT GROUP (HV) ASSOCIATION  
"THE LONG RANGERS"**

**NEWSLETTER NO. 91-1**

April 5, 1991

QUOTES OF NOTE:

"Many a man has turned and left the dock just before his ship came in."

- Wilfred A. Peterson

"When a man suffers himself, it is called misery; when he suffers in the misery of another, it is called pity."

- Saint Augustine

"How a man plays the game shows something of his character; how he loses, shows all of it."

- Carnegian

"Strange when you come to think of it, that of the countless folk who lived before our time on this planet, not one is known in history or legend as having died of laughter."

- Max Beerbohm

"Success is a ladder which cannot be climbed with your hands in your pockets."

- Stanley Link

"Getting an idea should be like sitting down on a pin; it should make you jump up and do something."

- E.L. Simpson

"The First Lady is an unpaid public servant elected by one person, her husband."

- Lady Bird Johnson

"Give the world the best you have and the best will come back to you."

- Madeline Bridges

NOTES FROM THE PRESIDENT

Ralph Lawrence wants to contact anyone who served in the USAF Air Rescue Service after WWII to get together at their reunion in Denver in August, 1991. Contact Ralph at: 7723 Brykerwood Road, Houston, TX 77055-6818.

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Plans are moving along nicely on our 50th Anniversary reunion scheduled in Dayton. Member Ralph E. Daniel, who lives in Dayton, has volunteered to serve on the reunion coordination committee now that Chester Vaughn is not able to drive his car and get around. The Dayton/Montgomery County Convention and Visitors Bureau is willing and seems anxious to work with us to make the 307th 50th Anniversary/Memorial dedication a big success. Having our coordinator right in Dayton should make things move smoothly as time draws near.

Artwork on the memorial plaque is in the final stages of preparation. We have tried to comply with all the AF Museum Memorial Park requirements and still make the plaque as readable and attractive as possible. The limited space of 10" x 12" has made the preparation of the plaque a rather challenging project. We are sure you will all be proud and pleased at the unveiling in May of 1992.

Dave Owens  
President

**REUNION HEADQUARTERS OF 307th BOMBARDMENT GROUP (HV)**  
1923 Atkin Ave. Salt Lake City, Utah 84106 Telephone: home (801) 466-5805



## FROM YOUR HISTORIANS

In the last Newsletter (90-3) we printed a story of Urban Dohogne (370th) and his crew who, on June 13, 1945, flew their flak damaged B-24 for two hours on one engine (#4!) until the engine ran out of gas, forcing them to bail out over the Celebes Sea, still an hour's flying time from newly recaptured Tarakan, Borneo. Bailing out at the last possible moment, Dohogne received greivous wounds to his leg, thus becoming eligible for a Purple Heart. However, in those hectic days at the end of World War II many things were overlooked, including proper entries in service records after his rescue, paperwork for that Purple Heart. However, return to the States and discharge from service soon took priority and Dohogne did not argue the oversight.

A year or so ago, Ron Evans, a supplier's rep for the company where Dohogne now works part time in semi-retirment, learned of the oversight and told the story to his boss who happened to have some pretty good connections in Washington, D.C. The two men made inquiries on Dohogne's behalf and soon work began on the "stack of documentation" required to authorize award of the Purple Heart.

And thus it happened that at 4 p.m., January 31, 1991, Urban Dohogne was awarded his Purple Heart during Wing Recognition Day at Eaker Air Force Base, Blytheville, Arkansas. Attending the ceremony were two members of the wartime 307th, Bert Austin, Dohogne's bombardier who also bailed out on that fateful day almost 46 years ago, and John Reeves, 424th pilot who played a great part in the rescue of the downed men of the 370th.

Though grateful to be so recognized, Dohogne confesses to some little embarrassment at all the fuss. He acknowledges a continuing ache for two of his crew who bailed out but could not be found when the rescue plane arrived, navigator Donald Jones and photograhper Courtemanche. And he eloquently voices the thought that has troubled many who survived their combat tours, as he says "I sometimes wonder,

with as many times as the Good Lord had to take me that day, why did He let me survive? I wonder sometimes, did He have something in mind special for me to do? If He did, I wonder, have I accomplished it?"

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You'll remember Al Gill's excellent story in the 90-2 Newsletter about the Crawford crew's low level mission to Miri, Borneo. The story held special interest for me because on the second plane scheduled for that mission, the one which hit the mountain on Halmahera shortly after take-off, were two members of my crew. When the Tom Harris crew, on which I was radio operator, was assigned to the 372nd on 6-4-44, it included co-pilot Herb Patrick and ass't. engineer George Westlund. Beginning with several runs over Truk we flew more than 20 missions as a complete crew until, in late October or early November of 1944, Patrick left the crew to become first pilot for his own 372nd crew. Things continued well for both crews until the mission of December 10, 1944. Pat, by this time a 1st Lt., and his crew were scheduled to attack Miri along with the Crawford Crew of the 424th. Col. Hinton, Deputy Group Commander of the 307th, flew that day with the 372nd and is listed on the load list as pilot with Patrick as co-pilot. George Westlund, our ass't. engineer, filled in for a member of the Patrick crew who was sick. We will never know why the plane hit the Halmahera hilltop, but many saw and heard the crash and fire. In that instant the Harris crew lost two of its original members. I spent hours at the 307th radio shack that day, waiting and praying for flash reports from both of our planes. We worried all day...maybe it hadn't been one of our planes...maybe it was a Jap plane...maybe...maybe... Finally, one coded report came in, just one...from the Crawford crew. When queried, the radio operator reported that the other plane had never been sighted. And so we knew...



The load list names those lost in the crash:

Lt. Col J. W. Hinton  
1st Lt. Herbert Patrick,  
1st Lt. Fred Harrison,  
1st Lt. Robert Jones,  
T/Sgt. Roy Hanan,  
S/Sgt. George Westlund,  
T/Sgt. Henry Hritz,  
S/Sgt. Robert Podewils,  
S/Sgt. Francis Shea,  
S/Sgt. Thomas Wong  
S/Sgt. Leonard Bennett

For two hours the following day a 372nd B-24 crewed by Lts. Harris, Burns, and Rodabaugh, T/Sgts. McNally and Kendall, all from the Harris crew, Lt. Baldwin, Operations Officer, Lt. DeClerk and S/Sgt. Walter, criss-crossed the northern peninsula of Halmahera Island searching for the missing plane. No trace was found. Rumor had it that an Aussie landing party, later attempting a land search, were turned back by strong Japanese forces along the Halmahera coast.

The two vacancies in our crew were never really filled. A series of substitutes flew in Pat and George's positions for the remainder of our overseas tour.

These comments are meant to complement Al Gill's excellent coverage of the Crawford crew's solo mission to Miri long ago by recognizing the unknown and unnamed crew, a good one, that didn't reach the target, or come home, that day.

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#### Help Needed:

We have two requests from families of men lost on 307th Bomb Group missions. Government correspondence in such matters is often cool, dispassionate and uninformative and both families seek more information from those of us who may know more of their loved ones and details of their loss. Another request for information concerns a "Long Ranger", recently deceased, whose family would like to know more of his wartime accomplishments. If



you can provide any information please write to J.M. Kendall, 2350 Derby, Birmingham, MI 48009, or to the addresses provided.

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S/Sgt. Michael P. Falcone -- 371st

First -- a request from Mr. Joseph Falcone seeking information about his brother, Michael P. Falcone. Mike Falcone was a gunner on the 371st crew of Lt. Walter A. Scalese, one of three crews lost on the Nov. 8, 1944, mission to Alicante on Negros Island. Mr. Falcone, who says his family never learned either the location or the circumstances of his brother's death, has been sent a description of the mission and the loss of the Scalese plane and crew as covered in the Group Mission Report. He would like to contact anyone who knew the Scalese crew and his brother, Mike Falcone, or who participated in the Nov. 8, 1944 mission, on which they were lost. Please contact Jim Kendall or write directly to Joe Falcone at this address:

Mr. Joseph Falcone  
725 Penna. Ave. (Pennsylvania Ave.?)  
Bangor, PA 18013  
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Lt. Richard D. Wiley -- 371st

Next -- a similar request from Mr. Thomas P. Wiley who is seeking information on the loss of his brother, navigator Lt. Richard D. Wiley (who may have been called either Dick or Dean) while on duty with the 307th.

Richard Wiley joined the 371st in mid July, 1944, as navigator on the crew of Lt. Gayle Kizer. The crew ditched while returning from their first mission (Yap) on July 15, 1944. Five crew members were lost at sea. Wiley continued to fly missions with Kizer until mid-September, when he was reassigned to 13th Bomber Command to fly personnel and supplies. The rest of the Kizer crew continued to fly combat and failed to return from a solo search mission to the northern Makassar Strait area on October 22, 1944.

On January 4, 1945, Wiley, along with pilot Courtney Mitchell, co-pilot Bernard Freeman, engineer Ernest Leard, radio operator Lester McKenzie, and passengers John Earle and Jake Picone (or Picane), flying B-24J #44-41383 on an administrative mission to New Zealand, left Los Negros for Guadalcanal and were never heard from again. There is an unverified report that there were two B-24s on the flight, and that they turned toward New Guinea to evade heavy weather and that the crew of the second B-24 saw the other explode several miles away.

Tom Wiley would greatly appreciate any information you can provide about his brother, Lt. Richard D. Wiley, his previous missions and flights and/or the flight on which he was lost. Perhaps the names of the others lost with him will ring a bell with some of you. Please write Jim Kendall or directly to Tom at this address:

Mr. Thomas P. Wiley  
6229 Crocus Drive  
Scotsdale, AZ 85254

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Lt. Robert J. Endresen -- 370th

A similar request for information concerning a former "Long Ranger", though not a combat loss, comes from a Mr. Bruce Thompson on behalf of the family of the late Robert J. Endresen. Mr. Thompson, a close friend of Bob Endresen and his family, enjoyed hearing Bob's war stories and discussing Endresen's experiences with the former 13th AAF B-24 bombardier. However, as so often happens, after Robert Endresen's recent death his family realized they knew very little of his military and overseas experiences. Only a few things remain...a 2-23-45 letter from Gen. Kenney's FEAF office to Endresen's mother...an Air Medal awarded for flights from 10-16-44 to 12-1-44...his bombardier's wings...a short article from the hometown newspaper saying that he "went overseas in Sept, 1944...has trained his bombsight on the Jap oil center at Balikpapan, a large Jap battleship in the Sulu Sea, Neilson Airdrome in Manila and Corregidor"....and

Airdrome in Manila and Corregidor"...and Thompson's memories of those long talks with his friend. Mr. Thompson wants to contact members of his crew and anyone else who knew Bob Endresen during the months he was a part of the 307th. We think Endresen was in the 307th per a reference in Al Klein's (370th) log that "Endresen flew bombardier" with him on April 21, 1945, but we do not know his regular crew. Can you help this family? Please contact Jim Kendall or write directly to Bruce Thompson at this address:

Mr. Bruce Thompson  
3300 N.E. Sawdust Hill Rd.  
Poulsbo, WA 98370

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We have not heard if anyone answered the request from Mr. Leonard Courtney which was printed in Newsletter 90-3 asking for information about his uncle, S/Sgt. James Woodrow Stope. Stope, as a member of the Cason crew, was in the 372nd in Hawaii from February to May of 1943. The crew was then transferred to the 11th Bomb Group where they were later lost on a July 24, 1943, mission to Wake Island. The aircraft "Cabin in the Sky" shown in the Cason flight crew picture supplied to us by Mr. Courtney may have been originally a 307th plane. Some of you 371st and 372nd ground crew members who rejoined the 307th in June of 1943, having left your planes with the 11th Bomb Group in Hawaii, may remember this plane. Many of the flight crews from these two squadrons were also caught up in the transfer to the 11th Bomb Group and are not available to answer our queries. We are still pretty hazy on our 307th history during that period and would appreciate any information or explanations that those of you who were there could write up and send to us.

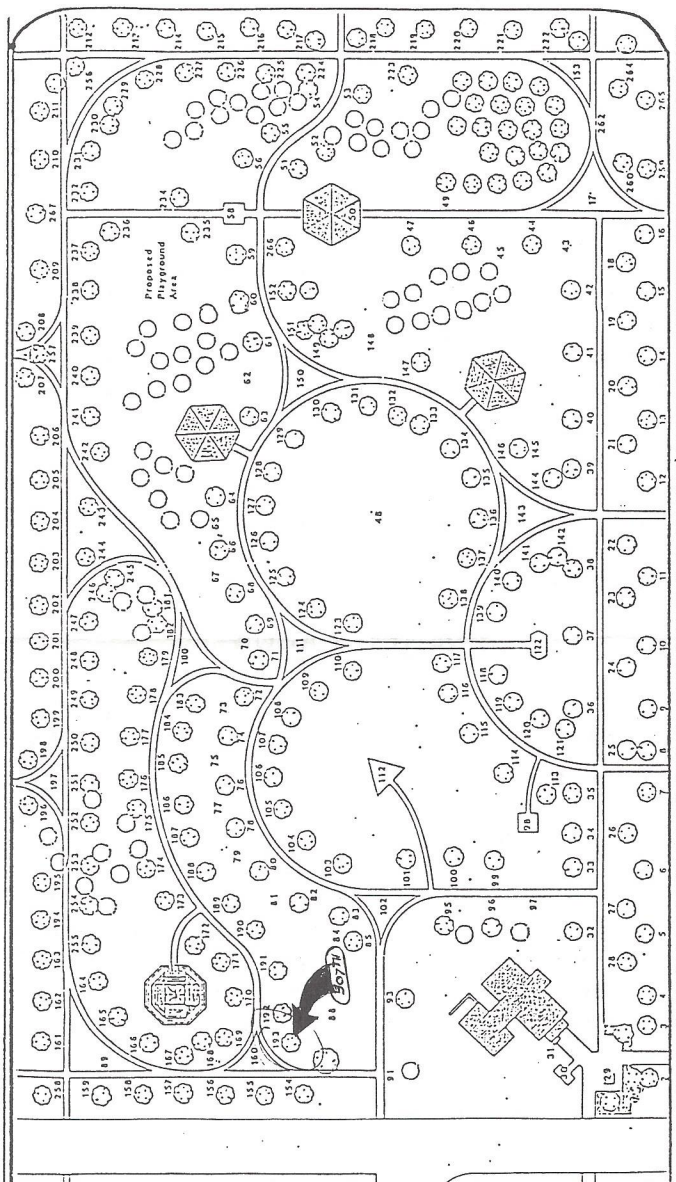
Look up newsletter 90-3, read Mr. Courtney's letter and help him out if you can. And again, please send us a copy of any information you can send him.

\* \* \* \* \*



Jim Kendall  
Harry Sterkel  
John Reeves

\* \* \* \* \*



# MEMORIAL PARK

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Struck the enemy on more than 700 days of its three years in action, usually flying two or more missions a day;

Earned two Distinguished Unit Citations, awarded by direction of the President, for cracking the tough Truk and Balikpapan bases;

Helped neutralize the bristling bases of Truk, Yap and Palau in less than four months to pave the way for the invasions of Guam, Saipan and the Carolina Islands;

Threw the Standard Operating Procedure book on B-24 Liberators out the window and put all four squadrons of the group in the air for 187 days with only one 24-hour period of inactivity in a six-month climax ending June 28, 1943 - dropping 9800 tons of bombs in 37,000 air hours logged;

Held 500,000 At Bay: Harried and helped hold at bay some 500,000 bypassed Japs in the South and Southwest Pacific and the Dutch Indies after leading interference to enable other units to slip into position through the breaks it had made in the Jap line and pummel Japan's home islands;

Sunk 27,440 and damaged 112,525 tons of enemy shipping;

Chalked up some of the longest B-24 combat missions of the war - 13 hours to hit Yap, 17½ hours to hit Balikpapan;

Shot down or badly damaged 482 Jap planes - sometimes as many as 25 percent of enemy interceptive power on a mission; destroyed 170 on the ground.

If he runs out of statistics, Daddy can tell the kids about:

The first ultra-long range strike of the war Christmas Eve, 1942, against Wake Island, the first time U.S. land-based air power appeared in force; the "Long Rangers" flew a 2240-mile round trip from Midway.

Five 2600-mile Strikes: The five 2600-mile strikes against Japan's main source of oil, Balikpapan, Borneo, in conjunction with its sister Liberator group of the 13th Air Force, the "Bomber Barons" and some 5th Air Force Squadrons. The strikes knocked out the Pandansari and Edelneau refineries at Balikpapan and created the oil shortage that grounded Jap aircraft in the Philippines, the Indies, and at bases in China.

The first time a Jap naval fleet, consisting of three battleships, four cruisers and five destroyers, was placed under land-based bomber attack. The prize battlewagon Yamato and another battleship of the Kongo class were "rangerized" and badly damaged despite 16-inch guns fired at the Liberators in futile defense of this remnant of the Jap Imperial fleet.

The "Long Rangers" - the 307 Bombardment Group (Heavy) of the 13th Air Force, is commanded by Col. Clifford H. Rees, of Cynthiana, KY, and Fort Worth, Texas.

The Group flew its last combat strike of the war on Aug. 11, 1945, hitting the Laha airdrome area on Amboina Island. It was a "practiced" mission leading up to a full-fledged blast at the Jap homeland as soon as the outfit could move into position on Okinawa.

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From Larry Burke

"Dear Whoever is in charge of such things at 307th,

I have enjoyed the various historical fantasies (woops stories) printed in the newsletter. Maybe some of my, not so heroic, memories will give others a chuckle.

Larry Burke

As you can tell I typed this. I never learned to put the nose wheel down manually either.

#### B-24 ICE WAGON

The 307th group left San Francisco for Hawaii in September 1942. Ground crews went on a ship and air crews in their brand new B-24's. Each plane to carry spare parts.

My crew and I were concerned about availability of booze overseas. So we made a deal with the group boys. If they would take our spare parts load we would buy booze and fly it over. Collected all the money we could and bought cases of Ancient Age.



The first three nights we lived in excellent B.O.Q.'s at Hickam Field. Were then sent to Kaena Point to fly search missions. We lived in cane cutter's shacks. Almost all the comforts of home. Sacks, food, booze, soda (water plus C.O.2 from life jacket cartridges), but no ice.

"Aha...Remember those refrigerators in the Hickam B.O.Q.'s?"

"Yes. What of it?"

"Let's get one!"

So we donned Private's work clothes. Flew our plane to Hickam. Commandered a jeep. Loaded refrigerator on plane and returned to Kaena. Were never discovered, at least not before we went on to Guadalcanal. Left refrigerator in Hawaii as there was no electricity on the canal and besides, the Ancient Age was all gone.

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#### PEARL REVISITED

In November 1942 the brass were concerned that the Japs might try a repeat on Pearl Harbour on December 7, 1942. To test our defenses they ordered six B-24's from the 424th Squadron and nine Marine fighters to fly a simulated mission.

We were sent to Kauai with orders to hit Pearl at dawn. The air field at Kauai was "V" shaped. The 24's were parked at one end, the Marine Corsairs at the other. I was scheduled to fly #2 in the first element.

At the proper time the planes started taking off in the dark. I took off as scheduled in the #2 spot and headed to assembly. Couldn't find any other 24's and only one Corsair. As a brand new 1st pilot I feared I had goofed. The fighter flew escort and we "bombed" Pearl at dawn.

We were the only planes to complete the mission. After three mid-air collisions on takeoff two 24's and four Corsairs were kept on the ground. The 424th Squadron lost several 24's with crews. Second worst day ever.

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#### DONT FLY OVER A CRUISER

Guadalcanal February 1943

The 424th was a brand new squadron on Guadalcanal. Bomber command ordered a six plane bombing mission on Kahili Air Base on Bougainville. The squadron leader was a major who had been on the Philippines in December 1941. So he was experienced.

The mission took off and climbed to 12,000 feet on the way to target. Later it was learned that the best target run was from the back or land side. This time the "experienced" major went straight in over a harbour filled with ships.

The big mistake was flying over a Jap cruiser. The Army A.A. gunners couldn't hit much of anything, but the Navy was sharp. Expecially at 12,000 feet. In seconds three 24's were falling and the heavy bomber force in the South Pacific was reduced by 1/12th.

Fortunately for me, I was still in Hawaii or four might have bit the spray.

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#### FISHING EXPEDITION

Guadalcanal - April 1943

Six B-24's of the 424th Squadron took off at midnight heading for Nauru to bomb the phosphate plant. We had to pass through the equatorial storm front. Procedure was for lead plane of each flight to head straight through. Right plane turn right 45 degrees for one minute then go through. Left plane opposite. Reverse after passing through. We did just that. To our astonishment we all came back together in formation. Passage through the front was so rough one of the gunners broke a leg.

Arrived over Nauru at dawn. Flew perfect formation and dropped our bombs. Bombs all hit about 100 yards off shore. The Guadalcanal Fish Squadron had struck again. Semi S.O.P. How could Japan have possibly lost the war?

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NOT JUNGLE FIGHTERS  
Guadalcanal - Summer 1943

The marines were stymied on Munda. The Japs and jungle had them pinned down. H.Q. ordered all bombers on Guadalcanal to drop bombs on jungle in front of Jar Heads.

First went the Navy's dive bombers, then Air Force B-25's and finally we B-24's. By the time we arrived the smoke was miles high, so for a change we hit the target and added to the maelstrom. Marines soon advanced and took the island.

Some time later a Japanese prisoner was asked who he thought were the best jungle fighter.

Prisoner: "First the Japanese. Second the Australians. Third the New Zealanders."  
Interrogator: "What about the Americans?"  
Prisoner: "Americans don't fight in the jungle. They remove it!"

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JAPANESE RADAR?

Guadalcanal - May 1943

The 424th Squadron was flying night harassment missions. Our S-2 kept telling us that the Japs did not have radar, but the search lights on Bougainville kept finding us -- quickly.

One night my crew and I decided to test. We would fly around the big mountain in back of Kahili, cut our engines and glide over the target. We did just that. The searchlights caught us instantly. Nothing for us to do but dive over the target full throttle and out to sea.

The tracers flew over us, in front of us, in back of us - but not under us. The sky lit up in the biggest fireworks display ever. We came out over the ocean at about 500 feet, going like a bat out of hell -- insofar as a B-24 could. Not a gunner fired a shot. Frozen stiff.

"Pilot to Bombardier. You must have splattered the target that time."

"Oh! my God. I forgot to drop."

Back over the target in assigned run. No searchlights found us.

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Thanks to Larry for furnishing all the above stories. Are there any of you "Ole" 307th Men out there that can top them?"

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LOCATING OLD FRIENDS

To aid those who are searching for old friends, each branch of the military maintains a Locator service. To use these services, write a letter to your old friend, including your return address, and seal it in a stamped envelope with the friend's name written clearly on the front.

Write all the information you can remember about the person you are trying to contact: full name, date of birth, home of record, service unit. This may provide enough data to enable a reasonable records search.

Place your friends' envelope into another envelope along with information you have provided and mail it to:

Air Force;  
HQ AFMPC/MPCD 003  
Northeast Office Place  
9505 IH 35 North  
San Antonio, Tx 78233-6636

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"WE'LL SAY GOODBYE"

The response to reprinting to book "We'll Say Goodbye", has been such that we have authorized the printer to start the task. With luck, knowing printers, the members who have ordered copies will have them by the end of November. Should we encounter any delay you will be so informed in the newsletter.



We have also had a number of men write requesting information about the book as they had never seen a copy. My description would be, "a little bit of history that you were a major part of so many years ago." But, you see, I wasn't there and all I have is a treasured copy of the book presented to me by Paul Greenen a number of years ago. It is history and a book worth having.

Following is a letter that will provide a bit of insight on how the project of doing a history of the 307th came about.

"January 31, 1991

JOSEPH G. STANDART, JR. MAJ, AC, RET, Former Group S-2 and Editor: "We'll Say Goodbye"

Just before my time was up and I was due to rotate back to the States, Col. "Click" Rees asked me to stay over and write the history of the Group, offering to send me to Australia to undertake the publishing of the book. The prospect of one more fling in Sydney before I went home was too much for me.

I was then the Group S-2 and had as Sergeant of my Section a hard-working guy named Gene Lepreau who, like all good sergeants, knew how to make a dime look like a dollar and where to get anything that was truly impossible to find. With his help, and that of some of his kindred spirits, we set out to organize the rough draft of the book and the financing to get it published.

The title of our Group Song, "We'll Say Goodbye" seemed to me to be a fitting title for our history and the verses of the song, written by so many varied members of the Group, made a perfect frame on which to hang its history. My contribution as Editor was to write the "bridges" that carried the history from one base to the next as the battle for the Pacific flamed through the South Pacific war zones.

Getting the financing was easy. We pre-sold the book to unsuspecting squadron members who took us at face value. "Gimme the money and I'll get you a copy

of the book." My pockets loaded with hard earned "G.I." cash, pictures filched from squadron photo labs, and reams of notes and quotations from various "historians" I took off for Sydney not knowing who to talk to or where to go to get our history into print.

Fortunately I made contact with F.H. Johnson Printing Pty. At one stage I thought "Pty" stood for "Pity the poor customer" since it took well over a year to get delivery of the book despite repeated assurances -- by mail -- from Sydney that things were well in hand.

By this time I was back in the States and trying to become a civilian again when a call came from Col. Rees who said the AG was threatening to have us both in irons if we did not produce the book NOW! That message repeated both in tone and content was enough to get the desired results from Johnson, Pty.

And now the history is going to be reprinted. I am delighted.

I don't look at my copy of "We'll Say Goodbye" very often these days, but when I do it's with a deep sense of nostalgia and wonder. This can't be me but a record of some other guy who had a searing experience with a bunch of characters half a century ago. But it is me -- I was there -- and I hope the book burnishes the memories of what must be one of the most important experiences of your life.

My best to you all,

Joe Standart"

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There have been so many of the men of the 307th write comments to me regarding their copy of "We'll Say Goodbye." Many tell of their battered copies and how they would not part with the book for anything. Copies have also been ordered for children and grandchildren. Bill Seery even writes of a friend he met while trying to locate his crew that sent him his copy. Seems this fellow, Chester Coats of Wasco, Oregon had been attached by



the Army Signal Corp to the 307th Bombardment Group to maintain the flight radios of the 868th "Snooper" Squadron when it was part of the 307th. Chet wrote that even tho "The pictures of familiar places are interesting to me, they must mean more to you". From Bill's letter, the book, with its loose pages (all of them there) and faded cover mean very much to him. Now Bill is returning the favor by getting a new book for Chet.

We are very pleased with the response on reprinting "We'll Say Goodbye". Makes the effort worthwhile.

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## PUBLICATIONS

SunShine House, Inc. periodically sends out flyers listing different AF publications as well as videos available for purchase. We have not reviewed any of these publications and therefore make no recommendations that you purchase them. However, we do want the membership to know these items are available should they be interested.

Besides the 13th Air Force story there are books covering the Fifth Air Force, Southwest Pacific; 7th Air Force, Central Pacific; and Tenth Air Force; CBI. I am sure if anyone is interested SunShine House would be happy to send you a flyer. An 800-number is listed on the advertisement.

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## MEMBERSHIP DUES

Your response in sending in your 1991 Membership dues has been great. We have also had good response on orders for the book, "We'll Say Goodbye."

I must apologize for my typing error, on of all things, my home address. You would think after living at 1923 Atkin Ave. for over 30 years, I could type the address correctly. Fortunately, our Post Office did catch the error and most of the letters were delivered. To those of you who had to re-send in your dues, my apology.

We still have a number of members who have not sent in their dues. Therefore, a corrected copy of the dues form is included in this letter.

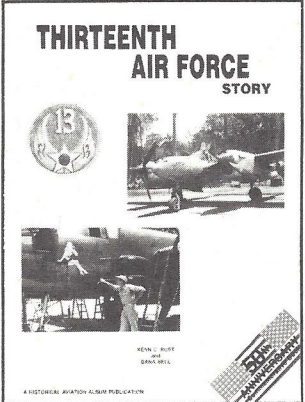
Cena

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## ROSTER

The plans were to have the roster sent with this newsletter. Unfortunately, we are still typing and re-typing it. You would not believe the number of changes we have had of late as well as new members joining. The roster, with the By-Laws will be mailed under separate cover later this month or else in May. Thanks for your patience.

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## 13th Air Force Story Published

This book, by Kenn Rust, presents a detailed historic overview in both text and photographs of the respective Air Force to include coverage of the men, units, and aircraft involved. Missions are highlighted and detailed aircraft group markings, nose art and insignia are portrayed. Text is very detailed. This book was originally published in the '70s and received international critical acclaim. Due to public demand and to commemorate the 50th Anniversary of WWII, this book has just been republished in the original format. A 50th Anniversary Commemorative logo has been added to the lower right front cover. Full color softbound cover, 8 1/2" x 11", 64 pages, 100+ photos, maps, charts, listings. Comprehensive. Only \$15.95 plus \$2.50 shipping. Specify which Air Force book. Order from SunShine House, Inc., P.O. Box 2065, Terre Haute, IN 47802 or call 1-800-999-0141 with VISA or MC.



## WORLD WAR II - REUNION 1991

You will find two pages in this newsletter covering the scheduled World War II reunion being held in Indianapolis, IN. One sheet covers the particulars of the reunion and the other sheet is the price and registration form.

The 307th, as a unit, has no plans to attend this reunion. We did feel that the membership should be notified of the scheduled reunion. Should you elect to attend all reservations, etc. will have to be taken care of by you.

We are sorry there is such short notice of the reunion but the material was only received by me about four weeks ago.

Cena

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To the Men of the 307th:



Over the years many of you have sent me material I have been able to use in putting this newsletter together. If your letter/article does not show up in the newsletter shortly after you have sent it to me, do not give up. I have a file I must rely on for material in this newsletter, and you never know when, what you send, may appear in print. I do appreciate your efforts in sending articles to me. If it were not for your writings sent either to me or to Jim Kendall, we would be hard pressed to put this newsletter together. Again, my thanks and "keep 'em coming."

Cena

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**Anybody can be happy while busy — it's not so easy to be happy doing nothing.**

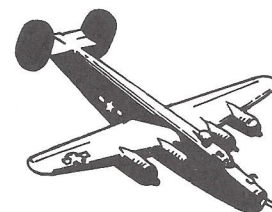
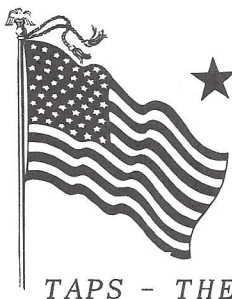
...

The greatest test of courage on earth is to bear defect without losing heart.

...

**Children are small creatures who make parents old and grandparents young.**

...



### TAPS - THE LAST FLIGHT

*"Our lives are a rich tapestry  
of things we've done and said  
With memories of those we love  
Outlined in golden thread."*

\* \* \* \* \*

*The last few months have brought us more notices of the death of 307th members. The passing years seem to be taking more and more of our old friends.*

*Buford E. Flahaven - March 15, 1991*

*George Hanson - August 1989*

*Daniel A. Loeffelholz - April 3, 1990*

*Hugh Longmoor - September 20, 1990*

*Samuel T. Rowell - July 24, 1984*

*Anthony C. Scarnavak - October 1990*

*A.J. Towns - December 1988*

*Our sympathy to the families of these men.*

\* \* \* \* \*

*We realize that some of the notifications of the death of a 307th member are very delinquent. We frequently do not receive these notifications until long after the death of the individual, but because the deceased was a member of the 307th, we feel we should post their names.*

\* \* \* \* \*



**Dave Owens - President**

**Sid Kahn - Vice President**

**Cena Marsh - Secretary/Treasurer**

**Jim Kendall - Historian**

**Harry Sterkel - Historian**

**John Reeves - Historian**