

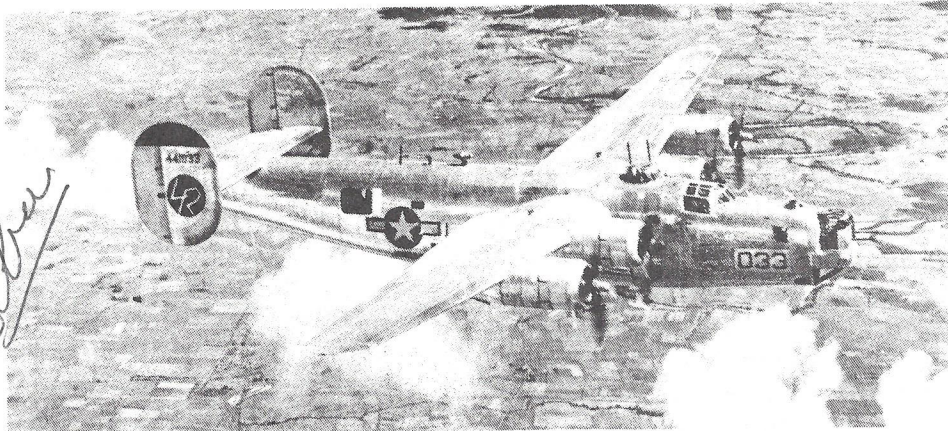


370th



371st

Sabur



372nd



424th

Sabur

307TH BOMBARDMENT GROUP (HV) ASSOCIATION - THE LONG RANGERS - 13TH AIR FORCE

2003 - 2

NEWSLETTER

SEPTEMBER 2003

QUOTES OF NOTE:

"It's luck for the people who aim high that most people have no aim at all."

- Walter B. Pitkin

"Rings and jewels are not gifts, but apologies for gifts. The only true gift is a portion of yourself."

- Ralph Waldo Emerson

"There are persons so radiant, so genial, so kind, so pleasure-bearing that you instantly feel in their presence that that have done you good."

- Henry Ward Beecher

"When opportunity knocks at the door, some people are out in the backyard looking for four-leaf clovers."

- Anonymous

"The man who says you can't take it with you is probably trying to take it from you."

- Quote

"Misers aren't fun to live with but they make great ancestors."

- David Brenner

"Television is an invention that permits you to be entertained in your living room by people you wouldn't invite into your home."

- David Frost

TO 307th MEMBERS:

Sorry for the delay in getting this newsletter out. Best intentions sometimes go awry. Plans were to have the newsletter to you by June 1st. Instead, on May 24th about 3:00 a.m. I was being taken by ambulance to the Franklin Medical Center. Couldn't move as I had fractured two vertebra. To top that I threw two blood clots. After four days at the Medical Center I was taken by ambulance to SLC to the LDS Hospital for additional tests. I remember very little of what was going on at this time. All in all I spent five weeks in the hospital and rehab. From the 27th of June until August 1st, I was under home care. Am doing quite well now but am limited on my activity. No lifting, no bending, can't even push my vacuum cleaner. It has been a bit of a struggle getting my blood adjusted. Have to have blood tests every 10 days to two weeks. As of right now the dosage of coumadin I am taking is finally stable.

The Dr. tells me I will be fine but I do have to curb some of the work I have been doing. Fortunately there was not a lot of damage done to my heart or lungs from the blood clots but it sure is taking a long time for me to get my strength back. The Dr. tells me my worst enemy is my impatience.

I plan to continue handling the dues and newsletters. Will need someone to take over the PX mailings and the roster. To date, two of our second generation members have offered to help. The next project will be to get the material shipped to them.

Now that I have brought you up-to-date on why the newsletter is late getting to you, I will tell you of my trip to Australia.

Six of us left Idaho on April 12th for L.A. Our plane left L.A. for Australia on the 14th at 11:00 p.m. Talk about a long plane ride. Fourteen hours nonstop and at Sydney we board another plane for three more hours of flying time to Palm Grove.

Now the tour begins. The next three days were spent visiting the Rainforest Habitat, Port Douglas, Wetherby Station (we would call that a cattle ranch), the Tjapukai Aboriginal Cultural Park, and last the Great Barrier Reef. Country was beautiful.

Sunday on our way back to the airport for our return flight to Sydney, we stopped at the Royal Flying Doctor Service. What an amazing visit that was. The service these people do in getting medical help to the out-back areas of Australis is wonderful.

Our tour of Sydney began on Monday. Several of you that knew I was planning a trip to Australia mentioned that I should look for this beautiful bridge and also see if any of the WWII bars were left down in the harbor area. Jim Kendall also mentioned that the Sydney Opera House now stands on a site where a carnival park was during the war. Hopefully, the picture of the bridge shown in the newsletter is the one you all remember. No luck in finding any old bars. Did a lot of walking about the wharf area. Our hotel was situated about two block from the area which now houses some nice shops, restaurants and also bars. We visited Bondi Beach, Centennial Park and the Sydney Opera House.

We were stopped a number of times by the locals and asked if we were Americans. The words of praise they gave to us about what you people did for them so many years ago brought tears to my eyes. Believe me, the people over ther have not forgotten and what is more surprising was many of the words came from the younger people.

Should I ever return to Sydney it would not be on a tour. Our time was too short there and I would have liked to have seen more of the city.

We only had three full days in Sydney. Not nearly enough time. April 24th saw us on a plane heading for Christchurch, New Zealand. What a lovely site flying over the beautiful mountains still covered with snow. Weather was right chilly and I ended up having to purchase a jacket or freeze. Did some local sight-seeing and visited the Botanical Gardens.

April 26th we boarded a bus to Queens-town. New Zealand is just beautiful. So much foliage. Was surprised at the many herds of elk the farmers raise, mostly for export to Japan. A bit like our herds of cattle. Seemed to be as many elk as there were sheep. Visited Walter Peak Sheep Station. How speedy the men are that shear those sheep. Dumbest animal I have ever seen.

At one small town along the way there was a festival going on. Children dancing in the street, an old time band playing from the back of an old time truck, even some housewives dancing the can-can. We visited the local museum, some little shops, and then stopped at an outside cafe for fish and chips. Almost like England where the food is wrapped in newspaper. While sitting at the table eating, a couple, probably in their mid forties stopped and began to thank us for what our boys had done for them during WWII. Had quite a chat with them. The young man said "Were it not for you, we could be under Japanese control now. Our many, many thanks." I had no idea just how close the Japanese were to Australia and New Zealand.

Our tour included Milford Sound and a great cruise on the Sound. Beautiful, green mountains with so many waterfalls cascading down through the thick foliage.

The 29th we checked out of our hotel and spent the night with a "Home Host". These are local people who take tourists into their home for some New Zealand cooking, etc. We stayed with a couple that had originally come from England. The food they served that evening as well as in the morning was great. They also took us to the airport to catch the flight to Auckland.

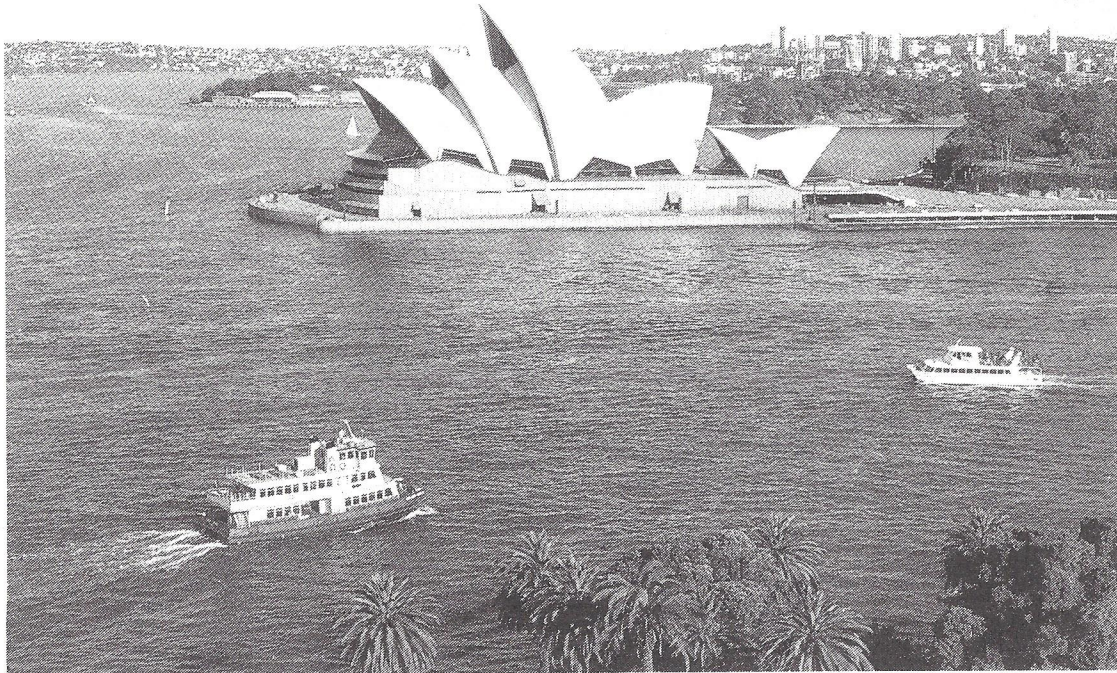
Had but one day in Auckland and that day was spent visiting the War Museum. Beautiful "War Memorial" to the men who fought in WWII. Was in tears after reading the words. In the same facility we were able to see a show put on by Maori singers and dancers.

From Auckland we headed to Fiji where we spent the last four days of the tour. It was a time to rest up - with 19 days of riding, walking, eating, etc. all of us were ready for the rest.

Fiji is quite a nice island to visit. The people are a delight, especially the little ones. Did a bit of touring, wading in the ocean but mostly resting up. Had been a busy 19 days.

We saw Kangaroos, Wallabies, Kiwis, Emus, and many colorful birds. Quite a trip. Arrived in L.A. on the 7th and took two days to drive home. Two weeks later I am in the hospital. Quite a topper for such a great trip.

Cena



The above pictures are of the Sydney Bay Bridge and the Sydney Opera House

Hello to all:

The reunion plans for the 2004 Reunion are coming along very well. I have had the great pleasure of speaking with a few of the Nashville based entertainers that are willing to do a benefit show for you. Some of the people we have spoken with are Chad Brock, Vince Gil and Amy Grant, Daryl Worley, and Pam Tillis. I am still working on some of the Opry Stars such as Jimmy Dickens, Porter Waggoner, and Jeannie Sealy. I must say that I owe a great big thank you to Sandy Ambrogi for her assistance. We are continuing to pursue other guests as well that we hope will be willing to show you all a great time.

We are working with the Public relations department at Fort Campbell, KY which is only about a 30 minute bus ride away from OpryLand Hotel. We are hoping that they will show us a great time on that military installation as well.

We have secured the OpryLand Hotel for the week of August 17-24, 2004. The room rates are great. We were able to get an \$89.00 room rate for single and double occupancy and a \$95.00 room rate for quad occupancy. This is fantastic for this hotel. I am sure you will all enjoy what the hotel has to offer. They have also allowed us to have the secured a beautiful ballroom for our Saturday evening dinner.

I do want to warn everyone right now that they need to bring their dancing shoes. We have obtained a 21 piece orchestra for the Saturday night dinner called Radio Daze. They are a full orchestra that plays only music from the 30's, 40's, and 50's era. They have 3 vocal singers along with the group. If you are interested in hearing them or seeing more on them you can find them on the internet at <http://www.radiodazebigband.com/>. I am sure you will enjoy their music and it will be a fun time for all.

We have plans for many other exciting things for you all to do if you wish, such as the General Jackson Show boat, The Grand Ole Opry, there is the beautiful Spring House Golf club at the hotel, tours to the Wild Horse Saloon as well as the Original Grand Ole Opry, Ryman auditorium.

There are several restaurants in the hotel for you to enjoy as well, some are a bit pricey, however you are not obligated to utilize them at all. There is, just off the hotel grounds a Shoney's as well as the new Opry Mills Mall that has a food court where you can find just about any food desire you may need to fix.

I will be sending out a price sheet within the next few months to allow you all to choose just what you would care to do. I am still in the planning phase right now and will have it all together in the next couple of months, I hope. Please feel free to lend your suggestions to me. You may reach me at my office at 1-800-444-4336 x2319. Thank you so much for allowing me to do this for you. It has been great fun and I look forward to seeing all of you in Nashville in August.

Jim Walsh
Vice President
307th Bombardment Group (HV)

News From The President

Hello Comrades!!

Wow! It's June already half of 2003 is gone. Time really flies.

On March 5, 2003, Jean, Cathy, and I attended the unveiling of the Air Force Memorial Design in Arlington, VA. After several design and site changes, the final plans are underway. We all feel that it is going to be spectacular. We have pictures and information and will bring them to Nashville to share with you all. For those of you who cannot attend the reunion, contact Cathy at (804-526-7249) and we will get some pictures and information together and send it to you. It is my fondest hope that we will all be able to see the Memorials completion. It has been a long time coming.

Jim Walsh has found a band and plans are moving right along for or Nashville reunion. Please try to make arrangements to attend.

If anyone is interested in serving on the site committee for the next reunion, please contact Cathy or me at (804-526-7249) or (804- 590-2494). Cathy has made several attempts but so far we have not had any response.

I hope this finds all of you and yours well and safe. My family wishes Clear Blues Skies for you all until we meet again.

*C. E. Jordan
President*



AIR FORCE MEMORIAL
WASHINGTON, D.C.

BOARD OF ADVISORS
Former Secretaries of the Air Force

The Honorable Edward C. Aldridge, Jr.

The Honorable Harold Brown

The Honorable Hans M. Mark

The Honorable Verne Orr

The Honorable F. Whitten Peters

The Honorable Thomas C. Reed

The Honorable Donald B. Rice

The Honorable Russell A. Rourke

The Honorable Robert C. Seamans, Jr.

The Honorable John C. Stetson

The Honorable Sheila Widnall

Former Air Force Chiefs of Staff

General Lew Allen, Jr. (Ret)

General Michael J. Dugan (Ret)

General Ronald R. Fogleman (Ret)

General Charles A. Gabriel (Ret)

General David C. Jones (Ret)

General Merrill A. McPeak (Ret)

General Michael E. Ryan (Ret)

General Larry D. Welch (Ret)

**Former Chief Master Sergeants
of the Air Force**

CMSAF Paul W. Airey (Ret)

CMSAF Eric W. Benken (Ret)

CMSAF James C. Binnicker (Ret)

CMSAF David J. Campanale (Ret)

CMSAF Frederick J. Finch (Ret)

CMSAF Robert D. Gaylor (Ret)

CMSAF James M. McCoy (Ret)

CMSAF Sam E. Parish (Ret)

CMSAF Gary R. Pfingston (Ret)

BOARD OF TRUSTEES

Mr. Ross Perot, Jr.

Mr. O.R. "Ollie" Crawford

Lt General Robert D. Springer, USAF (Ret)

Maj General John R. Alison, USAF (Ret)

The Honorable George Brown

The Honorable Beverly B. Byron

Maj General George M. Douglas, USAF (Ret)

Brig General John O. Gray, USAF (Ret)

Maj General Edward F. Grillo, Jr., USAF (Ret)

Mr. Martin H. Harris

Maj General Charles D. Link, USAF (Ret)

Mr. T. Allan McArtor

Mr. Thomas J. McKee

CMSgt Michael Parente, USAF (Ret)

Lt General Donald L. Peterson, USAF (Ret)

Mr. John J. Politi

Mr. Jack C. Price

CMSgt James Staton, USAF (Ret)

AIR FORCE MEMORIAL FOUNDATION

SMSgt Claude E. Jordan, Sr.
510 Battery Place
Colonial Hgts, VA 23834-3204

Dear Sergeant Jordan:

It is my honor to provide you with an update on your Air Force Memorial project and present you with the enclosed artist's rendering of our new Memorial.

Your print represents twelve years of labor and the payment of a long-overdue tribute to the men and women of the United States Air Force and our predecessor organizations. It represents an extraordinary victory wrought from dedication and patience as we begin to enter the phase of constructing the Memorial.

To many, our new Memorial conjures images of a double Minuteman launch, the Thunderbird's "bomb burst" formation or a somber, lost man flyover of Arlington National Cemetery. Many also see it as a bold representation of the three core values of today's Air Force: "integrity first, service before self and excellence in all we do."

Still others see our new Memorial's most profound power in the way it embraces the essence of Air Force dedication to the divine gift of freedom. Its graceful arcs, reaching towards the heavens summons the spirit of the poem *High Flight*. To paraphrase: *Oh, I have slipped the surly bonds of earth ... sunward I've climbed ... where never lark, or even eagle flew ... [and I] put out my hand and touched the face of God.*

In September 2004, we will break ground for our Memorial on a promontory point above and to the southwest of the Pentagon. With sweeping views of Washington, and short walks to the stirring sites of next-door Arlington National Cemetery, there is no finer site for our Memorial.

All the approvals by Congress, commissions and the Department of Defense are either behind us or will soon be complete. The Federal Aviation Administration has approved our Memorial's 270-foot height. Thanks to 136,035 Charter Sponsors and over 20 patriotic corporations and philanthropic foundations, we've raised \$33 million of the \$38 million required.

Given the importance you have played in the creation of our Memorial, I want to know that you received your print in perfect condition. So please take a moment to complete the enclosed Receipt Confirmation and return it to me in the envelope I've provided.

If I don't receive your Receipt Confirmation within 45 days, I'll assume your print was lost or damaged and I'll send you a new one immediately.

When you return your Receipt Confirmation, I ask that you take the opportunity to make a gift of \$36.75 to the Air Force Memorial Foundation. If you can afford to double your gift and send \$73.50 or even \$110.25, then please do so.

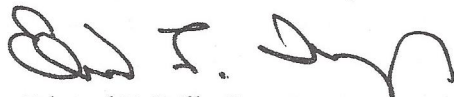
I know I've asked for your help time and time again. At the same time, I also know that you've never once wavered in your commitment to our Memorial. That's why I know that by working together, we can raise the final \$5 million that we desperately need.

Today, Air Force men and women are once again serving and sacrificing in the far corners of our world. They ask nothing of America but an opportunity to do their duty. And, as others have paid tribute to our service, we must pay tribute to theirs. That is our duty.

If you and every other Charter Sponsor returned a gift of \$36.75, we will bring our fundraising to a quick and decisive close. Until then, though, I'm going to keep writing and keep asking for your help until our job is done.

So please, consider my request and return the most generous gift possible today. Thank you for what I know will be your generous response. I look forward to hearing from you soon and may God Bless America and our great Air Force.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed F. Grillo, Jr.", with a stylized flourish at the end.

Edward F. Grillo, Jr.
Major General, USAF (Ret)
President

P.S. We will break ground in September, 2004, the 57th Anniversary month of the Air Force. If you'd like to be included on the invitation list for this historic event, please check the appropriate box on your Receipt Confirmation.

P.P.S. Please also pass this letter on to a friend or colleague so they will know the status of our Air Force Memorial.

FROM YOUR HISTORIAN

Following is a letter from Association member William V. Wise who many of you may remember as Bill W. Biddle, co-pilot on the 370th flight crew of Ray Dufur. Bill W. Biddle was his adoptive name and appears as such in all of his military records. Following World War II he changed his name to his correct family name, William V. Wise.

"In reading Sam Britt's book, The Long Rangers, a Diary of the 307th Bombardment Group (H), I noted a description on pgs 110 and 111 of the mission to Yap of June 28, 1944 which differs from my memories of the mission. On this mission our 370th crew, Lt. Dufur, pilot, had been assigned a check pilot, Capt. William Flood, as co-pilot, not Lt. Musgrave as stated in The Long Rangers. I, the regular co-pilot, went along as observer. As such, I was firing a nose gun when our #1 engine was shot out. At this point Lt. Dufur requested that I take over as co-pilot because we had trained and worked well together. I feathered #1 and then fuel from a leaking line began running down over the wing, exhaust and supercharger of the #2 engine which was then also stopped and feathered to avoid fire and explosion. Fumes in the bomb bay were so strong that we stopped the gunners from firing and shut off the entire electrical system. We were sure our goose was cooked. Then we looked out and saw another B-24 in close, giving us cover. This B-24 was flown by Warren McMillan and Jim Fielding and their crew. When we were out of fighter range they went back to cruising speed and soon left us behind. Eventually the fuel stopped leaking and we were able to restart #2 engine but it was a long drag back to Morotai where another engine ran out of fuel upon landing. We were credited with having flown the longest three engine flight in the 13th AAF."

Ed Note: Thanks to Bill Wise for these recollections. We checked the microfilm record of the 6-28-44 Yap strike and find that Sam Britt has picked up the story accurately from the official mission report which mentions Musgrave as the co-pilot rather than Biddle and with no mention of Capt. Flood. This apparent error we will have to blame on whoever wrote up that day's mission report 60 years ago.. The Association has already reprinted "The Long Rangers" and don't know if or when we will do so again. We hope this Newsletter coverage will help make amends for the disappointing confusion.

Following are requests for information from family and friends of Long Ranger members who know little or nothing of the wartime service of their loved ones, whether they were lost overseas or returned home safely, but never spoke of their wartime experiences. Such information can be even more appreciated if contact can be made with 307th members who knew or worked with a missing or deceased relative. We hope some of you can help with the following requests.

S/Sgt Walter A. Babinski

"I was given your email address by Mr. Lewis Smith as a contact for the 307th Bomb Group Association. My father, S/ Sgt. Walter A. Babinski was a ball turret gunner who served with the 307th BG/424 BS from April 1944 through February 1945. I am trying to compile information about his service from material he left to me and other sources to pass on to my brothers and sisters and our children."

Greg Babinski
4271 East Mercer Way
Mercer Island WA 98040
Email: gbabinski@attbi.com

For some reason, Greg's request never made it into the Newsletter but he seems to have accomplished a lot anyway as attested to in the following excerpts from our continuing correspondence.

7-22-02. *"I just wanted to say hello and give you some idea of what I have accomplished since I first contacted you in March for information about my dad, Walter Babinski. Joining the 307th BG Association, as you encouraged me to do, has been great. The membership roster was a great help. I was able to match the names of some crewmen that my dad served with (based on some military records as well as names on photos) with names on the roster. Since sending letters to those men I have heard from Boris Hidalgo, Alan Guild, Gene Schreiner, Cliff Llewellyn and Dick Reis. Dick's daughter, Kitty also sent me a nice letter with additional information and encouragement. I have been amazed and touched by the interest and help these people have provided to me. Thanks again for helping me get started with the 307th Bomb Group Association."*

Greg Babinski

8-12-02. *"Here is some of the information I have been able to turn up to date. My dad arrived in Guadalcanal in April, 1944. From there, he flew on two missions against Rabaul with the 13th Bomb Command Combat Training Center before being assigned to the 307th BG/424th BS on 5/22/44. He left Morotai on 2/25/45 for Biak where he left by ship for home on 3/12/45. During his combat days he flew with many first pilots; Appling (29 missions), Aubrey (5 missions), McRea (3 missions), Arnett (3 missions) and one mission each with Guild, Coorssen, Hughes, Michel and Raue.*

I have also been searching for information about Appling (Texas), Aubrey (Connecticut) and McRea (Florida) with no luck to date."

Greg Babinski

The following request is obviously a bit puzzling but the writer feels his father was in the 307th BG/371st BS though other facts do not jibe.

Joseph Lostritto

"I recently placed a post on the www.armyairforces.com web site looking for information on the World War II AAF service of my father, Joseph Lostritto. In answer John Painter sent me your address. My father was a radio man on a B-26 from June 1945—November, 1945. He was in the 13th AAF, 307th BG/371st Bomb Squadron. I know he was in New Guinea and also Luzon during this period. I think the name of the plane he was on may have been "Esmeralda" but I am not positive of this. He trained on the B-26 at Laughlin Field, Del Rio, Texas during the first half of 1945. He was in the 877th Pilot Transition Training Squadron at Laughlin Field. I don't have a lot of information on this last six months of my father's military service. I just wondered if there is anyone still around who might have served with him during this period and/or may have photos. My father is alive but is in the advanced stages of Alzheimer's so all that history is lost."

Joseph Lostritto, Jr.

600 Center Briarwood Ave

West Islip, NY 11795

Email: Jolo2@optonline.net

Avery N. Caldwell

"I hope you can help me. I think my uncle, Avery N. Caldwell was a crew member on airplane No. 44-41696 which was named 'My Heart Belongs to Daddy'. My uncle passed away eight years ago and most of the family are dead also. I remember seeing a picture of his plane years ago and I think this was the name on it. Does a crew roster exist? I would like to contact other members of his crew if any are still living and can be found. I would also like to know missions flown and what happened to the plane after the war. Any help would be greatly appreciated. Thanks."

*Don Caldwell
4520 Pinebrook Court
Gastonia, N.C. 28056
Email: dcaldwell@carolina.rr*

Wendell G. Fugett

"I am working on a history of our World War II dead for the Morgan County Kentucky Historical Society and the local VFW. Thus far we have 84 names which will go on the VFW monument we hope to have erected by Veterans Day. We want to help assure that they are remembered by future generations. We hope someone from your association will remember Wendell G. Fugett, 307th BG, 424 BS, who has been missing in action since October 26, 1944.. I would like to know what B-24 he was on, details of his final mission and, if possible, contact other 424th crewmen and friends who were on that mission who might have known and remember him. I need their comments for this historical project."

*Tony Adkins
1014 Liberty Road
West Liberty, KY 41472
Email: tladkins@mrhc.com*

(Ed Note: Fugett was on the Jones Crew of the 424th BS when the 307th BG bombed Jap Admiral Kurita's task force as it returned from the Battle of Leyte Gulf on 26 October 1944..

Three 307th planes were lost, all from the 424th. The Jones plane went down in flames over the task force. No parachutes were seen. Perhaps this background may help you remember the crew and the incident.)

George E. Fitzgerald

"My Dad was 2nd Lt. George R. Fitzgerald from Chicago, Illinois. Finally, through much help from veterans, I found his squadron, 372nd, and his bomb group, 307th. He served from about 1943 to 1946 in the China offensive, Luzon and New Guinea, among others. I am looking for the others. He was a navigator and always talked about a pilot named "Ace" Apple. My Dad died in 1979, much too young. Recently I have had a yearning to find out more about his squadron and group and correspond with anyone who knew and remembers him."

*Kevin M. Fitzgerald, CSE, President
NAI Southwest Florida
13451 McGregor Blvd, Suite 33
Ft. Myers, FL 33919
Email: KFITZGERALD@compuserve.com*

(Ed Note: Our incomplete records show a G. Fitzgerald as navigator on the crew of D. Youngmark. However, this crew was in the 424th BS of the 307th BG, not the 372nd. Could there have been two G. Fitzgerald's or is Kevin in error about the squadron? We hope someone can help. Also, there was a pilot named Apple in the 372nd.)

Walter Clark Beaty

"My name is Colin Beaty and my father and I are looking for information regarding my grandfather, Walter Clark Beaty, serial #36071091, who was with the 371st BS, 307th BG up until, we believe, April or June, 1943. The records show that he was listed as being with the 26th BS, 11th BG, killed 28th June, 1943 taking off from the island of Funafuti. However, as stated, we feel that he had just joined them. His plane was the Knit Clipper 42-40177 of

which we are unable to find any record or photo. We would greatly appreciate any information regarding the movements of the 371st out of Hawaii, or point us in the right direction for help. Thank you for your time. Regards from Australia.

Colin Beaty.

Email: colin123@iprimus.com.au

Ed Note: My attempt to explain to Colin the relationship between the 11th and 307th BG follows. Any help you can provide me, Jim Kendall, or Colin, will be appreciated.

"Sorry for the delay in answering your email but sometimes it takes a bit of looking to come up with an answer to questions such as yours, especially when we have few official records in our possession. This is an attempt to answer the question of why your grandfather shows up as a member of both the 11th BG and the 307th BG.

I believe your grandfather started out in the 307th BG during WWII, though I can find no documentation of his membership in either BG. The 11th was a peacetime group and was bombed during the Pearl Harbor raid in December of 1941. The 307th was formed in the United States after the start of WWII and was moved to Hawaii during Oct/Nov of 1942 to complete their training and be closer to the action if needed. Grandfather Beaty may have joined the 307th/371st in the States or he might have joined after its arrival in Hawaii. The 11th BG was moved to the South Pacific (Fiji and New Caledonia) in June, 1942 to bolster our defense and attack capabilities in that area.

The 307th remained in Hawaii as part of the Seventh Air Force, hitting Wake Island, Nauru, Tarawa and pulling many search and reconnaissance missions. Two of the 307th squadrons (370th and 424th) were soon moved to the South Pacific to become part of the newly formed 13th AAF, leaving behind on Oahu the 371st and 372nd squadrons to provide a measure of protection to Hawaii. The 11th BG returned to Hawaii early in April of 1943.

In June 1943 the 371st and 372nd squadrons left Hawaii to rejoin the 307th, their parent group in the South Pacific. At this point it

seems that the flight crews and planes of the 371st and 372nd were left in Hawaii to re-equip the 11th Group which up to then had been flying B-17's. The ground personnel of these two squadrons then joined the 307th BG in the South Pacific. This is where your grandfather must have been moved from the 307th to the 11th along with the rest of the flight personnel and planes of the 371st and 372nd.

I am not sure just where the 307th picked up replacements for the missing flight crews and planes to bring itself up to strength.

Eugene Danzero

"My name is Diane Babin. I am fairly sure my dad was a flight engineer in the 307th attached to the 424th squadron. His name was Eugene Danzero. I'm trying to contact anyone who might have flown with him. This may be very difficult as it seems he was a floater. I have his flight engineer's log with mission dates from July '44 to March '45. If you know of anyone who might be able to help I would greatly appreciate it. I am USAF retired myself. I have sent for his personnel records, but am doubtful they can help because of the fire in 1973. Thank you.

Diane Babin

1816 Hubbard Drive

NM 88310-4737

Email: sheba@zianet.com

P.S. After further research, I now think that my dad most probably was in the 5th BG of the 13th AAF. But I'd love to hear anything you or anyone else in the BG can recall about the Balikpapan mission. I am a grad student at NMSU and I'm doing a research paper on it. I would love to include some personal stories of the vets. I do know that the mission was more dangerous than most people realize. I think you guys in the 13th did more in the Pacific to stop the Japanese advance than you are given credit for even today. Thank all of you for "just doing your job" all those years ago. Diane

Norris Andrew Nelson

"I am looking for information about my uncle, 1st Lt. Norris A. Nelson, a bombardier with the 307th BG 424th squadron. On 14 Nov 1943, aircraft 42-73141 went missing in action and was never found. My cousins and I are searching for other members of the 424th squadron that may have served with, or knew Norris. I am also interested in the book, "We'll Say Goodbye". Please forward information about it. Thank you."

Norris Robins
157 West Center Street
Kaysville, Utah 84037
Email: ndrobins@bigplanet.com

Ed Note: It appears that Nelson was on the Clyde Friend crew which failed to return from the 11/14/43 strike on Kahili.

If anyone remembers any of the above men, please respond to either their emails or to the regular mailing address, if one is given. Also, please send a copy of your correspondence to Jim Kendall, 2350 Derby Road, Birmingham, Mi 48009, or to my Email: jmk307hist@aol.com

many as four each night. Our foxhole-bomb shelters received much use. Martin's crew had been in the organization for some time before we arrived on 15 October, 1944. I remember Marty as one of the sober members. Don't even know if he drank the two ounces of whiskey that crew members received after every mission. I gave mine to Lacy and he traded it to some navy people for a half truckload of mahogany planks. We had the only tent floored with mahogany that I knew. (Ed Note Strange, but we EM on our crew were convinced that both our tent floor and latrine were solid mahogany.) Marty was determined to bring back one of the pistols that we carried. A colt .45. He managed to find all the parts here and there and assembled one. He hung it in the center of his B-4 bag and managed to bring it back to stateside. At the first reunion we attended, Marty was unable to remember anything about me. I then related the facts about the gun. He said "Guess you were there alright, since that is exactly what happened." I asked "what happened to the gun?" He responded "Can't really remember, may have given it to someone." As for me, I was glad to toss it on the counter of supply and see the last of it. It was a pain in the neck to carry and I couldn't hit the broad side of a barn with it. Years later in SAC I sometimes carried a .38 Smith and Wesson. Couldn't hit anything with it either but it was much lighter in weight."

RECOLLECTIONS

Comments by Earl Johnson:

I have just uncovered one of Marty Sporn's last letters to me and thought you might be interested in adding it to the archives since he was a prominent member of the 307th. His crew and mine had adjacent tents on Morotai for several months. I can't remember if we flew on any of the same missions, but I'm sure we survived a good many of the Japanese air raids, sometimes as

Comments by Douglas Busath re the failed first daylight Truk strike:

There has been a lot of good information and some not so good concerning the failed mission to Truk on March 26 1944. I was on that mission, (Rock Daigle was the Ball Turret Gunner on our crew. Robert Thomas was the Pilot and Alan Donahue was the Co-pilot.) It was my second mission with this crew (the importance of this will be made clear later) as I had just come over from the 5th AAF where I had been in B-25 Strafers.

To begin with, the lead Navigator turned out to be a darn good navigator but he wasn't too good at pasting things. He had pasted two maps together, one going from the southern hemisphere to the equator and the other into the northern hemisphere to include Truk. He had pasted them together exactly one degree off at the equator. One degree at the equator is exactly 60 nautical miles and that's exactly how far off he was.

Originally he planned to make a dog leg to avoid an island which was occupied by the Japanese and which was close to the route. When we were about one-quarter of the way there, I told Thomas that we were 15 miles west of where we should be. He reasoned, reasonably I think, that perhaps the lead was making the dogleg further to the west than originally planned. When we were halfway there, my log book shows us to be 30 miles west of course and I told Thomas and his judgment was that this was in line with the previous guess. At three quarters of the way there, we were 45 miles west of course and I told Thomas. His judgment was that we had the best navigator in the group leading us and he didn't know whether I knew what was going on since he had no previous experience with how good a navigator I was—and besides we couldn't do anything about it because of radio silence. At exactly noon, my log of the trip shows us to be at 05 degrees-07 minutes north latitude and 150 degrees-43 minutes east longitude. If you plot that, it is 62 nautical miles west of the longitude of Truk (which is 154-45 west, and 123 nautical miles south of the latitude of Truk, which is 7-30 north).

It was just at 1200 that Colonel Burnham started asking his wing men what their navigators had for ETA's and not getting much in the way of answers. I told Thomas to call up the colonel and tell him that Truk was 60 miles east and north of us, but about this time, someone spotted Pulusuk Island and we altered towards it and the moment when we could have

gone to Truk was gone, and we went over and bombed the daylight out of a road running down the middle of the island. (Years later I read a book by a man who lived on Pulusuk and he expressed wonder as to why the US Air Corps would have bombed that particular road.) If you plot the 1200 hours position, it is, as I said, 123 miles south and 62 miles west of Truk. An alteration to about 30 degrees heading would have taken us there in about 49 minutes. As it was, we dropped on Pulusuk at 1327 hours or about 38 minutes later that we would have bombed Truk. "

Recently off the Press....

At the suggestion of association member, Bill Holston, a recent phone call tipped us off to a recently published book on the World War II air war as fought by the mostly unnoticed (except by the enemy) 13th AAF.

Entitled **Forgotten War, Forgiven Guilt**, the book was written by David A Witts, a 13th AAF PBY pilot, though the book covers more than his rescue work.

We have not seen or read the book but judging from the content of the website given below it should be very interesting reading. Further information can be found at the publisher's website:

www.barbedwire.net/purple/ForgottenWar.html

The book may be purchased by 13th AAF Veterans for \$15.00, free shipping, from:

Barbed Wire Publishing Co.
260 Avenida de Mesilla
Las Cruces NM 85005

BOOKS FOR SALE:

Recently we received an E-mail concerning the following book. "Finding Billy; An Internet Odyssey." Neither Jim or myself have read this book, but thought there might be someone in our group interested in tracking missing servicemen.

The letter is as follows:

"I would like to know how I might be able to make my book, "Finding Billy; An Internet Odyssey," available to the members of your bomb group association, perhaps through your newsletter or Web site.

"Finding Billy: is the story of the search for my uncle, a P-38 pilot stationed in Foggia, Italy, who disappeared on a mission over northern Italy in 1944. You can read more about it at www.findingbilly.com.

After two years with an agent, coming close but still not finding a publisher, I lost patience and decided to do it myself. So I went on a game show, won a car, sold the car, and am using the proceeds to hire an editor, book designer and a printer to get the project done right.

"Finding Billy" will be available in mid-August at a price under \$17.00. Even though your group served in a different part of the world, it's a story everyone will appreciate and I wanted to make it available first to the men who will understand it best. I need your help in making that possible.

Thanks for your time.

Sincerely,

Diana Dale
em-dianadale @
viawest.net

* * * * *

307TH BOMB GROUP PX

ITEMS AVAILABLE

COST

CAPS - Fits all sizes 370, 371, 372, 424 Gp	\$ 8.50
JACKETS - Navy, B-24 & 307th BG on jacket back M, LG, XL, XXL, XXXL	\$25.00
JACKETS - Navy, B-29 & 307th BG on jacket back M, LG, XL, XXL	\$25.00
T-SHIRTS - Mouse on Bomb Logo M, LG, XL, XXL	\$10.00
LOGO PATCHES 370, 371, 372, 424 Group patch, L/R, 13th AF, cloverleaf, Mouse on bomb	\$ 3.50
LAPEL OR HAT PINS 370, 371, 372, 424 group & cloverleaf	\$ 2.50
MEMORIAL PLAQUE REPLICA Copy of plaque 307th has at the AF Museum, Dayton	\$11.00
LICENCE PLATE HOLDERS 370, 371, 372, 424	\$ 5.50

BOOKS AVAILABLE

"Up The Slot", by Sam Walker	\$20.00
"The Long Rangers, A Diary of the 307th Bombardment Group (HV)" by Sam Britt	\$20.00
"We'll Say Goodbye" This book printed in Australia 1945 - this is a hard copy reprint	\$20.00

THE PRICES LISTED FOR PX ITEMS
COVERS SHIPPING AND HANDLING

Make check payable to:
307th Bombardment Group

Mail to:
262 East Valley View Drive
Preston, Idaho 83263