

MR. GEORGE W. KRUM  
2702 SILVER BOW BLVD.,  
BUTTE, MONTANA-59701  
CASE NO. C-5-156-004

MR. JOHN E. SLOAN  
NATIONAL SERVICE OFFICER  
DISABLED AMERICAN VETERANS  
V. A. CENTER, FT. HARRISON, MONT. 59636

DEAR MR. SLOAN;

"I HEREBY CERTIFY THAT THE FOLLOWING STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF."

AFTER GRADUATING BUTTE HIGH SCHOOL, BUTTE, MONTANA IN MAY, 1936 AND CONTINUING TO LIVE AND ENJOY EXCELLENT HEALTH AND A HAPPY NORMAL 24 YRS., I ENLISTED IN THE U.S. ARMY APR. 24<sup>th</sup> 1942 AND FAMILY AND FRIENDS CAME TO SEE ME OFF AT THE DEPOT. I PASSED EVERY TEST PERFECTLY, WAS ACCEPTED FOR DUTY AND SENT TO FT LEWIS, WASH. AND FROM THERE WAS SENT TO CAMP CROWDER, MO. SIGNAL CORPS, AND COMPLETED BASIC TRAINING AND A COURSE IN TELETYPEING. SHORTLY THEREAFTER I ALSO PASSED A WRITTEN AND PHYSICAL EXAMINATION TO QUALIFY FOR ENTRANCE INTO THE AVIATION CADET TRAINING PROGRAM AS BECOMING AN AIRMAN WAS WHAT I WANTED MOST. AFTER SEVERAL MONTHS ON DETACHED SERVICE WITH SIGNAL CORPS IN NOV. 1942 I WAS TRANSFERRED TO THE AVIATION CADET CLASSIFICATION CENTER AT NASHVILLE, TENN. WHERE I VERY SUCCESSFULLY PASSED THEIR MOST STRICTEST PHYSICAL, WRITTEN, AND MENTAL EXAMINATIONS AND WAS SENT TO PRE-FLIGHT SCHOOL AT MAXWELL FIELD, MONTGOMERY, ALA. WHERE AGAIN I HAD NO DIFFICULTY IN GRADUATING FROM THERE TO PRIMARY TRAINING AT JACKSON, MISS. WHERE AFTER FIRST PASSING MY 60 HOUR CHECK FLIGHT, AFTER A RE-CHECK WAS WASHED OUT OF THE CADETS AND SENT TO KEESLER FIELD, MISS. WHERE I WAS RECLASSIFIED AS RADIO-OPERATOR MECHANIC AND GUNNER AND WAS SENT TO SIOUX FALLS, S.D. DAKOTA FOR RADIO-MECHANICS TRAINING AND AFTER SUCCESSFULLY COMPLETING THAT COURSE WAS SENT TO YUMA, ARIZONA FOR GUNNERY TRAINING, WHERE I GRADUATED 2<sup>ND</sup> IN MY CLASS. THEN INSTEAD OF BEING ASSIGNED TO A BOMBER CREW FOR SIX MONTHS OPERATIONAL TRAINING AS WAS THE USUAL PROCEDURE, BECAUSE WE WERE LOSING SO MANY GUNNERS, ETC OVERSEAS, SEVERAL OF US IN THE TOP OF OUR CLASS WERE GIVEN 21 DAY FURLOUGHS (MY FIRST SINCE MAY, 1942) & THEN REPORTED TO CAMP KEARNS, UTAH FEBR. 4<sup>th</sup> 1944 AND FROM THERE TO HAMILTON FIELD, CALIF. FEBR. 13<sup>th</sup> 1944 AND AFTER 5 DAYS LEFT BY A.T.C. IN L.B. 30-C-87 LANDED HICKAM FIELD, HAWAII 7:AM - THEN CANTON ISLAND 7:PM THEN TO TANTOUTA FIELD 8:AM FEBR. 23<sup>rd</sup> 1944, LEFT NEW CALEDONIA 5:AM ARRIVED BUTTONS ISLAND, EBON FIELD 12 NOON - LEFT THERE 1:PM AND ARRIVED HENDERSON FIELD, GUADAL CANAL 9:PM - HERE BECAME LIFE IN TENT IN JUNGLES - ~~ROUGH!!!~~ STAYING AT ~~AND~~ ~~SOME~~ ~~HOUSERS AWAITING THE ASSIGNED HOUSERS~~ ~~SEVERAL OF~~ ~~THE BOMBER CREW~~ ~~AT~~ ~~DID~~ ~~SOME~~ SWIMMING IN FRESH WATER RIVER CLOSE TO CAMP NOT KNOWING THAT UPSTREAM A SHORT DISTANCE AROUND A BIG BEND IN THE RIVER, THE NATIVES WERE USING THE RIVER FOR SEWAGE BATHING, ETC, AND ENDED UP WITH A SEVERE FUNGUS INFECTION IN OUR EARS AND WHEN WE WENT ON SICK CALL THE FLIGHT SURGEON HAD NO IDEA WHAT TO DO FOR IT. SINCE HE WAS TREATING SO MANY OF US FOR JUNGLE ROT BETWEEN OUR TOES AND OUR FEET HE WOULD JUST SEE THAT WE ALL GOT A LITTLE CONTAINER OF SENTIAN VIOLET WITH A COTTON SWAB AND HAD US DOING OUR OWN SWABBING. IN THE PROCESS WE WOULD HAVE TO REACH UP TO OUR EARS TO RELIEVE THE AWFUL ITCHING & QUITE BY ACCIDENT FOUND OUT THAT THE SAME STUFF WE WERE PAINTING OUR FEET PURPLE WITH ALSO HELPED STOP OUR EARS FROM ITCHING SO BAD SO THAT WAS HOW I STILL SUFFER FROM FUNGUS IN MY EARS.

JUST ABOUT OUT OF PATIENCE AND THEN ON MARCH 18<sup>TH</sup> 1944, I WAS ASSIGNED TO LT. ROBERT N. GAGE'S B-24 COMBAT CREW AS BALL TURRET GUNNER. THEY TOLD ME THAT I WAS THE SIXTH BALL TURRET GUNNER THAT WAS ASSIGNED TO THEM BUT THAT I WAS THE ONLY ONE WITH GUTS ENOUGH TO ACTUALLY CLIMB IN THE TURRET AND FLY THAT POSITION.

THEY WERE PRETTY CONCERNED AT FIRST THAT I HAD NOT RECEIVED THE SIX MONTH OPERATIONAL TRAINING THAT THEY HAD BEFORE LEAVING THE STATES, BUT AFTER OUR 1<sup>ST</sup> MISSION THEY QUIT WORRYING ABOUT MY ABILITY TO HANDLE MY END AND WE WERE ONE HAPPY CREW. ON APRIL 8<sup>TH</sup> 1944 WE BOMBED BOUGANVILLE AS SORT OF A BREAK-IN MISSION TOGETHER AS IT WASN'T CONSIDERED TOO ROUGH A TARGET BY THEM. EVERYTHING WENT PERFECT THEN ON APR. 13<sup>TH</sup> WE WERE ASSIGNED TO THE 370<sup>TH</sup> BOMB. SQUADRON, 307<sup>TH</sup> BOMB GROUP AND KNEW THEN WE WERE OFF AND RUNNING. WE LEFT GUADAL CANAL IN B-24 # 090 GAGE'S CREW AND I ARRIVED AT MUNDA 6 PM - TRIED FIRST MISSION BUT JUST GOT OFF THE GROUND AND AIRPLANE WENT HAYWIRE AND WE HAD TO RETURN TO GREEN ISLAND AND SLEEP WITH PLANE ON RUNWAY - NUTS!!

RETURNED TO MUNDA - THEN ON APR. 25<sup>TH</sup> THEY SPLIT OUR CREW UP TO PUT US WITH EXPERIENCED CREWS. I FLEW BALL TURRET ON A/P 090 WITH LT. WATERMAN'S CREW ON NIGHT MISSION - 16 HOURS TO DUBLIN ISLAND, TRUK.

I NO SOONER GOT SET IN BALL TURRET AND SWUNG IT AROUND TO SHOOT AT A JAP NIGHT FIGHTER WHEN THE BALL TURRET DOOR BLEW OFF AND ALMOST SUCKED ME OUT WITH IT, AND AS I WAS NEVER ABLE TO WEAR A PARACHUTE WHILE IN THE BALL TURRET IT WAS REALLY MY FIRST BIG STARR. I SPENT OVER 1/2 HOUR IN THAT TURRET WITHOUT ITS DOOR UNTIL WE WERE GIVEN THE O.K. TO LEAVE OUR POSITIONS AND FLY BACK TO HOME BASE.

EVERYONE ON LT. WATERMAN'S CREW COULDN'T BELIEVE ANYONE WOULD HAVE STAYED IN THE TURRET LIKE I DID, BUT I MADE IT OKAY ANYWAY.

MAY 3<sup>RD</sup>, LEFT MUNDA 8 AM - A/P 090 - LT. WATERMAN'S CREW + I AND ARRIVED LAS NEGRESS, ADMIRALTY ISLANDS AND WE WENT RIGHT TO WORK PUTTING UP OUR TENTS - GOT SETTLED IN OUR TENTS, MYSELF AND OTHER 5 ENLISTED MEN (GUNNERS) GAGE'S CREW - MAY 6<sup>TH</sup> A/P 331 - LT. GAGE - TGT. WOLRAI, NO ZERO'S - PLENTY OF ACK-ACK - WE REALLY BLASTED RUNWAY - GOOD RUN - 8 HOURS - TOTAL HOURS SO FAR 24:25 - MAY 7<sup>TH</sup> WE LOADED 30 CWT. DEMOLITION BOMBS + RESTED TODAY - MAY 8<sup>TH</sup> 3<sup>RD</sup> MISSION - A/P 3323 - LT. GAGE - 10 HRS. 15 MIN. TGT. BIAK - HAD FEW FIGHTERS FOR ESCORT - NO ZERO'S - SUPPLY, PERSONNEL, AND RUNWAY REALLY BATTERED - TOTAL TIME SO FAR 34:40 - WE RESTED MAY 9<sup>TH</sup> AFTER CLEANING TURRET GUNS, ETC., MAY 10<sup>TH</sup> 4<sup>TH</sup> MISSION - A/P 331 - LT. GAGE - 9 HRS. 15 MIN. TGT. DUBLIN CITY, TRUK - NO FIGHTER ESCORT - ROUGH!! LOST 3 B-24'S OUT OF 10 - ONE KAMIKAZE DOVE STRAIGHT FOR TAIL OF OUR B-24 BUT BETWEEN PILOT GAGE AND CO-PILOT WILLIS WE WERE ABLE TO DIVE OUR B-24 - THEN JAP KAMIKAZE TORE INTO LT. KELLEY'S B-24 WHICH WAS FLYING ON OUR RIGHT AND HE HAD TO DITCH IN OCEAN WHERE HE LOST HALF OF HIS CREW AND HE AND FOUR OTHERS ON KELLEY'S CREW WERE RESCUED BY SUBMARINE FROM LIFE RAFTS. I GOT IN A FEW GOOD BURSTS AT ZERO'S THEN THE TUBE FEEDING

MY OXYGEN MASK WAS SHOT OFF BY A 7.7 SLUG FROM JAP MACHINE GUN SO I FLEW ALMOST THE WHOLE BATTLE WITHOUT OXYGEN OVER 20,000 FEET UP - BUT CREW WAS UNAWARE OF WHAT WAS GOING ON TILL AFTER WE GOT FAR ENOUGH AWAY FROM TARGET AND ENEMY FIGHTERS AND DROPPED DOWN TO ABOUT 10,000 FT. THEN I RECOVERED ENOUGH AND FINALLY ASKED WHEN WE WERE GOING TO REACH OUR TGT, WHICH BY THAT TIME FAR BEHIND US. I HAD FIRED ALL THE 50 CALIBRE AMMO I HAD FOR BOTH GUNS AND THE OTHER GUNNERS ON MY CREW WERE SURE I HAD SHOT DOWN AT LEAST 2 ZEROS, BUT SINCE I HAD NO RECOLLECTION OF ANY OF IT, WE COULD EVEN CLAIM THEM. RETURNED TO BASE AND RESTED MAY 11<sup>TH</sup>.

MAY 12<sup>TH</sup> - 5<sup>TH</sup> MISSION - A/P 270 - LT. GAGE - 10 HRS. 30 MIN. TGT. BIAK. - P-40 ESCORT - NO ZEROS - PLENTY OF A.A. - 1 BETTY (2 ENGINE JAP Med. Bomber) LOST ONE B-24 - OUR PLANE RETURNED WITH 2 HOLES IN WING BETWEEN ENGINES #1 + #2. TOTAL TIME 54:25 - MAY 14<sup>TH</sup> - 6<sup>TH</sup> MISSION - A/P 331 - LT. GAGE - 10 HRS. 15 MIN. TGT. BIAK - NO ESCORT - NO ZEROS - PLENTY OF A.A. SAW ANOTHER BETTY - STARTED BIG FIRMS - GOOD RUN - 64:40 - MAY 16<sup>TH</sup> 7<sup>TH</sup> MISSION - A/P 270 - LT. GAGE 9 HRS. 30 MIN. - TGT. BIAK. - P-40 ESCORT - NO ZEROS - LOTS OF A.A. VERY CLOSE!! ANOTHER BETTY WE FIGURE TO GIVE A.A. OUR ALTITUDES - LOST BOMBAY DOOR AND WE HAD TO FEATHER ONE ENGINE - 74:10 - MAY 18<sup>TH</sup> 8<sup>TH</sup> MISSION - A/P 270 - LT. GAGE - 9 HRS. 30 MIN. TGT. BIAK NO ESCORT - NO ZEROS - VERY BAD WEATHER - MISSION PRETTY ROUGH!!!

MAY 21<sup>ST</sup> - 9<sup>TH</sup> MISSION - A/P 787 - LT. GAGE - 9 HRS. 30 MIN. TGT. TRUK NO ESCORT - ATTACKED BY SEVERAL ZEROS - 1 HIT 2 - FIRED AT 4 OR 5 MORE TO KEEP THEM AWAY - ROUGH A.A. - KEPT US PRETTY BUSY FOR OVER 1/2 HOUR - LOUSY RUN - 93:10 -

MAY 28<sup>TH</sup> - 10<sup>TH</sup> MISSION - A/P 270 - LT. GAGE - 9 HRS. TGT. WOLEAI, NO ESCORT - NO ZEROS - PLENTY OF A.A. - ONE HOLE BETWEEN FUSelage AND ENGINE #2 - WOWH FIRST TIME I EVER HEARD OF COMING DOWN TO TREE TOP LEVEL AND STRAFING WITH B-24, I GOT OFF OVER 250 BURSTS AT WHAT WE WERE TOLD WERE HUTS USED BY JAPS TO STORE AMMO, ETC., - GOOD RUN - 102:10

JUNE 1<sup>ST</sup> - 11<sup>TH</sup> MISSION - A/P 262 - LT. GAGE - 6 HRS. 5 MIN. TGT. TRUK - FUEL TRANSFER BROKE - HAD TO TURN BACK ON THIS ONE BUT WE STILL GOT CREDIT FOR MISSION CAUSE WE WERE LUCKY ENOUGH TO BRING PLANE & CREW BACK IN ONE PIECE WITHOUT BLOWING US ALL UP

108:15 - JUNE 3<sup>RD</sup> - 12<sup>TH</sup> MISSION - A/P 3323 - LT. GAGE - TGT. TRUK - 9 HRS. 5 MIN. - 35 TO 40 ZEROS - 1 GOT 2 BUT GOT CREDIT FOR NONE CAUSE EVERYONE TOO BUSY OR SCARED TO STICK HEADS OUT OF PLANE TO VERIFY ZEROS GOING INTO SEA. HEAVY A.A. ALSO AND LOTS OF PHOSPHOROUS BOMBS - LOST

1 B-24 - PRETTY ROUGH MISSION - FAIR RUN 117:20

JUNE 6<sup>TH</sup>, 1944 UPON GOING TO BED TONITE STRICKEN WITH SOME SORT OF MALADY - HIGH TEMPERATURE - SWEATING HEAVILY - HEART PALPITATIONS AND PARALYSIS - WENT TO FIELD HOSP. 11: PM - RELEASED JUNE 10<sup>TH</sup> - 11: AM - SURE GLAD TO GET OUT BUT REALLY SAPPED OUT THOUGH!!!

4.

JUNE 11<sup>th</sup> - 13<sup>th</sup> MISSION - A/P 263 - LT. LESTER - 9 hrs. 20 min.  
TGT. TRUK - HIT SATAWAN - ROUGH MISSION!! PLANE BARELY CAME THROUGH - 126:40

JUNE 13<sup>th</sup> - 14<sup>th</sup> MISSION - A/P 3323 - LT. GAGE - 9 hrs. 20 min.  
TGT. TRUK - VERY ROUGH!! - ALL B-24'S SUPPOSED TO LEAVE TGT. AREA AT 290 M.P.H. TRUE AIR SPEED - FLAK KNOCKED OUT OUR #4 ENG. - #2 ENG. QUIT - HAD TO FEATHER #3 TEMPORARILY + ALL OF A SUDDEN WE WERE THE CRIPPLE WITH ALL THE OTHER B-24'S HAULING ASS AWAY FROM US AT OVER 350 M.P.H. LEAVING US ALL ALONE TO FIGHT OFF THE ZEROS AS THEY LEFT OUR B-24 FORMATION TO COME BACK AND FINISH US OFF. FOUGHT ZEROS LIKE HELL - 1 FINALLY GOT CREDIT FOR MY FIRST ZERO AND ALSO HIT 2 OTHERS BUT AGAIN NO VERIFICATION. BUT AT LEAST WE FOUGHT OUR WAY THROUGH - THE FIRST TIME ANY CREW IN OUR OUTFIT EVER MADE IT AFTER FALLING BACK LIKE WE DID. 136: JUNE 15<sup>th</sup> - 15<sup>th</sup> MISSION - A/P 270 LT. GAGE -

9 hrs. TGT. TRUK. RAN INTO FEW ZEROS - ROUGH WEATHER - ALMOST COLLIDED WITH OUR OWN BOMBERS SEVERAL TIMES - WINGS FLAPPING LIKE A SEA GULLS - VISIBILITY ABSOLUTE "0" NEARLY CRACKED UP ON LANDING - RIGHT WHEEL LOCKED + RELEASED ITSELF JUST BEFORE WE WOULD HAVE CRASHED INTO SIDE OF RUNWAY 40' SLASH PILE FROM BULL DOZERS. 145: JUNE 17<sup>th</sup> - 16<sup>th</sup> MISSION - A/P 090 - LT. GAGE - 8 hrs. 30 min.

TGT. TRUK - GOOD MISSION - PLASTERED HELL OUT OF TRUK - SAW ZERO HIT WATER - FIRED AT SAME LIKE THEY DO US. HAD HOLE IN LANDING EDGE OF WING BETWEEN #2 ENG. + FUSELAGE JUST MISSED GAS TANK. LOST 2 B-24'S + CREWS. 153:30

JUNE 19<sup>th</sup> - 17<sup>th</sup> MISSION - A/P 331 - LT. GAGE - 9 hrs. 10 min.  
TGT. TRUK - ROUGH WEATHER AGAIN - FLYING BLIND AS A BAT HOLDING YOUR BREATH WE WOULD RUN INTO EACH OTHER - GOOD RUN THOUGH - HIT TGT THROUGH HOLE IN WEATHER OVER TGT. - RAN INTO FEW ZEROS - REAL ROUGH A. A. LOST 1 B-24 + CREW - 162:40

JUNE 23<sup>rd</sup> - 18<sup>th</sup> MISSION - A/P 270 - LT. GAGE - 13 hrs.  
TGT. YAP ISLAND - PLENTY OF ZEROS - ACK-ACK. + PHOSPH. Bombs. GOOD RUN - ANOTHER B-24 FELL BACK CRIPPLED LIKE WE DID AND I WITNESSED THE ZEROS FALL BACK AND BLAST HELL OUT OF IT ALL THE WAY DOWN TO THE OCEAN AND THEN WATCHED THE ZIG-ZAG BACK + FORTH OVER THE WRECKAGE + LIFE RAFTS TILL IT WAS NOTHING BUT A BLOODY FOAMING RED SPOT IN THE OCEAN - THIS IS THE THING THAT BOTHERS MYSELF + SEVERAL OTHER GUNNERS THE MOST. TO FLY OFF + LET A WHOLE CREW BE SACRIFICED WHEN WE KNOW DAM WELL WE COULD PROBABLY SAVE THEM IF OUR OFFICERS WOULD TURN PLANE AROUND TO HELP CRIPPLES. ALSO ONE OF OUR OWN NEW TAIL GUNNERS IN B-24 AHEAD OF US FILLED OUR RT. WING FULL OF 50 CALIBRE HOLES.

DAM - 175:40. JUNE 26<sup>th</sup> WENT TO BED REAL TIRED + THOUGHT I WAS JUST DREAMING MY RIGHT HEEL WAS HURTING TILL I GOT UP NEXT MORNING AND TRIED TO PULL SOCK OVER BIG GASH IN HEEL WHERE A COCONUT RAT HAD HIMSELF A MEAL ON ME - WHAT IN THE HELL ELSE CAN HAPPEN IN THESE STINKING ISLANDS???

5.  
JUNE 27<sup>th</sup> - 19<sup>th</sup> MISSION - A/P 090 - LT. GAGE - 12 HRS - 30 MIN.  
TGT. YAP ISLAND - GOOD RUN - LOTS OF ZEROS & LOTS  
OF ACK-ACK - ONE HELL OF A MISSION - I ACTUALLY GOT  
2 ZEROS - BUT ONLY CREDIT FOR ONE - TAIL GUNNER  
RAYMOND ALTIERI GOT CREDIT FOR ONE - UPPER TURRET  
GUNNER ANDY ANDERSON GOT CREDIT FOR ONE AND NOSE  
GUNNER BRUBAKER & WAIST GUNNER KUCKRIEGAL EACH GOT  
CREDIT FOR A PROBABLE - NOT BAD FOR THE SAME  
CREW THAT GOT CRIPPLED & LEFT BEHIND AGAIN  
TO BATTLE OUR WAY THROUGH ALL THE ZEROS ALONE  
AGAIN & WE MADE IT BACK WITH PLENTY OF HOLES  
IN OUR B-24 FROM NOSE TO TAIL. THE DAMAGE WAS SO  
OUR DIRTY OLD TENT LOOKED LIKE A PALETTES  
WE GOT BACK TO IT FROM THIS ONE & ARE NOW  
CONSIDERED THE BEST DAMNED CREW IN THE OUTFIT!!

JUNE 30<sup>th</sup> - 20<sup>th</sup> MISSION A/P 609 - LT. GAGE - 11 HRS. 45 MIN.  
TGT. NOEMFOOR - KAMIR ISLAND - GOOD RUN - NO INTERCEPTION  
FOR A CHANGE - VERY ROUGH WEATHER - CAME DOWN REAL LOW  
AND STRAFED TGT. AFTER BOMB RUN - 200 HRS.

JULY 5<sup>th</sup> - 21<sup>st</sup> MISSION - A/P 555 - LT. GAGE - 12 HRS  
TGT. YAP - FEW ZEROS - LOTS OF A. A. & PHOSPHOROUS  
BOMBS - FAIR RUN - FEW ZEROS SHOT DOWN & UPON  
RETURNING TO BASE SAW SIX OF OUR MEN BAIL OUT OF  
THEIR B-24 OVER OUR LANDING STRIP - THEN B-24 MADE  
CRASH LANDING - COUPLE MEN HURT FROM PARACHUTING ON STRIP 212  
HRS.

JULY 7<sup>th</sup> AIR PLANE 090 - HIT OVER YAP ISLAND BY 2 BURSTS  
OF 88 ACK-ACK - KILLING RT. WAIST GUNNER - BLASTED HAND  
& RIGHT EYE & CALF & UPPER PART OF RT THIGH OUT OF BALL  
TURRET GUNNER WHERE I HAD SAT IN SAME TURRET FOR MANY  
A MISSION - RT. WAIST GUNNER WAS CUT IN TWO AT BASE OF  
SPINE & ONE ARM SEVERED AT SHOULDER - TWENTY DOWN ON  
AIRSTRIP WITH MY CREW TO LOOK OVER DAMAGE & WHAT  
A STINKING MESS WE FOUND - BETWEEN THE JUNGLE HEAT  
AND THE GORY PIECES OF FLESH STILL EMBODIED IN THE  
INSIDE OF THE FUSELAGE - I STARTED GETTING WEAK  
& SICK & PUT MY HAND DOWN ON THE WAIST WINDOW  
FOR SUPPORT AND THEN I LOOKED DOWN AND SAW THAT  
I HAD PUT MY HAND RIGHT INTO A MESS OF GORY  
STINKING FLESH THAT HAD BEEN WASHED OUT YET - THEN  
I REALLY BECAME SICK & DOVE OUT THE CAMERA  
HATCH HEAVING MY GUTS OUT. I'M SURE THAT'S WHERE  
MY FIRST ULCER WAS BORN AND MY NERVES STARTED  
ACTING UP CAUSE FROM THAT TIME ON I COULDN'T EVEN  
BRUSH MY TEETH WITHOUT LOSING MY LAST MEAL & HEAVING  
BLOOD. IT WAS AT THIS TIME THAT THE OTHER FIVE  
GUNNERS ON MY CREW ELECTED ME AS SPOKESMAN AND  
WE WENT TO OUR OFFICERS TENT AND TOLD THEM THAT  
NEXT TIME WE WERE ON A MISSION AND ONE OF  
OUR B-24'S GOT CRIPPLED AND STARTED FALLING  
BACK THAT IF THEY DIDN'T TURN OUR B-24 BACK TO  
GO HELP THEM THEY WOULD HAVE TO LOOK FOR  
SIX NEW GUNNERS AS SOON AS WE GOT BACK, WE  
COULD HAVE TIMED IT BETTER CAUSE ON OUR VERY NEXT  
MISSION - JULY 10<sup>th</sup> - 22 MISSION - A/P 075 - LT. GAGE - 12 HRS.  
TGT. YAP AND RAN INTO OVER 20 ZEROS - VERY HEAVY  
ACK-ACK AND PHOSPHOROUS BOMBS - ONE PHOS. BOMB HIT OUR  
PLANE AND SETTLED ITSELF IN OUR BOMB AND STARTED  
TO BURN OUR PLANE AS IT WAS DESIGNED TO DO,  
BUT LUCKILY WE WERE ABLE TO SQUELCH IT - THEN  
SAW THAT ONE OF THE FRAGMENTATION BOMBS WE WERE  
DROPPING ON TGT. WAS STILL HUNG UP IN OUR BOMBAY

6.

ARMED AND ABLE TO GO OFF AT ANY MINUTE AND BLOW US AND OUR PLANE TO BITS. AGAIN WE WERE FINALLY ABLE TO FREE IT AND GET RID OF IT AND GET THE BOMBAY DOORS CLOSED WHEN WE SAW THAT ONE OF OUR CLOSEST BUDDIES IN ANOTHER B-24 + HIS CREW WERE HAVING IT A LOT WORSE - THEY HAD LOST 2 ENGINES AND HAD FALLEN WAY BACK WHEN I GOT ON THE INTERCOM AND TOLD LT. GAGE, OUR PILOT THAT LT. LESTER AND HIS CREW WERE FLYING ON 2 ENGINES AND WERE JUST ABOUT TO GET Clobbered BY A BUNCH OF ZEROS - HE SAID WE DIDN'T HAVE ENOUGH GAS TO GO BACK AND HELP WHEN ALL THE OTHER GUNNERS GOT ON THE INTERCOM AND SAID THIS WAS IT - EITHER GO BACK AND HELP OUR BUDDIES OR WE QUIT UPON LANDING - SO OUR PILOT + CO-PILOT BANKED OUR B-24 AROUND AND WE GOT TO LT. LESTER'S B-24 JUST IN TIME TO FIGHT OFF THE ZEROS COMING IN FOR THE KILL. THIS ENABLED ALL THE MEN ON LT. LESTER'S B-24 TO START SALVAGING EVERYTHING OUT OF THE PLANE TO MAKE IT LIGHTER - TURRETS, EQUIPMENT, RADIO EQUIPMENT AND EVERYTHING ELSE THEY COULD FLY WITHOUT. AND FOR THE FIRST TIME IN OUR TOUR ANYWAY BECAUSE ANOTHER B-24 HELPED OUT AND TURNED BACK TO FIGHT WE SAVED LT. LESTER'S CREW AND PLANE AND FOR THE FIRST TIME A B-24 MADE IT BACK ALL THE WAY FROM THE TARGET ON 2 ENGINES.

JULY 15<sup>TH</sup> - 23<sup>RD</sup> MISSION - AP 075 - LT. GAGE - 12 HRS. TGT. YAP - 15 ZEROS - OR MORE LOTS OF A.A. + Phosph. Bombs AND I WAS THE SOLE WITNESS WATCHING IN HORROR FROM MY BALL TURRET POSITION AS THE ZEROS CROWDED THE FORMATIONS AHEAD OF US CLOSER AND CLOSER TOGETHER UNTIL ONE B-24 GOT CAUGHT IN THE SLIP-STREAM OF THE B-24 AHEAD OF IT AND BOTH B-24S WERE PULLED TOGETHER LIKE GIANT BUZZ SAWS SLASHING EACH OTHER IN TWO TILL THE TWO WINGS LOCKED TOGETHER AND WENT DOWN LIKE A GIANT CROSS SHAPED FALLING LEAF INTO THE OCEAN - TURRET FLIPPED OUT LIKE HUGE METAL BALLS AND I SAW 7 TO 10 CHUTES OPEN UP IN ~~succession~~ succession BEHIND THE WRECKAGE AND WATCHED HELPLESSLY AS THE ZEROS WENT DOWN AND BEHIND US TO STRAFE THE CHUTISTS AND ANY SURVIVORS - BUDDIES - ~~5~~ ~~COULD~~ ~~FLY~~ ~~INTO~~ ~~THE~~ ~~OCEAN~~ ~~THERE~~ ~~WENT~~ ~~BUDDIES~~ ~~5~~ ~~LOOK~~ ~~DICKERSON~~ ~~MITCHELL~~ ~~VEURSON~~ ~~MILLER~~ ~~WATERS~~ + KEITH JUST TO NAME A FEW OUT OF THE 20 MEN THAT NEVER HAD A PRAYER. TO MAKE MATTERS WORSE MY DAMNED BALL TURRET WOULDN'T FIRE RIGHT AS IT WENT OUT OF SYNCHRONIZATION. 236 HRS

JULY-16 Life must go on fixed RADIO FOR OUR TENT TODAY THAT TONY WALTERS GAVE ME TWO WEEKS AGO ALL BUSTED UP BUT I SCROUNGED ALL OVER THE ISLAND TILL I GOT ALL THE PARTS I NEEDED AND FINALLY GOT IT FIXED.

JULY 19<sup>th</sup> 1944. Everybody on MY CREW GOING TO  
 SIDNEY, AUSTRALIA FOR REST LEAVE 5:AM THE 20<sup>th</sup>.  
 UNHAPPY ME!!!! THAT DARN 4 DAYS I SPENT IN HOSP.  
 THREW ME OFF ONE MISSION, SO I COULDN'T GO WITH THEM!!  
 JULY 20<sup>th</sup> - 24<sup>th</sup> MISSION A/P 262 - LT. HABEN - 12 HRS. 30 MIN.  
 TGT. YAP. 8" O's - A.A. AND PHOSPH. Bombs - ROUGH!!  
 DARN ROUGH WEATHER - 9 HOURS INSTRUMENT FLYING TIME  
 I OPERATED CAMERA ON THIS MISSION AND HATED EVERY  
 MINUTE OF IT. #2 ENGINE GAVE A LITTLE TROUBLE  
 ENOUGH TO WORRY ABOUT. ROUGH LANDING!! 248:30  
 JULY 23<sup>rd</sup> TO GO TO SIDNEY, AUSTRALIA IN THE  
 MORNING!!! YOW!! REST LEAVE AT LAST!!!  
 JULY 27<sup>th</sup> MADE BUCK SGT. AGAIN AFTER OLD OVERH. LT  
 ESCAPE - AUG. 4<sup>th</sup> RETURNED FROM 8 DAYS REST  
 LEAVE IN SIDNEY, AUSTRALIA. WONDERFUL TO SEE SIDE  
 WALKS, CIVILIZATION AND DECENT FOOD AGAIN, BUT NOT  
 NEARLY ENOUGH!! AUG. 8<sup>th</sup> 25<sup>th</sup> MISSION - A/P 270 - LT. GAGE -  
 TGT. YAP - NO INTERCEPTION - GOOD MISSION FOR A CHANGE.  
 ROUGH WEATHER - LOST AMMO COVER + AMMO FOR ONE  
 GUN 258:36 HALF WAY MARK - 2.2 MAYBE!!!  
 AUG. 11<sup>th</sup> MADE S/SGT. TODAY - WHOOPEE - AUG. 17<sup>th</sup> LEFT  
 LAS NEGRESS, ADMIRALTY ISLANDS TODAY FOR WAKDE - GONNA BE  
 ROUGHER FROM HERE ON IN!!!  
 AUG. 26<sup>th</sup> - 26 MISSION - A/P 270 - LT. GAGE - 9 HRS. 30 MIN.  
 TGT. PALAU ISLAND - NO INTERCEPTION - LOTS OF A.A. AND  
 PHOSPH. Bombs. - BAD MISSION - ROUGH WEATHER AND  
 HAD TO FLY BACK ALONGSIDE LT. KELLEY'S CREW + PLANE  
 ALL WAY FROM TGT. SO THEY COULD BAIL OUT ALL EXCESS  
 BAGGAGE, TURRETS, GUNS, RADIOS, ETC, TO MAKE IT BACK  
 MINUS ONE ENGINE 268:06  
 AUG. 30<sup>th</sup> - 27<sup>th</sup> MISSION - A/P 142 - LT. GAGE - 8 HRS. 30 MIN.  
 TGT. PALAU NO INTERCEPTION - PLENTY OF A.A. + PHOSPH.  
 SHELLS - DARN CLOSE!! FLAK KNOCK GLASS FROM NOSE  
 TURRET - WE HIT KOROR TOWN - GOOD RUN! 276:36  
 AUG. 31<sup>st</sup> FLEW OPERATIONAL 3 1/2 HRS. GAGE 280:06 (LEAD PLANE)  
 SEPT 3<sup>rd</sup> - 28<sup>th</sup> MISSION - A/P 628 - LT. GAGE - A-1 - TGT. PALAU  
 TGT. PALAU - 8 HRS. 45 MIN. NO INTERCEPTION - PHOSPH. SHELLS  
 AND A.A. CLOSE BUT NOT TOO HEAVY - SEARCHED FOR SURVIVORS  
 OF DOWNED B-24 CREW - 4 WERE FOUND. 288:51  
 SEPT 8<sup>th</sup> - 29<sup>th</sup> MISSION - A/P 075 - LT. GAGE - A-1 - TGT. HALMAHERA  
 9 HRS - 30 MIN. GOOD RUN - RIGHT ON RUNWAY - A.A. HEAVY,  
 LOTS OF IT - 18,000 FT. ~~298:21~~ 298:21  
 SEPT. 13<sup>th</sup> - 30<sup>th</sup> MISSION - A/P 090 - LT. GAGE - A-2 - TGT.  
 HALMAHERA'S 9 HRS. 30 MIN. GOOD RUN AGAIN - INDIVIDUAL RUNS  
 LOTS OF WEATHER - A.A. CLOSE - 18,000 FT. 307:51  
 SEPT 15<sup>th</sup> 31<sup>st</sup> MISSION - A/P 132 - LT. BROOKS - B-2 - 9 HRS. 50 MIN.  
 TGT. HALMAHERA'S COVERING INVASION OF MOROTAI. INDIVIDUAL  
 RUNS - TASK FORCE GOING IN FULL SPEED. GOOD RUN  
 SEPT. 20<sup>th</sup> - 32<sup>nd</sup> MISSION A/P 787 - LT. GAGE - 9 HRS. 40 MIN. 317:41  
 TGT - CIRAM - CELEBES - 4 TGT. TODAY - PHOTO AND BOMB  
 MISSION - CLOUDY, BUT WE GOT GOOD PICTURES. A.A.  
 BUT NOT TOO CLOSE. 327:21 -  
 SEPT. 25<sup>th</sup> - A/P 568 - GAGE - WILLIS, ESSER, ANDERSON + I FERRIED  
 DUFUR'S CREW FROM WAKDE TO NOEMFOUR IN THE MORNING AND  
 THEN OUR CREW AND OTHERS IN THE AFTERNOON - 6 1/2 HRS - 333:51  
 SEPT. 26<sup>th</sup> - A/P 565 - GAGE, WILLIS, ESSER, BRUEBAKER AND  
 MYSELF TO WAKDE FROM NOEMFOUR AGAIN - TIME 2 HRS. 335:51

8.

Sept. 27<sup>th</sup> - A/P 565 - GAGE, WILLIS, ESSER, BRUEBAKER AND I  
Flew BOMBAY TANKS, GROUND CREW AND OTHERS TO NOEMFOOR  
2 HRS. 15 MIN - TOT. TO DATE 338:06

OCT. 1<sup>st</sup> 33<sup>RD</sup> MISSION. A/P 553 LT. KELLEY - 15 HRS -  
TARGET BALAKAPAPIN, BORNEO - I FLEW FIRST R.O.  
WITH LT. KELLEY'S CREW SO HIS FIRST R.O. COULD FLY WITH  
MY CREW AS HE HAD RADAR TRAINING AND I DIDNT AND  
SINCE MY CREW WAS NOW FLYING LEAD IN A BIG NEW  
BLACK B-24 WITH A RADAR TURRET INSTEAD OF A BALL  
TURRET THIS SWITCH PUT ME ON ONLY PLANE OUT OF  
7 B-24'S OUR SQUADRON SENT UP, THAT MADE BACK  
IN ONE PIECE - TERRIBLE MISSION FOR US THIS TIME!!

LT. GAGE AND HIS CREW, EXCEPT FOR MYSELF. DOWN!  
LT. WRIGHT AND HIS CREW DOWN - LT. KENDALL AND HIS CREW  
DOWN ALL OVER BORNEO!! LT. WOLFF AND CREW HAD TO  
CRASH LAND AT SANSAPOR AND LT. WYDALIS AND CREW  
CRASH LANDED AT MOROTAI WITH SEVERAL CREW MEMBERS  
DEAD AND WOUNDED ON BOTH CREWS. THIS WAS  
REALLY A VOLUNTEER MISSION AS IT WAS 3,000 NAUTICAL  
MILES ROUND TRIP TO BORNEO + BACK AND NO B-24'S  
HAD EVER FLOWN THAT FAR BEFORE. THEY CUT OUR  
AMMO IN HALF AND OUR BOMB LOAD IN HALF AND  
ADDED BOMBAY TANKS TO SEE IF WE COULD KNOCK  
THE JAPS HIGH OCTANE AND OIL SUPPLY OUT AND  
THEREBY SHORTEN THE WAR BY AT LEAST SIX MONTHS.  
WE WERE AWARDED THE PRESIDENTIAL UNIT CITATION  
FOR THIS ONE - BORNEO - THE SO-CALLED PLOESTI  
OF THE PACIFIC AND JUST AS ROUGH FOR THE  
SMALL NUMBER OF PLANES THAT HAD TO GO IN  
AND DO THE JOB AGAINST OVER 150 ZEROS PLUS  
THE HEAVIEST AND MOST ACCURATE ACK-ACK WE HAD,  
TO DATE - 353:06  
PLUS WE HAD NO FIGHTER COVER FOR THIS ONE EITHER.

OCT. 10<sup>th</sup> TOOK OFF 3:20 AM FROM NOEMFOOR AND LANDED  
AT SANSAPOR. 1800 HRS. - OCT. 11<sup>th</sup> 34<sup>th</sup> MISSION VOLUNTEERED  
AND ARGUED TO GO ON THIS ONE - TWO IN A ROW TO SEE IF  
I COULD FIND SOME TRACE OF MY BUDDIES OVER BORNEO -  
FLEW 1<sup>ST</sup> R.O. WITH LT. KELLEY + CREW A/P 033 - 16 HRS. TGT.  
BALAKAPAPIN, BORNEO - 13<sup>th</sup> + 5<sup>th</sup> + FIGHTER COVERAGE THIS  
TIME - MAJOR BONG INCLUDED. - SEVERAL ZEROS BUT  
OUR P-38'S TOOK GOOD CARE OF THEM AND WE  
DIDNT HAVE TOO MANY TRYING FOR US AND THOSE  
THAT DID WERE CLOBBERED BY B-24 GUNNERS +  
OUR FIGHTER COVERAGE - 369:06

OCT. 14<sup>th</sup> - TEST HOPPED A/P 147 - LT. KELLEY TIME 3:20 - 372:26

OCT. 15<sup>th</sup> - A/P 390 TO NADZAB 6 1/2 HRS. TO FINCHHAVEN, NEW GUINEA  
45 MINUTES - STAYED OVERNITE THEN BACK TO NOEMFOOR 5:35  
TOTAL TIME 12 HRS. 5 MIN. - 384:31

OCT. 18<sup>th</sup> 35<sup>th</sup> MISSION - A/P 390 - LT. KELLEY - TGT - BORNEO  
AGAIN - 15 HOURS - VERY ROUGH WEATHER - BOMBED ON E.T.A.  
PLANE ICED UP A LOT BUT WE FINALLY MADE IT COLLIDING  
55 PLANES FLYING BLIND AND SOMETIMES ALMOST COLLIDING  
IN THE THICK SOUP ALL THE WAY. HAD TO EMERGENCY  
LAND AT SANSAPOR AND FIX NOSE WHEEL - STAYED THE NIGHT  
AND RETURNED TO NOEMFOOR NEXT DAY TOT. TIME 399:31



9.

OCT. 24<sup>th</sup> WITH LT. KELLEY TO WAKDE 3 HRS. 50 MIN  
403:21

NOV. 1<sup>st</sup> - 36<sup>th</sup> MISSION - SEARCHED MINDANAO, PHILIPPINES  
FOR JAP TASK FORCE WITH LT. BROOKS + CREW AIP 178  
ROUGH - VERY BAD WEATHER - 1<sup>st</sup> R.O. WITH BROOKS  
CREW NOW THAT I LOST MY CREW OVER BORNEO,  
13 HRS. 30 MIN. TOT. 417 HRS. 01 MIN.

NOV. 5<sup>th</sup> TO NADZAB - AIP 917 WITH SOME RADAR PERSONNEL  
RETURNED FOLLOWING DAY TO NOEMFOOR - 11 HRS. 15 MIN. 428:16

NOV. 10<sup>th</sup> MAJ. CASPER - 1<sup>st</sup> LT. BROOKS + MYSELF  
TO OWI ISLAND TO PICK UP NEW B-24 AND LEAVE  
OLD ONE THERE - 3 HRS - 431:16

NOV. 12. MOVED TO MOROTAI FROM NOEMFOOR AIP 178  
LT. BROOKS - 3 HRS. 434:16

NOV. 22<sup>nd</sup> BIG JAP AIR RAID ON MOROTAI, I GOT  
HIT WITH PIECE OF SHRAPNEL IN LEFT THIGH AND  
KNOCKED DOWN FROM CONCUSSION OF 13 BOMBS THAT  
BRACKETED THE PLACE I WAS STANDING. HAD  
ENOUGH OF THIS PLACE ALREADY - WAS SENT ON  
MY WAY HOME IN DECEMBER WITH COMBAT FATIGUE  
AND LANDED IN BIAK FOR FEW DAYS + FROM  
THERE TO HOLLANDIA A FEW MORE DAYS WHERE  
THEY PUT US ON A SHIP - 18 DAYS TO CALIFORNIA  
THEN TO BUTTE FOR 30 DAY FURLOUGH - THEN TO  
SANTA ANNA CONV. HOSP. FOR A WHILE THEN TO  
FT. GEORGE WRIGHT CONV. HOSP. SPOKANE, WASH. TILL  
JULY 5<sup>th</sup> 1945 WHERE I WAS DISCHARGED

MEDICALLY WITH STOMACH DUODENAL ULCERS AND  
STILL SUFFERING FROM COMBAT FATIGUE WITH SEVERE  
STARTLING REACTION AND EXTREMELY NERVOUS CONDITION  
WHICH I STILL HAVEN'T BEEN ABLE TO OVERCOME.  
FOR YEARS AFTER RETURNING HOME I HAVE BEEN  
UNABLE TO SLEEP NORMALLY AND STILL SUFFER  
FROM NIGHTMARES FROM COMBAT FLYING. I USED TO  
LOVE TO HUNT AND FISH AND DANCE AND ENJOY  
MANY OTHER SOCIAL ACTIVITIES BEFORE I WENT  
INTO THE SERVICE BUT THAT IS ALL IMPOSSIBLE  
FOR ME TO TRY TO ENJOY SINCE MY DISCHARGE

I HAVE LOST MANY WONDERFUL JOB OPPORTUNITIES  
OVER THE YEARS SINCE 1945 SIMPLY BECAUSE  
OF MY ULCERS AND NERVOUS CONDITION AND BEING  
UNABLE TO WORK STEADY - HAVEN'T BEEN ABLE  
TO WORK FOR OVER LAST 3 YEARS TRYING TO LIVE  
ON \$51.00 PER MONTH COMPENSATION.

I FORGOT TO MENTION WE WENT THROUGH APPROX-  
 IMATELY 35-TO 40 AIR RAIDS AND ALERTS INCLUDING  
 A RED AND BLACK ALERT FOR EXPECTED JAP INVASION WHILE  
 ON MOROTAI FOLLOWING HEAVY AIR RAID NOV. 22, 1944.  
 UPON RETURNING HOME JULY 6<sup>th</sup> 1945 WAS UNABLE  
 TO GO BACK TO WORK BECAUSE OF STOMACH AND NERVOUS  
 CONDITION FOR OVER 3 MOS. THEN RETURNED TO PRE-WAR  
 WORK IN THE BUTTE MINES FOR ANACONDA COMPANY,  
 BUT HAD TO QUIT AFTER TWO WEEKS AS I BECAME  
 TO WEAK FROM BEING UNABLE TO KEEP ANYTHING IN MY  
 STOMACH AND MY NERVOUS JUST COULDN'T STAND THE  
 NOISE AND BLASTING THAT NEVER HAD ANY AFFECT ON  
 ME BEFORE I ENTERED THE SERVICE. AFTER A FEW  
 WEEKS I GOT A JOB AT WELLMAN MOTORS GARAGE  
 IN BUTTE, BUT HAD TO GIVE UP ANY HOPES FOR  
 A FUTURE IN THAT BUSINESS BECAUSE THE EXHAUST  
 FUMES, ETC. IRRITATED MY STOMACH AND NERVES TOO  
 MUCH. THEN I WAS ABLE TO LAND A GOOD JOB WITH  
 A FINE FUTURE WITH H. B. BRINCK CO. IN BUTTE,  
 BUT AFTER 3 YRS., BECAUSE I LOST A WEIGHT OR SO  
 EVERY MONTH OR TWO FROM ULCER ATTACKS - I WAS  
 LET GO BECAUSE I WASN'T ABLE TO WORK STEADY-  
 I TRIED TO RUN A TAVERN FOR 2 YRS + 9 MONTHS  
 FEBR., 1949 TO OCT. 1<sup>st</sup>, 1951 BUT MY NERVES WERE UNABLE  
 TO COPE WITH THAT KIND OF TRADE SO HAD TO GIVE  
 THAT UP. THEN I ENTERED INTO SALES FIELD AS AT  
 LEAST THERE EVEN THOUGH I COULDN'T WORK REAL  
 STEADY, I WAS MORE OR LESS MY OWN BOSS AND  
 COULD MAKE UP FOR LOST TIME BY TRYING TO WORK  
 HARDER WHEN I WAS ABLE TO. I TOOK A JOB WITH A  
 SCHOOL LOCATED IN CHICAGO CALLED MOTEL MANAGEMENT  
 INSTITUTE IN OCT. 1962 AND WORKED ON THE ROAD  
 FOR NEARLY 10 YRS. BEFORE I GOT IN SUCH A BAD  
 NERVOUS AND PHYSICAL CONDITION I HAD TO GIVE THAT  
 JOB UP LAST PART OF 1971 AND HAVE BEEN UNABLE  
 TO QUALIFY FOR ANY KIND OF EMPLOYMENT FROM  
 THAT TIME TO THE PRESENT. I WAS IN FORT  
 HARRISON V.A. CENTER HOSP. OCT 19, 1973 TO DEC. 1<sup>st</sup> 1973  
 WHERE I UNDERWENT SURGERY FOR HEMORRHOIDS, LYPOMA  
 REMOVED FROM LEFT SIDE OF NECK, ORAL SURGERY  
 DENTAL TREATMENT & WAS FINALLY FITTED WITH NEW  
 UPPER DENTURES AND A BOTTOM PARTIAL PLATE - TEETH  
 WERE SERVICE CONNECTED AND WERE REPLACED TO IMPROVE  
 STOMACH CONDITION AS I HAVE SUFFERED FROM A  
 SEVERE DUMPING SYNDROME SINCE REMOVAL OF 80% OF  
 MY STOMACH IN JAN. 1963 WHEN THE ULCERS I FOUGHT  
 FOR ABOUT 18 1/2 YRS. FINALLY PERFORATED AND I HAD TO  
 UNDERGO EMERGENCY SURGERY FOR SAME. THEN I WAS  
 KEPT ON CONSTANT NERVE MEDICATION WHILE HOSPITALIZED  
 AND AM STILL TAKING THEM AND SLEEPING PILLS.

11. While hospitalized I requested through the D.A.V. a complete and thorough examination and possible correction for my stomach condition and my request was ignored completely. Then JAN 21<sup>st</sup> 1974 I was requested to return for physical examination for compensation and all they did was take a blood sample and feel around my stomach area and that was all the examination came to. So far the doctors have refused to credit my condition for hospitalization as service connected even though all but the neck operation was stomach related. Before stomach resection in 1943, I would become very constipated every few weeks would finally have very large and very hard and painful stools which finally turned into a case of severe internal and external hemorrhoids they had to operate on while I was in V.A. Hosp. Oct. 19<sup>th</sup> to Dec. 1<sup>st</sup> 1973 and 2 teeth that were filled while I was in the service were pulled to prepare me for bottom partial plate. Therefore I claim service connection for this hospitalization and treatment and to have my status corrected as being cured from combat fatigue after only a few weeks treatment at Fort George Wright Convalescent Hosp., Spokane, Wash. I have been told by many doctors since my discharge that that is one of the silliest things they ever heard of and that there were fink doctors that pulled that kind of crap on many veterans just to beat them out of a service-connected reason for compensation when they were discharged.

I AM URGENTLY REQUESTING THAT THIS SERIOUS INJUSTICE BE RECTIFIED ON MY BEHALF AND TO BE RE-EVALUATED TO A <sup>FAIR</sup> COMPENSATION THAT I CAN AT LEAST LIVE ON AS I AM NOW SO FAR IN DEBT FROM TRYING TO EXIST ON \$1.00 PER MONTH THAT I AM TRULY GETTING VERY DESPERATE.

Signed: George W. Keum  
2702 Silver Bow Blvd.

CASE NO. C-5-156-004 - BUTTE, MONT. 59701

ONE COPY TO D.A.V. ONE COPY TO SEN. MIKE MANFIELD.

Copy of Combat  
WIFE

Diary:

George W. Krug

2702 Silver Bow Blvd  
Butte, MT. 59701

Formerly: Box 85 Silver Bow

27 Casey St, Butte, MT

1131 So Arizona St

Butte, MT

1804 Lafayette #7

& then 2702 Silver Bow Blvd

9/1970 - 11/1982

Dear Ruby,

Please copy & return it

original (enclosed) I

want to share this with

you & all others dear

in honor of your wonderful

life SAM 11/11/11

(THANKS AGAIN)

5