



Reunion Special

"Jungle" Air Force Newsletter

News and Information for Members of the 13th Air Force Veterans Association

AUGUST 2008

Souvenirs Available At St. Louis Reunion



Baseball caps in one-size-fits-all with 13th AF Logo embroidered on the left side. There will also be several varieties of pins available at the reunion in St. Louis.

Tom "Sully" Sullivan
President

PC Pipes
President-Elect

Robert O'Brien
Treasurer

Len Daniels
Secretary

Phil Dyer
Newsletter Editor

Dave Yates
Reunion Chairman

Eric Russ
Membership

Lucian Doyle
Awards Chairman

Activated
13 January 1943
Noumea, New Caledonia

World War II
Flight Operations:
1943-1945

New Caledonia
Espiritu Santo
Guadalcanal
New Georgia
Admiralty Islands
Noemfoor
Morotai
New Guinea
Netherlands, East Indies
Philippines
Okinawa

Major Aircraft Flown:

B-17
B-24
B-25
P-38
P-61
PBY
C-47
C-46

One more reason not to miss the 13th Air Force Reunion in September... each and every registered member and their spouse will receive a personalized embroidered hat. Keep your head safe from the sun, or use it as a fashion statement. There will also be left-over hats from previous reunions available on a first-come first-served basis. And pins, did I mention pins? There will be an assortment of pins available to purchase. Buy some pins not only for yourself but for your family and friends. Some of the pins available include "America is #1 Thanks to our Veterans", "The Force Behind the Force", American Flag Pin, and the always popular 13th AF Logo pin. A great way to show others where you've been, and at the same time support our organization. So what are you doing right now? How about turning to page 23 and fill out that

reservation form so you can join us for some great fun in St. Louis, Missouri in September. The Reunion Committee has worked very hard to schedule some great tours, lunches, a dance, even a riverboat dinner cruise. This "Reunion Special" edition newsletter has lots of information on the various events scheduled for those who attend.

So drag that suitcase out of the basement and make your reservation today! If you don't have a suitcase, just come as you are!



From the Past President, Cliff Johnson

GREETINGS! If you haven't already registered for the reunion, now is the time! Let's look forward to the 2008 Reunion in St. Louis, Missouri! Arrangements for so many great experiences look incredible! While all our of previous 13th AFVA Reunions have been masterfully arranged, this one in St. Louis will be no exception. Many to fellowship with and so much to do and see.

St. Louis is one of those places where history is almost everywhere. And if you aren't the historical type, there's lots of up-to-date events and places to enjoy. Just arriving at the big St. Louis International Airport is thrill. And just think, our hotel is right at the airport. Prices for everything have increased somewhat, but this gathering in St. Louis will be very special.

Why come? We veterans, our spouses, guests and visitors really do need these reunions. Fellowship remains as one of the great blessings we still have,

particularly since many of us are reaching that more "mature" age. Please consider making every effort you can to attend. Thanks to the planners every effort has been made to include those who are not as swift as we used to be.

I want to thank the current officers of the 13th AFVA for throwing themselves so whole-heartedly into the 2008 Reunion. Phil and Betty Dyer deserve special thanks for doing the newsletter which contains so much wonderful historical information as well as getting out the Reunion Registration form.

Remember, if you have any questions about any part of the reunion, call one of us any time. Register as soon as possible. We can take registrations nearly at the last minute, but it helps so much if we get numbers attending as soon as possible.

Cliff, Past President

From the Editor

"PAY YOUR DUES" Now read this... Now read this... September 17, 18, 19 and 20 are the dates for the reunion. Make reservations now or miss out on a great time! You will have no one to blame but yourself. You members are always complaining about things to do, well this time the reunion committee guarantees to keep you on the move. St. Louis greets us with open arms. Hey

folks, look at the new style and new color caps for both men and women that will be given to all attendees at the reunion plus pins, and a lot more freebies. Good job Sully. The next newsletter will be published in November with the September reunion pictures and what ever else is sent my way.

Phil, Editor

From the Membership Manager

Hope all are doing well. I really enjoyed seeing everyone in Tulsa at the last reunion. My wife and I really had a good time especially at the Hangar Dance. We rarely left the dance floor the entire night and still kept dancing after all of you returned to the hotel. I just want to give you a friendly reminder about your dues If you have not paid for 2008 - go ahead and send in your dues. That way you

will keep receiving your newsletter. Phil Dyer is working hard to get them to you. If you have changed your address, please send me the update including your phone numbers as well. I hope to be getting out a new directory soon.
LONG LIVE THE JUNGLE AIR FORCE!

Eric L. Russ, Membership Manager

From the Chaplain

I just wanted to let all of you know that I am always in prayer for all of you. You all are very special to me even more now that my Dad has passed away. For those who did not know him, he was Asa McDonald Russ, known as Donald to his family and Bullit to his squadron mates. He was a proud member of the HQ Squadron, XIII Fighter Command of the 13th Air Force. He entered into service

in January 1943 and did not see home until January 1946. It will be 2 years since he passed away in July of 2006. He truly, truly loved the 13th and all of its members and always looked forward to the reunions. If you have any request of me, please let me know. I pray the Lord will bless and keep you always.

*Shout triumphantly to the Lord,
All the earth.*

*Serve the Lord with gladness;
Come before Him with joyful songs.
Acknowledge that the Lord is God.
He made us and we are His.*

Psalm 100; 1 – 3

Yours in Christ,
Captain Eric L. Russ, Chaplain
13th Air Force Veterans Association

Bits -n- Pieces

■ Bob Chudzynski called to inform me that he and Mary will not be able to attend the reunion because of health problems. We will sure will miss you Mary and Bob... Oh Well... Take care of yourselves.

■ All you Board Members try your best to attend the board meeting Wednesday from 4 until 5:30 pm at which time we will try to get some pertinent matters settled. We do NOT want to hear all your ideas AFTER the meeting. Do you feel we are doing a good job or not?

■ Betty informed me that I am not making the newsletter "newsy" enough. I like that (criticism?) Thank you Betty.

■ Where do you want the 09 Reunion to be held? How much do you want to pay for rooms? Time of the year OK? Let's get some answers and information at the 2008 Reunion in St. Louis.

■ NEW ADDRESS FOR YOUR EDITOR: Phil & Betty Dyer, 7049 W. Illinois St., Ludington, Michigan 49431, (231) 843-9597.



- Life is Good -

A loaded minivan pulled into the only remaining campsite. Four children leaped from the vehicle and quickly began unloading gear and setting up the tent. The boys rushed to gather firewood, while the girls helped their mother set up the camp stove and cooking utensils. A nearby camper marveled to the youngsters' father. "That sir, is some display of teamwork". The father replied, "I have a system. No one goes to the bathroom until the camp is set up."



Just a line to let you know I'm Living

Just a line to let you know I'm living,
That I'm not among the dead,
Tho I'm getting more forgetful,
And more mixed up in my head.

For sometimes I can't remember,
When I stand at the foot of the stair,
If I'm must go up for something,
Or I've just come down from there.

And before the fridge so often,
My poor mind is filled with doubt,
Have I just put food away, or
Have I come to take it out?

And there are times when it is dark out,
With my night cap on my head,
I don't know if I'm retiring,
Or just getting out of bed.

So if it is time to write you,
There's no need in getting sore,
I may think that I have written,
And I don't want to be a bore.

So remember I do love you,
And I wish that you were here,
And now it's nearly mail time,
So I must say "Goodbye Dear".

There I stand beside the mail box
With a face so very red,
Instead of mailing you my letter,
I opened it instead!

The Lighter Side

AGE is a high price to pay for maturity.

GOING to a church doesn't make you a Christian any more than going to a garage makes you a mechanic.

IF you must choose between two evils, pick the one you have never tried before.

MY idea of housework: Sweep the room with a glance.

NOT one shred of evidence supports the notion that life is serious.

IF you look like you passport picture, you probably need the trip.

ARTIFICIAL intelligence is no match for natural stupidity.

A CONSCIENCE is what hurts when all your other parts feel so good.

NO HUSBAND has ever been shot while doing the dishes.

OPPORTUNITIES always look bigger going than coming.

JUNK is something you've kept for years and throw away three weeks before you need it.

IT IS EASIER to get forgiveness than permission.

EXPERIENCE is wonderful. It enables you to recognize a mistake when you make it.

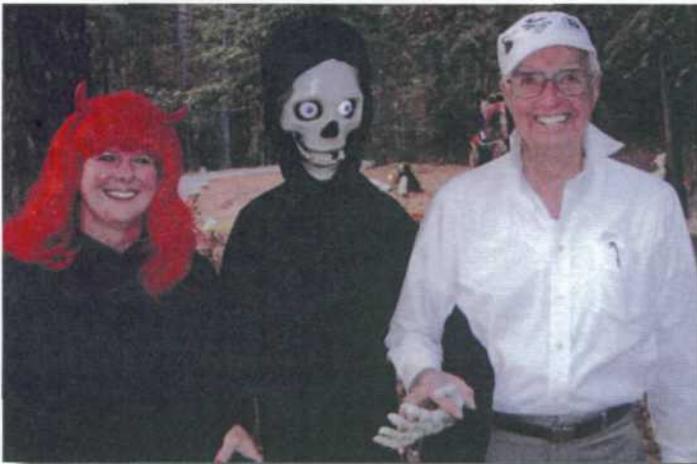
BY THE TIME you can make ends meet, they move the ends.

THOU shall not weigh more than thy refrigerator.

SOMEONE who thinks logically is a nice contrast to the real world.

BLESSED ARE THEY who can laugh at themselves for they shall never cease to be amused.

This is where your dues go!



Guess who won the prize? See what you missed?

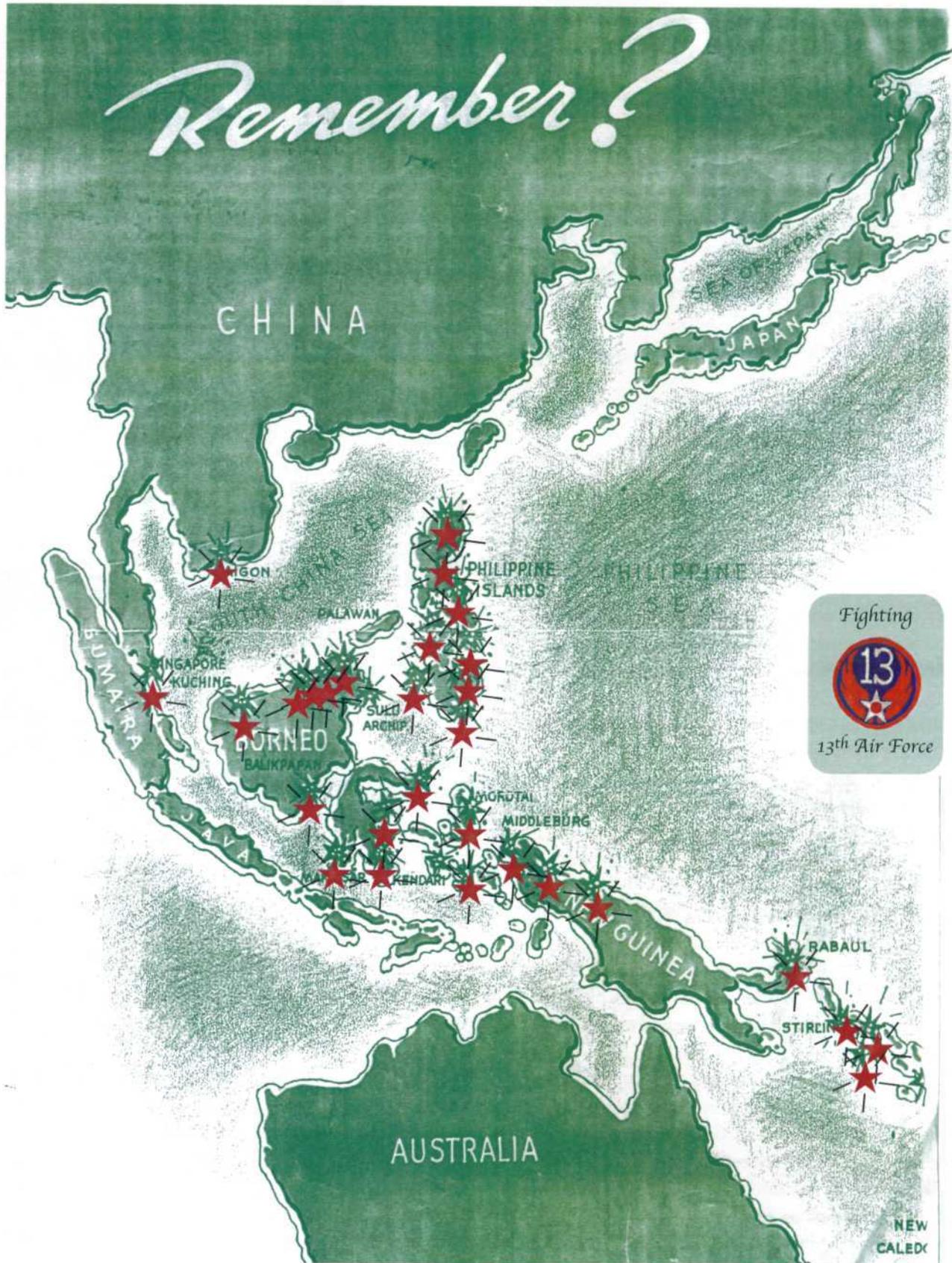


For my 87th Birthday my daughters surprised me by taking me out to dinner, but they would not tell me where. We arrived at HOOTERS... What a surprise! Enjoyed it very much. Guess they wanted to recharge my aging batteries. - Bob

RULES OF THE AIR

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. Always try to keep the number of landings you make equal to the number of take offs you've made.
12. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
13. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
14. Helicopters can't fly; they're just so ugly the earth repels them.
15. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
16. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
17. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
18. It's always a good idea to keep the pointy end going forward as much as possible.
19. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
20. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.





Do You Remember Being Here!



New History Should be Released on the Fictional Pacific War!

continued from June Newsletter

June 30, 2008

by M.J. Messina, Historian

World War II Pacific War reporting was a sham. Americans today still have no idea it was mainly an Air War, not the Navy War that Halsey and his communiques reported it to be. Also unknown is that Japan's control of Asia, and all three Pacific Theaters, was ended by a small lone Air Force, whose unique destruction skills began to develop in April 1943 when Japan sent massive numbers of aircraft to wipe the Americans on Guadalcanal off the face of the earth.

We traveled the misinformation to WWII's new historian, hired 1942 to report the World's First Air War. His name today is still unknown, but his activities as Historian clearly reveal he oversold himself for the job.

During the World's Greatest War Ever, each Service's Archives regularly received activity reports from each of its Military Units. Such data would enable Archives to reconstitute a Service's activities for any or all periods of the war, for verification purposes.

Despite years in office before he began writing as the chief Chronicler of a Major Military Service, America's new Air Force Historian was clearly daunted by his massive archives, because he totally ignored them. Instead, he prepared his Official Account of Events from theater communiques reporting the same war.

That errant decision, made in the late 1940s, still remains undetected and unknown today, despite its inconsistencies. He acknowledged the procedure change with authentic-sounding words, that read: "The War is reported through the eyes of the Major Commanders." And he recorded the work in the forewords of the seven Official History volumes titled: *The Army Air Forces In World War II*, edited by Craven & Cate.

But the greatest of all the inconsistencies, and no one has yet recalled it in 65 years, is that the new Historian was mandated to report the Air War, not the entire war that major commanders report in their Communiques. Of all seven official histories titled as Air Force volumes, not one contains air war data. All are based on entire war data.

Communiques are also biased and brief, and too incomplete for Official Documents. But mainly communiques contain processed data because processing requires verification, which also was not done.

Yet the most flagrant transgressions of World War II are found in Vol. IV on the Pacific War, which reports neither whole war nor air war. It instead reports a Navy war??? Which we now know is also total fiction.

Thus, for 19 months, from November 1942 to June 1944, Halsey's Pacific communiques contain mainly fiction. Because the true Pacific War was actually an Air War, with an entirely separate series of unreported unknown events, that ended the Pacific War in June 1944 after three major theater defeats, concealed by months of Navy fiction.

Totally unknown is the First major theater defeat that occurred November 1943 when Japan evacuated the critical SOPAC theater. This major theater event ended the vital SOPAC War with the enemy on the run. Significance is great because it turned around the great Pacific War.

It is also significant as the war's first major defeat. Because it was mainly accomplished by Halsey's small but uniquely skilled 13th Air Force, the Joint Chiefs recognized the skills by directing the 13th Air Force, into the two remaining Pacific theaters, against Japan's two largest bases in the entire Pacific at Rabaul and Truk. This constituted Japan's superb but vital logistics system, which was out of action only seven months later.

Americans were never told that Rabaul's defeat on 20 February 1944 also ended MacArthur's SOWESPAC war. Nor that Truk's defeat, in June 1944, terminated enemy supply activities in all three Pacific Theaters.

Without supplies, Japan could no longer control Asia, nor its vast Human and Natural Resources, thus terminating the Pacific War: June 1944. This end of that War also enabled Halsey's reassignment, which ended the fictional Navy War that his biased communiques sourced.

Americans thus have no knowledge of the greatest 15 month period of the Pacific War that saw three major theater defeats that brought the Pacific War to its end, revealing the 13th as the Pacific War's greatest destructive force.

continued on next page

continued from page 7

Another fact not reported is that the 13th became WWII's Lost Air Force, due to Halsey's communiques, with America's libraries having no data a 13th Air Force ever existed.

Indeed, no other war of all time was so misrepresented and misreported. No other achieving air force ever was so suppressed and concealed. Veterans find deception

difficult to accept kindly, as 65 years of deceit has affected our thinking and thoughts, and our acquaintance with fact. More than two generations of our young people, whose ability to judge soundly and deal with fact is also affected. We don't even know when we are affected.

Evils like these cause men to rely for information on men of integrity. It is why military history is a distinguished profession, and why chief chroniclers rely on archives to produce official documents. (15)

Original List from the First 13th Air Force Reunion

13TH AIR FORCE Hq Sqdn.

| Phone | NAME | ADDRESS |
|--------------|------------------------------|--|
| 444-728-2443 | Carl & June McDonough | 220 S. 4 TH St. Delavan, WI. 53115 |
| 412-279-5192 | Stan + Rose Zambek | 135 Kane Blvd. Bridgetown Pa. 15014 ✓ |
| | MACK & MADELINE WILLIAMS | 2921 OVERTON PARK EL FLETO TX 76109 |
| | PATRIK HOTLER | 506 BROADWAY, HARRISON, O. - 45030 ✓ |
| 309-444-9000 | MAX S. Tessier & Belva | 1103 Devonshire, Washington, IL 61571 |
| 503 699 2510 | Lee Kopper + Phyllis | 11365 S.E. Westgate Way Clackamas OR 97015 16057 |
| 412-794-2313 | LEO BLOOMBERG Laurie | 120 FAIRVIEW DR. SLIPPERY ROCK PA ✓ |
| 601-372-4358 | LEE RAHLSBACHER + MANDALL | 128 FOX DEN DR. JACKSON, MS. 39112 ✓ |
| 708-957-1545 | DAN + VALERIE HIGGINS | 18321 HOOD AVE HOMewood. ILL. 60430 |
| 616-843-9597 | Phil & Betty Dyer | 7049 W Illinois LUDINGTOWN MI 49423 |
| 219-462-3534 | Robert & Bonnie Fitts | 806 Woodland Inn. Vesperia Ind. 46383 |
| 317-675-8877 | Joe J. ROSS | 221 SOUTH MAIN ST TIPTON, IN. 46072 (ASN 35145279) |
| 803-736-1964 | DON M. PAUL | 21 OLDE SPRINGS ROAD - COLUMBIA, SC. 29223 |
| 513-553-4547 | Howard & Evelyn Hamilton | 1416 Bellvue New Richmond Rd New Richmond Ohio 45157 |

4547

Lily



Activities for the 2008 13th AFVA Reunion

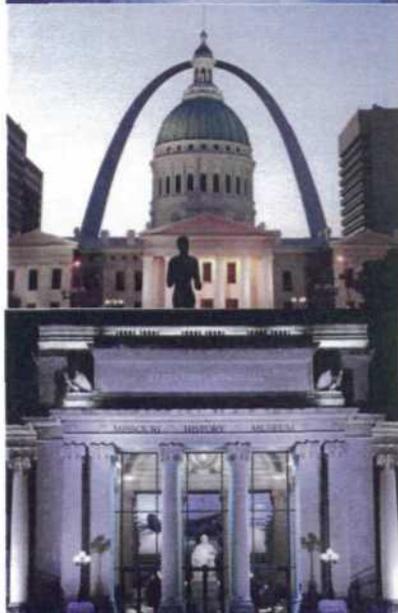
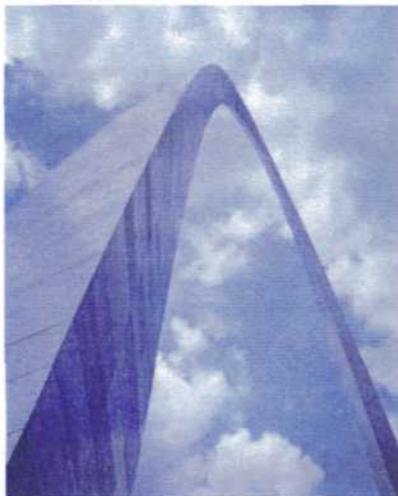
Wed., Sept. 17 – Sun., Sept. 21, 2008

Hotel provides no cost meeting rooms for all our activities.

Hotel provides 30 minute complimentary wine and cheese for our "Get Acquainted Party"

WEDNESDAY, SEPT. 17

SENIOR STRUTTERS is a professional senior dance group whose fast tapping and high kicking are the trademarks of their energetic performances. (Non-profit charitable organization)



THURSDAY, SEPT 18

MISSOURI FIRST STATE CAPITOL tour cost for a group \$11.50 per person. Interactive guided tour includes information on the trading post on the first floor of the capitol and how the pioneers traded different types of furs for supplies they needed. Trading post has actual samples of supplies and furs on hand to view and touch. One end of the trading post is the original residence of the brothers who owned the building and trading post. The State Capitol is on the second floor and it has been reconstructed to the original condition and furnishings. This is an original 1820s building and IS NOT 100% handicapped accessible, there are stairs to climb to get to the second floor – however everyone can view a 23 minute presentation and 40 minute movie on the first floor.

LEWIS AND CLARKE BOAT HOUSE AND NATURE CENTER, tour cost \$2.00 per person. Located near the original campsite and jumping off place of the Lewis and Clark Expedition. The boat house contains faithful hand-crafted reproductions of the same boats that Lewis and Clark used on their expedition. The museum includes displays, maps, dioramas, and artifacts of the path the expedition took from St. Charles to the Pacific Ocean. A 40-minute National Geographic produced film runs continuously in their classroom. Guides in period costume provide the interactive tour of the facilities and boats. This facility is 100% handicapped accessible.

LUNCH I am working on a local up-scale grocery chain to provide free box lunches or at least a reduced cost to our group. The box lunches will be provided at the park where the Lewis and Clark Boat House is located. We will have to visit the two museums in shifts since they cannot take groups as large as we expect to have. We can go in groups of 30-50 at a time. Figure one group on the tour while one group eats - then switch.

RIVERBOAT DINNER CRUISE The cost for groups is \$38 per person and includes several choices of meats for the dinner. The cruise includes a Dixie Land Band for listening enjoyment while cruising the Mississippi River along the St. Louis riverbank.

Activities for the 2008 13th AFVA Reunion *continued*

FRIDAY, SEPTEMBER 19

Am suggesting that while the Ladies have their luncheon, the guys travel down to Bandana's BBQ and hold the Board meeting their over lunch. They have a varied menu that can accommodate most anyone at very reasonable prices.

JAMES MCDONNELL PROLOGUE ROOM This is a free guided tour provided by the Boeing Company. It is a museum of flight and pertains to the McDonnell Aircraft Company, the Douglas Aircraft Company, and the Boeing Company. A movie is provided that documents the history of flight. The room contains models of many planes, missiles, and spacecraft that the companies have built over the years.

REUNION BANQUET At the hotel. Still need to work out the menu. I am working on a guest speaker and entertainment also.

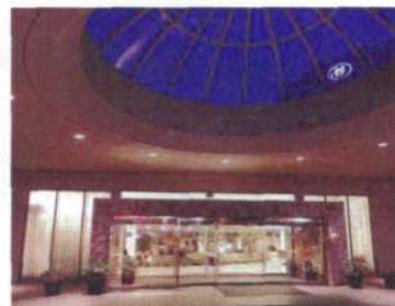
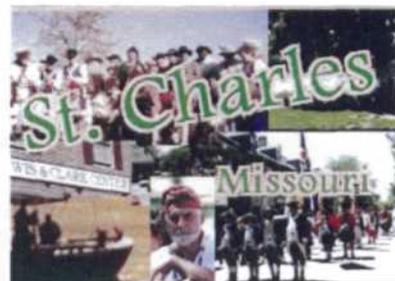
SATURDAY, SEPTEMBER 20

BUDWEISER BREWERY TOUR This a free guided tour that provides an insight into how beer is made, taking the group through each step in the process through the brewery. The tour ends up in the gift shop and sample room where each person of legal age is provided samples of the brew to taste.

ST. LOUIS TOUR A bus tour of the downtown area and historic district and a lunch that I am still working on.

GATEWAY TO THE WEST, ARCH AND MUSEUM There is a free guided tour of the museum for groups and there is a 23 minute movie depicting the design and construction of the arch. The 23 minute movie costs \$7 per person with the proceeds going to the Park Service to help maintain the arch grounds and facilities.

CAF 40s DINNER DANCE This affair costs \$15 per person and includes a hamburger and hot dog buffet dinner with the fixings. Soft drinks and set-ups are provided and you can bring your own bottle of the spirits of choice. Beer is sold at \$2 for a large mug. A 40's swing band will play in the evening for listening and dance pleasure. This is conducted inside the CAF Hangar. They have flying B-25 bomber and numerous other WWII aircraft that will be on display. The affair begins at about 5 pm, dinner starts about 6 pm, dance about 7 pm and runs until 11 pm.



Location of Memorial Services in St. Louis that will be held on Thursday, Sept. 18.

'08 Reunion
Tidbit

Lewis & Clark Boat House and Nature Center

Thursday, September 18

Operated by the Discovery Expedition of St. Charles, the new Lewis & Clark Boat House and Nature Center (a certified site of the Lewis & Clark National Historic Trail) is the Discovery Expedition's permanent home replacing their old facility on 710 Riverside Drive. Located on the banks of the Missouri River at Bishop's Landing and only a five minute walk from the downtown historic district. The site features hand-crafted replicas of boats used by the Corps of Discovery, exhibits relating to the Expedition and the Missouri River ecosystem, and a gift shop.



First Missouri State Capitol Historic Site

Thursday, September 18

'08 Reunion
Tidbit



Missouri's first legislators met in the buildings of the first Missouri State Capitol State Historic Site to undertake the task of reorganizing Missouri's territorial government into a progressive state system. From June 4, 1821, to October 1, 1826, heated debates of state's rights and slavery filled the rooms of the temporary Capitol. The second floor of two adjoining Federal-style brick buildings was divided and used as Senate and House chambers, an office for the governor, and a small committee room. The first floor of the Peck Brother's building housed a general store and Ruluff Peck's family residence. Chauncy Shepard operated a carpenter shop on the first floor of the adjoining building.

'08 Reunion
Tidbit

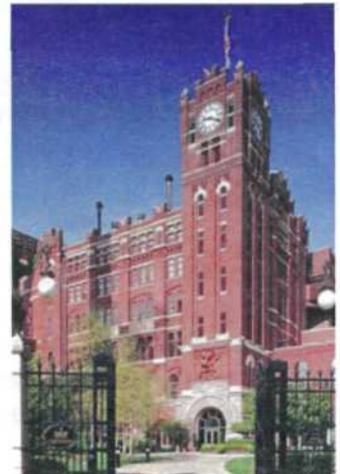
Budweiser Brewery Tour

Saturday, September 20

You won't want to miss this one. Here's some interesting facts about this corporate giant:

- Opened in 1852
- Employs approximately 1,200
- Site is 142 acres large
- Brewery Tour Visitors 350,000 annually
- Total Floor Area is 1,655,280 sq. ft.
- 5.8 million barrels produced in 2007
- Annual Payroll - \$138 million
- Annual Property Taxes - 12.3 million

Brands Produced: Budweiser, Bud Light, Bud Select, Michelob, Michelob Light, Michelob ULTRA, Michelob Amber Bock, Michelob ULTRA Amber, Michelob Celebrate Cherry, Michelob Celebrate Chocolate, Michelob Golden Light Draft, Busch, Busch Light, Natural Light, Natural Ice, Brewmaster's Private Reserve, Chelada Bud, Chelada Bud Light, Mule Kick Oatmeal Stout



'08 Reunion
Tidbit

James McDonnell Prologue Room

Friday, September 19

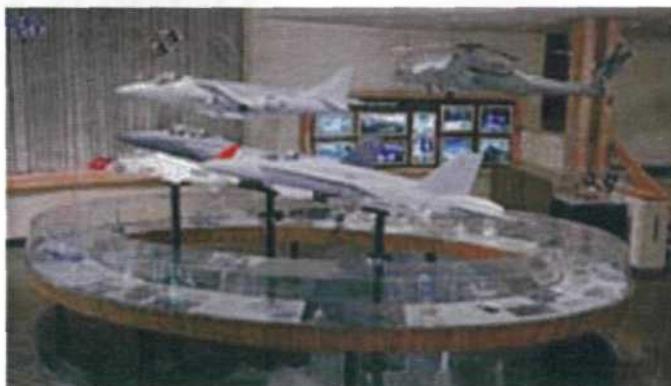
The history of the Boeing Company and the companies with which it shares a common heritage parallels the exciting history of humankind learning to fly. The men and women of The Boeing Company and the aircraft they have built -- from the first cloth-and-wood airplanes to today's sleekest fighters and jetliners -- have played a pivotal role in shaping the history of aerospace.

The James S. McDonnell Prologue Room in St. Louis tells this panoramic story of more than eight decades of aviation progress, from biplanes to space travel. Scale models, dioramas, paintings and photographs depict such important events as the first flight around the world in 1924, the first take-off of a jet fighter from a U.S. Navy carrier in 1946, the first aircraft to land at the South Pole in 1956, and the first manned spacecraft to orbit the Earth in 1962.

From September through May an educational program on "The Mystery of Flight" is available to student groups in the fourth grade and above. Adult guided tours are also available to organized groups of 10 or more. Reservations are required for both adult and student group tours.

During the summer (June - August), the exhibit is open to the general public. Individuals or families may visit the exhibit free of charge. The room is designed for a self-guided tour, however, guided tours are offered by reservation to groups of 10 or more.

Visitors can view large-scale models (1/7-scale) of the F-15 Eagle, F/A-18 Hornet and AH-64 Apache attack helicopter. Wind-tunnel size (1/4-scale) models include commercial jetliners -- including Boeing's newest 787 Dreamliner, military transport aircraft and Air Force One. Displays of rockets and missiles include a full-scale model of a Harpoon radar-guided missile. At the exhibit's center are full-size engineering mockups of the Mercury and Gemini spacecraft that carried America's first astronauts into space. Also on display are scale models of the Space Shuttle and the International Space Station.



The Last 13th Air Force Mission of World War II: Singapore Mission

by **Richard F. Brown**

A Lockheed F-5 Lightning photo plane was sent to Singapore Harbor in July 1945 for pictures, but it never returned. A second plane was sent out on 1 August 1945. It returned with combat damage and crashed on our runway at Palawan, killing its pilot. The aircraft burned, but some of the film was saved. The negatives revealed 125 Japanese Fighters on four concrete runways at Singapore. We were, at that time, attacking all Japanese ships and facilities within the 800-900 mile range of our P-38s. Singapore had been too far to reach and had remained almost untouched throughout the war. The Australians, however, had landed at Labuan, North Borneo (in June 1945), and subsequently repaired the runway.

On 12 August 1945, six days after the first atomic bomb had been dropped and when there were rumors everywhere that the war's end was near, a fragmentary order from 13th Air Force Fighter Command came down. The order tasked the 68th Fighter Squadron (Lightning Lancers) to strike Singapore Harbor. Two cruisers and a number of other ships plus 125 Japanese fighters were defending the most heavily fortified harbor in the world. The 68th was to send eight P-38s and pick up 16 Australian Mosquitoes at Labuan en route to the target. Pilots questioned the fact that only eight P-38s were scheduled into a target with many fighters. Talk was that if the Japanese fighters intercepted us, as many as seven of us would be shot down because we would be at low-level, attacking the harbor. And some of the squadron members had already celebrated the end of the war!

Singapore was believed to be the most heavily defended harbor in the world. The Japanese captured all of the British guns plus they added many more anti-aircraft and machine guns of their own. This would be the first attack against the harbor and the ships, and that is why we estimated heavy losses. When we attacked a target for the first time, our losses were very heavy. It got safer later on after we destroyed most of the anti-aircraft guns and machine guns, plus killed the gunners.

As Operations Officer it was my duty to schedule the

68th Squadron pilots on combat missions. I had flown a little more often than other pilots, but I tried to schedule all pilots evenly. I never scheduled myself on Sundays. That was my day in church in a tent where I prayed for the Japanese soldiers I'd killed during the week before. Because I was avoiding fighting on Sundays, I flew more than average so other pilots wouldn't feel I was shirking my duty.

This mission seemed different than any other mission. How could I schedule eight pilots on a mission where we estimated only one would return? Scheduling pilots on combat missions was a routine task that I accomplished every day. But a special mission like this required some special handling. For the first time as the 68th Operations Officer, I decided to ask for volunteers.

I had already flown more than my share of missions and several other experienced pilots could have been scheduled instead of myself. But I scheduled myself and the others were volunteers.

I placed my name as squadron leader on the bulletin board with seven blank lines below it. Those seven blank spaces were quickly filled with the names of volunteers.

On 13 August, we arose several hours before daylight to brief for the mission to Singapore Harbor. Our target was the ships we would find there. I briefed our pilots on the first leg of our flight to Labuan, North Borneo. The Intelligence Officer believed we would be intercepted by the 125 Japanese fighter planes. The two cruisers and other naval vessels would be covering shipping in the harbor.

Jeeps spun their wheels on the muddy road to our warplanes, which were in revetments hidden among the trees. Three P-38s were parked in each revetment. Our boots collected mud as we walked

around checking our planes. As we climbed aboard, each pilot scraped off his boots on the aircraft ladder. Soon we taxied out through the mud to the steel runway, which was so narrow we had to take off in single file. The under-surfaces and wheel wells of the planes were always covered with mud.



continued on next page

The Last 13th AF mission *continued*

When it rained the only thing solid on the island was the steel runway. Yet it had one bad spot with an inch of water standing there most of the time. We took off and I made a circle so all planes could get into formation. Then we were on course in the dark. We had no navigational aids in our planes, so we just flew a compass heading and figured the time and distance based on our cruising speed. This worked fine in clear weather but was dangerous when rain and clouds prevented us from seeing anything. We had to be able to find our targets, and we had to be able to find our runway on the return trip. When we were out on a maximum range mission, there was no fuel reserve and no alternate runway to go to.

I had attacked Labuan before when the Japanese owned it and they, of course, shot at me. Now the Australians owned Labuan, and we would be welcomed.

It was daylight now, and in the landing pattern at Labuan, I could see that our bomb craters were all filled in and the runway looked smooth except for water puddles standing here and there. It was soft, and several of our planes got stuck in the mud. It took a lot of power from the Allison engines to get unstuck, but finally we were all parked for the Australians to refuel us. We were carrying two 165-gallon wing tanks under each Lightning.

Some of our crew chiefs, sent down the day before, superintended the refueling and checked over our planes while I briefed our pilots and the Australian pilots.

I was now the group leader because I would be leading three squadrons. Our radio call sign was Scamper. I was Scamper Red Leader. Stevenson was my wingman as Red 2, Joe Salonimer was Red 3 and Johnny Massart was Red 4.

The second P-38 flight was Scamper White Flight with "Chink" Taylor, Jack Childers, Charley Smith and "Fib" Tibbets. Taylor was leader of White Flight and was the alternate leader briefed to take over the lead if something happened to me. Four flights of four Mosquitoes each would follow as the second and third squadrons. This made a total of 24 aircraft for the mission.

We would start engines at 0625 and take off at 0630. It was 850 miles to Singapore Harbor with a compass heading of 254 degrees. To conserve fuel, we would use maximum range cruise control as taught to us

by Charles Lindbergh. Without his expert advice we couldn't have reached this long-range target. We would climb and cruise throttled way back. Our climb power would be 1900 rpm and 32 inches of manifold pressure. For long-range cruising we would use 1600 rpm and 30 inches of manifold pressure.

We were assigned Channel A on the radio, but we were to fly on radio silence, to assure a surprise attack. A patrol plane with a call-sign of Dynamo would be listening on radio Channel B. An Australian Catalina (PBY), call-sign Eagle 4, and a submarine, call-sign Copper Wild Beast, would be listening on Channel D. All these were for assistance or rescue. They too, would be on radio silence and would not answer because doing so might give the enemy their position. The code word referring to Singapore was Mailcall.

Our call for rescue, should any pilot be shot down, would be transmitted in the blind as per the following code: "mile-Mailcallsteer." For example, if a pilot was shot down and in the water 50 miles off Singapore and out from there on a 95-degree compass heading, our call would be, "50 Mailcall 95." We wouldn't have fuel to circle. We would just make the coded radio transmission and head for Labuan, hoping that our message would be received and acted upon.

Pilots returned to their aircraft at about 0620. A quick look at our planes and we were ready to go. I climbed up the ladder and sat in my cockpit. It was start engine time, and the crew chief folded my ladder up into the wing. At 0625, I hand signaled engine startup, and all propellers began turning. At 0630, I released my brakes and started to roll, using 3000 rpm and 60 inches of manifold pressure for takeoff. As soon as I was off the ground, I retracted the wheels and held my left hand on the throttles and the plane quickly reached 125 mph. One hundred and twenty-five was magic number for the Lightning. That was single-engine control speed. At 125 mph I knew I had enough rudder control to continue takeoff on one engine in case the other engine quit on me.

I made a big climbing circle, and all 24 airplanes were in formation, and we were on course. The sky was full of clouds and it looked worse ahead of us. We'd had no weather information at the briefing. Weather had just been called unknown because no planes had been out

The Last 13th AF mission *continued*

Flying at 10,000 feet, the weather became progressively worse, and about 400 miles out, the 16 Mosquitoes were forced to turn back. Light rain became heavy rain. We had to fly in very close formation to stay together. I figured, however, that the weather might be in our favor this time if the weather was low and it was raining over the target area. Maybe it would keep the enemy fighters on the ground.

As we came in toward Singapore, we were flying at 100 feet above the ocean in light rain. About 25 miles for the target a small ship appeared dead ahead. During the flight we had used one belly tank at a time and dropped the empty ones to reduce drag. I was now using my second belly tank, and it was nearly empty. I dropped it on the deck of the ship with an estimated 15 gallons of gas still in it. The second flight made an S-turn and strafed the deck setting it on fire. We didn't circle but kept on course. Through my rearview mirror, I could see black smoke rise from the ship. (Later, Taylor said the tank splattered on the deck and White Flight's strafing started the fire.)

We went down to 50 feet above the water then, in order to keep the ocean in sight and hoped their ship hadn't had time to reveal our arrival. A short time later, still flying at 50 feet altitude, we entered the target area.

We came out of the clouds and there, about three-quarters of a mile ahead, between a small island on the left and another on the right, were two ships being loaded with 55 gallon drums of gasoline from some dozen loading barges tied alongside them. Men were rolling drums across the docks and walking around. No one saw or heard us - the P-38 being very quiet on approach because its exhausts exited through the turbo superchargers on top of the tail booms aft of the cockpit. Surprise, however, was the only thing in our favor, for otherwise we had two problems. We were still in cruise formation having just popped out of the clouds, and we were also at a slow cruising speed. But the Japanese ships were there waiting and in we went.

Throttles forward, Steve and I stayed together to attack the biggest ship, which was a freighter of about 10,000 tons. We were lined up right down the length of the ship, and Steve opened fire about 1500 feet out. The smaller ship, a 5000-ton gunboat, was anchored to the right and slightly closer to us, at 90 degrees to the big ship and about 100 feet away from it, facing it. I saw a

gunner running for a gun at the bow of the gunboat. Steve continued his attack, firing into the deck and hold of the freighter and setting it on fire. I was almost too far in but tried a quick right turn to line up on the gunner on the gunboat. I nearly ran into the vessel and the water beyond it, but my bullet caught the gunner. His body went straight out about 20 feet and then dropped into the water. I was so close I could almost reach out and touch him. I went below the level of the decks and between the two ships as I flew out.

About that time everybody was shooting at us. The dreaded words, "Red 2. I'm hit," came over the radio. It was my wingman Steve, and I knew from the sound of his voice that he himself was hit. He was flying to my left and above me at about 100 feet of altitude. I was still about ten feet above the water, having just passed between the two ships.

I called him and said "Red 2, turn toward home and I'll join you." He didn't turn so I figured he was confused and didn't know the homeward heading. I called him again and told him I would join him and take him home. He never answered me. The "I'm hit" were Steve's last two words. His plane was losing altitude now and in a steep left turn. I joined him in close formation on his right wing. Both engines were running fine, but Steve was slumped dead over the controls. I was in close formation, I could see him, almost touch him, but I couldn't help him. I pulled away just before this left wing hit the water. The plane exploded in a ball of fire as the wing tip touched.

The other pilots were strafing some barges behind me. I circled back and strafed two barges that were traveling away from the burning ships. The 10,000 ton freighter was burning fiercely along the entire length of the deck. Steve's bullets had plastered the 55 gallon drums of gasoline on the deck and in the hold, and our tracer bullets had set everything on fire. The 5000-ton gunboat had a small fire forward and I counted 11 barges burning.

I signaled join up by rocking my wings, and six P-38s joined up with me. We had been flying in a small clear area in the clouds over the target area. I set my throttles for long range climb. We climbed into the clouds again. We had about a ten-minute fuel reserve.

continued on next page

The Last 13th AF mission *continued*

At 10,000 feet we flew into heavy clouds once more. It was two hours later before the weather started getting better. I thought I was one tough guy, but I shed some tears on the trip home. This had been Steve's 50th mission. I was glad it was a volunteer mission, yet if I had scheduled the pilots as usual Steve would have stayed safely at home base. I thought about the war being near its end and about my mother. It was her birthday. I'd been away from home-sweet-home for three years now, except for two days on what turned out to be a shorted leave.

As we approached the coast of Borneo, the weather was looking better, and by the time we neared Labuan, the weather was clear ahead. At the field, crew chiefs noticed that one plane was missing, and each worried that it might be his plane and pilot. As we came closer, they could see three planes in the first flight and four planes in the second. Our ground crewmen were very conscientious and, if the plane didn't return, they wanted to know what had happened. They always worried about whether the plane had been shot down or if it might have been lost through mechanical failure. It seemed to me that they were somewhat relieved to know that their plane was shot down rather than that it was lost through some mechanical failure they might have prevented.

Pilots usually carried a canteen of water and one sandwich that dried up because we didn't have wax paper with which to wrap them. I never once drank from my canteen. I always gave it to my crew chief when

I landed. He appreciated a cool drink after waiting and worrying about me all day.

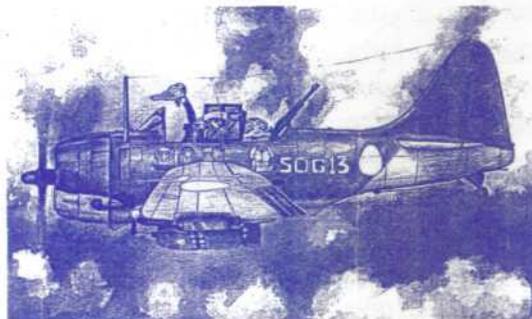
We landed and taxied through the mud again and got parked. I handed my canteen to my crew chief, told him the aircraft was okay and filled out the plane's log.

The fuel truck came and the crew chief again superintended the refueling of our birds. An Australian Intelligence Officer debriefed the mission, and afterward we were each given a quart bottle of beer. We were all so tired after the early morning takeoff and the long hours of flight that with very little more talk we sacked out and fell asleep.

The next morning, 14 August 1945, we completed the mission by flying back home to Palawan. When we had landed, we had logged the 13th Air Forces' last combat mission of World War II. Total flying time for the mission was 11 hours and 35 minutes and we'd traveled 2300 miles.

Col. Leonard Shapiro, commander of the 347th Fighter Group, climbed upon my wing as soon as I parked. This was the second time he'd done that. On the previous occasion, he had told me that I couldn't win the war by myself and to quit scheduling myself so much. This time, already briefed on the mission by the Australians, he put his hand on my shoulder, said he would recommend me for a Silver Star, and seemed real glad we had made it back.

13



**Meet Me In St. Louis...
Make Your Reservations TODAY!!!!**

Cards and Letters Needed for...

Joseph D. Feda

My husband, Joseph Feda, will not be attending the 2008 Reunion. Two months ago he had surgery for lung cancer and pulled through like a veteran, but on the 3rd

morning he suffered a major stroke. He is currently in a nursing home not doing too well. Good luck at the reunion, best wishes to all – Mary Feda

Nora Phelps

Please, will everyone send cards, letters, prayers for our smiling and good natured Nora Phelps. She is having some health problems and needs all our help. Keep fighting Nora... our thoughts and prayers are with you.



OBITUARIES



Sam T. Barnes Jr.

Sam T. Barnes, Jr., longtime resident of Monte Sano in Huntsville, Alabama passed away July 2, 2008 after a brief illness. He was born in Dayton, Tennessee and later attended the University of Tennessee before joining the Army Air Corps in 1941.

He was a pilot and a member of the famous 70th Fighter Squadron of the Army Air Force. He served three campaigns in the South Pacific, flying over 200 missions during World War II. He was awarded 14 Air Medals and the distinguished Flying Cross. In 1988, he was inducted into the Madison County Hall of Heroes.



Mr. & Mrs. John Dewitt Lewis

It is with heavy heart I must say my mother died August 6, 2007. I find little time to write as I work and try to pay the bills. My mother was very happy to look in the mail and find your newsletter. It made her happy and she would show me and talk about what she read in it. My dad died in the late 80s. Yes my dad was in the 13th Air Force. I am sitting here at my table looking through all the papers and old black and white photos, important cards, IDs, a lot of memories. I've found his 13th Enlisted Men's Club Membership card with his signature and 240 underneath his name and in red the Jungle Air Force. His serial no was 6580555. I have his shot record dated Nov. 7, 1939. I have old photos of natives in Fiji or maybe Simoan. Since my dad, John D. Lewis was a radioman,

he also got to headquarters and got photos of the USAAF. I feel part of our current default of America is that our memories are not looked at or spoken about these days. As each vet dies those memories die too. A few questions come to my mind, please help me. My dad was also a guard in transporting prisoners. I'm looking at his old Southwest Pacific area air travel authority. From APO 719 to APO 322, were these places? He has photos of soldiers in New Georgia, where's that? Where's Rendova Airfield? Where was the Corduroy Road? Was New Georgia in New Guinea? Where's Munda Beach or Panay Island? I thank you for all the help.

Claudia Lewis
P.O. Box 5588
Mohave Valley, AZ 86446

OBITUARIES *CONTINUED*

Vera Yuschak

We are greatly saddened to let you know that our mother, Vera Yuschak, suddenly passed away on June 8, 2008. She was admitted to the hospital on Wednesday, June 6 after suffering a massive heart attack. Surrounded by her family, she fell asleep in the Lord at 9:45 pm on Friday evening. She was at peace as the four of us prayed for her and said our tearful goodbyes. She was buried in Hollywood on Monday, June 11. We are comforted in knowing that she was so well-loved by her friends and neighbors, her gymnastic and judo buddies, the members of the 13th Air Force and the 307th Bombardment groups, and also her church family. She talked about you often and spoke of you all fondly.

We celebrate mom's life, as it was full of love and of many accomplishments. She was devoted to her God and church and to her gymnastic and judo activities. Most

of all, she was devoted to our dad, Paul, and her four daughters and our families. We are joyful that she was able to attend all of our sports events, birthday parties and the graduations of our children. Her grandchildren knew that they had a grandma who loved them.

A special quotation was selected in her high school yearbook beside her picture, "To those who bring sunshine to the lives of others, cannot keep it from themselves." Mom certainly lived this idea, as she was always cheerful and positive and she was always there to support us.

We want to thank you for all your love, prayers, good wishes, cards, and flowers. They are bringing us such joy in this time of sadness.

Sincerely – The families of Dottie Magill, Nadean McLaughlin, Nina Joplin, and Andrea Yuschak.

Joe Brunner

Just a note to let you know that my husband, Joe Brunner, passed away September 22, 2007. Sure miss one of the good guys. How he loved his B-25.

Gayle Brunner
14300 Trillium Blvd. SE Apt. 17
Mill Creek, WA 98012

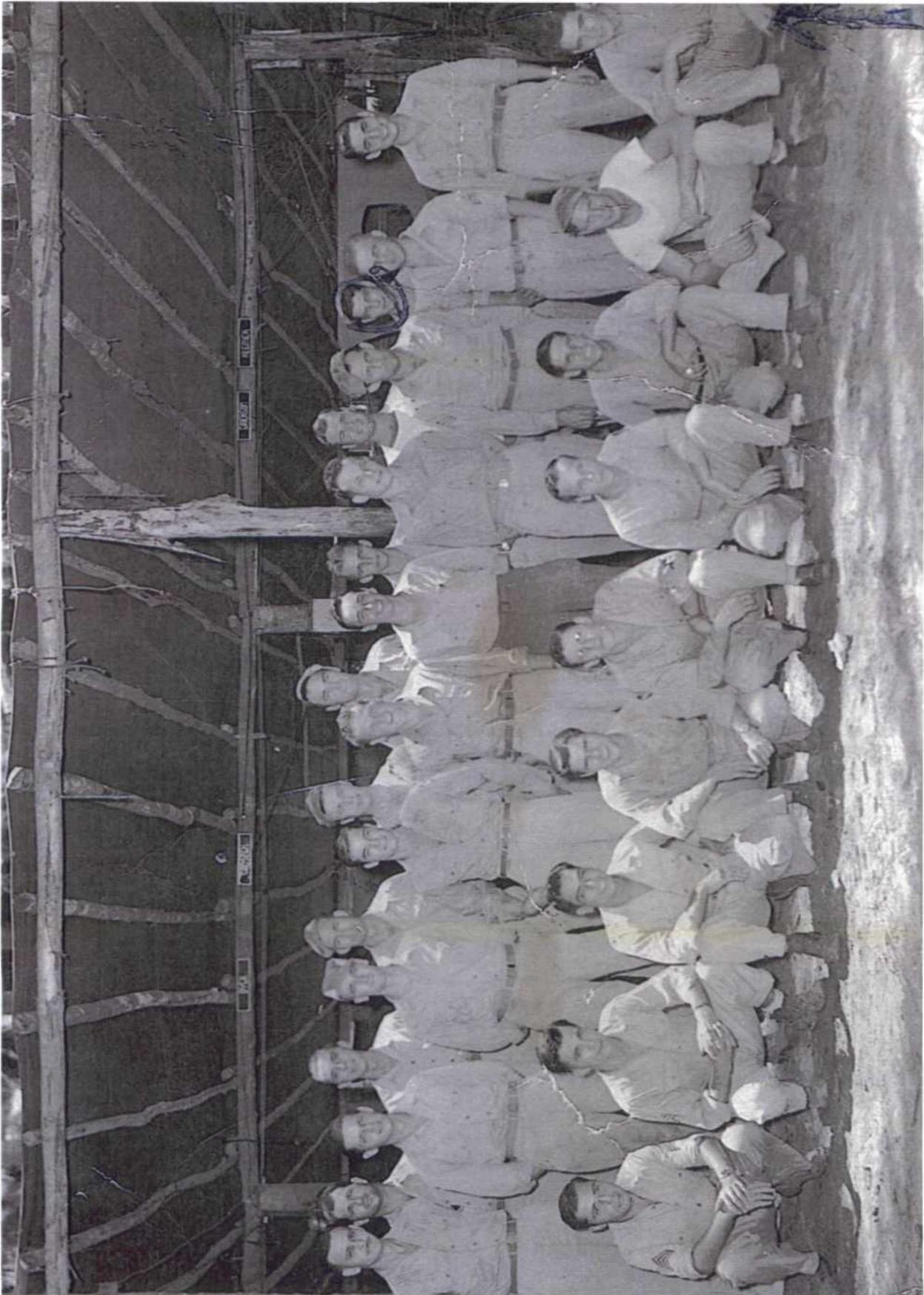
Faye Lorraine Wray

It is with great sadness that I tell you that Faye Lorraine Wray passed away Saturday, February 23, after a long battle with cancer. She was a strong woman who fought a brave battle. Our daughter Michelle and I were by her side as she slipped quietly away. She truly deserved a peaceful end as she had suffered much pain over the past few years. On Saturday, January 26 our kids and their families came to visit and we celebrated a belated Christmas, and Faye's 86th birthday which was February 1. We had a wonderful time and had some

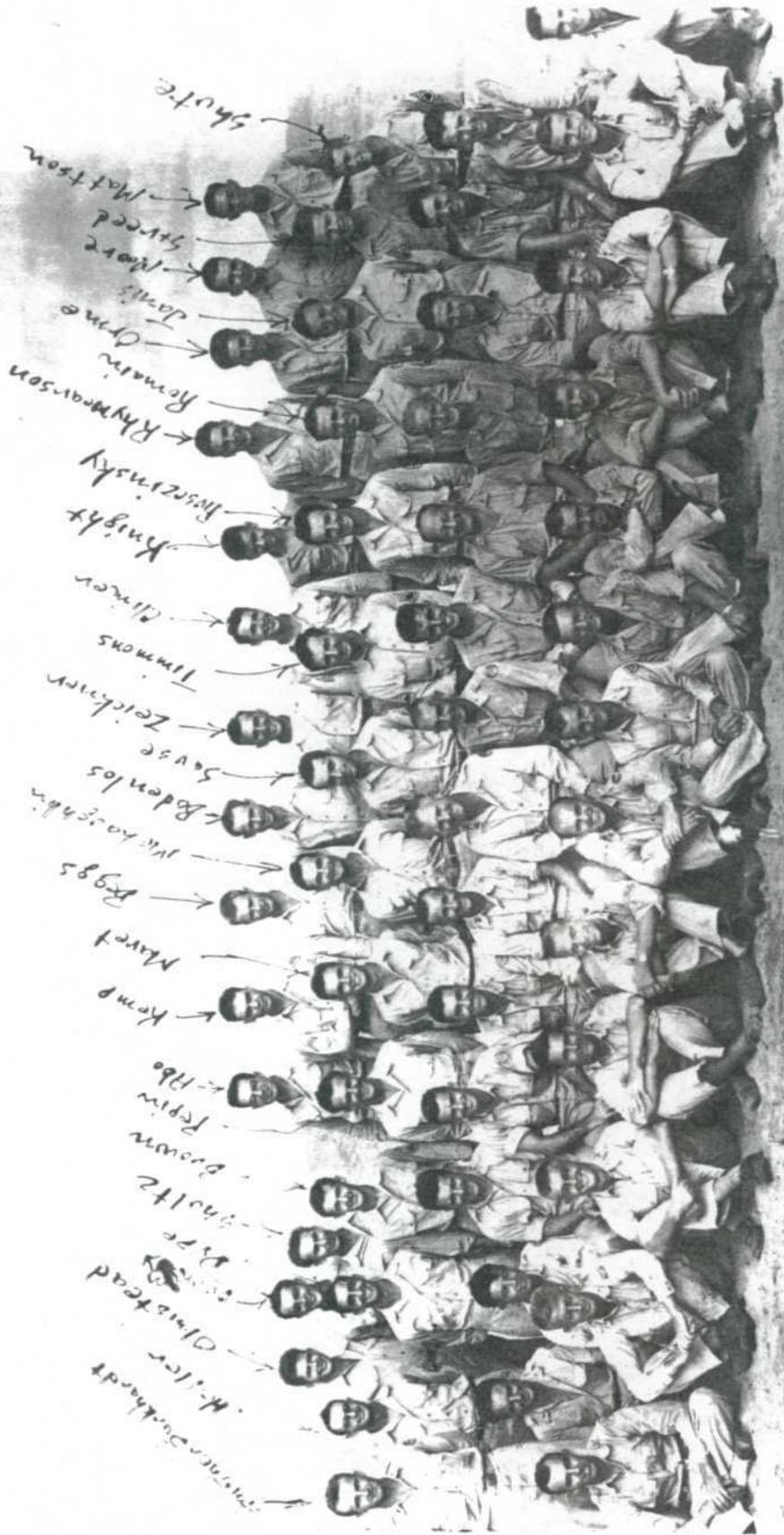


great family photos taken which we will all treasure. Faye and I had been planning to move on March 1, and I will be going ahead with our plans. My new address will be: Lakewood Assisted Living, 4685 S. Robberson Ave., Springfield, MO 65810. Phone (417) 886-1710. Faye is being cremated and we will have a private family graveside service at the VA Cemetery Wednesday, February 27, followed by a memorial service held at the Montclair Senior Living Complex where we have made our home for the past 5 years.

**- Pay Your Dues -
!!No Dues ... No News!!**



How many can you name?



Last picture taken of the 12th PID - 13th AF on beach, Dulag, Leyte, Philippines

516 S. Edgerton St.
Mitchell, SD 57301
(605) 995-1586

July 10, 2008

Horace "Sully" Sullivan
P.O. Box 937
Blairesville, GA 30514



Sully,

Thanks again for taking the time this morning to discuss with me the upcoming 13th Air Force Veterans meeting in St. Louis, and for sharing with me some of your experiences in the Pacific. John Erck (a retired attorney and Vietnam veteran) and I will be attending the meeting, armed with cameras and tape recorders. It is our intention to write a book about the 13th Air Force in WWII, and having the opportunity to mingle with the men of the 13th will be a great way to kick off that important project. We are excited, humbled, and proud to research and write the story of the 13th.

Will there be a mass mailing or newsletter of any kind prior to the conference? John and I want the opportunity to introduce ourselves to your readers, including those who will not attend St. Louis. If so, let me know, and I'll send you some background information about the two of us and our project.

Again, I thank you for your time, patience, and interest.

We'll see you in September.

Respectfully,

Sean J. Flynn, Ph.D.

MISSOURI STATE PARKS

First Missouri State Capitol State Historic Site

Missouri's first legislators - some of them frontiersmen and others of the gentry - met in the buildings of the First Missouri State Capitol State Historic Site in St. Charles to undertake the task of reorganizing Missouri's territorial government into a progressive state system.

Before Missouri was granted statehood on Aug. 10, 1821, various locations in St. Louis had served as the seat of government for territorial affairs. As statehood became a certainty, the search began for a site to become the permanent seat of government. An undeveloped tract of land located in the center of the state overlooking the Missouri River was chosen to become "The City of Jefferson," Missouri's permanent capital.

Until the new Capitol could be constructed, the state's first legislators needed a place to meet. Nine cities competed for the honor of hosting the state's temporary seat of government. One of these cities was St. Charles, a growing center of trade located on the Missouri River with easy access to the most rapidly growing areas in the state via the river or the Boonslick Road. The citizens of St. Charles pledged that if their city was chosen as the temporary capital, they would furnish free meeting space for the legislators.

On Nov. 25, 1820, Gov. Alexander McNair signed a bill making St. Charles the first capital of Missouri. The state's first legislators met in St. Charles for the first time on June 4, 1821. Heated debates over state's rights and slavery filled the rooms of the new temporary Capitol.

The meeting place provided by the citizens of St. Charles was on the second floor of two newly constructed adjoining Federal-style brick buildings. The Peck brothers, Charles and Ruluff, owned one of the buildings and they operated a general store on the first floor. Chauncy Shepard owned the adjoining building with a carpenter shop on the first floor. The second floor of the building was divided and used as Senate and House chambers, an office for the governor, and a small committee room. Four Missouri governors ran the state's affairs from the Capitol in St. Charles until the new Capitol in Jefferson City was ready in 1826.

Starting in the early 1900s, the buildings and neighborhood around the first state Capitol began to slowly decay. The buildings that now make up the First Missouri State Capitol State Historic Site were acquired in 1960 by the state of Missouri through then-Gov. James T. Blair. Concerned citizens of St. Charles who recognized the value of the buildings prompted his efforts. The state began a 10-year restoration project that initiated the revitalization of the historic core of St. Charles.

Eleven rooms in the Capitol complex have been restored to their original state, and nine rooms are complete with furnishings from the 1821-1826 period. The Peck brothers' residence and general store have been restored and furnished as they might have looked in the early 1800s.

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**13th "JUNGLE" AIR FORCE VETERANS ASSOCIATION
2008 REUNION REGISTRATION FORM
ST. LOUIS, MO — SEPTEMBER 17th TO 20th 2008**

Member

Last Name _____ First Name _____

13th USAAF WWII Unit _____

Spouses Name (if attending) _____

Nickname for Badges _____ and _____

Address _____ City _____ State _____

Telephone _____ Email Address _____

Arrival Day and Date _____ Time _____

Departure Day and Date _____ Time _____

Guests Number _____ Names _____

Last Name _____ First Name _____

Name for Badges _____ and _____

Address _____ City _____ State _____

ACTIVITY AND REGISTRATION FEES

Registration Fee (All Attendees) _____ \$25.00

Tour of St. Charles and Lewis and Clark Museums _____ 10.00

River Boat Cruise and Dinner _____ 38.00

Ladies Luncheon _____ 15.00

REUNION BANQUET _____ 25.00

Tour Budweiser Plant, Lunch, and Arch _____ 15.00

Commemorative Air Force Dinner/Hanger Dance _____ 20.00

GRAND TOTAL-----@148.00

Chose dinner for banquet: Meat _____ Chicken _____ Fish _____

Chose dinner for river boat cruise: Meat _____ Chicken _____ Fish _____

Make checks payable to 13th USAAF Veterans Association (13th USAAFV)

Mail to Bob O'Brien, 16 Maplewood Drive, Swannanoa, NC 28778

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Reunion Chairman Vacant

Membership Manager & Chaplain Eric Russ
109 Daughtridge Farm Rd., Rocky Mount, NC 27801
(252) 442-4339

Awards Chairman Lucian Doyle
215 Outer Loop, Louisville, KY 40214

The 13th AF Website is Up-To-Date and Running!

It includes photos, recent newsletters, histories, and the registration form for the 2008 St. Louis Reunion. Take a look at

www.13afvets.org

and tell us what you think, suggestions are welcome too!

Each officer's duties and responsibilities are specifically described in the By-Laws, printed in the Summer 2002 Edition of the Newsletter.
Questions or information may be sent to any of the above.

