



# "Jungle" Air Force Newsletter

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

MARCH 2009

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President

**BC Pipes**  
President-Elect 2010

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**Phil Dyer**  
Newsletter Editor

**Phil & Betty Dyer**  
Reunion Chairman

**Lucian Doyle**  
Awards Chairman

## Local Man Recalls His Splash Landing

by Steve Ferris, *Herald-Standard*

"Déja vu" is what a South Union Township man said when asked what he thought about the commercial airliner that ditched in New York's Hudson River last week.

A second lieutenant, in the Air Force in World War II, Thomas Bonney was the navigator of a B-24 bomber that ditched in the Pacific Ocean after taking heavy fire during a mission over a Japanese military base on the island of Truk.

Bonney was among eight of the 10 man crew that survived the emergency landing and the 19 days they spent floating in rafts with regular visits from sharks until they were rescued.

All 155 people on USAirways Flight 1549 in an Airbus 320 were rescued from the Hudson on Jan 15. The plane lost power in one of its two engines after striking a flock of birds shortly after taking off from La Guardia Airport and Pilot Chesley B. Sullenberger III, a former Air Force fighter pilot, landed the plane in the river.

"It takes an awful lot of skill to do what this pilot did in the Hudson River," Bonney said.

One of the challenges facing a pilot attempting a water landing is stalling the engines when the plane is just inches above the water and keeping the plane level when it impacts the water," he said.

"A plane could flip or roll if the nose, tail or one of the wing tips is the first part of the plane to hit the water," he said.

A Brooklyn, N.Y., native, Bonney said he was able to visualize Sullenberger's landing. He had to avoid populated areas and some cliffs on the approach to the Hudson and then fly over the George Washington Bridge to land in the river, Bonney said. He said there is another airport a few miles away, but the pilot must have believed he would not have been able to keep the plane airborne long enough to reach it.

A commercial airliner handles "like a rock," Bonney said, when properly functioning, and can become extremely difficult to handle when they lose power, like the Airbus did.

"He probably used a lot of muscle to glide the plane into the river" Bonney said. "Civilian and military pilots rely on their training to handle emergency situations". "When you fly, you almost have to anticipate any type of emergency," He said. "Because landing a plane in a river or ocean can't be practiced, successfully ditching a plane requires training, skill and the ability to focus in life threatening situations".

Second Lt. Jack L. Wagner had all three. Wagner was at the controls of the B-24 that Bonney was navigating on June 11, 1944. The plane was badly shot up after dropping most of the nine 250 pound bombs in the bomb bay on Japanese naval ships at a heavily defended base on Truk in the middle of the Pacific. Two crew members, the co-pilot and an assistant engineer, died in the ocean landing.

*Continued on page 3*



## From Your President

Dear Buddies and Ladies,

First, my deep thanks to those who sent in their dues and made it possible for us to publish our newsletters. For a while we were at the point where we did not know whether we would have enough in the bank to put out a newsletter. It was mostly our fault because the system we used to let you know when you paid your dues broke down. The letter we sent out corrected that and the dues came flowing in. We brought in enough to put us on firm footing and Phil Dyer wiped the sweat off his face and got the newsletter to the printer. From now on we will send you a dues notice every year and the problem should be solved. As a result of the dues letter I sent I got to talk on the phone with many of our members, and quite a few that, because of health problems, cannot attend our reunions so for them the newsletter is their only contact with us. I enjoyed talking with them very much and I heard some very interesting stories of their experiences in the war. I always encourage them to write up these experiences and send them in to Phil to put in the newsletters so we can all share them. We have some real heroes among us and their stories should be told.

Our reunion should be a real good one, the room rates are reasonable and include a free breakfast which we all like and Phil has set up some good tours and we will have an excellent Memorial Service for our departed buddies and ladies.

We hope everyone will make a real effort to be there. We are growing older, gracefully, but also it seems quicker and our ranks are thinner every year. I try to make every reunion because I am afraid if I miss one then the next time I go, some, who I call real buddies,

will not be there and that would spoil the whole reunion for me. Enough said, See You In GRAND RAPIDS in September.

Bob O'Brien, President

### P.S.

Phil & Betty Dyer, Lenore Daniels and I have been making the arrangements for our reunion in Grand Rapids in September and I feel ready to go right now. My living room is crowded with three large boxes containing goodies to be passed out at the reunion. We have new caps, key rings, pens and shopping bags for the ladies. (*I probably shouldn't have gotten*). Sorry guys, I'm just a man. Betty and Judy are setting up the Ladies Luncheon and she will be sure to do it right, the ladies way. Phil has got us rooms at the Airport Hilton (rate \$80) with free breakfast thrown in and good hospitality room and a large room for our business meeting and our banquet.

For our Memorial Service we will follow the excellent example set by Past President Cliff Johnson. Some excellent tours have been set up and we should see a lot of Grand Rapids and its highlights.

We are hoping that the turnout this year will be larger than last year. There were many old and dear friends who were unable to come last year. Phil Dyer showed up with a wheelchair and appeared to enjoy himself as much as he used to, so if you have to use a walker or wheelchair do not feel embarrassed about coming, you are all dear friends and we welcome you all. The widows and families of our members are also most welcome. See you all in September in Grand Rapids.

## From Your Editor

Let's get a real good turnout for this reunion. We have lots of important things to discuss. Get involved – time goes by much faster. Restaurants close by, stores for shopping etc. See you in G.R. – Phil

NOTE: Be sure to inform the person taking your reservation that you are with the 13th AFVA!

### COMING IN THE NEXT EDITION

July Newsletter will have:

1. An article by Mauro Messina talking about the history of the World War II Air Force. Mauro is really tearing into Washington on our behalf.
2. Balance of photos from the St. Louis Reunion.
3. Major (Ret.) William McClendon (Skip) pictures and information, also citation from US Government. Read all about this colorful hero who is a member of XIII AFVA.

**Make Your Reunion Reservations Today! (616) 957-0100**



**Tom Bonney**

*Continued from page 1*

Most of the surviving members had shrapnel wounds, broken bones, bruises, burns and some a combination of injuries. They managed to remove two rafts from the plane before it sank and each had rubber life vests, known as Mae Wests. They also had a first aid kit, four boxes of K-rations, four quarts of water, a tin of hard candy, some fishing tackle and a compass, but the survival kits did not include a mirror to signal ships or planes. Sharks swam around the rafts at times, but didn't attack. The crew managed to catch some fish to eat and used their Mae Wests to capture rainwater to drink. They remained at the mercy of the sea for 19 days until an American pilot spotted them and they were rescued. Bonney tells the story in "Splash!" *One Mission Too Many*, an article he wrote about the ordeal

for a veterans newsletter about five years ago. He said he felt it was important to have a written account of the crew's mission and struggle to survive while some of the veterans are still alive. The remaining members of crew get together every year to reminisce. "The stories get better every year," Bonney said. Bonney and his wife, Ruby, a Uniontown area native, have lived in South Union for almost three years.

They lived most of their lives in Pittsburgh and have two grown children living in Philadelphia. After returning from the war, Thomas Bonney finished his college education and worked for 39 years as an industrial hygiene chemist.

*Note: "Tom & Ruby are a great couple and a credit to our association" – Phil*

**Gone But Not Forgotten**



**MOE KOTLER**

Dear Sirs - I am writing to inform you of the death of Moe Kotler, Moe died on November 28, 2008 of congestive heart failure. He was not sick but only a few

weeks. Thank God. He was so proud of being part of the Jungle Air Force, We miss him terribly.

Sincerely, Lois Kotler (wife)

**NORA PHELPS**

*Sad News* – Dick Phelps called and informed me that his wife Nora had passed away. Nora will be missed not only by her husband Dick and family members but also anyone that came in contact with her. Nora was a pillar

of her church and also the 13th AFVA. You could always find her reading at the reunions and she always had a twinkle in her eye.

Love you and miss you Nora – Phil & Betty



John Reeves

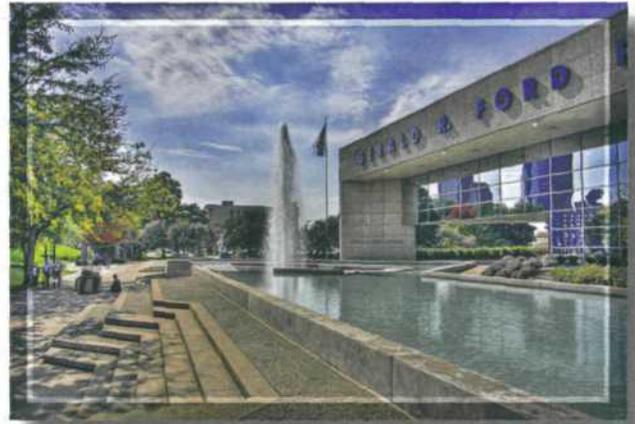


John Lime

## Reunion Information – Grand Rapids, Michigan

### Gerald R. Ford Presidential Library & Museum

The Gerald R. Ford Museum has a baseball display that is in from Cooperstown, New York and will be on display for us to view at no additional cost.



### Frederik Meijer Gardens & Sculpture Park

Meijer Gardens will be of interest to the men as well as the women and the tram ride is included with the cost of admission for us veterans and our wives.

Make your room reservations early by phoning the Hilton Hotel. The hotel has reserved rooms in one block for us so we will all be together if reservations are received early enough. Phone the hotel and tell them you are with the 13th AFVA.

- One of the safest “walkable” cities in the United States
- A downtown hotel ranked as one of North America’s top 15 (*too expensive for us*)
- 60 dining and night spots in the downtown entertainment district
- 4 outstanding museums within walking distance of each other, including the Gerald R. Ford Presidential Museum
- A world-class garden and sculpture park
- 60 daily flights from 16 major U.S. destinations including Newark, Washington D.C., Philadelphia, Atlanta, Houston and Dallas
- Within a convenient day’s drive for half the country’s population
- A 3-hour drive from Chicago, 2.5 from Detroit and 5 from Indianapolis



**Hilton Airport - Grand Rapids (616) 957-0100**  
***Make Your Reservation TODAY!***

## More Letters

I read with interest the 13th vs. Japanese naval forces on the back page of the February 2009 Newsletter, concerning the Brunei Bay, Borneo attack where 5th Bomb Group B-24s sank a Jap cruiser, damaging a battleship and leaving a large cargo ship burning. If this is a reference to the 16 November 1944 mission, I was on that mission.

I was the Radio Operator / Top Turret Gunner on Lt. Tom Coberly's crew, one of the three shot down on that mission. I went out of a half opened bomb bay door (the other side was closed). There were seven of us that escaped our burning aircraft just as it was entering a flat spin. I am the lone surviving member of the seven. It is also my opinion that we were the only

survivors from US aircraft shot down over Borneo during WWII.

For anyone who is interested in 13th AF History there is a book titled *The Airman and The Headhunters*. (Note see amazon.com) that tells the story of how we survived MIA in Borneo for almost eight months. I have described my opinion about surviving airman from Borneo in a previous letter included in the June 2008 newsletter.

Respectfully submitted for your consideration,

Lt./Col. Daniel G. Illerich, USAF-Ret.

P.O. Box 1093

Friendswood, TX 77549-1093

## Dear Editor 1,2,3.

Dear Editor,

Enclosed is a copy of the front page of the latest newsletter. First, I paid my dues for the current year and the year that I did not. Second of the sidebar, I wondered why the Russel Islands were not included. The 42nd Bomb Group went to Rabul from there and the 6th Service Group patched up the shot up B-25 that came back.

Third, The first P51 that we ever saw landed on the fighter strip on Morotia to replace P40s that were there as a recon Squadron. I do not remember if they

were in the 13th AF or not but I do remember the outcome. We all stopped to look at it as it taxied down the strip. The pilot, aware of his impact, stood up and was taking bows but luck was against him. Directly in his path was a 4x4 truck parked and he stuck the prop in it. I can see the truck driver yet trying to get to the truck to move and giving up before the collision. Funny now, but we sure needed those planes at that time. Next day, the pilot went on rest leave in Australia.

Thanks for the memory,

Bruce Johnston

## Did You Know William (Bill) W. Carlisle?

Dear Editor,

My father was a pilot in the 42nd. He was in the 69th then later in the 100 B.S. His name was William Wallace Carlisle and went by Bill. Sixty Six certified missions and was shot down over Rabaul on 4-11-44 in a 25 named "El Crocco". They got away on one engine past Cape Gazzelle and went down close enough to the beach to see coconuts on the trees. They were all rescued by a Navy PB4 even though they were cut up and bleeding. My dad was a co-pilot that day and in pilot was "Squeaky" Reed. Men named Watts, Valenins, and Price were with him. I am trying to find some of them

to hear what happened that day. If any are alive I would appreciate the chance to talk with them.

I have Dad's photos and records of combat plus many other airplanes. If you want to see this treasure please let me know. Please feel free to call or email me.

Hope to hear from you and thanks for your service.

William M. Carlisle

280 Mt. Olive Rd., Butler, AL 36904

(205) 459-4380

E-mail: oldsouth@TDS.net



Charles Nichol



Skipper McClendon



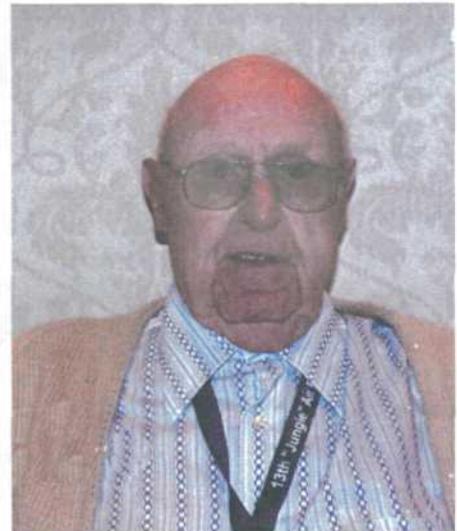
Earl McGrire



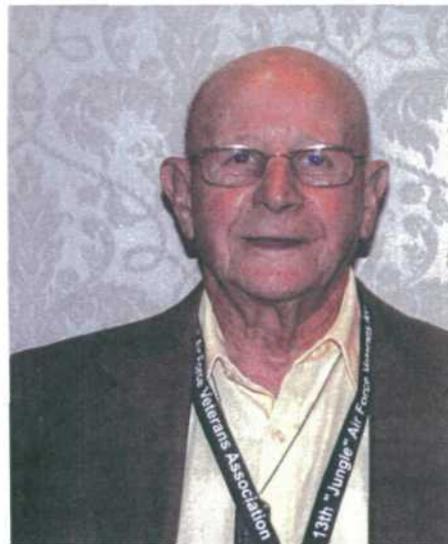
Mauro Messina



Wilbert Wichers



Edward Rockefeller



Richard Bailey



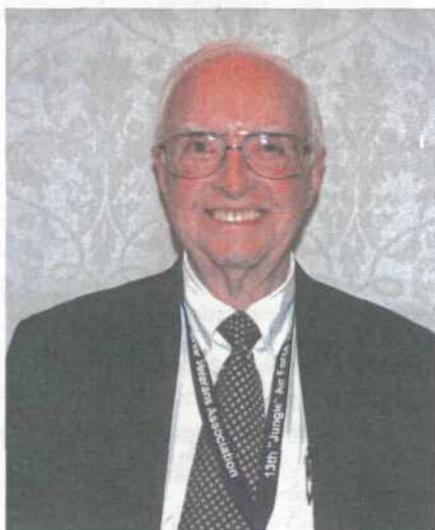
Don Huntoon



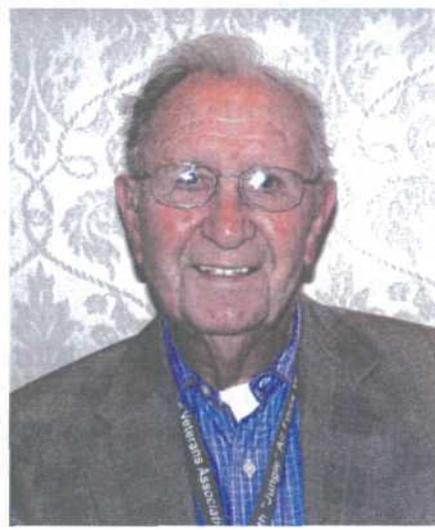
Max Olson



Tom Pelle



Sully Sullivan



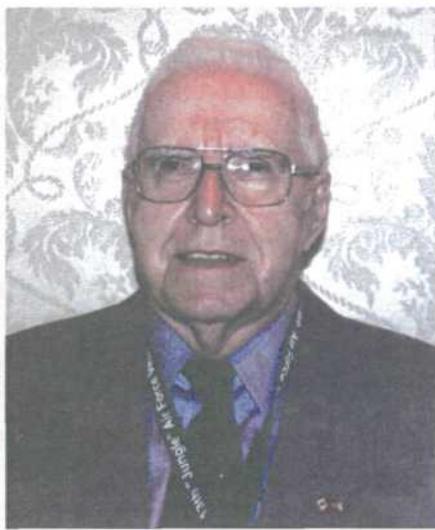
Glenn Norwood



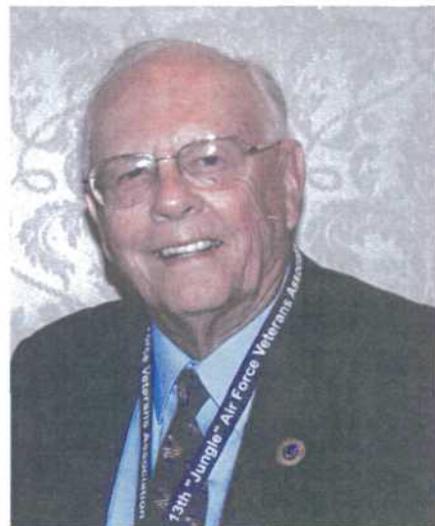
Raymond Perkins



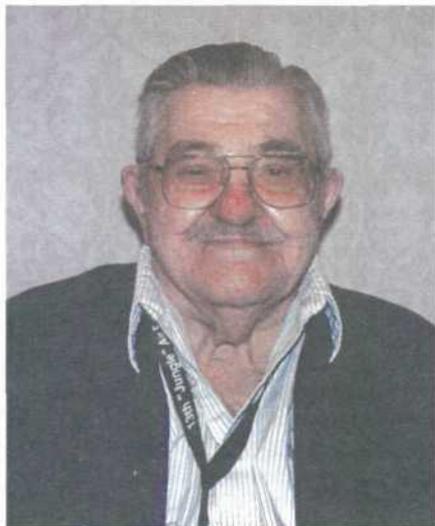
Gene Strawman



Roland Frechette



Clifford Johnson



Len Daniels



Charles Chilton

**Attendees for 2008 13th AFVA Reunion - St. Louis, MO**

**Anderson, Keith & Shirley**  
2772 Shanley Rd, Auburn CA 95603-9772  
amberoak2000@yahoo.com, 42nd BG

**Bailey, Richard**  
1257 S. Center St. Ext., Grove City, PA  
robailey@zoominternet.net  
344 Service Sqdn. 321 Service Gr.  
Guest: Loretta Reynolds

**Bonney, Thomas E.**  
1352 E. Berks St., Philadelphia, PA  
tbonney@cmfassociates.com  
Son of a "Snooper"

**Brazzil, James W.**  
214 N. 12th, Highlands, TX 77562  
jamesbrazzil@yahoo.com  
HQ Squadron  
Guests: Bonita Tankursley, Ronnie  
& Susan Adcox, Janette Walker

**Chilton, Charles**  
1748 Calgary, Sunnyvale CA 94087-5219  
12th Airdrom Sqdn, 6th Air Serv. Grp  
Guest: Chuck Chilton

**Cook, James**  
1403 Westgate Lane, Pine Bluff, AR 71601  
5th Bomb Group, 31st Bomb Sqdn.  
Guests: Darla Cook, Beverly Donehue

**Daniels, Leonard**  
14559 Chatham, Detroit, MI 48223-1812  
XIII AFSC HQS  
Guests: Lela Moody, Lenore Daniels,  
Marilyn Kraus

**Dyer, Phil & Betty**  
7049 W. Illinois St., Ludington, MI 49431  
Guests: Charles & Glenna Paukstis

**Erck, John**  
136 N. Harmon, Mitchell, SD  
email: sajnab@aol.com

**Flynn, Sean**  
(Associate Professor of History, DWU)  
516 S. Edgerton St., Mitchell, SD 57301  
email: sefflynn@dwu.edu

**Frechette, Roland & Lucille**  
1251 Green St., Somersworth, NH  
82nd Air Engr Sqdn  
frechette-roland@yahoo.com

**Huntoon, Don**  
2710 41st Place, Des Moines, IA  
419 NFS - email: drh2710@q.com

**Johnson, Charles F.**  
5156 W. Houghton Lake Rd.  
Houghton Lake, MI 48629

**Johnson, Clifford & Pamela**  
1779 Wilmington Rd, Cedarville, OH 45314  
johnsonc@cedarville.edu, 419 NFS

**Johnson, Dale & Beverly**  
1619 6th St, Bedford IN  
daledejo@sbcglobal.net, Headq. Sqdn.

**Kemp, Charles**  
1409 Holly Dr., St. Louis, MO 63119  
868th Snoopers

**Kenney, Paul I.**  
1318 Norway Maple St.  
New Cumberland PA 17070  
pikenney@msn.com  
403rd Troop Carrier Group - HQ

**Lee, David and JoAnn**  
616 Ginseng Rd., Newcastle, CO 81647  
42 BG, 75th Sqdn.  
Guests: Linda Lee, Barry & Cathy Lee

**Lime, John & Betty**  
1819 Main St., Apt. C-27, Beech Grove, IN  
4th Recon; 394th Bomb Sqdn.

**Luongo Sr., John A.**  
52 Fieldstone Ln, Weymouth, MA 02189  
13th Airdrome Sqdn.

**Marrone, Nicholas J. & Gale**  
P.O. Box 656, Johns Island, SC 29457  
marronegale@bellsouth.net  
12th Fighter Sqdn, 18th Fighter Grp.

**McClendon, William M. (Skipper)**  
209 Dover Rd, Muskogee, OK 74403  
2nd ERS

**McGuire, Earl**  
717 S. Dettman Rd., Jackson, MI 49203  
370th BMGP, 370th BMSQ

**Messina, Mauro**  
3808 SW Inwood Pines Ln, Palm City, FL  
34990-7763, mjmessina2@aol.com  
13th AF HQ Sqdn.

**Nichol, Charles**  
601 Rogers Rd., New Castle, PA 16105  
868th BMSQ (H), Guest: Mark Sawyer

**Norwood, Glenn & Linda**  
218 Woodlawn Dr.  
Oxford, MS 38655  
370th BMSQ, 307 Grp.

**O'Brien, Robert**  
16 Maplewood, Swannanoa, NC 28778  
obedo83@msn.com, 419 NFS

**Oliver, Donald**  
18755 W. Bernardo Dr., Apt. 1053  
San Diego, CA, donsoliver@san.rr.com  
868th Heafvy Bomb. Sq.  
Guest: Peg Money

**Olson, Max L. & Juanita**  
305 3rd St., Cambridge, IA 56046  
23rd Bomb Sqdn.

**Paul, Richard & Vi**  
2130 Harrison #40B, Quincy IL 62301  
divipaul43@hotmail.com  
Guest Ellen Cooling

**Pelle, Thomas & Betty**  
3733 Cove, Ct., Jacksonville, FL 32277  
gcox3214@aol.com, 307th BG,  
371st Sqdn.

**Perkins, Raymond**  
1514 Melissa Circle, Sapulpa, OK 74066  
nperkins2@peoplepc.com

**Pipes, Billie and Sheri**  
P.O. Box 14, Concord, TX 77850  
bcpipes@academicplanet.com  
403 Troop Carrier

**Reeves, John T & Tudy**  
3460 4 Mile Rd NE, Grand Rapids, MI  
longranger@ieeee.org, 307th BG, 424th BS

**Rockefeller, Edward & Grace**  
3 Reed St., Great Barrington, MA 01230  
Service Com Hq 13th

**Russo, Arthur & Arlene**  
407 Prescott Road, Union, NJ 07083  
rus.arle@aol.com, 868 BS - Snoopers

**Strawman, Gene & Lucille**  
6018 Terrace Dr., Johnston, IA 50131  
glstrawman@msn.com, 394th 5th BG

**Sullivan, H. Thomas (Sully)**  
P.O. Box 937, Blairesville, GA 30514  
868 BSH - Snoopers

**Sylves, Robert & Alice**  
1509 Carlton Dr., Lancaster, PA 17601  
archie1509@comcast.net  
403rd Troop Carrier Gp.

**Weeks, Wyatt**  
203 N. West St., Yorktown, TX 78164

**Wichers, Wilbert & Dina**  
4715 61st Ave. Dr. W, Bradenton, FL 34210  
13th Fighter Command

**Wiec, Stanley & Sophia**  
6322 Fairwood, Dearborn Heights, MI 48127  
394th Bomb Squad.

**Woodward, Harvey**  
1425 E. College Way, Olathe KS 66062  
307th Group, 442 Sqdn.

**Yates, Dave & Carolann**  
13900 Parkview Lane #304  
Southgate, MI 48195

**Yates, Wilma**  
108 Evesham E., Lake St. Louis, MO 63367  
(868 BS)

**Young, Mary**  
1243 Bayview Trail, Suttons Bay, MI 49682  
myoung0609@aol.com  
419th NFS  
Guest: Carl Moyer

**Make Your Reunion  
Reservations Today!  
(616) 957-0100**



## ***Nighthawks and Black Widows: The 13th Air Force Night Fighters in the South and Southwest Pacific, 1943 - 1945***

### ***Shiffer Books – Book Summary***

Aerial night fighting against the Japanese in World War II demanded the merger of a special type of pilot and plane. This is the story of those pilots who risked their lives night after night flying P-38 Lightnings, P-70 Nighthawks, and P-61 Black Widows - America's first purposely designed night fighter - for the 13th Air Force in the South and Southwest Pacific between 1943 and 1945. Night fighting included aerial intercepts of Japanese aircraft as well as raids against Japanese installations. This book provides detailed accounts of all these missions including the first solo night fighter raid over the highly defended Japanese base at Rabaul, night aerial combat against Japanese bombers and fighters, and harrowing night attacks against Japanese ground targets. Coverage of American night fighter tactics and Japanese counter-tactics add to the tale as 13th Air Force pilots battled the Japanese for control of the night skies. Primarily this is the story of the 419th Night Fighter Squadron - a unit formed in 1943 around a core of American pilots with night fighting experience flying with the Royal Air Force and Royal Canadian Air Force between 1940 and 1942. These men applied their skills of night fighting with German aircraft and intercepting German ground targets to the Pacific Theater while training a new generation of American night fighter pilots. Although the 419th Night Fighter Squadron formed the backbone of the 13th Air Force night fighters, the story would not be complete without covering Detachment B of the 6th Night Fighter Squadron and the 550th Night Fighter Squadron. Detachment B arrived in the South Pacific in early 1943 to engage the Japanese bombers known as "Washing Machine Charlie" over the night

skies of Guadalcanal before merging with the 419th Night Fighter Squadron at the end of the year. The 550th Night Fighter Squadron became operational under the 13th Air Force at the opening of 1945. Specialty Press has just released Northrop's Night Hunter: P-61 Black Widow written by Jeff Kolln. The book details the development and combat history of the P-61 Black Widow - the first American fighter specifically designed as a night fighter. The P-61 carried an onboard radar system that could locate and track enemy aircraft within approximately five miles of the Black Widow. The 13th Air Force is represented in the book through the 419th and 550th Night Fighter Squadrons which flew the Black Widow in 1944 and 1945. Each squadron is introduced and reviewed in a chapter devoted to the combat histories of every night fighter squadron equipped with the P-61. Photos of 419th and 550th Night Fighter Squadron aircraft can be found in this chapter and in other sections of the book. In many ways, World War II changed the face of warfare including the development of night fighting techniques and technology. Kolln's book provides a fascinating glimpse at the most important American aircraft designated as a night fighter in World War II - a plane flown by two 13th Air Force squadrons. The book is well researched, well written, and a solid contribution to the literature examining the P-61 and the aircrews which battled for control of the night skies during World War II. For more information on the book or to order a copy, visit: [www.specialtypress.com](http://www.specialtypress.com) or call 1-800-895-4585. The book costs \$39.95 (with an additional \$6.95 for shipping and handling).

*It's winter here in Michigan and the gentle breezes blow,  
Seventy miles an hour, at twenty-five below.  
Oh how I love ole Michigan when the snow's up to your butt,  
You take a breath of winter, and your nose freezes shut!  
Yes the weather here is wonderful, so I guess I'll hang around,  
I could never leave my Michigan, cause I'm frozen to the ground!*



## Letters From Our Readers

First I would like to commend you and the officers for a job well done. I look forward to each newsletter as it reminds me of the past, the good and the bad. What brings me to write this letter has to do with Bob O'Brien. I was ordering a St. Louis convention cap, when we found ourselves talking about our experiences. There was one that Bob found amusing and he made the suggestion that I write to you and share the story.

Back in 44, air to ground training in Mt. Home, Idaho, Phil Bayer, the pilot asked if any of us would like to exchange positions to see what the other guys did. I was the ball turret gunner and the co-pilot, Ernie Strang (who was more my size) volunteered to swap with me. The flight engineer, Paul VanDeren has some flight training so he and Phil Bayer exchanged positions. After a short briefing, Paul as pilot and myself as co-pilot were at the controls. All we had to do was fly in a circle. Well we got pretty cocky watching all the instruments, air speed, compass settings and admiring the scenery, Paul

said, "hey we are pretty good". A half an hour or so went by, when I commented, "Where is the plateau?" We were down into this beautiful revine when the co-pilot, in the ball turret says, "What's going on?", I'm supposed to be shooting down not up. The pilot heard our conversation on the intercom. Before I knew what happened, he reached over my shoulder, pulled back on the stick, I crawled out from under him, allowing him to sit in my seat. He took over flying and not too soon. We had not paid attention to the altimeter and were heading down. While I was sitting on the floor, all I could see was mountains on all sides, "Where's the plateau?" It was only then, did I know what we were in for. The rest of the crew had no idea what took place until we landed. The pilot and co-pilot told their version and Paul and Vic never flew a B-24 again, the whole crew saw to that!

Vic Strysko

13th AF 31st Group Samar, Philippine Islands

### 1945 Samar, Philippine Islands – 13th AF 31st Bomb Group



Top row L-R: Hull, Navigator; Ernie Strang, Co-Pilot; Phil Bayer, Pilot; Dick Maas, Bombardier  
Bottom row L-R: Vic Strysko, Ball Turret; Fred Paul VanDeren, Engineer; Bill Virts, Tail Gunner; Grant, Waist & Nose Gunner; Geno DeMusio, Waist & Nose Gunner; Dick Glew, Radio Operator

**Make Your Reunion Reservations Today! (616) 957-0100**

# 2009 13TH AFVA REUNION REGISTRATION

## HILTON GRAND RAPIDS AIRPORT

4747 28th Street SE • Grand Rapids, Michigan 49512-1915  
Phone (616) 957-0100

**SEPTEMBER 16 - 20, 2009**

Member's Name \_\_\_\_\_  
LAST FIRST

Spouse's Name (if attending) \_\_\_\_\_ 13th AF WWII Unit \_\_\_\_\_

Nicknames for Badges \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail address \_\_\_\_\_

Arrival Date \_\_\_\_\_ Time \_\_\_\_\_

Departure Date \_\_\_\_\_ Time \_\_\_\_\_

**GUESTS** Number \_\_\_\_\_ (Use back of form if additional space is needed)

Last Name _____
First Name _____
Nickname for Badge _____
Address _____
City _____
State _____ Zip _____

Last Name _____
First Name _____
Nickname for Badge _____
Address _____
City _____
State _____ Zip _____

### ACTIVITY FEES

Registration Fee (All attendees) ..... \$35.00 (per person)      X    No. \_\_\_\_\_    \$ \_\_\_\_\_

#### THURSDAY - AIR ZOO

Busses from Hotel at 9:00 am return at 4:30, includes transportation, admission and lunch ..... \$35.00 (per person)      X    No. \_\_\_\_\_    \$ \_\_\_\_\_

#### FRIDAY - GERALD R. FORD PRESIDENTIAL LIBRARY & MUSEUM

**FREDERIK MEIJER GARDENS** Leave 10 am. Price includes transportation and tram ride thru Meijer Gardens arrive back at 4:30 pm ..... \$35.00 (per person)      X    No. \_\_\_\_\_    \$ \_\_\_\_\_

**SATURDAY - LADIES LUNCHEON** ..... \$20.00 (per person)      X    No. \_\_\_\_\_    \$ \_\_\_\_\_

**SATURDAY - BANQUET** ..... \$30.00 (per person)      X    No. \_\_\_\_\_    \$ \_\_\_\_\_

#### MEMORIAL SERVICE - 11 AM SATURDAY

TOTAL \$ \_\_\_\_\_

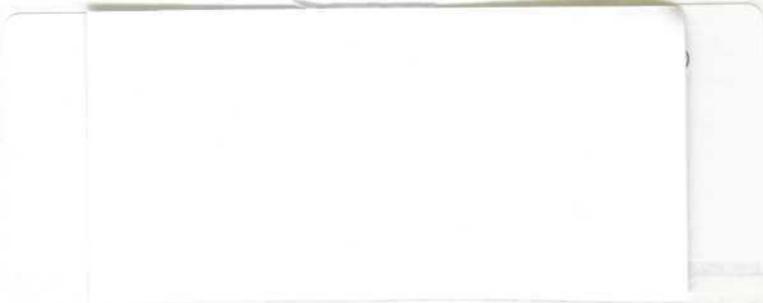
<b>Make your check payable to:</b>	<b>13th AFVA Reunion Fund</b>
<b>Send Registration with payment to:</b>	<b>Robert O'Brien</b>
<b>Questions? Call - (828) 686-5315</b>	<b>16 Maplewood Drive, Swannanoa, NC 28778</b>





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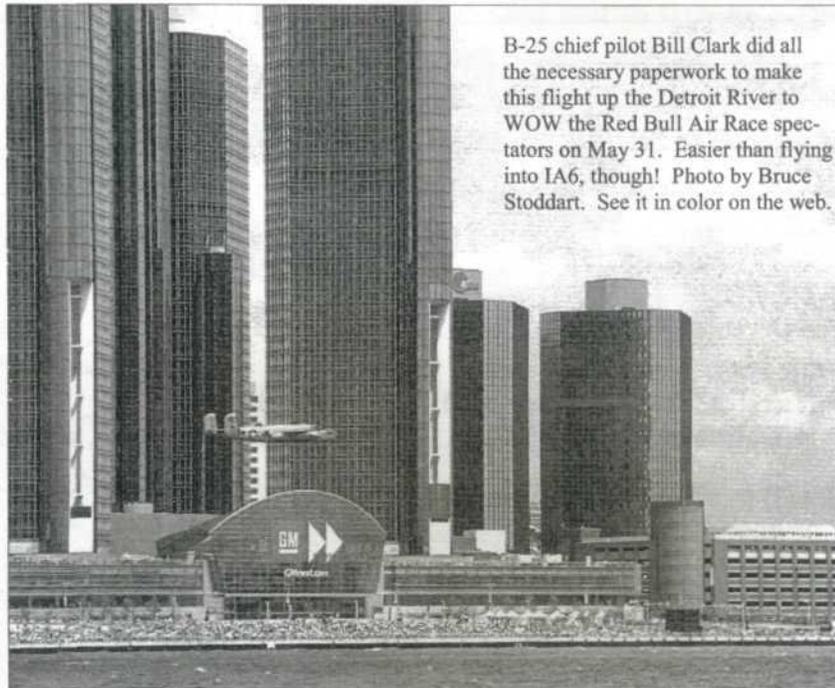


## B-25 Goes Low at Red Bull Air Races in Detroit

(aka Thirty Seconds Over Detroit)

The *Yankee Warrior* did this flyby Saturday May 31 at the Red Bull Air Races. Flying up the river, it was necessary for some spectators to look *down* to see it.

PIC was chief pilot **Bill Clark**, with **Jerry Nichols**, SIC and **John Stahley** crew chief. Bill said he'd never had to do so much paperwork for what amounted to thirty seconds of flying.



B-25 chief pilot Bill Clark did all the necessary paperwork to make this flight up the Detroit River to WOW the Red Bull Air Race spectators on May 31. Easier than flying into IA6, though! Photo by Bruce Stoddart. See it in color on the web.

*B-25 flying past office buildings and hotels in downtown Detroit*  
Sent in by Stan Wiecek - thanks Stan

Watch your mailbox...



**"Jungle" Air Force Newsletter**

**DELIVERY SCHEDULE**

• **March**

• **July**

• **November**

