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A photo of the 345<sup>th</sup> BG area sign as it existed before they became the Air Apaches. Does anyone remember seeing this sign and when and where that might have been? (Photo courtesy of Brandon Hogan.)



## PRESIDENT'S CORNER

By: BEN MILLER

The 2009 reunion certainly was a great success. We have kept papers from all the reunions we attended since 1982, and enjoyed all 19 of them. We had some with a very painted up old school bus, some with the offer of a ride in a B-25, and all kinds of prizes. Once, we went into Mexico and some Strafers had their pictures taken on a small donkey, painted with stripes to look like a zebra. One of our members said he would paint his burro to look like that when returning to Texas, but the little creature wanted to have nothing to do with paint. We have seen so many historic places, and missed so many more, but if we keep going, we will narrow the list down. We've never had a gathering in upper New England.

While at Basic Training in New Jersey, we used to wake up in the old hotel that we were billeted in and see smoke on the horizon from our merchant ships that had been sunk by German submarines overnight. We never saw the smoke during the day, as small navy blimps did their best to make the waters safe. Today, one of my friends at the American Legion is one of the 316 survivors of the USS INDIANAPOLIS that was sunk in the Philippine Sea in July 1945. The survivors spent 4 days in the shark-infested waters before some of them were rescued. Just think of all the survivors of our war in our midst.

Our group is shrinking every day, and the survivors are still giving daily thanks like we learned to do so long ago. We had no idea how the 345<sup>th</sup> Association would grow, and it

is still growing. Our families are certainly helping to keep the 345th alive. At the Dayton reunion, it felt so good to see the second and third generation members among us, as well as interested friends. I feel our reorganization has taken a good hold, and we are here to stay and will continue to make our mark in history. Remember when we stepped ashore at New Guinea and General Crabb told us that as of that moment, "We are history", because we were engaged in making it?

Pick up a book of the WW2 period, and it won't be long before you see some of our planes with the colorful noses, and the Indian on the tail.

As long as my basement remains, it will be continue to be my museum to the War and the 345<sup>th</sup> Bomb Group. I don't use my battered little Bible enough, but it is handy. God bless you all and don't give up, as we are on the right trail.

Benjamin F. Miller

The *Air Apache Strafer* is now viewable on our website, [www.345thbombgroup.org](http://www.345thbombgroup.org)



FALCONS  
498<sup>TH</sup> SQUADRON

By: CAROL HILLMAN

To all of the newbies from the 500th: A hearty welcome back to membership in the 345<sup>th</sup> Association We are glad you have chosen to re-up with the 345<sup>th</sup>. My original article was

a lengthy accounting of the history of the 5th Bomber Command but I scrubbed it so we could inform the new folks from the 500th about the upcoming reunion. (Had to conserve space and postage \$\$) My original article will be included in the "goodie bag" that will be given to those who attend the 345th Reunion in Texas on Labor Day Weekend. We will be celebrating the 65th Anniversary of the signing of the treaty with the Japanese and the ending of WWII! There is much, much history to share with the younger generations. Hope to see you in Texas!!!

When my father says he doesn't feel good, my antenna go straight up, for he is never ill. For the first time in my lifetime, Daddy spent the night in the hospital recently, which brought to mind questions about health care while the 498th was in New Guinea.

What was health care like in New Guinea, Daddy?

It rained all the time in New Guinea with an average rainfall was 180 inches per year. Mosquito netting was a must to combat the tremendous number of the flying blood-suckers. Netting was hung above each bed and was tucked in securely beneath each bed. One evening 3 men were stranded in a native village when their truck broke down and they were forced to sleep in the back of the truck with blankets that did not cover their entire bodies. One soldier had a blanket that only reached his knees. The next morning they counted over 100 mosquito bites on the lower part of his legs.

Each morning we were given a large yellow pill, maybe Atabrine tablets, to help prevent malaria. By the time we returned stateside, we had taken so many yellow pills that our skin had a yellow tinge. (My mother confirms that it took 5 or 6 months for Daddy's skin coloring to loose the yellow glow.)

Generally the men were quite healthy and had little need for medical doctors. However, when the 498th moved to Dobodura, they were greeted by several diseases: malaria, dengue fever, yaws, elephantiasis and fungus infections, The Atabrine tablets usually prevented the malaria attacks, but many still required hospitalization. The men enjoyed swimming in the rivers that were close to the tents at Dobodura until they came down with ear infections from a fungus from the contaminated river water. Sometimes the fungus would spread to other parts of the body and caused infected blisters that looked small grape. Funguses were everywhere. It wasn't unusual to see inch long hairy growths coming from the shoes you had taken off the night before. Those warm, wet shoes were perfect breeding grounds!

When the 345th was at Port Moresby, medical services were at 13 Mile Strip. Each squadron had their own medical doctor stationed at 13 Mile Strip. I do not remember the name of the 498th physician, but I do remember Jack Steel, physician for the 501st. In the early 1950s we moved to a small town in West Texas called Littlefield. Dr. Jack Steel was one of the local doctors and became a close friend and favorite golf partner for many years. We entertained to locals with story after story of the accomplishments of the 345th BG.

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**ROUGH RAIDERS  
500TH SQUADRON  
By: DON WAGNER**

We are finally making progress in completing and mailing the Spring edition of the ROUGH RAIDER Newsletter. All that is needed at this writing is clarification of our Association non-profit status, which will lead us to a greatly reduced mailing cost. Thanks to our editor, Susan Wagner, you will see a revised up-dated format with a new look I think will please you. I know for the past two years only one newsletter was produced but I feel confident were back on schedule for quarterly issues now. Susan needs your articles, stories and pictures, so keep them coming to her at email: [dylanwag@earthlink.net](mailto:dylanwag@earthlink.net) or mail: Rough Raider Editor, 106 Nathaniel Ct., Cary, NC, 27511.

A new database of members will result in the first new Directory since May 2005. Harlan Hatfield has things moving toward production and distribution to all members soon. When you receive your copy please check the info we have on you and send any changes to Harlan by email: [warbird@calweb.com](mailto:warbird@calweb.com), or mail: Secretary, 500th Bomb Sqdn Assn, 6900 Weddigen Way, North Highlands, CA, 95660.

During the 2009 Dayton reunion, the 345th Executive Board (which as the 500th representative I am a member) approved the acceptance of all 500th Life and Honorary Life members as automatic members of the 345th Association. That listing will be sent to the Secretary, 345th Association for incorporation in their member base this month. You should also receive future quarterly issues of the 345th newsletter, the STRAFER.

The Squadron Association Constitution & By-Laws are being up-graded to reflect some changes. They are presently programmed to be part of the Summer 2010 issue of ROUGH RAIDER. Please review them so we can discuss and take necessary approval action at our squadron meeting at Dallas.

I have been invited back to tell the ROUGH RAIDER and AIR APACHE story again

at The Military Aviation Museum, 1341 Princess Anne Road, Virginia Beach, VA on 10 April 2010. They liked our history so much an audience of four hundred gave me a standing ovation the last time I made the presentation. I of course extolled the virtues of the most effective and lethal strafing version of the B-25. I was pleased that 500th members Vernon Sawyer and his son Rich who live in Virginia Beach were in the audience. Like last year, I expect to get to fly the museum B-25 that will be rolled out for camera passes. I can hardly wait.

Don't wait too long in getting your reservations and sending your Dallas 2010 reunion application in. While we hosted the 2009 Dayton reunion, the 498th Squadron is hosting this one, and they have great plans for us. Keep well and healthy! For those with snow on the ground, stay away from the snow shovel. I want you ALL to make it to Dallas.



**BLACK PANTHERS**  
**501<sup>ST</sup> SQUADRON**  
**By: PAUL VAN VALKENBURG**

I hope everyone is surviving the winter alright. It's nice that here in central New York we are having a "normal" winter, only about 75 inches so far with just a few inches on the ground as I write this. My daughters thought they would escape the big snowfalls by going to college in Maryland but they have been hit harder than us this year! Speaking of my girls, they want me to thank all of you who contributed to their American Cancer Society Relay for Life Team.

With your help, their team has exceeded their goal!

On a sad note I have to report that former 501<sup>st</sup> vice president Quint Giuliani passed away on February 2<sup>nd</sup>. Quint had been an active member of the Association for many years and was very proud to have been a member of the 345<sup>th</sup> Bomb Group and in particular the 501<sup>st</sup> Bomb Squadron. Some of you may recall seeing a picture in the Strafer a few years back of the Cairn Quint built to honor the 501<sup>st</sup> ground personnel. Over the years Quint added on to this impressive rock monument located on his farm in central Pennsylvania and it will now serve as a marker for his final resting place. I will always be grateful to Quint for welcoming me into the 501<sup>st</sup> family and for being such a great friend. I will truly miss spending time with him at the reunions and at his farm. Our thoughts and prayers go out to his children, Tony, Judy, and Jacqueline.



Quint Giuliani's Cairn at his farm in Pennsylvania.

As we make plans for the upcoming reunion I would like to get you thinking about a new squadron vice president. I have held the position for several years now and think it is time to get some new blood involved. We have been lucky to see an increase in second and third generation membership and I hope these younger members will consider helping out in a leadership

role. Actually there is not that much involved with being a squadron VP. Responsibilities consist of writing an article for the Strafer and representing the squadron at the business meeting. Please give some thought to volunteering your time to help the association out. Drop me an e-mail if you think you may be interested or if you have any questions.

From the Web:

I received three inquires as a result of people researching members of the 345<sup>th</sup> on the Web.

The first was from a Simon Davies ([davies@ddsa.net](mailto:davies@ddsa.net)) looking for information on Lt. William E. Byrd of the 498<sup>th</sup> squadron. I was able to confirm that Lt. Byrd was a member of the 498<sup>th</sup> but have no other information on him. If you remember Lt. Byrd or know anything about his service you can e-mail Simon or contact me and I will see that he gets it.

Another inquiry was received from Paul Roales ([paroales@ionet.net](mailto:paroales@ionet.net)) looking for information on William E. Murray of the 500<sup>th</sup> squadron. Mr. Roales collects "Short Shorters", dollar bills signed by soldiers during the war (never heard of them, have you?) He purchased several of Murray's on e-Bay recently. I was able to verify Murray was a member of the 500<sup>th</sup> although the Warpath book has him listed as William Murry, apparently a typo. Mr. Roales has documentation that indicates Murray was shot down near Formosa in June of 1945 and that he spent 10 days in a life raft before being rescued. I have not found any reference to this. Can any of you 500<sup>th</sup> guys shed some light on this? From his e-mail Roales says of Murray:

*"He was a T/Sgt whose MOS was Airplane Mechanic Gunner 748. He was overseas with the 500th BS from Mar 29, 1945 until Nov. 3, 1945. He was awarded the Air Medal, Purple Heart, Soldiers Medal, and the regular campaign medals for his overseas time (I have the General Order numbers for those citations). His purple heart was for action in "Formosa Japan June 1945".*

*His obituary (he died April 30, 2005) says: "Toward the end of the war, his plane was shot down over the Pacific Ocean and he survived alone for 10 days in a life raft, living only on water and Charms candies".*

*I have 5 photos and 2 of them show aircraft, one is "Seafood Mama" and the other is "Rum and Coke". I do not know if either of those was his aircraft.*

*After the war he was a commercial pilot for JAL for 18 years then studied law and passed the bar in Montana and later was elected State Senator. William E Murray seems to have led an eventful life. His obituary says: "Bill flew many interesting people to include: Howard Hughes, Richard Nixon, Chief Justice Earl Warren and President John F. Kennedy." It would be nice if one of them had signed one of Bill's short snorters, but so far I have not found their signatures."*

The following e-mail was received from Mario Camilleri <[sarahcam@onvol.net](mailto:sarahcam@onvol.net)> in Malta. Mario's uncle James Camilleri was a member of the 499<sup>th</sup> squadron. You can contact Mario at the e-mail address listed above or contact me and I will forward any information you may have.

*"Dear Sir,*

*Imagine my surprise when I was browsing your web page and in photo board 2, I found an almost exact photograph once given to me by my late uncle Senior Sergeant James Camilleri (his war nickname was Cammy or Shorty) who was a member of the 345<sup>th</sup> Bombardment Group till 1945! The photo is the one depicting the attack on the Japanese submarine chaser. Which Unit was it?*

*All I know is that he spent some time as a radio operator and mid turret gunner on B-25s. He was also awarded the Purple Heart during 1944. He returned back to Malta (a small island in the Mediterranean where he was born) in 1958 and passed away in 1982 aged 74 but was always true to the US Army's Air Force beliefs. I will try to trace his discharge certificate and if you like I can scan another couple of photographs for you. He*

*would have been proud to have been a member of your Association.*

*Hope to hear from you soon.*

*Best regards*

*Mario Camilleri (Malta)"*

I received an e-mail from Mark Forman, whose father served in the 501<sup>st</sup>. He sent the following weblink to a short movie featuring B-25D "Potent Cock".  
<[http://ceehere.com/Military/WW-II-USAAF-Pacific-Theater/JForman11-15-1943-345thBG501St/11084664\\_zHkwt#776140493\\_FYK4j-A-LB](http://ceehere.com/Military/WW-II-USAAF-Pacific-Theater/JForman11-15-1943-345thBG501St/11084664_zHkwt#776140493_FYK4j-A-LB)>

The film features his father, Joe Forman, working on the .50 caliber side pack machine guns of the B-25 "Potent Cock" on the day of the 15 November 1943 raid on Wewak. Staff Sergeant Forman shot down a Ki-43 Oscar fighter on that mission and was awarded the Air Medal and Bronze star for his actions.

1918 FLU EPIDEMIC  
By Ben Miller (499<sup>th</sup>)

As a nation we are still fighting the outbreak of the flu. This brings back many memories of tales by my father who was drafted for the Army in WW1. At that time almost everything was moved by horsepower. My father was raised on the farm and was accustomed to working with the animals. He enjoyed all the time spent with the horses, especially on rainy days when the officers didn't bother the soldiers working in the barns with the clever horses. They were forbidden to use a switch or club on the stubborn critters, so they posted guards at the doors, and used persuaders, and it made the work with the stubborn critters easier. He liked the horse riding they had to work on. They would arrange all the horses in a circle and then the riders had to drop a cloth on the ground, hang from the saddle and pick the cloth up with one hand while sweeping the ground. He remembered seeing all the greenhorns lose their grip and wind up being dragged along, waiting for rescue.

During this period the great flu outbreak of 1918 swept the world, killing his favorite cousin, who was also in the service. Every evening the Army filled all the beds in their infirmaries, and every morning trucks came by and hauled out most of the soldiers, as they had passed away during the night. My dad, Henry Jr. (Chippy) and his one buddy, who was also from Adams County, were told by the cook to suck two lemons every day, which he provided, and neither of the two ever contracted the flu. When Dad didn't feel too well, it called for a trip to town. I'm sure these two vets are still enjoying each other's company in the hereafter.

#### MISSION TO RABAU DVD

A DVD has surfaced documenting the events leading up to the November 1943 missions to Rabaul. The story is told through the use of historical movie footage and newsreel style reporting. Much of the aerial footage was taken by combat cameramen who flew with the 345<sup>th</sup> air crews so there are many scenes with Air Apache aircraft clearly visible. The story covers the need to neutralize the enemy at Lae, Salamaua and Wewak before the Rabaul raids could be accomplished. The paratroops taking Nadzab and the building of that airbase are also covered. The DVD is available on the web from [www.historicaviation.com](http://www.historicaviation.com), is reasonably priced and runs about an hour in length.

#### PATHFINDERS TO IE SHIMA By: TOM TURNHAM (499<sup>th</sup>)

The policy of the 345<sup>th</sup> Bomb Group (and perhaps all other Groups) was to have all new pilots coming into the unit start their combat flying by serving as co-pilot for a number of missions. I had flown 7 co-pilot missions, received favorable recommendations from the first pilots I had been flying with and then passed a flight check with one of the squadron hierarchy, so I was all cleared to fly as first pilot. My first

mission in that capacity was on July 10, 1945, a shipping search over the seas west of Formosa. We found nothing and dropped our bombs on a small coastal city with no incident.

Apparently they wanted me to get a lot of experience in a hurry, for the next day I found myself on the mission schedule again. This time I was to fly as "tail-end Charlie" on a flight where one of our squadron leaders would be flying "Pathfinder" for sixty-four P-51's from Clark Field on Luzon, to Ie Shima, an island just west of Okinawa. My function as tail-end Charlie" was to follow behind the P-51 Group in case one of them had trouble and had to ditch, in which case I was to circle the spot and call in the air-sea rescue planes. The reason for a B-25 flying as a Pathfinder guide was because we had a navigator as a regular crew member whereas the P-51's were a single place planes, and there was 600 miles of open water to traverse from the north end of Luzon to Ie Shima.

In order to start the trip with full gas tanks, the P-51's (and also our B-25's) flew to an airfield at Loag on the north tip of Luzon late in the afternoon of the 11<sup>th</sup>, gassed up, had an evening mission briefing and spent the night; the plan being to take off first thing in the morning. After a dawn breakfast, our B-25 crews and the fighter pilots were trucked out to the flight line where we started our planes. All except one, that is. The B-25 squadron leader was unable to get one of his engines started. He tried and tried while the P-51's were sitting there wasting their precious fuel. The 600 mile trip would allow them very little to spare.

When it was apparent that our leader was not going to get his plane in the air, the exasperated Major who was leading the fighters called over to me and asked "Can you lead us there?" I was dumbfounded. I hadn't paid a lot of attention to the briefing since all I was supposed to do was follow along, but I knew that the entry pattern up in the combat area near Okinawa was complex. I looked at my navigator, Ed Karnis, who had more missions than I did, and asked him if he had taken down all the briefing information and if he thought we could pull it off. He gave me a look

of confidence and said "We can do it." I then called the Major and told him we would take the lead.

Off we went toward Okinawa. I pushed up my cruising speed from the normal 180 mph to 200, but even then the 51's had to fly a zigzag course to stay behind me at their higher cruising speed. What a sight it was, me leading a flight of 64 of the Army Air Force's best fighter planes. Wow! Things went great for awhile but then we started getting into some clouds. We increase our altitude and found a clear area above them but of course we lost all reference with the ocean surface and this made navigation a problem. Since Okinawa was an active combat zone, they offered no homing beacons for us to home in on so our navigation was by dead-reconning. With my limited navigational ability, I was getting quite concerned but Ed Karnis was still confident. I kept thinking of our being only a few degrees off our heading on a 600 mile trip and we might miss Okinawa entirely! At the briefing back at Laoag, they had given us an approach procedure so they could identify friendly planes on radar. The exercise started as you passed over a small volcanic peak south of Okinawa and then you flew some direction for a period of time, then you made a series of turns as you were letting down, and if you had done it correctly you should be able to see the airstrip.

We had been flying almost 3 hours and were still over the layer of clouds when Ed told me we should be over the volcanic tip and to start the entry procedure. I called the P-51 leader and told him we were starting our let-down and to try to stick with me through the clouds. We followed the prescribed procedure and what do you know? As we broke out from under the cloud layer there was the air strip. What a relief! I had been having visions of breaking out and seeing nothing but ocean but Steady Eddie had gotten us to our destination. When we landed and taxied to our parking areas, the P-51 leader came over to our plane and said "Thanks, that was a great job". I told him to thank Ed; he was the one who got us here.

That was quite a day! What had been billed as a pleasant sight-seeing trip had turned out to be one in which I assumed probably the biggest responsibility of my life. In talking with Ed Karnis at a reunion 37 years later, he told me he ranked it the second most stressful day in his flying career, the first being when he had to ditch in the ocean off the coast of Indo-China.



Tom Turnham at front left with Ed Karnis beside him along with other members of the 499<sup>th</sup> Squadron in front of their home on Luzon.

#### RESEARCH NOTES

We seem to be getting more and more enquiries from 2<sup>nd</sup> and 3<sup>rd</sup> generation people looking for information regarding their relatives



that served with the 345<sup>th</sup>. Maybe it is time that we sit down and put together our process for helping them out. It might even be a good idea to sit down with your old photo's and put the names of the people in the picture on the back side. Researchers are not only looking for people who knew their relatives but also for pictures of them.

I'd like to do a series of small articles about missions the 345<sup>th</sup> flew. Let me have your favorite stories of a mission you were on, your tales about picking leaves and branches out of the bomb bay doors, changing an engine in record time or about how you created a masterpiece from powdered

eggs, spam and ketchup. If you'll send it in, I promise I'll try to find a way to use it in our *Strafer*.

Pictures of your time with the 345<sup>th</sup> would also be good to go along with articles. Photos of your tent, life in camp, loading bombs, repairing equipment or even recreational activities would all help people understand what you went through.

Putting together some stories and pictures today will help ensure that the sacrifices of yesterday will continue to be recognized by future generations.

### BULLETIN BOARD

*I would like to know if there were possibly any persons that served with him, or anyone that*

#### IN MEMORY OF:

The members of the 345<sup>th</sup> Bomb Group Association extend our sincere condolences to the families of our departed members and friends.

Robert H. Jenne (499<sup>th</sup>) 4-17-2008  
Decatur, IL  
Benjamin T. Muller (500<sup>th</sup>) 1-2-2010  
Houston, TX  
Quinton J. Giuliani (501<sup>st</sup>) 2-2-2010  
Wynnewood, PA  
Lawrence Bannister (499<sup>th</sup>) 2-27-2010, Ibera, MO  
Thomas J. Hoey (498<sup>th</sup>) 2-9-2009  
Jacksonville, FL  
William (Bill) Carter (499<sup>th</sup>) 3-1-2010  
Rochester, NY

Carol Hillman (498<sup>th</sup>) forwarded this request for information:

*"My name is Staff Sergeant Dustin Williams  
<[dustinwilliams6996@gmail.com](mailto:dustinwilliams6996@gmail.com)>*

*I am looking for information on the 498th Squadron. My grandfather M/SGT Jack F. Williams was a mechanic and crew chief during the latter part of WW2. Recently, my father located a lot of old information regarding his military service, and*

*could provide me with the squadrons patch. I would like to gather as much information on my grandfather as I could since I never met him and both of us serving in the United States Military really makes me feel like I knew him. Any information you may have I would greatly appreciate."*

*And another inquiry.*

Dear Sir,

My name is Scott Rothe and I had a very good friend, Gus Serio, who was a Top Turrent Gunner in the 345th BG from 1943-1945. Gus was a neighbor of mine while I was growing up in Columbus, OH. I am not sure what squadron he was attached to, but I do know it was in the 345th. I have lost touch with Gus's widow and children since his death in 2001, but I would be interested in any available information, regarding Gus's time in the 345th BG. I am also curious to know if I would be able to attend the upcoming reunion in Dallas, TX in September. I live nearby and am very interested in talking to anyone who might have known Gus.

Thank You,  
Scott Rothe  
3361 Camelot Dr.  
Dallas, TX 75229  
214-904-0172

715-220-0197

**MEMBERSHIP AND SUBSCRIPTIONS:**

*Good thoughts.*

*Troy Decker, grandson of Bill Carter, sent this letter. Yes, the 345<sup>th</sup> was dear to his heart:*

*...My grandfather spoke very highly of the men he served with in WWII, as well as those he met during the 345<sup>th</sup> reunions. Although my grandfather has not been to a reunion in a few years, he kept up with current events by reading each Strafer.*

*The night he passed away, I needed time to myself so I went down in the basement that was set up like an unique museum. AS I sat at his desk wiping away tears I noticed the December mailing of the Strafer and realize that was the last piece of literature he read at his desk. ....*

**EDITORIAL NOTE:**

The next issue of the *Strafer* will be published in June. Please post your submissions by May 10 in order that they receive full consideration. Send your items to:

ANDY DECKER  
1348 112<sup>TH</sup> AVENUE  
AMERY, WI 54001-4838  
[strafer2@gmail.com](mailto:strafer2@gmail.com)

Don't forget to check your mailing label. If it has an M (member) or AM (associate member) and the date is earlier than 2010, your dues of \$15.00 are past due. Dues should be paid by January 1 and not later than January 31. LM (life member) and AW (associate widows of deceased members) are exempt from yearly dues but donations are always welcome.

To avoid being removed from the mailing list and membership roster send your check for \$15, made out to:

345<sup>th</sup> BOMB GROUP ASSOCIATION and  
mail it to:

MARY SLOAN ROBY, TREASURER  
345<sup>TH</sup> BOMB GROUP ASS'N  
1916 PRATT STREET  
BALTIMORE, MD 21231-1925

To reduce postage expenses we are converting to a bulk mail permit resulting in a new format and delayed delivery of your March, 2010 Strafer..

I thank Andy Decker, assistant editor, for his patience.

Future issues of the Strafer should be received in a timely manner. Judy Zurlis

**345<sup>th</sup> Bomb Group XXIII Reunion, 2010**  
**Labor Day Weekend; September 2 – 6**

Please register as soon as possible so the Association can benefit from available discounts. Those who register by May 15th will have their names in the door prize drawings multiple times.

**Make Your Own Hotel Reservations**

Headquarters: Gaylord Texan Resort & Convention Center  
1501 Gaylord Trail, Grapevine, TX 76051  
Reservations: 1-866-782-7897  
Specify Group Code X-BMB10; Group Name: 345<sup>th</sup>

Room reservations received after the reservation cutoff date of August 3, 2010, will be confirmed on a space-available basis at the best available rate at the time you make the reservation.

**The Hotel**

The hotel is the Gaylord Texan Hotel and Convention Center in Grapevine, TX. Please go to this web site <http://www.gaylordhotels.com/gaylord-texan/> to see pictures of the hotel and learn more about it. Normal room rates begin at \$249 for our block of rooms. **We have secured a rate of \$99 per guest room with single or double occupancy plus 12% taxes rather than the normal 18% tax rate.** The resort service fee of \$15.00 per room per night will be waved. Each additional adult will be \$20.00. Rates will apply three (3) days prior to and following the reunion, so come early and stay late.

**Parking Issues**

Parking is about \$15 per day. They will give us 4 free passes each day. We plan on having daily drawings to give these away. There is remote parking for motor homes but no hook-ups.

**Airport Shuttle Service**

The hotel is literally in the flight path for planes landing at Dallas/Fort Worth Airport. Got a parachute? Hop out! Otherwise, go outside the luggage claim area and catch a Super Shuttle to the hotel. Any Super Shuttle can deliver you to the hotel but the Super Shuttles with the Gaylord Texan logo in the window comes directly to the hotel. A Super Shuttle picks up every 30 minutes. Cost is \$12 per person. From Dallas Love Field Super Shuttle departs every hour on the hour from outside the baggage claim area. Cost is \$18 per person.



**Thursday, September 2, 2010**

Come in early and enjoy the ambience of the Gaylord Texan. Yes, the Hospitality Room will be open daily with open bar and snacks! We will have bartenders manning the Hospitality Room from early in the morning until midnight. Then go to bed; Get some sleep! Rest up for the rest of the reunion!!!

**Friday, September 3, 2010**

**9:00 AM – 6:00 PM**

Registration in Hospitality Suite. Enjoy the open bar and snacks while you visit with old friends. Interesting displays will be in the Hospitality Suite all weekend. Please bring your pictures, books, scrapbooks, and other items to show to all of us.

No. Persons \_\_\_\_\_ X \$35.00 = \_\_\_\_\_

**6:00 PM – 8:00 PM**

Welcome-To-Texas Buffet & Entertainment - You are in TEXAS! When we say buffet we mean BUFFET! Join us at the Gazebo for a delightful Fiesta Dinner Buffet that will fill you up, eliminating the need to go out for dinner afterwards. Besides, we've planned some wonderful entertainment in the Yellow Rose Ballroom especially to set the mood for the weekend. You don't want to miss this night.

No. Persons \_\_\_\_\_ X \$20.00 = \_\_\_\_\_

**8:00 PM – Midnight**

Hospitality Suite is open! Y'all come! Visit with your friends.

**Saturday, September 4, 2010**

**7:00 AM – Midnight**

Join us for a light Continental breakfast (until 10 AM). Registration continues as does swapping tall tales with your 345<sup>th</sup> buddies.

**Meet the Troops at D/FW**

Time to be Announced

Currently a plane from Iraq and Afghanistan lands at D/FW Airport at 8 AM bringing troops home for R and R. By next Labor Day the plane landing may be as late as 10 AM. Hundreds of citizens gather in the terminal lobby to greet and cheer these brave soldiers as they walk out of the customs gate into

the arms of their families. Many of the troops will be transferring to other planes for the next leg home and will not have family there to greet them. We get to give them hugs! We know you will love being a part of this moving event. Please bring clothing with B-25s or 345<sup>th</sup> Bomb Group or your Squadron "stuff" to wear. If original hats or flight jackets are still around, wear them. Veterans are placed at the beginning of the welcoming line immediately after the welcoming families. There is always someone making a video of the arrivals then each soldier gets a DVD of their arrival as a keepsake. Usually there is newspaper or TV coverage, which I would expect on the day we greet the troops. One never knows until the night before what time the plane will land and we, too, will have to work with that flexibility. The bus company will work with us on this timing. We are on the official schedule to greet the troops on Saturday.

If, by chance, that Saturday should turn out to be one of those rare days that a plane does not land, we will take a bus trip to one of the numerous museums in this area dedicated to planes and war memorabilia.

No. Persons \_\_\_\_\_ X \$15.00 = \_\_\_\_\_

### **Saturday Afternoon**

The afternoon is opened for you to take advantage of the many sidebar activities available. Choose the ones that suit your tastes. See the Extras! Extras! Extras! Section below.

#### **4:00 PM – 5:00 PM**

Squadron Business Meeting then off to your Squadron Party!

### **Saturday Evening**

Squadron Party - There are zillions of great restaurants all around the area and public transportation to get the people there. Each Squadron will be responsible for its own get-together but we will work with each group to help them find the perfect place. Squadrons will want to hold their short business meetings during their parties.

### **Sunday, September 5, 2010**

#### **7:00 AM – 9:15 AM**

Continental Breakfast in the Hospitality Room

#### **9:30 AM – 11:30 PM**

General Membership Business Meeting - Election of Officers and selection of the destination for the XXIV reunion. Please let the 345<sup>th</sup> BG officers know where you want to go for the next reunion. AND, if you would like to host the reunion, speak up! Don't be shy!

**12:00 PM – 2:00 PM**

The TEXAS MYSTERY Luncheon (formerly known as the Ladies Luncheon) - Due to popular demand (since the men didn't get to see the Paris Fashion Show at the Addison, TX Reunion, 2002), we are extending a cordial invitation to the men to join the ladies for this Texas Mystery Luncheon.

Can't tell you anything else...it's a MYSTERY!! No. Persons \_\_\_\_\_ X \$15.00 = \_\_\_\_\_

**12:00 PM - 5:00 PM**

Hospitality Room Open

Next-to-Last chance to visit with your friends!

**5:00 PM – 6:00 PM**

Banquet Cocktail Hour with a cash bar provided.

**6:00 PM**

Banquet

The food for this banquet will be spectacular. **Jim Terry** (500<sup>th</sup>) will share the poignant story of **Lynn Daker's final trip to the Philippines** to locate his downed aircraft and missing crew member.

Please indicate the quantity of desired entrees:

Beef \_\_\_\_\_ Chicken \_\_\_\_\_ Fish \_\_\_\_\_ No. Persons \_\_\_\_\_ X \$40.00 = \_\_\_\_\_

**After the Banquet – Midnight**

Last chance to visit with your friends in the Hospitality Room as it will close for good at midnight.

**EXTRAS! EXTRAS! EXTRAS!**

**What can we do on Saturday????**

**Restaurants are Everywhere**

There are 4-5 restaurants, bars, sports bars, nightclubs all inside the hotel.

Practically every known restaurant chain in the free world is in Grapevine. Very affordable transportation is available to all of the restaurants.

### Activities for Adults

The “Big Boy Toy Store”, Bass Pro, is literally just down the street from the Gaylord Texan Hotel. For those who prefer Cabela’s, there is a huge store just 20 minutes away.

Across the street from the Bass Pro is the Grapevine Mills Outlet Mall.

Historic and quaint Main Street in downtown Grapevine is filled with boutiques and specialty shops plus eateries.

Want to play golf? The Dallas Cowboy’s Golf Course is associated with the Gaylord Texas Hotel and is also just around the corner.

Don’t forget to check out the boutiques, wine tasting room, video game room, and other activities available in the hotel.

### Activities for the Younger Guests

There is a huge outdoor swimming pool at the hotel for the kids of all ages and another large indoor pool for those who want to avoid the sun. We hope you will bring the second and third generations to the reunion.

### Spoiling of the Guests

The most luxurious Spa is waiting to pamper you. A state-of-the-art fitness center is waiting to keep you in shape.

### What Else!

Cowboy Stadium, Six Flags Over Texas Entertainment Park and Texas Rangers Ballpark at Arlington are all next door to each other.

We can arrange for tours of Cowboys Stadium for those who are interested. Tours last 1¼ hours and the costs are:

Individual tours – Adult \$15.00; Seniors (65+) and Children (5-12) \$12.00;

Group tours of 20 or more – Adult \$12.00; Seniors (65+) and Children (5-12) \$9.00. Children under 5 are free.

No. Adults \_\_\_\_ X \$15.00 = \_\_\_\_\_ No. Seniors/Children \_\_\_\_ X \$12.00 = \_\_\_\_\_

If 20 or more sign up for the tour, you will receive a \$3.00 per person refund

Ticket prices at Six Flags are \$49.99 for guests 48”+ tall and \$31.00 for guests less than 48” tall. Purchase these at the gate.

Costs for tours of The Ballpark are Adults \$10, Seniors (62+) \$8, Children (4-18) \$5

# Adults \_\_\_\_ X \$10.00 = \_\_\_\_\_ # Seniors \_\_\_\_ X \$8.00 = \_\_\_\_\_ # Children \_\_\_\_ X \$5.00 = \_\_\_\_\_

If 25 or more sign up for the tour, you will receive a \$2.00 per person refund for adults and seniors and a \$1.00 per person refund for children.

Super Shuttle will transport you to Cowboy Stadium, Six flags or The Ballpark for a fee.

There is much to do and see in Dallas-Fort Worth, all the way from the historic Fort Worth Stockyards (and Billy Bob's legendary honky tonk) to the Kennedy Memorial in Dallas. Let us know if you would like to see these places.

Renee Armstrong has a desire to compile more video histories of the veterans during the reunion. Please share your time wither for an interview as she continues to do research for her book centered on one of our members.

### **A Final Word**

Our goal for this reunion is to provide the most luxurious atmosphere for this special reunion. We have strived to provide much, much time for the veterans to visit in the Hospitality Room yet intersperse fun events throughout the weekend. We have purposely left off long tours of museums and military bases to allow more time for the veterans and their families to visit with each other and teach the younger generations about what the vets and the 345<sup>th</sup> BG members did during the war.

Our hope is that you will bring the 2<sup>nd</sup> and 3<sup>rd</sup> generations. There will be much for all ages to do at this reunion.

If we have left off something that you want to do, let us know. We are flexible and will be glad to try to accommodate your request.

Please register early...don't be a slow poke! *Slow Pokes ain't fun but Cow Pokes are!* Come on down to Texas and have a grand time at the **345<sup>th</sup> Bomb Group Reunion!!**

### **XXIII Reunion Hosts,**

*Melvin and Gladys Best*

*Carol Best Hillman*

*Judy Best Zurlis*





**DON'T MISS JIM TERRY'S STORY  
ABOUT LYNN DAKER'S  
FINAL TRIP TO THE PHILIPPINES  
SUNDAY, SEPTEMBER 5, 2010  
REUNION XXIII**

**345<sup>th</sup> Bomb Group XIII Reunion, 2010 Registration Form**

September 2 - 6, 2010

**Gaylord Texan Resort & Convention Center, Grapevine, Texas**

Name \_\_\_\_\_

Name(s) of Spouse/Guest(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_ Squadron No. \_\_\_\_\_

**Registration Fee:** No. Persons \_\_\_\_\_ X \$35.00 = \_\_\_\_\_

Friday: Welcome to Texas Dinner and Entertainment: No. Persons \_\_\_\_\_ X \$20.00 = \_\_\_\_\_

Saturday Morning: Greet the Troops at D/FW Airport No. Persons \_\_\_\_\_ X \$15.00 = \_\_\_\_\_

Sunday Noon: TEXAS MYSTERY Luncheon: No. Persons \_\_\_\_\_ X \$15.00 = \_\_\_\_\_

Sunday Evening: Closing Banquet: No. Persons \_\_\_\_\_ X \$40.00 = \_\_\_\_\_

\_\_\_\_\_ Beef \_\_\_\_\_ Chicken \_\_\_\_\_ Fish

Tour: Cowboy Stadium Sat. afternoon (an "extra"): No. Adults \_\_\_\_\_ X \$15.00 = \_\_\_\_\_

No. of Seniors/Children \_\_\_\_\_ X \$12.00 = \_\_\_\_\_

Tour: Ballpark in Arlington Sat Afternoon (an "extra"): No. Adults \_\_\_\_\_ X \$10.00 = \_\_\_\_\_

No. Seniors \_\_\_\_\_ X \$ 8.00 = \_\_\_\_\_

No. Children \_\_\_\_\_ X \$ 5.00 = \_\_\_\_\_

**Grand Total = \$ \_\_\_\_\_**

We're interested in touring (Fri. or Sat. afternoon; Time and Cost to be determined):

Fort Worth Stockyards - No. Persons \_\_\_\_\_ Kennedy Memorial - No. Persons \_\_\_\_\_

**PLEASE COMPLETE THIS REGISTRATION FORM AND MAIL IT ALONG WITH YOUR CHECK TO:**

**345<sup>th</sup> Bomb Group**

**Judy Best Zurlis**

**424 Tiffany Trail**

**Richardson, TX 75081-5553**

**Home: 972-231-2943**

**[judyzurlis@sbcglobal.net](mailto:judyzurlis@sbcglobal.net)**

**MAKE CHECKS PAYABLE TO: 345<sup>th</sup> BOMB GROUP**

**Remember to make your own hotel reservations at**

**866-782-7897; Group Code X-BMB; Group Name 345<sup>th</sup>**

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