

Lees inn ^{Affordable}
^{Luxury} SM

3-24-92

INDIANAPOLIS MOTEL ASSOCIATES / Lees Inn - Indianapolis / 5011 N. Lafayette Rd./I-65 / Indianapolis, Indiana 46254 / 317-297-8880
FAX 317-297-8765

DEAR MR. WILEY

RECENTLY AN OLD NEWSLETTER FROM THE 307th BOMB GROUP WAS SENT TO ME BY ANOTHER NAVIGATOR, FLORIAN LANNING WHO FLEW WITH ME. HENCE THIS NOTE:

IT WAS MY CREW THAT STAYED WITH KIZER'S PLANE WHEN IT RAN INTO TROUBLE ON IT'S FIRST MISSION. GAYLE RADIOD THAT HE LOST ONE ENGINE AND THEN A SECOND. IT WAS NECESSARY TO DITCH, HE MADE A PERFECT LANDING AND WE DROPPED 2 LIFE RAFTS TO THE CREW. WE SAW 10 MEN CLIMB INTO THE RAFTS. I HAD A GOOD PIX ON THEIR POSITION AND HAD OUR RADIO MAN CALL IT BACK TO THE BASE. THEY RE-LAYED THE CO-ORDINATES TO A CATALINA FLYING BOAT WHO FAILED TO LOCATE THE CREW. THE NEXT DAY, THEY CHECKED MY LOG AND DETERMINED THAT AN ERROR WAS MADE BY ONE OF THE THREE RADIO OPERATORS INVOLVED. THEY SENT OUT ANOTHER CAT WHICH PICKED UP THE 5 MEN INCLUDING GAYLE AND YOUR BROTHER. GAYLE TOLD ME THAT DUE TO THE HEAVY SEAS, THEY COULD NOT GET THE 2 RAFTS TIED TOGETHER. BY THE FOLLOWING DAY THE RESCUE PLANE COULD NOT FIND THE SECOND RAFT. EVERY DAY FOLLOWING THIS EVENT THE CREWS FLYING TO YAP WERE REQUESTED TO TRY TO SPOT THE RAFT AS YOU KNOW, IT WAS NEVER SIGHTED.

IT WAS DETERMINED THAT THE ENGINEER ON KIZER'S CREW WAS UNFAMILIAR WITH THE TYPE OF FUEL TRANSFER PUMP ON THIS PARTICULAR PLANE. WE WERE CARRYING 2-100 GAL TANKS IN THE BOMB BAY AND HE APPARENTLY PUMPED A PORTION OF GAS OVER BOARD IN ADVERTANTLY. THE PLANE RAN OUT OF GAS.

I DID NOT GET TO KNOW DICK VERY WELL, BUT I DO REMEMBER HIM. I HAVE SEVERAL PICTURES OF

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GAYLE AS WE WENT ON REST LEAVE TOGETHER,
I DON'T BELIEVE I HAVE ONE OF YOUR BROTHER.

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I LOST A BROTHER WHO WAS ON BATAAN
WAS TAKEN PRISONER, AND WAS LATER KILLED
WHEN A U.S. SUB SANK THE PRISON SHIP
EN ROUTE TO FORBOSA. SO YOU CAN UNDERSTAND
WHY I AM SENDING THIS MEAGER INFORMATION
TO YOU. ANY INFIRMATION ABOUT MY BROTHER
BECAME VERY IMPORANT AND VALUABLE TO MY
FOLKS AND ME.

HOPE I WAS ABLE TO FILL IN
A GAP OR TWO.

BEST REGARDS,

SHELDON HOLLAND