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to hold his ship in formation long into the water aft the plane." enough to allow the bombardier, Second Lieut. Edmund J. Torpey, of Y., to release his bombs smack on the target.

This done, the stricken engine began to "run away'. German fighters noted it and began to line tack

Capt. Brown's move to the lower group would spell securitty enough under ordinary circumstances. Bu: not with one motor running wild and threatening to burst into flame any second.

As a matter of fact a few minutes after ihe bomb run tiny flames began to lick at the frozen oil on the engine nacelle. A few minutes later giant oil-fed flames actually melted part of the propeller. Soon, the propeller, bent from the flak impact, started to cut chunks out of the engine cowling. There was nothing the occupants of the Fort could do but just sit up there and watch the fire.

Fortunately the flames spent themelves and went out. They were so threatening in one instance that Capt. Brown ordered his crew to the radio compartment so that baling out could be accomplished with a minimum of obstruction.

This reporter was atop the control tower watching the landings the day Capt. Brown' plane came back. I walked over to say hello as he taxied his plane in. Just as he brought it to a stop the bent and half-melted prop, still spinning, tore loose and literally "walked" through the outer hide of the Fortress, two feet behind Capt. Brown's seat in the cockpit. It was his second escape from disaster in a day. To him it was his fifteenth mission and just another raid.

Others aboard his ship were Navigator Second Lieut, John A. Forsythe, of Ashland, Oregon; Radio Gunner Tech. Sgt Edward G. Chrun, of St. Louis, Mo.; Turret Gunner Sgt. William H. Huffman, of Guyandotte, West Virginia; Right Waist Gunner Secont Lieut. Ralph D. Burks of Howe, Tex.; Left Wing Gunner Staff Sgt. Richard A. Garrison, of Tribune Kansas; Tail Gunner Harry L. Edwards, of North Rose, New York.

Our Men in Service splitting the navigator's table in in the direction in which they last raft kept a man on watch all night not to land. two and missing him by a few saw the pilot they had attempted to to see that the line securing us did The plane circled for nearly an

Rockville, Center, Long Island, N. ed the crew to abandon ship. ocean that tossed their little craft Very shells." Scarcely had they broken out hte about so mercilessly that they all During the morning the crew Down went the spirits of the men life raft when the plane settled suffered from seasickness. Nearly sighted more army fighters, but on the life rafts again, but at that rapidly, but remained afloat with five hours ater the cra.h another they failed to see the rafts. About moment they spotted the mast of a the tail high out of water.

up for the kill. Capt. Brown drop- plane in two life rafts. Upon taking every means they had, they saw it attracting the attention of the pi- aboard. ped down to a low group for refuge stock, they found they had one ba, grow smaller and disappear.

against the developing attack. The of emergency rations and six cans "For supper we ate three malted Another amphibian plane circled fighters, ever reluctant these days of water. The two army fighter milk tablets and had two sips of wa- over the rafts during the afternoon and daughter Kingsley were up to mix it with more han one for- planes continued to circle overhead ter per man," Kennedy said. "We and prepared to attempt a landing from Portland Monday to attend the

lot.

scant inches The port engine fell off rescue, but could find no trace of not break. About 3 o'clock we heard hour and then dropped a package him. They never saw him again. planes overhead. They were deter- containing chocolate and cigarettes The plane struck hard and then The spirits of the men sank when mined to be Japs by men who had and a note wishing them a 'Merry began to settle fast. The pilot order- they found themselves alone on an heard them before, so we fired no Christmas' and signed by all the crew.

plane crossed the sky miles away, noon a twin-engined navy plane United States desroyer on the hori-The nine men left the sinking and though the crew signaled with came in view and they succeeded in zon, and presently they were safe

HERE FOR FUNERAL

Mr. and Mrs. Ambrose Chapin

tress at a time abandoned the at- for awhile then disappeared into abandoned sailing at dark and tried But the sea was rough and the men funeral of Mrs. Chapin's uncle, distance. The men attempted to row to get settled for the night. Each on the raft motioned for the pilot Robert McCullough. ublic Sa Having sold my farm I will offer at public sale at the farm, 19 miles southwest of Heppner and 3-4 mile south of Eight Mile postoffice. Beginning at I o'clock P.M. Thursday, Mar. the following equipment and household goods: LIVESTOCK AND POULTRY 1 second hand binder 5 head medium sized work horses from 2 Complete blacksmith shop to 12 years old; all broke but one colt 1 Royal Blue cream separator 1 milk cow, just fresh 8 gas barrels 5 dozen chickens 1930 Chevrolet truck in good condition A-1 stock saddle

Harness for six horses

1 9-foot Deering combine

1 LeRoy engine

FARM EQUIPMENT AND SUPPLIES

3 grain drills

2 3-bottom plows

Mower and rake 1 scalding vat 1 10-ft. disc plow 4-horse fresno 2 rod weeders 1 weed burner **3 double discs** 7 sections of springtooth HOUSEHOLD FURNISHINGS 1 25-ft. wood harrow 1 Montague range 9 sections of steel harrow 1 circulating heater **Killiford chisel** 4 bedsteads with springs and mattresses 1 2-wheel trailer 1 davenport 1 hay wagon 1 Philco radio 1 iron wheel wagon l telephone 1 hack 1 Maytag washing machine **1** hogwire stretcher 4 dressers 300 second hand sacks About one dozen chairs Small amount of hay 1 kitchen cabinet 1 concrete mixer 1 dining table 1 shotgun 1 4-burner coal oil cookstove 5 sacks of potatoes Fruit jars and some fruit 5 cords of wood 1 set aluminum ware 100 posts 20 gallons paint CASH lerms: Nothing removed from farm until settled for V. R. Runnion L. REDDING, Owner Harry Dinges Clerk Auctioneer

BOARDMAN MAN 28 HOURS 4 IN LIFE RAFT IN PACIFIC

Somewhere in the South Pacific-(Delayed)-Nine men, crew members of a navy amphibian patrol plane that crashed in a heroic but futile attempt to rescue an army fighter plane pilot, spent 28 hours in two wave-tossed life rafts before they were picked up by a U.S. destroyer.

Members of the crew, who escaped with no more serious injuries than a few cuts and bruises, and who told of their experiences on their return to duty included Ensign L. J. Kennedy of 2723 Benvenue, Berkeley Calif., co-pilot; Aviation Machinists Mate first class Charles A. Martin, of Sprague, Wash., and Aviation Machinist's Mate second class Ted S. Ekker, of Boardman, Ore.

The big navy plane was directed to attempt rescue of an army fighter plane pilot who had crashed, many miles from land.

"We found the pilot floating in the water on a one-man life raft and two army planes flying over head." Ensign Kennedy said. "so we circled and prepared to land . The water was rough, but we thought we could get down safely. A swell apparently built up under us and when we hit we bounced 100 feet into the air.

"The radioman reported a large hole in the hull. The pilot gave the order to stand by for take off and gave the ship full throttle. We bounced hard once and then again. After the second bounce, the port prop came off and cut thru the hull at the navigator's compartment,