

Sir Paul:-

Sorry for the delay in answering your letter but I'm not much at writing, but I personally have an hour or two to myself so I'll give it a shot - I'm at work, (but on my way out) - I'll be returning this year & using up a lot of my accumulated sick leave -

So anyway here goes. -

Firstly, my instructor at Douglas was Mr. Hanson - As I remember he was a great guy & taught me well - Near the end of primary training I was sent to another instructor for a flight check (we didn't have military pilots giving us flight checks) This instructor put me thru the mill - all kind of maneuvers & emergency procedures, finally came to the end & I was all sweaty - He wouldn't tell me how I made out but Mr. Hanson assured me I passed - After graduation I was told that all the instructors selected their best pilot & bet each other according to the cadets abilities - An impartial instructor was selected & Cadets had numbers not names - After all were tested the instructor would list all the cadets in order of competency - I was told I came out on top & made a bundle for Mr. Hanson - So you see I remember Mr. Hanson well -

Your plans for a reunion sound great, & having any unforeseen circumstances I'll try to be there - You say Mr. Hanson is still living, right? -

How many people have you had in past reunions? -
What is your connection with this event. I see
by my records you was not an instructor at
Douglas Ga?

As for me, after Douglas I went to base at
Bush Field Aguata Ga & graduated head of my class.
We were told that we could get single engine fighters
or twin engine fighters (P-38's) I selected twin engine
& went to Moody Field Ga - Graduated from there
a second Lt. & was sent to Salt Lake City for assignment.
I was assigned to four engine bombers (most of us were) and
picked up a crew, from there to Tucson Arizona for training,
to Okaha Neb for combat readiness, then to Palm Beach,
South America, Africa, & eventually England where
I flew 35 missions - Picked up six Air medals & two DFC's
and a few lesser decorations - returned to USA became
an instructor in twin engine school in McAfa Texas -
Hated the work & kept my ears open - When I heard of
an opening for test pilot at Eglin field in Fla. I applied
& got the job where I stayed until separation in
1945 - Remained in the AF Res for a total of nearly
44 years then discharged & presently retired - That's it.

In civilian life I was a mech. Eng. where I
presently work for the City of Spfld. a Deputy Director of
Public Works - I'm retiring this year - before that I
was Chief Plant Eng. for CP of I Steel Corp. - ~~that~~
that they shut the plant down. -

Point of interest, My old man was involved in
aviation during those pioneer days (in the 30's)
We had Doolittle at the house for dinner,

Also Frank Hawks, Lowell Barles, & I think
Eddie Turner (I'm not positive of him though) the
Soyld. Airport was the hub of Speed Aviation at
that time & all the, later, big shots were building
their names. - Perhaps you recall the Cronwell
Brothers (Oree Bee aircrafts of that time)

Bruno Grabowski & I enlisted together he became
a P-47 pilot and upon discharge, became associated with
the Mass. Air Nat Guard where he eventually became
the commander of the Westfield Unit. - He still lives in Agawam

As I told you "Weed" said he washed out before Primary
I never know him - I'm having some pictures
copied (from my scrapbook) has lots of names -
If they come out clear they'll be self explanatory - If
not I'll try to identify as many as I can. -

I still see my old buddy "Bartholomew Patangaro"
he lives in R.I. (Wardick) he flew out of Europe
as a bomber pilot

(Weeds address is 19 Malden St. Soyld. MA.) Tel 733/514 - AC 413 -

Well Paul, if I can be of any assistance in the
future please give a yelle, until then good luck
in your plans for a reunion & perhaps we'll meet in
the near future

Lots of luck
Roger Bussiere

P.S. I made some blow ups of the Group Pictures
with hopes that the faces would be more identifiable



ROGER BUSSIERE AT PRIMARY



Mc IV Basic

BT-15