



## Communiqué



# La Société des 40 Hommes et 8 Chevaux

## Grande Voiture du Missouri

September 2021 - Grand Chef de Gare A.J. Noonan

L'Éditeur Robert C. Emery



Fellow Voyageurs:

August was a busy month – I had the honor and privilege of installing 40/8 Officers at three Locales. Officers from Voiture 292 were installed on 04 August 2021 in Ashland, Missouri. Congratulations to Christine Sapp for another year as Chef de Gare. I appreciated the hospitality and the visit with the newly elected Officers and fellow Voyageurs. The meal was outstanding (pulled pork BBQ) and thank you for the Apple Butter.

Voiture 460 Officers were installed on 17 September 2021 at American Legion Post 331 in St. Robert, Missouri. Thanks to Tommy Thomas for the opportunity to install the Officers. Best of luck during your second year as Chef de Gare and to all the new Officers within the Voiture. It is wonderful to see the new Voyageurs step up and assume positions. A special thank you to Ed Jones for attending the installation. Always great to see you Ed and thanks again for breakfast.

Lastly – I had the honor of installing the Officers of Voiture 1541 in Wentzville, Missouri. Congratulations to Forrest Johnson for a successful year as Chef de Gare especially during the challenges of last year. I appreciated the invite from C.J. New and allowing me to install him as the Chef de Gare for Voiture 1541. It was great talking with the Voyageurs and La Femmes along with having the opportunity to visit with four Grand Chef de Gare Passe's. Thanks again C.J. for the opportunity and I wish you the best for the upcoming year. Rose and I had a wonderful time.

I am installing the Officers of Voiture 1292 next month on 9 September 2021 at American Legion Post 5 in Jefferson City, Missouri. If any Voiture has special events coming up in the next few months; send Robert Emery a flier to include in the monthly Communiqué.

I want to personally thank everyone who have been working diligently in preparation for the 102nd Promenade Nationale. Grande du Missouri is hosting the 102nd Promenade Nationale

from 14 – 18 September 2021 in Springfield, MO at the University Plaza Hotel. Though your efforts this will be a special and successful event. I look forward to seeing everyone there.

As a reminder, the Grande Cheminot and Homecoming will be held at the Oasis Convention Center on 8-9 October 2021 in Springfield, MO. Please register early and reserve hotel rooms no later than 17 September 2021. See the registration form enclosed for further details.

Don't forget about membership – send those renewal cards in Voiture Nationale as soon as possible and continue to look for new members to join this great organization.

Sincerely,

A.J. Noonan

Grand Chef de Gare  
Grande du Missouri  
ajnoo-

nan2004@yahoo.com

(573) 872-9068



We are not starting off on a good foot.  
I have not received any articles from our new directures yet.

Oct 2021 - Nurses Training, PR

Nov 2021 - Child Welfare, POW/MIA

Jan 2022 - Special Awards,  
Voiture Activities

Feb 2022 - Distinguished Voyageur

Mar 2022 - Carville Star

Apr 2022 - Box Car, VAVS

## Freedom Isn't Free

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

- Five signers were captured by the British as traitors, and tortured before they died.
- Twelve had their homes ransacked and burned.
- Two lost their sons serving in the Revolutionary Army; another had two sons captured.
- Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.
- They signed and they pledged their lives, their fortunes, and their sacred honor

What kind of men were they?

- Twenty-four were lawyers and jurists.
- Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated, but they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.
- Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts and died in rags.
- Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.
- Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.
- At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.
- Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.
- John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his grist-mill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished.

So, take a few minutes and silently thank these patriots. Remember: freedom is not and was never

free! We need to thank these early patriots, in prayers, words, and deeds, as well as those patriots that are now still fighting to keep our freedom! We owe it to them to proclaim our patriotism now.

## AMERICANISM

Americanism is attachment or allegiance to the traditions, interests, or ideals of the United States this is our heritage. The many activities of the Forty and Eight are designed to acknowledge and preserve that heritage, recognizing all or the inalienable rights of man. Here are just a few of the programs that the Forty and Eight uses to promote Americanism. Americanism - Promote respect for the flag, Constitution, Law and Order and the proven willingness to defend these principles is evident in the day-to-day activities of members of our society. Flags for First Graders – This program helps educate American youth in the history, respect and protocol. Nurses Training program In 1941 we began issuing Nurses Scholarships to deserving individuals willing to undergo formal training and make a career of that very noble profession. In 1946 an acute shortage of nurses came to the attention of our Voyageurs and a Nurses Training Program was initiated at the Voiture Locale level. In 1955 Voiture Nationale formally established our current Nurses Training Program. Child Welfare program founded in 1923 to help ease the pain and suffering of those children whose fathers never returned or who were unable to care for their needs after the "Big War." Today, this program has grown to include all children with emergent needs and our efforts amount to over eight millions of dollars annually. Box Car - The National Box Car Association set goals of making contributions to Hospitals, Children's Homes and Orphanages. Expanding its efforts the NBCA supports special projects at the annual Promenade Nationale (National Convention). A party for special children is held in the host city where the children and their escorts are treated to lunch, train rides on visiting Locomotives and entertainment by the NBCA HOBO Clowns and bands, etc. Also a monetary donation is made to the host cities local VAVS Hospital or Clinic. Other donations go to the National Boland Nurses Training Trust Fund, the Charles Ardery Child Welfare Trust Fund and other programs requiring assistance, such as the National 40&8 Membership Committee, 40&8 Magazine, Law Officer of the Year program, and many others. All funding raised by the NBCA is distributed in the same year it is raised.

## Japan Bombs West Coast

### Not Once But Twice on SEP 9, 1942

Most Americans probably believe that continental United States has never been bombed. The relative isolation of America, plus the defensive strengths of its Air Force and Navy, have supposedly eliminated such a threat. But is that really true? The answer is no—America has been bombed from the air, not once but twice. These little-publicized events took place in September 1942, and the attacker was an aircraft launched from a submarine of the Imperial Japanese Navy (IJN).

The IJN began experimenting with aircraft-carrying submarines in 1925. By the time of Pearl Harbor, 11 of its submarines were equipped to carry, launch, and recover one specially configured floatplane. Most of those early boats were classified as scouting submarines, B1 Type, of the I-15 class. They displaced 2,584 tons submerged and had a length of 356 feet. Powered by twin diesel engines and electric motors driving two propeller shafts, the B1 type boats had a cruising range of more than 14,000 miles. The crews 60 were comprised of 97 officers and enlisted men, including the pilot and crewman for the single floatplane. Although the B1 type submarines carried an aircraft for reconnaissance purposes, they were also formidable attack boats, armed with 17 torpedoes and a 5.5.-inch thick deck gun.

Aboard a B1 type submarine, the floatplane was housed in a streamlined, water-tight, hangar installed forward of the conning tower. Its wings, fins and floats were removed, and the horizontal tailplane folded upward in order for it to fit inside. Two launching rails extended forward from the hangar to the bow, from which the re-assembled floatplane was catapulted aloft by compressed air. In order to recover the aircraft, the pilot had to make an open-ocean landing and taxi to the starboard side, where a retractable crane hoisted it back on board the submarine. It took a well-trained crew 20 to 30 minutes to launch or recover the aircraft, depending on sea conditions. These were risky and dangerous minutes for the surfaced parent submarine, which lay virtually defenseless against air attack during that period.

The aircraft universally used for this purpose was the Uo-kosuka E14Y1, called "Glen" by the Allies. It was powered by a 9-cylinder, 340-hp Haitachi Tempu 12 radial engine that provided a maximum speed of about 150 mph, and a

normal cruising speed of 85 mph. Constructed of a metal and wood airframe, with fabric-covered wing and tail surfaces, the aircraft weighed just 3,500 pounds, including the twin floats. With a wingspan of 36 feet, the Glen could remain airborne nearly five hours, giving it approximately a 200-mile operating radius. Normally, the aircraft carried a crew of two, plus a load of 340 pounds in small bombs. As defensive armament, it possessed only one rear-mounted 7.7mm machine gun.

The idea of bombing America using a submarine float plane apparently originated in December 1941 with Warrant Flying Officer Nobuo Fujita, who was then stationed aboard IJN submarine I-25, the sixth boat of the I-15 class. I-25 had been built by Mitsubishi at Kobe and was completed only two months previously. Fujita's floatplane-equipped submarine had been stationed off Pearl Harbor during the surprise attack on December 7, 1941, but he was frustrated by his inability to survey battle conditions there because of damage to his aircraft. Fujita had been conscripted into the IJN in 1932 at the age of 21, and he began flight training the following year. In 1935, he served as a test pilot.

Because Fujita was recognized as an experienced pilot, his idea of using submarine floatplanes as bomber against shipping or shore bases was not dismissed. When Fujita's executive officer, Lieutenant Tasuo Tsukudo, was approached with the idea in December 1941, he advised, "You ought to put your ideas in writing, Fujita, and forward them to the High Command." Fujita did so, and his subsequent letter was endorsed favorably and forwarded by the commanding officer of I-25, Lt. Cmdr. Meiji Tagami. Fujita proposed that a B1 type submarine's floatplane could attack the Panama Canal, plus U.S. West Coast naval bases, aircraft industries and shipping. In the meantime, Fujita continued to fly. During February and March of 1942, he made reconnaissance flights over Sydney and Melbourne, Australia; Hobart, Tasmania; and Wellington and Auckland, New Zealand. I-25 later proceeded to a station off the American West Coast where, on the night of June 21, 1942, it shelled Fort Stevens, a coastal defense base in northwest Oregon. During this bombardment, I-25 fired 17 rounds, most of which exploded harmlessly on the shore. But the attack did alarm the American public when it was later reported on the front page of the June 23 issue of The New York Times.

Upon returning to Yokosuka the next month, I-25 received a message, "Warrant Officer Fujita is instructed to report to Imperial Naval Headquarters at once." Fujita proceeded as directed and was surprised to meet there Prince Takamatsu, the emperor's younger brother, who was also a commander in the IJN. In the presence of the prince, whom Fujita had met previ-

ously, the warrant officer was told by a submarine staff commander, "Fujita, we are going to have you bomb the American mainland." Another naval officer, a former Japanese vice consul in Seattle, who also had suggested that the American mainland might be bombed, gave further instructions: "You will bomb forests for us. Glancing at the chart spread out before him, Fujita saw the "here" meant about 75 miles north of the California border, far from any large city. An explanation was soon forthcoming: "The northwestern United States is full of forests. Once a blaze gets started in the deep woods, it is difficult to stop. Sometimes whole towns are destroyed. If we were to bomb some of these forests, it would put the enemy to much trouble. It might even cause large-scale panic, once residents knew Japan could reach out and bomb their families and homes from 5,000 miles away." Sworn to secrecy, Fujita left the meeting stunned but eager to do his duty.

right about here."

I-25 soon departed on its mission. Leaving Yokosuka on 15 AUG, the submarine arrived off Cape Blanco in Oregon early in September. For several days, bad weather precluded launching the floatplane, but early on 9 SEP, conditions improved. Captain Tagami summoned Fujita to the conning tower, where he nodded to the periscope and ordered, "Take a look, Fujita, and tell me what you think." Fujita did so and responded quickly, "Captain, it looks good. I think we can do it today." Captain Tagami smiled and remarked: "Fine. In just a few more minutes you'll make history. You will be the first person ever to bomb the United States of America! If all goes well, Fujita, you will not be the last!" Fujita donned his flight clothes while I-25 surfaced just before dawn. The pilot and his crewman, Petty Officer Shoji Okuda, seated themselves in the Glen floatplane, which had been assembled on deck. Mounted beneath each wing was a 170-pound thermite incendiary bomb intended to set huge fires in the Oregon coniferous forest. These specially designed bombs each contained 520 firing elements that would spread over an area more than 100 yards in diameter when the bomb exploded, and start to burn at 2,700 degrees.

The seaplane was catapulted into the air and headed northeast toward the Cape Blanco lighthouse on the Oregon coast just as the sun broke over the horizon. Fujita ordered Okuda to release the first bomb after flying southeast about 50 miles inland. After it burst with a bril-

liant white light, both Fujita and Okuda observed a scattering of flickering fires through the trees. The second bomb was released after Fujita flew about five or six more miles east, and it, too, exploded with a blinding white flash. Fujita then took his plane down very low, skimming the treetops and water en route to a successful rendezvous and a recovery with I-25.

Fire warden Howard Gardner was stationed in his lookout tower on Mount Emily in the southwest corner of Oregon on the morning of 9 SEP, when he heard a strange sound, like a Model A Ford backfiring. Scanning the sky, he observed a small airplane circling above the thin fog but could not identify it. At 6:24 a.m., Gardner reported the unidentified aircraft by radio to the Gold Beach ranger headquarters station 35 miles north of Brookings. Also working as a fire lookout in the rugged coastal mountain range of southwestern Oregon that morning was an 18-year-old University of Nebraska forestry student named Keith V. Johnson. He was clearing trails near the lookout tower at Bear Wallow, about seven miles east of Mount Emily, when he heard a plane through the usual low-lying fog. But he thought little of it. About noon that day, Gardner spotted a wisp of smoke to the southeast, and at 12:24 p.m. he radioed his headquarters at Gold Beach, which ordered him to proceed to the suspected fire. Headquarters then ordered Johnson to scan the southwest for smoke.

After a careful search, Johnson detected a wisp of smoke near Wheeler Ridge, which ran east and west between the Mount Emily and Bear Wallow lookouts. Johnson was also ordered to proceed to the suspected fire, where he joined Gardner. They discovered a broad circle of smoldering fire scattered over an area about 60 feet across, with a small crater near the center. Johnson notified his headquarters at 4:20 p.m. By 5:40 p.m., Johnson and Gardner had gathered fragments of a metal casing and thermite pellets were scattered in the vicinity of the fire.

Johnson remained at the scene overnight, where he was joined the next day by other forest rangers. Together they collected more than 65 pounds of bomb fragments, now identified by markings on the casing as Japanese. These were delivered that night to the U.S. Army detachment at Brookings, where Army officers and an FBI agent eagerly awaited them for examination. The Army had previously been alerted to a possible bombing attack when a soldier coming off duty at an observation post on 9 SEP reported seeing an unidentified plane come in from seaward at 6 a.m. and heard one going out to sea about 6:30 a.m. Together the Army and the FBI concluded that Fujita's bomb could have caused serious fires had not the forest been wet with unreasonable rain and fog.

Fortunately, a strict U.S. ban on the broadcast of weather infor-

mation along the Pacific coast may have averted a more serious fire by preventing this intelligence from reaching I-25 offshore. American government officials attempted to keep Fujita's 9 SEP bombing attack secret, but so many people knew or had heard about it that the effort proved futile. Newspaper and radio accounts of the attempted fire-bombing caused considerable public consternation and demands for more protection for the American Western states. As a result, four additional fighter aircraft were temporarily stationed near the Washington coast. In addition, the FBI conducted a fruitless search for Japanese floatplanes hidden on one or more of the numerous remote Northwest lakes. Finally, blackouts became more rigidly enforced all along the West Coast.

After returning to I-25, Fujita was more determined than ever to drop the four remaining incendiary bombs carried aboard the submarine. Captain Tagami shared his enthusiasm. He advised his pilot, "We'll make the next one a night attack, Fujita, for the Americans will be expecting another sunrise one." True to his word, Tagami surfaced I-25 after midnight on 29 SEP about 50 miles west of Cape Blanco. This time the entire west coast of Oregon, except for the Cape Blanco lighthouse, was blacked out. Fujita's floatplane was catapulted into the darkness, and the pilot flew east beyond the Cape Blanco lighthouse for about half an hour before dropping the two incendiary bombs. Again Fujita was satisfied with the attack, as he observed two explosions of red fire in the forest below. In order to avoid detection, Fujita cut the Glen's engine after passing the coastline and glided down to 1,000 feet before starting it again well out at sea, west of Cape Blanco. After some difficulty, Fujita located I-25 by an oil slick caused by a leak, and his plane was hoisted aboard.

Meanwhile, below in Oregon, a work crew of forest rangers was remodeling for winter occupation the Grassy Knob lookout station about seven miles east of Port Orford. At 5:22 a.m. they reported to ranger headquarters at Gold Beach the presence of an unidentified aircraft. Noise from the aircraft was described as like a "Model T with a rod out." A fire-fighting patrol was sent out from Grassy Knob after daylight on 29 SEP, but it found neither smoke nor any bomb debris during a fruitless two-day search. Neither of the incendiary bombs dropped by Fujita on his second attack has ever been found. Bad weather and heavy seas precluded a final bombing attack with the remaining two bombs. Captain Tagami canceled the third mission, having decided to spend the rest of his patrol time in attacks on shipping. On 11 OCT, I-25 fired her last torpedo and returned to Yokosuka, where Fujita discovered he was something of a national hero.

How significant were these two bombing attacks on Oregon, the only times in history that America has been bombed from the air? For the Japanese, they were clearly a major propaganda victory, one that made banner headlines on the home front and to some extent evened the score for the April 18, 1942, Jimmy Doolittle raid on Tokyo, itself a retaliatory raid in return for the Pearl Harbor attack. From a military standpoint, however, the bombing raids were virtually meaningless, because no serious fires were started or significant collateral damage inflicted. Likewise, although some public apprehension was caused by the attacks, no widespread panic developed on the U.S. West Coast, at least partially due to heavy press censorship. The raids were not repeated, because aircraft-carrying submarines gradually disappeared into the increasing category of obsolete weapons. Only one more Japanese submarine, I-12, operated off the

West Coast during the remainder of the war. I-25 was sunk less than a year later by USS Patterson (DD392) off the New Hebrides Islands on September 3, 1943. Warrant Flying Officer Fujita continued reconnaissance flying until 1944, when he returned to Japan to train kamikaze pilots. His crewman, Petty Officer Okuda, was later killed in the South Pacific. After the war, Fujita opened a successful metal products sales business in Japan. Forestry student Johnson later became a U.S. Navy Captain and on January 24, 1974, held a luncheon reunion with Fujita in Tokyo. Executive officer Tatsuo Tsukudo of I-25 retired from the IJN as a vice admiral. [Source: Aviation History Magazine | William H. Langenberg | November 1998 ++]

#### **How's that for a submarine story**

The Americanism Consolidated report tracks your activities in terms of hours, dollars spent, and miles traveled and these items can count towards the 40et8 even if you are doing them for another organization. Remember that you are always a 40et8'er. So please keep track of your good deeds and report them so we can let the world know our good work. Your Voiture may also help support the Americanism program by purchasing pins. The 2022 Americanism pins are available now. If you would like to obtain some pins for yourself or your Voyageur please contact me and I will get them to you right away.

Robert C Emery GRAND DIRECTEUR AMERICANISM

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816.585.2098



# La Societe des 40 Hommes et 8 Chevaux Grande Voiture du Missouri

## OFFICIAL CALL

TO: ALL GRAND CHEMINOTS  
ALL GRAND OFFICERS  
ALL GRAND CHEFS de GARE PASSE  
ALL VOITURE'S CHEFS de GARE & CORRESPONDANTS  
ALL VOYAGEURS OF GRANDE VOITURE du MISSOURI

This is the OFFICIAL CALL for the Grande Fall Cheminot and Grand Chef de Gare A.J. Noonan Homecoming to be held October 8th and October 9th, 2021 at the Oasis Hotel & Convention Center, 2546 North Glenstone Avenue, Springfield, MO 65803, phone (417) 866-5253, or (888) 532-4338.

There will be an Executive Board Meeting on Saturday morning at 9:00 AM. Place will be posted in the Hospitality Room.

The Fall Grande Cheminot will be held on Saturday, October 9th, 2021 at 1:00 PM at the Oasis Hotel & Convention Center.

ALL GRAND OFFICERS AND GRAND CHEMINOTS ARE EXPECTED TO GIVE A REPORT OF THEIR ACTIVITIES AND SUBMIT A COPY IN WRITING TO THE GRAND CORRESPONDANT.

All Voyageurs are to be in proper attire. The following male Officers are expected to be in coat, tie, shirt, long pants, socks and shoes, whereas female Officers are expected to be in a dress or skirt and blouse or slacks and blouse and shoes: Grand Chef de Gare, Grand Chef de Train, Grand Commissaire Intendant, Grand Correspondant, Grand Garde de la Porte, Grand Lampiste, Grand Conducteur, Sous Grand Conducteurs, and Grand Aumonier.

Terry L. Lanning  
Grand Correspondant

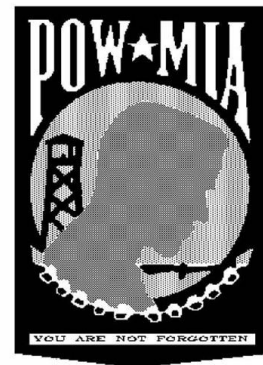
A.J. Noonan  
Grand Chef de Gare

# Grande Voiture du Missouri

Grand Chef de Gare Homecoming  
and Grande Cheminot



Ramada Oasis Hotel and Convention Center  
2546 North Glenstone Ave.  
Springfield, Mo. 65803  
(888) 532-4338  
(417) 866-5253



Room Rate is \$ 99.00 plus Tax per Night  
For Single or Double Occupancy

**Make reservations directly with Hotel by 17 Sep 21**

Inform the Hotel you are with the Society of 40/8 when making reservations.

**Friday , October 8, 2021**

Registration: 3:00 - 6:00 PM

Hospitality Room 3:00 - 11:00 PM

**Saturday, October 9, 2021**

Registration: 9:00 - 12:00 AM

Committee Meeting: 9:00 - 11:30 AM

Grande Cheminot: 1:00 - 4:00 PM

Grand Chef de Gare Passe Social Hour: 5:00 - 6:00 PM

Banquet will begin at 6:00 P.M. with a Social Hour

Hospitality Room will reopen following the completion of the banquet.

**All Guests Try To Check-out By 11:00 A. M.**

To Register for the Homecoming and Cheminot make Check payable to: Voiture 460

Send To:

AJ Noonan  
20165 Highway 28  
Dixon, Missouri 65459

Last Name \_\_\_\_\_ First \_\_\_\_\_ Spouse/Guests \_\_\_\_\_

Current Office or Pass Office Held: \_\_\_\_\_

Voiture Number \_\_\_\_\_ Banquet \$35.00 per Person/ total number \_\_\_\_\_ = \_\_\_\_\_

Registration Fee \$10.00( Voyageurs Only ) = \_\_\_\_\_

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





	<b>Membership</b>	
<b>Grande Voiture du Missouri</b>		

**6-Aug-21**

Voiture Name	Voiture	2020 Year End	2021 To-date	2021 Quota	Sh/Ov Quota	% of Quota
HEART OF AMERICA	3	39	39	39	0	100.00%
SPIRIT OF ST. LOUIS	38	68	59	68	-9	86.76%
JESSE JAMES	130	30	38	30	8	126.67%
HEART OF MISSOURI	292	34	32	34	-2	94.12%
STATE FAIR	333	109	111	109	2	101.83%
GATEWAY	448	65	67	69	-2	97.10%
CENTRAL OZARK	460	52	59	54	5	109.26%
KICKAPOO	760	28	32	31	1	103.23%
MARK TWAIN	966	3	3	3	0	100.00%
CAPITAL	1292	63	77	72	5	106.94%
MINERAL AREA	1321	68	73	73	0	100.00%
NEUF COMPT	1379	41	37	41	-4	90.24%
ATCHISON NODAWAY HOLT Counties	1402	19	19	19	0	100.00%
LAKE OF THE OZARK	1403	12	12	13	-1	92.31%
TWO RIVERS	1541	53	53	53	0	100.00%
Missouri Total		684	711	708	3	100.42%