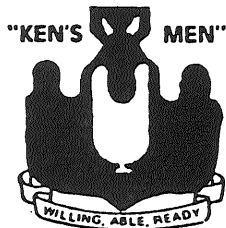


FORTY THIRD BOMB GROUP ASSN. INC.

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Dale Barr, Vice Pres. 403rd
Lloyd Boren, Secty. Treas 65th
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63rd Sqdn.



64th Sqdn.



65th Sqdn.



403rd Sqdn.



43RD BOMBARDMENT GROUP NEWSLETTER
41st EDITION, NOVEMBER 1991, Lloyd Boren editor.

IMPORTANT NOTICE !! We have included a self addressed envelope for sending in your dues for 1992. Look at your label on this newsletter and the year you are paid for will follow your name. Those of you who are marked 1991 and earlier, or have nothing after your name are due for 1992. We are sending this newsletter to all members (paid up or not) in order to keep as many members as possible on the roster. Remember, if you are unable to pay \$10.00 yearly, you have only to let LLOYD know and you will be kept on the mailing list and roster. Those who have not paid for 2 years will be dropped in January. **PAY YOUR 1992 DUES NOW !!**

FROM BILL WILSON

Here I go with Newsletter #41, the 16th for me. Also my last. **GEORGE WHITE**, my P.R. man, finally did something right, he got me fired.

DALE BARR, 403rd, will take over as President January 1st, and **MAX OSBURN**, 65th, will be Vice President. **MAX** won't have much to do looking after vice for this bunch. **MAX**, you can talk to Dan Quale on what the Vice does.

The reunion was another good one. **HUGH & DOT JONES**, 63rd, did a great job. It made **BREEZY & ME** look real good. They had all kinds of side trips, Jamestown, Yorktown, Colonial Williamsburg, Virginia Beach, the Naval Base, plus all kinds of things to see in Norfolk. The Omni hotel is built right where the old docks were. Right by the water, and there was everywhere to walk to. The people at the Omni were very nice, and added a lot to a great reunion. Many thanks to their nice folks.

We left the reunion Sunday noon. Doris Butler and Mary Lois had worked out a program for Sunday afternoon and night. A visit to Manteo, NC and the Tranquil House Inn. It was a very nice, unique little town. Much like Cape Cove on MURDER SHE WROTE. Nothing like West Texas. Next morning we said goodbye to **BOB & DORIS BUTLER** and headed for Texas.

I got a picture of **George White** standing by a Navy PT13. You don't think the Navy would want that guy do you? Oh well, **GEORGE** did send in a report on the passing of the last "Ace" of World WarI, a Captain A.R. Brooks of Massachusetts. He was 95 years old. Also a report on the "Spirit of America" celebration. A flight of 35 WWII aircraft. A B-17 bomber, and the Statue of Liberty with 54 pounds of rose petals, half red, and half yellow. The red for courage for the men and women of Desert Storm, and the yellow for our quest for peace.

FRED EPPLEN, 63rd, sent a nice letter to C. Brian Kelly, editor of "World War II", asking his help in locating more of the 43rd people. Good job **FRED**. Thanks from all of us.

EDWIN WOJDAK, 64th, sent in a correction of Larry Hickey returning his things. To date, he has received about 25%, not 100% as I reported. Larry was in a very bad car wreck about the first of the year, and he has lost about 6 months trying to recover. Pleased to report he is back in business. He brought lots of

information to the reunion. About half of the pictures have been selected so shortly more of the things we have sent him will be returned.

MARCIA BRENNEMAN, Assoc., sent in Hi's to everyone. Had to make a big history conference at Indiana University. She did a report on the home front WWII. Says there is a new book out by Lex Mcaulay, "The Battle of the Bismarck Sea", published by St. Martins Press, costs \$19.95. They called HARRY STALEY "Jim", but maybe good reading. Thanks MARCIA, see you on the Queen Mary next year.

FRED WHITNEY, 403rd, called the first of October. His son married Adonia Nanny from Haskell, Texas. Thats where we started in the Ford business. Still have the agency there. The girl's family are plumbing contractors. Her granddaddy did our plumbing, building, house, etc. FRED wondered if I knew them. Sure did. Good folks.

JIM PETTUS, our 44-45 C/O of the 43rd, sent me all kinds of articles out of the Hawaii newspapers about how bad the automobile business is. Yes, business is not good, but we sure are hanging tough. Thanks JIM for thinking about me.

DALE BARR, 403rd, has worked out a real deal with the Stratigic Air Command Museum Memorial Society to let the 43rd be a part of it. At the reunion, the fellows voted to accept their invitation. We are in. Dale got us the best possible home for our war things. They have lots of plans. Dale will let us know when they are ready. Good show DALE. A job well done.

Had a letter from Bruce Hoy, the fellow thats working on the early days in Australia, the B-17 day. The record of the B-24 days are good, but the records of the B-17 days are sorry. I ask everyone of you to try and write about your days in the 43rd. It doesn't matter if you were a pilot, or like GEORGE WHITE permanant K.P., send me your story and I'll send it on to Larry or Bruce. None of it may be needed, or maybe part or all of it. We can be a big help in getting our book going. The date we are shooting for is the '93 reunion. Several are already helping to write the book. What we saw in Norfolk tells your directors and officers that the book will be everything you wanted and more. Please help. Need human interest stuff, whatever. Tell it like it was as you knew it. Get on the ball, do your bit.

STEVE BIRDSALL, an Aussie Writer, sends in a request to please be kept on the newsletter list. Looks forward to receiving it. Gets bits of news that helps him in his work. At this point, I might as well report some sad news. LUCKY STEVENS, 64th ball gunner, passed away Sunday the 27th of October. LUCKY was a friend of STEVE'S and most of the rest of us.

Just before this, about the 20th of August, I got a call late at night that my very dear friend, JIM SHROPSHIRE passed away. JIM and I were very close, so it was extra sad for me. ANNE SHROPSHIRE'S new address is 5834 Gullstrand Dr., San Diego, California 92122. MARY LOIS sent ANNE a letter expressing the Group's sorry in her loss. LLOYD will keep sending her the newsletters.

I've been getting a lot of requests for information on General Kenneth N. Walker. Seems that several people are working on his history. I have referre them to JEAN JACK, 403rd. He and his crew, including DALE BARR, HARRY URBAN and others had to walk back home the same night the General was shot down. I also suggested that others were on that same mission. Bet we helped them.

KENNETH BROWN, 64th, and several others were nice enough to send in the information on Major Horace S. Carswell, Jr., MARY LOIS'S classmate at TCU. Thanks KEN and the rest of you.

KEN BECKSTROM, 63rd, called the night of September the 7th from Albuquerque. He had just gotten in from an Air Force Association meeting. He was visiting with Bernice S. Barr, better known to me as Capt. Barr, 93rd Sqdn. 19th Bomb Group. I was very flattered that Capt. Barr asked KEN if he knew me. I flew my first three missions with him. On the first mission it was to Buna, the airstrip. Major HARRY HAWTHORNE with "DUTCH EHLERS as his co-pilot was the other aircraft. HARRY'S plane got a direct hit on the bomb bay. I was so green, as we were on our bomb run, I was looking out at the beautiful country when all these black puffs showed up. I punched Capt. Barr and asked what was all that black stuff. When he recovered from my punch, looking straight ahead, he said, "ack, ack". Those that stayed in the Service may have known him as Col. Barr, C/O at Albuquerque Air Base.

BOB & IRENE WATSON, 65th, sent in a nice gift to the Memorial Fund. BOB is back hitting on all four. Honey Do's and church work keep him busy. But those two great people took care of the registration at Norfolk. HELEN & BREEZY and others helped. Thanks again to you two for all the help.

JACK RUSMISEL, 64th bombardier, needs some help. He was fill/in Bombardier wingman on a mission to Kure Bay, Japan, 28th July 1945. On this mission, lead bombardier 1st Lt. STANLEY G. RUBY was awarded a DFC. The target, a 39,000 ton Air Craft Carrier. Lt. RUBY'S bombs failed to release, but his two wingmen's (JACK RUSMISEL) bombs bracketed the Carrier. The mission was credited with sinking the Aircraft Carrier. Please let JACK know what crew he was on, and all their names.

SIDNEY LEE, 403rd, had been having a rough time for the last few months. LLOYD advised me that SID went to his reward the last of October. Several of the fellows in the San Antonio area attended the services. We all will miss SID, and BERNIE has our condolences.

WILLIAM E. BURNS, 403rd, needs help. A B-24 crashed 4th April 1944, pilot was WALTER H. COLE, he was KIA. He was WILLIAM'S co-pilot during combat crew training and most of their combat missions. WALTER spent time in the hospital, so the rest of the crew finished up and went home. They would like to know all about the crash, etc. Let WILLIAM know. He will advise the others. Six of the crew made St. Louis. I don't have the number that made Norfolk.

Just received word that DONALD MC MAHON, 65th, died 30th August 1991. Sorry, but at this time I have no other information. Also, WALTER G. HUTTINGER, 63rd, passed away. To his wife, MARY JANE, our thoughts are with you and we share your loss.

VINCENT C. STOPCZYNSKI, Hdqrs., is sorry he couldn't make the reunion, but does want a reunion cap. VINCE says he sure missed not seeing every one. We missed you too.

HUGH H. HIMES, Hdqrs., from Cheyenne WY, has made eight of the reunions, but had to pass Norfolk. Sent in his '92 dues and is looking forward to the newsletters, and maybe the next reunion. Try hard, HUGH. See you on the Queen.

FAYE HOLT, wife of Major J.A. HOLT, better known as Sgt/Major HOLT, Hdqrs., writes that Major HOLT had asked her to write to us some time back, but she has been under the weather. They wanted very much to make Norfolk. They were at Langley and helped start the 43rd. Their kids went to school there. Mrs. Major HOLT reports some change in life style at 89. I'll bet this pair, our senior members, make the Queen Mary at 90. May God continue to bless both of you.

GLEN & DELLA MAE REAM, 64th, could not make Norfolk. GLEN had a little flare-up with his heart. Things are much better now and they send best regards to all.

A request from Brian J. Koskey, military collector, 5282 Old Smith Valley Road, Greenwood, IN 46143, is interested in nose art. Here are the aircraft he is interested in # 440973, "THE DRAGON and THE LADY", at IE SHIMA in 1945, others, "COCKTAIL HOUR", "MABEL'S LABELS", "MICHIGAN", "THAT AIN'T SO FUNNY", and "LOST HORIZON". Questions: the artist BARTIGAN. What is his full name? What happened to him? Is he still alive, etc.? Any information on crews that flew these aircraft, etc. He hopes to reproduce some of this art work as a tribute to the original artist and the crews that flew these aircraft. His phone numbers are: Home 317-889-1685, office 317-634-4672. Any information send to Brian. A copy should also be sent to Larry Hickey. He may be able to use the information in our book.

JOE ESPOSITO, 65th, reports the Lucky Dice patch of the 65th was designed by his co-pilot, EARL P. SMITH. EARL and his crew were shot down over Wewak and there were no survivors. Most of the right wing of their aircraft was shot off by anti aircraft fire. JOE got to see the "All American" B-24 when it was in New York. His name was listed as a crew member. They had planned to make Norfolk, but his wife, MABEL had a heart attack in August. All is well now. Pleased to hear it. God bless, MABEL.

A report has reached me that ANSLEM M. DAVID, 65th, of Woodville, Texas passed away in October. To NELL and the rest of the family, we send our sorrow and blessings.

PATRICK J. FREEMAN, 65th, says he and LIZ may not make the reunion but will try. Their new Ford van, license number LIZ-PAT, and on their spare tire cover, a 5th AF patch and a 65th Lucky Dice patch. PAT sent a picture of the tail end of the new van. Sharp, man, Sharp.

DORIS ANDREWS, wife of WALTER E. ANDREWS, 64th, tells of his passing, 26th July 1991. His heart has kept him from the last two reunions. Larry Hickey has some of his pictures. Larry, as soon as you get through with them, send them on to DORIS. His son wants them plus one of our books.

ED TROCCIA, 65th, and wife JOHANNA, sends a report on Horace Carswell. Small world, JOHANNA dated Horace at TCU in 39 and 40. So I'm sure she knew my MARY LOIS SPRINGER and some of her roommates, Helen Hale and Jane Adams. They lived in Mrs. Shirley's House. ED also reports a mini-reunion at Pease Air Base in Portsmouth, NH. The New Hampshire Air National Guard gave them a tour of the base. Air Force One was there, first class treatment.

CLARENCE O'CONNOR, 63rd. Thanks for the kind words on the newsletter. Your point is well taken. I am very close to the one I rib. Thought everyone enjoyed it. After four years and much time, we will have a new boy doing the writing.

From Australia comes a request from P.J. Roberts to become an Associate Member. P.J. met up with FRED BLAIR, 63rd, and learned his service was in many places the 43rd was. Plus he has a strong interest in WWII. Good to have you aboard Aussie. His address is Box 52 P.O., Lancelin 6944, Western Australia.

FRED COOKE, 65th, enjoyed LLOYD'S remarks in the last newsletter. They brought back lots of memories. P.I. WILLIAMS was his pilot at Mc Dill. JAMES EASTER his co-pilot crossing from the West Coast to Australia to the 19th Bomb Group. In route, five missions at Midway. P.I. WILLIAMS, JAMES EASTER & BUD FLETCHER attended FRED'S wedding at St. John's Church of England in Rockdale NSW on 27th December 1942. ED FEILLE'S wife PATRICIA and FRED'S wife came to the USA on the same ship, and were cabin mates.

Paul L. Lavole of 23 Clifton Ave, Salem NH 03079, is an Air Force patch collector. LLOYD fixed him up with some of ours. Big interest was early 63rd and 65th patches. He had the later designs.

BEN R. DAMRON, 65th, has put in some time trying to find engineering officer LAURENCE H. GILROY, trips to several towns, calls, letters, etc., and finally made it. His address is 1108 Crestview Pl. Cadillac, Michigan 49601. Larry had not seen or heard of any of the fellows since he left for the States in 1945. He was JOHN WOODARD'S tentmate, so LARRY is writing the folks that asked about JOHN.

JOSH BARNES, 65th, reports that Doctor Milton Gusack has had hip surgery. This kept him from the Norfolk reunion and he was really missed. Get well Doc.

GEORGE ANDERSON, 403rd, says MERO A CHLUDIL, 403rd, wants very much to locate the rest of his crew on the Ballackpapan (spelling) mission. He was second element of the 403rd Squadron. The aircraft crashed into the mountain top. Pilot's name was CLARKE. MERO was the only enlisted man that survived. Three of the officers made it. Please send MERO any information you might have. GEORGE & JEAN checked with HUGH & DOT JONES about Norfolk and their travel trailer. Also SID & BERNIE LEE. Nice to have friends along the way.

FRED & MARGARET BLAIR, 63rd, are still living in Australia. Have a new address, Maj. F.O. Blair, retired USAF, PSC280 Box 1R, APO AP 96554. They keep thinking of striking tent and heading for the US of A. May take another year or two thinking about it. But I bet before long I get a call saying we are back. Both are well and looking forward to seeing everyone on the Queen.

Steve Birdsall, the Australian writer on WWII, sent a report in on a B-17E #41-2432 just to let me know how much work it took to trace personel or aircraft in the Pacific Theater. B-17E #41-2432 left Hamilton Field for Hawaii on 6th December 1941. Lt. Robert E. Thacker of the 88th Recon Squadron was the pilot. In Hawaii, she spent about two months on Patrol. Then in February 1942, on to Fiji and more patrols for the Navy. March found her in Townsville as part of the newly formed 40th Recon Squadron which became the 435th Squadron in the 19th Bomb Group. Then to the 65th Squadron, 43rd Bomb Group. Finally to the 63rd Squadron in early October 1943. Aircraft named "THE LAST STRAW". I flew a few missions in this aircraft. The art work was a young lady with about no clothes

on. The last straw was, you know where. If time has dimmed your memory as to where the straw might be, ask some young fellow.

I'll now try to come up with the swan song for this four year job. After forty six years as a Ford dealer, I can't seem to say farewell, but here goes on this job. It has been fun and rewarding. A chance to say thanks to each of you for your past efforts in helping get me home safely from WWII. No matter what your job was, you did it right. Collectively, we protected each other. What a team. Then the joy of seeing each of you again, working with everyone at the reunions, receiving calls from you, writing the newsletters, visits, etc. Meeting the wives who have really prettied up the reunions. I had a long list of names to mention, but after putting them down I wrote BREEZY and told him to leave them off, I had already thought of another hundred I left out. This shows you how many friends you make at these reunions.

I would like to thank all of you for the B-17 model and plaque that I received at the reunion.

MARY LOIS sends her thanks to the 43rd Bomb Group Association for the beautiful tray and napkin holder. She says, "I will enjoy using them often. They will serve as an enhancement to our table, and serve as a reminder of a very pleasant time of our lives.

With this, I'm sure I've talked past the close.

Our wishes for each of you is Merry Christmas and a healthy and happy New Year.

God bless.

FROM HUGH & DOT JONES

Now that it's all over but the shouting, we look back on the reunion with many happy memories. It was exciting and rewarding but we agree that the nicest thing about it was putting faces and people with names we knew and the many new friends we made and were with.

The reunion would not have been the success it was had it not been for the wonderful help we had all the way from the beginning to the end. To just mention a few: VALERIE GRABOWSKI who was our co-ordinator with the Omni Hotel, and did an excellent job; Lt. CHRISTI DRAGAN and JOHN PICKERING who did the dedication at Langley; ANNE and MARJORIE PHILLIPS for the tours; LIZ TIRKHAM of the Convention Center for a mountain of materials, maps, brochures etc.; BOB and IRENE WATSON for their tireless efforts at registration, and BOB for the color guard at the dinner-dance; DON BAKER was on hand and did the usual fine job with the hats, T-shirts and patches; MAX AXELSEN was most gracious to volunteer to do the golf. There were others who just pitched in where needed.

Holding the whole thing together was BREEZY BOREN who had his finger on every detail at all times. We cannot say enough about this man, his organizational ability and even temperament under some trying conditions. We are indeed fortunate to have him as full time secretary-treasurer of our Association. He is completely dedicated to it's success. HELEN, his wife, shares our admiration and our thanks for helping with registration, but also she is without a husband when LLOYD is running around taking care of business for the rest of us.

We give our heartfelt thanks to these and others who made the reunion a memorable event for all of us, and we appreciate your allowing us to be your Chairpersons. Looking forward to seeing you all at the QUEEN MARY next year.

FROM LLOYD

The Norfolk reunion was one of the best ever, and we owe a huge vote of thanks to HUGH & DOT JONES for the many hours they spent putting it together and then overseeing the whole thing. I'm sure those of you who enjoyed this reunion will express your thanks to HUGH & DOT, we couldn't have done it without them.

The attendance at Norfolk was terrific, over 425, and there was plenty to do all week long. The highlight of the entire reunion was the Langley dedication where the Base went all out to make it a memorable occasion. A letter to the Group from President Bush was received at Langley, and read at the dedication. Our only living Medal of Honor winner, JAY ZEAMER, unveiled the Plaque and spoke to the Group. Christie Dragan, 1Lt. USAF, Chief, Wing Protocol at Langley did a

tremendous job in setting up the whole Langley program for us, and we are indebted to her for a beautiful ceremony that we will remember always.

I have had some copies of the President's letter made, and will supply a copy to any of you who want one. Send one dollar to cover postage, packaging and printing.

We have a lot of people to thank for the work they did, before, during and after the reunion. BOB & DORIS BUTLER for their trips to Norfolk to help set up the reunion, BOB & IRENE WATSON were invaluable on the registration desk, DON BAKER, selling caps, pins, stickers etc. as usual. BOB & SHIRLEY RICHARDSON for their preliminary work on the Hotel & Ship. JOHN PICKERING for his efforts at Langley, and once more, I am going to ask the pretty lady who loaned me her scissors at the registration desk to send me a card and I will send them back to her. They came in very handy, Thanks.

ATTENDING THE NORFOLK REUNION

HEADQUARTERS SQUADRON

WILLIAM SPENCE & GUEST, WILSON KING, CLETUS ANGERMEIER, CLIFF GRIVOIS & GUEST, TONY IAMPIETRO, BOB CUTLER, GORDON & BETTY BAVOR, AL NOVELLI, DEAN PAGE, GEORGE CARTER, JIM PETTUS, DON WILBER, JOE GREENWELL, JEAN JACK.

63RD SQUADRON

HUGH & DOT JONES, ART & DOTTIE & JEFF MILLARD, RAY & DOROTHY CRAWFORD, DICK & MARGE SALLEY, LLOYD & JO ANNE ANDERSON, MICHAEL BACHI & WIFE, RICHARD & CLEO WOOD, GEORGE & AILEEN WHITE, EDWARD ST. ONGE, ROBERT HILL, RUSS & DOT EDWARDS, JIM MURPHY, JOHN & FAYE HAMPSHIRE, PAUL & MARY LEDGER & GUEST, AL & MICKEY FISCHER, ART & GEN JOHNSON, S.L. & THELMA FLINNER, BILL & JUSTINE AMACHER, NEAL & RUDI FUGATE, LEN & DOT LAWSON, HOWARD & MILDRED BOOTH, BOB & DORIS BUTLER, RODGER & NORMA LITTLE, JIM DIEFFENDERFER, BILL & CLEO CHURCH, CHUNKY & CLARA MARIE WILFERT, BOB BACON, FRED & HELEN EPPLER, WENDELL DICKINSON, HERB PFLUEGER, JOE & FLORENCE SOSNOWSKI, KEN BECKSTROM, JIM & OMA WATTS, NUNCIO BONINO, GEORGE BURHOE, JIM & CYNTHIA MC GUIRE, WILBERT HOUSEHOLDER, RICHARD & VALERIE WERTZ, ALBERT & RUTH WEBBER, WILLIAM & PAT NEWTON, RAYMOND & BETTY GATES, CLAIR & JULIA WRIGHTS, E. HENRY JAMES, MAC & CLAIRE MC KINNEY, JOHN & PAT AHERN, STEVE & MADELINE PERRONE, RICH & MILDRED HOWARD, HARRY DALZIEL & BROTHER, TOM & VIRGINIA DE ANGELIS, KENT & MARTY ZIMMERMAN, FRANCIS LANGLAND, RADAR & VIRGINIA HOOVER, ISADORE MILLER, BILL MC MURRAY, ZIG JANOWESKI, LOUIS & HELEN MIKLOS, BOB & SHIRLEY RICHARDSON, CARL & GINNY HUSTAD, CHARLIE & ZUILA NUNEZ, ED, SARAH & HEATHER HARRIS, ROLAND FISHER, JOHN LANDT & GUEST.

64TH SQUADRON

KEN BROWN, CLETUS ANGERMEIER, ROGER & AUDREY KETTLESON, FALCNOR & GOLDIE GIFFORD, WALLY GETTMAN, WALDO & MARY K SCHAUWEKER, GARRETT & MARY MINNICK, DEAN & VIRGINIA BROWN, JOHN & GENEVIEVE ROCHE, ROBERT & EILEEN GOODWIN, HENRY & MARY LASH, BOB COOPER & GUEST, LLOYD & JOAN HAYS, HARVEY MOODY, BILL ETTER, HOWARD ANDERSON, JOHN & JEANNE PFEIFFER, RUSS & JANE BURNETT, ROBERT SNIDER, JOHN PICKERING, NICK & SHIRLEY ARABINKO, FRANK & GENEVA SCHIRIPA, BYRLE & DOLLY MILLER, SHAD & NAOMI SHADDOX, FRANK WAYSSE, PAUL BARBUS, JACKSON YOUNG, JOE JANCOSKO, JOE & DOLORES COX, EMIL & SHIRLEY LANGE, JOSEPH DI MAURO, ED & MARGE WOJDAK, BOB SCHULTZ, SHEP CHEPULIS, BILL & LORA BROWNE, WENDELL & PEGGY JONES, PHIL HOFFECKER, ART MULLIGAN, RALPH & MOZELLE GRUBB, GEORGE & MARJORIE LYNCH, GEORGE & ANITA TUCHOLSKI, CHARLES & MILDRED MC CLENNY, BOB HEISE.

65TH SQUADRON

ED & PAT FEILLE, BOB & IRENE WATSON, CLAUDE SACHSE, LLOYD & HELEN BOREN & PAT JERZ, FRANK & VIRGINIA HOHMANN, FRANK & ANNE STOLL, JULES & MARGARET POWELL & SON, JAMES & CLAIRE MC CLURE, BILL & MARY LOIS WILSON, DON BAKER, RUDY (JIM) & ANITA CHERKAUER, ELTON & BETTY JOE LAWSON, ED & JOHANNA TROCCIA & SON, TED DE FEDERICIS, FRED COOKE, JIM & BERT HARCROW, WELDEN YOST, OWEN & JOYCE ERNSTHAUSEN, JOHN ROBERTSON, TOM JAMISON, JAMES EIDE, LARRY MAIN, WILTON (TOM) & CATHERINE THOMAS, ARNOLD HUSKINS, ART (FLETCH) FLETCHER, HARRIS LIEN, GLENN BALES, DAYT & ANN BLANCHARD, EDWIN STUELAND, SAM COMMONS, ALLEN CHRISMAN, GUS RAPISARDI, ANDY & DOROTHY BUROCHONOCK, LAYTON & ANN BACON, DON WATKINS, ED PUKAS, JACK GOOSHERST, EARL RESHAW, MAX & FRAN OSBORN, ED & LIL DALY, BEN DAMRON, LOU NEWPORT, JIM O'BRIEN, CHARLES STEWART, WARREN BENDER, DON MARSAGLIA, CHUCK & PAT STENGLEIN, JAY & BARBARA ZEAMER, BILL & TONI STAMPER, HANK & GERRY

LEWIS, HARLEY HAYDEN, HERBERT (TEX) & MARIE BRUNE, GREGG JOHNSON.

403RD SQUADRON

BOB & ARLENE ROTH, JOE & EVELYN BEVILL, GREG & VERA ROSS, JOHN & ELEANOR TALLITSCH, AL & REMY SYLVIA, PAUL & CAROLYN COBER, PERCY & JUANITA ALEXANDER, PAUL & JACKIE BAUER, JOE & CLARA GOSSEAU, EVERETT & DOROTHY LIND, JOHN & MARY SEDLANDER, JOE & SALLY SNYDER, RICHARD WILLIAMS & GUEST, JIM & BARBARA WHITEHEAD, FRED & JANET LLOYD, HAROLD & PHYLLIS JOHNSON, ODIS & BARBARA CLEERE, MAX & MARGARET AXELSEN, JIM & OPAL PRATHER, MIRON & MARIE DUKES, JOHN CROSBY, HARRY & ESTHER BRADLEY, CHARLES COLE, EDWARD DRISCOLL, WADE KERR & BURNELL, ART & VIRGINIA DURBECK, JERRY & VELL SNYDER, GEORGE & JEAN ANDERSON, PAUL & ELAINE PASKVAN, LELAND & CHARLOTTE LOUGHREY, CHARLES & MIDGE DOWNER, JACK MINIERE, DALE & GEN BARR, DENNIS LOMBARDI & SISTER & GUEST, BILL & OGGLETTA BURNS, HERB & MILDRED ANDRESS, WALT BILL & MELISSA, RUSS KNUTZON, REHART & MARY ZAHURANEC, KEN & URSULA GISSONNE, BURT & LORRAINE ADEN, RICHARD MROWINSKI, MIKE & TERRI POLECHKO, BILL & NANCY SOLOMON, JUNE MARTIN & ELIZABETH, NEIL & MARLYS FAIRBANKS, JEAN & BETTY JACK & BILL, WARREN & ROXIE SCHAEFFER.

LATE NEWS from LLOYD

I believe the highlight of the reunion was the dedication ceremony at Langley AFB. The base went all out to make it a meaningful and memorable event. When the flags were posted, the American Flag on the right, the Air Force Flag in the center, and the 43rd Flag with fifteen streamers, on the left, everyone was standing as the National Anthem was played, and there were very few dry eyes in the crowd. BOB BUTLER read a brief history of the 43rd citing the three Presidential Citations and 12 Campaigns. BILL WILSON spoke, and JAY ZEAMER uncovered the plaque with Col. Chadbourne accepting it for the Wing Commander. The letter from the White House was read by Col. Chadbourne and I will quote it in it's entirety: From the White House dated October 24, 1991. "I am delighted to send greetings to all those who are gathered at Langley Air Force Base to celebrate the 50th anniversary of the activation of the 43rd Bombardment Group.

As you dedicate a special plaque in honor of the 43rd, you recall a time when our Nation and its allies were engaged in a life-and-death struggle against tryannical forces that threatened to extinguish the light of freedom. As President Franklin Delano Roosevelt observed, your generation had " a rendezvous with destiny." Today, we know that you proved more than equal to the challenge.

Despite the threat of mortal danger, you answered your country's call to duty, serving with honor and distinction from the Atlantic coast to the Bismarck Sea. Through the many hardships and sacrifices that you endured, you demonstrated exemplary courage and resolve. On behalf of all Americans, I salute you.

I also salute you for continuing to serve our country today. By helping people to remember the lessons of World War II and by contributing to the well-being of your communities, you remind your fellow Americans that we must never take for granted our freedom and our way of life.

Barbara joins me in sending best wishes for an enjoyable reunion and for every future happiness. God bless you." signed George Bush.

Truly an impressive ceremony.

HAL WINFREY, 65th, flew in to Norfolk for just 24 hours to see old friends, his health wouldn't permit him to stay longer. It was nice of you HAL. HAL and I go all the way back to High School together.

THE 92 REUNION ON THE QUEEN MARY

This reunion will again mark a 50th anniversary for the 43rd, and also for the Queen Mary. It will be the 50th anniversary of the first crossing of the Queen Mary as a troopship, and a large portion of the 43rd was on that memorable crossing. The Queen is now a hotel docked at Long Beach, and they have 320 rooms and we have 300 of those for the week November 9th (Monday) through November 15th (Sunday brunch). Rooms will be \$72.00 plus tax and parking is included right outside. Since there are inside rooms (no windows) and seaside rooms, and dock-side rooms, you had better get your reservations in early since all rooms will be the same price and its first come first serve. This is going to be a fun filled reunion. JOSE HOLGUIN, our genial POW from the 65th, will be hosting the reunion, and we will dedicate another plaque which will be placed in

the historical section of the Queen. The telephone number for the Queen is (213-435-3511. Be sure you say you are with the 43rd BOMB GROUP.

There will be plenty more in upcoming newsletters on this reunion which you are going to really enjoy. Walt Disney now owns the Queen Mary and the Spruce Goose which is right next door, as a matter of fact, our Friday night dinner-dance will be held under the right wing of the Spruce Goose in the dome. To give you an idea of the size, the tennis tournament will be held under the left wing of the Spruce Goose on a regulation size court. We have a few more surprises for you but we will hold them for future issues. The cost will be lower than Norfolk. Plan ahead, the weather in that part of the country is at its best in the early part of November, and what better time to hold a plaque dedication than Veteran's Day. November 11. For all you guys who traveled on the Queen, we know you will be there. Talk to your buddies. Tell them it's bound to be better than when you went over.

43RD BOMB GROUP HISTORY PROGRESS REPORT AND QUESTIONNAIRE

At the reunion, Larry Hickey brought the Board up to date on the status of the history project. Larry has recovered fairly well from injuries he received in a serious auto accident in January. He and Bruce Hoy have been working steadily on the project.

A major impediment to completion of the history has been major problems getting readable copies from the very poor quality microfilms of group and squadron records, which have been obtained from the USAF archives. A high percentage of the material is nearly illegible. Former Group C.O. JIM PETTUS has taken over the project to print the records on special high-quality equipment in Hawaii, and will also be assisting the authors with the B-24 portion of the history.

Larry provided a detailed financial report on money spent to date on the project, which exceeds by more than three-thousand dollars, the money collected for approximately 170 pre-publication orders.

More than half of the book's 700 photos have been chosen and produced, and Larry provided photo halftone proofs which members worked with to provide captions. Two of the Squadron paintings have been completed - 65th and 403rd, and four of the 48 color aircraft profile paintings were on display. Detailed engineering cutaway drawings have been completed for both the B-17 and B-24. Members have provided about 6000 photos, many of which have been copied for possible use in the book. About two-thirds of the submitted photo collections have been returned and the remainder are being returned as processing is completed. Larry estimated that more than half of the effort to produce the book had been completed, including collecting detailed recollections and information from about 200 former unit members.

Based on their desire for a quality project, and the delays and problems with obtaining legible copies of the thousands of pages of group and squadron historical records, the Board decided to extend the deadline for the project to the fall of 1993.

MATERIALS AND INFORMATION NEEDED FOR THE 43RD HISTORY PROJECT

NOTE: All materials and information should be sent directly to Larry Hickey, International Research and Publishing Corp., P.O. Box 3334, High Mar Station, Boulder, CO 80307; (303) 499-0530.

1) Diaries and Log Books: These are one of the best sources of specific, dated information, particularly if kept in some detail. If you have one of these, please photocopy it and send it to Larry. If your dairy is too voluminous, send it in and it will be copied and returned to you.

2) Photos: We need aerial photos of each camp and airfield where the 43rd was based; shots of activities, aircraft and bases Stateside before going overseas; shots of all group and squadron C.O.'s; shots of any and all aircraft(both in the air and on the ground) with their various nicknames and markings; shots taken during the movement of the unit overseas; photos of the construction of, and facilities at, each overseas camp or base; shots of leisure time activities, both in the field and at leave and rest areas; shots of airfield activities; shots of maintenance being performed on the aircraft; photos of unusual modifications to and the various crew positions of each type of aircraft; photos of air and ground crews separately and with their aircraft; formal group photos

of personnel (air and ground) at the various overseas bases; combat photos of targets and damage; and Japanese aircraft found derelict at the various bases. As much as possible, we need dates, locations and personnel identifications (including full rank and duties) for each photograph. All photos will be copied and returned when we've completed work on them.

3) Written accounts: Pre-war Stateside activities and training; overseas deployment; moving to, and setting up the various camps and bases overseas; significant combat missions you participated in; escape and evasion stories of anyone who crashed or was shot down during air operations; specific information on the death, for any reason, of any of the 43rd B.G. during the war (we have particular problems detailing non-combat deaths); specific information on aircraft nicknames, tail letters and tail numbers, including when and how individual nicknames were chosen and painted on the planes; details on the transition of each squadron from the B-17 to the B-24, including when, where and how this was accomplished; specific information on the crash, crash-landing, wash-out or other loss of any 43rd B.G. aircraft; personality sketches of outstanding leaders and aircrew members; descriptions of camp life and leisure activities; descriptions of the camp life at the end of the war and activities with the unit following the cessation of hostilities; information on how the unit demobilized and the personnel returned to the States.

4) Aircraft appendix and aircraft artwork: Specific information is need (backed up by photography where possible) of the serial number, tail number, unique markings, nickname and assigned pilot and ground crew chief of every possible 43rd B.G. aircraft. 48 of these planes are being painted in full side-view color profiles, so we need any color reference info possible on personal markings. We are particularly short of reference material on the second half of 1943 for all squadrons. If your plane had interesting or representative markings and artwork of your squadron, and you would like to see it painted in full color, please contact Larry Hickey with the details.

65TH SQUADRON

- 1) By what dates were the the artwork applied to the following B-17s: #403, "The Old Man", #599, "Tugboat Annie", #666, "Lucy", and #472, "Guinea Pig"?
- 2) We need to select a B-24 from the 65th from the period Oct.-Dec., 1943. We've tentatively selected "Jungle Queen", but are not certain of the tail number. Can anyone provide the tail number or recommendations for an alternative aircraft?
- 3) Can anyone provide the ultimate fate of the B-24 #060, "Target for Tonight"? Was it still in the squadron by July 1944?
- 4) We need to select a 65th B-24 for the period Oct.-Dec. 1944. Any suggestions?

403RD SQUADRON

- 1) We are having great difficulty selecting the 403rd B-17s for the Oct. 1942 to Mar. 1943 period. Can anyone provide a recommendation for a plane with a nickname or nose artwork?
- 2) We need two 403rd B-24s for the period Oct. 1944 to Mar. 1945. We have virtually no photos of planes from that period. Any suggestions?
- 3) We need photos of the B-24 #476, "The Wolf Pack", which achieved 96 missions and 1000 hours flying time in May 1945. Does anyone know if this plane reached 100 missions and the date if so?
- 4) We need color information for the 403rd insignia being applied to their B-24s at the end of the war. This was a version of the squadron insignia. We need tail markings information for plane #177.
- 5) Does anyone know of any 100 mission B-24s in any squadron of the 43rd Bomb Group?

SPECIFIC QUESTIONS FOR THE COLOR PROFILE PAINTINGS

63RD SQUADRON

- 1) Did "Black Jack", KEN MCCULLARS'S aircraft have it's nickname and nose art applied by the end of 1942?
- 2) Did plane #356, shot down during the Battle of the Bismarck Sea, have any nickname or nose art?
- 3) Was the "Lulu Belle" artwork applied to plane #358 by the April-June 1943 period?
- 4) When was the nose art and nickname applied to "Talisman"?
- 5) We need 63rd radar snooper B-24s to illustrate for the period Jan.-Mar. 1944, Oct.-Dec. 1944, and Jan.-Mar. 1945. Any good suggestions?

6) We need the tail markings for the late-war B-24 known as "Boots".

64TH SQUADRON

- 1) By what date was the nickname "Jersey Skeeter" applied to B-17 #664?
- 2) Same question for "Yankee Diddler", \$ 458.
- 3) I need photos of the nose art/nickname for B-17 #209, "Blues in the Night".
- 4) We need photos for illustrating one of the first batch of 64th Sq. B-24s assigned in July and August, 1943. Any suggestions?
- 5) We also need a 64th Sq. B-24 to illustrate for the period Oct.-Dec. 1943.
- 6) Does anyone know the crew chief and ultimate fate of # 853, "May Flower"?
- 7) We need the date of assignment and serial number for the B-24 "The Record Breakers". Needed for color artwork.
- 8) We need the serial number and tail markings for the B-24 "Zombie". Who was crew chief and what was the ultimate fate of the aircraft?
- 9) Can anyone provide the full serial number for the 64th B-24 "Mabel's Labels"?

ADDITIONAL QUESTIONS FROM BRUCE D. HOY: 7 St. Georges Court, Albany Creek, Queensland 4035, Australia, or send to Larry Hickey and he will forward.

64TH SQUADRON

- 1) Details of movement from Sydney to Daly Waters. (Train to Alice Springs, crossing different railroad gauges and truck to Daly Waters).
- 2) While at Daly Waters, several men were sent to Fenton Field to set up the camp area for the squadron. Who were these men and we require a brief description of the work that they performed while at Fenton.
- 3) The first B-17 arrived at Daly Waters on 30 July 1942. Who was the crew of this airplane, and if possible, the identity of the B-17?
- 4) What date did the squadron arrive at Daly Waters? The squadron departed Sydney on 12 May 1942.
- 5) While at Daly Waters, the squadron took over the base functions of the airdrome, working with Royal Australian Air Force personnel. What work did this involve and what were the living conditions like?
- 6) Orders were received for the 64th to move to Fenton on 30 July 1942. When did the movement start and finish, and a brief description of the move is required.
- 7) Three B-17s arrived at Fenton. What were the date(s), crews and identities of the airplanes?
- 8) On 12 August, the four B-17s departed for the east coast to fly with the 19th Bomb Group on detached service during the support efforts for the Guadalcanal Campaign. Presume these were the same crews as previous.
- 9) After the B-17s left, it is understood that the remaining personnel were involved with building revetments and other construction work. The 64th did not leave Fenton until 25 September, and I require more details on the squadron's activities, living conditions and work responsibilities during this period.
- 10) While the move was taking place, a number of air raids were experienced, the first on the night of 25 September, the second the following night, and a possible third, either the next day or the one after. Description needed for this baptism of fire. Also what activities did the squadron perform during their ten days in Darwin before they boarded the motor vessel, "YOCHOW"?
- 11) Were there any memorable moments during the voyage from Darwin to Portland Roads?
- 12) Require more details on the squadron activities while at Iron Range, the move to Mareeba, and at Mareeba. Also the Squadron received its B-17s back, or at least two of them. Again, need names of the two crews and if possible the identities of the airplanes.
- 13) On 15 November 1942, the 64th carried out its first mission which was against shipping off Buna. Who were the crews and how many were involved?
- 14) Just one year previously, the squadron suffered its first loss in aircraft and personnel, a B-18 flown by 2nd Lt. WYMAN THOMPSON. The Group history states that this occurred 70 miles north of Bangor, Maine. The squadron history states 10 miles south of Iee, a location I cannot locate. Does anyone have a more accurate location for this loss?
- 15) Require tail numbers, nickname, color details or Crew Chief's names for squadron B-17s "LISTEN HERE TOJO", "TOKYO JINX", "SALISBURY'S SAPS".
- 16) B-17E 41-2653 crashed on take-off from Jackson's Strip on 1 June 1943. None of the crew were badly injured and the repaired plane was later transferred to the 65th squadron. Who were the crew of this aircraft?
- 17) "TAXPAYER'S PRIDE" was hit by a 40mm shell on 1 April 1943 mission to an as yet unknown target. Who was on this aircraft, the damage sustained, and where did the damage occur?
- 18) S/Sgt. JERRY WALKER was accidentally killed by a gun that discharged in

flight. Can anyone provide details of this accident, and the aircraft in which it occurred?

65TH SQUADRON

- 19) Who was the crew aboard the B-17 "YANKEE DIDDLE", #458 on 19 May 1943 when #3 engine failed on take-off, and a wheels up landing made? Were there any injuries?
- 20) Can anyone provide the serial number and nickname color details for the B-17 named "RED MOOSE EXPRESS"?
- 21) Urgently require information on the squadron's activities, both ground and aerial while at Langley until August 1941, and at Bangor, Maine. B-25s were the first assigned airplanes, information of which I am lacking. Can anyone provide details?
- 22) Was Randwick Racecourse the location of the squadron's first camp in Australia?
- 23) The squadron history mentions a few missions being flown in November 1942. Does anyone have information on these missions, such as the number of airplanes used, targets, names of crews, etc.?

403RD SQUADRON

- 24) Have very little information on the squadron's days at Langley, and also at Bangor. Can anyone provide input?
- 25) When did the B-17A, "THE RELUCTANT DRAGON" arrive in the squadron and does anyone know it's tail number? Require information on it's service with the squadron, as the squadron was responsible for testing and making or suggesting modifications that were incorporated into later model B-17s. This is a most interesting phase of the squadron's history in the US, and we need more information, particularly from ground personnel who carried out modifications.
- 26) On 13 December 1941, nine A-29 Hudsons were assigned. Does anyone have photographs of squadron personnel putting the Air Corps star over the RAF insignias on these airplanes?
- 27) "THE RELUCTANT DRAGON" crashed on take-off on 19 December 1941. The entire crew survived, although most suffering from severe burns. Does anyone have their names?
- 28) Would appreciate some first hand accounts of the move from Bangor to Fort Dix, boarding the ARGENTINA, and the voyage out to Australia.
- 29) The squadron disembarked at Port Melbourne on 27 February 1942, and I would appreciate some first-hand accounts of the time spent from this date to 12 September when the first B-17s arrived with squadron now based at Torrens Creek.
- 30) Who were the crews of the first B-17s, 41-24520 and 41-24521 that were assigned on 12 September, the first B-17s since "THE RELUCTANT DRAGON"?
- 31) B-17F 41-24513 was assigned to the 403rd on 26 September 1942. Crew details required, and also in anyone has information on what became of this airplane.
- 32) B-17F 41-24534 was assigned to the 403rd on 17 September 1942. Four officers and five enlisted men, together with this airplane were detached on 20 September. Who was this crew, did they return to the squadron and what became of the airplane?
- 33) Does anyone have details on the voyage from Townsville to Portland Roads, and the name of the vessel? From Portland Roads, the squadron was trucked the the few miles to Iron Range.
- 34) Require details on the squadron's move to Milne Bay.

God bless and may your holidays be healthy and happy,

BILL & MARY LOIS WILSON

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