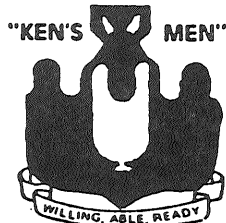


# FORTY THIRD BOMB GROUP ASSN. INC.

## OFFICERS

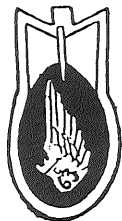
Dale Barr, Pres.	403rd
Max Osborn, Vice-Pres.	65th
Lloyd Boren, Secty-Treas.	65th
PAST PRESIDENTS	
Bob Butler	63rd
George White	63rd
Bill Wilson	65th



Hdqs & Hdqs Sqdn

## DIRECTORS

Paul Cober	403rd	Dick Wood	63rd
Art Durbeck	403rd	Bob Watson	65th
Jim Haxcrow	65th	Nick Arabinko	64th
Jim Pettus	Hdqs	Russ Burnett	64th
Jim Diefenderfer	63rd		



63rd Sqdn.



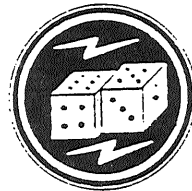
64th Sqdn.



403rd Sqdn.



65th Sqdn.



43RD BOMB GROUP ASSOCIATION INC.  
43RD EDITION, MAY 1992, LLOYD BOREN, EDITOR

## FROM DALE BARR

First of all, I want to apologize for having my home address listed wrong in the last newsletter. I'm sorry this has caused many of you inconvenience and cost you a phone call. I have asked LLOYD to correct it in the next newsletter.....in case it isn't corrected, this is my correct home mailing address: 2622 South 87th Ave., Omaha, Neb. 68124....Guess LLOYD thought I was getting too much mail, ha, ha.

Received a nice letter from BOBBY CLAIRWOOD, 403rd, he says he's gettin along fine after radiation and chemotherapy treatments, but is losing some hair...BOBBY said it was better to have no hair than no air in the lungs...typical 43rd spirit.. go get them BOBBY, they can't keep a good man down.

May I just stop here a few minutes and tell you how much we men depend upon our wives to keep us on the straight and narrow path....I want everymember of the 43rd when he gets done with reading this newsletter, to put it down and give his wife a big smack and tell her "thank you" for standing behind you and letting you win the war every year, ha, ha.....This next letter I received prompted the above outburst and I know you all will understand....

BLANCHE WRIGHT, wife of WALLACE A. WRIGHT, Hdqrs., is one of those wives that deserve our congratulations, she's working part-time and then with all the medical problems they've had lately, taking care of WALLACE during his illness, she apologizes for being late with WALLACE'S dues.....With all this, they still are planning to be at the Queen Mary....BLANCHE & WALLACE, hang in there, we all want you to be there.

I have received some requests for information on the parachute landing at Nabzab and Mc Arthur's participation in that landing. JEAN JACK, 403rd, has written a true and accurate account of this operation and if anyone is interested, drop JEAN a line and he'll be glad to send you a copy....if you can't find him, then let me know, I have a few copies I can send out to you. Good interesting reading.....Speaking of interesting reading...have you read the account of the first mine drop in the South West Pacific by the 43rd Bomb Grp? Ask Col. JACK about that one, also.

Received a nice invitation from TALBOT & WAUNETA GARNER, (Past President/403rd Mini-reunion Assn.) Because of conflicting get-togethers in Kaufman, Texas and only having one motel in town, they have had to change their date of the mini-reunion from May 2nd to the 8th & 9th, but by the time you read this, it will probably be over...the reason I'm mentioning it, is that I won't be able to make it this year as I am recuperating from total knee replacement in both knees and I want to be ready for the assault on the Queen Mary (I hope it's the Queen Mary).

Haven't heard anything from LLOYD lately, but from what I have learned from the people at Long Beach, we are still go for the Queen Mary, however, if something

should throw a monkey-wrench in these plans, we will have an alternative which will be just as good, if not better.....I'm sure LLOYD will have more to say on this later in this newsletter.

Received a nice letter from CLIFF KOCHA, 65th, wishing me luck on my new job...boy, I'll need it...CLIFF I'm sorry for the mess on my address, but I received your letter anyway....I put away the info on "Queensland Airfields" and I put it away so good I can't find it ....GEN! GEN! HELP...! ladies, does that sound familiar??

I hope JANICE OLSON, daughter of deceased CHICK OLSON, 64th, will be patience until GEN finds the letter that gave me all the dope on the book being written about Queensland airfields. Also, JANICE if you will write to LLOYD BOREN our secy/trea. he will be able to fix you up with the back issues of our newsletter you inquired about, Ok.

Memo to KENT ZIMMERMAN, 63rd, Thank you for the information you sent on the Ferrets.....I have forwarded it to LARRY HICKEY, our author, to see if he can use any of it in our book. I also, found DAN MCKIRNAN address in the new 1992 rooster, so I will photo-stat your letter and mail it on to him, Ok?

5th Air Force Memorial Foundation sent us information, that to move our plaque from the "Pearl Harbor Wall" at Air Force Academy would be our cost of \$150.00 (I bet my old bombardier, HARRY URBAN, Colo Springs, Co. could get it done cheaper) Anyway, it's something for you all to think about and let your board of director member know your thoughts. I will have it on the board of directors agenda at the Queen Mary.

Just a note of interest for the 1993 reunion in Omaha. On April 4, 1992 after 3 years in building and 15 million dollars, the world's Largest Indoor Rainforest opened complete with a 50 foot waterfall. Watch the National Geographic Magazine as they will be coming out with a big splash on the rainforest soon.

Got a nice letter from a fellow "robot Knee-r" DALE A. HUEY, 64th, he's getting ready to play golf....DALE, I was on that mission to Hollandia and from the tail of our plane I saw a soldier get hit by the ammo we were chuteing down....Either it killed him or he had one hell of a headache...See me on the Queen Mary and we can compare notes, ok?

Just received a note of PHYLLIS CHRISTENSEN, widow of LESTER CHRISTENSEN, 403rd, notifying me that LLOYD HENDERSON, 65th, passed away Feb. 21, 1992 with kidney failure. PHYLLIS is the sec'y of the 403rd & 13 Recon reunion Assn. she doesn't know why she was carrying him on her rooster as he was in the 65th Sqdn. (I couldn't find him on our rooster either) He lived in Colfax, Iowa, does anyone remember him?????

Because of my wrong address, I just now got your letter DICK WOOD, 63rd, and since you are on the board of directors, I don't want you to think that I am not doing my job, in answering my mail, but it wasn't my fault....Please accept my apologies and I have sent you the info you were asking about on "underage veterans"... (You know how it is, President's have to take care of their board of directors, right! Seriously, DICK, I'm sorry for the delay.

More concern showing up about the Queen Mary, EDWARD L. GAMMILL, 63rd, writes that it would be a shame if we couldn't get the Queen....ED I'm sure we will have it settle completely by the time you arrive, ok? Watch the LLOYD comments in our newsletters coming up, it will keep you abreast of everything that is happening, but for now, it's a GO! GO!.....so get your air tickets before they go back up in price...Incidentally, everyone, now's the time to get your air line tickets, while the Price war is on.

SPECIAL THANKS TO THE FOLLOWING: For their letters of congratulation and encouragement.....JOHN PETER FAERBER, HARRY URBAN, GEORGE WHITE, JEAN JACK, DENNIS LOMBARDI, JOSEPH KARMOSAY, FATHER SHEA & BURTON ADEN. If I've missed any, I'll get you the next time around, Ok?

NEW BUSINESS: Since the board received some information concerning our relationship with SAC Museum which was in error, I have decided by the Power given to me as President, to name a committee to work with the officials of SAC Museum to clear any misunderstanding that might exist. This committee will be headed by BURTON ADEN, 403rd, and it's members are named herewith: RAY HURLBUATT, 63rd, JACK RUSMISEL, 64th, LEE MCGOWN, 65th, LELAND MLNARIK, Hdqrs.

and myself as President of the 43rd Bomb Group Reunion Assn.....This committee under the leadership of BURT ADEN, will convene at their earliest convenience with SAC Museum Officials to iron out all details...This committee was formed so as to be able to report to the Board of Directors so that they will be able to form a more intelligent opinion based on the facts the committee will present to the board. If any of the named committee members are unable to serve, Please notify BURTON ADEN as soon as possible....We want full squadron participation in this important matter.

TO CLOSE WITH may I give you a sign which I saw posted in my office at work...."SEXUAL HARRASSMENT IN THIS AREA WILL NOT BE REPORTED.....HOWEVER, IT WILL BE GRADED." That's all folks! Be back at you in the next newsletter. Good Lord Willing!

#### ADDITIONAL NEW BUSINESS:

I thought I was done and just as I was getting my comments ready to send to the newsletter, I received a couple of letters, both touching on the same subject. (I think they are in cahoots). However, it is something I have wanted to bring up to the membership for some time..... Since this is the 50th anniversary of WWII, why couldn't we celebrate our annual Saturday nite dinner/dance with all members wearing their ribbons over the left side of their suit pocket or jacket, whichever...I have been to a few reunions held here in Omaha and saw it done twice...very spectacular. Since no one has had a chance to wear their well earned ribbons in 50 years, this might be the time to spruce up our act.

One letter asked that the miniature medals be allowed to be worn in place of the ribbons. Those of you who have any thoughts on this proposal please let me know what your thoughts are. Also, besides writing me, write to your representative on the board of directors, this will carry much weight.

There is no way we can stop any member from wearing his ribbons whenever he likes, but I thought that if we do it, we should do it as a Group, the 43Bomb Group and everyone should participate. Personally, I am for it, this one time, but it's up to you members to decide.....Let's hear from you, pro or con. I'll keep you posted in the newsletters.

#### FROM LLOYD

I apologize to DALE for getting his address wrong in the last newsletter, it was a mistake although from the continual references, it looks as if he considers it was done intentionally. It was a mistake on my part, and again I apologize.

In response to DALE'S request, I have not edited the news he sent in, but have put it in exactly as sent in by him, spelling and all.

I believe our President should know the name of our organization. It is the 43rd Bomb Group Association, Inc. It is not, as he addresses my mail, the 43rd Bomb Group Reunion Association. The reunions, with this organization, are only one part of our operation. Much more important, are the newsletters and roster which go out on a regular basis. We have a very large part of our members, who either health wise or financially, cannot make the reunions, and the newsletters are their only tie to the friends and memories they have of that memorable period in our lives.

Our new member list is small this time due to the fact most are on the new roster already.

#### PLEASE ADD THE FOLLOWING TO YOUR ROSTER

65th Squadron: Donald G. Rumsey, 65th, Navigator, wife Helen, 8232 W. 120th Ter.  
Overland Park, KS 66213

63rd Squadron: Howard J. Blanding, 63, Navigator, wife Mary Jean, 1125 S  
Marylhurst Dr., West Linn, OR 97068

I just noticed something (proves I'm getting old), and probably a lot of you noticed it also. If you will look at the very first of this newsletter, you will see 43rd Bomb Group Association Inc. and just below it, you will see 43rd Edition.

It's hard to believe that I have typed 42 (BOB BUTLER, 63rd, got the first one out) of these newsletters. It looks like they get longer each time, and in the

case of the 43rd newsletter, it happens to be the longest on record. For those of you with computers, this edition is over 74K, (our previous record, 60K).

An Attorney from Leighton, Penn. writes to advise us of the death of CHARLES "CHUCK" WIEDER, 64th. "CHUCK" passed away January 16th, this year.

BOB ROCKER, Assoc., 1201 2nd St., Pompano Beach, FL 33060, an avid buff of WWII in the Pacific, writes that they have just completed a painting of a B-24 (natural metal color), and are looking for someone who flew a memorable mission, has at least one or two crew members still living, and can supply 43rd BG markings for the port side of the B-24, tail and, preferably, some nose art, and planes downed, ships sunk, etc. Also need proper colors for all this. Also, where the action took place. Any of you B-24 guys who can help, write to BOB at the above address.

We have had mail returned marked deceased on NICK CAPETZ, 65th. No more details, any of you who knew NICK might want to drop his wife PLANETTA a note.

REGGIE & LUCILLE TATRO, 65th, went down to the Texas Valley to escape the cold back home, but it didn't work. They, like so many of our members, go South for the hard winter months. They are sorry they missed the Langley reunion, but definitely plan on the Queen Mary.

JOHN SWEENEY, 64th, is another guy who was fortunate enough to see the restored B-24 "The All American". It and a B-17G flew in to the Hyannis Airport, and JOHN was waiting, camera in hand, for it to come in over the trees. As JOHN says, "The last B-24 I had seen was at Clark Field January of 1945, and it is impossible to describe how I felt watching that thin winged mother with its four large engines coming at me". JOHN had taken 3 days off work for this, and got some high-class pictures inside and out of the plane on the ground. I have seen quite a few pictures of the plane, but none as good as JOHN got as the plane was coming in and circling the field. A real good photographer. JOHN, the latest we have on the book is that it will be out about the end of next year.

Had an interesting letter from CHARLES "CHUCK" QUINETTE, 63rd. Enjoys the "newsy" newsletters, and sends thanks to all who put in the time and effort for the Group. CHUCK telephoned FRED BLAIR, 63rd, in Australia a couple of months ago. FRED & MARGARET are well and planning to be at the Queen in November. CHUCK, was one of the 12 1st pilots of the "Scott Project", and FRED flew as an instructor bombardier on his first mission. FRED & COL. SCOTT, were the ones that came to Langley in the summer of '43 to supervise our final training & deployment to the 43rd. "CHUCK'S" aircraft was tail# 42-4049, and the name on the nose was "Who's Next". He understands that the plane was shot down on a night mission near Manila after he left. He had a rather unique experience. After finishing his required hours, he transferred to the 90th BG when Col. ED SCOTT was made it's Group CO. I wonder if we have any more 90th men in the outfit. CHUCK & BILLIE will see us on the Queen.

TOM FITZGERALD, Secty. of the 24 Squadron Association, New South Wales, writes the following: "A part of our joint RAAF - 5th USAAF history passed on during February '92. Our old 24 Squadron, and later, 25 Squadron Commanding Officer, Wing Commander J.B. "Long John" Hampshire, died after a prolonged illness.

It was John who organized our B-24 Liberator training in early '44, at Port Moresby, and led the first 5 crews at Dobodura in May 1944. They were the nucleus of 24 Squadron, the RAAF's first heavy bomber Squadron. At Dobodura, they flew with the 43rd's 65th Squadron. (Larry Hickey has the full story)

In regards the section on Robert W. Livingstone in your last newsletter. Bob is a fine guy & has been very helpful to me. He has the details on ordering your proposed Squadron History from my last newsletter, which he receives.

I will be writing to MARK CARRELL from the last newsletter to see if I was part of the 6 RAAF crews he mentions."

TOM sends regards and says he will be in Townsville for the 50th Coral Sea Anniversary this 5th - 10th May.

Along with the above, I received a note from MARK CARRELL, 65th, and he stated that he had heard from TOM, and figures that his dates are wrong, or the crews were there ahead of him, because, when he left New Guinea in Aug. of 1944, the Aussies had 6 crews with the 65th before he left. It could be possible that

there were more crews of Aussies that were attached to the 65th. He thinks Col. JIM PETTUS would remember.

To Allen Stover, who was inquiring about under-age military serving in WWII, JOHN S. EDMISTEN JR., Rt. 6 Box 700, Live Oak, FL 32060, writes that the two following men say they each served in the U.S. Navy during WWII at age 14.: Victor E. Cannon, born 11/11/28, Rt. 2 Box 292, Skeen Rd. Live Oak, FL 32060, and Charlie Crews, Rt. 6 box 695, Live Oak, FL 32060. Hey! JOE NIECE, these guys have you beat.

LON WEYLAND, 64th, sends in a classic. He says that in the November '89 newsletter we asked for information about various aircraft; one of which was Ka-Puhio-Wela. He wrote Hickey and Hoy and gave them "Admiral" Dewey's explanation, but its possible they didn't give the translation much credence since it is not an expression suitable for drawing room conversation. He wrote to the Hawaiian Chamber of Commerce for an official translation. (First wrote on May 20, '91). Since then, he has written to most of the people in Hawaii, but finally got an official translation in the mail. It is from the University of Hawaii committee for the preservation and study of Hawaiian language, art, and culture, dated March 9th, 1992. and reads: "Aloha, Mr. Weyland: I offer humble apologies for this late response to your letter of October 29, 1991. It was put on "hold" along with office responsibilities due to a turnover in personnel. I retired in June and left town. The new person did not come on board until January 15. He is overwhelmed with "learning" the nature of our office procedures, so I volunteered my time to help clear up the backlog.

Upon reading your letter, I decided to drop everything and respond. We all need a little levity. "Ka Puhio Wela" translated to "The Hot Flatulency". The Mary K. Pukui--Samuel H. Elbert HAWAIIAN DICTIONARY, under pu.hihio (reads) 2. To break wind noiselessly. Puhio is the generally accepted term. The entry also refers to "pu.hi'u" which reads: 1. To break wind audibly, considered rude ... 2, Irreverence, rude."

The macron over the first u indicates stress (as oo in moon). Without the macron, its an eel spelled puhi. There's no question about the nickname of that bomber. Also, note the difference in meaning between the final vowel "o" (noiselessly) and "u" (audibly). Those Hawaiians had a term for everything." signed Me ke aloha pumehana, Marion K. Morrison.

For all you guys who did a tour of duty in Europe during WWII, (and we have some who served in both theaters), Kaplan Travel Bureau of Bank Square, Mystic CT 06355, phone (203) 572-0521, have joined forces with the Royal British Legion Pilgrimage Department in Kent, England, to provide a series of tours of the historic spots commemorating the 50th Anniversary of the arrival of the 8th and 9th AF Divisions in England. These tours are scheduled between May and September of this year. You may contact the above if interested.

We were notified by his wife LILY, that HAROLD CAROTHERS, 63rd, passed away March of this year. Those of you who knew HAROLD may want to drop LILY a note.

HENRY SESSLER, 403rd, died November 19th last year. PHYLLIS, sent me quite a few pictures that HENRY had saved from his service overseas, and I have forwarded them to LARRY HICKEY in hopes that they may contribute something towards our book. PHYLLIS still has his "MAREEBA BUTCHERS" patch along with his pure silk map of the Southwest Pacific. Remember those?. Drop PHYLLIS a line, I'm sure she would appreciate hearing from some of HENRY'S friends in the 403rd. From his pictures, he had quite a few.

PETE ROBERTS, Assoc. gunner, sends a little extra to cover the extra postage it takes to mail overseas, and also writes to thank us for the newsletters. He has been able to contact Steve Birdsall and John Mitchell, authors of "The Flying Buccaneers" and "On Wings We Conquer", respectively.

He would also like to contact anyone who could recommend any other available publications concerning the Group in New Guinea Operations, or Squadron or personal recollections. He may be contacted: P.S. Roberts, Box 52 PO, Lancelin 6044, West Australia.

Received word that ORVILLE K. "OK" COULTER, 64th, passed away in March of this year. OK was an old timer with this organization, an airplane and a vintage car buff. At least 10 or 15 members notified me of his death, he was a great guy. Our condolences to HELEN MARIE and the family.



Another 64th member, WILLIAM "RED" ALMAND passed away on March 7th in Fort Lauderdale, FL. You fellows who knew RED will want to let NELLIE know you are thinking about her.

Received a letter from JOHN FANCHER, 403rd. Says he received the newsletter and found his co-pilot, JOSEPH STAMLER listed as a new member. He hadn't seen him since Ie Shima in October of 1945. JOHN sat right down and wrote him a few lines (5 pages). He enjoys the newsletters, and apparently they pay off.

I receive lots of notes along with dues, and practically all say "see you on the Queen". ED & HELEN O'CONOR, 65th, missed Norfolk, but definitely plan on the Queen in spite of several medical problems. The Queen means an awful lot to those who traveled on her back in 1942, and I know this stay will be a meaningful and memorable experience that can't help but rub off on those of us who didn't make that trip.

DON WILBER, Hdqrs., wrote for a patch and copy of the President's letter. He met JIM WHITEHEAD, 403rd, of Fenton, MO at the Langley-Norfolk reunion. He is the only one he has met who went overseas on the same ship with him. After comparing notes, they discovered they were also stationed at Lincoln together. DON is still waiting to see his friend, BOB SHEPPARD at a reunion. They were in Headquarters together.

A letter from GEORGE GREEN, 403rd, of Oakland, CA. He needs some help in searching for some 403rd Squadron historical information. Attn.: DALE BARR. He writes: During the past several weeks I've been reconstructing personal mission accounts, a labor of love, and eventually for transmittal to Hickey if he's interested. The process has, of course, stirred memories and raised some questions, for which, to date, I don't have answers, especially one event. I'll explain.

During early to mid March '45, before moving to Clark airfield, while still at Tacloban, the 403rd lost two 24's and most of their crews in the Balete Pass area of north-central Luzon, P.I. during a ground support mission.

As I recall, this is the story: with the 403rd leading the Group one morning/afternoon, two 24's flying right and left wings second flight element, crashed into a mountain top. One exploded on impact killing everyone; the second plane hit the mountain top, broke in two with one half on one side of the peak and the other half on the other side, and bombs tumbling and exploding all around. Five or six crewmen survived, although most were badly injured; what's more, they were behind Japanese lines. However, the crew's bombardier was able to hike through battle lines and found help. U.S. infantrymen (32nd "Red Arrow" Infantry Division", led by the bombardier, walked back in and brought the injured and dead out. The rescue effort took a week or more. What was the date for this tragedy? What time of day was the crash? Where, very specifically, was the crash? What crews were these? Pilots and other personnel? What were the aircraft numbers?

Any help would be greatly appreciated. GEORGE lives at 301 Perkins St. Apt 107, Oakland, CA 94610-3450.

Verne Chandler of the 19th Bomb Group asked that the following message be placed in the newsletter: "B-29 AIRCREWS -- If you flew 80 or more B-29 Missions, send number to : Col.(Ret) Vern Chandler, 5100 John Ryan Blvd., #528, San Antonio, TX 78245." They hope to recognize these veterans during the Boeing B-29 50th Anniversary, August 14-15, 1992, in Seattle.

JIM RODELLA, 64th, writes that he and BOOTS were sorry they couldn't make the reunion in Norfolk. They had a condition which seems to be getting worse in our organization of young folks. ARTHRITIS. From reading the newsletter they are sure we had a good time, and we did, thanks to a lot of hard work by the wonderful couple running the program, PAUL & DOT JONES, 63rd, along with a terrific crew.

Speaking of reunions, I think it's about time to comment on the up-coming reunion on the Queen Mary.

I'm sure most of you have heard of the situation between the Disney organization which runs the Queen, and the City of Long Beach, however, for those who are still in the dark, and for all of you who have either made reservations, or plan

to do so, here is the situation as it was spelled out in the papers, and the way it stands at the present time.

It seems the Disney organization had, in their contract with the City of Long Beach Port Authority, the option to either notify the City of their intention to pull out of the Queen and Spruce Goose by a certain date, or continue for another lengthy period of time running the show. They chose to pull out at the end of September, this year. This was done, as they explained, because they were losing money on the Hotel and attractions. Going by what the papers say, they offered to stay on, and run the Hotel either until January 10, 1993, or a longer period, to give the employees an opportunity to seek employment elsewhere, also, to fulfill their obligations to others who held contracts such as our organization, and further to give the City & Port Authorities time to search for a new entity to take over the Queen. These offers, were made, as per the papers, with the understanding that they be reimbursed for any losses incurred.

The City and Disney officials started a series of meetings, and up until after the first of April, still had not reached an agreement, at least none that was announced publicly. The representatives from Disney, in the meantime, let us know that should an agreement not be reached, and they pulled out on the 30th of September, they would honor our dates, prices, and all other agreements in our contract at the Disneyland Hotel. The situation stood this way until the 9th of April at which time I flew out to the Queen, and, together with JOSE HOLGUIN, our reunion chairman, met with the personnel in charge on the Queen. They believe that they will be there, at least until January 10th, 93, and in talking to the Mayor's office, I was assured that the City and Port Authorities would do everything in their power to keep Disney on the Queen until at least January 10th, to give them the opportunity to fulfill their commitments. We were told that we would be on the Queen in November, and that an announcement would be forthcoming shortly.

After this, JOE and I went to the Sheridan Hotel, and talked with them concerning an alternate site if the Queen fell through. We were not very successful in coming to terms as this was a little late in the year to try to get certain dates or prices. We were offered up to 250 rooms at the same rate, except that parking was not included. We were offered this based on starting on Tuesday instead of Monday, which is not a big problem. However, they would not be able to accommodate us on Saturday night due to weddings scheduled. They did agree to hold these options open for us until the end of April, which would give us time to hear from Disney. We do appreciate their efforts to help us.

The Board was contacted when I returned, and I told them the outcome of the meetings, and that the general feeling I got in talking to the people involved, was that we would be on the Queen in November with Disney. To be on the safe side, I asked whether they would prefer to go elsewhere or to Disneyland. It was generally agreed that we were better off sticking with Disney, and looking at the bright side of the picture, our chances are very good of being on the Queen, and if not, we have a simple shift to Disneyland Hotel.

Those of you who have made reservations, have no worries, Disney is still taking reservations, and as of the 10th of this month, we had 132 rooms reserved. If both Disney and the Mayor's office aren't worried about us being on the Queen in November, I don't think we have a worry either.

GET YOUR RESERVATIONS IN BEFORE THEY FILL UP, and you also need to get your registration money in to JOSE HOLGUIN, we must know how many to prepare for. Cost, \$92.00 per person.

ART MULLIGAN, 64th, called in to report the death of CHARLES "CHUCK" WEIDER, his navigator in the 64th. CHUCK passed away 16 February this year.

TOM FITZGERALD, secty. of 24 Squadron Association, NSW Australia, sent their newsletter with the usual newsy items. He mentions the 43rd's Book being written by Larry Hickey. The 24 Squadron members are urged to forward stories, names, plane numbers and photos to Hickey to help the Book along. The 24 Squadron's first Liberator crews flew and trained with the 65th Squadron at Nadzab. I am sure we have quite a few members who remember these men, and I'll bet they would like to hear from you. If you have any information or questions that you would like to get to them, send your request or information to TOM FITZGERALD, Secty. 24 Squadron Association - NSW, 166 Beaumont Street. Hamilton, NSW 2303, Australia. He would be glad to hear from you, and I'm sure, be glad to place your information or questions in his newsletter. A real nice guy.

I have had many recent letters from ANDY ANDERSON, 64th, and have spoken with him several times regarding the Queen Mary situation. ANDY & ANNE were just married Saturday the 11th of April in California. I thought I would be able to attend the wedding as I had a Sunday flight back, but with everything taken care of Friday, I was able to change to an early Saturday flight and had to miss the wedding. I'm sure all you who know ANDY & ANNE will want to wish them all the best. ANDY was very helpful (as usual) in securing some very important and helpful publicity concerning our plight over the Queen. Tom Hennessey, investigative feature reporter for the Long Beach Press Telegram, has given us some wonderful publicity, and Surf & Sail Magazine is coming out with an article on the 43rd, and when we get to Long Beach, I'm sure the 43rd will come in for some of the heaviest publicity we have ever had. The Press is on our side, and has been instrumental in getting the City and Port Authorities and Disney together in an attempt to work out a solution to the problem. Appreciate your help ANDY.

HENRY "HANK" TEITELBAUM, 403rd, sent in four pages of close typed recollections of his history from Bangor, Maine to Dobodura. I have forwarded this to Larry Hickey, and I am sure Larry would appreciate more of us doing the same thing. He lists daily activities, duty, antidotes, names and places. We need more of this kind of information to illustrate the daily happenings during our stint in the 43rd.

BILL WILSON, 65th, sent in an interesting registration card for the Texas State Cattle Raisers Association reunion in San Antonio in March. You might compare the following prices with our reunion price of \$92.00. Mens or Ladies registration package which includes several meals less than ours. Cost \$200.00 each. As WILLIE states, it sure costs more to go to Cattle Raisers reunion than 43rd reunion.

JOE HOLGUIN, 65th, sent in a description of the South Coast Plaza and Town Center in Costa Mesa, California which most of you registering have shown an interest in visiting. This is a 220 acre metropolitan complex that blends commerce and culture, luxury and necessity. It is located about 30 minutes from the Queen, and is known as America's premier retail center. It is the magnet for patrons who enjoy household annual incomes of more than \$70,000.00. The selection of stores, include: Gucci, Emporio Armani, Escada, Calvin Klein, Louis Vuitton, Fendi, Tiffany & Co., Cartier, Chanel, Laura Ashley, Barneys New York, Hermes, Giorgio Beverly Hills, Burberrys, and Alfred Dunhill. It is one of the largest grossing planned retail centers in the United States.

Its specialty shops, sidewalk cafes, ethnic restaurants, and lush indoor landscaping attract royalty. The King and Queen of Sweden, the King of Paraguay, Princess Alexandra of Great Britain and Prime Minister Margaret Thatcher, among others, have visited South Coast Plaza, as well as stage and screen celebrities including Michael Jackson.

Crystal Court, "A Special Side of South Coast Plaza," adds to the merchandise selection which favors the entire spectrum of shopper interest. Not without its pedestrian appeal, South Coast Plaza Village, a destination of charming restaurants and shops in a garden oriented setting, is located across the street to the North.

Town Center, with the Hotel as its nucleus, includes banks, office buildings, and many sculptures by famous artists. The Performing Arts Center includes a 3000 seat hall attracting world famous touring productions of musical theater, symphony, opera, and dance.

This will be one tour you will not want to miss.

WILLARD HUMPHRESS, 65th, writes, that thanks to the newsletter, he read that ROMEO & MILDRED FURIO, 65th, would be in Lexington, Kentucky in October at the same time he & wife MARY KAY were to be there. After contacting ROMEO & MILDRED, they spent a great night with them in Lexington, telling "old war stories". WILLARD & MARY KAY will see us in November on the Queen.

Regarding the Queen, as of the 10th of April, we had 132 rooms reserved, which translates to about 260 people at this early date. We fully expect 600 plus in attendance, and, again, get your reservation and registration in early. Cris Lundburg, Director of Sales for the Queen, has been very helpful in quite a few ways, one of which is keeping me posted on the reservations each month.



BRYAN FLATT, 403rd, read in the last newsletter, that DWIGHT WILLIAMS, Assoc. member, was seeking information on his uncle, OSCAR MILTON WILLIAMS, a co-pilot in the 43rd, missing on a Rabaul raid October, 1943. He called DWIGHT, and the date came up as October 25, 1943. Looking in his flight records he found that he had been on strike three, time 8 hours, a Rabaul raid on Vunakanai Air Strip. He gave DWIGHT BILL SPENCER'S, telephone number in Atlanta (BILL was on ED HAAG'S crew, 403rd). He told him that SPENCER'S crew flew cover for pilot O'BRIEN, 403rd, after O'BRIAN had to leave formation, losing altitude with engines shot out. It turned out that OSCAR WILLIAMS was O'BRIAN'S co-pilot, and that they had attempted to ditch the B-24 in Wide Bay south of New Britain. Some of O'BRIAN'S crew were picked up by Navy Air Sea Rescue Catalina PB 2y2's. Also, E.J. WELLS, 403rd, another pilot, was shot down and ditched in Wide Bay and was picked up by the same Navy plane. ED HAAG'S crew received the Silver Star for the assistance they gave to O'BRIAN (the Zeros went for the stragglers as you know). Also, there was an Australian named Heath who had a plantation just south of Rabaul before the war. He hid out in the area and counted Jap planes on runways at Rabaul, and radioed info back to the 5th AF. We supplied him with batteries, radio parts, etc. We dropped supplies to him along the edge of Wide Bay. He would send up smoke signals and a flashing mirror. FLATT'S crew dropped to him twice in a valley off Wide Bay. This was in the fall of 1943, and BRIAN would like to know if anyone remembers Heath and what happened to him.

BRYAN remembers one mission where the RAAF were flying B-24's with them. They had a full Australian crew flying with them on a strike to Wewak (fall of 43). The plane in question was on his left wing as they crossed the Owen Stanleys and still climbing. The Australian 24 dropped back out of sight, but caught up and pulled into tight formation. He had lost his right outboard engine and had it fully feathered and with plenty of gas ready to continue to Wewak. They waved him off and he returned to Jackson and landed ok with three air screws and kept his bombs for next day.

It seems that we hear about all the fighting and flying, but very little about what went on the biggest part of the time, the ground time. CLIFF WHITE, 403rd, writes about the flexibility of the U.S. serviceman. He was a ground communications Sergeant stationed near Newcastle, Australia at an airstrip called Williamtown Airdrome. After being there a while, they got orders to move up to a place called Torren's Creek. Now they had a slight problem there, because the Aussies who were supposed to relieve them hadn't shown up yet, so they had to do two things at once. The main body moved up and left a skeleton crew behind to guard the base. The Base Commander was a supply officer, a Major, and the next in the chain of command was a Corporal, himself. The amusing part was, even though He was only a Corporal, he was acting Base Executive Officer and he actually ran the Base under the direction of the Major. This was no small task because each plane had to have a sentry to prevent sabotage, and these sentries had to be relieved and fed on time. Also, we had civilians working on the Base, and they had to be screened in and screened out. The screening was very strict to make sure they were who they were supposed to be and make sure they didn't lug anything out in their dinner pail. Everything went off like clockwork, and it just proves how flexible the U.S. serviceman is.

CLIFF and his wife are glad they could make the mini-reunion in Bangor, Maine because PHYLLIS is very sick, and they won't be making any more. I'm sure some of you fellows would like to write to CLIFF & PHYLLIS. I know they would appreciate hearing from old friends.

MAXON WOTRING, 403rd, attended Pasadena High's first football game of the season along with his daughter. He says; "Sharon and I were watching as the two school bands massed on the field and sparkled to attention as they prepared to play the National Anthem.

The stadium rose to its feet as the music began. My attention was diverted by a lady directly in front of me tugging at her escort. She was urging him (her husband I presumed) to stand. He knocked her hand away, slumped lower in his seat, and turned his radio up so loud that I could hear the Dodger baseball game broadcast, over the strains of the Star Spangled Banner which filled the stadium.

When seated, after the anthem was over, I leaned forward, tapped this super Dodger on the shoulder, and spoke to him in a soft voice; "It's proper to stand when they play the National Anthem."

He turned and snapped; "Standing during the music is no measure of patriotism."

Hackles up, I responded in a stronger tone of voice; "You are right, standing is not a measure of patriotism, but it is a measure of respect, and without respect you can have no patriotism."

His face reddened, his mouth opened, and his wife (I was sure now she was his wife) jabbed him sharply in the ribs with her elbow, and said; "Shut up, keep quiet, and turn off that damn radio."

Calm returned. The better half had prevailed, and driving home after Pasadena's close victory, SHARON cautiously said; "Daddy, what in the world did you say to that man." I told her.

DEAN & SHIRLEY BONSALE, 403rd, have been doing quite a bit of traveling, having visited with family members all over California. They took time out to spend a night with GENE "FLASH" & ALISON GORDON, 403rd, then visited more kin at Sun City, Modesta, Merced, and finally at Laguna Hills. They had quite a time of it, and hope to do some more. DEAN, you might as well make another California visit this year, and that's the Queen Mary.

Received news from PAUL COBER, 403rd, that his navigator, STAN TULIG died just before our 1991 reunion. Our condolences to LILLIAN. I'm sure he will be remembered by many friends.

GEORGE GREEN, 403rd, needs some help. He sends the following: "I am trying to reconstruct, from diary notes and memory, as comprehensive a record as possible of my crew's missions. I have fairly complete information, however, obviously, I'd appreciate further information from anyone, crew or otherwise, who may have flown the same missions. I'm very willing, of course, to share what I've recorded. If you have additional information and are interested in trading, please drop me a line at 301 Perkins Street, Apt. 107, Oakland, CA 94610-3450. Following is a missions' target list with dates, all '45, and all flown from Tacloban, Leyte, P.I.

02/13, Japanese Naval Task Force, South China Sea; 02/17, Heito A/S, Formosa; 02/19, Heito A/D, Formosa; 02/24, Takao, Formosa; 02/28, Zamboanga, P.I.; 03/03, Tainan A/D, Formosa; 03/05, Ground Support (Lazon, P.I.); 03/08, Ground Support (Luzon, P.I.); 03/12, Aparri, P.I."

WARREN SCHAEFFER, 403rd, attended the Norfolk reunion for one day, and that is as close as he has come to making a reunion. His wife ROXIE is quite ill, and WARREN is himself taking chemotherapy treatments. It is a sad fact that many of our loyal members are unable to attend reunions, even though it may be in their vicinity. It is also a fact, as WARREN says, that each and every one of them enjoy hearing the news about friends and about the activities of the Group even though they are unable, for one reason or another, to attend the reunions. The newsletters are often the only source of information relating to their past that these fellows have, and we are speaking of a time in our lives that is becoming more dear to us as we grow older. A time when each one of us served our Nation in a manner and in a Group that we can be proud of. We need to remember the ones who cannot attend the reunions in our Memorial Services.

MARK CARRELL, 65th, would like to hear from anyone who may know the whereabouts of any of his following crew members: HAYWARD MC EVEER, Georgia; JACK W. CLARK, Texas, both officers on his crew; ALOYS R. RUETER, T/Sgt., Engineer, Staunton, Illinois; WILLIAM C. DODGE, T/Sgt., radio operator; WILLIAM H. YEAGER, S/Sgt., Armorer-gunner, Belle Plains, KS.; FRANK MARKOWSKY, Sgt., Asst radio-gunner; JOSEPH DAVIS, S/Sgt. Asst. engineer-gunner. WILFORD D. NICHOLS, S/Sgt. Tail gunner. Any of you that may be able to help, contact MARK.

WENDELL JONES, 64th, writes that he had not been in contact with any of his crew or friends from the 43rd for over 40 years, when he located BOB COOPER, 64th, his pilot, until he left the Group, and also CHARLES MC CLENNY who took BOB' place as pilot after he left. He attended the Norfolk reunion, and now knows the whereabouts of all the old crew. WENDELL & PEGGY plan to attend the Queen Mary reunion, and hope to see as many of the crew as possible.

JOE HOLGUIN has come up with RV information for you guys who plan to drive to the Queen reunion. The SHORELINE R.V. PARK is within easy distance (possible walking) of the Queen. They are open year-round, and offer full Hook-up facilities. Area #1 - \$23.00/day and Area #2 - \$20.00/day - Pets \$1.00/day 2

maximum. They have 70 full hook-ups (40 ft. max). They are near shopping areas, recreation facilities. For reservations - Phone (213) 435-4960 - 6:30 am - 10:00 p.m. - Address - Shoreline R.V. Park, 200 W. Shoreline Dr., Long Beach, 90802.

Another thing, you golfers, bring your military ID for cheaper green fees.

STEVE BLOUNT, 64th, would like to know if anyone of you know the whereabouts of ROBERT KAPLAN, originally from California, who was Operations Officer of the 64th Squadron in the period June - October 1943. Please contact STEVE if you have any information that will help. His address is 8101 Country Side Dr., San Antonio, TX 78209.

PAUL LEDGER, 63rd, made a trip to Florida to pick up the material that MATT HOLOHAN, 64th, had acquired over a period of years trying to get new members for our Association. MATT deserves a lot of appreciation for the 300 plus members he has located for us over the years. His health will not permit him to continue this work, and we were quite fortunate to have PAUL volunteer to take over the job, which never has gotten the publicity and thanks it deserves. MATT had collected quite a collection of names, and for those who are looking for someone that we do not have listed, contact PAUL, giving him all the information you have on the individual, regardless of how old. The vast majority of us are creatures of habit, and tend to return to the old home town, and in a lot of cases, an old home address on an order can prove invaluable in locating someone.

BOB ROTH, 403rd, has been of great help on quite a few occasions, and is again offering to help JOE HOLGUIN, 65th, and DON BAKER, 65th, in the registration room in any way that ARLENE and he can be of service. We will again have that wonderful and tireless couple, BOB & IRENE WATSON working the registration desk, but, as everyone knows, that is one spot that's needs all the volunteers we can get. A morning or afternoon shift would really help out. DON BAKER, who is simply called the "Cap Man", has had a few complications health-wise, but has never missed a reunion, and has always been the hardest and longest worker we have. He will need all the help he can get, he needs to go to lunch every now and then.

Another long time member, JOHN ROCHE, 65th, who makes all the reunions, sends in sad news of another death, a close friend, also from the 65th, JOHN F. DEVLIN JR., who passed away February 18th after a lengthy illness. JOHN had never been well enough to attend one of the reunions although he would have liked to. His funeral notice notes: He was a WWII Army Air Corps veteran, serving as a Staff/Sgt. in the 65th Bombardment Squadron in the Asiatic Pacific.

JOHN & ARLENE ROCHE are looking forward to the Queen Mary and seeing all their old friends. I don't recall them missing a single reunion. It's like old home week when they show up. Everybody knows them.

BOB & IRENE WATSON, 65th, recently returned from a six week trip, visiting and playing in Florida. They attended a 4 day Airstream Rally in Orlando, and went on a 4 day Carnival Line Bahamas Cruise sponsored by Airstream. (BOB was formerly with Airstream after retiring from the military). They visited Epcot Center and many old friends. One was especially nice, a visit with DAN & GRACE CROMER, 65th. BOB was bombardier for DAN for about the last 6 missions before returning home. DAN promised to go through his old records and look for the historical records of the 65th that we have been looking for. He thinks he may have some. DAN, who has never made a reunion, was very interested in the reunion details, and was quite positive about wanting to make the Queen Mary. We all hope they do. BOB reports it was good to get back to Illinois although they had a wonderful time in Florida. The only bad thing he had to report about the trip was that he got Lymes disease from a tick bite in Florida (I don't understand this at all about BOB. I could readily understand it when GEORGE WHITE got bitten by a tick, he's a dog.)

I received a long fax from FRED MC ALLISTER, Hdqrs., in March. It concerns the Confederate Air Force B-24A/LB-30B, "Diamond Lil". This Aircraft is being flown to England for the 50th Anniversary of the arrival of American troops in England. The tour will start from Ft. Worth, TX, June 1, 92 and fly to Rochester, MN, leaving June 2, 92 for England via Canada. The Confederate Air Force is asking for donations to help defray costs of the trip. You may contact them at B29/B24 Squadron at P.O. Box 161638, Ft. Worth, TX 76161.

The roster for 1992 was mailed out on the 20th of April, and you should have received it by the time you get this newsletter. You will notice that the roster

is a little thinner. We lost about another 100 members who had not paid dues in 3 years. After all the time and effort we have spent getting members on our roster, it's hard to remove them. I know that most of them simply forgot or put it off, but I find it hard to believe that after all the notices, envelopes sent, and warnings, we still have this many who do not care enough to pay \$10.00 dues, especially, considering what we spend on postage, printing and mailing the quarterly newsletters and yearly roster, not to mention the time and effort spent. Check your roster. If you see someone who has not paid for 90-91 or 92, let me know if there is a reason. If anyone cannot pay the \$10.00 dues annually, all they have to do is let me know. Remember, all those who are not marked paid for 92 or later, or life members, did not receive the roster, and will not receive this newsletter. Upon payment, they will be sent the roster, and newsletters will be continued. If you know of someone who cannot pay, do them a favor and let me know. They will be marked COMP and will receive everything except the roster.

Had a very nice visit with KENT & MARTY ZIMMERMAN, 63rd, at the annual party they give at Lackland AFB. KENT'S crew has a very unique distinction. Of their 10 man B-24 crew, NINE are still living, and they have met several times at our reunions. We have at least one more crew that has most members still living, and I would like to hear from each one of them, and give them some recognition in the newsletters.

DON BAKER, 65th, called the other night, and he is out of the hospital after having had successful leg surgery. He expects to be in top condition come the Queen Mary. With all the work he does for us, he needs to be in top shape.

We still have the following items for sale:

St. Louis reunion (5th AF insignia) golf cap -----	\$5.00
Norfolk reunion (43rd insignia) 50th anniv. golf cap -----	\$5.00
Dayton reunion cap -----	\$5.00
43rd (5th AF insignia) lapel pin -----	\$5.00
43rd Bomb Group, 5th AF bumper sticker -----	\$1.50
43rd Jacket patch (limited quantity) -----	\$10.00
Army AF shoulder patch (limited quantity) -----	\$5.00
About 10 63rd (B-17 era) jacket patches -----	\$10.00
President Bush's letter to the Group at Langley -----	\$1.00

All prices include postage.

We will probably have T-shirts and Tennis-shirts available again at the Queen Mary reunion. We sold out completely in Norfolk, and could have sold twice as many.

This years cap will have the Queen Mary logo along with 50th Anniversary - Queen Mary, 43rd Bomb Group Assn. - 1992. These caps will be available either at the reunion for \$9.00, or available by mail AFTER October 10th of this year @ \$10.00 which will cover postage.

Received a letter from CHARLES "CHUCK" THOMASON, 64th. CHUCK was originally on MATT HOLOHAN'S crew, and later was on THOMAS G. SPROTT'S crew along with ZELLER, MERCER, COLEY, MOONEY, GALLAGHER, & STRAW. In addition to the 43rd, they were on detached service with the 90th for a while. Their flying was done out of OwI. CHUCK corresponds with HOLOHAN'S crew, but has never heard whether SPROTT'S crew made it back. Can anyone help?

For any of you who may want to get in touch with me during the day (central standard time) 9:00-5:00, the 43rd Bomb Group phone number is (512) 349-0664. My home phone is in the roster.

The Command Historian at Headquarters Air Training Command at Randolph AFB has requested me to place the following in the newsletter: The HQ PACAF History Office is seeking personal records, diaries, letters, photos, and other memorabilia connected with the attack on Pearl Harbor. If you have anything you would like to contribute to HQ PACAF's history archives, please contact Dr. Tim Keck, HQ PACAF/HO, Hickam AFB, HI 96853-5001, or by phone at Com'l 808-449-5635 or DSN 315-449-5635. Those of you who have memorabilia concerned with Pearl Harbor may wish to respond to this request.

A well known historian of the Southwest Pacific WWII era, BOB ROCKER, 1201 N.E. 2nd St., Pompano Beach, FL 33060, called, and needs information on a particular B-24 from the 43rd. On May 7, 1944, a P40N fighter plane, which had been in a scrap with Jap fighters while escorting B-24s, spotted a B-24 down in the water.

He circled while a Navy PBY picked up the crew. ROCKER wants to know what plane it was, and who the crew of the B-24 was. Also needs information and statistics on the mission. Write to him at the above address if you have any information about this plane and/or crew.

To introduce you to BOB ROCKER (above), I am going to quote from a recently published magazine article about the "CACTUS AIR FORCE PROJECT", honoring American pilots fighting in the Pacific during WWII.

The "CACTUS AIR FORCE" name was applied collectively to the Army, Navy, and Marine flying units which flew combat missions from Guadalcanal Island in the Solomons during WWII. The Allied code name for Guadalcanal was "Cactus," hence the name.

The Cactus Air Force Art Project is the name of a collection of paintings memorializing the heroic efforts of the Army, Navy, and Marine Corps pilots and aircrew (and ground crew) who made history while fighting the air war in the Pacific from 7 December 1941, to V-J Day, 15 August 1945. This art project is the visual part of a collection of stories written by pilots and crew members, who have supplied voluminous supportive data such as photos, combat reports, maps, unit histories, etc., to Mr. Robert Rocker of Pompano Beach, Florida, over the last decade.

Bob Rocker, at the suggestion of Jeff Ethell, an aviation historian and writer, contacted Jack Fellows, aviation artist, whom Ethell knew to be specializing in the Pacific air war. Fellows and Rocker decided that something needed to be done to preserve that part of history which is dying out, unnoticed, as many of the WWII veterans are now passing on. Both Fellows and Rocker have been astounded by the number of events which occurred and weren't written about or only touched upon briefly by historians (prior to Germany's capitulation in the summer of 1945, the war in Europe held center stage in the press, and subsequently, the bulk of the efforts of military historians has been directed toward the events in the European Theater). So it was on behalf of the men who fought the war in the Pacific, often with hand-me-down equipment and largely out of the public's eye, that Fellows and Rocker decided to direct their efforts and resources.

The paintings in the collection range from large to small, the major pieces destined to be donated to the repository most suited to that particular branch of the service (for instance: the Army Air Force art will go to the Air Force Museum in Dayton, Ohio). All artwork is heavily researched and every possible effort is being made to support any information in the paintings with verifiable data. A book with these images and data is now in the planning stage, and limited edition lithographs signed by the artist and pilot are now available. Cactus Air Force Art Project, 7501 Latona Ave. Northeast, Seattle, Washington 98115; 206-528-8183.

Those of you who were in Norfolk, I am sure, saw the beautiful painting of the B-24 representing the Balikpapan raid (don't bother calling, I know I misspelled it again). This painting is by Jack Fellows whose work is fantastic.

DICK WOOD, 63rd, writes that he and CLEO have recently been traveling. They have been to Valparaiso, Chile, then by cruise ship through the Straits of Magellan with a side trip over the Antarctic continent, and then to Montevideo in Uruguay, and finally to Buenos Aires, Argentina. Oh, for the life of a travel agent. Way to go, DICK.

The Secretary of the 24 Squadron Association, TOM FITZGERALD, keeps me posted by sending the Association news letter, and I reciprocate by sending ours to him. He had written me several weeks ago advising me where he would be staying in Townsville during the Coral Sea Battle celebration. I had a call from NEIL FAIRBANKS, 403rd, the other day, and he told me that he would be going over for the festivities, so I asked him to look TOM up while he was there. They plan on quite a large celebration.

Heard from DUTCH BENEDETTI, and he is still running marathons. He just won his class in the Los Angeles Marathon. This was only the 47th win in 8 years, and this guy is ancient. DUTCH, I don't think we have seen you since the very first reunion in San Antonio when we formed the Group Association. We can't get any closer to you than the Queen Mary. Show up.

ISADORE MILLER, 65th & 63rd, writes that the reunion at Norfolk was a real treat



for him. He was so excited that he forgot his heart condition. He noticed, in the Feb. newsletter, that there was a mention of the B-18 crash that killed the first 2 members of the 43rd BG in WWII. He volunteered for the body search which was around Lee, Maine, and nearly froze his feet. He traveled over on the Queen Mary in a stateroom with 16 other men. He noticed that TOMMY ROTE passed away, he was one of the men in that stateroom. At the Norfolk reunion, he met two more, LENNY LAWSON, and BILL MC MURRAY. ISADORE, I hope you are planning on the Queen in November.

JOHN PARRAN, 64th, sent me some correspondence, back and forth, between a Mr. Brian Hall of Australia and himself. Brian Hall is in the earthmoving and dredging contracting business in Australia. They own a plane, and have recently completed a contract to dredge channels into seven Torres Strait Islands, the last two being Boigu and Saibai which are only three miles off the Papua New Guinea coast. He is interested in Aviation and particularly in the 1940's aircraft. While working at Boigu Island a native told him of a bomber in the mud about miles east on the PNG coast. At a period of very low tide, he flew the coastline until he found the aircraft. They identified the aircraft as a B-24 despite the corrosion of the upper half of the fuselage. The locals had stripped all they could above the water line. They swam into the cockpit area and recovered the Control column and a .5 Browning machine gun. Both are being restored and are in quite reasonable condition due to being under the black mud. The 4 props were all gently bent back at the tips which led them to believe that the crew carried out a successful belly landing. They learned from Bruce Hoy that, if in fact, it was JOHN'S ship, that some of the crew were killed. Brian, through further correspondence with JOHN, they were advised that it was indeed his plane, and was ditched August 17, 1943. JOHN sent the following list of the crew including the three who were killed on ditching. Pilot, JOHN PARRAN, Co-pilot, ROBERT A. MILLER, Navigator, NUEL E. LEWALLEN, Bombardier, ROBERT NORRIS\*, Engineer, CLARANCE H. CREAMER, Radio Operator, DONALD W. MAYER, AE, JAMES E. ROBINSON\*, AR, JOHN T. MOONEY, AG, JOHN L. MYLES, AAG, SAMUEL H. SHIPIRO\*. Those with astericks after their names were killed. ROBERT MILLER, the Co-pilot, was also lost on another mission about 3 weeks later. Brian Hall has offered the wheel from the control column to JOHN when it has been fully documented by the authorities. That's another plane they never expected to turn up. A good story, JOHN.

MADELINE DICKINSON, wrote to advise us of the passing of her husband, WENDELL DICKINSON, 63rd. WENDELL died March 28th of this year of a heart attack. He was quite prominent in Charlotte, Michigan, his life-time home. His funeral notice identified him as a 43rd Bomb Group Assn. member. He will be missed by all his friends.

WALTER KICHURA, 403rd, writes of the passing of his wife FLORENCE on April 16th of this year. She had been ill for over three years with a malignant brain tumor, and fought a brave battle to the end. WALTER wants to thank everyone who sent cards and letters, and for all the prayers that kept her going long after the doctors gave up. You have our deepest sympathies, WALTER.

ALTON "DOUG" LEAMON, 403rd, sent a clipping which quite a few of us who have someone we correspond with in the military may not be familiar with. It reads: The U.S. armed forces, which are trying to phase in a new mail system by July 15, have encountered some unexpected difficulties.

The new address format includes a Postal Unit or Postal Service Center number on the next to last line. Some servicemen and women are confusing this number with their company unit number, explains Army Sgt. Sunny Taylor. "A female soldier in Germany said, 'I put my unit number on the envelope'-- and she's right" says Taylor. "But she also has to put the Postal Unit number on it, or they'll send the mail back."

Other changes include new APO and FPO numbers for about 40% of the military post offices overseas and new state codes for geographic areas. Current designations are New York, Miami, San Francisco and Seattle. The three new designations are AE (for Canada, Europe, Africa and the Middle East). AA (for Central and South America) and AP (for the Pacific and some areas of Alaska).

If you write to persons in the military, ask for their new APO or FPO numbers and Postal Unit or Postal Service Center number to avoid delays.

JIM PETTUS, our only living WWII C/O, has been in contact with Mel Brown from Austin, Texas, in regards a painting of a B-24 which would carry the "KEN'S MEN"

logo, and could be used to print an edition of about 500 numbered and signed prints suitable for framing. These to be sold through the Group. Mel Brown is a well known aircraft painter. JIM has suggested that the painting be commissioned, and has offered to buy the painting, and has further suggested that the painting be placed on display at the reunion to see if there is sufficient interest to warrant our having the color separation prints made for sale. I believe this is a good project that would generate quite a bit of interest. I know that I would like to have such a print myself for framing. Let us know your thoughts about this.

Received a nice note from DICK & JANE HENNIG, 64th, our genial hosts at the Dayton, Ohio reunion. DICK has been having some health problems, and had a rough winter. They are not going to be able to make the Queen, but hope to see us next year. I am sure a lot of you will want to write to DICK & JANE, especially those who were at Dayton, Ohio. A wonderful couple. Get well, DICK.

Received a letter from Dale R. Messimer, 38408 Redwood Terrace, Fremont, CA 94536, phone 510-792-8637. Dale is an aviation historian with a strong interest in WWII aircraft in the Pacific theater. He recently acquired an original B-24 26" diameter aluminum main wheel hubcap. He is trying to obtain 2 signatures from pilots of each AF that operated the liberator during WWII. Upon completion, he intends to donate the hubcap to an air museum where it can be suitably displayed. He has several signatures from the 8th and 15th Air Forces, and is currently trying to contact pilots who live within driving distance from him in order to obtain signatures. Anybody able to help, contact him at the above address.

CLIFTON WHITE, 403rd, writes to tell us of the death of his wife Phyllis on March 17th this year. They had been married 47 years. CLIFTON is one of those who has never made a full reunion, and is just thankful that PHYLLIS was able to make it to the Bangor, Maine mini reunion when we dedicated a plaque at the Bangor Air Port. CLIFTON received a bunch of pamphlets and information on the up-coming anniversary of the Battle of the Coral Sea in Australia. This is a very heavily publicized event as it was considered the turning point of the war, and one of the first defeats that the Japs had suffered. The Australians consider this battle the one that saved them from invasion.

#### FROM JOSE HOLGUIN

Well, we are back on course as far as the site of the 1992 reunion is concerned - it will be the Queen Mary. BREEZY & I, were assured on April 10th by the Queen Mary personnel, and by the Long Beach Mayor's office that the Queen Mary would continue operating as a hotel and convention center under Walt Disney control until at least January 10th, 1993. So our November 9-15 reunion is on as originally planned. We were further assured by the Queen Mary that in the unlikely event that Disney was no longer connected with the operation, everything would be switched to the Disneyland Hotel with all dates, prices, and events unchanged. We were glad to receive assurances from the Mayor's office, as Disney had submitted their offer to stay, and as of the date of this newsletter, the Mayor's office had not answered their offer according to the Queen personnel. You can now continue with your plans. Send in your registration fees to me (3660 Amesbury Rd., Los Angeles, CA 90027) and call the Queen Mary or send in the attached reservation form for your room reservations. Let's have a good time while at the same time paying our respects to that venerable ship that carried us safely to the land of our Australian Allies in 1942. Who knows, economic realities being what they are regarding her present role, this could be the last time she will be around to host another one of our reunions.

My wife and I are continuing our efforts to prepare a happy and interesting reunion for you. A beautiful golf course has already been reserved for our golfing enthusiasts. It is at the Los Alamitos Naval Air Station located a short distance from the Queen Mary. Golfers are advised to bring their military I.D. cards in order to receive a considerable discount on green fees and the rental of golf carts.

For those members wishing to play tennis, a nearby court has been reserved. The bridge players will have a nice room aboard the Queen.

In addition to the above "extracurricular" events, a trip to the famous South Coast Plaza Shopping Mall is being planned for your shopping and relaxing pleasure. As of this writing, there is considerable interest in this particular

event, and so, we want to make it a reality.

In addition to the South Coast Plaza tour, members will have several other choices in which to find enjoyment and relaxation. We will have tour consultants available when you register that can advise you on such attractions as a trip to Disneyland, a visit to Knott's Berry Farm, a trip to Catalina Island, a day of deep sea fishing, a trip to Mexico, Universal Studios, and many other places of interest. My friend BOB ROTH, 403rd, and I are also trying to put together a day's tour of the "Planes of Fame" Air Museum that, among other exhibits, houses the fuselage of the famous 43rd B-50D - "Lucky Lady II" that flew non-stop around the world in 1949. (Breezy, perhaps we could place one of our plaques there). Note: I was in SAC when the "Lucky Lady" made that historic 1st flight. I was in the 93rd Bomb Wing and for six years I had to compete against crews of my old "Alma Mater" - Most of the time I took a beating. Col. JACK CATTON, 65th C/O ( and later 43rd C/O and 4 star General), in October 1955, became my Division Chief at SAC Headquarters that year. He was a great guy.

By the way, if twenty or more members can get together to make a certain tour, a price discount can be obtained. Also, for those of you who qualify, you may be entitled to a senior citizens discount. I am one of those lucky ones.

If anyone is interested in any of the above mentioned places or activities, or in others, please let me know when you send in your registration - or anytime for that matter. I will try to help. It would be wise to arrive at the Queen Mary early, e.g. Nov. 9th, so as to have time for everything you want to do.

Last, and probably least, I plan to share with you some of my experiences as a prisoner of war of the Japanese at Rabaul from July 1943 to September 1945.

Hope to hear from all or you regarding your registrations and other needs. Stay healthy and God bless you.

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5/9/92

A late news flash: For those of you planning to attend the Queen Mary reunion, you might be interested in knowing there are 144 rooms already reserved as of 5/5/92, this amounts to about 270 people. This is a large turnout so early in the year. We have only 330 rooms available, so, if you want to stay with the others, get in early. And incidentally, those of you who have made your reservations already, get your registration money and information to JOE HOLGUIN right away. Use the form at the end of this newsletter. Remember, those getting their registration form and money in before October tenth, will get their name in the pot for a drawing where one lucky person will receive their room rate paid for (72.00 daily) for their entire stay during the reunion.

**43rd Bomb Group Reunion  
November 9-15, 1992  
Queen Mary, Long Beach**

<u>CAR CLASS</u>		<u>DAILY RATES*</u>	<u>WEEKLY RATES*</u>
Subcompact	(A)	\$28.00	\$110.00
Compact	(B)	\$29.00	\$120.00
Intermediate	(C)	\$31.00	\$130.00
Full-Size 2 door	(D)	\$33.00	\$150.00
Full-Size 4 door	(E)	\$35.00	\$160.00
Premium	(G)	\$39.00	\$180.00
Luxury*	(H)	\$42.00	\$230.00
Mini-Vans*	(V)	\$42.00	\$230.00
Convertibles	(K)	\$55.00	\$270.00

**Terms and Conditions:**

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1. Meeting Services Rate will be extended one week before to one week after the actual convention dates.

2. Meeting Services Rate is good in Southern California and Las Vegas only. The above quoted rate is **GUARANTEED** through 1992 and can not be combined with any other association or corporate discounts.

3. Mileage Allowance: **UNLIMITED** on the above rate! Or, 5% off any qualified promotional rates such as our daily, weekend, or weekly specials.  
Please note: these specials are subject to blackout periods, change without notice, limited mileage, and destination restrictions.