

FORTY THIRD BOMB GROUP ASSN. INC.

OFFICERS

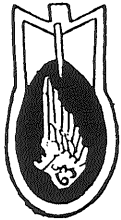
Dale Barr, Pres.	403rd
Max Osborn, Vice-Pres.	65th
Lloyd Boren, Secty-Treas.	65th
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Bob Butler	63rd
George White	63rd
Bill Wilson	65th



Hdqrs & Hdqrs Sqdn

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63rd Sqdn.



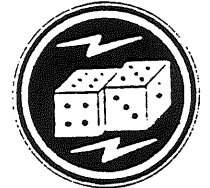
64th Sqdn.



403rd Sqdn.



65th Sqdn.



43rd BOMB GROUP ASSOCIATION, INC.
44th EDITION, AUGUST 1992 - LLOYD BOREN, EDITOR

IMPORTANT NOTICE

This newsletter is being sent to all members, dues paid or not. Look at the address label on this newsletter, and if you are paid up for 1992, or a later date, it will show after your name. We are no longer mailing the newsletter to those whose dues are not paid up, but in an attempt to give everyone a chance to catch up, this newsletter is being sent to everyone on the roster. Remember, if you are unable to pay dues, all you have to do is let me know, and you will remain on the rolls.

Another reason for this to go to all the members: You should already have heard from the Queen Mary that the Ship will no longer be a hotel at the time of our reunion. However, the Queen and Spruce Goose will still be open as an attraction, and will be run by Disney although as of this date, the City of Long Beach has not provided a contract for Disney. The Harbor Commission and the Mayor's office has told us that the Queen and Spruce Goose will be run as Attractions by Disney until January.

Disney, after some negotiation, has offered the Disneyland Hotel in Anaheim to us, holding 300 rooms. Everything including dates, times, cost, etc. will be the same as we were booked on the Queen. In addition, Disney has agreed to supply buses on a day of our choice for a trip to the Queen and Spruce Goose attractions if they are still in existence. We will be there about 4 hours, and have a dedication and memorial service on the Queen. The attractions will be free for us. Disney has further agreed to reimburse anyone who has purchased airline tickets to LONG BEACH airport prior to JUNE 30TH for shuttle fare to Anaheim. To receive this reimbursement, you need to provide the "Queen Mary" with proof of airline purchase to Long Beach made prior to June 30th. This should be directed to Cris Lundberg, Queen Mary, P.O. Box 8, Long Beach, CA 90001, prior to the reunion.

Disney will also be offering a 25% discount to Disneyland for all attendees. PLEASE NOTE: THE TICKET PRICE FOR DISNEYLAND (PER PERSON) WILL BE \$22.25 WHICH INCLUDES OUR DISCOUNT. THIS MUST BE PAID IN ADVANCE, SO IF YOU PLAN ON ATTENDING DISNEYLAND PARK, SEND THIS AMOUNT PER PERSON, NO LATER THAN OCTOBER 10TH, TO JOSE HOLGUIN WITH A NOTATION THAT IT IS FOR DISNEYLAND. Your tickets will be waiting for you. The tickets include admission to all shows and rides.

Since the Disneyland Hotel has the Tennisland adjacent to the Hotel, we will hold the Tennis Tournament there.

The room rate at Disneyland Hotel will be the same, \$72.00 per room, single or double, plus tax. Parking will be free.

For those who have already made reservations on the Queen, you do not have to do anything. These reservations will be transferred automatically to the Disneyland Hotel.

It was indeed a blow to have Disney pull out of Long Beach, but they did offer to stay and run the Hotel until January, however, the Port Authority of Long

Beach, who has jurisdiction over the Queen, declined to meet the terms. The Hotel part of the Queen will be closed down September 30, and Disney will continue to operate the Queen and Spruce Goose as an attraction. In short, we will still get to see the Queen, if it is still open as an attraction, and while they won't have the nostalgia of the Queen, the rooms at the Disneyland Hotel will be better and the service excellent.

With this coming as a complete surprise, and leaving very little time to rearrange plans, we feel that we have made the best of a bad situation.

We want to stress that the rooms at the Disneyland Hotel are being held, only until September 25th. After that date it is on a space available basis only. You must state that you are either attending the Queen's Crossing, or the 43rd Bomb Group reunion to receive the special rate.

You will not have to drive or walk to Disneyland Park. A monorail provides transportation, connecting directly with the Hotel.

Those of you who have not sent your registration fee of \$92.00 per person to the 43rd Reunion % Jose Holguin, should do so right away. This is the only way we can arrange ahead of time for the various functions and meals. In addition, one of you will receive a free room for the length of your stay. A drawing will be held Friday night, and every room who sent in the \$92.00 per person before October 15th, will have a name in the hat for the drawing. This makes a real nice prize for someone.

FROM DALE BARR

My first letter in this newsletter goes to all the wonderful people who wrote and inquired as to my "health". As soon as I get time, I will answer each letter by itself, but until then, I take this opportunity to publicly say "THANK YOU" to each and everyone of you.

After getting out of the hospital March the 2nd, I was on a walker for a week, then went to a cane for a week, and now go to physical therapy for a half hour in the pool everyday. I'm back to normal, except, there is no PAIN....hear that you guys who have been putting it off. I should have done it 5 years ago.

A thanks to BURT ADEN, 403rd, and his committee who will have a full report to give to the board at their next meeting, concerning the status of our memorabilia depository with SAC museum. Incidentally, STRATCOM at Offutt Air Force Base is the same, if not larger, than when SAC was in existence...Seems they brought more Navy outfits in to support the Air Force in Stratcom.

Just received a notice from PHYLLIS CHRISTIANSEN, secty of the 403rd Squadron/13th Recon Squadron, that their reunion will be held in Aurora, NE, Sept 11-13, 1992. For more information on this mini-reunion, contact PHYLLIS at 1-402-725-3440.

A note to BOB ROTH, 403rd, I haven't heard a word from the 5th AFME concerning their wall....as I understand it, we still have one plaque we could put on that wall if the membership so desires....if you have any late info, please let me know so I can present it to the board.

BOB ROCKER take notice!!!! In a get well note to me from DALE HUEY, 64th, he quotes from his diary that the 64th did not bomb Cyclops strip at Hollandia...his log shows a mission April 12, 1944, bombing a supply dump at Hollandia. The tail gunner reported a plane piloted by GOLDEN, left the formation and was attacked by 6 zero's and being shot down...three parachutes were seen and were strafed by Jap zero's. 6 Jap planes were shot down, one by a B-24, and 2 B-24's went down this day at Mansa Bay due to AA fire. If anyone else has any info on this mission, please contact BOB ROCKER, thanks.

Many thanks to JOHN S. PETER FAERBER, 65th, for his letters of encouragement. In one of his letters, he mentioned "WASHING MACHINE CHARLEY"....does anyone else remember this nuisance??? I hope by now, LLOYD has eliminated your old telephone number 7004 from the directory. You should be very proud of yourself and the membership joins me in thanking you for all the devotions you had arranged on Memorial Day for all our fallen comrades. Thanks, JACK, everyone of us, I'm sure, has a buddy or buddies whom we remember, especially on Memorial Day.....

Got a nice letter from BOB BYRNE, 403rd, who wants to meet me on the deck of the Queen Mary for some jogging. There's just two things wrong....It will have to be

at Disneyland and it will have to be slow walking...for just a little while..BOB. I hope you got that info for LARRY HICKEY about the 43rd's first casualties....he needs more info about that crash.

An old buddy of mine from the 403rd, ODIS CLEERE, sent in his report on a meeting he had with JOSE HOLGUIN, 65th. ODIS says if anyone can get the mess straightened out in LA...JOSE would be the guy... Well, it's straightened out now, and JOSE will be the first to tell you he had a lot of help.....That's why the officers and the board is so picky on who manages our reunions, we want them right.... So far we have had excellent men at each reunion..."Bless them ALL"!

My old pilot, JEAN JACK, 403rd, sent a beautiful card from Berlin...What are you doing there, JEAN? Save your money and meet us in Disneyland. Seriously, JEAN, it was a nice thought and I appreciated it very much. Incidentally, I have four football tickets for the Middle Tennessee game with Nebraska, are you game? Let me know, Ok!

Got a nice, newsy letter from another comrade of the 403rd....congratulating me on being elected president. BOB BAHL also inclosed a picture of a B-24 named "Miss McCook" (Nebraska, that is, to all you Easterners, ha,ha). I'm sending it on to LARRY HICKEY, he's looking for these pictures of our planes. BOB, you inquired about "BUTCH BARTA, BERT ADEN, ROBERT KERSEY"....They are all breathing and if you make the reunions, you'll probably run into all of them...

HENRY LEWIS, 65th, now an attorney in Houston, sent a strong pitch for the reunion to be held there....There's just one thing you forgot HENRY, you didn't volunteer to run the show....This is the secret, ask our secty/treas, LLOYD BOREN, he's always looking for volunteers to run the reunions..A lot of members ask why we don't have a reunion here or there..We'd like to, but we can't find anyone to volunteer to run the reunion in their home town...We have found out that to have a good reunion, a local member must be in charge of everything...HENRY, make your pitch at the next reunion....if you need help, call on me.....I did my first reunion in 1957 for the 403rd Bomb Squadron. It was held in Omaha and the filet steaks cost \$2.50 each. The last one I held was in 1985 here in Omaha. It was the first time the Group made money and the format I used, has been used at every reunion since.....So, if any of you members want the reunion to be held in your home town...speak up, we're listening!!!

Every once in a while, you receive a letter that pulls at your heart strings...as the one I received from PHYLLIS A. SESSLER, widow of HENRY G. SESSLER, 403rd. She is most desirous to hear from anyone who knew her husband, especially any crewmember of his...She's anxious to get a picture of his crew..so come on you guys of the 403rd who flew Sept 44 to Mar 45, help this lady out....Incidentally, she sent pictures and HENRY'S flight log to me, which I am passing on to LARRY HICKEY, who may need this info for our history book. PHYLLIS, keep a stiff upper lip....and I invite you personally, to come to any of our reunions and spend some time in the memorabilia room and you will get more information than you can imagine. I found out at the last reunion that I didn't win the war, what a shock!!!

Do any of you members remember the Sgt/Major in Headquarters Squadron named J.A. HOLT. Well, I received a very nice letter from his wife telling me that they would be unable to attend this years reunion....MAJOR HOLT is now 90 years old and has trouble remembering names....Gosh, I'm 70 and I had that problem 10 years ago...So, FAYE, take heart, you are not alone. Why don't some of you members take it upon yourself to drop a line to SGT/MAJOR HOLT and perk him up, OK?

To all the members living around Tucson, Arizona.....Please send me your personal thoughts and observations pertaining to the Pima Air Museum, they are looking for a donation of \$10,000 from our group for displaying a B-24 and a B-29....I think they will still be looking for some time, but I would like to know more about it, before I present their request to the board in Disneyland.

In October, there will be a Memorial Tribute to Capt. HARL PEASE in New Hampshire, according to JOHN MITCHELL, Author & Historian. Those of you who visited the SAC Museum in 1985 will remember the plaque they had up, commemorating Capt.PEASE as winner of the second Medal of Honor given in the Pacific. If my memory isn't failing me, I remember flying with a HAL PEASE in the 403rd....Could this be the same pilot, transferred from the old 19th to the 403rd???? (Note from Lloyd, HARL PEASE was killed in the 19th BG. DELBERT SMITH

and I were on that mission replacing regular crew members who decided at the last minute to bump us off, there were no survivors of that mission.)

This is the worst part of my job; a note arrived from our C/O, JIM PETTUS notifying us that ELLIS BROWN, C/O of the 90th BG had just passed away. JIM & ELLIS were close friends and I'm sure JIM will miss him very much. Col. BROWN was a guest of JIM'S at our reunion in St. Louis.

Another sad note received from SHAD SHADDOX, 64th, informing us that TRUMAN C. LEARY, 64th, passed away June 14, 1992 at the age of 84. TRUMAN lived in Stowe, PA, and was a member of SHAD'S crew.

Thanks, HOWARD K. ANDERSON, 64th, for the clipping on the Queen Mary, oops, there I've mentioned the QM. Since our fiasco, I swore I wouldn't mention that name again. I'll put the clippings up on the wall in the memorabilia room at the Disneyland Hotel, OK?

Received a 2 page letter from WALTER W. SCHWIDER giving me a list of books that can be gotten from your library concerning the subject: Queen Mary....if any of you history buffs want to see this list, it will be in the memorabilia room at the Hotel. Sorry, Walter, but it was just too long to put in the newsletter....I'm running out of space now.

Another name added to our roster by ART DURBECK, 403rd, Ahem!! (my co-pilot). He met ERNEST J. WELLS, 403rd, at a meeting in Tampa, Fla...told him all about our association and of course, you've guessed it...He'll be at our next reunion in Anaheim... He's lost contact with some of his crew, so if anyone remembers him, drop him a note and make arrangements to meet him at the reunion. He flew a B-24, #42-40673 known as "Gentleman Jim"...Anyone remember this plane...ERNEST, the 403rd is holding a mini-reunion in Sept and if you would like more info on this, drop me a line or talk to ART, (who's been there), OK?? See you at Disneyland.

In answer to HENRY J. LEWIS'S second pitch for a reunion in Houston...You still haven't come forth with a member who will run the show....The board and I will certainly take it under advisement, but I do want to correct a couple of items you mentioned that are incorrect. SAC museum has not been reverted back to the City...It has been owned by the State of Nebraska for many years and still is...As we all know, SAC has been phased out, but in it's place has come STRATCOM plus the addition of several Navy units which SAC never had...It's the opinion of many that the base is bigger than it was when it was known as SAC. Come on HENRY, quit acting like an attorney and tell us you'll run the show if Houston is selected as our reunion site in the future....I'm just teasing, HENRY. Sincerely, you have a good presentation....

To WENDELL JONES, 64th, OK, Alright, so we made a little mistake and promoted flight engineer Sgt. CHARLES MC CLENNY, 64th, to pilot instead of ELMER DAUPERT....but that's no reason for CHARLES to want pilot's pay now....Bush has got to start somewhere to balance the budget, he starts here, ha ha.

I just air-mailed the most complete history of the forming of the 43rd Group I have ever seen. It was detailed, accurate, dates and names, just what LARRY HICKEY needs for our history of the 43rd Group....And we owe it all to the former C/O of Headquarters Squadron, Col. FRED M. O'NEILL...A special thanks to you Colonel and I hope we can meet at the reunion in Anaheim 1992.

LAVERNE KINZLER, 403rd, informs us that he will be unable to attend this years reunion because his granddaughter is being married at that time...Sorry you can't make it, but we understand fully (I have 20 grandchildren). Say, I got an idea LAVERNE...How about making the 403rd's mini-reunion in Sept at Aurora, NE. Contact me if you want more info, OK?

It wouldn't be a complete newsletter without a note from JACK FAERBER, 65th. He wants to know what (T-43-43) stands for on his dog tags? Can anyone help him out???? Dog Tags? What are they?? Ha ha...

Another warrior has passed away... we just received notice of the death of ROBERT F. GIPE, 65th, from his widow, GLADYS... After WWII, ROBERT became active in the overseas ministries of the Christian Church (Disciples of Christ), and he spent the rest of his life helping his fellow man...God bless you, ROBERT, you will be missed by all.

If anyone is trying to phone EDWARD ST ONGE, 63rd, sorry, we have the wrong number in our directory, it should be 1-407-676-4170....Sorry about that.

NEIL FAIRBANKS, 403rd, our faithful connection with the 5th AFME for many years, sent the Group a letter he received concerning the "BISMARCK SEA BATTLE REUNION" being planned in the future. I won't go into it very much here in this newsletter, as it is a lengthy letter....But, I'll boil it down to this...Anyone interested in going to this reunion in Australia and Port Moresby, contact Mr. Bill Beck, 7355 Buckeye Ct., Colorado Springs, CO 80919, and he will bring you up to date on everything and will be able to answer your questions. If any of our members get some concrete info on this, please let me know and I'll put it in the newsletter.

Got a letter from GEORGE GREEN, 403rd, in which he states he needs some help in completing his diary...a record of his missions in 1945, so if any of you members flew on any of these missions or flew with GEORGE, drop him a line so we don't have a frustrated old pilot on our hands. Boy am I going to have fun with this...no one will know whether I spelled the names right or wrong, ha ha...It starts out on B-17 Taihoku R/D, Balet Pass, Toshien Harbor, Hong Kong Harbor shipping, Shinchiku R/D. Kagi R/D, Toshien Oil Refinery, ending up 5/6 with Toshien Oil Refinery again. Incidentally, he's sending all this info to LARRY HICKEY when he gets it all laid out....Boy, He'd better, GEORGE, just so many plugs per year, OK? I'm getting old, ha ha.

"Forty days and 40 nights" sounds like a quote from the Bible don't it, but it's just a quote from a letter I received from H. LEROY SPILLYARDS, 65th, telling me how much time he spent on the Queen Mary....Sounds like he will miss the reunion this year, but he wishes all the Crew Chiefs and Mechanics the very best..I'll drink to that, (I'll drink to anything, ha ha), but being a member of a combat crew, I know how important their work was for the war effort and I echo his wishes..

Speaking of Crew Chiefs and Mechanics, the very next letter I got was from a Crew Chief, A.J. "TONY" DE ANGELIS, 63rd, stating how sorry he was that he won't be able to go to this years reunion.....TONY, just saving right now, and we'll see you in 1993, how's that?.....

ATTENTION! ATTENTION! I just found the address for all you members who wrote about the book "QUEENSLAND AIRFIELDS WW2 - 50 YEARS ON"...Here it is: R. Marks, 20 Koumala Street, Mansfield, Queensland, 4122, Australia...This book contains info about Iron Range, etc... It should run around \$25.00....

When GEN and I were visiting Australia, we were escorted around by a gentleman named Bill Moran. He had stayed in Australia since the war and was retired from an Australian Steel Mill. I had thought that he was from the 43rd...I just got done reading the 90th Group's (oops, I didn't mean to swear ladies, I should have said "that other Group"...anyway, there was a note in the newsletter that Bill Moran had secured patches for New Guinea, Philippines, and Ie Shima....I'm going to write to Bill and find out the story, I sure as H--- don't want that other Group to have something the 43rd doesn't have...If I can get them, I'll have them for sale in the memorabilia room at the Disneyland Hotel...Hey Gang, Get this!! that other Group will be holding their 1992 reunion in Norfolk, VA, Sept 16-20th...But wait, listen to this...Their agenda reads for Saturday, a tour of the naval base and a tour of a naval warship...somebody should tell them that they were an Air Force outfit, yet I can understand with so many of their bombs landing in the ocean, they would have a close relationship to the navy, ha ha (I'm only kidding, yeh!)...

LLOYD BOREN, our never-tiring secty/treas, received a letter from a Mr. Patrick s. Ross, 21 Via Di Roma, Long Beach, CA 90803, inquiring about a B-17 navigator by the name of "CORKY". Seems he was stationed in Townsville for a while, and is from New York...If anyone has ever heard of a navigator by the name of "CORKY", please contact this gentleman...Thanks, Pres.

We got a nice letter from JESSE A. KIMMEL, 63rd, answering question #17 of LARRY HICKEY'S questionnaire....MICHAEL J. SCHREIRER was the radio/gunner on a B-24 piloted by Capt. ROY POTTHOFF. MIKE was drowned at OWI Island in 1944. JESSE also mentioned that after MIKE'S death, the crew went on and finished 38 missions together....It was crews like this that helped shorten the war. I'm forwarding this info on to LARRY HICKEY, our author.

Received one of the most detailed accounts of the Queen Mary voyage I have ever

read. My thanks goes to Walter W. Schwider, an outsider, who rode the same trip as a member of Battery "A", 94th CA...In his correspondence, he mentioned that "as for the 43rd Group of non-coms on board the Queen for 40 days..I never saw such a bunch of poker playing zealots." Gosh, I think he must have the 43rd mixed up with some other outfit...poker playing?, the 43rd Group?...nah, it couldn't have been the 43rd, course, since I wasn't there, I can't swear to anything aboard the Queen, but you wives take this with a grain of salt...43rd playing poker? nah!!!

Another story on the 43rd at Bangor will be forwarded to LARRY HICKEY...It was written by MAC MC GAUHEY, 65th, and sent to me as he also was looking for some of the old Bangor gang: RALPH SCOTT, BOB STEIN, "CLIPPY" COHEN, BILLY CERMACK, GEORGE OGILVIE & DISTEFANO. If anyone knows anything about these Bangor vets, drop MAC a line, OK?

In the last newsletter, you'll recall I mentioned I didn't know too much about the ferrets... Well, I do now. I got a very detailed explanation from KENT ZIMMERMAN, 63rd, which I am sending along to LARRY HICKEY. KENT went on the say that he and his wife, MARTY would not be able to make the Queen Mary reunion, but had good wishes for everyone, especially the members of the 63rd Squadron. MARTY, we aren't going to the QM, but will headquarter out of the Disneyland Hotel....Can you and KENT make it now...Ahem!! If you've never seen Disneyland here's your chance to kill two birds with one stone....Right?

Almost forgot...GEORGE WHITE, ART DURBECK, HARRY URBAN, JEAN JACK, MAX AXELSEN, BOB BUTLER, BILL WILSON, etc...so on and so on....I have forgotten a few....but you know who you are....Let it now be known that the Governor of the Commonwealth of Kentucky has commissioned yours truly to be a"KENTUCKY COLONEL"

Somehow, getting demoted from General FU to a "Kentucky Colonel" don't seem right... I'd better check into this further....Second chapter in the next newsletter....Is GEORGE WHITE still a Colonel??? Or was he demoted to a Private???

To anyone who lives close to EARL BELL, Hdqrs., or CARL AVERILL, 403rd....stop by and let these guys know what a tremendous feeling it is to see a buddy of yours after 50 years....I can't tell you in words, you have to experience it yourself....TO ALL THE FORMER MEMBERS OF THE 43RD BOMB GROUP....who haven't attended a reunion, it's getting late...Need I say more!

FROM LLOYD

I think the change of plans is clear at the first part of this newsletter, and as to the rest of the Reunion program, I'll leave that to JOSE HOLGUIN, 65th, for his part of the newsletter. I would like to say that JOSE has been doing a whale of a job trying to cope with all the changes that have gone on. He deserves a big vote of thanks.

Some of you who do not know JOE, might like to know that JOE was captured (badly wounded), by the Japanese, after being the sole survivor of a B-17 from the 65th Squadron shot down in a raid over Rabaul. He was held captive in Rabaul over 2 years. Some of you may have read of his return to Rabaul and search for the remains of the plane and the crew members. It made Readers Digest, the Wall Street Journal, and other news sources. His efforts in finding and securing the return of the remains of his fellow crew mates is quite a story. He will give a slide talk on this at the reunion.

I would like to thank some of the people in Long Beach who were sympathetic to our plight and offered to help:

The Travelodge Hotel Resort & Marina, Lori Lewis, offered the entire Hotel, but they only have 190 rooms, and couldn't possibly seat our whole bunch for a meal.

The Sheridan Hotel downtown, offered 200 rooms, but couldn't guarantee any more than that, and could not handle us for the Saturday night party. They even offered to provide buses to the Queen for us. Kitty Laportte was our contact there.

Tom Hennessy, investigative reporter for the Long Beach Press-Telegraph paper, was very much interested in our situation, and wrote several articles about the

Group's plight. He was strictly on our side. Art Wong, also of the Long Beach Press-Telegraph, also wrote of the affair.

I can't thank ANDY ANDERSON, 64th, enough for all the phone calls, fax copies of news articles, and mail, keeping me up to date on daily happening throughout this trying time.

Bridgete Gallagher of the Hornblower Dining Yachts, 100 Golden Shore, Long Beach, 310-435-7500, offered to help on a Saturday night party if we were staying in Long Beach. Some of you might want to take one of their day or night cruises while you are there. The American Legion Magazine has finally gotten their VETS network straightened out, and now, when members, or anyone, reading the magazine and looking for information on the 43rd Bomb Group, can call 1-900-737-VETS, and give our code number (11003) to the operator, or the name, and get the latest information (including reunion info) by phone. We will probably pick up some lost members with this service.

Just received a letter from ROGER & AUDREY KETTLESON, 64th. They just returned from a 4800 mile trip taking her mother to visit places in the Mid-West where she had lived during her younger years. ROGER sent me new addresses, telephone numbers, etc. on several of our members that he corresponds with. Thanks, ROGER.

Just had my first call from someone reading the August issue of the American Legion Magazine. This is the first issue with our code number included. Call was from LYLE HEINEKE who joined the 64th in the Philippines. He wanted to know if we had anyone from the 64th about that time. I told him we had at least half of our membership from about that period of time. Proves there are more members out there waiting to be found.

PLEASE ADD THE FOLLOWING TO YOUR ROSTER

64TH SQUADRON

Lyle Heineke
128 Reiter
Benson, IL 61516

SQUADRON UNKNOWN

Harold D. Gore
5200 S. Beeler Ct.
Greenwood Village, CO 80111

65TH SQUADRON

Amos "Tommy" Mote 275 Hillcrest Dr. #202 Leucadia, CA 92024	Wayne E. Downing 2825 N. Velarde Dr. Thousand Oaks, CA 91360	Salvatore Musella 5893 SE Windsong Ln. Stuart, FL 34997
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Had a newsletter from the "B-17 Combat Crewmen & Wingmen" organization located at P.O. Box 482, South Gate, CA 90280. They meet on the 3rd Sunday of each Month (except December) 1:00 PM, at the American Legion Post #335, 9395 California St., South Gate, CA 90280. Some of you old timers in that area, might like to pay them a visit.

SAL MUSELLA, 65th, a new member, wants to know if anyone knows the whereabouts of his pilot, HUGH J. RYAN. He also wants information on THOMAS M. FORSYTHE JR., another gunner in the 65th. His address is above, let him know if you can help.

Received notice from JULIETTE LE BLANC that her husband LOUIS LE BLANC passed away on the 19th of December, last year. LOUIS was in 63rd Operations, and I am sure many of his friends would like to drop JULIETTE a note.

Received a long letter from DICK WOOD, 63rd, concerning the possibility of hosting a hospitality suite for the 63rd. DICK has done this for several years for his old WWII Nightfighter Group for which he is a Squadron representative. It works this way: DICK would reserve a parlor suite for himself, and pay the regular rate, with the difference being subsidized by the Group or by donations. The food and drinks were paid for by donations. Each person partaking was asked to contribute \$7.50 as a one time charge, and after that, could eat or drink as much or as little as desired. He later discovered that 8.50 a person would come closer to covering the costs. He kept the suite open from about 10:00 am to Midnight. All the other squadrons were invited as long as they kicked in the initial contribution. It provided a place where you could sit with friends and chat and have a drink plus snacks, and did not take away from the memorabilia room attendance. Sounds like a good idea, and DICK will probably give it a try at the Disneyland Hotel. If any of you other squadron fellows are interested,

DICK has supplied me with a pretty complete list of supplies he used, booze, snack, etc. Will be glad to send you a copy if you are interested.

A short note to acquaint you with an up-coming change in telephone area code for both my home phone, and the Group phone. The present area code is 512 , but as of November 1, 1992, the area code will change to 210. My home phone will be (210) 658-5978, and the Group(day) phone will be (210) 349-0664 after November 1st.

Received a long letter from DICK SALLEY, 63rd, with a detailed report of the Scott Project from it's inception at Langley Field in 1943. It's too long to put in this newsletter (I'm sending it to LARRY HICKEY), but there are several items of interest you might like to hear about. DICK, in addition to the Scott Project, was also in the 1st Sea Search Attack Group, 2nd Squadron, also based at Langley. He remembers flying on a B-25 named "SUGAR DADDY" that was the platform for research on an aerial-mounted 75MM cannon. In the days before they found a true "recoilless" mount, they'd go out to the range (in the Chesapeake Bay), fire one shell, and then hope the plane held together long enough to get back home. It was as though the plane hit an invisible wall, and then finally managed to get back enough speed to keep flying. He wonders if anyone else in the 43rd was involved in that stuff? During the radar testing days, he remembers one incident where a new bombardier didn't believe in radar ("What a bunch of crap."), and when they told him to drop the bombs, he turned on the landing lights instead (they were flying at night). Needless to say, THERE was a sub on the surface charging it's batteries. By the time we made a turn and came back, he was gone below the surface. Next time we told that bombardier to drop his bombs, he did. The C/O of the 63rd, after the end of hostilities, stated that the 63rd had sunk or damaged more shipping than any other outfit in the world, enemy or allied. They were credited with over 900,000 tons sunk, and over 1,000,000 damaged. That's a bunch considering that they were on-station in the Pacific only two years.

DICK would also like to know if anyone remembers the harrassment missions they used to make from Owi to Mindanao with razor blades in the neck of coke bottles to simulate the sound of bombs falling. Thanks DICK. Should make some good material for the book.

FROM JOSE HOLGUIN

I want to add my assurance to that of BREEZY & DALE BARR that I believe we are finally in smooth waters and on course to an enjoyable 1992 reunion. Unless the Disney Corporation folds and/or the Disneyland Hotel closes, we are firmly positioned to move forward with our final plans.

Registrations have been coming in spurts -- many when the news was good, a trickle when the status of the Queen Mary became murky. Actually, I think we are probably better off by staying at the Disneyland Hotel, with its many conveniences and assortment of nearby entertainment, while at the same time being close enough to the Queen Mary to visit and pay our respects. Specifically, I have included in our reunion program, a four hour visit to our old friend on Friday, November 13. This, of course, anticipating the Queen will still be open as an attraction. I am hoping to make our visit there a ceremonial one that will include a color guard, a military band and recognition by local dignitaries. I know that BREEZY wants the 43rd Association to present one of the Association's plaques to the Queen Mary administration as a token of our affection and admiration for the part the ship played in transporting the lead elements of the 43rd to Australia where the group joined our Australian and New Zealand allies in stopping further Japanese advances in the Southwest Pacific. I didn't have much contact with our allies while I was at Port Moresby flying combat, but met many of them in the prison camp at Rabaul where I was held for two years. They were great guys whom I respected tremendously. Besides the 43rd plaque, I expect to see the Los Angeles City Council and the British Consulate join the 43rd leadership in making their own presentations. After the ceremonies, we will have two or three hours to visit throughout the Queen Mary. After that, we will return to the Disneyland Hotel for our first of two cocktail parties and dinners.

In addition to the trip to the Queen Mary, we are including two other tours that will require bus transportation. One is on Wednesday, November 11th to the "Planes of Fame" Museum, located in nearby Chino -- about thirty minutes from Disneyland. This is the museum that houses the front end of "Lucky Lady II", the first plane to fly round-the-world non-stop. On its nose is inscribed "43rd Bomb

Group, Ken's Men", a real bit of history. This trip will have to come out of our pockets, and will probably cost \$5.50 each. (The Disney organization is footing the bill for the Queen Mary trip). The other bus trip is to the famous South Coast Plaza Shopping Mall located in Costa Mesa -- also about thirty minutes from Disneyland. We hope to go there on Thursday, November 12th. There has been a lot of interest expressed by the people who have registered with me as of this writing (July 22nd). I, therefore, want to emphasize the date: November 12th. Please arrive at Disneyland in time to make the tour. We are asking the management at the plaza to contribute the buses, but, bring an extra \$5.00 just in case.

In my previous news to you (May newsletter), I mentioned that the golf tournament would be held at the Los Alamitos Navy Golf Course. That is still firm. Bring your military ID cards to take advantage of the game discounts. The tournament is scheduled for Thursday, November 12 (10 a.m. to 4 p.m.).

The tennis tournament was moved to the Disneyland courts from the Travelodge. The date remains the same, November 12 (9 a.m. to 12 noon).

Our traditional bridge game will also be held Wednesday, November 11 (9 a.m. to 12 noon) under the auspices of our old survivor comrade, J. T. BRITTON, aided and abetted by Mrs. DOT JONES, (remember HUGH & DOT from Norfolk?).

A Thursday night ladies program is being arranged for Thursday night, November 12 (8 p.m. to 10 p.m.).

As I mentioned in the May newsletter, there will be tour consultants available at the registration counter (or nearby) to help us arrange additional excursions besides those already mentioned. I must emphasize again that anyone wanting to do a lot of sightseeing should arrive by November 9th in order to have enough time to do it all. The area you will be staying in harbors many attractions, and if you have never visited this area, you can see them all. Knott's Berry Farm, the Hollywood Wax Museum, Catalina Island, and, of course, Disneyland. Even Universal Studio has written BREEZY with notice of their tours, both night and day.

For those of you who will travel by motor home (R.V's), there's a R.V. park within walking distance of the Disneyland Hotel: "Vacation Land", has 395 spaces; Telephone 1-714-533-7270. The rent should be around \$24.00/day in November.

There is also a kennel near the hotel for those who will be bringing their pets with them. The "Animal Pet" extends the welcome dog house, etc., to all our interested members; Telephone 1-714-537-4500.

As I write this portion of the newsletter, I keep thinking of the nickname "BREEZY" that the guys of the 65th gave LLOYD back at Port Moresby, or was it Mareeba? I've always presumed it was given to him because of his propensity to exaggerate the number of Zeros his crew would shoot down or the number of direct hits he would score on Japanese transports. If anyone knows the actual reason, please let me know. But what I really want to say is that he did not waste very many words in dealing with the Long Beach politicians nor with the Walt Disney Corporation regarding our reunion contract with the Queen Mary. I think he did a great job in getting the Disneyland Hotel for us as well as other related services. BREEZY should get credit for shooting down two more "Zeros".

REBECCA & I also want to tell the membership that being your reunion chairpersons has been rewarding in that we have received some very nice notes from our 43rd comrades, all of which we have answered with pleasure. One note was right after our earthquake season arrived (everything is calm now in the Los Angeles area; at least I haven't felt a thing lately, SO COME ON DOWN; the weather is fine). It was from a guy by the name of Billingham who was one of my instructors at Mather Field, California when I went there to retrain as a "triple-headed monster" in 1948. I also received a letter about the same time from one of the prison camp commandants at Rabaul. He wanted to know if I was OK. He was a good guy there and did a lot to make life more tolerable. As a consequence, we became friends and we correspond occasionally. I will have more to say about my POW experiences on Saturday, November 14th (1:00 p.m.) during my slide presentation.

SPECIAL NOTICE: For those of you who want to visit Disneyland at the reduced rate they are giving us, we must have the money in by October 10th. The cost per

person will be \$ 22.25. You must send this amount to JOE HOLGUIN for each ticket, and it must reach him by October 10th in order for him to purchase the tickets. They will be waiting for you at our registration desk when you arrive.

Incidentally, the weather in November should be very pleasant, this is really the best time of the year to visit, not too cold and not too hot, should be dry also.

In closing, I want to ask the membership if they would be interested in a commemorative watch featuring the Queen Mary and some appropriate words and dates pertaining to the 43 Bomb Group crossing. The watch would cost \$40.00, \$10.00 of which would go to the meager 43rd Bomb Group Association coffers. The rest would pay for materials and design. The watch would be designed to fit both ladies and men. Drop me a card if you would be interested. If there is enough interest, I can have the watches ready by reunion time.

The following schedule of events is now in place for the reunion.

Monday Nov. 9

Registration 9 am - 4:30 pm (Everyday)
Free time or available tours

Tuesday Nov. 10

Registration
Free time or available tours

Wednesday Nov. 11

Registration
Tennis 9 am - 12 pm - Tennisland
Bridge 9 am - 12 pm
Tour to "Planes of Fame Museum" - 12:30 pm - 4 pm
Board meeting 4:30 pm - 6:30 pm

Thursday Nov. 12

Registration
Golf 10 am - 5 pm - Los Alamitos Naval Base
Tour South Coast Plaza 12 pm - 4 pm
Squadron meetings 8 pm - 10 pm
Ladies program 8 pm - 10 pm

Friday Nov. 13

Registration
Full Breakfast 7:30 am - 9 am
Commemorative Ceremony (Queen Mary) 5 hours 15 minutes
- Depart Disneyland Hotel 10 am
- Arrive Queen Mary 11:40 am
- Color Guard Ceremony 11:50 am
- Dedicate 43rd Bomb Group Plaque 12:20 pm - 1:30 pm
- Commendations to 43rd Bomb Group 12:20 pm - 1:30 pm
- Tour Queen Mary 1:30 pm - 3 pm
- Depart Queen Mary 3:15 pm, arrive Disneyland Hotel 3:45 pm
- Cocktail Hour 5:30 pm - 6:30 pm (Entertainment by "Look-Alikes")
- Dinner 7 pm - 8 pm
- Dancing 8 pm - 12 Midnight.

Saturday Nov. 14

- Registration - 9 am - 1 pm
- Continental Breakfast 7:30 am - 9 am
- Group Meeting 9:30 am - 11:30 am
- POW Presentation Slide Show 1 pm - 3 pm
- Cocktail Hour 5:30 pm - 6:30 pm (Look-Alikes)
- Dinner 7 pm - 8 pm
- Dancing 8 pm - 12 Midnight

Sunday Nov. 15

- Memorial Service 9 am - 10 am
- Champagne Brunch 10 am - 12:30 pm
- Reunion Adjourns

Lastly, if anyone in the Los Angeles area was on the Queen Mary crossing, I would appreciate it if you would give me a call or drop me a line. We could use your input for the memorial service on the Queen.

Best wishes to all, and a word to the wise, don't miss this "FUN" reunion.

A newspaper clipping dated 7/28/92 from the Los Angeles Times was sent to Lloyd by BILL O'BRIEN, 63rd, and says the City of Long Beach has reached an agreement with the Disney Organization on the 27th. This means the trip to the Queen is on as Disney will be staying to run the Queen as an attraction, and they are providing buses for the trip.

The article also states that the owners of the Spruce Goose are negotiating to move the Aircraft and Dome to a museum in Oregon by the end of September. If so, that will be one mammoth job. Thanks for the article and note, BILL. See you in Anaheim.

Also, a late note from JOE HOLGUIN, thanks to his efforts, we have a Disneyland brochure and a shuttle bus schedule included in this mail-out. Don't forget, if you want to take advantage of our 24% discount for Disneyland, we must purchase them in advance. Send \$22.25 to JOE right away, and tell him it's for Disneyland.

Our very best to all, see you in Anaheim at the Disneyland Hotel,

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43rd BOMB GROUP HISTORY QUESTIONNAIRE 8/92

We had about 15 responses to our last newsletter questionnaire; I want to thank all of you who took the time to write. We still have records of many casualties without sufficient explanation and need to ask all of you who know anything about the incidents or information listed below to write in immediately. We also need considerable photos and information on many of the aircraft and combat missions. Responses to : LARRY HICKEY, INTERNATIONAL RESEARCH AND PUBLISHING CORP., P.O. BOX 3334 HIGH MAR STATION, BOULDER, COLORADO 80307. All three authors are hard at work, but this is an enormous job and we can't do it right without your help.

A) CASUALTIES

- 1) Need loss details of 64th's Lt. Hammond's B-24 at 17 Mile Drome, 7/11/43.
- 2) Crew positions of Evans, Kesler, Marsh, Kiford, Kuhn, Marczak and Franklin, killed when Cox's 403rd B-24 crashed shortly after T.O. on 8/31/43. Need nickname of plane.
- 3) Loss of Lt. Heyer, Sq. ?, killed in crash of Cub searching for MIA B-24.
- 4) Details of mission, crash and rescue of 403rd crew of B-24 #800 which ditched after attack by Jap fighters during raid on Rabaul 10/24/43. Carlson and Williams killed. Rest rescued by PT boats.
- 5) We have a reference from a diary of someone named Earl Rich of the 64th being killed by shrapnel on 10/29/43. Need rank, duty, and incident details.
- 6) Details of death of 403rd Cpl. Eugene F. Hurley, killed by fire from Jap fighters while on recco of Wewak area on 1/9/44. Need name of pilot, plane #, nature of injuries, etc.
- 7) Location and circumstances of death of Cpl. Sylvan Van Bloom of spinal TB in unknown hospital at unknown location on 3/1/44.
- 8) B-24 #093, piloted by 403rd Lt. Chester Lowe, crashed near Rouna Falls near Port Moresby on 3/20/44 trip to Nadzab. M/Sgt. Geroge Soptic listed as co-pilot. What was mission of this plane and does anyone know any details of crash? Group Intel. Officer, Capt. Graham was killed in the crash.
- 9) We now know general circumstances of loss of Lt. Ervin N. Miskin's 403rd crew whose B-24 crashed on 3/28/44 trip from Dobodura to Townsville. Believe went down 30-40 miles from Townsville, possibly in bad weather. Does anyone else know details of this incident, particularly precise location of crash? Also, we think their B-24 was either #080 ANGEL MINE or #945 ACE O' SPADES. Can anyone confirm tail number and nickname for plane?
- 10) Need info on death of Sgt. Joe W. Fitzpatrick, MIA on a weather recco flight between Annanberg and Gusap, NG, on 3/28/44. He was on detached service with 5th Bomber Command. Need to know details of crew and plane he was on.
- 11) Need ID of plane and further details of loss of 65th crew led by LT. James T. Hogan, which was lost through crash in water during a night attack on Hollandia. Don't know location of crash. Five listed as WIA. Who were they, what happened and how did survivors get rescued?
- 12) Need pilot's name and name and rank of 64th tail gunner killed when B-24 #667, nicknamed FRISKY, crashed on T.O. at Nadzab 4/2/44.
- 10) Need circumstances of death of Sgt. Merle Rice during June, 1944.
- 13) Circumstances of death of armorer T/Sgt. Roy L. Erwin sometime during Sept., 1944. Non-battle casualty.
- 14) Did Sgt. Michael Schreirer of 63rd, who drowned on 11/22/44, die at Owi?
- 15) Details of death of 63rd clect Sgt. Jimmie B. Webster MIA on 3/22/45.
- 16) Details of death of 10 63rd mechanics on 3/23/45 (non-combat).
- 17) Details of non-combat death of 65th pilot Roger Daube and bombardier K.W. Sabe on 3/27/45. Need Sabe's first name.
- 18) Details of non-combat death of 403rd navigator Tom Galey on admin flight from Townsville to Finschafen on 4/5/45.
- 19). Details of death of James McMillan on 5/8/45.
- 20). First names of Lt. Yawoich and Cpl. Mine (co-pilot and engineer) of 63rd B-24 which crash-landed at Clark Field on T.O. on 6/21/45.
- 21) Need details of person from 64th who died from unknown causes on unknown date in August, 1945.
- 22) We've learned that Capt. Hallock, a sq. engineering officer died somewhere in the Philippines shortly after the war was over, possibly in crash during an aerial spraying mission. Does anyone have his full name and details, including date this happened?

B. COLOR PROFILE PAINTINGS:

- 1) We've recently confirmed the profile information for the 65th B-24 nicknamed MAYFLOWER, tail number 853, which will represent that squadron for Oct.-Dec., 1943. We need to know who the crew chief of this plane was and why it disappeared from the unit records. Was it shot down, damaged, transferred out or what? When was plane assigned to 64th? (about 7/43 ?). Any info on this aircraft and the crew who flew it would be appreciated.

- 2) I still need clear photos of the mission scoreboards for 403rd B-24 MODEST MAIDEN as it appeared early in 1945, and THE WOLF PACK, during June, 1945, when plane reached 1000 hours.
- 3) We still need profile aircraft for the 63rd Squadron for the last quarter of 1944 and the first quarter of 1945. If anyone has good photos, especially nose-to-tail of any 63rd aircraft during this period, or can suggest a good candidate, please contact me.
- 4) I need to know who the crew chiefs and ground crew members were for following 63rd Sq. B-24 profile aircraft: LADY LUCK (cracked up 12/3/43); ART'S CART, QUEEN OF HEARTS, MISS LIBERTY, OUT OF THE NIGHT II.
- 5) Same for 64th B-24 profile aircraft: FRISKY, THE MAYFLOWER, MARIE, SHINING EXAMPLE, HIP PARADE, LAST HORIZON, MABEL'S LABELS, THE DRAGON AND HIS TAIL.
- 6) Same for 65th B-24 profile aircraft: TARGET FOR TONIGHT, GERALDINE, Silver B-24 #403, MAD RUSSIAN, PETTY GAL and RUM AND COKE.
- 7) Same for TAILSKID TOLLY, SATAN'S SISTER, GENTLEMAN JIM, MILLION \$ BABY and FLAMIN MAMIE.

C. PLANE IDENTIFICATIONS:

- 1) Does anyone know anything about an early B-24 #683, which was nicknamed THE COLLOSSAL FOSSIL, which may have been one of the first Liberators assigned to the 403rd? Any record of it flying missions in 403rd; what happened to plane?
- 2) Chester Hale wrote in to confirm that he was the crew chief on B-24D DOUBLE TROUBLE, one of the first assigned to the 65th. He said it was shot down. Can anyone provide a date and/or circumstances of loss of this plane so we can match a tail number?
- 3) I now believe that 403rd B-24 nicknamed STUGOTT's 1st was probably #42-41171. Can anyone confirm this? Used as backdrop for crew photos in 2/44.
- 4) Still need date near end of war when 65th B-24 RUM AND COKE cracked up when mainwheel folded at either Clark Field or Ie Shima.
- 5) Still looking for info and names of crew for 65th B-24 that cracked up JOE DOPE, probably in late 44 or sometime in 1945.
- 6) Still need tail numbers and crew chief names for following 403rd B-24s (list is getting shorter): THE CHAMP (boxing glove), JUNE BRIDE, THE FLYING WOLF and THE MIRAGE. Also, an apparently unnamed B-24 with large girl in bathing suit and white hat painted on right side of plane; another one called "The Goon," but apparently with no nickname.
- 7) Need tail numbers and/or fates & crew chiefs for 64th B-24s MAG THE HAG and ZOMBIE.
- 8) Need same info for early 65th B-24 THE PETER HEATER and later silver plane QUEEN OF THE CLOUDS.
- 9) We still have only one 100-mission B-24 identified for 43rd B.G. Does anyone remember ANY 43rd B-24 other than 403rd's FLAMIN MAMIE reaching 100 missions?

D. SQUADRON PAINTINGS:

- 1) We've finished the 403rd Sq. painting since last newsletter. Dynamite! 65th is long done and 64th Squadron painting is next. This will be the B-17 raid on Rabaul on 1/5/43, when Gen. Walker was lost. Anyone with photos, info on participating aircraft, or any recollections of that mission should contact me at once.

E. LOGBOOKS AND MISSION LISTS:

Since we have very little tail number data from 43rd mission reports and historical records, we badly need anyone who has a logbook or kept a list of mission dates AND plane tail numbers to send in a photocopy. This is often the only way we have of knowing dates when various planes flew missions and were assigned to a squadron. So please, many of you have these but have not sent them in. I'm especially hurting for the B-24 period anytime in 1943 to about March of 1944. Also B-17 missions for 64th and 65th Squadrons. If you flew during that period and kept track of your missions and tail numbers, please photocopy this and send it in.

F. PHOTOS and ALBUMS:

We are continuing to send back a steady stream of materials, photos and albums as we can finish processing them. If we still have yours, be patient, we still have a lot of work to do and will get it back as soon as we can get to it. Thanks for your cooperation.

G. PLANE ARTWORK:

One or more quite outstanding artists painted a number of dramatic works on the noses of late war B-24s of the 64th and 65th Squadrons. If you know who this/these people were and info on their assigned duty position, and/or where they might be today, please let me know. I'd like to get in touch with them.