

# 43RD BOMB GROUP ASSOCIATION, INC.

**"KEN'S MEN"**



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**43rd Bomb Group Association, Inc.**

**NEWSLETTER 62nd Edition**  
**APRIL 1997**

\*\*\*\*\* FROM JAMES T. MURPHY, PRESIDENT \*\*\*\*\*

I have mentioned to many of you over the past couple of years that I wanted to get the price of my book down to a reasonable price. The publisher, Greenwood Publishers, initially sold the first printing for \$45. They would only give me a 20% discount for our Group, so as you know the price was very high. Then when they came out with the second printing, they raised the price to \$49.95 and that made things worse. Now, I have some good news. I had been asking them for the rights to print the book in paperback. I did that again at Christmas time, and just two months ago they sold the rights to me.

Since then I have accomplished many needed things to get the paperback version ready to go to print in the near future and at a great price. In addition, I will have the cover in color. I have obtained the rights to the painting "Rabaul Harbor" for the cover. You may have seen the painting as it is now in the front part of the book in black and white. It depicts Skip Bombing at night. I have also received rights for two other items. One is the "quote" I use from one of the newspapers, in relation to our activities during the Bismarck Sea Battle.

I have also negotiated with a printer and it looks like the book price will be near \$12 with about 20% of that going to our association treasury. I plan to have the book at the reunion for sale along with other "PX" items. I will also make time available to sign the book. I will have everything firm by the next Newsletter, but this is pretty close. By the way, the cost for the book at a book store will be at least \$18.

\*\*\*\*\* FROM JIM CHERKAUER, EDITOR \*\*\*\*\*

Let me express our appreciation and thanks for so many words of encouragement with regard to the preparation of the last Newsletter. Those nice words make the job just that much easier. The previous Newsletter had just gone to press when letters began arriving with more interesting news from association members. Keep the news flowing as that is the only way this Newsletter can remain viable.

**ROBERT FLAHART**, 63rd Maintenance from Wilmington, DE, writes on Dec. 31, '96, that fifty-four years and six days ago he landed in Melbourne on the U.S.S. President Coolidge as a part of the 43rd "Materiel" Squadron. The squadron was servicing P-40s at that time. BOB moved from Melbourne to Sydney to Brisbane and then on the Townsend only to fly to Darwin on an English Sunderland. They landed in Darwin on Jan. 11, 1942 in the middle of a Jap air attack. The outfit moved about 60 miles south to Adelaide River where BOB stayed for the next 18 months. Again they serviced P-40s and then B-24s. At the end of July 1943, BOB was reassigned to the 63rd Bomb Sqd. at Port Moresby. Bob was with the 63rd through New Guinea and then on to a little island called OWI. It was near BIAK Island. In October '44 he was transferred back to the States. BOB writes that he has many experiences to remember from his service in the Southwest Pacific. He is anxious to get a copy of the History of the 43rd.

Writing from Port Richey, FL, a new member of the association, **FRANCIS X. LABIE**,

relates that he joined the 64th Sqd. at Finch Haven, New Guinea. Moving northward he was with the 43rd in the Philippines and Ie Shima. After the war ended he moved on the Tochikawa Air Base, Tokyo. He was discharged in 1945. FRANCIS says he was on the ground crew of the B-24s "COCKTAIL HOUR" and "MILLION DOLLAR BABY" with Crew Chief M/Sgt HALVERSON. He went to Aerial Gunners School at Wendover Field, UT, and shipped overseas from Camp Stoneman, Pittsburg, CA, after being stationed at March Field, Riverside, CA. FRANCIS and his wife DELORES recently celebrated their 50th wedding anniversary, and he was gifted with a three hour 600 mile flight in a B-24 from Birch Peach Tree Airport, near Atlanta, GA, to Hernando Airport about 50 miles north of Tampa, FL. It was the thrill of his lifetime, flying at 2,500 feet even though the old plane "shook like hell going down the runway." Once airborne the flight was good but a bit rough when riding in the tail section while manning an unarmed machine gun. It "...brought back fond memories of the best plane the Air Force ever put in the air." He found out about the 43rd Bomb Assoc. from WALTER BLUNK, 64th Crew Chief of New Albany, IN. He plans to make the next reunion and has sent BILL his dues for 1997. For your Roster: FRANCIS X. LABIE, 8241 Medford Dr., Port Richey, FL 34668. Phone: 1-813-862-2873.

HELEN BAUDER of Omaha, widow of the late Capt. WILLIAM BAUDER of the 64th, has sent in her dues with a generous contribution to help with the Newsletter and other expenses. HELEN has a question that many of you may have also. She asks about the upcoming History of the 43rd and wonders if she was supposed to have sent in money in before publication in order to purchase the book. [Many of the members of the association ordered the book a few years ago and paid for it in advance. It is those individuals who will be invited to the publication announcement. Those of us who have not pre-ordered the book will be informed how to order it when the time comes.] HELEN, who turned 80 this year, says that she had previously sent LARRY HICKEY material for the history which included a picture of BILL and his crew. She has 5 children, 14 grandchildren and 7 great-grandchildren. BILL, Jr., the oldest served in the Vietnam War. She knows that all of them will cherish the book once it is available. She missed the last reunion and does not expect to make it to Albuquerque this year. Last year she was awarded the "Putting People First" award from station KMTV and was on television for her 30 years of volunteer service to veterans. On her 80th birthday she was honored as being the oldest member of the Millard American Legion and Auxiliary Color Guard which she joined at age 79. HELEN says she likes to keep busy, especially with volunteer work for veterans.

In mid January our 1997 Reunion Coordinator, BOB WATSON 65th Bombardier, reports from Lebanon, IL, they are still snowed in. [Not as snowed in as we were here in Western New York is my guess.] Anyway BOB and IRENE were heading to California for the rest of the winter.

From Rome, NY, CARL P. AVERILL sends in his dues along with a brief 'outline' of his services with the 43rd. CARL was a charter member of the 13th Reconnaissance Squadron at Langley Field. He served as a Radio Operator-Gunner. He shipped to Dow Field and then was off to Australia on the "Argentina." En route to Australia each member of the "cadre" trained 3 or 4 recruits from the Mid-West. Training was continued at Laverton, Torrents Creek and Iron Range where they received their first B-17s and their crews were formed. CARL was on Col. JACK's crew until they were assigned B-24s. At that time he and 3 other crew members, JOHN MEEHAN, Engineer and Top Turret Gunner, DALE MITCHELL, Waist Gunner, and CLAUDE SPARKS, Assistant Radio Operator and Ball Turret Gunner, elected to stay with B-17s and thus transferred to the 64th. In the 64th they joined Lt. PICKARD's crew. In June, 1943 they crashed on 7-Mile; CARL was the only survivor. After several months in the hospital in Dobadura, he rejoined the 403rd in December, 1943. He returned to the States in January, 1944 and still stays in touch with the rest of Col. JACK's original crew.

Along with his dues ALLEN CHRISMAN, 65th Navigator from Meredosia, IL, provides the correct spelling for the island, OWI. You should recall that in the last Newsletter I admitted to not know how to spell the name. ALLEN is the first of many to let me know the correct spelling. He says Owi is about 3 miles south of Biak. He was stationed there with the 65th from the last of July to the last of January in 1943. Although he does not remember, he assumes the entire Group was also there at that time. He recalls a P-38 outfit stationed there also, and their planes were in revetments along the airstrip directly behind his tent. ALLEN says he can still hear those Allison engines starting up on the mornings that the outfit flew missions. A Sea Bee outfit was on the East side of the island, and he was charged a couple of times with getting ice cream made by them. He says the crew in which he served probably flew 65-70% of its missions from Owi. After the invasion of Leyte, but before the field at Tacloban was ready for bombers to park, their crew was awakened at 12:30 A.M. to eat, be briefed and fly to Tacloban where they loaded gas and bombs for their mission to the Northern Islands. They then returned directly to Owi. He recalls that this made for a "long day." ALLEN asks us to keep up the "good work."

Another correction for my misspelling of Owi Island comes from **ROLAND T. FISHER** a 63rd Pilot from Lake Oswego, OR. [He says Owi is on the map, but doesn't tell me what map.] He wrote while watching Pres. Clinton being sworn in for his second term, but to avoid making the Newsletter the forum for political debate, his comments are omitted here.

**WILLIAM F. PERKINS** Jr., of Kettering, OH, says **ELYWN HANSEN**, 403rd from North Platte, NE, had misspelled OWI as it was shown in the last Newsletter. [Blame the editor, but I sure know how to spell it now as you will note throughout this Newsletter.] **BILL** says he can't forget that island off Biak as that is where he was one of the many who contracted Tsu Tsu Tsugamustti disease which was know to the men as Scrub Typhus. This resulted in **BILL** being evacuated to a General Hospital at Milne Bay on the hospital ship, **HOPE**. He says the medical personnel were very caring because the first outbreak of this disease had been on Goodenough Island in the Trobriand Island Group off the eastern tip of New Guinea. The casualty rate there ran around 50% because the symptoms were unknown at that time. The result was that those who contracted it on OWI were given TLC.

**PAT RAUCH** writing for herself and **CHUCK**, 63rd Navigator from Punta Gorda, FL, expressed some nice words about the recent Newsletter. Thanks **PAT & CHUCK**. She wanted to report that like many Floridians, they too have had a change of area code for their phone. Please change your Roster to show their phone number to be: 941-639-6421. **PAT** says she can hardly wait for Albuquerque where Old Forge is great, and the Mexican food is wonderful. She says they have had a good deal of cold in Florida this winter. She hopes we have a nice summer here in Western New York as she knows that we have had a "terrible" winter. [We did catch up on the snowfall in just a couple weekends after a very mild fall.]

**JACK T. NUNNELLEE**, 64th Gunner, sends word that despite all of the flooding in the Salem, OR, part of the country, he stayed high and dry as he is located on a hill. He did find he could not drive into town on a couple of occasions. **JACK** says that it is a real nuisance having to drag his new house trailer 60 miles to the dealer's every time he finds something that is not right.

**NICK ARABINKO**, 403rd Tail Gunner from Punta Gorda, FL, likes what is being done with the Newsletters. He thinks that **BILL** must now be completely relaxed counting the Association's dollars and raising cattle on his Texas ranch. **NICK** notes that the Newsletters take on a serious vein when reporting about our fellow members and families which he sees as understandable, but he thinks that both the President and the Secretary should close their sections of the Newsletter with some humor, especially, some wry (dry) humor on the subject of aging or our misspent or misplaced youth. To help us [he sent his letter to **JIM MURPHY** too] he has enclosed a few quips from his "smiles 'n trivia file" for our use. **NICK** thinks too that we must continue to "laud the efforts and contributions of our 'Second Generation' members, e.g., **JANICE OLSON** and **FRED HAGEN**. He also feels that the " 'Third Generation' of 'youngsters' is also in the wings just waiting to be recruited." H says that since WW II was a long, long, long time ago, time is exacting its toll on our membership, and we need to recruit the younger folks to sustain the longevity of our Association. [Keep your eyes peeled, **NICK**.]

**MANUEL ALEXOPOULOS**, 63rd Aircraft Maintenance of West Lynn, MA, wants to say "Hello" to his buddies, **BILL LAIRD** 63rd Crew Chief from Santa Rosa, CA and **JAMES CONWAY**, 63rd A/C Maintenance from San Marino, CA. He says that he would also like to hear from **DAVE KILEY**, 63rd from Columbus, OH, who was his crew chief. It is 50 years since he last heard from **DAVE**.

**BONITA CASEY** writing for herself and **STAN**, 63rd Pilot from Belton, TX, sends their best wishes to all their friends in the 43rd. She says that they wish they could be with everyone in New Mexico, but **STAN**'s health does not permit this. They are enjoying the Newsletter and sent **BILL** their dues for another 3 years.

Also sending in dues for 3 years plus extra money for the Association's postage is **H. T. "DOUG" CRAIG**, 64th Top/Gunner from Roanoke, VA. **DOUG** apologizes for being late with his dues.

**JIM DIEFFENDERFER**, 63rd Pilot from Orlando, FL, and chairman of the Kissimmee reunion, informs me that Reunion Services are putting together a proof copy of the Kissimmee album and he should be checking it soon.

Sad news comes from **PRISCILLA DUCHARME** of Brattleboro, VT. Her husband, **STANLEY H. DUCHARME** of the 63rd had passed away on his 75th birthday, June 15, 1995.

Equally sad is the news from **LUCILE WATKINS** of Salt Lake City, UT, that her husband **DONALD J. WATKINS**, 65th Navigator, died on December 27, 1995 of heart failure. She said that DON was looking forward to Albuquerque. He had attended all the reunions for over a decade. [DON was the navigator on one of 6 crews which came from the 6th Air Force to the 43rd. I had been co-pilot on that crew from October 1944 to about mid April 1945 when I was given my own crew. It sure is sad to hear the only other remaining officer has gone to his final resting place.]

From Claverack, NY, **CLIFFORD L. MILLER**, Jr 65th Navigator, sent in his check to get current with his dues. He made note of Pres. **JIM MURPHY**'s notice in the last Newsletter of the start of a "Gold Star Book" with the names of our departed comrades. He has a name to put in the book. **CLIFFORD** reports that he was the navigator on Capt. **AL TURNER**'s crew from Port Moresby, Dobadura, Nadzab and Owai. While at Port Moresby, AL's crew was scheduled for a reconnaissance flight, but **CLIFFORD** was on sick call. A replacement navigator took his place. Unfortunately, the replacement managed to get them lost. Running out of fuel, AL ditched the plane in southern New Guinea. All on the crew survived and were picked up by natives. AL later went to Vietnam as a civilian working for the War Department. Until Vietnam, **CLIFFORD** and AL saw each other quite frequently. AL picked up some kind of bug which cost him his life in 1970. [Sorry, I could not make out your nickname, **CLIFFORD**.]

**MARCELLA D. MOTT**, wife of **FREDERICK MOTT**, M.D. and Flight Surgeon in the 63rd from New Haven, CT, sends the very sad news that DOC, as all flight surgeons were called by the rest of the squadrons, has had Alzheimer's for quite some time. He no longer remembers the war, does not recognize any of his large family of 4 sons, multiple grandchildren and a great grandson. He does not even know who **MARCELLA** is. She asks for our prayers at this difficult time.

From Garden City, NY, **JOSEPH E. PECORARO** of the 403rd, mailed in his dues and writes "Now that I am feeling much better, I'm trying to catch up with my correspondence - especially to the 43rd Ass'n. and to **GERALD RUNYARD** [403rd of Sweetwater, TX], **GILBERT SENA** [403rd Bombardier from Sante Fe, NM] and the families of the late **DONALD PURDY** [403rd Pilot], **SID LEE** and **BRIAN HASTINGS**."

Former Flight Eng/Gunner, **WILLIAM R. EATON** of the 403rd and from Denton, TX, liked the format and content of the January '97 Newsletter, but he says, "**ELWYN H. HANSEN** is quoted ... as having the 403rd moved back to Iron Range following the loss of aircraft at Milne Bay due to Japanese bombing on 17 January 1943. We had been at Iron Range until 23 November 1942 operating mostly from Port Moresby, Seven Mile strip, when we moved to Milne Bay. Following the 17 January fiasco, we borrowed aircraft and flew the squadron to Mareeba, not Iron Range. At Mareeba we did transition on the B-24, had fun in Sydney, and stirred the pot in Mareeba, Atherton and Cairns, Queensland, while continuing to support the Port Moresby operations, i.e., Bismarck Seas operation in early March '43." **WILLIAM** also says his mailing label shows him to be arrear in dues, but he had paid for a couple of years last July. [This has been corrected.] While doing work last November as Secretary of the North Central Texas Chapter of the Pearl Harbor Survivors Association, he located **HAROLD BRECHT**'s widow in San Antonio. HAL died in 1988 in San Antonio. **WILLIAM** flew several missions on HAL's crew. He says that his wife, **MARY**, is much too ill to travel and reunions are just out of the question now. He wishes all a great 1997.

**MARSHA FOSTER** sends word that her father, **HARRIS N. LIEN** 65th pilot from the early 40's, died in Mesa, AZ, and was buried in San Antonio with his late wife. She wanted to send this notice to **DICK WOOD**, 63rd Rad/Navigator from San Jose, CA, but could not locate his address in the last Newsletter.

Along with his dues **VICTOR H. FRANCO**, 63rd Navigator in B-17s and from Colorado Springs, CO, says that he and his wife, **ANNA MARIE**, really enjoy the Newsletter although most of their acquaintances are no longer with us. He says that if health permits, they will try to make the '97 reunion in Albuquerque.

**BILL GALIDA**, 403rd Armament of Campbell, OH, wrote to **BILL WILSON**, along with his dues, a thank you for sending him a 43rd bumper sticker. He enjoys the Newsletter very much and thinks we are all doing a good job. He says he and his wife, **DAZE**, are both in pretty good health. He is 77 but "she's younger (natch)." **BILL G.** informs **BILL W.** he is about ready for a new car and that the temperature in Ohio is colder than in Snyder, TX.

**LORRAINE GRIFFIN**, widow of the late **JOEL W. GRIFFIN** Tail Gunner in the 65th, wrote a long letter to **BILL** and **MARY LOIS WILSON** along with her life time dues. She had received a phone call in late January from **REBECCA HOLGUIN**, widow of the late **JOSE HOLGUIN**, 65th. Although they have never met in person and have talked a few times on the phone, **SHINE (LORRAINE)** says she feels like she had known **REBECCA** for many years. [See the Jan. Newsletter for story about **JOEL** and **JOSE**.] She enjoys



reading the association's Newsletter and comes across names about which she heard JOEL speak. She tried by phone to locate in New York a sister of the navigator, **M. K. SMITH Jr.**, on "Taxpayer Pride" when it went down. She had no luck although **SMITH's** parents had visited her and JOEL in Abilene in 1947. She and JOEL visited the Smiths in Adams Basin, NY, in the spring of '95, and the Smith's again visited them in Snyder, TX, in '95 or '96. They had met **M. K. SMITH's** sister and brother but have lost track of them as time passed along. **SHINE** remembers JOSE telling JOEL, "We may have escaped as a POW - but the Grim Reaper will still be waiting for us." She feels that there is something confusing about the report in the last Newsletter, but says it may be because she is not familiar with the mens' names. She says that **McEACHRAN** was the pilot of JOEL's plane on the night of June 25, 1943. She had thought that JOSE and JOEL were shot down on the same night. She was surprised to learn that **McEACHRAN**, **JIM PETTUS** and **BILL WILSON** all served together in the RCAF. JOEL had great respect for **McEACHRAN** as both a man and a pilot. **LORAIN GRIFFIN** has a new address: 1510 North 20th St, Abilene, TX 79601-2202.

**WILLIAM R. EATON**, 403rd Flight Engineer from Denton, TX, who visited **JOEL GRIFFIN** on a couple of occasions before his death, adds his version of the loss of **DONALD McEACHRAN's** plane due to night fighter action on June 25-26, 1943. He says that JOEL confirmed what was entered in **BILL's** diary.

6-28-43, Jackson Strip (7 Mile), Port Moresby: Still no word from **McEACHRAN's** crew. Official orders list them as lost in action. Those missing are 1st Lt Donald D. McEachran - pilot, Capt John W. Scott - copilot, 2nd Lt Sumner L. Beck - navigator, 1st Lt Mortimer K Smith - bombardier, Sgt Ralph M. Thomas - engineer, Cpl Joel W. Griffin - asst engineer, T/Sgt John J. Barry - radio, T/Sgt Rodney J. Edwards - asst radio, Sgt Otto Russel - gunner, Cpl Homer G. Harper gunner. McEachran and Griffin were in the 19th Bomb Group with me and **BARRY** was from Oahu. Pretty good crew. It is believed they were shot down by night fighters. Another B-17 was lost from the 65th Bomb Sqdn on the same mission, making a total of 2 airplanes and at least 20 men. Very expensive.

**BILL** says JOEL was the sole survivor. He became a POW at Rabaul and was later transferred to Japan until the war ended.

Along with a couple of years worth of dues **ART TASSONI**, 64th from Toms River, NJ, says that he too is an alumnus of the Queen Mary, but he notes that their ranks are getting thinner. He was sorry to hear that when **JACK LAWSON** was located, he had gone to his final resting place. **ART** and **JACK** were close in Bangor, ME. **JACK** was then a Gunner in the 64th but later joined the 63rd. **ART** misses his old buddies who have passed on. While at Moresby his tent housed mostly N.Y.C. men. He sends his regards to all as he won't make New Mexico. He too wants to know the answer to the \$64 question: When will the History be ready? He wants to get a copy while he can still read it.

65th Bombardier, **JOHN GWYNN** from Minneapolis, MN, says he can't recall there ever being an invitation for the membership to order the promised history of the Group and says to consider his letter as his order for the same. He appreciates the Newsletter and thanks everyone who helps put it together and gets it to the members. [To the best of my knowledge those who ordered the history in advance did so before I became active with the association with the 11th annual reunion at Norfolk, VA. Since the secretary is not taking orders for the history, just keep reading the Newsletter. When the book is available, there will be instructions in the Newsletter about how to order it, cost and any other particulars needed.]

From Kissimmee, FL 403rd Gunner, **JOE HARVEY**, says that he missed the reunion in his home town as he was away and arrived home 5 days too late. Along with a couple of years of dues, JOE has ordered a reunion cap. [Let's hope that there are some left.]

**JOE HEUSTON**, 65th Flight Eng/Gunner from Cohasset, MA, said he is sorry that his dues are late. He has been giving all of his attention to his wife, **ANN**, who is seriously ill. He finds the Newsletters are great. The news and the memories are uplifting. He wants all of us to keep up the good work. He has fond memories of past reunions. He sends these words, "Good luck - your former comrade-in-arms."

Associate member, **JAMES J. IVERSON** of Villa Park, IL, renewed his dues and hopes that 1997 will be more favorable for him so that he can attend the Albuquerque reunion. **JAMES** is the nephew of **JAMES J. FRANKLIN**, 65th Pilot KIA on May 18, 1945. [I was flying on his right wing at the time his plane exploded from enemy ack ack while carrying a load of fragmentation bombs. There are still several of us who knew your uncle who would like to meet you, **JAMES**. We looked for you at Kissimmee.]

Writing with some concern from Houston, TX, about his paid up dues as shown on the mailing label, **CLINTON M. LOCKAMY** 64th Navigator, wants to know his status. [**BILL** says you are paid up through '97 or '98 so ignore the label.] **CLINTON** expresses his

sincere appreciation to all who keep the association running and for getting out the Newsletters.

**GARNETT PEELING**, 65th Ordinance from Presque Isle, MI, is glad to hear the good news about the 43rd book. He says it seems as though he has been waiting for it forever. He sent his dues and greetings to **BILL** and family for Christmas.

**JIM RODELLA**, 64th Gunner from Pittsburgh, PA, says that he and **BOOTS [GLADYS]** really enjoyed themselves at Kissimmee and they want to thank both "Jims" (**MURPHY** and **DIEFFENDERFER**) and all others responsible for the successful reunion. Keeping with one of **JIM MURPHY**'s dreams, their daughter **JOYCE RODELLA** is joining the association so **JIM** sent in the dues for all of them. **JOYCE** has the same address as her parents.

Top Gunner **CHRISTOPHER C. SLONE** of the 403rd writes from Mousie, KY, to wish all the people of the 43rd Association a very Prosperous and Healthy New Year. He joined the 43rd at Clark Field in April '45 and was on Ie Shima when the war ended in Asia. He says he was Top Gunner and Assistant Eng. for 13 missions - 13 too many. The only flying he does now is with one foot on the ground. Even though he tells his children that flying is safer than driving, he drives. He reports that things have been slow in the mountains with the weather more like spring than winter. After retiring in '82, he bought 50% in a strip mine and hasn't rested since. He was waiting for an inspector to inspect his mine work on the 16th of January when he wrote his letter. If it passes, that will be his last inspection, and he will be "turned loose" on March 3rd. He has to enter the hospital in Lexington for an operation on his shoulder. He has not heard from anyone in his crew for a long time and has no idea how many are still alive. He knows of three who have passed on including his Pilot, **PAUL PIRKO**, who lived in Florida. As things look now, he expects to make Albuquerque for the reunion.

**PATRICK W. TUTTLE**, Headquarters-Protocol, and now Councilman in Joplin, MO, calls to our attention the fact that this is the year of the 50th Anniversary of the United States Air Force. **PATRICK** served in the group that brought the Air Force to what it is today while most of us served in its predecessor, the Army Air Forces. He has continued to promote the Air Force since retiring to Joplin. He is chairman of **AIRFEST '97--Southwest Missouri's Salute to the 50th Anniversary of the US Air Force**. On June 28, 1997, they will stage the first large scale Air Show Joplin has hosted in over two decades. **PATRICK** personally invites all members of the 43rd to Joplin for that show. He says both vintage and current day aircraft will be on display and in the air. He also points out that March 27th, 1997, "will mark the seventh anniversary of the 43rd Bombardment Wing presenting one of our last assigned B-52G's to the Australian Aviation Heritage Centre (Darwin, Australia). This ceremony was among the final ceremonies to close the active books of the 43rd Bombardment Wing at Andersen AFB, Guam. This was a crowning honor for the officers and enlisted personnel who last served the 43rd, our long lasting relationship with Australia, and dedicated service to peace in the Pacific." Both he and **CHARLEY** send their best wishes and happiness to all. He hopes to see some of us in June. [In case some of you have forgotten or did not know, **PATRICK** and **CHARLEY**, were editors of this Newsletter for a time after their retirements from the Air Force. **BILL WILSON** says that they were a real help to him at a critical time.]

**SHIRLEY M. VORSE** of Girard, PA, widow of the late **BOYD E. VORSE** a 63rd Engineer, had sent along her dues for a couple of years. She says that the Newsletters remind her of genealogies. She hopes that future generations will appreciate all of the efforts in putting this "big family tree together."

**H. K. "ANDY" ANDERSON**, 64th from Los Angeles, CA, has located a new member for the association and has mailed to **BILL** a check for the that fellow's dues. Our new member is: **PHILLIP "PHIL" QUAN** of 2640 Lambert Drive, Pasadena, CA 91107 with phone 1-818-796-8943.

**ANDY** says that **PHIL** has promised to visit him in a few days. [His letter is dated Jan. 26, 1997.] **PHIL** will give him a photo copy of the last Newsletter and of the Headquarters Squadron membership list to see if he recognizes any names. **PHIL** remembers being in the 43rd for over two years and was in Australia, New Guinea, Biak, Leyte, Clark Field on Luzon and Ie Shima. **ANDY** learned of **PHIL** through the Chinese Historical Society of the Los Angeles area. His wife, **ANNE**, belongs to the organization which is preparing to publish a book about American men and women of Chinese ancestry who served in WWII and lived in the LA area. He was surprised to learn how many were in the "Army Air Corps." Some were in a service squadron which became part of the 14th Air Force, and some helped to train Nationalist Chinese Air Force men who were sent to the U.S. for training.

**ANDY** wonders if anyone had read about the recent finding of a B-24 from the 14th Air Force crashed on a high mountain in China? "It was shot down by a Japanese pilot while returning from a mission to Formosa (now Taiwan) in 1944, I believe. The re-

mains of the crewmen have all be identified and returned to the U.S. I believe they are having trouble locating some of the 'next of kin.' I understand that the Japanese pilot who downed the plane has expressed great remorse. But I will not be sending him any words of comfort!" He says he will still not buy any car made in Japan. ANDY says that he is now fully retired and serves as a docent at the the Los Angeles County Museum of Natural History. He invites anyone from the association who is ever in the LA area to contact him at (310) 641-7770 to get free admission including parking to three great museums which includes the Peterson Auto Museum with three floors of old cars, "hot-rods," racing cars, motorcycles, etc. He cautions BILL that they do not have a place for a "Used" car salesman. He sends his best wishes to all and hopes to see us in Albuquerque.

**TED J. BIBY**, 403rd Photo/Lab of Winfield, KS, has sent a copy of the obituary for **KENNETH D. MACE** of the 403rd who died in January, 1997, in Lawrence, KS. In TED's own words "MACE has finished the Race." TED tells this story about KEN. The two of them were among that 151 or so green horns rounded up in Texas, Oklahoma, Kansas, Nebraska, Wyoming and Iowa late in 1941. The men were sent on to Sheppard Field, TX. In less than a month they were shipped to Ft. Dix, NJ where they joined the 13th Recon. of Bangor, ME. They were all shipped to points unknown on the Argentina in late January. In early March, 1942 they arrived in Melbourne, Australia. From there they went to Laverton Air Base for about 6 months during which time they became the 403rd Bomb Squadron. TED goes on to tell this story about KEN. KEN flew a recon mission with a brand new crew. The crew had been briefed as to where to fly as well as where not to fly, but the crew wanted to do a bit of sight seeing. Unfortunately, the plane was shot up pretty "bad" and finally limped to Finchhaven. KEN made it back to the 403rd in about another 5 days. That was his last mission.

TED relates another story in his letter along with his dues. He noticed in the last Newsletter that Gen. **RAMEY** had died and wanted to relay the following to all of us. TED was on a carpenter detail sent to 7 Mile Strip to build a tower as well as an operations/ intelligence building. Top priority after the tower was the construction of an officers' club. The detail spent about a month at this project. The late Father **SHEA** was interested in getting the officers' club completed. TED thought maybe the good Father was going to tend bar. General **RAMEY** had his quarters on a hill overlooking the construction site. The club was very close to the general's quarters. He would invite the men to have some pop and maybe a beer or two. Anyway the general treated the work crew well.

From San Antonio, TX, **MAX M. AXELSEN**, 403rd Pilot, reports from the "Western Frontier" that even though our famed Used Car Salesman from Snyder, TX, had reported in the past that the association's memorial funds were exhausted, he has a plaque made from the same casting as that at the Air Force Academy. It is stored in his garage after **BREZZY BOREN**, 65th Bombardier also of San Antonio, gave it to MAX for safe keeping. The question now is what to do with this? **FRED C. McALLISTER**, Headquarters Med/Tech of Dallas, TX, has suggested that it might be installed at Ie Shima, but MAX has reservations about that choice. He wonders where it would go on the island and whether the residents would really care to remember the 43rd or any other victor of WW II, and if Ie Shima is really a tourist attraction. He makes this suggestion to the Board for its consideration: Place the plaque in the building which the prior Strategic Air Command, now an association of prior members, is building off I-80 which runs through Omaha, NE. He points out that the 43rd was really a part of the infancy of SAC and is well known following WW II for its involvement with the B-58, B-47, etc. He thinks there would be a welcome place for our plaque in the SAC Museum. [In 1993, when we had our 13th reunion in Omaha, I visited the SAC Museum. If memory serves me right, the association has designated this museum as the official repository of the 43rd's history, banners, etc. By the way there is no room in this edition for your winter story MAX although it was ever so true.]

MAX and **MARGARET** enjoyed their breakfast with **AUDREY** and **ROGER G. KETTLESON**, 65th Pilot from Las Vegas, NV, in Las Vegas last January. They all had a good "gabfest," and the **KETTLESON**'s are doing well. MAX tried his luck and lucky numbers but left Vegas with a much lighter wallet.

MAX reports that it was too cold for golf in San Antonio a couple a days before Valentine's Day. [It wasn't too cold for our VP, **SAM COMMONS**, 65th Flight Eng. from Flourtown, PA, to play golf in Pennsylvania in December even though the flags were frozen in the cups.]

From Logansport, IN, former nose gunner, **JACOB E. TIMMONS**, sends in his dues with some words about his crew and an article about a hair raising mission the crew was on. He says that he read in a past Newsletter where the 63rd had black airplanes. He asserts that the black planes were with the squadron on this particular date - 10/30/44. A new Radar Operator, **JACK PEASE** from Couterville, CA, was added to the crew. The crew was preparing for a mission and the Pilot, **LARRY GRIMM**, of El Monte, CA, was selecting a plane for the mission. JACOB opted for a new sleek black B-24 M with a new Emerson electric nose turret, but LARRY chose "LIBERTY BELL," a B-24 D

with the old hydraulic turret. JACOB says that had they taken the B-24 M, he would not be here to write about this as it was too heavy and would not have made it back to safety. The official release of the story about the last mission of the "Liberty Bell" one of the "Sea Hawks" of the 63rd Bombardment Squadron, was written up by 43rd Bomb. Group Publicity and broadcast short wave by Arthur Feldman. It will be quoted below in its entirety.

FIFTH AIR FORCE, LEYTE, P.I. --She'd seen a lot of rough service and her four engines each had 500 hours or more, but when two of them were shot out during a night mission over the Philippines, the other two kept her aloft for four hours and brought her safely into a landing strip on Leyte Island.

Flying the "Liberty Bell" a B-24 Liberator of the 43rd Bombardment Group, a unit of the Fifth Air Force, 1st Lt. Laurence H. Grimm of El Monte, California, and his crew took off from censored at 8:30 p.m. Their target was a Japanese warship in Philippine waters. It was clear night, the moon was full, and Lt. Grimm said, "everything was working perfectly to the target." They cruised over the target area at 3100 feet for forty minutes, but were unable to locate their ship. Short of time for the gas they carried, they turned back censored keeping at 3100 feet and searching all the way because there was plenty of enemy shipping in the area.

At ten minutes past two in the morning they found some - a sizable Japanese task force consisting of several heavy and light cruisers with destroyer escort. The Japs saw them too, and before they could get set for a bombing run, the warships opened up with intense anti-aircraft fire, intense and accurate. The first burst clipped number two engine and the prop ran away with a high whine. They feathered it, and salvoed their bomb load, and headed away from there. "The plane flew along all right on three engines" Lt. Grimm said, "but a little later we noticed number three smoking." They babied it, but it lost oil pressure fast and after forty minutes they feathered that prop too.

They might have made their base on three engines, but they'd never get there on two. So while the rest of the crew began throwing overboard everything that was loose, the Navigator, 2nd Lt. William J. Fields of East Orange, New Jersey, plotted a new course and headed for Leyte where our forces had just clawed out their first beach-heads and captured a landing strip. With guns, ammunition, all dispensable equipment, and most of the armor plate thrown out, the ship was considerably lightened and Lt. Grimm, his co-pilot 2nd Lt. Harold Rashin of San Antonio, Texas, and his aerial engineer, Tech. Sgt. Antonio Toscano of Livingston, Montana, set themselves to maintain altitude. Two hours later they leveled off at 5500 feet after a long, slow climb from 2900 feet.

At 5:30 in the morning they were over the Leyte airstrip, but so were the Japs. They were pounding it with incendiary bombs. The drome was concealed in a total blackout and our ack-ack was thick. He was a friendly but unexpected guest and the flack of our AA guns were most indiscriminating; so the "Liberty Bell" was fired upon for a few minutes. The crippled ship circled for thirty minutes more while the radio operator, Tech. Sgt. James E. Woodward of Zanesville, Ohio, went to work. For a time he seemed to be sending with the liaison set and signaling with an Aldis Lamp simultaneously. He tapped out a message to Morotai, our newly won base in the Halmahera Islands hundreds of miles to the south. Morotai relayed his message to Leyte and seconds later AA gunners at their posts around an air strip there were told to make way for a crippled Liberator which with two engines out just couldn't hang around until the raid was over. A string of lights along one side of the runway was switched on for them. As they came in, a Jap phosphorus bomb burst a little ahead and to one side. And then they discovered they were on the wrong side of the single string of lights; they were over the taxi way instead of the landing strip.

The two old engines had to take her around once more. They nearly dipped water with a wing tip but they got her nose up and the engines pulled her in a climb to 600 feet for another approach. On their second try, the attacking Japs got wind of what was up. Some went after the airstrip, some went after the wounded bomber. The AA gunners worked the deal with smooth precision. They directed their fire in cones over the runway. They'd open up for a split second to allow the bomber to enter the cone, then they'd fill the vacuum with hot lead to keep the Japs out. "Liberty Bell" settled down just as a bomb hit the field. She went through a thousand feet of smoke and when she finally came to rest, the Japs were strafing. The crew members leaped out and took shelter behind a tractor. They were and are all O.K. Two engines had brought them home.

The other members of the crew are - Lt. James Oneal [Bombardier] of Spokane, Washington; Tech. Sgt. James Marshal [Tail Gunner] of Omaha, Nebraska; Tech. Sgt. Jake Timmons [Nose Gunner] of Logansport, Indiana; Tech. Sgt. Truman Thacker [Waist Gunner] of Gower, Missouri.

The crew of the "Liberty Bell" have gone back to their base, but "Liberty Bell" is still around these parts. Her two good engines were given to a stranded Navy Liberator so she may be around for quite a while yet, but not for as long as her namesake has been around the Independence Hall.

JAKE goes on to say that regular crewmen who did not make this particular mission were Co-Pilot Lt. **MELVIN VANDERBERG** of Rochester, NY, Radio Operator **SILAS D. VANSKY** of Kenton, OH, and Waist Gunner **DALTON C. TERRELL** of Gore, OH. He believes all were on sick call that day. He also reports that there were no Tech. Sergeants on the crew - they were all Staff Sgts. JAKE goes on to say that he had heard from **THACKER** a couple of years ago but has not heard from any of the others. Even though Jake has a son living in Kissimmee, he was not able to make the reunion. [Why not get to Albuquerque JAKE?]

From Pittsfield, MA, 65th Bombardier **ARNOLD M. HUSKINS**, writes that he remembers yours truly as Rudy at Clark Field and Ie Shima. **ARNOLD** served on the crew of **GLENN BALES**, 65th Pilot from Nashville, TN, along with Bombardier, **HANK LEWIS** of Houston, TX, who I keep citing as a co-pilot. [Error noted and correction made.] He says the crew joined the 65th on OWI island near Biak Island about the end of November 1944. He says that he returned home on the USS Admiral H.T. MAYO, the same ship I was on. He even remembers that I was one of the 100+ officers who lived in the hold of the ship while he was luckier and was permitted to stay in "Officer Country" as the navy called the area above decks where the officers generally were quartered. The N.C.O.s in their crew were also down below, and **ARNOLD** remembers delivering all kinds of fruit and other things to them. He smuggled these inside his shirt so as not to be obvious. [Did the crew tell you that we had only 2 meals a day in the hold?] **Arnold** writes that he just completed reading our President **JIM MURPHY**'s book, *Skip Bombing*, for the second time. He says that it is great, well written and a wonderful history of the early days of the 43rd. He goes on to say that we would all benefit from reading this book. "Those days should never be forgotten!!" He recalls the "Old Timers" at Nadzab singing a song - "Down to Buna through the pass, with our chutes da-da-da-da, hardships you da-da, you don't know what hardships are." [This song with several verses was sung quite regularly when I joined the 65th just after it moved to Clark Field. At a couple of reunions I tried to find anyone who remembered any of these songs, but no one would admit to having heard any such songs.] **ARNOLD** wants to announce that although he took pictures of several folks at the "Orlando" reunion, problems in loading the film caused most of the film to be exposed and thus there were no pictures. He send apologies to **RICHARD FOX**, 63rd Gunner from Hannibal, MO, **ARVID HOUGLUM**, 64th Pilot of Grandview, TX, **MARGOLIS** [Could this be **DON MARSAGLIA**, 65th Bombardier from Coal City, IL, by any chance?] and **REGINALD TATRO**, 65th Rad/Oper. from Greenfield, MA, whose pictures did not come out.

**ARNOLD** says that he recalls paying for a copy of our history at Colorado Springs - our 9th Reunion, October 1989. At the time **LARRY HICKEY** estimated that the book would be available in the Spring of 1991. "Not a good estimate, was it?" He also reports that **LEO SULLIVAN**, 65th Co-Pilot on **GLEN BALES**' crew, is now in a nursing home: The Medicalodge of Leavenworth, 1503 Ohio St., Leavenworth, KS 66048. His wife, **MARY ANN** died Oct. 15, 1996.

Our VP, **SAM COMMONS**, 65th Flight Engineer from Flourtown, PA, sent a post card from Ireland where he, **HELEN** and son, **MATTHEW**, are enjoying a few days of vacation. **SAM** says he had almost forgotten how to use a stick shift on the left side. He has to keep remembering to keep "LEFT - LEFT" especially on those **ROUNABOUTS**.

Along with dues **JOHN COOP**, 403rd from Kellyville NSW, Australia, found it interesting to read in the last Newsletter about the RAAF Squadron Assoc. restoring a 43rd Liberator found in the Ramu Valley PNG. He reports that after he joined Australia's overseas airline, **QANTAS**, in 1948 they acquired two Liberators to use as airliners to supplement the Constellation fleet until more aircraft became available. They were never used though and eventually were broken up in the early 1950s. Those were the last Liberators he has seen so he hopes that the association has success with this project as "we don't have many old aircraft in this country." He also wishes all of the ex-43rd members the very best for '97 and beyond. He says that he may even get to one of our reunions one day.

**FRANK J. SCHIRIPA**, 64th Arm/Gun from Waukesha, WI, enclosed a letter with his dues with the very sad news that **GENNY** has been undergoing chemo and radiation since last August. **FRANK** says that he too has his health problems, but he keeps



going like so many others of the association who are in the "same boat." He recalls the old song from down under so many years ago, "Bless them all, Bless them all." A letter enclosed with his dues comes from **LEROY JASMER**, 63rd Maintenance from Willmar, MN, who wants to know when **HICKEY** will have our history ready? He figures a good many of us will have to have the book read to us if we live long enough to be above ground when the book is published. **LEROY** wonders if there is something most of us don't know about the contract **HICKEY** has with the association. He says that **HICKEY** has "fiddled around so long that he'll lose money on the deal?" If no provision had been made in the contract for inflation, it could be a loser. If such is not the case, then what other reason has he for being unable to find information about particular aircraft and events. **LEROY** wonders why a supplemental booklet couldn't be published later to take care of what he does not already have. He says this is not a complaint against the association officers by any means. **LEROY** says he was late with his dues but "Hickey's later!"

**THEODORE ROMANOWSKI**, 403rd Armament/Gunner from Whiting, NJ, sends along his dues "while it's till fresh on my mind." He says that he does enjoy the Newsletters but doesn't seem to know most of the men mentioned. He tries to keep in contact with his last pilot, **ARTHUR G. DURBECK** from Alexandria, VA, who was a great one. He also says that he was thrilled to read that the Aussies found parts of one of "our" B-24s and wonders which one it was. He flew in "Miss McCook," "Rio Rita," "Skid Tolly" and "Geraldine" among the many in which he flew. He wants us to keep up the good work for the association. [The salvaged B-24D is numbered 42-41091 and was reported to have been a 403rd plane.]

**RUSS BURNETT**, 64th Flight Engineer from Conway, MA, says that things are progressing smoothly for the '98 Reunion in Springville, MA. **RUSS** wonders just how many others of the association are still on active flying status. If you are interested in following up on this subject, write or call **RUSS**.

**LOUIS E. STEINFELD**, 63rd "Assist. Putt-Putt Engineer" from Cordova, TN, wonders if being in WWII qualifies us for being old and perhaps a bit forgetful at times. Anyway he got his dues to **BILL WILSON**, 65th Pilot from Snyder, TX, and our A-1 Treasurer. He says that he is active in the VFW, but the membership seems to be aging and he wonders why so many of the younger veterans seem to not want to join as the VFW does good work and is a fine organization. What binds us all together is having been in a foreign war. He says that he publishes a monthly paper and understands and appreciates the work and effort which goes into our Newsletter. **LOU** says that he served on the late **BILL CROFT**'s crew as an "Assistant Putt-Putt Engineer" and "Top Fishbowl Lookout" as did **CHARLES NUNEZ**, 63rd from Tampa, FL. He thinks the 63rd was made up of a special group of men with whom he feels honored to have served.

From Fishers, IN, **WAYNE E. CALDWELL** 403rd Radar/Inst, sends dues and writes that he has yet to attend a reunion, but he hopes to retire in a few years so that he can attend.

**KENNETH H. GISSONNE**, 403rd Navigator from Rocky River, OH, remits his dues and writes that he is sorry these are late. He says he flew with the late **AL PUTNAM**. He also flew with the 63rd for a few missions but can't remember any of that crew although he wishes he could.

Along with his dues and a donation to the association **PATRICK J. FREEMAN**, 65th from Eagle River, WI, wonders about "The book! Have we been had??"

**LORAIN DITZ** of Leasburg, MO, widow of **WILLIAM DITZ** of the 63rd, says that she enjoys the Newsletter and thanks us for it. She says **BILL** died on 6-25-85 and their son, **BILL**, went ten years later in 6-21-95. They had planned to go to Australia to see where his father served with the 43rd but could not make it. Although she misses both of them she says "God bless you all." **LORAIN** has a new address: RI Box 590 Neff Rd., Leasburg, MO 65535.

Besides paying **BILL** his dues **PAUL L. NICHOLS**, 65th Pilot from Picayune, MS, announces that he has written a book which includes his experiences in the 65th as a crew member on 42 combat missions from Nadzab to Clark Field. The book is entitled *My Lucky Dice*. It is 120 pages and contains a painted aerial view of Owi as he recalls it as well as stories of Balikpapan, Borneo, and other stories of exciting missions. The book costs \$15 including shipping and may be ordered from **PAUL** directly.

**MAX H. MAYER**, 65th Bombardier from Memphis, TN, sent New Year's greetings to **BILL** and **MARY LOIS** along with his dues. He also says he hopes to see everyone in New Mexico in September.

Also intending to be in Albuquerque at the reunion is **ALEX SEDILKO**, 63rd Rad/Oper from Corning, CA. With his dues **ALEX** says that since he found out about the asso-

ciation he has attended a couple of reunions, but so far has found only 2 crew members with whom he flew on the bases from Owi to Clark Field. Sometime in the mid 60s while stationed in France, he learned from a couple of navigators that Major **ALBERT BROWNFELD**, Sqd. CO of the 63rd, died while serving as Base Commander of McGuire AFB, NJ. He also learned from **ORION L. ROGERS**, 63rd Pilot from Sun City West, AR, that Sgt **CLAUSEN**, Armorer/Gunner on their crew was also deceased. At the Cheyenne reunion ALEX met **ORION ROGERS** and **EDWARD G. HARRIS**, their Radar Operator from Knoxville, TN. He enjoys the Newsletter and all of the news it contains about the "troops."

Sending, along with dues, his best wishes to the entire membership of the 43rd Bomb Group and particularly to those from the 65th Bomb Squadron is **ROBERT E. THOMPSON**, 65th AC/Photo from Scottsdale, AZ. He says that he found out about our association only a few years ago from **JANICE OLSON** (64th) from Apple Valley, CA. He and his wife, **JEANNE**, lived in Honolulu for 23 years and had no idea that Col. **JIM PETTUS**, Group CO and Pilot, lived there at the time or they would have looked him up. He looks forward to reading each Newsletter but is grieved to hear of so many good buddies passing on with Father Time taking his toll. They both hope to make it to Albuquerque this year. He wants to know if there is any recent news about that history of the 43rd!

**JOHN J. PERKINS**, 403rd nose Gunner from Dallas, TX, says that since he can no longer attend reunions, paying the dues slips his mind. [You are now all paid up.] **JOHN** served on **PAUL H. COBER**'s crew in the 403rd. **PAUL** was the pilot and hails from New Oxford, PA.

More thanks for a good job with the Newsletter along with a couple of years of dues comes from **CLAYTON L. SPENCER**, 64th Gunner from Springfield, MO.

Sad news from **RICHARD B. BELL**, 403rd from Omaha, NE, and current President of the 403rd Squadron. **DICK** says that **FLORENCE** has been very ill for several months now and is currently on Hospice Home Care; he is on K.P. and is also the maid. He says that he hopes to finish his hitch as President of the 403rd as this is his last year in that capacity. **DICK** says that at the end of WWII he was in Big Spring, TX, where he married a Texas lady. They had one son, but his first wife was killed in an auto accident. He later married his lovely wife **FLORENCE**.

**DOROTHY** and **EDWARD PUKAS**, 65th Crew Chief from Torrington, CT, enclosed a note with their dues saying how much they enjoyed the Kissimmee reunion and are looking forward to Albuquerque where they plan to meet all of their friends in the association. **ED** is recovering from a knee replacement, but he expects to be in grand shape by the time September rolls around.

It seems as though **ELDON E. "BUD" LAWSON**, 65th Bombardier from Bay Village, OH, has been attempting to straighten out the association with regard to his Life Membership and his Kissimmee registration fee. It seems that somehow the checks got mixed up and one has not even been cashed. [With patience and your guidance, it will be rectified by the time Albuquerque is on us, **BUD**.] **BUD** misses his golf as it is a bit too cold for golf at this time in the north where he resides. He does appreciate all that **BILL** has done and is doing for the organization over so many years and thanks him for this. **Bud** heard from **PAUL LEDGER**, 63rd Sgt/Maj from Fort Wayne, IN, as **PAUL** had located another member of the crew on which **BUD** served. We have a newly found fellow veteran as well as a new member to the association - **VINCENT MENELA**, 65th Ball Turret Gunner from IL. Here is a new name and address to add to your rosters: **VINCENT MENELA**, 18414 Oakwood, Lansing, IL 60438. [**PAUL LEDGER** spells this last name as **MENNELLA**. Let me know which is correct. Thanks.]

Remitting his dues for a couple of years and expressing his enjoyment of the Newsletter is **MAURICE R. JONES**, 64th from Orlando, FL.

Another who says his memory keeps getting shorter so it is easy to forget the annual dues is **CARL A. NELSON**, 64th Pilot from Colorado Springs, CO. [**CARL** you are all caught up now.]

From Fairfield, CA, **CHARLES R. WOODS** 63rd Flight Engineer, explains that he did not get to Kissimmee as his wife, **ELIZABETH**, had a stroke last June and spent nearly 3 months in the hospital in Lancaster, PA, while they were visiting in the east. **CHARLES** finally had **LIZ** moved by Air Force Air Evacuation, as a litter patient, back to

California and near home in mid November. With her therapy she is doing fine now, and they hope to make Albuquerque in September.

**DON B. TRUDEAU**, 65th Flight Engineer out of Federal Way, WA, enclosed with his dues a copy of the General Orders confirming the Distinguished Flying Cross on an

entire crew after a particularly hazardous mission over Hong Kong Harbor, China, on 5 April 1945. His pilot, **EARL L. RESHAW** from Lafayette, IN, his navigator bombardier and one gunner were not on the mission that day. Their replacements were: Pilot and Squadron CO Major **PAUL B. HANSEN**; Navigator 1st Lt. **RAYMOND M. HEMPHILL**; Bombardier 1st Lt. **MARVIN D. LITT**; Photographer/ Gunner S/Sgt **RALPH S. BRIGGS**. The members of his crew who were awarded the DFC for that mission were:

S/Sgt **LEON B. HIMMELSTEIN**, Gunner; S/Sgt **THEODORE J. JASNOS**, gunner; 2nd Lt. **EUGENE F. McGUIRE**, Co-pilot; S/Sgt **JOHN R. O'DWYER**, gunner; S/Sgt **E. A. RUFTY**, gunner; T/Sgt **EDMUND J. SANDIFER**, Radio operator; and T/Sgt **DONALD B. TRUDEAU**, Engineer.

These 10 men, other than **EARL**, were the only ones to reach the target of 21 crews in B-24s on the mission. Extremely adverse weather kept the other 20 planes from arriving over Hong Kong that day. The crew bombed a 10,000 ton armed freighter-transport in dry dock and scored 5 direct hits destroying the vessel. Three other bombs started fires among harbor installations. Before leaving the area, even though under heavy anti-aircraft attack, the crew made a complete photographic reconnaissance of the harbor.

[In December 1945, this editor ran into **GENE McGUIRE** at Fort Dix while we were both awaiting separation from the service. He told me all about the mission and the fact that the plane had been hit by ack ack in a few places. **MARVIN LITT** served as bombardier on my crew for about 2 months. He was a member of this association until his death about 3 years ago. Could the **LEON HIMMELSTEIN**, 403rd Gunner from Fort Wayne, IN, be the same man named above?]

**ROBERT DeWITT**, 63rd Pilot from Port Gibson, MS, says in his letter with dues enclosed that he had a hard time remembering the names of the men in the 63rd at the time he served. He says he joined the outfit on Nadzab in June of 1944 and was with them until after the war had ended in August 1945. **BOB** thinks that if this message appears in the Newsletter, that someone might remember him and take the time to write to him.

It's a good reminder to pay his dues says **JOHN PONTILLO**, 64th Ordinance from N. Massapequa, NY, of the Newsletter. He enjoys reading it for it brings back memories of his trip from Bangor, ME, to Darwin on the Queen Mary as well as of Iron Range and New Guinea. **JOHN** says, "God Bless all 43rd members."

**FRANK M. HASSETT**, 64th Pilot from Murrieta, CA, sends his dues and a change of phone number. He says that although he enjoys reading the Newsletter, he is astonished at just how few names appear of people he knows. He thinks that situation might be improved if he would attend more reunions, so he is going to make an effort to make Albuquerque this year. He says that the Newsletter marks a time when "we were airmen once and young." **FRANK** says that is a borrowed phrase. Please note the new phone number for your Roster: 1-909-698-0444.

The article on page 8 of the Jan. Newsletter regarding **ELWYN HENSEN**, 403 Crew Chief/Flight Chief from North Platte, NE, brought back a number of memories to **CHARLIE FARHA**, Headquarters Intelligence from Rockledge, FL, other than the editor's misspelling of **OWI**. **CHARLIE** says he was in **MILNEBAY** during the Japanese air raid also, but his memory is that the outfit regrouped in **MAREEBA**, AUS., where he contracted malaria. He remembers the bull sessions and the fact that the PT Boat base at **CAIRNS** was often the topic since **JACK KENNEDY** was a commander of one of the boats, PT-109. He points out that in another article on the same page that just like **HERB ANDRESS**, 403rd Personnel for West Chester, PA, he too had been transferred to the 403rd from the 435 Bomb Sqd. 19th Bomb Group at the same time. **CHARLIE** says that he and his wife, **INGRID**, want to thank everyone who helped make the Kissimmee reunion such a great success. They particularly enjoyed the Luau and being seated with **LATANE RAMEY** from Denton, TX, wife of the late Gen. **ROGER RAMEY**, and their son, **KENT RAMEY** a captain with Delta Airlines. They talked about the time when **CHARLIE** was stationed at Carswell AFB, TX, and Gen. **RAMEY** was commander of the 8th Air Force. He considers himself lucky to have served under the general in both New Guinea and Texas while in Intelligence. **CHARLIE** played in a golf tournament with Gen. **RAMEY** at the River Oaks Country Club in Ft. Worth, TX at the time when Ben Hogan was affiliated with the club while recuperating from his near fatal accident. **CHARLIE** retired from the USAF in 1965 after 22 years of active duty in many places such as England, Germany, Greece and Lebanon. He was able to travel extensively throughout the Middle East on official USAF assignments and while on loan to other government agencies. He eagerly awaits each Newsletter as it seems to relive that period in his life when we were all overseas in unknown parts of the world. These experiences are etched in his memory forever.

An urgent appeal comes from **ROBERT A. CLAYCOMBE**, 65th Pilot from Indianapolis, Indiana. He is trying to locate **VIRGINIA L. MATHIAS**, widow of **FRANK MATHIAS**. He wrote to her in N. Andover, MA using the address in the 1996 Roster. The letter was

forwarded to 131 Herrick Rd., Boxford, MA but then was returned to him with the message that the forwarding time had expired. ROBERT and at least 4 other members of his crew plan to meet in Albuquerque, and he was hoping to urge VIRGINIA to attend also. So if any of you has a later address for her, please let him know what it is.

Along with a check for his dues, NUNCIO J. BONINO of the 63rd, Huntington Valley, PA, writes that he missed the Kissimmee reunion as HENRIETTA became very ill and could not walk. She is recovering and the two of them hope to make it to Albuquerque this year. NUNCIO reports a new phone number for the Roster: 1-215-379-1268.

From Irvine, CA, LOUIS H. NEWPORT, 65th Navigator, reports a change in his zip code. For your Roster a new zip: 92612-2311.

MARGARET HALL, widow of the late BOB HALL, a B-17 Radio Operator in the 64th, is looking forward to ordering "The History of the 43rd." She says to change her phone number in the Roster to: 607-431-9340.

ABE "SHORTY" HELLMAN, Navigator from the 403rd, sent BILL his dues along with a change of address. He says that the last Newsletter he received was the July 1996 edition. He'd like to receive the back issues. [That's been taken care of.] His new address: 465 Ocean Dr. Apt. 622, Miami Beach, FL 33139.

From Dover, DE, PAUL F. PUCHALSKY, 63rd, sent a check for his dues and a request for a shoulder patch for Ie Shima. [I am glad BILL is handling this one. Is there a true shoulder patch for Ie Shima? I bought one with a flag of 50 stars on it, but there were only 48 states at that time.] PAUL has a new address so don't put those Rosters away yet. It is: 430 Kings Hwy., Apt. 508, Dover, DE 19901.

Another change of address comes from MARGARET PURDY, widow of the late DONALD PURDY, 403rd Pilot to whom the association meant so much, along with her dues. She says she has not moved, but where she lives has been incorporated under the name BURIEN. Make another change in the roster: MARGARET PURDY 16248 8th Ave. SW, Burien, WA 98166-2914.

LLOYD "BREEZY" BOREN, 65th Bombardier from San Antonio, TX, has a new phone number. Please change your Roster to show it as: 1-210-981-9166. His address has not changed.

ROSEMARY and KEN BROWN, 64th Pilot, have a new address as of April 1, 1997. Please change the address in your Roster to: 5681 Burning Tree, El Paso, TX 79912.

DOTTIE and RUSS EDWARDS, 63rd Flight Engineer from Massillon, OH, report a change in their area code. For your Roster it is now 330. The rest of the phone number has not changed. RUSS has been undergoing some physical tests, but they are both hoping to make it to Albuquerque. I misplaced RUSS in the 403rd in the last Newsletter, but he has forgiven me for that error.

BREEZY BOREN forwarded to me letters and materials he has received from overseas and which should be of interest to many of the association members.

From MICHAEL CLARINGBOULD, P.O. Box 214, Suva, FIJI comes an announcement of two new books he has written. MICHAEL is an aviation author and a member of the Fifth Air Force Memorial Foundation. The first book is called *Black Sunday* and is about a mission on April 16, 1944, in which the Fifth Air Force lost 37 aircraft due to a late afternoon storm which cut them off from their bases in Nadzab and Saidor. This was the greatest single day loss for the Fifth Air Force. There are plans to publish another edition of this book in 1988 to include material he will gather from persons who respond to this appeal: The 43rd participated in this mission so if there are any of you who were on this mission, he would like to hear from you. Contact him at the address above. For an autographed copy of this book, please send a personal check or cash for the equivalent of USD \$21.00 to him at the above address. This includes postage and local bank fees.

The second book to which he calls our attention is entitled *Helluva Pelican*. This book is about the recovery and restoration of a USAAF Fifth Air Force Douglas A-20G bomber from New Guinea's jungles. This bomber also went

down on Black Sunday. For a copy of this book send the equivalent of USD \$20.00 or cash to MICHAEL at the above address. Postage is included.

An Australian author who was a college student in Pennsylvania from 1964-1966 has been commissioned to write an historical novel set in Brisbane, Queensland, Australia in 1942 when Gen. MacArthur's SWPA HQ were there. He is looking for veterans who passed through Brisbane and believes that

many from the 43rd did so. He realizes a long time has passed by since then, but he would like to hear from anyone of you who did pass through Brisbane or may have been on leave there. The easiest way to handle this now would be to write him of your experiences in that city, your impression of Australia, etc. He will be in the US later this year and would like to talk in person to veterans who have contacted him about their experiences in Brisbane. Write to **JOHN J. STEVENSON**, 34 Strathearn Rd., Leura NSW 2780, Australia.

A MS. **VANESSA CROWDEY**, not only sent material on three B-17s and one P-47 Thunderbolt, she telephoned **BREEZY** and talked to him at length particularly about the B-17s. One was probably from the 19th Bomb Group, but the other two were from the 43rd Bomb Group. These are located on Horn Island, an island just north of the Cape York Peninsula in the Torres Strait. This island was an important embarkation point for US planes to depart to bomb Japanese strongholds in the north. A group of persons has become interested in the history of the island during WWII. They have located 12 US planes on the island, in the water and in other nearby places and have begun tours to show the people today so they can better understand what took place there so long ago. They have formed a museum where they display artifacts, model of the planes that flew off the island, etc. They have located several Australian Veterans who had been on the island. They know that the American Engineers from the 46th Engineers helped design the airport. She is looking for US Veterans who may have been stationed on or flown from Horn Island. She would like to chat with such persons. She would like any photos they could send to her for the museum. She says that P-38s, P-40s, P-47s, B-17s and B-25s flew from Horn Island. She lists the organizations and asks for help in identifying which of them flew which airplanes although she seems to have most of them linked together:

US Army Air Forces: 49th Fighter Group 7th Squadron flew P-40 Kittyhawks; 19th Bomb Group flew B-17s; 38th Bomb Group flew B-25s; 43rd Heavy Bomb Group flew B-17s and she says B-25 Mitchells. She mentions that the Airacobra or Bell P-39 flew from there too.

On July 13, 1942, a group of six B-17 Flying Fortresses took off early in the morning. The first 4 took off fine. The next one ran into intense turbulence above the mangroves and crashed into the sea forward of the air strip. A radio/gunner, **RALPH DEITZ** of the 19th Bomb Group, was in this plane and is alive today in Pennsylvania. Two were killed in that crash. The wreckage of the plane is still in the water. The plane appears to have been number 2636. The next plane (No. 2655) to take off crashed in the mangroves to the right of the air strip. The wreckage is still there in several pieces including a section of the right wing, three engines and some of the left wing along with wiring and other equipment under a wing. This plane was from either the 19th or the 43rd. Do any of you know to which group this plane belonged?

On March 24, 1944, a B-17 with 14 passengers and a crew of 5 crashed into the mangroves on landing. The mangroves have all since died and there is grassland where the trees had been. The plane was actually in 5 feet of water at high tide. Crews from the 157th Ack Ack and others went to the rescue of 19 people. Two of those on the plane were killed, several were severely injured, including the pilot who lost all of his teeth. Today, one can still see one engine and prop, a carburetor, a wing broken into two pieces, a tail section and various other pieces. The rest is under the mud and sea grass. This plane may have been from the 43rd or the 19th. It probably was ferrying men going on leave. Eye witnesses to the crash say that the pilot apparently banked too steeply as he made his final approach and ended up crashing into the mangroves. The last names of the crew are known but no co-pilot is listed. Did the Bombardier sometimes function as a co-pilot? Crew: Pilot **WILLIAM R. COMPTON**; Bomb. **NEWTON**; Gunner **O'CONNOR**; Gunner **JEMSEN**; Gunner **GIMBERT**; and Gunner **WYKES**.

Any information anyone of you can provide about this or the other 2 planes would be most welcome. Here is the information as provided on the flyers:

MS. Vanessa Crowdey, Assist. Manager, Gateway Torres Strait Resort. P.O.Box 6, Horn Island Q. 4875

24 Outie Street, Horn Island via Thursday Island Q. 4875.

[I have no idea if those are two separate addresses or one, but I would suspect they are two different addresses to the same place. My atlas shows Thursday Island next to Horn Island.]

The phone number is: (070) 69 2222. The Fax: (070) 69 2221.

Keeping current or ahead with their dues are **TED A. BURDA**, 64th Bombardier from Huntington Beach, CA; **JOHN J. FAHEY, Jr.**, 65th Pilot from Singer Island, FL; **TYSON H. BARNES**, 63rd Arm. Off. from Kemp, TX; **PAUL HERBERT**, 65th Flight Eng/Gunner from Schererville, IN, and on the crew of **NORMAN YOST**, 65th Pilot from



Norman, OK; **WALTER A. MARUSAK**, Crew Chief in the 64th, from Plymouth, PA; 63rd Waist Gunner **BILL McKINNEY** from Edina, MN; **DON (PORKY) SQUIRES** from the 64th and Middleboro, MA; **FRED RADTKE**, 65th Navigator, from Westlake Village, CA; **JIM H. HAYMAN**, 65th Engineer from Pawtucket, RI, wishes all a healthy year; **PAUL L. MEYERS Jr.**, 65th Radio Operator from Brandon, FL; **JOE B. KINSEL**, 63rd Navigator from Beaumont, TX;

**PAUL LEDGER**, 63rd Sergeant Major from Fort Wayne, IN, wanted to get a report to me on the ever on going search for our "lost" personnel from the 43rd Bombardment Group before he headed to Florida for a few weeks of fun and relaxation. A couple of years ago **ELDON "BUD" LAWSON**, 65th Bombardier from Bay Village, OH, gave PAUL a list of the members of his crew. So far only one of them has been located:

**VINCENT J. MENNELLA** 65th  
18414 Oakwood St.  
Lansing, IL 60438

He also located **ALBERT OGLETREE** from the 63rd who had died in 1993.

Just in is the photo album from the Kissimmee reunion. **JIM DIEFFENDERFER** is to be commended for the excellent job he had done in helping to get this album together. Now as I receive mail, I will look in the album when the person writing to me is someone I do not know, to see if his/her picture is there. I'll slowly get names and faces correlated.

I am sorry to have to tell you that there is no further word on the status of the History of the Association. This comes as a bitter disappointment to all of us who are waiting to read this book.

Every editor of a newsletter, bulletin, magazine or newspaper is always hounded with the occasional misspelled word that seems to creep into his or her work. Let me assure you that I do use a spelling checker as I prepare this Newsletter. It is pretty good and seems to do a decent job as you will see below:

## My Spelling Checker

I have a spelling checker  
It came with my PC  
It plainly marks four my revue  
Mistakes I cannot sea.

I've run my poem threw it  
I'm sure you're pleased too no  
It's letter perfect in its weigh  
My checker tolled me sew.

Consider this one carefully:

# THE STORY OF MAN

NOT OLD ENOUGH TO KNOW BETTER.

	"	"	"	"	"
"	"	"	"	"	.
	"	"	"	"	.
"	"	"	.		
	"	"	.		
"	"				
	"	.			
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NICK ARABINKO sends along some bits of humor. I will quote one here, "You're not old until your knees buckle and your belt won't." Let me throw in a bit of humor which did not come from NICK. "You can tell when it's going to be a rotten day when your income tax return check bounces. Also when your car horn goes off accidentally and remains stuck as you follow a group of Hell's Angels on the freeway."

The Newsletter is published 4 times each year - January, April, July and October. If you have any news which you want in the Newsletter, please have it in the secretary's hands no later than the 15th of the month before publication. Dues (\$15 per year) may be sent directly to **BILL WILSON**, Treasurer, or to **JIM CHERKAUER**, Secretary. Make the check out to **43rd Bomb Group Assoc.** Check the mailing label on the January edition to find out your status with respect to paid up dues. The Association fiscal year is the same as the calendar year. You may send E-Mail to the secretary at:  
cherri@buffnet.net

The postal service does not forward the Newsletter. So if you move, send us the change of address at that time.

## ALBUQUERQUE REUNION NEWS UPDATE

**REUNION SITE:** Albuquerque Hilton Hotel  
Northeast corner of the intersection of I-40 and I-25  
Fronting on University Boulevard  
Phone: 1-800-274-6835

**REUNION DATES:** September 7 - 14, 1997

We are pleased to report that all details of the reunion have been completed, so **JACK** and **CELESTE** and **BOB** and **IRENE** are looking forward for all of you 43rd Bomb Group members attending the fabulous reunion we have put together for you. You are going to have a truly wonderful time visiting with friends and crew mates, plus enjoying the many nice events we have scheduled for your enjoyment. There also are many exciting things to do in the local area that will keep you busy in your spare time.

Don't miss out on this great annual event. Plan now to come. First, call the hotel, toll free 1-800-274-6835, and make your reservation, and be sure to say you are attending the 43rd Bomb Group Reunion. Remember the cut-off date for room reservations is **August 17, 1997**. The room rate is \$75 per night, plus taxes, single or double. Second: Complete the enclosed reunion Preregistration Form and mail it, along with your check for the reunion fee (Reunion Fee is \$95 per person), payable to the 43rd Bomb Group Reunion, to **JACK CAPERTON** at the address shown on the registration form. **DO NOT** send in any Registration Forms after August 15, 1997. After that date pay at the registration desk when you arrive. Lastly: Come reunion time, climb aboard your favorite airline or the old reliable family car (one of our members would insist that this be a Ford) and come to Albuquerque. We will be on hand to welcome.

If you arrive by air, take the Checker Airport Express Van to the hotel. The more people in the van, the less it costs per person. If arriving by auto, there is lots of free outside parking by the hotel. Also, if you come by RV, you can park it at the far back end of the parking lot, but there are no hook-ups.

You will stay at the Hilton, a medium-sized hostelry, abounding in Mexican and Indian decor. Come early, stay on after the reunion and enjoy the many adventures in and near Albuquerque.

Albuquerque is one of the fastest growing cities in the Southwest. It is a vibrant city of more than 500,000 people with a centuries-old romantic and adventurous history. At an average elevation of 5,400 feet, it is the highest metropolitan city in America.

Sightseeing in Albuquerque is a walk through many centuries. The multicultural population, which includes Native American, Hispanic and Anglos, live in relaxed harmony, enjoying the wonderful climate, the cerulean skies and the magnificent mountains.

Opportunities abound to enjoy such sights as the Indian Pueblo Cultural Center, the Atomic Museum, the Museums and Spanish flavored Old Town.

### REUNION SCHEDULE OF EVENTS

Other than registration on a daily basis and optional tours, the first scheduled official activity begins on Wednesday with the Board of Directors Meeting in the late evening. We encourage you to come early in the week so you can spend time with your friends and enjoy many optional activities and sights the Albuquerque and surrounding area has to offer. To give you an idea of what to expect at the reunion, a brief outline of the reunion schedule is as follows:

- **REGISTRATION:** 9:00 A.M. - 3:30 P.M., Monday - Friday
- **HOSPITALITY ROOM:** 9:00 A.M. - 4:00 P.M., Monday - Friday
- **BOARD OF DIRECTORS' MEETING:** Wednesday, Sept. 10th @ 8:00 P.M.

#### **WEDNESDAY:** September 10th

- 9:00 A.M. - 3:00 P.M. Acoma Indian Pueblo Tour  
(Cost NOT included in registration fee. See special form.)
- 5:00 P.M. - 10:00 P.M. Sandia Peak Tram Tour  
(Cost NOT included in registration fee. See special form.)
- Time to be arranged. Free tour to San Felipe Casino  
Hollywood. Sign up sheets will be available at reunion.

- **THURSDAY:**      September 11th
  - 9:00 A.M. Golf at Kirtland AFB
  - Tennis & Bridge
  - 9:00 A.M. - 5:00 P.M. All Day Santa Fe Tour  
(Cost **NOT** included in registration fee. See special form.)
  - 8:00 P.M. Squadron Meetings & Ladies Night
  
- **FRIDAY:**      September 12th
  - 7:30 A.M. Breakfast Buffet
  - 9:00 A.M. City Tour (Included in registration fee.)
  - 5:00 P.M. Cocktails (No Host)
  - 7:00 P.M. Fiesta Buffet & Entertainment
  
- **SATURDAY:**      September 13th
  - 7:30 A.M. Continental Breakfast
  - 9:00 A.M. Group Membership Meeting
  - 2:00 P.M. Group Photos
  - 5:00 P.M. Cash Bar Cocktail Party
  - 7:00 P.M. Dinner & Dancing to 1940's Style Music
  
- **SUNDAY:**      September 14th
  - 8:30 A.M. Memorial service
  - 9:00 A.M. Farewell Brunch

## **LOCAL INFORMATION**

To assist you in finding your way in and around Albuquerque, there are two maps included with this Newsletter. These will help keep you pointed in the right direction until you find something more suitable to your need. We will also have the **Kachina Greeters**, from the Visitors Bureau, at the registration table ready to answer your questions about the local area and assist you in making any arrangements you may need help with. Just look for the ladies dressed up in typical Kachina Costumes

## **OPTIONAL TOURS**

There are three optional tours available that many of you will enjoy. We will have a tour agent at the registration table to assist you in getting the tour of your choice. These are offered by Travel New Mexico, Inc., the official tour company for the 43rd. These are tours we think many of you will be interested in:

**All-Day Santa Fe Tour, Sandia Peak Tram Tour, and the Acoma Pueblo Tour.** These optional tours are **not** included in your reunion fee. An information/registration sheet about these three tours is included in this Newsletter (reverse side of the Reunion Preregistration Form) so you can decide whether you are interested in any or all of them. If you are, just put down the number of people planning to go on the tour in the space provided opposite each tour as shown on the information sheet. Do **NOT** send any money for these; the tour fee will be collected after you arrive. Right now, we just want to know how many to plan for on each of these three tours. Mail the complete tour sheet information to **JACK CAPERTON**, Reunion Chairman.

Albuquerque is an enchanting, scenic and colorful historic area, and the weather should be most pleasant during our reunion. On top of all of this, we also have a great reunion program for your enjoyment. It's getting later than you think. Plan **NOW** to attend. We guarantee you won't regret it! Don't miss this opportunity to visit **The Land of Enchantment - New Mexico.**

**JACK CAPERTON**  
Reunion Chairman

**BOB WATSON**  
Reunion Coordinator

# 43rd Bomb Group Association Reunion

Albuquerque, New Mexico

Please sign up for events you wish to participate in. Completed form should be received by August 15, 1997.  
Return to: Mr. Jack Caperton, 7524 Praise Road NE, Albuquerque, NM 87109 - (505)888-5411  
Tickets for events can be picked up at the hotel upon registration. They will not be mailed out.

Price per x Person	No. of People
-----------------------	------------------

Wednesday, September 10

9:00AM - 3:00PM: Acoma Indian Pueblo

\$35.00

We will thrill to the ancient culture and spirit as we travel the spiraling road to the 70 acre pueblo atop the mesa. Here in this "oldest continuously inhabited city", located 1 hour west of Albuquerque, we follow our Indian guide through the earthen streets, past adobe homes. About a dozen families continue to live here year-round without electricity or running water much as their ancestors did. We will be able to enter their old adobe church and there will be opportunities to purchase pottery on the mesa top. *Includes a sack lunch.*

5:00PM - 10:00PM: Sandia Peak Tram

with Tram ticket \$26.00

without a Tram ticket \$16.00

This evening we will drive to Sandia Mountain on the east side of Albuquerque. We'll board the tram for the 2.7 mile trip to the top of the mountain (10,300'). The Tram ride takes us through 4 life zones, from desert to alpine revealing natural wildlife, deep canyons and an awe inspiring view you will not soon forget.

Enjoy dinner as the sun sets at either of two fine restaurants. Reservations are required. High Finance (tel. 243-9742) at the top of the mountain or Pier 66 (tel. 856-3473) at the base. Make reservations at High Finance no earlier than 6PM. If you choose not to eat dinner the motorcoaches will be shuttling back to the hotel. *Cost of dinner not included.*

9:00AM - 5:00PM: All Day Santa Fe

\$30.00

We'll head up the "Turquoise Trail" through old ghost towns and mining towns. We will stop for some shopping in the quaint town of Madrid where you will have time to check out some of the boutiques or have coffee and a pastry in one of the cafes. Then it is on to Santa Fe, "The City Different". After an orientation drive around this charming, historic city, our guide will lead us on a walking tour of the plaza area. There will be time on your own for lunch, shopping, visiting museums or just browsing before we reboard our coach for the drive back to Albuquerque. *Cost of lunch not included.*

Name \_\_\_\_\_

Spouse & Guests \_\_\_\_\_

Street Address \_\_\_\_\_



Edward L. Gammill  
5415 E. Osborn Rd.  
Phoenix AZ 85018-6106

City, State, Zip Code \_\_\_\_\_

Phone # (602) 840-7473

If you have questions regarding these sight seeing tours contact Tour New Mexico for additional information at 1-800-333-7159

# 43rd Bomb Group Association Reunion

ALBUQUERQUE HILTON ALBUQUERQUE, NEW MEXICO  
September 7 - 14, 1997

NAME: Last \_\_\_\_\_ First \_\_\_\_\_

SPOUSE/GUEST: \_\_\_\_\_ SQUADRON: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: (\_\_\_\_) \_\_\_\_\_  
If any information has changed since Sept. '96,  
please check \_\_\_\_\_.

REUNION FEE: \$95 per person X _____ = \$ _____ (No. of people) (Amount enclosed)
--

ARRIVING \_\_\_\_\_ AND DEPARTING \_\_\_\_\_

(date) TRAVELING BY: Auto \_\_\_\_\_ Plane \_\_\_\_\_ Other \_\_\_\_\_

I WILL BE PLAYING: Golf \_\_\_\_\_ Tennis \_\_\_\_\_ Bridge \_\_\_\_\_

MY SPOUSE/GUEST WILL PLAY: Golf \_\_\_\_\_ Tennis \_\_\_\_\_ Bridge \_\_\_\_\_

Make check payable to:

43rd BOMB GROUP REUNION

Mail check with this form to:

Jack Caperton

7524 Prairie Rd. NE

Albuquerque, NM 87109

Do you require



assistance?

If yes, check at right \_\_\_\_\_



43rd Bomb Group Association  
September 10-14, 1997

**PLEASE DON'T FORGET -**  
**MAKE CHECK OR MONEY ORDER PAYABLE TO**  
**THE ALBUQUERQUE HILTON**  
**PLEASE DO NOT SEND CURRENCY.**

NAME _____ COMPANY/GROUP _____	
ADDRESS _____	
CITY/STATE/ZIP _____	PHONE _____
SHARING ROOM WITH _____ <input type="checkbox"/> Please indicate if room will be shared by a third adult (over age 18); if so an additional charge will prevail.	
If sharing room — please make one reservation only. Multiple reservation for one room may result in a no-show billing.	

**PLEASE TYPE OR PRINT**

For your convenience, you may either mail in this reservation envelope or call 1-800-274-6835 (toll free) to make your reservation.

All reservations will be held until 6 p.m. on the day of arrival unless guaranteed by one night's advance deposit or one of the following major credit cards: American Express Card, Dinners Club, Carte Blanche, MasterCard, Visa, Discover or En Route. Special requests are subject to availability at time of check-in.

If calling 1-800 number, please identify yourself as an attendee of conference.


Card # \_\_\_\_\_ Expiration Date \_\_\_\_\_

I understand that I am liable for one night's room and tax which will be deducted from my deposit or billed through my credit card in the event that I do not arrive on the date indicated, or cancel 48 hours prior to arrival. A code number is required for verification of cancellation.

Signature _____			
No. of Rooms	Please Circle Preferred Rate Below		
	Accommodations Requested		
_____	Single (1 person) 1 bed	\$75.	
_____	Double (2 persons) 1 bed	\$75.	
_____	Triple (3 persons) 2 beds	\$85.	
_____	Quad (4 persons) 2 beds	\$85.	
_____	Double Double (2 persons) 2 beds	\$75.	
_____	*Rollaways available at \$10.00 per night		

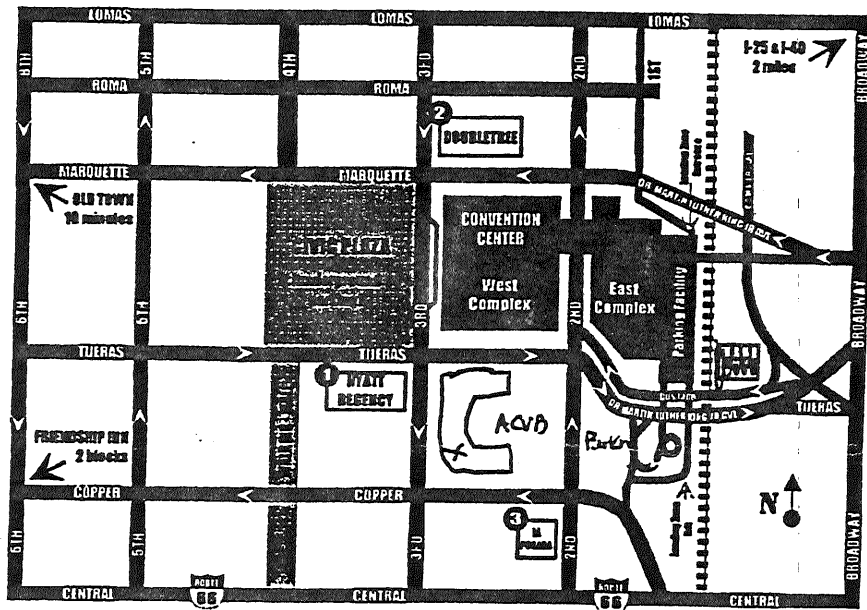
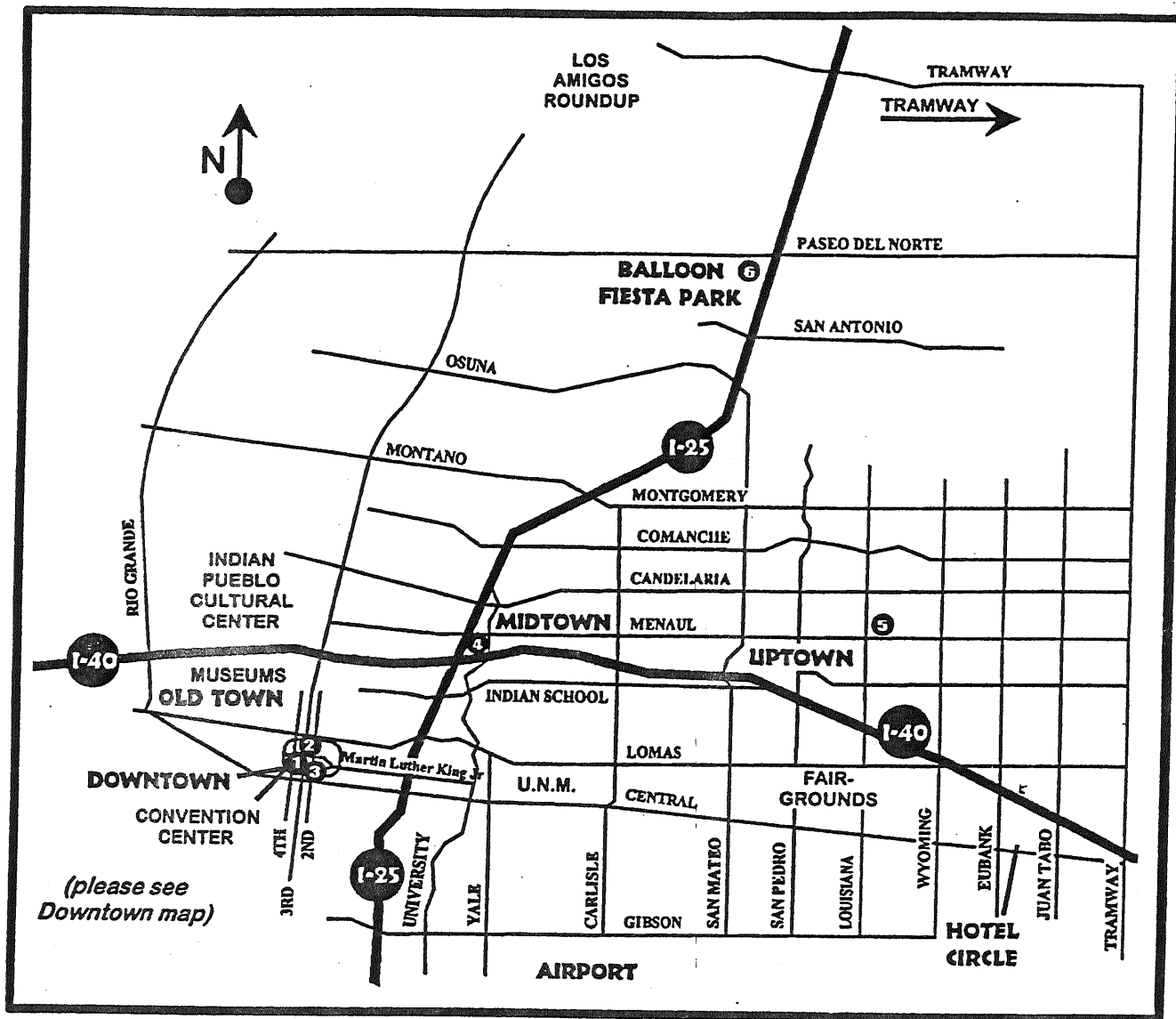
If rate requested is not available, nearest rate will be assigned.  
All rooms subject to existing local and state taxes.  
TOLL FREE: 1-800-274-6835 • FAX: (505) 889-9118

Arrival Date _____
Departure Date _____
Number of Nights _____ (Check-in 3 p.m. — Check-out 12 noon)
August 17, 1997
Cut-off Date — All reservations must be received by above date in order to be eligible for group rate.

 Albuquerque  
*Hilton*

1901 University NE  
Albuquerque, NM 87102  
505/884-2500

# CITY OF ALBUQUERQUE



## KEY TO ACCOMMODATIONS

- |   |                          |
|---|--------------------------|
| 1 | Hyatt Regency Hotel      |
| 2 | Doubletree Hotel         |
| 3 | La Posada de Albuquerque |
| 4 | <u>Hilton Hotel</u>      |
| 5 | Ramada Classic Hotel     |
| 6 | Holiday Inn Pyramid      |

## DOWNTOWN

