



43RD BOMB GROUP ASSOCIATION, INC.
"KEN'S MEN"

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PRESIDENT
SAMUEL F. COMMONS
2003 Grace Lane
Flourtown, PA 19031-1709
215-836-4158

VICE PRESIDENT
MAX M. AXELSEN
8406 Dorsetshire St.
San Antonio, TX 78250-2414
210-681-4581

TREASURER
WILLIAM H. WILSON, Jr.
P.O. Drawer M-360
Snyder, TX 79550-0360
915-573-6351

SECRETARY
JIM CHERKAUER
114 Thorncliff Rd.
Kenmore, NY 14223-1216
716-875-4346

***** FROM SAMUEL F. COMMONS, PRESIDENT *****

I trust that you all had a wonderful holiday season with family and friends. May this new year hold good health and happiness in store for each one of you. Many thanks to those who sent me copies of pictures taken at the Springfield reunion along with compliments on the activities and program.

On December 1st, Helen and I went to Washington, D.S. to see the Van Gogh exhibit at the National Gallery. We also had dinner with flight surgeon Dr. Milton "Bud" Gusack. Despite a painful hip, he manages to keep in touch with many 43rd comrades and widows. It is always a pleasure to be in the company of such an encouraging and compassionate man. He keeps a great sense of humor and has his own "war stories."

We continue to get questions on the availability of our history book. Your Board of Directors has spent a lot of time reviewing our options. We have been in touch with the publisher who is set to publish just as soon as Larry Hickey gives them the final manuscript. PLEASE trust the Board to do everything in our power to get our book published.

We are delighted to have a 43rd Bomb Group web site on the Internet. Tracy Tucciarone, daughter of Francis Tucher (Engineer, 65th Sqdn.) set it up and is adding to it regularly. Jim Cherkauer describes it later in this letter. We thank Tracy for getting us into cyberspace. That will be around as long as any history book.

NEEDED: GROUP HISTORIAN. Duties would involve documenting the group's base stations with dates, commanding officers, pilots and crews and collecting photos, books and articles on the 43rd.

NEEDED: "FINDER OF MISSING PERSONS." Since the passing of Paul Ledger, we miss having someone to locate persons who may not know of our organization.

A personal computer with access to the Internet would be helpful to anyone willing to fill these positions.

Our photo directory with pictures from the Springfield reunion will be printed early next year. See the notice on back pages how anyone may obtain a copy.

Recently I heard this meaningful quotation:

Yesterday is history.

Tomorrow is a mystery.

Today is a gift.

That's why we call it the present.

DIARY FROM BOSTON TO SYDNEY BY GEORGE CARTER (LAST INSTALLMENT)

MARCH 11, 1942 TIME 9:20 PM WEDNESDAY

I finished K.P. today and I am certainly glad of it. The sea has been extra rough today. In fact, so rough that we had to keep our portholes closed all day.

MARCH 12, 1942 TIME 7:25 PM THURSDAY

We are to hit Cape Town sometime on Saturday. I have not been feeling too well today. In fact, I have a fever tonight. Have not been on deck for four days - maybe that's the trouble, no fresh air. I was again room orderly today. Not a thing of interest happened all day.

MARCH 13, 1942 TIME 6:15 PM FRIDAY

We are to go into Cape Town tomorrow morning.

We have with us about 100 members of the American Field Service who are to disembark tomorrow. They are ambulance drivers in the British service. Who knows Cape Town may be our destination.

MARCH 14, 1942 TIME 7:15 PM SATURDAY

We entered Cape Town [harbor] this morning about 7:10 AM. I can say that it is not as scenic as Rio because it looks so cold. It leaves me with the impression, or I should say the feeling that I am looking at darkest Africa itself.

Although Cape Town is a large city, it does not look near as large as Rio because of its smaller harbor. Surrounding Cape Town is a long line of cliffs, and I mean black ones with palm trees right on the top.

The American Field Service unit left the boat at 10:30 this morning to go on up to the Middle East.

We are certainly not getting off here, so the only place left is Australia. I now believe that's our destination.

MARCH 15, 1942 TIME 9:00 PM SUNDAY

We are again under way as we left Cape Town this afternoon at 2:00 PM. As you know we are now in the Indian Ocean.

Also, at a meeting on deck of our squadron our CO told us our destination. Yes, it is just what I thought, Australia! He also told us we would be in the so-called Spring drive against the Japs. He went on to tell us how fanatical they, the Japs are, that they would rather die than surrender. So, it looks like it's going to be a longer war than we ever imagined.

MARCH 16, 1942

TIME 8:00 PM

MONDAY

We were headed [eastward] this morning and the same way tonight - directly toward Australia.

We were told to expect an air raid any day since we were nearing the combat zone. The sea has been very rough today and we had to keep our portholes closed again. I have one helluva sore throat.

MARCH 17, 1942

TIME 8:30 PM

TUESDAY

It has been one full month since we've been aboard ship. Last night was the roughest we have experienced on the trip so far. It sounds like an explosion every time a wave hits the side of the ship.

MARCH 18, 1942

TIME 9:20 PM

WEDNESDAY [Set watch ahead one hour]

There isn't anything much to write about again tonight. I should be grateful that I feel pretty good. We are still headed due east. Almost forgot, it's been one month since we sailed from dear old Boston.

MARCH 19, 1942

TIME 9:20 PM

THURSDAY

Another uneventful day. Tried my luck at Blackjack, but lost - too damned inexperienced. Taught me a lesson I hope. Seems our destination is Sydney, possibly by Saturday or Sunday. It seems we have set our clocks ahead 3 nights in a row. Thought I would add that to this day's entry.

MARCH 20, 1942

TIME 7:00 PM

FRIDAY

For some reason today's topic was concerning the fire that broke out following our departure from Rio. One of the rumors has it that it was started by saboteurs. But, I doubt it. I saw no flames, only a bit of smoke and a strong odor coming in the hallway passageway according to Navy lingo. Seas were and are heavy.

MARCH 21, 1942

TIME 8:00 PM

SATURDAY

Routine day. Watched Flying Fish from deck. Had a lifeboat drill. Movie tonight will be King Kong.

MARCH 22, 1942

TIME 6:50 PM

SUNDAY

Australian General Blamey and Lady Blamey walked the deck with escort. Short little fellow in an Aussie hat and shorts. Lady Blamey, holding a parasol, was in a white dress. They came aboard at Cape Town. Gun blasted off again. Practice makes perfect. Since it's Sunday, I attended Mass. We are still headed east possibly hit Fremantle tomorrow.

MARCH 23, 1942

TIME 7:45 PM

MONDAY

We entered Fremantle this morning at about 10:30 AM. We are about a 1/2 mile from shore. The ship is being refueled. Rumor has it we leave for Sydney sometime tomorrow. From the ship it looks like an American shoreline with all of its beaches. A Jersey shoreline.

MARCH 24, 1942

TIME 6:30 PM

TUESDAY

Got a good look at Fremantle harbor today. There are plenty of ships in the harbor, such as cargo, oil tankers and so forth. No warships. Just before going below to my cabin we saw a cargo ship heading out, named "New Jersey." It sure looked great flying Old Glory! We pulled up anchor this evening for our final destination and last leg of our journey - Sydney.

MARCH 25, 1942

TIME 8:00 PM

WEDNESDAY

The time was about 6:35 PM last night when we set sail. Since [then], we have encountered very rough seas and it's been pretty cold. A crewman informed us that we have not seen anything yet. Wait until we enter the Bass Strait, then we'll see rough weather. Hope he's wrong.

MARCH 26, 1942

TIME 7:15 PM

THURSDAY

Received our de-embarkation orders today at a meeting of the Squadron. We were assigned to the Southeastern Division, which means we are the First Squadron of the group to debark. We were told our destination is about 7 miles outside of Sydney. Watched a sad event today. A crewman who had died was buried at sea. The cause of death is unknown. Hope it isn't an omen.

MARCH 27, 1942

TIME 6:30 PM

FRIDAY

Got most of my packing done. We [dis]embark tomorrow sometime after 6:00 PM, we are told. Ferryboats are to carry us in. The Queen Mary is too large for berth. We were given a free beer today. It was about the only thing when cash wasn't necessary. I say with a free mind that the Limeys are a bunch of crooks.

MARCH 28, 1942

TIME 11:30 PM

SATURDAY (at Randwick Race Course, Sydney)

I awoke this morning to find that land is still out of sight. Cabins were cleaned and we fell out at 4:00 PM with full packs. Since it was foggy and raining, it wasn't until around 5:30 PM, while standing on the promenade deck, that we saw landfall. With our packs, barracks bag and helmet, what a load, we boarded the ferryboat and headed for shore. Headquarters and Headquarters Squadron were the first off the Queen Mary and first to land in Sydney at about 7:45 PM. Boarding trolley cars, we were transported to our present bivouac, known as the Randwick Race Track. So concludes my diary!

Here is an update on the status of our long awaited history, *KEN'S MEN AGAINST THE EMPIRE*, by **LARRY HICKEY** Associate member and military author from Boulder, CO. Although word has not come from LARRY, his publisher, Rose Publishing of Tallahassee, FL, is hoping that this book will go to press early next year. It is being advertised by bookstores all over the country. Barnes and Noble are taking orders for the book at this time. As we get more information, it will be made available to you through the Newsletter. LARRY has not responded to a request by the Secretary/Editor for an update on the status of the book.

The use of e-mail makes it possible for old vets to locate each other. The editor received e-mail from NORM NEUBERT, a 1st pilot with the 11 BG 431st BS 7 AAF, who was seeking a classmate from the Class of 43J. He said that the classmate went south of the equator to the 43rd BG. He was looking for an AFS Olmsted. Our Roster lists a **SHELDON A. OLMSTEAD**, 64th Pilot from Fort

Worth, TX. When NORM phoned SHELDON, it turned out that he was the one who NORM was seeking, and they had a delightful chat via the telephone. SHELDON had just turned 82. NORM said that using his computer he has traced down a few names, from cadet days, who did not make it through pilot training and ended up as navigators or bombardiers. They had gone to the 8th AAF and, unfortunately, did not make it through the war.

Shortly after returning from the Springfield reunion, the editor received a phone call from **ARNOLD M. HUSKINS**, 65th Bombardier from Pittsfield, MA. ARNOLD was reporting the sudden death of **HENRY J. LEWIS**, 65th Navigator from Houston, TX. This also appeared in the October edition of the Newsletter.

ARNOLD explained that just two days before the Springfield reunion, his wife, **EVELYN**, suffered a heart attack. EVELYN is recovering slowly but steadily. Keep right in there fighting, EVELYN. We're pulling for you.

He also reported a change of address for 65th Pilot **GLENN E. BALES**. It is 5119 High Oaks Pl. Springfield, TN 37172. KEEP THESE CHANGES UP TO DATE IN YOUR ROSTER.

EDWARD L. GAMMILL, 63rd Aircraft Maintenance from Phoenix, AZ, wrote that he was sorry that he and the editor did not get together in Springfield, but the reunion was so busy once it got underway. He sent along a partial list of the former reunions of the Association. The editor has been attempting to compile a list of all of the reunions including dates and places, but ED's list and the editor's vary somewhat. It would be nice for the records to have all of these listed correctly. So below there is a listing as the two of us have compiled them.

43rd Bomb Group Association Reunions. (Past and future)

ED GAMMILL's Listing		Editor's Listing	
1.		1981	San Antonio, TX
2.		1982	
3.	Long Beach, CA. QM1	1983	Long Beach, CA Queen Mary
4.		1984	Washington, DC
5.		1985	Omaha, NE
6.		1986	San Antonio, TX
7.		1987	Bossier City, LA
8.	Dayton, OH	1988	Colorado Springs, CO
9.	Colorado Springs, CO	1989	Dayton, OH
10.	St. Louis, MO	1990	St. Louis, MO
11.	Norfolk, VA	1991	Norfolk, VA
12.	Long Beach, CA QM2	1992	Anaheim, CA
13.	Omaha, NE	1993	Omaha, NE
14.	San Antonio, TX	1994	San Antonio, TX
15.	Cheyenne, WY	1995	Cheyenne, WY
16.	Kissimmee, FL	1996	Kissimmee, FL
17.	Albuquerque, NM	1997	Albuquerque, NM
18.	Springfield, MA	1998	Springfield, MA
19.	Tucson, AZ	1999	Tucson, AZ
20.	San Antonio, TX	2000	San Antonio, TX

ED says his first reunion was the one on the Queen Mary. Then family problems prevented him from attending another until Colorado Springs. He did have all of the Newsletters, but gave his old

editions to the late **PAUL LEDGER**, 63rd Sgt. Major from Fort Wayne, IN, when he became our "... search-bird dog for missing people."

He also included a copy of a letter he sent this past September to **LAWRENCE J. HICKEY**, Associate and Military Author, in which he expresses hopes that our history will be as good as LARRY's *WARPATH ACROSS THE PACIFIC*. ED expresses concern that "... the B-17 guys will not have the recognition that they deserve." He sent LARRY a history of aircraft B-17 41-24402, which he noticed, was not among those LARRY had included in his display at Springfield.

ED makes a plea for LARRY to return the photo album ED mailed to LARRY 15 years ago. He wants these as he prepares a detailed report of his activities for his family.

He is not alone in wanting back materials **loaned** many years ago to LARRY in an effort to help LARRY compile his research for our much-wanted history.

A late notice appended to the last Newsletter deems being repeated. **FRED HAGEN**, Associate member and speaker at the Springfield reunion, has taken the suggestion from several attendees and has had copies produced of the video which accompanied his speech. These are available for \$7.00 plus \$3.00 for S&H. Those who desire to purchase this video should send their requests with \$10.00 ATTN. **Arlene Millar, Hagen Const. Inc., 5029 Knorr Street, Philadelphia, PA 19135.**

In a letter to President **SAM COMMONS**, 65th Flight Engineer, FRED wanted to clarify one thing that may not have been made clear at his presentation at the last reunions. A native hunter had found the wreckage of **BILL BENN'S** B-25 in 1957. "He sent word to the Australian Kiap in Guari and one Australian officer hired a large party of natives and hiked to the site. This was an immense mission and the Aussie probably did not have much energy left over for a proper site inspection. He missed a couple of skeletons and performed what was obviously a cursory inspection. Once he identified the plane, he departed with a small bag of remains which were buried in a common grave. I had explained this in detail at Kissimmee in 1996 and didn't re-visit the origin of my search because I wanted to talk of my current trips and not repeat my earlier speech."

"... So my search did not begin as a quest to find Bill's remains. I just thought that it would be fun to mount an expedition into the hills and try to locate his crash site. The problem is that it is extremely remote and, due to the short life expectancy in New Guinea, I couldn't find anyone in the nearby villages who remembered where the site was. The Australian who went to the site in 1957 is also dead. He did not keep detailed records. In fact, he didn't actually know where he was. He merely stated that the site was somewhere northeast of Mr. Strong while, in reality, the B-25 rests several miles southeast of Mt. Strong. ... It did get me into the general area and my efforts soon resulted in successes that I had not originally dreamt of."

FRED feels that the mission was incredibly rewarding, not just for him but for the Desilets' family and the family of the 13 servicemen whose remains he was instrumental in locating. At the time of his letter (9/23/98) the CIL-HI was in Garaina investigating the P-47 site in which Lt. Desilets was killed. They were to move on to the P-47 site in the Finisterre's which hopefully will turn out to be the resting-place of Pattie Gaffney Ansell's father.

Late in October FRED did report that the P-47 in question has been positively identified as that of Lt. Gaffney by a recovery team from the CIL-HI (Central ID Lab in Hawaii).

Word from **JANE** and **RUSS BURNETT**, our most gracious hostess and host at the Springfield reunion, is that the Marriott Staff commented about what a happy group we were and what a pleasure it was to serve us as guests.

JANE and **RUSS**, 64th Flight engineer from Conway, MA, write that, "We appreciate all the kind thank yous we received. They were most gratifying. We're looking forward to seeing you all in Tucson."

The editor received a nice letter from **WENDELL W. JONES**, 64th Top Gunner from Raleigh, NC, who wished to express that it was nice to meet and talk with the editor at the Springfield reunion. "I am glad to be able to put a familiar face to what I read in the Newsletter. I hope to see you again next year in Tucson." The feeling is mutual. The editor looks forward to meeting and talking with those persons who have sent him material to help make the Newsletter what it is. God willing, I will see you again at the next reunion.

Incidentally, **WENDELL** likes the Newsletter and thanks the staff for doing a good job.

In the Memorabilia Room at the Springfield reunion, the secretary placed a folder of material from a **MICHAEL G. MOSKOW** of Drexel Hill, PA. He is compiling material on bombing of Rabaul and of the POWs held there at one time during the war. The material listed all of those from the 43rd who were shot down in the missions over Rabaul as well as those captured and taken prisoner. He is trying to find more information on each of these POWs.

EDMUND L. TROCCIA, 65th Intelligence from Poughkeepsie, NY, did write down information regarding the crew of **PAUL I. WILLIAMS**. **MICHAEL** thanks ED for his help. **MICHAEL** has the MACR for Major **WILLIAMS** and his crew from the 64th Sqd. shot down in B-17E 41-9244 on May 21, 1943. The only survivor of that lost aircraft who escaped capture and execution by the Japanese, **GORDON MANUEL** passed away a number of years ago. **GORDON** did write and publish a book in the 50s or 60s. **MICHAEL** has that book as well as that by Henry Sakaido in which it reveals that Pilot Kudo in a night fighter shot down the B-17.

The secretary received a post card from Past President **GEORGE L. WHITE**, 63rd Ball Gunner from Chatham, NJ. The post card is of that famous New Jersey Air Force, the Mosquito. **GEORGE** just wanted to let the secretary know that he was president of our association from 1985-1987, and that **JAMES T. MURPHY**, 63rd Pilot from Huntsville, AL, served as president from 1996-1997. The secretary did not know this information when recording the minutes of the Board of Directors meeting in Springfield. **GEORGE** gently reminded the secretary that this information is shown in the current Roster. [The secretary's face is red, George.]

ROBERT "BOB" W. WHITE, 65th Tail Gunner from W. Peabody, MA, writes to answer a nagging question bothering **DICK HEMPHILL**, 65th Radio Operator from Duncan, SC. **BOB** says that their crew joined the 43rd - 65th Sqd. in mid Sept. 1943 at Port Moresby. The crew moved to Dobodura on 12-9-43, to Nadzab on 3-11-44 and to Owi Island on or about 7-30-44. Actually, the crew did not move to Owi as it was shipped to Finschhafen, NG, to catch a ship back to the States. He hopes this helps **DICK**.

BOB says that he flew 52 combat missions, 15 with **BILL BRYAN**'s crew, 32 on **VERN GASTON**'s (65th Pilot from San Marcos, CA) crew and the rest with new crews, but he never heard of the Pacific Victory Medal that **DICK** mentions. He wants to know if he would be eligible for this medal?

C. FRED McALISTER, Jr., Headquarters Medical Technician from Dallas, TX, sent President **SAM** a couple of colored photos of the sculptured miniature B-17 and accompanying plaque now located at the Air Force Academy visitor center near the Chapel. These were donated by a few B-17 Groups from WWII.

FRED says that there is no miniature B-24 on display in the area. He thinks that it would be nice if the 43rd BG could have one made and placed there. He says that this would be a one of a kind.

[A one-sixth size bronze replica of a B-24 mounted on a granite base was dedicated this past September at the Academy. It is located in the "Study Hall" sculpture garden along with similar

sculptures of 5 other aircraft. The B-24 was sculpted by Robert Henderson. This information appeared in the Sept. '98 Newsletter of the 90th Bomb Group Association.]

He relates that he is sorry about missing the reunion in Springfield, but they were on the road returning home from Colorado at the time.

[The editor attempted to place FRED's 2 pictures here, but due to the fact that they are in color and this Newsletter is printed in black and white, the reproductions, in black and white, were of too poor a quality to use.]

The 90th BG Assoc. had 165 members in attendance at its annual reunion in Richmond, VA last September. About 330 attended the Saturday night dinner-dance. The guest speaker, John O. Marsh, Jr., former Secretary of the Army from 1981-1989, reviewed the contribution of the 90th BG during the war.

One member of the 90th is compiling an e-mail roster of those in the association with e-mail addresses. He is also making a roster of web sites of members.

The National reunion of the 90th BG for 1999 will be held in Oklahoma City, OK, from Sept. 29th through Oct. 2nd at the Radisson Inn in the same city.

In a letter accompanying his '99 dues, **HAROLD W. DONNER** 63rd Gunner from Tonawanda, NY says that he has been looking at Tonawanda High School 1939 and 1940 yearbooks. He discovered the secretary/editor in those yearbooks and wonders if he knew HAROLD's late wife, who also attended THS those years. He wanted to get together and have a good chat over this and other matters. So after receiving the letter from him with his '99 dues, the editor phoned him and arranged to meet him

On October 23 the editor had lunch with **HAROLD W. DONNER**, 63rd Gunner from Tonawanda, NY. HAROLD lives only a couple of miles away. HAROLD served on the crew of **KENT L. A. ZIMMERMAN** of San Antonio, TX. Although we had never met before, we covered a good deal of our pasts and times served in the 43rd. HAROLD left for home shortly before the editor arrived in the 43rd early in March 1945. HAROLD had attended the reunions for a number of years, but has found it necessary to skip our recent reunions. He said that at one early reunion they had 9 men from that crew attend. A few from that crew still attend each reunion.

HAROLD did provide the editor with a list of names of those who are in his "Down Under." He believes that he obtained the signatures of these 54 enlisted men from the 63rd Sqd. in October and November of 1944.

ISADORE B. MILLER, 63rd CRYPTO, reports a change of address and phone number. Put this in your 1998 Roster. 75 Washington Ave. Bldg. 5-301 Hamden, CT06518-3200. Phone 203-287-9347.

A very interesting proposal has taken place, especially for those who flew in B-24s. The Collings Foundation which flies B-17 *NINE O NINE* and B-24J *ALL AMERICAN* to dozens of air shows throughout the country each year, has decided that next year it wants to honor those who fought in the Southwest Pacific and the 5th AAF in particular. It plans to repaint the B-24 as *THE DRAGON AND HIS TAIL*. Bob Collings phoned the secretary today (10/15/98) to inquire about this 64th plane. He would like to have pictures of it, particularly color pictures. He wants to know all about the plane. This includes who flew in it, how many missions it flew and to what targets, dates, ground crew names, etc. He has some documentation, which lists **VERN GASTON** as the pilot of the plane at some time. He also wants to know who the artist was. The secretary could not locate the name of the artist although it has been mentioned in a number of letters he has received in the past. One thing Bob really needs to know is the true rudder paintings of the 64th at that time. He has an artist's colored

painting of a 64th plane with the rudders shown with blue and white horizontal stripes, a vertical stripe of yellow and a diagonal stripe of another color on the vertical stabilizers. The secretary described the rudder and vertical stabilizer colors in Mel Brown's 1993 painting, which many of us own. This is the one commissioned by our CO, **JAMES T. PETTUS**. These are entirely different than those Bob has. If you have any information or pictures to send to him, please contact him at the **Collings Foundation Box 248 Stow, MA 01775. Phone 978-562-9182**. The editor's advice is to not send original photos if these are something you really treasure. Have copies made to send to the foundation.

We wish **JACK T. NUNNELLEE**, 64th Nose Gunner from Salem, OR, a speedy recovery from the painful injuries he suffered from a fall while visiting a relative of his late wife, **NELL**, in New Hampshire shortly after the Springfield reunion. **JACK** wrote to **SAM** and wanted to wish the best to **HELEN** in her recovery from her serious illness.

A correction made in the last Newsletter was not quite correct. So we will try again. The area code for former president **JAMES T. MURPHY**, 63rd Pilot from Huntsville, AL, should be 256 and not 255 as previously reported. Phone 256-881-8754. [Sorry about the error Jim.]

Submitting a check for his '99 dues is **ATWELL W. IRVINE** 63rd Radio Operator from Winthrop, ME.

LEWIS B. WITHWORTH, 64th Flight Engineer, sends word that his address in the 1998 Roster will be correct until further notice. 10492 S.E. 179th Place, Summerfield, FL 34491. He says that he appreciates and enjoys the Newsletter.

After finishing reading the October '98 Newsletter, **SALVATORE R. MUSELLA**, 65th Radio Operator, sent off a letter with his '99 dues to the editor. He says that he and his wife, **EMILY**, would like to make us aware of their new address. He is sorry to have missed the Springfield reunion, but they will make every effort to make the '99 reunion in Tucson, AZ.

Their new address is 6030-S.E. Grand Cay Court, Stuart, FL 34997. Phone 561-2203130.

Via e-mail the editor received a request for any information about **MEYER LEVIN** who was apparently in the 403rd. He was flying in B-17s in 1942 and was in Melbourne, Victoria, Australia in early 1942. A Jennifer Draper is seeking whatever information she can get regarding **MEYER**. If any of you know of him or anything about what became of him, please let the editor know. If you have e-mail capabilities, send your information directly to <jennifred@hotmail.com>.

E-mail is a very good medium for getting information to the editor, but at times it can be frustrating. For example, in about a ten-day span of time I received inquiries about the 43rd Bomb Group and personnel who served in it. The e-mail came from relatives of the men who served or from the men themselves. In each case, I responded with information about our association and its reunions and newsletter. I would invite the person for whom the inquiry was made to join the association. In every case, but one, there has been no follow up. I have no mailing address, other than e-mail, for the persons so I can't send them an application form, etc. I will list them below and if any of you know any of these persons, contact me so that I can relay that information to the proper person(s).

Greg Potthoff inquired about us for his father, **ROY POTTHOFF**, a Pilot in the 63rd in '44-'45.

E-mail address for Greg is <gregjp@we.mediaone.net>.

James Bracco inquired for his father, **SALVATORE J. PARASCANDOLA**. SAL wants to know how he can contact anyone in the 43rd who he knows. James' e-mail address is <jbracco@optonline.net>. [SAL has now joined us.]

Dan Conte referred me to **JOHN ROSENBERGER**, who he said was the son of a member of the 43rd in WWII and flew in B-17s. JOHN did not respond to my reply. JOHN's e-mail address is <soulmates5@aol.com>. Cy Klimesh, 22nd BG Sect., also referred JOHN to me.

FELT LAIR thinks that he served in the 43rd. He was a tail gunner on **WILLIAM CROFT**'s crew. They flew out of Leyte, Clark Field and Ie Shima. The copilot was named **BROCKMAN**, the navigator was **CHARLES RAUCH** (63rd from Punta Gorda, FL) and the bombardier was named **BLACK** (63rd from Talmage, UT). **WILLIAM** is deceased, but his widow **ELIZABETH L. CROFT** from Montrose, CO is still a member of the association. The editor gave FELT all of this information, invited him to join our association, but FELT has not responded as of Dec. 9, '98. The e-mail address is <rialtos@postoffice.att.net>.

E-mail from **HAZEL D. TAFF**, wife of **ANGUS B. TAFF** 64th Pilot from Tallahassee, FL, reports that **ANGUS** is now in an assisted living facility in Mayo, FL. He is a victim of Alzheimer's. She says he wears a cap all of the time. It has a B-24 on it and they purchased it from the Confederate Air Force when it was in Tallahassee. She wanted to know how to get one of our caps for **ANGUS**. The editor referred her to **BILL WILSON**, keeper of our PX supplies. Their address is in the Roster, but the e-mail address is <Mazapan@aol.com>.

Mrs. **GEORGE J. MAGID** posted a notice on the primary B-24 web site on Oct. 25, '98. She reported that her husband, **GEORGE** who served in the 43rd, was now deceased. She was trying to locate some of those who fought with her husband. She wants to have this information for her grandchildren. She wrote that she believed the bombardier was Ed Daly and the pilot was Andy something. A check of our Roster produced two men in the 65th who might fill the bill. The editor sent this information on to her: **EDWARD A. DALY** a 65th Bombardier from Ormond Beach, FL.; and **ANDREW BUROCHONOCK** a 65th Pilot from Stamford, CT. We hope that they will prove to be men on the same crew with **GEORGE**. [The editor has had no response from Mrs. **MAGID**.]

Back to "snail mail." **WILLIAM KAPLAN**, 63rd Gunner from New Rochelle, NY, wrote that he had just hung up the phone after talking to **FRANCIS W. LANGLAND**, 63rd Mechanic and Gunner from Wichita, KS. They had been discussing the failure of any of their crewmembers to attend the Springfield reunion. It was then that **WILLIAM** realized that he had not received an October issue of our Newsletter. The editor sent one on to **WILLIAM**. Please note that his address is not quite complete in the 1998 Roster. His house number is 769 Pelham Road Apt. 4G. This may have caused the failure for delivery of the Newsletter.

Good news for those of you with access to the Internet. **E. TRACY TUCCIARONE**, Associate member from Indianapolis, IN, and daughter of **BETTY** and **FRANCIS TUCHER** (65th Flight Engineer) also from Indianapolis, IN, has created a WEB site which honors those who served in the 43rd Bomb Group. It is new but is professionally done and well organized. It is growing by leaps and bounds. She appeals to each and all of you to send her material for the site. Pictures, stories, records, logbooks, history, etc. are all the types of materials she can use. For those of you who have access to the Internet, the web site is found at <<http://members.aol.com/Kens43rd/>>. Several of our members have logged on and left comments that are all very favorable. Send material to 736 North Bosart

Avenue, Indianapolis, IN 46201. If you have material to send via e-mail the address is <WolfStr8@aol.com>.

Associate member **DEBBIE NELSON-ADAIR** from Thermal, CA, has been doing a great deal of research with regard to her late uncle, **CHARLES "STOG" WAYNE STRAW**. He was a Copilot in the 64th Sqd. and served on Owi, Tacloban Strip on Leyte, Clark Field and Ie Shima from September '44 to the end of the war.

DEBBIE reports that her uncle has left a great deal of material he had saved from his time in service. Her aunt found a box of negatives. Among these are several B-24s. Some of these are *Red Hot Ridin' Hood III*, *Round Trip Ticket (USA-Tokyo)*, *Missin' You*, *Lady Luck*, *Mad Russian*, *Sleepy-Time Gal* and *Liberty Belle II*. [The editor recalls at least two of these as 65th B-24s.]

STOG's letters and records of his training and movements take up 5 three-ring binders. He mentions a **FRANK STRANAHAN** many times in his letters. FRANK is currently retired from the professional golf senior tour and lives in Palm Beach, FL. It is not certain whether FRANK also served in the 43rd. Does anyone out there recall him?

In her research, DEBBIE has found that the small field in Thermal was used by the AAF during the war for landings and takeoffs on a short runway.

She has been trying to contact the SAC Museum regarding the depositing of all or some of this material in its official archives of the 43rd Bomb Group (H).

DEBBIE's address is 60-499 Hwy. 86, Thermal, CA 92274. Her e-mail address is <D3ADAIR@aol.com>.

Better late than never as the saying goes. The results of the Bridge Tournament at the Springfield reunion are in. There were two tables with eight players. First prize of \$5.00 was won by **FLOYD ANDERSON**, 63rd Pilot from Corvallis, OR. Second prize of \$3.00 was won by **THERESA NELSON**.

PAUL F. PUCHALSKY, 63rd Mechanic from Dover, DE, enclosed a letter with his check for his '99 dues. He reports that the Republican Party has selected Philadelphia as the site for its 2000 convention. He wonders if the 43rd will look into that area for a future reunion?

He also mentioned that he was looking at receipt #1843 for \$73.50 dated March 4, 1990. Yes, it is for our long awaited history! He writes that our association recommended that he purchase this from International Research and Publishing Corp. PAUL says that the men from the 90th BG are reading their history book.

A copy of the first issue of the "TORRE'S STRAIT HERITAGE MUSEUM NEWSLETTER" arrived from Australia via **LLOYD "BREEZY" BOREN**, 65th Bombardier and previous editor of this newsletter from San Antonio, TX. They are planning a Torres Strait Veteran's Reunion in July 1999.

Some of you men flew over this strait separating Cape York, the northeast tip of Australia, from New Guinea on missions from Australia to New Guinea or Rabaul.

The material in the October '98 Newsletter from **GUS DRUMM**, 64th Pilot from Merced, CA, has stirred up a few memories and elicited a couple of responses from other association members.

First, reading this material reminded **ARTHUR D. BYRNE**, 65th Intelligence from Knoxville, TN, to send along his '98 & '99 dues. ART says that reading about the August landings at Atsugi reminded him of his landing at Tachikawa some time later. He also recalls that the Japanese surrender party was to land at Ie Shim on Sunday, August 19, 1945 at 12:30 P.M. So just before noon six of the men piled into the S-2 jeep and drove to the landing strip where men had been gathering since 9:00 A.M.

M.P.s were there in force and lined up on both sides of the coral strip. At about 1228 hours he saw the first of the 24 P-38 escorts come into view. They circled the field at about 400 feet. Next came the Catalina and the B-17 rescue planes followed by the two white Bettys with their green crosses painted on their wings and fuselages and with a B-25 on each side of them. ART saw men climbing on all the vehicles, including a new A-26 in a revetment, with cameras clicking.

At the south end of the strip he saw two C-54s waiting to transport the Japanese to Manila.

The lead Betty did not land on its first attempt, but pulled up and went around again. At about 12:45 the lead Betty landed after circling twice. It stopped opposite the revetment with the six men from S-2. ART noticed that the green crosses on the Betty seemed to be brush painted rather than spray painted. He remarked about this to his wife, JEAN, in a letter. He noted that the red "rondels" were still visible on the waist of the plane as it rolled by.

After the dignitaries were boarded on the C-54 and headed to Manila, the men headed back to the S-2 shack. The men voiced curiosity as to whether the radio broadcast might give them a laugh at the announcer's grasp or lack of grasp of the events. "Sure enough," I wrote JEAN, "We heard that he had done just what we feared and expected. He has spent the first few minutes ad-libbing about the 'famed Jolly Rogers' of the 90th bomb Group, who moved in here as the war's last shots echoed in the distance."

"Then ALEX WYSOCKT's (63rd Radio Operator from Chadds Ford, PA) reference to the storm in the China Sea after departing Subic Bay from Okinawa--reminded me that the LSY carrying the 65th lost its steering in that storm and had us bruised, battered and worried for hours!"

ART recalls that a few years ago he phoned LARRY HICKEY, Associate member and author of our Group history from Boulder, CO, to describe to him the materials ART had in his footlocker. These had been accumulated while serving as Historical Officer, an additional duty. The documents and photos that ART sent to LARRY were returned. ART also prepared a 30-page description of the last weeks of the 43rd on Ie Shima after August. He recalls that fewer than 15 non-flyers constituted the 43rd on Ie Shima from November until early January '46. At that time the higher echelons heard their pleas and sent a C-47 to transport the last 7 men off to Tachikawa on January 10th. He says his notes indicate that there were just 35 planes left on Ie Shima as of October 14th. He believes most were gone before November.

In October, the 65th S-2 spend most of its time recording the squadron history. It was begun before ART went from the 65th to Group and Major PAUL HANSEN who replaced Col. JAMES T. PETTUS as Group C.O. In October or November the "... history of the 43rd was sent on its way to Washington." At about this time more of the staff went home and ART became Intelligence, Citations, Historical, Public Relations and Photo Officer for the Group as well as Group Defense Counsel. Squadron histories were unfinished and needed completion, but with limited staff and uncertainty about the format to be used, ART flew with PAUL to Bomber Command on Okinawa on September 28th to get information as how to proceed. He believes they flew over in Major HANSEN's plane, *THE DRAGON AND HIS TAIL*. [This was a 64th plane which was still on Ie Shima when the editor left for the long trip home on Saturday October 20, 1945. It will be featured on the dust jacket of our history. See also the news about this plane and the Collings Foundation's B-24 *ALL AMERICAN* elsewhere in the Newsletter.]

ART says that PAUL once let ART fly this plane as co-pilot for a few minutes on a mission over Corregidor - one of his two N.L.D. missions in '45.

ART would like to hear from anyone who knows where PAUL HANSEN is today. He and Capt. HERB AGARD, the last Group C.O. on Ie Shima were special people. [HERB was lost while refueling a B-47 off the coast of England a few years later. The editor's diary has PAUL HANSEN heading home on Wednesday, Oct. 17, '45 and HERB AGARD being appointed as acting C.O. of the 43rd.]

ART writes that his wife, JEAN, saved many of his letters to her during the war. One dated Oct. 21st states, "Need about one more day's work on the Group History and then it will be on its way to Washington. It is really a monumental work, at least two inches thick, and hard to bind together; but in my own and SGT. HOOVER COTT's opinion, it is a good job." ART cites that the contents reflected the work of many, particularly the aerial photography people. The work that he and others did in September and October was primarily selecting, editing and doing narration. Even with the help, a few years ago, of Dr. MILTON "BUD" GUSACK, 65th Flight Surgeon from Chevy Chase, MD, many of the people and camp areas in some of those photos were never identified. He just wishes he knew where that "bulky package" rests today.

In a letter enclosed with his dues for '99 and 2000, **ROCCO J. ARRUZZO** 63rd Armorer/Tail Gunner from Milnesville, PA, encourages the staff to keep up the good work it is doing. He does enjoy the Newsletter, especially, the last couple of issues concerning Atsugi, Japan.

He says that he confirmed with our President, SAM COMMONS, the exact date he landed in Atsugi. It was August 31, 1945. [That would be the day that first of the 63rd crews landed in Atsugi. This date had been somewhat controversial, but seems to be confirmed now as the 31st and not the 28th as reported in an earlier Newsletter. See ROCCO's article in the July '98 Newsletter.]

ROCCO also wrote to SAM COMMONS, President and 65th Flight Engineer from Flourtown, PA. He says he did not get back to him earlier re the exact date of their landing at Atsugi, as he was involved with remodeling the kitchen and dining area at home. He did contact his Pilot, **FRED MULLER** of La Crosse, WI, regarding that date. FRED found his flight logbook in his attic and verified that the date was Aug. 31, 1945.

ROCCO says that it appears that this date seems to have stirred up a hornets' nest, but "...it was interesting - it woke a lot of men with their memories of that day - plus a few good stories."

He says that on page 18 of the Oct. '98 Newsletter, the item of the escapade of **BOB RICHARDSON**, 63rd Top Gunner from Wilmington, NC, and **HERB PINK** is something he remembers so well. There were so many of the men trying to get the old Japanese cars and trucks started. Some ran on carbide and water. He found it quite an experience.

He also congratulated SAM for being awarded the DFC at Springfield by Col. **JAMES T. PETTUS**, 43rd C.O. and Pilot from Honolulu, HI. It was a few years late, but it finally got to the right man. He also regrets not getting to the Springfield reunion which is not too far from his home in PA.

CHARLES STENGLEIN, 65th Aerial Photographer from Melbourne, FL, says the last Newsletter reminded him to pay his '99 dues. Along with his dues to **BILL**, he wrote that he was sorry about not paying his dues at Springfield, but he and **PATRICIA** became deeply involved in trying to sell their property in Melbourne and move to the West Coast of Florida. Nothing definite had occurred at the time of his writing in last October. He says they will try to make it to Tucson though.

CHARLES finds the Newsletters interesting. He thought the comments about the "book" were terrific. He especially liked those from **JOE GREENWELL**, Headquarters from Crosby, TX, and the date of JOE's receipt - 2/12/90. So **CHUCK** looked up his receipt for 5 copies of the history. His receipt read \$367.50 paid 2/6/90. He writes that he has since corresponded a few times with **LARRY** about orders for copies of the book, *WARPATH ACROSS THE PACIFIC*, and shipment to Larry information for "our" book.

He thanks everyone involved for the great job being done.

A short note from Charlie Van Etten informs us that Lt. Col. **GAYLORD L. VAN ETTEN**, 63rd Pilot from Indian Harbour Beach, FL, passed away on October 24, 1998. It is so sad to see another of our comrades going to his final resting-place. God Bless.

The October 1998 Newsletter sent to **ROY K. NIEMEYER**, 64th from East Lansing, MI, was returned marked "Deceased." How sad. God Bless.

With each mailing of the Newsletter a number are returned for one reason or another. The following three came back indicating that the persons had moved and left no forwarding address or the time the Postal Service will forward mail had lapsed.

ROBERT KERSEY, last address was Mohave Valley, AZ.

PHYLLIS PATTERSON, widow of the late **GEORGE**, Headquarters. Last address was Saint Helena, CA.

WINONA TORDOFF, widow of the late **EDWARD**, 64th. Last address was Eldora, CA.

If anyone has any information about the whereabouts of any of these persons, please let the Secretary/Editor know as soon as possible. Thank you.

The young lady, **ELAIN PIERCE**, who handles the Newsletter addresses and mailing from **BILL WILSON**'s office and who calls herself, the 43rd Bomb Group Elf, has sent a letter notifying those with dues paid through the year 2000 or later, that the computer used in Snyder is not Y2K ready as yet, but that these dates are hand recorded and will be used until the situation is rectified. This does not apply to anyone with a Life Membership.

OLETA LE CLAIRE, Sherman, TX, the widow of the late **ALFRED**, 64th Com., has asked that her name be removed from the mailing list and that we devote the time we use in sending her the Newsletter, on her late husband's "living buddies."

Joining us as an Associate member is **JAMES DIMMER**. James is the grandson of the late **BILL "CHIEF" W. PROUDFOOT**, 63rd Flight Engineer on the **PATTON/SCHUFFMAN** crew. JIM writes that his grandfather kept great records so he has the names of the entire crew. His grandfather entrusted these to him. He is now attempting to piece together the story of their time in the 63rd from July '44 to May '45. He has located two of the crew and is working feverishly to try to locate any others still living. JIM did interview CHIEF and has on tape 6 hours of information from his grandfather.

JIM says that he knows the crew flew "Snoopers" and went on 52 combat missions. He writes that, "They flew Black B24s in the first half of their tour, and later flew silver B24's. I also know they flew alone, at night. I have interviewed one of the crewmembers I found, and am making arrangements to interview the other very soon. I could really use some help from anyone in your organization who may have information about these men, or any of their living conditions, missions, planes, etc. I understand Pat was later the 63rd BS Commander. I have also ordered the General Kenney Reports, as I understand that this is a very complete history of the Southern Pacific Campaign." JIM wants to learn enough about this era in our history so he can write a memoir from his grandfather's perspective. He wants to preserve this story so that future generations will know and appreciate the "COST" of war. "I also wish to preserve the story of these brave young men who risk all to preserve our freedom. Hope your membership can help me in this quest."

The following are the names on the crew. None appear in our 1998 Roster.

CHARLES W. PATTON (PAT), **DANIEL B. SCHUFFMAN**, **BERNARD N. DUNETZ**, **ARNOLD A. PAGE (ARNIE)** - (contracted Typhus?), **BILL W. PROUDFOOT (CHIEF)**, **JAMES L. FEE***, **CAS GALLION***, **CLARENCE E. GILCHRIST**, **HENRY E. GREGORY Jr.** and **DONALD W. HOSTETLER**. * The men located by JIM.

JIM's address and phone are 232 Carroll SE, Grand Rapids, MI 49506. 616-459-3987. His e-mail address is <Jdimmer@triton.net>.

Along with his '99 dues and a contribution to the Association, **CLINTON M. LOCKAMY**, 64th Navigator from Houston, TX, expressed disappointment that he could not make it to the Springfield reunion. He hopes to make it to Tucson. He thanks everyone who keeps the Association going.

RICHARD W. MORIARTY, 403rd Flight Engineer from Petersham, MA, sent **BILL** his '98 and '99 dues along with a letter in which he wrote that he is sorry about being a bit late with the '98 dues, but wants to remain in good standing. He served in the 43rd from August 1944 to April 1945.

JAMES B. WARREN, 65th Flight Engineer from Princeton, NJ, sent **BILL** his dues and that of an old pilot friend, **JOE HENSLER**. He says that when he writes **BILL**, he has a warm feeling that he is writing to an old friend even though they have never met. He thinks that is because of "... all the generous time you have spent helping the 43rd Bomb Group Association, and of my seeing your name in the newsletter so often over the past many years. My deep thanks to you for being such a linchpin of the organization."

JIM goes on to say that a "... great test of a man, irrespective of his faith, might be his willingness to forgive our so-called publisher, **LARRY HICKEY**. He has repeatedly broken faith with us and repeatedly broken his promises to us and repeatedly lied to us, year after year, while the Honor Roll of those who have died while waiting for 'The Book' continues to grow until very few, if any will ever see that publication."

He goes on to say that he is deeply troubled by the way we have been mistreated by **LARRY** by denying us the right to read the history we helped to write, and for which we gave so much. He did consider asking for his money back for his 4 copies, but decided that would not accomplish anything. He asks if there is any information about the current status of the book. [See a report earlier in this Newsletter.]

Not feeling as forgiving as **JAMES** is **PATRICK J. FREEMAN**, 65th from Eagle Rive, WI. **PAT** refers to the letter from **JOSEPH A. GREENWELL**, Headquarters from Crosby, TX, in the previous Newsletter. **JOE** had mentioned his letter from **LARRY HICKEY** and his cancelled check from 1990.

"It is one thing to get conned by **LARRY** but to have the 43rd B.G. Association not take any legal action because we might make him unhappy, to me is most discouraging. I wonder?? Will anyone join me and go after him. (Larry Hickey that is.)??"

[Our President, **SAM COMMONS** addressed this issue very well in his report at the start of this Newsletter. Why not stay with your Board of Directors and hope for a book in 1999?]

WILLIAM "RADAR" H. HOOVER, 63rd Navigator from St. Cloud, FL, sent **BILL** a short note along with his '99 dues. He expressed disappointment that he and **VIRGINIA** did not make it to the Massachusetts reunion, but he had a very important eye exam just before they would have to leave for the reunion. He wanted to know the results before leaving home and had to wait for these. He says that he has lost the sight in his left eye, and there is a possibility this could happen to his right eye. He wrote that he recovered from the breathing problem he was having. "They took the plastic tube out of my throat in Feb." They will try to make it to Tucson in '99.

In a short note along with his dues for '99 & 2000, **GEORGE J. HUNTER** 64th Pilot from San Diego, CA, expressed regrets for not making it to the '98 reunion. His niece was married on September 12th.

He said that the and **IVY** did attend a mini reunion with **EMIL LANGE Jr.**, 64th Bombardier from Syracuse, NY, **FRANKLIN A. WAYSSE**, 64th Navigator from Lake Worth, FL, and **JOSEPH R. JANCOSKO**, 64th from Pittsburgh, PA.

GEORGE writes that he and **IVY** will see everyone at the Tucson reunion in '99.

ISADORE B. MILLER, 63rd Cryptographer from Hamden, CT, wrote to get **LARRY HICKEY**'s address as **ISADOR** had moved from his address listed with **LARRY**. **ISADORE**'s latest address was posted in a previous Newsletter.

He and **CHARLOTTE** were heading to Virginia just before Thanksgiving. He reports that he was one of those who made the trip to Australia on the *Queen Mary*.

ISADORE says that his sister and brother-in-law lived in Kenmore, NY, before moving to Florida. His brother-in-law had served in the 20th Air Force. Both of their sons were in Vietnam. The younger still resides in Kenmore not too far from where the editor lives.

FRANCES M, wife and "secretary" of **WILBURN "JOE" T. ALLBRIGHT**, 65th Pilot from Andrews, TX, writes that **JOE** has a number of tales to tell if he can get her to type them for him. **FRANCES** sent **BILL** their dues for '99 and 2000.

JOE was particularly interested in the item in the Oct. '98 Newsletter about the May 18, 1945 mission in which **JAMES J. FRANKLIN**'s crew and plane were lost. Although **Joe** was not flying that day, he and **FRANKLIN**'s navigator had split the cost of a \$50.00 bottle of liquor. [Sorry, but I the editor can't make out the name of the brand.] After the disaster, **JOE** did not have the heart to recover the whiskey from the navigator's footlocker. He supposes that whomever shipped the navigator's belongings enjoyed the whiskey. [FRANCES, has **JOE** ever told you the story about his escapade with a Japanese soldier when he used the latrine early one morning at Clark Field? It is quite a tale.]

They both expressed regrets at missing the '98 reunion, but hope to go to Tucson in '99. They ask all to keep up the good work in having the 43rd Assoc. and Newsletter perking along.

JOE's Nose Gunner, **ROSHY BOUTWELL** and his wife, **JUDY** from Hoover, Alabama, visited the **ALLBRIGHT**'s for a few days earlier this year when passing through Andrews.

Fearing that his dues were a bit overdue, **STANLEY LEBAR** 403rd Gunner from Severna Park, MD, sent **BILL** his dues for a couple of years. He said that he would hate to miss any interesting information in a Newsletter about the 43rd B.G. **STAN** says that every now and then someone writes about an event that he had mentioned to his wife and kids in the distant past. At the time he felt that no one believed his story, so it was nice to have items in the Newsletter to show them that he was not daydreaming. For example, stories like him flying on the last mission of the war from Ie Shima, going to Atsugi Airdrome before the official end of the war, surviving the worst typhoon he had ever seen on Okinawa, and others.

Sending in his dues and reporting a change of area code is **JOSEPH SHAPURAS**, 65th from Largo, FL. His phone is 727-582-9097.

*[The editor has sent e-mail to the party about whom you had a complaint. By the time you receive this Newsletter your problem should have been resolved.]

ROY E. BAKER, 403rd Waist Gunner from Apple Valley, CA, remitted his dues to **BILL**. He inquires as to whether any information exists regarding the 43rd's itinerary in August. [Year not specified.]

ROY says he joined the 19th B.G. at Townsville, Australia, in approximately Oct. of 1941. [Japan attacked Pearl Harbor on Dec. 7, 1941. The editor suspects the year is incorrect.]

He flew missions to New Guinea where the planes were loaded with bombs and flew on to Rabaul or other targets and then back to Port Moresby, New Guinea, to refuel before flying back to Townsville. He believes that they flew such missions for two or three months and never once stayed overnight in Port Moresby.

He says that the 19th B.G. left for home in Nov. or Dec. '41.[?] "Our crew Capt. 'MITCH' COBEAGA, Pilot; 'CRUNCHER' ADAMS, Co-Pilot; CARMINE RACIOPPO, Bomb.; JO

DeSILVIO, Engr.; HANK ELSASSER, Radio; 'PAPPY' ENGEL, Ball Turret; myself Waist Gunner; CHARLES R. JACKSON, Tail Gunner, were assigned to the 43rd Group. I never kept any records - but we flew a couple of missions over the Battle of Milne Bay when the Japs tried to take over the airdrome there."

ROY believes that the crew was in the 403rd. They were moved to the base at Milne Bay, but the squadron was decimated with malaria. He reports that it was difficult to get enough men to form a full crew.

The crew flew several recon missions to Bougainville, largest of the Solomon Islands. Shortly afterwards the Battle of the Bismarck Sea took place. Not long after that the Group moved to Mareeba. During the move from Milne Bay the Japanese Air Force carried out some air raids. On one of these, a heavy daylight raid, they hit the P.X., the motor pool fuel dump and destroyed 4 or 5 B-17s sitting on the ground.

"While evacuating ground personnel, etc., shortly after the daylight raid, the Japs came back for an all night raid. They would send one plane over at a time and drop 1 bomb at a time - we stayed in slit trenches all night."

"If I remember right - we somehow got a tour of duty at a God forsaken place, called Iron Range. I don't know the sequence of all these moves. If anyone in the Group knows when and what dates these events took place, I would appreciate hearing from them." 7166 Deep Creek Rd. Apple Valley, CA 92308-8715.

Sending BILL his '99 dues and a little extra for postage money is RAYMOND T. MELJHUS 403rd from Duluth, MN.

RAYMOND believes that the approach recommended by ROLAND T. FISHER, 63rd Pilot from Lake Oswego, OR, with regard to "The Book" is the best action the Association can take. He feels that ROLAND knows best a fair way to settle our problem with LARRY HICKEY by keeping the pressure on him to complete this task.

"Our quarterly communication information is 'Priceless!' plus 'Excellent!'"

He expresses his thanks to everyone involved Past - Present - & Future.

RAYMOND's letter shows an address different from that in the 1998 Roster. So here is his new address. 1902 Saint Louis Ave. Pt. #307, Duluth, MN 55802-2468.

Paying his '99 and 2000 years dues, TED MORAN, Sparta, MI, says that he served as a Gunner in the 65th during the Korean War. He was stationed at Davis-Monthan A.F.B., but so far he has not met anyone from his era, but he keeps on trying.

JAMES H. BROWN, 65th Crew Chief from Clearfield, PA, mailed in his dues for '99 and 2000. He asks the staff to keep up the good work. He really enjoys the Newsletter.

Another paying his '98 & '99 dues is HENRY F. BARRETT, 64th Top Gunner from Salt Lake City, UT. HENRY says that he did not realize that he was falling behind with his dues.

Another one who writes that she enjoys the Newsletter is SHIRLEY VORSE from Girard, PA, widow of the late BOYD E., 63rd Engineer. Enclosed with dues for '99 and 2000 were kudos for all the good folks who put the Newsletter together.

She says that she does hear occasionally from JULIAN P. and MARY STEWART, from Petersburg, VA. JULIAN was the radio operator on the crew of HARRY G. PARKS on which BOYD also served. They flew missions from New Guinea beginning in Aug. '43.

SHIRLEY writes that JULIAN is seeking a picture of *OLD BALDY* (455). She could not find any in BOYD's copy of *DOWN UNDER*. She hopes one of you out there might know what happened to #455 or might even have a picture of it. JULIAN is the last surviving member of the crew.

Another member of the crew, **THOMAS H. MULL**, died in Dec. '94. Mr. **MONTGOMERY** died sometime after '94. His widow, **ELEANOR**, lives in Lancaster, PA.

SHIRLEY remarks that she lived in Pennsylvania all of her life, but she never heard of Flourtown where our President **SAM COMMONS** lives. Nor has she found it on any map.

When paying his '99 dues, **ELMER E. HANSEN**, 63rd Pilot from Thorndale, TX, wrote that his 50th wedding anniversary will be in June 1999. He thinks it is a good time for retirement as "... 50 years is long enough to be next to the grindstone." He hopes that by then we will have had some good news about our book. Thinking of the book reminded him of a humorous story.

It is of Pete who always tells Joe a lie. One day Pete comes to see Joe and Joes speaks up, "Pete, tell me one of your damn lies today." Pete answers, "Ain't got time. There is a wreck over the hill and I am on my way to see it." Pete takes off and Joe decides to follow. Joe doesn't find any wreck and then it dawns on him - Pete just told him another lie.

ELMER says he will be back next year.

After making two attempts to get to the Springfield reunion, **FALCNOR L. GIFFORD** 64th Crew Chief, gave up. He wrote about his problem in a letter containing his '99 dues. On their first attempt, they were well underway when the display panel suddenly became blank, and the radio along with other functions went out. He replaced burned out fuses, one after the other. All the Ford garages were too busy to help him, so he turned around and headed home.

Some 6 weeks later, after having driven with no speedometer, etc., all that time as well as using up numerous fuses, a short was found in the wiring to the right vanity mirror. He thinks that Ford put too many circuits on one fuse that controlled the important items.

He writes that he and **GOLDIE** are doing O.K. They expect to see their buddies next year.

WILLIAM GALIDA, 403rd Armament from Campbell, OH, wrote to **BILL** to pay his dues and thank him for all of his good work in sending out all the correspondence material to the "Brothers."

He would like to know if the bombardier, who came into the Armament Office at Clovis Air Base in New Mexico in early spring of 1945, is in our Roster. **BILL G.** says the bombardier said he was from Ohio. The two of them loaded practice bombs on a B-17 and B-29. Any one, who fits this description, should contact **BILL GALIDA**.

BILL G. also sent a copy of some orders dated 24 December 1944. These orders were from the Office of the Squadron Commander of the 403rd Bombardment Squadron at A.P.O. 72, Leyte, P.I. The orders were for 8 men to report to the CQ by 1900 hours tonight for KP duty. Failure to report at the designated time will result in one (1) extra day KP. It is signed by **JOHN F. DRUMMY**, Actg. 1st Sgt.

The men are 1st Sgt. **ACE CAREY**, M/Sgt. **HERBERT E. BAISCH**, M/Sgt. **WILLIAM D. GALIDA**, M/Sgt. **WILLIAM B. CRAIG**, T/Sgt. **GRADY W. HARBOUR**, T/Sgt. **ERVIN R. HUEBNER**, T/Sgt. **ROBERT B. WRIGHT** and S/Sgt. **JOHN E. TRINKO**.

In the bottom left of the orders is a photo of all the men except **BILL CRAIG** and **BILL GALIDA**.

Another attachment was a copy of a newspaper article which was from April or May 1945. It indicates that 38 Men from CAAF won discharges. There were 38 enlisted men and 6 officers named in the article.

Last but not least **BILL G.** sent along some humor. It appears later in the Newsletter.

Signing up for Life Membership is **JOSEPH R. WISNACK**, 64th Gunner from Stuart, FL. JOE says he appreciates the Newsletters and God Bless us all.

Along with his dues for '99 & 2000 **KEN L. DAWSON**, 403rd Pilot from Cibola, TX, sent an addition to his phone number as shown in the 1998 Roster. Please add his area code to the number- 830-629-2279.

He is interested in hearing from anyone who could provide him information on the "Black Sunday" mission of 16 April 1944, which flew from Nadzab to Hollandia and return. At the Shreveport reunion he asked **LARRY HICKEY** "... to put some focus on that day in our story. Still hopeful, but glad I didn't advance the fee!"

KEN says that he likes the new format and print of the Newsletter, and he looks forward to each issue. He asks **BILL** to keep up the good work.

It is now 55 years since he joined the 403rd. He was glad to see the names of **ERNEST J. WELLS**, 403rd Pilot from Harrisonburg, VA, and **DORWIN C. WILSON**, 403rd Pilot from Orlando, FL, in the Newsletter along with new addresses.

CHRISTOPHER C. SLONE, 403rd Top Gunner, enclosed a bit of humor with his '98 & '99 dues. He missed the Springfield reunion, but says that every time a reunion comes up he has too many irons in the fire. He has 50 more years of work ahead of him and he was 80 years young last Nov. 22nd. He says that we should see that he has time only for work, but he will make an effort to see us in Tucson.

"I live here in the south eastern part of Kentucky right in the mountain section. Some times you can see the cattle grazing out of your stovepipe. One advantage we have here when we raise potatoes, we plant the rows up and down the hill so when tater digging time comes, we just open the bottom hill and the rest of them roll out. We have a little excitement once in awhile when some of the cattle fall out of the pasture." CHRIS says it isn't that bad, but a bit of humor would not hurt.

He has 92 acres mostly on the hillside. In 1991 he strip mined the farm and has since been playing around. He is working on a "fishing pay lake." When it is finished it will cover about 2 acres and be an average of 15 feet in depth. He will have a parking lot for 40 cars. He gets all of the exercise he needs while operating his bulldozer and end loader. He says if any of you happens to be in that part of Kentucky, the welcome mat is always out. He can always come up with a cot and a sleeping bag.

He ends by saying if his health stays good, he has made up his mind that he will be at the 1999 reunion. He says "God Bless and my best regards to all members - hoping to see you next year."

Chris sends along a new address and phone number even though he has not moved. 529 Highway 1087 E, Mousie, KY 41839-8935. Phone 606-785-5223.

Paying his '99 dues **JOSEPH E. PECORARO**, 403rd from Ridge, NY, penned a few lines in a letter. He reports that he is feeling much better and had seriously hoped to be at the Springfield reunion, but he does not fly and only engages in limited driving. He says that at 80 years young he is not complaining. "My glass is 1/2 full not 1/2 empty." He wants to be certain that he stays on the mailing list and feels that the staff is doing a great job. He asks that the staff "Keep it up!!"

BELFORD M. FRISBY, 403rd from Muskogee, OK, wrote **SAM COMMONS** to thank him for the "... teamwork effort and leadership for the '43rd and in publishing the great newsletter!"

He and **LILLIAN** did not make it to Springfield in '98, but he enjoyed the news, accounts and comments regarding that reunion. They plan to be in Tucson in '99.

SAM COMMONS had saved a Springfield 43rd cap for **VINCE STOPCZYNSKI**, Headquarters from Kingston, NY, and mailed it to him along with a tape of the talk by **FRED HAGEN**, Associate member from Philadelphia, PA, at the reunion. Vince wrote to thank Sam and pay him for those items.

VINCE had talked to SAM via the phone and then wrote, "It was a wonderful treat to talk to you the other night. We share the same pride in our country and the 43rd."

He reads the Newsletter "... cover to cover." He wished SAM well for another year as our President, and hopes that SAM's wife, HELEN, continues her marvelous recovery. He says that he understands how hard it can be as he also suffered a similar problem.

Victims of the Northwest Airlines strike last fall were SHIRLEY and CLEVE M. ENO. Due to the strike they could not make it to Springfield. He wrote to SAM that he worked for Northwest for 35 years as a mechanic, and he often flew on work assignments. He heartily supported the pilots in their demands, and he hopes that the mechanics will be able to negotiate a settlement without a strike.

CLEVE expressed regrets that they did not make it to the reunion, but they look forward to being in Tucson. He too sent HELEN their best wishes. He remembers HELEN was from western Minnesota. He hunted geese in that area of the state.

CLEVE enclosed his '99 dues and asked that his address be corrected for the next mailing. It is not exactly as shown in the 1998 Roster which caused a mix-up in his receiving the last Newsletter. His address and phone number are H C 2, Box 110, Emily, MN 56447 and 218-763-3207.

JAMES BRACCO contacted the editor via e-mail when he saw an announcement about the 43rd BG Assoc. that the editor had posted on a B-24 web site. He informed the editor that his dad had been in the 43rd and was very interested in finding others from the Group whom he knew. After a reply via e-mail inviting him to have his father join our association, JAMES wrote back and asked for an application for his dad. An application was sent in the return snail mail. So we will soon have another new member. Some of you may remember him. The editor was given no additional information.

SAL PARASCANDOLA of 898 South Fork Circle, Melbourne, FL 32901.

FRED HAGEN, Associate member from Philadelphia, PA, spoke to the AWON (American War Orphans Network) in St. Louis, MO, last November. He spoke for about 25 minutes on his efforts to find planes and remains and explained the origins of his interest. Then he showed his "speech video" followed by a 15-minute summation. His final remarks revolved around the emotional impact his findings had on the Desilets family and on Patricia Gaffney after a half-century of questions were finally answered.

"I closed by stating that my original goal had been met and far exceeded, and that the experience had enriched my life in ways beyond any preconceived expectation." FRED told the gathering that he would like to continue his work but had not decided yet whether this was feasible. His two primary remaining interests in New Guinea are to search for the wreckage of General Ken Walker's B-17 in New Britain and the salvage of the B-17 in the Agaraimbo Swamp.

"While my future in this field remains uncertain, I indicated that the final refrain from Tennyson's poem Ulysses would best indicate the song of my heart and would resonate with a special reflection of the AWON members experience because, although much had been taken from them early in their life, yet much abides and at that hour of their life, they have the comfort and camaraderie of a large group who endured similar sacrifices." FRED then related the last stanza:

Tho' much is taken, much abides; and tho'
We are not now that strength which in old days
Moved earth and heaven, that which we are, we are, --
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find and not to yield...

FRED feels that this poem also speaks beautifully of our association veterans.

His talk was very well received but with much emotion. The founder of AWON, Ann Mix, hugged him and wept on his shoulder. Another lady at the gathering had a father killed at Omaha Beach. She had sent his letters to American Heritage that reprinted them for the 50th Anniversary D-Day issue. President Clinton quoted from these in his remarks at the Anniversary remembrance. This same lady approached FRED with tears in her eyes and said that she had "No words ... No words" to express her appreciation of his efforts and remarks.

The Oct., Nov., Dec. issue of the 19th Bombardment Assn. Newsletter arrived. One article in it that might be of interest to many of you is the one about the Korean War Memorial in Washington, D.C. It was dedicated in July 1995 but is already in great disrepair. The 40 Linden trees have died and have been removed. The Pool of Remembrance has been cordoned off due to cracked pipes. The lighting has been declared inadequate and poses a hazard for those visiting at night.

An amendment #3431 to the 1999 Dept. of Defense Appropriations Act to allocate 1.3 million dollars for repairs to the memorial. Urge your Senators and Representatives to support this amendment.

The 19th BG is holding its annual reunion in Cincinnati, OH, in Sept. 1999. No specific information is given in their latest newsletter.

In a letter to Pres. SAM, **DAYTON "DAYT" BLANCHARD** 65th Pilot from Cloudcroft, NM, mentioned that he had sent his dues to **BILL WILSON**, "our Used Car Expert." He said that ANN had undergone surgery at the time of our 1998 reunion, but is now completely mended. That explains their absence. He is enjoying golf at 9,000 feet at the course that borders their home.

He says that they did make it to a reunion of the Air Weather Service Association in St. Louis and Branson, MO. He missed his Pilot's Class reunion at Pampa, TX, as ANN had an art show.

DAYT also sent word for a speedy recovery for HELEN. He says he is "...still in remission and holding at 75 years on this planet."

DAYT sent his year 2000 dues to BILL along with a letter with some additional information. They hope to motor to Tucson next year in their new Explorer XLT. With a 0.9% APR, he says he could not afford not to purchase this vehicle. He also remitted to BILL the cost of one of the 43rd's calendar books for next year. These were on sale at Springfield.

He reports that the old Chief of the Mescalero Tribe has gone to his Happy Hunting Grounds, but his slot machine business is still raking in a million or so a day at the Inn of the Mt. Gods.

Included in his letter were two colored photos of aircraft, a biplane trainer he used in Primary flight school and a stealth fighter F-117 parked at Holloman AFB in New Mexico. Finally, he enclosed a colored photo of a C-9 cockpit, as it resembles that of a B-24J.

Although they did not make it to Springfield, **HARVEY MOODY**, 65th Crew Chief from Ft. Worth, TX, and his wife, **CLARA**, sent BILL their '99 dues and a few Air Force and ground crew jokes from the "Star Telegram." [We'll save these for a future issue of the Newsletter.]

They plan to make it to Tucson.

EMANUEL DALPRA, 65th Personnel and Pay from Lafayette, CO, enclosed a letter with his '99 and year 2000 dues along with a contribution. He writes that he has never attended a reunion, but does not want to miss any of the good news. He enjoys the work the staff does and does not miss a word in each issue of the Newsletter even though not many of the names are familiar to him.

Like so many others of us he is wondering about our history book. He finds it sad that so many will never get to read it, if it is ever produced. He wonders if we are "... waiting in vain" for something that perhaps we were misled to believe by the author?"

He says "God Bless all; may we hope time will tell."

Cautioning BILL not to spend all of his '99 dues money in one place is **D. DEXTER FAIRBANKS**, 403rd Pilot from St. Clair Shores, MI. He says that he seems to remember paying for his history several years ago.

DEXTER writes that a while back he received news that his favorite Gunner, **ROLAND E. LALIBERTE**, 403rd Tail Gunner from Milford, ME, passed away. ROLAND "... always wore a smile." God Bless.

In a Christmas greeting to BILL and family, **ROBERT "BOB" McVEIGH**, 403rd Supply from Calico Rock, AR, says "Mark me Present and Accounted for Sir" as he remits his '99 dues.

Bob writes, "Hope that the sun always shines on those of us that chased the Sons of the Rising Sun out of the South Pacific and that the wind is always to our back."

Another, who is sorry that he did not make it to Springfield and hopes to make it to Tucson in '99, is **HUGH H. HINES**, Headquarters from Cheyenne, WY. HUGH is now paid up through 2000. He enjoys the Newsletter and wishes all Good Luck in 1999.

Remitting his '99 dues on stationery he bought back in the Pacific area those many years ago, is **WALTER B. KICHURA**, 403rd B/ST/Maintenance from Chicago, IL. The stationery has 4-0-3 Mareeba Butchers as the letterhead. The 403rd dog is in the enlarged "0" in 4-0-3. WALTER says that he found a ream of this stationery as he was going through his service memorabilia.

He misses the reunions as he has been on chemo treatments for the past 5 years, and his oncologist has no idea how long he will be on it. He hopes that in the not too distant future he will be taken off the chemo and can attend a reunion.

He enjoys the Newsletter, which he finds to be a great source of information.

More humor comes from **WALTER "BUD" I. BLUNK**, 64th Crew Chief from New Albany, IN. The humor is composed of 3 jokes about senior citizens. The first two have appeared in the Newsletter in the past. The editor will use the third in a future publication. BUD caught up with his dues and is now paid through '99.

E-mail from **IAN QUINN**, Associate Member from Hong Kong, China, tells that he did not get a single response from any of our members when he requested information on 43rd missions to Hong Kong in a previous Newsletter. IAN is researching that part of the war and plans to publish his results. He paid an individual to go through the National Archives, and the latter found that the 43rd's Unit History indicated there were three main missions in April 1945 plus nocturnal missions by the 63rd.

In the history there were photocopies of the strike photos taken over Hong Kong. He is hoping that maybe someone of us has copies of one or more of those photos. In particular he is looking for one that shows a B-24 with Hong Kong in the background. IAN said that he would pay for the costs of making a copy of any of these. He does not want to borrow any originals, but he feels a good copy of the one in particular would go well with an article he is writing. Look over your photos men. Maybe someone has one or more of these photos taken over Hong Kong. IAN's e-mail address is

<quinns@hkstar.com>. His land address is in the 1998 Roster.

Another Flash from **RUSS BURNETT** is that he tagged a 10 point Whitetail buck on Dec. 1st in Conway, MA. The deer weighed 155 pounds. RUSS says that he credits his success to all the practice he received at Harlingen, TX, gunnery school. Only this time he used an A. H. Fax double and not the Browning automatic he used on the gunnery range. Rifles are forbidden for hunting in Massachusetts.

Late word just in is that **HAL C. WINFREY**, 65th Pilot from Decatur, GA, has made that last flight to his final destination. God Bless. Our prayers are with you **MAUDE**.

If anyone is interested in ordering a Color Souvenir Memory Book from the 43rd Reunion in Springfield, you may do so by sending a check for \$25.00 to Reunion Services P.O. Box 759 Theodore, AL 36590-0759. Make it clear just which reunion book you are ordering.

JOSEPH W. SNYDER, 403rd Gunner from Greencastle, PA, has finished another of his beautiful hand carved canes and will bring it to Tucson for display and possible sale. A friend of his had informed him of our web site on the Internet.

Sending BILL dues for **CARL TIPTON**, 65th Nose Gunner from Sumter, SC, is his wife, **GLORIA**. She explains that CARL has macular degeneration that keeps him from driving, watching TV or reading. He looks forward to each Newsletter, which she reads to him "... cover to cover!" GLORIA says that Carl seems to remember events from WW II as if they happened yesterday. She also enjoys the Newsletter and urges the staff to keep up the good work.

President SAM tells the editor that he has received an article from **RICHARD J. MROWINSKI**, 403rd Armorer/Gunner from West Allis, MI. It is about the discovery of a B-17 of the 43rd lost in New Guinea on Sept. 15, 1943. SAM says it is another FRED HAGEN type story. He will forward it to the editor and it will appear in our next issue of the Newsletter. Two days later he received what appears to be another facet to this story from **JOSEPH R. JANCOSKO**, 64th from Pittsburgh, PA. This too will appear in the April issue. [Nothing like a bit of enticement to keep you reading the Newsletter.]

Rejoining the Association is **KENNETH HOUTS** a former 403rd Pilot. He located us through the web site and e-mail. Add his name and pertinent information to your Roster. **145 Solar Drive Tipp City, OH 45371.**

REGINALD E. TATRO, 6th Radio Operator from Greenfield, MA, mailed his '99 dues in a Christmas card. He said that previous commitments kept them from making it to Springfield.

His big event of the year was his grandson Josh Hegg's wedding in June in Cody, WY. He and **LUCILLE** flew to Cody and spent 6 great days there. It was a lovely wedding. Being there made them wish they were still living out west. The bride and groom are both seniors at the Un. of Wyoming.

In a note in a thoughtful Christmas card, **GARNETT L. PEELING**, 65th Ordinance from Presque Isle, MI, said that he was one of those who rode the Queen Mary to Australia.

He and his wife, **PAULINE**, celebrated their 50th wedding anniversary last October. They had a family gathering and celebrated with a delicious chicken dinner at Zenders, a restaurant famous in Michigan for its chicken dinners.

He does enjoy the Newsletter, but has given up on the history that he paid for in the distant past. GARNETT wishes all Good Luck and Good Health with God's Blessings.

JESSE FULTON, 64th Bombardier from Blountville, TN, mailed in his '99 dues along with this regrets for not making it to Springfield, but he had some health problems. He hope that he will make it to Tucson in '99.

As this was going to press word arrived from **GARRETT L. MINNICK**, 64th Medic from Cumberland, MD, of the death of **JOHN H. PFEIFFER**, 64th Pilot from La Vale, MD. God Bless.

***** QUARTERLY HUMOR *****

A couple was shopping in a mall when they noticed an elderly gentleman sitting on a bench and crying. They went over to see if they could help him in any way. He said that he had 40 years of happily married life. His wife was not a good housekeeper nor was she a good cook, but they were happy together until she passed a way. The couple said that they could understand why he was crying, but the gentleman interrupted them to say he had remarried. His new wife was only 45 years of age, an excellent housekeeper, a gourmet cook and their sex life was very good. The couple was a bit taken back and wondered then why he was crying. "I can't remember where I live" was his response.

This past Halloween when the host of a costume party answered a ring of the doorbell, a shapely young lass was there without a thing on. Her body was tattooed completely with the map of the world. On her chin was Greece. Her chest was Bunker Hill. On her hips she had South America and Africa. Then he spotted his wife and to save his life, he let the rest of the world go by.

(From BILL GALIDA) The other day I went to the local religious bookstore and purchased a "HONK IF YOU LOVE JESUS" bumper sticker. I put it on the back of my car, and I'm really glad I did. What an uplifting experience followed:

I was stopped at the light of a busy intersection, just lost in thought about the Lord, and didn't notice that the light had changed. That bumper sticker really worked! I found lots of people who love Jesus. Why, the guy behind me started to honk like crazy. He must really love the lord, because pretty soon he leaned out his window and yelled "JESUS CHRIST" as loud as he could. It was like a football game, with his shouting. "GO JESUS CHRIST, GO!" Everyone else started honking too, so I leaned out my window and waved and smiled to all those loving people. There must have been a guy from Florida back there because I could hear his yelling something about a "SUNNY BEACH," and I saw him waving in a funny way with only his middle finger stuck up in the air. I had recently asked my two kids what that meant. They kind of squirmed, looked at each other, giggled, and told me that was the Hawaiian good luck sign. So I leaned out the window and gave him the good luck sign back.

A couple of the people were so caught up in the joy of the moment that they got out of their cars and were walking toward me. I bet they wanted to pray, but just then I noticed that the light had changed, and I stepped on the gas. It's a good thing I did, because I was the only car to get across the intersection. I looked back at them standing there, leaned out the window, gave them a big smile, and held up the Hawaiian good luck sign as I drove away. Praise the Lord for such wonderful folks!

Every quarter of the year a Newsletter is prepared and mailed to our membership and a number of other veterans' organizations. Somewhere between 700 and 800 copies are mailed each quarter. Many of you have written to the editor to thank him for the work he does in putting out the Newsletter, and he appreciates that very much. The editor feels that you should be aware also of the tremendous amount of work that our Treasurer, BILL WILSON, and his office manager, ELAIN PIERCE the 43rd Elf, do in getting this to you. First, they receive from the editor two copies of the Newsletter, without the colored emblems on the first page. They take it from there. Not only do address corrections have to be made and typed into the data banks of the association, the actual copies that are mailed out are done in Snyder. Then there is the job of stapling the pages together and inserting each Newsletter into an envelope after putting on it a mailing label that was printed by them. This takes a great deal of time and work. In addition, BILL sometimes receives letters along with checks for dues just before the Newsletter goes to the photocopier. He then takes the time to add a page to the Newsletter with this new material. If he sent it to the editor at that time, the material would not be used until the next Newsletter - 3 months later. The editor feels that all of us should realize what a dedicated member of

our association BILL WILSON is. What he does is far and above the duty of a treasurer. It is difficult to imagine how this organization would continue to function well without BILL's willingness to volunteer to do so much for all of us. The colored emblems on the first page are printed in Philadelphia on blank pages which SAM COMMONS ships to Snyder for the Newsletter.

We owe a great debt of gratitude to IRENE and BOB WATSON, our reunion coordinator for many years. He does an excellent job of working out a contract with the host hotel in each case and helping each host and hostess in making detailed arrangements for our successful reunions. IRENE works at the registration desk for the entire reunion. She is ready to help any of us with whatever problem she/he may have.

BOB has been experiencing some difficulties with his health. So the Tucson reunion is probably the last one for which he will be making all of those arrangements. We will miss his expertise and cheerful outlook as he undertook this difficult assignment.

The secretary/editor always found that Bob was well organized and made certain that all of the details of each reunion were ready for each issue of the Newsletter. It has been a pleasure to work with one so dedicated to his responsibilities.

We wish the best for both of you. We pray that your health will improve as you move away from the tremendous pressure that goes with the job of reunion coordinator, BOB. We hope to see the two of you at many more reunions to come.

The information that you have all been waiting for regarding the Tucson reunion will appear on the last pages of this issue of the Newsletter. Our host and hostess are

Jim and Louise Thompson

7018 Calle Bellatrix

Tucson, AZ 85710-5333

Phone 520-747-9490 (Please note the area code is not as shown in the 1998 Roster.)

A bit of advice from those who run the registration desk at the reunions.

BRING YOUR NAMETAG WITH YOU TO THE REUNION.

Those who work at registration at the reunions say that we are running out of nametags since so many members forget to bring along their nametags. The supply is now very limited. Thanks for your cooperation.

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 editor's hands absolutely no later than the 15th of the month before publication. Please write legibly. Dues (\$15 Per Year or \$100 Life) may be sent directly to BILL WILSON, Treasurer, or to JIM CHERKAUER, Secretary. (Addresses are at the beginning of the Newsletter.) Make the check out to 43rd Bomb Group Assoc. Check the mailing label on this edition to find out your status with respect to paid up dues. The Association's fiscal year is the same as the calendar year. You may send E-Mail to the Secretary/Editor at <cherrij@buffnet.net>.

The Post Office department will not forward the Newsletter. If you have a change of address, send BILL WILSON this change as soon as possible.

1999 REUNION NEWS
43rd BOMB GROUP ASSOC. 19th ANNUAL REUNION
OCT. 17th - 24th TUCSON ARIZONA 85701

The 1999 reunion will be held at the Inn Suites Hotel 475 N. Granada. This is located at I-10 and St. Mary's Road. The rate is \$55.00 a night, and includes free breakfast buffet, free social hour (beer or wine), free bar-b-que on Wednesday evening, free popcorn and HBO.

Our tour company will be Grey Line Tours, and they have some outstanding tours planned. You can make arrangements on your own for a tour to the Grand Canyon before or after the reunion.

Some of the tours being offered are listed below.

The Arizona Desert Museum located in the Tucson Mountain Park which is rich in animal and plant life.

Sabino Canyon - At the foothills of the Santa Catalina Mountains. This includes a tram ride up a winding canyon road that crosses a creek seven times.

Mission San Xavier - Known as the "White Dove of the Desert," it is located on the Tohona O'Odham Indian Reservation.

Nogales, Mexico - 64 miles south of Tucson. A lot of bargains here, but be prepared to offer much lower prices than the asking prices.

Tombstone - The town too tough to die. You can walk the streets where Wyatt Earp, Doc Holiday and Bat Masterson walked.

Tucson historic district and downtown Tucson. Tucson is home to the University of Arizona and many museums.

Our Friday tour will be to the Pima Air Museum, one of the largest of its kind. Be sure to bring your cameras. Lunch will be at the officers club on Davis-Monthan Air Force Base.

Our Friday evening meal will be a Mexican buffet with entertainment by Mariachis and Folkloricos dancers.

The reunion fee this year will be **\$110.00 per person**. This is due to the increase in costs. The overall cost will be lower because of the reduced rate of the hotel and the free meals.

We will have much more information in future newsletters, including a map of the general area of the hotel and downtown. Also available at that time will be a list of R.V. Parks, available transportation from the airport and to shopping, etc. **A registration form will be included with the April Newsletter.**

We look forward to seeing you in Tucson in October 1999.

Bob Watson
Reunion Coordinator

James Thompson
Reunion Chairman
520-747-9490

Orlon Rogers 63rd Pilot sent in a \$100.00 for life membership for his son, Orlon L. Rogers, Jr.; 909 Joyce Ct; Aberdeen, MO 21001. Orion Jr's phone number is 410-272-2977. Jr has some Big shoes to fill. But I bet he makes it.

Orland and Fern Poels, Ft. Eng 403rd, wants to Thank everyone for the news letter. Orland and I agree it is very, very good.

Ken and Rosie Brown, 64th Pilot, sent best wishes and healthy New Year to all.

Kenneth O. Houts, 403rd Pilot, joined up the other day. His address is 145 Solar Dr; Tipp City, OH 45371-9492. Drop Ken a note and let him know we are pleased to have him back.

Jim and Peg Mayman, 65th Eng, sent Christmas wishes to all. They live at Pawtucket, RI. Lot colder than Snyder, but then they get rain and we don't.

Manuel Alexopoulos, 63rd, sent special greeting to Bill Laird and James Conway, plus Happy Holidays to all.

John Perkins, 403rd Nose Gunner, sure likes the news letter. John Paul is pretty special to all of us.

Chet and Anna Danows, 64th Top Gunner, sent a letter. A special HI to Dr Aruid Houghlum, 64th Pilot. They want to get to the next reunion. Health of at least for our age. Anna's mother is "97". She has the right genes. Send best health wishes to all for the New Year.

Shirley J. Nelson; 2011-6 Woodhaven; Ft Wayne, IN 46819; sister of Charles W. Straw, Pilot deceased, is interested in all information she can get about Charles. Those of you that remember him let Shirley know.

Ralph R. Ravenburg, 25th Bomb Sq, was stationed at France Field, CZ in 1941 and Salinas, Ecuador in 1942 is trying to get the 25th bunch together. Thinks some of them transferred to the 43rd. If any of you were in the 25th let him know. His address is 5000 Timberline Dr; Austin, TX 78746-5537.

William L Jobe, 64th Waist Gunner, had a visit from his pilot Henry J. Domagalshi and his wife Peggy in September. They hadn't seen each other in 54 years. Great meeting! Hope to make reunion this fall. New letter is great. Take care see you at the reunion.

Nick and Shirley Arabinko, 64th Pilot, sent me a letter the other day. Shirley draws a picture of her idea of how I look. Nick tells me of all the places I've screw up. The tough part of this is he is always right. His big deal now is the New Roster is too small of print to read. Jim Cherkauer and my office manager Elain are trying to move the 43rd over on a new computer I have. If so, I want to get out a new Roster so I can read. Some people are just to smart for me.

Dr. Gusack called the other morning and told me a very special friend of mine Hal Winfrey, 65th Pilot, passed away.

That's about it for 1998. Good Health to each of you in 1999.

God Bless,

Mary Lois and Bill

45ru Bomb Group Reunion

October 17 - 24, 1999

InnSuites Hotel & Resort

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