



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



**NEWSLETTER 91<sup>st</sup> EDITION  
July 2004**

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\*\*\*\*\* FROM CHARLES RAUCH, PRESIDENT \*\*\*\*\*

This will be the 91<sup>st</sup> edition of the Newsletter. Just think about it, for 25 years we have been gathering and there have been many discouraging times during those years. I think recent events have shown improvement and if our nation continues to support our military we will return to peace "God willing". The military men and women serving our country are great and need the support of all in this great nation.

I have had a busy time the last three months putting the final touches on the planning for the 2004 Tampa Reunion and the information you will need to register will be contained in this Newsletter. The members that I have reviewed the key points with prior to this time have been well satisfied with the outline for the major events.

The prices have gone up for each of the past years, as you have probably found out from your own experiences. I think Tampa does have an advantage of many of the major cities as there are approximately 500 flights in and the competition has been very strong. The airlines have been cutting fares and Tampa flights have been very attractive. We do have free transportation to and from the Wyndham Harbor Island Hotel.

There have been numerous calls, e-mails, and letters asking where and when to register for the reunion. The information contained at the end of this Newsletter should answer your questions but feel free to contact us if needed and Pat or I will get an answer for you.

We hope you have had a good year and we are certainly looking forward to seeing each and every one of you. There are many friendships to be established and renewed.

Note by Andy Anderson; There are new airlines that may be of use. "Ted" is the low cost division of United and "Song" is the low cost division of Delta. Also "Jet Blue" flies some routes and has been known to provide lower fares to some destinations.

By Andy Anderson: I will continue to publish the wartime diary of **Frances Denault** of Deerfield Beach, Florida. The first installment was in the April 2004 issue. I have had some phone calls and information mailed to me which was prompted by the first installment. One call was from Frances, himself, to remind me that I forgot to mention that his wife, **Pauline**, passed away and I failed to mention it in the Newsletter. I will plead guilty to that charge because I crossed her name off in my roster copy when he phoned the information to me. He also stated that I mentioned that he dated Onna Colbert, the **belly** dancer, when he was in San Francisco on his way to Australia. He wanted me to know that she was a **ballet** dancer! I looked up the information in the dairy copy sent to me and the word was spelled **bally** and the "a" was changed to an "e" by someone other than myself! So I plead "not guilty" to that charge! Besides, wouldn't it be more fun to date a belly dancer than a ballet dancer?

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The dairy is continued here:

On October 8, 1942, we took off for Port Moresby, arriving at 6 PM. We gassed the plane and ate what we could get. We got a few hours sleep and we were up at 10:30 PM to go to briefing. After briefing, we took off for Rabaul on a mission to New Britain. It was 12 PM when we got off the ground. We took off individually in 10 minute intervals. Each ship carried 10-500 lb. bombs with instantaneous fuses. Other planes in the group were piloted by **Staley, Scott, Sogard, McCullar, Barnett, Hassermer, Green, and Murphy**. I cannot remember the other two. Thompson and I were the first two over the target. We made a bomb run at 8000 ft. on the town of Rabaul. They opened up with their guns and searchlights were going back and forth across the sky. We put the plane in a slight dive and made a left turn over New Britain. The lights did not pick us up and we were not hit by antiaircraft fire. As we were leaving the target area we noticed a couple of fires had been started. We were not hit and returned to Port Moresby. This was my first trip to Rabaul. Rabaul was the Japanese Navy headquarters in the southwest Pacific. If we had gone over Rabaul in the daytime, we would have been jumped by dozens of Japanese fighters. On Oct. 9, I slept from 8 AM, when we returned from the mission until 4 PM that afternoon. I was still very tired. I got something to eat and returned to bed. We were awakened at 10 PM and briefed for another mission. Oct, 10, we took off at 1 AM for Rabaul. It was very dark but the weather was good. It was clear over the target and we bombed from 7,000 ft., dropping 10 500 lb. bombs with contact fuses. The antiaircraft fire was heavy and they picked us up in the searchlights. We were in a slight dive and as soon as we dropped our bombs, we made a left turn over New Britain. We went over the target in 15 minute intervals to harass them and keep them up all night. The same pilots were on the mission as the night before. There were still fires burning from the night before. The squadron dropped about 300 bombs on the target during the two nights. After landing at dawn, we gassed the plane and returned to Mareeba; about 1500 miles round trip. I was so tired I just piled into bed. I did not wake up until 6 PM that evening. Believe it or not, I cleaned up and a group of us went to a place called Yungaburra in the Kuranda Mountains near Cairns. It was a resort area with a small hotel in the center of town. We had 48 hours off and we were not going to hang around Mareeba. The people who ran the hotel were glad to see us and our us up in rooms. They had a pretty good supply of White Label Scotch. Before we were through we put a pretty good dent in the supply. There were some girls there and we had a party that night. There was a volcanic lake nearby called Lake Eacham. The next day, Sunday, I went to church in the morning and then went swimming in the afternoon. The water was cold and the lake very deep. It was like home for a little while. Monday afternoon we returned to Mareeba.

It was sometime that afternoon that **Capt. Henson**, one of our pilots, crashed on takeoff at Mareeba. The whole crew was killed. The plane blew up a few feet in the air. There were pieces of bodies strung all over the place. His copilot, **Francis Kritzmacher**, was a classmate of mine in flying school and one of my best friends. He was from Boston, Mass. and when I returned home his mother wrote me and wanted to know when his body would be returned to the sent home. The War Department had informed her that

his body would be returned to the United States. I had the undesirable job of telling her what happened. It was the only crash we had at Mareeba.

While in Mareeba I made friends with a wallaby, a small kangaroo. One morning I gave him some leftovers. After that he woke me up every morning out in front of my tent looking for a handout. They are very friendly, like a big dog.

On October 13, I went back to Yungaburro with **Major Benn**, our squadron commanding officer at that time. He wanted to see the place. He thought it might be a good place to send men for a rest. On Oct. 14, I stayed at Mareeba, washed some clothes and caught up on some writing. That night we went to an Aussie dance in Mareeba. I had no sooner got to bed when they woke us up and told us to return to Port Moresby. October 15; we took off at 4:30 AM for Port Moresby, landing at 7:30 AM. About 10AM, Bill Thompson and I took off on a reconnaissance mission. We crossed the Owen Stanley range and proceeded to Milne Bay and then just west of the Solomon Islands, we proceeded north to the east coast of New Britain, then along the south coast of New Britain to Gasmatta. We found no Jap ships and turned south and returned home. It was about 7 PM when we got back. We were tired and hit the sack.

On Oct. 16, we took off and went looking for some Jap ships off the New Guinea coast near Lae. We flew in a two-ship formation with **Capt. Scott**. We found the ships and Capt. Scott made a bomb run on a large transport. We dropped three 500 lb. bombs each on the ship and scored near misses. It appeared we did some damage to the ship it stopped moving. We made another run on a second ship that appeared to be some sort of a freighter and dropped our remaining 3 bombs. There was an explosion on the ship as one of our bombs must have scored a hit. There was a destroyer that kept firing at us and we absorbed some shrapnel from exploding shells. We returned to Port Moresby and landed at 7 PM that evening.

October 17; We got up early and took a cold shower. If you wanted a warm shower, you had to wait until the sun warmed the water. We were on alert all day. We were up at 12 midnight on the 17<sup>th</sup> and on Oct. 18<sup>th</sup> we took off at 2 AM for the harbor at Lae on the north coast of New Guinea. We proceeded to the target individually in 10 minute intervals. The weather was bad but we able to get over the target at about 4 AM. The Japanese had removed their ships from the harbor. They must have gotten word that we were coming. We found some flying boats in a cove and dropped our bombs from 5000 ft. right in the middle of them. It appeared that we did some damage. The antiaircraft fire was heavy and they had searchlights that lit up the place. We were lucky and were not hit. We returned to Port Moresby early in the morning, gassed up and returned to Mareeba, landing about 11 AM. Although we were tired a few of us headed for Yungaburra where there was food and liquor and we had a party that night. We remained in Yungaburra on the 20<sup>th</sup>. **Carl Hustad** and I decided to ride horses up to Lake Eacham about a mile from the inn. Carl said the horse was too rough to ride and walked the horse back. That night we had a little party.

On Oct. we went back to Mareeba in the morning. There were two letters waiting for me. One from my mother and one from Uncle Bill Powers. We were told to return to Port Moresby and took off at 1:30 PM that afternoon, arriving in Port Moresby at 6 PM. We gassed up, loaded with bombs and were put on alert. The weather was bad and we stayed on alert the rest of the day. On Oct 22<sup>nd</sup> we got up early and took off for another field called "17 mile". This was done in case the Japanese bombed our field all the planes would not be on one field. We did not like the field. It was in bad shape so we went back to our regular field. We had just landed and were standing by the plane when several fragmentary bombs landed close by. Japanese bombers evidently followed us to the field and were dropping bombs. All the lights went out and the antiaircraft guns opened up. I ran to a ditch by the runway and jumped in. It was full of mud. I was a mess. The Japanese went over the ocean and then come back and dropped some more bombs. One fell a few yards from where I was. It was too close for comfort. The planes finally left and the lights came on. I went up to our area and tried to clean up. After I cleaned up I got something to eat and tried to get some sleep. The next day we learned that they had hit one of our planes in the tail section and it was a complete loss except for some spare parts. What happened to this plane is why we have been flying back to Mareeba in Australia. This puts the planes out of reach of the Japanese bombers. With the country trying to catch up on production, we did not have any to spare. On Oct. 23<sup>rd</sup> 1942 we were briefed for a mission to Rabaul after getting up at 11 PM the night before. I was as dark as the ace of spades. We took

off after midnight in 15 minute intervals and headed for Rabaul. We arrived over the target about 3 in the morning. By this time the moon had come out and made us good targets for the Jap gunners. As we approached the harbor of Rabaul, we spotted what appeared to be a freighter entering the harbor and made a skip bombing run at 200 ft. We dropped three 500 lb. bombs with 4 second delay fuses. There was a large explosion on the ship and it stopped moving. We then sighted what looked like a destroyer and made another run on it, dropping our remaining bombs. As we were leaving, we noticed a fire had started on the destroyer. We must have made a hit. We headed back to Port Moresby. This was the first time we had skip bombed a ship in combat. We had the ultimate surprise at night and I imagine the ship's gunners had difficulty picking us at night and directing any accurate gunfire our way. We got back to Port Moresby without any trouble. I was dead tired and went right to bed. We had to cut the number three engine on the way back. It was running rough and losing oil.

On Oct. 24, we returned to Mareeba to get the engine changed. The first thing I did was clean up. There had been no water at Port Moresby for cleaning and washing because the pumps were under water. I had not shaved or showered for 5 days. After cleaning up, we had some time off so we went to Atherton, a town about 20 miles south of Mareeba. We went to a dance and spent the night in Atherton. On Oct 25, returned to Mareeba and spent most of the day cleaning my dirty clothes. I had to boil them in a 50 gal. drum cut in half to make buckets. That is all we had to use. I hung the clothes around the tent to dry.

On Oct. 26, 1942 I was driving around Mareeba in a Jeep killing time when I decided to take a ride on a road leading west out of town. I drove west for about 10 miles. There was nothing but flat, barren outback country until I came upon a small town. The road sent right through the center of the town. There were buildings on both sides of the street. They were all above ground on wood blocks or supports of some kind. There seemed to be a foot or so of space underneath them. The buildings stretched down the road for about a hundred yards. There did not seem to be any other buildings except the ones on the road going through the town. As I drove down the road I looked for people or some other signs of life but I found none. . I reached the end of the row of buildings and saw nothing. I stopped at the end of the town and turned around. It looked like one of these towns in our western movies. I drove back through the town. It was scary. I wanted to call out but did not. I reached the end of the town and decided to get out of there. I assumed they abandoned the town because of the war. I never did find out what the name of the town was. We stayed around the camp for the next few days.

On Oct. 29 the squadron took off for Port Moresby. We had to stay behind because our plane was not ready. They were still working on the engine. Oct. 30 and 31: stayed in Mareeba and wrote some letters to the folks back home.

Nov. 1, 1942: they got us up early and told the whole squadron to fly to Port Moresby. We were put on alert as soon as we arrived and stayed on alert all day. Reconnaissance reported that a Japanese convoy was headed for Buna on the north coast of New Guinea just north of Port Moresby just over the Owen Stanley range. On Nov. 2, we were supposed to take off at 3 AM to attack the convoy but were held up until morning. We took off at 9AM for Casmatta where the convoy was last seen. We found the ships about 100 miles northwest of Buna, just south of Casmatta. There were two large transports and some smaller ships escorted by 2 destroyers. We observed several fighters in the area. We had six planes and went over the ships in 2 ship formations. On our first run we dropped three 500 lb. bombs on one of the large transports. We had a hit or near miss on the ship and it started to turn around. The fighters made attacks from the front and at the same time the destroyers fired at us. Our gunners hit one of the fighters smoke was streaming out of the plane as he went into a dive. We then made a bomb run on the other transport. It appeared we made a hit on the ship as it started smoking. The ships turned around and headed for Casmatta. We were hit in the nose by some sort of a shell and part of our windshield was blown out. We then learned that the navigator, Lt. Blain, was hit in the face with a shell. We were able to stop the bleeding and got out of the area. We headed home to Port Moresby.

After we arrived in Port Moresby, we rushed Lt. Blain to the hospital. We learned that his jaw was shattered and it would take quite a bit of surgery to repair his face. Needless to say, his combat days were over. It was a nasty mission. Our top turret jammed along with the nose gun. The Japanese fighters were

very aggressive and at times I thought they were going to ram us. We were credited with damaging one of the ships. Reconnaissance later reported the ship listing to one side. We gassed up the plane and headed for Mareeba, landing about midnight. It all added up to about 15 hours flying time. I was so tired I climbed into bed with my clothes on. Oh yes, I took my shoes off.

Nov. 3 to 5 we were off alert and they gave us some time off. I decided to go to Cairns, a little town on the coast about 30 miles from Mareeba. I heard that is was a nice place to rest. It was a winter resort town. It was a pretty place on the ocean. The famous barrier reef noted for its coral and rare fish started just off the shore of Cairns. I would say that Cairns was like our Florida. I took a train to Kuranda about 5 or 10 miles from Mareeba. The train goes through a little rain forest and over a large canyon which gives one a beautiful view of Baron Falls which runs out of the rain forest and drops down from the top of the mountain. It is a beautiful ride on the small train. I was told the Irish prisoners built the railroad in the 18<sup>th</sup> century.

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By Andy Anderson: **Francis Denault's** diary will be continued in future newsletters. Sixty years after Frances made the train trip to Kurunda, my wife Annie and I made the same trip on the same old train. We were told that the rail line was built for gold mining purposes. They have now added a return trip on an overhead cable lift so that one can stop and go down into the amazing rain forest. The size of the trees is very impressive.

+++++TAPS---LAST ROLL CALL+++++

**Robert P. Roth** 403<sup>rd</sup> Photo/Gunner on May 5, 2004 Reported by Bill Solomon God Bless

**Henry J. Porter** 63<sup>rd</sup> AC Maint. On August 7, 3003 Reported by Ed Gammill God Bless

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Thanks to **Ed Gammill** we have a new member. He is **Aloysius J. Gongol** of 4620 Briarwood Ave., Royal Oak, Michigan 48073. He was a flight engineer in the 403<sup>rd</sup> Squadron.

**Dana E. Davis** writes that our website is incorrect in that the 403<sup>rd</sup> (then the 13<sup>th</sup> Reconnaissance Sq.) was never stationed at Melbourne, Australia. Instead it was stationed at Baccus Marsh near Melbourne. Since so few persons know where Baccus Marsh it located, I think the record should stand.

The Central Identification Laboratory in Hawaii has reported that the remains of **Capt. Coleman's** 63<sup>rd</sup> Bomb Squadron crew have been recovered and delivered to them. You may recall that his B-24 *The Swan* went missing on Dec 3, 1943 with eleven men aboard. The lengthy process of trying to separate the remains and identify them now begins. The only descendent of **Private Joseph Thompson** is **Sandra Smith** in West Australia. Thompson's family has provided a DNA sample. Sandra attended our Las Vegas reunion.

I think this report by **Roger Kettleson** will be of interest to all 43<sup>rd</sup> men who were once in New Guinea.

"Roger and Audrey Kettleson enjoyed a cruise in the Southwest Pacific in late February and one of the stops was in Lae, New Guinea. Lae is the capitol of Morobe Province in Papua, New Guinea and has a population of 120,000 people, making it the second largest city in New Guinea, after Port Moresby. Papua has a population of 5,300,000. The arrival of a large cruise ship was treated as a great event in Lae. School children were given the day off, and businesses were closed so see the ship, as no large vessel had been in Lae Harbor in 4 years. Seven native villages sent welcoming parties from their native homes in the surrounding and distant locations, some traveling (walking) for over two days. Each group showed off their customary native dances, and marching routines in full dress and paint, and drums for our entertainment. They showed off their crafts, ways of cooking, and even had a conch shell band, which

was amazing. They came from the north coast of Papua, Madang, from Finchafen on the east, and Wewak in the northwestern mountains. Lae has a large beautifully, maintained War Memorial Cemetery. It was amazing, but not surprising to see the large number of headstones bearing the date of March, 1943—the Bismarck Sea Battle. Lae was also the place from which Amelia Earhart took off from on her last flight. The population growth had surrounded their airport so that it could not expand, so our old Nadzab location is now their air field that serves the community. I had hoped to visit the Nadzab location, even though it was only about 12 miles away, but our time in dock was too short and taxis were not readily available for such a trip. It is gratifying to know something built as a war tool is now serving the local population in their daily living in a peaceful environment.”

Maxwell Air Force Base in Alabama has announced that they have opened an exhibit honoring **Gen. Kenneth Walker**, once commander of the 5<sup>th</sup> Bomber Command. Walker flew to his death with the 43<sup>rd</sup> and was awarded the Medal of Honor posthumously by President Roosevelt in 1943.

#### QUARTERLY HUMOR ( courtesy of Roland Fisher)

1. Now that food has replaced sex in my life, I can't even get into my own pants.
2. Marriage changes passion. Suddenly you are in bed with a relative.
3. I saw a woman wearing a sweat shirt with "Guess" on it. So I said "Implants?" She hit me!
4. How come we choose from just two people for president and 50 for Miss America?
5. A good friend will come and bail you out of jail..but a true friend will be sitting next to you saying "Damn....that was fun!"
6. I signed up for exercise class and was told to wear loose-fitting clothing. If I HAD any loose – fitting clothing, I wouldn't have signed in the first place.
7. When I was young we used to go "skinny dipping". Now I just "chunky dunk".
8. Don't argue with an idiot: people watching may not be able to tell the difference.
9. Wouldn't it be nice if whenever we messed up our life we could just press "Ctl Alt Delete" and start all over?
10. Why is it that our children cannot read a Bible in school, but they can in prison?
11. Wouldn't you know it ..Brain cells come and brain cells go, but FAT cells live forever.
12. Why do I have to swear on a Bible in court when the Ten Commandments cannot be displayed in a federal building?
13. Bumper sticker of the year: "If you can read this, thank a teacher. If it is in English, thank a soldier."

This newsletter is published 4 times each year: **January, April, July, and October**. It is written in the prior month. Dues are \$15 per year and \$100 for life. Make the check out to 43<sup>rd</sup> Bomb Group Association and mail to Bill Wilson, Treasurer.

You may send e-mail to the Secretary/Editor to **andyanne@comcast.net** . But please do not send attachments. My Microsoft "Outlook Express" is now blocking attachments.

# **43<sup>rd</sup> Bomb Group Association**

**2004 Reunion September 13<sup>th</sup> to 19<sup>th</sup>**

**Tampa Florida**

**THIS SHOULD BE A GOOD YEAR TO ATTEND**

**THE REUNION AND HAVE FUN**

**RESPECTIVELY,**

**YOUR BOARD OF DIRECTORS**

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# **43<sup>rd</sup> Bomb Group Association**

## **September 13<sup>th</sup> – 19<sup>th</sup>, 2004 Reunion Program**

**Registration Lobby or Memorabilia room: Tuesday thru Friday – 09:00 AM - 3:00 PM or as required depending on the arrivals.**

### **Wednesday – Sept. 15**

**08:00 AM – 05:30 PM**      **Tour Tarpon Springs & Sponge Boat Ride (See 43<sup>rd</sup> BG Registration Form Pages 5 & 5.1)**

**08:00 PM - 10:00 PM**      **Board of Directors Meeting ( PLANT ROOM )**

### **Thursday Sept. 16**

**11:00 AM**      **Busch Gardens (See Tour Information Pages 4 & 4.1 ) leaves from Busch at 4:30 PM.**

**08:00 PM –**      **Squadron Meetings**  
                         **63<sup>rd</sup> – (JACKSON ROOM)**  
                         **64<sup>th</sup> – ( FLETCHER ROOM )**  
                         **65<sup>th</sup> – (STEELE ROOM)**  
                         **403<sup>rd</sup> – ( GARRISON'S ROOM )**  
**8:00 PM**      **Headquarters (Memorabilia Room) ( LANCASTER ROOM )**  
                         **Ladies Meeting ( BALLROOM 2 )**

### **Friday – Sept. 17**

**07:00 AM**      **Golfers leave hotel. ( Bus loads in front )**

**07:30 AM - 09:30 AM**      **Continental Breakfast ( TERRACE )**

**09:00 AM – 04:00 PM**      **EXPLORE ON YOUR OWN**

**09:00 AM – 04:00 PM**      **Memorabilia Room ( LANCASTER ROOM )**

**09:30 AM – 02:30 PM ±**      **Bus Tour and Starship lunch cruise ( See Tour Information Pages 4 & 4.1)**

**05:30 PM – 07:30 PM**      **Luau Cash Bar ( POOL or TERRACE is rain site )**

**06:30 PM – 09:00 PM**      **Luau Buffet ( POOL or TERRACE IS RAIN SITE )**

### **Saturday – Sept. 18**

**07:30 AM – 09:00 AM**      **Continental Breakfast ( TERRACE )**

**09:30 AM – 11:30 AM**      **General Meeting ( BALLROOM 1 )**

**09:00 AM – 04:00 PM**      **Memorabilia Room ( LANCASTER ROOM )**

**05:30 PM – 06:30 PM**      **Photo Session ( STAIRCASE, GARDEN )**

**05:30 PM – 07:00 PM**      **Cash Bar ( GARDEN )**

**07:00 PM – 08:30 PM**      **Dinner ( BALLROOM )**

**08:30 PM – 10:00 PM**      **Program and Dance ( BALLROOM )**

### **Sunday – Sept. 19**

**08:30 AM – 09:30 AM**      **Memorial Service ( BALLROOM )**

**09:30 AM – 11:00 AM**      **Breakfast Buffet & Farewell ( TERRACE )**



**43<sup>rd</sup> Bomb Group Association**  
**2004 Reunion – Tampa, FL Sept.13<sup>th</sup> – 19<sup>th</sup>**  
**General Information**

1. The following information is a general overview for our 2004 Tampa Reunion and as always the reunions seem to arrive sooner every year. Could it be our age is running out!!

2. Please plan to be with us this year as we think you will really enjoy what we have included. Florida has a lot to offer because of the snowbirds that migrate to the south each year and the multitude of tourists that find their way from all over the world. Florida generally consists of three areas East and West coasts plus the Panhandle. Tampa qualifies as the mid west coast.

3. The Tarpon Springs Tour consists of a sponge diving boat trip through the Historic dock area with a diver in traditional gear demonstrating sponge harvesting. This trip is sponsored by the 43<sup>rd</sup> BG for Wednesday September 15<sup>th</sup>.

The payment for this trip is on the 43<sup>rd</sup> BG "Registration Form" and the "Registration Fee Explanations" Pages 5 & 5.1 .

4. We are including in your 43<sup>rd</sup> Bomb Group Registration Fee a Friday night Luau Buffet poolside if weather permits. Otherwise it will be undercover near the pool. Be prepared to see bright colors, Hawaiian Shirts, Muumuus and a surprise for entertainment. Some of which will be the girls with wiggly hips with our kind of music. We should all have a fun and enjoyable night.

5. The tours handled by the Wyndham Hotel Concierge Monica Kranzel that are scheduled for the Reunion are the "Busch Gardens" visit and the "Starship Lunch Cruise with Bus Tour" on the local Harbor. These are outlined on Pages 4 & 4.1 with a tour "Reservation Form" to be used for payment. We have attempted to schedule the tours to fit in the overall program for the Reunion.

6. You may want to "Explore On Your Own" on Friday September 17<sup>th</sup> instead of taking the Starship Lunch Cruise with Bus Tour and you will be able to find more than enough to keep busy in the local area. The one thing that is different about this is the Teco Line Streetcar Trolley with 10 stops along the Channelside entertainment area, The Florida Aquarium, Garrison Seaport and Historic Ybor City. The fare is \$1.50 per day for seniors' unlimited use for the day. The Trolley holds 45 seated and is Air Conditioned and with the 10 stops takes 30 minutes each way. Exact fare is required, as the conductors cannot make change.

7. The Tampa International Airport is the second largest airport in the state. We have been told there are more than 500 flights in and out a day with most of the common carriers providing service. The hotel that we will stay at is the Wyndham Harbour Island Hotel that provides free shuttle service to the hotel from the Tampa Airport. Airport shuttles run from 7:00 AM to 10:00 PM daily leaving the hotel on the hour and arriving at the Airport on the half hour, call from the baggage claim upon arrival. Please make your return reservations early, as seating is limited on the limos.

8. The average temperature for September is 81 degrees. Light jackets or sweaters are recommended for evening and near the water.

9. The Wyndham Harbor Island Hotel is one of three Wyndham Hotels in the Tampa area so check to see you get the right one from the Airport. The hotel Phone No. is 813-229-5000. The Hotel has covered parking and there will be \$3.00 a day charge that includes in and out service on a 24-hour basis.

10. There are so many fine places to eat near or accessible to the Wyndham we are not able to suggest the best but will attempt to list a few. There are food services in the hotel and several that are adjacent to it. We have tried a few with good results. The Columbia Restaurant in Ybor City is famous and well known. The Spaghetti Warehouse in Ybor City is in an old tobacco warehouse. Numerous others are located in Ybor City. Jackson's Bistro is adjacent to the Wyndham connected by a hallway. Hyde Park has café-style outdoor dining under canopies and courtyard dining among trees. The Marriott Waterside has several restaurants. The downtown area of Tampa has several restaurants in the Franklin Pedestrian Mall. The International Mall also has a large number of restaurants.

11. The Wyndham provides shuttle Service to the Tampa International Airport, Old Hyde Park Village and Ybor City. The International Mall will provide transportation for groups of ten or more. Its good to check ahead of time with the hotel for these services.

12. Channelside is an area located in Tampa's Channel District on the water. It is a place where dining, shopping, movies, entertainment and more all come together for your enjoyment. Watching Cruise Ships arrive and depart in this area is interesting. The Port of Tampa is the largest port in the southwest of Florida and is one of the most popular cruising ports in Florida.

13. We have included the Wyndham By Request Personal Profile questionnaire, which was supplied to us by Wyndham. Read it carefully as we think it has a lot to offer if only used for this event. Send it in if you desire.

**PLEASE SUBMIT THE REGISTRATION FEE AND THE CHARGES AS SHOWN ON THE REGISTRATION FORM (PAGE 5) BY CHECK MADE OUT TO THE (43<sup>rd</sup> BOMB GROUP REUNION) and send to Chuck Rauch, 2329 Palm Tree Dr. Punta Gorda FL 33950-5009.**

**Your Hosts: Chuck & Pat Rauch**

**Phone: 941-639-6421**

**Email: [crauch5@comcast.net](mailto:crauch5@comcast.net)**

**SEE YOU AT THE REUNION**

**43<sup>rd</sup> Bomb Group Association**  
**2004 Reunion – Tampa, FL Sept. 13<sup>th</sup> - 19<sup>th</sup>**

**Tour Information**

**Contact:** Monica Kranzel, Wyndham Harbour Island Concierge at 813-229-5000 for additional Tour information on the tours described below plus other tours you may be interested in taking. Payment is to be made with the **TOUR RESERVATION FORM** on page 4.1 by personal check or credit card and mailed as directed on the form.

The Tarpon Springs Tour is a 43<sup>rd</sup> BG sponsored trip and is to be paid for on the 43<sup>rd</sup> BG Registration Form (Page 5) as an extra fee.

**Busch Gardens: \***

Leave Hotel on Thur. Sept. 16<sup>th</sup> at 11:00 AM Cost: over 20 passengers at \$52.72 per person and under 20 passengers at \$57.72 per person.

Description: Bus picks up in front of the hotel and will leave Busch Gardens at 4:30 PM to return guests to the hotel. Transportation is included in the ticket price.

**Starship Lunch Cruise and Bus Tour: \***

Leaves Hotel on Friday Sept. 17<sup>th</sup> at 9:30 AM. The cost for lunch is \$43.00 for groups of 20 or more if less than 20 the cost will be \$49.95 per person which includes lunch, taxes and gratuity for lunch. There is a Cash Bar available.

Description: Bus picks up in front of the hotel for a two-hour bus tour. Tour stops at historic areas, i.e., Ybor City, Hyde Park, Plant Museum and more. Bus drops off at the Star Ship after the bus tour for a lunch and tours the Port of Tampa, Harbour and Davis Islands. Water tour is narrated. The Star Ship is a 180 foot yacht. Bus will then bring guests back to the hotel at the conclusion of the tour.

**Aquarium:**

Cost : \$12.95 (Seniors 60+) and \$14.95 for adults under 60. Aquarium opens at 9:30AM and is located half a mile from the hotel. Individuals can use the trolley for transportation.

\* We will make a later decision on whether to cancel or to go with the increased rates. The credit cards and checks will be held until that time and will be returned or until an adjusted increase is authorized. Use the lower prices for reservations.