



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

**NEWSLETTER 94<sup>th</sup> EDITION  
APRIL 2005**



**PRESIDENT**

**CHARLES RAUCH  
2329 PALM TREE DRIVE  
PUNTA GORDA, FL.  
33950-5009  
941-639-6421**

**VICE PRESIDENT**

**JIM CHERKAUER  
114 THORNCLIFF RD.  
KENMORE, NY  
14223-1216  
716-875-4346**

**TREASURER**

**WILLIAM H. WILSON  
P.O. BOX 360  
SNYDER, TX  
79550-0360  
325-573-6351**

**SECRETARY**

**HOWARD K. ANDERSON  
6669 S. SHERBOURNE DR.  
LOS ANGELES, CA  
90056-2123  
310-641-7770**

**Web site : [www.kensmen.com](http://www.kensmen.com)**

**FROM CHARLES RAUCH, PRESIDENT**

This is our 94<sup>th</sup> Newsletter and time is rolling on. The following is what is going on in regard to "Fix Up and Up" following the hurricanes:

I am writing this message after many trials and tribulations. As you know the reunion for 2004 was rescheduled because Florida experienced four different hurricanes which meant not only the rescheduling but the repair to our home and yard as much as we could. We still do not have all the work done to our house that is necessary. Labor rates have nearly doubled and we still have to wait months to get workmen and materials and we are now looking at six months since Hurricane Charley hit us! We are comfortable and have the utilities working, however, there are a lot of people in the area that are without and we are very thankful for what we have. The city of Punta Gorda has one of the many FEMA villages consisting of 600 units ( this is only one of many in the state of Florida) with full accommodations located near the airport at Punta Gorda and presently may be used for a period of 18 months. The occupants are being told that they must leave at the end of this time. Many do not have the money or a place to go. Enough of our troubles!

Pat and I hope you are all well and planning on attending the coming 2005 reunion that is being planned by Arvid Houlgum and Neil Fairbanks. They have things pretty well planned and the details are outlined in the latter part of this newsletter.

Pat and I have finalized the 2004 Tampa reunion financial report and the report shows a loss of \$387.81. This is better than we expected after all the cancellations and changes that we were made.

I have had since the Tampa reunion several conversations with a number of 43<sup>rd</sup> members in regard to the location and who is to handle the 2006 reunion. Branson, Missouri, and the west coast has come up several times but we do not have a member in either area for 2006. We really do not have do not have a large population of members on the west coast. The heavy population appears to be on a line from West Texas to the northern border and then to the east coast, including Florida. I have looked into Branson extensively during the last four months and made contact with several Bomb Groups and military groups that have all said good things about Branson and indicated that they would like to return in the future.

I have contacted several names in the area but the outstanding name is the "Welk Resort Branson" for several

reasons. They have a program called the "Welk Resort Military Package." For 5 days and four nights at their resort the cost is \$434.00 per person, tax included. The following is included in the \$434 and the show prices do not vary that much:

- . Five days / four nights at the Welk Resort Branson
- . Hot breakfast daily
- . Private dinner banquet with cash bar
- . Dinner buffet at the Stage Door Restaurant
- . Hospitality room included
- . Shows/attractions included; Gatlin Brothers, Showboat Branson Belle with dinner.  
Yakov, Shoji Tabuchi, The Lowe Family
- . Motor coach provided for on 2 different nights.

This is not meant to be the final schedule but the nice thing is they provide all the coordination and will run the reunion for us for no additional charge. Branson is presently holding the nights of 9/14/06 through 9/17/06 (Thurs through Sun. with check out at 9/18, Monday noon) until after the board meeting held at the 2005 reunion. I do not believe the planning on this will require more than one trip to Branson and the rest can be handled by e-mail or FAX. I will be willing to handle the planning in this fashion, if approved. Some help will be needed during the daily events at Branson.

I want to discuss at the Board Meeting during the 2005 reunion about extending the stay at Branson by one day. This would give a little more choice of shows we could attend either as an option or part of the signed agreement.

Transportation from the nearest airport at Springfield, MO is a shuttle service priced at \$40.00 each way for two persons. If only one person travels, the price is still \$40.00 each way. You should double up with someone going at the same time. Most flights come into Springfield from Dallas, St. Louis or Kansas City. The other option is to rent a car at Springfield or St. Louis and drive to Branson. This would give you the opportunity to see more of the Branson area on your own.

Branson is presently holding the above dates until we have our 2005 reunion and the information given here should be enough to make a decision at that time.

~~~~~

By Andy Anderson

I will now continue the diary of **Frances Denault** of Deerfield Beach, Florida. Frances was a B-17 pilot in the 63<sup>rd</sup> Squadron.

"On March 13, 1943 we took off at about 6 PM to attack shipping at Wewak. We arrived in the Wewak area after dark. The weather was bad and there was an overcast at about 7000 ft. and it was hard to see. We made a bomb run on the dock area at 6000 ft. The anti-aircraft fire was heavy and they were flashing searchlights all over the place trying to find us. Due to the cloud coverage and the bad weather they did not pick us up in the lights. We started a couple of fires and in the light of the fires it looked like they had been unloading a ship. We left the area and started home. There were several thunderstorms over the mountains in central New Guinea. I usually tried to fly between storms by using the flashes of lightning for visibility. I climbed up to about 17,000 ft. to go over the mountains in central New Guinea. A direct course to Port Moresby would take me near to two high peaks. One was 14,000 ft. and the other 15,000 ft. As I hit the line of thunderstorms and was trying to go between them, I ran into a solid front of stratus

clouds. I had to go on instruments. The props had a ring of fire around them from the static electricity. We were lit up like a Christmas tree. There must have been thousands of volts of electricity going through the plane. It was scary, to say the least. Without any warning we ran smack into one of the thunderheads. The plane started straight up in a vertical climb. **Lt. Anderson** and I put all the pressure we could on the control wheel to keep the nose down. The airspeed dropped off to about 70 miles per hour and I was afraid we would go into a stall. In what seemed like a few seconds the plane hit the top of the mushroom cloud and we leveled off at 22,000 ft. All kinds of things went through my mind. I knew what had happened, We had hit the front end of the storm.

All of a sudden, it ran through my mind that if it could take us up like this, it could take us down the same way and probably into the mountains down below. I quickly did a 180 degree turn and got out of there. Going out was not so bad. We did not hit any turbulence. I decided to fly down the north coast of New Guinea for a while. Below Lae it cleared up and we crossed over the Owen Stanley range at this point. Port Moresby was clear and we had no trouble landing. That was the first time I had been caught in a thunderstorm that vicious. If it would toss around a 40,000 lb. plane like that, what would it do to a light plane. From that day on I had a lot more respect for thunderstorms.

March 14, 1943 was Sunday and I went to church services given by **Father Shea**, our Group Chaplain at the parade grounds. I spent the rest of the day writing letters and hanging around the camp. On March 15 we took at 7 AM on a reconnaissance mission to Finschafen, Dampier Straights, Gasmatta, and Wide Bay down the south coast of New Britain and back by Finschafen and Gasmatta. We took several pictures and dropped four 500lb. bombs on the facilities at Gasmatta.

We flew at 8,000 ft. and did not run into any Japanese fighters. We logged 8 1/2 flying time, landing at 5 PM. On March 16 and 17 we were on alert. On March 18 they sent us on another reconnaissance mission. It seems that ever since I took such good pictures at Rabaul they have been sending us on reconnaissance missions. I guess they thought I had a secret way of avoiding Japanese fighters. I began to wonder, myself. Maybe they were afraid of us! Ha, ha,....who is kidding who? I flew over the Owen Stanley range to Cape Ward, then to Vitias Straights. I then flew a course of 308 degrees to a point 30 northwest of Wewak, taking pictures as we went along. Then we flew southwest down the coast of New Guinea at about 5000 ft. We took some pictures of the islands off the coast of Wewak. We then flew inland past Wewak and took some pictures at an angle. I did not want to risk going over Wewak as I did on January 11. There were two freighters and one destroyer in the harbor. We then flew down the coast and took some pictures of Madang.

We drew some anti-aircraft fire at Madang. After we passed Lae we crossed the Owen Stanley range and returned to Port Moresby. Once again we ran into no Japanese fighters. We were in the air 10 hours; 8:30 AM to 6:30 PM.

On March 19 through the 22<sup>nd</sup>, we were on alert. There was nothing to do in Port Moresby. One day I took a Jeep and drove down to the dock area. There was a freighter in the dock and I got to talking to one of the officers. In the course of our conversation I told him that I had not had a drink of anything since I had been in Port Moresby except for some alcohol mixed with fruit juice that the nurses at the hospital had rigged up one night. It was terrible tasting stuff. He asked me if I would like a beer. I said that would be great. He brought out a bottle and it was hot. I could hardly swallow it. I didn't want to hurt his feelings, so I tried to drink it. It made me half sick. This was the "glamorous" life in Port Moresby. It was a miserable way to live.

On March 23<sup>rd</sup> we took off to bomb Rabaul. Just after take off the number one caught on fire. I cut back on the manifold pressure and it seemed to go out. I leveled off at 8000 ft. and the fire went out. I encountered a front south of New Britain and flew through the front. I was just approaching the coast of New Britain when the oil pressure on number one engine dropped to zero. I immediately feathered the

propeller and cut the engine. I could not climb with a full bomb load and decided to turn around. I dropped my bombs and headed back to Port Moresby. Next, I lost my gyro- compass just as I started through the front on the way back. It was pretty rough and tossed me around quite a bit. I lost my flight indicator just after I got through the front but I was in sight of New Guinea. This left me with no instruments to fly with. Luckily, it cleared up and I flew into Port Moresby without any more trouble. This was the first and only mission I did not complete.

On March 24 we stayed on alert. A navy Catalina flying boat went into the jungle and landed on one of the rivers to pick up three Americans and one Australian. They had been in the jungle ten months. They had crash-landed in a B-26 in June of 1942. The natives had taken care of them. The natives were pro-Australian. The Australians had befriended them several years before the war started. The Japanese soldiers had told the natives that they had captured Australia and the planes that they had been seeing had come from the United States.

On March 25 we were on alert all day. On the 26<sup>th</sup> we took off at 1 AM to bomb shipping in the Wewak area. When we got there the weather and visibility was good with a full moon. We searched for ships for about 15 minutes but could not find any that were reported in the area. They evidently had unloaded and left. We made a bomb run on the dock area, dropping four 1,000 lb. bombs. They fired at us but we were not hit. We then returned to Port Moresby, arriving about dawn. On March 27, I took off looking for **General Ramey** who was reported missing the day before in the vicinity of the Fly River in central New Guinea. I searched the area thoroughly and flew several up the Fly River until it got too narrow with trees hanging over the river. We found nothing and returned to Port Moresby. No trace of the plane or general was reported by others.

From March 30 to April 3<sup>rd</sup> we were on alert. On the 4<sup>th</sup> we took off at 1 AM to attack shipping off the coast of Kaviang, an Island off the east coast of New Britain. It was very dark and the reflection of the instrument lights seemed to bother me. We ran into a front just south of Kaviang. It was very rough so I did a 180 degree turn and got out of there. I then flew around the weather. When I got to Kaviang we spotted what looked like a destroyer in the mouth of the harbor. I immediately let down to about 200 ft. and decided to make a skip bombing run on the ship. We were carrying eight 500 lb. bombs with four second delay fuses which would give us time to get out of there before they could go off. We surprised them and dropped four bombs on the ship. There were several large explosions. I'm sure we did some damage but we could not hang around and started back to Port Moresby. It was getting light and I didn't want to take a chance of being jumped by Japanese fighters. We landed at 10 AM after 9 hours of flying time. I was very tired and went right to bed in my GI cot and did not wake up until 4 PM.

From April 6 through 9 we were on alert. On the 10<sup>th</sup> we took off on a reconnaissance mission at 5 AM. We covered the south coast of New Britain to Kaviang which was closed in with weather. I dropped down to 1,000 ft. so I could see into the harbor. I could not see any ships. Next we flew down the coast of New Britain to Mathias and Admiralty Islands. From there I went to Madang and then back to Port Moresby. We observed no activity and were not jumped by fighters. We logged 11 hours of flying time. On April 11 we stayed in camp on alert. On the 12<sup>th</sup> we took off at 6 PM to attack ships trying to reinforce their troops at Buna on the north coast of New Guinea. It was a short flight over the Owen Stanley range from Port Moresby. We carried eight 500 lb. bombs with 4 second delay fuses for skip bombing. The Japanese were pinned down along the shore. We flew out over the water and spotted two freighters heading for shore. It was very dark but the wake of the ships showed up. We picked one of the ships and made a bomb run on it at 200 ft. The bombardier, **Lt. Kriswickie** tripped the bomb release to drop four bombs but they did not release. The electrical release failed. We evidently surprised them because they did not fire at us. We were disappointed and agreed to make a second bomb run. This was a

mistake. As we went over the ship they sent up a lot of shells of all types. We could see the tracers coming up red hot. It had a psychological effect. As we went over the ship the second time the bomb release failed again. This time they got us pretty good. **Lt. Vargas** was hit in the knee and was bleeding badly. All the controls for engines number 3 and 4 were damaged and I had no control over the engines. The gas lines were all right and the engines were running at  $\frac{3}{4}$  power, thanks to a Boeing Aircraft device which automatically set the engines at  $\frac{3}{4}$  power. There were holes in the gas tanks but they sealed with the sealer in the tanks. A small fire started in the right, but it blew out. In the meantime we were able to stop the bleeding in **Lt. Vargas'** leg. All I could think of was getting him back to Port Moresby and into the hospital. I started to climb and got over the Owen Stanley range. I got over the strip all right but had to figure out how I was going to land the ship with two engines running free with no control over them. I flew over the landing strip at 3000 ft. and asked told the crew that if anyone wanted to bail out they could do so. I had to land the ship because **Lt. Vargas** could not jump. Nobody parachuted out. I dropped down to 2,000 ft. and turned on the base leg. All we had to land on were metal strips laid on the jungle floor making a runway 3000 ft. long. I turned n my approach, making a long approach, and told **Lt. Anderson** to cut the gas to number three engine. I tried to set up the approach angle but the number four engine was pulling too had against me, so I pulled up and went around. In the meantime, we had pulled the fuses from the bombs. I made another approach and this time I told **Lt Anderson** to cut the gas to number four engine. This left me with number one and two engine on the left side. I kept the left wing down where my power was and kept the plane straight by crossing the controls. There was no going around this time. When I got close to the runway and felt I could make it to the end of the runway, I told Anderson to cut the gas to engine one and two. I had no power but I had the plane in a god glide angle just above a stall. I straightened the plane out and headed for the end of the runway. I leveled out and hit the first 10 yards of the runway without a bounce. I gave a sigh of relief and started to apply the brakes, but there were no brakes. I knew there was a ditch at the end of the runway so the only thing I could do was ground loop the before it came to the end of the runway. The plane kept slowing down and I was just about to ground loop the plane when it came to a stop. We had radioed ahead and an ambulance was waiting at the end of the runway, with half of the personnel of the base. We rushed **Lt. Vargas** to the base hospital. His leg was almost severed at the knee. He had a good surgeon at the hospital and he saved his leg. The leg gave him a lot of trouble but after two or three operations he was like new again. All this happened at about one o'clock in the morning. This was my first and only dead stick landing (no power) I ever made in a B-17. The plane was saved and flew again. There were about 200 holes in the plane. Also, I learned a lesson. Never go back a second time. We were very lucky.

On April 13 I stayed in bed. I had a case of diarrhea. The lack of proper food was catching up with me and I had lost a lot of weight. **Capt. Carp**, our flight surgeon, took me off of flying status. I talked them into letting me go down to Mareeba for a few days so I could get some good food and put on some weight. It was the first time I had some fresh food in quite a while. I went over to Cairns and stayed at a place called Yorkies Nob on the beach. I stayed there until the 18<sup>th</sup> of April. I just rested and ate. On April 19<sup>th</sup> I returned to Port Moresby. They gave me a Purple Heart, but I was not there to receive it. On April 20 and 21, I stayed in Port Moresby. **Capt. Carp** me back on flying status. On April 22 I went to a dance the hospital in Port Moresby. On April 23<sup>rd</sup>.and 24<sup>th</sup>. Port Moresby was hit by a bad storm and the place was flooded. It made a mud hole out of the place.

On April 25<sup>th</sup>, Easter Sunday, **Father Shea** held services and most of us attended. I screened some letters for security reasons and wrote some of my own

On April 26 to May 13 I stayed on alert. I was made Operations Officer of the 63<sup>rd</sup> Squadron and I was put in for promotion to captain. I spent the rest of the time reading regulations and learning my new job. I had to brief and debrief the crews when they flew missions and also I was in charge of the flight records.



Thanks to our former president, **Sam Commons**, who called this mistake to my attention, we should make the following change to our new 2005 roster. Write in "**Gusack, Dr. Milton**" near the top of page 27 in the roster and add the note "See Milton, Dr" on page 43. Doc. Gusack was a Flight Surgeon in the 65<sup>th</sup> Squadron. We do not want members think he is deceased or no longer a member because they can't find his name in our roster.

Sam also wants us to know that Tampa reunion photo albums are still available from the Dunning Company, P.O. Box 759 . Theodore, AL 365590. Or you can call 1(800) 846-6335. Refer to Job 04-380 43<sup>rd</sup> Bomb Group, October 2004, Tampa, FL. Of course, if you did not attend, your photo will not be in the album but your friends who did attend will be in it. I have a file containing albums from the 1997 reunion in New Mexico, the 2002 reunion in Las Vegas, and the 2003 reunion in Corpus Christi, but my album from the 2004 Tampa reunion has not arrived as yet. Buying the albums is much cheaper than taking your own photos and paying for developing them. The quality is much better, also.

I received a wonderful letter from **Dorothy Curren**, widow of **Art Curren**, who passed away on Sept. 25, 2004. I failed to report his passing in October newsletter but our members were informed about it at the Tampa reunion. I will list it in the **TAPS** section of this newsletter, as Dottie has requested. She wrote that if our history book never appears, her collection of newsletters will serve as a 43<sup>rd</sup>. Bomb Group History. She will continue to receive newsletters without paying dues, as do all widows according to our rules. **Roger Kettle**son also pointed out the need to inform members of Art's passing.

**Ed Gammill** has his new phone number listed in our 2005 roster. It is (602) 840-7101. Ed recently helped **Warren Bender**, 65<sup>th</sup> Squadron, get his membership straightened out and correctly listed in our 2005 roster. For those of you who might have known Warren, his e-mail address is fenderbender@peoplepc.com .

I learned of the death of **Rudi Fugate** on Dec. 27<sup>th</sup>, 2004 too late to mention it in the January newsletter, she was the wife of **Neal Fugate**, 63<sup>rd</sup> Squadron pilot. Neal is a fellow resident of Southern California.

In mid January I received an e-mail from **Bob Claycombe** informing me that the granddaughter in law of **Quentin R. Ember** posted a notice on our web site asking that any one with information about Quentin contact her at **morepayne1126@comcast.net** . Quentin served as a S/Sgt. Line Chief in the 403<sup>rd</sup> from 1942 to 1944. Her name is **Angela Payne** and Quentin's grandson, her husband, is **Michael Payne**. Both Quentin and his wife are listed in our 2005 roster as living in Newport News, VA. However, I have been informed that Quentin passed away in January, 2002 after a six month battle with cancer. I will so inform **Elain Pierce**, our Elf in Snyder, Texas, and ask that his widow, **Nancy**, continue to receive the newsletter.

I learned by a postcard from **Jacob Timmons** of Logansport, Indiana that he has a new phone number. It is (574) 722-3322. So make that minor change on page 60 in your new 2005 roster. The area code only, changed.

Early in March, I received a letter from **Nancy Martin** notifying me of the death of her husband **James F. Martin** on February 4, 2005. She said that Jim would have been 87 years old in April and that they would have celebrated their 50<sup>th</sup> wedding anniversary later this year. It appears he was a Intelligence Officer in the 63<sup>rd</sup> Squadron. She praised the newsletter and the roster. She regrets that his health did not permit the attendance at any reunions.

In February of this year I received a phone call from **Francis Labie** complaining about not getting a new roster and the last newsletter. He stated that he was a life member. I checked the old 2002 roster and, sure enough, he was listed as a life member. I sent an e-mail to **Bill** and **Elain** asking that he be reinstated. So pencil in the name Francis Labie, 3741 Cranberry Dr., New Port Richey, Fl 34653 in our 2005 roster His phone number is (727) 815-9728 and he was in the 64<sup>th</sup> Squadron This, I believe, the best and least expensive way to keep our 2005 roster up to date.

I had an e-mail from **Col., Ret. William Welch** of Las Vegas. That reads like this, "Not getting around much lately, but I'm sure you can help me get the word to the 43<sup>rd</sup> that I have finally published my book and that they can get it by contacting the Dorrance Publishing Company, 701 Smithfield St. , Pittsburgh PA, 15222-3906 or call the book order department at 1(800)788-7654 and ask for isbn 8049. Give my regards to all, especially the old '7 milers'. I can't believe I've survived so long. Best regards." I believe the title of the book is "A Great Story, Pearl Harbor to Vietnam" Bill's e-mail address is **BBWelch12@aol.com**. His name should be added to Nevada residents on page 85 of your new roster. I don't want Roger and Audrey Kettleson to feel too exclusive!

I received a letter form our member, **Kathleen Thornhill**, of North Hollywood containing a copy of a letter she wrote to **Bob Hope** urging him to attend or send a message to us at the 1983 reunion that I organized on the Queen Mary. The letter was very, very appealing and I don't understand why there was no response from Hope. She included four photos of Hope, Frances Langford, and Jerry Colona as well as others standing beside the B-24 "Bob's Hope", a 64<sup>th</sup> Squadron plane. The photos are all different and so very clear. I am planning to copy and enlarge them and bring them to the Minnesota reunion. Thanks, Katie, do you want copies returned to you?

The publication, "Bomber Legends", the official publication of the B-24 Liberator Club has in it's latest issue has as nice color photo page and an article about the conversion of "The Dragon and Its Tail" to an 8<sup>th</sup> Air Force plane known as "Witchcraft". The Collings Foundation, owners of the plane ,will tour the newly repainted plane around the country this year. Your editor will be a little sad to see the "Dragon" go because I flew in the original "Dragon" five times, all from Tacloban, Leyte and all before famous painting was added. Does this mean that our nemesis, **Joe Pagani**, will now claim to have flown some ridiculous mission in the "Witchcraft"? The 467<sup>th</sup>. Bomb Group, 790<sup>th</sup>. Bomb Squadron is welcome to poor old Joe. We are glad to be rid of him!

Speaking of "Bomber Legends" reminds me that I just received a check from them for \$12 for promoting their 2005 B-24 Liberator Historical Calendar. I must get it in the mail to our treasurer before I lose it. They have offered to send me a package of their magazines to distribute at our reunion. They want us to know that they are seeking high quality photographs and historical information for three 2006 calendars, B-24 Liberator, B-17 Flying Fortress, and a Bomber Legends calendar which will feature all WWII bombers and be widely distributed to mainstream bookstores (e.g. Barnes & Noble). I will offer them copies of the photos mentioned above of Bob's Hope and some B-17 photos that I have. **George Welch**, Editor in Chief of Bomber Legends, gets copies of all of our newsletters. WWII veterans can get one year subscriptions to his magazine for \$20. The regular price is \$24.99.

We have a new member, too new to appear in our 2005 roster, so you can pencil him in. He is **Richard P. Schmitt, Sr.** of 1010 E. Buena Vista Drive, Tempe AZ 85284. His phone number is (408) 838-3389. His wife's name is Krista. His duty in the 43<sup>rd</sup> was as a aircraft mechanic and flight mechanic in the 65<sup>th</sup> SQ. serving in B-29 and B-50 aircraft from May, 1947 to Sept. 1949. His application was forwarded from our treasurer's address and contains some interesting sounding information that I do not understand. I will mail it to **Ed Gammill** in Phoenix and ask Ed to contact him and explain to me what I question.

Another new member is **Thomas G. Daubert** , 1506 1/2 Amado Rd. N.W. , Albuquerque NM, 87104. His phone is (505) 766-5475. His wife is named Emilia. Again we need to pencil in his name, address and phone number in our 2005 roster. He flew four missions in a B-29 in the Korean War as a S/Sgt. crew chief. Welcome, Tom.

Still another new life member is **Dale Neikirk**, 4609 Laurelbrook Court, Norman OK, 73072. His phone number is (405) 360-5817. He is in the insurance business and is the nephew of **Marcus L. Mangett** a crewman on "Reckless Mountain Boys". This is the B-17 that **Byron Heichel** was shot down in over New Ireland in 1943. Dale states that he is an aviation enthusiast and pilot.

**Robert D Hewitt** sent in 2004 and 2005 dues to Bill Wilson, our Treasurer, with a nice note praising our newsletter and stated that he would like to have attended the Tampa reunion in October 2004, but could not because of health reasons- his own and his wife. Robert lives in Grand Forks, North Dakota. We will thaw him out in the spring!

**Bob Gaffney** of Madison, Indiana sent in his dues for 2005 and wrote a nice letter. He wrote that all the officers and the flight engineer attended the St. Louis and Cheyenne reunions but after his copilot passed away, their crew lost interest. **Bud Lawson**, our historian, now represents his crew at our reunions. Bob stated that he is 84 young! Bob was the pilot on his crew and Bud was his bombardier.

**Bernard Greenberg** of San Diego sent in his e-mail address It is **BGreen@aol.com** He was the copilot and **Carl Cramer** was the pilot on the famous B-24 "Million Dollar Baby". He served from Nadzab, New Guinea to Tokyo. Your editor also served at Nadzab but came home from Ie Shima at the end of WWII.

Still another new member has signed up with us. He is **Carl N. Frost**, son of **Carl G Frost** who was a tail gunner in the 63<sup>rd</sup> Squadron from October, 1943 to June, 1944 Our new member's address is listed in our new 2005 roster so there is no need to write it in. Both of our new members parents are now deceased and he is looking for men who served with his father. He has sent some information to Ed Gammill and proudly states that his father was a Kensman. Such members are known as "Associate Members."

**Belford Frisby, Arthur Byrne, Charles Stenglen, Phyllis Jonson, Lee Brown, Edward Driscoll, Leland Loughrey, Emanuel Dalpra, Ruth Allton, Donald Rumsey, and James Rodella** have communicated with Bill Wilson, most sending dues. Their letters were forwarded to me for inclusion in the newsletter. The vast majority of these and other members approve of limiting our reunions to four days. Most speak of their age and illness as good reasons for not attending reunions. Please check the list of names on pages 69, 70 and top of page 71 in your 2005 roster. If your name appears there, you may be behind in your dues payments. Don't make **Bill Wilson** send out a "Bad Boys" report again, as he once did.



A recent Los Angeles times article mentioned that the operator of the **Queen Mary** was behind his rent to the City of Long Beach, which owns the old vessel. The operator is the same operator that I dealt with when we had the 1983 43<sup>rd</sup> reunion there. The Walt Disney Company tried to operate the ship at a profit for a few years, and failed. Many years ago the "Spruce Goose" was moved to Oregon and now the building which once housed the Spruce Goose is used by Carnival Lines as a Cruise Ship Terminal. They simply moved from the nearby San Pedro harbor owned by the City of Los Angeles. The two adjoining harbors Los Angeles and Long Beach are the two most active harbors in the nation. The number of ocean containers passing through each harbor exceeds any other port in the USA both in number and dollar value. I have not been aboard the Queen Mary in about two years when I took some visitors from Australia aboard for lunch. The present operator has filled for bankruptcy so nothing is going to happen very fast. The ship cannot be moved because it will no longer float.

### QUARTERLY HUMOR

I am passing this on to you because it definitely worked for me and we all could use some calm in our lives. By following the simple advice I heard on the Dr. Phil show, I have found inner peace. Dr. Phil proclaimed, "The way to achieve inner peace is to finish all the things you've started." I looked around my house to see all the things I had started and not finished, so before leaving the house this morning, I finished a bottle of Merlot, a bottle of White Zinfandel, a bottle of Bailey's, a bottle of Kahlua, a package of Oreos, the remainder of both Prozac and Valium prescriptions, some saltines, and a box of chocolates. You have no idea how relaxed I feel. Please pass this on to those you feel are in need of inner peace.

### CHILDREN IN CHURCH

A little boy was attending his first wedding. After the service his cousin asked him, "How many women can a man marry?" "Sixteen," the boy responded. His cousin was amazed that he had an answer so quickly. "How do you know that?" "Easy," the little boy said, "All you have to do is add it up. Like the Bishop said: 4 better, 4 worse, 4 richer, 4 poorer."

A little girl became restless as the preacher's sermon dragged on and on. Finally, she leaned over to her mother and whispered, "Mommy, if we give him the money now, will he let us go?"

The Sunday school teacher asks, "Now, Johnny, tell me frankly, do you say prayers before eating?" No sir," little Johnny replies, "I don't have to. My Mom is a good cook!"

A six year old was overheard reciting the Lord's prayer at a church service: "And forgive us our trash passes as we forgive those who passed trash against us."

Pastor Dave tells us, "After a worship service at the First Baptist Church a mother with a fidgety seven year old boy told how she finally got her son to sit still and be quiet. About halfway through the sermon, she leaned over and whispered, 'If you don't be quiet, Pastor Dave is going to lose his place and will have to start his sermon all over again!' It worked"

~~~~~  
At our September, 2002 reunion in Las Vegas we learned about the "**Predator**" unmanned plane. It can be operated and controlled from a long distance and it has very powerful cameras for seeking out

information that can be send images back to our forces. It also can fire powerful rockets when needed. It has been useful in Afghanistan and Iraq. I read a newspaper article that stated that the Air Force wants the company that builds them to increase production of them. I believe the article mentioned doubling their output. This is good news for the economy of the San Diego area, where they are built.

I am sometimes asked about the progress of the 43<sup>rd</sup> Bomb Group history book promised by Larry Hickey. I feel certain that he will never write or publish a history. I know of two of our members who have contacted him and have received refunds for money paid. His address is listed here for those who would like to contact him.

**INTERNATIONAL RESEARCH AND PUBLISHING CORP., LAWRENCE HICKEY PRES.  
P.O BOX 3334 HIGH MAR STATION, BOULDER, COLORADO 80307**

You are more likely to receive a refund if you will furnish some evidence of payment. I know that he sent receipts or letters of acknowledgement to many persons.

I am publishing list of our **reunion sites**. They are as follows:

1. 1981 San Antonio, Texas
2. 1982 Oklahoma City, Oklahoma
3. 1983 Long Beach, California
4. 1984 Washington DC
5. 1985 Omaha, Nebraska
6. 1986 San Antonio, Texas
7. 1987 Bossier City, Louisiana
8. 1988 Dayton, Ohio
9. 1989 Colorado Springs, Colorado
10. 1990 St. Louis, Missouri
11. 1991 Norfolk, Virginia
12. 1992 Anaheim, California
13. 1993 Omaha, Nebraska
14. 1994 San Antonio, Texas
15. 1995 Cheyenne, Wyoming
16. 1996 Kissimmee, Florida
17. 1997 Albuquerque, New Mexico
18. 1998 Springfield, Massachusetts
19. 1999 Tucson, Arizona
20. 2000 San Antonio, Texas
21. 2001 Nashville, Tennessee
22. 2002 Las Vegas, Nevada
23. 2003 Corpus Christi, Texas
24. 2004 Tampa, Florida

\* Those with an \* after them were the ones that your editor missed.

\*

\* If my memory is correct, in 1984 our hotel was across the river in Arlington, VA

\*

**We look forward No.25 in Minnesota!**

\*

At the next reunion in Minnesota we will need to re-elect some of our directors on elect new men to replace them. The terms of service will be three years. Those whose terms expire at the end of 2005 are:

Fed McAlister	Headquarters Squadron
Eldon Lawson	65 <sup>th</sup> Squadron
Joseph W. Snyder	403 <sup>rd</sup> Squadron

As your editor was about to finalize this newsletter, I received a phone call from Neil Fairbanks concerning the design of caps to be sold at the reunion. His description makes me believe we will have the best cap design ever.

The two attachments to this newsletter marked page 14 and 15 will be repeated in the July newsletter but I recommend that you save these just in case something goes wrong.

**Mark you calendar now with the dates September 14 ( for arrival) and September 18 ( for afternoon departure)**

Arvid Fairbanks and Neil Fairbanks have listed their e-mail addresses at the bottom of page 14. Their Mailing address and phone numbers are in our 2005 roster.

This newsletter is published four times each year. Usually on **January, April, July, and October.**

Dues are \$15 per year or \$100 for life. Make out the check to **43<sup>rd</sup>.Bomb Group Association** and mail to our **treasurer's** address on the first page of this newsletter. Check your mailing label on the envelope for this edition of the newsletter. If it does not read 05, 06, 07 or Life you are behind in your dues.

You may send e-mail to the Secretary/Editor to **andyanne@comcast.net**. This is a good method of communication and does not require a postage stamp. Of course if you do not have a computer or wish to enclose something, the good old US mail is welcome.

The Post Office will not forward the newsletter. If you change your address, please send your new address to **Bill Wilson, Treasurer**, as soon as possible. **wilsonmotors@hotmail.com** is his present e-mail address.

**43rd Bomb Group Association**  
**06-30-2004 to 02-28-2005**

**Income**

Dues	\$	2,130.00
Life Member	\$	500.00
Donations	\$	20.00
Interest	\$	1,151.06
Refund on '04 Reunion	\$	3,919.19
Refund on '04 Hotel in Flordia	\$	693.00
Total	\$	8,413.25

**Expences**

Printing	\$	651.43
Printing '05 Roster	\$	2,420.00
Postage	\$	991.21
Bulk Mailing Yearly Fee	\$	150.00
PX Supplies	\$	757.75
Gifts	\$	84.53
Flordia '04 Reunion Expence	\$	5,000.00
2005 Reunion Advance	\$	3,000.00
Total	\$	13,054.92

**Net**

6/30/2004 Starting Balance	\$	25,310.43
02/28/2005 Ending Balance	\$	20,668.76
CD Canyon Investment Co.	\$	30,000.00
Net Worth	\$	50,668.76

2005 Reunion - 43rd Bomb Group Association  
Bloomington, MN September 14th

Please plan on joining us this Sept. in our beautiful Twin Cities. Our Reunion will be held at the Ramada Inn/Thunderbird Convention Center located 4 miles from the Mpls.-St.Paul Airport. and 4 blocks from from the MALL OF AMERICA. The hotel has given us a rate of \$79.00 sgl/quad[plus tax] which is applicable 3 days pre/post Reunion dates. Come early, have fun and stay a few extra days.

The MALL OF AMERICA is the largest enclosed Mall in the U.S, with 520 stores and 86 places to eat. The center of the MALL houses an entire amusement park, "Camp Snoopy". For your entertainment there is also a 1.2 million gallon Aquarium. A recently completed "Light Rail System" connects the MALL with the Airport and downtown Minneapolis. Seniors can ride the new Light Rail for \$0.50 during non-rush hours. The trains are fast and frequent.

The Ramada Inn provides complimentary Shuttle Service to and from the Airport and the MOA. Want to know more about the MALL? Go to [www.mallofamerica.com](http://www.mallofamerica.com). Any old bomber pilots can click on "attractions" and then click on Aces Simulation. You have a choice of spending 1/2 to one hour in a P51 or F/A-18 Simulator. Sorry, no B-17 or B-24 simulators.

Since the scheduled portion of our Reunion is only 4 1/2 days, our Tour schedule has been limited to a 3 hour Twin Cities Highlights tour on the afternoon of Sept. 15th and the morning of Sept. 16th. The cost of this tour is included in your estimated Registration fee of \$100. If there is sufficient interest, a Bus trip to the Mystic Lake Casino can be scheduled for the afternoon of the 16th. If 30 or more sign up the trip is free. Golfers, please let us know what your desires might be.

Neil Fairbanks and Arvid Houglum Co-Chairmen for local arrangements.  
[Nrfairban@aol.com](mailto:Nrfairban@aol.com) and [arvidtx@aol.com](mailto:arvidtx@aol.com)

# **ADVANCE RESERVATION FORM**

Group Name: **43<sup>rd</sup> Bomb Group WW II**

Date: **Sept. 14-18, 2005**

Please type or print

Name:

Address:

City:

State:

Zip:

Arrival Day & Date:

Departure Day & Date:

Phone:

\_\_\_\_\_ 1 Bed \_\_\_\_\_ # of People

\_\_\_\_\_ 2 Beds \_\_\_\_\_ # of People

1 Person	2 People	3 People	4 People
*\$79.00	*\$79.00	XXXX	XXXX
*\$79.00	*\$79.00	*\$79.00	*\$79.00

REQUESTS: No Smoking \_\_\_\_\_ \*Plus Tax – 13.5% Sharing with: \_\_\_\_\_  
 Rollaway \_\_\_\_\_ (please print)

*\*We will try our best to accommodate requests, but they are not guaranteed.*

Reservations must be guaranteed. A deposit equal to the first nights room rate, per room, is required or major credit card and expiration date may be used. Should you need to cancel a guaranteed reservation, you must do so by 4:00pm on your date of arrival for no charge.

\_\_\_\_\_ Check Enclosed  
 \_\_\_\_\_ American Express

\_\_\_\_\_ MasterCard  
 \_\_\_\_\_ Discover

\_\_\_\_\_ Visa  
 \_\_\_\_\_ Diners Club

Card #: \_\_\_\_\_ EXP: \_\_\_\_\_

**ALL REQUESTS FOR THE ABOVE GROUP MUST BE RECEIVED BY: August 20, 2005**

RETURN TO: Ramada Inn Airport & Thunderbird Convention Center  
 2300 E. American Blvd  
 Bloomington, MN 55425-1228

800-328-1931 (Daily 8:00am-5:00pm)  
 952-548-3601 (Fax)