

VOL. 10 NO. 2

STATION 145

RACKHEATH APO 558

JUNE 1, 1991

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.

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### FROM THE PREZ

I have received an advance copy of the program for our 467th Convention at Tucson from Ralph Elliott, and which you will read in this POOP, and I am sure you will agree with me that it sounds as if it will be a great reunion. Ralph has had to do much of this planning under adversity as you will read, he had open heart surgery. If you have never attended a 467th reunion, this would be a great one to start with.

I received a letter from Evelyn Cohen, Second Air Division Association Vice-President-Membership, regarding the 2ADA Convention in Dearborn, MI, July 4-6, 1991. She says they still have rooms available and that it is not too late to make reservations. If you have misplaced the convention information or forms, you can call Evelyn at (215) 632-3992 or write her at 06-410 Delaire Landing Road, Philadelphia, PA, 19114. Evelyn also reminds us that 2ADA dues of \$10 for 1991 are past due and if you haven't paid as yet, please do so as soon as possible.

Attending the 2ADA Convention at Dearborn will be:

Walt and Miriam Bandlow Frank and Betty Jean Beatty Ray and Doris Betcher Archie and Helen Boisselle George Dong Joe and Helen Dzenowagis Joe, JR. and Joan Dzenowagis Geoff and Terry Gregory Bill and Nancy Hansen Jim and Barb Hogarth Andy and Anna Kapi Larry and Faye Kurtz Jim Mahoney Bob and Eleanor Salzarulo Al Shower Tom Steranko Jack and Lucille Stevens

Art Wicks
I would like for you, the members of our association, to forward to me agenda items for our business meeting in Dearborn. Officers and directors should send me any comments they wish to make. Also, committee chairmen should send me a copy of their reports prior to the meeting.

Thanks to all of you who have sent me letters. I believe I am doing a respectful job of answering all of them. If any have fallen

through the cracks, I apologize. To all of you who had bouts with the medical profession, keep up the good pace of recovery.

LAST POST
Fred Buelte Earl G. Sawyer
Charles L. McMahon C. Douglas Self
James D. Pickering Wayne C. Strand
John D. Pulcinella

"May they go from Strength to Strength in the Life of Perfect Service in GOD'S Heavenly Kingdom."

I have just been informed that Mr. and Mrs. Robert S. Lomax's youngest son, Ralph Geoffrey Lomax, drowned at their family home. We, the 467th Group, extend to them our sincerest sympathy.

LOST SOULS

POOP was returned from the following. Tell us what you know of them, try to locate them if they live in your area.

Walter G. Blanford
James I. Hensley
Milton E. Humphris
Donald G. Miller
Caswell F. Neal
Thomas G. Stoltz
George Vroman
Joseph C. Wailes
John Wright -A

ROSTER ADDITIONS Mario P. Antetomas Arvin J. Bartlett Danial T. Brooks Douglas Boston Earl W. Brown Lewis W. Christie John Cross Richard A. Donahue Robert W. Dudley Herbert M. Dunning Kenneth L. Driscoll Henry A. Fagan Edward N. Gibbs Glen Hahn Richard B. Hirsch

Phyllis Hunt -A John J. Karavish Paris, IL
Barboursville, WV
Wichita Falls, TX
Baton Rouge, LA
Carlsbad, NM
St. Louis, MO
Corona del Mar, CA
San Antonio, TX
Norwich, England

Lutherville, MD

Newport Beach, CA-

Logan, OH
Topeka, KS
Lincoln, NE
Salt Lake City, UT
Mt. View, GA
Cincinnati, OH
Livonia, MI
Hackensack, NJ
Derry, NH
South Orange, NJ
Medina, OH
Jamestown, PA
Winnetka, IL
Norwich, England
N. Caldwell, NJ

Charles J. Konvalinka -A	Toronto, Cana	da
Mervyn Levin	Pompano Beach,	FL
Robert T. Moulton	Dunlop,	IL
Maurice W. O'Connor	San Pedro,	CA
William Pearson	Florence,	WI
Harold J. Peek	Helena,	MT
Joe W. Peterson	Springfield,	VA
Sterling G. Plymale	Denver,	CO
Roger H. Rafford	Farmingdale,	ME
William P. Ray	Las Vegas,	NV
Leo A. Rodell	Arlington Heights,	IL
John R. Roth	Watertown,	
Benjamin R. Sharkey	Philadelphia,	PA
Ralph J. Sheriff, Jr.	Piedmont,	SC
Michael T. Sheridan	Coal City,	IL
Nathan H. Snyder	Los Angeles,	
Woodrow A. Spacek	Dime Box,	
Donald W. Sprouse	Bakersfield,	
Harold L. Van Zandt	St. Petersburg,	
Sam J. Viola	Tinsley Park,	IL
Boyd L. Woodis	Apoka,	FL
P. Braden Wier	Cranston,	RI
Edwin E. Wright	Erie,	PA

Anyone wanting an address, drop me a card. If they live near you, give them a ring, drop by to see them. Don't let any one of them not be welcomed. And please, each of you reading this, send me the names and addresses of any 467th or 2nd Air Division veterans so we can get them on the Group Roster or in contact with their Group representative. The time is now to do this.

### THE NEINBURG BRIDGE MISSION, 3 MARCH 1945. Letter from Ralph H. Elliott in reply to Edw. W. King's letter in 1 December 1990 POOP:

The crux of the discussion has to be the weather over the target at the time of the first bomb run. We were going directly north into an estimated 100 MPH headwind, and Jim Andrews, bombardier, and Nat Parodi, pilotage navigator, had picked up the target for what looked like a good visual run. General Kepner's orders were to hit the bridge visually, "even if you have to get it with the props."

We were still some distance out when Jim called Col. Shower and me to report that there were clouds now obscuring the target and we'd have to go around for another try. Despite King's report of "beautiful, blue sky--just a few scattered cumulus clouds," there is no question but that the target was obscured when we got there. About that time a ship did call the Colonel to report losing an engine, and he dropped his bombs on our flare after Jim picked up a target, but that had to be a wing crew with no bomb sight. We then continued on north almost to the smoke pots at Bremen, made a circle to the west, and made our bomb run going back to the east.

Group Citation No. 2, dated 15 March 1945, reads: "Despite an estimated 90-MPH cross wind, unbriefed approach, and only 30 seconds in which to synchronize, the lead squadron was able to lay a bomb pattern on the target which showed 60% within 500 feet, 95% within 1,000 feet, and 100% within 2,000 feet. Three other squadrons of the other two groups in the wing were also able to bomb on this run."

"Two more runs were made on the target to enable the remaining squadrons to bomb the bridge, but clouds prohibited visual sightings. (This also conflicts with King's report on the weather.) The 10 squadron wing formation was then led to Bielefield, Germany, where an H2X bomb run was made for the six squadrons still carrying their bomb load."

I'm sure everyone remembers the evening mission critiques that were held in the Officer's Mess following every mission. It was not Col. Shower's habit to miss many of the details and I can't imagine him missing a

deputy lead dropping his bombs (alone) without something being said. It was also likely that the deputy lead's dropping bombs would have triggered off at least some of the rest of the squadron's bombs since the deputies also carried smoke markers.

None of the actual circumstances squares with King's report, but it may be that some of the other lead crews on the mission can fill in some missing details. Col. Shower and I led Green 1, Deputy was Williams with Capt. Ridgeway. Green 2 lead was Scott with King deputy. Green 3 lead was Williams with Ridgeway CP and Holum deputy. Green 4 lead was Chapman with Bowman deputy.

It may also be possible to find the strike photos in the 467th picture book, although interpretation might be as hazy as our memories. At any rate, it should make for some pretty good discussion at the Tucson reunion. Y'ALL COME, HEAR!

#### POST EXCHANGE

"THE 467TH BOMBARDMENT GROUP", the Allen Healy history is available (about 50 copies left) for \$31.00 from Vince LaRussa, 97 Grayton Rd, Tonawanda, NY 14150, phone (716) 835-7661.

467th (Car Window) Decals in red, white, blue, silver and gold, approximately 7"x4", featuring Liberamus Shield left, 2ADA logo center and 467th tail color right are available from Bob Sheehan, 1828 E. 27th St., Tulsa, OK 74114. Send \$3.00 to Bob for each one wanted.

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John E. Stevens, 3526 Larga Circle, San Diego, CA 92110, has roster of 467th veterans who are members of the Second Air Division (This is not the total 467th roster). The current printout is \$3.00 from Jack.

Jim Mahoney had sufficient response to the piece in last POOP about a videotape of his color film of the 467th at Rackheath that he ordered fifty copies for sale (26 have been ordered). The price is \$38.50 each, postpaid. Write James J. Mahoney, Spring St., RR2, Box 77C, Hamilton, NY 13346.

Dzenowagis Tapes--Not sure what Joe is still offering or price, haven't heard from him of late. He did have:

Faces of The Second Air Division--2ADA Primarily.

Eight Candles for Remembrance--2ADA Primarily.

The 467th in Reunion at Shreveport.

They might be ranked good-better-best in order above. Joe Dzenowagis, 4397 S. Okemos Road,

Okemos, MI 48864.

# TREASURER'S REPORT Operating Fund 03-01-91 \$ 7,263.87 Convention 90 Surplus 903.25 Contributions 578.50 Interest (4 mos.) 122.82 Sub-total 8,868.44

Sub-total	8,868.44
Expenses 03-01-91 to 06-01-91:	
Secretarial PRG 9-3 169.56	
Secretarial Omaha Conv. 82.09	
Secretarial PFG 9-4 171.45	
Secretarial PFG 10-1 161.20	
Secretarial Advance (200.00)	384.30
Reproduction PFG 10-1	168.48
USPS Domestic 1st Cl.	348.00
USPS Overseas 1st Cl.	23.25
USPS Other Postage	55.55
Advance to Convention 91	1,500.00
Stationery - Supplies	24.90
Sub-total Expenses	2,504.48
Operating Fund 06-01-91	6,363.96
Special Funds:	

Ken Darney (\$75 sent to Library) -0-Rackheath Historical Marker 47.50 Albert J. Shower Endowment 786.50

Total Special Funds

834.00

Total All Accounts 06-01-91 \$ 7,197.96

Dear Phil,

Responding to your plea for anecdotes for the Poop newsletter, you have my permission to selectively use (using discretion and the right to edit) these anecdotes I sent to Losse Piland—mostly about the Massilon Tiger. (Losse wrote me that it was not The Massilon Tiger which I was flying on that dreadful practice mission when the storm blew in across the British Isles and all of Europe; but that particular was not relevant to the account.)

(1) An act of mischief which many might remember: sometime between November 1944 and April 1945—before the Round-Robin bombing experiment—I put a sign on the Base Bulletin Board announcing a (fictitious) lecture to be given by "That famous Russian General, Igor Bivor" on Saturday night. It did not occur to me that anyone would take that seriously, but I was told that several people did show up for the phony lecture. [With a name like that?!!]

(2) For the flight back home from England, our plane, The Massilon Tiger, had not only 20 people and their gear aboard, but a rack of radar jamming equipment—floor to ceiling, had been (without prior warning or consultation) installed behind the pilot seat. We had expected to be jammed in like sardines—but that seemed a bit much! So I had my crew unbolt and slightly dismantle the rack, and as we taxied out toward the takeoff position, when we reached a point that seemed to be far enough away from the Tower and other eyes, we dumped the rack and equipment into the field beside the taxiway. (I have checked the Criminal Statutes of Limitation, and find that it is now safe to confess!)

(3) And then there was the time our crew flew (or were flown by) Col. Shower to a base in southwest England from whence he and other base commanders were to be flown into Germany to view the Holocaust atrocities which had just been uncovered. That flight produced several anecdotes which I cherish.

Our orders were to fly a particular plane (whose name I do not recall--but it was a plane I had flown at least once before) and to be ready to "take off" promptly at 1100 hours [or some such time]. We arrived at the plane in good time, did our preflight checks, and awaited the arrival of Col. Shower. As the minute hand moved perilously close to that appointed take off time, and there was no sign of the Colonel, I began to question whether we had misunderstood the instructions: did we have the wrong hour? were we at the wrong plane? were we supposed to taxi over to pick him up at some other spot? I decided that we were in the right plane and place, and as the hour struck, we climbed up into the plane and started the engines. As we were cranking up #4, the Col. pulled up in his jeep right in front of the plane, and he jumped out of the jeep and gestured angrily to cut engines! We did that and crawled out of the plane.

"Did you intend to take off without me?" he yelled. And then he informed me, "I'm flying this plane; you'll serve as co-pilot!" That came as a surprise to me: I did not know that he had ever been checked out in a B-24! As far as I knew, the only plane he ever flew was the P-47 "Little Pete."

So, off we flew, into the calm blue yonder. En route, Col. Shower set up the automatic pilot. I told him that the autopilot did not work very well "on this old crate"; that it would drift off heading in short order; that the plane was "war weary." After I had insulted the craft a few more times, he told me that this was the plane he flew to England!

(Some weeks later, Col. Shower stopped me on the field one day and said, "King, did you hear what happened to our plane?" XYZ [pilot's name forgotten] "ran if off the runway this morning; totalled it.")

Back to the flight to that base in southwest England: upon our arrival, Col. Shower bade us goodbye, with the admonition to return immediately to Rackheath. But this was our first excursion to another base, so we were not eager to turn right around and leave. I told Flight Engineer Bill Hughes that I was sure #3 engine sounded strange--better pull the cowling and look. Bill did so, and managed to dump a little oil on the tarmac, so we all then took off for the mess hall. It was "closed", but a Navy cook finally appeared, and we asked if we were too late to get some lunch. "Not at all; what do you want?" he asked. "Whatever was served," we said—not wanting to put him to any trouble. "You can have whatever you want," he said. "The Navy treats you right! How about a steak? Chops? And what kind of vegetables do And how about some ice cream for you want? desert?"

So we had a leisurely, royal meal! He asked us all about the bomber crews and missions, and "what kind of meals do you take along?" When we told him that we got only a box of hard candies, he was incredulous! "Wow," he said, "our guys fly anti-sub patrol, and we fix them box lunches with all kinds of goodies—and then they bitch because the sandwich bread gets a little crusty before they have a chance to eat it!" —or words to that effect. "Would you like to have another steak?" [This in the days that we were down to SPAM and powered eggs at Rackheath.]

When we taxied from the tarmac late that afternoon, I followed the tower's instructions and turned to go down the nearest taxiway to the active runway for takeoff; but I stopped short as everybody on the flight deck gasped, "We'll never make it between those rows of B-17s parked on either side!" Our wingspan told us we'd have to taxi clear around the perimeter of the field—a good many miles to get to the take—off point. As we were grinding out those miles, the Tower called and advised that there was a 3,600 ft. [or was it 4,000 ft.?] runway just ahead; we could take off on that if we wanted to. I opted for that, deciding that I'd run it up on the taxiway and come tooling off that onto the runway at a fair starting speed, and the Tower approved.

We really careened around the corner onto that runway! And we had barely straightened out when I saw 3/4 of the way down the runway, an old geezer pedalling a bicycle toward and onto the runway—meaning to cross it! He did not even look in our direction! We were too far committed to do anything but barrel straight ahead: yet I knew I'd not come off the ground normal in time and altitude to miss him, so I gave the plane full power, some more flaps, and then I hauled it into the air just before reaching the slowly pedalling man. [He just had to be deaf not to have heard us coming; I swear he never looked our way!]

We had jumped into the air and immediately levelled off to get more flying speed to clear the cow pasture fence that I could see in the field off the end of the runway. Not knowing whether we had hit the old guy, I frantically asked all to look back and see what had happened to him. The report was that he was OK-had fallen off the bike (Probably blown over by our prop wash) and was sitting on the ground, rubbing his leg and looking after us!

Back at Rackheath, we found the Colonel's jeep sitting at the hardstand, key in the ignition. Couldn't resist that. So we ro around the base for awhile [receiv mysterious salutes all over the p' "mysterious" until we realized ther Chicken insignia on the jeep!] befor parking it by the Colonel's quart

night. Got a bit of use out of it the next day too. Did not dare try to take it off the base though.

So there you have a few anecdotes, Phil. Be my guest to edit to your heart's content, and use whatever you want. (How is the newsletter reproduced? By mimeograph? 'Xerox' copy?)

I look forward to meeting you in Tucson this

fall.

Sincerely, Ed King

Editor's Note: The Poop is typed in proper width-length format for individual pages, allowing for masthead and address section. Eloise Musgrove does this on her word processor and I don't begin to understand it. It is reproduced by Xerox, one hundred copies at a time by Neil's Reproduction Service. The Xerox machine accepts the six-eight originals, prints, collates and staples the three-four sheet edition. Neil's folds it once, Miss Cille and I fold it into quarters, affix mailing labels (zip printout from Eloise Musgrove's machine) and stamps using USPS handy-dandy stamp affixer that holds a roll of up to 500 stamps. Bundles of 50 for convenience in handling and to USPS office.

### BITS AND PIECES:

It has been a fair to middling three months since last I wrote. Miss Cille and I have fared well even though we have had over 40 inches of rain (our normal annual is 45") in principally March. We suffered no flood damage though some good friends close by were heavily damaged by the water--carpets, autos, furniture, building structure. Nine inches of rain in ten hours is pretty awesome. We say when Vince and Gloria LaRussa visit us it always rains (we have requested them to visit during our infrequent drought times) but if they had been here during the flood, we would have had to build an ark. My spring garden hasn't yet recovered and I doubt that it can, too wet, too unseasonably cool.

Jeff Gregory and Ralph Elliott have each had heart bypass surgery in the quarter and both are recovering quite well. Ralph, as you will read, is right on top of Convention 91 Tucson and we are looking forward to seeing many of you there.

Correspondence has not been too rushing. Getting some inquiries as to places and events of '44-'45 that I have most been able to answer, but some are just too involved for my limited material. One, from Holland, wanting help in trying to identify Radio Operator (apparently) of B-24 that crashed after crew bailed out. A watch was found strapped to radio set and after 45 years a search is on to attempt to reunite watch and serviceman.

Things also happening that point to 50th anniversary of 8th and 9th AF arrival in England. Inquiries as to personnel of crashes in East Anglia, requests for help to towers, items for museums.

We found that our planning for the 467th Historical Marker at Rackheath had overlooked two principal items, flags. We had heard that the flags weren't being flown. Upon inquiry as to how we could have them flown more often, we found that those used at the dedication had been borrowed, we had no flags. Jeff Gregory arranged for and shipped an American and a British flag in early May and Robert Lomax wrote me that Herbert Slaughter, who operates a business in Rackheath Industrial Park, has offered to raise and lower the flags daily. Now I need to find out how to contact Mr. Slaughter to thank him for this kindness.

Vince and Gloria LaRussa, God love them both, nave put in uncounted hours reentering to omputer, correcting, proofing, the 467th ster Roster, last done in 1987. When the

several months of work is finished, we will properly bind two copies, one for the Memorial Library and one for Rackheath, to replace those there. The names contained have increased from 4,000 to nearly 5,000; we are probably 200 to 400 shy of the total that served the Group. This is why we have been asking for any 467th orders over the years. It has paid off. We will have a copy at Dearborn and Tucson for you to annotate with names you know that are not in it and then hope to complete all again by year end, for final assembly, binding and shipping.

If you 2ADA VPs have read this far, I have a request from Phyllis Du Bois, Trust Librarian, The Memorial Trust of the 2nd Air Division U.S.A.A.F., to add to your Group newsletter mailing list the Memorial Library, Central Library, Bethel St., Norwich, England NR2 INJ. I send each 2ADA officer a POOP FROM GROUP, I would like to receive each of theirs. Use whatever you wish out of POOP, I'd like the same privilege with yours.

Two related incidents, Charles L. McMahon finished a tour as Pilot in the 467th, 791st (BS(H), stayed on with the Group as Assistant Group Operations Officer. He is remembered also as Pilot of PETE THE POM II which was part of Mission 146 on December 24, 1944 when the Group put up the maximum effort of 63 aircraft, 62 attacking. You will see his name in LAST POST but he was never on the current 467th roster. I was sent his obituary with a note that he had been a friend of the sender and would be sorely missed. But why, after McMahon's death, was I told that the two lived in the same town and were friends.

The other, a pilot was trying to locate his crew. He did find one of them after much effort, only to be told that the "found" crewman had been receiving POOP for years. Moral--Let me help you find that lost friend. A postcard or note will be answered as soon as I can check my records.

Join the Second Air Division Association. The dues are \$10 per year to enjoy the rights and privileges of membership; the quarterly journal (22-32 pages) is well worth the price of membership; opportunities to reunion with wonderful people in great places. Send your dues to Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 19114. The next 2ADA Reunion will be in Dearborn, MI July 3-7, 1991. 2ADA members received all information in Winter 90 - Spring 91 Journal. Go and enjoy.

I received \$50 (two donations) to pass through to Jordan Uttal for the Librarian Fund. It is still short of the \$500,000 goal, send donations to Jordan at 7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230.

Record checking for names, I went through nine years of rosters. I don't think these numbers are completely accurate. I intend to check further, but I list nearly 200 from Last Post and 164 Lost Souls. I hope to revise the last group and will ask your help in attempting to locate them. That is just too many to just leave out there in limbo.

## CONVENTION 1991 TUCSON, ARIZONA From Ralph Elliott, Coordinator:

"Buenos Dias" again Amigos. The dates October 12-16, 1991 are set in concrete for the 467th BOMB GROUP (H) ASSN. REUNION at the DOUBLETREE HOTEL in TUCSON, ARIZONA, and reservations are coming in daily. I will admit to goofing off for a few days to have coronary artery by-pass surgery-X4 on April 2nd, but am on the mend and feeling pretty good. Of course, Jeff Gregory had the same operation a couple weeks earlier, but he only had three!

This will also explain my delay in getting receipts back to you, but, meanwhile, the money gathers interest in a local savings account until needed to pay the deposits and the bills.

Early reservations also help us with our hotel planning. We have 135 rooms blocked but may find things tight if we need more rooms at the last minute since October is convention season in Tucson.

I have to discourage "walk-ins" to this reunion. The total event costs are spread in such a way that individual event prices will be prohibited. Also, I am unable to reduce prices if events are not desired. To do either will upset the preplanning, deposits and guarantees.

Bob Feldtkeller just happened to call on his way through Tucson on business and report that he and several of his crew will be here for the reunion. He and I made it all the way from Aviation Cadets to the 467th together, but he beat me home.

The REUNION PROGRAM is complete and covers three full days of tours, entertainment, dinners, and socializing best described as THE BEST of the WEST and a BIT of Old MEXICO. The low \$175.00 per person cost is possible because your ONE REUNION FEE covers ALL of the groupplanned activities; bus tours, entrance fees, lunches, and dinners. Within the time limits of the reunion we plan to show you some of the best the Tucson area has to offer without your having to guess which "options" might be the best. You'll also leave home knowing all you'll have to do is relax and enjoy the reunion in company with your buddies, wives and friends of the 467th.

Main arrival date is Saturday, October 12 with a social gathering set for that evening. If you plan to come earlier, it is imperative that you contact the Doubletree now for reservations, because early rooms will be limited by other conventions.

Sunday, October 13--After a continental breakfast we'll all board the buses for a full day's trip to Nogales, Mexico for shopping below the border where bargains can be found in everything from blankets to onyx and tequila to Kahlua. We'll have lunch in Mexico at El Cid's and El Greco's. Note the change here; our buses will take us directly across the border saving you the walk and the jam-up at customs on return. Lunch reports have been excellent—as have reports on the free margaritas. En route home we'll stop at the Old Presidio of Tubac where some of the best of Arizona's craft shops can be found. The evening will be free to visit—and rest your weary feet.

Monday morning, October 14, will begin with a full breakfast, continue with the business meeting, followed by shuttle buses the rest of the day to the Pima Air Museum. Located just across the runway from the Military Aircraft Storage Facility at Davis-Monthan AFB, it has been able to assemble one of the finest aircraft collections in the country. How long has it been since you've seen the 467th red and white "tail feathers" on a B-24? Bring your cameras for this one.

We've saved Monday evening for a MEXICAN FIESTA, complete with authentic Mexican mariachi music and food. You'll make your own tacos; how much picante (hot) salsa you use is up to you. Your Sunday tour to Old Mexico will have gotten you in the mood—and maybe into a Mexican Guayabara shirt or a colorful serape and blouse for your best girl.

Now is probably a good time to repeat that dress for this reunion is INFORMAL with NO requirement for coats and ties. Do bring comfortable shoes for walking, although it needn't be extensive if you have a problem getting around.

Tuesday, October 15, will begin with a continental breakfast—although there's an excellent coffee shop if you're used to eating more. Again, we'll ALL board the buses at 0830 for an early start to the ARIZONA-SONORA DESERT MUSEUM. Both a zoo AND a museum, it will show

you the living, outdoor world of nature found in Arizona, Sonora and Baja, California, Mexico. It's the second most popular tourist attraction in Arizona; right behind the Grand Canyon. The reason for an early start is to see the mountain lions, big-horn sheep and other desert animals at their most active time of the day. We'll come back to the Davis-Monthan AFB Officer's Club for lunch, followed by a tour of the base and the aircraft storage area—final resting place for every possible type of aircraft in the DOD inventory.

We'll get you back to the hotel in time to rest up for the big WESTERN BANQUET that evening to bring the reunion to a close. SAD SACK cartoonist Fred Rhoads will be on hand to draw caricatures of you to take home and a local DJ with a name well-known to the 467th will provide the music. The rest of the evening's program is under wraps, but you'll be forever sorry if you miss it. Wear your blue jeans and western shirts and dresses and we'll furnish the bola ties to go with them.

Wednesday morning is departure day, although you may want to stay for a few more days to see the many things we haven't had time to show you. Randolph Park with an excellent 36-hole city golf course is just across the street from the hotel. Weather in October: high 85, low 54, humidity 25%.

RV PARKING: CRAZY HORSE CAMPGROUND at 6660 S. Craycroft Rd., Tucson, AZ 85706, phone 602-574-0157, has been designated the reunion campground and is offering a reunion rate of \$13.05 plus 5% tax for your RV parking. It is seven miles from the Doubletree and offers easy access off I-10. Coming from east or west, take EXIT 268, Craycroft Road, and go north two blocks past the Triple-T Truck Stop to the campground. Exit 268 is south and east of the city but almost directly south of the Double-tree.

RV PARKING RETIRED MILITARY: Davis-Monthan AFB Fam-Camp. Located on base. From east or west EXIT 270, Kolb Rd., off I-10, N to Golf Links Rd., W to Wilmot, and S 1/4 mile to entrance. Fam-Camp just to right of gate. If gate closed (6:00 P.M.), continue west on Golf Links to Craycroft and left to main gate then first left to Fam-Camp. No reservations but October off-season. Call 602-747-9144 for info. Check-in at camp. One mile West on Golf Links then North on Alvernon to Doubletree.

DELTA AIRLINES has been designated the official carrier for the 467th BG reunion in Tucson and will provide the following discounts: SMN5-5% discount on all thru promotional fares on Delta and the Delta connection for U.S. travel. Some restrictions apply. SMN40-40% discount is available on Delta and the Delta Connections' round-trip coach fares for U.S. travel. Purchase seven days in advance. Returns may be changed any time. No minimum stay. No penalties apply. SMN35-35% discount is available when travel is exclusively on Delta Connection flights (Connection carriers are Skywest, Atlantic Southwest, ComAir & Business Express Airlines; SMN40 fare rules apply.) Phone 1-800-221-1212 and ask for the Special Meetings Department, Reference file No. U37093. Travel may originate three days prior to three days after October 12-16 reunion dates.

I have been able to work out the best rental car deal with Budget Rental Co. They have an office in convention headquarters, as well as at the airport. Use their 1-800-772-3773 number for your reservations and rental inquiries.

SPECIAL TOUR: For a special 3-day buss and steam train tour to the Grand Canyon after the reunion, October 16-18, write to: OFF THE BEATEN PATH TOURS, 840 N. Stoner Ave., Tucson, AZ 85748, Phone 602-296-0909 for details. Cost

is \$248 per person double or based on a minimum 30 people. for registration and final	Deadline depends on	Refund for CX after that date resale of space.
	- 467TH BOMB GROUP (H) REUNI	
	467TH BOMB GROUP ASSOC REUN Ralph H. Elliott 6000 W. Rafter Circle Tucson, Arizona 85713	NION
	September 10 cutoff date	
Name:	Wi	fe/guest name:
Address:		Phone:
City:	State:	Zip:
Arrival: Date:	Time:	Via:
Please indicate if this is yo Please send RV Campground inf Please send Grand Canyon tour Enclose check or money order Bomb Group Assn.	o for Tucson:	per person, made out to: 467th
**NOTE-If your airline connecthen take the ARIZONA SHUTTLE Reservations: 602-795-6771.		may be cheaper to fly to Phoenix, nder \$20.00.
is 9.5% plus \$1.00 per room Rooms may not be available fo extended to 2 P.M. with manag	city bed tax. Airport shut r check-in until 3 P.M. Che er's approval. Some handicap	WITH DOUBLETREE HOTEL. Hotel tax tle to hotel is \$6.00 per person. eck-out time is 12 noon but may be pped rooms available on request.
Important: Without p	roper notification of a cancelled reservation	you will be charged accordingly.
		Date of Arrival:Time of Arrival:
e(s) of Additional Person(s) Sharing Room:		Departure Date:Credit CardAMEX_VISA_MASTER_DISC_DINERS/CI Credit Card #:Exp:
ing Address:(Association/Company Name)	DOUBLETREE HOTE	Name on Card:  Deposit Enclosed \$ # of Rooms  # of People # of Rooms

Na (Street Address) (City) (State) (Zip)

Na

TO SECURE YOUR ROOM RESERVATION YOU MUST ENCLOSE FIRST NIGHTS ROOM DEPOSIT OR COMPLETE CREDIT CARD INFORMATION. Deposit refundable if cancellation notice received 48 hours prior to arrival date. (Check-in time is after 3 pm/ Check-out time is 12 Noon).

Have you been our guest previously? \_\_\_\_Yes \_\_\_\_No



445 S. Alvernon Way • Tucson, AZ 85711 (602) 881-4200

467th BOMB GROUP

October 10 - 17, 1991

Date of Arrival:	Time,of Arrival:
Departure Date:	
Credit CardAMEX	VISA MASTER DISC DINERS/CB
Credit Card #:	Exp:
Name on Card:	
Deposit Enclosed \$	
# of People	# of Rooms
	RATES
☐ Single \$ _ 69	□ Double \$ 69
	Quad. \$ 89
	Suites: 1 Bedroom:
Rollaway Bed: \$10	2 Bedrooms:

THE ABOVE SPECIAL GROUP RATES WILL APPLY 3 DAYS BEFORE AND 3 DAYS AFTER THE OFFICIAL CONFERENCE DATES FOR ALL CONFERENCE ATTENDEES.

Rates subject to applicable taxes.

Reservations must be received by Sept. 10, 1991 RESERVATION ACCEPTED AFTER THIS DATE IS BASED ON SPACE AVAILABILITY.

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD. 237 Pennsylvania Avenue Shreveport, LA 71105

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