



# The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 1 No. 3

April 1968

## Air Academy Visit To Highlight Reunion

An all-day tour of Colorado's number one tourist attraction—the Air Force Academy—will highlight the second national reunion of the 91st Bomb Group (H) and its supporting units when they meet in Denver July 23-24-25-26.

Not only will the group take a guided bus tour of the 17,900 acre campus nestled in the Rockies near Colorado Springs, but they will lunch at the Academy Officers Club, a treat not available to the ordinary tourist.

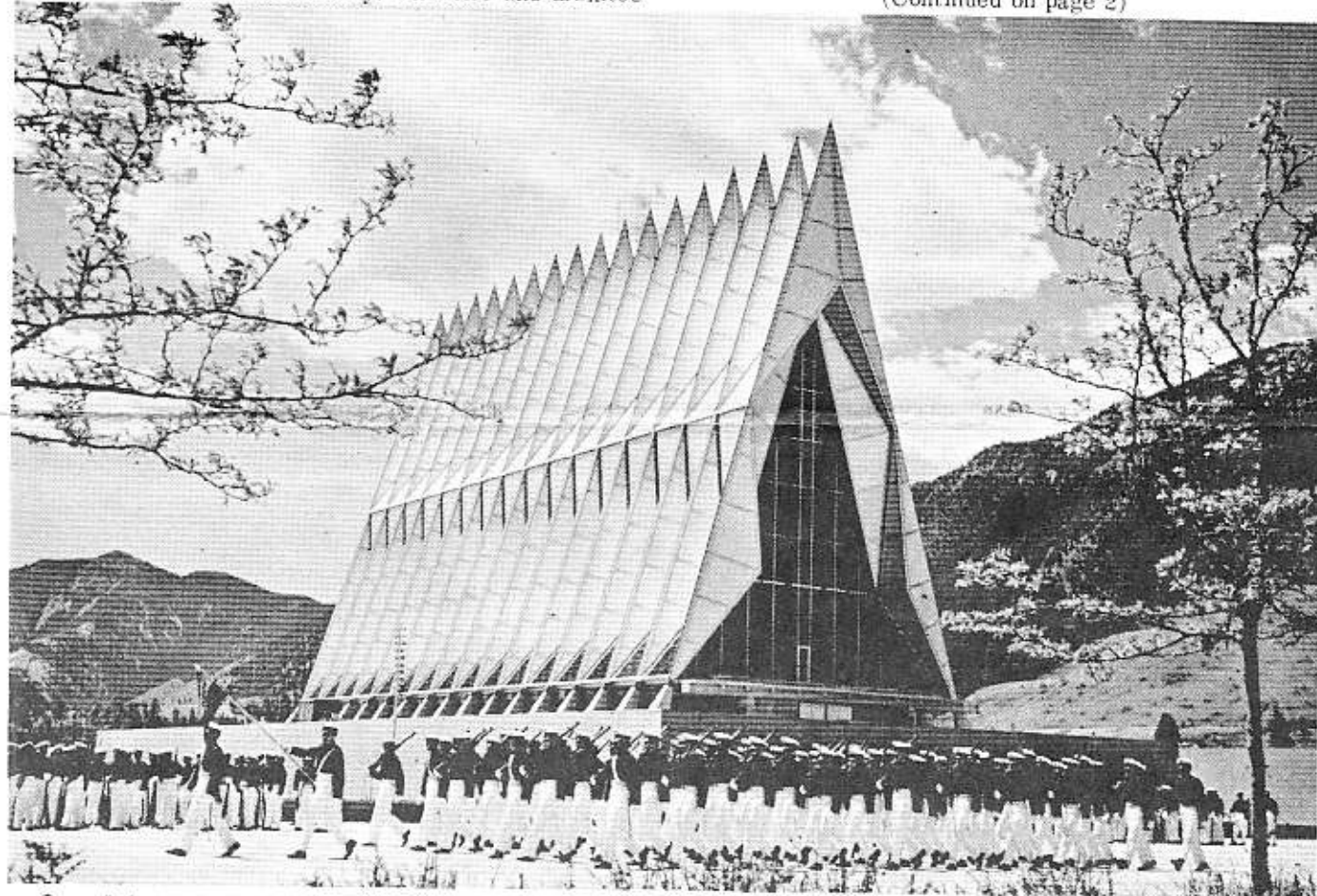
The Air Force Academy is the newest of the service academies, opening in its present location in 1958. The original authorization for 2,529 cadets has been expanded to reach a total of 4,417 in 1971, and additional facilities are being added constantly. The site and architec-

ture of the Academy make it an exceptionally beautiful school, and one that 91st-ers will find fascinating.

Superintendent of the Academy is Lt. General Thomas S. Moorman. Dean of Faculty is Brig. General Robert F. McDermott, and Col. Robin Olds, recently commander of the 8th Tactical Fighter Wing in Thailand, is Commandant of Cadets.

Registration cards already returned indicate the attendance will be well ahead of last year's get together in Memphis, and additional confirmations come in daily. Those who have not yet returned their registration cards should do so at once, according to George Parks, Western Division chairman.

(Continued on page 2)



One of the cadet squadron marches pass the Air Force Academy interfaith chapel. The chapel is unique in that Protestant, Catholic and Jewish services can be held

simultaneously, and the three congregations can enter and leave their respective naves without interfering with one another.

## Air Academy Visit...

Making the Denver preparations for the affair are Sam Newton, Col. Henry Terry, Jack Hobson, and Col. Herbert Egender.

While Tuesday, July 23 has been set aside as official registration day many have indicated that they will be arriving as early as Monday, July 22, and informal pre-reunion get togethers will flourish.

One change in the originally announced program has been made. Instead of the trip to Coor's Brewery originally scheduled for Tuesday evening an informal cocktail party will be held. A maximum of 120 could be escorted through the brewery, and this would permit only a portion of the 91st-ers expected to attend.

Headquarters for the reunion will be the Denver Hyatt House, where all official affairs will be held. The Mayflower Hotel and Mayflower Motel, located in the same block with the Hyatt House, will also house reunion delegates.

For the first time a special get together of 91st-ers who were former prisoners of war will be held. "Rose's Heroes," headed by Joe Rose of Memphis, plan a special "reunion within a reunion" to swap P.O.W. experiences.

A registration fee of \$25 per adult has been set by the reunion committee to cover the Tuesday cocktail party, squadrons breakfast, tour of the Air Force Academy, Thursday's official lunch, children's entertainment, and the informal dinner-dance that night. Each family will pay individually for their children's meals, but tour transportation and entertainment will be covered by the parents' registration fee.

Here is the complete schedule. Events with asterisks are paid for by the registration fee.

### Tuesday, July 23

- 8 a.m.....Registration begins. (Lasts all day.)
- 10 a.m.....Coffee & sweets.\*\*
- 12.....Lunch break.
- 6:45 p.m.....Cocktail Party.\*\*
- 7:30 p.m.....Air Force Movies, "Memphis Belle" and others.\*\*

### Wednesday, July 24

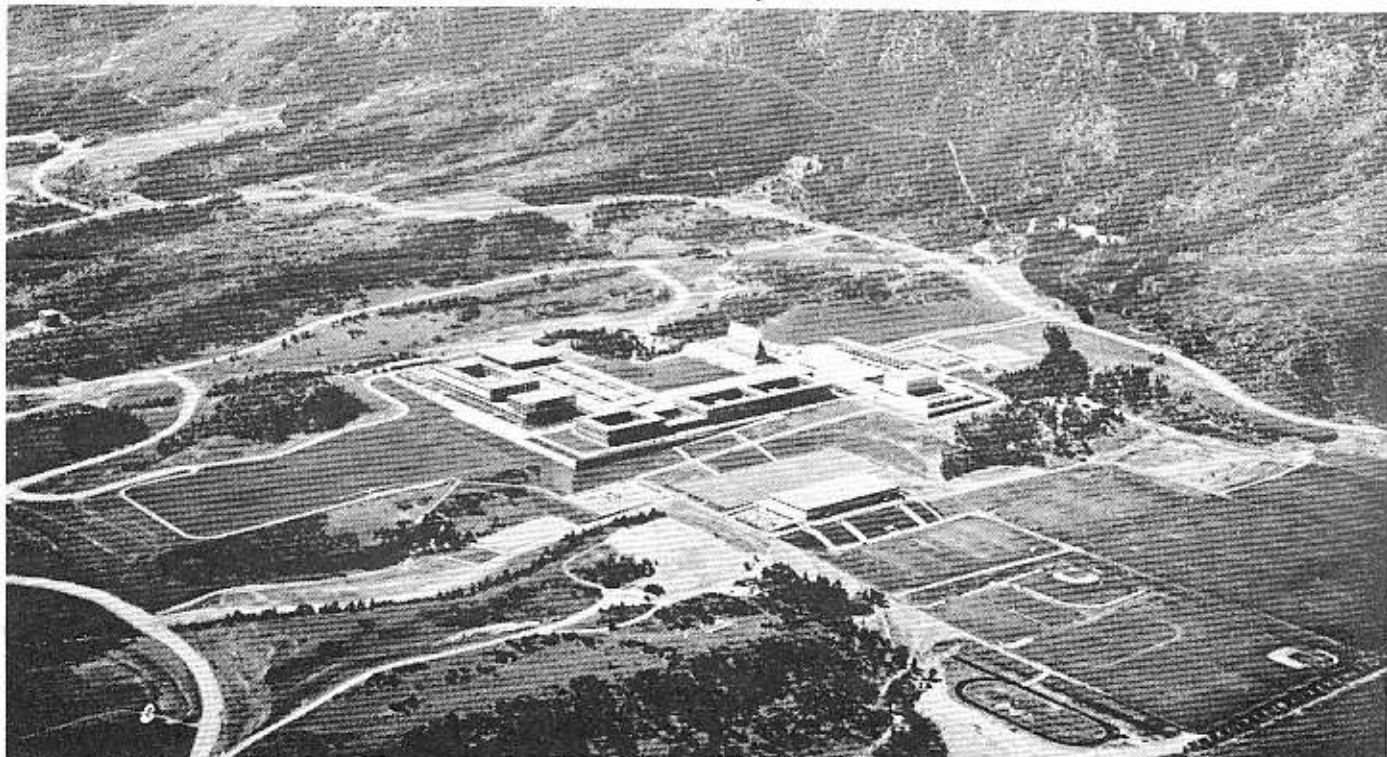
- 8 a.m.....Squadrons breakfast.\*\*
- 9 a.m.....Board buses for tour of Air Force Academy. All day.\*\*
- 5 p.m.....Return to headquarters
- 7 p.m.....Movies.\*\*

### Thursday, July 25

- 8 a.m.....Open Morning
- 11:30 a.m.....Official Reunion Welcome Ceremony begins.
- 12.....Lunch \*\*
- 1:30 p.m.....Entertainment for children.\*\*
- 6 to 8 p.m.....No host cocktail hours.
- 8 p.m.....Informal dinner-dance. Live music.\*\*

### Friday, July 26

- 9 a.m.....Business meeting, members only.  
Reunion objectives  
Next national reunion  
Trip back to Basingstoun  
Election of officers for 1968
- 10 a.m.....Coffee & sweets. \*\*
- 1 p.m.....Committees meet.



Here is an aerial shot of the Air Force Academy layout north of Colorado Springs. Unfortunately, space limitations in The Irregular forced deletion of one of its finest

features, the towering Rocky Mountains against which it nestles, with snow-capped Pikes Peak in the background.

**Make A Date In '68 - Denver or Bust!**



# 'Outhouse Mouse' Was First Bomber Attacked By Jet

The 323rd plane honored in the January Irregular, "Outhouse Mouse," made one bit of American aviation history not recorded in the write-up—it was the first U.S. bomber on record to engage a non-prop driven fighter, a rocket-propelled ME-163 "flying wing" on August 16, 1944.

Newspaper accounts of the battle credit that glory to the 91st plane "Rambling Rebel," but the "Rebel" was really in the hangar for repairs that day, and Lt. Reese Mullins and his crew had borrowed "Outhouse Mouse" for their thirteenth mission.

In describing the encounter the newspaper story has this to say:

"The Fortress (Outhouse Mouse) had been knocked out of formation by an FW-190 and a ME-109 that wounded two crewmen when the 'Jettie' (rocket plane) started firing in a tail attack. Lt. R. Walker Mullins of Covington, Tenn., rocked the ship up and down in an evasive action.

"Then we started skidding back and forth," said Lt. Forrest P. Drewery of Franklin, Va., the co-pilot.

"Sgt. Robert D. Loomis, a waist gunner who was manning the tail turret replacing a wounded member shot through the leg, S/Sgt. M.D. Barker, said, 'This Jettie couldn't get its guns trained on us,'

"Sgt. James R. Knaub, the radio operator, was on the waist guns replacing Loomis, and the bombardier, F/O O.V. Chaney, was replacing the wounded top turret gunner, T/Sgt. C.A. Dickson.

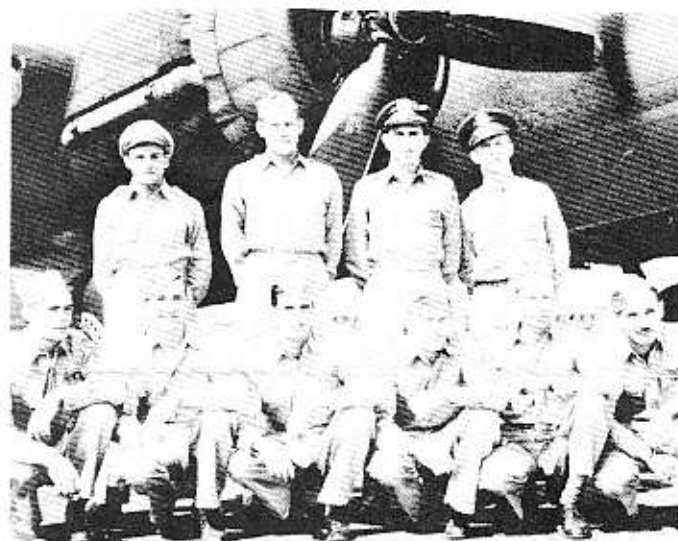
"Navigator for the crew was Lt. J.A. O'Connor, and S/Sgt. K.L. Blackburn was ball turret gunner.

"In contrast with the audacious 'Jettie,' another ME-163 showed a healthy respect for the Fort's guns, gliding alongside two full minutes but always keeping wisely out of the bomber's range, crewmen related.

"Lt. Col. John Muir and Lt. Cyril W. Jones arrived in Mustangs and shot down the 'Jettie.'

"The Jettie looked like a bat," said Mullins. 'Its fuselage was a minor part, for it was practically all

wings. When it made a vertical climb at high speed it left a vapor trail. After gaining altitude above us the pilot seemed to shut off the power, for no vapor trail was seen.'"



Here is the crew flying "Outhouse Mouse" on the day of the jet attack.

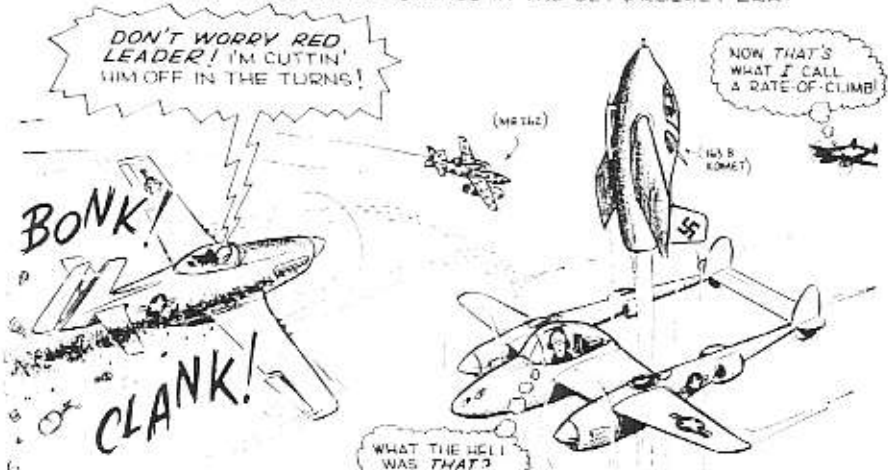
Kneeling, 1 to r: Jim Knaub (radio); Ken L. Blackburn (ball turret); Joe V. Cullen (waist); Robert D. Loomis (waist); Gordon D. Smith (tail gunner) replaced by M.D. Barker; C.A. Dickson (engineer).

Standing, 1 to r: Ray Nassimbeni (co-pilot) replaced for the day by F.B. Drewery; W. Reese Mullins (pilot); John O'Connor (navigator), and O.V. Chaney (bombardier).

## Col. I. J. Klette Now Research Scientist

Col. Immanuel J. Klette, former 324 Squadron Commanding Officer and later 91st Bomb Group CO has recently retired from the Air Force. He is now "Dr." Klette, a research scientist with Battelle Memorial Institute, Columbus, Ohio.

THERE ARE A FEW GUYS AROUND WHO'LL REMEMBER - WITH CONSIDERABLE TRAUMA - WHEN THE JERRIES USHERED IN THE JET & ROCKET ERA:



This cartoon is a "There I Was..." feature by Bob Stevens from the Air Force/Space Digest.

## Overlooked Your Dues?

We need the help of EVERY former 91st-er if we are to keep our organization flying! Send your dues, contribution and/or directory order to:

**Eastern Division**  
Joe Giambrone 303 Brookside Ave.  
Glenside, Pa. 19038  
**Western Division**  
Robert H. Racicot 209 Lamont Court  
Vallejo, Calif. 94590

## Plane On The Cover - 324 Squadron 'Quitichurbitchin'

Plane-of-the-quarter honors belong to the 324th squadron this issue, and one of the group's original aircraft, 41-24505, DF "Charlie," piloted by Charles "Red" Cliburn, is shown on our nameplate.

"Quitichurbitchin" crammed more excitement, glory, and bloody combat into four missions than almost any other plane in the group's history. She started out on an un auspicious note, aborting with gun trouble from the group's first mission to Brest on Nov. 7, 1942, when the 91st got twelve planes into the air and seven over the target. From then on things took a different turn for the plane.

On November 8 "Quitichurbitchin" made a routine mission to Abbeville, and then on November 9 came the notorious low-level attack on St. Nazaire, when the 91st was low group on a pattern that called for bombing from a 7,000-foot altitude. In the murderous flak that greeted the Eighth Air Force bombers Cliburn's ship suffered a direct hit by a 40 mm. shell just aft of the ball turret. It ripped the plane almost in half and wounded both waist gunners, S/Sgt. R.C. Richardson and S/Sgt. Allen Middleton. Middleton was killed in action a few weeks

later flying with another crew.

With the controls hardly working and the ship threatening to break apart at any minute, "Quitichurbitchin" barely made it back to England, landing at the RAF base at Exeter, where she remained for a couple of weeks while a repair crew from Bassingbourn struggled to get her in flying shape again.

By November 22 she was back in the air again and the crew made the raid on Lorient. On Thanksgiving Day, Nov. 23, came another bloody raid on St. Nazaire, when four ships from the 324th went over the target, and only "Quitichurbitchin" lived to tell the tale.

Three Focke-Wulf 190's attacked the bomber, followed by a formation of three more.

The rudder control lever and elevator trim tabs were shot away. The controls to the right elevator were damaged. One propeller was nicked severely, and holes kept multiplying all over the wings and fuselage.

A 20 mm. cannon shell exploded in the cockpit, painfully wounded the co-pilot, Lt. Clyde DeBaun, and put Cliburn's right foot out of commission. The same burst severely wounded the radio operator, S/Sgt. Curtis Pyrah, and put the plane's radio receiver and compass out of commission. Pyrah spent many months in the hospital and was retired from service because of his injuries.

A hit on a hydraulic line smeared the ball turret gunner's compartment with oil, and S-Sgt. Clarence Cluck couldn't see to fire. By count, there were more than 200 holes in the tail gunner's compartment. T/Sgt. Louis Vingo had his oxygen mask shot away and three holes cut in his clothing, but was unhurt and kept firing throughout the fray.

When the crippled ship leveled off just above the water  
(continued on page 5)



Since "Quitichurbitchin" wasn't around long enough for an official crew picture that plane's transferees (and replacements) to the "Bad Penny" are shown here.

Kneeling, l to r are: Clarence Cluck (ball turret); Walter G. Dager (tail gunner); Cole (waist); J. Moore (radio operator); R.C. Richardson (waist).

Standing, l to r: Nettles (engineer); Philip Palmer (bombardier); Raymond Kurtz (navigator); Clyde DeBaun (co-pilot), and Charles Cliburn (pilot).

## Pittsburg Area 91st Members Hold Rally Round March 16

The Pittsburg area flight held its first Rally Round on March 16, with 36 members, wives, and guests in attendance. The reunion, ramrodded by flight leader George Zucco, was held in the Blue Room of the Holiday House Supper Club Motel.

A special feature of the Rally Round was the presentation of an attache case to M/Gen. Stanley T. Wray for Gen. Wray's inspiring leadership during reactivation of

the Reunion Group. Presentation was made by Eastern Division Chairman Paul Chryst on behalf of the 1200-plus membership of the 91st Bomb Group membership.

Color slides of the 1967 Memphis reunion were shown, as well as slides taken at Bassingbourn in 1944 by crew members of the 401st plane "Time's A'Wastin'." The 91st documentary movie, "The Memphis Belle," was also shown.



Shown here are members attending the Pittsburg Rally Round of March 16. Seated, from left to right, are Rudy Moretti, Joe Camelleri, Joe Giambrone, M/Gen. Stanley T. Wray, Col. I.J. Klette, Urban Cole, and George Zucco.

Standing are Paul Chryst, Elmer Collinger, John Parsons, Frank Ferek, James Harrison, Robert Christman, Steven Resko, and William McGavern. Members not shown are Stewart McClintic, Charles Thomas, and Mal Conbrough.

## 'Quiturbitchin'...

level the wounded co-pilot was replaced by the bombardier, Lt. Phillip Palmer, and "Quiturbitchin" struggled shakily back to Bassingbourn. They arrived after dark, with a 200-foot ceiling and zero visibility. When asked how he managed to find home under such impossible conditions, the navigator, Lt. Raymond Y. Kurtz, swore that "we were dragging so low I just looked out and saw a road sign that said 'Bassingbourn-20 miles' and we homed in on that!"

Capping the day, the tail wheel would not lower, so Cliburn had to set the ship down in the dirt alongside

the runway, coming in with a timed letdown and lined up with a red flare. "Red" received the DFC for his leadership, skill, and courage, the first 91st pilot so decorated.

This was the last flight for Quiturbitchin for many, many months, and the crew was given another plane, "The Bad Penny." Most of the crew finished out their 25 missions aboard the Penny, and Cliburn was the first 91st pilot to complete his tour.

Months later, when "Quiturbitchin" was still hangar-bound, Crew Chief John Ventura noticed an officer spend a whole day looking over the ship. When he enquired, the visitor said he "was counting all the patches." "If you want to get them all," said John, "you'll have to spend tomorrow here too."



# 'Redline,' The 401st Mascot That 'Owned' The 91st

Like most WWII service outfits, 91st members owned a weird and wonderful assortment of miscellaneous mascots, ranging from the wild coyote pup captured at Boise, Idaho, through Bill Genheimer's Welch corgi "Fearless" with written permission to attend the officers club, to the malodorous 323rd goat Amato, joint property of bombardier Bob Abb and pilot George "Tweet Tweet" Birdsong. But the only pet that ever "owned" the whole outfit was a curly-haired black and white part-Labrador pup called Redline. Redline was an official 401st member from Walla Walla in 1942 till departure from England in 1945, rose in rank from private to sergeant, made five combat missions to pick up Air Medal and the DFC, and got a big spread in Life magazine, a record matched by few of his two-legged buddies.

The pup joined the outfit a couple of days after the transfer of the 91st from McDill Field, Florida. Albert Tucker, Personnel Sgt. of the 401st, was exploring the new premises when a woman driving by stopped her car and handed him a squirming little ball of black and white canine. Tucker, nicknamed "Redline" from his task of drawing a red line through the names of squadron members who missed payroll signing and consequently missed pay call, took the little fellow back to the barracks, where it was promptly dubbed "Redline" also.

With the group transfer to Ft. Dix on the way overseas, the pup rode the baggage car-kitchen, watching the scenery from the open door and exploring the train from end to end without a hitch. He was smuggled past MP's at Ft. Dix in a barracks bag.

To get him aboard the Queen Mary for the long ocean voyage Sgt. Tucker again used the barracks bag tech-



Here is Redline in his favorite pastime—trying to hitch a flight with a sympathetic crew. Others shown are, back row, l to r: Miller, Alvey, Thompson, Bennett, Maas, Bagwell, Hunter and Fournier. Front row, kneeling, Bohlen and Dwyer.



Redline as a pup, in training at Redmond, Ore.

nique, stowing the little dog in a bag tagged "current squadron records needed for the trip over." In the embarkation confusion, however, little Redline's bag was thrown into the ship's hold with the thousands and thousands of barrack bags to be stored for the trip over.

Horrified at the pup's plight, Tucker and Cpl. John Mathis spent hours searching the mountain of bags, hoping to find their friend intact. Finally they located the little fellow, who had remained perfectly quiet, without a whimper or bark, throughout the long ordeal.

A sympathetic nurse hid him in her quarters during the trip across.

When the 91st moved to Basingstoke orders were cut by Lt. "Long John" Parsons and Lt. Richard S. Bettis making him an official 401st member with the rank of PFC. In time he was promoted to SGT; however this took quite some time, as he was hustled on various occasions for using Col. Wray's office for his rest room.

Redline regularly made training flights and made combat missions in an oxygen mask and flying suit rigged up by one of the squadron's ground crews.

In his combat classic, "Serenade To The Big Bird," Bert Stiles, who was a co-pilot on "Time's A'Wastin'" (Sam Newton, pilot), said this about Redline:

"Some mornings when we came out of the equipment hut there was a black dog with white feet around the trucks. If we had to wait for the gunners, I usually hauled him over to me and scratched his stomach and rubbed his ears and wished he'd be my special buddy.

"At first I just called him blackdog, but his name was Redline and he was on combat status for a while. Some captain used to take him on milk runs to France. He was okay at first, but after a while he got flak-happ in a big way and tried to jump out a waist window one day, so they grounded him, and he just came around to see the boys off in the morning after that.

"Redline didn't give a damn for officers. He was an enlisted man's dog all the way. He used to let me rub

(continued on page 7)

## Redline, Who Owned the 91st

his ears, but he never offered any solid friendship. He licked my hand a couple of halfway licks once or twice, but he never licked my face or nose in close."

Redline had the run of the base and was specifically exempt from the dog round-ups held at regular intervals to rid the base of its canine surplus. From his close association with 91st-ers it was apparent he even thought like the regular GI he was. Once he was observed to raise his leg to a bag of brussels sprouts sitting outside the kitchen door!

When Bob Hope came to Bassingbourn for a show, many personnel from other installations were trucked in for the affair. Redline was kidnapped by a departing group and the 91st went into mourning. Sgt. Tucker and Sgt. Doug Gibson were detailed to check every base for the missing mascot, and after more than a week of diligent detective work finally located him. But it took a direct order from the Base Commander to get the dognappers to release Redline, and they swore to steal him back at the first opportunity. After that, every visiting truck was thoroughly

searched by 91st MP's upon departure from the base.

When the war ended and the 91st was moving out plans were made to fly Redline back to the States with his squadron buddies. In the meantime personnel from other bases came to Bassingbourn for certain equipment, and in the confusion Redline disappeared for the second time. A week's search failed to turn up the mascot, and the group had to depart without him.

As "Redline" Tucker says, "To all of us it was just like leaving some one of our outfit back there, and we hope that those who took him brought him back to his home in the USA."

### Many 'Goodies' In Store For Next Issue

In the July Ragged Irregular we have several goodies in store. There will be a four-page supplement to bring your directories up to date, the plane-of-the-quarter feature (it's the 401st time), and a behind-the-scenes report on the making of the 91st documentary, "The Memphis Belle." And somethin' you can't hardly get no more—a complete mission log of EVERY mission the 91st ever made (or thought about making). At least, we'll start running it next time...

This spread on Redline was part of a Life magazine article about Bassingbourn.

Make A Date In '68 — Denver or Bust!



"REDLINE," THE DOG, lies on a familiar bunk. They named him "Redline" because he doesn't get paid, like a soldier whose name has been stopped—redlined on the payroll. Redline had a lot of flying time in the ship that didn't return. The crew took him up on practice missions in an ammunition can fitted with an oxygen supply and heat

# HELP!

We need pictures, stories, and anecdotes for future publications. If you can help us with any of these drop the editor a note. We'll copy your pictures and return the originals if you wish.

# HELP!

If you have names of ex-91st-ers to add to our rolls send them to your division leaders.

Each One Reach One!

# HELP!

Bob Stevens'

# "There I Was..."

Everyone is convinced there's all the time in the world—then for some strange reason they suddenly begin to take you seriously . . .

REMEMBER THE OLD SAYING, "THERE'S SAFETY IN NUMBERS"?

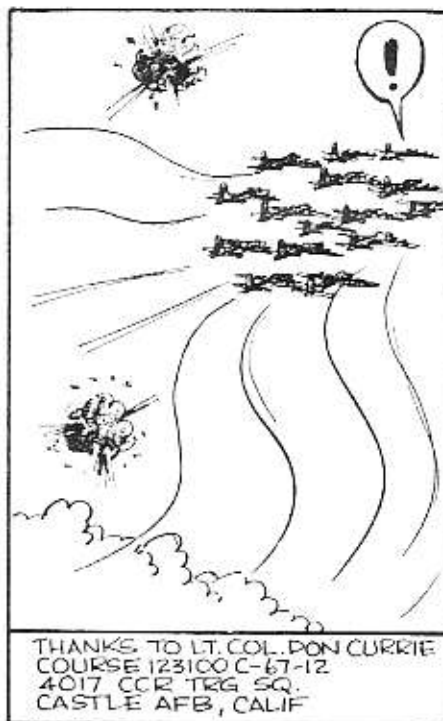
SCENE: A B-17 FORMATION OVER "FESTUNG EUROPA"—

THIS IS RED LEADER --  
AWRIGHT, FOR THE 10TH  
TIME, CLOSE UP THE FORM-  
ATION! CLOSE IT UP! CL--



THEN, FROM THE REAR  
RANK--

FOCKE-  
WULFS  
AT  
6 O'CLOCK  
HIGH!



THANKS TO LT. COL. DON CURRIE  
COURSE 123100 C-67-12  
4-017 CCR TRG SQ.  
CASTLE AFB, CALIF

Reprinted from Air Force/Space Digest

## He Brought Back Positive Proof!

The job of decimating German ball bearing production at Schweinfurt was a thorn in the side of the Eighth Air Force throughout the war.

After the first raid on August 17, 1943, and the second a couple of months later supposedly "knocked out" the works, intelligence interrogators were determined to find out from crews exactly what damage was really done.

On the third Schweinfurt raid, February 24, 1944, the grilling was especially intense—until one enterprising tail gunner corked the bottle.

When for the fifth time the questioner snapped "Are you absolutely sure you hit the target?" Sgt. Bob Smith, tail gunner for "Just Nothing" (Bill Major, pilot) could stand it no longer.

"Sure? Hell, I'm positive! I watched those bombs all the way down, and after the explosion these things came ripping through the turret and I grabbed a handful!" Smith dug down in his coveralls pocket and brought up a dozen shiny ball bearings.

The flabbergasted interrogator was too stunned to ask anything more.

The truth, "Just Nothing" engineer George Parks

swears, was that Smith was working on his English "bike" before climbing aboard for the raid, and when he got the rear hub assembled he had a handful of bearings left over, which he thriftily shoved in his pocket, sure they'd come in handy some day!

## First Schweinfurt Raid Veterans Sought

Former 91st-ers who made the first U.S. deep penetration mission to Schweinfurt on 17 August 1943 (Black Thursday) are being sought by a Belgian writer who is preparing a new book dealing with the raid.

Roger Anthoine, whose present address is c/o Cern, 1221 Geneva 23, Switzerland, has asked The Ragged Irregular to put him in touch with ex-members who might be able to help him with information. If you "made" the mission please contact Mr. Anthoine.

The 91st was the lead group on the strike on Schweinfurt, and Col. D.M. Williams, now of Waco, Texas, was lead navigator.

Several members who were shot down on the raid were discovered through International Red Cross records, including Col. Herbert F. Egender of Denver and Eugene M. Lockhart of Hillsboro, N.C.



## Gen. Ira Eaker Honor Guest At Washington Rally Round

Highlighting the Washington area Rally Round of January 13 was the attendance of special guest of honor Gen. Ira C. Eaker, commanding general of the Eighth Air Force during WWII. Thirty-four members and guests from the Washington area and as far away as Ohio and New York whooped it up at the Marriott Twin Bridges Motor Hotel.

At the special invitation of Eastern division treasurer Joe Giambrone, Gen. Eaker promised to attend the 91st National Reunion in Denver July 23-24-25-26.

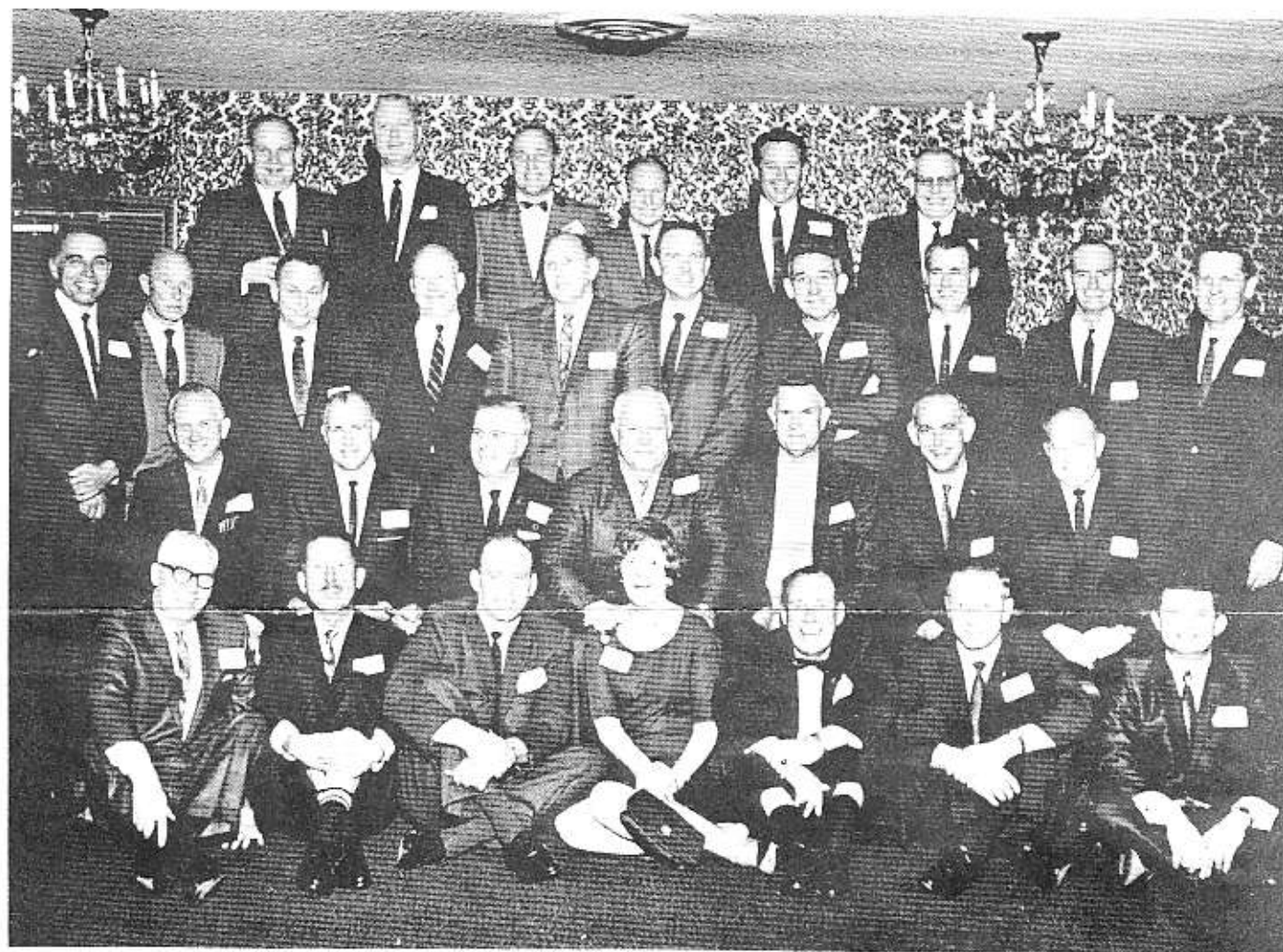
Present at the Rally Round were: Gen. and Mrs. Ira Eaker; M/Gen. and Mrs. Stanley T. Wray; Col. Immanuel J. Klette; Elmer T. Perry; Nick Terefenko; Mr. and Mrs. Jack Fearheller; George Jacobs; Harry Hovermill; Mr. and Mrs. Willis C. Stinson; Mr. and Mrs. Glenn F. Windell; Lt. Col. and Mrs. Phillip W. Garris; Col. Thomas H. Gunn; Mrs. Paul A. Tegler; Mr. and Mrs. Joe Giambrone; Mr. and Mrs. Paul Chryst; Mr. Sidney Hantman; Mr. and Mrs. F.B. Bellettier; Mr. and Mrs. Leroy C. Sheehan, and Lt. Col. and Mrs. John Parsons.

## Long Beach Rally Round Attracts Biggest Group Yet!

In the biggest 91st Rally Round yet, more than 60 members, wives, and guests got together in Long Beach, Calif., on February 24. The meeting, under the direction of flight leader Doug Gibson, was at the beautiful Roch-

elle's Restaurant and Landmark Motel.

The gathering of former 91st-ers was the largest since WWII with the exception of the national reunion in Memphis.



Here are members gathered at the Long Beach Rally Round February 24. Sitting, left to right: Lou Holland, David Akey, Hugh Ham, Joan Johnson Fewsmith (Red Cross), Harold Packard, Ray Ridings, and Mike Fenchak.

Second row, seated in chairs: Robert Elroy, Ray Schroeder, Doug Gibson, M/Gen. Stanley T. Wray, George Parks, Phil Taylor, and Robert Paulson.

Third row, standing: Bob Ortega, Al Krueger, Paul Fishburne, Chauncey Hicks, Ray Johnson, William Goldner, Aubin Pene, Robert Wright, Ken Cochran, and Kermit Burman.

Rear row, standing: John Nelson, Earl Riley, Jack Gaffney, Aaron Youell, Frank Ivanovich, and Chris Christensen.

## 91st British War Brides Sought...

One of our 91st British war brides from Letchworth has made a suggestion that should find warm response from her fellow countrywomen.

Mrs. Albert Kicas, in a letter to The Ragged Irregular, had this to say: "I know there were quite a few of my friends and girls from the Basingbourn area who married and settled in America, and I've often wondered, as I'm sure they have also, where they are and what they are doing. I thought how nice it would be to be able to contact our friends who we haven't seen for 25 years. If we could get their names and addresses, and maybe a picture to be put in The Irregular, it would be wonderful."

If you who are war brides would contact Mrs. Kicas we would be able to pass along the addresses in a future issue of the newsletter. Her address is:

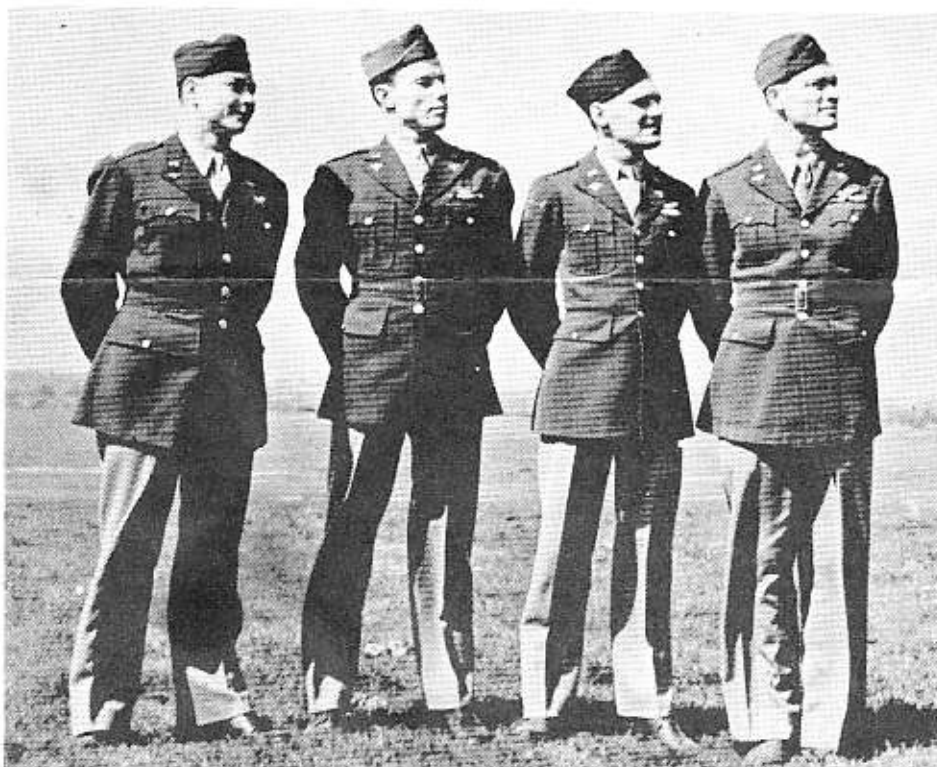
Mrs. Albert Kicas  
R.D. #2  
Jamesburg, N.J. 08831

Mr. Kicas served in the 91st under the name of his stepfather, Kalinosky, but assumed his proper name, Kicas, after discharge.

## Col. Paul D. Brown Retires From Air Force January 31

Col. Paul D. Brown, first commanding officer of the 323 squadron, retired from the Air Force in ceremonies at Robins AFB, Georgia, January 31.

Col. Brown was the only original squadron commander in the 91st Bomb Group to survive the war, the others being lost in the first several months of combat.



Col. Paul D. Brown, former 323rd squadron commander, who recently retired from the Air Force, is shown here (third from left) with other squadron CO's at Basing-

## New Feature Added To Ragged Irregular

Beginning in this issue of The Ragged Irregular a new feature has been added that should be highly popular with our members. Through the kindness of managing editor Richard M. Skinner and cartoonist Bob Stevens of Air Force/Space Digest, the Air Force Association's national magazine, the Irregular has been given permission to reprint their fantastic "There I Was..." feature. Some of you who remember the humorous, unbelievable, or "ain't it so" situations from your combat days might pass on some of them to Bob Stevens for future cartoon comment. The address is Air Force/Space Digest, 1750 Pennsylvania Ave., N.W., Washington, D.C. 20006.

## RAF Celebrates 50th Anniversary

The RAF is celebrating its 50th anniversary in April, and in connection with the occasion a history of the permanent British air bases is being prepared. As the 91st "occupied" Basingbourn during most of the war years its activities at the base from 1942-1945 will become a permanent part of RAF history.

He received the Silver Star for leading the first raid on Vegesack, Germany, and the Distinguished Flying Cross as task force commander on the first Bremen raid.

Col. Brown was serving as Deputy Chief of Staff, Plans, Headquarters, Continental Air Command at the time of his retirement.

## The Ragged Irregular

Published quarterly to help keep alive the spirit of the 91st Bomb Group (H) and supporting units, and to maintain the fellowship of those who fought together in WWII from AF Station 121, Basingbourn, England, 1942-45.

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### Western Chairmen

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John J. Lacorazza 925 Valle Vista  
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bourn. From the left they are Paul Fishburne, Clyde Gillespi, Brown, and Haley Aycock.

Make A Date In '68 - Denver or Bust!