



# The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 15

No. 1

April, 1982

## 2nd Tour Salvation - Courtesy Tito

BY GENE REMMELL

**Editor's Note:** Gene Rimmell has one of the most unusual records of any 91ster. An original member of the 91st, flight engineer on Delta Rebel II of the 323rd Sqdn., he completed his combat tour with the 91st. Then he volunteered for a second round, which he completed in B-24s in Italy. Before ending his second tour he bailed out over Yugoslavia, where he was rescued by Tito's Partisans. This is his story of his unusual rescue.

I joined the 91st at MacDill Field, Florida, in March, 1942, right out of Sheppard Field mechanic's school. I was assigned to George Birdsong's crew and stayed with him at Walla Walla, Wash., and after the move to Bassingbourn. Those early missions were dangerous and exciting, but the most memorable to me was the 4 March 1943 mission to Hamm, Germany, when 16 planes from the 91st constituted the entire 8th AF attack on those Ruhr marshalling yards and got the Presidential Unit Citation. It was my 13th mission, and nearly my last. We took off in Delta Rebel II, lost an engine on takeoff and returned, switched to a standby plane, "Stormy Weather," and caught up with the

group. We lost an engine going in to the target, and took a 20 mm in the cockpit from fighters coming in from 12 o'clock high that I was firing on. The shell or shells hit the armor plate right in back of the co-pilot (I think he was a 92nd B. G. new pilot getting broken in with us). It put the co-pilot out of commission and some fragments hit Birdsong in the face, with blood blinding one eye. We were lagging back with just two good engines and the fighters chased us all the way back to England. We came down low and I think we had called in MayDay as we thought we were going down in the channel. We made it back to Bassingbourn, only to run off the end of the runway and wind up in a farmer's field, as the brakes were completely gone. The 91st lost four planes that day.

A bunch of us used to kid each other after that when we were going to breakfast early in the morning before a mission. We used to say "Would you like some Hamm for breakfast?" and of course the answer was definitely a big "Hell No!"

I finished up my 25 missions first on our crew at the end of May, 1943. I went to the Wash as a gunnery instructor until

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Sgt. Gene Rimmell

the first part of October and then returned to the States and went to Casper, Wyoming, as a gunnery instructor.

One day, after we were gunnery instructors for about six months, three other combat veterans, all instructors, decided we wanted to get on a combat crew and go back overseas. It is hard to believe but we went right to the Western Union office on the base and sent a telegram to the Commanding General, Army Air Corps (Gen. Hap Arnold), Washington, D.C., requesting that we four enlisted combat veterans be placed on a combat crew together and returned overseas. We didn't really know if we would ever hear any more from this telegram, and in fact the telegraph office didn't want to send it for us as that surely wasn't going through the proper channels. Lo and behold about two or three days later we had orders to report to Pueblo, Colo., for B-24 crew training.

When we arrived there it seems that for some reason a crew had split up and we started right out in the third phase of training, and about three weeks later we were on our way to Italy. We were assigned to the 450th Bomb Group, 720th Bomb Sqdn. "Cottontails" in Manduria, Italy.

We had a real nice crew, but some days when our crew wasn't flying we would fill in on a crew that was short, or fly as a photographer and operate the stationary camera and also carry a K-20 hand camera and take all kinds of pictures.

On October 7, 1944, we had a mission to Vienna, a well defended target, where we were to bomb marshalling yards. Flying across the Alps at 20,000 feet really seemed beautiful, but you felt that some of the guns firing at you were only a few thousand feet below, as you could see the muzzle blast from the big guns. We never saw the swarms of German fighters like we used to see with the 91st in 1942-43. Mostly we would only see a few German fighters and a few German jets on our missions.

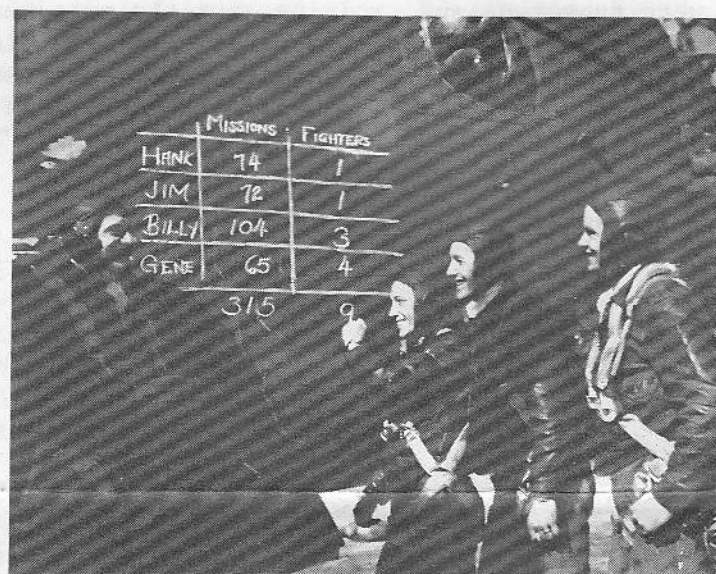
The flak was pretty heavy, and after we left the target I went up and checked the gas and everything that I could, as I usually did. The pilot and the copilot were talking about being too low on gas, and trying to decide what to do to try to make it across the Adriatic. We started to throw out everything that was loose on board to lighten up in case we did try to make it back to Italy. We saved the guns and ammo to salvo last.

None of us really cared for the experience of going down in the water in a B-24, so when I heard the word to bail out while we were over Yugoslavia that sounded lots better to me.

Four of us landed close to each other and were captured by pro-Nazi Ustachi soldiers, who also had a P-38 pilot. They were going to turn us over to the Germans, but Marshal Tito's Partisans swooped into this little town where we were being held and liberated us.

After this we walked and hid out in barns and little villages. They were taking us to a place where they had radio contact with Italy. Tito's Partisan soldiers had some women who were soldiers, too, and they traveled and fought with them. I remember eating a whole lot of potatoes, black bread, and most of the time they would put a big crock of hot goat's milk in the middle of the floor in a barn and we would all sit around in a circle and reach into the bowl with a big wooden spoon and get some milk. We must have walked about 300 miles during the month. Some of the other crew members were captured by the Germans and were prisoners until the end of the war.

We finally reached the radio contact station and the Air Force in Italy was notified. When the weather and everything else was right we were moved to an airstrip the



Gene (left) and buddies admire the mission scoreboard painted on the side of their B-24 of the 450th B.G. in Italy.



Partisans had cut in the mountains, and a C-47 with fighter escort flew in and picked us up. The plane never even cut its engines -- we piled in and were gone in a matter of minutes. This type of pickup and also supply delivery was done in Yugoslavia many times during the war. The Partisan soldiers also often showed up in Italy and we would share our candy and cigarette rations with them. We used to drop supplies to them, too.

When we were safely back in Italy in short order I spent a few days in the hospital gaining back some of the 40 pounds I had lost during the ordeal, and then I was back with my crew, to finish up a second tour, with the help of the Yugoslavians!

## Dover Rally Round Set June 25-27

A Shoo Shoo Shoo Baby Rally Round has been set for June 25-27 at Dover, DE., sponsored by Whit Hill, who has been heading up the fund raising efforts to rebuild the old plane. It will give 91sters a chance to renew old acquaintances, meet new friends, and especially to support the efforts of the 512th Air Force Reserve crew who are doing the reconstruction.

Headquarters for the Rally Round will be the Sheraton Inn, 1570 N. duPont Highway, Dover, Delaware 19901.

Plans are to get together Friday evening, June 25, at the Sheraton to socialize and swap yarns. Saturday the group will tour the Dover AFB, visit Shoo Shoo Shoo Baby, and go through the C5A, the world's largest aircraft, and end up the evening with a banquet at the Sheraton.

If you plan to attend the Rally, or any portion of it, please drop a card to Whit Hill, 4002 Braddock Road, Alexandria, VA. 22312, or call him at #703-256-9165 by 19 June.

Room rates at the Sheraton Inn are \$35 single or \$42 double. Be sure to specify that you are with the 91st Bomb Group when making reservations. Their telephone number is 302-678-8500.

## From The Editor's Desk...

**Paul C. Burnett Box 909 Auburn, Al. 36830**

CMSGT. Robert L. Modell, who was a ball turret gunner with the 323rd sqdn. in 1943-44, surely has set the longevity record for ex-91sters. "Mo" has just retired from the Air Force March 31, after 39 years of active duty, 22 years as a CMSGT. Mo flew in the "Gay Caballero" and "Mount 'N' Ride" on D.E. Bradford's crew. The crew was shot up on the Augsburg mission in March, '44, and landed in Switzerland, where they were interned.

For the past several years Mo has been supervising maintenance on the B-52s and tankers at Barksdale AFB, Louisiana.

He is also the only 91ster credited with shooting down a truck. Mo says: "In December 1943 I was preflighting the ball turret prior to station time and was feeling awful after a big night in Baldock. During the process I set myself up for a classical gunnery goof -- I charged the guns once instead of twice! When leaning forward to listen for the firing solenoids to click I heard several loud reports.

That's right, it was me! I got off about a dozen rounds before I realized it.

"Coincidentally, at the same time a G.I. six-by was coming down the perimeter road taking another crew to their hardstand. My burst wiped out the truck, fortunately below the cab and truck bed line, but the truck was zeroed.

"We went ahead and flew the mission. Upon landing I was conducted to a personal audience with Maj. Bishop. What he had to say had been said many times before and since. Needless to say my rump was pretty raw. Never again did I get caught in that kind of trap!"

Mo and family are moving to California where he will be working on the new B-1 bomber for Rockwell International.

91ster George Jacobs has been named by President Reagan as one of the 10 members of a commission to create Radio Marti, which will broadcast U.S. information to Cuba on regular radio frequencies. George retired in 1980 after 27 years with the Voice of America and four years as director of engineering for the U.S. Board for International Broadcasting.

Four association members decided that the job of sending in dues payments each January was for the birds -- they sent along \$100 each to become Life Members!

New "Gold Carders" are: Curtis Pyrah, of Boise, Idaho, ex-324th sqdn. radio operator for Red Cliburn's crew on 'Quit-churbitchin'; Walter R. Cameron, Van Nuys, CA, ex-324th sqdn., who serviced and repaired oxygen systems for that unit's planes; Steve Lindley, Breckenridge, TX., ex-322nd sqdn. bombardier on Bruce Barton's crew in 'Chief Sly' and 'Chief Sly II'; and Matthew J. Templeton, Houston, TX, ex-323rd sqdn. first pilot.

Winding up with a souvenir of your aircraft usually means having a small piece of aluminum from the skin or one of the small serial number tags, but Orlo Natvig, ex-324th sqdn. radio operator for 'Local Girl,' has recently received one of the props from his ship for a memento. We told the story of Orlo and Norman Eatinger making a return trip to Holland in a 1971 issue of the R/I to visit the spot where their plane crashed following a mission to Emden. After an attack by a Me 109 the No. 2 engine seized up and the prop flew off about a mile from where they bailed out as the plane was about to crash.

It landed on the farm of William Ritsema, who kept the prop as a wartime memento. Natvig visited the family in 1970 and again in 1974. In 1981 the family shipped the prop to Orlo, who received it at his Charles City, Iowa home in December.

A National Convention of the American Ex-Prisoners of War will be held at the Four Seasons Motor Inn, Colorado Springs, Colo., July 11-15. Any 91st POW wanting more information can contact 91ster Bill Reynolds, 1815 Lakeview, Pueblo, Colo., 81004.

In an effort to help settle the question of the number of Shoo's that the Baby being restored by the 512th at Dover wore at various stages in her career, W.W. Hill is asking 91sters to go through their photo Albums and pass along to him any pictures they have of the plane. He will handle them with care and return them promptly. Send to W.W. Hill, 4002 Braddock Road, Alexandria VA. 22312.



Frank Bolen, of Selma, AL., ex-322nd bombardier and ex-resident of Stalag Luft 1, North Compound II, Barth, Germany, displays his new POW automobile license issued to ex-prisoners of war by the State of Alabama.

Members watching the Cleveland Indians on the diamond this year should go out and cheer for the Indians right fielder. He is Von Hayes, son of ex-401st sqdn. member Don Hayes. Sporting News lists Von as the top rookie prospect in the American League.

M/Sgt. Glen L. Kessler (Ret), ex-322nd sqdn., who flew 25 missions as radio operator on Don Bader's crew in "Heavy-weight Annihilators," is trying to contact other 91st ham radio operators. Give Glen a call at New Port Richey, FL.

R.W. "Dick" Weitzenfeld, of Bradenton, FL., notes on his 1982 dues payment that he spent 4 and 1/2 months in the hospital in 1981, with three major operations. Got down to 112 pounds, but was back up to 128 and constantly improving.

Floyd A. Prouse, of Lakewood, CA., ex-322nd sqdn. ground crew member for Madame Shoo Shoo and others, has been hospitalized for some months with Alzheimers disease.

Someone has noted that there are four kinds of "Bones" in every organization: WISHBONES, who spend their time wishing someone else would do the work; JAWBONES, who do all the talking but very little else; KNUCKLEBONES, who knock everything anyone even tries to do, and BACKBONES, who get under the load and do the work!



91ster Dr. Claude Williams, of Cookeville, Tenn., visited Bassingbourn and the Control Tower Museum there last year, and was so impressed with the job the East Anglian Aviation Society had done there and their outstanding hospitality to visiting 91sters that he has suggested that Association members might like to contribute to the continuing growth and maintenance of the museum. Claude started the ball rolling with a contribution of his own, and contacted Curator Vince Hemmings about contributions from group members.

Vince had this to say about finances: "The Society has never thought of asking the 91st BG Memorial Association for financial help. It is our way of saying thank you to all those American airmen who gave their lives flying from RAF Bassingbourn during WW II. The Society is quite happy to continue financing the Museum, small though it may be. If, however, the members wish to contribute either as a group or as individuals, then we shall receive those contributions with our thanks."

Claude's suggestion is one many Association members will heartily agree with. If you wish to make a contribution of money or mementoes to the Control Tower Museum contact:

Vincent A. Hemmings  
48 Meadow Way  
Letchworth, Herts. SG6 3HX  
England

Canadian Air Line Pilot Keith Houston is building a flying 1/10 scale model B-17G with 91st markings. He has constructed the fiberglass model (wing span 10 ft., body 7 ft.) as an olive drab G model with a Cheyenne tail turret. Originally he planned the ship as a duplicate of "Outhouse Mouse" but the "Mouse" was never converted to the Cheyenne tail turret. Is there an olive drab 91st plane with the Cheyenne turret? If so, please send details to Keith Houston, 288 Kingsleigh Court, Milton, Ontario, Canada L9T 1X7.

An English associate member is doing research on the 322nd B-17G "Hiking For Home" 42-107027, and would appreciate any help from 91sters. Contact Michael J. Conroy, 36 Heatherly Drive, Basford, Nottingham N96 0FN, England.

The Memphis Belle Memorial Association is preparing a book chronicling the history of the Memphis Belle, and is eager to get in touch with any individuals who had contact with the plane at any time during its history. If you can help in any way please contact: Harry Friedman, M.D., Memphis Belle Memorial Association, 5910 Haymarket Road, Memphis, TN. 38119.

Any 91ster who escaped from or evaded enemy capture after being shot down are invited by the Air Forces Escape and Evasion Society to join their organization. If you qualify for membership contact the AFEES secretary, Heyward C. Spinks, P.O. Box 844, Beaufort, S.C. 29902.

A Dutch air historian doing a book about the air war over Rotterdam would like to contact any 91sters who made the mission against the docks of Rotterdam on March 31, 1943. Contact:

J.G. Onderwater  
4, Gentiaan, VD Barendrecht  
Netherlands

An air historian doing a book on the Eighth Air Force campaign against the German oil industry during May - November 1944, would like to hear from 91sters who took part in those missions. Contact: Robert M. Foose, 1175 Weybridge Road, Columbus, Ohio 43220.

#### DECEASED

Randall Petersen, 323rd sqdn. gunner on George Birdsong's crew of Delta Rebel II died January 24 after a long illness.

Col. Robert Hare III, Ormand Beach, FL. who was with the 91st headquarters for the entire overseas period, died in December.

Charles Jones Jr., of Gas City, IN. died on February 6 of cancer.

Clement M. "Clem" Fuller, of Fort Meyers, FL., died July 7, 1980.

We have information that Andrew Sekana of Belle Vernon, PA., died in 1981 but no additional details.

We have learned that Harold DeBolt's wife Venus died July 30.

# New Members - Address Changes

ABELES, Daniel S.	150 Frontenac Ave.	Buffalo.	NY. 14215 (C)
ASHBY, Joseph T. LTC.(Ret)	5824 Normont.	El Paso.	TX. 79912 (C)
BAIRD, James D. LTC.(Ret)	8001 E. Broadway # 4064	Mesa.	AZ. 85208 (C)
BEASLEY, Freeman C. LT.(Ret)	264 N. 56th St.	Mesa.	AZ. 85205 (C)
BENDER, Max E.	274 Oak St.	Glen Ellyn.	IL. 60137 (N)
BLOW, Burton W.	P.O. Box 3618.	Carbondale.	IL. 62901 (C)
BOUCHARD, Wilfred A.	4109 Rocky Mt,Dr.	Hillcrest Hgts.	MD. 20031 (N)
BRACK, Vernon O.	7242 Forest Dr.	Kansas City.	KS. 66106 (N)
BROWN, James A.	315 Camellia St.	Inverness.	FL. 32650 (C)
BRYLA, Daniel.	47 Thomas Dr.	W. Springfield.	MA. 01089 (N)
CHASTAIN, Jack S.	412 W. Overbrook St.	Belle Air Bluffs.	FL. 33540 (C)
CLANCY, William E.	Regency 355,N.Hill Sqr,	Jackson.	MS. 39211 (C)
	1000 E. Northside Dr.		
CRESS, Joseph A.	8522 Forest Ave.	Munster.	IN. 46321 (N)
CRUSE, Eugene L.	16914 Lenore.	Detroit.	MI. 48219 (N)
DAMRO, Edward W.	3607 S. 18th St.	Milwaukee.	WI. 53221 (N)
DONOFRIO, Frank G.	5645 Hinton Pl.	Memphis.	TN. 38119 (C)
DOUGLA, Joseph F.	99 Maryland Ave.	Chicopee Falls.	MA. 01020 (C)
DOWRICK, Frances Mrs.	109 King St,E. Apt.1007.	Brockville,Ontario.	CD. K6V 1B8.(C)
DUGAN, Thomas S.	11 Boody St.	Brunswick.	ME. 04011 (C)
FITZGERALD, Stuart C.	1627-B Hanover Ave.	Richmond.	VA. 23220 (C)
FREY, Fred J.	6060 Meridian Ln.	Montgomery.	AL. 36104 (N)
GAGLIANO, Mary Mrs.	1583 Old Mill Rd.	Memphis.	TN. 38138 (C)
GASTON, Eldon M. LTC.(Ret)	715 Glanairy Dr. NE.	Atlanta.	GA. 30328 (C)
GERSTEMEIER, Robert E.	28 Sea Island Dr.South.	Ormond Beach.	FL. 32074 (C)
GREENE, Edward C.	2424 Knox Court.	New Port Richey.	FL. 33552 (C)
GRISWOLD, Randy L.	781 Sterling Ave.	Pontiac.	MI. 48058 (N-A)
HARTMAN, Frank A. COL.(Ret)	4917 Ravenswood Dr.	San Antonio.	TX. 78227 (C)
	Apt # 1775.		
HAWKINS, John G.	17816 Kings Park.	Houston.	TX. 77058 (C)
HUNTZINGER, Edward J.	P.O. Box 965.	Cape Coral.	FL. 33910 (C)
HUTCHISON, H. Willard.	Route 11 York Rd.	Knoxville.	TN. 37918 (C)
JEWETT, Millard H."Bill"	P.O. Box 83.	Peabody.	KS. 66866 (N)
JOHNSON, Charles E.	2363 W. 118th Ave.	Denver.	CO. 80234 (N-A)
JONES, Donald W.	11 Park Pl.	Delmar.	NY. 12054 (N)
KAESER, James L.	21005 N.E. Richmond Rd.	Brush Prairie.	WA. 98606 (N)
KAROLI, Alton R.	112 Esplanade.	Middletown.	RI. 02840 (C)
KICAS, Albert Mrs.	Box 479-B. RD 1.	Jamesburg.	NJ. 08831 (N-A)
KINDSVATER, Theodore E.	2503 W. 74th Ave.	Westminster.	CO. 80030 (N-A)
KLEIN, Joseph G.	7915 Main St.	Baltimore.	MD. 21226 (C)
KLINE, Harold S.	346 N. Reading Ave.	New Berlinville.	PA. 19545 (C)
KOCH, Norman D.	59 Scott Dr. South.	Broomfield.	CO. 80020 (N-A)
KUMMEL, Vernon M. COL.(Ret)	923 Holbrook Cir.	Ft.Walton Beach.	FL. 32548 (C)
LAFON, Ray.	220 Oakland Dr.	Huntington.	W.VA. 25700 (N)
LETALIEN, Eugene J.MSGT.(Ret)	169 Carlsbad Cir.	Vacaville.	CA. 95688 (C)
LILLEY, Henry L.	Box 9874.	El Paso.	TX. 79989 (C)
LOWRY, Frank O.	3202 Durham Dr.	Montgomery.	AL. 36109 (N)
LUSK, David E.	31 Market St. Apt-3.	Lewisburg.	PA. 17837 (N-A)
MILLER, William R.	Crystal Creek Subdiv,	Sheridan.	WY. 82801 (C)
	Route 1. Lot 2.		
MORRISON, William.	435 Old Town Crt.	Alexandria.	VA. 22314 (C)
MOSKOWITZ, William.	1140 E. 37th St.Apt-216	Davenport.	IA. 52807 (C)
MOTT, Virgil I.	1315-A. E. 61st.Apt-10M	Tulsa.	OK. 74136 (C)
MURDOCH, Julian A.	3101 Meadwood Ln.	Chamblee.	GA. 30341 (C)
MC BEY, Donald J.	3418 Mukilteo Blvd.	Everett.	WA. 98203 (C)
NESTROW, Anthony.	63 Ave "A".	New York City.	N.Y.10009 (N)



PERRY, Elmer T.	13304 Queen's Ln.	Ft. Washington.	MD. 20744 (C)
PERTUSET, John H.	3401 Ventura Ave.	Springfield.	OH. 45503 (C)
PETZSCHLER, Horst W.	133 Sumac Dr. c/o Tapley.	Security.	WA. 80911 (C)
PLYER, Frank.	2750 S. Lenox St.	Milwaukee.	WI. 53207 (N)
POULTON, G. Rex.	42 Sunnyhill Rd.	Salisbury,	
		Wiltshire. ENGLAND.	SP1-3QJ (N-A)
PUTMAN, Elizabeth Guy. Mrs.	1202 Clermont Dr.	Chattanooga.	TN. 37415 (N-A)
REMMELL, Eugene J. MSGT. (Ret)	1209 Northview Rd.	Baltimore.	MD. 21218 (C)
REYNOLDS, Edwaed J.	6603 Altamont Ave.	Baltimore.	MD. 21228 (N)
RHEAM, Michael.	571 Stein Ln.	Lewisburg.	PA. 17837 (C)
SHOOK, George W.	R.R. 1 Box 19028.	Benton City.	WA. 99320 (C)
SHOPE, Berchel L.	1905 East Street # 1.	Redding.	CA. 96001 (N)
SIDLOWSKI, Casmier A.	24933 St. Christopher.	Mt. Clemens.	MI. 48045 (N)
THOMPSON, Robert.	19 Herrick.	Beverly.	MA. 01915 (N-A)
TRACY, David.	School House. Bannerman Rd.		
	kirkby-in-Ashfield.	Nottinghamshire.	ENGLAND. (C)
TUTTON, Mather M.D.D.C.	203 N. 3rd St.	Leesburg.	FL. 32748 (N)
WAGNER, G.A.	2017 Newland.	Denver.	CO. 80214 (N-A)
WAISS, Fredrik S.	7 Oak Dr.	Orinda.	CA. 94563 (C)
WALKER, H.S. "Ray" Col. (Ret)	20485 Radisson Rd.	Excelsior.	MN. 55231 (C)
WALLACH, Richard M.	525 Arbordale Rd.	Wayne.	PA. 19087 (N-A)
WRAY, Stanley T.M/Gen. (Ret)	4917 Ravenswood Dr.	San Antonio.	TX. 78227 (C)
	Apt # 1784.		
ZEGOTA, Walter E.	4361 Iroquois Dr.	Pigeon.	MI. 48755 (C)
FOOSE, Robert M.	1175 Weybridge Rd.	Columbus.	OH. 43220 (N-A)
PESCOT, Don	20 Heatherfield, Buriton	Petersfield, Hants.	GU31 5RY England (N)

## Notes From The President...

Despite the toll the Grim Reaper inevitably takes on a group of our age bracket, our membership continues to grow and we have never been in a better financial condition than we are now. Rather than inundate you with a bunch of numbers, suffice it to say that the April '79 R/I reported to you a total of 733 paid members and associate members (end of 1978); at the end of 1981 that number had climbed to 1,014, a whopping 38% increase.

Using the same dates, our assets and net worth have increased from \$1,034 to \$4,799. I like those numbers! (Incidentally, the IRS has advised we no longer need file Form 990, hence this narrative form of reporting to you in lieu of a "formal" financial statement.)

Even at my tender age I'm reluctant to say I'm ecstatic about this dynamic growth, but I am extremely pleased. How does one account for this growth? Frankly, I don't know and don't propose to hire a management analyst to provide the answers. Consolidation of East and West Divisions undoubtedly contributed to some savings, and a single point of contact should have resulted in faster response time. Increased membership most assuredly is a major factor in finances.

Without taking anything away from the members who are spreading the word about the 91st, two officers shoulder the responsibility and deserve the credit for this growth: George Parks, our Secretary-Treasurer, and Paul Burnett, our Editor-Historian. They receive many "well-done" notes, primarily when dues are submitted. I saw one (to George) which added "You are the glue which holds the 91st together." We are fortunate in having two bottles of glue.

Tom Gunn

## Plan For Dayton September 2-4

# Dayton Reunion Blockbuster

From early indications the Dayton Memorial Reunion September 2-4 will be the biggest get-together yet for members of the 91st Bomb Group Memorial Association. From Christmas cards, phone calls, and notes on dues payments the password has been the same between members -- "See you in Dayton!"

One major change has been made in putting on the affair -- M/Sgt. Chuck Marrah who has been honchoing the planning has had to step down under doctor's orders. A severe case of high blood pressure and associated problems caused doctors to restrict his activities to a minimum. He has been replaced by William J. Cornwell, ex-Headquarters sqdn., of Dayton, assisted by LTC Don Bader (Ret), ex-322 sqdn. pilot of "Heavyweight Annihilators," also of Dayton. Details of the get-together are falling into place rapidly.

Headquarters for the event will be the Imperial House North, Interstate 75 and Needmore Road, Dayton, OH. 45414. The Imperial House is conveniently located for the Air Force Museum, and for golf nuts there is a course located nearby.

Special rates have been set for the 91st for the Thursday, Friday, and Saturday night stay of members as follows: (Single day rates will apply to those who do not register for the three-day period.)

Single....\$68 plus \$4.77 tax...Total \$72.77 for three nights 15 Imperial Coins

Double....\$105 plus 6.80 tax...Total 112.30 for three nights 30 Imperial Coins

Studio Rooms (King or Queen size bed and larger):

Single...\$75 plus \$5.40 tax....Total \$80.40 for three nights 15 Imperial Coins

Double...115 plus \$7.65 tax....Total 122.65 for three nights 30 Imperial Coins

The Imperial Coins issued by the Inn can be used by the guest for purchases in the Seven Nations Dining Room, the Cocktail Lounge or the Gift Shop.

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"The 1982 reunion promises to be the biggest and best reunion of the 91st, and we hope that each member will make every effort to join his fellow 91sters at Dayton in September. Since Dayton is located near the greatest concentration of members in our organization, greater than any Reunion site in recent years, this is expected to be our biggest reunion yet. We especially hope that every crew and every unit will make arrangements to meet together there. Let's face it: as attrition through age and ill health makes its inroads this could well be the last opportunity for some of us to toast our buddies.

"Let's field a 'maximum effort' for this rendezvous. Contact your buddies and make sure they'll be there.

"If you can help in any way with this reunion, contact Bill Cornwell, 215 Oak Knoll Drive, Dayton, OH 45419, or phone him at (513) 293-5347. He and Don Bader need all the help you are willing to offer."

Tom Gunn

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IF YOU ARE PLANNING TO ATTEND THE 1982 NATIONAL REUNION IN DAYTON PLEASE DROP A NOTE TO SECRETARY-TREASURER GEORGE W. PARKS, 109 Wilshire Ave., Vallejo, CA. 94590, FOR ALL INFORMATION AND ROOM RESERVATION CARDS JUNE 1. WE NEED THE INFORMATION TO COMPLETE PLANS FOR OUR REUNION.

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## Meet All Your Buddies In Dayton