



The Ragged Irregular

91st Bombardment Group (H) Newsletter

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Hiding Out In France & Belgium

BY CARLYLE DARLING

EDITOR'S NOTE: Carlyle Darling joined the 91st in June, 1943 as a navigator in the 322nd squadron. His regular crew was the crew of "I Dood It," with Ev Kenner as pilot. In the July, 1973 issue of The Ragged Irregular we ran a story by Maj. Edward P. Winslow (Ret) about the experiences of the "Dame Satan" crew on the first Schweinfurt mission, August 17, 1943, when the 91st suffered its greatest losses ever in proportion to the number of planes taking part. On that day Carlyle Darling, a new "eager beaver" anxious to get his 25 missions over in a hurry, volunteered to fly a mission his crew was not scheduled for, never realizing it would turn out to be the fateful Schweinfurt raid. He was assigned as a replacement crew member for "Dame Satan." Dame Satan was one of the original planes issued to the 91st, before the group moved overseas. It was first under the command of pilot Bob Campbell, one-time C.O. of the 322nd, who finished his tour a few weeks before the first Schweinfurt mission.

The crew for this mission normally flew in "Frisco Jenny." They were: Jack Hargis, pilot; Carl Smith, co-pilot; Carlyle Darling, navigator, a substitute for the crew navigator, Dick Martin; Ted Winslow, bombardier; Jarvis Allen, engineer; Vic Cijanek, radio operator; Gerold Tucker, waist gunner; Al DiMinno, waist gunner; Leland Judy, tail gunner. The regular ball turret gunner, Rudy Thigpen, was hospitalized that day.

Just before reaching the target German fighters shot out the No. 2 engine. After falling out of formation the crew fought to get back to England, but near Brussels fighters again attacked the plane, and just north of that city the crew was forced to abandon ship. Most of the crew was picked up by the Belgium underground and hidden for several months. Smith, Allen, DiMinno, and Judy evaded through the underground and made it back to England. Several were captured by the Germans and imprisoned.

This story by navigator Carlyle Darling tells of his experiences during nine months of evasion with the Belgium and French underground.

Our crew came to the 91st in June, 1943, among the early replacement crews for those original crews that were finishing up their 25-mission tours. We were assigned



At the home in Belgium where we were sheltered. Front row, 1 to r, mother and daughter. Back row, Judy, father, Darling.



Here we are trying to earn our keep at our first Belgium hideout. Darling on the left, Leland Judy on the right.

to the 322nd squadron, flying in "I Dood It." The crew consisted of Ev Kenner, pilot; George Bryant, co-pilot; Carlyle Darling, navigator; Dave Lee, bombardier; Glenn Chase, engineer; George Vender, radio operator; Moore and Hagin, waist gunners; O'Toole, ball turret, and Bocock, tail gunner. Among the noteworthy missions we flew were the 8th AF First Anniversary raid July 4, 1943 on Le Mans, France, and the July 28 raid on Kassel, Germany, the deepest penetration into Germany to date.

On August 17, 1943, when our crew was not scheduled to fly, I volunteered to go with another crew, since I was anxious to add to my missions total as fast as possible. Unfortunately, I did not realize that it was to be the fateful first Schweinfurt mission, the greatest air battle in history. I was assigned as replacement navigator on Jack Hargis' crew, flying that day in "Dame Satan."

Just before we reached the target German fighters attacked in force and shot out the No. 2 engine, causing us to drop out of formation. We headed for the coast, determined to make it back to England, but north of Brussels, Belgium, we were attacked by another group of fighters and shot up so badly the order came to bail out. In training they had stressed that you should delay the chute opening as long as possible to increase your chances of escaping the Germans. So when I bailed out at 17,000 feet I made no attempt to open the chute for quite a while. I passed three crew members with open chutes while I was in free fall.

By the time I opened my chute I could hear dogs barking on the ground. I was probably 3-4,000 feet high. During the free fall the only thing that worried me was that I had only a few cigarettes left, and wishing I had an extra pack or two along.

I hit the ground north of Brussels. When I landed two civilians rushed out and helped me remove my parachute. Instead of disposing of it they carefully folded it up and took it along -- "to use the pure silk for dresses," they explained. We then hid in some bushes near a creek.

After dark I was taken to a shed filled with men. They raised their fists and shouted "communiste!" Puzzled, I raised my fist and replied, "communiste." I was then fed and given civilian clothes. I stayed in the shed for several days and then was taken to Brussels in a farm truck. There I met the tail gunner from "Dame Satan," Leland Judy and we were placed with a family to be hidden. We were accepted as regular members of the family, and helped with the work and chores as we could.

After some weeks with the family it was decided that I should be sent to Amiens, France. I was introduced to the guide I was to follow (not too closely!) and placed on the train to Amiens. We got off at the last stop before the border, since the Germans were checking papers on everyone who crossed the border. We went to a farmhouse where we were fed, and then sneaked through the woods across the border. We caught the train again at the first station across the border, where we proceeded to Amiens. There I was hidden with a French family for a week.

Next I was moved toward the sea coast. Three or four other American evadees and I were sheltered in a limestone cave, waiting for a transport plane to take us to England. We were only allowed outside after dark. Once we were taken to a large field where a runway had been outlined with flares, to await the arrival of a British transport plane, but it never arrived.

The next day I was taken to Lille and placed on a train to Paris. The procedure was as before -- a guide I was to follow to Paris, then a switch to another guide. I followed the escort, who was to shake hands with a new escort when the train arrived in Paris, whom I was to follow. We made the contact in the Paris railway station. As I left the station the new escort pulled me into an alley, pulling a jackknife from his pocket. "What is this?" he asked. "A jackknife," I replied. "Good. What is a Flying Fortress?" "A B-17," I replied. "Good. What is nooky?" After an easy answer, the escort replied "Good. Americaine," and we proceeded to his apartment, where I was to be hidden.

Later I was taken to Montmartre and the Church of the Sacred Heart, where we knelt in prayer behind a woman I was to follow to my next hiding place. The church was overflowing with German soldiers sightseeing, and I actually brushed coattails with some of them. I was then taken to the beautiful home of a doctor. From my hiding place on the upper floor I could see the Eiffel tower. I was given papers identifying me as Charlie Calvert from Cannes.

From Paris I was moved to Châlons-sur-Marne, where I was placed in a house alone, that was owned by a winery owner. Each evening a meal was left for me, along with a bottle of champagne. One night I was taken down to a secret cellar, filled with wines hidden from the Germans. The Germans took a portion of everyone's products. We had a real blast sampling the many wines stored there. It was getting late in the year and too late to continue on the way to Spain due to the heavy snows in the Pyrenees mountains. From Spain we would be sent back to the U.S.

I was then moved to Reims, and attended Christmas mass in Reims Cathedral. One family there took me out often to eat in restaurants, often frequented by German soldiers.

In February, 1944, I kept moving around from place to place, often for only a day or two at a time. Travel was by truck, bus, train, even once on the back of a motorcycle. Once I stayed at an estate in Epernay, south of Reims, where the father was a colonel with the Free French in North Africa. One day from the upstairs window I saw a truck with several Germans in it driving up to the house. I thought, "Oh, oh, I've had it now!" But they never came upstairs. It seems they came to the house every day to play the grand piano.

Shortly after, I was moved to a rectory, where the priest wore a .45 strapped beneath his cassock. A shed in the yard with a false floor was used as a hiding place for potatoes, so the local farmers could save some of their crops from the Germans.

In April, 1944, from my next sanctuary, I could see Tiger tanks rumbling up and down the city streets, since a Panzer division was stationed there.

At this home I was to leave for Spain one morning by truck. Before daylight, while having a cup of coffee and a roll, there was a rumble outside, a knock at the door, which we took to be the transport crew. Instead, when the door was opened, there was a German uniform. "Wow!" I thought, "this will be really great, with the French in German uniforms." About this time a German machine pistol was thrust against my forehead, and "Raus mit uns" hit my ear as the room filled with German army types. My host was gone through a window, and shots rang out outside. I later heard that he escaped them, but his wife and mother, who were sleeping upstairs, were German prisoners for the duration of the war. I also heard later that the priest was killed by the Nazis.

I never knew it till later, but there were 13 other Americans picked up in the same town the same morning. They were all put out front and reviewed by the tank corps crews. Someone in the town had turned us in for the reward the Germans offered-- someone in the underground who knew everything that was going on.

We 14, all in civilian clothes, were loaded on a Lorry for Lille. Along the way we picked up a recently captured American crew, who said when they were shoved aboard the truck "My God, they're going to execute us along with all these Frogs!"

At Lille we were put into a regular state prison and interrogated. When I would give only my name, rank, and serial number the interrogator said I would be shot that night, but nothing came of it. While I was at the Lille prison the English made a raid on a munitions train near the prison, and the resulting explosions blew my cell door and window in. Clad only in shirt and underpants I dashed out the door, picked up a German helmet on the way and headed for the nearby river, hoping to escape by swimming it. Just outside the gate I heard the now familiar phrase "Raus mit uns," the machine-pistol bit, and for my efforts I received 30 days in solitary.

While I was in solitary some French imprisoned on the floor above let down a note asking if I needed anything. When I replied "cigarettes" they sent down a pack of French smokes. We corresponded several times a week by notes let down from above.

I was then sent to Dulag Luft in Stuttgart. Since I was in civilian clothes none of the other American prisoners would talk to me. Finally, I got a uniform from the Red Cross, and life with the fellow prisoners became much easier. From Dulag Luft I was sent to Stalag Luft III at Sagan, where I spent the remainder of the war, being freed in April, 1945.

Don't Forget Your 1984 Dues!

Notes From The President

1983 has been another excellent year for the membership of the 91st Bomb Group Memorial Association. Despite a steadily increasing mortality rate as age catches up with us, we ended the year with a net gain of almost 90 members, representing many newly-found and the return to the fold of many who have been inactive in the group for some years. At the end of 1982 there were 1,129 dues-paying members; in 1983 the total reached 1,216. A new high in Life Members added was reached also, 19 in '83 versus 16 in '82. Five years ago, at the end of 1978, the total paid membership was 733. We expect 1984 to be a real banner year, especially with the national reunion on tap!

Since our last reunion a new public law has come into being that may have a decided effect on the continuing existence of the Memorial Association. Here-to-fore tax laws restricted non-profit veterans' groups largely to those organization veterans with common war service, hence the reference in Article 3 of our charter where membership is "restricted primarily to war veterans who formerly were members of the 91st...during World War II." The new law makes it possible to perpetuate the Memorial Association far into the future by opening membership to "our" successor, the 91st Strategic Recon Wing. This matter will be on the '84 business meeting agenda, as well as the proxy voting card.

I attended the 8th Air Force Historical Society reunion in Houston in October. I had agreed to serve (if elected) on their Board of Directors, and I was also very curious to see how their reunion compared to our 91st get-togethers. About 1,700 attended, and the 8th AFHS is to be commended on the logistics. With a \$99 registration fee, \$85 rooms, and some optional events (even the movies cost an extra \$3) it cost considerably more than ours do.

Despite the number attending there were only four other 91sters there: Marcelle Fountain, Paul Flournoy, Manny Klette, and Paul McDuffee. For my money I much prefer to spend my time with 300 persons I know than with 1,700 I don't.

There was one striking similarity between the 8th AFHS and 91st reunions, the hassle of the business meeting! If any member can figure out how to abolish business meetings, please contact me. (Incidentally, I was not elected to their board; I neither campaigned or even voted for myself.)

The 8th AFHS is a great organization, doing much good. Admitting my bias, I think the 91st is greater. SEE YOU IN COLORADO SPRINGS!

Tom Gunn

Plan Now For Colorado Springs

From early returns of 1984 dues payments, Christmas cards, and inquiry notes it seems certain that the '84 reunion in Colorado Springs Sept. 5-9 is sure to be a "max effort" mission. The theme through all the correspondence has been "See you in Colorado Springs." The Reunion Committee has put together a program that promises to keep everyone entertained and happy.

Headquarters for the get-together will be the Four Seasons Motor Inn.

As announced by the Committee, the schedule includes: Wednesday, Sept. 5, Registration, main lobby, 9 a.m.-5 p.m. Hospitality Room, 9 a.m.-6 p.m. No Host Social Hour, Garden Room, 6:30-8:30 p.m. Thursday, Sept. 6, Flying W Guest Ranch, western barbecue dinner. Tour of Old West Town. Golf at the Air Force Academy's Eisenhower golf course. North American Aerospace Defense Command, Consolidated Space Operations Center, and Combat Operations Center briefings.

Friday, Sept. 7, tour of Air Force Academy. Movie night, hotel. Hospitality room. Saturday, Sept. 8, Business meeting, 9-12. Ladies brunch and style show. Air Force Academy- Colorado State U. football game Saturday afternoon. Social hour 6-7:30 p.m.. Western Theme Dinner, dance following, entertainment. Sunday, Sept. 9, sleep in, no schedule, stand down.

New Members - Address Changes

ALFORD, David G. COL.(Ret)	Big Bend Dr.	Wichita Falls.	TX. 76310 (N)
BANKOVSKY, Nicholas (L)	294 Colfax Rd.	Wayne.	NJ. 07470 (C)
BATTISTA, Armand.	2230 Lema Dr.	Springhill.	FL. 33526 (C)
BERRY, James F. COL.(Ret)	8420 Camellia Dr.	Raleigh.	NC. 27612 (N)
BOWLAN, Delma M. Mrs.	201 E. Helen St.	Herington.	KS. 67449 (C-A)
BOYLE, Peter.	c/o Radio Station "KOA"	Denver.	CO. 80211 (N-A)
BRANCH, James L.	P.O. Box 861047.	Fort Myers.	FL. 33906 (C)
BROWN, William R.	P.O. Box 158.	Humbolt.	TN. 38343 (N)
BUCK, Robert E.	RFD # 1. Box 7.	Bar Harbor.	ME. 04609 (N)
CHAMBERLAIN, Elizabeth Mrs.	"Endora", 39 Town Green Rd.	Orwell, Nr. Royston. Herts.	ENGLAND. (N-A)
CLANCY, William E.	137 Lakeshore Dr.	Jackson.	MS. 39213 (C)
DAVIS, John D.	74 Oleeta Rd.	Mt. Sinai.	NY. 11766 (N)
DETTERTLINE, Robert.	7110 Kennedy Ave.	Hammond.	IN. 46323 (C)
FOLVEN, Linez.	22 South Main Apt-29.	Minot.	ND. 58701 (C)
FOSTER, Robert A.	5700 Mariner Dr. Apt-403.	Tampa.	FL. 33609 (C)
FREIDAY, Milton P.	3 Jessica Lane.	Warren.	NJ. 07060 (N)
FRYE, Wayne B. "Tex"	16403 Nordhoff St.	Sepulveda.	CA. 91343 (C)
GAITLEY, Edward D. Jr.	19 DeSoto Circle.	N. Little Rock.	AR. 72116 (N)
HALL, Basil H.	Star Rt.2 Box 64-A.	Ridgedale.	MO. 65739 (N)
HARPER, Orin E. LTC(Ret)	2401 SW. 82nd.	Oklahoma City.	OK. 73159 (N)
KNOWLES, Joseph M. TSGT(Ret)	2863 Sara Lake Dr. So.	Sarasota.	FL. 33579 (C)
LEVINE, Howard.	12 Ivy Lane.	Seekonk.	MA. 02771 (N-A)
LILLEY, Henry L. "Hank"	10051 Westpark #265.	Houston.	TX. 77042 (C)
MANTIA, A.	109 Brinstone.	Sudberry.	MA. 01776 (N)
MANZARO, Andrew.	375 Brannen Rd. Lot-20.	Lakeland.	FL. 33803 (C)
PHILLIPS, Charles R. LTC.(Ret)	48 S. Stonybrook Dr.	Marlborough.	CT. 06447 (C)
RAY, Walter L.	316 S. Jackson.	San Angelo.	TX. 76902 (C)
SCHULTZ, Harold H.	5109 - 49th Ave.	Crystal.	MN. 55429 (N)
SHOPE, Berchel L.	24680 River Ave.	Los Molinas.	CA. 96055 (C)
SIDELINGER, George E.	30 Water St. Apt. 412.	Brunswick.	ME. 04011 (C)
STEELE, Erwin R. "Rudy"	12506 Mundy Loss Rd.	Buckley.	WA. 98321 (C)
STUCKEY, Norman D.	477 Upper Valley Pike.	Dayton.	OH. 45424 (N)
TAYLOR, Willis J. COL.(Ret)	P.O. Box 288.	Pebble Beach.	CA. 93953 (N)
TEMPLE, J.B.	2249 E. Lake Rd. N.E.	Atlanta.	GA. 30307 (N)
THOMPSON, Karl W. COL(Ret)(L)	12502 Shropshire Ln.	San Diego.	CA. 92128 (N)
WALCZAK, Edwin. (L)	404 Kingswood Dr.	Holland.	MI. 49423 (C)
WENNINGHOFF, John.	2306 - 35th Ave.	Omaha.	NB. 68105 (N)
WESTWOOD, John R. LTC(Ret)(L)	No. 5303 Argonne Rd. # 4.	Spokane.	WA. 99212 (C)
WOOD, James A. 1ST/LT.(Ret)	4407 Reamy Dr.	Suitland.	MD. 20746 (C)

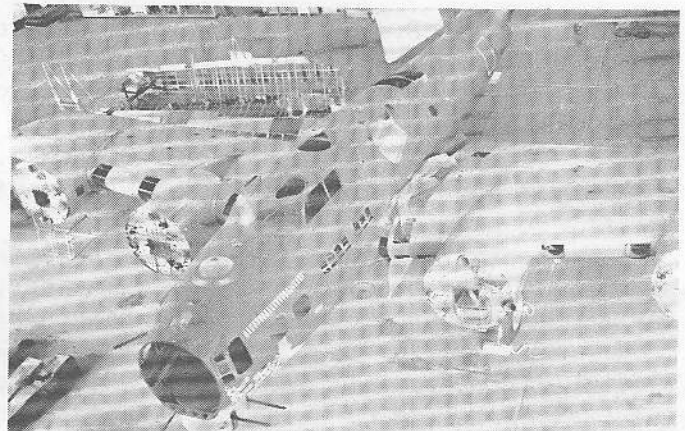
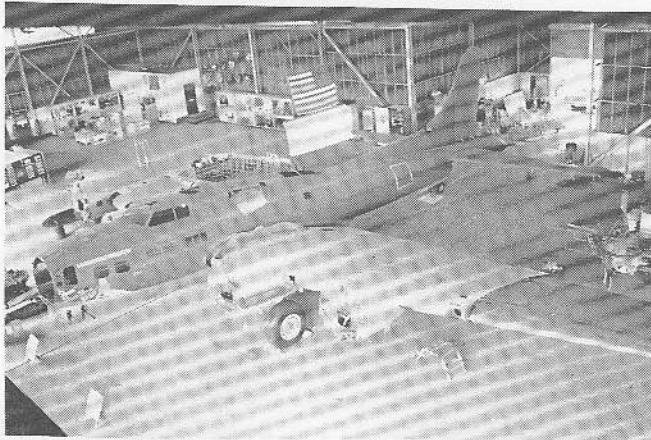
IF YOU ARE PLANNING TO ATTEND THE 1984 NATIONAL REUNION IN COLORADO SPRINGS PLEASE DROP A NOTE TO SEC.-TREAS. GEORGE W. PARKS, 109 WILSHIRE AVE., VALLEJO, CA. 94591 FOR ALL REUNION INFORMATION, PROGRAM, AND ROOM RESERVATION CARDS NOT LATER THAN MAY 1. WE NEED THE INFORMATION TO COMPLETE PLANS FOR YOUR REUNION. THE HOTEL WILL NOT ACCEPT PHONE CALLS OR PERSONAL LETTERS FOR ROOM RESERVATIONS. YOU MUST SEND THEM YOUR ROOM RESERVATION CARD THAT WILL HAVE 91st BOMB GROUP PRINTED ON IT.

Shoo Shoo Baby Progress Report

Finally Shoo Shoo Baby is sitting on her own gear. The struts leak but a repacking next summer will solve that problem. The left outboard wing and tip are installed and the right outboard wing hardware has been obtained. The right outboard will be installed in January. Quite a lot of work has been done by Ray McCloskey and Dan Vasey on the engine firewalls. The Air Force Museum has made a commitment to obtain four engines with Quick Engine Change packages. This would saving building up engines from scratch. Tom Corbiel has been taking measurements from several recently acquired pictures to obtain exact placement of her radio call lettering. We will probably add the national star insignia next summer.

Mike Leister and Jim Reed travelled to the National Archives in Suitland, MD, this fall and dug through the records and 91st Operations Log book. A return trip is planned in January. Mike and Cindy Farley are compiling a history of Shoo Shoo Baby's missions. A few surprises have surfaced and we hope to have a complete list of missions with crew lists, mission summary, and all pertinent and interesting data ready by Spring.

The 91st Bomb Group Memorial Association made a Christmas gift of \$500 to the 512 Antique Aircraft Restoration Group for the Shoo Shoo Baby rebuilding program on December 23, continuing their staunch support of the restoration.



Sheriff's Posse Has Crew Reunion

Bob Sheriff's crew, who flew together in "Sheriff's Posse" for the 323rd sqdn., met for their third reunion since 1973 on June 23 at Kansas City, MO. Nine of the ten original crew members and their wives got together for the event. One crew member, Alex Gargac, was killed in an industrial accident after the war.

The crew was put together at Ephrata, WA., in 1943, and trained at Ardmore, OK. It consisted of Bob Sheriff, pilot; John Kerr, co-pilot; Joe Oliver, navigator; Everett Wagner, bombardier; Royal Brousseau, engineer; George Janko, radio operator; Wayne Denison, ball turret; Alex Gargac, waist gunner; Hale Autry, waist gunner; O.W. Farwell, tail gunner. They flew to the ETO in February, 1944, and were assigned to the 91st.

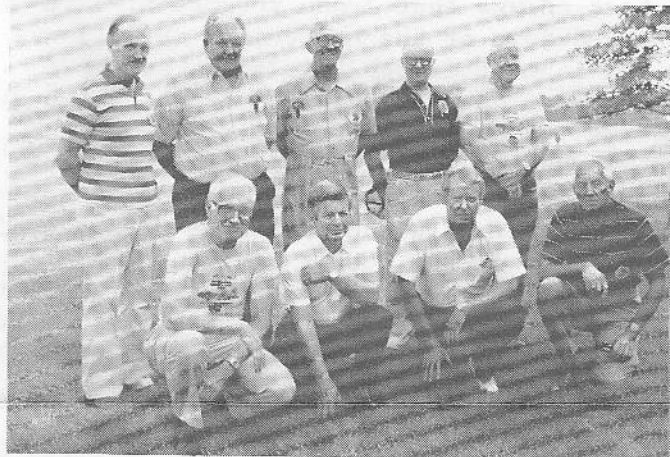
Their first mission was to Berlin on March 22. In the course of the next three months all the crew finished their 30 missions, and all but Sheriff returned to the States. Sheriff was assigned as a Junior Operations Officer to the 1st Combat Wing under Gen Gross and based at Basingbourn, where he stayed until victory in Europe.

Thirty years after the crew was formed they met again for the first time since the war when Sheriff hosted a crew reunion in Cleveland, OH in 1973. At that meeting it was decided that the crew would get together every five years. In 1978 navigator Joe Oliver and his wife hosted the group in El Paso, Texas.

The tail gunner, O.W. (Red) Farwell and his wife of Plattsburg, MO. hosted the 1983 reunion at Kansas City. Some of Red's hunting friends wanted to meet his wartime buddies, and held a wild game dinner with a variety including pheasant, quail, rabbit,

venison and frog legs -- a superb feast!

As Bob says, "Although we were together for a short time in our lives, it was a time of great significance. If you haven't seen you crew since the 40's do it before it is too late. We're meeting again in '86 in Memphis, which indicates how much our crew values the reunions."



Kansas City, 1983, 1 to r, front row: R. Sherriff, J. Kerr, J. Oliver, E. Wagner. Back row: W. Dennison, G. Jankos, H. Autry, R. Brousseau, and O. W. Farwell, host.



Bassingbourn, 1944, 1 to r, front row: R. Sherriff, J. Kerr, J. Oliver, E. Wagner. Back row: A. Gargac, W. Dennison, G. Jankos, H. Autry, R. Brousseau, O. Farwell.

From the Editor's Desk...

Paul C. Burnett

Box 909 Auburn, Al. 36830

This year has been the greatest year yet for new Life Members to be added to the membership rolls of the Memorial Association. And this past quarter has been a particularly good quarter in adding to lifetime enrollment. Since the last issue of The Ragged Irregular these members have donated their \$100 for gold card status:

William H. Turcotte (Oct. 30, 1983), ex-322nd sqdn. combat crew member. 240 Lowe Circle, Richland, MS. 39218.

Edward J. Gallagher Jr. (Nov. 19, 1983), ex-401st sqdn. combat crew member. 2842 Gillingham St., Philadelphia, PA. 19137. A Christmas gift from his wife Jeanne.

Joe Harlick (Dec. 7, 1983), ex-324th Sqdn. Photo Unit, 19431--107th S.E., Renton, WA. 98055. A Christmas gift from his wife Jenny.

Col. Karl W. Thompson (Ret), (Dec. 2, 1983), ex-322nd and 323rd Sqdn. combat crew member, 12502 Shropshire Lane, San Diego, CA. 92128.

Charles T. Bell, (Dec. 27, 1983), ex-322nd Sqdn. combat crew member, 8604 Buckhannon Dr., Potomac, MD. 20854.

LTC. Milton J. Verla, (Ret), Dec. 30,

1983), ex-322nd Sqdn. combat crew member, Box 81, Andale, KS. 67001.

First Life Member donation for 1984 comes from ex-322nd Sqdn. crew chief Erwin R. "Rudy" Steele, 12506 Mundy Loss Road, Buckley, WA. 98321.

New Life Member Bill Turcotte sends along a reminder to members who may have missed the story that the August, 1983 issue of Smithsonian magazine has a fine write-up of the first Schweinfurt mission, August 17, 1943. The 91st led that mission, and many familiar names pop up in the account by John Keegan, including Tew Winslow, David Williams, Clem Wurzbach, James Judy, Earl Cherry, Roger Layn, and Anthony Arcardo. You can get hold of a copy at your local library. It is well worth reading.

IF YOU HAVE ALREADY PAID YOUR MEMBERSHIP DUES FOR 1984 PLEASE DISREGARD THE DUES REMINDER IN YOUR JANUARY RAGGED IRREGULAR. GEO. W. PARKS, SEC.-TREAS.

One of the most vivid memories ex-91st members have of their days at Bassingbourn is the singing that went on in the pubs, the clubs, and everywhere airmen got together for drinks and fellowship.

Unfortunately for most of us as the

memories of the good times burn brighter our recollection of the words to those songs grows dimmer.

LTC C.W. "Bill" Getz (Ret), ex-B-24 and P-51 pilot in England in WWII has come to our rescue with a labor of love. He has put together 661 songs of the Air Force and RAF, from WWI, II, Korea, and Vietnam in a well-bound volume called "The Wild Blue Yonder: Songs of the Air Force." Every song you ever sang and more is included in the pages (except the really X-rated ones. Getz is contemplating a volume of those.)

Only the words to the songs are printed- no music- but since most were sung to familiar old tunes this is not much of a handicap. You can order your copy from: The Redwood Press, P.O. Box 3323, San Mateo, CA. 94403. The cost is \$15.95 plus \$2 postage and handling. (California residents add \$1.04 state sales tax.)

IF YOU ARE MOVING FROM YOUR PRESENT ADDRESS OR IF YOU ARE A SNOW BIRD, PLEASE NOTIFY SEC.-TREAS. GEORGE PARKS 30 DAYS IN ADVANCE OF YOUR ADDRESS CHANGE, AS IT SPEEDS DELIVERY OF YOUR R/I AND SAVES POSTAGE.

The 8th AF Biographical Directory, which is compiling a list of all command and staff officers of the 8th AF, group by group, needs our help in preparing a list of 91st group navigators and group bombardiers. If you can help pinpoint any of these individuals, please contact Russell A. Strong, 2041 Hillside, Kalamazoo, MI. 49007.

O.C. Goodwin, ex-323rd Sqdn., passed along some interesting pictures and notes concerning his visit to Bassingbourn this past August. He relates this:

"While visiting my wife's relatives in Cambridge, we decided to visit the old base. We went by train to Royston with our bicycles, and cycled first to Bassingbourn village. We stopped in a pub for a drink and a pub dinner at the "Pear Tree." I was wearing my Shoo Shoo Baby T-shirt and the bartender told me another former G.I. lived near the pub and went to get him.

He was Harry Klein, ex-401st Sqdn. His wife was from Bassingbourn, and they returned from Philadelphia in 1950 to live in Bassingbourn village. We had a nice chat and he directed us to the back gate

of the aerodrome.

Surprisingly the gate was open and we rode our bikes onto the base as there were no guards there. Riding my bike around the airstrips and grounds brought back things that I had forgotten. I relived some of the happenings while I was stationed there in '44-'45 as an aerial gunnery instructor in the 323rd. Also my wife, as we met at this time.

The base looked the same to me except for the trees which had grown so large, an absence of planes, and the presence of soldiers of the Queens Regiment.

Unfortunately we could not see the 91st museum in the tower. A British officer had the keys to the RAF museum on the ground floor and we saw it, but Vince Hemmings was out and couldn't be located. It would be nice if someone at the base also had keys to the 91st museum if the EAAS representative wasn't available at the time.

It was great visit."



'Arf 'n 'arf at the "Pear Tree." Otho Goodwin, l; Harry Klein, r.



The Tower Museum. Goodwin and wife standing at entrance.