



# The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 19 No. 2

July, 1986

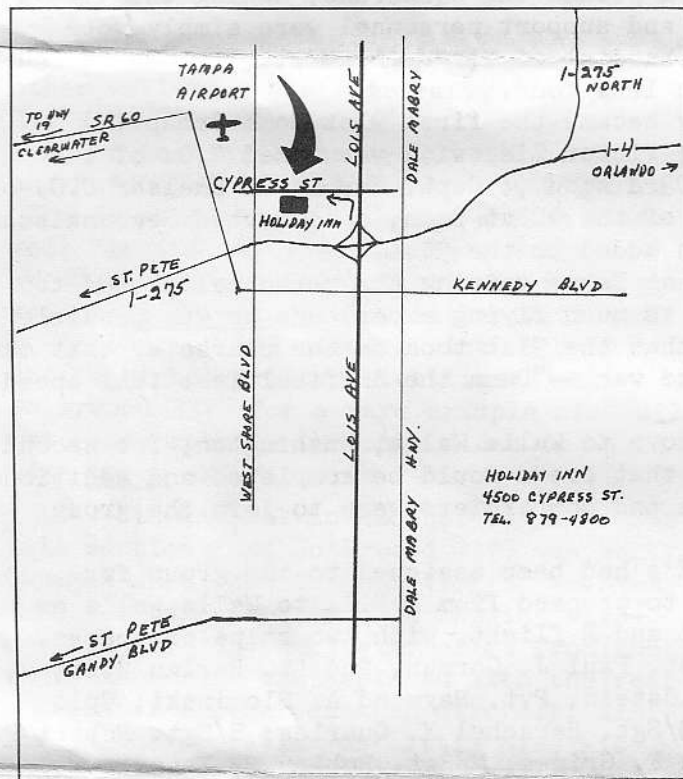
## Tampa Will Be Our Biggest One Yet!

A flood of requests for Reunion Registration Kits and the rapid return of completed applications almost certainly guarantees that the National Reunion in Tampa September 10-13 will be by far the largest 91st get-together ever. If only half of those who have

written for Registration Kits actually make the trip we will surpass the largest attendance yet achieved. An unusually large number of crew reunions have been scheduled for this National Reunion, and a much higher number of "first-timers" than we usually find at these events have indicated that they will be on hand.

Several factors probably contribute to the increase: McDill Field in Tampa was where most personnel other than flying crews first became 91sters, Tampa is in the heart of Florida's most popular tourist attractions, a very high number of Association members live in the state, and most members are now retired and free to join their old buddies.

Whatever, it's an event you don't want to miss! And there is still time to make YOUR reservations -- the cut-off date is August 20. Please, please, if you plan to attend get your reservations in as soon as possible, so the Reunion Committee can complete their arrangements for food and transportation, etc. Unexpected attendance can really make it difficult for everyone.



If you have not yet gotten your Registration Kit please contact Sec.-Treas. George Parks, 109 Wilshire Ave., Vallejo, CA. 94591 (tel. 707-642-6392) as soon as possible.

Headquarters will be at the Airport Holiday Inn, 4500 W. Cypress St., about five minutes drive from the Tampa International Airport. The Holiday Inn provides transportation to and from the Airport 24 hours a day. For those persons driving in the location is easily reached from I-275, I-4, or Hy. 19 from the north, or Gandy Blvd. from the south. See the map insert.

The Reunion Committee, headed by Howell Loper, has put together a terrific program. COME JOIN OUR BIGGEST AND BEST!

## McDill, Where It Really All Began...

The upcoming reunion at Tampa in September truly marks a return to the real "birth-place" of the 91st Bomb Group, only a few months after the United States entered WW II December 7, 1941. Technically, the group was activated (as a "paper" group) early in April, 1942, at Barksdale Field, La., but no personnel were assigned.

Late in that month a handful of members were assigned to the unit, under the 3rd AF, and ordered to report to Harding Field, Baton Rouge, La., on or about April 25. No

aircraft or equipment was assigned to the group.

On May 13, 1942, orders transferring the 91st from Harding Field to McDill Field, Tampa, FL, were issued. At that time the group personnel numbered about two dozen. Officers included 1st Lt. Edward R. Akert, 1st Lt. Frank S. Kamykowski, 1st Lt. William M. Cornell, 1st Lt. William H. Biggs (chaplain), and 2nd Lt. Ben T. Stogner.

Enlisted personnel for HQ & HQ Sqdn. were M/Sgt. Harlan Shephard, M/Sgt. Torio E. Korpi, Sgt. David B. Hatch, Cpl. Phillip E. LaFoe, Cpl. Raymond Wilbur, Pfc. Chalon E. Corsen, Jr., Pfc. Gilbert T. Rodman, Jr., Pfc. Irving Gottleb, Pfc. Lester B. Snook, Pfc. Aaron C. Marsh, Pfc. David M. Kobel, Pvt. Jack E. Hill, Pvt. Henry S. Gary, Pvt. John L. Costello, Pvt. James D. Goode.

322nd sqdn. consisted of Pfc. Martin Bellefond; 323rd sqdn. of Pfc. Umberto Perira; 324th sqdn. of Pfc. Aaron V. Grant, and 401st sqdn. of Pvt. Jack L. Everson.

It was at this transfer that the 91st really began to take shape as an active combat unit. Training aircraft and other equipment were assigned, aircraft crews were assembled and the necessary support personnel joined the squadrons, making the 91st a semi-viable unit. Many needed crew members and support personnel were simply not available at that time, nor was more than a handful of aircraft available, not enough for the training needs of one squadron, much less four.

On 16 May 1942 Lt. Col. Stanley T. Wray became the first 91st Bomb Group (H) commanding officer. On the same order Capt. Victor Zienowicz was named C.O. of the 322nd sqdn.; Capt. P.D. Brown C.O. of the 323rd sqdn.; Capt. Harold C. Smelser C.O. of the 324th sqdn., and Capt. E.P. Meyers C.O. of the 401st sqdn, a converted Reconnaissance group from the North Atlantic which had been added to the 91st.

For about five weeks the 91st was busy at Tampa getting the personnel needed to form a functioning combat unit, and getting as much flying experience as was possible under the circumstances. It was at McDill that the 91st took on the character that made it the outstanding unit it was throughout the war -- "Damn the difficulties: full speed ahead!"

Late in June the Group was ordered to move to Walla Walla, Washington, for second stage training. It was also at Walla Walla that crews would be completed and additional support personnel assigned. Most navigators and bombardiers were to join the group there.

At the time of the transfer eight B-17E's had been assigned to the group for training purposes. These eight planes were to proceed from McDill to Walla Walla on June 25, 1942, in two flights of 3, A flight and B flight, with two ships as spares.

In ship 1 of A flight the crew was: Capt. Paul J. Gorman, 2nd Lt. Harlan H. Benoy, 1st Lt. George C. Wahl, Jr.; Sgt. Harry Goldstein, Pvt. Raymond A. Slominski; Cpl. Robert G. Lee; Pvt. Robert L. Ferris, Jr.; S/Sgt. Herschel Y. Quarles; S/Sgt. Robert P. Dalton; Cpl. Fred H. Barrington; S/Sgt. John F. Grimes; M/Sgt. Robley T. Evans.

Ship #2 included 1st Lt. Clyde G. Gillespie, 2nd Lt. Bruce D. Barton, 2nd Lt. Herbert W. Hampy, Sgt. Donald W. Moucha, S/Sgt. Isaac W. Roberts, Pvt. Ernest J. Kiss, Pfc. Robert S. Lammers, S/Sgt. Arthur Poston, Sgt. John J. Hudjera.

Ship #3 had aboard 2nd Lt. Thomas B. McCormick, 2nd Lt. Eugene N. Waldher, T/Sgt. Hubert O. Barbour, Sgt. George L. Zucco, S/Sgt. George A. Anderson, Cpl. Daniel Goldstein, Cpl. William A. Rathgeber, Cpl. Oliver J. Hackwith.

In "B" flight ship #1 had 1st Lt. Paul L. Fishburne, 2nd Lt. Michael W. Bell, 2nd Lt. Eugene G. Hanes, 1st Lt. Charles F. Maas, M/Sgt. Aubrey C. Moore, Pfc. Russell Gilliam, Cpl. Kenneth M. Fenton, Pfc. Adam Taliercio, Sgt. Roland F. Hussey, Sgt. Mario G. Mattie, Cpl. Aulden N. Dunn, Pvt. Ralph G. Guettler.

Ship #2: 2nd Lt. Joseph A. Yuravich, 2nd Lt. Robert F. Forbes, 2nd Lt. Woodrow W. Moore, M/Sgt. Norvell D. Phelps, Pvt. George K. Smith, Sgt. Harry B. Hall, Pfc. Henry O. Harris, Cpl. Earnest E. Causey, S/Sgt. Olon K. Leathers, Cpl. Marion J. Darnell.

Ship #3: 2nd Lt. Robert K. Morgan, 2nd Lt. William J. Crumm, 2nd Lt. Frank W. Flanagan, Sgt. Marvin E. Nichols, S/Sgt. Russell A. Mattson, S/Sgt. Joseph M. Giambrone, M/Sgt. Henry M. Kundig, Sgt. Peter F. DeBoy, Cpl. Bernard T. McEnany, Sgt. Harlan M. Hawk.

Spare Crews: Ship #1, 2nd Lt. William R. Harris, 2nd Lt. Robert S. English, 2nd Lt. Ralph W. Hosman, Cpl. Jackson M. Barbour, Sgt. Martin G. Bacon, Pvt. Robert F. Otto,

Cpl. Russell R. Ahlgren, Pvt. William F. Lancaster, Pfc. Joe D. Cornish, S/Sgt. Noah C. Kirk, Cpl. Melfin L. Bishop.

Ship #2: Capt. Harold C. Smelser, 2nd Lt. Richard G. Hill, 2nd Lt. John S. Hemingway, T/Sgt. Leonard F. Ball, S/Sgt. James W. Lemley, M/Sgt. Robert W. McMahan, Sgt. Robert J. Hansen, Cpl. Curtis Q. Pyrah, Cpl. Lewis M. Vingo.

Travel by those authorized to go by private vehicles to the new station in Walla Walla began June 18, with 12 days travel time authorized. The echelon who moved by train departed McDill June 22, 1942.

With only a handful of planes available for the move most of the flying crews actually travelled by personal vehicle or by train to the new station.

In approximately one month the 91st had grown from a tiny handful of personnel with no equipment to an outfit ready to begin serious combat training. Upon arrival at Walla Walla in late June additional crews and personnel were added to the nucleus from McDill to bring the four squadrons up to strength, but the group continued their training in the B-17E's brought from Tampa.

Late in August the Group departed Walla Walla for final stage training at Bangor, Maine. The air echelon departed through Boise, Idaho, to swap the old B-17E's for new B-17-F's; the ground echelon travelled a devious and tedious route by train.

At Bangor additional new aircraft were received and intensive training undertaken prior to departure overseas.

The ground echelon boarded the "Queen Mary" on 5 September 1942, and arrived at Gourrock, Scotland on 11 September. They arrived at the 91st's first overseas home at Kimbolton, England, September 12.

The air echelon proceeded from Bangor in four waves, led by the 324th sqdn., with Col. Wray flying in the lead aircraft, on September 25, with a stopover in Gander, Newfoundland, where bad weather delayed the flight. The aircraft went via Prestwick, Scotland, the first planes arriving at Kimbolton on 1 October.

Little training was possible at Kimbolton, a former RAF "Wimpy" base of Nissen huts and mud, since the runways were too thin to support the B-17s. Only 3 practice missions were flown. On October 14 the entire group, in a move that took even 8th AF headquarters by surprise, in "the dark of night" moved from Kimbolton into Bassingbourn, where "they lived happily ever after," until the war in Europe was completed.

## Notes From The President ...

Due to the length of business items (proxy form, By-Laws) printed in this issue of the R/I, my comments must necessarily be brief. After all, this is your newsletter, not mine. Recognizing this is my final note to the general membership, I shall strive to avoid being maudlin. If you don't know my sentiments toward you and the association, you're not reading your mail!

Lack of space may prevent Cliff Burnett from reporting an item of recognition worthy of note, so here it is. M/Sgt. Otto Meikus (Ret), of Cambridge, has represented the 91st at Madingly on Memorial Day for several years. A plaque "Recognizing Outstanding Service and Dedication" was forwarded to Otto by George Parks this month.

Speaking of recognition, I am sure that Cliff and George, who for 20 years have done devoted work to hold this outfit together, don't want a "gold watch" or a plaque upon their retirement this September. They probably share the feeling of the little mouse caught in a trap: "I don't want any cheese, I just want out of this trap." I've seen copies of much correspondence resulting from the April R/I announcing their retirement. A friendly sentence or two expressing your appreciation would mean more to them than any retirement watch.

Finances and membership of your association are in great shape. Detailed reports will be presented at the reunion. See you in Tampa! (Incidentally, there is a possibility that Gen. & Mrs. Wray will attend.)

The Ad Hoc committee is commended for their efforts and their results. Many, many hours and considerable out-of-pocket expense were donated by the committee. The end product, i.e., the proposed By-Laws, could not be incorporated in this quarter's R/I in

time for publication. A separate mailing to voting members, however, is being accomplished. Your current officers endorse, with reservations set forth below, the proposed By-Laws, as an up-date is needed. Years of experience suggest some minor changes to the committee's rewrite, and they are submitted here for your consideration.

Delete all references to Friends of the 91st (Article III, Section 5, Article VII, Section 1, and Article X); see p. 4, Jan.'85 R/I. "Friends of the 91st in England"... has no legal status.

Article II, Section 1, change to read: "The Association is registered in the State of Texas" to "The Registered Address shall be the mailing address of the President of the Association."

Article IV, Section 5: "...at Basingbourn Airdrome, other places throughout England, and Holland."

Article V, Section 1: After "United States," add parenthetical statement: "(Reunion facilities and willingness of members to host a reunion permitting.)"

Article VII, Section 1: In second sentence, delete "...in more than one office, nor..."

Article VII, Section 5: Insert after first sentence: "To enable the Secretary to validate Absentee Ballots, the Treasurer will provide the Secretary an updated list of additional dues-paying members thirty days before scheduled business meetings."

Article VIII, Section 2, para (h), add... Code of 1954, "nor shall any net earnings of the Association inure to any private individual or individuals."

Respectfully submitted,

Tom Gunn, President

## Election Procedures Announced

To facilitate the election of Association officers at the 1986 National Reunion in Tampa this September and to allow the widest possible participation for members unable to attend, past election procedures will be followed in accord with existing By-Laws. The nominations/election committee (announced in the April Ragged Irregular: Paget (chairman), Hill, and Gerstemeier) will oversee the mechanics of the election and proxy voting by members unable to attend.

Posts to be filled include President, 1st Vice-President, Secretary and Treasurer; the Editor, Historian, and chairmen of various ad hoc committees will be appointed by the next president.

Included below is a proxy form to be used for voting by members who cannot attend. If you wish to vote by proxy but don't wish to cut your copy of The Ragged Irregular, a copy may be made. Only members who have paid their 1986 dues are eligible to vote. The attached proxy form is not a ballot. It is for your convenience in appointing one of the members listed on the form to represent you, OR, write in the name of any other member whom you expect to be present to represent you in the actual voting. Print and sign your name, date the form, and mail it to the Association Secretary-Treasurer, George W. Parks, 109 Wilshire Ave, Vallejo, Ca. 94591 for validation by August 25, 1986. Proxy votes, together with votes from the floor, will be tabulated by the elections committee at the business meeting.

The official proxy to be used by those members who are unable to attend the National Reunion is found on the following page. A photocopy may be used if you prefer not to cut your copy of The Ragged Irregular.

I hereby constitute the person whose name is checked hereon my attorney and proxy, with power of substitution to vote for me at the 91st Bomb Group (H) Memorial Association, Inc. business meeting in September, 1986, at Tampa, Florida, with all powers I would possess if present. I have paid my 1986 membership dues (Life Members excepted).

\_\_\_\_\_ George Parks                      \_\_\_\_\_ Jack Paget                      \_\_\_\_\_ Manny Klette  
 \_\_\_\_\_ Glenn Boyce                      \_\_\_\_\_ W.W. Hill                      \_\_\_\_\_ Hank Lelley  
 \_\_\_\_\_ Tom Gunn                      \_\_\_\_\_ R.E. Gerstemeier                      \_\_\_\_\_ M.J. Templeton

\_\_\_\_\_ Other (Please print name)

Your name (Print) \_\_\_\_\_ Signature \_\_\_\_\_

Date \_\_\_\_\_

## New Members - Address Changes

ALLEN, Shirley Mrs.	12055 S. Lakewood Blvd.	Downey.	CA. 90242 (C-A)
BONDS, Jesse S.	152 Nunca St,	Las Vegas.	NV. 89107 (N)
BRAMBLE, David.	P.O. Box 419,	Chestertown.	MD. 21620 (C)
BRITTON, Jess W,	Rt.11, Box 276.	Tyler.	TX. 75709 (N)
BROOKS, Hugh W. Maj.(Ret)	427 Del Monte Ave.	Tacoma.	WA. 98466 (N)
BURKE, John E.	P.O. Box 1594.	Ft.Lauderdale.	FL. 33302 (C)
CIARIMBOLI, Alfred J.	30 Nee Ave.	New Windsor.	NY. 12550 (N)
CLABAUGH, Betty Mrs.	621 W. 29th St.	Kearney.	NB. 68847 (N-A)
CLEMENS, Porter.	4301 Winter Ave.	KLamath Falls.	OR. 97601 (N)
CLEVELAND, Robert H.	6740 Highmeadow Dr.	Cincinnati.	OH. 45230 (N)
CONWAY, John C.	1820 Derian Dr.	Aberdeen.	SD. 57401 (C)
CULLEN, James J.	4311 Wilshire Blvd.	Los Angeles.	CA. 90010 (C)
CURRENT, Ronald E.	1200 W. Barr.	Nevada.	MO. 64772 (N)
CUSICK, Charles A.	315 Laughing Gull Ln.	Palm Harbor.	FL. 33563 (N)
DONMOYER, William.	4701-2 Lakeside Club Blvd.	Ft. Myers.	FL. 33905 (N)
	SE.		
DONOHUE, Robert E.	5745 Via Cervantes,	Riverside.	CA. 92506 (N)
DUGGAN, Lester W. Jr.	501San Juan Apt # 2F.	St.Charles.	MO. 63303 (N)
8th AF Clearing House.	P.O. Box 669.	Beverly Hills.	FL. 32665 (C)
ELROY, Robert G.	23754 Fambrough St.	Newhall.	CA. 91321.(C)
FORNACA, Frank.	5803 Lancaster Dr,	San Diego.	CA. 92120 (N)
GRAHAM, William E.	10005 Bay Pines Blvd,	St.Petersburg.	FL. 33708 (N)
		Lote 802.	
HACKLEMAN, Basil F.LTC (Ret)	209 E. Edgewood.	Springfield.	MO. 65807 (C)
HELLER, Robert C.	110 Huron Dr.	Chatham.	NJ. 07928 (N)
HENSLEY, James W.	77 E. Missouri # 56.	Phoenix.	AZ. 85012 (C)
HILL, John B. Col.(CAF)	1951 Benthill Dr,	Marietta.	GA. 30062 (C-A)
HOHLER, David L. Jr.	7608 Arbor Creek Cir.	Dublin.	CA. 94568 (C-A)
HOUSE, Harry S.Jr.LT.(Ret)	1928 E. Minaret Cir.	Reno.	NV. 89523 (C)
HUTTON, Luther I.	Rt. # 1, Box 2609.	Miles City.	MT. 59301 (N)
JANSE-ELAERTS, John.	Halenebaan 63 Bis. 3386	Molenbeek-Wersbeek,	
		Belgique.	(C-A)
JENESEN, Henry C.	953 Patricia Way.	San Jose.	CA. 95125 (N)
KESSLER, Glen L. MSGT.(Ret)	3654 N W. 163rd Court.	Okeechobee.	FL. 33472 (C)
KLOTZ, John.	7448 Timberview Dr.	Cincinnati.	OH. 45231 (C)

LACORAZZA, John.	736 Tennessee St.	Vallejo. CA. 94590 (C)
LENIZ, Joe.	2590 B. Government Blvd.	Mobile. AL. 36606 (N-A)
LOFTIN, Ernest E.	123 Jamestown Rd.	Front Royal.VA. 22630 (N)
MACKKEY, Ron. (Editor "FOTE")	39B Thorley Hill, Bishops Stortford,	Herts. CH23 3NE.England(N-A)
MAST, Thomas W.	6350 McLaughlin Dr.	Central Point. OR. 97502 (N)
NELSON, John H.	5511 St.Chales Dr.	Carmichael.CA. 95608 (C)
NOLAN, T.G.	Box 324.	Lamont. OK. 74643 (N)
OLTMAN, Raymond.	P.O. Box 331.	Cairo. NB. 68824 (N)
PAGET, John R. SMSGT.(Ret)	C/O. 1681 Kingston St.	Aurora. CO. 80010 (C)
	(Temporary Address)	
PENNOW, Louis. (FOTE)	48th CSG. Box 1523.	APO. NY. 09179 (N-A)
VERNON POCHARDT.	P.O. Box 15,	Kinsington. MN. 56343 (N)
PRY, Ernest V. MSGT.(Ret)	1515 Missouri St.	Mona. AR. 71953 (C)
PULLEN, John C.	1865 Elizabeth Lane.	Jenison. MI. 49428 (C)
SCHARR, Ben.	1025 E. cotati Ave.	Cotati. CA. 94928 (N)
SMITH, Martin L. Mrs.	3173 W. Jefferson Rd,	100 N. Kokomo. IN. 46906 (N-A)
STARCER, Jackie. Mrs.	1461 Forest Glen Dr, # 162.	Hacienda Hgts. CA. 91745 (N-A)
STELLHORN, Bernard A.	2842 Walker Ave,	Indianapolis. IN. 46203 (N)
UIHLEIN, George B.	45 White Oak Lane.	Woodbridge. CT. 06525 (N)
UNGER, John F.	1011 W. 6th.	McCook. NB. 69001 (N)
WALKER, Charles.	214 Berkley Rd.	Williamsville. NY. 14221 (N)
WALSHAW, Leslie R. Maj.(Ret)	8245 Waldenwoods Way.	Loomis. CA. 95650 (C)
WILLIAMS, Griffith L.	9412 S. Third Ave.	Phoenix. AZ. 85041 (N)
WILLIAMS, Robert P. 1st.Lt.	129 Sunrise Ave.	Satellite Beach.FL. 32937 (N-A)
WILSON, William D.	Greenbriar # 1.	Council Bluffs. IA. 51501 (C)
WOOLNOUGH, John H. LTC (Ret)	(Editor 8th AF News)	Hollywood. FL. 33023 (N-A)
	Box 4738.	
WORMAN, Charles G.	Chief Research Div. USAF Museum..	OH. 45433 (N-A)
	Wright-Patterson AFB.	

## Jack Gaffney - Crew Chief, Nose Artist

Aircraft nose art during WW II came from a wide variety of sources and talents, but probably one of the most unusual was to be found in the 401st sqdn. of the 91st, where assistant crew chief and crew chief Jack Gaffney not only kept 'em flying mechanically, but in high style with his numerous contributions to the nose art of the squadron's aircraft.

Jack enlisted in October, 1941, and graduated from Air Mechanics school in April, 1942. He was sent to McDill Field, where in May he was assigned to the 91st B.G., 401st sqdn., as an assistant crew chief.

Shortly thereafter he and Pvts. Fratz, Karas, Ward and Gibsen were sent on detached service to Grenier Field, Manchester, N.H.. It was here Jack did his first nose art, on the nose of a 92 B.G. B-17.

The crew wanted the name STINKY on the right nose side and a tableau for the right waist side. The only paint they could come up with was yellow, so the whole job was done in that color. The

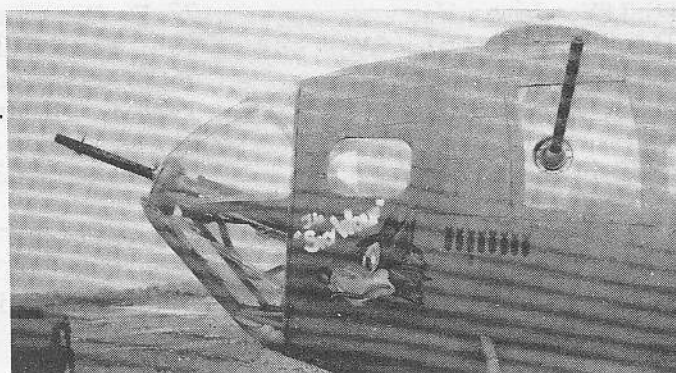
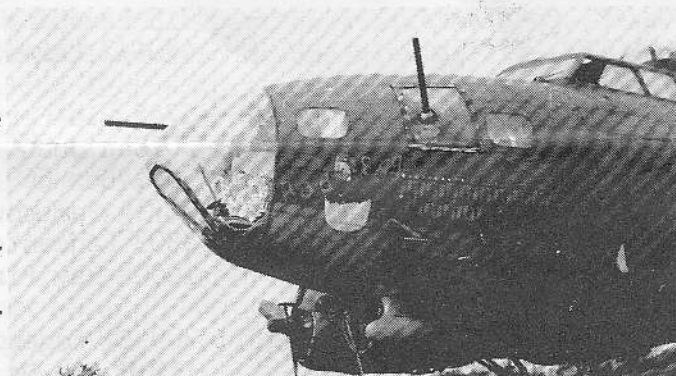


tableau was of a huge bomb chasing Hitler and Hirohito, labeled "It ALL Comes Back To YOU Now." Life magazine carried pictures of the artwork in the months following.

The five rejoined the 91st soon after it moved to Walla Walla from McDill.

At Basingbourn Jack was assigned as assistant crew chief (under crew chief Bob Dalton) on Capt. Oscar O'Neil's plane, INVASION II, where he did his first 91st nose art. It was of a giant hand, similar to the 91st Rigid Digit, with coat sleeve done in red, white, and blue stripes. #070 did 23 missions before being shot down on 4-17-43.

During this time Gaffney painted two other well-know 91st aircraft, "The Bad Egg" and "The Sky Wolf."

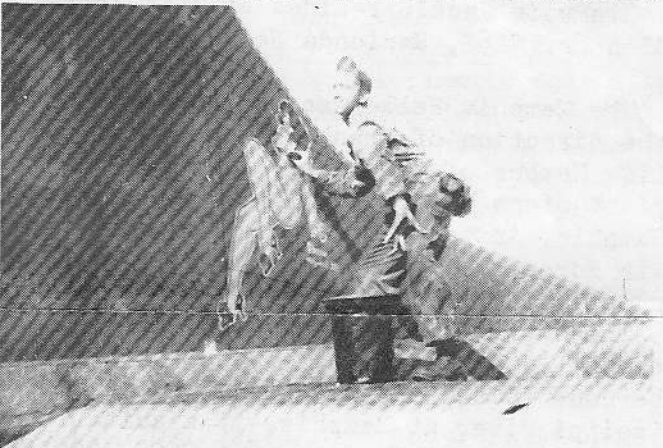
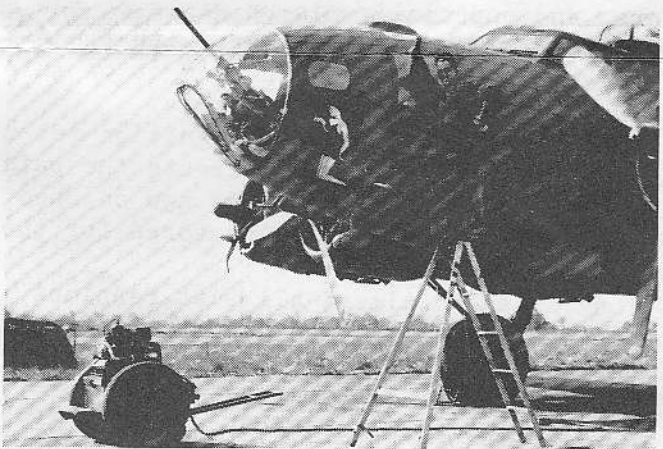
After losing "Invasion II" M/Sgt. Dalton and Gaffney were assigned to 42-29591, LL-Z "The Shamrock Special." The art on Shamrock Special was probably unique during WW II - Jack painted both sides of the nose, with a different girl on either side, and in October of '43 added a picture of a nude on the right vertical stabilizer "call Hollywood 337" for a rare example of "tail art, and probably the only plane in WW II with three art pictures.

LL-Z was unusual in another respect. The tail section (and Hollywood 337) was badly damaged when "The Careful Virgin" smashed into its tail section when landing without brakes. The entire aircraft from the radio room back was replaced with the rear section of another damaged aircraft, similar to the operation on Little Miss Mischief.

In February, 1944 Jack became crew chief of 42-31812 LL-H, "Destiny's Child," so-named by radio operator Gene Létalien, and did the nose art for the plane. It flew 52 missions before being shot down over Berlin.

After the demise of Destiny's Child Jack was assigned to a new aircraft, "Sunkist Sue," for which he also did the artwork.

In recent years Jack has taken a serious interest in his art work, with studies in oil painting, scratchart, and water-color training under the well-known artist Kolan Peterson. Gaffney's work has been well-received, and he has won numerous awards at art shows. His wife Jan is also an accomplished artist. He is associated with the Moreno Valley Allied Arts Association, and the Fine Arts Institute of the San Bernardino County Museum.



## From The Editor's Desk...

Paul C. Burnett Box 909 Auburn, Al. 36830

### Nose Artist Tony Starcer Dies

Tony L. Starcer, the best known aircraft nose artist of WW II, who as a member of the 441st sub depot painted more than 130 91st aircraft, died June 9, 1986, of leukemia, at Kaiser Foundation Hospital in Los Angeles, after an extended bout with the disease. He was 66.

Starcer, who had no formal art training, painted logos, pictures of cartoon characters, and especially pin-up girls on the noses of E-17s during 4 years with the AAC. He also painted the airplane logos on more than 800 airmen's flight jackets.

Tony received national recognition recently when he was asked to re-create the painting he did more than 40 years ago on Shoo Shoo Shoo Baby, now being restored for the Air Force Museum.

Tony attended almost all 91st reunions since the beginning, and was most active in Association affairs. He retired as a division manager for the May Company in 1985 after 29 years service.

His wife Jackie resides at 1461 Forest Glen Dr. #162, Hacienda Heights, CA. 91745.

The Memphis Belle Association, under the direction of Frank Donofrio, associate Life Member of the 91st, has made some giant steps toward keeping the plane in Memphis, instead of it going back to the Air Force, which has seemed an imminent probability recently.

The city of Memphis has agreed to place the Belle in a portion of a city park to be constructed on Mud Island, in the Mississippi river at Memphis, if a suitable structure, estimated to cost \$500,000 can be funded.

The Memphis Belle Association, with untiring efforts, has put \$17,641 in the bank, raised \$303,700 in confirmed pledges, \$53,000 in unconfirmed pledges, and have a promise of \$100,000 from Boeing. If all the pledges and Boeing's gift are collected the Belle will be safely housed at Memphis before too long.

Two photographs of the 91st plane "General Ike" have been placed in the National Guest Flat of Culzean Castle, in Ayrshire, Scotland. The flat was dedicated as a mem-

orial to General Eisenhower on the behalf of men of the U.S. Armed Forces by the National Trust for Scotland. Gen. Eisenhower's granddaughter Susan will be staying in the flat later this year.

Memorial Day wreaths were placed in the American Military Cemetery at Madingly, the Memorial Wall at the Air Force Academy, and at Opijnen, Holland, an annual observance by the Memorial Association in memory of our departed buddies.

This year associate member T/Sgt. Jerry C. Patrick, USAF, stood in for our usual representative, M/Sgt. Otto Meikus (Ret), who was back in the States for a visit with his family members.

Col. Paul Jessop (Ret), represented the 91st at the Air Force Academy, and Dutch associate member Henry DeKock presented the flowers at Opijnen.

The number of Life Members continues to grow at a steady pace. Contributing \$100 since our April issue of the R/I are two members: Harry F. Larkin, ex-324th sqdn., 2448 Edgebrook Ave., Pittsburg, PA. 15226, and Asay B. Johnson, ex-324th sqdn., P.O. Box 1455, McGill, NV. 89318.

Since our last issue we have learned of the deaths of these members of the Memorial Association:

John E. Hayes, ex-323rd sqdn., died May 14, 1986. His wife Cecilia resides at Apt. 401, West Tower, Lynn, Mass. 01902.

Emmett Wilson, ex-323rd sqdn., died May 22, 1986. His wife Marian resides at 100 Montana, Apt. 5, Lead, S.D. 57754.

Ltc. Robert L. Simmers, Jr. (Ret), ex-401st sqdn. pilot, died May 22, 1986. His wife Andree resides at 11400 Brookfield, Livonia, MI 48150.

After more than 22 years working with the Memorial Association, and 19 years of editing The Ragged Irregular, which I started, the time has come to lay the burden down. This is the last issue of your newsletter that I will edit.

It has been a time of great pleasure and great frustration -- pleasure to see the unit grow from nothing to the outstanding organization we have today, and frustration because limitations of time and space prevented the publication of all the many great stories left to tell of the 91st.

I will never forget the many friends I made in '42-43, and since. God Bless You All!