

# The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol. 22, No 3

91st Bombardment Group (H) Newsletter

July, 1989

## SEATTLE SITE OF 1990 NATIONAL CONVENTION



SEATTLE, WASHINGTON, SITE OF THE 1990 BGMA National Convention. Elliot Bay, in this aerial view looking south, is to the west and Lake Washington to the east. Mt. Rainer is in the distance. Seattle is the birth place of the 91st BG(H)'s "SHOO SHOO BABY" and home base of the only flying B17F, Bob Richardson's "MUSEUM OF FLIGHT," N-17W, 42-29782.

SEATTLE, WASHINGTON IS THE SITE OF THE 1990 91st BGMA National Convention.

The enthusiasm of the 91st BGMA members there offsets the disappointment that no reunion site election is required. The Convention and Visitors Bureau of Tuscon, AZ was interested in having the reunion there, but unfortunately, not enough 91st BGMAers were available to form a Convention Committee.

President Tony Montalvo and Chairman of the Reunion Site Selection Committee Paul Limm expressed disappointment that the concept of Association members voting for Convention sites was not required this time. They hope future site selections will be more competitive.

Seattle's uncontested selection, however, assures 1990

91st BGMA Conventioners a vibrant time during their Aug 22-25, 1990 stay.

The 91st BGMA's Secretary Charles R Hackstock, of Kent, WA, points out Seattle has the experience of a highly successful 1985 Rally-Round and wholehearted participation in a recent POW Reunion.

So many Washington State 91st BGMAers have volunteered for Convention Committee posts that those who live inconveniently far from Seattle may have to be reluctantly denied an opportunity to participate as Convention Committee members.

The members of the Site Selection Committee, Hugh Brooks of WA, Clarence Cluck of AZ, Bob Hoffman of NC, John Ondrovic of CA and Armando Sinibaldo of IL were impressed with Seattle's plans and options for activities and sight-seeing. Though more complete details will follow in subsequent R/I's, a suggestion of the offerings being prepared is in order.

Among the planned activities are a cruise to an Indian village for a smoked salmon dinner and a jet catamaran trip to Victoria, BC, Canada for sight-seeing and duty free shopping.

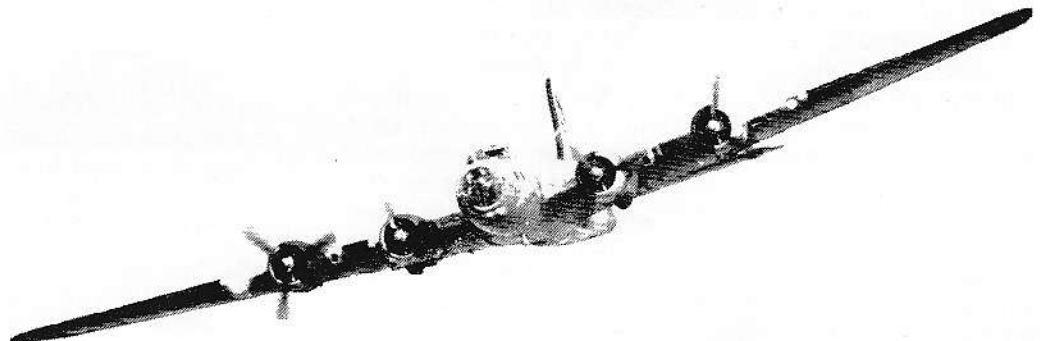
President Montalvo thanked Site Selection Committee members for their necessary, voluminous work.

Among the Washington State members who served on the Seattle 1985 Rally-Round Committee and who enthusiastically pressed for the 1990 91st BGMA National Convention are: 322nders - Charles Hackstock, Jack Paxon and Michael Zabiaka; 323rders - Hubert Donohue, Philip Mack and Richard McCoy and 401sters - Ralph Danekas, Donald Gauthier and Clyde Mason.

Reunion Site Selection Committee Chairman Limm says, "They are an experienced group."

"SALLY B"  
SET TO BE  
"THE MEMPHIS  
BELLE"  
IN FILM

Story on page 2



"THE SILVER SALLY B," IN THE COLORS OF THE 749 SQ, 45th BG(H), IS AN ENGLISH MEMORIAL TO THE 79,000 US AIRMEN WHO LOST their lives in Europe during World War II. (Photo - Barry Jones)

## THE PRESIDENT'S CORNER

BY TONY MONTALVO

### THIS AND THAT

WHEN YOU READ THIS those of us who attended the Royston Priory Gardens Memorial Dedication in Basingbourn, England will have returned or will be returning safely home - God willing. The next R/I will contain coverage of our latest English experience.

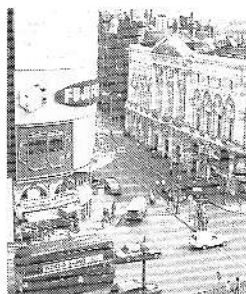
In this issue an article on 91st BGMA By-Law requirements regarding officer elections indicates such elections will be different from past ones. The "changes" are not "changes" - they are corrections required to make our elections comply with the dictates of the current By-Laws.

Paul J Limm, our Nominations/Election Committee Chairman and Co-Chairmen Armando Sinibaldi and Robert (Dusty) Hoffman are expending considerable time and effort to assure that the 1990 election of 91st BGMA officers is properly planned, conducted and managed. Any assistance any member can give them in their efforts will be greatly appreciated. For now, I just add, it is imperative that the names of members running for 1990 91st BGMA officers must be on the ballot. Therefore make sure all officer nominations to Limm's Committee are made in accordance with the corrected procedure and time limit required.

Studies of our By-Laws and our Articles of Incorporation indicate language clarification in the wordage pertaining to those areas should also be considered. Consequently I have organized an Ad'Hoc Committee consisting of Secretary Charles R Hackstock, Nominations/Election Committee Chairman Paul J Limm and myself to clear these "murky waters." I regret that efforts to obtain expert, qualified legal opinions regarding some of our problems have been, thus far, unsuccessful.

The business of the previously mentioned Ad-Hoc Committee is important. It's effectiveness would be increased by the addition of another member - a Texan! So, if there is still a "Texas Volunteer," who is a resident of that Great State and a 91st BGMAer who wishes to contribute concretely to the 91st BGMA, please call or write me! The address is: 4514 Clubhouse Rd, Lompoc, CA 93436. The phone number is: 805-733-4272.

In closing - I bought one of the golfing caps Memorial Committee Chairman W W Hill is now selling as a Memorial Fund Raiser item. The logo on the cap commemorates the 91st BGMA's participation in the Royston Priory Gardens Memorial Dedication. My wife thinks I look kinda cute in it. Imagine, 1 71 year old hairless, partially deaf, over-the-hill "Cutie!" The caps worn anywhere, are sure fine conversational pieces. (I am not including formal affairs.) Of the \$20.00 cost about \$15.00 is consigned to the 91st BGMA Memorial Fund. Members choosing to boost our Memorial Fund with such a purchase are assured that, should the limited



A bit of Piccadilly

supply of caps be exhausted when they order one, their money will be returned.

Contributions for the Royston Priory Gardens Memorial Golf Cap should be sent to: Treasurer Charles V Welbes, 210 Leatherwood Dr, Mountain Home, AR 72653.

## "SALLY B" SET TO BE

"SALLY B," THE B-17G PRIDE OF B-17 Preservation Ltd of W Sussex, England is being temporarily converted to a B-17F so that she can portray the 324th Sq, 91st BG(H)'s famed "MEMPHIS BELLE" in a new film, "Southern Belle."

The film, being shot in England and inspired by William Wyler's award-winning war-time documentary, "MEMPHIS BELLE," requires modifications of "SALLY B" which include: removal of chin turrets, fitting new cheek guns, returning the tail gun position to B-17F type, fitting new ball and upper turrets, restoring waist positions to B-17F specifications, restoration of B-17F radio aerials and re-painting in the drab olive and grey camouflage applied to Forts early in WWII.

Filming began June 26th at Duxford Airfield. The final three weeks of filming, which conclude about Aug 5th, will be at RAF Binbrook, Lincolnshire, England.

In the film will appear four other B-17s and Mustangs and ME-109's. David Tallichet's B-17G (44-83546) and Bob Richardson's B-17F - N17W (42-29782) from America and Jean Salis's B17G 44-8846 'LUCKY LADY' and IGN's B-17G from France are the other Forts scheduled to appear in the film.

The film, to be distributed worldwide by Warner Bros, will depict then-Capt Robert K Morgan's crew as they prepare for and set out on a mission deep into the heart of Germany.



BOB RICHARDSON'S "MUSEUM OF FLIGHT" IS THE OLDEST airworthy B17. It is based at Boeing Field, Seattle, WA, site of the 1990 91st BGMA National Convention. Richardson's plane will appear in the new film, "SOUTHERN BELLE," along with "SALLY B" and two other still flying Forts. The R/I is betting Richardson and his venerable plane will be at Seattle on Aug 22-25, 1990 for the 91st BGMA National Convention! (Photo - Geoff Hughes)

## MEMORIAL SITES SOUGHT

A comprehensive list of the numerous memorials and plaques dedicated to all who served with the 91st BG(H) during World War II is being prepared. Thus far the location of 12 have been verified.

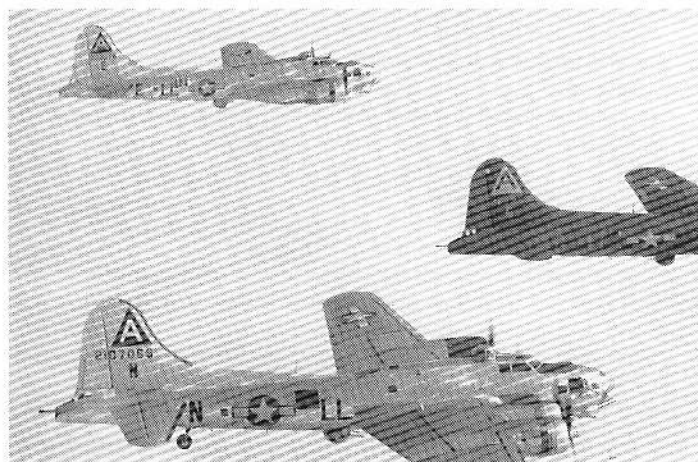
Any 91st BGMAer who is aware of the location of any such memorial or plaque is urged to notify the R/I so that a complete list may be published in the near future.

W W Hill, 91st BGMA Memorial Committee Chairman, who is sparking the project, says other sites are being considered for placement of other markers.



# "SHOO SHOO BABY" BOOK LAUDED BY REVIEWERS

**SHOO SHOO BABY - A LUCKY LADY OF THE SKY,** Photos by Dan Patterson, text by George Merva, 24 pages, 11 1/2" x 11", soft cover, illustrated, \$13.45, including shipping and handling. Order from publisher: Patterson Productions, 6662 Creek Rd, Cincinnati, OH 45242, 1988.



**FOURTH OF JULY PLANNING AND FESTIVITIES PRECLUDED** contacting R/I Historian Evers for deeper delving into the data available regarding the above picture in which "SHOO SHOO BABY" appears in the upper left. The wing plane in the foreground is 2107069, a 401st plane which apparently is "ROUND TRIP TOPSY." Available data indicates she was declared beyond repair on Nov 11, 1944.

Information concerning the camouflaged lead plane is more sparse. Its dark paint makes its serial number difficult. It could be "297958-GLL," a plane simply recorded as being a 401st Sq Fort.

Anyone able to supply more data on "SHOO SHOO BABY'S" friends in this photo is urged to write The R/I or 91st BGMA Historian Hiliary (Bud) Evers, 21 Barony Lane, Hilton Head, SC 29928.

This photo does not appear in the "SHOO SHOO BABY - A LUCKY LADY OF THE SKY" book. (Photo - Allan N Morey)

**THE R/I ABJECTLY APOLOGIZES TO ITS READERS,** Paul McDuffee, Tampa, FL, original pilot of the 401st Sq, 91st BG(H)'s "SHOO SHOO BABY," and all those who comprised her Flight and Ground Crews, for being "scooped" on the release of an excellent book on that famous plane. (The R/I can only plead "Extenuating Circumstances" if serious, legal defense is required!)

The book, "SHOO SHOO BABY - A LUCKY LADY OF THE SKY," became available shortly after "SHOO SHOO BABY" successfully flew from the Dover AF Base to her final "resting" place at the USAF Museum in Dayton, OH on Oct 13, 1988.

The 91st BGMA's historian, Hiliary "Bud" Evers, first called the R/I's attention to the book and pointed out how every position on a B17 is beautifully illustrated in color. After receiving its' own copy, the R/I can only add the book is a conversational stimulant. Left upon a table top for ready perusal by others (including grandchildren) it should stimulate questions - like: "Grandpop, how could you get into that little Ball Turret?"

A local, retired professional photographer, John J Hohman, AM, Balto, MD, lauds the photography because he appreciates the intricate technological preparations preceding each photo. The R/I wagers that some aged 91ster, still blessed with the vision required over 40 years ago, will be able to read the map displayed in the photo of

the navigator's station - or read the instruments in the pilot compartment photo.

But, because the R/I may be biased regarding the beauty of this book, it refers to two other book reviews written by unbiased reviewers.

Excerpts from a book review written last March by Sam Rubin, a retired telegraph editor for the DAYTON DAILY NEWS, follow:

She was a gallant, feisty fighting lady in World War II. After the war, like so many others, she was downgraded to lesser objectives, then left ignominiously to rot in an open field in France. It took two Dayton men who call themselves airplane "nuts" to restore the B-17G "SHOO SHOO BABY" to dignity and finally give her a richly deserved place of honor at the USAF Museum in Dayton.

"The book's collaborators, Photographer Dan Patterson and writer George Merva, consider their work a labor of love. As one fascinated by airplanes and as a veteran of World War II (Marine) I saw this type of craft perform, I highly recommend this beautifully produced pictorial and written account of a famous airplane and the courageous men who flew her...

"Free-lance writer George Merva has meticulously researched the history of the big bomber from her birth in 1944 at the Boeing plant in Seattle where she was given the USAF serial number 42-32076, and delivered to Basingbourn, home of the 91st BG(H) in southeastern England...

"It was from there (France, 1961) that "SHOO SHOO BABY" began her long journey to respectability at her new Dayton home, where she arrived this past October. How she came into American hands, her painstaking rehabilitation by dedicated men, the financing that made it possible, as well as her final flight to the AF Museum are told by Merva with a sense of awe, attention to history and devotion to a cause.

"The photos, design and layout by Patterson bring the reader right into the cockpit of the warplane, and one gets the feel of what it must have been like to fly and fight in a B17."

Excerpts from the April 1989 issue of the 8th AF News review of the book follow:

"This attractive book is basically a photo essay on 'SHOO SHOO BABY', the only WWII combat veteran B-17G (23 missions in the 91st BG, 8AF) on display today. The high quality photographs (mostly in full color), beautifully reproduced, provide a document that details the results of the painstaking work that took ten years of dedication by a handful of Air Force Reservists, led by Ray McCloskey. It is estimated that the restoration work required 50,000 man-hours of labor. The photographs attest to the fact that she is in mint condition today.

"One neat feature is the two-page spreads that detail the inside of each section of the restored plane.

"In little more than 100 inches of type, George Merva provides the reader with the words that tie this good looking package together...

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# MASSIVE MUNICH MISSION "TURNING POINT"

BY CHARLES T BELL

*...Pointblank (the Air Offensive over Europe) is about our only means of forcing the German Air Force to fight, and thus allow us to gain ascendancy over it...*

Excerpt from diary of General Dwight D. Eisenhower, March 22, 1944.

GIVEN HIS PERCEPTION OF THE IMPORTANCE OF Pointblank, General Eisenhower must have marked April 24, 1944 as a turning point in the war. On that day, the U.S. 8th Air Force issued a challenge to the Luftwaffe that it dared not ignore. The challenge took the form of a massive attack on the Munich area. The success of that mission portended the doom of the Third Reich.

Though many bitter battles would follow, the Luftwaffe could no longer, henceforth, claim to control the air over Germany. The decimation of the German Airforce had begun in earnest. Within six weeks, it would be impotent to affect the Normandy invasion. In a year, the defeat of Hitler's military machine would be complete.

According to 8th Air Force records, 1,625 American planes were dispatched for the mission to Munich. Of these, 754 were B-17 and B-24 heavy bombers. They succeeded in dropping 1,169 tons of general purpose bombs and 570 tons of incendiaries on the assigned targets and shot down an indeterminate number of German fighters. 871 American P-51s, P-38s, and P-47s escorted the bombers. They claimed 124 enemy planes downed and another 58 probably destroyed. The cost to the 8th Air Force was reported as 40 bombers and 17 fighters (about 380 men missing in action). The price of victory was not cheap but, in military terms, affordable.

The ultimate ability of the U.S. 8th Air Force successfully to marshal such huge numbers of men and planes was a remarkable military achievement. It was made possible only by the heroism and sacrifices of its original crews, the ability of America to produce necessary equipment and manpower, the high quality of its leaders, and the dedication of its personnel.

The first 8th Air Force missions were flown in late 1942. Essentially experimental in nature, they provided little comfort to proponents of victory through airpower. But they did accomplish three things. They demonstrated the ability to carry out high level precision bombing, they provided needed input for modifying aircraft design, and they established the 8th Air Force credo of never turning back from a target because of enemy opposition.

During 1943, the men of the 8th did even more. They developed the air tactics which made mass attacks possible, they proved the value of strategic bombing, and in the process, they demonstrated that no amount of courage or skill could overcome the need for long range fighter escort for the bombers. The message was clear and the response was quick.

Early in 1944, thousands of modified bombers and new long-range fighter planes, together with their crews, began to arrive in England to join the 8th. As spring approached, the air war struck deeply into Hitlerland.

A LONG TIME AGO A FRIENDLY EDITOR LEFT A large circulation national magazine with a backlog of articles he had scheduled for publication. His successor did the magazine a dis-service by rejecting manuscripts the departing editor bequeathed him.

Charles T Bell, MD, former 322nd Sq pilot, was one of the writers whose manuscript was returned. A 1987 note from him to the R/I opined that the story was "too long" for the R/I format and authorized editing.

Bell, who has been delving into 91st BG(H) history on his own, carefully extracted dates, times, participants, statistics, etc from photo copies of 91st war records while writing his article which was originally sought by the national magazine.

Because of that Bell's article differs from the usual personal accounts found in R/I copy. It is a historian's account which refreshes recollection of how the 91st operated and how it contributed to the overall 8th AF effort.

His article defies editing. Therefore it will be continued in subsequent R/Is.

Even Berlin felt the sting of American bombs, an event which Herr Goering had bragged would never occur. By April, the 8th was ready to launch the all-out offensive which would finally cripple German industry and defeat the Luftwaffe. The mission to Munich was part of that offensive.

The author was a B-17 pilot in the 91st Bomb Group, a part of the 1st Combat Wing of the 1st Division of the 8th Air Force. The events which transpired within that group on April 24, 1944 were duplicated in similar groups throughout England. They help to explain how the mammoth strike force was managed.

For the flying crews, the day began at 0200 hours when they were roused from fitful sleep. Somehow, each man managed to dress, swallow a little food, and get a clean shave before reporting to the briefing room an hour later. The shave was not cosmetic. An oxygen mask could inflict slow torture if worn over stubble.

The briefing left few questions in the minds of crew members except whether their plane would get them to the target and whether a loving God would get them back to base. The mission was to be a maximum effort, coordinated with the Royal Air Force. The 8th Air Force would drop general-purpose bombs on airfields and other targets on the perimeter of Munich. In addition, it would drop incendiary bombs on selected areas. The resulting fires would serve as beacons for the RAF that night.

The mission would be led by the 1st Division, followed in train by the 2nd and 3rd Division on a single heading. The return flight would parallel the incoming bomber stream, thus simplifying the task of the fighter escorts. It was expected that the battle plan would flush out swarms of German fighters, setting up a classic confrontation between attackers and defenders. Our fighters and gunners would have their hands full.

From the point of briefing, the clock dictated every

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## MASSIVE MUNICH MISSION

(Continued from page 4)

move. There was a time to arrive at the planes, a time to start engines, a time to taxi, and a time to take off. Once in the air, time was joined by place. There was a time and place for each group to rendezvous, for each combat wing to form, for each wing to depart England, and for each group to reach its target. Most communication was visual since security demanded minimal radio traffic.

Throughout the night, ground crews had labored to check out and prepare every piece of equipment, load bombs and ammunition, and fuel the planes. When the air crews got to the hardstands, little remained to be done except routine checks. The seemingly interminable wait for start up time was largely spent in banter and cigarette smoking. Neither would be appropriate after boarding.

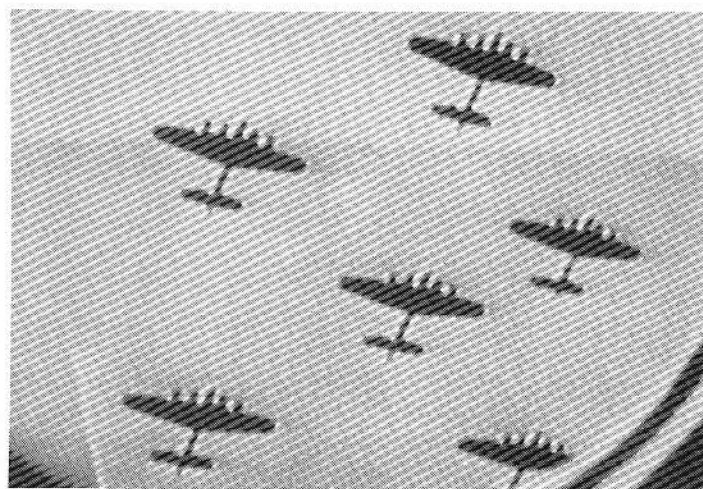
At long last, 0715 hours arrived and engines began to roar at once, anxiously observed by pilots and crew chiefs alike for any signs of last minute problems. At 0725 hours, the pilots began to taxi their planes toward the takeoff runway. Each pilot received a good luck salute from his crew chief. It was the last service he could render before beginning the "sweating out" period which was the self-imposed lot of every ground crew. Every crew chief knew full well that he may never see his friends or plane again.

Taxiing and takeoff required precise maneuvering. Each pilot knew (from the briefing), exactly when and where he must join the long line of planes assembling on each side of the takeoff runway. Each knew he must be in position for takeoff at the very moment he was given the green light to go. In the absence of trouble, that moment came at the exact time the preceding plane lifted its 40-ton weight off the runway.

At last, a flare fired from the control tower signaled that the mission was "go" and takeoffs could begin. Observers in a portable unit placed adjacent to the runway controlled the actual takeoff. A hand held light, known to pilots as a "biscuit gun," directed a beam toward each plane as it rolled into position-red for "hold your position" - green for "get going." As the preceding plane gained flying speed, the next pilot held his plane in check with his brakes and gradually eased his throttles forward. It was a matter of pride to so time his actions that his plane, finally released from its restraints, began to roar down the runway almost as though activated by the biscuit gun itself.

If one were to believe the flight manual, none of these B-17s could have achieved flying speed. Most were loaded far above their rated load capacity. But, in truth, no one ever really knew the limits of this magnificent flying machine. Nor could its designers anticipate the tender care given each plane by its ground crew or the power nursed from it by its pilot. Once the big bird got its tail up, it became a juggernaut straining to become airborne.

The typical runway was about 5,000 feet long. Most pilots held their planes on the runway for most of that distance, preferring to acquire as much ground speed as possible before liftoff. Once off the ground, the wheels were brought up quickly to reduce drag. Then, on command, the copilot carefully milked up the flaps from their "one third" takeoff position. Soon the Fort was



Assembly was a precision maneuver.

winging skyward, its roaring engines reverberating like thunder through the walls of every nearby English dwelling. Such was the reliability of this Boeing creation that, once in the air, it could sustain climbing speed on 3 of its 4 engines and maintain altitude on 2!

Because this mission would take a direct route across the English Channel, the bombers were required to reach an altitude of 20,000 feet before crossing the French coast. Therefore each plane climbed through prescribed air channels so that assembly could be achieved at or near 13,000 feet. Fortunately, the day dawned clear and weather presented no problem. Instrument flying was primitive by today's standards.

Assembly was another precision maneuver. Each squadron, consisting of 6 planes, assembled over a radio beacon at a predetermined altitude and time. They flew in a double inverted vee formation with or behind a designated leader. Three squadrons then maneuvered to form a group, one in the lead, one high to the right, and one low to the left, 18 planes in all.

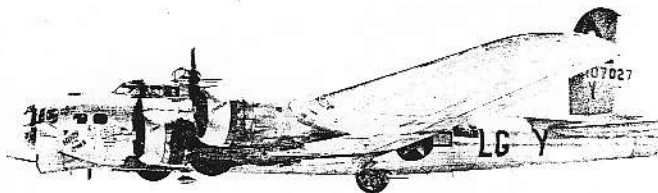
The next step was to rendezvous with two other groups to form a combat wing. One group was in the lead, another to the right, and another to the left. Right on time, at 0916, the wing departed from a specified point over England, joining the other combat wings which made up the 1st Air Division. By the time they left the departure point, all crews were on oxygen and the planes were in a steady climb on course to reach 20,000 feet by the time they penetrated enemy air space. The climb would continue until the bombing altitude of 28,000 feet was reached.

While over the English Channel, bombs were armed by pulling the pins which guarded against accidental explosion. Also, each gun was test fired, a task which the gunners relished. All of these activities were directed by the pilot. In addition, the lead pilots, navigators, and bombardiers were busy taking wind-drift readings and checking instruments.

To Be Continued



## "HIKIN' FOR HOME" HISTORY RELEASED BY 322's HANST



FROM HANST'S DIARY: "JUNE 20, 1944 - (...A/C #107027 Now assigned as our own plane. We named it 'HIKIN' FOR HOME' and had Tony Starcer paint a picture on the nose. This ship flew almost a hundred missions, was still flying at the end of the war. A number of other crews flew 027 after my crew had completed their tour of combat.)...July 14, 1944 - No mission today so we flew 2:00 local...Had some pictures of my plane taken while flying." (See photo above!)

JOSEPH A CRESS (322nd), MUNSTER, IN, recently requested information regarding the fate of his crew's assigned plane, "HIKIN' FOR HOME." While publishing his request the R/I could not find any data pertaining to it.

Thanks to former "HIKIN' FOR HOME" pilot David L Hanst (322nd), Huntington Beach, CA, the R/I now has extensive material pertaining to it. Future R/I's will feature more.

Hanst, though he makes no claim to fame, may have been a 91st BG(H) record setter. Flying 32 missions in 72 days, he was only out of the States three months "from the day I flew...over the Statue of Liberty on the way to England until I sailed past the Statue on my way back aboard the Queen Elizabeth."

"HIKIN' FOR HOME" also survived the war. In a letter to 91st BGMA Historian Hilary (Bud) Evers, Hanst says:

"While with the 322nd Sq of the 91st we flew many of our missions in ... a shiny B-17G, 42-107027. We named it 'HIKIN' FOR HOME' because that was what we looked forward to after each target - hiking for home. Tony Starcer painted a picture on the nose of the plane showing a girl hitch hiking and lifting her skirt. Enclosed is a post card with a reproduction of this painting. A friend of mine found it in a store in London a few years ago. I wrote to the printing house and told them the painting came from our B-17. They sent me a pack of the cards - so I will contribute one to the 91st BGMA. We referred to our plane as '027.' It had a long and notable history. Pictures of it have been featured in numerous books and magazines relating to war-time aviation. The Matchbook Model Co of England put out a plastic model kit of 'HIKIN' FOR HOME." Unfortunately, like so many faithful aircraft of that period, she was assigned to the scrap heap at the end of the war after completing almost 100 missions."

The extensive data submitted by Hanst, who concluded his flying career as a pilot for United Airlines for 35 years, confirms that Joseph A Cress of Munster, IN is the Radio Operator Joseph A Cereszweski who flew many missions on "HIKIN' FOR HOME" with Lt John Hamilton's crew.

**PRESERVE OUR PROUD PAST**

## POTPOURRI

## U.S.A.

• SEVERAL NEW 91st BGMA MEMBERS HAVE BEEN recruited through the tireless efforts of Paul J Limm, a CA 91st BGMAer who is presently serving the Association as an Appointed Chairman of a number of its' important committees. Limm made time to place announcements of the July 15, 1989 Dedication Ceremonies of the new Royston Priory Gardens Memorial in several veterans publications while charged with dealing with many, much more tedious tasks. Limm's recruitment success was reported by another 91st BGMA activist, W W Hill.

• MRS CYNTHIA VAUGHN, 600 JIMMY ANN DR, #1524, Daytona Beach, FL 32041, writes she would appreciate hearing from anyone who knew her father, John V Barczak, a former 91st BG(H) pilot.

• A FORMER 401st SQ WAIST GUNNER REQUESTS information regarding a "remembered" 401st plane, "ME WORRY?" Data available to the R/I does not list such a plane. The writer of the information request prefers anonymity because sometimes "memories fail." He says, however, he recalls "ME WORRY?" because of its nose art. It was the grinning idiot's face that appeared on the cover of a national magazine called, "Lampoon."

"ME WORRY?" was one of the wing planes in the element led by his crew one day when a frontal fighter attack caused both of the wing ships to peel off from the formation. Both were afire.

"I saw other Forts fall," he says, "but 'ME WORRY?' remains my most vivid memory. I guess seeing that grinning idiot's face on a plane in real trouble was just too much to forget."

If it helps, he says his meager records may jog someone else's memory regarding the plane. The incident had to occur between Feb 4, 1944 and May 23, 1944 while he flew with then-Capt Lester F Rentmeester's crew.

## "SHOO SHOO BABY" BOOK

(Continued from page 3)

"This is certainly a worthwhile book that will be of high interest to all who appreciate a work of art - the job of careful restoration and the high quality report on the product of that work. I, for one, salute those Dover men in the 512 Military Aircraft Wing and the many volunteers who provided the world with this lasting memorial to the Mighty Eighth. Buy the book, you will not be sorry. JHW"

The R/I must add that the book contains a photo of "SHOO SHOO BABY" flying in formation during her war-time service. Former 401st pilot Allan N Morey, Syracuse, NY, took the photo while flying co-pilot with John D Davis' crew. The R/I has used some of Morsey's rare "SHOO SHOO BABY" flight photos in previous issues.

## 1990 NOMINATION FORMS

(Continued from page 8)

Hoffman's group will work with the 91st BGMA Secretary in the validation, counting and tallying of the Absentee Ballots.

Members desiring further information should contact Paul J Limm, Nomination/Election Committee Chairman, 601 Calle De Soto, San Clemente, CA 92672.



## Folded Wings

• BELL, ROBERT E, JR, 322nd, 1125 Glendale Ln, Nashville, TN 37204; Nov 18, 1988. A bombardier, he died of an apparent heart attack while raking leaves. He wrote a church news column for the NASHVILLE BANNER for 27 years. He retired from the paper in 1978. He later served as communications director for a retirement center in Hermitage, TN. He was 70 years old.

• Bell joked about having been assigned to the 91st BG(H) which in 8AF post-war books is reported to have "lost more planes and provided the most prisoners of war." He recounted how members of his original crew "were in on the loss of six planes, so I guess we did our part in running up the record." Returning from his first mission (Munich) he ditched between Holland and England but made it back. On his 5th mission 13 Aug 44 his aircraft was set afire and he bailed out to become a POW at Stalag I at "Beautiful Barth on the Baltic." He was liberated by the Russians in the spring of 1945 after "his longest single station tour of duty at any place during his four years in the AAF!" Reported by Kenneth L Ross, a fellow bombardier, in the Mar 1989 CROSSHAIRS.

• BROWN, PHILLIP L 401st, R R 6, St Stephen, New Brunswick, Canada; June 13, 1988. Reported by his nephew John Reld.

• CLAPP, ROBERT H, 322nd, 2851 Rolling Hills Dr, Sp #25, Fullerton, CA 92631, June 17, 1989. His wife, Bonnie, an English girl who married him in England, reports he died of a heart attack while driving his car. Reported by LM Stanley F Waslaski, 401st.

• CRAIN, ROBERT G, SR, Grand Prairie, TX; Apr 3, 1989. He was shot down over Germany and made a POW in 1943 at Stalag XVII-B. He is survived by a brother. Reported by the May 1989 EX-POW BULLETIN.

• EBERLY, W E, 401st, 1753 Linwood Av, Lancaster, PA 17603; Oct 1988. Reported by FM Clyde Mason.

• FAGAN, HENRY J, 70 Harding St, New Britain, CT 06052. Reported by his daughter, Mrs Ruth Forzel, who wrote he died at the age of 81 after a long illness.

• FUTCH, KENNETH "KEN", 323rd, 3418 Windsor Dr, Nacogdoche, TX 75961. An EX-POW, his former address was, Shubin, Sagan, Stalag 7A. Reported by the May 1989 EX-POW BULLETIN.

• GRAHAM, JAMES "JIM", 401st, 128 18th Av North, St Cloud, MN 56303. An EX-POW, his former address was, Luft 1. Reported by the May 1989 EX-POW BULLETIN.

• HAMMEA, ROY A, 322nd, RT 1, Box 81, Lennox, SD 57039; Mar 27, 1989. Reported by M M Havelaar, a friend.

• HEATHERLY, EARL D, 401st, 1413 SE Westhaven Ct, Port St Lucie, FL 34952. Reported by his wife, Eileen.

• JOLLY, A J, 323rd, PO Box 249, Cold Springs, KY 41076; Jan 12; 1989.

• MASSIE, GERALD A, 323rd, 108 Clay St, Jefferson City, MO 65101; May 11, 1989. Reported by his wife, Henrietta.

• "PAGE, J C and ALICE," 322nd, Rt 1, Box 421, Amarillo, TX 79106. Reported by the May 1989 EX-POW BULLETIN.

• MAVY, ELSMORE C, 322nd, 353 Edith Dr, El Paso, TX 79915; Apr 1988. Reported by John Reskers.

• PARRIS, JAMES H, 323rd, 229 School St, Asheville, NC 28806; Feb 3, 1989. Reported by his wife, Evelyn.

• RICHARDSON, A C, 324th, PO Box 24, Pasco, WA 99301; Nov 8, 1988. Reported by 324th LM Curtis Pyrah.

• SIMONSON, JOHN A, 401st, 4522 Conchito Way, Tarzana, CA 91356; Aug 14, 1988. Reported by his wife.

• STONEBACK, RICHARD O, 323rd, 831 Seitz St, Easton, PA 18042; Feb 13, 1989. Reported by his wife.

• YOUNG, JOSEPH, 1915 Anniston Av, Shreveport, LA 71105. A former POW of Luft 3, Stalag 7A, Dulag Luft. Reported by the May 1989 EX-POW Bulletin.

• WEAVER, S J, 401st, 3422 Britton Dr, Benton, AR 72015; Aug 29, 1987. Reported by his wife Lucille.

## JUNE 30, 1989 FINANCIAL REPORT SUBMITTED BY TREAS WELBE

TREASURER CHARLES V WELBE'S FINANCIAL statement for the period ending June 30, 1989 is published below.

### 91st BGMA FINANCIAL STATEMENT - 30 JUNE 89

Balance brought forward - 28 Nov 88	\$ 4658.27
Checks and checkbook	- 30.99
	4627.28
Interest on Money Market Acct - 22 Dec 88	13.36
	\$ 4640.64

### Receipts: 1 Jan 89 - 30 June 89

Dues	\$ 9763.00
PX Items	2018.50
General Fund	554.00
*Memorial Maintenance Fund	1338.00
Hackstock, Closed out	
Acct, Kent, WA	3784.35
S H Printer (91st BGMAI owned)	25.00
Interest on MM Acct	223.35
	\$ 17706.20
	\$ 17706.20
	\$22346.84

### Expenses

Membership cards - LM and FM	\$ 68.25
Printer, Star NX 1000C (91st BGMAI)	177.70
W W Hill, Caps for Royston	
Memorial promotion	625.47
Letterheads and envelopes	174.60
Postage	196.70
"R/I draw Acct	2450.00
Misc operating expense (Telephone calls, postage, copier service, office supplies, postage due on returned R/I's, shipments of PX items, etc.)	1245.02
	\$ - 4937.74

Balance on hand 30 June 1989\$ 17409.10

\*Plus 10% of monies received from dues remittances (above item) as per vote at 1988 Chicago Reunion.

## 1990 NOMINATION FORMS TO BE MAILED IN 1989

NOMINATION FORMS FOR THE 1990 91st BGMA Election of Officers to be held in Seattle, WA will be mailed to all members late in 1989, Nomination/Election Committee Chairman Paul Limm has announced.

Limm, who was "press-ganged" into this new committee post, drafted four versions of the procedures and guidelines for nominations and elections before he was satisfied the spirit and letter of the present 91st BGMA's By-Laws have been met.

According to Limm, Article VI, Sec 3 of the Association's By-Laws contains the essential element guiding 91st BGMA elections.

The article states, "Ballots, including Absentee Ballots for elections at Association meetings, will contain the names of candidates running for office, proposed changes to By-Laws or any other business requiring a membership vote. Absentee Ballots will be published in The Ragged Irregular (the last issue available before said meetings), for execution and mailing to a member of the Nominations/Election Committee by those not planning to attend the meeting. All Absentee Ballots, however, must be validated by the Association Secretary prior to the Association meeting. No ballot shall be valid if executed more than six (6) months prior to the election."

The Nomination/Election Committee, consisting of Co-Chairmen Armando Sinibaldi, IL and Robert (Dusty) Hoffman, NC in addition to Limm, interprets Article VI, Sec 3 of the By-Laws to mean that all ballots used in Association voting must contain the same information. This, the Committee says, means that at 91st BGMA Reunion business meetings nominations and motions from the floor will be severely limited.

However, exceptions will be possible. If there are no candidates for a particular office, as it occurred in the 1988 election, nominations may be made from the floor and the successful candidate will have his name placed on a Special Ballot to be presented to the membership for confirmation and approval. Similarly, motions from the floor passed by members in attendance, will be placed on a Special Ballot as a resolution for ratification and

approval by the general membership. The Special Ballots referred to above would be compiled and mailed to the membership for confirmation or rejection after the Convention.

The nomination forms will also be the vehicle for members to state their proposals, recommend By-Law changes and other business requiring a membership vote. These nomination forms will be returned to Sinibaldi and Nominations Sub-Committee which will consolidate the information to a ballot form for membership voting. The votes will be returned to the Elections Sub-Committee, an entirely different and independent group, headed by Robert (Dusty) Hoffman.

(Continued on Page 6)

## NEWEST LIFE MEMBERS

ARVIN D BASNIGHT, Poseo Del Mar, CA  
ROBERT H BOWCOCH, San Francisco, CA  
JOHN J BOYCE, Milton, MO  
JAMES J CRONK, Boulder City, NV  
ROBERT S GERALD, Euless, TX  
LOUIS A HOLLAND, Lancaster, CA  
JOHN KURYLO, Ringoes, NJ  
PAUL A LOORMAN, SR, Gaylordsville, CT  
BERNARD V LOPEZ, Orinda, CA  
JOHN W LOWDERMILK, Waynesboro, VA  
ANDREW MANZARO, Lakeland, FL  
FRED W MELLON, Lynn, MA  
JOHN L MOORE, Molina, IL  
DONALD W MOUCHA, Omaha, NE  
RICHARD E MURPHY, Lynn, MA  
E LEE NICHOLS, JR, Goodwell, OK  
ROBERT M PAULSON, Playa Del Ray, CA  
WILLIS C SCHILLY, Central Square, NY  
FRED H. SHERRIFF, Sun Lakes, AZ  
CURTIS T STRONG, Chester, VA  
SCHUYLER J TAYLOR, Portland, CT  
FRANCIS TOCCALINO, Daly City, CA  
THOMAS J WALSH, Astoria, NY  
RICHARD W WITZENFELD, Bradenton, FL  
JAMES WILLEY, Nederland, TX

### THE RAGGED IRREGULAR

These newsletters are published quarterly. October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942 to 1945.

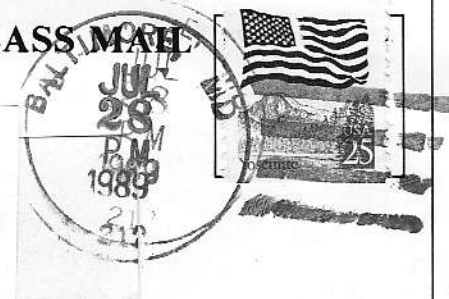
Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., Md. 21204. "Time-Value" items must be received three weeks before the first day of the month of publication to permit necessary priority consideration for inclusion in that issue. Every effort will be made to utilize other submitted material in the scheduled or later R/I issues.

91st BG Memorial Assn.

210 Leatherwood Dr.  
Mountain Home, AR 72653

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