

The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

VOL 2:4 NO 2

91st Bombardment Group (H) Newsletter

April, 1991

91ST'S 1992 CONVENTION SITE REQUIRES VOTE

MEMBERSHIP PARTICIPATION WILL DETERMINE the location of the 1992 91st BGMA National Convention.

The Reunion Site Selection Committee, in a split three to two vote, has recommended Memphis, TN to be the 1992 Reunion city. Valley Forge, PA is the other proposed site favored by two of the Committee members.

Pres Charles R Hackstock emphasizes that the site recommendations are only recommendations. It is now up to the individual members to make the final decision through voting. A ballot for that vote is provided in this issue of the R/I.

Ballots, enclosed in self-provided envelopes, must be mailed to Convention Committee Chairman, Paul J Limm, 601 Calle De Soto, San Clements, CA 92672 no later than May 30, 1991.

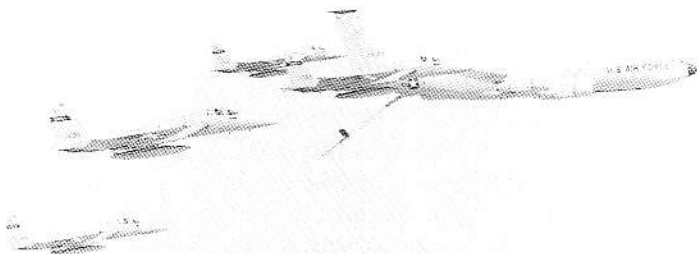
The Site Selection Committee fulfilled its assignment by selecting the best two site proposals and submitting its

recommendation to the membership. Factors considered were: hotel accommodations and prices, restaurant facilities and costs, tourist and historical attractions, etc. In addition to the proposals submitted by the contending sites, the Committee obtained supplementary information from the Convention and Visitors Bureau of both cities, various hotels, restaurants, etc. The mutual attractiveness of Memphis and Valley Forge is indicated by the split Committee vote.

All Full Members and Life Members are eligible to vote. Pres Hackstock commended the Site Selection Committee for expediting its business so that the planning for the 1992 Convention may soon begin. Members of the Committee are: Hugh W Brooks, WA, Bob "Dusty" Hoffman, NC, Gerald McDowell, PA, Marvin "Nick" Nicholas, FL and A J. Sinibaldi, IL.

Convention Site Ballot on page 7.

DESERT STORM OPERATIONS REVIVED WWII CONCERN



SOME 10 MILLION GALLONS OF FUEL WERE OFF-LOADED BY the 1713th during the Persian Gulf hostilities. Pictured is one of its big planes servicing "Little Friends" on combat missions during the war. (Photo: TN ANG)

EARL C. PATE, 91st BGMA HISTORIAN, HAD A personal interest in the recently concluded Operation Desert/Shield Storm in the Mid-East. Like back in WWII, he sweated out the return of close friends.

Pate, who concluded his military career as a B/Gen and Assist Adj Gen in the TN ANG, retired in 1984. Initial implementation of a "Total Force Policy," conceived and developed by Past Sec of Defense Laird during the late

(Continued on Page 3)

FIRST 91st HARDBOUND HISTORY SPARKED BY PERSONAL FUNDS



HAVELAAR'S RESTORED WACO QCF "F-2" CAME OFF ITS' "Assembly-Line" on April 4, 1931. Though engrossed in other WACO preservation former Bombardier Havelaar now also seeks to help preserve 91st history by producing a hardbound book.

FORMER 401st BOMBARDIER MARION HAVELAAR was not pointing at a restored B-17 when quoted, in a 1986 newspaper interview, he said, "Look at those lines! One of the most beautifully designed airplanes ever built!"

Havelaar, Rapid City, SD, was pointing at a WACO F-2 biplane which he bought for \$1,800.00 in 1957 and has since restored. Since his retirement after 29 years as a Bombardier and USAF Radar Officer, LTC Havelaar has

(Continued on Page 2)

THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK

PLEASE DON'T DELAY

A PROMISED BROCHURE FROM THE 1992 USAAF reunion sponsors in East Anglia, England was delayed by the Mid-East war. Jane Sullivan, Project Coordinator, wrote that the East Anglia Tourist Board felt it was "not the time to be publicizing our Reunion project."

With the conclusion of the conflict Ms Sullivan promises a final brochure including details of more events, interesting places to visit and travel information will be available this Sept.

A request for expedited information has been made so that those 91st BGMA officials present at the 8AFHS Reunion in New Orleans, LA on Sept 16-22, 1991 will be able to discuss possible 91st BGMA participation in the English festivities.

I emphasize that should 91st BGMA participation prove feasible in the 1992 USAAF Reunion it will be planned so as not to conflict with our own 91st BGMA National Convention. The cost and distance makes an English site reunion prohibitive to too many members.

Again, members living in the Central area of the country who are interested in hosting the 1994 Reunion are urged to start planning now. If the selected site can be announced at the 1992 Reunion the extended planning and organizing time will ensure a better time for all.

And, anyone interested in organizing a Rally Round may obtain a set of address labels for their state or area by contacting me. The address is: 14224 SE 288th St, Kent, WA 98042-3935. Phone: 206-631-3978.

FIRST 91st HARDBOUND HISTORY

(Continued from Page 1)

been instrumental in saving two other antique WACOs; has nearly completed restoration of a 1932 Navy Model F-2 WACO and has stripped F-2 fuselages awaiting further attention in his own hangar at Johnson Siding, SD.

Havelaar fell in love with WACOs when he first saw and photographed one at the age of 16 in 1939.

His capacity for nostalgia is not confined to WACOs, however. During the Seattle, WA Convention last year he volunteered to "fund and produce the Unit History of the 91st BG(H) before it is too late for many of us to enjoy or contribute to it."

The stunning part of Havelaar's 91st BGMA officially accepted proposal is he is providing the "seed money" (a five digit sum) to launch the project to produce an approximately 300 page, hardbound history of the 91st BG(H) at no cost or obligation to the 91st BGMA.

His five digit "seed money" donation provides the inducement to involve a professional historian in the writing of the book.

Because of the private investiture of funds by Havelaar and others the book will be sold at the market price of contemporary commercially published books. Under the proposed publication arrangements Havelaar will be the

last to recover any of his investment in the project.

The financial risk does not discomfit him.

"I will need the help and input from anyone who served in the 91st BG(H)'s operations throughout the war," he says. All records or data accumulated by members of the Supporting Units are needed because Support Unit personnel were the ones at Station 121 the longest.

Past R/I's will be researched for copy. Anyone who has not had their story or data published yet in an R/I is also urged to submit that material, or copies, to him for possible inclusion.

He also emphasizes his proposition does not and will not in any way interfere with 91st BGMA Historian B/Gen Earl C Pate's pictorial project.

Familial obligations have, for a time, required his presence in TX but, in a recent communication, he said he is "leaning on" the R/I and all 91st BGMAers to provide data.

Havelaar arrived at Bassinbourn with a Replacement Crew in May, 1944. After that crew was lost on the June 21, 1944 Berlin raid he flew as a "Free-Lance" Bombardier till Mar 31, 1945 when he completed his 29 mission tour.

Subsequently he flew another 29 missions in B-29s and served on CINCPA Staff during the Vietnam War.

A Life Member of the 91st BGMA as well as numerous other similar organizations, he took flying lessons while in the service and now pilots his own beloved WACOs. Qualified to restore aircraft, he is presently working on a recently purchased rare model. It is a 1932 Navy WACO F-2, designed to be launched from and retrieved by dirigibles in flight. Havelaar even plans to restore it's original hook.

The Jan 1991 R/I featured a photo of Havelaar in the romantic garb of early, open cockpit aviators. A 1989 photo, he had just completed promotional flights in which he delivered Commemorative Stamps for the Centennial of South Dakota celebration.

Ensuing contact with him is assured. The R/I anticipates being able to publish more WACO lure from him in those subsequent articles.

His permanent address is: M.H. (Curley) Havelaar, Rt 8, Box 1930, Rapid City, SD 57702.

The R/I urges all history-hungry members to rush him historical data before he possibly finds a dirigible to restore to accompany his 1932 Navy WACO F-2 and is, thereby, distracted from his promise to produce the 91st BG(H)'s first, hardbound, comprehensive history book.

PRESIDENT'S SON WON FLIGHT PAY DISPUTE

BY M/GEN ERBON W WISE, (AUS-RET)

THE OLD MILITARY OBSERVATION THAT "RANK has it's privileges is true. A 1942 Financial Section, 91st BG (H) incident proved it for me. (I was a 2Lt Financial Officer at Bassingbourn at the time.)

Continuing foul weather was hindering some airman from completing the monthly required flight time for "flight pay." Notable among them was a President's son. He was

(Continued on Page 3)

DESERT STORM OPERATIONS

(Continued from Page 1)

1970's, was achieved during Pate's concluding years of military service.

Because of that prior preparation Air Guard units assigned to the Strategic Air Command and tasked with an air refueling mission during the recent hostilities responded "on an equal footing with regular USAF units," Maj Art Powell, PIO, 134th, AREFG, reports

Units from the 160th AREG, OH and the 171st AREFW, PA were activated Dec 18, 1990 as the 1713 AREFW and led by Col Fred Forster, C/O of the TN ANG's 134th Air Refueling Gp.

One hundred and forty members of Pate's last command, TN ANG's 134th, were activated and 109 deployed to Dubai, UAE on Dec 29-30, 1990 along with the PA and OH ANG units. Each unit contributed four KC-135E aircraft to the 1713th.

Operations began Jan 4, 1991. During its activity the 1713th flew approximately 600 air refueling missions and off-loaded some 10 million gallons of fuel. Primary receivers were F-16s. Also serviced were B-52, F-111, F-14, F-15, F-18, A-6, EF-111, F4-G and AWAC aircraft including the ugly but deadly tank-killer, the A-10 Wart Hog.



THE LATE BOB RICHARDSON'S MUSEUM OF FLIGHT, BASED AT Seattle, WA, provided a demonstration of B/Gen Earl C Pate's continuing, personal preparedness. Before retirement, Pate, as Asstt Adj Gen, TN ANG, helped prepare that group for ready assimilation in the regular USAF. He demonstrated his continuing physical fitness by boarding the MUSEUM OF FLIGHT by disregarding a provided ladder for the less limber and also other aging 91st BGMAers at the Seattle, WA Reunion. His achievement is recorded on the right.

PRESIDENT'S SON WON

(Continued from Page 2)

a LTC stationed at one of the nearby bases paid by our Financial Section.

The Col, having failed to acquire his flight time, stormed into the office of the Finance Officer (a 2Lt) cursing and loudly demanding the flight pay that had been withheld.

Now, one hazard Finance Officers faced was their personal liability for erroneous payments made. Consequently the lowly ranked 2Lt Finance Officer refused to make the payment. For hours the Col's verbal abuse of the 2Lt rivaled the noise of the B-17s warming up. The 91st's Headquarters Building shook from the thundering engines outside — and the vituperation within.

C/O Col Stanley T Wray, while agreeing with his Financial Officer's stand, cautiously advised him. He said, "Well, he's a President's son. I suggest you seek guidance from Headquarters in London."

A release from the TN ANG 134th states no air to air threats were encountered due to early Allied air supremacy. Several pilots reported seeing spectacular night interceptions of Scuds by Patriot missiles.

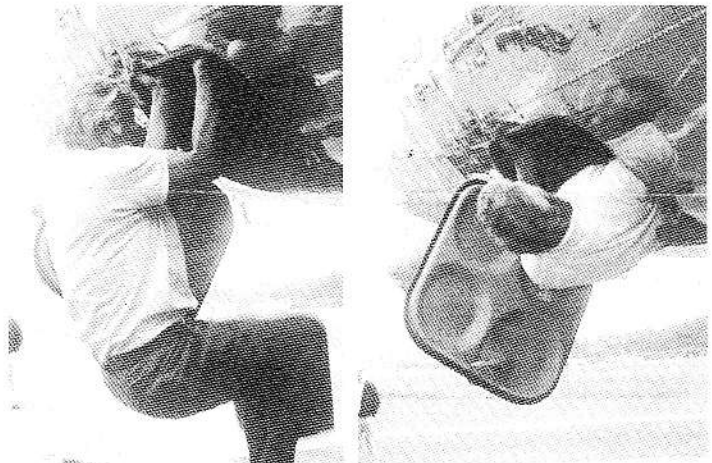
All 1713 AREFW personnel deployed to the Gulf are safely home while 57 others, still deployed to CONUS bases, are expected back soon.

Pate was delighted when an R/I inquiry provided an opportunity to record a bit of his TN ANG units' recent contribution to USAF history.

A 324th Sq, 91st BG(H) pilot from Dec '44 to May '45, he inherited late Col Immanuel J Klette's lead plane, YANKEE GAL, during his tour. He flew her home after the war as a 1Lt.

Arriving at Bassingbourn with former 91st BGMA Pres Tony Montalvo, he saw Montalvo transferred from the 324th to the 401st for Sq Lead and later Gp Lead Navigator responsibilities.

His continuing interest in and contact with 91st BGMAers is not as demanding as his continuing contact with TN ANG friends who, he says, he still "visits." Last July, 1990, while "visiting" his TN ANG friends he became a qualified parachutist while participating in maneuvers.



"Headquarters" in London, reached after long telephone efforts and continuing bedlam in the 91st's offices, said, "Yes, you're right. But he is a President's son. So pay any damn amount he demands. Send the voucher direct to us and we will refund you."

And so the pay for non-flying was made and the Finance Officer was later taken off the financial hook via London.

But not quite.

A number of crewmen, who had also missed the flight pay, witnessed the full-morning cursing-out of the Finance Officer by a President's son. They demanded that they, too, be paid. Some were. Later each of those payments were ruled illegal and the Finance Officer spent embarrassing months getting the money back.

The questionable Finance payment for non-flying was the subject of some discussion following WWII. The general conclusion of those knowledgeable in such affairs was, "Yes, you sometimes have to take unusual action where unusual rank is concerned."

CIARIMBOLI MEMORABILIA SLATED FOR AF MUSEUM

(Concluded from Jan 1991 R/I)



AL CIARIMBOLI

TO HELP OVERCOME THE GAS problem the Inst and Elect Shop built the "Creep." Powered by a one-cylinder Energizer motor, it was assembled on four oxygen cartwheels – compliments of Sgt Charles J Phillips of the Oxygen Dept. Upon its completion the project was written up in the "Stars and Stripes" and news releases sent to all the home town papers of the men involved.

Ciarimboli's voluminous recollection of the past probably matches the wordage-worth of his photo collection, large portions of which he has generously mailed to former 91sters over the years. The R/I, one of the beneficiaries of his mailings during the past years, received a recent phone call from him requesting information regarding the status of his submissions. (He is concerned that great chunks of carefully assembled and generously shared 91st BG(H) historical photos may be getting lost.)

So, the "great news" for all 91sters who have contributed material to the R/I during recent years is: Ciarimboli's contributions were found in the R/I files – and the odds are that all other submissions by other members are there also – potential copy for future R/I's!

Regarding the Apr 87 R/I photo depicting Capt Michael S Ragan blessing a crew prior to its departure on a mission, Ciarimboli says "That photo was taken by a team from Kodak. They took three shots with an 8 x 10 camera using Kodachrome (color) film. The black & white photo in the Apr 87 R/I was a 'guide photo' for the color shots. The color photos were intended for publicity.

"The 'crew' receiving Father Ragan's Blessings was not a crew. They were all photographers except two: Gelinsky and myself. I was included because I happened to be nearby and another 'crew member' was needed!"

While attending the recent SHOO SHOO BABY ceremonies at Dayton, OH Ciarimboli met a former crew chief of the QUALIFIED QUAIL who requested a photo of his plane. Ciarimboli is prepared to fulfill that request whenever he receives the former 91ster's name and address.

In the meantime he requests that anyone who possesses any of his loaned photos, if they have no particular posterity plans for them, return them to him. He has already sent some of his collection for possible inclusion in the pictorial history book being assembled by 91st BGMA historian Earl C Pate. The remainder he plans to donate to the Dayton, OH AF Museum collection.

The extensiveness and fame of his photo collection is indicated by the fact that his correspondents include Glenn Miller's son.

Ciarimboli may be contacted at 30 Nee Av, Newburgh, NY 12550 – unless he and his wife's health again permits unobtrusive attendance at some 91st BGMA activity

elsewhere.

The R/I takes this opportunity to thank 91st BGMA History-Helper Ciarimboli and all other published and unpublished contributors for their interest and support. Prompt publication of all submissions is not possible but eventual publication is possible – because recording 91st BG(H) history is the R/I's purpose.

MORE CIARIMBOLI COLLECTION PHOTOS



ON FEB 4, 1942 HDQ AAF AUTHORIZED THE 91st BG (H). IT'S Ground personnel arrived at Gourrock, Scotland on Sept 11th and on Sept 25th its planes and flight crews, led by the 324th Sq, flew to England. After a short stay at Kimbolton C/O Col Stanley T Wray accomplished the friendly Coup d'etat that made Bassingbourn, Station 121, the 91st's war-time base. Pictured are the Oct 14, 1942 ceremonies in which the transfer from the RAF transpired. (Photo: Ciarimboli Collection)

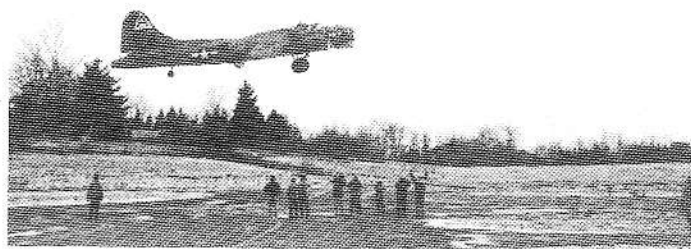


THE HOMEMADE "CREEP" WHICH WAS USED TO CARRY PARTS and tools used in the repair and maintenance of 91st BG(H) planes is pictured above. It saved many man hours. Reading left to right ar: Cpl Charles E Codyer, TSgt Gerald Rothermel, MSGT Ernest V Pry, Cpl Alfred Ciarimboli, Cpl Arthur Thompson, Sgt James Duncan and Sgt Robert Martin.

The above ground crewman all contributed to the design and construction of their salvage "masterpiece" in two weeks of afterhour work.. (Photo: Ciarimboli Collection)

PRESERVE OUR PROUD PAST

909'S RESTORED REPLICA DEPARTS CRASH SCENE



The 323rd SQ's FAMED 909 REPLICA, OWNED BY THE Collings Foundation, Stowe, MA, takes off from the Beaver County, PA airport where it crashed more than three years ago. Only "cosmetic" restoration by Reilly Aviation, in Kissimmee, FL is required before the replica, sporting the 91st BG (H)'s proud colors, resumes appearances at airshows. (Photo: J Morgan)

AUGUST 22-23, 1987 THE 323RD SQ's FAMED 909 replica crashed while landing at a Beaver County PA Air Show finale. One crash viewer, Dick Ellingwood, said, "It flew in here with dignity and it should fly out with dignity." Owner Robert F Collings, of The Collings Foundation, Stowe, MA, said that sentiment "was shared by all."

Dec. 26, 1990, more than three years after her crash, 909's replica took off in subfreezing temperature from the airfield where she had crashed, dipped her right wing in deference to the approximately 150 well-wishers seeing her off, and proceeded to her first stop before continuing to Kissimmee, FL for needed "cosmetic" work by Reilly Aviation and future appearances at ensuing country-wide airshows.

Jan Morgan, who has been listed in 91st BGMA Directories at least since 1986 as Janine Evelyn Sachs, sent the R/I the good news along with a few photos of Collings' 909's take out.

In her letter she said, "I know there are a few 323rd Sq. members for whom this will be a welcome announcement."

Jan, apparently a 91st BGMA Associate Member, was a volunteer participant in the \$350,000 restoration work. The R/I assures her and all who participated in the restoration that not only 323rds welcome her good news. All 91st BGMAers welcome it!

91st BGMA MEMBERS INTERESTED IN WWII casualty information have a source available; Orlo Natvig, Past National Commander, American EX-POWs. Available are books on: "American Battle Monuments Commission," "WWII Dead Interred in American Military Cemeteries on Foreign Soil," "National Cemeteries Administered by the Dept of the Army in Hawaii, Alaska and Puerto Rico" And "WWII and Korea Missing or Lost or Buried at Sea."

Anyone interested may obtain further information by writing Natvig at the American EX-POW's Box 599, Nisswa, MN 56468 address.

folded Wings

- CHIPP, MILFORD S, 322nd, 771 Blackthorne Ave., El Cajon, CA 92020; Nov. 4, 1990. Reported by his wife.

- FIGIE, LEONARD F, 324th, POW, R.D. 2, Box 463, Little Canada Rd., Central Square, NY 13036. Figie, a pilot was discharged from the service as a captain. He concluded 30 years service as a rural letter carrier with the U.S. Postal Service in 1979. In addition to his 91st BGMA membership he was a former commander of the Fuller-Taylor Post, American Legion and the Trach-Awinger Post, VFW and a member of numerous other military memorial associations.

He is survived by his widow, Betty; a brother, Gordon; a nephew and several nieces. Contributions may be made to the First Universal Church of Central Square, NY according to an obituary submitted by his wife.

- HUDDLESTON, FRANKLIN G, 324th 1704 W 105th St., Chicago, IL 60613; May 14, 1990. Poor health prevented Huddleston, a 1LT in the 324th from attending reunions after 1969. His wife, Doris, now an Associate Member, writes they enjoyed the 1969 London Reunion very much.

In addition to his widow he is survived by two sons, a daughter and seven grandchildren.

- KAECH, DELMARE, MSGT (Ret), POW, 323rd, 519 W. Taylor St., #330 Santa Maria, CA 93454; Jan. 18, 1991. Kaech, a Radio Operator, joined the RCAF in 1941, serving in Canada and England. In June 1943 he transferred to the 8th AF and was assigned to the 91st BG (H). A POW at Stalag XVII B from Aug. 1943 to May 1945, he received the Air Medal, Purple Heart, Ex-POW Medal, Canadian Voluntaire with Cluster medal and the British War Medal. After 22 years of USAF service he was a cartographer in the missile support department.

A 91st BGMA Life Member he was also a member of numerous other military and fraternal associations.

All 1990 91st BGMA Seattle, Wash. delegates will remember him. He was the delegate in the wheelchair. His wife, Ielene, writes her husband and she were able to congratulate newly-elected Pres. Charles R Hackstock, when they spoke briefly in an elevator, for the smoothly run national reunion.

"He was happy to get to one last 91st reunion and kept saying it was his last. He did love the 91st!" she said.

In addition to his widow he is survived by a son, David; a brother, Bill; four grandsons and five great grandchildren.

- McDOWELL, PAUL R LTC (Ret), 324th, 2101 Fairfax St., NE, Huntsville, AL 35811; Feb. 14, 1991. McDowell was the pilot of LITTLE MISS MISCHIEF, the severely damaged plane that neither he or Col Frank Kamykowski and his 441st Sub Depot personnel refused to abandon. During the Oct. 15, 1944 Cologne, Germany raid the plane "was cut nearly in two." In-flight make-shift repairs by his crew permitted a miraculous return to Basingbourn with trapped, wounded crewmen. Kamykowski's versatile ground crewmen salvaged her by replacing her hopelessly shattered rear fuselage with another Fort's rear fuselage

(Continued on Page 6)

Folded Wings

(Continued from Page 5)

and tail assembly.

A detailed account of LITTLE MISS MISCHIEF's ordeal by McDowell appeared in the Jan. 1977 R/I; two books, Steve Birdsall's "B-17 IN ACTION" and Roger Freeman's "THE MIGHTY EIGHTH," also feature the story.

"Several years ago," his wife, Katherine writes, "he was delighted to see a picture of his damaged plane with him and his Flight Engineer, Jim Hobbs, displayed in the Aero Space Museum in Wash, DC."

Mrs. McDowell also wrote her husband enjoyed the R/I and requested his name be sent to it after his death. She is becoming an Associate Member because she says, "I enjoy it too."

• MILLER, JAMES J "DUKE" POW, Box 23, Rock City Falls, NY 12863. A Top Turret Gunner, Miller was a POW for 14 months. Active in the Rock City Falls Milton Eagles Volunteer Fire Department, he was a past fire chief, president and secretary.

Survivors include his wife, Betty; a brother, John E; a sister, Carol J Potter and two grandchildren. Reported by Dave Dynan of the 8th AFHS.

• NOWLIN, DUARD K "DUKE," 401st, 600 Pueblo Solano, Albuquerque, NM 87107; Mar. 3, 1991. Nowlin, a Lead Radio Operator, flew most of his missions with former 401st C/O John D Davis' crew. In addition to the DFC and AM with Clusters he received the AEC's Superior Performance award in 1967. An industrial engineer, who contributed articles on applied statistics to professional publications, he retired late in 1979 as director of the special programs division for the Dept. of Energy. His ensuing retirement years were filled with activity ranging from local political and church posts to over 20 years as a member of acclaimed NM singing groups. His obituary described him as "... a man who was truly loved and admired by all."

The R/I editor, who trained with him in the States and flew a bit with him on Davis' crew late in 1943, recalls his determination. Shortly after every take-off Nowlin became desperately air-sick. After the unpleasantness was over he returned to his duties, fully recovered — and undeniably competent.

He is survived by his wife, Marylyn M, a son, Bruce, and two daughters, Brenda Mitchell and Kim Tafoya, three grandsons and other relations.

His obituary indicates memorial contributions may be made to his church, the Rio Rancho Community Christian Church, 3910 19th Ave., SE, Rio Rancho, NM 87124.

Reported by his wife and Robert A Wood, Denver, CO, former 401st Flight Engineer who flew with Nowlin and maintained a close post-war friendship with him and his family.

• SULLI, JOSEPH A. 323rd-401st, 197 Casey Rd., Schuylerville, NY 12871. Michael C. Rheam, former 91st BG(H) "Mickey" Operator, who announced Sulli's recent death, recalls him, a 401st Sq Navigator, as, "A super guy."

After the war the responsibility of a small business, founded by his father, was thrust upon Sulli. He built it up from "peanuts and popcorn" to a big establishment, Sulli's Market, serving as a community hub. Former Schuylerville mayor John Sherman recalls Sulli's involvement in the youth commission and "so many community programs, things you'll never hear about." Sulli's wife, Elsie, wrote Rheam her husband died unexpectedly in his sleep.

• THURSTON, KENNETH E, 324th, Washington, IN. Thurston, according to Marvin E Nichols, 324th, Deltona, FL, was a MSGT Ground Crewchief. Nichols writes that sporadic efforts to contact his old friend were unsuccessful until this past Christmas. Determined, long distance phoning of all the Thurstons listed in or near Thurston's hometown finally reached his sister-in-law.

But the pleasure of re-newed contact with an old friend was denied Nichols. Thurston had died a few years ago.

"All I can say is," Nichols writes, "at our age, if there's someone out there we're trying to locate we should not put it off."

FINANCIAL REPORT

91st BGMA TREASURER CHARLES V WELBES' financial statement for the period ending Dec 30, 1990 is published below.

FINANCIAL BALANCES ENDING JULY 31, 1990

GENERAL FUND	\$17,586.31
MEMORIAL FUND	1,192.52
TOTAL FUNDS AVAILABLE	\$18,778.83
PX INVENTORY	\$4,335.80

INCOME (August 1, 1990 to Dec 31, 1990)

Dues	\$675.00
Interest	366.37
Donations	186.73
PX Sales	774.67
Miscellaneous Income	161.40
TOTAL INCOME	\$2,164.17

EXPENDITURES (August 1, 1990 to Dec 31, 1990)

BGMA Administration	\$1,374.86
Memorial Fund	25.00
Petty Cash	227.27
"R/I" Fund	1,311.28
PX Inventory	185.20
Miscellaneous Income	165.35
TOTAL EXPENDITURES	\$3,288.96

FINANCIAL BALANCES (Dec 31, 1990)

GENERAL FUND	\$16,322.29
MEMORIAL FUND	11,311.75
ACCOUNTS RECEIVABLE	10.00
TOTAL FUNDS AVAILABLE	\$17,644.04
PX INVENTORY	\$6,906.80

NOTE 1: Prepaid Reunion expense of \$3,345.67 and paid from General Fund negated, account merchandise purchased, of equal value, placed into PX Inventory for resale.

NOTE 2: Figures shown above do not reflect any profit or loss resulting from Reunion activities.

CONVENTION SITE DATA AND BALLOT PAGE

MEMPHIS, TN

"MEMPHIS IS AN EXCITING, CREATIVE MIX OF ONE unforgettable experience after another," one Visitors' Service brochure from the Capital of Southern Cooking announces.

It's on the move. Live blues, rock and jazz music echo throughout. Theatre, dance, opera, the symphony – if it's "happening," it's happening in Memphis.

Varied attractions for varied tourists' tastes abound: Elvis Presley's Graceland Mansion; Sun Studio, birthplace of rock'n'roll and the Beale Street Historic District where, earlier, the blues reigned supreme.

Guided tours focus upon Southern culture, riverboats cruise the Mighty Mississippi, family fun awaits at the Memphis Zoo, Mud Island, the Pink Palace Museum and Planetarium of natural and cultural history, greyhound racing at the nation's top greyhound race track, 24-hour open Putt-Putt golfing and many more attractions.

Memphis' many and varied restaurants offer scrumptious home cooking, regional specialties, international and ethnic cuisine and Memphis' legendary pork barbecue which celebrities like Frank Sinatra, the Rolling Stones, to name a few, order for overnight delivery to their distant homes.

Extensive shopping, including one of the largest Southern factory outlets, designer clothing and imported goods, abound.

Memphis' proliferation of tourist attractions requires difficult decision making by all tourists. Possible 91st BGMA National Convention delegates, however, will have one easy decision to make – a visit to Mud Island where the 323rd Sq's MEMPHIS BELLE reigns – and anticipates the renewal of many old friendships.

Certainly some Memphis boosters could say their Southern city can keep nostalgic tourist shoppers busy as long as their fun money holds out.

VALLEY FORGE, PA

"VALLEY FORGE ISN'T JUST A DESTINATION. IT'S over 40 of them. It's smack in the middle of a great vacation!" literature from that proposed Convention site proclaims.

Valley Forge National Historical Park consists of 2,800 acres. Guided tours on buses leave the Visitors Center/Museum every 20 minutes; personal cars may be used for more leisurely outings. Either way, 200-year old history is unfurled. Log huts, fortifications, fields of cannons, Washington's restored headquarters and reenactments of early America's travail and triumph are there.

Physically inclined tourists may bike or hike in the park, canoe, fish or swim in one of the many lakes, streams or rivers, golf (50 courses in the area) or test their endurance at one of the sprawling amusement parks.

Numerous lush and extensive gardens (Longwood Gardens' spectacular 350 acres are nearby) invite leisurely, genteel strolling pleasure.

Short drives in any direction explain the claim that Valley Forge is "50 destinations." More Revolutionary War battlefields, restored homes, the delightful Amish and Pennsylvania Dutch culture, colonial farms, covered bridges, quaint shopping opportunities, etc. surround Valley Forge.

Area entertainment provides numerous and varied options; raucous comedy clubs, Broadway stars perform in-the-round, the renowned Philadelphia Orchestra, cinemas, ballet, cabaret, etc. Valley Forge boosters promise you won't be bored.

The quality and variety of the restaurants is well-known. Fine cuisines from around the world or hearty regional and American cooking is available – as is the choice of elegant or cozy surroundings.

The area, in addition to its almost infinite number of antique shops, has the nation's largest shopping mall – featuring seven major department stores.

A PUZZLEMENT!



PICTURED ABOVE IS ONE OF THE LURES OF ONE of the two possible 91st BGMA 1992 National Conventional sites. Because identification of the locale might unduly influence the 1992 Reunion Site Ballot vote of some members, the R/I withholds identification until after Site Ballots are counted.

Please Cut Along Dotted Line

CHECK ONE

BALLOT

MAIL TO:

Reunion Committee -

Paul J Limm
601 Calle de Soto
San Clemente, CA 92672
Phone: (714) 492-4502

MEMPHIS, TN

OR

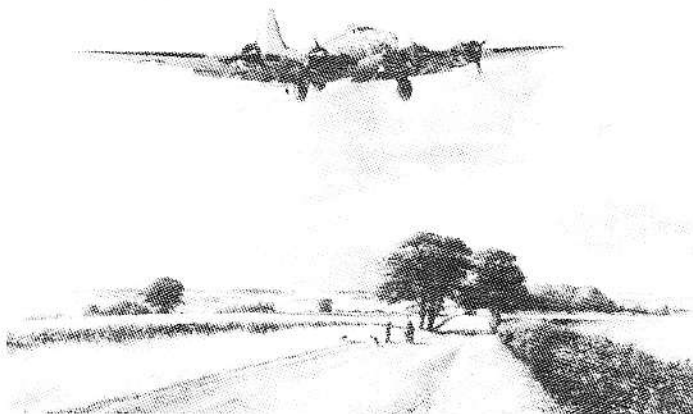
Name

PLEASE PRINT

VALLEY FORGE, PA

DEADLINE: JUNE 15, 1991!

BELLE'S CREW SIGNATURES ENHANCE PRINTS' VALUE



ROBERT TAYLOR'S LATEST RELEASE: "RETURN OF THE BELLE."

THE PUBLICITY TOUR, DUBBED THEIR "26th Mission" after they successfully concluded 25 missions early in WWII, continues for the eight surviving crew members of the 323rd Sq's MEMPHIS BELLE.

Last Feb the eight survivors were the honored guests at the unveiling of a new "Return of the Belle" painting by aviation artist Robert Taylor at Virginia Bader's Fine Arts Gallery in Costa Mesa, CA.

But, like during the war, their latest mission also was not all pleasantries. All in their 70's, the BELLE's former crewman earned the latest honors heaped upon them by signing 1,250 prints of Taylor's painting and copies of Menno Duerksen's book, "THE MEMPHIS BELLE Home at Last", in two days.

The BELLE'S old crew was quoted as saying their Costa Mesa, CA appearance would probably be their last reunion - at least for awhile.

Roger W Armstrong, former 401ster whose own book will soon appear, attended the unveiling of Taylor's latest painting and the \$85 per plate banquet accompanying it.

He sensed that though the BELLE'S crew seemed happy to be on the road "they seemed to be tiring somewhat."

During the banquet, at which Col Robert K Morgan (Ret) gave a speech, each member of the crew hosted a table. Also members of the cast from the recently released movie, "The Memphis Belle," attended.

A newsletter published by the Bader gallery announced that the print editions are limited to 1,250 with 125 artist's proofs. Selling for \$295.00 each their value was enhanced by the signatures of BELLE's crewmembers.

Signing the prints were: Col Robert K Morgan - P, Capt James A Verinis - CP, Capt Charles Leighton - N, Lt Robert Hanson - R, TSgt Harold Loch - TT, Lt C E "Bill" Winchell - WG, SSgt Casimir Nastal - WG and TSgt Johnny Quinlan - TG.

"We weren't heroes, just a group of 10 guys doing our job," Morgan said. "When you're flying in a tight formation you can't do anything different from anyone else. We had people shot down on the left of us and on the right of us. We were just very fortunate."

Winchell, in reference to the ongoing hostilities in the Persian Gulf at the time, said, "I sure feel for those guys - they have a job to do just like we did."



323rd SQDN

ROBERT HANSON, THE MEMPHIS BELLE RADIO OPERATOR, displayed his extensive "Short-Snorter" bill collection at the Feb 23, 1991 unveiling of aviation artist Robert Taylor's new BELLE painting in Costa Mesa, CA. Though the monetary value of Hanson's "Short-Snorter" is unknown its nostalgic value is incalculable. (Photo: R Armstrong)



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.

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