

The Ragged Irregular

ATTENTION!
1991
DUES
DUE



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol. 24 No. 1

91st Bombardment Group (H) Newsletter

January, 1991

Insert Page A

COL HENRY W TERRY, POPULAR 91st C/O, DIES



COL HENRY W TERRY

COL HENRY W TERRY (Ret), Tuscon, AZ, the popular 91st BG(H) C/O from May 1944 to May 1945, died Nov 30, 1990.

Known as "The Tiger" by many 91sters, the first demonstration of his capability as a combat pilot and leader was while he led the 306th BG(H)'s 367th SQ early in the war. Under his leadership the 369th "Fightin' Bitten" Sqd

flew 41 consecutive combat missions without losing a single aircraft. This remarkable record was established while crippling losses were still being endured by the 8th AF.

Brig/Gen James H McPartlin (Ret), Richardson, TX, in response to an R/I query, says, "We lost a good Air Force officer and a patriotic American."

McPartlin, who completed his 401st tour in Aug 1944, attended Terry's wedding on July 20, 1944 in St John's

Church in Norwich, England. Terry and his bride, Hazel Boston of Norwich, by taking up housekeeping on the base, became the hub of Bassingbourn social events until the end of the war.

Terry's remarkable rise from Lt to LTC in one year is partially explained by a final admonishment he gave McPartlin after briefing for a mission led by McPartlin.

Terry said, "Mac, remember to keep the group together; survival depends on it. And keep in mind what we are doing to win this war will be written about by historians long after we're gone."

Terry commanded the 91st BG(H) for 185 of its 340 missions.

Charles S Hudson, Lemoore, CA, former 401st lead bombardier, who flew two missions with Terry when the 91st led the 1st Division and 8th AF over Berlin on May 24, 1944 and again on Oct 22, 1944 to Brunswick, Germany, recalls another anecdotal description of Terry.

Though he had "hands-on" experience with virtually every detail of base operations required, Terry respected everyone's capability, would listen intently to their opinions and often, thereby, discovered better ways of doing things.

(Continued on Page 2)

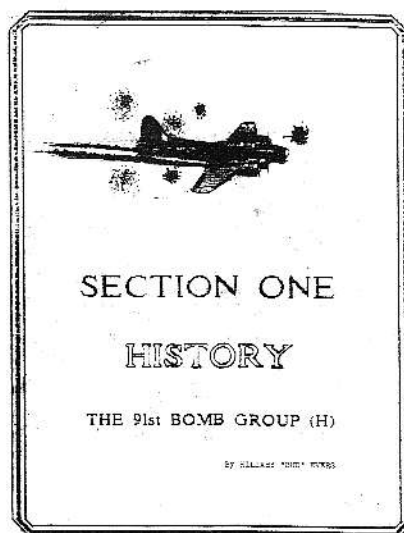
TWO 91st HISTORIES AVAILABLE, THIRD PROMISED



WRAY'S RAGGED IRREGULARS

1942-1943

By LT C CARLTON BRECHLER



THE COVERS OF TWO UNBOUND BOOKS CONTAINING EXTENSIVE 91st BG(H) history and data now available to 91st BGMAers appear left and center. The first, WRAY'S RAGGED IRREGULARS, is a record of the 91st's first year of operation; the center cover is that of the newly released REPORT TO MEMBERS by former 91st BGMA Historian Hiliary "Bud" Evers. Included in its data is a listing of all 91st BG(H) missions and aborts, a listing of 91st planes lost and names of almost all 91st casualties.

books are now P-X items.

LTC M H Havelaar (Ret), former 401st bombardier (extreme right), is presently working with a professional aviation-historian writer to produce a definitive, hardback, 300 plus page 91st BG(H) history. Havelaar's investment of personal funds in the project augurs well for it. A story on Havelaar and his project will appear in the Apr 1991 R/I.

THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK

MEMPHIS OR VALLEY FORGE?

WE HOPE EVERYONE HAD A JOYOUS HOLIDAY SEASON and 1991 will only add to their later cherished memories.

The unanticipated lateness of this Jan 1991 R/I, due to illness and familial obligations within 91st BGMA officialdom, reaffirms the wisdom of prior planning and preparation. Several 1992 events are, therefore, the topic of today.

English friends are co-ordinating a months long 50th USAAF Reunion in England in 1992. References to it have appeared in past 1990 R/Is. Complete details are not yet available. Anyone considering attending should keep it in mind.

Our own 1992 National Convention will be held in the Eastern section of the US. Thus far Valley Forge, PA and Memphis, TN are the two sites seeking the honor. Having just been involved in convention preparations, I strongly urge all members to think about their preference now.

The Apr 1991 R/I will contain a ballot for the general membership vote which will decide the locale. It need not be pointed out that, despite the recommendation of the Convention Committee, the final site decision depends upon a majority of the votes cast by the members.

Also, I must emphasize, there is no intent to hold our 1992 National Convention in England. The cost and travel time would be beyond the means of many members.

Also, the 1994 National Reunion will be held in the Central section of the US. It is not too early for interested sites to begin such preliminary planning as rounding up a Convention Committee now. It is hoped the decision on the 1994 site will be able to be made at the 1992 Convention Business meeting.

Anyone with ideas concerning new P-X Items is invited to submit them. Such items should be able to display the 91st BGMA logo. Possibilities could be wind-breakers, T-Shirts, sweat shirts, golf shirts, neckties, etc.

It is hoped the hostilities in the Persian Gulf will be resolved soon so that all our coming activities may be held in a peaceful time that will not later require a "Memorial Association" such as ours.

COL HENRY W TERRY

(Continued from Page 1)

On one occasion Hudson accompanied Terry and a lead pilot and navigator to Braintree where Terry was scheduled to address the General Staff of the 8th AF. During the one and a half hour drive Terry listened to the pilot, the navigator and Hudson, the bombardier.

By the time they reached Braintree everyone had contributed constructive criticism. As the bombardier, Hudson recalls he suggested changing "the turn at the IP into a gradual move making the turn from mode, killing the drift, then making small evasive action turns until twenty seconds before bombs away."

Hudson was stunned when Terry addressed the 8th AF General Staff in the auditorium. Terry had absorbed all the auto-drive talk and incorporated it into his two and one half hour speech! Hudson recalls the audience of VIPs was spellbound.



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EDITOR'S NOTE: RATHER THAN CUT OFF THE BETTER half of some photos the R/I included wives of three officers who had portraits taken with their husbands at Seattle, WA. Brightening those photos above are: Augusta Hackstock, Mary (Izzy) Bacon and Henrietta Welbes.

"I was awed by his performance," Hudson says. "As a matter of fact I had no idea the old man had it in him. I remember his speech as the most impressive oratory I have ever heard."

Humility is another trait with which Terry is constantly credited. Retiring 91st BGMA Historian Hiliary "Bud" Evers recalls Terry attended the 1984 Colorado Springs, Co National Reunion despite failing health. During quite chats with Hudson, Evers and others he retained his remarkable leadership qualities. He would not permit official recognition of his presence, however.

"Everyone did their part in their own way," he said.

Evers, while supplying background data on Terry, concludes, "He and his wife, Hazel, were respected and loved by the men of the 91st BG(H)."

Col Terry is survived by his widow, Hazel, two children and a number of grandchildren. (An even more fitting tribute to him by one of his grandson than this article appears elsewhere in this R/I.

After Terry's return from England in Sept 1945 he served as: deputy chief of staff, 9th AF, 15 Oct 45 to 30 Aug 47; Command and General Staff school, 30 Aug 47 to 1 Jul 48; director of operations, Langley AFB, 1 Jul 48 to 1 Jul 49; Munitions Board, 1 Jul 49 to 1 Jul 50; office, Secretary of the Air Force, 1 Jul 50 to 1 Jul 54; chief, air mission to Chile, 1 Jul 54 to 1 Jul 57; DCO and Commander, Luke AFB, Arizona, 1 Sep 57 to 1 Feb 60. He retired from active duty in 1960.

TERRY'S TAPED MEMOIRS BASIS OF STUDENT'S THEME

NOTE: THIS ARTICLE WAS WRITTEN EARLY in 1988 by Brett Pomainville, one of Col Henry W Terry's grandsons, while a high school senior. The R/I believes young Brett's enthusiastic interest in the history his grandfather made and lived is shared by other 91st BGMA members' grandchildren today. Former Mickey Navigator Michael C Rheam, 401st, Lewisburg, PA, certainly shares the same opinion inasmuch as he has written an extensive account of his Basingbourn days for the youngsters in his family.

Volumes of 91st BG(H) history can still be salvaged if other members would emulate young Brett or Rheam. If writing is tedious, preserve your experiences and memories on tape. Some young, future family writer will find writing your oral recollections "interesting and fun" like young Brett says his assignment was. Either way, recorded or written memoirs produce treasured copy which is potential historical data that can be shared with a wider audience than the immediate family for which it is intended. (The R/I will be around for a long time and will always welcome such material.)

The R/I must add that Col Terry said Brett's paper deserved a "superlative grade - both on subject matter and presentation." The Editor hopes the bit of editing required to shorten Brett's paper has not detracted from its excellence.

A RECENT HISTORIC EVENT

BY BRETT POMAINVILLE

WHEN I WAS ASKED TO INTERVIEW SOMEONE about a recent historical event, my grandfather, Col H Warren Terry, III, immediately came to mind. He led an exciting life and continues today to live life to its fullest and enjoys every minute of it. In a letter sent to him, I asked him to tell me about his career in the US Army Air Corps. He mailed me a cassette tape and some photographs taken during his military life. This is the story he told.

My grandfather was raised in Ossining, New York and always wanted to be in the military. He attempted to get accepted in the US Military Academy at West Point, but was unable to get an appointment. He eventually attended Colorado Agricultural University, now Colorado State University, in Ft Collins, Colorado. He joined the Army Reserve Officers Training Corps and was the top ROTC student for three years.

After graduating from college he worked on an engineering project in Nebraska for a few months until winter weather delayed the project. My grandfather returned to Colorado without a job. When US Army recruiters arrived in Ft Collins, he and a friend of his joined the Army Air Corps.

When he joined, my grandfather had no interest in flying. However, after completing flight school, he fell in love with it. After completing flight school, he taught other recruits to fly. This he enjoyed at first but soon became bored with it because of the monotony. He requested a transfer and was sent to Panama in May of

1941.

In Panama, my grandfather was introduced to flying bomber aircraft for the Sixth Bomb Group. He flew mainly B-17's and B-18's. He was then sent to Davis Monthan Air Force Base in Tuscon, Arizona to assist in the training of older, well-experienced pilots who had not flown multi-engine aircraft before. After a few weeks he was sent on a secret mission to Hawaii to deliver eight B-17 bombers to the Hawaiian fleet to be used in the Battle of Midway. My grandfather went to the Battle of Midway on the last day of the battle but was able to do very little fighting. He then had top secret orders to take his bombers to Austrailia but since Hawaii needed the bombers, they were left in Hawaii and his assignment was changed.

In August of 1942, my grandfather joined the 306th Bomb Group in Thurlie, England, where he became the Squadron Commander of the 369th Squadron. Being Squadron Commander was one of his most loved jobs in the Air Corps because of the personal relationships he gained from his position. His squadron became very well known because of its great mission record. It returned from its first 35 missions without a single casualty. This was especially amazing because those missions were fought early in the war when there were many casualties.

Missions over Germany during the early part of the war were usually quite disastrous. This was due to Allied lack of military preparation for this war. The bombers had to fly over Germany without fighter support because British Spitfires and other fighters lacked the range needed to fly into Germany and back. Many lives were lost. On one mission, my grandfather saw all 36 of the 100th Bomb Group's bombers shot down right in front of his group. On another mission, with the 367th Squadron, of the 103 men who left for the mission, he was one of the three to return.

The targets the Allies bombed during 1942 were mainly related to German submarines. These targets were chosen because of the importance shipping had for the British Isles. Beginning in 1943, they bombed more airfields, factories, and synthetic oil plants in Germany with greater fighter support due to the production of longer-ranged American fighters.

While in Thurlie, England, my grandfather met my grandmother. In July of 1944, they were married. Their situation during the war was very different from that of other married couples. Nearly every morning my grandmother would see my grandfather get up and leave for the base to fly a mission, not knowing if he would return. Each afternoon on the return from his mission, my grandfather would see her with her bicycle at the end of the runway counting the number of planes landing to see if he had returned. It was always a touching moment for him. My grandfather now says that all of his experiences in World War II were worth meeting her.

In August 1943 he was moved to Basingbourn AFB, near Cambridge, where he was Chief of Staff of the First Combat Wing, which included the administration of two other nearby bases. In January 1944, while only 27 years old, my grandfather became the second youngest man

(Continued on Page 6)

MEMBERS' PARTICIPATION AIDED 1989-1990 TERM

BY TONY MONTALVO

THE JOY OF THE RECENT HOLIDAY SEASON WAS enhanced for me by memories of the past two years in which I was honored to serve as the 91st BGMA President.

Rather than chance slighting some I refrain from naming names of those who contributed to the continuing success of our Association. It is, however, particularly pleasing to note that many of the generous contributors were not 91st BGMA officials. Many, many more of the general membership involved themselves in our Association affairs. Such increased involvement in 91st BGMA affairs bodes well for the ultimate achievement of our basic goal which, years ago, out-going Historian Hiliary "Bud" Evers aptly expressed with his succinct phrase, "PRESERVE OUR PROUD PAST."

I believe the incoming 91st BGMA officials, led by President Elect Charles R Hackstock, will experience the same heart-warming satisfaction I feel now, after two years of sincere effort, when they conclude their ensuing term. I believe that because I know enthusiastic and co-operative members will also support and contribute to their ensuing dedicated efforts.

I must add that the response and contribution of the general membership during the past two years of my term has also been educational for me. I envisioned writing a difficult "Retirement Statement" at the end of my term. I now find that unnecessary.

Contributing 91st BGMA members taught me the affairs of our Association benefit immensely from general membership participation in many varied ways. Now, once again one of the general membership, I'll remember the value of an individuals' opinions and participation in 91st BGMA affairs always.

God willing, should I be able to contribute constructively to 91st BGMA affairs in the future I will. And, God willing, I'll see you all at our next National Reunion.

A belated but heart-felt Merry Christmas and Happy New Year to all.

OUR 1991 DUES ARE DUE

McDUFFEE'S "FINAL MISSION" NEARING FULFILLMENT?



FRED GARDNER

RETIRING HISTORIAN Hiliary "Bud" Evers, 401st, Has served the 91st BGMA well. Elected 1st VP at the 1986 Tampa, FL National Convention, he soon volunteered to also serve as the association's Historian.

He volunteered, he says, because he'd been disturbed by the fact, that though our association is

a "memorial" one, the identity of those ostensibly memorialized was buried in accessible to the membership.

With the assistance of Historian Paul M Andrew and many 91st BGMAers he made a preliminary report on his work available to 1990 Seattle, WA Convention delegates.

The value of Evers' work emerged immediately. Fred Gardner, Grandview, TX, was there. He is the 323rd Sq pilot who was "chided" by SHOO SHOO BABY's Col Paul G McDuffee for keweeping silent regarding the fact that Gardner and his crew also flew the Apr 9, 1944 Marienburg, Germany raid - long erroneously acclaimed as SSB's "one plane raid."

While pursuing Evers' report at the Convention, Gardner said he may now be able to identify his crew members on that mission. Identification has thus far been impossible because, he frankly admits, "I really didn't know them."

He recalls the crew was a fairly new one with which he only flew a few times. Shortly after the Marienburg raid they were shot down with another pilot.

Should identification be possible their loss will not be diminished but another facet of 91st BG(H) history will be "kept straight" - the final, determined mission of the lat Paul G McDuffee.

Other 91sters studying Evers' "REPORT TO MEMBERS" should also find it helpful in receiving memories and, quite possibly correcting some of the errors and omissions that Evers' admits still, thus far unavoidably, remain in his assembled data.

Evers' "REPORT TO MEMBERS" is now available to all 91st BGMAers as a P-X Item.



GETTING TO KNOW YOU? WITH SOME TREPIDATION THE R/I provides caption material for the above Seattle, WA Convention photos. L-R: Stella and Leo Wilhelm (foreground), attending their first national reunion, were discovered and greeted in downtown Seattle by (L-R) Delegates Roy Fratz and Bernard Kajewski. The center snap captures a few of the proud Delegates who wore WWII flight jackets. The identity of the left Delegate is temporarily lost but the R/I bets the next two are Henry

L. Lilley and Bob Kelly. Confused notes suggest the last snap depicts members of the 323rd's VILLAGE FLIRT. L-R, rear, are: Raymond C Ridings, Paul L Zimmerman, Walter W Reich, Phillip G Mack and Quentin H Ellis. David Bramble is seated. The R/I will correct all errors with a big "Oops" paragraph in the Apr edition if necessary. The center and right photos are Askins products.

CIARIMBOLI MEMORABILIA SLATED FOR AF MUSEUM



AL CIARIMBOLI

ALFRED J. CIARIMBOLI, NEWBURGH, NY, is the source of this article's historic 91st BG(H) photos and data - and great news for all 91sters who have contributed R/I material during recent years. (The latter is explained at the end of this article.)

Ciarimboli, who was transferred to the 441st and Basingbourn shortly after his early arrival in England, served mostly in the 401st Instrument and Electrical Shop thereafter. (Demoted because of an early "disagreement" and assigned unchallenging duty, he, civilian-like, looked for another job. Capt Evares, 401st Engineering Officer, found his qualifications impressive. They included Civilian Aircraft School, Chanute graduate AM and Instrument Specialist. Evares quickly arranged Ciarimboli's transfer to the 401st's Inst & Elec Shop. From then to now Ciarimboli enthusiastically and productively served the 91st BG(H) and the 91st BGMA.)

His war-time contributions included participation in the construction of the publicized "Creep" and "Cushman" -make-shift vehicles used by Ground Crewmen to expedite transportation to and from dispersal areas. With TSgt Gerald Rathermel and Rathermel's assistant he helped make a Training Compass for Pilot Instruction. Capt Evares' confidence in him culminated in Ciarimboli being "left in charge of the shop" when Rathermel was transferred. Under Ciarimboli the shop modified planes from high pressure oxygen to low pressure demand and a mock-up for the pilot instruction on Electronic Super Charger Regulators, a Maj Stagner project, was made.

Along with the above, unending battle damage and line repair on the 91st's busy Forts kept Ciarimboli and his buddies bustling.

Being among the first at Basingbourn, Ciarimboli's immersion in its affairs was initially manifested in his diligent collection of photos of the base, its personnel and operations. Among the myriad friends he made was then-Lt Paul G McDuffee, SHOO SHOO BABY's original pilot, with whom he maintained close post-war contact.

The R/I's first personal contact with Ciarimboli occurred in Oct 1987 during a 91st Rally Round in Wash, DC. Ciarimboli, driving south, paused on a Sunday, Oct 11th, to quietly witness the placement of a 91st BGMA floral wreath at the Tomb of the Unknowns in the Arlington National Cemetery. Dressed as a casual tourist, he was recognized by members of the 91st BGMA official delegation, including the late Col Immanuel J Klette, and invited to accompany it for the installation of a 91st BGMA plaque in the Tomb's Trophy Room. Despite his protests that he was not properly attired, strict rules pertaining to attire were relaxed and he was again able to viably participate in another official 91st BG(H) activity.

(Col Klette, who made the plaque presentation, said, "This has been a very emotional affair...it is a fitting tribute to our departed Comrades...")

Ciarimboli does not give details regarding the "disagreement" that "degraded" him. (His recollections regarding the improvisations restored to by the Ground Crew members during the war at least suggest possible reasons.)



The versatility of 91st BG(H) Ground Crewmen is shown in this photo. L-R: Rathermel, 401st Inst & Elec Shop, assists the medics by giving Smith, 324th Oxygen, a shot-in-the arm. Bergmen and Ciarimboli, 401st Inst & Elec Shop and Breaks, 324th Inst Shop, are to the right. (Photo: Ciarimboli Collection)

"I recall gas were rationed for jeeps. So, the Ground Crews used 100 octane (Blue) gas in them. In about two weeks the valves burned out. But when we took the jeeps to the Motor Pool we made sure their tanks contained 70 octane (Pink) gas because the Motor Pool reported all jeeps with Blue gas.

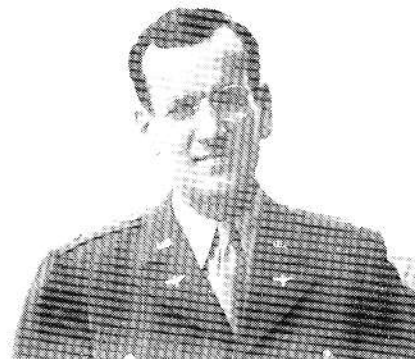
"Also we used jeeps to tow planes to the taxi strips before we got cleatracks. The jeeps' motors roared and their, clutches smoking something awful, smelled up the area. This also annoyed Motor Pool personnel.

"We also used 100 Octane (Blue) gas in our Zippo lighters," he says.

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.

To Be Continued

MAJOR GLENN Miller, whose band music is still the favorite of many 91st BGMAers, is pictured shortly after receiving his gold leaves. (Photo: Ciarimboli Collection)



PRESERVE
OUR PROUD PAST



EX-91st BGMA HISTORIAN FOUND GAP IN DATA

THE LENGTHY "ROLL OF HONOR" COMPILED BY past 91st BGMA Historian Hilary "Bud" Evers is comparatively complete. The fate of those appearing on it is cryptically indicated in the following manner:

1. ded: a. dead - not by enemy action
b. dead - unknown cause
2. eus: a. internee - returned to US
b. prisoner of war - returned to US
3. kia: a. dead - by enemy action
4. mia: a. missing in action
5. ok: a. ditched - returned to base
b. crashed - returned to base
6. rmc: a. prisoner of war - returned to US hospital
7. rtd: a. evaded capture and returned to base

Despite Evers' diligent efforts during the past four years important data pertaining to 36 former 91sters has not surfaced. The missing data is their "serial numbers" and "status". The 36 comprised the crews of four 91st planes: seven men on A/C 425337, ten men on A/C 4124483, ten men on A/C 4229998 and nine men on A/C 4231982.

Listed below are their positions, names, rank, the date when *something happened* and their aircraft number. Anyone able to supply any information on the above missing former 91sters is requested to contact Evers, 21 Barony Lane, Hilton Head, SC 29928.

What Happened To These Men?

PLEASE HELP - SEND INFORMATION

PO	NAME	RANK	SER. NO.	STATUS	DATE	A/C NO.	SQD
1	P Lindsey, Nathan F.	2/Lt			17/04/43	425337	
2	CP Silvkoff, George	2/Lt			17/04/43	425337	
3	TT Scavello, Sebastian	Tsgt			17/04/43	425337	
4	R Brandenburg, Lawrence J.	Tsgt			17/04/43	425337	
5	W1 Schippang, Alvin T.	Ssgt			17/04/43	425337	
6	W2 Hamrick, Victor L.	Ssgt			17/04/43	425337	
7	T Roy, Anthony J.	Ssgt			17/04/43	425337	
MISSING DATA							
8	P Baxley, E.L.	1/Lt			19/05/43	4124483	
9	CP Breeden, J.E.	1/Lt			19/05/43	4124483	
10	N Fulmer, J.H.	Lt			19/05/43	4124483	
11	B Poston, A.L.	Tsgt			19/05/43	4124483	
12	TT Hall, J.E.	Tsgt			19/05/43	4124483	
13	R Peeler, W.W.	Tsgt			19/05/43	4124483	
14	W1 Berkovitz, A.I.	Sgt			19/05/43	4124483	
15	W2 Rathgeber, W.A.	Sgt			19/05/43	4124483	
16	BT Trimble, C.C.	Ssgt			19/05/43	4124483	
17	T Thompson, H.H.	Ssgt			19/05/43	4124483	
MISSING DATA							
18	P Slattery, Joseph E.	1/Lt			22/06/43	4229998	
19	CP Brass, Walter W.	2/Lt			22/06/43	4229998	
20	N Ziegelmeyer, Julius E. Jr.	2/Lt			22/06/43	4229998	
21	B Brubaker, Robert F.	1/Lt			22/06/43	4229998	
22	TT Dickson, William G.	Tsgt			22/06/43	4229998	
23	R MacDonald, Glenn N.	Tsgt			22/06/43	4229998	
24	W1 Frederick, Elmer L.	Sgt			22/06/43	4229998	
25	W2 Fishburn, David F.	Tsgt			22/06/43	4229998	
26	BT Hulet, Eldridge W.	Ssgt			22/06/43	4229998	
27	T Simon, Edward F.	Ssgt			22/06/43	4229998	
MISSING DATA							
28	P Deshaw, Albert G.	2/Lt			20/07/43	4231982	
29	CP Keck, Wilbur H.	2/Lt			20/07/43	4231982	
30	N Hanke, Raymond C.	2/Lt			20/07/43	4231982	
31	B Christophersen, Robert W.	2/Lt			20/07/43	4231982	
32	TT Wilborn, Arthur S.	Ssgt			20/07/43	4231982	
33	R Harist, Charles N.	Tsgt			20/07/43	4231982	
34	W1 Norris, Homer S.	Ssgt			20/07/43	4231982	
35	BT Walker, Gene H.	Sgt			20/07/43	4231982	
36	T Peterson, John R.	Sgt			20/07/43	4231982	

TERRY'S TAPED MEMOIRS

(Continued from Page 3)

ever to become Colonel in the US Army Air Corps. The following May, he became the Commanding Officer of Bassingbourn AFB.

In 1945, he returned to the States with my grandmother. During the next few years he did work helping the Air Corps consolidate into the Air Force, which was started in 1947. In 1950, he became an assistant to the Secretary of the Air Force at the Pentagon. He did not care for this because he was unable to fly as much as he wanted. My grandfather was then stationed in Chile for three years, which he enjoyed a lot. He spent his last few years before retirement at Luke AFB, Wash, DC.

I truly enjoyed listening to my grandfather's experiences with the military during and after World War II. I had heard many of his war stories before, but this interview pieced them together for me. I only regret that I could not have conducted this interview in person because I could have had more questions answered and because I really enjoy my grandfather's company. An interview like this one is one of the most interesting and fun assignments to do. I am happy about the new things I have learned about my grandfather and my grandmother from this experience. I only hope that when I have grandchildren I will be able to tell them that my life was nearly as exciting as that of my grandfather.

THE TOWER MUSEUM'S VISITORS'

(Continued from Page 8)

Funds are required to repair the deterioration before serious damage results. Consequently arrangements have been made with Sec Charles V Welbes to send accumulated 91st BGMA contributions to The Tower Museum in the name of the 91st BGMA. Those sending contributions to Welbes should inform him they are for The Tower Museum Fund.

Welbes' address is: Charles V Welbes, 210 Leatherwood Dr, Mountain Home, AR 72653.

Anyone wishing to make a direct donation to The Tower Museum may do so by writing Mr Vince Hemmings, Museum Curator; 48, Meadow Way; Letchworth; Herts, SG6 3HX; England.

Former 91ster Otto Meikus, 324th, who resides in England now and is one of the Museum's dedicated workers, writes the Museum's quest for display items continues. Anything of historical nature such as uniforms, goggles, flying helmets, flight jackets, fatigues, etc. are needed. All such items are tagged with an acknowledgement of gratitude to the donor. Such donations should be mailed to Vince Hemmings whose address appears above.

If we 91st BGMAers do not support The Tower Museum which is dedicated to preserving the 91st BG(H)'s proud past, who will?

Available

THE NEW 91st BGMA DIRECTORY IS READY FOR distribution to 1991 Dues Paying members. Compiled by newly-elected President Charles R Hackstock, its' new format facilitates location of fellow 91st BGMAers. The first section lists members alphabetically; the second consists of alphabetical listings according to States. Dues payment data appears elsewhere in this R/I.

Folded Wings

BELL, ROBERT E, JR, 323rd, EX-POW, Stalag I, 1125 Glendale Ln, Nashville, TN 37204; Nov 18, 1988. Reported by Ken Jones, TX, from the EX-POW BULLETIN.

• BROWN, ALBERT G, 322nd, 6 Ocean Av, Bellmore, NY 11710; Apr 1990. Reported by his wife, Emma, who wishes to remain in the Association as an Associate Member.

• BROWN, ARNOLD W, MGST (RET), 322nd, 4711 Charter Oak Dr, Temple, TX 76502; Nov 20, 1990. Brown, who missed only one 91st NGMA Reunion in over 20 years, died suddenly of a heart attack while plowing a garden with his tractor. The 91st BGMA and meeting with his buddies was very important to him, his wife Charlis, wrote.

He served overseas most of his 21 years in the USAF. In addition to his WWII service in England he was a veteran of the Korean Conflict. He also served in Guam, Panama, Alaska and Labrador before concluding a 17 year career in the civil service.

Enclosed with the announcement of her husband's death was a check for her 1991 Associate Member dues. "I would like to continue receiving the Newsletter," Mrs. Brown said.

In addition to his wife Brown is survived by two sons, two daughters, four grandchildren and a great-grandchild. Memorials may be sent to the Bell County Rehabilitation Center, 2000 Marlanwood, Temple, TX 76502.

• CAPRON, JOHN A (CAPPY), 401st, 2716 S 36th St, Lincoln, NE 68506; Jan 23, 1991. Capron was the Engineer and TT Gunner on Hiliary "Bud" Evers' crew. Wounded in one arm by a 20mm shell on his first mission, he refused to leave his position and continued operating his turret guns throughout the remainder of the enemy fighter attacks.

While completing his 30 missions he flew on the 401st's SKOAL, BAD EGG, EVENING FOLKS! HOW Y'ALL and LIGHTNING STRIKES. An avid golf and fishing fan, he died while undergoing Chemo-Therapy for the third time. He is survived by his wife, Lois, a son and other family. Reported by Hiliary "Bud" Evers.

• DOBSA, ALBERT, PO Box 156, Margaret, NY 12455; Oct 7, 1990. Reported by his wife Mary.

• DUNCAN, MERREL L, 73, 401st, 1212 S Oak St, Lake City, MN 55041; Nov 16, 1989. A radio operator, Duncan completed 30 missions and served in European Occupied territory prior to his discharge in 1945. After retirement from feed sales in 1981 he was chairman and founder of Duncan's "Udder Food" and "Breeder Booster".

Mike Duncan, 903 N Garden St, Lake City, MN 55041, one of his surviving sons, reports his father left a comprehensive diary which is being typed for reproduction. A copy has been promised to the R/I. Mike says he has a photo of his father's plane, TENNESSEE TESS. Since it only shows "half the plane" he requests anyone who has a photo of the entire plane to contact him.

A check of the list of lost 91st planes compiled by Hiliary "Bud" Evers does not include TENNESSEE TESS. Therefore it is possible she survived the war like Merrel.

Merrel is also survived by his widow, Bonnie; another son, Dennis; a daughter, Diane Albers; seven grandchildren and brothers and sisters. Mike Duncan, who

reported his father's death, is one of the 91st BGMA's newest Associate Members.

• MCEWEN, GEORGE S, LTC, 324th, PO BOX 2103, Florence, OR 97439; Oct 12, 1990. McEwen, after attending the Aug 1990 Seattle Convention, was diagnosed as having monocytic acute leukemia. He died while undergoing treatment to arrest the condition.

He piloted SKY QUEEN during the last three months of the war.

Reported by his former TG Charles M Eichert, Highland Park, NJ. Eichert says, in addition to McEwen's widow and familial survivors, the "remaining six members of his crew will miss him sorely."

• PETERS, GERALD, 324th, LM, Rt 7, Box 716, Alexandria, MN 56308; Aug 12, 1990. Reported by his wife, Harriet, who now resides at 5060 S 106th Av, Omaha, NE 68127.

• SOBIESKI, JULIUS, 322nd, 844 N Holmesville Rd, Michigan City, IN 46360; Jun 1, 1990. Reported by his wife, Sylvia and Ken Jones, TX, from the EX-POW BULLETIN.

• STRECKER, RHEINHOLDT, 323rd, 13618 SE Grant Ct, Portland OR 97233; Oct 22, 1990. Reported by his daughter, Diane Jones, 37160 SE Lusted Rd, Boring, OR 97009.

• VAN PELT, JAMES P, 322nd, Ex-POW, 3102 Fountain Blvd, Tampa, FL 33609; Oct 1990. Van Pelt began his aviation career as a bombardier. He was shot down over Germany on his 19th mission. His post-war career included executive positions with National Airlines as a regional sales manager, western regional traffic manager and director of the airline's information bureau. During the 60's he initiated AIR FLORIDA helicopter service, based in Tampa. His survivors include his wife, Anna Lou, three sons, two daughters, six grandchildren and two great-grandchildren. He also served on the 1986 91st BGMA Tampa, FL National Convention Committee. Reported by Howell B Loper.

NEWEST LIFE MEMBERS

JACK WALLACE, LM, Hayward, CA

WILLARD W WOLF, AM, Catonsville, MD

ATTENTION!

THE R/I RECEIVED NUMEROUS QUERIES REGARDING the availability of the group photos of the 91st BGMA Ground and Flight Crew personnel taken at Seattle, WA which appeared in the Oct 1990 issue. The R/I is unable to supply such photos.

Informed of the interest, the photographer, John J Askins, former 401st pilot, says such photo requests can be filled. Askins made the group shots possible by including considerable extra, bulky items in the photo equipment he lugged to the Convention.

8"x10" color photos may be obtained for \$7.50 each; 11"x14" color photos for \$11.00 each. Since he took many other photos he advises that they to may be obtained in the same sizes and price as the group photos.

Those wishing to contact Askins may do so by writing: John J Askins' 807 La Crosse Court, Sunnyvale, CA 94087. His phone number is: 408-739-0437.

At best orders for the above photos will help defray some of the expenses Askins incurred when he so generously provided the professional assistance requested of him by the R/I.

CAVALIERI's FAMILY SEEKS RETURN OF HIS REMAINS



CAPT NANDO A CAVALIERI

1LT NANDO A CAVALIERI, Lead Bombardier, 324th SQD, was KIA during the Feb 3, 1945 Berlin, Germany raid along with the rest of his crew which included many of the most combat experienced personnel of the 91 BG(H).

The late Col Immanuel J Klette, former 91st Historian Hilary "Bud" Evers recalls, was visibly devastated by the loss. Klette had planned to fly the lead plane that day but LTC

Marvin D Lord pulled "rank" on him and flew in his stead. Numerous enlisted members of Klette's crew, most with more than 60 missions, went down with Cavalieri, Lord and four other officers in the lead plane that day.

Cavalieri's reputation within the 91st is presently captured by at least two bits of recorded history today. In a three paragraph obituary after his 1945 death Col Henry W Terry, then 91st BG(H) C/O, is quoted as saying Cavalieri was his "top bombardier." The other testimony is the fact that after his death Cavalieri was promoted to Capt.

If the years have dimmed the memories of Capt Cavalieri's war-time comrades they have not diminished the devotion of his family.

His brother, Arthur Cavalieri, recently wrote the R/I that his family is still trying to obtain information regarding Nando's overseas burial place so they can return his remains for burial "next to our Mother and Dad."

Arthur credits 91st BGMAer and former Chicago Convention Chairman Sam Cipolla with being instrumental in providing information helpful to the family's search that it did not have access to six months ago.

In the meantime he has entrusted the R/I with the family's only portrait of Cavalieri in hopes that its' publication will help surviving 91sters remember his brother. Those with such memories are requested to contact him and share their war-time recollections of Cavalieri's brief, 24 year life

with his family. Arthur Cavalieri's address is: 3402 W George St, Chicago, IL 60618.

The official MACR 2232 recording the downing of Cavalieri's un-named 324th plane, L DF, describes it as follows:

"Observed by 1LT R C Gohlke 0723606. About 10 seconds after bombs away A/C hit by flak in waist resulting in explosion. It disintegrated from horizontal stabilizer to trailing edge of wing. Tail floated back through formation. Nose section dived. No smoke or flames. No chutes seen."

Those sharing the fate of Cavalieri and Lord were: 1Lt Frank L Adams (P); 1Lt Arthur C Ebarb (N); STGT David C McCall (TT); TSGT J F Holbrook (R); TSGT George R Zentz (W1); 2Lt Donald J Shoemaker (T); 1Lt Stanley Sweitzer (N) and 1Lt Norman L Whelan (MN).*

* Mickey Navigator.

THE TOWER MUSEUM'S VISITORS' REPORTS REVEAL ROOF LEAKS

"If I should die, think only this of me:

*That there's some corner of a foreign field
That is forever England..."*

RUPERT BROOK, WHO DIED SERVING HIS COUNTRY in WWI, wrote those immortal lines.

In a "corner" of a former 8th AF airfield in England there is a small structure where the 91st BG(H) still lives - The Tower Museum. Housed in the old Basingbourn control, it is dedicated to the 91st BG(H), 8th AF. Its full title is: USAF 91st Bomb Group (H) Tower Museum.

The price of freedom has always been high. Many 91sters, when presented with the bill, paid in full. The Tower Museum honors those who served there during WWII.

The Museum Curator, Vince Hemmings, and his fellow volunteers, work diligently and cheerfully under difficult circumstances, to maintain that memorial to our proud past. They have never asked for financial aid from our association. They have uncomplainingly kept the faith with typical British "stiff-upper-lip" determination.

Reports from 91st BGMAers returning from visits to The Tower Museum indicate individual involvement by our members is becoming increasingly important. Roof leaks are imperiling the Museum's treasured exhibits.

(Continued on Page 6)

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 Basingbourn, 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.
1643 Thetford Road
Balto. MD 21204

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CORRECTION REQUESTED.

