

The Ragged Irregular

ATTENTION!

NOMINATION
FORMS



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol. 25 No 2

91st Bombardment Group (H) Newsletter

April, 1992

Insert Page

GARDNER, GIAMBRONE, TYPICAL 91st BGMAers, DIE

FRED T GARDNER

FRED T GARDNER, THE 323rd SQ's OUTHOUSE Mouse Pilot, kept a Seattle, WA 1990 National Convention promise to submit his data pertaining to the 91st BG(H)'s "one plane" Apr 9, 1944 Marienburg raid. The late Col Paul G McDuffy (shortly before McDuffy's death) chided him to break 45 years of silence to "keep the record straight."

(Literature published by 2750th ABW/DAR pertaining to the restoration of McDuffy's SHOO SHOO BABY by the 512th Antique Aircraft Restoration Gp, Inc of Dover, DE notes that the 323rd's 42-97563, WINGED VICTORY, piloted by Gardner, completed the Marienburg mission as well as SSB.)

Gardner's children, like McDuffy, though more gently, now, also lament his taciturnity.

Col Thomas H Gunn (Ret), 324-401st and former long time 91st BGMA president, says Gardner rarely shared war-time experiences.

Col Gunn, attending services following Gardner's Jan 2, 1992 death at age 69, provided a wreath on behalf of the 91st BGMA and was honored to present Gardner's wife, Corilee, with the burial flag.

A seemingly fore-ordained 1990 Seattle WA reunion contact between Gardner and the R/I destined that another facet of 91st BG(H) history would be more detailed. The editor, completing registration, heard a nearby delegate identify himself as "Fred Gardner" to another registration desk staffer. Though there had been an intent to check if Gardner was attending the convention, that chance meeting precluded failure to do so.

Subsequently the Marienburg raid story came up. Gardner again insisted he didn't consider it "a big thing." And, yes, he concurred, it would be great to identify his Marienburg crew members, but unfortunately, he didn't know them. They were a new crew he "checked out." Lost shortly afterward, his acquaintance with them was too brief for ready name recollection.

Before the close of the convention Gardner, in possession of former 91st BGMA Historian Hiliary "Bud" Evers' "REPORT TO THE MEMBERSHIP" (now a 91st BGMA PX item) told the editor, after reading into Evers' collected data, that he thought he'd be able to identify his Marienburg crew. And, yes, he'd record his recollections for The R/I.

(Continued on Page 2)

JOSEPH M GIAMBRONE

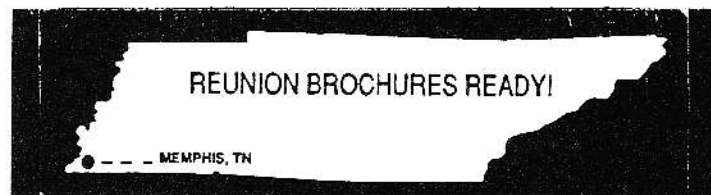
JOSEPH M GIAMBRONE, THE 324th SQ's "FLIGHT Surgeon" for THE MEMPHIS BELLE, died Jan 30, 1992 at his home in Glenside, PA after brief hospitalization following a collapse while working as office manager for a utility contractor. He was 73.

Credited with keeping the 324th's famed plane flying during her 91st BG(H) tour, Ground Crew Chief Giambrone's basic congeniality, which blurred into persuasiveness, was probably first recorded in Menno Duerksen's book, THE MEMPHIS BELLE, HOME AT LAST.

The chapter, GIAMBRONE, HE KEPT THE BELLE FLYING, records that toward the BELLE's tour end, despite orders forbidding Ground Crewmen to fly missions, he prodded THE BELLE's pilot, now Col Robert K Morgan (Ret), to take him along as a passenger on a mission.

Shortly before the BELLE completed her tour then-Capt Morgan succumbed to Giambrone's "persuasion." The

(Continued on Page 2)



DETAILS OF THE NEARING SEPT 2-5, 1992 91st BGMA Memphis, TN 16th National Biennial Reunion are covered in brochures prepared by the Convention Committee. They are available to all 91st BGMAers. Requests for brochures should be mailed to: 91st BGMA Reunion 1992, PO Box 17182, Memphis, TN 38187-0182.

Arrangements arrived upon between the Reunion Committee and The Peabody Memphis Hotel provide for reduction of \$128 daily room rates to \$77. This reduction will be available to 91st BGMAers days before and after Reunion activity.

Also, parking rates at the Reunion hotel headquarters will be reduced.

Gen Earl C Pate, Jr, Reunion Committee member, also urges everyone flying to Memphis to schedule flights with Northwest Airlines, if possible. The airline will donate one free ticket to the 91st BGMA for every 40 tickets sold to association members. All donated tickets will be raffled off during the banquet.

THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK

ON MANY MATTERS

A NOMINATION FOR 91st BGMA OFFICE FORM IS included in this R/I. Those interested in serving in one of our elected offices should complete it and mail it to 1st Vice Pres Harold E Johnson, 2021 Porter Way, Stockton, CA 95207 no later than May 15, 1992. The deadline is required to prepare the mail-in election ballot for insertion in the July R/I.

If the deadline pressures anyone it should be noted that other pressure produced it. This writer, after 22 years at the same address, moved. Though now re-located, he and his better half are still struggling to establish order in their new home. Everyone may rest assured that the Hackstock's have no intention of moving again and contributing to another 91st BGMA emergency!

For those wishing to contact me, the new address is: Charles R Hackstock, 31520 118th Ct SE, Auburn, WA 98002-3692. Phone: 206-351-0136.

It is also regretted that the response to the 50th Anniversary "RRR" trip to England far exceeded the expectations and planning of the travel agency. Hopefully the initiative of those now travelling independently will bring them in contact with the tour group often.

The Sept '92 Memphis, TN Reunion, happily does not require the complicated arrangements of overseas travel groups. That Reunion will also mark another 50th Anniversary - the formation of the 91st BG(H). If the enthusiastic response to our overseas tour is an indication - Memphis attendance should be impressive. I look forward to the comraderie awaiting us all who attend that 16th Annual Reunion as much as I anticipate my first return to England this May. The nostalgia of the English locale won't be there but the familiar faces, the shared memories and a bit of our Bassingbourn days, THE MEMPHIS BELLE, will vividly revive our proud past.

Finally, members are urged, when writing to the 91st BGMA Trea, to include their NINE DIGIT ZIP CODE numbers. Those who do not know the last four digits of their ZIP CODE should contact their local Post Office. By providing your full ZIP CODE now you help the association make an easier transition to this coming mandatory requirement. Life Members are also urged to assist in this updating of our mailing list.

FRED T GARDNER

(Continued from page 1)

Eventually, Gardner's article arrived. Because it was an excellent convention conversation stimulant, the R/I filed it for inclusion in its July 1992 issue.

Col Gunn recalls Gardner and his wife, Corilee, participated animatedly in past reunion "Pene's Pub" conversations. Gunn opines Gardner, like so many other 91sters, enjoyed that but possibly quit telling war stories to those who were "never shot at" because they didn't know what he was talking about.

A retired consultant engineer for LTV Corp. Aerospace, Gardner is survived by his wife, Ethel Corilee, Rt 1, Box 48-A, Grandview, TX 76050, two sons, four daughters and four grandchildren. Memorials may be made to the American Heart Assn or the American Cancer Society.

Col Gunn, who with George W Parks, CA, reported Gardner's death, adds anecdotes from 91st BGMAers pertaining to Gardner would earn the family's "heart-felt gratitude." The R/I requests copies of any such anecdotes. Gardner's guarded recollection of the Marienburg mission appears elsewhere in this issue.

JOSEPH M GIAMBRONE

(Continued from page 1)

selected Meaulte, France raid was a fairly short one. British Spitfire escort was provided. Flak is recalled as, "not especially bad." Nevertheless Luftwaffe defense was vicious. Two 91st BG(H) planes were lost.

Giambone, as an "observer," with nothing to do, stood behind the co-pilot's seat during that raid. Duerksen's book records Giambone questioned his earlier courage that had placed him there.

"It seemed as if every German fighter was aiming right at me. I was so scared my knees were knocking. I had to put my hands between my legs to keep them from knocking," he is quoted.

Shortly afterward THE BELLE and her crew went home for a triumphant Bond Tour of the States - without Giambone. The intensity of his involvement with THE BELLE, her crew and the 91st BG(H) became apparent after the war.

The first issue of The R/I, Oct 1967, lists him as the 91st BGMA's East Coast Division's Treasurer. His son, Joseph D, Jr, later planted a memorial dogwood tree, during a 91st BGMA Silver Anniversary Reunion, before the historic plane his father and other Ground Crewman had serviced.

Giambone's continuing involvement in 91st BGMA affairs and THE BELLE's eventual preservation was succinctly capsuled by Frank G Donofrio, founder of the Memphis Belle Memorial Association. Upon hearing of Giambone's death Donofrio said, "He was like a brother to me."

His popularity with THE BELLE's crew probably did not exceed by much the warmth with which all 91st BGMAers welcomed his faithful attendance at ensuing association affairs.

His easy, casual and humorous public speaking style ensured his inclusion in numerous public relations programs pertaining to THE BELLE. Among the later ones was his presence during the filming of "The Memphis Belle" film in England and subsequent press conferences pertaining to it. He attended the recent 91st BGMA Rally Round at Jensen Beach, FL where his banquet speech, his clowning on the boat trip and genial service as the main bartender belied his failing health.

His wife, Mary, a familiar face at 91st BGMA affairs, died in 1984. His son, Joseph D, Jr, still resides at the family residence, 303 Brookdale Av, Glenside, PA 19038.

Reported by Joseph A Camelleri, PA and Frank G Donofrio, TN.

PRESERVE OUR PROUD PAST

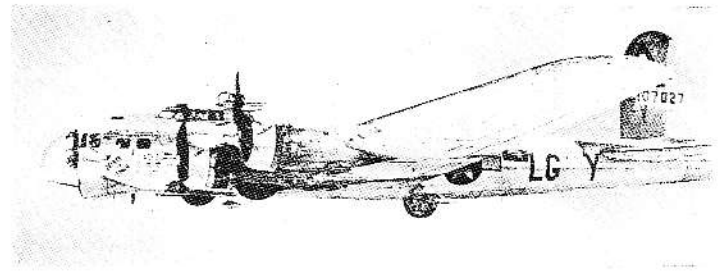
HIKIN' FOR HOME, BLOODY BUCKET - SAME PLANE!

(Concluded from Jan '92 R/I)

McElroy and his crew never flew "027" again. He says that sometime after June 18, 1944 the meticulously restored plane was assigned to Lt David L Hanst and his crew. They, probably thinking it was a new plane, named her HIKIN FOR HOME

Pictures of HIKIN FOR HOME have been featured in numerous wartime aviation books and magazines and a plastic model kit of her was once available. Hanst wrote HIKIN FOR HOME had a long and notable history—completing almost 100 missions. McElroy's data adds considerably to her credits.

The only member of McElroy's crew who failed to complete his missions was WG Walter Salo. He was downed on his 29th while flying with another crew. He and his wife have been among the others who have celebrated Salo's survival at crew reunions in recent years. Others attending have been Frank Haddick, Harry Rollinson, Joe Billotta, Aromond M "Foxy" Lehman, Earl "Pappy" Fairman and Ken Larson.



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!)

as attested to by the long and productive life it led."

Hanst's 10 year research has also determined 107027 was built, under contract from Boeing, at the Douglas Long Beach plant - not in Santa Monica, CA. Backing this is a copy of a letter from Harry Gann, Douglas Information Officer and the original metal data plate from 107027 now in his possession. (A historically inclined Ground Crewman, who removed it during 107027's 91st BG(H) service, sent the plate to Hanst years ago.)

The BLOODY BUCKET's navigator, Paul W McElroy, Jr, who submitted the information for the Jan '92 R/I article, is blameless. A lengthy 1987 article pertaining to his plane and crew appearing in "The Mountaineer," Waynesville, NC newspaper was, first, drastically condensed by the R/I. (And, anyone who has ever been interviewed, knows responses are pressured. There is no time to research if all long held memories are "historically correct.")

Secondly, during the R/I re-write, an unauthorized quote was used. McElroy writes a chatty, casual newsletter for his crew members which, on occasion, reaches the R/I. The R/I inadvertently quoted from that essentially personal newsletter never intended for wider dissemination.

The R/I's Jan '92 article regarding 107027 could have stirred displeasure within the 91st BGMA. Instead subsequent communication reveals all is forgiven - and the possibility of BLOODY BUCKET navigator McElroy and HIKIN' FOR HOME pilot Hanst compiling a combined account of 107027's two lives has arisen! The two accounts combined, including information from other crews who flew it, would be an impressive record of another 91st BG(H) plane.

It is hoped other members share Hanst's and McElroy's interest in keeping our history "straight." Another Hanst research project will soon invite such participation. Members will be able to correct and add data concerning our proud past by filling in blanks pertaining to the Call Letters, Model and Serial Nos of listed 91st BG(H) planes. Hanst has accumulated over 200 plane names.

ABOVE R/I HEADLINE "OLD HAT" TO HANST



107027's "Dog Tag!"

INCORRECT DATA concerning the 91st BG(H) appearing in the R/I is, happily, promptly challenged. The R/I erroneously implied in a Jan 1992 article on the 324th Sq's BLOODY BUCKET that David Hanst, the 322nd Sq's HIKIN' FOR HOME pilot, did not know BLOODY BUCKET and HIKIN' FOR HOME were the same plane.

Hanst's July 1989 R/I article on HIKIN' FOR HOME did not mention the BLOODY BUCKET connection because he was writing about *his* plane and crew. Hanst, who has been tracking B17 LGY 107027 data for over 10 years, submitted correspondence confirming his 1982 awareness of the fact.

In a letter to the R/I, he says:

"When 107027 was assigned to my crew we had been at the 91st only about a month. At that time I was not aware of the fact that the plane had been flown by another crew. We got a nice, clean B17, with low time engines. Being the "new kids on the block," we were not about to go to the C/O and ask where it came from. In another month and a half I completed my tour and returned to the U.S.A. It was not until 10 years ago that I first learned that we had been given a "used" airplane. Used, hand-me-down, or whatever, 107027 was one of the best airplanes of the war,

MARIENBURG "ONE PLANE" RAID DATA ENHANCED



Fred T Gardner

BY FRED T GARDNER

THE NEW CREW WHOSE INDOCTRINATION TO combat flying was assigned to me on the Apr 9, 1944 Marienburg raid was headed by Albert P McCardle, who flew as co-pilot. We flew the 323rd's WINGED VICTORY, L OR-U, 4297563. McCardle's crew was well trained and disciplined, facts which played a major part in our safe return.

Despite my doubts that we'd fly after briefing and hearing the weather reports, the mission wasn't scrubbed. Clouds closed in before we reached rendezvous point. Eventually, after trying other points at successively higher altitudes, we broke into a small clear area over the Wash. Many others were trying to assemble in this inadequate clearing.

Unable to identify 91st BG(H) planes among them, we saw a group which was shy several planes. The Triangle K's on the rudders identified them as part of our Air Division. Before they departed for the German coast we joined them. Encountering a higher overcast, our formation spread as we continued climbing on heading.

Severe icing developed during the climb and our de-icers proved inadequate. We could not maintain altitude. Fortunately control was retained as we spiraled downward. At a low altitude we broke into clear and warmer air which cleared our plane of ice. After getting back into the mission heading I spotted a clearing in the clouds and again climbed back to mission altitude.

At mission altitude the sky cleared and a group of B17s was spotted about three miles ahead. Increasing power, I tried to overtake them. After some minutes, with barely perceptible progress in closing the gap, the Tail Gunner, Guy C Johnson, asked why we were running away from a group behind us!

A prompt 360 degree turn positioned us in that group and saved gas. That rag-tag formation consisted of stray planes from many other groups, planes from the 2nd Division and even one B24.

After a seemingly eternity, led by an unknown leader, we accompanied this group as it turned north and eventually bombed "a target." It could have been Marienburg – but our Navigator, Clifford A Stanton, and Bombardier, Everell D Lunde, thought it possibly north of that area.

We remained with the group for protection until we crossed the Denmark peninsula and were out of fighter

"IF THE APRIL 9, 1944 MARIENBURG RAID IS TO BE remembered as a singular event in 91st BG(H) history then Fred T Gardner, his crew and their 323rd Sq plane must share the 'prestige and publicity' that has erroneously, thus far, so generously but solely showered upon SSB, my crew and myself." – Paul G McDuffee.

In this article Gardner (left photo), explains his long silence and adds 91st BG(H) data.



Col McDuffee

range. Earlier, while heading westward over the Baltic and homeward, with Sweden off our right wing, a fuel check indicated a return to England was questionable. Still, internment was not considered. While more detailed fuel checks were made Sweden's coastline faded. McCardle and I opted for a return to England.

So, once out of fighter range, McCardle and I calculated our best power settings for maximum endurance and range –trading off altitude to make the nearest landfall at 1,000 feet altitude.

After making wind calculations, Stanton, our navigator, gave us a heading to the nearest landfall, just south of the Wash. Based on his calculations, we set our power and rate of descent.

What a Navigator Stanton was! During our long, steady descent only a single two degree heading change was required! More fuel saved!

While still over the North Sea repeated flips from one tank to the other indicated no fuel remaining. Air/Sea Rescue was advised of our position and condition. Meanwhile every cloud shadow darkening the water below gave false hopes we had finally made landfall. Detailed discussions with the crew were held regarding a beach landing but that possibility was shelved when someone recalled "mined beaches."

Finally, landfall was confirmed while the "barrage balloon warning" screeched in our headsets. Everyone was searching the approaching terrain for a place to land, when seemingly, simultaneously, McCardle, Stanton, Lunde and I spotted a landing strip dead ahead.

Call after call to the Tower stirred no response. Nevertheless, we lowered landing gear and flaps. Still no landing clearance was received. I gave a "gear-up" command for another "go around." Our fuel gauge's "empty" reading, however, could not be ignored. The "gear-up" command was reversed and we landed without clearance.

After touchdown and rolling to the end of the runway, our engines quit. Our plane had to be towed to a parking area.

After a phoned report and refueling we returned to Bassingbourn. Landing there after dark, Bassingbourn was quiet. Following debriefing we welcomed the sleep awaiting us.

A study of the historical data supplied by Historian Evers has, hopefully, made it possible for me to identify those

(Continued on Page 5)

"JFK" FILM'S ACCURACY CHALLENGED BY 91ster



HOWARD C DONAHUE, LEFT, FORMER 323-324th Sq PILOT AND now a Towson, Md firearms consultant, while attending a 1987 Wash, DC 91st BGMA plaque dedication to the Arlington Cemetery's Tomb Trophy Room, met old friends. Among them was the late, legendary Col Immanuel "Manny" J Klette, right, his war-time C/O, who survived a 91 mission tour and officiated at the Arlington Cemetery ceremonies shortly before his death.

"JFK," A RECENTLY RELEASED FILM DEALING WITH the Kennedy assassination, has been labelled, "The Best Movie of the Year." It may be entertainment-wise.

Howard C Donahue, former 323-324th Sq pilot, now a Towson, Md firearms consultant, challenges the conspiracy theory espoused in the film.

In the film a detective determines Lee Harvey Oswald could not have fired three shots from his Mannlicher-Carcano 6.5 millimeter carbine in 5.6 seconds. Consequently, the film implies the presence of a "conspiracy."

Seventy-seven per cent of the American public believes that thesis.

Donahue's theory, first published in a May, 1977 Baltimore Sun Magazine article, shakes the foundation of that belief.

Donahue theorizes that a Secret Service bodyguard accidentally shot Kennedy in the head with a cartridge from a 5.56 mm-16 rifle. A photo proves a bodyguard in the car behind Kennedy possessed such a weapon.

The fact that the bullet that first struck Kennedy and then Gov Connolly - and remained largely intact - indicates it was a "heavy jacketed military 6.5 mm round designed for penetration," the ammunition Oswald used in his Mannlicher-Carcano 6.5 millimeter carbine.

The second bullet that struck Kennedy in the head fragmented indicating it was a light, high-velocity 5.56 mm round fired from a rifle with which at least one of Kennedy's bodyguards was equipped.

Donahue, while participating in a re-enactment of the shooting problem of the Kennedy assassination for CBS News, also challenges the movie's assertion that Oswald **could not** have fired "three shots in 5.6 seconds."

During a 1967 test Donahue fired three accurate rounds from a Mannlicher-Carcano rifle like Oswald's in less time. One timing device credited him with completing his firing in 4.8 seconds, another determined the time to be 5.2

seconds. Both timings beat the "impossible 5.6 seconds" stressed in the movie.

Donahue, a 91st BGMAer, was interviewed on the TV "Good Morning, America" show on Feb 27, 1992. A book, "Mortal Error" by Bonar Menninger, based on Donahue's research, has been released. St. Martin's Press, the publisher, says advance orders have exceeded 100,000.

MARIENBURG "ONE PLANE"

(Continued from Page 4)

who flew with me that day. I believe I am "98%" accurate in my efforts. Before listing them I must add that seven of them were KIA May 1, 1944 during the Troyes, France raid, less than a month later. There really wasn't much time to get to know them. Fortunately, researched data presently available, contributes greatly to the following:

With me that day, and the positions they flew, were: Albert P McCardle, CP; Clifford Stanton, N; Everell Lunde, B; Roy Newmann R; Bill Standley, TT; Donald Kovail, W1 and Guy Johnson, T. All of them were KIA on May 1, 1944.

W2 Re Silver, 34409710 and BT Harold E McMurray,

who flew with McCardle on May 1, 1944, I believe participated in the Marienburg raid. Evers' data indicates they returned safely to the States after the war. If still alive, it would be great if they contacted us!

Editor's Note: Former Historian Evers' data indicates Gardner bombed Marienburg "with 41st CBW, 384th BG, Triangle P, from Grafton Underwood."

Also, Richard E Murphy, MA, former NINE-O-NINE TG, has submitted a copy of his individual official Flight Record crediting him with logging 11:30 Combat Time on Apr 9, 1944, the same day McDuffy's and Gardner's planes are now considered to be the only 91st planes which bombed.

"Low on gas, NINE-O-NINE's pilot, Art Klinger, landed on an RAF field near the coast," Murphy says.

Murphy's data will be submitted for inclusion in 91st BG(H) historical files before more vision fades.

GREAT "OOPS!" NEWS!

NICHOLAS TEREFEENKO, 322nd, 100 TELFORD AV, West Lawn, PA 19609 attended the Oct 24-26, 1992 91st BGMA Rally Round in Jensen Beach, FL. Somehow his name was omitted from the list of those attending. The R/I regrets any contribution it made to this omission.

Chuck Welbes, 91st BGMA Treas, forwarded Terefenko's announcement of his embarrassment to the R/I editor with this note:

"I have no control over our editor. Would suggest you contact him. I know you were at Jensen Beach."

The R/I editor also knows you were there, Nick - as well as Bob Gerstemeir, the Rally's host, and your many other friends. Again, apologies.



Folded Wings

• BRAY, LAWRENCE W, 323rd, 17 Cold Hill Dr, Granby, MA 01033, Oct 21, 1991. Reported by his wife of 49 years, Peggy. A son, a daughter and two grandchildren also survive him.

• CANAVIN, JOHN H, 400 Shetland Rd, Darby, PA 19023. Reported by his wife, Eunice.

DICK, WILLIAM J, 322nd, 21 Central Blvd, Merrick, NY 11566, Jan 18, 1991. Reported by John J Shaughnessy.

• FAIRMAN, EARL H, "PAPPY," 322-324th, 2515 Wyatt St, Pensacola, FL 32514, Dec 16, 1991 after a heart attack and other complications. Fairman, Flight Engineer of Joseph P Billotta's BLOODY BUCKET crew, is credited with Ground Crew Chief M/Sgt Albert Sokinas and Sgt Thomas Elliott, with keeping Billotta's crew and planes "going." Paul McElroy, Jr, the crew's navigator, recalls 34 missions without an abort.

Fairman's post-war activity changed his nickname, "Pappy" to "Fearless." Despite heart attacks, a stroke and chronic diabetes he took an active interest in the planning of crew reunions as well as immersing himself in the activities. "His indomitable spirit was an inspiration for us all," McElroy says.

Fairman retired from the Hamilton Standard Aircraft Co in 1976 following a disabling heart attack. He and his wife, Judy, celebrated their 50th wedding anniversary in June, 1990.

He is survived by his wife, three sons, seven daughters, 19 grandchildren and four great grandchildren. Reported by Paul W McElroy, NC.

• FRIEND, JOHN C, SR, 8912 Brandywine Rd, NE, Albuquerque, NM 87111. Reported by his son.

GOLDFARB, HAROLD, 401st, 73-38 255th St, Glen Oaks, Queens, NY 11004 on Sept 3, 1991. A member of William L Bateman's THE BROADMINDED crew, Goldfarb completed 35 missions. Reported by Paul O Kennedy, TX, who flew BT on Bateman's crew.

• HATHORN, MERLE A, 424th, Rt 1, Newark, IL 60541, Sept 18, 1991. Reported by his wife.

• KRUEGER, ALFRED C, Col, (Ret), 4023 Larwin Av, CA 90630, Feb 7, 1992. Reported by his wife, Mary.

McINTOSH, DAVID H, 356 E Middle Turn Pike, Manchester, CT 06040. Jan '92 "R/I" returned stamped "Deceased."

• PERRONE, JOHN L, LM, 324th, 50 Platt Av, West Haven, CT 06516, Dec 18, 1991. Perrone, a TT gunner on QUIT YER BITCHIN and BLACK SWAN, was rebuffed by the AAF when he tried to enlist at the age of 25. After subsequent induction he was assigned to the AAF and his gunnery school application was accepted.

While on his first mission he dismissed flak as "smoke puffs" until "something like a door slamming" and the BT gunner's announcement, "I've been hit!" educated him.

Later in his tour a "green" gunner on their plane expended his ammunition by firing at fighters "way out of range." When the "green" guy asked for more ammo from the other gunners an authoritative voice came on the

intercom and told him to "enjoy the show."

The approval of an earlier, states-side application for pilot training finally caught up with Perrone at Bassingbourn. He was taken off flight duty pending his return to the States.

As a "favor" to the base commander, he assisted on training missions with new crews. While circling the base one new pilot decided to do a steep climb. The force of the climb sent Perrone reeling back and broke one of his legs in two places.

State-side assignments followed required lengthy rehabilitation but the anticipated pilot training never materialized.

In civilian life he served in numerous West Haven government agencies; he was Chairman of that city's American Cancer Society Crusade for seven years and an official and member of numerous fraternal groups. At the time of his death he owned the John L Perrone Real Estate Agency.

He is survived by his wife, Mary A, two sons, four grandsons and other family members. Contributions may be made to the American Diabetes Assn, 40 South St, Elmwood, CT 06110.

• SHOOK, RANDOLPH SR, 324th, PO Box 656, Desoto, IL 62924, Nov 16, 1991. Reported by his wife who is now an AM.

• SMITH, PAUL V, last dues paid in 1975. Reported by Niagara County Treasurer, Lockport, NY 14094-2740, administrator of Smith's estate.

• SPLAWINSKI, EDWARD W, 323rd, 1613 Hanna S, New Castle, PA 16101, Jan 1992. R/I returned marked, "Deceased."

• WENNINGHOFF, JOHN B, 401st, 2306 S 35th Av, Omaha, NE 68105, Apr 8, 1990. Reported by a family member.

• WOODBURY, CLIVE M, 401st, LM, 1072 E Spruce Av, Apt 101, Fresno, CA 93710 on June 5, 1991. Reported by his wife, Donna, who wrote he enjoyed receiving the R/I.

• YOUNG, TROY C, 324-401st, 300 Delta St, Clinton, TN 37716, suddenly, Feb 10, 1992. Troy, an original member of former Historian Hiliary "Bud" Evers' crew, in addition to his TT assignment, in combat flew every position with the exception of the pilot, co-pilot, navigator and radio operator slots. Like another of Evers' flight engineers, John Capron, Troy was checked out to fly a B17 in an emergency. Unlike Capron, who once flew Evers' lead plane back from Berlin, the fortunes or misfortunes of war never required Troy's pilot expertise during combat.

While completing his tour he was wounded once and once had to bail out during one of WWII's much publicized B17 episodes. Returning from the Nov 21, '44 Merseburg raid while flying with Harold R DeBolt's crew, their damaged plane was abandoned. After everyone had parachuted the plane droned on and eventually landed itself safely behind Allied lines!

Young, whose survivors include his wife, Emma H, and son Ronald C, had planned to return to Bassingbourn with the May 5-13 "RRR" Tour. Reported by Hiliary "Bud" Evers, NC.

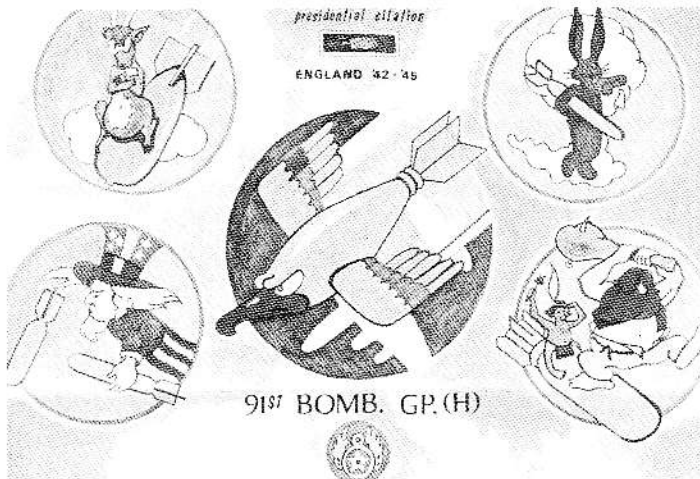
NEW PX ITEMS ADDED



RESPONSE TO THE 91st BGMA wrist watches publicized in the Jan '92 R/I justifies their inclusion as Regular PX items. The distinctive quartz watches are now available for men (1-1/8" dia) and ladies (3/4" dia). The face displays a full color 91st BG(H) logo. A genuine black leather band, goldstone case, milled bezel stone crown, sweep second hand

and a two-year warranty are other features.

When ordering please designate number desired and specify "Men's" or "Ladies." The total cost per watch is \$26.00. Overseas orders require an additional \$2.00.



91st BG(H) T-shirts are another new PX item. A 91st BG(H) logo (pictured) in blue is stenciled upon the white, quality material. Available sizes are: S, M, L, XL and XXL. Total cost per shirt is \$8.50 with the following exceptions: XXL shirts require an additional \$1.00 for S&H; Overseas orders on all sizes require an additional \$2.00 for S&H. Specify size and quantity when ordering.

Orders for the above items should be sent to Trea Charles V Welbes, 210 Leatherwood Dr, Mountain Home, AK 72653 who believes they should not only appeal to 91st BGMAers but many of their family members as well.

"INDEPENDENT'S" ATTENTION

(Continued from Page 8)

Royston function.

The charge for the May 9th "Dance-Buffer Supper" at Bassingbourn Village College, presently not available, will be collected before admission.

Also, advance reservations are required for attendance at the May 12th "Farewell Dinner" at Madame Tausuad's. Those wishing to attend independently of the Berkshire Travel Agency arranged tour should contact that agency immediately for details. Address: Berkshire Travel Agency, PO Box 14686, Reading, PA 19612. Phone: 215-372-4652.

POTPOURRI

U.S.A.

(Continued from Page 8)

supposed to be awarded a "European Medal and a Victory Medal." To the best of his knowledge no one in the 324th Sq received them.

After contact, the Dept of Veterans Affairs, Wash, DC told him to contact the National Personnel Records Center, 9700 Page Blvd, St Louis, MO 63132.

The editor, ages ago, wrote a now forgotten facility. Eventually he received the two medals mentioned above plus an "American Theatre Medal" and a probably undeserved "Good Conduct Medal." News regarding the results anyone obtains after looking into the continuing availability of such medals will be welcomed by the R/I.

FINANCIAL REPORT BY TREAS WELBES

91st BGMA TREASURER CHARLES V WELBES' financial statement for the period ending Dec 31, 1991 is published below.

FINANCIAL BALANCES - 30 Jun '91

GENERAL FUND	\$23,657.68
MEMORIAL FUND	3,116.84
HISTORY FUND	466.34
TOTAL FUNDS AVAILABLE	\$27,240.86
PX INVENTORY	\$6,177.50
TOWER MUSEUM FUND	640.73

INCOME - 1 Jul 91 TO 31 Dec '91

DUES	\$1,220.00
INTEREST	705.94
DONATIONS	679.00
PX SALES	466.79
TOTAL INCOME	\$3,071.73

EXPENDITURES - 1 Jul '91 - 31 Dec '91

BGMA ADMINISTRATION	\$1,020.55
* MEMORIAL FUND	3,188.94
PETTY CASH	88.55
R/I FUND	3,196.83
PX INVENTORY	296.82
** 1992 MEMPHIS REUNION	500.00
TOTAL EXPENDITURES	\$8,291.69

FINANCIAL BALANCES - 31 Dec '91

GENERAL FUND	\$21,194.08
MEMORIAL FUND	111.90
HISTORY FUND	466.34
R/I FUND	248.58
TOTAL FUNDS AVAILABLE	\$22,020.90
PX INVENTORY	\$6,114.60

* MEMORIALS AND DEDICATIONS, MACDILL AND WALLA WALLA

** ADVANCE (SEED MONEY)

"INDEPENDENT'S" ATTENTION NEEDED FOR SOME "RRR" TOUR ATTRACTIONS



EAST ANGLIA
1942-1992

91st BGMAers PLANNING attendance at the May 8-9 Bassingbourn and Royston Rally Round functions who are not part of the Berkshire Tour must make prior arrangements to ensure inclusion in those activities. Reservations are required for seating and catering arrangements.

State-side members should contact W W Hill, 91st BGMA Memorials Chairman, by Apr 27, 1992. His address: 4002 Braddock Rd, Alexandria, VA 22312. Phone:

703-256-9165.

English and Continental members and friends should contact David Crowe, 21 Hay, Steeple Morden, Royston Herts, SG8-OPD, England. Phone: 0763-852405.

Contact is necessary! There is a charge of \$7.00 for the Bassingbourn function and a charge of \$14.00 for the

(Continued on Page 7)

POTPOURRI

U.S.A.

• HAROLD E KIOUS, POW, Luft 3, Stalag 7A and 13D, PO Drawer L, Albuquerque, NM 87103, reports in a Nov 9, 1991 note that his listing in the R/I's Oct 1990 Folded Wings section was erroneous.

"My wings are not flapping as fast as they used to flap. But, I can still get them up," he says.

Adding credibility to his note is the accompanying photo of Kious on some Western ski-slope paradise!

The R/I happily regrets its error. Folded Wings section submissions cannot be verified. Consequently, it is urged that those submitting such copy confirm the information before mailing it to the R/I.

• CHARLES F BUSA, 324TH, LEWISVILLE, NC SAYS the Oct '91 VFW Magazine contains information indicating 91sters discharged at Drew Field, FL in Sept 1945 were

(Continued on Page 7)



Harold E Kious

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

FORWARDING AND ADDRESS
CORRECTION REQUESTED.

FIRST CLASS MAIL



LET US KNOW BEFORE YOU MOVE!

NEWEST LIFE MEMBERS

ANDREW W ANDERSON, LM, Northridge, CA
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WILLIAM M. LIMBERGER, LM, Wolfeboro, NH
JOHN A MOELLER, LM, Reno, NV
NELSON D VAN BLARCOM, LM, Castleton, NY

REUNION

THE STALAG XVII-B AMERICAN FORMER POW's will hold a Knoxville, TN reunion May 3-7, 1992 to celebrate the 47th Anniversary of their liberation. For further info: Lester J Levy, 4047 Division, Metairie, LA 70002. Phone: 504-888-8850.