

The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol 26 No. 2

91st Bombardment Group (H) Newsletter

April, 1993

OKLAHOMA 91st BGMA REUNION DATES SET

THE 1994 91st BGMA REUNION IN OKLAHOMA CITY, OK will be held Sept 21-24th, Col Tom Ashinhurst (Ret) Reunion Committee Chairman has announced.

The Lincoln Plaza Hotel is the designated headquarters. One and a half miles north of the OK State Capital Complex, the hotel's location is within five to ten minutes of OKC's finest attractions.

The hotel is a OKC's largest convention facility. Three hundred and eleven guest rooms and suites, a landscaped outdoor pool and tennis courts, a live theatre and free parking for 3,000 vehicles are contained in it.

Reunion Committee members presently include Col



"SOMEPLACE SPECIAL!"

KINGMAN FORT PARTS LAST STARCER EASLE

THE TONY STARCER AND JOHN SZABO STORY cannot be told in one issue of the R/I's space limited eight pages. However, Starcer, the 91st BG(H)'s famed nose artist, prolonged their productive relationship a bit by delaying his urgent final hospitalization on May 5, 1986 to advance a mutual project contributing to the preservation of the 91st BG(H)'s proud past.

Szabo, incurring considerable expense through his dedicated collecting of B17 artifacts from the Kingman Army Air Field, recalls Starcer never asked for any compensation for his contributions to Szabo's fund raising efforts related to the 91st BG(H).

Too long ago the R/I filed, for later reference, the following offering from Szabo:

WANT A PIECE OF YOUR B17?

John C Szabo has spent the past decade researching the Kingman, Arizona aircraft graveyard (known officially as Sales-Storage Depot No 41). 91st BG(H) Forts that ended up there still had their serial numbered Load Adjusters and John is offering them to help with his research expenses (on a Kingman, AZ book). If you want something from your B17, write John at 15885 Main St, #190-130, Hesperia, CA 92345.

The R/I has reason to believe his phone number is now: 714-928-6234.

Peter P Adams, (Ret), 324th; LTC Charles E "Red" Cliburn, (Ret), 324th; Thomas D Jonson, 401st and Wanda K Selter, 91st BGMA AM. The enthusiasm of OK 91st BGMAers in preparing another memorable Reunion is indicated by Ashinhurst's announcement that additional Committee volunteers are anticipated and will be identified later.

OKC attractions are family oriented. The National Cowboy Hall of Fame, Western Heritage Center and the Air Space Museum, preserving military and civilian flight, are "must sees" for all visitors.

Though "Curley," the cow-poke hero of Rogers and Hammerstien's musical, "OKLAHOMA!," never sang the phrase in his song of praise of his "brand new State," visitors inevitably come away from OKC and the surrounding territory knowing they have been "SOMEPLACE SPECIAL!"

At the time of Szabo's Oct '90 communication with the R/I he had the following Aircraft Load Adjusters, removed from 91st BG(H) planes stored at Kingman, AZ, for sale. The R/I has no further information regarding how many are still available.

Available back in Oct '90 were Load Adjusters from the
(Continued on Page 2)



JOHN C SZABO AND TONY STARCER'S WIDOW, JACKIE, STAND beside a display of the famed 91st BG(H) artist's last paintings. Other similar nose-artwork upon salvaged WWII big plane hubcaps was planned by Starcer and Szabo. Starcer's May '86 death precluded completion of the project.

THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK

PRAISE AND PROBLEMS

RESPONSE TO THE JAN '93 R/I HAS BEEN HEARTENING! Fourteen Life Memberships were received; all the Allan N Morey 401st Formation Photos were sold; "Before The Vision Fades" by William Potter sold so well additional copies were required to fill the demand; the sales of R/I back issues was a big, big surprise and the inventory of watches required re-stocking to fill requests.

"All in all," Sec/Trea Assay B Johnson says, "it was a most rewarding show of 91st BGMA membership support."

I trust that membership support will be reflected in the response I receive to the following association business. To expedite response I first correct my telephone number listed in the last R/I. The correct number is: 206-351-3692. The error was inadvertently submitted to the R/I.

Among items discussed at the Memphis, TN Reunion Business Meeting was Financial Aide to help support the Bassingbourn Prop Memorial and Tower Museum. Impressive and important memorials to our past, they merit our support. Since no accounting of their annual maintenance is available to me, I recommend a modest 91st BGMA yearly donation of \$400 to \$600 for their upkeep. Expressed opinions of the membership on this item will be considered before a decision is made.

Not listed in the opening paragraph is the fact that 67 members contributed to our Memorial or General Fund. That generosity suggests there is enough interest in our affairs that my formerly expressed glum view regarding a 1996 Reunion Site will prove unjustified. I cannot imagine that a Reunion Site won't be set for us by a group of enthusiastic members somewhere in the "Pacific Section" which includes Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

Should a suitable site not emerge by Jan '94 the only alternative is merging with the 8th AFHS's 1996 convention plans.

The reasons for that were detailed in my Jan '93 column. Some are: Pressure for convention sites now require scheduling as much as three years in advance and the 8th AFHS, an umbrella group scheduling annual reunions, obtains favorable rates from prime hotels and provides extensive and varied reunion activity and tourist tours. Should necessity dictate, such a decision to participate in 8th AFHS Reunions would require 91st BGMAers attending to pay 8th AFHS dues in addition to our association dues.

The Memphis, TN Reunion further "democratized" our association. Briefly, the fifth sentence of our By-Laws, Sect 1, Art VII, Officers, stipulating no elected officer (excepting the Editor and Historian) may serve more than two (2) consecutive terms, was deleted by membership vote. That means all your present officers may continue in office - on and on. I trust, however, that will not result. My viewpoint is new officers bring new ideas and renewed energy to

association activity. Hopefully the membership will not lapse into a reliance upon an "Old Guard" group to manage their affairs. "Old Guard" group decisions and goals often, eventually, vex many members.

All members in good standing are eligible for approval by the Nomination/Elections Committee and subsequent election to any 91st BGMA office. Hopefully other members will consider election to an official association post as a means of implementing future progress for us all.

And last, but not least, the possibility of a 91st BGMA Ladies Auxiliary has been raised. Since no formal association is envisioned, no dues would be required. The membership requirement would be members be spouses of current 91st BGMA members - including Associate members. During 91st BGMA activities the Auxiliary officials could set their group's meeting schedule and help set its' goals.

As a 91st BGMA official of some years I have noted that the ladies contribute immeasurably to our affairs. Should their spouse arrive early his "better-half" often finds herself involved in helping prepare for our official functions - and making enduring new friendships. It is time recognition of their contributions be further encouraged and recognized by an Auxiliaries' official reports and recommendations. The thoughts of 91st BGMA members and their spouses on this matter will be welcomed by me.

KINGMAN FORT PARTS

(Continued from Page 1)

following 91st BG(H) planes:

B-17G #42-31143	B-17G #44-6012
B-17G #42-31418	B-17G #44-6151
B-17G #42-38148	B-17G #44-6293
B-17G #42-39997	B-17G #44-6308
B-17G #42-97061 ("General Ike")	B-17G #44-6596 ("Sweet Dish")
B-17G #43-37616	B-17G #44-6604
B-17G #43-37993	B-17G #44-6615
B-17G #43-38755 ("Lewd Angel")	B-17G #44-6931 ("Rugged But Right")
B-17G #43-38901 ("Star Dust")	B-17G #44-8431
B-17G #43-39217	B-17G #44-83263
	B-17G #44-83288

For now, suffice to say, Starcer's and Szabo's collaborative efforts pertaining to the 91st BG(H) culminated with Starcer reproducing his war-time renditions of: LITTLE MISS MISCHIEF, WEE WILLIE, MOUNTAIN RIDE and OUTHOUSE MOUSE on "hubcaps" salvaged by Szabo from Kingman, AZ "stored" Forts. Those particular efforts are destined for a museum planned by Szabo. Leukemia claimed Starcer before he could complete the painting of each plane's bomb mission total upon the discs.

(Continued on Page 3)

MAYBE "WE WERE ALL A LITTLE CRAZY"?

By WAYNE B "TEX" FRYE

A DENTAL OFFICE WAS IN OUR BARRACKS. THE Assistant a Cpl, had a 120 lbs Bull Mastiff called, "Carlo." Since, weight-wise, "Carlo" was at least near equal to the weight of many of us at that time, I played with him a lot. Picking a fight with him, instinct dictated, would have been "a little crazy."

When his owner went on leave I took care of "Carlo."

One night, before going to bed, I secured "Carlo" to the knob of our barrack door with an approximately six foot length of rope. He contentedly bedded down with the rest of us for a good night's sleep.

Unfortunately the unholy hours the Operations Officer entered barracks and roused designated flyers of the day was not considered when "Carlo's" short leash was applied.

The next morning, at an unholy hour, the Operation's Officer brusquely opened our barrack door. The inadequate slack on "Carlo's" tether brutally jerked him awake. That produced a growl from him that aroused all but our deepest sleepers in time to see him charge the Operations Officer - and the Operations Officer's quick retreat. The Operations Officer thereafter dutifully announced the flyers-of-the-day from a safe distance beyond "Carlo's" leash.

We tried, one day, to solve the "'Carlo' - Operations Officer" problem. I'm not a technical writer. I leave it to others to comprehend what we did. We put the door hinges on the door knob side. The door could only be opened by pushing on it on the opposite side of the newly hinged door knob side.

Frustrated, the Operations Officer soon resolved the problem of "Carlo" and our unorthodox door hinging. He resorted to alerting us by shouting through one of our barrack windows.

And then we had this guy in our barracks who occasionally returned after "lights-out." He had an upper bunk and a mean streak. Wearing heavy GI shoes, once up in his bunk he'd take off one and drop it upon the floor. Few slept through that inconsiderate mannerism. Then he compounded the aroused anger permeating the barrack by waiting and waiting and waiting before dropping his other shoe. Eventually his co-habitants were reduced to begging, screaming and cursing him to drop that other shoe so they could get back to sleep.

Since I enlisted in the AAF from the US Border Patrol, I knew something about guns and ammunition. And, since I was one of the "suffering" ones in our barrack, I took upon myself responsibility to resolve our barrack's sleep problem.

I converted some .45 caliber cartridges into blanks.

The next time the guy arrived after "lights-out" and withheld the dropping of his second, heavy shoe, a .45 automatic, loaded with blanks, blasted throughout the barrack.

Some of us in our barrack may not have slept soundly

before some of our following missions but I know after the blast of those .45 caliber blanks that night the waiting for the "second shoe" was never again a sleep problem for anyone.

And then there was a bombardier among us who may have been unduly victimized. The treatment awarded him could have been based upon the "zealousness" of his fellow bunkers who wanted a good night's sleep before the next day's duties. But, sometimes now, I wonder if perhaps his tormentors were more "jealous" than "zealous."

He had a reputation for considerable success with the fair sex. His relentless amorous activity included considerable Half and Half drinking. Consequently his nightly returns, after "lights-out" and much more than a little clumsy, disturbed the slumber sought by others.

He slept in a lower bunk.

One night, after another of his disturbing returns and after he slept, we poured cigarette lighter fluid around his bunk, lit it and yelled, "Fire!"

The alarm and flash of flame panicked him. He bolted uncontrollably from the room.

Thinking the "joke" might eventually send him a message, the same treatment was administered on later occasions - without change in his behavior. We decided to intensify the treatment.

One night, after he'd "konked" out, we ran wire around his bunk so he could not abandon it. This time the usual alarm, "Fire!", flash flaming and his confinement so panicked him we resolved never to do it again because of the possibility that, in his thrashing about, *he might injure himself.*

In retrospect, I wonder if the hazard of playing with fire ever occurred to us, his "zealous" or "jealous" tormentors.

Editor's Note: "Tex's" communication to the R/I included a note saying he flew his first mission on Aug 3, '44 in NINE-O-NINE. It must have been eventful. Upon his return he was promised a Silver Star - and a Court Martial. He received neither one.

"But," he says, "that's another story."

Sounds like another welcome "little crazy" item to the R/I.

KINGMAN FORT PARTS

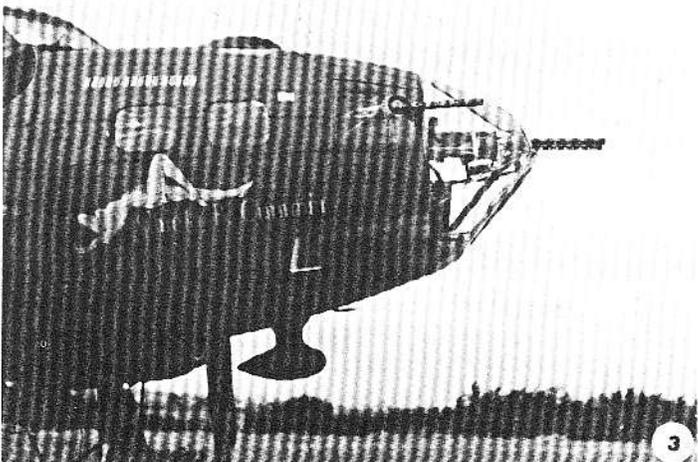
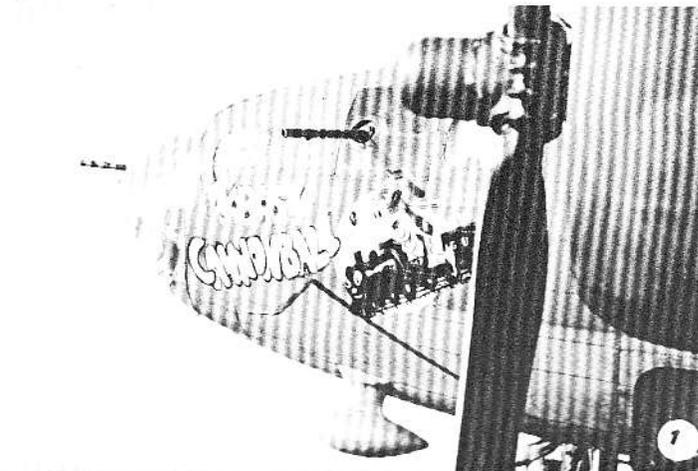
(Continued from Page 2)

Since Starcer's death the close relationship between Szabo's family and Starcer's widow, Jackie, has grown. The R/I will first have to detail the origin and development of the Starcer-Szabo relationship before any reader would believe a still promised story on why Mrs Starcer wanted Szabo "to cut 'Shoo Shoo Baby' from the wall of her garage!"

An article on Starcer and Szabo appeared in the July 1985 R/I, according to Szabo. Back R/Is preserved by the late Col Paul G McDuffee, SSB pilot, and entrusted to the editor by his widow, Mary, are presently on loan to Folded Wings Chairman Charles V Welbes for duplications.

PLANES OF THE 91st BG(H), PICTURED - AND NOT

THE FOLLOWING PHOTOS OF PLANES OF THE 91st BG(H) are from the collection of George J Frantz, HQ's, of Jensen Beach, FL. The plane's Sq's have been identified to the best of the R/I's ability on page 5. Corrections or additional information from the membership is welcomed by the R/I.



"BOOMERANG" CREWMAN RECALLS "PUZZLEMENT"

By GEORGE A PARRISH

MAYBE I SHOULDN'T BE WRITING THIS. I'M NOT THE prime source of the following story concerning two of the too many forgotten Forts of the 91st BG(H).

Assigned to the 401st Sq in Oct '43, in due time our crew merited its own plane. Our pilot asked for plane name suggestions from everyone. Finding our suggestions inappropriate, he named it, BUCKEYE BOOMERANG.

"Buckeye," of course, referred to his home-state, Ohio. The "Boomerang" part fell just short of being completely prophetically appropriate for those flying it. To the best of my knowledge only one 401ster lost his life while flying our original BB or its successor, BUCKEYE BOOMERANG II.

(Our original BB, A/C No 4231672, was downed during the Mar 20, '44 Frankfurt, Germany raid while piloted by 1/Lt Frank D Turk.) Former 91st BGMA Historian Hiliary "Bud" Evers' data lists 2/Lt James H Grube, navigator, as the only KIA member of Turk's crew. The rest of Turk's crew, after POW time, "boomeranged" back safely to the States.

Of those survivors 2/Lt Franklin F Whitcomb, CP, Modesto, CA; T/Sgt Dale Jackson, TT, Plattsmouth, NE and S/Sgt Chester R Knowles, Jr, B, Falmouth, ME are listed in our 1991 Directory. Hopefully they will let us know what happened that day they flew our original BB.

The MACR 3411 pertaining to their fall is brief. It says, "Contacted Lt Charles L Price by radio at 11:48 49:40N 07:00E."

Our next plane, BUCKEYE BOOMERANG II, didn't survive the war either. But it always "boomeranged" until damage required its retirement from service.

Of our original crew I only recall one serious wounding, that of Robert A Wood, Denver, CO, our Flight Engineer. His wound, returning him to the States, permitted my promotion to this post. Our original BT Gunner, Joe Brennan, New Orleans, LA, became a POW while flying a "catch-up" mission with another crew on another plane.

An indication of how memories fade is my recollection of a contribution one of our planes made to the 91st BG(H)'s "proud past." Presently I cannot now say whether the following involved our original plane or its successor, BB II.

The following bit, however, is recalled vividly. Our formation entered a huge cloud bank. I don't recall if it was before or after "Bombs Away!" but, once in the clouds we were virtually blind. Suddenly entangled in another formation, our pilot resorted to a steep power dive. From my TT position I saw big, mist shrouded Fort silhouettes

(Continued on Page 5)

(Continued on Page 5)

"BOOMERANG" CREWMAN

(Continued from Page 4)

floundering all around us. How anyone escaped a collision is still unbelievable to me. I do believe that dive saved us.

The above occurred during a mission to Germany over a deceptively serene and comforting cloud blanket. In the vicinity of the target our formation entered a dense cloud bank. Bombs were dropped and, either before or after, a direct flak hit set one of our engines on fire. Another, or the same dive described above, extinguished that fire. Climbing back through the clouds to rejoin the formation, we found ourselves alone when we broke through. I heard our pilot request "the heading back to Bassingbourn" from our navigator.

Our navigator did not respond immediately with the information presented at Briefing because he believed a significant weather change had occurred since the early morning mission Briefing. The cloud movement below us, he recalls, in relation to our heading indicated a dramatic weather change. Instead of a wind direction basically from the South, a wind, primarily from the North, had developed. Somehow estimating the new wind velocity, our navigator provided the pilot with a new heading.

Years later I learned our navigator was not complacent regarding his calculations. Therefore he kept himself busy constantly determining two dead reckoning positions based on the original briefing data and his own revised calculated estimates. His reasoning was that any momentary break in the cloud cover revealing terrain below would provide him two areas to check for confirmation of our position. Unfortunately, the cloud cover, continuing solid, permitted him no reassurance that his calculations were correct.

Eventually our lonely droning through the empty sky was shattered by flak a short distance to our left. Our BB turned to the right - which was essentially Northward. Our navigator promptly called for a Southern heading. A bit further South more flak claimed another of our engines.

Again our automatic evasive action was another 90 degree Northward right turn.

Urgency was in our navigator's voice when he came back quickly on the intercom. He said, "You gotta go South!" His instructions were acknowledged with a clipped, "Alright," which suggested his wisdom was not unquestioned.

Nevertheless, we headed South again.

During meetings since the war our navigator has discussed his adamant "South" conviction.

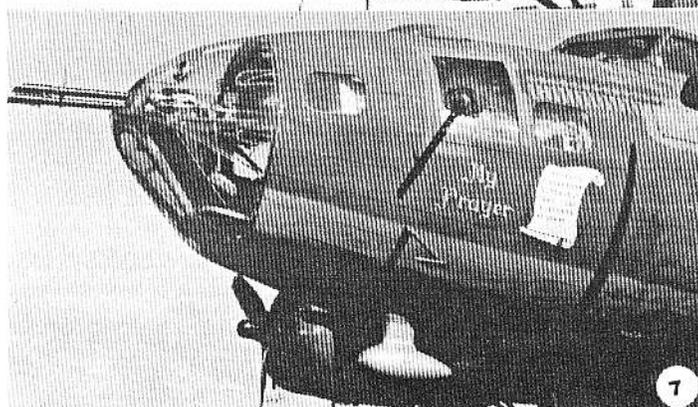
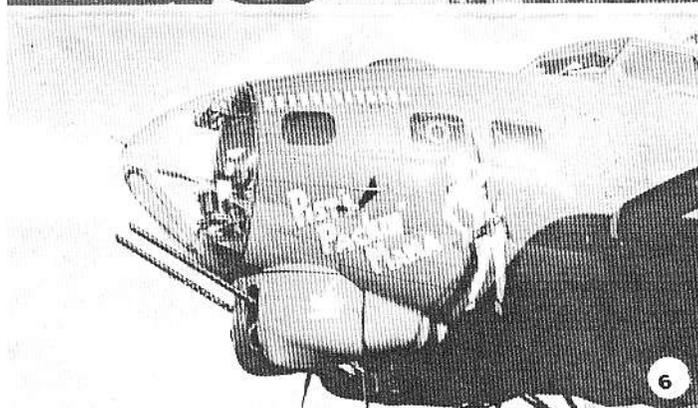
The first flak bursts, he felt, confirmed our position. We were only a short distance right of the intended course and almost out of range of the batteries below, he says. North of us was the Ruhr Valley's flak concentration and flying North would have meant battling a strong head wind. Fuel was precious. A South Heading offered a welcome tail wind.

"Naturally, there was no time to congenially discuss the situation. Action was of the most importance," he says.

(Continued on Page 6)

PICTURED

(Continued from Page 4)



PLANES OF THE 91st BG(H) SQ IDENTIFICATIONS; 1) WABASH CANNON BALL, 322nd Sq; 2) FIGHTIN' PAPPY, 323rd Sq; 3) SHEILA B CUMMIN, 323rd Sq; 4) DAME SATAN II, 322nd Sq; 5) FERTILE MYRTLE, Sq Unk; 6) PIST'L PACKIN' MAMA, 324th Sq and 7) MY PRAYER, Sq Unk, a "vintage" 91ster whose markings indicate, when photographed, was credited with downing 13 Enemy Aircraft!

"BELIEVE IT OR NOT" DETAIL CORRECTED BY 324th's WEBB



A MOMENT OF A LAST MEETING. FORMER 324th Sq CREWMEN, Jack M Webb, Left, and Everett L Dodd, exchanged past experiences during the recent Memphis, TN Reunion of the 91st BGMA. Webb died some months later.

JACK M WEBB, WV AND EVERETT L DODD, MS, former 324th SQ members, were among the 350-400 attending the 91st BGMA Memphis Reunion last year. The two were survivors of the original 91st BG(H) personnel deployed to England in Aug 1942.

Webb, a Flight Engineer and Dodd, a Tail Gunner, flew with the MEMPHIS BELLE in such planes as the WILD HARE, MARY KAY, THE SAD SACK and REBEL'S REVENGE. Unlike the memories verbally recalled and exchanged by other 91sters at Memphis, a portion of their reminiscing was recorded by a reporter for The Commercial Appeal, a prominent Memphis, TN newspaper.

Reporter William C Bayne, while writing his story, unknowingly preserved a bit more of our proud past because Webb died shortly after the Reunion. The two friends will never meet again to refresh one another's memories.

Among their shared memories were their first missions involving 12 to 15 planes - and 1,000 plane raids when they were "ready to come home."

According to Reporter Bayne, "Their most famous mission was not their most terrifying."

The "fame" is based upon an item in a Robert L Ripley "Believe It Or Not" wartime release.

While forming for a raid an uncontrollable electrical fire in Webb's TT spread to the oxygen system. Someone, Webb recalled, kicked him out of the front escape hatch after he, Webb, had kicked the hatch open.

"My chute was on fire and it snagged as I went out. It seemed like I was hung up for hours, but it likely was only a couple of seconds until the chute broke free," Webb told Bayne.

With a hole in his chute, Webb descended rapidly.

"I could see this telephone line ... and I was trying ... to avoid the line. As I came down, there was a horse standing in the field.

"I honestly didn't see the horse until just before I hit it. My feet hit the horse on the rump and he took off like a scalded ape. I then hit the ground and mired in mud up to my knees. If it hadn't been for the horse I might not be here today," Webb concluded his recall of the incident which claimed the life of his pilot, Lt Marco DeMara.

Dodd, abandoning the same flaming plane, was surrounded by pitchfork-armed English farmers when he landed. They thought him part of a German invasion force.

Ripley's "Believe It Or Not" cartoon concerning the above appeared in the Chicago Sun newspaper. The cartoon gained attention (and some "fame" for Webb) by depicting Webb "as landing straddling the horse's back and riding the animal to safety."

Webb and Dodd agreed the first daylight Berlin raid was their most "terrifying." Damage incurred during a New Year's Eve raid over Ludwigschafen so slowed their return that base personnel, thinking them dead, prematurely folded up their beds. The two completed their missions before D-Day, June 6, 1944. Webb, enjoying a dinner in Atlantic City, NJ when he heard the news, wryly recalls he didn't understand the invasion ... "because we had already won the war."

"BOOMERANG" CREWMAN

(Continued from Page 5)

On its' new heading BB's remaining two engines could not hold our altitude. Eventually our descent below the clouds permitted our navigator to confirm our position from the terrain below. Unfortunately our lower altitude now exposed us to flak not indicated on provided maps. Knowing the time it took flak to reach our altitude, our navigator, whenever he saw the barrel flashes of flak guns, directed continuing evasive turns.

We reached the French Coast without further damage. What made the mission memorable for more than me was its conclusion.

Our plane, despite its' myriad delaying, desperate twists and turns requiring new headings, with its remaining two engines still functioning beautifully, arrived over Bassingbourn the *same time* the rest of the 91st's planes, the formation which we *lost over the target*, were in the landing pattern!

I remember our drably painted plane, BB or BBII, nonchalantly took its position in the Group and landed with it without any ceremony.

Our pilot, John D Davis, FL, concluded his 91st BG(H) service as 401st Sq C/O. Our navigator, Frank I Vara, PA, unsurprisingly concluded his 91st BG(H) service as a Lead Navigator.

Later our crew received considerable publicity while assigned GENERAL IKE. Most of us have cherished photos of that plane. All remaining survivors of Davis' BUCKEYE BOOMERANGs, I'm sure, retain cherished memories of those two great planes which, I believe, "boomeranged" all but one of those flying them safely back to the States - even if some waited awhile as POWs.

(Continued on Page 7)

Folded Wings

• **CLOSE, EDWIN F**, 322nd, 1009 South Archer, Spearman, TX 79081, Oct 23, 1992. A pilot, he flew a 43 mission tour. A retired farmer and rancher, he is survived by his widow, Alline, two daughters, five grandchildren and one great granddaughter.

• **DYER, CHARLES W**, 401st, 5400 W Orchard Dr, Bloomington, IN 47401, Mar 15, 1992.

• **HANSEN, MERLE E**, 323rd, 618 Choctaw Dr, San Jose, CA 95123, Jan 19, 1993. Information transmitted by his widow through Sec/Trea Johnson identifies him as "an Engine Mechanic."

• **HRENKEVICH, ANDREW**, 324th, 270 Beaver St, Leetsdale, PA 15056, June 24, 1992. Reported by Bill McKee.

• **JAMES, WILLIAM R**, 322nd, 109 Parkside Place, Indian Harbour Beach, FL, Feb 5, 1993. Reported by his widow, Pearl H, who is now an AM.

• **KANANEN, ROBERT E**, 324th 23310 Windom St, West Hills, CA 91304, Jan 7, 1993. Service with the 91st BG(H) was one of the proudest achievements of his life, his widow, Diane, writes. Cherishing the many friendships made, his war-time service further enriched his life with an enduring "love affair" with aircraft.

Poor health precluded recent returns to Basingbourn but during his 35 year Lockheed Aircraft Corp, Director of Commercial Services career he travelled extensively. During frequent trips to Cambridge he honored the past by visiting the Memorial to WWII flyers.

In addition to his widow survivors include three children and two grandsons.

• **KANIDOR, JOHN W**, 322nd, 28654 SE 208th, Maple Valley, WA 98038 - 7803, Jan 20, 1993. His widow, Jessie, writes his enjoyment of the R/I led to fond reminiscing on his part. Like too many members, his memories were probably unrecorded. His widow preserved the following from his discharge papers: A S/Sgt, he flew 35 missions, took motion pictures of bomb strikes from the BT and served as an aerial gunnery instructor after his return to the States.

He retired from the Boeing Aircraft Co in 1986 - after working there for 38 years. Survivors include five children and 10 grandchildren. His widow is now an AM.

• **KAROLI, ALTON R**, 71, 322nd, 112 Esplanade, Middletown, RI 02840. E R Kelly, CA, with whom Karoli flew as navigator, reports his death. The two, downed on Sept 5, '44 (Karoli's second mission) were hidden by the French underground until liberated by Gen Patton's forces. Karoli retired from the AF Reserve as a Major in 1981.

He was a Chief Research Scientist for 40 years at Eppley Laboratories in Newport, RI before retiring in 1986. A member of St George's Episcopal Church, he was deeply involved in varied church, civic and fraternal affairs. Survivors include his wife, Carol, two daughters, two grandchildren and two brothers.

• **KNIGHT, HORACE**, 401st, 8419 Linda Rd, Louisville, KY 40219, Apr 30, 1992. Reported by his widow, Mary, who writes he was "proud of his service with the 91st

BG(H)."

• **LUNT, RICHARD C**, 322nd, 274 Tempus Circle, Arroyo Grande, CA 93420. Reported by Roger C Lunt, Portland, OR.

• **MAXWELL, SIDNEY R**, Col (Ret), 323/324th, PO Box 357, Ocean Springs, MS 39564, Nov 16, 1992. Reported by The Hancock Bank, MS.

• **McCOMBS, JOHN R**, LTC (Ret), 324th, 2334 Platt Dr, Martinez, CA 94553, Jan 16, 1993. A pilot, McCombs completed a 35 mission tour. Upon his retirement from the AF in 1968 a Distinguished Service Medal was added to his war-time DFC and AM with Clusters. After retirement he worked for the U of California, Berkeley in the Environmental Physiology Research Dept. Hobbies included classic airplane repair and he flew his Piper "Putt-Putt" Pacer to local fly-ins. Survivors include his widow, Betty, two daughters, a sister and two grandsons. Reported by Eugene J Letalien, CA.

• **MILLER, ROBERT H**, 322nd, 444 Lawrence St, Ravenna, OH 44226. Reported by Martin Kearns, NH who identifies Miller as, "My first pilot."

• **ROMINE, CREIGHTON F**, 72, 401st, 317 Gene Lane, Natchitoches, LA 71457, Dec 21, 1992 following a stroke. His wife, Christina, reports he "enjoyed his R/I very much."

• **SAUNDERS, HENRY G**, 324th, PO Box 64, Sarver, PA 16055, June 1, 1992. He served as Flight Engineer on THE outhouse mouse, 909 and THE RUPTURED DUCK. He was a retired Engineer of the Bethlehem Steel Coal Mine Operations in Sarver, PA. Reported by his daughter, Margaret.

• **SOVINA, JOSEPH F**, 324th, 1888 Cordilleras Rd., Redwood City, CA 94062. He was a WGer on RHAPSODY IN RED. His widow, Dorothy, and former navigator, Elmer Gettis, AZ, reporting his death, submitted conflicting dates.

• **WEBB, JACK M**, 324th, 61 Warwood Terrace, Wheeling, WV 26003, Feb 12, 1993. He was among the first 690 forming the nucleus of the 91st BG(H) in Aug '42. A Flight Engineer, he served on THE WILD HARE, MARY KAY, THE SAD SACK and REBEL'S REVENGE. His tour began with 12 to 15 plane raids and ended with 1,000 plane formations. He was a retired postman. Reported by his widow. (Editor's note: See accompanying article elsewhere in this issue.)

"BOOMERANG" CREWMAN

(Continued from Page 6)

Of our original crew, in addition to Davis, Varva, Wood and myself, CP Allan N Morey, Syracuse, NY and B Walter G Quarve, Lake City, MN are known to survive. Our Radio Operator Duard K Nowlin, Albuquerque, NM died a few years ago. Contact has been lost with Joe Brennan, BT, New Orleans, LA; Robert O Duncan, RW, Gary, IN and Joel Ziegler, T, NY, NY.

PRESERVE
OUR PROUD PAST



POTPOURRI

• A MEMORIAL SERVICE HONORING THE EIGHT KIA 91st BG(H) crew-members 50 years ago near Opijnen, Holland, is scheduled for May 31, 1993 in that locale. A much delayed letter from The American Women's Club of Amsterdam, Opijnen Committee precluded sufficient prior announcement to contribute to possible 91st BGMA membership participation. The Memorial Services include a church service, laying of wreaths, an American Honor Guard, a fly-over of USAF planes and speeches by local dignitaries.

Available information indicates former 323rders John P Bruce, Orlando, FL and Keene C McCammon, St Paul, MN, now 91st BGMAers, are surviving crew members of those to be remembered - and honored.

It is understood a 91st BGMA floral wreath will be sent for inclusion in the ceremonies. The R/I hopes to have a report in the July '93 issue.

• DUTCH HISTORIAN J A HEY HAS BEEN SUBMITTING burial site locations of former 91st BG(H) personnel to former Association Historian Hiliary "Bud" Evers for sometime.

Evers is unable to verify two of Hey's latest submissions. Evers, seeking to resolve the discrepancy between Hey's and his data, hopes some 91st BGMA

member(s) can be helpful. The following two servicemen are identified by Hey's as former 91sters. Evers' data does not list them.

KIMBLE, ROBERT H, S/Sgt 33080791, buried in Ardennes plot Y-1-1; later reinterred in PA, USA.

ORCUTT, LAWRENCE E, JR, S/Sgt 31152681, buried in Cambridge plot T-4-5, Nov 24, '44. (Evers opines he was KIA or died on or about Nov 19, '44.)

Anyone with information pertaining to the above men is urged to contact: Hiliary "Bud" Evers, Jr, Port Royal Plantation, 21 Barony Lane, Hilton Head, SC 29928.

"We hope to complete our HONOR ROLL with burial locations soon. In addition to the 111 MIAS listed on the Wall in Cambridge we have over 100 listed on walls all over Europe," Evers says.

• FORMER 91st BG(H) NAVIGATOR WAYNE B "TEX" Frye called the R/I's attention to the fact that it failed to record that a WWII Veteran of the English Women's Land Army attended the 1992 91st BGMA National Reunion. "Tex's" question, regarding the unrecognized guest, Mrs Olwynne Wilkins' eligibility to become a 91st BGMA Associate Member, is easily answered. The answer, "Tex," is, "Yes, she's eligible - and welcome!"

A 1993 91st BGMA Membership application is being sent to "Tex" for forwarding to new prospective AM Mrs Olwynne Wilkins - somewhere-in-England.

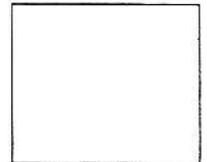
THE RAGGED IRREGULAR

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 Basingbourne, 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.
590 Aloha Dr.
Lake Havasu City, AZ 86403

FORWARDING AND ADDRESS
CORRECTION REQUESTED.

FIRST CLASS MAIL



LET US KNOW BEFORE YOU MOVE!

NEWEST LIFE MEMBERS

ADAMS, WILLIAM F, England
BIENZ, McAVOY, AL, Neshanic Station, NJ
COMER, ROGER M, San Antonio, TX
DART, MELVIN, Ancortes, WA
DUEMLER, WILBUR C, St Claire, MO
FRIEDMAN, DR HARVEY, Memphis, TN
GASTON, ELON M, Atlanta, TX
HOLMAN, B SCOTT, Framingham, MA
HOOTS, WILLIAM L, Patterson, IL
JUDY, RAYMOND W, Custer, WA
KENNEDY, PATRICK N

KLEYLA, ROBERT L, Sr, Wash, DC
LANGFORD, SALLIE, MRS AL, Dozier, AL
LUDWIG, GERALD L, Glen Ellyn, IL
McCAMMON, KEENE C, St Paul, MN
POTTER, WILLIAM G, Kearney, NE
PUNTORNO, ORLANDO, Ft Lauderdale, FL
RANEY, JACK K, Schererville, IN
SCHOFIELD, LEE R, Belleville, IL
WILLIAMS, CECIL E, Ponco City, OK
YEZDIMIR, EMIL, Jonestown, PA