

The Ragged Irregular



322nd SQDN



391st SQDN



SUPPORT UNIT
91st Bombardment Group (H) Newsletter



401st SQDN



401st SQDN

Vol 26 No. 3

July, 1993

FORMER 91st BGMA TREA "CHUCK" WELBES DIES



FORMER TREA CHARLES V (CHUCK) Welbes and his wife, Henrietta (Sunny), contributed immensely to 91st BGMA operations. By-Law restrictions precluded his continuance in office.

CHARLES V WELBES, 401st SQ, 91st BGMA Treasurer 1988-1992, 210 Leatherwood Rd, Mountain Home, AR 72653, died Apr 21, 1993 at age 70. The future will increasingly confirm his contribution to the association's financial resurgence during his By-Laws permitted terms of office.

Though the membership's approval of a dues hike from \$5.00 to \$10.00 annually insured continued 91st BGMA operations at the time of his 1988 election, it was his enthusiasm that markedly increased membership service and further bolstered association finances.

By adding many new items to the 91st BGMA's "P-X Items" he opened wider the door to the past for those interested by whole-heartily accepting the burden of reproducing and mailing numerous data filled manuscripts by association members.

He added to his work volume by making available other popular "P-X Items" such as 91st BGMA T-Shirts, watches, etc. His consideration of the membership was always evident. To the best of his ability "P-X Item" orders were

filled promptly, their price held to include only "a buck or two" for the association and, at times, he even considered "Oh-My-Gosh" sized T-Shirts.

An earlier illness and throat operation left him with a raspy voice. It did not deter his public speaking humor. Finding the editor, with whom he worked closely, receptive, he usually "roasted" him before proceeding with business reports during 91st BGMA gatherings. The subsequent "roasting" he received during the editor's mike-time he always conceded was "well deserved."

It would be remiss to continue without now recognizing his wife's contributions to the 91st BGMA. Without Henrietta (Sunny) Welbes' assistance his health would have created emergencies in 91st BGMA affairs during the latter part of his term of office.

The return of his illness often left "Sunny" in-charge-of-the-shop. While substituting on their computer, she dreaded punching wrong keys and inadvertently erasing his data.

Welbes' immersion in current business excluded all but bits of his WWII service. His mother, he impishly insisted, responded to his enlistment in the AAF with, "Be good - and don't fight!"

His 401st Sq Bombardier, Marion H Havelaar, supplied

(Continued on Page 2)

NATIONAL GEOGRAPHIC PROBES 91st's PAST

BY ROGER W ARMSTRONG

SINCE 1963 THERE HAVE BEEN ABOUT NINE R/I publicized "Bassingbourn Returns." All have been memorable for those participating in them.

A recent May 1993 tour, attended by a combination of only 28 former 91sters and wives and Associate Members and wives, may prove the most memorable.

Many of that tour group, expecting the usual immersion in nostalgia, unexpectedly found themselves participating in the preservation of the 91st BG(H)'s proud past.

Representatives of the National Geographic Magazine appeared during the tour group's May 3-12 presence to interview and photograph numerous tour members for inclusion in a forthcoming 91st BG(H) article in their magazine - one of America's prestigious publications. Publication of the article seems set for the first half of 1994.

Somewhat acquainted with the problems of publication, this writer believes it best to let the Geographic mind its own excellent business by not listing a more specific publication date.

Hopefully, the following will substantiate the foregoing big news.

Shortly before this writer's tour departure the Geographic's Illustration Editor, Robert Patton, visited with the object of obtaining information on historical 91st BG(H) color photos obtained from a former 91ster's widow. During his visit he was invited to join our "Return to Bassingbourn"

(Continued on Page 2)

NOTE! NATIONAL GEOGRAPHIC MAGAZINE subscription information presently available indicates subscriptions must be made before Jan 1st annually. The yearly subscription price is \$21.00 (a 5% sales tax is required from Maryland Subscribers). To insure receipt of all 1994 NATIONAL GEOGRAPHIC MAGAZINES send a \$21.00 check to: THE NATIONAL GEOGRAPHIC SOCIETY, PO Box 98012, Wash, DC 20077-9762. In addition to the monthly publications, it is understood, other benefits are included in the subscription price.

WELBES DIES

(Continued from page 1)

more detail after his death.

Welbes was the Flight Engineer on Lt John R Follett's crew, assigned to the 401st on May 25, 1944. After some 15 missions Follett's plane, #4297891, LL-M, was downed on the June 21, 1944 Berlin raid. Welbes, evading capture for three days, spent the rest of the war as a POW.

The 91st MACR 5981 pertaining to Follett's fall adds little to Havelaar's contribution. It says: "No eye witnesses. A/C was in left rear low group when formation hit by E/A. It appears that A/C was hit by E/A and forced to drop from formation." According to the MACR all of Follett's crew became POWs.

Havelaar, who happened not to fly that day, completed his 29 mission tour.

After Havelaar noted Welbes' listing in a 91st BGMA directory contact was renewed and Havelaar learned his crew's fate. During ensuing years they became close friends, visiting each other and attending numerous Reunions.

Havelaar, remembering Welbes' enthusiasm and dedication, adds, "I have lost a very dear friend and will miss him greatly."

Welbes was a Signal Foreman for the Grand Trunk Western Railroad for 36 years. A Past Commander of the Lake Norfolk Boat Club, a member of the Twin Lakes Power Sq and a Past Post Commander of the Schoolcraft, MI American Legion Post 475, he also held a private pilot license.

Recently elected Sec/Trea Asay B Johnson, who inherited Welbes' workload in '92, says Welbes' sense of humor, ready accessibility and patient dedication made possible the difficult combination of the Sec/Trea office. It was Welbes' reminders that pinpointed priorities while Johnson rummaged through his new position's papers.

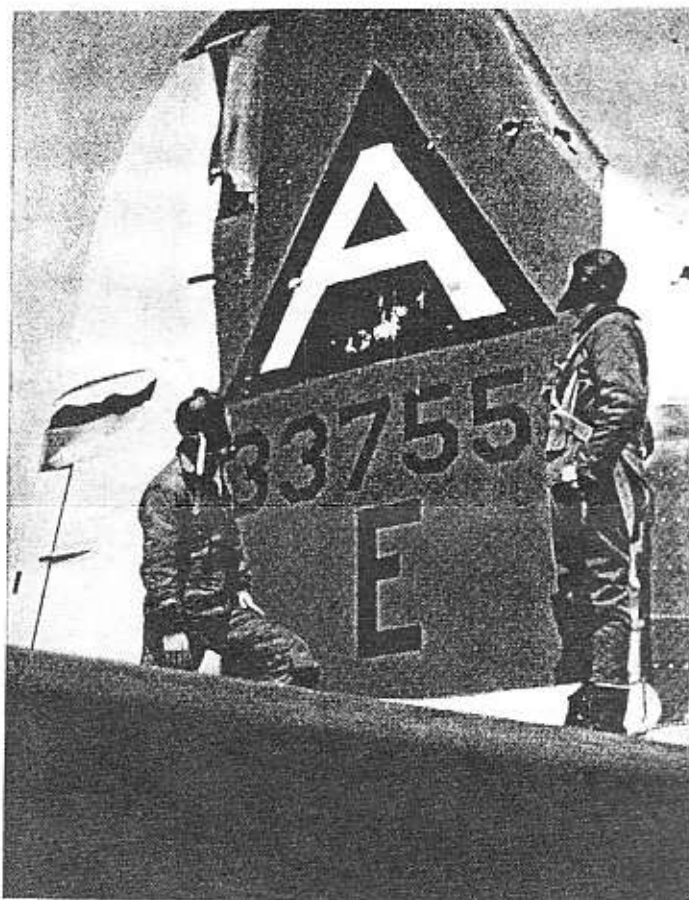
Throughout the transition time, Johnson confirms, Welbes' wife, "Sunny", contributed immensely. And, when illness prevented Welbes' participation she kept things going until he recovered enough to resume his advisory role and appointed Folded Wings-Coordinator post created for him by Pres Hackstock.

Welbes, recovering from his final operation at the University of Arkansas Medical Center at Little Rock,

unexpectedly died a day before his scheduled discharge. His readiness to resume active life was indicated by the congenial rapport he had established with "the nurses" following his operation and the fact that he was fully clothed, prepared for the outside world, when found unconscious on his hospital bed. He did not respond to revival efforts.

President Charles R Hackstock represented the 91st BGMA at services for Welbes at Saint Peter the Fisherman Catholic Church. Welbes' survivors will appreciate having Masses offered for him.

GEOGRAPHIC PROBES



© National Geographic Society

THIS PHOTO OF THE PEACEMAKER, 337552 LL-E, TAKEN BY 91st BG(H) photographer Gerald Massey, appeared in the Mar '44 National Geographic Magazine. L-R are BTG S/Sgt Gordon E Beach and B Marion H Havelaar inspecting E/A inflicted damage after the July 20, '44 Leipzig raid. Eight 91st BG(H) planes were lost that day. It is unlikely the 91st BG(H) will receive Geographic attention again after its forthcoming planned article. (Photo: Havelaar collection.)

(Continued from Page 1)

tour group.

The sincerity of the Geographic's interest was confirmed when Patton; Thomas B Allen, author of "America At War," Random House, 1991 and a Geographic photographer intercepted our group at the Gonville Hotel in Cambridge.

The Geographic team accompanied our tour to Bassingbourn where stories from tour group members

(Continued on Page 3)

"CHUCK" WELBES SEEMED intent upon savoring the pleasures of the past. Long ago he sent his Kingman, Arizona "Diploma" to the R/I to help others remember a place before WWII's reality. In various ways, was impressed upon them.



PALMER, 324th BOMBARDIER, CORRECTS FILMED "CREDIT"

PHILIP T PALMER, 324th SQ BOMBARDIER, INGRAM, TX, credited with a dramatic camera covered landing of a damaged 91st plane in the "Group's rough 1943 spring operations" in the Jan 1993 R/I, sounds like the typical 91st BGMAer the late, original SSB pilot Col Paul G McDuffee who always sought to "keep the records straight."

Palmer, in short, says he was not the bombardier involved in the camera covered, Col Wray directed landing in the '43 Spring Operations of the 91st BG(H). In a letter to former 91st BGMA Pres Paul Chryst, he says, "I hope that someday the bombardier who made the memorable landing can be located so that he may be recognized in the newsletter."

Palmer, however, was involved in a similar incident on Nov 23, 1942. Cameras did not cover his landing.

Nov 23, 1942, according to data available to the R/I, was the 91st BG(H)'s first raid. Possibly more than a handful of planes left Bassingbourn that day for St Nazaire, France. No bombs were dropped and only three planes made it back. Among the 91st's first casualties were: Major Victor S Zienowicz, SAD SACK pilot and his 323rd crew; Capt Duane L Jones and Major Harold C Smelser, pilot and co-pilot of the 324th's PANDORA'S BOX and their crew and 1/Lt Nathan M Corman, A/C No 4124506 and his 324th crew.

Returning from that mission Navigator Raymond Kurtz and Palmer took over piloting their plane after LTC Charlie Cliburn, their pilot, and LTC Clyde DeBaum, co-pilot and R C Richardson, a gunner, had been wounded.

"Had I not leaned over when I did I would have been seriously wounded as well. Instead, I managed to walk away with a nick above my eye requiring only a couple of stitches," Palmer writes.

Palmer recalls it was "very dark and foggy so we had to rely completely on Kurtz's navigation."

They returned, he recalls, at about a 200 ft altitude. While doing so he used "a cord from a parachute to tie down the Control Column to hold it."

Their pilot, LTC Cliburn, fortunately recovered enough to return to his seat and help land the plane. (The Tail Wheel "was shot out" and a "front tire was blown" either before or after their landing.)

Circling the base to "level out the plane," they landed "in the field next to the runway. ...It took the Emergency Crew an hour to find us. The Control Tower was able to see our flares but could not see us due to all the fog," Palmer writes.

Palmer reports all of his crew survived that mission. Curtis Pyrah, the Radio Operator, however, was so seriously injured that he was hospitalized until 1954.

Palmer still tries to keep in contact with those on that mission. Oddly, the only one he's been unable to locate is Navigator Kurtz who shared the responsibilities thrust upon them that day.

In addition to still hoping Kurtz will be located, Palmer

hopes the bombardier who made the filmed crash recalled by his friend, Earle A Steele, Dayton, OH can also be located or identified - and duly credited with a memorable 91st BG(H) moment.

*Editor's Note: Palmer's recollection of "fog" re-affirms the R/I's confidence in the veracity of submitted material.

Five of 1/Lt Nathan M Corman's 324th crew died when, according to an available MACR, he could not land at Bassingbourn "due to poor visibility." Diverted, Corman's plane, landing at Watford, "hit a field pylon around 18:00 hours."

GEOGRAPHIC PROBES

(Continued from Page 2)

were taped, photos taken before the Prop Memorial of the group's POWs, other group members and 91st English friends

The following day more photos were taken at the Imperial War Museum at Duxford of 91st BGMAers before a B17 being restored to flight status.

The personally witnessed and recalled Geographic activity described above dictated this R/I communication.

The National Geographic Magazine, we all know, is a subscription magazine. Monthly editions cannot be "picked-up" from local, available magazine racks in book, drug or food stores.

Therefore, I suggest to those many members who will want to add the upcoming National Geographic Magazine's 91st BG(H) article to their libraries that they prepare to subscribe to the magazine soon.

I am not a publicist for the Geographic. The obvious interest displayed in our group by it simply requires prompt reporting so that 91st BGMAers don't miss a once-in-a-lifetime opportunity.

The only depressing memory of the May 1993 "Return to Bassingbourn" tour recalled is the rumor it was "the last." The seeming certainty of coverage of large portions of it by a widely circulated and revered publication promises to make "the last" the best remembered for all interested 91st BGMAers.

Editor's Note: Rodger W Armstrong, former 401ster and POW, is author of, "U.S.A. THE HARDWAY."

"REACH OUT"

NELSON A HILLOCK, JR, 4141 ROBERT ST, Tequesta, FL 33469 has only met one member of his crew since the war. In an effort to make the Sept 1994 Oklahoma City, Ok 91st BGMA Reunion a "real one", he seeks info on fellow crew members. Thus far located are three of his plane, the 322nd's TEXAS CHUBBY THE JVILLE JOLTER, and their ground crew chief,

Anyone having information pertaining to his following crew members is requested to contact him at his earlier listed address. His lost friends are: T/Sgt B C Swango, Eng; T/Sgt Jack L Landry, Nav (sic) and T/Sgt Ervin H Ramsey, WG.

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

THE FOLLOWING PHOTOS OF PLANES OF THE 91st BG(H) are from the collections of George J Frantz, HQs, Jensen Beach, FL and former 91st BGMA Pres Paul Chryst, Pottstown, PA. The planes have been identified to the best of the R/I's ability in accompanying text. Chryst's contributions are identified by a "(PC)" after the plane data.

Information on one plane, LADY HELEN OF WIMPOLE, is withheld for Oct '93 R/I use. Chryst published the photo in the Apr '87 R/I along with pertinent questions because the Trustees of Wimpole Hall seek such data. No response was ever received.

Unexpectedly some answers to Chryst's questions surfaced after the 1992 BGMA Memphis, TN Reunion.

In an effort to increase LADY HELEN OF WIMPOLE data members submitting info on her before Oct 1, 1993 will be rewarded. A small supply of unstamped "General Ike" envelopes, donated by Dr Joseph P Connolly, a member of The Eisenhower Society, will be sent them. (Connolly's interest in philately is recorded in the Oct '91 and Jan '93 R/Is.) Award recipients have two choices: 1) Retain them as "collectibles" or 2) Use them as "attention-getting" memento envelopes to fellow 91st BGMAers.

The R/I has the name of the nurse and officer on the photo, the identity of the individual who named the plane and why - and a bit more info. Duplication of other R/I possessed data will not disqualify respondents to this quest for more LADY HELEN OF WIMPOLE data.

Send responses to: Rudy Malkin, Editor, The R/I, 2438 Woodcroft Rd, Balto, MD 21234-2836 - postmarked no later than Oct 1, 1993.

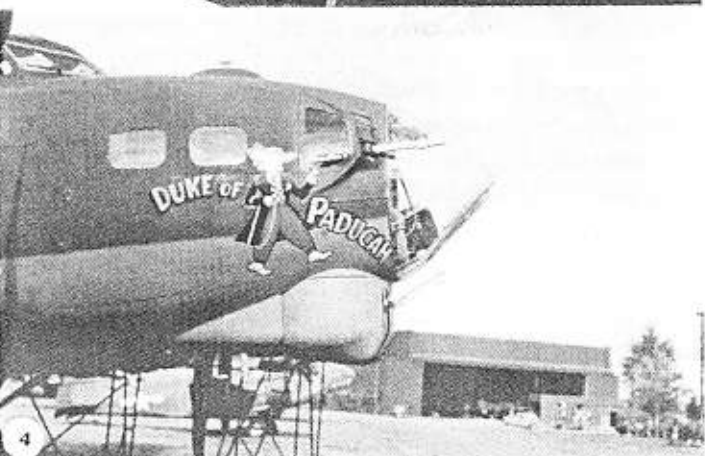
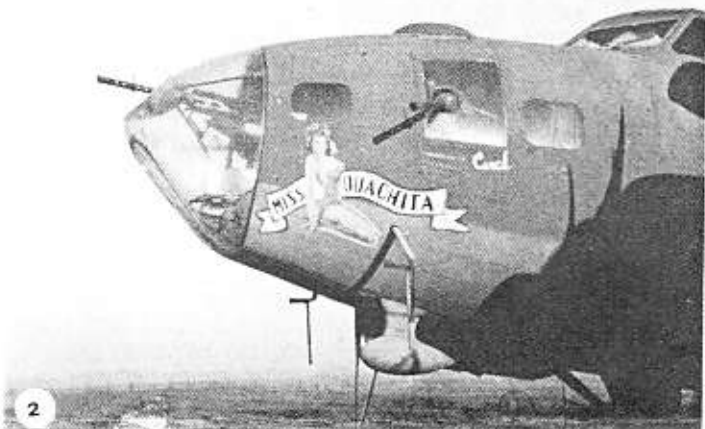
WAYNE DENNISON, ELLSWORTH, MA, FLEW HIS missions with South Euclid, OH Robert E Sheriff's 323 plane, SHERIFF'S POSSE. Dennison wonders if anyone recalls who crashed their favorite plane (SHERIFF'S POSSE) back in the spring of '44?

Veterans of six Mini-Reunions in TX, TN, OH, CA, ME and MO as well as about 34 combat missions each, Sheriff's crew members still lament the time another crew "totaled" their plane.

It seems the hapless crew, returning from a mission, landed at Basingbourn without brakes. They chose to crash into nearby base trucks instead of the B17s ahead of them.

"As far as I know..." Dennison says, "SHERRIF'S POSSE never flew again." (Dennison makes no mention of planned litigation should the "wreckers" of SHERIFF'S POSSE be identified.)

Subsequently Sheriff's crew flew WICKED WITCH, HI HO SILVER and other planes forgotten by them. His crew plans a North Dakota Mini-Reunion in 1995. Dennison hopes, somehow, to be able to identify all the 323rd planes their crew flew. Anyone with any info regarding that is urged to write him: Wayne Dennison, 58 Park St, PO Box 382, Ellsworth, MA 04605.



BOOK AND OTHER NOTES

LTC MARION H HAVELAAR (RET), RR# 8, BOX 1930, Rapid City, SD 57702, announces the definitive, hardback, 300 plus page history book, THE RAGGED IRREGULARS, sparked by "seed money" from him, is well underway.

"I hope to have it finished and printed by the next reunion," he says.

A professional historian is writing the book which will be sold at the market price of contemporary, commercially published books. Under the publication arrangements Havelaar will be the last to recover any of his five digit investment in the project.

• NUMEROUS PX-ITEMS ADVERTISED IN THE JAN '93 R/I have been sold out.

Since these items were being handled by recently deceased Folded Wings-Coordinator Charles V Welbes they will not be available again until the transfer of records to present Sec/Trea Asay B Johnson is completed and other necessary arrangements made.

Presently out of stock but scheduled for future availability are: 1) Copies of the '68, '69 and '70 R/Is; 2) REPORT TO MEMBERS (STATISTICAL 91st HISTORY) by former Historian Hilary "Bud" Evers and 3) BEFORE THE VISION FADES, 11 JAN '44 OSCHERSLEBEN RAID DATA, by G William Potter.

The Allan N Morey 401st Sq Formation Photos, reproduced by John Askins, also sold out, are not presently scheduled for restocking.

Sec/Trea Johnson is presently coping with an increased workload resulting from Welbes' death. Johnson requests all members who ordered PX-items who have not received their items or have not had their checks returned with an explanatory note contact him. The address is: Asay B Johnson, 590 Aloha Dr, Lake Havasu City, AZ 86403-4559. Phone: 602-453-3114.

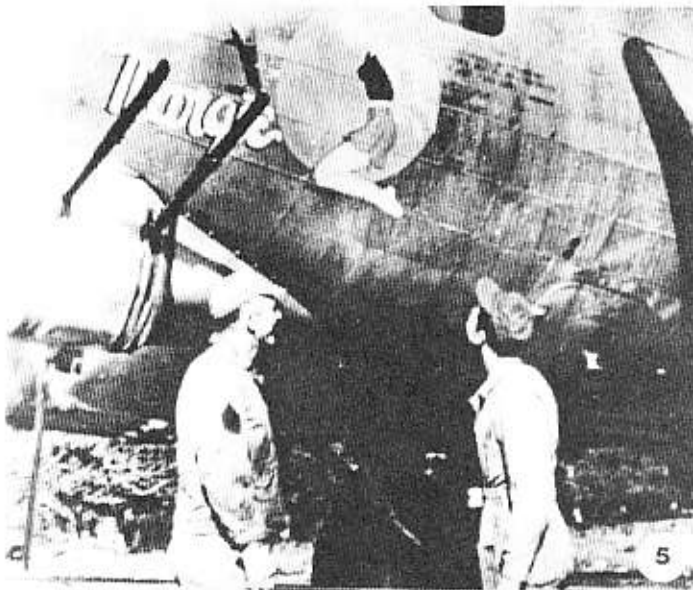
Presently, Johnson reports, there are 1177 91st BGMA "dues paid" members. The response to a recent, special letter to delinquent members by Johnson promptly justified the expense and effort. A detailed Financial Report will appear in a future R/I.

• JOHN SZABO, THE KINGMAN, ARIZONA COLLECTOR of B17 artifacts whose association with the late Tony Starcer, the famed 91st nose artist, was the source of a page one article in the Apr '93 R/I.

The too long delayed publication of the article produced a small, "Oops!" The address cited in the article has been changed since his original R/I contact.

It is now: John C Szabo, 15555 Main St, #D4-130, Hesperia, CA 92345.

Since publication of the "Kingman Fort Parts Last Starcer Easle" article he's received a half dozen responses. But he's not sure all mail sent to his expired address reaches him. If any 91st BGMAer's correspondence was returned by the postal service, it is suggested they write him again at the above, corrected address. His phone number is: 619-947-4142.



PLANES OF THE 91ST BG(H) SQ IDENTIFICATIONS: 1) QUEENIE, 322nd Sq, 42-31353, LGQ; 2) MISS QUACHITA, 323rd Sq, 42-3040, ORQ; 3) BLOND BOMBER, 322nd Sq, 42-3057, LGN; 4) DUKE OF PADUCAH, 324th Sq, 42-37736, DFG; 5) MARGIE, 323rd Sq, 43-38379 (PC); 6) ANXIOUS ANGEL, 401st Sq, 43-38035, LLF (PC) and 7) LADY OF WIMPOLE, (PC).

Folded Wings

(Continued from Page 5)

His widow says they continued to enjoy the R/I, she'll continue as an AM and she's ordered the complete Unbound Xeroxed R/I copies from Oct '67 to Oct '90.

During his service Harrison, A Tail Gunner, received the DSC, DFC, the Bronze Star, A/M w/c/s, the Purple Heart and the British Air Medal. All four of his children boast AF careers.

Their combined service time now nears 63 years, including Vietnam POW time, Korean area and Desert Storm and Desert Shield service.

Mrs Harrison added she hopes to be able to attend another Reunion in '94. In the meantime she happily reports her ex-AF daughter and son-in-law have moved in with her. "I had no desire to live alone in a 12 room home with one black Scottie dog!" she says.

Donations may be made to the DAV Assoc, PO Box 1302, Cumberland, MD.

IIAMS, ROBERT D, 322nd, LM, 5415 Springboro Pike, Dayton, OH 45449, Mar 26, 1993. He is survived by his widow, Wilma, two sons, one daughter and seven grandchildren. Reported by his widow.

JEWETT, MILLARD H "BILL," 401st, PO Box 83, Peabody, KS 66866, July 12, 1992. Jewett, the pilot of SHEILA B CUMMIN, completed his tour in '44. A son, Glenn, reporting his father's death of esophageal cancer, recalls childhood memories of leafing through Jewett's photo album recording bits of his WWII service "...from training at Kelly and...the missions at Bassingbourn.

"I know he appreciated getting the R/I and he maintained contact with many old friends through the years," Glenn Jewett wrote.

Jewett is survived by his widow, three sons and two daughters. A check was enclosed with Glenn Jewett's communication for his mother's AM and continuing receipt of the R/I.

• ROBERTSON, GEORGE D, 323rd, 824 E Burford, Marshfield, MO 65706. Reported by Sec/Trea Asay B Johnson.

SIMCOCK, ROBERT W, 324th, 1888 Cordilleras Rd, Redwood City, CA 94062, Sept 15, 1990. Reported by his widow, Dorothy.

• VARVA, FRANK I, 401st, BOX 395 A, RD 1, Polk, PA 16342 and Myrtle Beach, SC, June 2, 1993. Varva, a former Lead Navigator on 401st Sq C/O John D Davis' crew, died unexpectedly after returning from his winter residence.

His popularity with the crew was forever confirmed by the extensive laudatory statements sent the R/I by those alerted to his death. Though they all praise his competent navigation, proven on more than one occasion when their return was in doubt, they dwelt more upon his leadership which added to the crew's "family feeling."

"I think you should know, Mary," Davis wrote Varva's widow, "not only our crew but every member of the 91st respected and trusted Frank on all the lead missions he

flew."

One former Flight Engineer, Robert A Wood, Denver, CO, recalls Varva's "exemplary morality." Another Flight Engineer, George A Parrish, Burlington NC (who recorded one of Varva's navigational achievements in the Apr '93) feels fortunate Varva and his wife, Mary visited him for a few days on his last trip home to PA last May. Allan N Morey, Syracuse, NY, the crew's Co-Pilot, recalls the comradery shared during the war and how Varva's friendliness enriched the lives of all who came in contact with him. For many post-war years the two golfed whenever possible. Upon completing his missions Varva paused while passing through Baltimore and made himself forever memorable to the editor and his family. Though their relationship, due to serving on different crews, was only an acquaintanceship, Varva made it a point to visit and announce the editor was off "Flight Status" and would be returning soon. Real friendship followed.

Unsurprisingly Varva subsequently became a psychologist and headed the psychology department at the Polk State School and Hospital for 30 years until his retirement.

Dr Varva is survived by his widow, Mary, a stepson, two grandchildren, nine sisters and nieces and nephews.

• ZEBROWSKI, GEORGE J, Col (Ret), 322nd, 23986 Hemlock Av, Moreno Valley, CA 92388, Feb 13, 1993. Zebrowski was a POW in Germany for 15 months. His ailing, surviving wife has moved to Deven, PA, near a daughter. Reported by Spencer K Osterberg, 323rd, former MISS QUACHITA pilot who also survived considerable POW time.

CORRECTION

THE APR '93 R/I CONTAINED ERRONEOUS OBITUARY data pertaining to Joseph F Sovina, former WGer on the 324th's RHAPSODY IN RED. Sovina his former Navigator Elmer Gettis, Peoria, AZ writes, died on Jan 24, 1993 at the Mountainside Manor Nursing Center in Dallas, PA.

Gettis, remembering Sovina as "one of my favorite people," questioned the R/I's listing of Sovina's California address and a surviving widow because, he recalls, Sovina never lived in California or married.

Subsequent research reveals the R/I inadvertently combined data pertaining to Robert W. Simcock (recorded in this issue) with Sovina's.

Sovina apparently was a war casualty.

Sometime in 1955, Gettis writes, he and his wife visited Sovina's family in Warrior Run, PA. During their visit Sovina's parents brought him home for a day from a nearby hospital where he had been for some years. Gettis recalls Sovina's parents told him his subsequent conversation with their son was the first time Sovina had spoken in years.

"Somehow or other, Joe had some kind of a break down after the war and, to my knowledge, never fully recovered from it," Gettis says.

The R/I appreciates corrections of its' errors.

FORMER 91ster NOW RESIDING IN WWII "ENEMY TERRITORY"



HERR RUDOLPH

91st BGMAer, M/SGT Donald H Rudolph (Ret), has always intrigued the R/I. Attention was drawn to him because he is the only former 91st BG(H) veteran living in WWII defined "Enemy Territory." He lives in a small Austrian village, an hour's drive from Vienna and a 10 minute drive to the Hungarian border.

Recent contact with him made his war experience sound humdrum.

"I got over there in '44, flew 35 missions as a Radio/Gunner and returned to the States with an A/M with five Oak Leaf Clusters," he says. The rest of his letter suggests his war service was but a prelude to continuing adventures. (He lost all his WWII photos when he was evacuated from Iran in 1979.)

Before that he served eight years as a GI and 14 years as a civilian in post-war Germany, finally retiring as a M/Sgt in 1960 in Ramstein, Germany. His service involved him in Civil Engineering. Constant exposure to the German language and his Finnish wife's eight year study of German made him bi-lingual.

Subsequently, while working for a US contractor on Crete he and his wife met an Austrian couple vacationing on that Greek Island. The Austrians' invitation to visit them in Wien (Vienna) was accepted. Their Austrian hosts proudly took the Rudolfs to the husband's ancestral home, Burgenland, Austria. The Rudolph's present hometown, Unterpullendorf, was included in the Austrians' itinerary.

While working in Turkey in 1986 the Rudolph's decided their retirement home would be Unterpullendorf, a village of about 430 people.

"We are very happy with our home," he writes.

Even the Rudolph's retirement life sounds adventurous. About three times a week they drive to Hungary for shopping, occasional doctor and dentist appointments and frequent "cheap" good meals. Winters (Oct-Apr) they spend in Spain and Portugal.

Told of the editor's Hungarian heritage, Rudolph offered to check on his numerous relatives in Budapest. "We can handle the language," he says.

Indicating that he is not completely "Europeanized" is the following: He enjoys eating "Baltimore" (Maryland) crabs, is a Baltimore Oriole baseball fan and was a Baltimore Colt football fan during Johnny Unitas' reign.

Rudolph, born and raised in Delaware Co, SE PA, enlisted in the USAAF in Jan 1940. The R/I hopes some 91st BG(H) buddies of his remember - and write him. The address is: Donald H Rudolph, Bahngasse 4 - Brgld, 7452 Unterpullendorf, Austria 1.

HEY RUDY:

(Continued from Page 8)

have been returned by the deservedly chastened editor - after use in the R/I.

Despite the unpleasant knuckle-rapping the R/I appreciates their assertive communications. And, perhaps, it has discovered a way to forestall such future problems.

There is a chain of office supply stores with about 200 outlets scattered throughout the States which are equipped with Kodak Color Edge 1525 Copier machines. For .49 cents adequate copies can be promptly made of original photos. Frantz's nose art photos, which appeared in the Apr '93 R/I and Busa's 324th Sq billboard photo are reproductions the editor obtained at his "Office DEPOT" outlet.

If an "Office DEPOT" outlet is not readily available to some members it is possible other similar service is offered by other firms.

Busa's address has been included in this article because, generously loaning original photos in the past, he finds many borrowers never return them. He's been "taken" so many times he's "...afraid to send anything out anymore."

He's even seeing his photos in books and magazines bearing the credit line of his borrowers!

To paraphrase what he wrote the editor, the R/I suggests to those who borrowed any of his treasured photos: "Be nice and return them!"

In the meantime the R/I requests, when possible, only duplicate copies of treasured photos and documents be sent to it. The reduced responsibility of returning same and the elimination of possible strained relations will be welcomed.

MAYBE "WE WERE ALL A LITTLE CRAZY"?

Major Joseph J Anthony (Ret), KS, former 401st navigator and member of Elwyn L Bloodgood's BLOOD & GUTS LL-R, recalls VE Day, May 8, '45. An exuberant (or "flaky?") 91st BG(H) member fired a flare into the stairwell of his BOQ bay. The flare and resulting smoke, though awakening everyone to good news, inconvenienced them by disrupting deserved longer sleep and compelling enforced evacuation of the quarters until after lunch.

Another of Anthony's memories is probably but the tip of an iceberg of other "flaky" incidents resulting in tragedy. Sometime during March '45 a P-47 pilot, imbibing too much at Basingbourn's Officer's Club, boasted he could slow-roll his Thunderbolt at 500 ft. A wager of 50 lbs was made and a group followed him out to the flight-line where his plane was parked. The pilot took off, made a 180 degree turn and roared back low towards the field to collect his bet. After the required roll his plane dove into the ground and disintegrated alongside the runway.

A KINDA - SORTA "OPEN LETTER"

HEY RUDY:

1246 Canterwood Dr
Lewisville, NC 27023-9544
May 4, 1993

Dear, Dear, Dear Rudy:

Those big, big letters up top means that I'm yelling at you to return the picture I sent you. The one of the 324th Sq billboard. That is the only copy in the whole wide world and I would like to have it returned immediately - if not sooner."

Charlie Busa, the talented assistant of the late Tony Starcer 91st BG(H) nose artist of the 441st Service Sq, wrote more than the above to the R/I editor before closing with:

"Be nice and return my 324th picture. Thank you."

A long time after the the Oct 1991 91st BGMA Rally Round at Jensen Beach, Fl George J Frantz, Hqs, wrote the editor in a similar vein. He had entrusted his excellent collection of 91st BG(H) nose art photos to the editor during the Jensen Beach Rally for use in the R/I.

Frantz's frankly stated "disappointment" in him is recalled by the editor as well as his assertion that his personal pictures were "more important to him" than to the editor.

For the record, Frantz's and Busa's pictures to the R/I

(Continued on Page 7)



CHARLIE BUSA, WHO WORKED CLOSELY WITH THE LATE TONY STARCER in the 441st Service Sq's paint shop, stands beside a 324th Sq insignia he painted. His justified pride in his work prompted this article.

THE RAGGED IRREGULAR

Three 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 41st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Basingstoke, England from 1942 to 1945.

Material for publication should be sent to the Editor, Rudy Mackin, 1643 Thorold Rd., Baiter, Md. 21094. 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 return unsubmitted 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!

Folded Wings

• BONENFONT, OMER M, 323rd, 16 State St, Taunton, MA 02780, Mar 11, 1993. Bonenfont, a S/Sgt, served as a Radio Repairman. Reported by his wife, Edna, who requested to remain on the R/I mailing list.

• CARSON, KENNETH D, 324th, 139 West Maple St, Granville, OH 43023, Mar 29, 1993. Carson, 84 at the time of his death, is survived by his widow, Charlotte and seven nieces and nephews. His 1993 membership dues were received and recorded shortly before his death.

• DORCY, ROBERT L, 982nd MPs, 5538 Agua St,

Columbus, OH 43229, Mar 31, 1993. Reported by his widow, Pauline, who says he died in the Hospice at Riverside, Columbus, OH.

• HARRISON, JAMES A, 322nd, LM, 410 Park St, Cumberland MD 21502, Apr 5, 1993. Harrison and his surviving widow, Mary Ellen, were active in the 91st BGMA's early stages. They went to Basingstoke in '69 and attended numerous Reunions and Rally Rounds. After his retirement from his B&O Railroad locomotive engineer career about eight years ago, he limited association activities to participation in the DAV Ft Washington, Chap 2 affairs.

(Continued on Page 6)