

The Ragged Irregular

★★★★ ATTENTION! ★★★★★

IMPORTANT INSERT PAGES include:

- 1) All OKC Reunion Reservation Data;
- 2) A "Nomination For Association Office Form" and
- 3) A 1993 91st BGMA Directory correction page.



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol 27 No. 2

91st Bombardment Group (H) Newsletter

April 1994

COMRADERIE BOLSTERS RISING REUNION INTEREST



SOMEPLACE SPECIAL™

THE SEPT 21-24, 1994 14th 91st BGMA Bi-Annual reunion approaches. Elsewhere, on Insert Pages in this issue, Col Thomas Ashinhurst (Ret), Reunion Committee Chairman and his committee members have supplied extensive data on their planned program. Their data also includes info on OKC attractions. The R/I, later in this article, will risk redundancy by adding more copy on attractions that make OKC "Someplace Special."

Recent, rather extensive written and phone contact with 91st BGMAers indicates there is another basic lure, besides locale, that seems to assure 91st BGMA Reunion attendance always continues to be "satisfying" or "surprisingly gratifying."

322nd Sq Hillock and Maginness, 324th Sq Anyte, Howland and Gunderson and 401st Goldsmith and McPartlin, readily recallable, have announced their intent to "be there." Similar sentiment has been expressed by many others during unrecorded phone calls. Meeting crew members and friends certainly contributes to the "success" of reunions for many. That is understandable.

However, the R/I is certain, chance, unplanned encounters also make many member's Reunion attendance forever memorable. Unfortunately, few are recorded. Fortunately one has emerged from the 1992 Memphis, TN 91st BGMA Reunion. The "bare-bones" of that story follow.

Laverne E Woods, MA, and Marvin Nichols, FL, while waiting for an elevator prior to checking out of the Peabody Hotel after the Memphis Reunion, renewed a 49 year old relationship.

In their ensuing correspondence Woods described their chance meeting as "...the luckiest encounter I've had in years."

Their post-Reunion correspondence resulted from the fact that their brief conversation in Memphis established that Woods was the last Co-Pilot of the 324th Sq's THE BLACK SWAN and Nichols was the plane's Ground Crew Chief. (Nichols and his crew serviced THE BLACK SWAN the night before its' downing.)

Woods, after returning home, says the high-light of the Memphis Reunion for him was meeting Nichols, giving him a rushed account of No 4229895's fatal fall on the Dec 12, '43 Bordeaux, France raid - and Nichols' first question after he had listened intently to Woods' story.

For Woods, Nichols' first question was a revelation



DOWNTOWN OKC AT NIGHT.

because it contained the anxiety ground crewmen endured. "You didn't experience any mechanical difficulties, did you?", Nichols asked Woods.

But for chance the "Nichols-Woods" last minute meeting in Memphis would have remained their private, cherished memory. Elicited info by the R/I assures an excellent article on them in a forthcoming edition.

(continued on page 4)

FORMER 91st BGMA VP, LIEBERMAN, DIES AT 68

HAROLD LIEBERMAN, LM, AND FORMER 91st BGMA 1st and 2nd Vice President, died suddenly at his 13 Michael Ct, Hudson, NY 12534 home at age 68 last Nov '93. He served as Ball Turret gunner with the 401st Sq.



Harold Lieberman

Elon M Gaston, GA, who was the pilot for Lieberman's last 10-12 sorties of his 35 mission tour which extended from Aug '44 to Apr '45, says the friendliness of their crew culminated in continuing post-war contacts, including reunions, correspondence and phoning. Lieberman, Gaston recalls, shot some excellent documentary film of the air war which was later used in the film, "Twelve O'Clock High."

After his war-time service Lieberman graduated from the New York Law School. Despite his Democratic Party affiliation he was elected to Hudson City Court judge in a predominantly Republican area. He retired from his judicial post three years ago after serving more than 20 years.

He was a member of the American and New York State

(continued on page 2)

THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK

GOOD NEWS!

WELL, UNLESS MY MEMORY FAILS, DURING WWII when our generation was making the news, "Gabriel Heater," a radio reporter, often opened broadcasts with, "There's good news tonight!" A slight variation of that opening suits my present column fine.

My opening is, "There's good news at last!"

Three potential sites have emerged as possible locales for the 1996 91st BGMA National Reunion in the Western "Pacific" area.

Though late, the bids are welcomed, like the news of WWII overdue planes straggling in - and reviving the spirits of those who anxiously hoped for their survival.

For the present, further details must be withheld for July '94 R/I coverage. I trust that excites the membership as much as it does those 91st BGMA officials involved in urgent efforts to help make the unexpected '96 Reunion site proposals feasible.

July '94 R/I details will provide an opportunity for all to vote on the potential sites. (I must add that in order for us to join 8th AFHS Reunions our present By-Laws must be amended - a very real complication - also requiring a membership vote.)

Obviously, I'm glad that the complication associated with By-Law change is, for now, not an issue. I must add I believe all 91st BGMA officials would also be glad if the coming election process proves more complicated than our recent ones. When there is only one candidate for each of our association's elected posts we are nearing an "appointed" Board of Officers instead of an elected one.

New faces, ideas and viewpoints are necessary to maintain the vitality of any organization. The undeniable support our members continue to display regarding 91st BGMA activities and projects confirms intense interest in our past. More than one candidate for every elected post would be reassurance that there are also members who are intensely interested in our future.

A "Nomination of Officers' Form" is included in this R/I. Hopefully, it will be used by many.

In the meantime, this incumbent corrects an error in the 1993 Directory. About 47 names were inadvertently omitted. To correct the omissions new pages, numbered "42A" and "43," are included elsewhere in this R/I.

By pasteing the new page "43" over the incomplete page "43" in the 1993 Directory, most of the errors should be corrected.

"Page 15" in the 1993 Directory also contains an address error which personal penciling can correct. Frank Joe LM 323's address should be, 400 Parkade Blvd, Columbia, MO 85202-1454.

There's an old saying that, "Once in awhile ever monkey falls out of a tree." Well, after getting out the 1993 Directory, I feel as if I fell!

SECRETARIAL NOTES

BY ASAY B JOHNSON

CORRESPONDENCE RELATING TO 91st BGMA operations received by the Sec/Trea ranges from chatty anecdotes, Folded Wings items, information requests, praise and criticism. All are welcomed and required replies are attended to as soon as possible. The patience of correspondents is requested because sometimes the workload is overwhelming, particularly during "DUES DUE" time.

This past Jan over 2,000 R/Is were mailed - just about double our normal mailings. The resulting "feed-back" again exceeded expectations.

P-X Item orders were delayed because our stocks of jewelry items, T-Shirts and unbound books had to be replenished.

For about a three week period the processing of the above required about 10 hrs daily activity by my wife, Gloria, and myself. If anyone is still awaiting response, again, be patient!

"LET US KNOW BEFORE YOU MOVE!" appears below the address label of every R/I mailing. Despite that continuing reminder many 91st BGMA 1993 Directories were returned by the USPS because of "Temporary Address Change." Those members who have not received their 1993 Directories because of "Temporary Address Change" may obtain theirs by sending a check for one dollar to me to cover the second mailing of their directories. Checks should be sent to: Sec/Trea Asay B Johnson, 590 Aloha Dr, Lake Havasu City, AZ 86403-4559.

The R/I's Folded Wings column continues to present problems. Those reporting such items could help prevent errors by submitting a copy of the individual's obituary or death notice, if possible. Additional personal notes are welcome.

I must add that, again, this year numerous former members have returned "to the fold." Such returns, I feel sure, revive old 91st BG(H) friendships. That's one of the 91st BGMA's unpublicized goals, I'm sure.

LIEBERMAN

(Continued from Page 1)

bar associations, a member of the board of trustees of Congregation Anshe Emeth and B'nai B'rith. Other activity included counsel for the Columbia County Board of Realtors and membership in the Hudson Lions Club, the Hudson Elks Lodge 787, the Masons and J W Edmonds Hose Co 1.

In addition to his 91st BGMA LM affiliation he was a member of the 8th AFHS, American Legion Post 184 and VFW Post 1314.

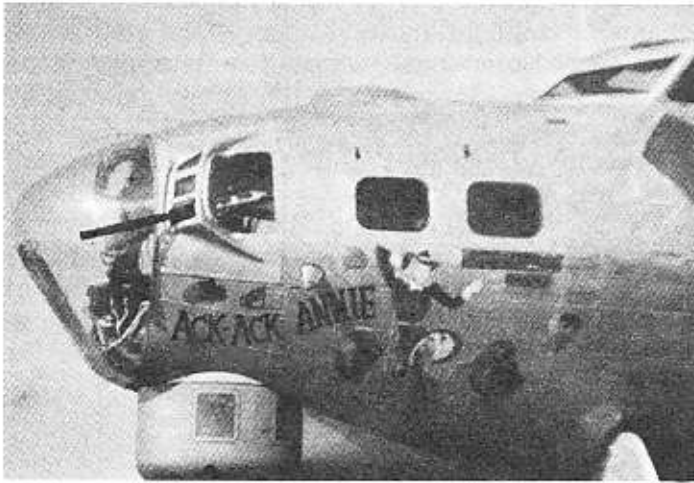
In addition to his wife, Harriet, he is survived by a son, a daughter, three grandchildren and a sister.

Contributions may be made to the American Heart Association or to the Congregation Anshe Emeth of Hudson, NY.

Reported by his widow, Harriet, and former pilot, Elon M Gaston, GA.

JAN '94 91st PUBLICATION ERRORS NOT ALL BAD!

DIRECTORY NAME OMISSION NOTE HOLDS OKC CREW REUNION HOPE



ALLEN D MAGINNESS, MO, LAMENTED HIS INADVERTANT NON-listing in the 91st BGMA's 1993 Directory. His lament proved to be but the "tip-of-an-iceberg." Something like 50 other member names and addresses failed to appear also. Subsequent contact with Maginness produced the above fine nose-art photo of his plane, ACK-ACK ANNIE and the accompanying article. Hopefully, corrections by the R/I and Pres Charles R Hackstock have corrected the 1993 Directory 91st BGMA roster errors.

JAN 1994 WAS NOT A GOOD MONTH FOR THE 91st BGMA's two publications, the 1993 Directory and the R/I. So far the two most likely sources of the errors find some solace in telling one another the only way to avoid making mistakes is to "do nothing."

Thus far no good has come from the editor's R/I errors. The inadvertent omission of names in the Directory, however, resulted in good news.

Allen D Maginness, LM, 322nd, Independence, MO, was among the first to lament his non-listing in a note to the R/I. Subsequent apologetic correspondence with him provided another excellent nose art photo and the following data:

Maginness flew 30 BTG missions on the 322nd's ACK-ACK ANNIE. After completing his tour he flew another 42 hours flight time as a TG with the 324th Sq on "fighter radio relay" missions.

"Bud" Laedtke was the pilot when Maginness flew his "most memorable mission." It was the first daylight raid on Berlin, Mar 6, 1944. "The flak was really rough and two right wing planes were shot down..." he recalls. (Former 91st BGMA Historian Hilliary "Bud" Evers' data records three 401st, two 323rd and one 322nd plane lost that day.)

Laedtke's crew was lucky. All completed their tours. Maginness, Laedtke, Phil Gail (B), Henry Hall (WG) and Lorcey Sonnier (TG) remain in contact. Contact with their other crew members is sought, Maginness says, while indicating his OKC Reunion attendance is possible.

If any of his crew members also attend it would really

make OKC "Someplace Special" for them all!

EDITOR'S NOTE: OOPS! ALMOST DID IT AGAIN! Maginness' address is: 2514 Ellison Way, Independence, MO 64055.

B/GEN MCPARTLIN SEEKS IDENTITY OF D-DAY "SKELETON-CREWMATES"

B/GEN J H MCPARTLIN (Ret), FORMER 401st SQ C/O, urgently requests assistance to complete a portion of 91st BG(H) D-Day activity.

Gen Wm Gross, 1st Div C/O, flew with him on June 6, '44 on OLD FAITHFUL as well as Maj Lawrence A Atwell, 91st Weather Officer, and T/Sgt Eugene Letalian, Tail Gunner, McPartlin recalls.

Recent phoning between the three to determine the identity of the others of their "skeleton-crew" that day is a classic example of the importance of recording data "Before the Vision Fades." Neither McPartlin, Atwell or Letalian recall the names of their other crew members that day.

McPartlin seeks the identity of the navigator, engineer "and maybe others who might have been on the 'mission.'"

The uniqueness of the "mission", McPartlin says hopefully, may jog the memory of the unfortunately forgotten other members of his crew and dictate a response from them.

Their plane, carrying neither bombs or guns, experienced enemy fire. The fact that 18 other 91st BG(H) crews bombing that day were credited with "a mission" while his crewmen were not, made his D-Day sortie "unique" for those who flew with him.

McPartlin, with Atwell and Letalian's help, is preparing an account of their recalled 50 year old D-Day memories. He hopes to complete a cassette tape recording in time for Basingbourne Tower Museum Director Vince A Hemmings to include it on a continuous taped narrative of 91st BGMAers' D-Day recollections.

Anyone who believes he may have flown with Gen Gross and McPartlin on D-Day is urged to contact McPartlin - NOW! Write: B/Gen J H McPartlin, 611 Towne House LN, Richardson, TX 75081-3531. Or call: 214-234-6080.

D-DAY TAPED MEMOIRS SOUGHT BY TOWER MUSEUM'S HEMMINGS

THE BIGGEST BLUNDER IN THE JAN '94 R/I WAS probably unnoticed. Paul Limm, 91st BGMA 1994 Nomination Committee Chairman, caught it.

It was an error of omission.

Vince Hemmings, Basingbourne Tower Museum Director, is preparing a special exhibition for the 50th Anniversary of D-Day, June 6, 1944. In addition to making the Tower Museum's visual display particularly pertinent to

(continued on page 4)

"REACH OUT" RESPONSE RESULTS IN B17 STORY



YOUNGSTERS FROM THE FAILSTONE, ENGLAND AREA EXAMINE a recently discovered B17's engine, 49 years after it's "training" crash during WWII. L-R are: Emma Holloway (11), her brother Dale (9) and sister Nichola (13).

CHARLES E NEWLIN, 322nd, NOW ABOUT 87, responded to his recent "Reach Out" letter. He says he's "alone" and has some "trouble handling all the interests of my life." He reversed his decision to "stop the Ragged Irregular" after Sec/Trea Johnson's "Reach Out" letter arrived.

His decision provided the following unique "B17 story":

The charred engine and gun parts of a B17 were recently discovered imbedded in a brook near Albstock by Nailstone, England villagers 49 years after its' crash. An English "war-time aircraft fanatic" Mr Marck English, a self-employed tiler, who found the parts with a friend's metal detector, is prominently involved in plans to erect a monument to the 12 crewmen who lost their lives and the donation of the remarkably preserved engine to a US Air Force museum in Lincolnshire.

English, 38, launched his quest after elderly villagers told him about the plane's unexplained, after dark, fiery crash almost 50 years ago.

Newlin forwarded the above information and more on the Eye in Suffolk based B17 after receiving a letter and newspaper clipping from an old English friend, Ms Betty Ottewell. He met her during the war and has corresponded with her since 1947.

The 1993 91st BGMA Directory contains his "Agoura, CA" address of earlier years. His membership renewal letter, however, says PO Box 6033, Englewood, CO 80155-6033 is his "new forwarding address." A faithful correspondent of a WWII English friend for 47 years, the R/I imagines he'd welcome contact with former 91st BG(H) friends - who are inclined to write.

D-DAY TAPED MEMOIRS SOUGHT

(Continued from Page 3)

that historic day, he's preparing an audio tape of former 91st BG(H) members' recollections. The taped recordings, playing continuously, will be heard by visitors touring the museum during the D-Day Anniversary period.

Limm, and others alerted by him to the inadvertent omission of Hemmings' request for members' voice recorded memorabilia in the '94 R/I, spread the word by phone to possible contributors.

Fortunately Hemmings' D-Day audio tape narration project was verbally discussed with John Howland, TX, early in Dec '93 while Howland visited England. Howland, whose PFF Navigation duties involved him with the 91st BG(H)'s 324th Sq, offered to donate a verbal description of his "Gold Beach line north of Bayeaux" activity as well as his original "GEE Chart" to Hemmings' project in subsequent correspondence after his return.

Howland's book, "The Class of '43," particularly the chapter entitled, "Christmas in Staffordshire," was a subject raised by his English hosts.

Mayor Councillor Adrian Bennett presented him with an ornate Key to Stone following "a parade of WWII American vehicles" from the North Staffs Military Vehicle Society whose members wore authentic "Yank" uniforms.

Overwhelmed by the hospitality extended him, Howland declared all Stone residents honorary Texans - in addition to promising his D-Day tape contribution to Bassingbourne's Tower Museum.

The embarrassed R/I hopes other 91st BG(H) D-Day participants still have enough time to rush taped, voice recordings to Hemmings. The recordings should begin with the narrator's name, rank, Sq, plane name, narrator's position, "hometown," etc. Ground Crew members' memories are welcome. Brief, anecdotal recordings are as welcome as lengthy ones.

Hemmings' address is: Vincent A Hemmings, 48 Meadow Way, Letchworth, Herts SG6 4HX, England (UK).

COMRADERIE BOLSTERS

(Continued from Page 1)

For those whose reunion attendance still requires the better than race track odds that produced Woods and Nichols' "encounter," the R/I hopes the following regarding OKC will help encourage their attendance.

OKC, one of America's sunniest cities, has ideal humidity. The average Sept temperature is 87 degrees. Satisfactory service from waitresses, waiters, cab drivers, etc merits a suggested 15% tip. The standard baggage handling rate is \$1.00 per bag.

Of possible interest to some 91st BGMAers: Booze is sold in liquor stores from 10 am to 9 pm - except Sundays and holidays. "Clubs" are open from 10 am to 2 am, throughout the week.

Also OKC boasts nearly 50 diversions to satisfy anyone's art, history, adventure, sports and shopping interest. Fine restaurants abound.

(Continued on Page 7)

A BOOK REVIEW

NOSE ART BOOK'S PRAISE NEGATES R/I REVIEW

PLANE NAMES & FANCY NOSES

By Ray Bowden

DESIGN ORACLE PARTNERSHIP

50 Argyle Road, Ealing, London W13 8AA, England

288 pages, Hardcover, 11-3/4" x 3-1/4"

400 Photographs

Price and Ordering Information in book review copy.

BY CHARLES T BELL



PUBLISHED IN ENGLAND IN late 1993, this book, "PLANE NAMES & FANCY NOSES," is outstanding. Its author, Ray J Bowden, an English 91st BGMA AM, researched official records and obtained phenomenal co-operation from former 91sters who shared personal recollections, combat diaries and many never before published photos during the four years required to complete the book.

It's not a history of the 91st BG(H). It's a record of named 91st BG(H) B17s, 270 of them, from ACK-ACK ANNIE to ZOOTIE CUTIE. More than 400 photos illustrate the text.

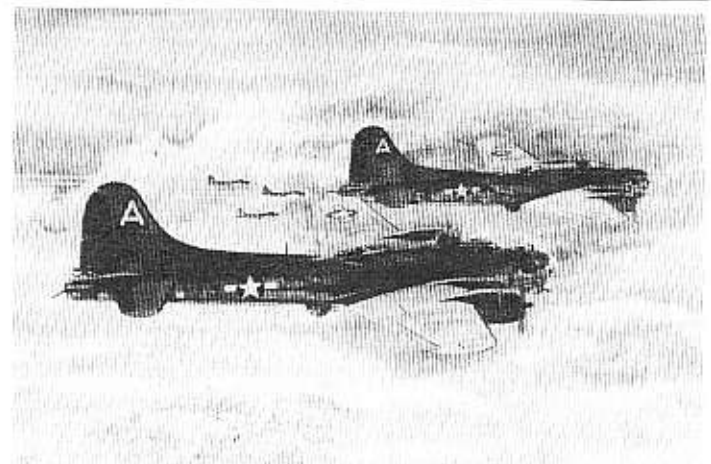
Excellent cross-referencing and indexing makes it easy to determine the fate of the planes and crew members. The name of every 91ster appearing in the book is included in an index which lists the page number containing reference to that individual. So, if only the name of a former friend is recalled, look him up in the index.

Examples:

1) Thomas Burne, a 322nd pilot, is listed in the index which refers to page 80, containing GAL O'MY DREAMS (downed during the Nov 2, '44 Merseburg raid) data. The copy includes, "Lt Burne believed he could save the ship and stayed with it and was still in his seat when it impacted and burned near Brunswick."

2) Urb Drella, 322nd ground crewchief for SUPERSTITIOUS ALOYSIUS, is listed in the index twice. The page 218 copy pertaining to that plane includes this pre-D-Day 91st BG(H) activity: "Urb Drella and his ground crew worked feverishly through the night, in pouring rain, to try to get the ship in good shape but at the last moment, although a tough decision, he decided he could not risk releasing it for flying."

3) A reference to "THE GAY CABALLERO" in the Jan '94 R/I was promptly resolved by Bowden's book. That plane, after earlier battle damage with another group, was assigned to the 322nd Sq on Dec 21, '43. After the war it returned to the States and was scrapped at Altus, OK. Bowden's research indicates GAY CABELLEROS was its correct name. Philip G Mack, who, the Jan '94 R/I copy



THOSE CONSIDERING ORDERING PLANE NAMES & FANCY Noses may wish to contact its publisher first. A limited edition of 11" x 17 1/2" full color prints of the 91st BG(H) on the June 21, 1944 Berlin raid is being offered at a great discount. When ordered the same time as Bowden's book the print's price is reduced to 20 instead of the usual 35 pounds sterling. Featuring GENERAL IKE and THE PEACEMAKER in the foreground, a big portion of the print is featured on the book's cover. R/I space does not permit the printing of further details on this additional, tempting offer.

suggests, "reluctantly" recalls flying a plane named "THE GAY CABELLERO" should be comforted to know the plane was named by another 8th AF BG before being assigned to the 91st BG(H).

During research on his book Bowden contacted over 600 former 91st BG(H) veterans in addition to delving deeply into official records. He makes no apology about quoting 91sters extensively because, "their words have a power far greater than mine in telling their stories."

Included in Bowden's Bibliography credits are collective and individual 91st sources. They are: Issues of The Ragged Irregular 1969-1993, Before the Vision Fades - George Potter, Wray's Ragged Irregulars - Carlton Brechler, 91st BG Roll of Honor - Bud Evers and USA the Hardway - Roger Armstrong.

Many of the photos appearing in his book come from 91st sources - never before published.

Having contributed to the contents of Bowden's book, initially, upon reading it, I felt the "Nose Art" portion of the 91st BG(H) research was concluded. Bowden, however, keeps me from making that statement.

In his "Acknowledgements" he says, "I would appreciate contact with anyone who has information and/or photographs which clarify or correct information given (in his book) or which fills a missing slot or reveals more detail."

That, to me, means possible future revisions will include the further details on LADY HELEN OF WIMPOLE (published in the Jan '94 R/I) and other 91st BG(H) planes if other 91st BGMAers share their data, memories and even imperfect photos with Bowden.

I must add his book includes a brief history of the 91st BG(H); a listing of its missions; the total number of planes lost over each target (Berlin - 22, is the highest); a list of

(continued on page 6)

NOSE ART BOOK'S PRAISE

(Continued from Page 5)

"Serial Numbers of Aircraft ... assigned to the 91st BG(H);" and a listing of the "Crews of the missing aircraft."

Bowden's book is recommended to those who wish to refresh their memories of our past and/or wish to leave a remarkably recorded portion of it to interested descendants.

I found his book worth the price - which totals about 50.95 English "Pounds, Sterling" for "post and packing by AIR-MAIL." At Nov '93 exchange rates that means \$76.00 in US currency. "Post and packing by SEA" reduces the cost to 41.95 English "Pounds, Sterling" - or \$63.00 US currency.

I must add payments must be made in "Pounds, Sterling" drawn on a UK bank in the form of a Bankers Draft or US International Postal Money Order.

If the above sounds confusing, I must again add the book is worth the effort! International Bankers Drafts are available through Commercial Banks. Nationsbank charged me \$7.50 while another bank asked \$40.00! Those ordering Bowden's book are advised to seek favorable Commercial Bank rates.

Tellers Checks and International Money Orders should be made payable to: Design Oracle Partnership, 50 Argyle Road, Ealing, London, W13 8AA, England. Specify your order is for: Plane Names & Fancy Noses. Please, no personal checks.

NOW THIS

ANOTHER CONTRIBUTOR TO BOWDEN'S BOOK praises it like Bell. R Richard Goldsmith, TX, a former 401st Lead Pilot, wrote the R/I, "I strongly recommend the 91st purchase a copy of this book for the editor." The editor must point out that Bell's book review was received and sent to the printer before Goldsmith's laudatory comments, including the foregoing recommendation, arrived. Later, after Goldsmith's communication, a complimentary copy was received by the editor from Bowden! In an accompanying letter Bowden hoped a review in a forthcoming R/I "might" be considered.

His letter credits the late 91st BGMA Trea "Chuck" Welbes with expediting the book's production by over a year. Welbes, another contributor, pressing him to "get something done sooner than later" resulted in Bowden's decision to produce and publish the book entirely on his own.

"Sadly," Bowden says, "Welbes and several other contributors did not survive to see the fruits of our joint labours."

Book ordering has been simplified for those outside the UK by Bowden's newly acquired status of Credit Card Merchant. This means US customer may use Visa or Mastercards to make purchases. Bowden will be paid in Pounds while purchasers will be charged in dollars on credit cards.

Another new merchandising enducement is a 15% discount on group purchases of 10 copies. The mailing charges per book remain the same because each copy will be mailed individually to the participants in the group order. One person in the group would have to coordinate the funding and raising of the single bank draft payment.

The R/I's ordering and payment instruction is, of necessity, considerably reduced. Requests for detailed instructions should be sent to Bowden's earlier mentioned "Design Oracle Partnership" address in England.

The editor can only add he agrees whole-heartedly with all unrestrained praise awarded "PLANE NAMES & FANCY NOSES." RM

NEW "GEOGRAPHIC" PROJECT SEEKS MORE 91st DATA

TOM ALLEN, WHO WROTE THE MAR '94 NATIONAL Geographic Magazine article on the 91st BG(H) is working on a book on "Operation Downfall," the planned invasion of Japan.

Early probing includes the 91st BG(H). Therefore, he seeks contact with all former 91sters who served in the Pacific Theatre after their ETO Tour(s) and those who were scheduled for Pacific service after the 91st BG(H) returned to the States.

One anecdote requiring confirmation is the assembling of the returned 91st ETO veterans at a Florida AF Base (McDill?). Everyone in a "theatre-like" audience faced re-assignment to Pacific duty despite a "75 Point Discharge Program" in effect. (Many in the assembly already had 100 points, Allen believes, and were eligible for discharge.)

The 91st BG(H)'s original C/O, Stanley T Wray, then a B/Gen, addressed them.

"You did such a good job in Europe," he supposedly said, "that I want to take you to the Pacific."

According to "the story" Allen has heard, an old Sergeant arose after Wray said that and said, "You took us to Europe in '42 and you went home. Well, you can go to Japan alone."

Allen is a meticulous assembler of past data. Those wishing to assist him in his latest project are encouraged to contact him. Memories and documents of 91sters' involvement or scheduled participation in the Pacific War are solicited by him.

It is evident the "75 Point Story" intrigues him and "general recollections about expecting to be in the (Japanese) invasion" interest him.

Those wishing to "keep the record straight" should write: Thomas B Allen, 7820 Custer Rd, Bethesda, MD 20814.

FREEMAN FIELD REUNION

A REUNION FOR MEMBERS OF FREEMAN FIELD, Seymour, in Cadet classes 43-D to 44-K is scheduled for Oct 7, 8 and 9, 1994. For details contact: Mayor's Office, 220 N Chestnut St, Seymour, IN 47274, ATTN: Louis Osterman - or call: 317-888-8661.

Folded Wings

(Continued from Page 8)

who forwarded the note from Camp's brother, Bill, requesting Camp's death notice be sent to the R/I's Folded Wings column. "It's good to know he had friends who still write," Camp's brother said.

●CAREY, MERLE E, 323rd, RR #1, Box 47, Sterling, KS 67579, July 2, '92 from auto accident injuries. Carey was the Flight Engineer of Capt Ken McFarland's Crew. His 25 missions included the Mar 6, '44 first Berlin day-light raid. Flying lead, McFarland had Col Milton beside him in the C/P Command Seat. Carey was known as the "Ole Man" because he was 34 at the time.

A farmer and stockman, he was active in church affairs, a past director of the Nickerson area Farmers Co-op, the High School board and sec of the Farmer's Union.

He is survived by three sons, a sister and five grandchildren. Reported by Cecil E Williams, OK.

●COOK, KENNETH W, 982nd, 104 N Hickory, Norfolk, NE 68701, Aug 22, '92. Reported by his widow who said, "the years just went by too fast." A long planned 91st BGMA Reunion attendance was terminated by his sudden, fatal heart attack.

●GRILL, LEONARD J, 855th, 4652 Columbus Av South, Minneapolis, MN 55407, May 29, '92. Reported by his daughter, "LuAnn."

●HUBBERTS, JOSEPH J, 401st, 1908 W Warner, Chicago, IL 60613, Oct 19, '91. Hubberts' widow, Kathleen, after receiving a "Reach Out Letter" from Sec/Trea Johnson, responded with her 91st BGMA AM dues and a \$50 donation to the Memorial Fund.

Shortly after Hubberts' death she was incapacitated by by-pass surgery. She managed, while mistakenly thinking the 91st BGMA was part of a large "umbrella" AF group, to send it an announcement of his death. She was disappointed when his name was never listed among the deceased and confused when the organization's financial manager indicated "he didn't know what 'The Ragged Irregular' was."

Hubberts completed 33 missions as a navigator and bombardier. He retired from the Illinois Bell in 1982 after a 37 year career which included service as the telephone company's liaison official with the International Brotherhood of Electrical Workers. In addition to being a past commander of American Legion Indian Boundary Post 693, he was active in volunteer work at Ravenswood Hospital.

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

●JANICKI, THEODORE J, 441st, 1303-10th Av, Beaver Falls, PA 15010, Apr 28, '91. Reported by his widow.

●KOTHE, NICHOLAS R, 322nd, 4444 US 98, NR #353, Lakeland, FL 33809. Reported by USPS.

●LIEBE, JOHN W, 322nd, 102 2nd St SE, #1005 Fon Twr, Rochester, MN 55904, Dec 17, '93 at age 87. He had a 45 year career with the Chicago & North Western Railroad's freight and passenger service. A 70 year Knights of Columbus member, he was also a life member

of VFW Post 1215 and American Legion Post 92 of Rochester and a member of "Last Vets Club of WWII." Survivors include two sisters. His sister-in-law, Helen Bellin, reporting his death, says he died in a nursing home after lengthy illness.

●MOCK, ERVIN E, 401st, Box 2954, Roswell, NM 88201, July 11, 1993. Reported by his widow who added he completed 35 missions as a TG.

●PULLEN, ROBERT EMORY, JR, 324th, PO Box 254, Tahlequah, OK 74465, Dec 10, '93. Reported by his widow.

●PRY, ERNEST V, 401st, PO Box 1203, Mena, AR 71953-1203. Reported by his widow.

●RICHARDS, WILLIAM P, 401st, 900 Eagle Dr, Moore, OK 73160, Dec 7, '92, suddenly. Reported by his widow.

●WILLIAMS, DAVID M, Col (Ret), 401st, 5312 Alta Bahia Crt, San Diego, CA 92109, Aug 10, '93. Williams, a Lead Navigator, recently was awarded the Silver Star at the US Marine Recruit Depot in San Diego for his participation in the two heavy loss raids upon Schweinfurt, Germany 48 years after the '43 - '44 raids.

Philip G Mack, WA, reporting Williams' death, was on the mission when Williams was downed while flying a second tour and became a POW in Stalag Luft I for 15 months.

During Williams' military service he also received two Legions of Merit, two DFCs, four Air Medals and 23 other US and Foreign decorations and service ribbons.

After his 1967 retirement from the AF high corporate management positions included careers with Boeing and National Data Corporation.

Stricken with a cancer in 1991 that eventually required the removal of his stomach, he was given six months to live.

He stretched those "allotted" six months to approximately two more years of productivity. He compiled his family genealogy and wrote a 512 page manuscript, "Col Dave and the Scroff Connection: Chronicles of a Hossier Patriot." His book was due to be published in Sept '93.

COMRADERIE BOLSTERS

(Continued from Page 4)

Space permits only the mentioning of a few of all the equally tempting attractions. The National Cowboy Hall of Fame and Western Heritage Center contains classic and contemporary Western Art, an authentic old Western street complete with sod house, marshal's office, stage depot and John Wayne's collection of Kachina dolls, among other offerings. Frontier City, the state's largest theme park, offers adventurous wild rides, realistic gunfights and numerous air-conditioned themed restaurants for relaxing.

Those wishing information about all that OKC has to offer may obtain it by writing: Oklahoma City Convention and Visitors Bureau, Four Sante Fe Plaza, OKC, OK 73102, C/O Doug Stafford, Communications Manager. The Bureau also maintains a phone for the convenience of those planning visits. The number is: 1-800-225-5652.

R/I's JULY '93 "SKEPTICISM" REVEALS UNIQUE CREW

NELSON A HILLOCK, JR, FL, FORMER 322nd TEXAS CHUBBY THE J'VILLE JOLTER crew member, requested information in the July '93 R/I on his fellow crew members in an effort to entice them into attending the coming OKC 91st BGMA Bie-Annual Reunion.

He identified his "lost" friends as, "T/Sgt B C Swange, Eng; T/Sgt Jack L Landry, Nav and T/Sgt Ervin H Ramsey, WG." He has received no response to date.

The R/I, in writing up his information request placed a dubious "(sic)" after T/Sgt Landry's "Navigator" position. Hillock, though pleased with the space awarded him, was compelled to reply to the editor's "(sic)."

"For your information, Jack Landry, our navigator, was a T/Sgt," he wrote the R/I. "We understood after he completed his tour he was commissioned - on the condition he flew another tour. However, we were all shipped home so quickly that verification then was impossible.

"Not being in contact with him or the others since the war still makes verification of his commissioning impossible."

Hillock added another surprise in his R/I letter regarding his plane's crew. Only the pilot and co-pilot were officers!

Their bombardier, William R Butler, Jr, a T/Sgt Toggelier, was KIA during the Feb 22, '44 Oschersleben, Germany raid while flying with them. (Butler is listed in the 91st BG(H) ROLL OF HONOR compiled by former Historian Hillary "Bud" Evers.)

Hillock's address is: 4141 Robert St, Tequesta, FL 33469; phone, 407-744-5525. Anyone able to assist his search for his old friends will contribute to a memorable OKC crew reunion and, hopefully, the recording of another memorable, untold 91st BG(H) tale.

FLASH!

THE LINCOLN PLAZA HOTEL & CONFERENCE Center, site of the 91st BGMA's 1994 Reunion, is now known as the Clarion Hotel & Conference Center. The name change does not affect any arrangements made by the OKC Convention Committee with The Lincoln Plaza Hotel & Conference Center.

NEWEST LIFE MEMBERS

CHARLES F BUSA, LM, Lewisville, NC

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 321 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.

590 Aloha Dr.
Lake Havasu City, AZ 86403

FORWARDING AND ADDRESS
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LET US KNOW BEFORE YOU MOVE!

Folded Wings

●BAIRD, JAMES D, LTC (Ret), 322nd, LM, 11045 Park View Cir, Mesa, AZ 85208-5944, Dec 29, '93. Reported by his widow, Jane L.

●BEAVERS, WILLIAM S, 401st, 151 N Main, Reader, Prescott, AR 71857-9754, Dec 24, '93. Beavers flew 30 missions as a Lead Crew TG with former Lead Pilot Richard R Goldsmith's crew. Goldsmith, reporting his death from TX, says he "did an outstanding job in guarding our rear and serving as my rear-view mirror in our effort to control a tight formation." Beavers retired from the AF Reserve in '65 as a S/MSgt. He survived massive '70 and '82 heart attacks and a double by-pass operation in '83. In

addition to his widow, Margaret, he is survived by three sons and one daughter, a step-son and step-daughter, nine grandchildren and one great grandchild. Alerted to the fact that Beavers' widow wished to continue receiving the R/I, Goldsmith sponsored her 91st 1994 BGMA AM Membership.

●BEETY, JOHN WILLIAM, 324th, 9323 Blaisdell Av S, Bloomington, MN 55420, Jan 5, '93. He is survived by his widow, Duane, a son, two grandchildren, three great grandchildren and a brother and a sister.

●BROOKS, THOMAS W, JR, 323rd, 142000 Erandermill Woods Trl, Midlothian, VA 23112, Feb 9, '93.

●CAMP, GEORGE B, 401st, PO Box 511, Mapleton, OR 97453, Jan 1, '94, Reported by Clifford O Pierce, LM, TN

(continued on page 7)