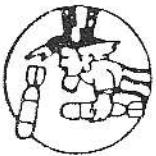


# The Ragged Irregular

ATTENTION!

**1994  
DUES  
DUE!**



322nd SQDN

Vol 27 No. 1



323rd SQDN



SUPPORTING UNITS

91st Bombardment Group (H) Newsletter



324th SQDN



401st SQDN

Jan 1994



Insert Page A

## OKC ATTRACTIONS LURES FOR 91ST BGMAers



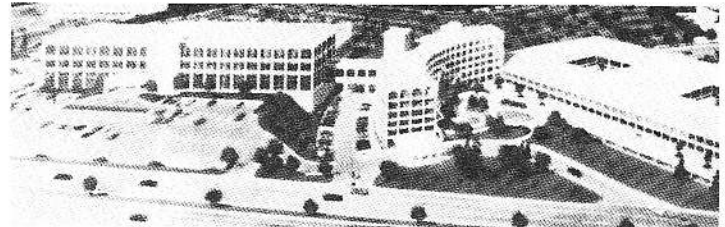
"SOMEPLACE SPECIAL!"

"HIGH NOON," APR 22, 1889 A Cavalry trooper fired his rifle toward 2 million empty, Western acres of Unassigned Lands. Tens of thousands of settlers, awaiting that signal, surged into the undeveloped land to stake their claims to new and better lives. By the end of the first day, so many had clustered around a lonely railroad depot called "Oklahoma Station" that today, contemporary Oklahoma City residents proudly proclaim theirs is the only American City which was "born in a single day."

In 1910, three years after the "Territory" became a state and, roughly, about when aviation history began, the new State's citizens voted OKC the State Capital. Today, though the Cavalry trooper and the initial settlers belong to history, people still pour into OKC.

The city's Will Rogers World Airport alone handles over 3 million. They are not settlers. They are visitors – tourists. The anonymous Cavalry trooper, where ever he is, must smile at each arrival because he knows everyone will get "a charge" out of his/her visit.

As recorded in the April 1993 R/I, Col Thomas Ashinhurst (Ret), one of the 91st BG(H)'s early bird bombardiers, and his Reunion Committee have arranged for OKC's Lincoln Plaza Hotel to be the site of the Sept 21-24, 1994 91st BGMA Reunion. The hotel is OKC's largest convention facility.



THE LINCOLN PLAZA HOTEL & CONFERENCE CENTER, SITE of the 91st BGMA's 1994 Reunion, is OKC's largest such facility.

Ashinhurst's committee's arrangements will place attending members in the heart of the myriad attractions that draw millions of visitors to OKC yearly.

Of particular interest to WWII Vets is the 45th Infantry Division Museum. It displays memorabilia collected from Hitler's apartment, other items of interest plus "an outdoor military park with over 40 military vehicles, aircraft and artillery." The museum also displays over 200 "Willie and Joe" original cartoons by Bill Mauldin.

The Air Space Museum offers both vintage aircraft as well as examples of modern space exploration.

OKC's "Capitol Complex," nearby is unique. It is the only capitol with an oil well beneath it and one of the few without a dome.

The R/I arbitrarily closes this resume of OKC attractions with the announcement that the "Cattlemen's Steakhouse,"

(Continued on Page 2)



OKLAHOMA OKIE'S CREW TRY THEIR NEW FLAK SUITS ON for size in this photo from an unidentified publication. The USAF photo caption further states, "During March and April 1943 the battle armour proved a worthy innovation." Former OKLAHOMA OKIE crew members are sought for further information on the plane.

## '96 REUNION SITE SOLUTION SOUGHT

PAUL J LIMM, CA, HAS BEEN DESIGNATED THE 91st BGMA Nominations and Elections Committee Chairman. The Nominations Committee will validate the eligibility of candidates for all 91st BGMA official positions; the Election Committee will be responsible for the collection, validation, ballot counting and certification of the 1994 election results, including proposed By-Law changes appearing on the ballot.

Limm, designated by Pres Hackstock, emphasizes the importance of the 1994 BGMA elections because of "geriatric" problems in the association's roster. The demands upon those hosting reunions are heavy, he says as he points out Col Tom Ashinhurst (Ret) and his OKC Convention Committee's bid for the 1994 Reunion probably only temporarily resolved an increasing

(Continued on Page 2)

## THE PRESIDENT'S CORNER

BY CHARLES R HACKSTOCK  
PRESSING MATTERS

ANOTHER ARTICLE IN THIS ISSUE RELATING TO MY appointment of Paul J. Limm, CA, to the post of 1994 Chairman of the Nominations and Elections Committees markedly diminishes the need for "thunder" in my column. The article defines the following issues facing our association.

First: The election of 91st BGMA officials (top to bottom) looms and requires the attention of all members. This president, having served two consecutive terms, is required by our By-Laws to vacate his position. Those officials completing their first terms are eligible to serve again but the membership may nominate and elect others to replace them. Our Historian and Editor posts, which have no limited time tenure are, nevertheless, also open to the nomination and election process. Nomination forms for the preceding will be in the April 1994 R/I.

Second: Those attending the '92 Memphis, TN Reunion should recall my urgent request that any "Pacific" group willing to host our 1996 Reunion should submit its proposal by Jan 1, 1994. That deadline is past. No bid for the 1996 91st BGMA Reunion site has been received.

Paul Limm's "possible solution" regarding association with 8th AFHS Conventions concurs with my feelings. Many 91st BGMAers are already members of that umbrella organization. Having attended a number of 8th AFHS Conventions, I can only say I'm impressed with the room rates, the diversified activities provided and the accommodations provided for individual group meetings – including "rendezvous dinners" reserved for members and guests of particular units like ours. For the present, the possibility of an association with the 8th AFHS is as comforting to me as the availability of a parachute was "way back then." (Remember, reunions and conventions require long-term planning – as of now, due to the lack of a proposed reunion site, the 91st BGMA's 1996 Reunion planning is way behind schedule.)

Third: The Prop Memorial, at Bassingbourn's Main Gate, was erected to honor our dead. Attempts have been made to set up a Memorial Fund to assist in its maintenance. I feel continuing donations by the 91st BGMA to that worthy project should be made to a controlled fund and records kept regarding all expenditures.

Comments on the above or other matters are welcomed. My address is: 31520 118th CT SE, Auburn, WA 98002-3692; phone: 206-351-0136.

## OKC ATTRACTIONS

(Continued from Page 1)

open 24 hours a day, is located in nearby "Cowtown" where shopping at old-time general stores is available.

Former TTG Edward Ahtye, CA, of Capt Phil Collen's 324th Sq crew, has inadvertently revealed another real lure

that should draw many other 91st BGMAers to OKC. Ahtye and his crew seek to meet old friends.

He wrote the R/I his crew members would like to meet the ground crew personnel who serviced WILD HARE during the June 21 - Nov 26, '44 period.

"We've not forgotten how important and how hard the ground crews worked to keep us flying. I think it's time for me and my crew to buy them a drink to thank them for their job well done," he says.

"It would be nice," he added, "to put this notice in the R/I so they can prepare to attend our Reunion in OKC."

And then there is the 324th Sq's OKLAHOMA OKIE, 42-29921, L DF-Z. Piloted by 2/Lt Bayard T G Dudley, she was downed on the Dec 31, '43 Bordeaux, France raid.

Of the five survivors, only TTG Orlin G Gregory, OH, Ex-POW, remains accessible to the R/I. He only recalls Dudley's crew flew "what we were assigned."

"I don't know who or how OKLAHOMA OKIE got its name, none of our crew were from that state," he replied to an R/I query.

The R/I still thinks it would be nice to focus attention upon the plane before the reunion on the possibility others who flew it will be encouraged to attend for their own special reunion in the "Someplace Special" area after which it was named. Also, such a contingent of delegates should be a magnet for reunion local press coverage.

The R/I will carry additional OKC Reunion data in future issues. Those desiring complete coverage may obtain it from Doug Stafford, Communications Manager, OKC Convention & Visitors Bureau, Four Santa Fe Plaza, OKC, OK 73102. Telephoned requests are handled by the Bureau's 800-225-5652 number.

## 1996 91st REUNION SITE

(Continued from Page 1)

"awkward" situation.

"Matters will worsen in the coming years. Ashinhurst is one of the 91st's early birds – the rest of us are getting older too!" Limm says, to emphasize the increasing scarcity of bids for future reunion sites.

A possible solution is "piggy-backing" on to the annually held 8th AF Historical Society's national conventions. (The 91st BGMA could retain its own Bi-annual Reunion scheduling.) By having its reunions at 8th AFHS arranged times and sites the pressures and burdens of planning would be lifted from the dwindling number of members still willing and capable of coping with lengthy workloads.

The 8th AFHS would do all the planning and negotiating with hotels, airlines, sight-seeing and tour providers, provision of guest speakers, etc. Because of the 8th AFHS' size it is likely 91st BGMAers would experience reduced rates and certainly would find a wider variety of activities available.

Facilities would be provided so that the 91st BGMA could conduct its own business and hold its own social affairs. Its identity would not be lost.

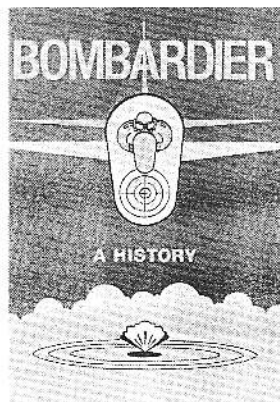
(Continued on Page 7)



# LIMITED SUPPLY BOOKS WORTH CONSIDERING

BY RUDY MALKIN

**BOMBARDIER, A HISTORY**  
By Bombardiers, Inc.  
500 Jackson Street, #1407  
Daphne, AL 36526-7029  
\$54.95 (post paid)



**CROSSHAIRS, THE OFFICIAL** Newsletter of Bombardiers, Inc, announces the availability of its **BOMBARDIER, A HISTORY** book. E C "Ned" Humphreys, Jr, founder and executive director and editor of the voluminous **CROSSHAIRS** quarterly newsletters, says the book may be obtained by writing Bombardiers, Inc, 500 Jackson St, Apt #1407, Daphne, AL 36526-7029 – and including a \$54.95 check.

The R/I, on the **CROSSHAIR** gratis mailing list for years, can only say if Humphrey's near book-like newsletter productions in anyway reflect the coverage in the newly released book, it must be big, comprehensive and good.

Humphrey's rapport with former bombardiers is enviable. His newsletters (often approaching 50 pages) are so filled with personal contributions that one is led to believe former bombardiers are, somehow, the most literary minded of all former bomb crew members. Till the limited 1st Edition copies are exhausted the history is available as a special treasured gift to any former bombardier.

For those not members of **CROSSHAIRS**, Bombardiers, Inc, their IX Annual Reunion will be held from Feb 27 to Mar 4, 1994 "on the shores of Mobile Bay, AL." For further info call: Humphreys: 205-626-3920.

**EDITOR'S NOTE: IT IS NOT R/I POLICY TO REVIEW books unavailable to the editor. Familiarity with Humphrey's work permits this exception.**

## NOW THIS

The Air Force and the State of South Carolina, after considering 13 structures on the site of the de-activated Myrtle Beach Air Force Base "as having the potential for historic preservation," have eliminated all but one.

The two Norden bomb sight vaults, where sensitive WWII technology was secreted from potential espionage, were eliminated from preservation planning because of the 50-year deterioration of the concrete.

A lone highway "marker" will be erected somewhere recording the WWII base's history; the parcel of land comprising the base's runway area will be preserved as representative of "19th century woodland."

**THE CLASS OF '43**  
By John W Howland  
The Class of '43  
191 Parker Lane  
Carthage, TX 75633  
83 pages, 5-1/2 x 8-1/2"  
Paper Back, Bound, Illustrated  
\$6.25 (post paid)

PFF NAVIGATOR JOHN HOWLAND, AFTER FLYING missions with the 381st BG, was transferred to the Pathfinder Force of the 1st Wing, 1st Bomb Division. His inclusion of experiences with Jim Tyson's H2X Radar equipped **SUNKIST SPECIAL**, a 324th Sq, 91st BG(H) B17, make his self-described "booklet," **THE CLASS OF '43**, a tempting addition to any collection of 91st BG(H) literature.

Howland's 83-page publication, consisting of 15 short stories, photos and even "a few ribald jokes" is a new, refreshing WWII flight chronicling tact. After reading his "booklet" disappointment sets in. It's the kind of disappointment experienced by those who listen while sharing a final, late reunion drink with a talented story-teller whose recollections range from major to minor memories, like those that remain with most survivors. His "booklet," like the reunion cocktail lounges where such tales are told, closes too soon.

His recollections range from the repair of a Stratfordshire, English girl's electric train after she, trustingly approached him and a fellow crewman on the street and invited them to join her family's Christmas festivities; the stalking by a .45 Cal automatic armed pilot of the unfortunate driver whose bomb truck and trailer, "stalled" in the center of the runway during take-off time, sheared off the pilot's bomb-laden plane's landing gear – and a definitive re-telling of the "Olie Olson" legend (joke?) which concludes with "Olie" saying, "Ja, dats rights. But these 'Fokkers' were flying Messerschmidts!"

(The R/I editor first heard this "legend-joke" some 30 years ago. It was so funny it took the original teller a week to complete it. Whenever the teller approached the punch-line he collapsed into uncontrollable laughter. He couldn't complete it. Observant and conscientious bartenders sometimes hesitated to include him in the next round of drinks.)

Other subjects include experienced ocean flight hazards, lead navigation technology, through the cloud bombing techniques used on D-Day and a short story, "Big Sam and Dirty Berty" which records some exploits of the 401st's Bert Stiles and Sam Newton, both fraternity brothers of Howland. Included also is an excellent glossary for those who have forgotten (or never knew, like the editor) the precise meaning of, "AFCE, GEE, H2X, MICKEY, ILS, PFF, QDM, etc."

**THE CLASS OF '43** may be ordered from, The Class of '43, 191 Parker Lane, Carthage, TX 75633. The \$6.25 charge includes mailing and handling costs. Supplies are limited.

# PLANES OF THE 91st BG(H), PICTURED - AND NOT 401st's "LADY HELEN" ALIVE AND WELL!

THE APR '87 RI FEATURED A PHOTO OF THE LADY OF WIMPOLE which former 91st BGMA President Paul Chryst believed was a 91st BG(H) plane. A request for information on it in the text stirred no response.



NEW MYSTERY

The matter was not pursued again until chance re-activated it shortly after the Sept '92 91st BGMA Memphis, TN Reunion. After the Reunion the editor and his wife visited former 401st C/O John D Davis and his wife, Helen, in Hudson, FL.

During the brief visit, rummaging by the Davis' unearthed a slim book containing a WWII photo "of them."

Originally published by Matthews, Miller and Dunbar Limited, 51 Endell St, London WC2H9AJ and listed in the Library

of Congress Catalog on Card No 77-73933, the book, CLASSY CHASSY contains a duplicate of the LADY HELEN OF WIMPOLE photo used years earlier in the R/I.

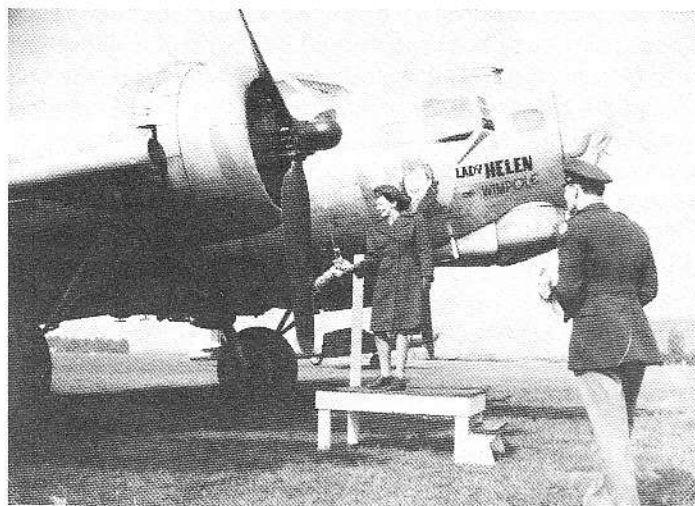
Years ago former 401st pilot Charles Phillips (deceased) sent them the book, Davis says. Even though the photo, credited to former R/I Editor Paul C Burnett, does not identify them, the Davis' include it among their cherished WWII mementoes. Other 91st BG(H) photos in the book are those of MADAM SHOO SHOO, LITTLE MISS MISCHIEF, GENERAL IKE and one of Tony Starcer.

The '87 R/I request for LADY HELEN information was not ignored by the Davis'. Davis' late '86 hospitalization and slow recovery, dictating concentration upon essential, pressing matters, simply left a lot of incoming mail unread.

Informed by the surprised editor that data had been long sought on the "LADY HELEN" photo, the Davis' supplied the following:

Mrs Davis recalls it as a "very special airplane." It's "special" to her because its' nose art consisted of her portrait and it was named after her while she was Lt Helen Pierson, ANC, assigned to the 163rd General Hospital located at Wimpole, England. The 163rd's original mission

FORMER 401st C/O John D Davis and his wife, former 1/Lt Helen Pierson, ANC, 163rd Gen Hosp, Wimpole, England, inadvertently kept a 91st BG(H) secret for a long while. Davis points to a photo of them in an English publisher's book which made possible the accompanying article.



LADY HELEN OF WIMPOLE, LONG SUSPECTED OF BEING A 91st BG(H) Fort, has been identified as such by former 401st C/O John D Davis, Hudson, FL. He should know. He and his wife, Helen, appear on the photo which was taken when his wife, then a 163rd General Hospital nurse, stationed at Wimpole, christened the plane. Further information on the plane is sought in the accompanying article.

was to care for anticipated invasion casualties but, since Basingbourn was only two miles away, 91st BG(H) wounded were also cared for.

She remembers "the courage and spirit of those boys, never complaining, and always thankful for the care they received."

Another of her vivid memories is "the sound of the B17s starting out on their early morning missions. Our thoughts and prayers went with them," she says.

The presence of 91st BG(H) wounded at Wimpole naturally drew Basingbourn visitors. Then 401st C/O Maj Davis included regular visits there in his scheduled activities. He was so impressed with the dedication with which the doctors, nurses and corpsmen treated 91st BG(H) wounded that he thought some appreciation of their work was mandated.

Another of Davis' practices as C/O was his request that all 401sters completing tours should drop by his office so he could thank them for their contributions to the squadron's operations.

One pilot requested a favor of Davis before returning to the States. The favor consisted of picking up a wrist watch, after its' repair in the Base Instrument Department, and personally returning it to its owner, a nurse at nearby Wimpole. The nurse was Lt Helen Pierson.

Davis did so. Four or five months later the two became engaged, and after returning to the States after the war, married.

Davis believes "LADY HELEN" began combat missions about Apr '44 - after he decided an appropriate tribute to the 163rd Wimpole personnel would be naming a new plane in their honor.

(Continued on Page 5)



## 401st's "LADY HELEN"

(Continued from Page 4)

Subsequently invited to Bassingbourn to meet some of Davis' friends one day, "Lt Pierson" was flabbergasted when she was delegated to christen a new 401st plane bearing her portrait, name and "Wimpole." After the christening Davis took a number of 163rd personnel on a sightseeing tour in it. It was another way, Davis thought, of showing appreciation for "Wimpole's" care of wounded 91st BG(H) personnel.

Aside from that tour and a prior test flight, Davis never flew "LADY HELEN" again. He believes she was flown in combat. Unfortunately, he has no further information – not even her serial number.

A request for additional "LADY HELEN" data in the July '93 R/I has elicited no further response to date.

Since its' original publication, the book, *Classy Chassy*, including the photo of LADY HELEN OF WIMPOLE and the now long happily married Davis' has been available through the A & W Visual Library, a New York publisher.

Also, among the Davis' cherished WWII memorabilia is the oil painted portrait of Davis accompanying this article by a 91st BG(H) artist. The painting is prominently displayed in their home. The Davis' and the R/I now, in addition to more "LADY HELEN" data, seek the identity of the artist.

## BETTY LOU'S BUGGY BATTLED "KOMET"

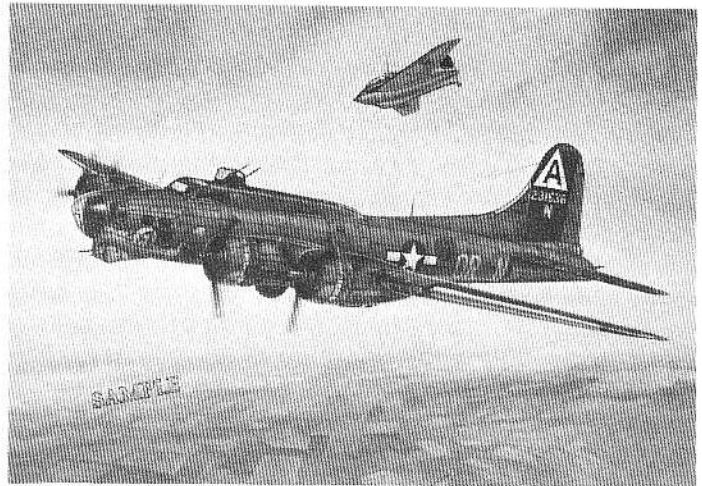
THEN – SGT JAMES R KNAUB, VA, A MEMBER OF Lt Reese W "Moon" Mullins' crew, wrote his wife a letter after an unsuccessful Aug 16, '44 fighter attack upon their plane. The "incident," to which he referred in his letter, made front page copy in his hometown newspaper, *The Richmond News Leader*, on Aug 21 '44 because the attack was made by one of the Luftwaffe's first operational jets, a Messerschmidt 163.

Knaub and Sgt Kenneth L Blackburn, Miles, MI, unsuccessfully fired at the strange, prop-less, speedy attacker while Mullins' evasive action made the jet's fire equally ineffective.

The Leipzig raid encounter marked the birth of jet-age aircraft action.

Aviation artist Jerry Crandall rendered an excellent painting to help commemorate the event some years ago. Now deceased LTC Mullins (Ret) signed 950 numbered 19 1/2" x 27 3/4" prints of the painting. A limited quantity remained for sale in 1989.

Recently, nothing more than nostalgia prompted Knaub's wife's reading of his war-time letters. Her reading of his account and the newspaper story unearthed historical errors. Knaub subsequently wrote Jeffrey L Ethell, a noted, prolific writer on WWII aircraft because one of his books, "Komet," deals with the jet



THE EXCELLENCE OF THIS JERRY CRANDALL OIL PAINTING is not diminished by the likelihood OUT HOUSE MOUSE crew members' imperfect memories (like many others) assured him his diligent research was "historically correct." Recent nostalgic re-reading of a war-time letter now strongly suggests the 91st plane first attacked by a German jet was BETTY LOU'S BUGGY.

fighter attack upon Mullins' Fort.

The '44 newspaper account records that Mullins' crew was flying RAMBLING REBEL, not OUT HOUSE MOUSE. Knaub diffidently pointed out that his own letter to his wife identifies BETTY LOU'S BUGGY as their plane that day.

Somehow, when artist Crandall was researching his painting project, OUT HOUSE MOUSE was identified as the 323rd plane involved. His research, Knaub emphasizes, included contact with Mullins and all his other surviving crew members. Since, like most crews, they had flown many different planes, no one's memory disputed the "official" identification unearthed by the artist.

Since contacted again by Knaub, none of his surviving crew members (Ken L Blackburn, BT or C A Dickson, TT) question that Mrs Knaub's interest in the past inadvertently unearthed the true identity of Mullins' plane that day. It was BETTY LOU'S BUGGY – not OUT HOUSE MOUSE – or RAMBLING REBEL.

Author Ethell wrote back to Knaub to assure him his find was not unusual in aviation history.

"...memory is never as reliable as documentation. I am always glad the real facts come out, regardless of the 'trouble' it causes," he said.

Ethell recommended the "check" that Knaub made with his surviving crew members for further verification and suggested an R/I write-up "to set the record straight."

Eventually, he said, future books and published reproductions of the earlier art will be corrected.

"I get a real charge out of seeing real history come to light. Thanks for writing!" Ethell said.

Knaub, who owns one of the excellently detailed OUT HOUSE MOUSE prints, says the inadvertent error does not detract from his treasured memento. He remembers

(Continued on Page 6)

## BETTY LOU'S BUGGY

(Continued from Page 5)

the artist consulted with him and the rest of Mullins' crew before proceeding with his project. When they were requested to confirm the identity of their plane they simply did not know "documentation" existed. They apparently just agreed upon OUT HOUSE MOUSE.

Meanwhile, he'd appreciate data on BETTY LOU'S BUGGY, the 323rd plane his crew flew when the "Komet" made its' historical appearance. Data sought includes a nose art photo, assigned regular crew members, Ground Crew Chief identification and "Betty's" fate. The only information available to the R/I is a simple listing of her as a former 91st BG(H) plane.

Those with information should write: James R Knaub, 2119 Turtle Run #6, Richmond, VA 23233 or call: 804-270-6102.

A full WWII newspaper account of Mullins' crew's "Komet" encounter appears on page 3 of the Apr 1968 R/I.

## DATA SOUGHT FOR ACHMER PAINTING

PHILIP G MACK, WA, FLYING MOST OF HIS missions as a co-pilot with the 323rd Sq's Capt David Bramble, MD, concluded his tour as a "Pilot-in-Command." One of his last missions was the Achmer, Germany Feb 21, '44 raid. A Texas artist, with whom he is in contact, is preparing to paint a picture of that mission. Mack wants to help him "paint" the record straight because he finds "problems with the Official Group Mission Report." He says:

"On Feb 21, '44 the 91st BG(H)'s briefed target was Gutersloh, Germany but due to clouds or other factors the primary target was abandoned for a target of opportunity - Achmer. Four 91st planes were downed; two of a three plane spare element of the 323rd and two of the six plane 401st Sq comprising the high flight of the high composite Group.

"I flew '580' on the left wing of the 323rd spare element until I tacked onto the 401st Sq, filling the diamond."

The problems with the Official Group Mission Report in possession of the artist are, in Mack's words:

"1) The course shows a very sharp turn to the right whereas I recall a tight turn to the left; 2) I believe the official course is incorrect and does not jibe with the navigators' positions and times; 3) Achmer doesn't appear on my WWII combat map; 4) Navigator reports show seven different German airfields northwest of Osnabruk bombed, none of which were identified as Achmer; and 5) Crews spoke of wide turns to the right and left, 360 degree turns and other maneuvers."

Anyone able to contribute information on the above is requested to contact Mack at 17521 155th Ave, SE,

Renton, WA 98058 or call him at 206-271-5277.

During a phoned contact with Mack by the R/I regarding his copy, he seemingly, reluctantly revealed he recalls flying a 323rd plane named THE GAY CABALLERO on the raid. The R/I agrees a portion of his plane's name today carries different connotations than 50 years ago. Nevertheless, the R/I requests any possible data, including nose art, on THE GAY CABALLERO.

The plane was named when dictionaries defined "gay" as "happy and full of fun." "Caballero" still means "an ardent admirer of women or of a particular woman, gallant."

Those who remember THE GAY CABALLERO do a proud 91st BG(H) plane a dis-service if they do not submit whatever information is available simply because changing time has unfortunately tarnished its' name.

*Editor's note: Former Historian Hiliary "Bud" Evers, also contacted, unearthed data indicating Mack's plane bore the serial number 4229759. Paul Limm, another 91st data source, believes a 1941 Walt Disney cartoon character, "Jose Carioco" was used as nose art on a 91st BG(H) plane.*

## PICTURED



PLANES OF THE 91st BG(H) IDENTIFICATIONS: 1) MISS SLIPSTREAM, 322nd Sq and 2) BOEING BELLE (Believed a 91st plane. Data sought.).



## Folded Wings

• **BERG, GUNDER V**, 323rd, 3409 So Rural Rd 106, Tempe, AZ 85282. Berg, a retired reporter from a Valley Cities, ND newspaper, contributed copy to the R/I in the past. A mail clerk for his squadron, his competence and dedication, garnished by a thick Swedish accent, possibly made him the "most popular guy in the outfit," R W Anderson, LM, CA, a fellow 323rder, says.

Anderson, reporting his friend's death, says a Dec 2, 1993 phone call, to the newspaper for which Berg formerly worked, revealed he was struck and killed by an auto over a year ago.

• **BROWN, DEAN C**, 322nd, 3275 Liberty Ave, Ogden, UT 84403, Aug 17, 1993. Brown, a pilot, flew 31 missions during his tour which included the D-Day operation. A graduate of Weber State University, Brown, later a letter carrier, retired in 1975 from his rounds at Hill Air Force Base. He continued his productivity after retirement by continuing his former "sideline" – his sudden death of a heart attack while taking his "morning walk" concluded 38 years of professional house painting.

Active in church and civic activities, Brown, in addition to his widow, one son and three daughters is survived by 23 grandchildren and seven great-grandchildren. In reporting his death his widow, Virginia, said, "I thought you would like to know why he isn't paying his dues."

• **CHANDLER, A R**, 323rd, 2284 Ashley Woods Dr, Tucker, GA 30084, Sept 25, 1993. His widow Treacy writes he enjoyed the R/I and attended the Tampa and Memphis Reunions. While the two were on a European tour several years ago, he arranged a Bassingbourn visit.

"He enjoyed telling me 'how it was then,'" she says. During their Tower Museum visit, she adds, they were treated royally by the personnel.

• **HERRICK, THEODORE (TED) POMEROY**, 322nd, 401 Thorton Dr, Norman, OK 73069, 91, Aug 19, 1993. A navigator, Herrick became a POW when MAN-O'WAR was downed on the Nov 2, '44 Merseburg, Germany raid. After internment at Stalag Luft III and Sagan, Poland he was liberated Apr 29, '45. He is survived by his wife, Jean, a daughter, a brother and a grandson. Reported by EX-POW BULLETIN, Nov '93.

• **HOLLOWAY, HAROLD B (DAGWOOD)**, 323rd, 6206 Thomas Rd, Knoxville, TN 37920, Nov 14, 1993. Holloway, a Ground Crew member, maintained a life-long friendship with the 441st Service Sq's Charlie Busa who was among the first notified of his death by his widow, Mattie. Busa's report to the R/I records Holloway's nickname was "Dag" and, in Busa's opinion, he was the "spitting image of Tennessee Ernie Ford" who "always had a big smile and a song to sing." A retired letter carrier, Holloway is survived by three children in addition to his widow.

• **MARTINEZ, VINCENT O, JR**, 401st, 5501 West Wolf, Phoenix, AZ 85031, June 30, 1993. Reported by his son, Dennis.

• **ROTH, MILTON W**, LM, 324th, 2438 Colona Rd, Placeville, CA 95667, reported by his widow, Delores, who

wrote, "Milton truly loved and respected all that the 91st BGMA stood for – God Bless all of the Group."

• **VAN BLARCOM, NELSON D**, 322nd, 1475 Carney Rd, Castleton, NY 12033, Apr 26, 1993. A pilot, Van Blarcom flew most of his 29 missions on ACK ACK ANNIE. His widow, Wilma, writes his tour included a crash landing in Belgium and an emergency landing on an airbase "close to the coast" after straggling home alone on two engines. His combat tour was terminated by an attack of appendicitis requiring an emergency operation. By the time he recuperated from the operation, the European war was over.

"He often spoke of his love for his plane 'ANNIE' and his crew," his widow says. His final pleasant ETO assignment was flying ACK ACK ANNIE home to Bradley Field, CN with a full load of fellow returning airmen.

• **WILLIAMS, DAVID M**, Col (Ret), 401st, LM, 5312 Alta Bahia Ct, San Diego, CA 92109, 72, Aug 6, 1993. A former POW interned at Stalag Luft I, he is survived by his wife, Virginia, three daughters and seven grandchildren. Reported by EX-POW BULLETIN, Nov '93.

## '96 REUNION SITE

(Continued from Page 2)

The above suggested association with the 8th AFHS would require an Amendment to Article V, Section I of the 91st BGMA By-Laws, Limm says.

The April 1994 R/I will contain Nomination of Officers and a solicitation for proposed By-Law Changes forms. Ballots for voting on the above will be provided in the July 1994 R/I which will include an OKC Post Office Box address. A dead-line will also be provided for voting response.

Those desiring further information on the above should contact Paul J Limm, 601 Calle De Soto, San Clemente, CA 92672-2252; phone: 714-492-4502.



SHADED AREA IS ORIGINAL PROPOSED 1996 91st BG(H) National Reunion area.

## NOSE ART COLLECTOR

(Continued from Page 8)

More venturesome members may opt for his \$6.00 list of 1,253 B17 Nose Art photo copies. A Coupon for a Free Copy-Machine print of the nose art of the purchaser's choice accompanies such orders.

## "REACH-OUT" STIRS GOOD-BAD NEWS

HY QUARLES, JR, COLUMBUS, MS, WHILE FLYING on 401st Sq Lt John W Eanes' crew during the early St Nazaire, France 1942 raids was seriously wounded, Norman L Thompson, Macon GA, the TTG member of Eanes's crew that day, recalls the "crew agreement" to chance flying their battle battered plane home so Quarles could be administered to by his own medics.

Despite fighter inflicted damage which left only remains of their vertical stabilizer, other flight control damage and punctured fuel tanks, they successfully crash landed at Bassingbourn. Wounded Quarles survived.

Thompson was subsequently shot down on Apr 17, '43 during the Bremen, Germany raid while flying with Lt J W Wilson's crew on INVASION II, L LL-B. Quarles, not with him that day, found and saved his friend's silver cigarette case before the "Bone Pickers" gathered and packed Thompson's belongings.

Some 50 years later, at the 1992 Memphis Reunion, the two old friends met again and a photo was taken of Quarles returning the silver cigarette case to Thompson.

Thompson, after reading the Oct '93 R/I in which Quarles was listed as deceased in the head-line "REACH-OUT" story, grabbed his phone and soon found R/I "reportage" sometimes inaccurate.

A Nov 2, '93 letter states he'd just spoken to Quarles and, "He is very much alive and kicking!"

The R/I happily corrects the error which probably occurred due to the increasing use of computers by 91st BGMA officialdom, possible postal service blunders or, less likely, simple, increasing editorial incompetence.

Welcome back, Quarles!

In the meantime, the R/I, in good faith, regrettably reports the death of Quarles' and Thompson's former pilot "John W Eanes" on Sept 23, '93 at age 75, by Thompson. Fifty years have passed. "Eanes," 91st BGMA data confirms, flew with the first 91sters. Further information on him is welcomed.

### ATTENTION!

**THE 1994-1996 DIRECTORY OF THE 91st BGMA is scheduled for early 1994 mailing, according to Pres Charles R Hackstock who, again, made its production his personal project.**

#### THE RAGGED IRREGULAR

These newsletters are published quarterly - October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942 to 1945.

Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., Md. 21204. "Time Value" items must be received three weeks before the first day of the month of publication to permit necessary priority consideration for inclusion in that issue. Every effort will be made to utilize other submitted material in the scheduled or later R/I issues.

91st BG Memorial Assn.

590 Aloha Dr.  
Lake Havasu City, AZ 86403

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### LET US KNOW BEFORE YOU MOVE!

## NOSE ART COLLECTOR SELLS AND SEEKS

ANYONE INTERESTED IN A PHOTO OF HIS PLANE'S Nose Art is advised to contact Collector of Aircraft Pictures & WWII Aircraft Nose Art Wallace R Forman. He has data on 7,222 B17s - including listings of 319 91st BG(H) planes of which 112 copy photos are available.

His photos are copies. Some are great while others are presently the best available. His charge per photo copy reminds you of Depression prices. "Collectors cherish all such additions until they find better ones," he

says. (The R/I obtained the OKLAHOMA OKIE picture, used in this issue, from him.)

An active collector, Wallace solicits contributions from his patrons and promises to return loaned photos within a day.

He may be contacted by writing: Wallace R Forman, 2161 W Country Rd B, St Paul, MN 55113-5333 or calling: 612-633-7670.

Skeptical members can wait until the R/I uses more photos obtained from him - like 1/Lt Robert Sheriff before his 323rd SHERIFF'S POSSE mentioned (not pictured) in the July 1993 R/I.

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