



The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 18 No. 2

July 1985

Rocky Mountain Rally Round Aug. 16

The complete details of the combined Rocky Mountain Rally Round and the Air Force Academy Memorial Wall plaque dedication ceremony set for August 16 in Colorado Springs have been announced by the Rally Round Committee.

Some adjustments to the basic schedules reported in the April Ragged Irregular have been necessitated by Air Force Academy ceremonial requirements, according to the hosts, Paul Jessop, Jim Fletcher, and Glenn Boyce.

Headquarters for the Rally Round will be the Sheraton Inn, I-25 and North Academy Boulevard, Colorado Springs, CO. 80918, tel. (303) 598-5770. A special room rate of \$60 + tax for double occupancy has been set for the 91st for August 15-18. Since this is the height of the tourist season for Colorado Springs the committee suggests that reservations be made as early as possible. Requests for reservations should be made directly with the Sheraton Inn.

The 91st Bomb Group Memorial Plaque Ceremony will begin at the Air Force Academy Cemetery Memorial Wall at 10:45 a.m. Friday, August 16. The Group will assemble at the Broken Wing entrance, on Parade Loop, off Stadium Boulevard, prior to the event.

The ceremony will be handled by personnel of the Air Force Academy. Group president Col. Tom Gunn will make the dedication of the plaque for the 91st. The length of the ceremony will be approximately 45 minutes.

Original plans were for the dedication to be held Friday afternoon, August 16, with the annual Rally Round banquet scheduled for Saturday, August 17. The Air Force Academy required that the dedication ceremony be held Friday morning, and the Group Banquet was rescheduled for Friday evening, rather than Saturday.

The special 91st party will be held in the Falcon Room of the Air Force Academy's Officers Club. Cocktails begin at 0600 p.m.; dinner follows at 0700 p.m. The cocktail party is a cash bar; the dinner menu is a choice of Filet Mignon, New York Steak, Roast Loin of Beef, or Fried Shrimp. Your choice at \$15 per person, with reservations and payment in advance.

Reservation and data forms have been sent to Rocky Mountain area 91sters; others who wish to take part in the Rally Round and dedication should contact Col. Paul Jessop, 802 Aurora Drive, Colorado Springs, CO. 80906, tel. (303) 633-5460, as soon as possible, not later than August 7.

The Memorial Wall is growing faster than any other memorial area for U. S. Air Force units. Since the first panel was installed by the 379th B.G., two wings have been added, and additional wings are under construction. The 20th Fighter Group, that was based at Peterborough during WW II, dedicated a memorial plaque the middle of June.

The Rocky Mountain Rally Rounds have been held annually since 1972, under the sponsorship of 1st Vice-President Glenn Boyce. This area Rally Round is the oldest regularly held get-together of 91st members, other than the National Reunions.

Join Us In Colorado Springs Aug. 16

Notes From The President ...

The vote is in, and you have selected Tampa as the location for the 1986 National Reunion. Ninety votes were received prior to the cut-off date of June 1: 52 for Tampa, 23 for Washington, D.C., 14 for Montgomery, and 1 for Dover. It would have been great if many more members had expressed their choice, but most seem content to go wherever there are other 91sters gathered.

Weather and hotel rates, as well as some precedent, argue for a September meeting, so the Tampa hosts are proceeding accordingly.

Many of you will be making a "Sentimental Journey," returning to Tampa, where it all began; for others, Tampa will become a sentimental memory. I don't know whether these reunions are getting better (how could they?) or passing years make them seem more precious. Whatever the reason, the 91st flies again in Tampa. Let's all get into formation for a milk(?) run!

Seattle

Hosts for the Super Rally-Round in Seattle report they have 370 pre-paid registrants. WOW! A rally-round of that magnitude will compare favorably with attendance at national reunions. Happily, there will be no "business meeting" in Seattle.

Having gotten married on May 1, the Seattle Rally-Round will be the first opportunity for me to introduce my bride, Bettye, to 91st activities. I'm not sure she believes everything I tell her about the 91st. One of her questions was, "Did we really need all those other people to win WW II?"

The Seattle area is beautiful. The 91st hosts and Boeing are doing an outstanding job to make this a truly great get-together. Hope to see you in Seattle, and in Colorado Springs at the rally-round and memorial dedication August 16.

Colorado Springs

Hosting a National Reunion is not a job too many persons are willing to take on, and the same is true for a regional Rally Round, but when the same crew volunteers to fly both missions in less than a year you just have to stand up and cheer them!

The committee of Glenn Boyce, Jim Fletcher, and Paul Jessop hosted a truly outstanding Reunion at Colorado Springs last September, and then proposed at the reunion business meeting that the Group dedicate a memorial at the newly-established Air Force Academy Memorial Wall. The proposal was unanimously adopted in our business session, and Col. Paul Jessop, a Colorado Springs resident, headed up the committee.

The Memorial Plaque was designed and installed some months after our National Reunion, and it was decided the the official dedication would be combined with the annual Rocky Mountain Rally Round, hosted by 1st Vice-President Glenn Boyce for a number of years. The dedication and Rally-Round has been set for Friday, August 16. The Air Force Academy will provide an outstanding memorial program for the occasion, and early reports indicate a large number of 91sters will be on hand for the event. Bettye and I will take part, following the 91st Super Rally-Round in Seattle. See you there!

By the time this message reaches you distribution of the 1985 membership directory should be well underway. This invaluable publication is the sole responsibility of our hardest-working Memorial Association officer, Sec.-Treas. George Parks, who has corrected and updated the entire book, dealt with the printer to see it produced, and is handling the mailing of more than 1300 copies. George also keeps the membership list constantly up to date, handles all dues record keeping, prepares the envelopes for the mailing of The Ragged Irregular (mailing is done by the editor), handles mailings for Rally Rounds and Reunions, contacts all newly-found 91sters with packets of Group information, is contact man for the 8th AF Historical Society, etc., etc., etc. How he gets it done working only 8 hours a day we'll never know. His reward? Nothing but the admiration of his fellow members.

Speaking of members, it now exceeds 1800 (not counting associates), with more than 1300 having paid 1985 dues. We have 13 new Life Members since January. This is great!

Tom Gunn

Mini-Rally Of 'Ack Ack Annie' Crew

After over 40 years of not seeing each other, three members of the original crew of "Ack Ack Annie" held their first mini crew rally. Over the week end of 12-15 April, Lorcey Sonnier, tail gunner, and Hank Hall, waist gunner, assembled at the home of May and Bud Laedtke in Fairfax, Virginia, for a reflective and fun-filled four days. Bud was their pilot. Lorcey and his wife Annie drove up from Maurice, Louisiana, and Hank flew in from California.

This meeting was the result of a personal effort by Lorcey to try and locate members of his old WW II crew. After a series of letters and phone calls, he finally made contact with George Parks, who gave him the addresses of the other two. After more phone calls, the meeting was arranged. At that time the location of other crew members was unknown.

The gathering was a terrific success, and included hours of talking, with proper refreshments, veiwing and commenting on hundreds of old photos, examining memorabilia of WW II, which included flight jacket, escape kit, and maps of Europe. Sightseeing trips throughout the Washington area were also enjoyed.

The three crew members first met at Pyote, Texas, during the fall of 1943, when they and seven others were brought together as a crew to begin combat training. Upon completion of this training the crew flew to England in January, 1944, and after processing and indoctrination at Stone and Bovington, was assigned to the 91st Bomb Group (H), 322nd Squadron. The crew began flying missions the first week in March.

Early in their tour the crew was assigned a shining new unnamed B-17G which the Group had just received from a replacement depot. A crew contest was held to name the aircraft and "Ack Ack Annie" was born. The three believe that Tony Starcer assisted in the design and painted the insignia on the nose.

Bud and most of his crew finished their missions on 20 June, 1944, but Lorcey and Hank finished their tours several months later. All crew members returned to the States except Bud, who was reassigned to the 1st Combat Bomb Wing, also located at Bassingbourn, as an assistant operations officer, and remained in England until the end of the war. It was during this extended assignment when he met his future wife May, who was a WAC stationed at Headquarters, Third Air Division, near Norwich.

Since the mini-rally, the three have been able to locate Tom Ryan, the engineer, and Dale Maginness, the ball turret operator. But the status of Bob Gerber, co-pilot, Herschell Rutherford, waist gunner; Bill Lebe, navigator; Phil Goldman, bombardier, and Felix Schmitt, radio operator, remain unknown. Also, the names and addresses of three of the finest ground crew members that ever serviced a B-17 are also unknown. If anyone has information about any of these missing individuals please send it to Lorcey Sonnier, Rt. 1, Box 77, Maurice, IA 70555.



Ack Ack Annie's first crew, June, 1944: Front row, kneeling, Lt. Phil Goldman, Lt. Bob Gerber, Lt. Bud Laedtke, Lt. Bill Lebo. Back row: S/Sgt. Dale Maginness,



April, 1985, mini-rally:
Lorcey Sonnier, Bud Laedtke, Hank Hall.

S/Sgt. Felix Schmitt, S/Sgt. Lorcey Sonnier, T/ Sgt. Tom Ryan, S/Sgt. Herschell Rutherford, 3 members of ground crew. Insert, S/Sgt. Hank Hall.

New Members - Address Changes

BANKOVSKY, Nicholas.	1906 Live Oak St.NE.	Palm Bay.	FL. 32905 (C)
BLAKE, Mark.	702 East Dr.	Edmond.	OK. 73034 (-A)
BRAGER, Bert.	7051 Environ Blvd.	Lauderhill.	FL. 33319 (C)
BRAMAN, Charles R.	645 E.Magnolia Blvd.#D.	Burbank.	CA. 91501 (C)
BRITT, Lesse Clarence.	P.O. Box 1251.	Lumberton.	NC. 28359 (N)
BROWN, Kenneth L.COL.(Ret)	7570 LaJolla Blvd.#22.	La Jolla.	CA. 92037 (C)
CAYER, Robert J.	1072 Tiogue Ave #20A.	Coventry.	RI. 02816 (C)
CLARK, Robert H.	850 Ossey Lane # 2.	Cedar Rapids.	IA. 52404 (C)
CONLON, Wilfred P.	384 Springfield St.	Chicopee Falls.	MA. 01013 (N)
de KNOCK, Hendrick.	Zandstraat 47A.	4184 EG Opijen.	Holland. (C-A)
DIETRICH, William H.	12708 Bexley Terr.	Silver Springs.	MD. 20904 (C)
DICKSON, Robert A.	615 B. Piney Way.	Morro Bay.	CA. 93442 (N)
DOWLER, Clement D.	4508 Windsor Dr.	Smyrna.	GA. 30080 (N)
EICHERT, Charles M.	211 Harper St.	Highland Park.	NJ. 08904 (N)
FEWSMITH, Joan J. Mrs.	1866 Forestdale Dr.	Encinita.	CA. 92024 (C)
FLEMMING, Thomas F. LTC(Ret)	1700 Pine Valley Dr.	Ft. Myers.	FL. 33907 (C)
HARTEN, John.	P.O. Box 177.	Derrick City.	PA. 16727 (N)
HENCEROOTH, Stan W.	8917 E. Palm Tree Dr.	Tucson.	AZ. 85710 (N-A)
HITCHCOCK, Charles R.MSGT(Ret)	304 Amarillo Dr.	Carpentersville.	IL. 60110 (C)
HYMAN, Nick A.	8705 Juperb Circle.	Elk Grove.	CA. 95624 (N)
JOHNSON, Raymond A.LTC(Ret)	20302 Eyota Rd.	Apple Valley.	CA. 92307 (C)
KNOWLES, Harry L.	74 Oakcroft Dr.	Madison Hgts.	VA. 24572 (C)
KRONES, Earl.	P.O. Box 536.	Eatonville.	WA. 98328 (N)
LOPEZ, Bernard V.	28 Kellie Ann Crt.	Orinda.	CA. 94563 (N)
MAGINNESS, Allen Dale.	2514 Ellison Way.	Independence.	MO. 64055 (N)
MAGUIRE, Victor Jr.	4450 Pine Tree Trail.	Bloomfield Hill.	MI. 48013 (N)
MASTERS, William H.	28923 W. Willowick Dr.	Willowick.	OH. 44094 (N)
MILEUSKI, Jay.	11 South Bowman Ave.	Danville.	IL. 61832 (N)
MORNINGSTAR, Clayton.	Rt. 1. Box 132.	Maple Lake.	MN. 55358 (N)
MUZIK, Andrew J.	6717 Willow Springs Rd.	La Grange.	IL. 60525 (C)
McRAE, Dorothea R. Mrs.	2110 North 150th.	Seattle.	WA. 98133 (N-A)
NEWMAN, Robert.	240 Castlewall Ave.	Elberon.	NJ. 07740 (N)
ODOM, Ray B.	P.O. Box 163.	Kinder.	LA. 70648 (N)
PERKINS, Paul A.	527 Linda Lane.	Bonner Springs.	KS. 66012 (N)
QUILTY, Robert.	4160 Stepping Stone.	Liverpool.	NY. 13088 (N)
RUDOLPH, Donald H.	7217 ANG/HNSI.	APO. New York.	NY. 09380 (N)
RYAN, Thomas P.	R.R. 1.	Nash.	OK. 73761 (N)
SHACKLETON, Joseph R.LTC(Ret)	2507 Ella Road.	Spokane.	WA. 99212 (C)
SLOCKTON, V.D.	P.O. Box 1169.	Clayton.	GA. 30525 (N)
TABACCO, Sebastian P.	2307 Sunrise Blvd.	Ft. Myers.	FL. 33907 (C)
TILTON, John E.	3111 Spencer Hgts.	Lenoir.	NC. 28645 (N)
TRUESDALE, Arthur.	607 W. 11th St.# 112.	Panama City.	FL. 32401 (NO)
WALLACE, John A.	2500 One American Sqr.	Indianapolis.	IN. 46282 (C)
WILLIAMS, John N. Jr.	2045 St. Christopher Dr.	Lexington.	KY. 40502 (C)
WILLIAMS, Joseph F.	Box 2493.	Wickenburg.	AZ. 85358 (N)

Trying to keep up with our volatile membership is one of the Secretary's toughest jobs, especially at this time when most 91sters have reached (or very shortly will reach) retirement age, and get the urge to go to greener (or warmer, or different) pastures. Be sure to contact Sec.-Treas. George W. Parks, 109 Wilshire Avenue, Vallejo, CA. 94591 whenever your address changes to insure prompt and correct delivery of your Ragged Irregulars and other 91st mail.

Also, if you have addresses of former 91sters who are not listed in our 1985 directory send them along to George. We're trying to get every stray sheep back in the fold.

IT's Tampa For '86 National Reunion

When the final votes on the 1986 National Reunion Site were tabulated June 1, it was very decisive for Tampa, Florida, a better than two-to-one margin over Washington, D.C., the runner-up. The 90 votes received showed 52 for Tampa, 23 for Washington, 14 for Montgomery, AL., and 1 for Dover, DE. Volunteer hosts for the Tampa site, Paul McDuffee and Hal Loper, were on the job instantly as results became final, and have already completed much of the necessary preliminary planning and work needed to get the mission fully underway.

Tampa's McDill Field is where the 91st first got operationally organized, though technically it was first set up at Harding Field, Baton Rouge, LA., with a complement of two, Capt. Frank Kamykowski and one assistant officer. It was at Tampa that personnel were first assigned and crews assembled, and eight B-17Es made up the air armada. Lt. Col. Stanley T. Wray was commanding officer.

The Reunion Committee has set September 10 to September 14, 1986 (Wednesday to Sunday) as the dates for the get-together. Headquarters will be the Tampa Airport Holiday Inn, a deluxe hostelry of 800 rooms, so that all reunion attendees can be housed at the same place.

In addition to having an outstanding number of great attractions in the metropolitan area, Tampa is ideally located for those wishing to visit world-famous Florida visitor attractions, for those who may plan extended vacations after participating in the National Reunion. Tampa has outstanding access for persons arriving either by automobile or air.

In July, 1970, McDuffee and Loper hosted a first-ever 91st Super Rally Round in Tampa, with 102 members registering. To that time the only two 91st events surpassing it were the National Reunion of July, 1967 (our first) with nearly 400 on hand in Memphis, and the National Reunion in Denver in July, 1968, with 250 on hand.

From The Editor's Desk...

Paul C. Burnett Box 909 Auburn, Al. 36830

Interestingly enough, it appears that as the years go by for the 91st B.G. (H) Memorial Association, the more members who decide to become Life Members of the organization. Much of this feeling seems to stem from the feeling that this is at least one truly meaningful contribution toward the continuation of an organization they feel closely bound to. This is especially true for those members who have just been discovered after all the years our organization has been in existence.

Two of our most recently "found" members became instant Life Members with their first dues payment, sending along \$100 checks to Sec.-Treas. George Parks as soon as they received the data packet which he sends to each newly-discovered 91ster.

They were: Ray B. Odom, (ex-324th sqdn. ball turret gunner), P.O. Box 163, Kinder, LA. 70648, and

Nick A. Hyman, (ex-322nd sqdn.), 8705

Juberb Circle, Elk Grove, CA. 95624. He found us at the end of May, and donated \$100 on 19 June for Life Membership when he paid his dues at lunch with George Parks.

Another new "Lifer" is Marvin M. Goldberg, (ex-324th sqdn.), 5330 S. Shore Dr. Apt. #19C, Chicago, IL. 60637.

And then we have the great member like Matthew J. Templeton, (ex-323rd sqdn. pilot) and a Life Member since February, 1982, who has donated \$500 to the Memorial Association for Life Memberships for four former members of his crew and one Life Associate Membership for a training buddy.

They were: William J. Green, (bombardier), Star Rt. Box 8A, Capay, CA. 95607; Deane A. Turner, (co-pilot), 1759 Lydia Ave., St. Paul, MN. 55113; Henry A. McCrarey, (ball turret gunner), 3611 Hendricks, Memphis, TN. 38111; Robert DeGeorge (navigator), 2414 Dale Rd., Huntington Valley, PA. 19006, and Mark "Mickey" Blake, (ex-303rd B.G. navigator), an old buddy of Templeton during WW II training days, as Life Associate Member.

DeGeorge has been a Life Member of the Group for some years, but Templeton wanted the donation to be made in his name.

We have recorded 13 Life Members so far in 1985.

From the Memorial Association "P.X." run by Sec.-Treas. George Parks we have on sale 4" 91st B.G. cloth patches, \$5; Life Membership ribbons (for Life Members only) \$1; Group tie-tacs, \$3; Group decals 4", for auto windshields, glasses, etc. 50¢; Group insignia bolo ties, \$5; and a few 1984 reunion caps (baseball type) with Group insignia, \$5. All funds received go to support the Association.

Memorial Day was recognized again this year by the 91st B.G. Memorial Association, with flowers placed at memorials at Dayton, Madingley, and Opijnen, Holland.

Our representative at the American Cemetery at Madingley, near Cambridge, was again Otto Meikus, who lives in Cambridge. Otto writes: "Once again the Memorial Service at Madingley Cemetery went as planned, and this year God smiled on us and we had sunshine all day... Our wreath and the flowers for the altar bowl were beautiful. There were many warm and appreciative speeches on behalf of our buddies who are remembered there with pride and gratitude by all who attended, about 1500 this year."



Henry DeKock, who supervises the flowers for the 91st at Opijnen, Holland.

This year at Opijnen a member of the family of Americo Cianfichi, one of the eight 91sters buried there, was on hand for the memorial. His letter to the Memorial Association says: "I traveled to Opijnen, Holland this past May to visit my uncle's grave, Americo Cianfichi. I

was the first family member to visit the cemetery and it was a very emotional experience for me... All of the people I met were so kind and warm to me. They all invited me into their homes and made me feel very special.

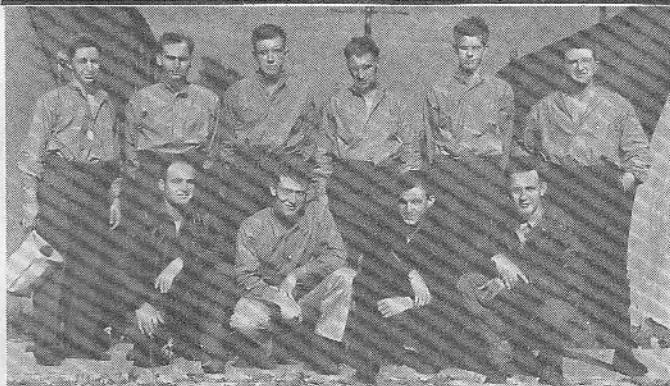
"My family appreciates the 91st Bomb Group Memorial Association for sending money for flowers for Memorial Day each year. Thank you so much! We also appreciate the citizens of Opijnen for all they have done for the Americans who rest in peace in their lovely town... Angie Cianfichi, 1455 Coventry Rd., Concord, CA. 94518.



Flowers in the Opijnen Church

As an interesting coincidence to the "Ack Ack Annie" mini-rally story in this issue of the R/I, a letter passed along to us by the 8th AF Historical Society concerns the same old bird. In reply to an inquiry about the 91st plane appearing in the Mail Call section of the 8th AFHS publication, ex-322nd sqdn. pilot Harvey B. Burkholder had this to say: "This plane is the one in which pilot (Nelson) Van Blarcom and I as co-pilot, and crew, along with some other personnel, flew from the U.K. to Bradley Field, Conn. Movement orders dated 26 May 1945. The plane was left at Bradley Field and no doubt it was ferried to the Arizona graveyard for old planes..."

"It may be of interest to note that Ack Ack Annie had flown 127 missions, and on the return flight back across the North Atlantic it purred along like a kitten on auto-pilot, with Van Blarcom and I playing cards most of the way..."



With some still wearing the dry clothing given by Air-Sea Rescue, the crew poses for photos following their long 'taxi' ride. Kneeling, front row, 1 to r: Smith, Hargis, Simon, and Turcotte. Unfortunately the standing members in our photo were not identified, but some of you R/I readers may recognize yourself or friends. Let us know.

In the April R/I we ran this picture of the crew that came back across the Channel by "taxi," but could only furnish identification for the front four crew members. One of the original members of that crew, who was excused that day in order to give some newcomers a taste of combat, Ted Winslow, has come to our aid with further identification and expansion. Ted writes: "I can identify five of the six sergeants in the photo. From 1 to r: S/Sgt. Rudy Thigpen, ball turret, (wounded later and in the hospital when our crew was shot down returning from Schweinfurt, Aug. 17, 1943); T/Sgt. Victor Ciganik, radio operator; S/Sgt. Gerold Tucker, waist gunner, (he and I were captured together in Brussels, Nov. 13, 1943); the next one I can't identify -- he may have been a replacement for our tail gunner, S/Sgt. Judy. The fifth from left is our engineer, T/Sgt. Jarvis Allen, and the one on the far right is S/Sgt. Al Dimmino, waist gunner. Lt. Hargis, the pilot, was killed bailing out when we were shot down on the first Schweinfurt mission; Lt. Smith, Sgt. Allen, Sgt. Dimmino, and Sgt. Judy all evaded successfully from Belgium through France to Spain to Gibraltar in late '43, taken back to England and then to the U.S."

91st gunners who received their training at the Las Vegas Flexible Gunnery School will be pleased to learn that a super reunion at Las Vegas for all the "Horned Toads" who received their WW II wings at that unit (now called Nellis AFB) is be-

ing planned for 14-15-16 Nov. 1985.

For more information and details write or call: Frank D. Hathorn, 301 Ruthlynn Dr., Longview, TX 75601 (tel. 214-758-8889.) or CMS (Ret) Stan R. Janesik, 123 Palma Del Rio, Las Vegas, NV 89110 (tel. 702-453-1680).

The 14th annual Gathering of War Birds will be held at Fresno, CA. August 16-17-18. This year's gathering will commemorate the 40th anniversary of the end of WW II, and will feature probably the greatest collection of flyable WW II birds in the world. You'll be able to watch a B-17, B-25s, P-51s, P-40, P-47s, Corsairs, a Spitfire, and P-38.

Arrival day is set for August 16; shows will be held on Aug. 17 and 18, starting at 11 o'clock each morning.

Admission will be \$7 at the gate; advance tickets at \$5 may be obtained by contacting the Air Force Association, Fresno Chapter, P.O. Box 5138, Fresno, CA. 93755, or telephone (209) 255-5812.

An unusual request for help by a historian researching WW II has reached the R/I. Since the subject matter has only been lightly touched on earlier, help by 91sters would be very useful.

Mrs. Jackie Stuart, 52 Silverwood Close, Cambridge CB1 3HA, England, writes: I am a social historian working on the various aspects of the wartime GI in the east of England during the war. Whilst much excellent work has been done on the aviation and combat side of the war, the social history of the GI has been neglected... I am particularly interested in the GI off base and his involvement with the British, but would also like to know more about on-base activities as a backdrop to the British war experience...

"Of course, I would undertake not to publish anything that could cause embarrassment to anyone, or to identify people without their permission..."

91ster John Askins, ex-401st sqdn. pilot, whose plane was shot down in 1944 and who was a POW for the rest of the war, was a guest on a special VE Day program on Channel 4 TV in San Francisco. According to 91st viewers in the area John did a fine job representing the Group. He lives at 807 La Crosse Court, Sunnyvale, CA. 94087.

One of our devoted and valued English associate members, A.J. Burfield, died suddenly of a heart attack on May 20. Alan and his wife Gwen were well known to a number of 91st members for his work with Vince Hemmings at the Bassingbourn Tower Museum, and his pleasure in helping 91sters and other 8th AF members during their return visits to England. Alan and Gwen were very close friends with ex-322 pilot John T. "Tyse" Hardin and his wife Peg, and had visited them in Atlanta.

Gwen writes: "Alan was doing what he most enjoyed doing -- entertaining a group of warm, friendly Americans. They were from the 92nd B.G. who were stationed at Podington during the war. They had come over to dedicate a church organ to their colleagues who had not returned... On the Monday, Alan had gone with them to Madingley and Duxford, and after helping them to alight from their coach on the return to Bedford had gone to telephone me to get ready for the dinner dance that evening...he collapsed and died outside the call box." Gwen's address is: Mrs. A.J. Burfield, 11 Godwin Close, Bromham, Bedford MK43 8JJ, England.



Since his retirement recently, former 91st aircraft nose art specialist Tony Starcer has returned to his first love, creating nose art recognized world-wide as among the very best in WW II. Tony has recreated the artwork for the restoration of the Memphis Belle and Shoo Shoo Baby, together with work displayed at the 1984 National Reunion and on tap for the 50th Anniversary celebration in Seattle.

Here he shows a late example of his A-2

jacket work, and poses with a painting of 91st planes.



Col. Frank Kamykowski has passed along word of the death May 4, 1985, of Wayne A. Cupper, ex-C.O. of the 863rd CWS A.O. at Bassingbourn. Kamy and Wayne were room-mates at the main officers club at the base for some time. Mrs. Cupper's address is: 81 Tanglewood Drive, Lake Oswego, OR. 87034.

LAST FORMATION

I'd like to have a moment, Sir, up here,
 so close to You,
 To talk about the things I've done and
 things I've yet to do.
 At times, I've left formation, to peel
 off and slip away,
 When "Move in. Close up that gap was the
 order of the day.
 I didn't need my compass, no not me. I thought
 I knew.
 So I've cursed and made excuses when my
 field was overdue.
 But each time I've lost my way, Sir, from
 my flight of fellow men,
 You've found and brought me safely to
 formation once again.
 And I know that you are watching, Sir, as I
 walk Your halls of air,
 For the majesty of heaven is about me,
 everywhere.
 And when You form Your Squadron, Sir, and
 lead those men who fly,
 On their last and final mission to Your
 airdrome in the sky,
 I ask that I may be there, Sir, to make
 that journey too;
 With throttles on the firewall, Sir,
 let me follow you!

THE AIRMAN, 1958 Issue