



## Jim Guignard meets Bob Barkey

I stumbled across this pic while going thru my storage. It was taken at Planes of Fame during June 1991. I am on the left, and Bob Barkey is on the right (note the black/yellow checked scarf). The first time I got to talk to Bob he mentioned that there was a certain book he was looking for as it had pics of him and his airplanes. I mentioned that I had the book, and he was welcome to it. I figured it would mean more to him than me. I presented the book to Bob the next time I saw him at P of F, and we became friends. Bob was a frequent guest speaker at P of F, and he really enjoyed relating his experiences to the audience. I used to tease him by telling him that he had never met a microphone that he didn't like. He was a real character and one of the nicest people I ever met.—

JIM GUIGNARD.



20  
minutes  
of  
warfare.  
January  
1944

January 30, 1944—The Checkertails skimmed the Adriatic northward to attack airfields and other targets. The Group claimed 37 destroyed and seven probables. Herky Green, leading the 317th, was credited with six victories. He is shown here with 317th pilots who were credited with victories. The action earned a Presidential Citation for the Group.—PHOTO FROM KEN EDWARDS.



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## Help keep the Checkertails flying!

We do not charge any dues and the reunion fees barely cover the cost of the reunion. We rely on your tax-deductible donations to fund our operating costs such as website, merchandising, postage, and bank fees. It is simple to make a donation to support our efforts!

Visit our website at [www.checkertails.org](http://www.checkertails.org) and click the **Donate** button for electronic payment.

Send check payable to "Checkertails Organization" to  
**1004 Foulk Road, Wilmington, DE 19803**

For further information please contact any board member or email [checkertail325@verizon.net](mailto:checkertail325@verizon.net).

Capt Harry Parker the day before he was KIA



Photo  
taken  
April 2,  
1945,  
just  
prior  
to last  
mission.

Thanks to  
Joe Cook  
for the  
photos.



Officers of the  
319th Fighter Squadron  
photographed at  
Tafaxoui Max,  
North Africa  
in 1943.

Photo provided  
by Ray Burns, Jr.

## Thomas Ricci 2:28 pm Jul 24

Hi, all, I would like to thank Kathy Evans Cluff for the hospitality she offered while I visited her and her family in Wilmington, Delaware. The visit was cut short, but it gave me a lifetime of memories. We must do it again, and probably will as soon as I return from Lesina in August/September. Thank you, Kathy.

## *We have a friend in high school in* **FRANCE**

Howdy, Mr. Barrie Davis,

I'm sorry that you can't take control of an airplane now, and I'm sure you flew very often. If it's possible, when I will be diplomed (I hope), I will rent a TP-51D (a P-51D with two seats, a few of these are always flying in the USA skies, and we can rent) and I will take you for a travel across the sky. I'm sure you would be satisfied there.

To learn to fly in a Stearman, it's 650\$/Hour, and in T-6 780\$/Hour. It's very expensive. But it's my dream, so I hope to realise it soon.

In your reunion in Boston, if you want to give my email address (or home address) to other pilots, I will be very happy. It's always a pleasure to speak with men who share the same passion for flying.

My email address is: [titony76@free.fr](mailto:titony76@free.fr)

My home address :

CHOEL Tony

16 rue d'Ypres

76620 le Havre, France

I think that I will send you a package with photos und letters very soon. And when I will do the first flights in T-6 or Stearman, it's like a passenger, so I can take some photos and send you!

Best wishes from France,

Tony



## **Watch out, Huns! The Checkertails are coming!**

Thanks to Ray Burns, Jr., for this photo of 318th flights heading out on a mission. The date is not certain, but it was after October 1944 when I left the group to return to the States. When I departed, none of the Mustangs had the checkered pattern extended up the fuselage, and, as can be seen, #40 has the new design. Compliments to the 318th pilots. That's a nice formation they are maintaining as they go forth to do battle with German-flown Messerschmidts and Focke-Wulfs of the Luftwaffe.

## **ROLL CALL**

Assembled and mailed occasionally by Barrie Davis,  
307 Nostalgia Lane, Zebulon, NC 27597,  
to known members of the Checkertail Clan  
for edification of members of the Clan, their families, and  
friends, from material collected from many  
sources, some not mentionable!

## **WANTED!**

**Stories, photos, other information  
of the 325th Fighter Group  
in World War 2**

For publication, send to: [rotaryfriend1@bellsouth.net](mailto:rotaryfriend1@bellsouth.net)



# John Mier remembers those who 'went west' overseas

## Lloyd W. Adamson

First Lieutenant, 318th FS, 325th FG. Lost 15 March 1946 (this date must be wrong) flying P-51D during an escort mission over Nove Zamky marshalling yards, Hungary. Entered service from California. Tablets of Missing at Florence American Cemetery, Italy. Awarded Air Medal with two clusters, Purple Heart.

## Francis S. J. Blifford

Second Lieutenant Francis S. J. Blifford, 318th FS, 325th FG, was lost 24 June 1943 during a fighter sweep over Sardinia while flying a P-40. He did not survive a belly landing in the target area. He entered service from New Jersey. Buried in the Sicily-Rome American Cemetery at Nettuno, Italy. Awarded Air Medal, Purple Heart.

## Mark P. Boone

Flight Officer Mark P. Boone from Indiana was lost 22 July 1943 during a fighter sweep over Sardinia. He was flying a P-40L. McDowell's book mentioned him a few times. He got his first victory 27 May, and took part in the 1 June Stagnone raid.

## Charles R. Brown

First Lieutenant, 318th FS, 325th FG. Died 19 May 1943. Entered service from Nebraska. Tablets of the Missing at North Africa American Cemetery, Carthage, Tunisia. Awarded Air Medal with cluster.

## George H. Dickas

Flight Officer George H. Dickas, Auglaize County, Ohio, was lost 20 July 1943 during a dive bombing raid over Sardinia. He was flying a P-40F-20.

## Charles E. Gerould, Jr.

Second Lieutenant, 319th FS, 325th FG. Lost 23 June 1945 in a mid-air collision 20 miles south of Rimini, Italy. He was flying a P-51B usually flown by Gerald Edwards. Entered the service from New Hampshire. Buried at Sicily-Rome American Cemetery, Nettuno, Italy.

## Robert P. Hussey

Second Lieutenant. Listed as missing 22 January 1944 after reporting engine trouble over enemy territory on 21 January and saying he was going to bail out.

## Victor L. Johnson

First Lieutenant, 318th FS, 325th FG. Entered service from California. Died 1 June 1943. Buried at Sicily-Rome American Cemetery, Nettuno, Italy. Awarded Air Medal with 2 clusters, Purple Heart. Buried at Sicily-Rome American Cemetery, Nettuno, Italy.

## James H. Jones

Captain James H. Jones from Texas was lost 11 March 1944 during an escort mission over the Padua Marshalling Yards. He was flying a P-47D. He was part of the Stagnone raid on 1 June 43. Per McDowell's book, his loss was hard to take and was the case of double mistaken identity. He was shot down by his by his own Group. Captain Jones was Col. Baseler's wingman.

## Richard K. Malloy

First Lieutenant, 318th FS, 325th FG. Lost 13 April 1944 on an escort mission over Budapest, Hungary, while flying an escort mission in a P-47D. Tablet of the Missing at Florence American Cemetery, Florence, Italy. Awarded Air Medal with 11 clusters, Purple Heart.

## Roman Mierzejewski

Second Lieutenant, 317th FS, 325th FG. Lost 28 June 1943 during an escort mission with the 17th Bomb Group over Sardinia. Entered service from Massachusetts. Buried at Sicily-Rome American Cemetery, Nettuno, Italy. Awarded Purple Heart.

## Hubert M. Miller

Second Lieutenant Hubert M. Miller from Wisconsin was lost 22 July 1943 during a fighter sweep over Sardinia. He was flying a P-40L.

## John D. Mumford

Second Lieutenant, 318th FS, 325th FG. Missing in action 6 June 1944. Entered service from Florida. Tablet of the Missing at Florence American Cemetery, Florence, Italy. Awarded Air Medal with cluster, Purple Heart.

## Harry A. Parker

Captain Harry A. Parker, 318th FS, 325th FG. Lost 2 April 1945 on a fighter sweep over Brux, Austria. flying P-51D named *Alba Marie Pippen*. Entered service from New Hampshire. Tablet of Missing at Florence American Cemetery, Florence, Italy. Awarded Silver Star with Oak Leaf Cluster. He was an 8-victory Ace.

## Rufus C. Rappman

Second Lieutenant Rufus C. Rappman, 318th FS, 325th FG, missing in action over the water south of Sardinia 24 June 1943, was hit by flak and crashed in the water south of Sardinia 24 June 1943. He entered service from New York. Tablets of Missing at North African American Cemetery, Carthage, Tunisia. Awarded Air Medal, Purple Heart.

## William M. Ridgeway

Second Lieutenant William M. Ridgeway, 318th FS, 325th FG. Lost 3 March 1944 flying a P-47 during an escort mission over the Rome area. Entered service from Texas. Tablet of Missing at Sicily-Rome American Cemetery, Nettuno, Italy. Awarded Air Medal, Purple Heart.

## Anthony Tirk, Jr.

Lieutenant Colonel Anthony Tirk, Jr., 319th FS, 325th FG, from Texas, was lost 11 March 1944 during an escort mission over the Padua Marshalling Yards. He was flying a P-47D. Per McDowell's book, he was the 319th CO, and a former bomber pilot. He had a bad habit of not clearing his tail. One of his wingmen, Lieutenant Philip C. Whiteside, saved him a few times. Lt. Whiteside was lost about a month earlier. It was said this was a tough mission when about 50 enemy fighters attacked. LTC Tirk is the highest ranking Checkertail still overseas.

## 37 German planes destroyed

Submitted by Ray Burns Jr.

30 January 1944 marked a significant moment in 15th Air Force history as six heavy bomb groups and 60 P-47s successfully carried out major strikes on enemy targets in the Villaorba and Udine areas of Northern Italy. The bombers took off first and set out on a high altitude mission while the Thunderbolts launched over the Adriatic Sea at such low altitude that their prop tips were kicking up spray. Arriving at the coastline precisely on schedule, they climbed and headed for their first target—a German airfield launching aircraft to attack the heavy bombers.

Mike Machat's dramatic painting depicts Captain Herschel H. Green leading the four-ship "A" flight of Republic P-47D Thunderbolts into a second low-level strafing run as intense ground fire erupts around them. Enemy Do 217s, Macchi 202s, and Ju-52s tried to scramble back to their home base, but Green and his wingmen, 2nd Lt. George P. Novotny, F/O Cecil O. Dean, and F/O Edsel Paulk, prevented 15 of them from ever reaching safety. A total of 37 enemy aircraft fell to the Checkertail Clan that day.

## Opportunity to enhance our treasury by a few guy signing their names

The folks at the Ojai Aces High Military Gallery are interested in having Robert Taylor, acknowledged top aviation artist in the world, paint a picture featuring the 325th FG. As I understand it, there might be two paintings—one showing the ground crew at work and another featuring our pilots. Both our pilots and ground crew would then sign them hopefully at our next reunion. Rick mentioned that the recompense could consist of payments for each signature to the individual, a donation to the Checkertail organization, or some combination thereof. Obviously this could assist in paying for one's transportation, hotel, or help the Checkertail treasury. They did this recently with another fighter group, and there was a large, enthusiastic response, which doubled their reunion attendance.

Rick said in some circumstances they could visit the individual's residence to get the signatures, although it would be far more efficient if it could be done at our reunion.

We need to put this in *The Roll Call* and determine how many would be willing to participate. You can decide how we will measure the responses. You can ask them to email or snail mail you or me. I would then pass this on to the Ojai folks and let them determine if the response would be adequate for Mr. Taylor to make these paintings. There is a need for quick action on this as Father Time is hard at work among the relatively few survivors of our Group.

Cordially, ART FIEDLER

### Help keep the Checkertails flying!

**Make a financial donation!**

**We are a 501(c)(3) corporation.**

*Your gift can help reduce your payment to the IRS!*

## Competition for Clark Gable!

Clark Gable was about the best looking Hollywood actor who ever emoted before a camera, but this Checkertail pilot was even more handsome!

It's Ray Burns' Uncle Bob, A Mustang painted as was Bob's is pictured below.



## Reunion rated a solid 10 on everyone's score sheet

Only three who had served with the 325th Fighter Group in Italy made it to the 2013 Reunion of the Checkertails in Concord, Massachusetts, but the warmth and friendship of numerous family members and friends made the event one to be remembered.

The three survivors were the late Gerry Edwards, with whom we were fortunate to enjoy fellowship and stories for a final time; Jack Sherbourn, and Barrie Davis.

Our Checkertail Clan officers and many others worked hard to make certain all of us who were present had a wonderful time—and they succeeded in exceeding their goal! They met us at the Boston Airport, conducted tours of the historical areas, made certain we were settled in the hotel, and herded us to meals and meetings.

Officers for the coming year are listed on page 5 of this issue of *Roll Call*. These volunteers word diligently throughout the year to keep the Checkertail Clan alive and active.

## Checkertailer tells of taxiing down street

David Campbell, an original member of the 318th Fighter Squadron, wrote a great report about his experiences with the 325th Fighter Group, including taxiing down streets in Norfolk, VA, to board the aircraft carrier *Ranger*.

As a Flight Officer, he flew over 50 missions with the 325th in North Africa. Then, as the Checkertails prepared to transition from the P-40 to the P-47 Thunderbolt, pilots with 50+ missions were given an option to return to the States, which David took. During his return trip, he stopped in Casablanca and found that he had been commissioned a Second Lieutenant. He arrived in the USA on his 21st birthday.

Following WW2, he received a commission in the Regular Army Air Corps. He says that his peace-time experiences after WW2 proved to be more exciting than anything that occurred to him during the Big War.