

# THE RAGGED IRREGULAR



322nd Bomb Sq.



323rd Bomb Sq.



Supporting Units



324th Bomb Sq.



401st Bomb Sq.

Vol. 37 No. 2

91<sup>st</sup> Bombardment Group (H)

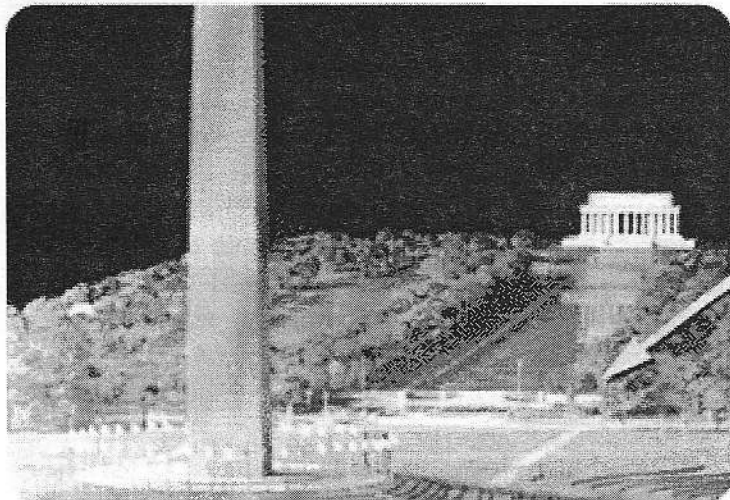
April 2004

**"Who haven't YOU seen in over 40 Years"**

**Mark your Calendar for the Reunion**

**91<sup>ST</sup> BOMB GROUP REUNION, WASHINGTON, DC, SEPT. 30 - OCT. 3, 2004**

The Reunion 2004 plans are moving along on schedule.

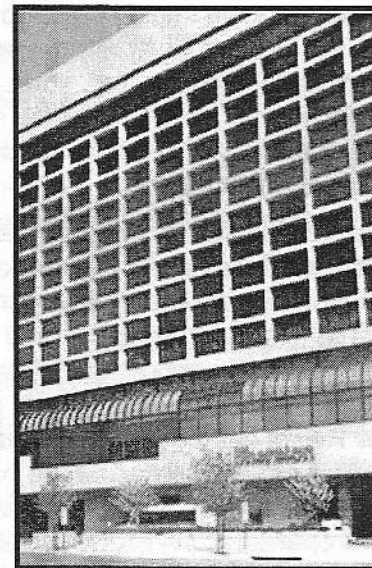


Model showing the location of the National World War II Memorial on the Rainbow Pool site at the east end of the Reflecting Pool between the Lincoln Memorial and the Washington Monument.

Please check the insert carefully and return it as soon as possible to the **ADDRESS SHOWN** (NOT to the RI or to Ace Johnson). As I mentioned in my last column - because we must make at least 85% of our room block or suffer an extra charge - we have only guaranteed block rates for 80 rooms at the Sheraton Crystal City on Saturday & Sunday nights. The critical night may turn out to be Wednesday, since that is a commercial night for them and we have only 30 blocked at our rate, so if you plan to do "the whole thing", get your reservations in ASAP. We have 10 rooms blocked out, at our reduced rates, a week ahead and a week after, for those who might want to take more time to visit in the area. The Board will be coordinating matters like the

Hospitality Room and things of lesser importance. If you want to contribute anything for the Registration "goodie bag", let Nancy Perri, our Editors wife, know. Nancy and Judy, Ed Williams' wife, "volunteered" in Tacoma to manage the Registration desk for Reunion 2004. Joe and Jenny Harlick and I will be "managing" the Hospitality Room on Thursday. We agreed, our other officers would try to pick a day to be responsible.

If you would like to help with anything at all, please contact any of the officers.  
**ED GATES, PRES.**



Sheraton, Crystal City

**Thurs., Sept. 30 through Sun., Oct. 3, 2004**  
**Sheraton, Crystal City Hotel**

**1800 Jefferson Davis Hwy**  
**Arlington VA 22202**

**For Reservations call Hotel at:**  
**703-486-1111 or 1-800-862-7666**

**Room Rate \$89 plus tax - Mention 91<sup>st</sup> BGMA**

## THE PRESIDENT'S CORNER

As we head into summer and glorious weather in the Great Northwest, I hope to spend less time on duty and more on play - including the gardening that I have talked about doing for the past six months. Our house looks out on a marsh next to Tule (Native American for "reed") Lake. We have been blessed with daily visits of more than a dozen of those gorgeous Wood Ducks (shy though they are) in addition to our regular contingent of Mallards, red-wing blackbirds, blue jays, Rufous-sided towhees, juncos, chickadees, sparrows, etc. Even a few early hummingbirds have appeared occasionally. So much for the peace that helps to balance election campaign attacks and terrorist news.

In our 91<sup>st</sup> BGMA world, your Board held our quarterly Conference Call on 14 Feb. Since I "forgot" that it was Valentine's Day. Some of our Board members chose "peace in our time at home" over participating and my wife forgave me - sort of - by now. In spite of my poor planning, we had six participants, including four of our elected officers.

Marv Goldberg was good enough to participate from his vacationing spot in Chicago. He updated us on the PX which is now working smoothly and generating significant income for your BGMA - more than replacing the slowly declining income from dues. He has supplied us with an inventory of items and plans to update it periodically.

We discussed ongoing matters. Ace gave his normal excellent Treasurer's report in spite of recent events in his life; take a look at his extensive report elsewhere in The Ragged Irregular and let him know one day how much you appreciate all he does for us. I advised the Board of Jake Howland's progress in confirming our Roll of Honor as developed by Bud Evers work on which Curly Havelaar based his data and I copied in Turner's book. Jake believes he has few discrepancies. We discussed the Chino Air show, scheduled for 15-16 May which Jim & Suzi Shepherd are again going to sponsor as a Rally Round. I plan to stay a couple of days and talk with management about future 91<sup>st</sup> participation. Look for details elsewhere in the Ragged Irregular and do plan to attend!

Thanks to input from Ace and Paul Limm, we have a good feel for the possible impact on our overseas memorials by the recent act of Congress; which says the American Battle Monuments may solve any problems we might have had in maintaining the Prop Memorial and other Basingbourn area memorials. I have written to them to explore the matter.

In a related matter, we now have over \$4,150 in the Memorial Maintenance Fund with receipt of the royalty check from Turner Pubs for Memoirs of the 91<sup>st</sup> Bomb Group. We still have copies of the litho of the "Ruhr Valley Raiders" at \$85 for the unsigned version or \$135 for the autographed one with brochure; proceed to go to the Memorial Maintenance Fund. They make a great gift to your local library, school, ROTC or service organization; call me or check your copy of the April or July Ragged Irregular.

Peter Roberts advises us that the Tower Museum is reopened - though it is on a limited schedule (as always) during the winter. We deeply appreciate their efforts through these recent trying events and look forward to many rewarding visits in the future. Thanks to Paul Limm's contact with David Crow, we have a nice article about the new Commander of Basingbourn Barracks to whom I will be writing soon.

We discussed contact with the 91Space Wing at Minot AFB, ND, and receipt of a history of the 91<sup>st</sup> from our days to the present which Mike Banta added to the "Ring". We dutifully await word from Col. Owens about how he wants to proceed - though somewhat impatiently. The Base Historian has been most helpful. I have corrected the estimate of our combat casualties to "over 800" from a lower figure which he had.

The Reunion 2004 plans are moving along on schedule and information on same will be found on **THE FRONT PAGE** of this issue.

Finally, we discussed By Laws revisions to make the BGMA more Board responsive and less an autocratic President's show. We propose to also regularize broader officer participation. We will publicize them in the July or October Ragged Irregular for vote in November so that you can discuss them with me or any of the other officers at the Reunion. Copies will be available at the Reunion. Elsewhere in the RI, there is an item from the Nominations Committee Chairman, Joe Harlick, encouraging you to consider volunteering to serve as an officer. The more the merrier and it's good name recognition for two years hence.

**God Bless, Ed Gates**



**LETTERS to the EDITOR and MORE****From Verne Woods to the Editor****Regarding THE BLACK SWAN**

Just a brief note to compliment you for putting together the January '04 issue of the RI. My favorable reaction, of course, is somewhat biased by the surprise of finding, featured in that issue, my account of the last flight of "The Black Swan". However, Tom Davis, a 91<sup>st</sup> BGMA, in an e-mail, pointed out an error which I'd already noted. He wrote to tell me. The Luftwaffe pilot who shot me down was Adolf "Addi" Glunz, not Major Adolph Galland. Ooops - Your Editor, Steve Perri took it upon himself to make the change and is sincerely sorry for the error. It was Adolf "Addi" Glunz's 51<sup>st</sup> victory.

The article is also reproduced on the following Website:

[www.mercki.com/woodsverne.htm](http://www.mercki.com/woodsverne.htm) ,

a Website devoted to Stalag Luft 1 POW's

**From John Zajac**

Enclosed is a check for my dues and a little extra for the association.

The January 2003 issue brought back some vivid memories. In "Folded Wings", the obit. On James R. Fink really took me back. I flew the mission when "Wee Willie" went down, (carrying a crew other than Finks)

"Wee Willie" was flying in the lead position, and we were in the low position. As best I can recall, they developed a problem with their bomb sight, so a switch had to be made. The auxiliary lead plane would up to lead. We in the low, would up in their place, and "Wee Willie" dropped down to the low. It was just as we had all settled in, with our bomb-bay doors opened, when "Wee Willie" took what I saw was three bursts of flak, seemingly in the bomb-bay. She slid over on her left wing, which folded over the plane and she went down in an orange ball of flame. I watched her go down, and did not see anyone bailing out. All I could think of is "There but for the grace of God go I".

By the way, our crew did the "slow time" on the 4 engine replacement of "Wee Willie".

**NEW LIFE MEMBERS  
of the 91<sup>st</sup> BGMA**

James Bard 323<sup>rd</sup>/HqSq  
Barbara A. Bergum AL  
Dennis Bradford AL  
Bill C. Gillfillan 322<sup>nd</sup>  
Robert J. Goon 323<sup>rd</sup>  
Thomas W. Heller 322<sup>nd</sup>  
Jean Yavis Jones AL  
Robert J. Lawson 323<sup>rd</sup>

Smiley Wagner 323<sup>rd</sup>  
Kenneth A. White AL  
Donald R. Wilson AL  
William B. Smith 401<sup>st</sup>  
Charles Sturgeon 322<sup>nd</sup>  
Smiley Wagner 323<sup>rd</sup>  
Kenneth White AL  
Donald Wilson AL  
Hazen J. Wilson 401<sup>st</sup>

**MEMBERSHIP COUNT**

Life Members 278  
Associate Life 106  
Full Members 393  
Assoc. Members 67

→ → → → →  
→

**CHINO AIR SHOW**

**May 15-16**

See pge 8 for information

→ → → → → → →

**The Dailies of the 323<sup>rd</sup> BG  
are being transcribed by  
Nancy Perri and entered  
in the 91<sup>st</sup> Ring:**

[B17banta@aol.com](mailto:B17banta@aol.com)

**As well as Jim & Suzi  
Shepherds 91<sup>st</sup> BG  
Website:**

[www.91stbombgroup.com](http://www.91stbombgroup.com)

**Log onto these sites to  
read the Dailies from the  
beginning**

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Obituaries to  
ACE JOHNSON  
with photo if possible**

**Any articles for the RI  
should be sent to:  
STEVE PERRI - EDITOR**

## BOOK REVIEWS

### **MEMBERS OF THE 91<sup>ST</sup> BG(H) WHO ARE BURIED OR LISTED ON THE WALL OF THE MISSING AT MADINGLY, CAMBRIDGE, ENGLAND**

(Vince Hemmings book reviewed by Paul Limm)

There are thirty-eight 91<sup>st</sup> BG members buried at Madingley and on The "Wall of the Missing" are the names of one hundred and eleven 91<sup>st</sup> airmen. In his book, Vince has included photographs of all the gravestones and every 91<sup>st</sup> name on the Wall. From the MACRs, Vince has described how each heroic battle was fought. He added the Eighth Air Force Mission Reports which give the overall picture of the strategy of the combat mission. Like Homer reciting the names of the Greek ships, Vince even includes the names of the cherished but doomed, aircraft that carried these warriors to battle; names that are saucy, defiant, and irreverent.

There is a "need" to remember our loved ones and to seek and know our roots. The 91<sup>st</sup> BGMA is, by definition, dedicated to remembering and honoring our fallen brothers; our Association has its roots in the 91<sup>st</sup> BG. Thanks to the 91<sup>st</sup> Bomb Group, Web Site, Banta's Ring, The Ragged Irregular, and now, Vince Hemming's book, Members of the 91<sup>st</sup> BG(H) Who are buried or listed at Madingley, these "needs" or requisites, are more easily fulfilled for us, and for those who follow after us.

By Paul Limm

Psychologists have a term, "need," usually divided into primary need and secondary, or social need. The latter is flexible enough to describe almost all psychological and emotional requisites. Include are the "need" to remember departed loved ones and the "need" to seek or know our roots.

Three years ago (2001), Mrs. Brooks Rhinehart wrote a letter to Bob Friedman, then President of our Association, seeking information about her father, Lt. Glenn U. Brooks, a pilot in the 92<sup>nd</sup> Bomb Group, who, with his crew, was training for combat with the 91<sup>st</sup> BG. This poignant letter mentioned that she was born on the very day that her father was reported missing in action, March 22, 1943. Her family's oral history also emphasized the fact that the instructor pilot of the B-17, on which her father was lost, Captain Haskell McClellan, 324<sup>th</sup> BS, 91<sup>st</sup> BG, had become a father of a daughter a few months prior to this fateful mission. Plaintively, Mrs. Rhinehart asked if anyone in the 91<sup>st</sup> BGMA remembered her father, and if there was any way she could contact Captain McClellan's daughter.

The 91<sup>st</sup> BG was the premier Bomb Group in the Eighth Air Force, and with the 303<sup>rd</sup>, 305<sup>th</sup>, and 306<sup>th</sup> BG collectively known as the "Four Horsemen," carried the air war to the enemy in the desperate early months of 1943. The price of freedom has always been high and the 91<sup>st</sup> BG suffered the highest aircraft losses in the Eighth Air Force. The group's elan experience, and combat

excellence, forged in battle, explain why it was chosen to train air crews from other groups, including Lt. Glenn Brooks' 92<sup>nd</sup> BG. This excellence continued even unto this day in the 91<sup>st</sup> BGMA.

Mrs. Rhinehart had obtained President Bob Friedman's address from the award-winning 91<sup>st</sup> Bomb Group Web Site, run by Jim and Suzi Shephard. Dr. Friedman then contacted Mike Banta, the Ring Master of the celebrated "Banta's Ring" which has about a hundred 91<sup>st</sup> BGMA members who engage in a continuous open forum on the internet, answering-technical, military and arcane questions from all over the world. The Ring is successful

because it is able to call on many experts. When Mike posted Mrs. Rhinehart's letter on the Ring, Lowell L. Getz, Professor Emeritus (Univ. Of IL) using his Holmesian techniques, honed in scientific research, scanned census data, Social Security information, even high school yearbooks and other open sources and found Captain McClellan's daughter, now Mrs. Clarette Hook. Dr. Getz took cautious, deliberate steps to introduce Mrs. Rhinehart to Mrs. Hook. He need not have worried - the women were pleased with this bittersweet coda to a tragic event that happened more than half a century ago.

Philip Mack, then Editor of the RI, wrote a sensitive, heart-warming story, "A Tale of Two Daughters," describing the mission to Wilhelmshaven, Germany, the furious air battle, and the loss of the 324<sup>th</sup> "Liberty Belle" and her crew, including the two fathers of infant girls. Phil Mack related in detail the search and how the magical contact of the two daughters was made. "A Tale of Two Daughters" deserves a greater audience, and may, one day, be in anthologies.

Ace Johnson, our Secretary-Treasurer, has long been an advocate of sending the Ragged Irregular to institutions and organizations as a public relations policy. One of the recipients is the American Military Cemetery in Madingley, Cambridge, England. Mr. Michael Heath, a staff member at the Cemetery, read the story of the "two daughters," and was so moved that he decided to send them information that the Cemetery had about their fathers. He consulted with Vince Hemmings, the 91<sup>st</sup> BGMA liaison with the Cemetery, who agreed warmly. Vince was aware that whatever information the Cemetery had would be limited, usually name, rank, serial number, date of death, grave location, inter alia. He realized that to preserve the history of the 91<sup>st</sup> BG airmen buried at Madingley, and listed on the "Wall of the Missing" would require considerable research into 91<sup>st</sup> BG history and he decided to write a unique book.





James Schoenecker Superintendent at Madingly receiving book from -Vince Hemmings

### **BOOK REVIEW**

#### **MISSION 376, BATTLE OVER THE REICH**

By John . Howland, Pathfinder Nav., 324<sup>th</sup> Squadron.

Ivo de Jong has come out with a new book. You may recall, Ivo is a Major in the Dutch Army and quite a good writer. His first produce was titled "*MISSION 85*", a milk run that turned sour, published in 1998.

Ivo is also the Official Representative of the 91<sup>st</sup> BGMA at the Memorial Day Ceremonies to be held next May at Margraten, The Netherlands. He replaces Ron Putz, who tragically succumbed to meningitis last summer.

At any rate, Ivo's new book is titled simple "*Mission 376*", Battle over the Reich: 28 May 1944. I flew this raid as the Pathfinder Navigator for the 1<sup>st</sup> Combat Wing flying in the 324<sup>th</sup> Squadron PFF ship 297561 "*Evenin' Folks, How Y'All*". This is the same ship on which Carl Clark wiped out his right landing gear and No. 3 prop when he hit a bomb loading truck while making a night takeoff 5 days later.

Ivo goes into great detail about the raid covering all 8<sup>th</sup> Air Force participants and German Luftwaffe participants as well. One chapter is dedicated to the 1<sup>st</sup> Combat Wing. Acting Wing Commander (that day) was Major Roy Halsey of the 381<sup>st</sup> Bomb Group.

I learned more details about mission #376 by reading this book than I learned when I flew the mission. It is well written, very well illustrated, and a fine historical record.

### **D-Day Ceremony - June 5,2004**

**Vince Hemmings** - would like to know if any members of the 91<sup>st</sup> are planning on being in England for D-Day. He would like to get in touch with them to help him with the laying of the Wreaths at the Madingly Cemetery Ceremony

### **Bassingbourn Barracks has a New Commanding Officer of the Army Training Regiment**

by Carla Challis In the Oct. 16, 2003 CROW  
**Lieutenant Colonel Nick Richardson**, 40, takes

over from Lt./Col. Giles Brand, who left the role at the beginning of August to become a staff officer for career management of engineers officers at the Army Personnel Center in Glasgow. Lt./Col. Richardson left an office job at the Ministry of Defense in London after a promotion. He said; "In London I was just working in an office so coming here to



Lt/Col. Nick Richardson

command 800 recruits is a big, but very welcome, change. It's a real privilege."

He will be in charge of the recruits, as well as, 270 permanent military staff and civil servants.

"In London, I just had myself to look after. I've gone from nothing to 1,200 people in a day. I haven't learned everyone's names yet - it's bad enough with the permanent staff."

Born in Bradford, Lt/Col. Richardson was educated at Bradford Grammar School before taking a degree in management science at Stirling University. In 1987 he underwent training at the Royal Military Academy, Sandhurst, before taking on phase two of his training to become a Royal Engineer at Chatham. He was then stationed at Tidworth. He said: "I was deployed and exercised in Canada, Denmark, the Channel Islands, Northern Ireland and The Falklands, but not during the war. I then went back to Chatham before taking a staff job in Germany. After Germany, I went on to do my officer commanding tour, where I spent two years in Cyprus." He then took the role of directorate at Military Operations, where he worked on operations and exercises for areas around the world. He said; "I have settled in and its great fun commanding a regiment. It's something that everyone aspires to. It's a real privilege and an honour and one that everyone finds enjoyable. It's hard work."

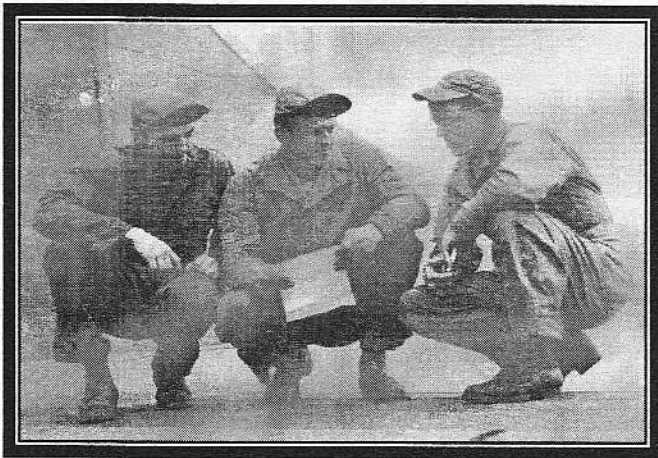
## KUDOS TO THE GROUND CREWS



M/Sgt. Rollin Davis

### M/Sgt. Rollin Davis Maintenance Champion

A former student at San Rosa State Teachers College, Davis came overseas with the 91<sup>st</sup>, in Sept. 1942, as an Assistant Crew Chief to M/Sgt. Maurice Gole, of Clarksdale, MS on the "Delta Rebel #2. In Feb. '43, he was given his own crew of six mechanics and made a Crew Chief. "Nine-O-Nine", one of the last B-17's in camouflage finish, was received on 25, Feb. 1944 with 37 hours flight time.



Southard          Davis          Lincoln

### **In World War II, in the 323rd Bomb Squadron of the 91st. Bomb Group of the Eight Air Force**

Some 100 individual 8th Air Force B-17s are known to have reached their 100th combat mission during the last five months of hostilities. As the average number of missions that a Fortress was likely to survive at this time was half that number, such champions became celebrated. The actual figure has since been assessed as an average of 47 missions for the years 1944-45. However, the engineering authorities became concerned that competition among ground crews to see their charges attain such records might lead to careless maintenance, through expedience to have an aircraft ready for a combat sortie. As a result, emphasis was laid on an aircraft not having its record marred by a turn-back for mechanical reasons, an abort.

This was furthered by issuing a directive to 8th Air Force Public Relations that only aircraft with high mission totals where no turn-backs were involved were to be featured. By early 1945, largely as a result of publicity in the Service newspaper, Stars and Stripes, there was considerable interest in bombers that continued to pile up missions without the blemish of an abort. Shortly after the last 8th Air Force heavy bomber mission was flown, on 25 April, it was announced that a B-17G named "Nine-O-Nine" of the 91st Bomb Group, 323<sup>rd</sup> Bomb Squadron at Bassingbourn had the supreme accolade for mechanical reliability, with 140 combat missions without a single turn back.



M/Sgt. Rollin Davis, Cpl's. Robert Detwiler, & Charles Huffman, Sgt's. Edward Lincoln & Wallace Southward,

"Nine-O-Nine's" record was rightly attributed to the care lavished upon it by Master Sergeant Rollin Davis and his five-man ground crew team.

### **Davis received a Bronze Star for his service.**

"Nine-O-Nine" was the talk of the veteran 91<sup>st</sup> ground mechanics. When asked how he does it, Davis replied. "We've been lucky and have not had any cockpit trouble. Giving all the credit to his pilots. Davis does not tell of the hours he and his men, by the light of flashlights, have worked through foggy, blacked-out nights in a windswept dispersal area, between the rows of Dutch Elm trees that led to Whimple Hall.

**(Editor is looking for another ground crew to feature in July issue of the RI)**



## **STREETS IN OPIJNEN NAMED AFTER CREW** **A SPECIAL HONOR: By Nancy L. Koster-Tschirhart**



Eunice and John Bruce with Nancy L. Koster-Tschirhart

The AWCA has been involved in the annual Memorial Services since 1949 and along with a donation from the Betty MacDonald Foundation, placed a special monument by the church in 1983 when Keene McCammon, his wife, Bonney Jean, and John Bruce the two survivors attended the 40<sup>th</sup> anniversary service. For the 60<sup>th</sup> Anniversary, as the coordinators wanted to organize another special service, they contacted Keene McCammon and John Bruce again.

During these preparations, Keene mentioned that he would like to make a financial gift to thank the Opijnen people for their enduring care of his crewmen. The final decision was a gift to Hendrik de Kock and Douwe de Vries, a public official who has organized the Memorial Services on behalf of Opijnen since 1961.

Furthermore, a larger gift, generously matched by John Bruce, the AWCA and the Municipality of Neerijnen (11 villages, including Opijnen, will double the McCammon/Bruce Gift) would be used for a remarkable memorial. I was to have the honor of presenting these gifts after the Memorial Service. Unfortunately, to the shock and sadness of all, Hendrik de Kock died on the eve of the Service. He wished for the Service to proceed and it did. It was decided to delay the presentation and give the Memorial Gift intended for Mr. De Kock to his granddaughter, Anoeshka, on her 18<sup>th</sup> birthday, Dec. 18, 2003. She long accompanied her grandfather to the services and promised to honor his request to carry on in his footsteps. Compounding the sadness, Keene McCammon, unexpectedly passed away Oct. 22, 2003, only three weeks before his 88<sup>th</sup> birthday and eight weeks before the scheduled presentation of his special gift.

Despite this sorrow, I presented Keene and Bonney Jean's gifts with a joyful heart and conveyed the value of John's memorial gift, on a crisp, chilly, but very sun filled Dec. 18, 2003 to Anoeshka, Mr. de Vries and Neerijnen Mayor A.W. H.M. Jansen. I translated a message from Bonney Jean

and shared my belief that Keene was with us by way of the fantastic weather after so many gloomy, rainy days. After the stunning surprise, we were joined by AWCA VP, Christa Oudshoorn-Hobo, to do one of the most incredible things I've ever done. It was equally special for Christa as well as for Lucy Correll.

Mayer Jansen proposed placing a Memorial Plaque explaining why the streets in the new Opijnen housing development, "t Zandpad, are named for these eight men buried just 300 meters away. So, we all layed out the computer drawing of the housing development and named the streets! We worked together in harmony, meeting the



Poling, Sparks, Krueger, Bruce, Mccammon, Ohman, Perrota, Blackwood, Cianfichi- not pictured -Duggan

concerns and requests of all present, including picking Mr. Lith's favorite name for the street on which he'll live. We were even able to include Keene and John's names - in fact, the center of the 70-home development will have a green park area called McCammonplein and the street around the oval will be Brucestraat.

Some names proved more challenging. Cianfichipoort was chosen as the name for the entrance port which has no home addresses. The next two most challenging will be walking paths, Ohmanpad and Kruegerpad. The easiest names, with "logical" spellings, will be used for the streets with the most homes: Blackwostraat and Polingstraat. The entrance into "t Zandpad will be Dugganstraat and the first two streets it crosses will be Sparksstraat and Perrottastraat. It doesn't end here. Mayor Jansen has agreed to have an official unveiling of the street signs after the **May 4<sup>th</sup> 2004** Memorial Service. Our hope is that John Bruce and Bonney Jean McCammon, along with their families will do the honors. **If anyone knows how we could contact the families of the 8 other crew members, we would like to invite them to join us as well.**

**The Commemorative plaque on McCammonplein is planned for unveiling after the May 4, 2005 Service.**

Please join us for the services - just 500 meters from where the eight men of Man-O-War made the greatest of sacrifices, so that we may live in peace and freedom.

**REUNIONS****CHINO REUNION: Planes of Fame Museum in Chino California**

Suzi & Jim Shepherd will have a booth at the **Annual Air Show. in Chino CA**

**MAY 15 & 16 2004**

They will be staying at the **Double Tree Hotel** in Ontario CA. (Phone 909-937-0900)

If you would like to participate, please advise Jim Shepherd at (641) 970-5540

Ed Gates and Asay Johnson plan to attend.

**The P-38 National Association** will be holding their Convention at the same Hotel May 12 to 16. This could be interesting. They're having a drawing for a flight in a P-38.

**DFCS Distinguished Flying Cross Society:**

April 28 - May 2, 2004 10<sup>th</sup> Anniversary Reunion Shelter Pointe Hotel & Marina, San Diego CA (800) 566-2524.

**91<sup>st</sup> Strategic Reconnaissance Wing Assn.**

September 16 - 20 2004

Contact James Bard, Jr. 410-549-1094

Radisson Inn, New London, CT

Guest Speaker - Sam Halpert, 91<sup>st</sup> BGMA

**Florida Chapter, 8<sup>th</sup> AFHS**

May 6, 7, 8, 2004 Holiday Inn Select, Apopka FL Contact Frank Lubozynski, Reunion Chairperson at (407) 855-0011

**323<sup>rd</sup> Bomb Squadron. "Daily Reports" bring back memories to Phil Mack****"Daily", 16 Nov '43, "Mission to Norway,"**

It is reported that the crew on which I served as Co-Pilot aborted. That is correct and the reason stated is "broken oil line." My recollection is that it was a blown oil cooler, but that really doesn't matter. The effect would have been the same: we lost our oil to that engine and couldn't feather the propeller wrote up my view of this mission and it was published in an earlier issue of the RI.

We were about 50 miles from the coast of Norway when the incident occurred.

Our Pilot, Capt. Dave Bramble, made the decision to abort and head back to England.

The return trip seemed simple enough. We had flown on three engines often enough that it was no big deal. I'll have to admit, this was the first time we couldn't feather the prop. It was spinning a high speed

and without oil. I had heard reports of aircraft in such a condition having the prop come off and fly up and over the wing--possibly striking the fuselage or the wing. The energy in such a piece of rotating equipment made it a very lethal weapon.

We cruised a little above an overcast, tuned in the BBC on the ADF and listened to "Music While you Work." Every once in a while we would dip our nose into the clouds and put the Ball Turret Gunner, S/Sgt. Ray Ridings, "on instruments," to which he responded in the negative.

About half way to the coast of England, a JU-88 appeared off our left wing.

We looked at him and he looked at us. We both dove into the clouds. (Discretion was the better part of valor?) After a while, we relaxed a bit as our Navigator reported we were approaching the coast of England. Great! We were almost home. Still above the overcast, we were suddenly aware that there were big puffs of black smoke appearing around us. The British ack-acks were firing at us!

We fired the colors of the day and hope the flares would burn through the overcast and be visible to someone in the Anti-Aircraft Unit. No such luck. Our best success was in taking evasive action.

Then, still above the overcast, a British Beaufighter appeared right in front of us making head-on interception coming up through the overcast. He was not seen to fire his guns but he might have and missed us.

The Beaufighters were single pilot aircraft and we reasoned that he would not necessarily consider us as "enemies." Buy how sure could we be? We all knew the Germans had some captured B-17s and might well have attempted a bombing mission in one of them under such conditions. Fortunately, the RAF pilot, who had elected to stay with us, refrained from further attack. He did accompany us all the way to Bassingbourn and never left until he could report we were on the ground. And we all breathed a sigh of relief.

The irony of it was that although we were intercepted by an enemy aircraft fired upon by anti-aircraft cannons, and intercepted by a hot-loaded RAF Beaufighter, we never got credit for a mission.

Ironically, my Form 5 flight log shows that we were credited with 5.7 hrs. flight time we were only about 50 miles from the coast of Norway when we tuned back. In fact, the Group had continued on to the target and returned to Bassingbourn ahead of us! We were slowed down, of course by the wind-milling propeller. But as they used to say in the RAF, "We'd live to fight another day."



**PROFIT & LOSS JAN. - DEC. 2003**

Ordinary Income/Expense	
Income - Membership Dues	6,666.09
Memorial Fund	4,426.68
PX Sales	<u>6,769.50</u>
Total Income	17,862.27
Expenses 2001 Dues	
2001 Dues	-20.00
2003 Chino Rally Round	455.00
2003 Directory	3,317.40
Chino Rally Round	-455.00
Computer Repairs	75.00
Dues & Subscriptions	5.00
Lithographs	591.00
Mem.Fund Expenses	3,385.00
Office Supplies'	
2003 Dues Cards	93.89
Office Supplies-other	<u>379.63</u>
Total Office Supplies	473.53
Postage and Delivery	228.73
PX Expense	220.05
PX Inventory	5,705.15
PX Refund	42.00
Ragged Irregular	5,400.00
Tacoma Reunion	570.24
Telephone	359.70
Uncategorized Expenses	<u>000.00</u>
<b>TOTAL EXPENSE</b>	19,170.79
Net Ordinary Income	-1,308.52
Other Income/Expense	
Other Income	
Interest Income	78.42
Other Income	<u>185.00</u>
Total Other Income	263.42
Net Income	- 1,046.10

**If you want to serve the BGMA, as a Nominee, please contact:**  
**Joe Harlick**  
**928 Owl Court SW**  
**Ocean Shores WA 98569-9798**  
[joejen58@techline.com](mailto:joejen58@techline.com) Phone 360-289-0254

**91<sup>st</sup> BGMA**  
**BALANCE SHEET**  
**As of February 28, 2004**

<b>Assets:</b>	
Current Assets	
Checking/Savings	
Savings	20,839.12
Wells Fargo	<u>13,751.36</u>
Total Checking/Savings	34,590.48
Other Current Assets	
Putnam Investments	<u>4,140.21</u>
Total Other Current Assets	4,140.21
Total Current Assets	38,730.69
<b>TOTAL ASSETS</b>	<u>38,730.69</u>
<b>Liabilities &amp; Equity:</b>	
Equity	
Opening Bal Equity	28,098.13
Retained Earnings	5,469.93
Net Income	<u>5,162.63</u>
Total Equity	38,730.69
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u>38,730.69</u>

**NOMINATIONS FOR BGMA OFFICERS**

If you have ever wanted the awesome power of being an officer of the 91<sup>st</sup> BGMA, here's your chance! **Ballots** will be in the **NEXT** Ragged Irregular. Art. V, Sec. 2 of our By Laws reads: "All candidates for offices of this Association must be members in good standing (paid up dues) and must be present at the Association Reunion when the election results are announced, unless unforeseen events so prevent."

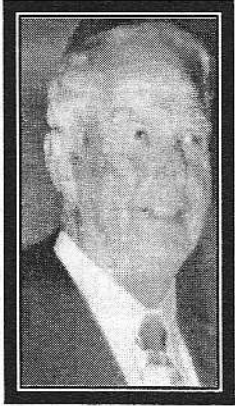
Art. VI, Sec. 2 of our By Laws reads: "Nominees for office will be those selected by the Nominations/Elections Committee, who have sought the acquiescence of the candidates. There shall be no officer candidate nominations ... proposed at the General Membership Business Meeting held during Association Biennial Reunions

Your President, First VP, Secretary/Treasurer and Ragged Irregular Editor have agreed to be nominated for another term. Earl Pate has asked to be replaced as Historian, but has agreed to be nominated as Second VP if needed. Jake Howland has been nominated as Historian.

**Be sure to vote on the insert in the July RI 91<sup>st</sup>**

Folded Wings (Continued from Page 12)★ **John Hamner, 401<sup>st</sup>, Age 83****Port Orange, FL January 24, 2004**

Submitted by his wife and Jack Paget of the 401<sup>st</sup>. He was born in Bloomington, IL and moved to Port Orange from Long Island NY in 1992.



He was assigned to the 91<sup>st</sup> on Dec. 1, 1943 and was a S/Sgt. In the 401<sup>st</sup> Sq. where he completed his tour of 30 combat missions. He flew on "The Jub Jub Bird" with Lt. Griesback's crew as tailgunner

John was a retired supervisor with the us Postal Service. He enjoyed golfing and bowling.

He is survived by his wife of 8 years, Lilli, and a son, John, of the Los Angeles area, a stepson Jeff Good, a stepdaughter Debra Bryant, four

grandchildren and four great-grandchildren.

Jack said that he and his wife were fortunate to have taken a 12 night Hawaiian cruise with John and His wife last April.

★ **Marcell E.Fountain, 401<sup>st</sup>, Age 86****Fernandina Beach FL, December 4, 2003**

Submitted by his daughter Vicky Bailey He was born Feb. 9, 1917 in Stetsonville, WI and after graduating from the University of Wisconsin, he joined the Canadian Royal Air Force. Once in England he moved to the USAAF 91<sup>st</sup> BG 401<sup>st</sup> Sq. And was the pilot of a B-17 bomber called the "Royal Flush". He was shot down over the English Channel and was held prisoner at Stalag Luft III. He was also part of the Berlin Air Lift and served two tours of duty in Vietnam.



He retired after spending over 37 years in the military. It was his life. His wife Mamie, of 59 years, preceded him in death. He is survived by two daughters and one son and 6 grandchildren.

**Our Secy/Treas, Ace Johnson, would like to thank everyone for the Phone calls, Sympathy Cards, and Donations to Hospice, in Memory of his wife Gloria's passing**

★ **William "TEX" Butler, 323<sup>rd</sup>, Age 83**  
**Southlake, TX, February 28, 2004**

Submitted by his pilot Chuck Giauque He was born March 18, 1920, in Brownwood, TX. "Tex"



was a B-17 Bombardier on one of the original crews, the "Eagles Wrath". He completed 25 missions attained the rank of Captain and received the Distinguished Flying Cross.

He was a charter member of the Irving AMBUCS and a life member of the Masons.

"Tex" is survived by his wife of 61 years, Trixie; his only daughter Charlene Storms, two sons Dale and Dean six grandchildren, and also five great grandchildren.

sons Dale and Dean six grandchildren, and also five great grandchildren.

(My wife and I had the pleasure of attending many reunions with Tex and Trixie and they will be sorely missed. Steve Perri-Editor)

**A word from Tex's Pilot, Charles "Shorty" Giauque**

Every crew member obviously played an important role and Tex was a proven Bombardier; but Tex was especially valuable to our Crew for his rare ability to see the bright side, no matter what was going on. The moment Oxygen masks could come off, Tex was up and out of the nose compartment stopping with every crew member with cheer and humor - with first aid if need be. There are two of the "Eagle's Wrath's" flight crew left - Lloyd Mahan, BTG and myself as Pilot. If the others could join us, our response would be a loud and clear - "THANKS TEX".

★ **Lyle McCullough, 324<sup>th</sup>, Age 87****Muscatine, Iowa, Dec. 28, 2003**

Sent by Dennis and Pam McCullough Lyle was born June 10, 1916 He Married wife, Betty, on Aug. 4, 1940. He Served in the 91<sup>st</sup> BG 324<sup>th</sup> Squadron and flew 35 missions over Germany.



After serving his country he joined Hon Industries and retired in 1978 after serving for 32 yrs. He was a life member and past Exulted Ruler of the Elks Lodge and was a charter member of the National WWII memorial; as well as a member of many other charitable org's..

His wife Betty passed away 14 months ago. He is survived by son Dennis and his wife Pam; daughter, Jill Gerdts and her husband Dean, five grandchildren, three great-grandchildren and three sisters .



★ **Col. Louis "Tony" Montalvo, 324<sup>th</sup>/ 401<sup>st</sup>**  
**Lompac CA, January 12, 2004, Age 85**

As reported by Earle Pate

**Former President of the 91<sup>st</sup> Bomb  
 Group Memorial Association.**

"Tony" was born in San German, Puerto Rico, June 19, 1918. He was employed with International Business Machines, working on the first computer ENIAC which exempted him from military service. When his brother, an Army Medical Corp. Surgeon, was killed in Italy, Lou immediately persuaded his superior to release him and then volunteered for the armed forces in 1943 at the age of 25.



He was squadron Navigator for the 91<sup>st</sup> Bomb Group at Basingbourn, flying 36 missions. Next to his last mission, the B-17, being damaged over Germany, limped over Belgium where

the crew bailed out. A farmer picked him up in Belgium and got him to France and the through the underground finally returned to Base.

Being 25, he was referred to as "Grandfather" because he was oldest of the group.

He became part of John Hatfield's crew and later served as a 91<sup>st</sup> Group lead navigator.

He remained with the Air Force for 30 years. Some of his tours of duty were; Elgin AFB, Burtonwood and Warrington during the airlift. Randolph AFB, TX where he qualified to fly helicopters and was present at Operation Teapot, a US atmospheric nuclear test series conducted at the Nevada Test Site during 1955, Lackland AFB as commander of the language school. Daharan Air Field, Saudi Arabia, Long Island NY training with industry training in Aero space. And more. He served in support of Department of Defense operations during the Apollo XI mission, the first moon landing flight. Finally retiring March of 1973, Cameron Station, Alexandria VA, he was Chief of Defense Supply Agency with rank of Colonel.

He is survived by his wife of 57 years. Adele and his sons and daughters, Barbara, Annette, Robert and Louis and late son, Michael as well as nine grandchildren and one great grandson.

★ **Robert (Bob) Cleveland 324<sup>th</sup> Age 81**  
**Cincinnati OH, February 23, 2004**

Submitted by daughter Jane (Cleveland) Hittinger

Just a note to let you know that my Dad lost his battle with lung cancer early yesterday morning.

He was a Top Turret Gunner and flew 22 missions. He was awarded the Air Medal 3 times and a Purple Heart.



He had been out and driving a week ago and was at home, up and around until late on Friday when he went into Hospice as an inpatient. He was talking about how nice it was and that the food was good on Saturday and on Sunday he was almost non-responsive. I know that he loved the group and reading all of the

great e-mails about the war.

★ **Arvid John Johnson, 322<sup>nd</sup>, Age 85**

**Grand Rapids, Minn., Dec. 19, 2003**

He was the Radio Operator on "Bride of Mars" and was shot down on December 5, 1944 and became a Prisoner of war. He is survived by his wife Irene and their children.

★ **Eugene L. Johnson, 401<sup>st</sup>, Age 79**

**Altamont, NY, March 17, 2004**

Sent by Jeff Berry

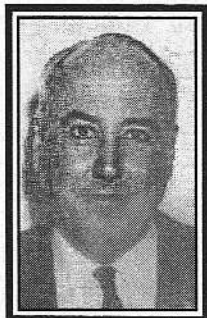
Gene served as a B-17 Radar Navigator-Bombardier in the US Army Air Corps on "Old Battle Axe". After the war he worked for the GE Research and Development in Niskayuna as an electronic specialist retiring after 35 years. He was predeceased by his wife, Rose Marie and is survived by Son



Keith, daughter, Sherry J. Gennett of Amsterdam; three grandchildren two brothers Robert and Norman and his loving cat, Smokey.

# Folded Wings:

★ **Major David A. Bramble, 323<sup>rd</sup>, Age 83**  
**Chesteron, MD, February 17, 2004**



As reported by Phil Mack Dave was Pilot of the "Village Flirt", the plane on which I served as Copilot. Near the end of his tour, he became Squadron Operations Officer under Major Berry.

Dave suffered for some time with a debilitating blood ailment that eventually took him down.

In civilian life, at different times, he owned a trucking company, operated a marina and owned a major construction company on the

"Eastern Shore" of Maryland.

The survivors of our crew owe a debt of gratitude for the leadership he exhibited and his skill and judgment as Pilot in Command in getting us through our combat missions between September 1943 and March 1944.

His wife, Marnee and three sons six grandchildren and two great-grandsons survive him.

★ **Frank Logan Butler, Jr. 401st**  
**Americus GA, Dec. 2, 2003, Age 81**

As reported by his wife Gene Frank was born Oct. 18, 1922 in Laurens County. He served in the Army Air Force as a B-17 pilot during World War II flying 22 missions over Germany and was awarded the Air Medal and three Oak Leaf Clusters. He retired from the USAF Reserves as a Lieutenant Colonel.



He was a graduate of the Georgia Institute of Technology in 1949 and became a registered profession engineer in the state of Georgia.

He is survived by his wife, Gene a son, Frank and daughter-in-law, Patricia, and two daughters and sons-in-law; Anne and James Walton and Katherine and Raymond Hill and seven grandchildren.

★ **Eugene Earl (Lucky) Brown 324<sup>th</sup>**  
**Moberly MO, Feb. 24, 2004, Age 82**

His home caught on fire and he, being blind and having only one leg was too weak from the smoke to be able to make it out. (Cont'd below)

## FIRST CLASS MAIL

91<sup>ST</sup> BG Memorial Assn.  
 590 Aloha Drive  
 Lake Havasu City AZ 86403

ADDRESS SERVICE REQUESTED

LET US KNOW BEFORE YOU MOVE!

### THE RAGGED IRREGULAR

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

★ **Bales W. McCall, 401st**  
**Laguna Woods, CA, December 22, 2004**

Sent in by Doug Gibson, 401<sup>st</sup> Orderly Room One more Veteran has left. He was in 401<sup>st</sup> Orderly Room from start to finish.

He had a Military Service and his family, his daughter and granddaughter would like to thank the "Ring" for the support they had given him during his illness and in his search for his service buddies. God Bless you all.

(Obit's Cont'd on Page 11 & 10) → → →