



The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 5 No. 3

April, 1972

Reunion Mission Flying At Full Throttle

Enthusiasm for the Third National Reunion at Anaheim July 11-15 continues at full throttle, the Western Division reports. More and more former 91st-ers are sending in reservation requests, and an attendance that may well reach the 300 mark is indicated. Many will be attending a 91st get-together for the first time.

The event, which will be headquartered at the Jolly Roger Inn, is ideally suited for a combined reunion and family vacation, since many of California's most popular attractions are in the immediate area. Disneyland, the biggest of all, is just across the street from the Inn.

Knott's Berry Farm, the Movieland Wax Museum, and the Japanese Deer Park, can be seen in one day and reached by local shuttle bus runs from the area of Reunion Headquarters for \$2 round trip.

Other tours will be to the Queen Mary in Long Beach, a reunion activity; to Sea World at San Diego, and to Universal Studios.

The group will make a special tour of the Planes of Fame museum at Buena Park, with a scenic tour of the Los Angeles area by bus en route. The museum has a special display devoted to the 91st, as well as a flyable B-17G used in the movie "Twelve O'Clock High." Other WW II aircraft on display include a Spitfire, Me-109, FW-190, Me-262, P-51 and P-47. The committee points out that for the ladies this is a low heels and slacks affair, no "hot pants" because of the possibility of sun burn casualties.

Golf bugs are advised to bring along their clubs to play the many courses in the area. 91st "Golf Pro" Dick Anderson and Judge Earl F. Riley will act as

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Headquarters for Third National Reunion July 11-15

Reunion Mission Flying...

hosts for this activity.

Registration fees for the five-day reunion are \$25 for each member or male guest, and \$15 for wives and female guests. All persons over 18 will pay the registration fee. Members attending must have paid 1972 membership dues. For members signing in late Friday afternoon July 14, or Saturday, July 15, to attend the dinner-dance only, will be charged a \$20 per couple or \$10 per person registration fee.

All persons who plan to attend, whether for the full five days or just for the Saturday dinner-dance, must send in their survey forms or letter of intent to Sec.-Treas. George Parks, 109 Wilshire Ave., Vallejo, Calif. 94590, not later than April 30. The committee must have this information to plan tours, secure reservations for the dinner, etc.

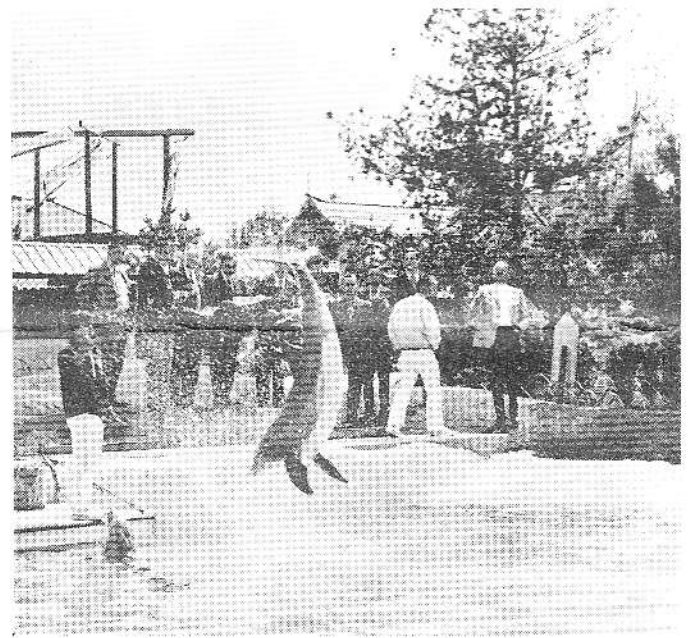
Reunion hosts will be: Doug Gibson, 401st sqdn.; Ken Cochran, HQ sqdn.; Aubin Pene, 401st; Bob Ortega, 322nd; Jack Gaffney, 401st; Dick Anderson, 323rd; Earl F. Riley, 401st; Aubrey Capps, 323rd.



Disneyland



Knott's Berry Farm



Japanese Deer Park

DON'T FORGET YOUR 1972 DUES!

Send your \$3 (or more) to: Eastern Division,
Joe Giambrone, 303 Brookdale Ave.,
Glenside, Pa. 19038

Western,
George Parks, 109 Wilshire Ave.
Vallejo, Calif. 94590

Colorado Rally Round Set At Golden April 29

A Colorado State Rally Round has been set for Saturday, April 29, at the Holland House Motor Hotel in Golden, Colo. This is the first Colorado get-together since the national reunion in Denver in 1968. The Memorial Association president, Maj. Gen. S. T. Wray, will preside.

Under the direction of Flight Leader Glenn V. Boyce and his Wing Man Bill Reynolds, activities will get under way with cocktails and Happy Hour from 6 to 7 p.m. The Rally Round Dinner will begin at 7.

After dinner there will be movies of Bassingbourn and "Operation Return," the 1969 visit back to

England.

Members are urged to bring wives and friends to the event, and photo albums and mementoes of Bassingbourn days.

Rally Round cost has been set at \$5 per person, and reservations should be made not later than April 22. Checks or money orders should be sent to Glenn V. Boyce, 1874 South Hoyt Street, Lakewood, Colo., 80226.

The Holland House Motor Hotel is located at 1310 Washington Ave., Golden. Their telephone number is 279-2536.



Members of the 401st Sqdn. Armament Shop pose for this 1944 picture taken in front of "Destiny's Child."

Front row, l to r: Lt. Raymond Johnson, Melvin Caiazzo, Leo Matras, Clarence Patterson, John W. Monette, Walter Miller, Giles Boatman, Ernest N. Jeter and Joseph Law.

Back row: Hampton F. Harmon, Anthony Lombardo, Leon Boudreau, Stanley Waslaski, William McConnell, Agel Gonzales, Richard Sando, Bergan Dalley and Hyman Weingart. The photo was sent in by Stanley Waslaski. Crew chief of "Destiny's Child" was M/Sgt. Jack Gaffney. The white spot on the nose censors the bomb sight.

MacDill To Walla Walla — First 91st Mission

Recently, H. Y. Quarles of 2 A Niles Rd., Columbus, Miss. 39701, who was truly one of the "charter members" of the 91st, sent along this letter to the editor, with a copy of some most interesting orders. We feel that all 91st-ers would like to share it, since it concerns such a pertinent bit of our early history:

Dear Paul,

I always look forward with anticipation to the next issue of "The Ragged Irregular." Each sentence is read with great interest. Many articles recall memories of days spent with the best the Eighth Air Force had to offer.

I was among the initial cadre who formed the 91st Bomb Group at MacDill. I was a member of the Squadron that Gen. Wray was assigned upon completion of flying school—the 52nd Bomb Sqdn., 29th Bomb Group. When the 91st was formed I was a member of the small group who made up the 401st Sqdn. This all took place in spring and early summer of 1942.

Enclosed is a copy of Operation Order No. 2, which moves the airplanes and flying crews to Walla Walla, Wash. I ran across these a day or so ago and thought maybe a copy would be of some interest to you.

I compared the names on the orders to the 1971 membership directory and found quite a few.

I well remember the trip directed by these orders for it took some 11 or 12 days to make because of various problems that arose en route; a busted tail wheel in Tulsa. And old 41-2590 had a gear problem when we left MacDill in the fact that we could not retract or lower the gear. For that reason it was flown all the way with the gear extended. This was no great sweat until they attempted to get altitude enough to cross the Divide out of Cheyenne, Wyo. Several days were used until the atmospheric conditions were right enough to get enough power to climb to 17,000 with the extra drag caused by the extended gear.

Then came Walla Walla, Redmond, Boise, Bangor, Gander Lake, Royston. They are all other stories and if I don't close this I would be scribbling for the next year. I have some pictures of various happenings and when time permits I will get them out and share them with you.

What would you say to a "Dixie Rally" sometime? Say the guys from Ala., Miss., La., Tenn. I looked thru the directory and there are over 50 members in this area.

Best of luck,
H. Y. Quarles

The planes listed in the orders are the same B-17Es that the 91st used for combat training throughout their stay at Walla Walla. They were traded at Boise for B-17Fs on the move to Bangor, Me.

There was a "Dixie Rally" at Birmingham in the spring of 1967, just before our first National Reunion in Memphis, during the time when we were just organizing the Memorial Association. Even then we managed an attendance of 28 from Alabama, Mississippi, Georgia, and Tennessee. It is time for another one!

Since the original orders were not in good enough condition for reproduction they have been recopied and somewhat shortened, in that we have omitted personnel serial numbers and squadron designations.

MacDill Field, Florida

June 20, 1942

Operations Orders:
Number 2

In compliance with Special Order No. 169, Headquarters, Army Air Base, MacDill Field, Florida, Office of the Base Commander.

1. The flying echelon of this group will depart, MacDill Field, Florida, at 9:00 a.m. on Thursday, June 25, 1942, for by the best available air route and with the least possible delay.

2. All flying officers will report to Group Operations Office, at 8:00 a.m. June 25, 1942, for final instructions.

3. Enlisted Men will be at stations at 8:00 a.m. June 25, 1942 and will have accomplished pre-flight inspection and have airplane ready for take off.

4. Interplane communications will be on Command Sets on 7035 Kcs. and will be accurately set by use of frequency meter.

5. Flight leaders will have liaison sets on 6210 Kcs. for contacting ground stations.

6. All officers will be instructed to read Group Movement Order No. 1.

7. The following is a list of personnel and airplane assignment:

"A" Flight—

Ship #1 41-2593

P. Capt. Paul J. Gorman

CP. 2nd Lt. Harlan H. Benoy

N. 1st Lt. George C. Wahl Jr.

E. Sgt. Harry (NMI) Goldstein ✓

AE. Pvt. Raymond A. Slominski

R. Cpl. Robert G. Lee

AR. Pvt. Robert L. Ferris Jr.

G. S/Sgt. Herschel Y. Quarles ✓

G. S/Sgt. Robert P. Dalton ✓

G. Cpl. Fred H. Barrington ✓

B. S/Sgt. John F. Grimes

G. M/Sgt. Robley T. Evans

Ship #2 41-2577

P. 1st Lt. Clyde G. Gillespie ✓

CP. 2nd Lt. Bruce D. Barton

N. 2nd Lt. Herbert W. Hampy

E. Sgt. Donald W. Moucha

AE. S/Sgt. Isaac W. Roberts

R. Pvt. Ernest J. Kiss

AR. Pfc. Robert S. Lammers

B. S/Sgt. Arthur (NMI) Poston

G. Sgt. John J. Hudjera

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Ship #3 41-2394

P. 2nd Lt. Thomas B. McCormick
 CP. 2nd Lt. Eugene N. Waldher
 E. T/Sgt. Hubert O. Barbour
 AE. Sgt. George L. Zucco
 R. S/Sgt. George A. Anderson
 AR. Cpl. Daniel (NMI) Goldstein
 B. Clp. William A. Rathgeber
 G. Cpl. Oliver J. Hackwith

"B" Flight

Ship #1 41-2576

P. 1st Lt. Paul L. Fishburne ✓
 CP. 2nd Lt. Michael W. Bell
 CP. 2nd Lt. Eugene G. Hanes
 N. 1st Lt. Charles F. Maas
 AE. M/Sgt. Aubrey C. Moore
 AAE. Pfc. Russell (NMI) Gilliam
 R. Cpl. Kenneth M. Fenton
 AR. Pfc. Adam (NMI) Taliercio
 ARM. Sgt. Roland F. Hussey
 CC. Sgt. Mario G. Mattie
 ACC. Cpl. Aulden N. Dunn
 G. Pvt. Ralph G. Guettler

Ship #2 41-2595

P. 2nd Lt. Joseph A. Yuravich
 CP. 2nd Lt. Robert F. Forbes
 N. 2nd Lt. Woodrow W. Moore
 AE. M/Sgt. Norvell D. Phelps
 AAE. Pvt. George K. Smith
 R. Sgt. Harry B. Hall
 Ar. Pfc. Henry O. Harris
 ARM. Cpl. Earnest E. Causy
 CC. S/Sgt. Olon K. Leathers
 ACC. Cpl. Marion J. Darnell

Ship #3 41-2598

P. 2nd Lt. Robert K. Morgan ✓
 CP. 2nd Lt. William J. Crumm ✓
 N. 2nd Lt. Frank W. Flanagan
 AE. Sgt. Marvin E. Nichols
 AAE. S/Sgt. Russell A. Mattson
 AAE. S/Sgt. Joseph M. Giambrone ✓
 AAE. M/Sgt. Henry M. Kundig
 R. Sgt. Peter F. DeBoy
 Ar. Cpl. Bernard T. McEnany
 B. Sgt. Harlan M. Hawk

Spare Crews

Ship #1 41-2590

P. 2nd Lt. William R. Harris ✓
 CP. 2nd Lt. Robert S. English ✓
 N. 2nd Lt. Ralph W. Hosman
 B. Cpl. Jackson M. Barbour ✓
 E. Sgt. Martin G. Bacon ✓
 AE. Pvt. Robert F. Otto ✓
 R. Cpl. Russell R. Ahlgren
 AR. Pvt. William F. Lancaster
 G. Pfc. Joe D. Cornish
 G. S/Sgt. Noah C. Kirk ✓
 G. Cpl. Melfin L. Bishop ✓

Ship #2

P. Capt. Harold C. Smelser
 CP. 2nd Lt. Richard G. Hill
 N. 2nd Lt. John S. Hemingway
 AE. T/Sgt. Leonerd F. Ball
 AAE. S/Sgt. James W. Lemley
 AAE. M/Sgt. Robert W. McMahan
 R. Sgt. Robert J. Hanson
 AR. Cpl. Curtin Q. Pyrah ✓
 B. Cpl. Lewis M. Vingo

8. In lieu of subsistence a flat Per Diem of \$6.00 for travel by air is authorized. TDN FD 33 P-02 P-04 P-05, A-0425-23.

By Order of Lt. Col. Wray.

Control Tower Memorial Progressing

In the January Ragged Irregular we carried a story about the efforts of the East Anglian Aviation Society to have the flight control tower at Basingbourn preserved as a permanent memento of the 91st B.G.'s days at the base. With the field now an Army Depot, the runways and many of the other flight installations have been removed, and the Society felt that the retention of at least one reminder of WW II and the 91st would be most desirable, an aim strongly endorsed by the 91st Memorial Association.

Recent word from the Society secretary, David C. Crow, indicates that good progress toward that goal is being made. He reports that the new commanding officer, Col. Mike Doyle, M.B.E., has discussed the matter with the group and steps are being taken to assist with the project.

At the present time the tower is being used by the Army for a variety of purposes. The ground floor room is used as a modellers room for Junior Soldiers, who make anything from model tanks to scale B-17s. The first floor room is used as an art classroom several nights a week for Junior Soldiers.

The observation room is not being used at this time, and Col. Doyle has suggested that the EAAS might make a start there with a small display of photographs of the 91st Basingbourn days, and include items of flying kit, small aircraft parts, maps, etc.

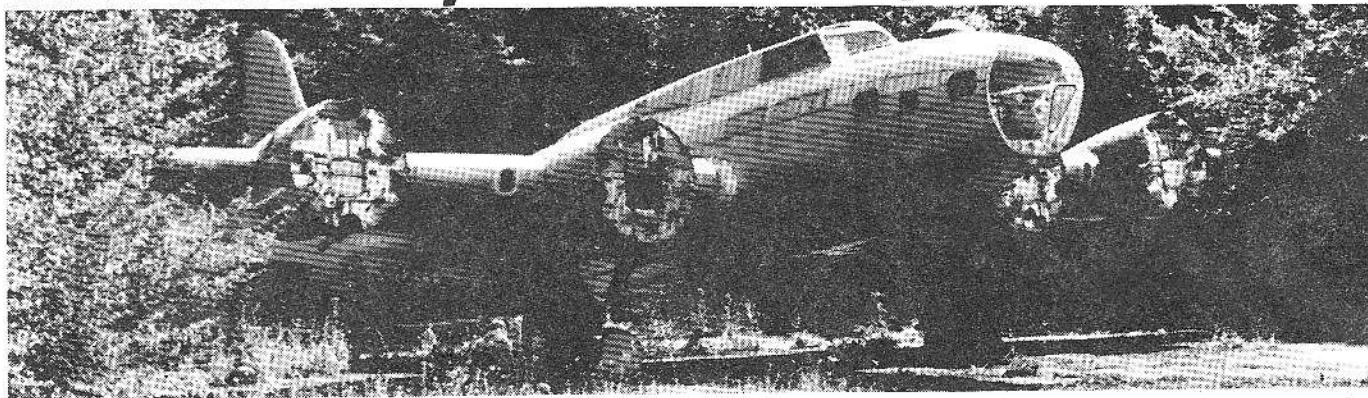
As Crow explains, "Our ambition is to have a small but significant piece of the 91st Bomb Group left at Basingbourn for members to see when visiting this country."

Charter Flight Cancelled

The Eastern Division Committee has cancelled its proposed Charter Reunion Flight from Philadelphia to California that was announced in the January R/I. Reasons given were too few members who applied and the short time remaining before the scheduled reunion.

Deposit money will be returned in full and members are advised to inquire about "Individual Tour Basing" rates from their local United Airlines office.

'Shoo Shoo Baby' Packed For Trip To Air Museum



After a long struggle and much red tape, "Shoo Shoo Baby" is actually on the way home at last. Information from Royal D. Frey, Chief of the Research Division of the Air Force Museum, is that the 91st plane, has been disassembled, crated, and is now in Wiesbaden, Germany, awaiting airlift to Wright-Patterson Air Force Base.

After an illustrious career with the 91st "Shoo Shoo Baby" landed in Sweden after battle damage in the

May 29, 1944, Posen raid. She was turned over to the Swedish Air Force by the United States and converted to a transport. Later the plane was sold to Denmark, and then to France for use by the Institute Geographique National. For the past few years the plane has been parked at Criel Airport in France, with no air time since 1961.

The Air Force Museum plans to restore the veteran to mint condition and put her on display at the Museum.



Shown here dining on someone's drying socks is the 323rd Sqdn. mascot "Amitol," owned jointly by bombardier Bob Abb and pilot George Birdsong. Don Groeper, who sent in the picture, said in a note on the back, "I don't know who owned the damn goat, but he had half of supply in his belly."

From The Editor's Desk...

Paul C. Burnett Box 909 Auburn, Al. 36830

We have received a letter from a British writer requesting help for a book he is planning. He says, "I am gathering information covering the history of the 91st Bombardment Group from 15 April 1942 to 7 November 1945...My book is to be divided into three sections. The first, dealing with "The Men," is to be a record of all aspects of life in the Group from the viewpoints of as many members as possible, regardless of rank or employment, on and off duty. I hope to include the reactions of some of the locals at having the Americans living among them, and contributions from English born wives. The next section, "The Machines," will deal with the B-17 in detail, all sub-types used by the 91st... There will also be included chapters covering armament, servicing facilities at Bassingbourn, and, I hope, a complete list of each aircraft used by the 91st, including serial number, squadron marking, nickname, crew list, raids completed and the eventual fate of the aircraft. The final section will be "The Missions," a complete list of all raids made by the 91st, date, target, degree of success, aircraft losses, and enemy aircraft destroyed. I intend also to include a complete minute by minute account of one raid from brief to debrief, showing preparation, take-off, attack, and return from target. This will include reports from escorting fighter pilots and ex-Luftwaffe pilots who intercepted the raid.

"It is my hope that all three sections will be fully illustrated, and so I would appreciate hearing from as many members and their families as possible, either by letter or reel-to-reel tape messages, two or four track, 17/8 ips to 7 1/2 ips. Any tapes or photos and documents sent will be handled with the greatest of care and returned to owner."

E.M.C. Rowe, Flt. Lt., R.A.F.
3 Canberra Avenue
Lindholme
Doncaster
Yorkshire
DN7 6DL
England

Working far into the night and giving up weekends and holidays in an effort to keep the old 91st flying often becomes tiresome and discouraging to "the few" who have to see that all the details and activities are taken care of. But an occasional letter of thanks and appreciation makes it seem all worthwhile and gives us the lift we need.

From Bob Abb: "George, it is seldom said, but all of us are deeply obligated to people like yourself who have worked faithfully and long at keeping our team together. I for one am most grateful."

From Charles Newlin: "There is no way of judging the friendship or value of being in the group..."

From Stan Waslaski: "George, I don't know how to say it. I must tip my hat to you and the rest of the fellows for the wonderful job you are doing to keep this great 91st a rolling. So the best I can do to help is send in a small donation along with my dues and say thanks..."

From Bob Hardister: "You have had another excellent year and I salute you guys who have the rowing oar in the Association."

From Marshall Haugen: "Time once again to get my dues paid for another year, as I certainly want to continue my limited part in keeping the organization alive. I certainly appreciate all the work a few are doing. Thanks --keep it up."

Marsh and I flew together in old "Chief Sly," he as radio operator and I as navigator. We joined the same crew at Walla Walla, with the 322nd sqdn.

More and more "lost" 91st-ers turn up every month, especially since the Anaheim reunion notices have been carried in the veterans association magazines. Despite our best efforts since 1967 to track down every former group member and to spread the word of our Memorial Association everywhere, many hundreds of ex-91st-ers are still unaware of the organization. One interesting example is a note from James L. Caldwell, a member of the 322nd Sqdn. in 1943-44. Now a state senator from the 24th district in Mississippi, he saw the notice in the February issue of The American Legion Magazine. "...I would appreciate hearing from you at your earliest convenience. I would like to make arrangements to attend this reunion, if at all possible."

To Americans In An English Village

By A. B. Purdie

When you are gone,
And all our sky is empty of your wings,
And every field and garden still
Save where the throstle sings
and waters murmur by the mill.
When we await in vain your footfall at the door,
We shall remember, and remembering sigh
For dear familiar faces seen no more!

Youth's bright battalions, you came
And fanned the native coldness of our hearts to
flame,

Of love, which time shall never quench:
You loved our little ones,
To age a seemly reverence paid,
Showed knightly courtesy to county maid and
our folk accepted you as sons!

When you are gone,
Our fleeting happiness must pay its penalty of pain,
And we must shrink into our sadder selves again,
But we shall not forget you in the day,
And night's silence, wide and deep,
There will be tender prayers for you,
When all the village folds itself in sleep.

Taken from: The Catholic World, July 1945.



While overseas marriages were not too uncommon among 8th Air Force personnel, this happy 91st couple were unique in one respect --their honeymoon trip was made in a "Flying Fortress." The former Lt. Martha A. Viola of the 163rd General Hospital, and Capt. Donald J. Wellings, 323rd Sqdn. navigator, prepare to board their flower be-decked honeymoon special B-17G "Piece or Bust" to Torquay 21 March 1945.