



The Ragged Irregular

91st Bombardment Group (H) Newsletter

Vol. 5 No. 4

July, 1972

'Shoo Shoo Baby' Comes Home At Last!

"Shoo Shoo Baby" is home at last! The big bird flew into Wright-Patterson Air Force from Rhein-Main airfield in Germany late in the afternoon of June 14. But unlike her first ocean crossing, this crossing was made inside the cargo compartment of a giant C5A.

On hand to greet the 91st veteran was a Memorial Association reception committee consisting of Maj. Gen. Stanley T. Wray, Paul McDuffee, original pilot of the plane, Dayton flight leaders Dick Dempsey, Bob Iiams, and June Bryant, the two museum representatives, Col. Bernie S. Bass, director, and Royal Frye, chief of research.

The arrival marked the end of efforts that began in 1969 by Australian air historian Steve Birdsall and

the 91st to have the plane returned from France and placed in the Air Force Museum. As far as can be determined "Shoo Shoo Baby" was the last WW II combat B-17 ever to fly.

The Museum initiated negotiations with the French government that finally resulted in the transfer of ownership back to the U.S. in 1971, and undertook the big task of getting the aircraft crated and returned. They will restore the craft to original condition and display it in place of the non-combat B-17 now exhibited.

"Shoo Shoo Baby," a B-17G, s/n 42-32076, joined the 91st in 1944 and was assigned to pilot
(continued on page 2)



In the co-pilot's seat now, but only for picture purposes, is Paul McDuffee, first pilot of "Shoo Shoo Baby," receiving congratulations from Gen. Wray as

the ship is disembarked from a C5A transport at Wright-Patterson AFB. Col. Bernie S. Bass, Air Force Museum director, looks on.

McDuffee. It was in this plane that McDuffee's crew flew the only one-ship mission logged by the 91st (or any 8th AF unit), a trip to Gdynia on 9-4-44. The 91st was to fly a mission to another target but the planes were recalled because of bad weather before they had completed assembly. "Shoo Shoo" missed the recall, tacked on to another formation, and flew the entire mission with them.

When McDuffee's crew finished their tour the plane was turned over to Bob Guenther. It picked up another "Shoo" and became "Shoo Shoo Shoo Baby." The ship forcedlanded in Sweden after the May 29, 1944, Posen raid. She was given to the Swedish government by the United States and was modified into

a transport by SAAB. As a transport she served with the Danish Air Lines, and then with the Royal Danish Air Force.

In 1954 the plane was sold to the Babb Company and then to the Institute Geographique National in France.

Birdsall began tracing "Shoo Shoo Baby" down and finally located her at the Criel airport in France, with no air time since 1961. He alerted 91st officials and the long trip to Dayton began.

When the conversion is completed and the plane is to be installed in the museum, a 91st reunion will be held in Dayton, according to present plans.



Here is "Shoo Shoo Baby" and the original crew to fly her in 1944. On the front row, l to r, are: Bonomo, bombardier; McDuffee, pilot; Sylvester, navigator; Langford, co-pilot.

Back row: Soderburg, engineer; Bogert, ball turret; Borchert, waist gunner; Cordes, crew chief; Braman, radio operator; Gallagher, tail gunner; Hughes, waist gunner.

Don't Forget Your 1972 Dues!

Everyone Must Help To Keep 'em Flying

Remember How It Was, Coming Back?

Editor's note: With the ending of the war in Europe in 1945 most 91st-ers loaded up in aircraft and flew home very quickly. For those who had to stay behind and "clean up the house" things were considerably different. Here is an account of the closing down of the 324th and their return home, written in 1945 by Capt. Robert F. Crego, S/Sgt. Edward J. Kriegel, and Sgt. Homer W. "Spike" Nail.

June the 1st. 1945 up to the time of departure which was the 23rd of June, the officers were having formations and getting ready to move and the enlisted men were turning in excess clothing and equipment, standing formations and having clothing checks. As much as possible all buildings were cleaned up and furniture and the like was disposed of together with records in the specified way set down by various regulations.

The 324th. Bomb. Squadron personnel slated to return to the Zone of Interior by way of the Queen Elizabeth (not known to all), departed Bassingbourn Airdrome the 23rd of June, 1945 at 1815 hours and boarded the train at Royston, Herts. Prior to boarding the train, the American Red Cross was on hand with hot coffee and sandwiches. Out stay on the Queen ship in Greenock, Scotland, Harbour was short, for we pulled out several hours after embarking, the exact time being 1745 hours. This was the day many, in fact, all men of the 324th. had been looking forward to.

The journey was smooth with the exception of the 4th. day out. Chow was served two times each day, a late breakfast and dinner and coldcuts were available for sandwiches in between meals. Movies were shown in the evening, after which all men were ready for the sack. A stage show was arranged and was enjoyed by all. The 15,000 troops on board were given a grand welcome on entering the harbour and the Statue of Liberty was a sight that 50 per cent of the squadron and group had been looking forward to for over two years and a half. This, just thought to be a dream, actually came true. The boat arrived in the Manhattan Harbour the 29 June, 1945 at 1315 hours, and debarked at 2050 hours, proceeding to Camp Kilmer, New Jersey about midnight, whereupon we received another glorious welcome by former 8th. Air Force Personnel. Our stay at Kilmer was short but mighty sweet, accounted for by the wonderful co-operation given in every respect.

Sunday the 1st. of July at 0810 hours all Squadron and Group personnel slated for Indiantown Gap, but bound for Ft. Dix, plus the Ft. Dix men, departed Kilmer and arrived about noon of the same day. The reception received at this camp could not be compared to that received at Kilmer. Just when the last man left Camp Kilmer is not known, but it couldn't have been long, for they really were putting them through the works. Capt. Watts together with S/Sgt. Rissman, the Sgt. Major, and S/Sgt. Roederer, the Supply Sergeant, were an advance party to accom-

pany the records to Drew Field, Tampa, Florida, point of assembly for the 91st. Bomb. Group.

All personnel who flew home landed at Bradley Field, Conn., thence proceeded to Fort Miles Standish, Boston, Mass. The first crews and passengers took off from Bassingbourn 25 May, 1945. Stops were made at Vally Wales, England; Iceland; Goose Bay, Labrador, thence to Bradley field. Other crews and passengers took off from Bassingbourn and Burntwood on the 8th. and 9th. of June respectively. The last crew landed in the U.S.A. on the 14th. of June, 1945.

Six officers and one hundred and eighty-six enlisted men returned to the Zone of Interior by way of the Queen Elizabeth, and three hundred and four officers and enlisted men returned by air in our own planes. The exact disposition of the aircraft is not known, except for being transferred to units unknown. All personnel were broken up into groups and sent to their respective Reception Stations to receive orders for Rest and Recuperation for 30 days and upon return to same will be sent to the assembly area, which was Drew Field, the place of this writing.

The 4th. of July 1945 Capt. Sanford P. Mandell was attached and joined the squadron from the 301st. Army Air Force Base Unit Squadron to take command. Approximately the 7th. of July, Sad Sacks (after 30 mighty short days) started to pour in at Drew Field and now the Sad Sacks are pouring with the heat.

Upon arrival from rest and recuperation the men had to answer a seven thirty and 12 thirty roll call, at which time all details were announced. Privates thru Staff Sergeants are pulling K.P. and all details. This K.P. and details is handed out generously upon completion of the Orientation's and Processing.

Prior to the 13th. of August Combat men have been shipping out to other bases after being reassigned. Also a few ground men with less than the needed 85 points have also been shipped to other bases.

Robert A. "Bob" Ortega, ex-322nd squadron, and one of our most active West Coast members, died of a heart attack Sunday, May 14, at his home at 1636 Gardena Blvd., Gardena, Calif. Bob was in the yard taking pictures of his family when the attack occurred.

He had arranged his vacation to help in the Group hospitality room during the full five days of the upcoming reunion. Bob always had a smile and a good word for everyone.

In a note to the editor his wife Rosie writes: "I wish to express my thanks to the 91st Bomb Group on their kind expression of sympathy in the form of prayers, flowers, memorials, and kind expressions of sympathy in our hour of great sorrow and grief. I would appreciate it very much if you could give my sincere thanks to them through The Ragged Irregular. Sincerely, Rosie Ortega and family."

Colorado State Rally Round Big Success

The Colorado State Rally Round at Golden April 29 was a resounding success, with area attendees already looking forward to a similar affair next year.

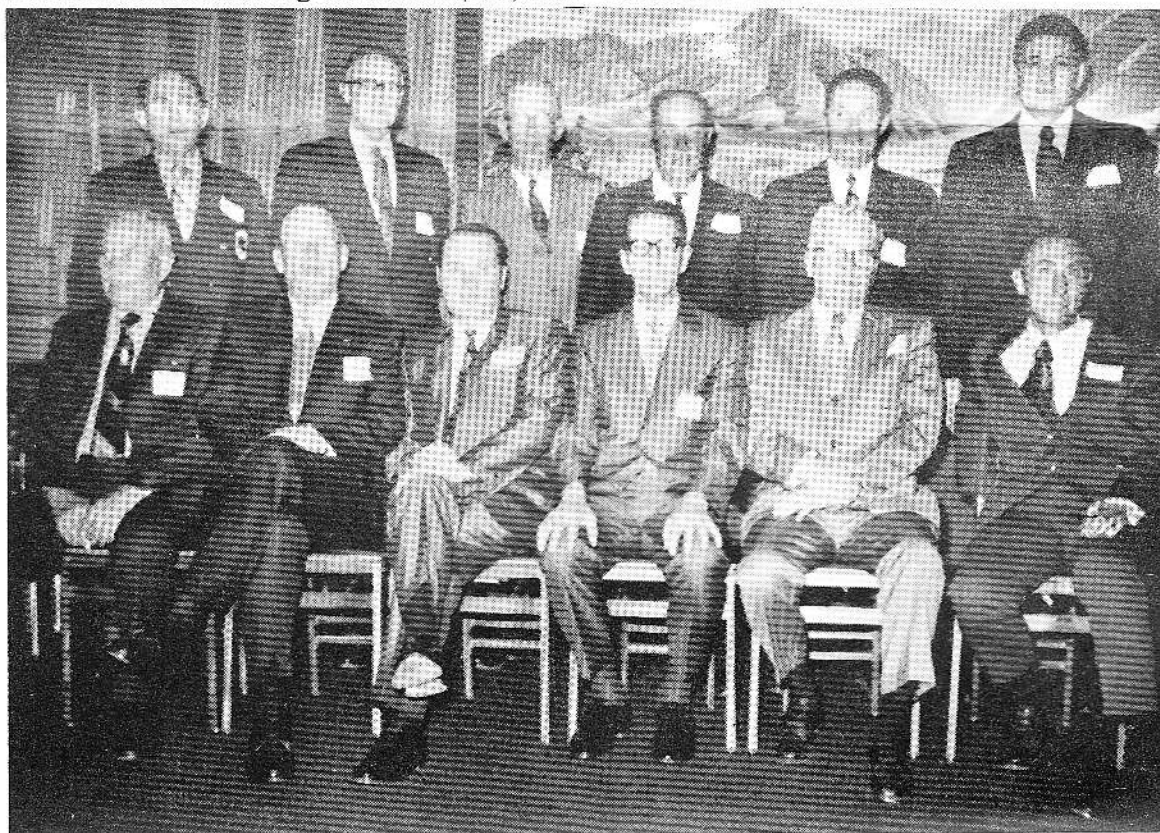
The Holland House get-together was directed by Flight Leader Glenn V. Boyce and Wing Man Bill Reynolds.

The coveted engraved mug awarded to the member attending from the greatest distance went to David Calvert of Casper, Wyoming.

Colorado members attending were: Col. (Ret) and

Mrs. Herbert Egender, Lt. Col. (Ret) and Mrs. Charles H. Silvernail, Lt. Col. (Ret) and Mrs. Milton Green, Mr. and Mrs. Donald Ballou, Mr. Charles Bonner, Mr. and Mrs. Frank LaBlotier, Mr. and Mrs. Harold Pavoni, Mr. and Mrs. Bill Reynolds, and S/Sgt. (Ret) Lewis Simpson.

Wyoming members attending were: Mr. and Mrs. David Calvert and son of Casper, Mr. and Mrs. Aulden N. Dunn of Cheyenne.



Former 91st-ers attending the Golden Rally Round are, seated, l to r: Harold Pavoni, Lewis Simpson, Donald Ballou, Glenn Boyce, Charles Silvernail, and Milton Green. Standing are : Frank LaBlotier, Charles Bonner, Aulden Dunn, Bill Reynolds, David Calvert, and Herbert Egender.

Aviation Writer Seeks 91st Help On Schweinfurt-Regensburg Raid

We have a letter from Edward Jablonski, author of "Flying Fortress" and "Airwar," who would like help from 91st-ers on a new book he is doing. Jablonski says: "I am at work on a book for Doubleday entitled "Double Strike" (about the Regensburg-Schweinfurt mission of 17 August '43) and, while I have much fine material —AF records, reports, etc.—from the National Archives, I am contacting people who participated in the mission and who recall their experiences.

"To date I've not located anyone from the 91st Group; perhaps you can get me in touch with people (maybe even in this part of the world) who flew to Schweinfurt that day. The 91st lost ten B-17s that day (the 381st lost eleven—the highest toll).

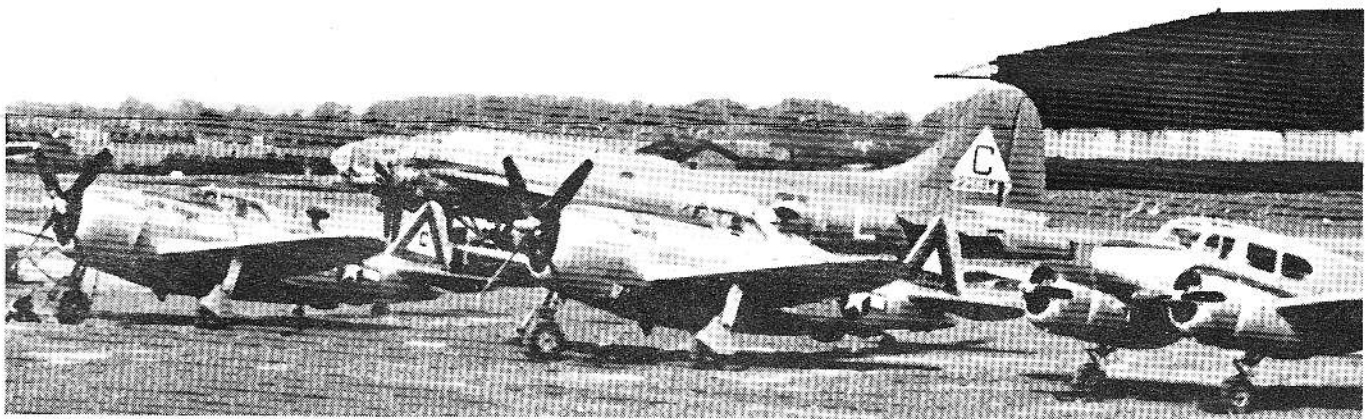
"Any help you can give me will be appreciated and duly acknowledged."

His address is: Edward Jablonski, 161 West 75th Street, New York, N. Y. 10023.

**Ragged Irregular Editor Also Seeks Aid;
How About Passing Along Those Stories , News Items?**



Receiving the mug for having travelled the greatest distance to the Golden, Colo., Rally Round is David Calvert (left) of Casper, Wyo. It was presented by Col. Herbert Egender. In the center is Flight Leader Glenn Boyce.



Why the Triangle C B-17 hiding behind the Jugs? Because it's really an old 91st plane, "Wabash Cannonball." She was one of the few B-17Fs still around when she went to Ludwighaven on May 27, 1944. Flak knocked out two engines, the German fighters sniffed easy meat, and an 88 battery on the Dutch coast found her, but somehow she got home. Some aircraft would probably have been junked, but the 303rd Bomb Group at Melesworth inherited the "Wabash Cannonball, painted out the 91st markings and used her as an assembly ship and utility aircraft until the end of the war. Photo courtesy Australian writer Steve Birdsall.

From The Editor's Desk...

Paul C. Burnett Box 909 Auburn, Al. 36830

Harry L. Knowles, of Atlanta, former 322nd squadron electronics specialist, flew down to Auburn recently in his new Cherokee 180 for a brief visit with the editor. Harry and John T. "Tyse" Hardin, ex-322nd squadron pilot, have been flying the Cherokee together and had arranged a trip here, but hurricane "Agnes" postponed it. Harry also flew to Montgomery to visit his old boss, Col. Frank Kamykowski.

Knowles heads up Commercial Designs Company, doing space planning, custom interiors, and office furnishings. Harry and his wife are making the Anaheim reunion, then touring southern California, with a side trip to Mexico.

Col. Kamykowski and his wife will make the reunion and then fly on to Hawaii.

Tyse Hardin is a senior captain with Eastern Airlines, flying 727 jets on the Atlanta-Seattle run.

A note from Lt. Col. Willis C. Stinson regarding a change of address from Washington, D.C. to 10101 Hamlin Blvd., Largo, Florida 33540, effective June 24. Col. Stinson should find his retirement area first rate. We vacationed there for many years (Indian Rocks Beach) and it is a great spot.

Also a change of address for West Coast co-chairman Maury Herman. Maury has taken a job with Litton Industries and has been moved from California to Ocean Springs, Miss. While the Western Division will greatly miss him, the Eastern Division can rejoice in the addition of another hard worker for the association. His new address is:

Maj. Maurice J. Herman, USAF Ret.
West Gate Apartments #64
Ocean Springs, Miss. 39564

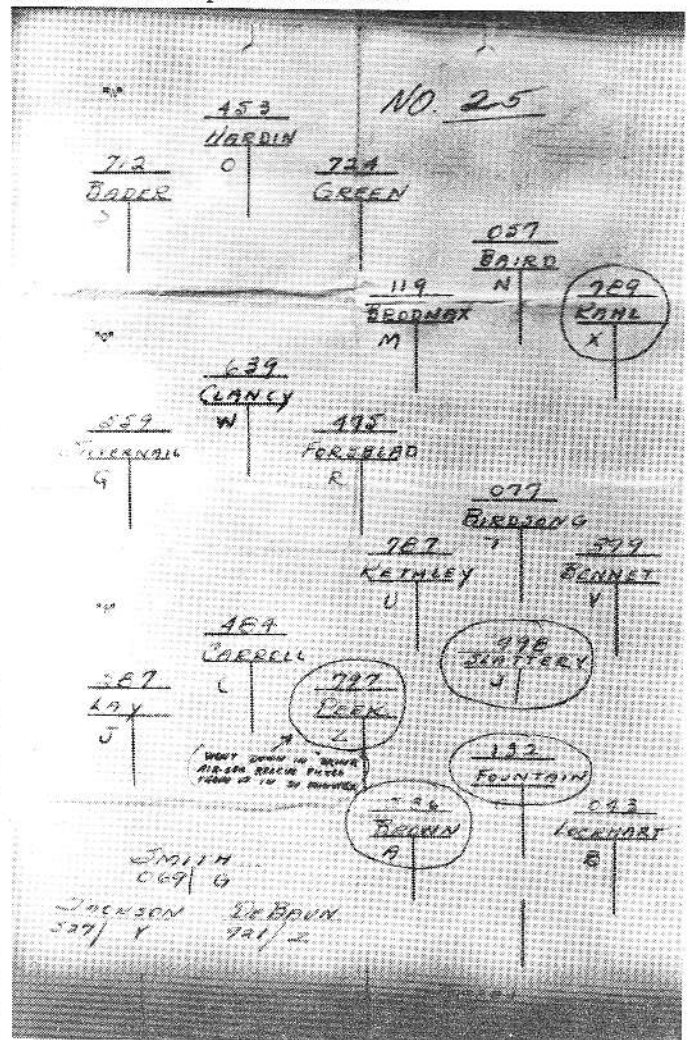
One of the 91st's very active associate members, William "Bill" Bailee, of Manhattan Beach, Calif., died of a heart attack recently. His wife Florance is Sec.-Treas. George Parks' sister. Florance has become an associate member and will attend the 1972 reunion.

A note from Australian writer Steve Birdsell, who has a book and a number of magazine articles in the works on 91st activities. He wants to hang on a while longer to photos and materials borrowed from memorial association members if no one objects. . .

Very famous director William Wyler, with a string of Oscar-winning movies to his credit, who filmed and put together the 91st's own movie, "The Memphis Belle," will be attending our reunion and also plans to become a "gold card" lifetime member.

Lt. Col. John R. "Long John" Parsons Jr. has received a commendation from the Department of the Air Force for his work as Chief, Publications Management Office, The Inspector General U.S.A.F. "Long John" has been commander of the prestigious National Defense Post #46 of The American Legion, and is a member of the vestry at All Souls Memorial Church (Episcopal) in Washington, D. C. He will be attending the Anaheim reunion.

Dr. Roman V. Maziarz, former 91st-er of Corpus Christi, Texas, has been elected vice-president of the District 12 Texas State Chiropractic Association. Maziarz was shot down on one of his combat missions and hurt his back when landing. After a considerable period of pain, his back was healed with chiropractic treatment, and he decided to become a doctor of chiropractic himself.



Mission 25 was a trip to Rouen on March 12, 1943.

M/Sgt. (Ret.) R. F. Atterbury recently underwent open heart surgery following a heart attack, but plans to attend the Anaheim reunion if at all possible. He was a member of the 401st squadron, in bomb sight maintenance.

The 91st memorial altar bowl in the chapel at the American Cemetery in Madingley, England, was filled with flowers from the group on Memorial Day. George Parks, Western Division secretary-treasurer, sent the flowers as the 91st's memorial to those who didn't return.

Lt. Col. John R. "Pinkie" Bell has retired and is now living at 1701 West Hazelwood, Phoenix, Ariz. 85015. Pinkie plans to become a life member at the Anaheim reunion.

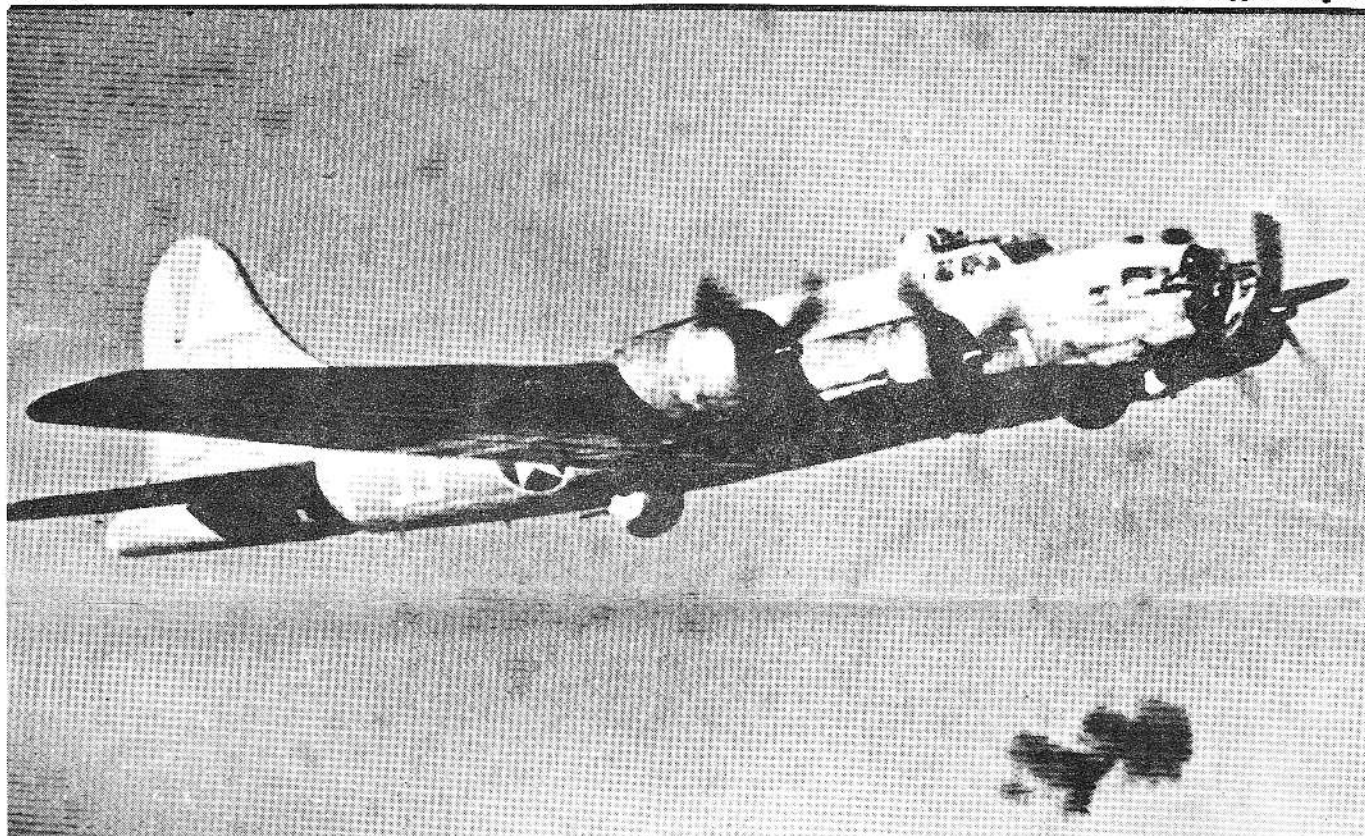
Curt Pyrah, ex-324th squadron, of Boise, Idaho, is recovering from recent hospitalization, but expects to be in shape for the July reunion. He is under the care of Dr. Paul F. Miner, also of Boise, who was former flight surgeon for the 322nd squadron.



Three buddies pose for the folks back home. Luke Curtsinger, Vincent Staino, and Thomas Figley, all still members of the 91st through the Memorial Association.



It looks mighty austere by modern standards, but the 91st PX, presided over by George Zucco provided us with an abundance of goodies and "date bait." Notice the hot Coca Cola pinups.



Cruising among the flakto cumulus is "Bomb Boogie," IL-F, 25763. Lost after 17 missions, Docis was crew chief. No, the 91st didn't paint letters backward. The engraver flipped his negative, and we had no time for another.

INCOME

Balance: January 1, 1971, Eastern Division	\$ 702.18	
Balance: January 1, 1971, Western Division	\$ 330.85	
		\$ 1,033.03
Dues - Directory - Gifts, Eastern Division	\$ 2,462.29	
Dues - Directory - Gifts, Western Division	\$ 1,863.65	
		\$ 4,325.94
		\$ 5,358.97

EXPENSES

Eastern Division Printing - Stationery - Postage	\$ 2,595.50	
Western Division Printing - Stationery - Postage	\$ 1,930.94	
		\$ 4,526.44
Retained Earnings Unappropriated:		
Eastern Division - Cash Balance	\$ 568.97	
Western Division - Cash Balance	\$ 263.56	
		\$ 832.53
Total Expenses		\$ 5,358.97

STATEMENT OF ASSETS

Bank Balance - Eastern Division	\$ 568.97
Bank Balance - Western Division	\$ 263.56
Total Assets:	\$ 832.53