



# The Ragged Irregular

91st Bomb Group (H) Memorial Association Newsletter

Vol. 12 No. 1

April, 1979

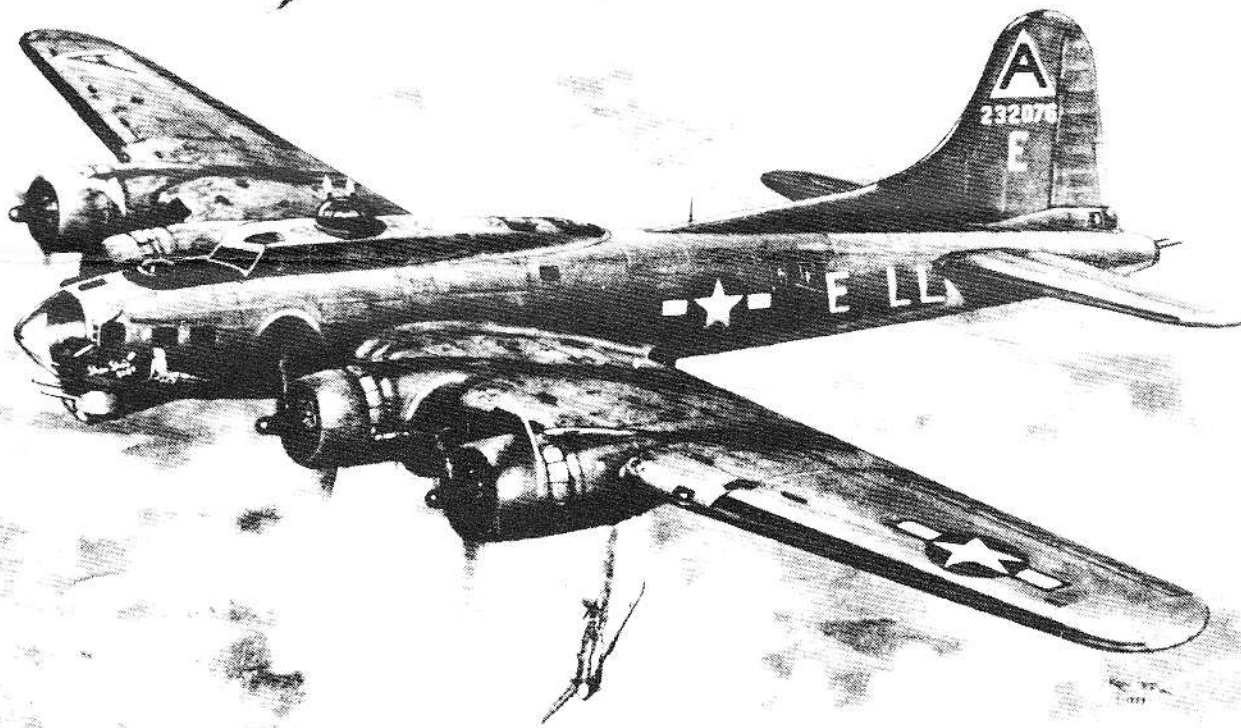
## 'Shoo Shoo Baby' Rally Round Set

An Eastern Division Rally Round to celebrate the first anniversary of Shoo Shoo Baby's restoration project will be held in conjunction with the members of the 512th Antique Aircraft Restoration Group rebuilding the old bird at Dover AFB, Del., July 14-15.

Division chairman W.W. Hill, honcho of the get-together, has put together a program that offers a unique look at today's Air Force as well as a return to the nostalgia of W.W. II. As Whitmal says, "This is a splendid opportunity to show your family and friends the inner works of a real combat-flown B-17 that once was a 91st ship. If you were an aircrew member here's a chance to recall what made the B-17 tick; if you were a ground crew member, here's a chance to reminisce over the old Wright engines, the superchargers, landing gears, props, and gun turrets. Or if you were a sheetmetal man, you might even get a chance to "shoot and buck" a few important rivets in the old girl as part of the restoration."

Dover is the second oldest state capital, and historic Philadelphia is only a short ride away. There is fun to be had on the Atlantic ocean beaches at Rehoboth and Bethany, Del., and surfing at the Indian River inlet. To the south are the beaches of Maryland such as Ocean City, and to the north are the New Jersey beaches of Wildwood, Cape May, Ocean City, and of course Atlantic City, where you can gamble yourself right down to your swim shorts, or if lady luck is with you win enough to pay for the trip.

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This charcoal drawing of Shho Shoo Baby in flight is part of the large collection of the Aviation Art Museum of St. Paul, Minn. Some of the original prints will be signed by the artist and sold, with the profits going to the aircraft's restoration.

# 'Shoo Shoo Baby' Restoration

The restoration of Shoo Shoo Baby continues on schedule, and enthusiasm for and worldwide recognition of the old 91st plane, the last combat B-17 known, builds daily. While the 512th Military Airlift Wing reserves at Dover AFB reconstruct the aircraft a simultaneous public information promotion is making persons in every corner of the nation aware of the undertaking, and encourages their participation in the project. Cash, memorabilia, parts, and assistance have come from a multitude of sources.

The French National Geographic Society, who owned the ship when it was finally retired in 1961, has recently contributed the original French journey log and aircraft log, and the Danish journey log. Several photographs of the aircraft in its French and Danish markings were also donated. A French aviation magazine ran a lengthy feature article on the aircraft in 1975, and a Danish aviation quarterly told the "Shoo Shoo Baby" story in three successive issues in 1977.

The 512th Antique Aircraft Restoration Group formed to rebuild the ship has also issued a 12-page pamphlet titled "Boeing B-17G Shoo Shoo Baby," which tells the history of the aircraft from the time it was delivered to the 401st squadron until the present, well illustrated with pictures of the craft in various phases of its career. The book also includes information about development of the B-17, the work of the 512th Group, and a page about the song that inspired the name, including the words and music. Records of the song as interpreted by the Andrews Sisters, Slla Mae Morse, and the Jan Garber band are on display at the museum the group has set up.

A shoulder patch featuring Shoo Shoo Baby in khaki on a blue background is being distributed by the 512th.



In addition to the restoration of Shoo Shoo Baby the 512th MAW has established a WW II B-17 museum of flying memorabilia. Here is a portion of the equipment, mementoes, photographs and maps on display.

**SHOO SHOO RALLY ROUND...** The program at Dover AFB starts at noon Saturday, July 14, with a briefing on the Air Force today. It will be followed by a tour of the base and thru the world's largest aircraft, the Galaxy C-5. The group will visit the jet engine build-up shop and the flight simulator. Cocktails at 6 will be followed by the banquet. On Sunday, after an 8:30 breakfast, the group will spend the morning visiting Shoo Shoo Baby and meeting with the personnel who are doing the restoration.

Arrangements have been made to stay at the Quality Inn. Special rates for the Rally Round are \$20 for a room with one bed, \$24 with two beds. Send or call reservations to Mrs. Fiddler, Quality Inn, 222 S. Dupont Highway, Dover, Del. 19901. Mention that you will be with the 91st Bomb Group.

91st Bomb Group (H) Memorial Assn., Inc.  
Financial Statement Year-end 1978

Assets and Net Worth 1/1/78		\$2,965
Receipts		
Prop Memorial	\$4,397.75 <sup>(1)</sup>	
Dues, etc. Eastern Div.	2,201.50	
Dues, etc. Western Div.	<u>4,365.69</u>	<u>10,965</u>
Gross		\$13,930
Less Expenses		
Prop Memorial	\$4,084.00	
East, Printing, postage	3,129.86	
West, Printing, postage	<u>5,682.24</u>	<u>12,896<sup>(2)</sup></u>
Assets and Net Worth 12/31/78		\$ 1,034

Notes: (1) As the escrow fund for Prop Memorial was excluded from \$2,965, the 1/1/78 escrow balance of \$2,248.75 is added to donations of \$2,149 during 1978.

(2) Normally, printing of The Ragged Irregular is largest routine expense. Aside from the Prop Memorial, 1978 expenses included a one-time cost of a directory which will exceed \$2800 to get into the hands of each dues-paying member.

Form 990, "Return of Organization Exempt from Income Tax," was filed for this Association with the IRS on 1-25-79 by Tom Gunn. Excluding the notes, the financial data portrayed above is extracted from the Form 990, copies of which are filed with both Secretary-Treasurers.

WHERE ARE THE MEMBERS?

For years about the only type of answers we've had to that question was: This many in the Eastern Division, and that many in the Western Division. As a point of interest, the number of members paying dues for 1978 (Life members do not pay annual dues) surfaced like this:

	<u>East</u>	<u>West</u>
Members	240	353
Life Members	43	38
Associate Members	8	43
Life Associate Members	<u>4</u>	<u>4</u>
	295	438

Hopefully, this issue of the R/I will be the last to report Eastern and Western Divisions. Assuming members endorse the proposed By-Laws, we will all once again be on the same team. Unit integrity is, after all, essential to esprit de corps.

Here is the state-by-state breakdown of membership of Directory names listed:

Alabama, 17; Arizona, 21; Arkansas, 8; California, 222; Colorado, 28; Connecticut, 21; Delaware, 2; District of Columbia, 6; Florida, 78; Georgia, 23; Idaho, 8; Illinois, 54; Indiana, 37; Iowa, 30; Kansas, 13; Kentucky, 12; Louisiana, 17.

Maine, 11; Maryland, 27; Massachusetts, 48; Michigan, 31; Minnesota, 42; Mississippi, 19; Missouri, 28; Montana, 2; Nebraska, 11; Nevada, 5; New Hampshire, 7; New Jersey, 47; New Mexico, 8; New York, 89; North Carolina, 22; North Dakota, 10; Ohio, 83; Oklahoma, 33.

Oregon, 20; Pennsylvania, 122; Rhode Island, 7; South Carolina 4; South Dakota 5; Tennessee, 21; Texas, 87; Utah, 6; Virginia, 21; Vermont, 2; Washington, 33; West Virginia, 8; Wisconsin, 23; Wyoming, 6.

Total national membership 1485.

Overseas membership, 30. Total membership national and overseas: 1515.

Many former 91st-ers are not yet members. Get your buddies in the GROUP!



# '44 Radio Broadcast Lauds Ground Crews

Editor's Note: While much of the public attention was directed toward the exploits of the flying crews, the value of the ground crews and the service personnel did not go unnoticed. Here is the script for a radio broadcast made from Bassingbourn on April 22, 1944. The ground crew that was featured was from the 322nd squadron.

MADDEN: The exploits of the United States Army Air Force in all its theaters of operations have been and are being told to the people of America. We are familiar with the deeds of U.S. Army airmen as they bring destruction to the enemy. A less well-known story concerns the vital work of those men who are left behind when a bombing plane takes off -- the men who keep that plane in top-notch flying and fighting condition -- the ground-crew. So it's of the ground crew that we tell you today as we transfer you to an Eighth Air Force Flying Fortress Station, somewhere in Britain:

SOUND (ON RECORD) MOTOR THROTTLES UP AND THEN DOWN UNDER FOR:

POLLOCK: Hello, everyone, from an airplane hangar of an Eighth Air Force station in Britain, we are preparing to introduce you to a Flying Fortress ground crew who have set an enviable record for superb work on their airplanes. Ships serviced by this crew of four men have just completed their 53rd mission without a single mechanical failure. This record achievement has been set by: Master Sergeant Julian Murdock of Atlanta, Georgia; Sergeant Herman Moser, Big Springs, Texas; Sergeant Robert Compton, Mexia, Texas, and Corporal Howard Sisk, South Bend, Indiana. Okay, Sergeant Murdock, as chief of this crew, first question to you. Tell me a bit of your history.

MURDOCK: Well, we're just about to celebrate our first anniversary on April 26. We were organized as a crew here in England at this field last year. We had all been over in the states in the same bomber squadron.

POLLOCK: Did you do all these missions in the same ship, Sergeant?

MURDOCK: No, sir, we've had four ships since we've been together. Our first one was "Golden Bear." She was lost over enemy territory. Then came "Paddy Gremlin," "Hell's Halo," and finally, our favorite ship, "Chowhound."

POLLOCK: Question to you, Sergeant Moser. Why is Chowhound your favorite?

MOSER: Well, we've looked after Chowhound and serviced her for 24 missions and she's still going strong. Besides, we've known her combat crew better than the crews of any of our other ships. We like to work for 'em.

POLLOCK: Have you had to repair any serious damages to Chowhound?

MOSER: Not too bad. We changed her stabilizer and elevator once -- had a few fuel tanks out -- changed ailerons. A ground crew's most important job is not repairing damages, really. It's inspecting the ship and seeing to it that everything's in shape when she flies.

POLLOCK: Question to you, Sergeant Compton. How much time do these check-ups take?

COMPTON: A daily inspection takes a couple of hours. But we have big check-ups every 25 hours, and a general overhaul every 500 hours.

POLLOCK: How many hours has Chowhound flown?

COMPTON: We've sent her out on 24 missions to date, and she's had between two and three hundred flying hours on the ledger.

POLLOCK: Coporal Sisk, how do you four men get along together?

SISK: Well, if you mean at work, then the answer is -- swell! We never argue among ourselves as to methods of working on our planes.

POLLOCK: Uh huh. But what about after working hours?

SISK: We're really great pals -- but while Julian and Herman and Bob Compton are running around, I mosey over to the Aero Red Cross Club and play hill billy music on my banjo and mandolin.

POLLOCK: A hillbilly musician, eh? Interesting hobby, corporal!

SISK: Not a hobby at all, sir. I used to be a radio hillbilly before I came in the army.

POLLOCK: That brings up a question I wanted to ask. What about pre-army occupations, Sergeant Murdock?

MURDOCK: Well, I was an assistant manager of a movie theater. Moser worked in a barbecue stand. Compton was in a five and ten cents store. And Sisk fiddled while the audience burned!

POLLOCK: You've all certainly had different occupations before the Army trained you for a new and specialized one. Did you all train together, Sergeant Moser?

MOSER: Yes, sir. All of us except Howard Sisk here trained at Keesler Field, Mississippi. But we've learned a lot since then by just plain practical experience.

POLLOCK: Sergeant Compton, since your work's primarily on the ground, do you get much chance to fly?

Compton: Well, we do fly occasionally on practice flights with the combat crews we work with -- for checking purposes, to see how the ship functions in the air.

POLLOCK: What's this about Moser leaving your crew, Sergeant Murdock?

MURDOCK: That's right, sir. Herman's just left us to take over as crew chief of his own outfit. We're a three-man team now, but we plan on keeping up our record just the same. We've still got our ship, "Chowhound," and we've still got our pilot and his crew. They're tops with us.

POLLOCK: I think you're tops with them, too, Sergeant. According to your pilot, 1st Lt. Jerreld Newquist of Portland, Oregon. Right, Lt.?

NEWQUIST: That's exactly right. You know, I've flown 18 missions with my regular crew in Chowhound, and it's a mighty comfortable feeling to know that Sergeant Murdock and his men have okayed our ship beforehand.

POLLOCK: Have you had any close calls in Chowhound, Lieutenant?

NEWQUIST: Well, on the Oschersleben raid we had two engines out as the result of enemy action. But we made it back to this field -- and our ground crew had the plane flying again in just a few days.

POLLOCK: How closely do you work with your ground crew?

NEWQUIST: I come down here to the hangar and talk with Murdock pretty often. My crew tells him about any little faults that may have shown up in flight, and we know that those faults will be straightened out for the next trip.

POLLOCK: That must give you extra confidence for every mission.

NEWQUIST: I'll say it does. There's nobody who depends more on his ground crew than the pilot of the ship. And when he knows he's got a cracker-jack bunch behind him, then he's got only one thing to worry about -- carrying out his mission -- and doing it well. We've got that sort of ground crew working for us -- and believe me, we like it!

POLLOCK: Thanks to you, Lt. Jerreld Newquist for this word about Murdock's men, the Ground Crew who've serviced your ship, Chowhound for 24 successful missions, and who, as a team, have compiled 53 missions without a mechanical failure. And our hat's off to you, Sergeant Murdock and your crew, and to the thousands of other crews who work on the ground to keep their planes in the air. And now, back to Rainbow Corner in London.



Oh, the fliers get the glory,  
and they draw the flying pay,  
they swagger all around the field,  
and have a lot to say.  
But I'll tell you all a secret,  
and I'll certify it's true;  
A flier isn't worth a damn  
without a good ground crew!

The crew interviewed were, l to r: Cpl. Howard Sisk, M/Sgt. Julian Murdock, Sgt. Herman Moser, Sgt. Robert Compton.

## From The Editor's Desk...

Paul C. Burnett Box 909 Auburn, Al. 36830



One of the most active and popular members of the 91st, Joseph S. Gagliano, who hosted two outstanding national reunions for the group, died of a heart attack January 16. He was 57.

Joe was host at the first national get together in Memphis in 1967, and he and Frank Donofrio directed the 1978 reunion in that city. The hundreds who attended the events fully appreciated his hard work, careful planning, and constant cheerfulness.

Joe joined the 91st in November, 1943, and flew 30 missions as a bombardier with the 322nd sqdn. before he left the group in June 1944. Most of his missions were on Paul Jessop's crew. His first bombing mission was flown in the famous "Wee Willie," though he flew in "Sleepytime Gal" and others. He received the DFC, the Air Medal with 5 clusters, and the Presidential Unit Citation. He flew 5 missions to Berlin, and missions to Wilhelmshaven, Brunswick, Augsburg, Cologne, and Metz.

At the time of his death Joe was police chief of Germantown, a Memphis suburb. He had retired as Chief of Detectives from the Memphis Police Department with 31 years of service.

He leaves his wife, Mrs. Mary Catherine Gagliano, three daughters, Catherine Marie, Mary Jo, and Gina Ann, and a son, Joseph S.

We have a letter from Joseph J. Pearce Jr., of Milford, Del., outlining a project that 91st-ers may be interested in supporting:

"As a former B-17 combat pilot and now postmaster of Milford, Del., I have proposed to the U.S. Postal Service that a commemorative stamp or postal card be issued featuring the B-17 Flying Fortress. This would be timed to tie-in with the restoration of the last-known combat B-17, "Shoo Shoo Baby," at Dover Air Force Base by the 512th Military Airlift Wing.

"The following have endorsed the proposal so far: Del. Governor du Pont, Senator Roth, Congressman Evans, the Dover postmaster and other postal officials. Sen. Barry Goldwater has responded favorably, and the 512th MAW has written to the Postal Service endorsing the project.

"If you would like to see the Fortress so commemorated please write to :

U.S. Postal Service  
Citizens Stamp Advisory Committee  
Administration Group  
Washington, D.C. 20260

Not many 91st-ers are still on active duty (do you realize it was deactivated 34 years ago!) but CMSgt. Bob "Mo" Modell, ex-323rd sqdn., is still going strong. He is currently Maintenance Superintendent in the 2nd Field Maintenance Sqdn. of the 2nd Bomb Wing at Barksdale AFB, Louisiana. Come July of '81 he will retire with 38 years service. Bob and his wife have bought a home at 2015 Solar Lane, Bossier City, La. 71112.

Bob says "It's been great--all of it--from the old Lockheed Hudsons to the B-1 development program!"

Two former 323rd sqdn. members, Gordon Leach of Arcata, Ca., and Gunder Berg of Valley City, N.D., who last met in September, 1945 at Drew Field, Fla., staged a mini-reunion in Mesa, Ariz. in January. The two had served together during the entire ETO campaign of the 91st.

Gunder also passed along the word that two other ex-323rd members plan a similar get-together in May. Stuart Latsha of Connecticut will visit Lee Clem in Leedey, Okla.



President Emeritus Gen. Wray wishes to thank the many 91st-ers who have sent cards and letters during his illness. The use of his right arm is still restricted and he cannot personally write each a reply, but he wants everyone to know that they are deeply appreciated and a big lift. He is making progress slowly but steadily.

Eastern Division Chairman W.W. Hill has arranged for a large American flag that has been flown over the Capitol Building to be sent to Bassingbourn to be flown on appropriate holidays over the 91st B.G. Prop Memorial there. The Depot Commander had suggested that a flag was needed for such occasions and "Whit" carried the ball from there.

Paul G. McDuffee, the first pilot to whom Shoo Shoo Baby was assigned and who flew 23 missions in the aircraft, spent the last weekend in January checking the restoration underway at Dover AFB. McDuffee had been on hand in Washington several years ago when the ship was first brought back from France to the Air Force Museum and he had to check to see that they were treating the old gal right in the restoration.

The 512th Military Airlift Wing gave Paul the "red carpet treatment" on his visit to the base. When his inspection tour was finished the 512th presented him with the original set of "mag switches" mounted with an inscription on a polished wood stand.

The Sunday News Journal of Wilmington, Del., carried a long, well-illustrated feature article about the visit.

Newest Eastern Division Life Member is Oscar Mouton, #8 8th St., Box 503, Shalimar, Fla. 32579, who started the New Year off right with his gold card donation in January.

A new British associate member, Ian Hawkins, has asked 91st-ers to help him with information on the 10 October '43 mission to Munster, Germany. He would appreciate answers on individual aircraft names, names and addresses of crews

taking part, including ground crews; weather, time of briefing, time of take-off, time of landing, brief description of the raid as seen by crews, any humorous anecdotes as well as tragic memories during the stay at Bassingbourn.

Send to: I.L. Hawkins  
29 Birch Avenue  
Bacton  
Stowmarket  
Suffolk IP14 4NT England

In the January R/I we reported that a California State Rally Round was set for April 28-29-30. Sec.-Treas. George Parks says he was looking at a 1978 calendar when he sent those dates-- the correct dates are April 27-28-29.

Guest speaker will be Lt. Col. Daniel McGovern (Ret) who was a member of the 8th Combat Camera Unit that produced such films as "Memphis Belle," "Target for Today," and "Target Germany."

Life Member Jim Hensley has sent along the news that former 322nd sqdn. member Jay Beauchamp passed away in February. Beauchamp was one of the original members of the 91st, joining the group at Walla Walla. He was bombardier for John Hardin's crew in Mizpah.

We have learned that Walter Hughes, of Georgetown, Ohio, passed away March 4 at age 68. George was a ground crew member whose first assignment was with the crew of Eagle's Wrath.

Life Member Ben Lyon, famous Hollywood star of the 1930s, collapsed and died aboard the Queen Elizabeth II in March. Lyon became a star in Howard Hughes' movie "Hell's Angels." During WWII he and his wife Bebe Daniels produced radio programs for the services. Both he and Bebe were frequent visitors to the 91st at Bassingbourn. In recent years he has lived in California.

Former 91ster CMS James X. McIlwain (Ret) died on December 3, 1978 at Greenbrush, Mich. Mrs. Sylvia McIlwain resides at Box 214, 2410 State St., Greenbrush, Mich. 48738.