

The Ragged Irregular



322nd SQDN



323rd SQDN



AND SUPPORTING UNITS



324th SQDN



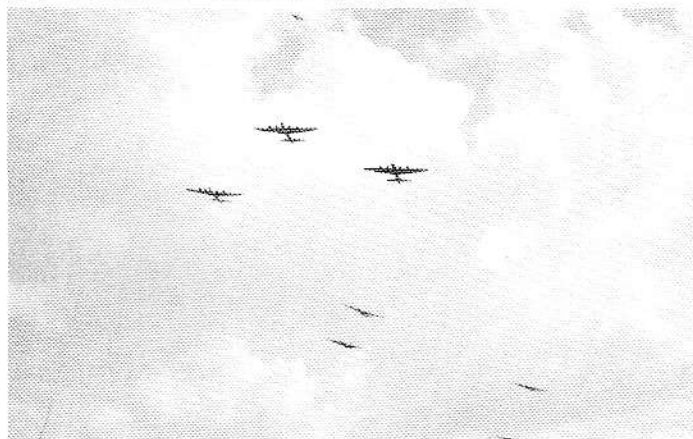
401st SQDN

Vol. 20, No. 2

91st Bombardment Group (H) Newsletter

July 1987

MEMPHIS BELL BOMBED BY SEVEN SIBLING B-17s



The largest formation of B-17s since the war approach the Memphis Belle Pavilion with "rose petal" bomb loads on May 17, 1987. Seven restored Forts participated.

SEVEN OF THE 324th Bomb Squadron's Memphis Bell's B-17 siblings bombed her and the 9000 people attending the dedication ceremonies of the Memphis Bell Pavilion at Mud Island, Memphis, Tennessee on May 17th, 1987, with "rose petals".

Said Jimmy Ogle, Mud Island General Manager, "It's hard to believe

the pilots were that precise after 40 years. They were right on target. One of the flowers hit me right in the lap."

Though the bomb load was said to closely resemble "bits and pieces of last week's floral rejects," by the Memphis newspaper, THE COMMERCIAL APPEAL, there were fresh flowers too. One fresh flower deeply touched a former 91st Bomb Group Crew Chief who wrote of the event to Colonel Immanuel J. Klette, a guest speaker at the Pavilion Dedication.

"I don't know when I have been on such an

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Washington, D.C. Rallyround Set for October 9-12, 1987

A Washington DC Rally-Round is scheduled for the Columbus Holiday weekend of 9 thru 12 October 1987. The main purpose is a wreath laying ceremony at the Tomb of the Unknowns, Arlington National Cemetery, and installation of a 91st BGMA plaque in the Memorial Display Room, located directly behind the Tomb of the Unknowns, on Sunday, October 11, 1987. The wreath laying ceremony will begin sharply at 3:05 p.m., followed by the plaque installation. The plaque, containing the 91st BG logo, identifies all the organizations with the Group from September 42 to July 45, and is dedicated in the memory of Unknown American Heroes. It will be on permanent display in the Trophy Room along with those of other organizations.

Hotel reservations may be made by writing the Sheraton National Hotel, Columbia Pike and Washington Blvd., Arlington, VA 22204.

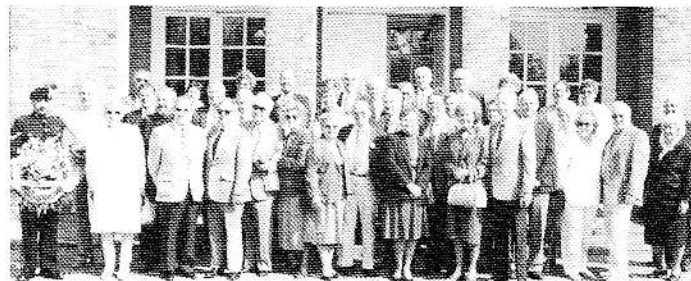
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Bassingbourn Tour Total Topped Three Past Returns

THE NUMBER OF PARTICIPANTS (58) IN THE May 1987 "Return to Bassingbourn Tour," unexpectedly topped the turnouts of 1963 (14), 1978 (55), and 1983 (45). The packaged tour consisted of former 91sters, family members and friends who were joined by other 91sters and their wives and friends who traveled separately. There were various activities, ranging from the formal to the spontaneous which spiced up the trip for all.

The tour included visiting Duxford Airdrome Museum where the film "The Battle of Britain" was produced; a visit to Bassingbourn Barracks; a tour of the Town of Royston and

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The "Back to Bassingbourn" tour group before the front entrance of the Bassingbourn Officers' Club No. 1.

BELLE BOMBED



VIPs at the Memphis Belle Pavilion dedication were (L-R, foreground): Joe Giambrone, original Crew Chief; Fund Raiser Frank Donofrio, and guest speaker Col. Immanuel J. Klette.

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emotional trip. I was sitting there listening to your speech, and then seeing the planes (the B-17s) in formation flying over brought back so many memories. And when they dropped the flowers I wasn't very lucky in catching a fresh one. I had picked a couple of dried-out ones and was just sitting there thinking when a young man came out of the crowd and said he had caught a fresh flower and was looking for a veteran to give it to. Well, it was too much. It really got next to me."

The seven B-17s participating in the ceremonies were said to comprise the largest such formation since World War II. It and the throng celebrating the dedication of Belle's permanent home and restoration was a fitting tribute to "World War II's most famous airplane."

Before she captured the public's admiration, the Memphis Belle was the pride of the 91st Bomb Group, as the following imperfect copy of a faded 15 May 1943 press release by the 91st Bomb Group attested after the Belle became the first B-17 in the European Theater of Operations to complete 25 missions:

"The Memphis Belle is an example of a Flying Fortress which is paying for itself many times over. This one ship already has dropped more than 60 tons of high explosives on dock installations at Brest, the submarine base at St. Nazaire, locomotive repair shops at Lille, the aircraft 'pool' at Romilly, the ... railroad center, the fighter airdrome at Abbeville, the naval base at Wilhelmshaven, industrial plants at Antwerp, U-boat construction yards at Vegesack and the Focke Wolf factory at Bremen. In addition the Memphis Belle is credited with having destroyed at least six Nazi fighters."

At the time the Memphis Belle was completing her missions, air casualties were a staggering 82%. She was not alone in her battle for freedom. She was indeed part of

pilot Robert K. Morgan's crew, all of whom completed their tours unharmed.

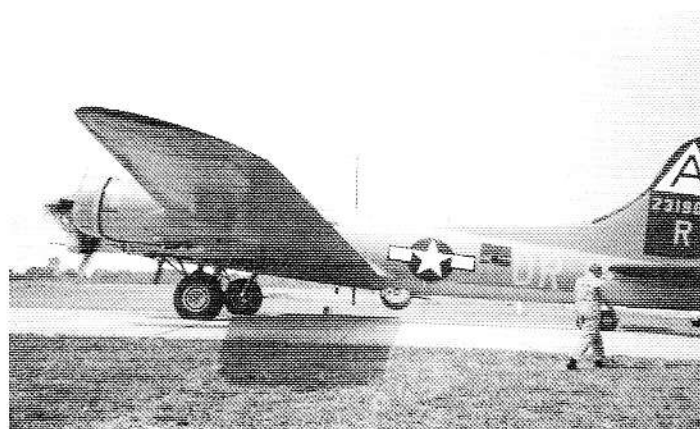
Colonel Morgan, Pilot, and the following members of his original flight and ground crew met again and participated in the Mud Island ceremonies: Co-Pilot - Captain James A. Verinis; Navigator - Captain James B. Leighton; Flight Engineer - T/Sgt Harold P. Loch; Radio Operator - T/Sgt Robert J. Hanson; Waist Gunners - S/Sgts Casimer A. Nastal and Clarence E. Winchelle; Tail Gunner - John B. Quinn; and Crew Chief - M/Sgt Joseph M. Giambrone, who "Kept them Flying." Missing were two of the crew, now deceased, Bombardier - Captain Vince Evans; and Ball Turret Gunner - S/Sgt Cecil Scott.

Among the many dignitaries attending the dedication ceremonies was non-other than Margaret Polk, "THE Memphis Belle," after whom Morgan named his B-17.

Colonel Klette, one of the guest speakers, called the Memphis Belle Pavilion "a tribute to many people." He cited Frank Donofrio whose "persistence and dedication to preserving the Belle... lasted almost one-third of his (Donofrio's) lifetime." He cited those others who worked to restore and move her to the present location; the organizers of that effort; the fund raisers, and contributors; the Boeing Aircraft Company personnel who conceived, designed and built the Flying Fortress, "the 'Queen of all aircraft';" the Women Auxiliary Service pilots who ferried the B-17s and other aircraft to the war zones; the Belle's and all other air and ground crews and support personnel who were an integral part of the Mighty Eighth Air Force.

Most importantly, Col Klette noted that the Pavilion was being dedicated to those who served in World War II, and the 292,000 Americans who lost their lives while serving their country. While doing so, he recalled that a member of his own crew, Tail Gunner Sergeant Daley of Philadelphia, Pa., was killed on what was to be his tour concluding 25th mission. (Note: Colonel Klette, was the pilot on more combat missions (91) than any

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The replica of another famous 91st BG Fort, "909," prepares to participate in the seven B-17 formation which honored the Memphis Belle on May 17, 1987. Over nine thousand people attended.

BELLE BOMBED

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other bomber pilot during World War II).

Colonel Klette concluded by saying "And most reverently, we dedicate the Memphis Belle Pavilion to our future generations whose freedom was made possible by the brave men of the Mighty Eighth Air Force. God bless you one and all."

Among the many other dignitaries who addressed those attending the dedication was General Ramsay Potts, USAF (Retired), a former Memphis, Tennessee resident. Referring to the Pavilion, he said "It will remind the younger generation of what was a glorious period in our military history, the war over Europe."

There were at least 52 members of the 91st BGMA in attendance, which was swelled by the presence of many wives, and family members. There may have been other members of the 91st BGMA present at the Rally-Round, which included a special 91st Bomb Group Association dinner at the famous Peabody Hotel. The following 91st BGMA members were recorded as attending:

322nd Bomb Sq. - James Black, Charles Hackstock (Assn Treasurer), Lyde Holder, John Kurylo, and Jack Paxson.

323rd Bomb Sq. - Sam Cipolla, Emil DeQuardo, Joe Franke, Marion Hoffman, Henry Lilley, Richard Murphy, Phillip Taylor, and M. Williams.

324th Bomb Sq. - Joseph Camelleri (Holder of the winning ticket for the print of the "Memphis Belle on a Mission to Sueur France"), J. Cator, Regis Carney, Everett Dodd, Dean Giambrone, Joseph Giambrone, Robert Hanson, Merle Hathorn, Immanuel Klette, W. Leasure, Charles Leighton, Jack Levine, Harold Loch, Andrew Manazarro, Russell Mattson, Fred Mellon, Robert Morgan, Casimer Nastal, Marvin Nichols, Lee Nichols, Earl Pate, Uoy Van Dyke, James Verinis, and Clarence Winchell.

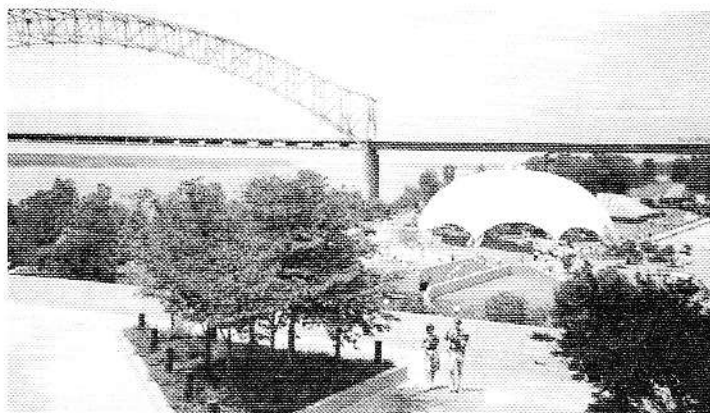
401st Bomb Sq. - James Bacon, Paul Chryst (Assn President), Hillary Evers (Assn 1st VP and Historian), Elon Gaston, Harry McEmill, John Irak, Horace Knight, Paul McDuffee, Bill McDuffee, John Parsons, and Ernest Pry.

441st Sub Depot - James Bedwell, Whitmal Hill (Assn Secretary), and Harold Mannon.

The 91st BGMA thanks everyone associated with and who contributed to the restoration of the Memphis Belle and the erection of the Mud Island Memphis Belle Pavilion.



A time to remember! In this wartime photo then-Captain Robert K. Morgan, pilot of the Memphis Belle, received a surprise visit from Margaret Polk, after whom his plane was named.



The Mud Island facilities at Memphis, Tenn. The white dome in rear is the Memphis Belle Pavilion, home of the first B-17 to complete 25 missions in the ETO.



Left Photo: Members of the original Memphis Belle crew and Margaret Polk, after whom their plane was named, pose before the plane during Pavilion dedication activity. Readily identifiable are Polk and Col. Robert K. Morgan, to her right. Center Photo: Col.

Paul McDuffee attended the Pavilion dedication to honor old Bassingbourn friends - "Belle" and her crew. His son, Bill (behind), accompanied him. Right Photo: A small portion of the 52 members of the 91st BGMA who attended the Pavilion ceremonies.

BASSINGBOURN TOUR

Continued from Page 1

the city of Cambridge; a respectful visit to The American Military Cemetery, Coton, Cambridgeshire; a tour and banquet at Wimpole Hall, Arrington; a visit to the USAF at RAF Station Alconbury; and concluded with a private showing and banquet in the Grand Hall of Madam Tusaud's Wax Museum where members were surrounded by waxen "portraits" of Royal Family, Margaret Thatcher and other

At the Basingbourn Barracks Commander Lt. Colonel and Mrs Michael Goldschmidt personally greeted every member of the 91st BGMA when they arrived at the base.

At the Prop Memorial service over 100 chairs were required to accommodate the Sisters, the Barracks military personnel and local neighbors in attendance. Padre D Pearson-Miles and USAF Chaplain Peter W. Brooke, LTC. USAF, led the Introduction and Dedication Prayers for the newly installed Memory Bench, made possible by donations, honoring the late B/Gen. Wray, and Bob DeGeorge (323rd). Chaplain Brooke read a moving war-time prayer, written by then Lt. Paul Chryst, Bombardier, on the back of a navigator flight log sheet while enroute to

Merseburg, Germany on Nov. 2, 1944.

Former POW Harold Ray Harding (401) was selected to lay the floral wreath at the foot of the Prop Memorial honoring all Sisters.

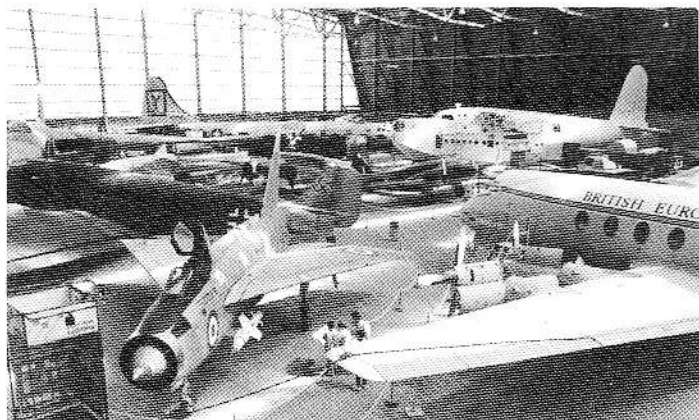
The refurbishing of the Prop Memorial and the installation of the Memory Bench, which was most impressive, were completed through the efforts of the Friends of the 91st Bomb Group. That organization's newly established Maintenance Fund is solvent and able to receive tax deductible donations to the 91st BGMA to insure its continued growth. Contributions should be sent to Trea. Hackstock and designated for the Friends of the 91st Bomb Group.

The Prop Memorial program was arranged by David Crow and the Queens Division Major S. M. Douse, and Captains D. Whyte and J.D. Hayman.

Following the Memorial service, a sumptuous, semi-formal lunch was held at the Basingbourn Officers Club. The host and Base Commander Col Goldschmidt quipped during the meal that "We'd like you all to know that my Staff and I do not eat like this everyday."

Nostalgic walks around the Base followed the luncheon. Several members entered and toured old Barracks they once shared together

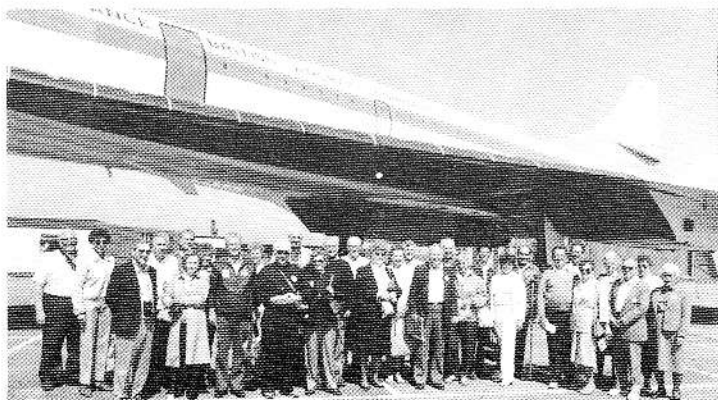
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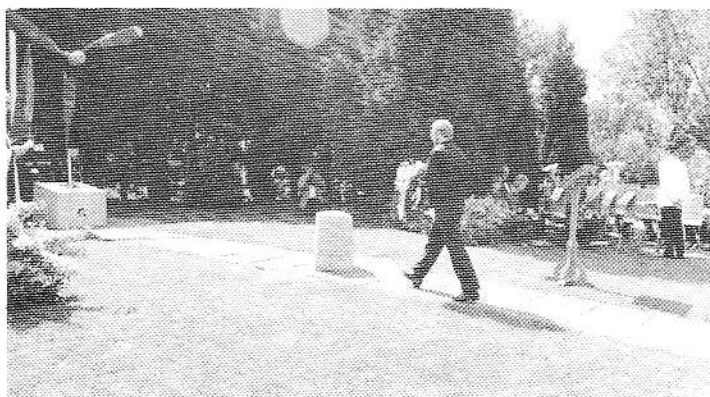
A view of the spacious facilities at the Duxford Air Museum. The museum shelters aircraft from World War I to modern aircraft. Identifiable in the back is a USAF B-29.



"Mary Alice," a B-17 of unknown origin enshrined at Duxford, looms behind 91st BGMA members Bill Zauner, Armand Sinibaldi, Dave Ketteema, Manny Hadley and Glen Cooper.



A group photo of the "Back to Basingbourn" tour participants before the original mock-up used for the Concorde reproductions. The Mock-up is at the Duxford Air Museum.



"Why me?" Harold Ray Harding (POW-401st) reportedly asked when selected to place the wreath at the Basingbourn Prop memorial during the ceremonies honoring all Sisters.

BASSINGBOURN TOUR

Continued from Page 4

with others during the war years. Others who strolled the flight line were uniquely rewarded. Private aircraft, (micro planes, Tiger Moths and others) had flown in on the shortened runways to surprise the "Yanks" and even took some of the Sisters on short flights around the old traffic patterns.

Saturday night the local British Legion and its Auxiliary arranged for a Glen Miller Tribute Dance in the Bassingbourn Village College Hall. The "Miller" affair lasted until the wee hours.

Sunday a trip to the American Military Cemetery at Coton reminded all of the purpose of the Bassingbourn Return. Thirty six brave members of the 91st are buried there, and inscribed upon the "Wall of the Missing" are one hundred and eleven names of Sisters. Small American Flags, before the snow-white crosses, adorn the graves of our fallen comrades.

Bill Zauner (323rd) and William Skoglund (381BG) placed a Memorial Wreath at the base of the seventy-two foot cemetery flag pole.

The Wimpole Hall tour revealed that more than 900 ancient Dutch Elm trees that lined the Avenue of Trees and helped hide the B-17's of the 323rd Bomb Squadron parked there had to be destroyed because of the Dutch Elm disease blight. Today the National Trust is in the process of replanting 1000 lime (species *tila dordats*) trees. The Wimpole Hall log book reveals the names of many Sisters who donated funds for plantings in honor of their crews. The Wimpole Hall Administrator Graham Damant and his staff were excellent hosts who provided the group with another elaborate dinner in the historical Hall.

On the previous Friday, the group started their Bassingbourn weekend by meeting in Melbourn and enjoying a buffet luncheon at the new SHEEN MILL LAKE Pub. At Royston they were greeted at the Town Hall by his honor Mayor Jeffrey Davis, Council Members, The Royston Women Volunteers, and many old time

Royston and vicinity friends.

Another impressive activity was the visit with the USAF at RAF Station Alconbury, former home of the 92nd Bomb Group. There are very few reminders left to be seen of its WW II history. The young Airmen serving there were reminders of yesterday. However, a brief look at one of the latest USAF fighter aircraft made all realize the vast changes in flying machines that have occurred since the war days of 1942-45.

The private showing and banquet in the Grand Hall of Madame Tussaud's Wax Museum concluded the trip. Guests posed for photographs before waxen "portraits" of favorite historical and contemporary notables. Lt. Col. Peter Worthy, now Museum Manager, and a Friend of the 91st, was the host. And, as the members of the trip took their leave, the camaraderie they had again shared with old friends made parting difficult.

The members of the guided tour were: Gerald and Noreen Burkhardt, Paul and Nancy Chryst, Lyle and Alice Cook, Glenn Cooper, Neil and Jan Daniels, Howard and Catherine Donahue, Wayne and Vonda Frye, Robert and Mrs. Gerald, Manuel and Adele Hadley, Golda Hadley, Harold Ray Harding, David and Norma Mattema, Paul Kennedy, Wilbur and Lorena Nicoll, Robert and Lucille Nowlin, Seymour Simpson, Bill Skoglund, Bertha Smith, Herman and Hilda Steiner, Ruth Webster, and William and Katherine Zauner.

Those who traveled independently and joined the tour were: Roger and Gloria Armstrong, George and Alyce Birdsong, David and Valerie Crow, Charles and Frances Falkenmayer, Vincent and Margaret Hemmings, Whitmal and Jaquelyn Hill and W.W.'s niece Karen Dixon of Arrington, John and Mrs. Houston, Gerald and Sara Ludwig, Otto and Gladys Meikus, Armand and Norma Sinibaldo, John and Rose Stipe, and Leslie and Gloria Walshaw.

NEWEST LIFE MEMBERS

John S. Karlac, LTC USAF (Ret), Pittsfield MA.

William C. Leasure, Homer City, Pa.
Congratulations & Thanks!



Left Photo: Bill Skoglund, 381st BG veteran (left) and Bill Zauner, 91st BGMA, place the memorial wreath at the American Military Cemetery at Coton. Center Photo: Nancy Chryst (left) shares a quiet moment with Councillor and former Royston Mayor Pat

Rule and David Crowe. The two English Friends of the 91 are working to preserve Royston's 91st Priory Gardens Memorial. Right Photo: Jacquelyn Hill (right) poses with a wax portrait of a tired tourist at Madame Tussaud's Wax Museum.

WASHINGTON, D.C. RALLY

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Telephone: 703 521-1900. Please indicate you are with the 91st BGMA when making your reservations. The hotel is convenient to the Arlington National Cemetery, the Ft Myer Officers Club, and other points of interest.

As there are many things to do and see in the area, and so that every one can visit their own points of interest, Association activities have been limited.

On Saturday 10 October 1987 present plans are to visit the Smithsonian Paul E. Garber Facility that restores aircraft. Come see the remains of the B-29 ENOLA GAY, and other famous aircraft that are being restored.

On Sunday a Brunch is scheduled at the Ft Myer Officers club prior to the ceremony at the Arlington National Cemetery, Tomb of the Unknown Soldiers.

Literature pertaining to the historical and cultural attractions in the Wash. DC area is readily available to tourists. It is strongly recommended for those who wish to tour the White House that they contact the office of their Senator or Congressman, who will provide appropriately dated admittance tickets.

In addition to the daytime historical tours, theaters abound to fill the evening hours. Those interested may call the following for performance information regarding Oct. 9 thru the end of their stay: 1) The Kennedy Center - 202 254-3600 (The Eisenhower Theatre, The Concert Hall, The Opera House, and Terrace Theatre); 2) The National Theatre - 202 268-3393; The Ford Theatre (where Lincoln was shot) - 202

347-4833; 3) The Arena Stage 202 488-3300 (The Arena Theatre, The Kreegar Theatre, and The Vat Room); and 4) The National Theatre - 202 268-3393.

91BGMA Sec. Whitmal W. Hill, who sparked this Rally-Round, plans a hospitality room if the number attending warrant one. Registration at the Sheraton National Hotel, he also points out, will make it easy for attending members to meet one another and plan activities together. By completing the supplied form and mailing it to him, participants will assist his necessary Brunch accounting and Hospitality Room plans. Attendance tearoff forms should be received by Sec. Hill no later than Oct. 1, 1987.

91ST'S "909" AT N.Y. AIRSHOW'S "GREAT PUMPKIN" BOMBING

The National Warplane Museum of Geneseo, N.Y. Airshow and Fly-In is set for Sept. 18-20, 1987. Over 60 WWII aircraft, including three B-17s, will participate in flying activities which include a "Great Pumpkin" bombing. Airfield camping, reasonably priced quality food and the nearby museum will be available. For information call: 716 243-9887.

PRESERVE OUR PROUD PAST



91st BGMA 1st UP and Historian Bud Evers shares the left two of the above wartime photos with information he readily recalls. Historian Evers notes that photographs are a way of recording history and he encourages other members to contribute major and minor memories before they fade.

In the extreme left November 1943 photo taken in "Evers/Roberts Room," of the 401st Pilot's House: are Charles R. Phillips and John D. Davis. In the back is Robert S. Roberts.

According to Evers, Phillips, now in poor health, was a Captain when shot down on a Berlin raid and became a POW on March 22, 1944. He retired as a Lt. Colonel. Davis completed his combat tour as a Major and 401st Squadron Commander. Davis named two

planes assigned to him "Buckeye Boomerang" and "Buckeye Boomerang II." Roberts became a Group Lead Pilot and finished his tour as a Captain in April 1944 with Colonel Putnam. He died in 1986.

The center photo depicts Sergeant Woodrow Cruise who served as Bartender at the Bassingbourn # 2 Officers club from 1943 to 1945. Sometimes called "Santa Cruise," Evers recalls that Cruise had a pet cat named "Fluffy" whose demise Cruise noted with a memorial display behind the club bar for quite some time.

The third photo depicts Flight Jacket artwork proudly worn by members of the 323rd famous "909."

Anyone else willing to share some Bassingbourn snaps?

POTPOURRI

ENGLAND

• "THE MIGHTY EIGHTH'S" AUTHOR, Roger A Freeman, responded to Major General Stanley I Wray's obituary in the Nov., 1986 R/I with a lengthy letter. His letter began: "Your choice of photograph to honour the passing of General Wray in the Ragged Irregular was a surprise and an emotional humbling experience for me. The Rigid Digit tie-pin he also gave me on that occasion is a cherished possession and regularly worn."

HOLLAND

• LIEUT. LEE A. LEWIS AND JOHN WHITNEY were members of the 401st crew which was shot down on February 4, 1944, according to information supplied by one of their rescuers.

Th. Van Der Aalst, one of two young Dutch boys who defied the Nazi death penalty for assisting Allied airmen, has written in an effort to contact Lewis and Whitney who Aalst and his friend provided with food, clothes, shelter and underground contacts.

Aalst recalls the flyers were hidden in a hut, transferred to a nunnery and finally handed over to the Belgian "White Brigade." He would like to know if their escape was completely successful.

Lewis' SN was O-6885377, and a Lee A. Lewis once resided at 1336 E 13th St., Tulsa, Ok.

Anyone having information regarding Lewis or Whitney is requested to write: Th. Van Der Aalst, Ganzestraat 17, 5527 CA Hapert, Holland or 91st BGMA Historian Bud Evers.

• TSGT ENGINEER JAMES H. PARRIS SURVIVED the crash of the 323rd's B-17F 42-29916 "in the Polderland of Berkel-Zoetermeer, a village near Rotterdam," on July 30, 1943 at 09.56 hours. Hopefully he may be able to help a Dutch researcher "on crashed planes during World War II" and add to 91st BGMA history.

Efforts of the researcher, L. J. M. Bolleboom, have determined Parris' plane was returning from a raid on Kessel and two of his crewmates, Tail Gunner Frederick J. Maynard, and Waist Gunner Earl E. West were killed.

Since Parris is the only member of the downed crew listed in the 91st BGMA Directory, his name and address is being forwarded to Bolleboom. Just in case others can help Bolleboom's efforts: (he is interested in photos of the "bombardments at Kassel," photos of Parris' plane and crew, and the addresses of any of the surviving crew members). He offers payment for photos.

Parris' crew consisted of Robert M. Miles, pilot; Harold I. Holden, co-pilot; Robert L. Bru, navigator; Erwin Feld, bombardier; Stanley Chmielewski, assistant engineer; Frank Phaneuf, radio operator; Chester P. Lawless, assistant radio operator; and the previously mentioned Maynard and West.

Anyone having information regarding any of those listed please write: L. J. M. Bolleboom, Opaal 4, 2651 SN Berkel Z-H, Nederland, or 91st BGMA Historian Bud Evers.

folded Wings

• NEWBERRY, JOSEPH B., 401st, POW; Fargo, ND; Dec., 1986. Navigator on Bill Wheeler's crew which was downed during "the Schweinfurt raid." Reported by Harold R. Debolt, who was the crew's original co-pilot.

• THORNLEY, HOWARD R - 322nd Sqd., POW, 974 17th Ave. SE., Minneapolis, MN 55414; March 30, 1987. Survivors include his wife, Phyllis and sons David and Stew, all of Minneapolis.

"His plane was shot down December 22, 1943 when returning from Osnabruck, Germany. Thornley parachuted into Ijmuiden, Holland according to an account he wrote several years ago which was used by the MINNEAPOLIS STAR and TRIBUNE on April 8, 1987.

He spent most of his imprisonment at Stalag 17 in Krems, Austria. "No one escaped from Stalag 17," he wrote. "I helped on a tunnel but it was discovered when we got near the outer fence.

"Each day, we were given a small slab of bread or a piece of hardtack which was full of small black insects. Often, we had barley soup for breakfast. Our other meal was almost always a very thin watery soup which was full of white cabbage bugs.

"We learned to never look at what we were eating. Meat was always horsemeat...we took turns on this, receiving one horsemeat patty about every four months."

Thornley, on vacation with his wife, died of a heart attack in Yugoslavia.

VA POW MEDAL SOURCE

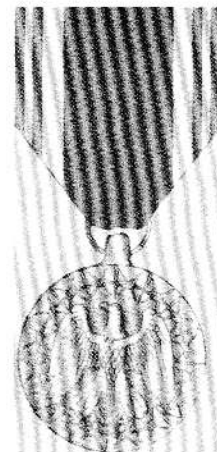
Recipients of the new Prisoner Of War Medal, announced in 1985, will be receiving complete instructions from the Veterans Administration later this year, 91st BGMA Treas. Hackstock reports.

Hackstock, a former POW, attended the POW 1987 Reunion in Seattle, WA recently. More than 880 persons attended the affair.

To be awarded to any military member who was taken prisoner after April 5, 1917, the medal ranks as the highest decoration for service, coming behind those for valor and achievement.

The face of the medal "is an eagle, symbol of the United States, and the American spirit, though surrounded by barbed wire and bayonet points, stands with pride and dignity, continually on the alert for the opportunity to seize hold of beloved freedom, thus symbolizing the hope that upholds the spirit of the prisoner of war."

On the reverse will be the recipient's name and below it engraved, "For honorable service while a Prisoner of War."



A BOOK REVIEW

FRESH, NEW MATERIAL
IN LATEST B-17 BOOK

B-17 FLYING FORTRESS. JEFFREY ETHELL, (Warbirds Illustrated No 41). Arms and Armour Press. \$7.95

She has been called many things: "Flying Fortress," "Queen of the Skies," and simply "The Fort." This Boeing design, known officially as the B-17, is now over 50 years old, but its true achievements and subsequent legends ensure continued respect and affection as one of America's most famous military aircraft. It becomes most apparent when people with little interest in airplanes can readily recognize a B-17.

When I heard about a new book on the aircraft, I looked forward to getting a copy, but also had some reservations. After all, the famous bomber has had quite complete coverage in publications, on television, and even in feature films. I wondered if I would be disappointed. With all the reading and research done in connection with the Fort, I thought I had seen nearly all the available wartime photographs of the Flying Fortress. I was wrong.

After seeing the book, any fears of duplicating many of the photos in books I already had read were quickly set aside. I should not have been surprised, for author Jeffrey Ethell has continually shown the ability to unearth much in the way of fresh, new material.

B-17 FLYING FORTRESS is the latest in the Warbirds Illustrated Series published by Arms and Armour Press. The author's four previous efforts in the series (Numbers 15, 16, 31, and 38) all dealt with American warplanes of World War II and Korea in a general sense. Two of those books are in full color. This latest one on the B-17 is his first on a specific subject, and it comes off well.

He has compiled 136 photos (14 in color) showing the Fort during its wartime

operations, as well as its various postwar uses. The captions are concise and informative, indicating the author's extensive knowledge of the subject. The best photos include the numerous beautiful formation shots, and some unusual pictures of combat B-17s at Bradley Field in Hartford, Connecticut, having just returned from Europe after World War II. From there the bombers would be taken to such final resting places as Kingman, Arizona to await the scrapper's torch, a humiliating end for these grand warriors. Other photos reveal some B-17 survivors that somehow earned a more enduring existence as transports, test beds, fire bombers, or flying museum pieces.

While this book will find its rightful place on the bookshelves of historians and B-17 fanatics, it is also highly recommended for those with even a passing interest in this magnificent airplane.

- ROBERT S. DEGROAT

(Editors Note: This book review was submitted by Historian Robert S. DeGroat who is associated with Video Air of Newark, Del. DeGroat is a 91st BGMA Associate Member and has been involved with the 'Shoo Shoo Baby' project since 1978. He says copies of "B-17 FLYING FORTRESS" may be obtained directly from the author. Simply send \$7.95 plus \$1.00 for postage and handling to: Jeffrey L. Ethell, Rt 1, Box 3154, Front Royal, VA 22630.)

1986-1988 91st BGMA OFFICERS

PRESIDENT-Paul Chryst, LTC USAF (Ret),
1494 N. Adams St., Pottstown PA 19464
1st VICE PRESIDENT & HISTORIAN-Hilary "Bud"
Evers, 21 Barony Ln., Hilton Head, SC 29928
2nd VICE PRESIDENT-Harold Lieberman,
454 Warren St., Hudson NY 12534
SECRETARY-Whitmal Warren Hill, CWO USAF
(Ret), 4002 Braddock Rd., Alexandria VA 22312
TREASURER-Charles R. Hackstock, LTC USAF
(Ret), 14224 SE 288th St., Kent, WA 98042

THE RAGGED IRREGULAR

These newsletters are published quarterly. October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942 to 1945.

Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., Md. 21204. "Time-Value" items must be received three weeks before the first day of the month of publication to permit necessary priority consideration for inclusion in that issue. Every effort will be made to utilize other submitted material in the scheduled or later R/I issues.

91st BG Memorial Assn.
1643 Thetford Road
Balto. MD 21204

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