

The Ragged Irregular

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ATTENTION!



322nd SODN

Vol 28 No. 4



323rd SODN



SUPPORTING UNITS

91st Bombardment Group (H) Newsletter



324th SODN



401st SODN

Oct 1995



**Shocking
Photos
Included
In This R/I!**

**Parental Discretion
Advised.**

NINE-O-NINE's REPLICA SURVIVES EMERGENCY

NINE-O-NINE's REPLICA SURVIVED ANOTHER CRISIS during its Salute to Veterans Tour while flying from the Karl Stefan Memorial Airport in Norfolk, NE on July 9, 1995.

Returning with a 10 man "crew" (consisting of two pilots, a navigator - and seven passenger WWII veterans and/or B17 buffs) from one of the excursion flights it provides at airshows throughout the country, it landed on one wheel - and, probably, prayers.

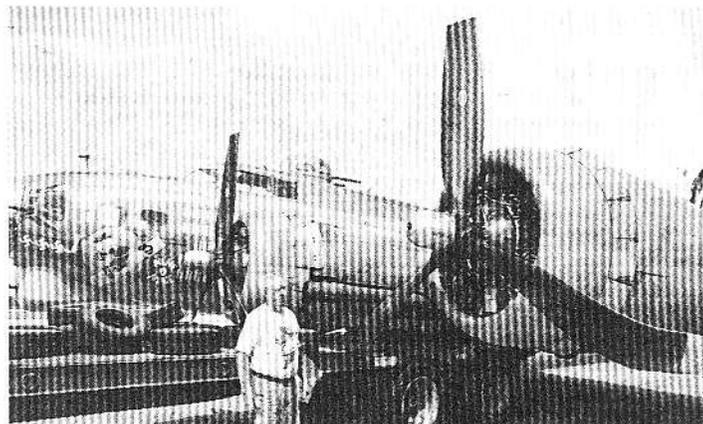
The trouble was the left half of its' forward landing gear would not lock as the plane returned after completing another nostalgic flight for which the passengers contributed \$300.00 each to the plane's owner, The Collings Foundation of Stowe, MA.

Mike Klein, deputy director of the Sioux City, Iowa Sioux Gateway Airport, where the plane's pilot Jon Rising and co-pilot Scott Johnson decided to land because it offered a longer runway and more emergency equipment than the Norfolk, NE airport origin of their flight, expressed unstinting praise in the Omaha World-Herald account of the subsequent landing.

"These guys (Rising and Johnson) had some great flying skills. You look at the plane today and you wonder, what's the big deal? The outboard eight feet of left wing is scraped, but it's not buckled or torn up. It's like it was sanded down with a grinder," Klein said.

In order to minimize damage the pilots set up a long glide path while landing and shut off all four engines to reduce fire risk and minimize propeller damage.

"All four of the three-bladed props were arranged like inverted 'Ys' when the plane touched down to reduce dam-



BENT, NOT BROKEN: COL RICHARD LILLIE, OF THE 185TH AIR Guard in Sioux City, IA, spent some off-duty time checking the damage to NINE-O-NINE'S replica after its successful emergency landing.

age," Klein pointed out to local, interviewing media.

After its landing speed no longer supported the plane's left wing that wing dropped to the ground and grass off the runway. After about a 700 ft skid the dragging wing produced a gentle 90 degree turn that left NINE-O-NINE's replica at rest on the runway.

Interviewed promptly after the "crash" landing, CP Johnson said, "it may take us two weeks or, in the worst case, six months to get the plane fixed. But yes, it will definitely fly again.

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91st BGMA's ROYSTON VE DAY CELEBRATION NOTES

SEVENTEEN 91st BG(H) VETERANS accompanied by 23 family members and friends of the 91st BGMA comprised the May 2-11, 1995 50th Anniversary Royston Rally Round which was described as possibly the "last (91st) group sponsored tour" back to England. Those attending were listed in the July 1995 R/I.

The thoroughly planned itinerary of the returning celebrants of VE DAY, scripted by former 91st BGMA Pres Paul Chryst, was spiced by two emergencies and, believe it or not, symbolic retribution by German industry for the damage inflicted upon it by the 91st BG(H) during WWII, according to Vince Hemmings, Tower Museum curator.

According to the Royston Rally Round tour leader Chryst, Harry Kool, 323rd, flying to London with this wife and Keith



Quayle and his wife (along with 300 other passengers), suffered "a heart attack" at 33,000 ft about "mid-Atlantic."

While two doctors on board tended to him the Delta Flt 10 from Atlanta, GA crew arranged an emergency landing at Gander, Newfoundland, a former ACC airfield.

Rushed to a local hospital and made comfortable, Kool recovered sufficiently to be flown back to Florida later - via Halifax, Boston and Atlanta - with VIP treatment throughout arrival and US Custom points enroute.

During a mid-August phone check with Kool he set "the record" straight. He says the high altitude contributed to his loss of consciousness three times on the flight because of a burst blood vessel in his stomach.

Subsequent favorable medical check-ups prompted him to question the R/I editor when he called for a report on his health. Kool responded by saying he'd be at the Oct 25-28 91st BGMA Rally Round in Kissimmee, FL. Learning that the editor planned attendance, Kool indicated he and his wife

(Continued on Page 3)

THE PRESIDENT'S CORNER

BY HAROLD E JOHNSON

EVERS, HAVELAAR AND FRIEDMAN

AFTER HIS ELECTION TO THE 91st BGMA 2nd VICE Presidency at the Sept 1994 Oklahoma City, OK Reunion and prompt promotion to the vacant 1st Vice Presidency, Robert H Friedman, I've heard, wondered what 1st VP's do.

It seems to me the association elected another 1st VP who wondered the same thing. He was Hilary "Bud" Evers. He began accumulating 91st BG(H) historical data while in office and continued his project afterward until he provided the 91st BGMA with two extremely valuable and popular unbound books for sale through the association's P-X.

Friedman, like Evers, also found a need within the association. He has volunteered to take over the 91st BGMA P-X Inventory in order to relieve the burden upon Sec/Trea Asay B Johnson who has been filling two posts since the recent death of Trea Charles V Welbes. Henceforth all orders for P-X items should be sent to VP Robert Friedman, 91st BGMA, 6015 Valkeith, Houston, TX 77096-3832.

Additional good news for 91st BGMAers is the completion of Marion Havelaar's 320 page, hard cover, detailed history of the 91st BG(H).

The availability of the first batch of books in Oct 1995 is not too much off his targeted completion date. The conclusion of Havelaar's personal contribution to the 91st BG(H)'s proud past will receive additional coverage in the Jan R/I. His contribution differs from other excellent books and manuscripts of former 91sters awaiting R/I attention insofar as Havelaar's book seeks to include the memories and experiences of many 91sters who served at Bassingbourn from Nov 1942 to WWII's end - rather than an individual's tour recollection of a shorter time-span than the 91st BG(H)'s Bassingbourn stay.

Many will remember Havelaar's announcement of his project at the 1990 Seattle, WA Reunion included the understanding that it was not a 91st BGMA project. He was supplying the original five digit "seed-money" - and he would be the last of those to recover or profit from money invested in the project.

Well, his promised book is here. It contains a foreward by the noted English Historian Roger A Freeman, hundreds of memorable photos, a listing of all the 340 91st BG(H) missions, the names and serial numbers of 91st BG(H) planes, aircraft losses by date, location and serial number - and a Roll of Honor of those KIA or MIA.

The 8½ x 11 book contains over 400 b/w and color photos and will sell for \$45.00 ea plus \$2.95 shipping and handling fee.

The availability of the first batch in early Oct is just in time to be considered Christmas list items. Members who have already ordered copies will be notified of their availability by Havelaar. Anyone wishing to receive a signed copy is requested to advise him of that fact when ordering.

Orders for the book must be sent to M H Havelaar, 5421 Cavalry Post Dr, Arlington, TX 76017-4514. Checks should be sent to Havelaar. His phone number is 1-817-557-3096.



NINE-O-NINE REPLICA

(Continued from page 1)

"The B17 is probably one of the best planes around," he continued. "It's built like a bridge. There is not any other plane in which I would want to go through a situation like this."

Hurried estimates after the crash, damage to The Collings Foundation plane ranged between \$100,000 and \$200,000.

Ted Krienke, Sr, a WWII veteran from Pierce, NE even had praise for the passengers aboard - of whom he was one. After being alerted to the emergency which entailed a longer ride to distant Sioux City, they all calmly buckled up as told and awaited the "crash" landing.

Another passenger, Fred Kirschner of Norfolk, said, "It was one of the most beautiful landings I have ever seen.... The pilots deserve nothing but credit. Those kids did just a great job."

The first thing the pilot said to his passenger after the landing was, "Does anyone want their money back?" All of them declined the offer.

The incident provided 77 year old Robert Stolze, who was an Air Force instructor at several mechanic's schools during WWII, with an unexpected opportunity to use old skills.

Having repaired B17s during WWII, Stolze soon appeared at the crash site.

"Who would have guessed any of them would still be left, let alone flying and needing work?" he said.

Subsequent conversation with Collings Foundation pilot Rising resulted in Stolze being recruited to assist in the repairs.

"In this business you can tell after the first few minutes you talk to someone if you want them working on your plane," Rising said. "He's a no-nonsense guy who knows what he's talking about. I trust him. That's why he's out there and I'm in here." (Stolze was working on the wheel repair outside while Rising was in the hangar dealing with other problems when he made the preceding statement.)

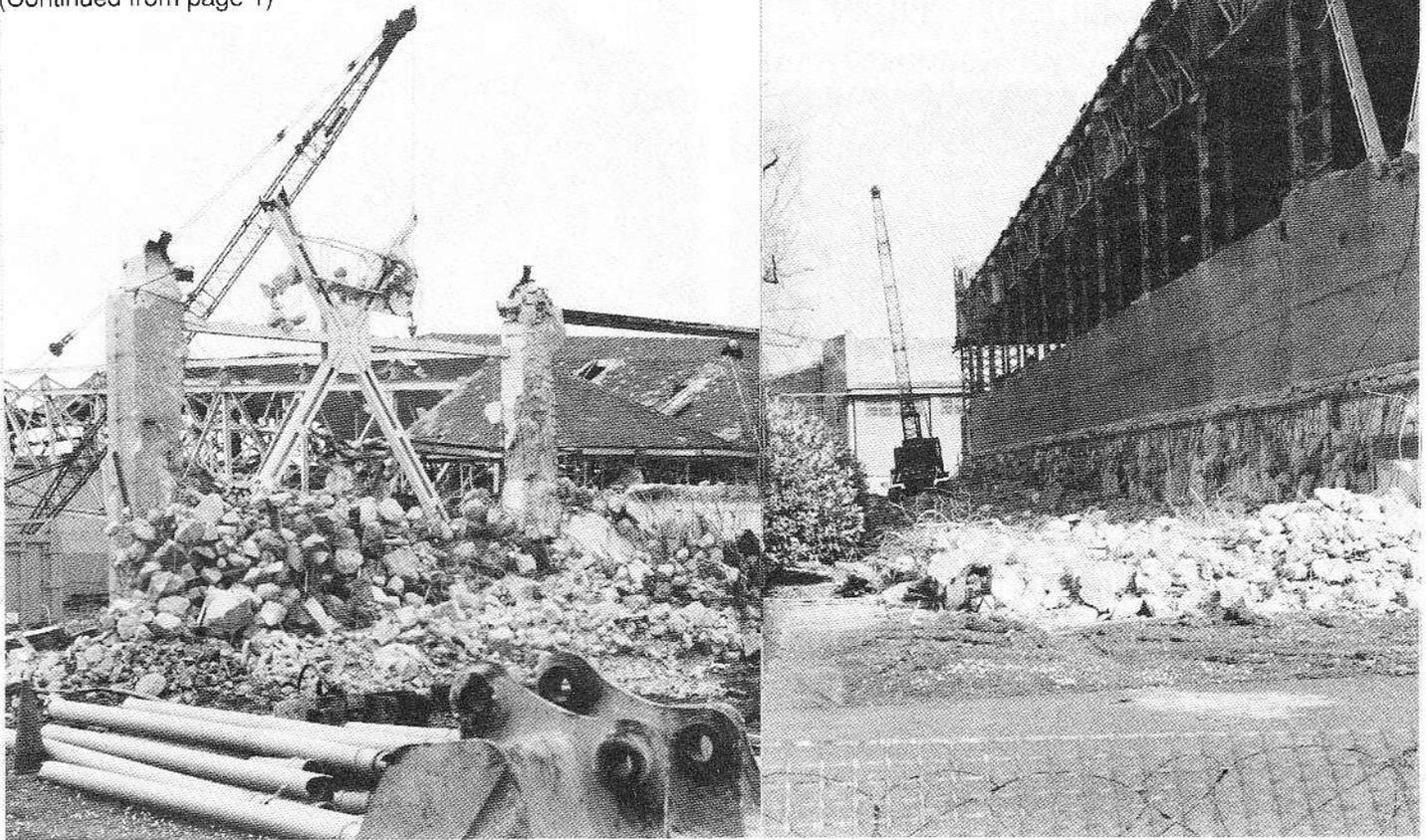
About three weeks after the one wheel landing the Collings Foundation Fort, repaired, departed for Valparaiso, IN to continue its Salute to Veterans Tour.

The R/I is indebted to 91st BGMAers Arnold J Ostwald 322nd; of Omaha, NE, Richard A Lechner, 401st, Sioux City, IA and Sam Newton, 401st, Englewood, CO for providing it with the newspaper clippings which are the source of this article. Lechner's mailings indicate he owns the Lechner Lumber Company in Sioux City, IA.



THE COLLINGS FOUNDATION'S NINE-O-NINE REPLICA LIES AT THE bottom of a hill after going off the runway at the Beaver County Airport in PA on Aug 23, 1987. Unlike the plane's recent successful emergency landing, it required lengthy repair following the pictured crash.

(Continued from page 1)



THE LUFTWAFFE INFLICTED "MINOR" DAMAGE UPON BASSINGBOURN BEFORE THE SEPT 25, 1942 91st BG(H)'s ARRIVAL - IF THE LOSS of 11 men killed and 15 injured by the bombing of "the barrack block (401st) situated immediately to the South of the parade ground" can be termed "minor." During the course of WWII the 91st BG(H) participated prominently in subsequent Allied raids, frequently focussed upon German industrial might.

WWII's end has been celebrated. Ironically, during the celebration, machinery bearing the Krupp name, one of Germany's great munitions, steel and machinery firms, was/is being used to level more of Station 121 than the Luftwaffe could accomplish during the war. Pictured above are what remained of the 324th and 401st hangars while the 50th Anniversary Royston Rally Rounders toured their old base. Shocking.

Pauline regret they missed a "once-in-a-lifetime trip" back to England but they're happy to be back home and resume "Rally Round" participation.

Another tour member's May 5th illness required hospitalization in the Bedford hospital. He was not identified.

"Sadly," Hemmings wrote, "we are all growing old." Whether the Sherry reception/coffee break and Tower Museum visit which preceded the coach tour of Bassingbourn prepared the 91st BGMA Tour members for the shock awaiting them is not known.

Curator Hemmings, in a lengthy report to 91st BGMA officials written shortly after Chryst's group's tour, referred to the waiting "shock" as "some bad news."

Only differing degrees of ruin remain of the 324th and 401st hangars while the three Nissen huts that "housed flying clothes and parachutes" were already completely leveled when Chryst's group made its' base tour. Since the Nissen huts were temporary buildings 50 years ago, Hemmings said it was surprising they lasted as long as they did.

The hangars, sturdy structures, were being dismantled because they were in need of urgent repairs estimated to cost about 1/2 million pounds sterling. Since the structures were standing empty the continuing expenditure of Ministry of Defense funds could not be justified. (It costs about 23,000 pounds annually just to maintain an empty hangar.)

Hemming says each of the four doors on each hangar,

which contained a steel plate one inch thick, weighed 80 tons (Imperial).

As Hemmings watched some of the dismantling, the 340 missions flown by the 91st BG(H) and the fact that most of them were directed against German industry was recalled by him. (German bombers struck Bassingbourn twice in the early part of the war but never while the 91st BG(H) occupied the base.)

It is ironic retribution that 50 years later heavy construction equipment from Germany's Krupp firm was used to destroy hangars that housed planes that helped disrupt Krupp production during WWII.

The remaining two hangars, it is indicated, will be retained for storage of ground training equipment.

At the Madingly Military Cemetery a Memorial Service was shared with veterans of the 355th FG from Steeple Morden. Dan Goldstein, 322nd, former POW, was selected to deposit the 91st BGMA floral wreath. A special tribute was awarded Otto and Gladys Meikus who make annual presentations of 91st BGMA Wreaths when State-side association tour groups are not scheduled.

Certainly one of the highlights of the tour was the reserved seating near the rebuilt Duxford Control Tower for 91st BGMAers from which they watched an ME-109 start-up, take-off and intercept England's flyable B17, SALLY B.

(Continued on Page 4)

VE DAY CELEBRATION

(Continued from page 3)

A CLOSE-UP OF A TYPICAL wreath which is placed at 91st BG(H) memorials. LM Otto Meikus, 324th, who resides in England, does the honors when there is no official 91st group from the States present during required times.



Hemmings' far ranging letter contained pertinent data for anyone planning an individual return to Bassingbourn. He stresses again the importance of prior notice being sent him. A complete tour of the base can take up to four hours. Thus far either he or one of his colleagues have been able to accommodate most unannounced arrivals. (The July '92 R/I carries an article on page 8 by Philip G Mack, LM, 323rd, who while having a free Sunday during a business trip to London, decided to visit the base. The impromptu visit ended up a dismal, damp and disappointing day.)

A week or so after Chryst's tour group returned, George H Odenwaller, LM, 323rd arrived at Bassingbourn with his wife, son and daughter-in-law, as planned by prior notice to Hemmings. Hemmings left his home at 9:30 am and returned about 2 pm after giving the Odenwaller's the usual complete tour.

It is certain the Odenwallers were pleased with their tour. Hemmings was stunned by it.

During the tour Odenwaller, who served as a BT gunner on OUT HOUSE MOUSE, announced he is going to give his A2 jacket, for which he's been offered \$5,000, to the Bassingbourn Tower Museum.

Near its conclusion, Hemmings' four page, single spaced, type written letter included the following paragraph:

"It's 11:05 am and just had a phone call from the Barracks (which said) someone would like to see the Museum. Sadly the Colonel needs notice who is coming in. The only exception is for people who have served there and come from abroad."

The R/I again urges 91st BGMAers to write Hemmings prior to individual returns. His address is: Mr V A Hemmings, 53 Malthouse Way, Barrington, Cambridgeshire, CB2 5RR,



INCLUDED IN THE 1995 50th ANNIVERSARY ROYSTON RALLY Round tour was a stop to pay tribute to the men of the 381st BG(H) which was stationed at nearby Ridgewell and flew with the 91st BG(H) in the 1st CBW. (Photo by J Askins)

L-R, the seven Rally Rounders in the foreground are: Vern Currie, Dan Goldstein, Keith Quayle, "Dusty" Hoffman, Steve Perri and Cliff Morton.

L-R, rear, are: Earl Williamson, John Askins, Gordon Woolard, Charles Silvernail, Jack Gaffney, Lester Hoots, Paul Chryst, Bernie Lopez, Nelson Hillock, Quentin Eathrne and Ed Damro.

Great Britain. Phone: 01223 872947

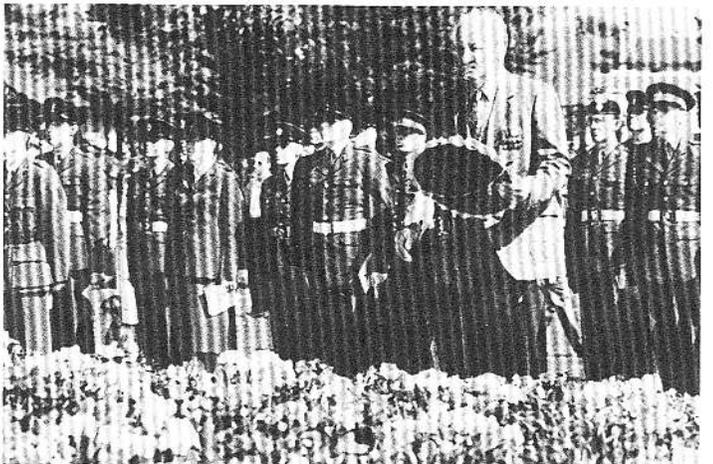
Among the impressive ceremonies awaiting the 91st BGMA Tour participants was the Memorial Service at the 91st BG(H) Prop Memorial.

The Bassingbourn Barracks Chaplin closed it with the following: "ACT OF REMEMBRANCE: let us remember with thanksgiving those who flew from this place; some our friends and colleagues, who laid down their lives that we might be free from Nazi tyranny.

"They shall grow not old, as we who are left grow old. Age shall not weary them nor the years condemn. At the going down of the sun and in the morning. We will remember them."

Paul Chryst, who contributed extensive material to this article, thanked his tour group members for the pleasure they provided him by being "a great group."

With the understanding that not everyone who contributes to a tour's success can be listed, the R/I, in addition to the recognition given Hemmings, acknowledges the contributions of LTC Graham Duthoit; former Royston Mayor, Concillor John Smith and the English Tour manager Iris Davies.



PAST PRES 91st BGMA PAUL CHRYST PLACES A POPPY WREATH at the Royston Priory Gardens on Sunday, May 7, 1995. Witnessing behind him are English military units.



A LUNCH AT THE ROSE & CROWN IN SALISBURY WAS MADE even more nostalgic by the presence of a restored WWII 6 x 6 GMC truck parked outside. Mr Clive Stebens of nearby Marlborough is the proud owner.

UNUSUAL PHOTOS REQUIRE ADDED CAPTION DATA



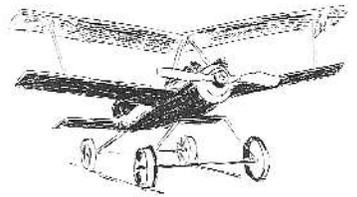
TWO BIRDS WITH ONE STONE?? NOT TOO LONG AGO CHARLES W Sanzenbacher, LM, NC, sent the preceding historical photo copy from a WWII "The National Geographic Magazine" issue to Paul Limm, CA. Sanzenbacher, it is possible, heeded earlier R/I advice that excellent photo copies may be obtained at *reasonable rates* from such outlets as OFFICE DEPOT (or other similar large and small firms) with "copy machines." Such copy-photo submissions, which relieve the R/I of the responsibility of returning treasured items, are sincerely appreciated.

The above photo depicts then-Capt John "Westy" Westwood, 324th Sq C/O, explaining formation deployment to newly arrived pilots with the following caption from a WWII The National Geographic Magazine: "Toy Fortresses on Music Stands Teach Pilots How to Bring the Most Guns to Bear; Battle tests prove that this deployment, first worked out on paper, is the strongest defense against any interceptor formation. Similarly, the spacing is good insurance against accidental bombs and bullets. It does not sacrifice mobility. Even in 1,600-bomber raids, units fly in elements of threes."

Limm, while forwarding Sanzenbacher's contribution to the R/I, added that Westwood was the last 401st Sq Operations Officers and C/O of the 401st Sq. A LM of the 91st BGMA, Westwood, a retired LTC, died Dec 13, 1994. The Washington Trust Bank, Spokane, WA reported his death to the R/I FOLDED WINGS column for his widow, Eve, in an inadequate four line obituary. The identity of Westwood's students is belatedly sought.



● A RECENT CHECK of ageing R/I files and the recent 1995 BGMA Directory, the product of Past Pres Charles R Hackstock, accounts for the publication of the following article.



"The Bug"

Michael A Sibenac, 91st BG(H), 1696th Ordnance Support Unit and 91st BGMAer, submitted publication material to then association Sec W W Hill in Oct 1988. The mailing included a professional 8 x 10 black and white photo of three Americans and one English civilian standing in the pit left by an exploded Buzz Bomb near Bassingbourn.

Hill, now the VP of The Eighth Air Force National Capitol Area Chapter and frequent contributor to its excellent publication, WAR STORIES, sent Sibenac's photo, with comments, to the R/I way back in 1988.

Since the 1995 91st BGMA Directory reveals Sibenac still a survivor, it's about time his R/I contribution was used. Hill's note, accompanying the photo, identifies the sergeant as Sibenac.

"The officer wearing the hat looks familiar and so does the one in the back, but then 46 years is a long time to remember short acquaintances," Hill wrote in 1988.

So, Sgt Sibenac is identified on the accompanying photo. The R/I, like Hill hoped then, will appreciate any help in identifying the two American officers and the English civilian behind Sibenac.

In the meantime the R/I credits a 490th BG Asso newsletter and the July 1994 BAD NEWS newsletter of Bad 2 Asso,

(Continued on Page 6)



SGT MICHAEL A SIBENAC, 1696th ORDNANCE SUPPORT UNIT, 91st BG(H), with help, displays the remains of a German Buzz Bomb which landed near Bassingbourn without doing any damage other than possibly destroying some brussel sprout plants. Col Stanley T Wray, the first 91st BG(H) C/O, once ordered his returning crews to land in fields of brussel sprouts because he knew they hated brussel sprouts, according to a legend recorded in the Sept 26, 1988 edition of The Royston Crow.

The identity of the two officers and the English civilian with Sibenac is sought.

RECENT R/I's "HIT HARD" AND STIRRED MEMORIES

● THE JULY '95 R/I FOLDED WINGS SECTION HIT Charles R Giaugue, the original pilot of the 323rd's THE EAGLE'S WRATH, hard. Contained in the column were obits of three well remembered friends.

Herbert E Corl, Jack Ginter (whose death Giaugue reported) and Joseph A Yurri are the three Giaugue remembers well.

Corl completed his 25 missions as the RO on Giaugue's crew during pioneer operations of the 91st BG(H).

Ginter, with whom Giaugue trained for fighter duty in P-39s and P-40s before being brusquely re-assigned to four engined Fort training with the 91st at McDill Field, shared Giaugue's relationship with Yurri.

Giaugue's last contact with Yurri was after the war when Yurri visited him in Pittsburgh, Pa before continuing on to an undetermined western destination. Yurri was "Yuravich" then. Unaware of his subsequent name change, Giaugue lost track of him.

Giaugue remembers it was Yurri who was his and Ginter's B17 instructor pilot at McDill. It was his "unending cheerfulness and boyish humor" that drew Giaugue and Ginter out of depressing disappointment after the loss of their fighter plane assignments. In retrospect, Giaugue says now, before they shipped overseas with the 91st BG(H)'s original personnel along with Yurri, both he and Ginter viewed their Fort assignments as "good fortune."

Yurri's service as the original 323rd B Flight C/O was brief. On Dec 30, 1942 on the Lorient raid a 20 mm shell exploded in the pilot's compartment of his plane, L'L AUDREY, #532, seriously wounding him. T/Sgt King, the engineer, replaced the unconscious Yurri in the pilot's seat so he could assist the also wounded but conscious CP Bob Shaw sufficiently to help return and safely land their battered plane.

Yurri's wounds, including the loss of an eye, facial and other scarring, required long hospitalization before he was returned to the States.

"He was sorely missed by all of us in the 323rd," Giaugue says.

Giaugue closed his communication to the R/I with a few corrections. The R/I incorrectly reported there are only four surviving members of his THE EAGLE'S WRATH crew. There are six, he happily reports. In addition to him are: W C "Tex" Butler, B; Lawrence "Zero" Ott, N; Lloyd Mahan, BT; Walter Wawrzynek, WG and Lyle Taylor, TG. Also, he pointed out his name is Giaugue - but he responds to alias "Giauge" the R/I has been prone to use.

Butler, Giaugue's bombardier, also responded to last month's Folded Wings column. In addition to adding more detail to Giaugue's crew member names he suggests a seventh member may survive. His name was "Jones" - but contact with him has been lost since the war.

Butler, Colleyville, TX, incidentally, reports recent contact with the brother of the 323rd's Capt Martin McCarty who was KIA while piloting STUPEN-TAKET during the Mar 4, 1943 Hamm raid. Butler says McCarty's brother, Bill, "wants to be a member of our organization."

● THE APR '95 R/I STIRRING MEMORIES FOR B/GEN James H McPartlin, USAF (Ret), prompted him to return an appreciative note.

McPartlin, a former 401st Sq C/O, opened his note with, "Life is full of coincidences."

While helping out at a local museum during VE Day celebrations he met former 401st pilot Carl Clark. The coincidence was that just shortly before the chance meeting McPartlin had received his Apr R/I which featured a lengthy front page story involving Clark and former 324th Sq M/Sgt Marvin Nichols.

McPartlin was there when Clark's plane's "contact" with a truck during take-off created a memorable emergency.

"A very touching story," McPartlin says, "I remember it well."

His main reason for his R/I note was to express appreciation for the article regarding Col William T Hanna's (Ret) seemingly record setting tour completion (32) in 67 days and Hanna's request for veterans of the Posnan, Poland raid to assist Polish historian Michal Mucha's research on the raid.

McPartlin writes he plans to contact Mucha and hopes he can add to the Poznan data. McPartlin, who led the mission, forthrightly confesses that he had forgotten former 401st pilot Hanna was his Deputy Lead during the Poznan raid.

The single 91st BG(H) loss of Shoo Shoo Baby remains fresh in his memories. He received an Oak Leaf Cluster to his DFC for the effective bombing and low aircraft loss on the raid.

McPartlin, while thanking the R/I for publishing Hanna's request for Poznan data, hopes other Poznan veterans will also respond by writing: Mr Michal Mucha, AL. WIELKOPOLSKA 43, 60-603 POZNAN, POLAND.

UNUSUAL PHOTOS

(Continued from page 5)

228 W Roosevelt Av, New Castle, DE 19720 for the following:

"Contrary to popular belief, the German V-1 'Buzz Bombs' that rained on England for nearly ten months in 1944-45 were not the first of their kind," the 490th newsletter article begins.

Originally, the newsletter continues, it was an American weapon designed during the latter stages of WWI.

Called, "The Bug," it carried about 180 pounds of explosives which could be set off by a contact detonator in the nose. It cruised about 50 mph, with a range of about 40 to 50 miles. "The Bug" was tested in Oct 1918, in Dayton, but the war ended a month after the fourth (and successful) test. "The Bug" never saw combat duty.

The idea was eventually shelved until WWII. In Dec, 1941, the US ... tested a new version of "The Bug." It was radio controlled and had a range of 200 miles. But it was decided that the major targets in Germany were too far from British bases to make the new "Bug" an effective weapon.

German Buzz Bombs were feasible because their targets were nearby England - just across the Channel. The world viewed their launchings as a "new weapon." But an American, Charles Franklin Kettering, who invented the first battery powered electric self-starter for automobile engines, the moving assembly line and who was an early day (1912) aviator who knew the Wright Brothers, is credited with the first successful (though never used in combat) Buzz Bomb. A sketch of his original "The Bug" appeared earlier in this article.

(Continued from Page 8)

● BENDER, MAX E, 322nd, LM, 305 Lakewood Dr, Anderson, SC 29621, July 7, 1995 at 72 of congestive heart failure. Bender, who received the Purple Heart, was a POW.

A mechanical engineer with Container Corp of America before retiring, he was also a member of the Central Presbyterian Church, the VFW and the American Legion.

In addition to his widow, Janet, he is survived by a stepson, Larry E Hall; a brother, Ralph M; a half sister, Billie Taylor; two grandchildren and four great-grandchildren.

Mrs Bender, upon receiving an Official 91st BGMA Sympathy Card (the result of the combined efforts of 91st BGMAers artist Don J Wellings and former association Sec W W Hill), wrote Sec/Trea Johnson the card is being framed and will be hung in Bender's "den" beside his other cherished memorabilia.

● BROOKS, THOMAS W JR, 323rd, 14200 Brandermill Woods Trail, Midlothian, VA 23112-4121, Feb 9, 1993. Reported by his widow, Frances.

● CHATFIELD, WILLIAM A, 401st, 1712 Winthrop Ct, Schaumburg, IL 60193-1165. Reported by the USPS.

● DEPEDER, ANGELO, 401st, 9529 S St Louis Av, Evergreen Park, IL 60642, Mar 27, 1995. Depeder, the bombardier on HELL AND HIGHWATER, became a POW when that plane was downed. Reported by his widow, Jean and son, Dennis and former crewmate Clyde V Mason, Redmond, WA.

● DESISTO, ALVIN P, 324th, 3 Overlook Rd, Randolph, MA 02368. Desisto was the BT gunner on pilot Freeman C Beasley's DEAR BECKY. Along with pilot, the co-pilot John McGourty and the rest of the crew, he completed a 23 mission tour in July and August of 1944.

The crew's tail gunner, Walter H Keirse, VA, who reported his death, says his and Desisto's tour of duty were shortened due to an "excess crew round up." He also recalls losing the BT position to Desisto by the flip of a coin which was required because both he and Desisto had trained for that post. "Loser" Keirse subsequently became the crew's TG.

While serving with the 91st Desisto received two Bronze Stars and the Air Medal with 2 Clusters.

He was a mechanical engineer at Baker Brothers Systems Engineering in Stoughton, MA until his 1984 retirement. Active in St Bernadette's Church since childhood, he was also involved in the Braintree Hospital Stroke Club.

Desisto is survived by his widow, Florence, three sons, four daughters, a brother, his stepmother and two stepsisters, 23 grandchildren and a great granddaughter.

● FOLEY, ARTHUR J JR, HQs, 9 Curtis RD, Vernon, NY 13478, May 6, 1989. Reported by his daughter, Mrs Sharon Danboise.

● IIAMS, ROBERT D, 322nd, LM, 5415 Springboard Pike, Dayton, OH 45449. Reported by a former crewmate, Ralph C Brown, LM, East Stoneham, ME.

● KIRBY, HAROLD EUGENE, 401st, 102 High St, Berea, KY 40403-1521, May 1, 1995. Kirby must have been one of the 91st BG(H)'s early birds because former 91st BGMA VP James M Bacon recalls he returned to the base for a second tour sometime in Sept or Oct of 1944. During his second tour he was Bacon First Pilot for sometime dur-

ing which they occasionally flew GENERAL IKE.

After the war he remained in the service and flew high altitude U2 observation missions over Russia during the Cold War. He was in the same squadron as Gary Powers, the U2 pilot who, downed by the Russians, was tried, convicted and imprisoned for a number of years for "spying."

Kirby recently returned to his home town, Berea, KY after retirement from the presidency of PW Southern Manufacturing Co, Atlanta, GA. He was a member of Berea Country Club and a KY Colonel.

Survivors include his widow, Barbara, one son, four daughters, 16 grandchildren and 11 great grandchildren, Reported by "Jim" Bacon, MI.

● LINS, JOHN J, 324th, 108 Chase Rd, Wayne, PA 19087-1210, Feb 7, 1995. Reported by his widow, Bernice.

● MACKENZIE, COLIN D, 324th, 55 Orange St, Waltham, MA 02154, Feb 16, 1995 after a long illness. Reported by his widow, Ursula, who says they both enjoyed reading the R/I and she will continue to look forward to its' arrival.

● MEFFOD, ROBERT R, 323rd, 2303 Linda Rd, Valparisa, IN 46383, Feb 19, 1995. He was assigned to J C Pullen's crew as bombardier after phase-training with Armando J Sinibaldo who was the assigned navigator. After a few missions Mefford was given additional navigation training and flew the remainder of his 35 missions as a navigator.

Appreciation for his post-war career as head of the Porter County Health Department and the esteem with which fellow 323rds remember him was apparent at his funeral. Sam Cipolla and Sinibaldo, who had flown with Mefford, were honored to be pall bearers. Porter County's appreciation for his services was apparent - a police escort led his funeral. A color guard consisting of Lebanon VFW and AM Legion members supplied a three gun salute and "Taps" at the cemetery.

Mefford, a NINE-O-NINE veteran, last year arranged for his daughter to fly in his old 323rd plane's replica so she would more fully appreciate his WWII experience. He was planning a "leisurely flight over Porter County" in the Collings Foundation Fort for his grandson, Kevin. The Collings' Fort was scheduled to visit Mefford's hometown, Valpariso, IN on Aug 6, 1995 during its Salute Veterans Tour. Hopefully Mefford's Feb 1995 death did not deny young Kevin the memorable experience.

Mefford is survived by a daughter, Susan Lynn Parrish, a grandson and three granddaughters. Reported by A J Sinibaldo, IL who contributed considerably more material than the R/I can presently use.

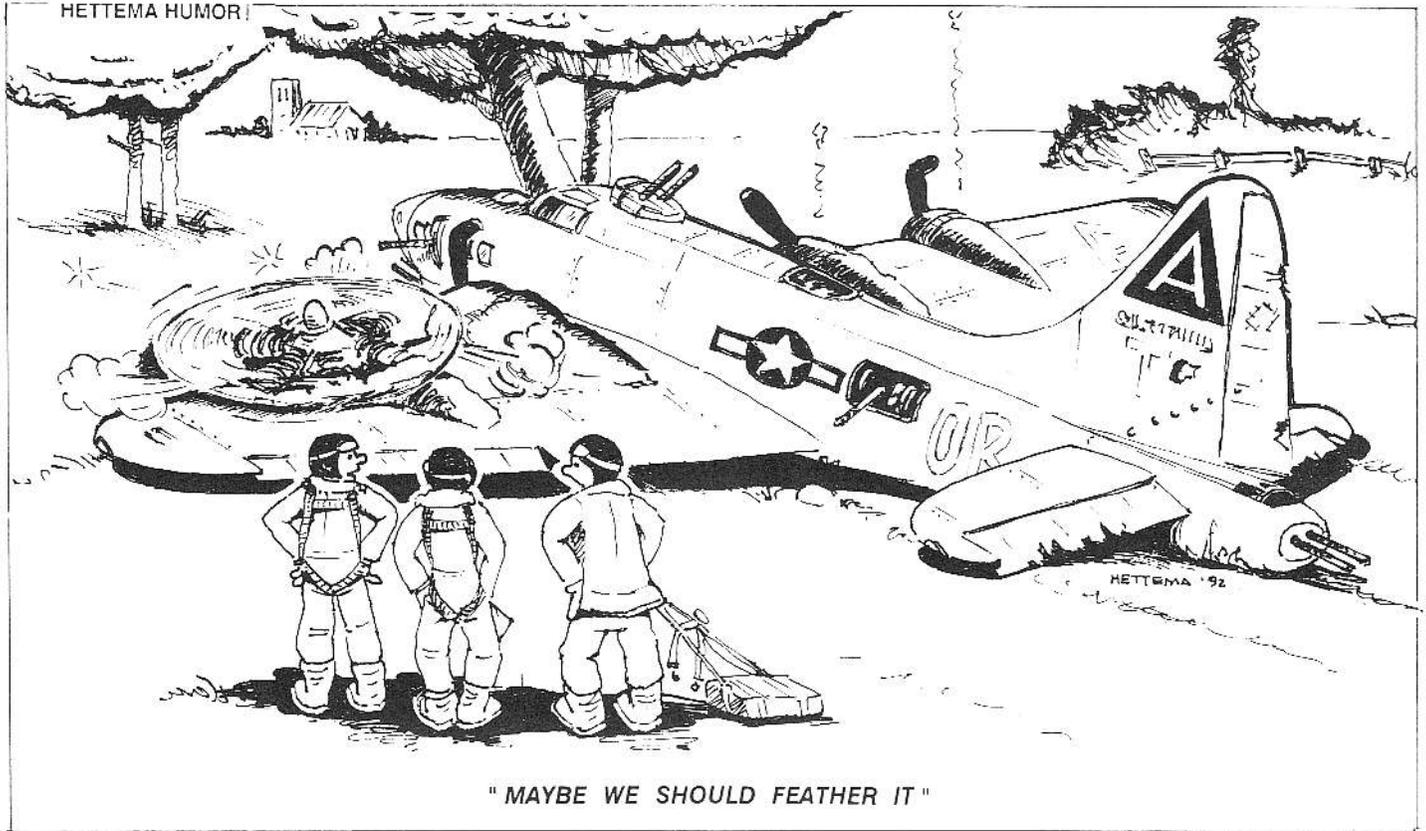
● PULLEN, ROBERT E, 324th, PO Box 680, Tahlequah, OK 74465, Mar 29, 1995. Reported by his widow, Mrs Robert Pullen.

● RENZ, WILBUR D, 401st, 7961 N Royerton Park Dr, Muncie, IN 47303, May 17, 1994. Reported by his widow, Grace.

● TAFT, GILBERT L, 401st, 707 W Spruce Av, Midland, TX 79705, Oct 1992. Reported by his widow, Marilyn.

● WILLIAMS, SAMUEL P, 322nd, PO Box 296, Oak Ridge, LA 71264, Sept 22, 1994. Reported by his widow, Evelyn.

HETTEMA HUMOR!



INSPIRATION BY HUBERT F. DONOHUE

THE RAGGED IRREGULAR

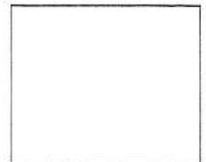
These newsletters are published quarterly. October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (II) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn,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

Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., MD 21286-8131. "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.
590 Aloha Dr.
Lake Havasu City, AZ 86403

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● ANDOLSHEK, ALBIN H "ANDY," 401St, 414 3rd St. SW, Crosby, MN 56441-1254, June 22, 1995. A former mayor of Crosslake, he also ran for a MN State representative post in the 1970s.

A well known, socially involved businessman, his death was sincerely lamented by his community.

In addition to owning and operating a number of popular restaurants he earlier owned a local newspaper. Membership and participation (including leadership posts) in the Crow Wing County Planning and Zoning Board, the St Joseph's Medical Center Board of Directors, the Pequot Lakes School board and the Crosslake Chamber of Commerce as well as membership in the Brainerd Elks Club

and American Legion Post 443 of Ironton indicate his community involvement.

He is survived by his widow, Alice, a son, two daughters, a sister and seven grandchildren.

(Continued on Page 7)

KISSIMMEE NOTICE!

BOB AND TRUDIE GERSTEMEIR, SPONSORS OF THE Oct 25-28 91st BGMA Kissimmee, FL Rally Round have announced that attendance at earlier reduced rates remain in effect throughout the Rally Round period. That means pre-registration is not be required! Those making last minute decisions to attend should call the Gerstemeirs at 1-407-879-9518.

Present response is gratifying. They just want to make it more gratifying.