

# The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

★ ★ ★ ★ ★

ATTENTION!



1996  
BALLOT  
INSIDE

SEE INSERT PAGE

Vol 29 No. 3

91st Bombardment Group (H) Newsletter

July 1996

## FINAL BITS AND PIECES FOR TUCSON PLANNING

SECRETARIES OF THE 91ST BGMA HAVE LONG REFUSED "no response" as a reply to the required annual request for membership dues. Asay B Johnson has continued the practice of writing "Reach-Out Letters" to those who do not respond to the initial January R/I announcements.

The response Johnson received following a May 1996 mailing of "Reach-Out-Letters" has exceeded his "wildest hopes." Over 65% of the tardy dues payers responded. That percentage is considerably above the returns received during non-reunion years.

The R/I hopes it is another indication of reunion attendance that may again nudge past records - as occurred at OKC, OK. (Another indicator of a pleasing Tucson turnout is Johnson's report that early reservations, resulting from the Apr 1996 R/I's published reunion details, have been higher than usual.)

In addition to the planned activity filled days detailed in the Apr R/I recent unplanned current events now add to the Tucson Reunion's attraction and importance.

FIRST: Those attending will be able to contribute to a long lasting decision regarding 91st BG(H) historical preservation.

A plaque, similar to the one dedicated and installed at the Memorial Fountain in Priory Gardens, Royston, England, has been sent by the Mayor of Royston to Frank G Donofrio, founder of the Memphis Belle Memorial Association.

The Royston Mayor's intent was that Donofrio arrange for the inclusion of the plaque at the Memphis Belle, Mud Island, Memphis, TN site.

Donofrio believes a more appropriate place for the plaque would be at the 8th AF Historical Society Museum in Savannah, GA "...where more people would see it."

His attendance at the grand opening of the 8th AF Heritage Museum in May also convince him Savannah, GA is an ideal 1998 91st BGMA National Reunion site. He'll be proposing that at Tucson with the same persuasiveness that saved the Memphis Belle for posterity.

Also on Donofrio's agenda is the presentation of his complete file of THE RAGGED IRREGULARS from Vol 1, No 1 October, 1967 to the present to the 91st BGMA during the reunion. Former Pres Charles R Hackstock, a few years ago, called Donofrio's R/I file "the finest" he'd ever seen.

NOW THIS: Any 91st BGMAer who has ever returned to Basingbourn since serving there should feel an extra tug to attend the Tucson Reunion because a real friend of theirs and

the association will be at the Tucson Reunion also.

Vince Hemmings, the Tower Museum Curator at Basingbourn Barracks, who was among the original group of Englishmen who started the Museum over 20 years ago, resigned from his post on May 13, 1996. Of that original group he was/is the remaining active one.

In a letter to Sec/Trea Johnson he said, "...I have enjoyed being Curator of your Museum. It has been a privilege.

"Over the years I have met many 91sters and will always remember the pleasure they had from visiting their old base and the many stories they told me. Many have become good friends who still keep in touch."

Another English source, Peter Roberts, Chairman of the East Anglian Aviation Society, Ltd, Tower Museum, makes clear Hemmings is still acting in an honorary capacity until a successor is appointed. An Honorary Vice Presidency has been offered Hemmings by the Committee which would assure his continuing availability for Tower Museum business while relieving him of the "management hassle."

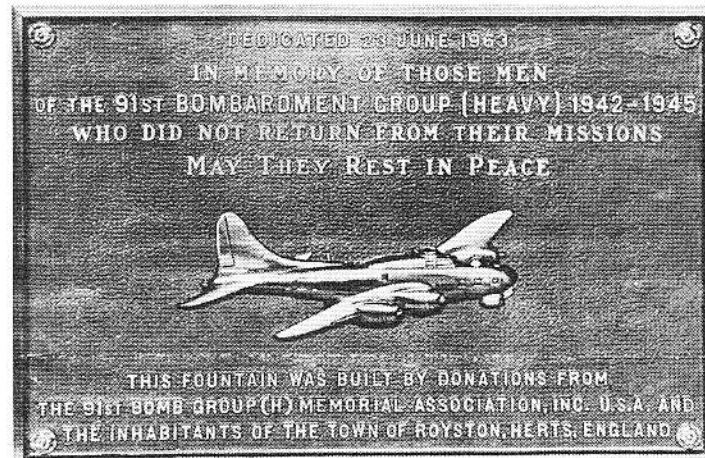
Promising to write again "when the dust settles," Roberts, who calls Hemmings' resignation a "shock," says, "We fervently hope he will accept."

AND NOW THIS: A \$1,000.00 check has been received from the "Association Du Memorial Americain" of Saint-Nazaire, France as a donation to a "small place" in the USA, similar to French memorials, to honor the four pioneer 8th AFBGs, nicknamed the "Four Horsemen," which were assigned the first eleven (11) missions over Saint-Nazaire, known as "Flakcity."

Edgar C "ED" Miller, president of the 303rd BG Assoc, Inc, has interpreted the French association's President Michael Lugez's letter as a request for a Saint-Nazaire memorial display area in the 8th AF Historical Society's newly opened Savannah, GA Museum.

The other two BGs receiving similar awards are the 305th and 306th.

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THE ROYSTON MEMORIAL FOUNTAIN PLAQUE

**THE PRESIDENT'S CORNER**

BY HAROLD E JOHNSON

**TUCSON TIME!**

I MUST SAY OUR FORTHCOMING SEPT 25-28 1996 Tucson, AZ National Reunion shows promise of being among those in the past which made important decisions regarding the 91st BGMA's future activities.

I have available an early response to the Apr 1996 R/I's publication of the diverse, available Tucson tours and activities.

Over 40 91st BGMAers, soon after receiving their Apr issues, promptly responded by mailing Tucson Committee Chairman (and 91st BGMA Sec/Trea) Asay Johnson their reservation checks. Johnson calls that early response excellent and, hopefully, a harbinger of a big, satisfying total attendance.

What strikes me regarding that early favorable response is the only lure attracting the prompt reaction (aside from waiting Comraderie) was the varied list of tours and activities. I thought the July R/I could only repeat the Apr R/I's Tucson Reunion merchandising.

Well, unanticipated events have added the following lures for attending the Tucson Reunion. Since they appear as news items elsewhere in this issue brief reference to them suffices here to alert attending members to the waiting business discussions and decisions at Tucson.

1) It seems a 1998 East Coast Reunion site will be proposed - Savannah, GA; 2) Frank G Donofrio, AL, (Memphis Belle), is in possession of a replica of the June 1963 bronze plaque originally installed at the Memorial Fountain in Priory Gardens, Royston, England. Donofrio believes a more appropriate place than Memphis, TN is Savannah, GA's 8th AF Heritage Center "...where more people would see it." Tucson discussions and decisions could resolve Donofrio's proposal; 3) Also there is the matter of a \$1,000.00 donation to the 91st BGMA from the American Memorial Association of St Nazaire, France which will certainly be part of the Tucson business and 4) Bad and Good News: Vince A Hemmings, Tower Museum Curator at Basingstoke, has resigned his more than double-decade post - but plans Tucson Reunion attendance.

For me, Tucson promises to be an entertaining and interesting reunion. Presently, promising attendance, are:

**322nd Sq**

Boyce, Glenn & Lois (CO) and Ward, Ray & Lolla (TX)

**323rd Sq**

Jackman, Ed & Dorothy (IND); Loper, Howell B (FL); Murray, Donald & Joanne (IL) and Silvernail, Charles & Kathy (TX)

**324th Sq**

Falkenmayer, Charles & Francis (CO); Johnson, Asay & Gloria (AZ); Leasure, William & Dorothy (PA); Schultz, Charles & Francis (CO) and Youngblood, Rufus & Peggy (GA)

**401st Sq**

Beal, Donald (OH); De Bolt, Harold & Dot (CA); DeBoy, Peter & Thelma (MD); Havelaar, Marion & Patsy (SD); Johnson, Harold & Phyllis (CA); Lohoefer, Conrad & Stephanie (CA); Limm, Paul & Jeanne (CA); Malkin, Rudy & Madeline (MD); McPartlin, James H (TX); Pene, Aubin & Jacqueline (CA) and Rheam, Michael & Ardelle (PA).

**441st Sq**

Zellars, Edwin G (TX)

**Others**

Barnett, Ralph; Donofrio, Frank G, AL (TN) and Hemmings, Vincent A, AL (England).

**FINAL BITS AND PIECES**

(Continued from Page 1)



VINCE HEMMINGS, TOWER MUSEUM CURATOR (LEFT) DIRECTS former 323rd pilot Charles H Silvernail's attention to a photo during Silvernail's 1994 Tower tour. (Photo: Cambridge Evening News.)

According to Lugez, 90% of Saint-Nazaire was destroyed and the bombings caused many French as well as American casualties. The museum display would help assure future generations do not forget the sacrifices required by the Saint-Nazaire bombings.

The disposition of the "Association Du Memorial American's" donation will be discussed at Tucson.

NOW THIS: The Great Southwestern Tour Company, Tucson, which has and is arranging the Tucson tours and entertainment, emphasizes its' phone number is 1-800-743-4833. More information on reunion events and tours may be obtained by phoning the agency. Brochures with photos and more detail will be sent upon request.

Great Southwestern also points out that the Wed, Sept 25 optional GET ACQUAINTED CITY TOUR, not listed on the Apr registration form, has drawn surprising interest. Consequently, tour time has been set at 2:00 to 4:00 pm. Those wishing to confirm reservations for it should phone as soon as possible. The tour provides a history of Tucson, "the old pueblo" and an opportunity to visit a Tucson historic home.

Other potential uses of Great Southwestern's 800 number include:

1) Those planning early arrival or remaining after the reunion dates should call for required additional information and arrangements. Additional tours are available.

2) The tour company will assist callers with airline reservations - from ticketing to checking out carriers and schedules.

3) Phone contact is advised if a guest has special needs - such as diet restrictions. Accommodations will be made to permit attendance and enjoyment of all activities.

All the scheduled tours and activities are fully accessible by wheelchair or walker. If special medical equipment is required a call is advised so accommodation can be made.

Regarding the Sat, Sept 28th LADIES MISSION AND NOGALES, MEXICO SHOPPING TOUR, participants are advised to have "a picture ID such as a driver's license" for proof of citizenship. (Actually tour group members' are rarely questioned.)

FINALLY THIS: Plans at the Holiday Inn, Palo Verde, 4550 So. Palo Verde Blvd, Tucson, AZ 85714, located off Interstate 10, include a completely stocked 91st BGMA PX. Included will be the latest items added by storekeeper 1st VP Robert H Friedman and supplies of nine books, eight of which deal exclusively with 91st BG(H) history.

(Continued on Page 5)



# MEDAL FOR METTLE NEVER SURE THING



QUILLA D REED, THE ALABAMA TTG OF THE 323rd Sq's SEATTLE SLEEPER, was awarded a DFC for saving the lives of nine crewmembers during WWII. He discovered his award some 45 years later by thumbing through service records he requested.

"I was just doing what I was trained to do. I was scared but I wasn't nervous. I did exactly what I had been taught," he says.

## QUILLA D REED

T/SGT QUILLA D REED, THE ENGINEER ON 1/LT JOHN R Steven's 323rd Sq's SEATTLE SLEEPER, did the right thing on the 26 Nov '44 Altenbeken, Germany raid before the plane exploded over Holland.

Just a bit short of 45 years later (Nov 17, '89) he received his award - a DFC for valor he showed when SEATTLE SLEEPER fell.

Though delayed decorations seem generally to be the product of bungled records, Reed, an EX-POW, is partially responsible for his delayed DFC. Apparently he did not request his service records until 1989.

Official response, however, was prompt. Within the same year (1989) he received a DFC.

The Decatur Daily, a Decatur, AL daily, quotes him in the following manner regarding his 1989 receipt of his records:

"I was just reading and remembering. I flipped one sheet and it said Air Medal with three clusters, another was the European, African and Middle Eastern Theatre ribbon with three Bronze Stars, another was for the campaign in France, Northern France and the Rhineland. The next said, 'Distinguished Flying Cross,' and I was shocked. I couldn't believe it. I just read it and read it and read it. I never knew it has been awarded to me," Reed says.

Actually the award was authorized for him in May 1945, six months after he was shot down. During those preceding months, as an Evadee in Holland, he had participated in resistance warfare for which, he tried to explain to the Dutch Underground, he was not trained.

He still doesn't feel comfortable talking about his months with the Underground, according to a Nov 28, 1989 The Decatur Daily article.

"Two or three people lost their lives taking care of me. It's only by the Grace of God and the good Dutch people that I'm alive today," he says.

To this day Reed doesn't know who recommended him for the DFC. However, when he called Randolph AFB, TX, he was told he earned a DFC and was asked where he'd like it to be presented.

Jokingly suggesting then-President Bush might award it at The White House, he was assured arrangements would be sought. Reed quickly stopped his joking and settled on the Maxwell AFB in Montgomery, AL for the official presentation.

The "folks at Maxwell" rolled out the red carpet and Reed's party was treated like royalty.

"I didn't want anyone to know about it until after the presentation. I still couldn't believe I was going to get it after all these years," he's quoted in a '89 The Decatur Daily article.

Since receiving his belated DFC, Reed, while attending a recent ROYSTON RALLY ROUND, was extensively interviewed and prominently photographed for THE NATIONAL GEOGRAPHIC's "The Wings of War" article in its' Mar '94 edition. More recently, surviving members of the first Dutch family to shelter him during the war visited him.

The Huntsville News, of Huntsville, AL, recorded in its' Feb 25, 1995 edition that he felt that occasion "was very heart felt and was like having an old family reunion."

An accompanying photo depicts him and a treasured Dutch flag.

## LOUIS L BROWN



LOUIS L BROWN, 401st, 20215 VILLAGE GREEN DR, Lakewood, CA 90715, phone: 310-924-8169, sent his '95 dues on May 2, 1995. Were it not for a notepad he used to request further information regarding "belated" awards of Air Medals his dues payments would not now be an R/I item. Brown's short note, however, clarifies his interest in overdue awards. On his fourth mission he was the BTG on 2/Lt Robert M Slane's 323rd Sq's 42-5714, OR N, when they went down on "Black Thursday," Oct 14, '43 over Schweinfurt, Germany.

In addition to Slane's TGer, Sgt Claude J Smith of AR, one other 91ster was KIA that day. He was 1/Lt Harold R Christensen, the 324th's CORN STATE TERROR's pilot. (His damaged plane and crew managed to return to Bassingbourn.) All the other members of Slane's crew became POWs with the exception of 2/Lt Arthur G Foster, N, who evaded successfully.

Former 91st BGMA Historian Hilary "Bud" Evers' "Crash Detail:" records the following regarding Slane's downing. He and his crew (including BTG Brown) did not go down easily.

(Continued on Page 6)

ASSISTANCE FROM THE 91st BGMA HELPED EDWARD J Kerrin, the son of the 322nd Sq's KIA 2/Lt Edward H Tomer, obtain a belated Air Medal for his father last year.

In reply to the 91st BGMA's interest in the matter, LTC Laura C Counts, USAF, sent Historian Earl Pate, Jr "new information concerning the Army Air Force's WWII awards policy."

According to correspondence received, recent research has determined "...it was the Army Air Force's policy to make an appropriate award to Army Air Force personnel who had been killed, shot down in action or taken prisoner before receiving a decoration in recognition of acts performed in aerial flight regardless of the number of missions flown..."

Members with documentation supporting entitlement to never received awards should write: HQ AFMPC/DPMAS, Attn: Ch. Recog & Spcl Prgrms Div, 550 C Street West Ste 12, Randolph AFB TX 78150-4714.

# "NIEZWYKTA SHOO SHOO BABY"—IN POLISH!



WERE YOU A  
"Pierwszy Pilot?"  
A "Tylny strzelec?"  
A "radio-opera-  
tor?" A "boczny  
strzelec?"

Reading this  
"review" of a  
Polish historian's  
magazine article  
on "SHOO SHOO  
BABY" may or  
may not help you  
regarding the  
above questions.

Niezwykta!  
(What ever that  
means!) The  
Editor.



Jedna z załóg latających na "Shoo Shoo Baby" na tle innej Fortecy B-17G. Pierwszy szereg (od lewej): W. Robert Langford (pierwszy pilot), Lynn L. Bostick (drugi pilot), Maurice A. Bonomo (bombardier) i Lawrence F. Sylvester (nawigator). Drugi szereg (od lewej): Harry A. Soderberg (górny strzelec), George W. Bogert (dolny strzelec), Edward J. Gallagher, Jr. (tylny strzelec), Charles R. Braman (radiooperator), Eldon H. Hughes (boczny strzelec) i Charles M. Borchert (boczny strzelec)  
Zdjęcie: Archiwum Sallie Langford via Laurie Dick

B/GEN JAMES H McPARTLIN (RET), FORMER 401st SQ C/O, was among those who responded to Polish historian Michal Mucha's request in early 1995 for information regarding the May 29, 1944 Poznan, Poland raid.

Included in the prompt replies he received from Mucha was a surprise confirming Mucha's research and writing credentials.

The surprise was a copy of the Polish aviation magazine, "AEROPLAN" in which an 11 page article on "SHOO SHOO BABY", written by Mucha, appears on pages 7 to 18. The article is generously illustrated with photos of SSB during the various stages of her career to her restoration at Dover, DE by the 512th Military Airlift Wing.

Mucha expressed particular pleasure with his contact with McPartlin because McPartlin and the 91st BG(H) led the raid. He wrote McPartlin he found it strange that thus far the only article concerning the raid with which he's familiar tells it "...from the Polish side only."

He would like to correct that deficiency with a history based on material from US, German and Polish sources.

He's seeking to compile a complete list identifying all B17s and crew members participating in the Poznan-Krzesiny raid.

All personal recollections of anyone participating in that raid are welcomed. A painless way of supplying data is sending photo-copies of diary entries along with your WWII Name, Rank and Serial Number - providing the handwriting is legible!

Mucha's contact with McPartlin, in addition to providing him with general information, unearthed the fact that McPartlin, flying "GENERAL IKE" on the mission, was awarded an Oak Leaf Cluster to his DFC because of the mission's success.

McPartlin, responding to R/I queries regarding Mucha's research, replied he finds it "...crazy how the past continues to come alive after more than 50 years."

McPartlin, along with Col William T Hanna (Ret) who flew Group Deputy Lead on the raid, is pleased with the Polish sta-

## SHOO SHOO BABY'S MISSION RECORD IN POLISH

(Continued on Page 5)

### Lista lotów bojowych B-17G, numer 42-32076

data	cel	pilot			
<b>1944</b>			1 maja	Troyes	Lt. Thomas Gunn
			7 maja	Berlin	Lt. Paul McDuffee
24 marca	Frankfurt	Lt. Paul McDuffee	8 maja	Berlin	Lt. John Black
26 marca	Marquis-Mimbyecques	Lt. Paul McDuffee	11 maja	Kons-Kartsous	Lt. Paul McDuffee
27 marca	St. Jean D'Angely	Lt. Paul McDuffee	13 maja	Stralsund	Lt. Robert Guenther
28 marca	Reims-Champagne	Lt. Paul McDuffee	19 maja	Berlin	Lt. Paul McDuffee
8 kwietnia	Oldenburg	Lt. Paul McDuffee	22 maja	Kilonia	Lt. Paul McDuffee
9 kwietnia*	Malbork	Lt. Paul McDuffee	23 maja**	Saarbrücken	Lt. Walter Langford
11 kwietnia	Szczecin	Lt. Paul McDuffee	24 maja	Berlin	Lt. Walter Langford
18 kwietnia	Oranienburg	prawdopodobnie	25 maja**	Nancy/Essey	Lt. Sam Newton
		Lt. Paul McDuffee	27 maja	Ludwigshafen	Lt. R. Cable
20 kwietnia	Croisette-Beauvoir	Lt. Paul McDuffee	28 maja**	Desau	Lt. Walter Langford
22 kwietnia	Hamm	Lt. John L. Black	29 maja	Poznań	Lt. Robert Guenther
26 kwietnia	Brunswick	Lt. Roy Griesbach			
28 kwietnia	Avord	Lt. Philip Goynes			
29 kwietnia	Berlin	Lt. Roy Griesbach			

\* nalot 91st Bomb Group na Gdynie został odwołany, lecz dwa jej samoloty (w tym "Shoo Shoo Baby") dołączyły do bombardowania udających się na Malbork

\*\* "Shoo Shoo Baby" zawróciła z drogi do celu, prawdopodobnie ze względu na problemy techniczne



## WIDOW OF SSB PILOT AIDED POLISH STORY

A STUDY OF MUCHA'S "Niezwykta historia Latajacej Fortrecy Nazwanej 'Shoo Shoo Baby'" article has revealed one 91st BGMA information source for the article is dependent, at least, upon the widow of the late W Robert Langford, former 401st "SSB" and "PEACEMAKER" pilot who died in Oct 1992.

Langford's widow, Sallie, listed as a Life Associate Member in the 1995 91st BGMA DIRECTORY, supplied the data crediting her husband with piloting "SSB" on three raids: the May 23 Saarbrücken, May 24 Berlin and May 28, 1944 Desau, Germany missions. (On May 29, during the Poznań, Poland raid, battle damage forced Lt Robert Guenther's landing in Sweden which ended "SSB's" combat career.)

Despite the R/I editor's complete illiteracy regarding the Polish language, a photo caption in Mucha's magazine article identified three of Langford's crewmen as surviving 91st BGMA members.

They are: Edward J Gallagher, Jr, Phila, PA; Eldon H



LT W R LANGFORD

Hughes, Stockridge, GA and Charles M Borchert, Odessa, TX. A Mrs Ann Braman, of Sequim, WA, listed as an Associate Life member in the present 91st BGMA Directory, may be the widow of Charles B Braman, also listed as a crew member in the caption beneath the Langford crew photo appearing elsewhere in this article.

The Polish publication's caption pertaining to Langford's crew picture identifies him as "(pierwszy pilot)," Gallagher as "(tylny strzelec)," Braman as "(radiooperator)," Hughes as "(boczny strzelec)" and Borchert as "(boczny strzelec)."

The R/I's "translation" of the above is obvious regarding Langford (First Pilot) and Braman (Radio-Operator). It seems reasonable to assume Gallagher was the crew's (BT gunner) while Hughes and Borchert are identified by the Polish equivalent of (Gunner). Corrections to the foregoing "translations" are welcomed!

The R/I is deeply indebted to the 91st BGMA members whose cooperation, by making Mucha's Polish research in 91st BG(H) history productive, is resulting in the spreading of portions of our proud past into a possibly new area - another foreign language!

Reports on continuing cooperation with Mucha's May 29, 1944 Poznań, Poland raid history project by 91st BG(H) participants are encouraged. Needless to say, contributions by survivors of 91st BGMAers like Sallie Langford, whose pride in her husband's 91st BG(H) service is obvious, are appreciated and encouraged.

## NIEZWYKTA...IN POLISH!

(Continued from Page 4)

tistics supplied by Mucha. (Hanna initially tipped 91st BGMA readers off on Mucha's project in the Apr '95 R/I edition.)

Despite heavy target damage, ground casualties were exceedingly light, according to Mucha. (The Focke-Wulf plant and airfield at Krzesiny, suffered 85% destruction - only one building escaped damage.)

In one of his letters to McPartlin, Mucha announces the receipt of a "fantastic book bought in London, England. It is 'PLANE NAMES AND FANCY NOSES, The 91st Bomb Group (Heavy)' by Ray Bowden.

"The book is wonderful," he says while noting McPartlin also contributed to that history.

Those wishing to contribute to Mucha's Poznań Raid - Polish research and writing may do so by writing: Mr Michał Mucha, AL, WIELKOPOLSKA 43, 60-603 POZNAN, POLAND.

THE R/I IS PARTICULARLY INDEBTED TO B/GEN JAMES H McPartlin (Ret) who provided it with a copy of the Polish magazine "AEROPLAN" featuring extensive (albeit incomprehensible to most of us) coverage of the 401st Sq's "SHOO SHOO BABY" now enshrined at the Air Force Museum at Wright Patterson AFB, OH.

McPartlin, who plans to attend the Tucson, AZ Reunion, is shown with fellow "Early Bird" 91sters in a finally found photo on the right, taken by the editor during the Sept '94 OKC, OK 91st BGMA National Reunion.

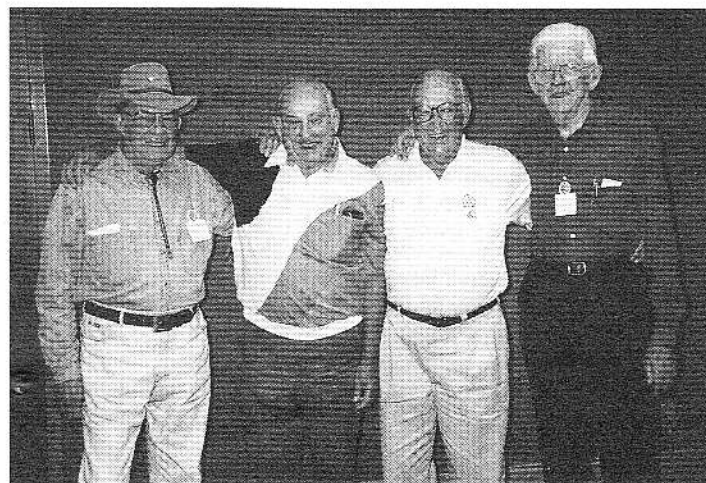
L-R are: Ex-POW and "Early Bird" 91ster Norman L Thompson, Macon, GA; 401st First Sgt John Irak, Jr, Crown Point, IN; McPartlin, TX and H Y Quarles, Columbus, MS, another "Early Birder" who was wounded while flying with Capt Eanes' crew.

## FINAL BITS AND PIECES

(Continued from Page 2)

Potential buyers perusing the books will be able to collect two author's signatures. Marion H Havelaar, author of the recently released THE RAGGED IRREGULARS OF BASSINGBOURN and Roger W. Armstrong, author of a "special Reunion Edition" of USA THE HARDWAY, will be present.

Being offered at special reunion prices are Ray Bowden's TALES TO NOSES OVER BERLIN and Art Horning's IN THE FOOTSTEPS OF A FLYING BOOT. Horning has generously donated the copies available at the reunion to the 91st BGMA. Funds from the sale of his reviewers' praised book are scheduled for the associations' treasury.



## MEDAL FOR METTLE

(Continued from Page 3)

"...one engine was lost and the oxygen system shot out over the target but the B17 returned to the formation. After 45 minutes 12 German fighters attacked and knocked out No 3 and 4 engines. The pilot made an emergency landing near the main railway line..."

The emblem appearing with this article and other data included on Brown's stationery indicates he's the Treasurer of the "BLACK THURSDAY, OCT 14, 1943 Second Schweinfurt Memorial Association." Any 91st BGMAer interested in more details or wishing to contribute to the record of that memorable battle may have a new excellent contact: Ex-POW Louis L. Brown, a fellow 91st BGMAer, whose address and phone number appear in the first paragraph of this article.

## B17 RESTORATION

(Continued from Page 8)

"...and they all work."

The "BAD NEWS" article concludes with:

"He (Lacey) hopes to have his aircraft restored in four or five years, when it will be the centerpiece for his museum/conference center that will probably be built in less than half that time. His idea is that eventually he might place the old plane on a revolving platform.

"Lacey's restaurant currently holds 'Operation Recall' on the first Monday each month. He invites veterans of WWII to come and tell their stories, which he records on video tape for future use.

"So, if you're travelling near Portland, Oregon, you would do well to stop off at Milwaukie and have a look round at Lacey's Bomber Restaurant! It sure sounds like an interesting place."

## 91STERS BIGGEST GROUP AT FLORIDA 8TH AFFAIR



SEATED, FRONT ROW, L-R: GEORGE HARRIS - 322nd; STEVE Perri - 323rd; Harry Kool - 323rd and Bill Uphoff - 324th.

L-R, rear: John Hamner-401st; Nelson Helleck; Bill Ingham-401st; George Parmenter-322nd; Roy Fratz-401st and George Wood-322nd.

The eleventh member of the fine turnout failed to report for the photo and his identity was mis-laid.

AN INDICATION OF 91st BGMAers' ENTHUSIASM REGARDING reunions surfaced at the May 25, 1996 Florida Chapter of the 8th AFHS Semi-Annual Reunion at the Double Tree Guest Suites in Ft Lauderdale, FL. Eleven 91sters attended - making them the largest attending group by far.

## HUMPHRIES' FAMILY RECORD VOLUMES OF 91st HISTORY

THIS ACKNOWLEDGEMENT of Col Bert W Humphries' (Ret, USAF) 1,388 page (four volumes) compilation of 322nd Sq operations from 7 Nov '42 to 31 Dec '44 is extremely belated. Hopefully the delay will be forgivable if a long overdue review of his amazing contribution to 91st BG(H) history follows in the Oct 1996 R/I.

For the present, some explanatory copy regarding Humphries' prodigious project should stimulate 91st BGMAers' interest in his four volumes entitled, "TIMES OF OUR LIVES" (An Autobiography).



BERT W HUMPHRIES

Humphries, one of the 322nd Sq's Operations Officers, kept an extensively detailed diary which he used to write his autobiography. Originally intended for a very limited audience (his family) he has decided to make his historical data available to the public despite an obvious obstacle. His detail packed books are too big! He emphasizes he has no intent of profiting from his family project.

His account of his service differs from other histories because he includes all facets of the 322nd's operations with which he dealt - not just the mutually memorable moments. (Example: His frantic phoning to Cambridge, to contact an "absent" pilot scheduled to fly "in the element leader" position on an eventually scrubbed Oct 30, '43 mission to Gelsenkirchen, Germany, is duly recorded - along with the arrival of the 43rd letter from his wife, Emily.)

Anyone interested primarily in new details pertaining to mission participation by the 322nd can readily find it. All material appears chronologically. Completed missions are headed: "BATTLE JOURNAL INPUT:" with "Alert" and "Mission" numbers and "Target" following.

If a "BATTLE JOURNAL INPUT" is followed by "None" other operational matters are dealt with. (His 1 Oct '43 entry includes the lament "...our Group has the lowest overall rating of the nine groups in the 1st Air Division." A later entry records the 91st BG(H) as having risen to the No 2 spot in overall ratings.)

Humphries has generously donated a set of his 8 1/2 x 11" page, spiral bound, heavy plastic overlay covered books to the 91st BGMA. Presently in the possession of the editor, the books are destined for a permanent place in the association.

In the meantime he has arranged an innovative degree of accessibility to his work. Access to Microfilm No 1598375, dealing with Humphries' four volumes, may be obtained in the following manner:

Check your Telephone Book's Yellow Page's "Churches" section for "The Church of Jesus Christ of Latter Day Saints" (LDS) and inquire where the nearest LDS "Stake" Church is located. Normally, a "Stake" Church is equipped with a Genealogical Library, 35 mm viewing machines and a 35 mm printing machine that may be used.

(Continued on Page 7)



(Continued from Page 8)

● HARE, LEROY B, 322nd, 1050 W Middleton Dr #6, Washington, UT 84780-1303, May 1, 1996 of a heart attack. Hare, then a Major, was the pilot of the 322nd's MAN O' WAR II when, during the Nov 2, '44 Merseburg, Germany raid, the 91st BG(H) lost 13 planes. Hare's plane, after bombing, was downed by FW 190 hits in its right wing and tail also destroyed communications within the plane. Fire developed in the bomb bay as MAN O' WAR rolled over on its back and spun down from 28,000 ft. During the descent the tail assembly came off. Hare and three of his crew survived as POWs. He later served in Japan with the National Guard as a Commander of the Air Division.

After his discharge he owned and operated a Camarillo, CA Chevron Station. He subsequently moved to Bass Lake, CA where he headed the water company.

He is survived by his widow, Helen, numerous children, 26 grandchildren and one great grandchild in addition to numerous siblings.

Reported by E Robert Kelley of Central Valley, CA who trained with Hare and flew across the Atlantic in the same plane with him to their 322nd, 91st BG(H) assignments.

● HART, BERNARD P, 401st, 1945 Oakdale AV, W St. Paul, MN 55118-4652, Apr 2, 1996 after a four year illness. He was an engineer, entrepreneur and humanitarian - he also invented the plastic carrier for six-packs of soda/beer. A navigator during the war, he was shot down on his thirteenth mission after surviving three crash landings in England. He was interned in the Obermassfeld hospital before being repatriated. He is survived by three daughters, their mother, five grandchildren and a sister. Reported by Dave Dahlberg of the 8th AF Historical Society and the June 1996 EX-POW BULLETIN.

● KUNDIG, HENRY M, 4008 Vascondia St, Tampa, FL 33609 at age 79. Kundig moved from Illinois to Tampa in '62. Retired from the Sun Bank and Firemans' Fund Insurance, he is survived by his widow Betty, three sons, four daughters, 16 grandchildren and three great-grandchildren. Reported by 323rd LM Howell B Loper who closed his report with, "See you in Tucson."

● PUNTORNO, ORLANDO M (Lonnie), 401st, LM, 457 SW 126th Av, Fort Lauderdale, FL 33325 at age 76 after a long illness, Puntorno, a TTG, downed four EA and earned a Purple Heart among other honors during his 91st BG(H) service. During the initial 8th AF Mar 6, '44 Berlin raid he was a member of 1/Lt Paris R Coleman's crew when their plane blew-up after a fighter attack. Puntorno and five other crew members survived as POWs. Medical problems stemming from his POW time were responsible for his 1979 move from New Jersey to Fort Lauderdale, FL.

He survived by his widow, Vera, two daughters, eight grandchildren and eight great-grandchildren.

A forewarded obituary records Puntorno was drafted when his wife was three months pregnant. Until his return his first born daughter was systematically shown a photo of her absent father by her mother. At first sight of him after his eventual return his first born three year old daughter, Virginia, raised her arms and said, "My Daddy."

"It was just the most beautiful sight," Vera Puntorno is quoted in the obituary.

● SPICER, GARLAND H, LTC, 324th, LM, Rt 1, Box 172, Mineral, VA 23117-9534, Nov 9, 1995. Reported by his son, Garland H Spicer, Jr.

● TAYLOR, PHILLIP R, 323rd, LM, 1317 Trinity Way, Tublock, CA 95380, Sept 8, 1995 at age 73. His widow, Judy, responding to the receipt of the 91st BGMA sympathy card mailing, said her husband enjoyed receiving "your bulletins" and he "...would be grateful to all of you for remembering him." She closed with, "Best wishes to all of you fellows and (your) wives."

● WEAVER, ELMER, 401st, PO Box 4149, Pagosa Lake, CO 81157, Aug 14, 1995, in his sleep. Reported by Warren J King, Ellwood City, PA who remembers Weaver as a waist gunner and his assistant radio operator while he, King, was the radio operator on Millard Jewett's crew. A memory the two shared was surviving the Oct 9, '43 Anklam, Germany raid with former 91st BGMA Historian Hilary "Bud" Evers' crew. Weaver and King subsequently became members of Robert Roberts' crew and concluded most of their tours on GENERAL IKE.

News of Weaver's death was sent to King by Weaver's widow, Marion, in a Christmas card note.

● WELSH, JAMES H, JR, 401st, 3402 Paxton Av, Tampa, FL 33611, Jan 29, 1996. A co-pilot, his plane was downed over the French coast April 27, 1944. A life member of the EX-POWs, he is survived by his wife, Pauline. Reported by the June 1996 EX-POW BULLETIN.

● WHITTLE, BEN W, 401st, 2034 Woody Dr, Billings, MT 59102, Sept 9, 1995, age 74. Whittle flew 35 missions. On the Nov 2, 1944 Merseburg mission he downed a FW 109 for which he was awarded a DFC.

A Life Member of the 91st BGMA, he enjoyed reunions - particularly the 1984 Colorado Springs reunion which was attended by the seven surviving members of his crew, headed by his former pilot, John Ondrovic.

A Mason and VFW member, he was an avid hunter and fisherman throughout his life. He retired from Hines Motor Supply in Bozeman, MT where he was a supervisor for 39 years. He is survived by his widow, Iris Lee, two daughters and sons-in-law, two grand-daughters, one great grandson and many other close relatives.

## FAMILY RECORD

(Continued from Page 6)

Ask the librarian to arrange an "Inter-Library Loan" with the Head Family History Library in Salt Lake City, Utah to make the referenced Microfilm roll available to you for two weeks at an approximate cost of \$2.50.

You're welcome to view the film on their 35 mm Readers; also copies may be made of any selected pages on their 35 mm Printers at a cost of 15 cents per page.

The library staff will help you get started - just ask!

Humphries' personal project is now an imposing addition to 91st BG(H) history. As the news of its existence spreads it is certain many future writers and researchers will find it a unique and unmatched source of one 8th AF Sq's daily activities. The R/I's Oct 1996 attempt to adequately describe Humphries' contribution, hopefully, will do him justice.

## B17 RESTORATION PLANNED NEAR PORTLAND, OR

SINCE JULY '95 TWO FLYABLE B17s WERE DAMAGED while landing or taxiing.

NINE-O-NINE's replica landed on one wheel at the Karl Stefan Memorial Airport at Norfolk, NE on July 9, 1995.

Another B17, with "MEMPHIS BELLE" emblazoned on its' nose and owned by former 100th BG(H) pilot David Tallichet, received extensive damage when it struck a building while taxiing for takeoff at the Fayetteville, NC airport in Nov '95.

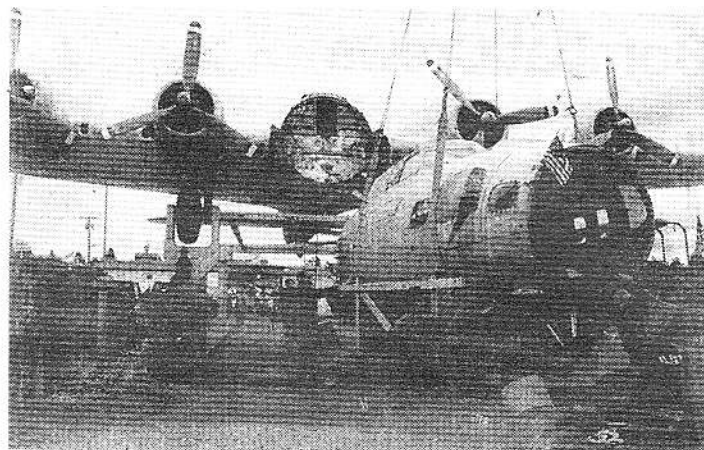
The R/I has no further information to lift the gloom regarding prevailing progress pertaining to the restoration of the above planes - with one exception.

Another B17 owner has declared he will restore a B17G he bought back in '47 for \$13,750 as "war surplus" to flying condition! Included in his plans is a museum to house it and other WWII aircraft.

This refreshingly good news comes from the April '96 edition of "BAD NEWS," the BAD 2 Association's New Castle, DE newsletter and the "CLACKAMAS REVIEW," a county newspaper near Portland, OR whose distribution area includes Milwaukie, OR (site of the planning B17 restoration) not many miles south of Portland.

A Mr Art Lacey, owner and manager of Lacey's BOMBER RESTAURANT, used his \$13,750 B17 to attract customers since "way back."

In an interview with a "CLACKAMAS REVIEW" reporter



THE MAY 1996 EDITION OF "306th ECHOES," THE 306TH BG Historical Association's quarterly publication, carried this photo of a B17 being removed from its nearly 50 year perch atop a gas station in Oak Grove, OR.

The caption stated that if the owners can raise enough money over the next several years the plane will be restored to flying condition. It was acquired at Altus, OK in July 1947 and is now housed in Aurora, OR where restoration is planned.

Available data indicates there are some 30 91st BGMA Oregon residents. The R/I would appreciate confirmation of its' assumption that the pictured plane and the plane reported upon by "BAD NEWS", in the accompanying article, are the same.

he said after the plane was flown to its present site, "...the engines were filled with oil, and even after 48 years you can still turn three of them by hand."

According to the "BAD NEWS" article, he even has all thirteen .50 Calibre machine guns (Continued on Page 6)

### 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 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.

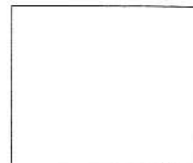
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### *Folded Wings*

● ALLEN, MARION F, 401st, Odessa, TX, Mar 19, 1996 of a heart attack at age 73. Allen, retired businessman and former SHOO SHOO BABY crewman, only learned of the 91st BGMA recently. Reported by Edwin G Zellars, a 441st Sub Depot vet, who along with former 401ster Charles M Borchert, contributes considerable volunteer work to the Confederate Air Force located at the old Midland Air Field near Odessa, TX.

● CARLISLE, JOHN DYER, 322nd, Houston, TX, Mar 7, 1996. A Houston Chronicle obituary identifies Carlisle as a "322nd Sq pilot." 91st BGMAer John B Haus, 323rd, also of Houston, submitted the lengthy obituary with a note that

though there's no present record of Carlisle's membership ... "someone should remember him."

Carlisle, survived by an extensive family, was an attorney who was, for a time, a judge.

● CARTER, ORVILLE T, 324th, PO Box 634, Cleveland, OK 74020-0634, Apr 8, 1996. Carter was a 91st BG(H) "Early Bird". His service included TG duty on the MEMPHIS BELLE. The petroleum industry provided him with a varied career til his retirement in '79 after which he enjoyed fishing, gardening and travel. He is survived by his Dec 6, '45 bride, Roberta and an extended family including three great grandsons.

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