

The Ragged Irregular

American Air Museum
Dedication — Duxford
August 1, 1997



322nd SODN



323rd SODN



SUPPORTING UNITS



324th SODN



401st SODN

Are your Dues Current?

Vol. 30 No. 2

91st Bombardment Group (H) Newsletter

April 1997

Saint Nazaire Revisited

Paris, France. The People of Saint Nazaire through the Societe du Monument Americain recently made a generous gift of \$1,000 to each of the original Heavy Bomb Groups of the 8th Air Force: the 91st, 303rd, 305th and 306th. The gift was in appreciation of the effort to liberate France from its wartime occupation and to honor the people of St. Nazaire for their gallantry in World War II.

The German-occupied harbor of St. Nazaire was an important target in the early days of the 91st Group's operations. Between November 3, 1942 and July 7, 1943, the Group attacked the port facilities eleven times. A total of six B-17s were shot down.

There was another mission on which St. Nazaire came into play. On December 31, 1943 the 91st flew over St. Nazaire returning from a mission to bomb a German airfield near Cognac. Turning off the target, the formation flew out over the Atlantic to cross the Brest Peninsula farther to the west to avoid the FLAK concentrations in the Pas de Calais area. The route of flight was over the harbor of St. Nazaire.

As luck would have it, there was a German ship in port that had the most accurate gunner in the German Navy manning a battery of at least four 88mm cannons. He shot the hell out of us. After passing out of range of the sharpshooter, many B-17s could be seen with a prop feathered. In his book, *The Ragged Irregulars of Basingbourn*, Marion Havelaar wrote:

"New Year's Eve boded no good fortune for the 91st as they lost two B-17s on the mission." These were the "Black Swan" and "Oklahoma Okie."

With this background, your Editor, on a recent business trip to Paris, took the opportunity to visit Saint Nazaire, to see this city that had so generously contributed monies to the several Bomb Groups.

Paris to Saint Nazaire by Train

The train left Montparnasse SNCF station in Paris at 9:00 am and arrived in Saint Nazaire two and a half

hours later after stops in Tours and Nantes. It was a high speed train that whizzed along a smooth track. The round trip fare 2nd class was 590 FF, or about \$107. The train was comfortable and there was a snack bar in an adjacent car. The weather was sunny and warm considering it was mid-February.



Saint Nazaire Railroad Station

On leaving the station you immediately enter the City and the "Avenue de la Republique." It is a long street with a medial divider. The office of tourism was at the end of the Avenue and about a half mile from the RR station. A large building is at the end of the boulevard that houses the offices of the Republique.



Avenue of the Republic — View Northwest

Continued on Page 3.....

The President's Corner

Dear Fellow Members:

I do not believe it is too late to wish every member and his family the best of health and happiness in 1997.

During the year 1996, the Officers of the 91st BGMA received five requests for funding of memorial proposals. At the reunion in Tucson, I established a memorial committee of Tony Montalvo, Past President and Chairperson of the committee, Earl Pate, Paul Limm, W.W.Hill and Dale Darling. These five gentlemen were given the task of working on the five following proposals:

1. Request for funding for a scaled model of a bronze B-17 at the **Air Force Academy**.
2. The 91st along with the 303rd, 305th and 306th Bomb Groups each received a check for \$1,000 from the Societe du Monument Americain, **Saint Nazaire**, France, for a "Museum" that would contain our 91st files, reports and pictures, and to acknowledge the identity of the donor.
3. A request for funding for a memorial plaque honoring the 91st Bomb Group and the four squadrons, the plaque to be placed at the new **Palm Springs Aviation Museum**.
4. A request for funding for a memorial tree to be planted and a plaque placed at the **Arlington National Cemetery**.
5. A request for funding for a memorial marker at **Wimpole Hall "Avenue of Trees"** near Bassingbourn.

Some additional information about 2, above. About the middle of February, I received a telephone call from Mr. Harry Gobrecht, Historian of the 303rd BG, about the request of the people of Saint Nazaire and we discussed what was to be done with the money. He said that the Officers of the other Bomb Groups had decided on a monument to be placed in the Mighty Eighth Air Force Heritage Museum Memorial Garden. I told him that I got out their letter and that they wanted a place in a museum. In the last FAX I got from Mr. Gobrecht, he stated that he had talked with the people in France and he now agrees with my thoughts on their requests.

Mr. Gobrecht is a member of the Board of Directors of the Heritage Museum and would be attending a Board meeting about the end of February. He said upon his return he would inform the four Bomb Groups on what we will be permitted to do at the Heritage Museum. Mr. Gobrecht has not contacted me so I have no further information at this time.

There will be a dedication of the American Air Museum of Duxford, England, on the 1st of August 1997. I am

91st BGMA OFFICERS 1997-1998

PRESIDENT

Harold E. Johnson
2021 Porter Way
Stockton, CA 95207-4035
Tel: (209) 477-0071
Fax: (209) 472-9569

1st VICE PRESIDENT

Robert H. Friedman
6015 Valkeith
Houston TX 77096-3832
Tel: (713) 729-2255
E-mail: bobnjoy@iapc.net

2nd VICE PRESIDENT

Rudy Malkin
2438 Woodcroft Rd
Baltimore MD 21234-2836
Tel: (410) 668-3406

SECRETARY-TREASURER

Asay B. Johnson
590 Aloha Dr
Lake Havasu City AZ 86406-4559
Tel: (520) 453-3114
FAX: (520) 453-6370
E-Mail: ace91bgma@lnknet.com

HISTORIAN

Earl Pate, Jr.
104 Skyview Dr
Hendersonville TN 37075
Tel:(615) 824-7909

R/I EDITOR

Phil Mack
17521 155th Ave SE
Renton WA 98058-9087
Tel: (206) 271-5277
FAX: (206) 227-8190
E-Mail: mackavco@worldnet.att.net

a Founding Member and have received tour information and encouragement to attend. However, due to a prior commitment (50th Anniversary), I will not be able to attend. **If anybody else is planning to attend, please let me know.**

I would like to thank our new Editor or the Ragged Irregular for a very nice and informative newspaper. Write to Phil and let him know if he is doing a good job or not. Maybe you have an interesting article or a short story that might be interesting to our fellow members. I'm sure it will be appreciated.

/Signed/ Harold E. Johnson, President
91st Bomb Group Memorial Association

Saint Nazaire Revisited Cont. from Page 1

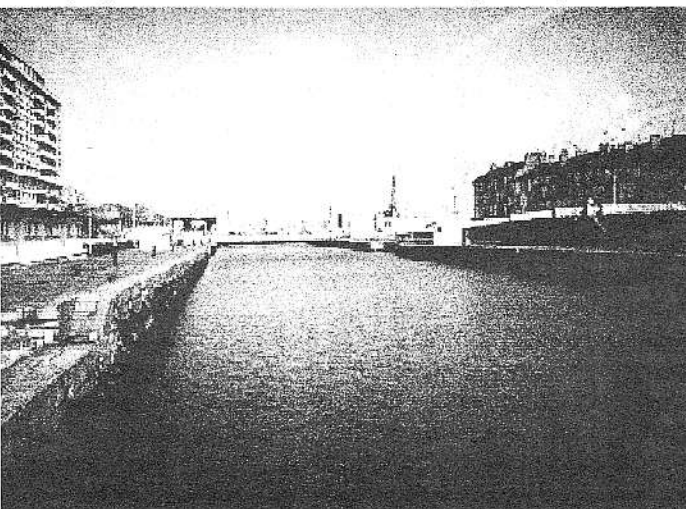
The port of Saint Nazaire is famous for its construction of capital ships. Many of the sailing ships that plied the oceans of the world were constructed here. As metal-hull steamships came along, major trans-Atlantic vessels were constructed the most famous of which was the Normandie in 1932. During World War II, the German Battleship Tirpitz was berthed here. Most famous of course were the sub-pens that housed the U-Boats of Germany during the occupation. Despite the heavy bombing of both the 8th Air Force and the RAF, it is remarkable that these sub-pens, called in one



German Submarine Pens

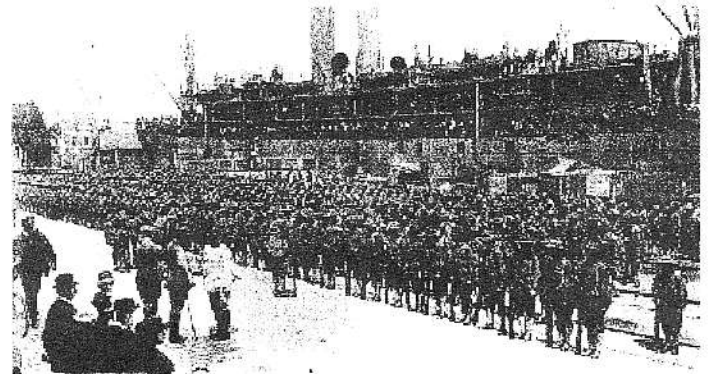
French publication, a "Mausoleum," remain standing today, some fifty-plus years later. The heavy reinforced concrete "lid" resisted the heaviest bombings.

For anyone who may have seen the movie, "Das Boot," the scenes near the end of the movie showing the returning submarine under allied attack as it was tied to the quay, can visualize that in the adjacent picture.



Quay at Saint Nazaire

St. Nazaire was an important port for Americans during the first World War. It served as a port of debarkation for soldiers and supplies for men of the American Expeditionary Forces. It also served as a port of embarkation at the conclusion of that war.



AEF Troops land at St. Nazaire, 1917

Your editor was reminded that both his father and mother met in a small nearby village of Savennay, France, in 1918 where she was a U.S. Army Nurse at the Base Hospital and he was a wounded Infantryman from Gen. MacArthur's 42nd "Rainbow" Division in the Battle of ChateauThierry.

St. Nazaire is a major ship building port today, but it is also a resort town. On the waterfront Boulevard du President Wilson there are numerous hotels, apartment houses and quaint restaurants. There are shops along the Avenue of the Republique that can supply your every need. The trip there was most interesting and very rewarding.



Shoreline along the Boulevard du President Wilson with Monument les Morts

Anyone who has the opportunity to visit Europe might very well find St. Nazaire a place to visit. The French countryside of the Loire Valley is really beautiful and historical. Bon Voyage!

IMPORTANT NEWS!

From Peter Roberts the Chairman of the East Anglian Aviation Society

Greetings from England and from the volunteers of the East Anglian Aviation Society operators of the Tower Museum, Bassingbourn - known to you all as Station 121. As ever our work continues in trying to preserve and promote the memory of all those who so valiantly served at this historic and important station - **none more valiant than the 91st B.G. (H).**

One amongst our Society who served the memory of the 91st for the past 23 years was our Tower Museum Curator Vince Hemmings. However, now we have to announce that in May of 1996 Vince decided that it was time to retire and spend some quality time with his wife Margaret and family. I am sure you all join with us in wishing him a long, healthy and happy retirement.

For his valiant, dedicated and unselfish service, not only as a hard working member of the East Anglian Aviation Society Executive Committee but also as Curator of the Tower Museum, it was our esteemed pleasure, tinged with sadness, that at the Society's Annual General Meeting he was presented with a Commemorative Shield depicting the 91st B.G. (H) Emblem and had bestowed upon him the role of **Honorary Vice President.**

Vince decided and expressed the wish, when he retired last year, to fade completely from all connections with the Tower Museum and this has been the situation since then.

Obviously there has had to be some reorganisation and the search for a new Curator. On Saturday, March 8, 1997, at a full meeting of the EAAS Executive Committee, Mr Steve Pena was proposed and unanimously elected as our new Curator of the Tower Museum. Steve is very much a 91st enthusiast, is a member of the 91st BGMA and has many 'buddies' in the USA and since joining the East Anglian Aviation Society he has been a fervent member of the Tower volunteer team. His charming wife Alison manages the Museum Sales and Promotions programme at Air Shows and Fetes around East Anglia.

I am sure you will join with me in welcoming Steve to his new and important role and give him all the support required to carry your Museum set in the heart of your old station through to the next millennium. **Please ensure that you now address all correspondence to Steve at the following address;**

Bramble Cottage

Netherstones

Stotfold

Herts

England. SG5 4BX

Tel/Fax; 011.44.1462.835787.

E-Mail; AN6530@aol.com

The Museum primary role is to exist as a memorial to all those who so bravely and gallantly served with the 91st and we, the society members, are pleased and privileged to be able to represent this memory and to attempt to pass it on to others. In order to do this we are constantly seeking information such as personal accounts, anecdotes, stories, photographs, documents and the loan or donation of other memorabilia such as items of uniforms, equipment, flight gear - in fact anything associated with the 91st such that we can be justly proud in our claim that the Tower museum truly represents the everlasting spirit of the 91st B.G. (H).

Sincerely,

Peter Roberts, Chairman, East Anglian Aviation Society.

Cambridge, England. March 14, 1997.

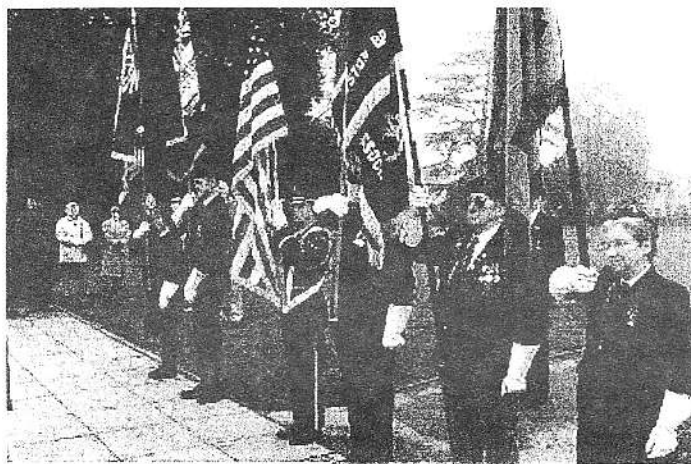


Editor's Note:

The foregoing message was passed to us electronically by Steve Pena, the newly appointed Curator of the Tower Museum. We thank Mr. Peter Roberts for keeping us apprised of organizational changes and we share his appreciation for the work of Mr. Vince Hemmings, former Curator, for these many years. We offer our heartiest thanks and wish him well.

Remembrance Day November 11, 1996

What the United States once called Armistice Day and is now called Veterans' Day, is called "Remembrance Day" in the United Kingdom. On November 11, 1996, at the eleventh hour, Remembrance Day was observed at the Royston War Memorial. Recognition of the American participation is noted by the presence of the American flag. The photo below shows the members of the British Legion at the ceremony.



The following is paraphrased from the Royston Crow:

"Despite appalling weather people throughout the Royston area turned out in force for Remembrance Day Services.....to pay tribute to the servicemen & women who lost their lives in conflict.

"Town Mayor Councillor Derek Robertson praised the commitment of everyone who attended.....The service was attended by civic leaders and MP Oliver Heald [and] conducted by the vicar of Royston the Rev. Leslie Harman and the chaplain of Bassingbourn Barracks the Rev. Steve Norris.....Soldiers at the Army Training Centre at Bassingbourn laid a wreath at the 91st Bomber Group memorial just inside the camp gates."

(This information arrived too late to make the January R/I issue. For the information of computer buffs, the material and photo were electronically sent from England by Steve Pena via E-mail. The photo was in a ".JPG" format and had to be printed first by an Aldus Photostyler and rescanned to put it into the .TIF format acceptable to the wordprocessor software. The quality of the photograph was very good but deteriorated through the successive reproduction processes.)

Movie Review

Memories of the 91st Bomb Group

Produced by Aviacam Productions, England.

Ken Wells, Producer and Researcher

Barrie Bayes, Director, Cameraman, Editor

Mike Lynn, Writer and Narrator

Packed into this :70 minute video tape is an outstanding history of the 91st Bombardment Group at Bassingbourn. The movie opens with scenes at the original base, Kimbolton, which at the time was a relatively undeveloped airfield in poor condition. Colonel Stanley Wray, original Group Commander, is asked to "take a look" at Bassingbourn. He does and the next day, he moves the entire Group into Bassingbourn much to the chagrin of General Longfellow, Commander of the 1st Air Division, who told him, "I said, 'take a look at it,' not 'move there.'"

Bassingbourn was formerly a permanent RAF base with brick and mortar construction, central heating and indoor plumbing. It was, relative to the typical American bases, a "Country Club."

Many members of the 91st were interviewed on camera at the 1996 Reunion at Tucson. First appearing is Nelson Hillock followed by Jim Harlow. A briefing for a mission is shown with footage from previous films. Pilot names appearing on the chalk board in groupings of three-ship elements are: Barton, Bader, Beasley; Hardin, Green, unreadable; Clancy, Birdsong, Silvermail, Giaque; Morgan, Lay, Weizenfeld; Riley, Brown, Winfield; Clothier, Anderson, Cox; and Jackson, Smith, and Frank.

Scenes around the base, the nearby farms, Wimpole Hall, the Royston Museum including Jane Vincent, Curator, and the Eagle Pub in Cambridge, are certain to refresh old memories. Individual interviews were recorded at Tucson in order of appearance with Frank Kenely, Asay Johnson, Bill Zauner, Marion Havelaar, John Burke, Steve Perri, Charles Holman, Howard Donahue, James Verinis, Bob Hanson, Cas Nastal, Bob Morgan, Bob Cox, Jim Witter, Jim Harlow, Quilla Reed, Bill Leasure, Earl Williamson, Howard Wilson, Charlie Hudson, Michael Rheam, Marvin Anderson, W. W. Hill, and Otto Meikus.

This extremely fine production is available for purchase through the 91st BGMA PX, contact Bob Friedman (Address on P. 2), or directly from Aviacam Productions, Ambleside, Bourne End Road, Cranfield, Beds., MK43 0BD U.K. Fax: 44-1234-751784.

News From Earl Pate, 91st BG Historian

The following letter sent to us by Earl Pate is the 1946 Army Air Corps authorization for the award of the Air Medal and other combat theater ribbons for those combat crews KIA, POWs, etc., who never received them.

"POLICY GOVERNING AWARD OF AIR MEDAL TO RE-PATRIATED PERSONNEL

29 January 1946

In the absence of a previous recommendation, or documentary evidence of meritorious achievement, it will be the policy of the Army Air Forces in handling cases of re-patriated personnel who have been shot down and taken prisoner, to make the award of the original Air Medal on the strength of the returnee's statement alone, and regardless of the number of missions flown, even though he was shot down on his first mission.

Signed E. R. Jacoby
Colonel, Air Corps
Chief, Awards Branch
Personnel Services Division
AC/AS-1"

Requests for such awards should be made to any of the following names at the address given. Families of deceased veterans should include supporting documents, squadron, combat report and date. Earl can furnish copies of the combat report if those concerned can provide him with the date, aircraft number, nose art and crew member's name. .

Names: Brig. General Susan W. Fryman,
Commander

Colonel Kenneth W. Fryman
Major Manuel A. Hidalgo

Address: HQ AFMPC/DPMAS
550 C STREET
WEST STE 12
RANDOLPH AFB TX 78150-4714

"WRAY'S RAGGED IRREGULARS" — The Name. How it Came About.

Paul Limm, Advisor to the 91st BGMA, tells us that in 1932, when Stanley Wray was a Cadet Captain at the West Point, he commanded I Company, a bunch of unreconstructed rebels, which he called, "Wray's Ragged Irregulars." Later, when he commanded the 91st Bomb Group, he had a flag made, embroidered with "Wray's Ragged Irregulars" on it. The flag was hung in the Officers Club, and remained there until Wray was transferred. The term gradually fell into disuse after his departure. (Ed. Note: I always thought it had to do with our formation flying.)

Calendar of Events

May 15-17 1997 The Mighty Eighth Air Force Heritage Museum, Savannah, GA. First Anniversary Celebration. For further information contact: Wayne Corbett, (912) 748-8888 or 1-800-421-9428.

August 1, 1997 American Air Museum Dedication Duxford, England. Tours available July 30 to August 5, 1997. For tour information contact: WorldTravel at 1-800-259-5780. If you plan to attend, please inform 91st BGMA President, Hal Johnson.

August 2, 1997 323rd Bomb Squadron Memorial Dedication at Bassingbourn (Wimpole Hall). Contact 91st BGMA W.W. Hill, 4002 Braddock Rd, Alexandria VA 22312, or (703) 256-9165.

August 21-23, 1997 B-17 Flying Fortress Memorial Dedication, August 22, 1997, Colorado Springs, CO. For information call 1-800-305-1738.

P-X STORE

Sweat Shirts Bob Friedman acknowledges interest on part of many members in this item and would appreciate knowing about how many would be needed due to problems of stocking and investment. Please write him (address on Page 2) with your order indicating size and color preference.

91st BGMA Caps Caps with 3 in. emblem of the 91st BG are available by direct order from Memphis Net and Twine. Call Bill Raiford, 1-800-238-6380 for information as to prices, shipping cost and order.

Memories of the 91st Bomb Group Video tapes may be ordered directly from Bob Friedman.

Dues Notices

From "Ace" Johnson to all 91st members. To you who received a dues notice, even though you had previously paid your dues, I apologize. I experienced a hard drive crash on my computer so the wife and I had to process all dues payments by hand while resurrecting the hard drive, a monumental undertaking to say the least. In order to assure no mistakes in the payments we did duplicate some accounts but felt it was better to do this and be certain than to mis someone.

Letters to the R/I. We regret that publication of letters received will be deferred to the August Issue.

the whole bus in a loud voice that he had won Virginia in a crap game with Bill! Hank was one of a kind, and a good and kind man.

He will never be forgotten. There were eight red roses in his casket with a card which read: 'No sweat mission Hank. ---No Fighters, no flak. ---We will miss you. ---Your fellow B-17 crewmates and their wives.' Submitted by Robert M. "Dusty" Hoffmann.

● OSCAR MOUTON, JR., 322nd, Pensacola, FL, 1996 (exact date unknown). Former member of the crew of Eldridge Greer. Shot down Feb. 22, 1944, flying the "Boston Bombshell." Also flew on "Spirit of '44" and other aircraft. POW for the duration.. Oscar stayed in the Service and retired after thirty years. He was a resident of a nursing home for some time before he passed away. Reported by James E. Purton, Right Waist Gunner, Liverpool, OH.

● RHEAM, MICHAEL C., 401st LM, Lewisburg, PA, Nov. 25, 1996. Excerpts from his published obituary are as follows: Michael was a graduate of the Robert Morris School of Business, Pittsburgh. During World War II, he was a Captain in the Army Air Corps, 8th Air Force, serving in the European Theater. He was a navigator on B-17 aircraft and was awarded three Distinguished Flying Crosses. A former vice president and secretary, he was employed by Weis Markets, Inc. since 1955 and was the company's special project coordinator. He was a member of the board of directors and executive board. Reported by wife, Ardella.

● SIMMONS, THOMAS B., 401st, FM, Lutz, FL, 1996 (exact date not reported). "Tom" was with the 401st Sq. from 1942 at MacDill until the end of WWII. He served on the Reunion Committee of the 91st BGMA in Tampa in 1986. He had retired as a Chief Master Sergeant of the Air Force. Submitted by Howell B. Loper, 401st LM, along with photos requesting help in identifying airmen in the photos which will be published in a future edition of the R/I.

● TAYLOR, LYLE, 323rd, Boise, ID, Feb. 7, 1997. Lyle was a tail gunner on Chuck Giaque's "Eagle's Wrath" and completed his tour of 25 mission on that airplane on May 30, 1943. He had been awarded the DFC, Air Medal w/3 OLCs, and the Purple Heart. After leaving the Service, he moved back to Idaho where he married Gladys Winterton in 1956. He worked for Idaho Animal Products for eighteen years and the Idaho State School for six years until he retired. He was preceded in death by his wife. Submitted by Mario Mattie, former crew chief of "Eagle's Wrath" and life long friend of Lyle's.

● TEMPEST, RONE B., JR., 323rd, FM, Pensacola, FL, Nov. 28, 1996. Rone was called to active duty with the Army's 10th Cavalry. He decided he would rather fight the war in the air and applied to attend navigation school. He became the Navigator on "Dusty" Hoffmann's crew in "Hi Ho Silver" and completed 35 missions. Both the pilot and co-pilot of "Hi Ho" had been themselves navigators. Needless to say, Rone got a lot of supervision. Rone also flew 55

Continued on next column.....

combat missions in B-26s in Korea during the Korean War. He was a career officer and retired as a Lieutenant Colonel in 1971. In February, 1996, nine months before he died, Rone had the joy of flying in a restored B-17 once based at Basingbourn with the Triangle A. The fight over Pensacola was a birthday gift for him from his wife, Ruth.

Best described as a true gentleman, Rone was well liked and highly respected by all who knew him. He will be sorely missed. In addition to his wife, Rone is survived by a daughter, two sons and eight grandchildren. Submitted by Ruth Tempest with additional comments by Robert M. "Dusty" Hoffmann.

● SNOOK, LESTER B., 322nd, Tewkesbury, MA, Feb. 17, 1995. Lester was an original member of the 91st Group, flying as waist gunner with Chief Sly and Chief Sly II. His first and 25th missions were coincidentally to Saint Nazaire, on Nov. 14, 1942 and May 29, 1943. He was preceded in death by his wife, Marian in 1993. Submitted by Jack Mitchell, also waist gunner on Chief Sly I and II.

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We were saddened by the passing of Mary Cippola, wife of former 91st BGMA Vice President Sam Cippola, 323rd, Lyon, Illinois, of "Nine-O-Nine" fame.  
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KNAUB, JAMES R., 323RD, FM, Richmond, VA, Feb. 17, 1997. Reported by his daughter with the following poem:

In a B-17 in World War II
the 91st Bomb Group is with whom he flew.
He flew 30 missions with 7 in the lead plane
and prayed for Peace for our Country again.

An honorable man who never patted himself on the back,
he fought an ME163B Rocket Fighter attack.
He treated a wounded comrade
then turned to his waist gun,
And fought bravely as the Mustangs
finished what he and his crew had begun.

There were many brave missions
and more stories to tell
About the love of his Country,
and devotion to Family as well.
He believed in our Nation, our Flag and her glory.
I am only beginning to tell of a hero and his story.

The honors, awards and the medals he wore
are a fitting tribute to the man I adore.
His Distinguished Flying Cross was among many received,
yet he had a quiet dignity about all he achieved.

Now he is resting with "folded wings"
but I won't be silent about my pride in him.
Just look through the clouds in the far away sky
for to protect us again, my Hero flies.

Folded Wings

● **BROOKS, CALVIN**, Batesville, MS, May 30, 1996. Former POW. Reported by Robert G. Morgan and Irvin F. Stehlik.

● **DAWSON, JOSEPH COLIN**, 401st, Pawtucket, RI, December 27, 1996, after a lengthy illness. Survived by his wife, Norma, six children and 11 grandchildren. He was Radio Operator of the original crew of "Broadminded" and completed 35 missions together on March 23, 1945. After the war he was a successful Insurance Executive in Pawtucket, RI. Reported by fellow crewmen Bill Bateman, Joe Hutton and Paul Kennedy.

● **FLIEGEL, MORRIS "HANK"**, 401st, Lynn, MA, Dec. 1, 1996. Bombardier, shot down and POW for fourteen months. He owned Meadow Park Auto Exchange in Lynn for many years. Was a member of the Gannon Golf Club, the Sgt. Robert Gautreau Post of the VFW, and the Massachusetts Chapter of the Prisoners of War. Reported by Fred Mellon, 324th LM.

● **FOSTER, ROBERT A. SR.**, 401st LM, Tampa, FL, Dec. 19, 1996. Pilot and Group Operations Officer in the 92nd. Foster was shot down while flying in the 91st and became a POW. He was awarded the Purple Heart. He married Lucille Parsons and was co-founder of Foster McDavid Furniture Mfg. Co., and President of Foster-Smith Advertising. He was past Chairman of Clan MacNaughton of

member of the Radio Controlled Model Airplane Club of Yuba City and Oroville, and a member of the Yuba City Moose Lodge. Submitted by his wife, Mary Lee.

● **HILL, JOHN VICTOR**, 323rd, FM, Lakeland, FL, Dec. 19, 1996. Former crewmember of "Paper Doll," shot down on mission to Aschersleben, Feb. 22, 1944. POW, survived the "death march" and was liberated May 8, 1945. Reported by his wife, Dorothy.

● **LILLEY, HENRY "Hank" L**, 323rd, LM, El Paso, TX, Feb. 24, 1997. Robert M. "Dusty" Hoffman, pilot of the crew on which "Hank" served writes: "The Association [91st BGMA] lost a unique and outstanding life member. He spent a career in the Air Force and retired as a Master Sergeant. Following his Air Force retirement he was an award-winning Ford truck salesman for many years. He was not only tail gunner on my crew, but also my good friend. Needless to say, when his sister, Lila, called with the sad news, the tears flowed! We flew most of our missions in 'Hi Ho Silver.' However, when as assistant operations officer I lost my crew, Hank flew a number of missions as engineer on the crew of Ted, 'Kelly' Skawienski, my former co-pilot.

With Hank's absence future reunions will never be quite the same. Hank never met a man he didn't like (at least initially), and he had more friends in the Association than five or ten of us put together. Everybody knew Hank, and if you didn't know him, or know of him, you've never attended a

91st BG Memorial Assn.
590 Aloha Dr.
Lake Havasu City, AZ 86403

FIRST CLASS MAIL

FORWARDING AND ADDRESS
CORRECTION REQUESTED.

LET US KNOW BEFORE YOU MOVE!

THE RAGGED IRREGULAR

These Newsletters are published quarterly. October, January, September and July are the 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 of those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942-1945.

Material for publication should be sent to the Editor, Phil Mack, 17521 155th Ave. SE Renton, WA 98058-9087. "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.

America, member of the Charter Review Board of Hillsborough County, Board of Directors of Hillsborough Tomorrow, and Past President of Florida Furniture Manufacturing Association. He was also active in numerous other organizations. Submitted by Howell Loper, 323, LM.

● **GOULD, ROBERT E.**, 323, FM, Yuba City, CA, Oct. 12, 1996. A former B-17 pilot, he retired after 20 years from Yuba County Airport as airport manager. He was a

Continued on next column.....

reunion. I was last with Hank at the Tucson reunion (there were just the two of us from our crew) and talked to him on the phone in December.

I don't believe Hank missed a reunion since the one we attended in Memphis in 1978. When I called my radio operator, Bill McGavern, to relay the sad news, his wife, Virginia, recalled a brief but funny story typical of Hank. It seems that at the Memphis reunion they were aboard a bus, probably en route to the brewery, when Hank announced to

Continued on Page 7.....