

The Ragged Irregular



322nd SQUADRON



323rd SQUADRON



Supporting Units



324th SQUADRON



401st SQUADRON

Vol 30 No. 4

91st Bombardment Group (H) Newsletter

October 1997

SAVANNAH IN 1998!

Savannah, Ga—Asay Johnson. Crossroads of the Historic South, and Home of the Mighty Eighth Air Force Heritage Museum, bids welcome to the 91st Bomb Group Memorial Association for its biennial Reunion. 1998 is the year and **Savannah** is the place for all 91st BGMA members, wives and friends to get together for an exciting reunion.



Take a nostalgic trip back to the days of World War II while visiting the **Mighty Eighth Air Force Heritage Museum** and viewing the remarkable exhibits. Relive the **charm and hospitality of the old South** and visit the unique downtown and riverfront shops. **Cruise the mighty Savannah River.** Enjoy the ambiance and convenience of the **Marriott Riverfront Hotel**. Finally, **relive the old times and renew old acquaintances** in the comfort of the luxurious hospitality room without the inconvenience of the Arizona liquor law encumbrances.

Earl Pate and "Ace" Johnson, with wives, Mary Elizabeth and Gloria, have finalized plans for a most interesting **91st BGMA Reunion, August 26 through August 30, 1998.**

Arrangements have been made to visit the Eighth Mighty Air Force Heritage Museum on Thursday and Friday. **Companion Tours** of the historical Savannah have been planned for both days to compliment the tours to the museum. A **Riverboat cruise**, complete with excellent Southern cuisine, has been scheduled for Friday evening, a must event for all reunion participants.

During the regular business meeting on Saturday, the ladies will be treated to a **special tour** based on the novel and movie, "Midnight in the Garden of Good and Evil."

No reunion would be complete without the **Grand Banquet** on Saturday evening and, not to disappoint anyone, such a gala event is scheduled.

Make your plans now. We must cherish the opportunity to meet "one more time." Make your plans early and take advantage of senior airfares. A future R/I will include full registration information.

The Year of Memorials

We are a Memorial Association and 1997 will be remembered as the year of Memorial Dedications for major events at Royston, Duxford, Bassingbourn, and Savannah. These dedications represent also a commitment on the part of individual members through personal contributions as well as that of the 91st BGMA.

Royston, Priory Gardens, August 1. Representing the 91st BGMA, Paul Chryst, laid a wreath at the foot of the stone memorial erected by the City of Royston with financial support by the 91st Bomb Group Association. Chryst was leader of a tour group on behalf of the 78th Fighter Group formerly based at Duxford. Paul Chryst expressed thanks to Councillor F. John Smith, and Mayor Douglas Drake and others for their support.

Duxford Airfield, August 2. Dedication of The American Air Museum. This museum is funded by contributions of the British Government and of American citizens. This effort was begun with the leadership of the late Jimmy Stewart whose post as Joint Chairman with Field Marshal Lord Bramall, is now held by fellow actor and former airman Charlton Heston. Formal dedication of the Museum took place on a cloudy misty day by Her Majesty Queen Elizabeth II, after comments by Secretary of the United States Air Force, Sheila Widnall.



Queen Elizabeth II Dedicates American Air Museum in England

Continued on Page 3.....

The President's Corner

I trust that all of you had a pleasant summer. Certainly, your Association officers had a busy one. Historian Earl Pate reports after a visit to Basingbourn that the Prop Memorial is like new. Thank you. Friends of the 91st; the name of your organization says it all.

2nd Veep, Rudy Malkin, is hard at work writing about the contributions of the ground personnel to the wartime mission of the 91st. The combat crew achievements may have been more dramatic but those of the ground personnel were equally important. Readers, send your stories to Rudy or they may be lost to posterity.

The General Manager of our PX, Bob Friedman, told me that sales are booming, with orders even coming from France, Belgium and the Netherlands. Using last year's PX Consumer's Survey, Bob is gradually restocking the inventory. Balancing quantity lot purchases for discounts against projected sales of customized merchandise requires a delicate touch. Bob now understands the value of price-volume and demand-supply curves from Econ 101 days. Thanks to the efforts of Ace and Gloria Johnson, and Bob and Joy Friedman, our PX profits, approximately \$5,000 annually, is an important source of the Association's income. Of course, we have zero cost for labor, management, administration, and clerical work; and zero cost for such overhead as warehousing, inventory control and utilities. In addition, Joy Friedman does all the wrapping and mailing. Naturally she draws half of Bob's zero salary. *Please, when you send in orders, make checks payable to 91st BGMA.*

Working with Earl Pate in the planning of the Savannah Reunion, Ace Johnson realized that there would be few reunions after 1998. Contacting the other six members of his POW crew, Ace convinced them that the Savannah Reunion would be an appropriate occasion for a grand get-together. Indeed, for all of us, by considering each reunion as possibly the last one where friends or crews could assemble as a group would increase the importance and significance of the Reunion. And, God willing, if we are all present and able to repeat the experience two years later, so much the better. Perhaps other combat crews can take a leaf from Ace's book. Paul Limm has suggested that we combine the ground crews and flight crew by aircraft. This way, at Savannah, we can honor both ground and flight crews AND the legendary B-17s of the 91st Bomb Group. I intend to work with the Reunion Committee on this item.

Each of us has treasures which invoke remembrances of the times past: a wedding invitation, a birth announcement, a pressed flower in a book of poetry, a crayon drawing by a child now a grandmother, etc. Earl Pate, Ace Johnson and Bob Friedman have found elegant and practical souvenirs to be added to the "ditty" bags to be distributed when we register for the Savannah Reunion, souvenirs which will remind us of the joy of meeting friends after years of separation, keepsakes to affirm our membership in a great

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organization. This Reunion also will be the first to return a substantial share of the Reunion proceeds to the members and guests, either in the form of souvenirs or mementos, or in the form of reduced prices at Reunion events. This is in appreciation of our members, families and guests who have supported our Reunions so faithfully over the years.

Editorial For the first time since this Editor took up the quill (computer keyboard), we are happy to be able to say that the number of Folded Wings has decreased significantly for this issue.

Thanks to all of you who have sent in material and kind remarks. It is appreciated. Space is always a limit but we keep trying to get it published. If you send material that is not original, please identify the source and if possible that it is reproduced with permission.

Regarding photos, the July issue had some poor quality reproductions. Apologies and replacement copies were sent to Jack Bowen, "TV Camera" Frank Annis and to Beverley White and Ed Perrin. For this issue we are using a different printer and process in an effort to improve the pictures. You can help by sending originals. Newspaper photos do not reproduce very well.

It was your Editor's pleasure to have returned to England in August to attend the dedication of the American Air Museum at Duxford, to have lunched at the Basingbourn Barracks, attended the ceremonies at the Prop Memorial and the 323rd Squadron, visited the Tower Museum and met Vince Hemmings, David Crow, Peter Worthy, and East Anglian Aviation Society leaders: Peter Roberts, Vic Lawson, and Steve Pena.

In response to Steve Pena's request for donation of articles for the Tower Museum, it was also his pleasure to donate his RAF helmet and USAAF Goggles, along with German books and other materials he used to prepare himself for escape or evasion which, happily, he did not have to use; he completed his tour, 23 Mar 44.

Memorials Dedications—Continued from Page 1

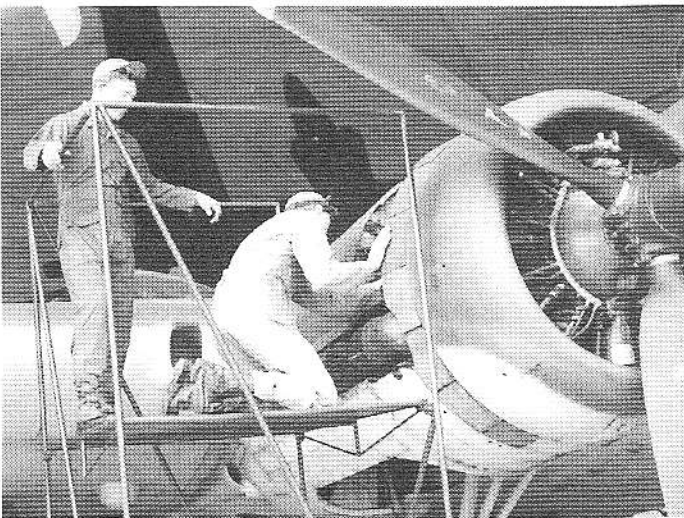
American Air Museum (Cont.) The dedication was complete with fly-bys of a B-17 escorted by P-51s, a P-47, and a Spitfire. The sounds of these wonderful machines as they passed overhead brought back many memories to the hundreds of American veterans who were present.

The American Air Museum building is an unusual design that resembles a truncated dome. The curved roof of the dome extends to the ground except on the side facing the airfield which is flat with an array of large glass panels. Inside the Museum are actual aircraft of the USAAF and USAF including a B-17, several fighters, a B-15, a B-52, the nose section of a B-24 and other aircraft.



Facade of the American Air Museum at Duxford, England

One scene inside the Museum will be especially appreciated by the aircraft maintenance personnel who are remembered by a three-dimensional scene of two life-size mannequins dressed as mechanics in the uniform of the times, OD coveralls, positioned on a maintenance stand working on the number three engine of a B-17. It is very realistic and takes one by surprise until he does a double-take.

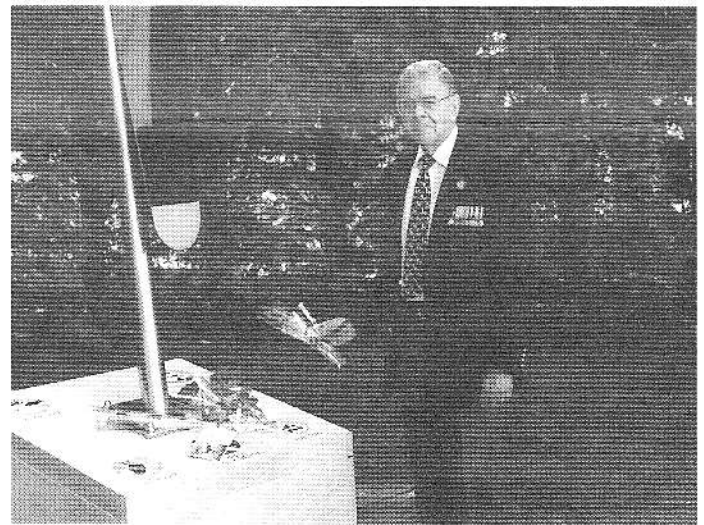


Maintenance Personnel are Remembered at Duxford.

Bassingbourn Barracks—W. W. Hill. August 2, we arrived at Basingbourn Barracks and were welcomed to the Officer's Mess for a luncheon by Major C.J. Pearce, assistant to Lt. Col. Stewart, Base Commander who unfortunately was away, and Major R.J. Abbott, OC, Wray Company. There was a large gathering of military personnel, former military personnel, civilians and wives, including representatives of the Netherlands who had been active in the resistance movement and aided many of our downed airmen at great personal risk.

After lunch, the group visited the 91st BGMA Prop Memorial at the base entrance near the Headquarters in a lovely alcove of trees. The Prop Memorial, after ten years, is now in first class condition thanks to the Friends of the 91st, David Crow and Col. Peter Worthy, retired, who had it refurbished. Major Pearce gave an interesting talk about the Prop. He noted that the angle at which the propeller is mounted is the exact angle, and the lower propeller the proper height from the ground, as it would be were it on a B-17.

David Crow supplied three roses from his garden and Whit Hill placed them on the base of the memorial. He dedicated the first to all who had ever been associated with the 91st Bomb Group; the second to those who have died since WWII; the third to all those 91st Airmen who did not return from their missions.



Hill Laying Roses at 91BGMA Prop Memorial—Bassingbourn

The party then moved on to the point on the airfield where the aircraft of the 323rd squadron crossed the Royston/Huntington Highway to its dispersal area in the "Avenue of Trees," once stately trees that succumbed to a disease and have been replaced by young elms. Approximately 60 people, including 91sters still living in England, members of the Dutch WWII Resistance Delegation, and many British citizens from the local area.

A warm welcome by Col. Peter Worthy began the dedication followed by a prayer of thanksgiving by Wray Company Chaplain, Bob Locke. Whit Hill and Phil Mack, former 323rd Squadron members, unveiled the

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Memorial Dedications—Continued from Page 3

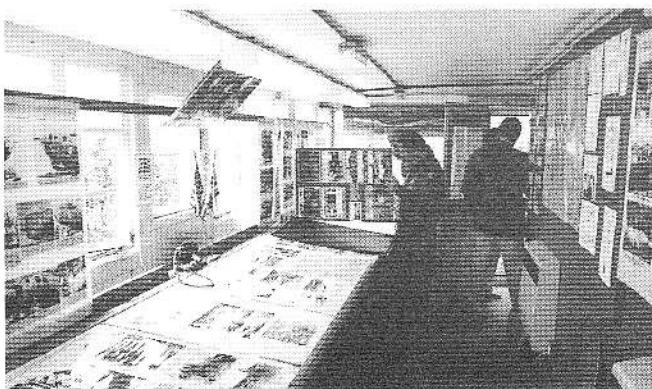
Bassingbourn (Cont.)....American Flag-draped Marker. The marker was then dedicated by Rev. Ray McKnight. Taps was sounded by USN Petty Officer F/C David M Hall. Whit Hill spoke on thoughts and remembrances, some sad such as the time when M/Sgt Louis Katona inadvertently rode his bicycle into the prop of a taxiing B-17, and some joyous times, belatedly thanking Mr. & Mrs. Howes for the dairy products and the freshly harvested new potatoes the ground crews sometimes "borrowed" from their farm across the highway.

The 323rd Memorial Marker was then officially presented to Mr. Graham Damant, Wimpole Hall Property Manager, National Historic Trust, on whose property the marker resides. A plaque for display in Wimpole Hall was also presented to Mr. Damant. The closing prayer was administered by Chaplain McKnight.



L-R Col. Peter Worthly, Vince Hemmings, Maj. Pearce, Whit Hill, Mr. Damant, David Crow, Phil Mack, Maj. Abbott

Bassingbourn Tower Museum. A Group visit to the Tower Museum concluded the afternoon. The first floor is dedicated to the Royal Air Force who occupied the airbase in the pre-war period and during the Battle of Britain. The second floor is dedicated to the 91st Bomb Group (H). Hosting the visit were members of the East Anglian Aviation Society, Peter Roberts, Chairman, Vic Lawson, Treasurer, and Steve Pena, Curator.



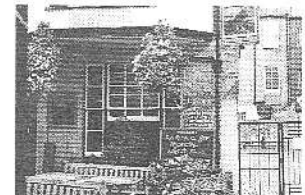
Bassingbourn Tower Museum

Cambridge

The 91sters who attended the several dedications traveled by diverse means. Some joined Paul Chryst's tour which he managed for the 78th Fighter Group (Duxford). Some traveled with the 355th Fighter Group (Steeple Morden). Bill Leasure, LM, 324th, traveled with the staff of the Eighth Air Force Historical Society, to which he has been nominated for a Board position. Your Editor met up with Bill—we were staying at the same hotel in Cambridge: the University Arms. He introduced me to several of the Society's staff.

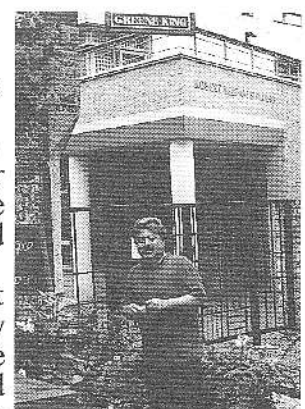
I caught a train from Gatwick Airport and was met by Vince Hemmings, founder and past Curator of the Tower Museum, at a town south of Bedford. Vince and with his wife, Margaret, drove me to Cambridge. On the way, we passed Biggleswade, home of the Shuttleworth collection of aircraft, some of which were flown in the movie, "The Daring Young Men in their Flying Machines." We stopped by Wimpole Hall, drove past Bassingbourn and on to Cambridge.

Below are some scenes around Cambridge that may bring back some memories.



Clockwise, from top left, University Arms Hotel, the Commons, Courtyard of the Eagle Pub, Kings College. Peter Hill, owner of the Pub famous for the names of Air Crewmen written on the ceiling during the Second World War.

The continued interest on the part of so many people in England in the participation by the United States Army Air Forces in the war against Germany is remarkable in its extent and sincerity. There exists a much stronger bond between our countries than most people are aware. There were 122 American airbases in England.



Peter Hill, Proprietor, The Eagle Pub

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Cambridge—Continued from Page 4

Perhaps this thought on the bond between our two countries is better expressed in a recent communication received from Vince Hemmings: "I can remember the days when, had Hitler invaded this country [England], we had literally nothing to stop him. When America came into the war, it was our salvation. It is a fact that had Hitler invaded, I certainly would not be here today, neither would my family. So I shall be perpetually grateful to people like [the members of the 91st Group] who came and ensured we have the freedom we have today."

(Mr. Vince Hemmings is an Historical Aerospace Consultant living in Barrington, Cambridgeshire, England. He is a founder member of the Friends of the RAF Museum, Past Chairman of the Shuttleworth Veteran Aeroplane Society, a volunteer at the Imperial War Museum, Duxford, from 1972 to 1975. He founded the Tower Museum, Bassingbourn Barracks in 1973 and left it in 1996 having been its Curator since 1977. He is a Life Member of the 91st BGMA. He was employed for nearly 20 years in the Space industry and he is an advisor on Historical Aviation related matters to South Cambridgeshire District Council and others.)

B-17 Monumental Bronze Dedication—Ace Johnson

On 22 August 1997, approximately 500 B-17 veterans, their families, cadets and others attended a poignant dedication ceremony of the unveiling of a three-ton bronze replica of The B-17 Flying Fortress. The Fortress will now hover in the Honor Court of the of the United States Air Force Academy as a memorial to veterans of World War II. It is most fitting that the B-17 is surrounded in part by a P-51 Mustang, a P-38 Lightning and a P-47 Thunderbolt, our "little friends."

There were many misty eyes as the model was unveiled and even more as the bugler played Taps and memories flashed through the minds of the attending veterans.



Unveiling Bronze Replica of B-17 at USAF Academy

Retired Colonel Robert K. Morgan, pilot of the 324th Squadron's "Memphis Belle," was the featured speaker. During his talk he emphasized the huge losses of the 91st during the war years and related that the reason he and the crew of the Memphis Belle survived was the punishment the B-17 could endure. The B-17 was the reason daylight bombing was successful and by many estimates shortened the length of the war considerably.

The memorial was accepted for the USAF by Lt. Gen. Tad J. Oelstrom, Superintendent.

B-17 Monument—Continued

Members of the 91st BGMA in attendance were: Matt Munding, Woodrow Whipple, Fred Hall, Ed J. Drake, J. S. Traylor, Lyle McCullough, George Shook, Donald Beale, Chauncey Hicks, Jackie Starcer and Asay Johnson. Retired General Jim McPartlin was unable to attend because of a stroke suffered by Mrs. McPartlin. This was indeed regrettable since he devoted so many hours to establishing the memorial.



Some 91st Bomb Group Donors in Attendance

The 91st BGMA was the second largest contributor to the memorial with 37 members contributing \$450.00 each to become "Crewmembers." An additional donation was made from the 91st GMA memorial fund.

Letters to the Editor

Mrs. J. E. Sale, "Syndale," 7 Horse Road, Minnis Bay, Birchington, Kent CT7 9PN, asks if anyone has information about a B-17 attempting an emergency landing at Bassingbourn in June 1943, "literally 'hopped' over the [Wimpole] mansion's roof-top to drop below the roof-top height, making for the end of the runway of Bassingbourn." She and a farm worker flattened themselves on the ground and were thankful the the pilot was able to clear them and crash land near where the Wimpole Drive met the runway. The pilot and some of his crew, she learned, had survived. She would like to thank the pilot for having been able to "lift" the airplane enough to clear them. (Letter was sent to Col. Bob Morgan who forwarded it to Rudy Malkin.)

Nelson A. Hillock, Jr. informed us of his new address: 7348 SE Seagate Lane, Stuart, FL, (516)286-7044. He adds that Phil Swanson, mentioned in "Letters to the Editor" in the July issue of the R/I, flew his last mission with his crew on "Texas Charlie," as his crew had already finished their tour. Also, William "Bill" B. Ingham, 401st, was elected to the Board of Directors of the 8th AFHS, Florida Chapter. Congrats Bill!

Raymond Shaw, Asst. Superintendent, Cambridge American Cemetery. Mr. Shaw wrote Asay Johnson to thank him for the July issue of the R/I. He wrote,

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Letters to the Editor—Continued from Page 5

Raymond Shaw—Cont. ".....We enjoy reading it [the R/I] very much and placing it in the 91st BG folder for others to read when they visit the cemetery."

Charles L. Corson, FM, 323rd, Sent in a poem written by a friend of his, Philip Reed Oyerly, 16 January 1996, "Home is the Flyer," based on Corson's true stories when he was Flight Engineer and Top Turret gunner on Nine-O-Nine. Only the first two stanzas are quoted due to the length of the poem and other material yet to be published. It is hoped that the full poem can be published in a future issue.

It was known thru-out the Eighth Air Force
That the Flying Fortress, Nine-O-Nine,
was the B-17 to fly, of course—
for She was flying a course, divine!

More than two-hundred times She flew
into the dangerous German den.
Each time She carried a courageous crew—
and brought them home again."

Ed. Note: It was my privilege to have flown a mission in Nine-O-Nine. It wasn't very famous then; it was on its fifth or sixth mission, Berlin, 9 Mar 44. For five of our crew, it was their 25th and last mission.

Paul Chryst also sent in a poem, "The Old Men" by George Kerridge. It's a good piece but it too will have to wait until more space is available.

Jack Paxson/Willis McQuain, 322nd Crew Chief, sent in an article, "A Day in the Life of the Ground Crew. It is an excellent article and well worthy of publication. Unfortunately it will take most of a single page to reproduce it here.

[Discussions have taken place among the Officers of the Association about increasing the size of the R/I to two or four more pages. The major obstacle is the added cost of both printing and postage. We are investigating bulk, non-profit, mail rates that might offset the higher printing costs.]

The Web. For those of you on the "Web," try this: <http://home.earthlink.net/~milhist/91bg.HTM>. It is a page and a half summary of the history of the 91st BG.

Michael A Sibenac, 1696th. Writes to say he is still in pretty good health. "I worked as a carpenter all my life—after the Service. I was Union and I'm 78 years old. I did keep in touch with some of my friends from Bassingbourn. I worked as a cook in the consolidated mess. Bob Racicot, our Mess Sergeant passed away. The Mess Sergeant before him was Seymour. My friend Larry Smith passed away quite a while ago. He worked on the runways loading bombs."

He sent some reprints of pages from the October 1995 R/I showing a picture of himself in a cornfield with the remains of a German V-1 Buzz Bomb. With him were two officers, perhaps from an Engineers group stationed nearby. He would still like to know the identity of these officers.

Michael was Commander of VFW Post 7090 for two years, 1989-1970.

Chuck Galian, 323rd, sent the photo below of "Outhouse Mouse". The identify of those in front are given as McGora and Newman; no names for those the second row. The "Mouse" went on to complete 139 missions and was eventually retired to Kingman—a credit to the crews that flew it and those who maintained it. [Ed. Note: I also flew this on 20 Feb '44 to Frankfurt.]



323rd Sq. Ground Crew Members for "Outhouse Mouse"

Excerpts from Chuck's letter merit reproduction (slightly edited) telling us, who joined as replacements, what it was like in the "early days." This is how it was.

"While turning over my bundles of old papers and clippings I spotted my story of the trip to England on the Queen Mary back in '42 and packed like sardines. We alternated sleeping on deck one night and the next in a cabin. One day as we zig-zagged toward Europe one of the Master Sergeants yelled out to a fellow blocking the fresh air from entering the porthole. Since most of the group smoked, we craved the fresh the fresh air.

English rations confirmed my suspicions that none of the cooks managed to graduate from cooking school. I do believe I'd tasted better 'wiener water soup.'

Next stop after docking: Kimbolton with all the better plumbing of the olden days. We were introduced to some unknown ingredient in our meal one day which put our entire group as well as the RAF attached lads out of commission. I'd never seen so many disposable sets of shorts and long handles scattered over the entire base. There was a mass of troops walking like bow-legged cowboys for a few days.

Our aircraft hadn't arrived from the States so we were in a position of playing soldier. Details, edetails and more details. Listening to the Articles of War, marching in the English countryside with full field pack and lously singing 'I don't want no more of the Army; Gee but I want to go home,' with some rather shady wording. I wondered what the local folks thought about the brazen Yanks?

A chance finally came for a pass to visit an English town: Bedford. There were about half a dozen of us who went as a group to see what things ere like in the 'fish and chip' world. After a short bus ride, we managed to book into a private Bed and Breakfast spot.

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Letters to the Editor—Continued from Page 6

Chuck Galian, Cont. "We decided to 'check out' the town. We were amazed at the picture-like looks of the area. It was peaceful and there appeared no signs of war. Suddenly we spotted loads of GI trucks piling up near the town square. At that exact time there was a GI walking toward us: 'What's going on in the town square?'"

"If you guys are from the 91st, you better get your butts back to trucks and back to camp. All passes are canceled."

As a group we did an about face and said, 'Like hell!' We had our passes and we had paid for our Bed and Breakfast. Staying out of the center of town we managed to sleep in a set of clean sheets and have a good country breakfast with eggs (in a shell) and good country bacon.

The head count of GIs in Bedford that particular morning was very slim. There was time to spare before our bus would take us back to Kimbolton. A decision to stop at the hotel bar for a taste of warm 'mild and bitter' was decided on.

One of our lads thought it would be a good chance to be friendly and entered into a conversation with a British Major. After quite a few 'Whiskey Macs,' our good-hearted GI had his knees turn to rubber bands. We had to pour him into his seat on the bus.

When we got back to the base, everything and everybody was gone. This gave me a feeling for 'Beau Geste.' Soon a truck appeared that was looking for strays. The Group had been transferred to Bassingbourn. It was really appreciated going into a real modern airbase with some good plumbing and good facilities unknown to most of the other Groups of the 8th Air Force. Color me lucky, OK?"

Charles Booth, 401st, Sent a copy of an article, "Charles Booth: Bombers and Buzz Bombs." It is quoted as follows:

"On June 6, 1944, Charles Booth was working on a badly damaged plane in Bassingbourn, England, the only one in the squadron so badly shot up it was out of service. The rest had left for an invasion that troops had heard, but knew no details, about.

Working as a member of the ground crews for the 8th Army Air Corps Booth fixed the plane while waiting for pilots to return. The crews had pre-flighted a dozen other B-17 bombers for their mission, later known as D-Day, the invasion of Normandy.

Booth, 85, of Walpole worked at Hubbard Farms in Walpole before he was drafted into the Army Air Corps in April 1942. First sent to basic training in Miami Beach, he went to MacDill Field in Tampa for training to refuel B-17 planes, known as 'Flying Fortresses.' For another few months he trained in Walla Walla, Wash., then returned in late August to Fort Dix, N.J., by troop train.

On Sept. 3, 1942, Booth boarded the Queen Mary with 20,000 [sic] other troops for a six-day trip to England. They landed in Gurock, Scotland, and went to

Bassingbourn, where Booth stayed for nearly four years.

As a mechanic, he worked on engines hit by flak, checked tires, and made sure all wires were intact. Other crews inspected for damage done to the body, guns, and radio systems.

For two years, buzz bombs flew over from Germany at night. The self-propelled missiles were small planes without pilots, but loaded with bombs [sic]. They had enough fuel to reach England.

"Hitler sent them over the base every night," said Booth. "they sounded like planes. All you could see was the back of them, the jet exhaust with the fiery red flame on the back of them. They came almost every night during the early morning. A lot would land on London. Some landed one or two miles away on a farmhouse and killed the whole family. Fortunately they didn't land on our base. I was scared, I didn't know what they would take away."

John Howland, 324th. "I received an e-mail letter from Tony Tyson, nephew of my wartime pilot, Jim Tyson. [Howland was Navigator on a PFF attached to the 91st.] Tony is a physicist for Bell Labs in New Jersey. In his letter, Tony states, 'I just finished a great book on WWII radar, and I've got a question for you. Do you recall the origin of the term, 'Mickey,' which was used for the H2X radar? The book is by Robert Ruder and is entitled "The Invention that Changed the World."

Howland later came up with the hypothesis that "mickey" was an acronym for the Mark II, a British designation for the radar, written as "MKII."

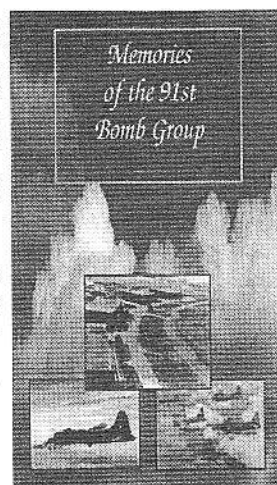
Has anyone else an answer to this question? Tony Tyson and his wife reported subsequently that he enjoyed a good visit to Bassingbourn in June.

Walter M. Pickard, 323rd. Walt and his wife visited Bassingbourn earlier this year and reported meeting the staff of the EAAS who now operate the Tower Museum. "Our short visit brought back memories; some good and some sad. [What is important] is the knowledge that this small group of dedicated people is perpetuating the memory of the 91st."

Barrie Bayes, Aviacam Productions, has asked us to remind members of the 91st BGMA of the availability of their excellent Video tape, *Memories of the 91st Bomb Group*. "Men of the 91st tell their own dramatic stories of courage, honour and victory, together with reminiscences from local people.

Copies may be ordered from Aviacam Productions, Ambleside, Bournne End Road, Cranfield, Beds., MK43 0BD, U.K.
Tel: 44-1234-751110/Fax: -751784.
U.S. \$24.00+\$6.00 Postage.
Visa/Mastercard accepted.

Something for Christmas??



Golden Wings

● **LOUIS R. CASSESE**, FM, 323rd, Middletown, RI, May 28, 1997, age 81. Former S/Sgt, Intelligence Specialist-631. He was a painter for a construction company and The Newport Housing Authority, and a parishioner at St. Lucy's Church in Middletown. Preceded in death by his wife, Josephine M. Cassese. Survivors include 9 children, 12 grandchildren, 7 great grandchildren, a brother and sister. Submitted by son, Peter B. Cassese, who asks if anyone who knew his father and his war-time record could write him about it: 13 Rolling Green Rd, Apt. #13A, Newport, RI, 02840-1046.

● **BURNETT HUGHES**, LM, 324th/401st, Jackson, MI, Dec. 21, 1996. Reported by sister, Mrs. John Betterndorf.

● **DAVID LLOYD**, 323RD, Beavercreek, OH, May 24, 1997, age 79. Long time friend, Mario Mattie tells us he was the crew chief of "Stupntakit," one of the original B-17s arriving in England in November 1942. Lloyd also crewed "Blue Dreams" and is pictured in Ray Bowden's book, "Plane Names and Fancy Noses," in front of his ground crew receiving a silver cup from Captain McFarland and his flight crew in appreciation of their efforts. Lloyd was preceded in death by his first wife, Elladeen, and survived by his second wife of 13 years, Grace (Gatliff) Lloyd, and sons, daughters, brothers, etc. He had been awarded the Bronze Star and six Battle Stars. In civilian life, he retired from Civil Service, was an Elder in his Church, and a member of F&AM in nearby Xenia, Ohio. **Continued top of next column.....**

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● **RUSSELL O MASTELLER**, FM, 322nd, Williamsville, N.Y., June 2, 1997. Reported by his wife, Arlene.

● **WILLIAM E. MCNICHOL**, FM, 323rd, La Mesa, CA, April 28, 1997. Reported by his wife, Alice, who writes, "[He died] after a valiant fight-it was one he didn't win. We all miss him.....He was a good father, husband and friend.

● **JAMES E PURTON**, LM, 322nd, East Liverpool, Ohio, August 29, 1997, at home after a year's illness of cancer. He was a waist gunner on B-17s and was shot down on his 22nd mission and taken prisoner by the Germans. H remained in prison camp from February 22, 1944 until April, 1945. He was a member of the flew of "Spirit of '44", a plane which was written up in "Flying Aces" for a mission on which they were shot up badly. He is survived by his wife, Anne, three sons, two daughters, and five granddaughters.

● **THOMAS J. FITZGERALD**, FM, 32ND, North Hollywood, CA, August 1997. He was recipient of the Purple Heart. He was shot down over Germany June 21, 1944 on a mission to Merseburg and spent the next 11 months as a POW at Stalag Luft III and Stalag VII-A. On April 29, 1945, he was preceded in death by his wife, Rosalind, and is survived by his daughter, Kelley, and one granddaughter. Submitted by James J. Cullen, LM, 323rd.

● **WILLIAM A. HESTER**, FM, 323rd, Jonesboro, Ark., March 22, 1997. Formerly a member of Mario Mattie's crew on *Eagle's Wrath*. Bill was a great shot and supplied the crew with rabbit meat for stew. As a civilian, he was a farmer. He is survived by his wife, Dorothy Moore Hester and lots of nieces and nephews. Reported by Mario Mattie.

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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.

E-Mail List

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