

# The Ragged Irregular



322nd SODN



323rd SODN



Supporting Units



324th SODN



401st SODN

Vol 31 No. 3

91st Bombardment Group (H)

July 1998

## REUNION UPDATE

**Lake Havasu City, AZ.** Asay Johnson, Co-Sponsor with Earl Pate, reports on the 1998 Reunion in Savannah, Aug. 26-30.

### Registration

As of June 1, 1998, there are 190 members and their guests registered. This is ahead of previous reunions which indicates a potentially good turnout. In addition to those presently registered there are approximately 50 who have indicated attendance and I base this on two things. One is the hotel reservations for those individuals who have reserved rooms but have not registered with me and second those who have contacted me either by phone, mail or e-mail.

Our financial commitments require around 150 for a break even scenario and it appears that we will reach that total.

### Event Update

All financial commitments for tour events have been made. The hotel commitments will be taken care of at the conclusion of the convention.

The "Riverboat Cruise" is the most popular of the scheduled events and in trying to anticipate our total needs I contacted the Boat Cruise Company and succeeded in changing our boat for a larger one which will seat 285 inside. It will accommodate an additional 105 on the top deck, which is outside, but I don't think too many of our age group would be able to handle the heat and humidity of Savannah during late August. If we exceed the 285 I will have to contact those individuals personally and inform them of the situation. The choice will then be theirs.

Registration for the Museum Tour is running about 65% for Thursday and 35% for Friday which is surprising. Consequently, the House Tours are comparable. This could create a problem with our bus contract and our tour contract. Only time will tell on this one.

### Hotel Reservations

Our contract with the Marriott calls for 160 rooms which will be held until July 27, 1998. "At that time or when the conference room block is filled, whichever occurs first, the Hotel will review the reservation pick-up for the Event, release any unreserved rooms for general sale, and determine whether or not it can accept reservations on a space available basis at the conference rate."

Continued on Page 3.....

## Air Medals Awarded

**Beale AFB, April 23, 1998.** Air Medals were presented to two 91sters, both from the 322nd Sq., E. Robert "Bob" Kelley and Joe Vukovich, at a recent ceremony by Brig. General Charles Simpson, Commander, 9th RW Wing. "It was a great honor and privilege to recognize these outstanding men and to lead the applause on their achievements," said Gen. Simpson. "Their service and sacrifice helped achieve world peace and paved the way for Air Force airmen to come."



L-R B. Gen. Charles Simpson, Joe Vukovich, E. Robert Kelley

Vukovich, was Co-pilot on "Finfinella" when it was shot down over occupied France August 13, 1944. He was forced to bail out but was rescued by the French Resistance and managed to evade capture. Vukovich, said, "I am glad the medal caught up with me. Now I have something to leave my kin which points to my service accomplishments."

Kelley was pilot of "My Baby" and was shot down over France returning from a mission to Ludwigshaven, September 5, 1944. He spoke of youth, noting most of the active duty officers present were much older than his compatriots during the war. "When I flew the B-17, I was 21 and my co-pilot was 19." With the help of the French Resistance, he managed to evade capture and was eventually repatriated.

See related article on Page 4.....

## The President's Corner

Dear fellow members of the 91<sup>st</sup> BGMA:

With our reunion a short time away, it is time for this Officer to start thinking about the business meeting that will be held on Saturday morning in Savannah. This will be your only chance to "sit across the table" from the Officers and tell them what is good and what is bad and what changes you feel are necessary. In other words, "What's on your mind?" Be prepared.

If I may, I would like to tell you about a couple of items your Officers have on their minds. First item is the upcoming election of Officers. Our good friend Paul Limm has been working very hard to recruit members to run for the offices of President, Vice Presidents, Secretary/Treasurer, Editor and Historian. The ballot enclosed with this issue of the R/I lists the names of the nominees.

I will be stepping down after four years as Vice President and four years as President, but have volunteered to accept the office of 2<sup>nd</sup> Vice President to provide whatever continuity I can.

Another thought you might think about and possibly discuss at our business meeting is a suggestion made to me in a letter from a member of the 91<sup>st</sup> that the bylaws be amended so that associate members (relatives or friends) be allowed to become officers of the 91<sup>st</sup>. This might be a way for the continuation of this organization many years to come.

Last item, future reunions. We need some serious input and commitments on your part for future reunions. Usually, at the Saturday morning meeting, the members are asked to choose the plan and site based upon what the member presenting the site has to say about it. I know of one plan and location that will be presented at the business meeting for the year 2000. Hopefully we will have others to consider.

It has been my pleasure to serve this organization as its President and I will ask you to give the new President your support as you did me. Thank you.

Harold E. Johnson



A Gathering of Eagles, Stockton, CA, May 25, 1998  
Harold Johnson, 3<sup>rd</sup> from left standing.

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## A Gathering of Eagles

Several World War II Warriors gathered at Stockton CA, May 25, 1998, among whom was our Association President, Hal Johnson, standing third from the left in the adjacent photo, and below in his Aviation Cadet uniform. The following is quoted from the Stockton "Record" newspaper.



HAROLD JOHNSON

Air Force Lt. Harold Johnson flew 35 missions over Europe. Mission 25 took him and his B-17, "Little Patches," to bomb a synthetic oil plant at Merseberg, Germany on Nov. 2, 1944.

"This is one mission I will never forget as long as I live. Just after bombs away, they hit us with an awful barrage of flak. I looked back at our right wingman just in time to see him blow up." Once out of the flak, Johnson's plane was attacked by German fighters which shot up one engine.

"We couldn't stay in formation so we headed down to stay underneath it. That's where our protection was. The more ships you have around you, the more guns, the better protection you have."

The crippled plane couldn't keep up with the formation. Johnson's ball turret gunner ran out of ammunition and the tail gunner's guns wouldn't work.

Saved by the arrival of U.S. fighters, Johnson and his crew headed for home, losing altitude as they went. Then a flak burst destroyed another engine. The co-pilot invited the crew to bail out before he took the crippled ship "down to the deck." No one jumped.

Continued on Page 3.....

## A Gathering of Eagles (Cont. From Page 2)

Some may have wished they had, for soon it seemed that every gunner in Germany was aiming at Little Patches.

"How they missed us as much as they did, I don't know," Johnson said. "They were shooting at us all the time."

There was no relief even when the plane reached the Atlantic. German shore batteries spotted the low-flying ship and commenced firing.

"The shells would hit the water and explode in front of us," Johnson said. "And once in a while, one would explode above the water. The concussion would hit the water and then hit us. It was just like running into a wall. It would shake everything in that ship. Really, it was a frightening experience."

Little Patches had one more ordeal. Sixty miles from base, the fuel gauge showed empty. Air-sea rescue was alerted. But the B-17 wouldn't quit. It reached the English coastline and set down on the short runway of a fighter base. Skidding out of control, the B-17 ended its incredible flight in the mud of a farmer's field.

"We were scared to death, but we walked away," Johnson said.

All on board had returned safely. The only casualty, ironically, was the ship that brought them home.

"Little Patches" was so badly shot up that it never flew again," said Johnson, 78, a Stockton resident who retired from the Air Force in 1979 as a Lieutenant Colonel.



## Reunion Update (Cont. from Page 1)

### Hotel Reservations (Cont.)

I have checked with the hotel and they indicated there will be no rooms available beyond our contractual commitment.

Our contract calls for one Deluxe Hospitality Suite and one complimentary room for every 50 rooms reserved. There is no provision for extra suites this year. Anyone considering upgrading to a suite will need to notify the Hotel and will be totally responsible for the cost.

[Ed. Note: Ace Johnson & wife will be away for most of the month of July. His e-mail and phone will be monitored by his daughter and messages can be relayed to him, or you can leave a message and he will get back to you later.]

## MEMBERSHIP UPDATE

Total membership	1403
Life Members	312
Associate Life Members	78
Public Relations	24
Full Members*	899
Associate Members	90
Delinquent Members	237
Dues Paid 1997	92
Dues Paid >1997	142

\*Includes 237 Delinquent Members

**Correction.** In the April 1998 Issue book review on Page 6 of Sam Halpert's "A Real Good War," the address and telephone number for the publisher contained errors for which we apologize. The correct information is **Southern Heritage Press, P. O. Box 10937, St. Petersburg, FL, 33732, Telephone 800-282-2823, Byron Kennedy, Publisher.**

Sam Halpert reports book sales are going very well. He himself is recovering from triple heart by-pass surgery performed in May. The early part was pretty rough, he said, but he now feels terrific. We wish him a continued recovery.

## BALLOT ENCLOSED

In accordance with the By-laws of the Association, a nominating committee headed by Paul Limm has developed a slate of officers to be voted upon at the next biennial meeting in Savannah, Aug. 26-30, 1998. You are asked to cast your vote and return the ballot to Limm, whose address is printed on the reverse side of the ballot, not later than August 15, 1998.

Please note that there are two candidates for the office of Editor. The current Editor has been renominated and the former Editor has expressed the desire to run for that position again.

### Limm reminds us that "Your Vote Counts."

In 1645, one vote gave Oliver Cromwell control of England.

In 1776, one vote gave America the English Language instead of German.

In 1845, one vote brought Texas into the Union.

In 1875, one vote changed France from a Monarchy to a Republic.

In 1876, one vote gave Rutherford B. Hayes the Presidency of the United States.

In 1923, one vote gave Adolph Hitler leadership of the Nazi Party.

In 1941, one vote saved the Selective Service System just weeks before Pearl Harbor was attacked.

## The Saga of *My Baby*

B-17G, Serial Number 42-107030 was assigned to the 322<sup>nd</sup> Squadron March 24, 1944. On Sept. 5, 1944, on her 59<sup>th</sup> mission, badly shot up en route to Ludwigshaven, *My Baby* crashed in a French field barely missing the village of Bazailles near the borders of Belgium and Luxembourg.



B-17G *My Baby*

Lieutenant E. Robert "Bob" Kelley was flying his second mission since arriving at Basingbourn. He had flown in the right seat on his first mission. His regular CP, Lt. Casey, was replaced by the seasoned co-pilot whose place Kelley had taken earlier. This was Lt. Andy Anderson. Other crew members were Lt. Alton R. Karoli, N, Lt. George Lancaster, B, T/Sgt. Ira L. Krammes, TT, T/Sgt. Grover C. Nordman, RO, Zalma M. Mitchell, WG, and S/Sgt. Richard E. Doyle, TG, and S/Sgt. Edward F. Duemmer, BT.



L-R A. Anderson, CP,  
G. Lancaster, B, A. Karoli, N,  
E.R. Kelley, P.



L-R Standing: Z. Mitchell, Mrs.  
Mitchell, R. Doyle, G. Nordman.  
Kneeling, F. Trin, Mitchell's  
Daughter, Ira Krammes.

Kelley's regular ball turret gunner, S/Sgt. Frank Trin had been assigned to another crew and was KIA three days later in "Roxy's Special."

Trouble began for *My baby* over France en route to the target, the Opay Synthetic Oil Refinery in Ludwigshaven. As the weather worsened, number three engine quit due to loss of oil. Around Metz, heavy flak took out the No. 4 engine.. The Group would have to climb on account of weather, but *My Baby* wouldn't be able to stay with the Group. Kelley reported this to Capt. Evers, leading the Group, who told him to abort and try to get over liberated France and set her down. He would call for fighters to escort the crippled airplane.

Soon German fighters attacked them from behind killing Richard Doyle, tail gunner, destroying part of the rudder and elevator, and cutting communications with the rear of the aircraft. They took more hits and were down to 6,000 ft. and still above the clouds. Kelley gave the signal to bail out, set up the autopilot and prepared to jump himself. When he reached for his chute pack, he was shocked to find that the co-pilot had bailed out with his pack. Then he found the co-pilot's pack and went out. His next shock came when he pulled the rip cord. Nothing happened. Frantically he clawed at the chute until he got it deployed but the shroud lines severely burned his hands.

As he drifted down, a -109 came out of the clouds and followed *My Baby* as it struggled along. A second -109 "spotted me, turned off his run at the bomber and came at me with his guns firing. He passed directly over my parachute. I looked up to see six holes in the canopy." ".....I entered a second set of clouds just as he passed back over and didn't see anything else until I came out of the mist and rain about 3,000 feet.."

As he was drifting toward a wooded area, Kelley saw the B-17 had made a 180-degree turn and was now coming toward him. Fortunately, it was off course for him but, unfortunately, it was headed toward a small town. "The woods were coming up fast so I closed my eyes and doubled up my legs and arms, which I'd read somewhere was S.O.P. The last thing I saw was the B-17 passing directly over a town—Bazailles—missing the city hall and a church steeple by just a few feet and hitting in a field just outside of town with a crash and a tower of flame." The load of incendiary bombs was still in the ship.

Kelley landed in a tree but quickly got out of his chute harness. Not knowing where he was he started "running up a creek and sprinkling pepper on my trail." He heard voices and approached to see what language they were speaking. Kelley's grandmother always spoke French and he had picked up some of it. Fortune smiled again. The people were speaking French. They were talking about the crew members, and he ran up to them and said in French, "I am the pilot."

Rescue was at hand. He soon learned that Co-pilot, Andy Anderson, and navigator, Karoli, were already underground. Except for Ira Krammes who became a POW, the seven other crew members eventually were placed in the protection of the French Underground.

[Ed. Note: The complete story about the evasion and assistance given by the French is worthy of telling. It is hoped that more of this can be published in a future issue of the *Ragged Irregular*.]



M. Jacob Roland, Wife Jean, and  
Sons. Bazailles, France, 1944

## Body of Airman Found Fifty Years Later



T/Sgt. John Cangemi

T. Sgt. John Cangemi, 322<sup>nd</sup> Sq. was Flight Engineer and Top Turret Gunner on B-17G *Roxy's Special* that was shot down on a mission to Ludwigshaven, Sept. 8, 1944. He was listed as missing in action. His brother, Gaspar, only ten at the time, had in recent years been attempting to find out what had happened to him. His research put him in touch with Richard Braun, who was himself a young man in Ludwigshaven in 1944 and had witnessed the

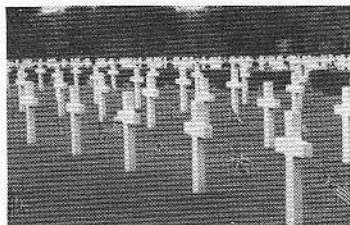
crash of the B-17. Through Mr. Braun's efforts, it was found that the body of the missing airman had been moved from Germany to the Fort Snelling National Cemetery in Minnesota. At Gaspar's request, some soil from his brother's grave has been placed at the foot of a memorial stone in the National Cemetery at Pinelawn, New York, nearer to John's home and relatives.

In a letter from Mr. Braun to Bob Kelley, **Braun asks if anyone has any information on Charles Beebe, also shot down on *Roxy's Special*** and is shown to have crashed at Oggersheim, Germany. His address is Pinienstr. 53, 67065 Ludwigshaven, Germany, telephone: 49-621-573415.

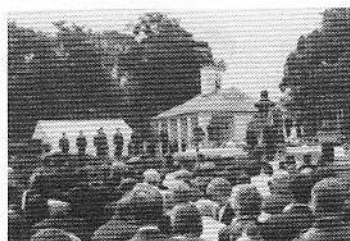
## Memorial Day Observed at Maddingley

The American Cemetery at Maddingley near Cambridge, England, was once again the site of a Memorial Day Observation. A wreath on behalf of the 91<sup>st</sup> BGMA was laid by Vince Hemmings, former curator of the Tower Museum and Friend of the 91<sup>st</sup>, and a wreath "in homage to the 91<sup>st</sup> Bomb Group" was also laid by Peter Roberts, Chairman of the East Anglian Aviation Society, which is the proprietor of the

Tower Museum at Basingbourn.



American Cemetery - Maddingley



Address by Maj. Gen. W. S. Minton, Jr. Cmdr USAF Forces in England



EAAS Wreath

Photos received by E-Mail from Steve Pena, Curator of the Tower Museum at Basingbourn.

## Letters to the Editor

**Roy Griesbach**, FM, 401<sup>st</sup>, writes: "It is always a pleasure when the R/I arrives. It was especially interesting to read the Jan. 1998 Newsletter account related to Rodger Dale Lemley of the Lt. Chouinard crew on the Merseburg bombing mission of *The Jub Jub Bird*, Nov. 2, 1944.

"I was stationed at Bassinbourn with the 401<sup>st</sup> Sq. as pilot from Nov. '43 to June '44. My crew was assigned the B-17, serial #42-31883, and I named it *The Jub Jub Bird* filching the name from Lewis Carroll's poem, *The Jabberwocky*.

"It may be of interest to our readers to follow the lifeline of the plane. It was flown on 69 combat missions when struck by a direct flak strike over the target, Merseburg, on Nov. 2, 1944." Roy enclosed a list of all the missions the airplane had flown and he had flown 11 of its first 22 missions.

**Michiel Hanou**, AM, of San Ramon, CA, wrote to express interest in the crew of Capt. "Buzz" Birdsong. He and others have pointed out a discrepancy in the article about Harry Kool and the Birdsong crew that appeared in the April issue of the R/I.

The error was that Kool did not finish his tour on the Hamm mission on March 4, 1943. He did accompany Birdsong on that mission as his regular left waist gunner. They took off in Delta Rebel, but lost an engine at takeoff. The crew switched to a spare airplane, "Stormy Weather," and completed the mission.

Kool, whose name, before he shortened it, was Kulchesky, did complete his tour with Birdsong on a mission to Tricqueville, France, June 29, 1943. This information is taken from several sources including a conversation with Harry Kool, and reference to Birdsong's book, *Stormy Weather*, ©1988, Hambleden Publishing Company, Pleasanton, CA., which is highly recommended by this Editor.

**James M. Quinn**, FM, 324<sup>th</sup>, was a crew member of *The Black Swan*, a B-17 shot down over France Dec. 31, 1943. The mission and a recently established memorial were the subject of an article in the April R/I. Quinn has been in touch with M. Yves Carnot, grandson of the French farmer who was very helpful to the downed airmen. More

recently, a piece of the airplane was found on the farm. This was the nose hatch door that most likely had been jettisoned. The door was reasonably well intact. It was presented to Quinn in a ceremony at Falls Church, Va.

Quinn, now retired, was an IRS agent in 1945. In 1956 he joined an accounting firm that became Deloitte-Touche in New York City. He now resides in Haworth, New Jersey.



Yves Carnot and Jim Quinn

## Letters to the Editor—Continued from Page 5

**Whitmal W. Hill**, 323rd/441st, sent in the photo below with the caption, "Members of the 91 BGMA meet at the Andrews AFB Officer's Club for dinner with the Northwest Capital Area Chapter of the 8th Air Force Historical Society where Bob Morgan, former *Memphis Belle* pilot, was guest speaker. He was presented with a plaque for his "outstanding dedication and work with young Americans in making them aware of their country's heritage, and that the cost for the peace & freedom they enjoy is priceless."



L-R Owen Cooper, John Parsons,  
Robert K. Morgan, W. W. Hill

Hill tells us also of his chance meeting at the Arlington Memorial Day Ceremony with Major Blanche Wolke, USAF (Ret), who as a Nurse served as an anesthetist at the 7510th USAAF Hospital at Wimpole Park, adjacent to the base at Bassingbourn.

**John D. Mullens**, LM, 322nd, is our newest life member after a hiatus of fifty-five years. In a letter to Asay Johnson, he tells of his eighth and last mission with the 91st. He was flying co-pilot with Lt. William D. Wood and crew that included Marvin D. Anderson, Navigator. The aircraft, Jack the Ripper, was so shot up it had to make a forced landing in Germany. Mullens and the survivors became POWs until the war's end.

Our newest Life Member says, "I count myself fortunate to have served in this great fighting machine and I am truly sorry that I have not heretofore taken an active interest in the 91st BGMA. Thanks to my friend Marvin Anderson I will do so now."

**Steve Pena**, Curator of the Tower Museum at Bassingbourn, sent an E-Mail message, asking if any one remembers the code name used for Bassingbourn Tower. His address is Bramble Cottage, Netherstones, Stotfield, Herts., England SG5 4BX.

**Juan Carlos Sagado**, Carretera de Bosende (Tolda) 36, 27169 Luga, Spain, is writing a book on WWII incidents related to the north and northwest of Spain. He is aware of a 322nd aircraft, LG-C, 322nd Sq. Made a forced landing at La Campa de Erandio (Biscay). Sr. Sagado asks anyone who has information about this aircraft or others, including evaders who passed through Spain, to contact him.

**Everett Wagner**, FM, 323rd, tells us that his crew, better known by the name of their ship, Sheriff's Posse, will have its first crew reunion with the 91st BGMA this year in Savannah. Wagner was Bombardier. Bob Sheriff was Pilot.

**Lucy Correll**, American Women's Club of Amsterdam, observed Memorial Day in Opijnen, The Netherlands, again this year placing flowers on the

graves of eight crewmen of 322nd B-17, "Yankee Dandy" that crashed returning from a mission to Kassel, July 30, 1943. Engraved on tombstones are the names: Harold Sparks, S/Sgt. W1, Robert Duggan, 2nd Lt. N. Douglas Blackwood, T/Sgt. R. Americo Cianfichi, T/Sgt. TT, George Krueger, S/Sgt. W2, Mike Perotta, S/Sgt. BT, Daniel Ohman, 2nd Lt. B. Herman Poling, S/Sgt. T. Mr. de Kocke was present at the time of the crash.



L-R M. den Besten, D. de Vries, Margie Rikert, Nancy Koster-Tschirhart, Lucy Correll, Anne Locke, Anoushka, Granddaughter of Mr. de Kocke, H. de Kocke

**Milt Russum**, FM, 323rd, wrote to inquire about hotel reservations for the reunion. A special mailing was sent to all members by Sec./Treas. Asay Johnson that included a registration form, rates, address and phone numbers. If you did not receive this or misplaced it, the telephone number for all Marriott Hotels is 1-800-228-9290. For the River front Hotel, it is (912) 233-7722. Be sure to identify the 91st BGMA for special rate. There are only so many rooms available so don't wait. You should also contact Asay to sign up for the special events.

**Robert Loughman**, 364th FG, Honington, sent an interesting story he received from our good friend and nose artist in the 91st, Charlie Busa. This comes in a round about way from a mutual friend of this Editor of the R/I: J. Gordon ("Gordie") Johnson, of Burien, WA. Gordie was a fighter pilot in the 364th Fighter Group during WWII. He recently received a complimentary copy of the R/I that included the story of the "Black Swan" and Charlie Busa who painted the nose art on the airplane that crashed in France, Dec. 31, 1943.

The story is about the Queen Mary that collided with a British Cruiser while it was carrying the personnel of the 91st Bomb Group. The incident was kept secret during the war. Loughman mentions the names of two former members of the 364th who were transferred to the 91st, Charles McCarson of Thomasville, NC, and Cletus "Zeb" Hartley, also of Thomasville. These people are not listed in our current directory. If any one knew them, please let us know.

**Rich Ribaud**, nephew of the late John O'Toole, Ball Turret Gunner in the 322nd Sq., who was shot down Aug. 17, 1943 in "The Bearded Beauty/Mizpah" and became a POW, asks if any one can help him build up a history of his uncle. Mr. Ribaud, can be reached at 14318 Dover Dr., Mojave, CA, 93501, Tel: (805) 824-4398 (after 5:00 pm).

**Michel Lugez**, Association du Mémorial Américaine, St. Nazaire, France, thanks us for copies of the April issue of the R/I which he has sent to the Mayor of Noirmoutier and Dr. Gouraud at La Roche. Enclosed was a poem we hope to publish in the future.

# Folded Wings

(Continued from Page 8)

● **JIMMIE D. MILLS**, LM, 322<sup>nd</sup>, Paris, TX, May 16, 1998. Jimmie's son, Col. James G. Mills, Commander, 926<sup>th</sup> Fighter Wing, reports the death of his father, CWO4 (ret), after a long struggle with Lou Gehrig's disease. "His service with the 322nd was a major milestone in my father's life and laid the foundation for a career of dedicated and honorable service to our nation. He retired from the U. S. Army in 1984 after 35 years of both active and reserve service, but his most intense and cherished memories were those of his combat service over the skies of Europe.

"The brotherhood of combat service forms a bond that is difficult to understand for those who have not experienced it. It was not until my service in another war far removed from the skies of Europe that I understood the reverence that my father held for his fellow airmen. The recent experiences he and my mother had with your wonderful association were annual highlights in their lives. He was absolutely awed by the reception of the city of Bassingbourn during the return trip in 1992.

"Please convey to those in attendance at this year's annual event in Savannah, that my generation of combat aviators can never express enough the respect and admiration that we hold for those of you who flew the bloody skies of Europe. Rest assured that, although our numbers have waned, there are still airmen who will step up to guarantee the freedom of America, just as you did those many years ago.

"Jimmie D. Mills was a proud American, and I was blessed to be his son and carry on service to this great nation. My mother, sisters and I wish you great fellowship, vivid memories, and the undying gratitude of a grateful nation.

"With utmost respect,  
Jim G. Mills, Colonel, USAF"

[Ed. Note. Our thanks to you, Colonel Mills, and to all the men and women in our Air Force today for carrying on the tradition.]

● **ALFRED M MYERS**, FM 324<sup>th</sup>, Oakville, WA, May 21, 1997, Age 80. Reported by his wife, Jan, Alfred died of cancer. After wartime service, he owned two retail auto dealerships in Olympia, WA, Ray's Motors, and Martin Way Motors, from 1948 to 1982. He retired to Oakville where he farmed, logged and reforested his property. He was active in his church, the VFW, American Legion, and Young Men's Business Club. He was also a life member of the Elks.

● **JAMES NORRIS (Malachowski)**, FM, 401<sup>st</sup>, Depew, NY, April 12, 1998, Age 75, of heart complications. He Served as tail gunner on Ed Garner's crew of "Time's -A-Wastin'" according to friend Paul Chryst, LM, also 401<sup>st</sup>, who also included an obituary received from Norris' daughter. He completed 35 missions flying from August 1944-early 1945. A Buffalo newspaper quoted Norris as saying at the start of each mission, "How will this one end?"

Norris was preceded by his late wife, Lee. He leaves as survivors daughter Joyce M. Finn, sons Paul and John, six grand children, a brother, Charles, several nieces and nephews. In addition to activity in the 91<sup>st</sup> BGMA, Norris was involved in the War Plane Museum at Geneseo. Reported also by Charles E. Walker, FM, 401<sup>st</sup> and Clyde R. Burdick, FM322nd, both of whom live nearby.

Folded Wings continued next column.....

● **BERT J. PIERCE**, FM, 401<sup>st</sup>, White City, OR, Mar. 5, 1998, Age 83. According to an obituary forwarded by his daughter, Loretta, he was a Master Sergeant in charge of maintaining B-17s. For his work developing a special tool to "ease the work on the planes' engines," he was awarded the Bronze Star. Bert's war efforts were mentioned several times in the book, "Once there was a War," by John Steinbeck. Also, he was crew chief during the filming of "The Memphis Belle."

In civilian life, he was foreman of the Modoc pear orchard at Table Rock. He later worked for the Jackson County Road Department from which he retired in 1975. Survivors include his wife, Inice Inman, two daughters, one grandson, one granddaughter and three sisters.

● **KEITH D. QUAYLE**, FM 323<sup>rd</sup>, Hudson, FL, March 1997. Keith was a lead bombardier. He was a native of Iowa. His business career took him to Michigan, California and Ohio before he retired in 1986. Submitted by his widow, Leona.

## 91<sup>st</sup> BGMA Financial Report

	Jan-Mar '98
Ordinary Income/Expense (\$)	22
Income	
Dues	10412.60
Sales	3878.45
Total Income	14291.05
Gross Profit	14291.05
Expense	
1998 Directories	4850.86
1988 Reunion Expenses	718.89
Office Supplies	157.00
Postage and Delivery	43.81
PX Supplies	900.23
Ragged Irregular	1200.00
Telephone	67.40
Uncategorized Expense	0.00
Total Expense	7938.19
Other Income/Expense	
Other Income	
1998 Reunion	7575.00
Interest Income	61.62
Total Other Income	7636.62
Net Other Income	7636.62
Net Income	13989.48

## 91<sup>st</sup> BGMA Balance Sheet

ASSETS	
Current Assets	
Checking/Savings	
Checking	17978.08
Savings	15591.56
Total Checking/Savings	33569.64
Total Current Assets	33569.64
TOTAL ASSETS	33569.64
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	29811.89
Retained Earnings	(12569.63)
Net Income	16307.38
Total Equity	33569.64
TOTAL LIABILITIES & EQUITY	33569.64

## Folded Wings

● **JAMES F. BELVILLE**, FM, 323<sup>RD</sup>, Gallipolis, OH, Dec. 27, 1997 Age 79. Retired from Buckeye Rural Electric with over 20 years service. He was a member of VFW Post 4464, American Legion Lafayette Post 27, Vinton Masonic Lodge 131 and Elks Lodge BPOE 107.

Preceded by his wife, Jeanne Dalby Belville, sisters, Nancy Lemley and Carrie Disbennett, and a granddaughter Angela Saunders. Survived by son, Gaylan Belville, daughters Madaline Kuhn, Frances Saunders and Cheryl Robie, seven grandchildren and nine great grandchildren, and brother-in-law George Lemley.

● **RUSSELL L. BRINKERHOFF**, 323<sup>RD</sup> FM, Nikiski, Alaska, Mar. 17, 1998, Age 77. He enlisted in the Army Air Corps Jan. 27, 1940 and served initially in Alaska where he was awarded the Soldier's Medal for rescuing a pilot from a burning plane. He went to aerial gunnery school and was assigned to the 91<sup>st</sup> BG. His plane piloted by 2<sup>nd</sup> Lt. Fourmy was shot down on the Mar. 6, 1944 raid on Berlin. He and his crew became POWs until liberated by the British Tank Forces in 1945. The 323<sup>rd</sup> Sq. Lost three aircraft this day: two over Berlin due to enemy action and one crashed on take off. The 91<sup>st</sup> Group lost a total of six aircraft due to enemy action.

Brinkerhoff had various vocational pursuits including owning a trucking company, salesman, working for the Atomic Energy Commission as an operating engineer. He retired from Amoco having been a roustabout and operator in 1983. He is survived by wife, Barbara, who wrote, "The battle with

elected Mayor of the City of Ferguson In the early '60s. In 1985 he became a circuit court judge in District 1 of St. Charles County. After retiring from that position he became a senior judge in Missouri for two additional years.

Duggan also had a passion for the theater and starred in leading roles in local performances of Carousel ("Billy Bigelow"), South Pacific ("Emil"), and A Christmas Carol ("Scrooge"). The foregoing information and much more was provided by his wife Barbara, who adds, "Les was the most wonderful husband a woman could ever have. He was so tender, so loving and so kind."

Les Hillock, former crew member with Duggan, also provided some of the information presented.

● **GILBERT M. FALCK**, FM, 401<sup>st</sup>, Bellaire Bluffs, FL, May 21, 1998, Age 77. Gil served as co-pilot in the 401<sup>st</sup> and was shot down over Berlin, Mar. 6, 1944, his 9<sup>th</sup> mission. He remained a POW in Stalag 1 for the duration and was involved in five escape attempts. His obituary notice says "Gil was reticent in talking about his wartime experiences and never romanticized them. He always maintained contact with his surviving crewmembers, for whom he felt both great respect and the deep affection of men who have faced mortal danger together."

Gil and his wife, Edna, were married in 1946. He attended the University of Minnesota and received his degree in Mechanical Engineering. He devoted a career with Minneapolis-Honeywell and served in several management positions and was involved with the development of inertial guidance and stellar navigation systems for the space programs. He also found time to raise a family and serve his community in many capacities.

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

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#### THE RAGGED IRREGULAR

These Newsletters are published quarterly. January, April, July and October 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.

cancer was the one battle his fierce sense of survival couldn't get him through." He leaves behind a very large family and a legacy of public service.

● **LESTER W. DUGGAN**, FM, 322<sup>nd</sup>, Maryland Heights, MO, May 16, 1998, Age 76. Served as co-pilot with the crew of Texas Chubby, the "J'ville Jolter," and eventually became 1<sup>st</sup> pilot and flew with several crews to complete a tour of 29 missions. To his squadron mates he was known as "old blue eyes." Duggan earned his bachelor's and law degrees from St. Louis University. He became active in politics and was

Continued on next column.....

● We announce with regret the passing of Kay Flinn, Feb. 17, 1998, loving wife of John C. Flinn, FM, 401<sup>st</sup>. Flinn was original co-pilot on Lt. Weber's crew on "Destiny's Child." Information provided by Jack Paget.

● **BERNARD J. KAJEWSKI**, FM, 322<sup>nd</sup>, Waterloo, IA, Feb. 5, 1998, Age 76. Mrs. Kajewski informs us that he died after a long bout with cancer. In addition to his wife of 50 years, he leaves behind six children, nineteen grandchildren, and one great grandchild. He was interred at St. Francis of Barclay Cemetery with a 21-gun salute followed by taps.

Folded Wings continued on Page 7.....