

The Ragged Irregular



322nd Bomb Sq.



323rd Bomb Sq.



Supporting Units



324th Bomb Sq.



401st Bomb Sq.

Vol. 32 No. 2

91st Bombardment Group (H)

April 1999

Saga of Winnie, Frank and Joe

Ray Jones, Lt. Col., USAF (Ret) served as co-pilot on the crew of the B-17G-40-VE, 42-97954, assigned to the 401st Squadron, 91st bomb Group. It was pressed into service promptly by the imminent invasion. Jones tells us the story of its last flight, 20 July 1944.

We got her on 26 May 1944 after having flown several missions. She had red tips on her wings and elevators, a checkerboard cowl flap and we had her christened by Father Regan, as our crew was Catholic.

The crew and their status resulting from the mission on 20 July are as follows:

P	1st Lt. Don Knapp	AO-812279	Survivor
CP	1st Lt. Ray E. Jones	AO-812274	Survivor
N	1st Lt. Marley Darsnek	AO-761410	KIA
B	1st Lt. James M. Donigan	AO-676443	KIA
TT	T/Sgt. James Veres	36050070	Survivor
RO	T/Sgt. Charles H. North	1081410	KIA
BT	S/Sgt. Francis D. Callahan	3271249	KIA
WG	S/Sgt. Richard W. Stull	35514102	Survivor
TG	S/Sgt. Walter H. Lohman	15337926	Survivor

On 20 July, our regular Navigator was Wing Lead Navigator. Our regular Bombardier didn't fly that day. That day was Hell, as we lost eight aircraft from the 91st Group. We got strung out pretty well with no fighter escort. We were hit pretty heavily by Me109s and FW 190s due to being strung out. Once this happens it is



B-17G Winnie, Frank and Joe

hard to regroup due to bomb load and the weight of the gasoline on board to cover such a long mission. We had cloud cover that day as well.

Shortly before the IP we were hit by a swarm of Luftwaffe fighters that did their bit in about three waves of fighting. I remember one FW190 on our right wing before we fell, who gave us a highball and split out.

Continued on page 3.....

Word from the Tower

Bassingbourn, England. Peter R. T. Roberts, Chair man of the East Anglian Aviation Society (EAAS), custodian of the Tower Museum at the former Basingbourn Aerodrome, has announced the appointment of Air Vice Marshal Peter Collins, (Ret), CB, AFC, BA, as President of the Society.

Air Vice Marshal Peter Collins graduated from Birmingham University in 1951 after gaining experience with the Birmingham Air Squadron. His last service appointment was "Director General for Command Information Systems and Organization (RA)" in the Ministry of Defense.

His background is extensive and includes flying tours in operational fighter squadrons, responsibility for air defense on HQ Strike Command Staff as Group Captain. He is a graduate of the RAF Staff College.

Upon retirement from active duty, Air Vice Marshal held responsible positions in the Electronics industry.

Chairman Peter Roberts said, "We are, of course, extremely pleased to welcome him in our midst and we hope the association will be a long, happy and fruitful one."



Air Vice Marshal Peter Collins, (Ret), Newly Elected President, East Anglian Society (EAAS)..

Jake Howland: Coordinator for Europe

91st BGMA President Bob Friedman has appointed John "Jake" W. Howland Coordinator of European Relations under provisions of Article VII, Section 1, of our bylaws, in February 1999. Jake will act as liaison officer with groups and organizations in Europe which support and assist our Association, and will represent President Friedman in presenting our Association's positions and views on matters of mutual interest. He will also work in conjunction with the

Chairman of the Memorials Committee in areas concerning memorials dedicated to the 91st Bomb Group in Europe.

Howland, former Pathfinder Navigator in both the 91st and 381st Groups, is an accomplished author and publisher and recently donated twenty-five copies of Bert Stiles' book, *Serenade to the Big Bird* to



Continued on page 5.....

The President's Corner

The officers of the 91st BGMA all agree that the chief function of our organization ought to be service to the membership. Formulation of that objective is pretty obvious. Methods of implementation are not obvious, largely because of the guessing games involved. You may, incidentally, want to try to reduce the guesswork on any or all of the three issues discussed below by dropping me a note.

First, Turner Publications came to our Savannah meeting with a proposition. They want to publish a history of the 91st, like the histories which they have published of other groups, complete with biographies of those members who choose to submit them. In order to put this thing together, they want to circularize our membership, preferably with a letter over my signature. Now, our members like histories and biographies relating to our Group as evidenced by the fact that they continue to buy books by Evers, Havelaar and Bowden, among others. They are entitled to submit data for the Turner book and to buy it when it comes out. While we feel that you ought to have the opportunity to do what you want, we want you to know that we are not putting any official imprimatur on the enterprise.

Second, the next problem concerns the biennial meeting scheduled next year. Knowing the difficulties experienced in planning the Savannah meeting in a city where no member lived, I want the meeting within 50 miles of my house. Now, the questions begin. How many people are likely to come? How do we solve the people-moving problems? How many wheelchair accessible rooms must we have? My wife and I have been looking at hotels, trying to answer these and other questions. We rejected the last hotel because she said that the public rooms (lobbies, etc.) were unsatisfactory. She, herself, was the last esthetic judgment I was permitted to make.

Finally, there is the matter of the PX. Our members like having the books, pins, insignia and other mementos available. The problem comes with our restocking. We must buy in some even quantity, usually 100. This can mean a sizeable investment. To what degree should we buy from someone else who would not do initialing would require a minimum order of 50 with an investment of about \$700. We gave up carrying golf shirts, returning the money to those who ordered recently. On the other hand, we had barely announced that 50 caps were left over from the goody bags used at Savannah before we sold out the whole surplus! With a stack of back orders and new orders coming in daily, we ordered more caps.

Your inputs are important and I will look forward to hearing from you on these or other subjects.

.....Bob Friedman

Welcome New Life Members

We wish to extend our welcome to the newest Life Members of the 91st BGMA. Said new Life Members are hereby registered in the Order of the Rigid Digit.

324th George C. Cameron 322th Robert S. Lammers
322th William C. Dubose 401st Richard A. Lechner
401st George Frederickson 324th Cloren A. Meade
323rd Quentin Ellis 324th Robert G. Stevens
323rd Howard D. Van Cleave

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91BGMA Balance Sheet As of December 31, 1998

	Dec 31, '98
ASSETS	
Current Assets	
Checking/Savings	3,657.42
Checking	19,354.32
Money Market	
Total Checking/Savings	23,011.74
Total Current Assets	23,011.74
TOTAL ASSETS	23,011.74
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	29,811.89
Retained Earnings	-12,549.63
Net Income	5,749.48
Total Equity	23,011.74
TOTAL LIABILITIES & EQUITY	23,011.74

Profit and Loss January through December 1998

	Jan - Dec '98
Ordinary Income/Expense	
Income	
Dues	11,127.60
Reimbursed Expenses	5,000.00
Sales	6,844.22
Total Income	22,771.82
Gross Profit	22,771.82
Expense	
1998 Director's	7,850.96
1998 Reunion Expense	56,551.51
1998 Reunion Income	-5,988.00
Dues and Subscriptions	137.00
Memorial Fund Exp	96.65
OFFICE EXPENSES	112.89
Office Supplies	183.62
Postage and Delivery	94.95
PX Supplies	2,071.10
Ragged Irregular	5,897.80
Telephone	388.23
Uncategorized Expenses	0.00
Total Expense	67,195.52
Net Ordinary Income	-44,424.60
Other Income/Expense	
Other Income	
1998 Reunion Income	49,817.00
Interest Income	357.28
Total Other Income	50,174.28
Net Other Income	50,174.28
Net Income	5,749.48

Saga of Winnie, Frank and Joe

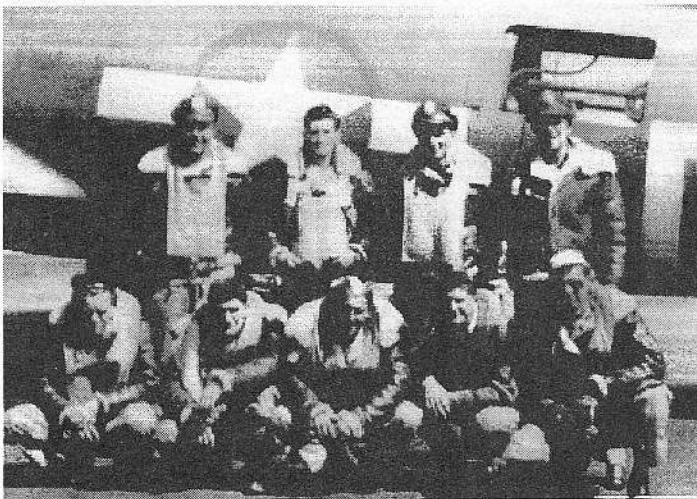
(Continued from Page 1)

Old *Winnie, Frank and Joe* was in bad shape as we later lost the right wing between Nos. 3 and 4 engines and the tail assembly came off. We had lost our gun control as well.

During the attack, Donigan and Darsnek, who were in the nose, died. Callahan, who was in the ball turret, died and Bob North, trying to help him, was killed. Lohman, the tail gunner, fell with the tail, falling until the tail turned to such a position that it threw him out. He told us this after we got out of the POW camp.

When Don Knapp, our pilot, hit the bail-out alarm, we got ready. Jim Veres, our engineer and top turret-gunner, was badly cut by either plexiglass or shrapnel from 20 mm cannon fire, and was bloody and disoriented. Don and I opened the entrance to the escape hatch in the nose and he went on down. I helped Jim down the hatch, hooked his chute on, snapped a line to his D-Ring. Don told me the door was stuck and we couldn't open it by the handle. I had to pull the pins on the hinge and kick the door out losing a boot in the process. Don went out as he was in the position to do so, then I pushed Jim out, wishing him well. Then I bailed out.

Thanks to a buddy of mine, I had a British chute that he had given me when he finished his tour and went home. I hated those standard chest packs as you couldn't fly with them on and they were loose in the cockpit and never around when you needed them. The chute that was given to me was a back pack from Irving Chute Company in Letchworth, England. It was like a pillow on your back. Jim Veres tells me that he will be ever grateful to me as I saved his life. Truth is, I had to get him out of my way before I could get out!



L-R Back Row: P-Don Knapp, CP-Raymond Eric Jones, N-Bob Hart*, B-Hawkins**. Front Row: TT-James Veres, WG-Levandoski,** RO-Charles North, BT-Francis Callahan, TG-Walter Lohman.

*Flew with Wing Lead ** Did not fly mission.

Continued from previous Column.....

We laugh about that now. But the Good Lord helped us out of that badly damaged airplane. **There is no way five of us could have survived without His hand guiding us.**

I landed at Zwickau, Germany and was captured by the Hitler Youth, two of them. I landed in a lady's backyard barely escaping a taut clothes line. I hurt my right ankle landing in a ditch: one leg in the ditch, one on the bank and glad to be alive. The all clear was sounding and she walked out the back door and saw me hit the ground not too far from her. She screamed and went back inside.

A group of us were taken to a big two-story white house where we were interrogated. A rather natty Luftwaffe pilot walked around asking if we were okay, a really nice guy. After all, they had beaten us this day in an air battle with no escort fighters. They jumped us in three waves and took eight B-17s and seventy-two men. So those of us that survived were grateful to be alive. We were a vanquished group of warriors. After all, it isn't fun and games up there. They had a job to do up there and so did we.

I never was treated as a "terror Flieger" but could understand if civilians wanted or tried to kill you. I'm sure the same thing was felt in England about German Bomber crews. A group of us under Luftwaffe Guards were interrogated and then put on a train to Frankfurt.

In Frankfurt, I spent a week in solitary until interrogated properly and then put in another section of the Dulag where you surrendered your uniform for British woolen blues and German high top shoes that had hob nails on the soles. Then you were issued a fiber-made suitcase which had towels, a couple shirts, underwear, socks, soap, toothbrush and Zahn Pulver, a toothpaste of soda. We used this toothpaste in POW camp to make bread crumbs and crackers rise.

During my time in solitary, I shared cigarettes with a Canadian Airman. We had a window in our cell which was opened for a while so we could look out over the countryside and with the help of a bed slat, he would pass a lighted cigarette to me. While going to and from a toilet, I happened to pass a friend of mine from Cadet days in the hall, a guy by the name of Major P. Helfrith. The "Major" was a name not a rank. Outside of the cell door was a flag that made noise when you turned a handle inside the cell and a Luftwaffe soldier would inquire as to your wants. "Vas is los, Kriege?"

I was finally interrogated by a Luftwaffe Major. He was an old pilot that had been shot down over Russia a couple of times and had survived. He wanted my Wing, Group and position in the aircraft of the 1st Air Division. Intelligence had followed us. He knew we had been in triangle A B-17s. I didn't give him anything that he did not already know. He sent an orderly to retrieve a book about 1st Air Division.

Continued on Page 4.....

Saga of Winnie, Frank and Joe

Cont. from Page 3.....

personnel. The book contained my history from the time I entered flying cadets until 20 July 1944, when we were shot down. **Unbelievable!**

Bassingbourn, home of the 91st, was covered like a hand written book. So much for that, but when you are put in the newspaper every step you take, until you are assigned to a group and squadron, it is easy pickings for German Intelligence. I must say one thing: I'm glad we had the men and material to do them in. They will fight you and if you whip them, they will give you another shot at it. The Luftwaffe was a different breed of men than the other Germans I have read about. Of course, we all had a job to do. I personally was not briefed on any concentration camps. I didn't know about them. But our air forces were briefed on POW camps and their location.

After leaving Dulag Luft outside of Frankfurt, we went by passenger train to Berlin. We spent the night in the Berlin marshaling yards next to a German troop train. We had no problems with the German troops and pulled out, headed north in the morning. We were 150 or 200 miles from Barth on the Baltic. We made the trip quite nicely with no problems and upon detraining in Barth, we were marched to Stalag Luft I through this beautiful German town with nothing but quiet stores and a few small waves of hands.

Upon arriving at Stalag Luft I, we were greeted by fellow prisoners and signs telling us that tickets were on sale for a trip across 60 miles of water for one candy bar which, we didn't know about then. Barth is one of the oldest ports on the North Sea, the Baltic Sea.

From the gates we were greeted warmly and the first face I saw was that of a boy I knew from Lafayette, La., by the name of Jimmy Daigle, whom I had last seen over a pair of boxing gloves at La Grange High School in Lake Charles, La. I broke my left hand in the fight and naturally he got the decision. Later I saw him at Lake Charles AFB and later, again, at Chennault AFB. I saw him every time he came for two weeks training as a Reservist. I was a deputy base personnel officer at that time.

We had our share of Aces in this camp as well. Gabby Gabreski of Hub Zemke's Wolf Pack and later Zemke himself. His "51" was torn up in a huge thunder head over Hanover, Germany, so I remember. I am sure there were others from the RAF and RCAF also. These two were the only ones I was privileged to know. Talk about being in the company of eagles, this "sparrow" was overwhelmed by their presence.

Continued next column.....

Christmas of '44, I borrowed a metal whiskey jigger from Gabreski. I had traded some of my cigarettes for some Schnapps, a rather potent German liquor and had enough to give all the guys in our toom a jigger for a Christmas toast. I had received letters, cards, cigarettes and Red Cross parcels while in POW

camp. The Lucky Strike cigarettes were in red, white and blue packages as the old green one had "gone to war." The green was made from copper and that was needed for the war effort.

After standing inspection on Saturdays, we took tables outside, covered them with a blanket. We turned our compounds into casinos and the new Lucky Strikes commanded a high trading price.

We had our tunnels, escape attempts and close calls. At one failed tunnel attempt, the Germans put up a sign, "Roses are red, violets are blue. This the 200th tunnel for you."

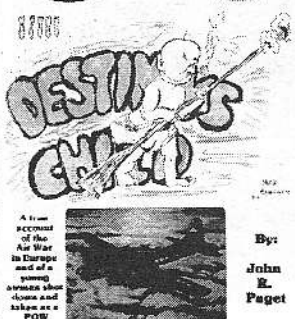
A trip to the water for a swim after a hard winter and good news about the war in the spring. We could hear the Russian guns and flashes of cannon fire to the east.

As Marshal Konstantin Rokossovsky and General Borisof's troops drew near, we convinced the Germans to leave. Gabby Gabreski and Hub Zemke, good boys of Russian descent, met the Russian troops and negotiated our release by B-17s from 91st Bomb Group and others. We were all flown out in one day, I think, to Camp Lucky Strike near LeHavre, France. We met Ike and I shook hands with that fine soldier, but an end must come to all things. There is much more to tell, but it was a happy ending for some of us. I wanted to go back to England and attend a branch of Cambridge University and had made arrangements. Ce la Guerre. Signed: Raymond E. Jones, Lt. Col. USAF Ret.

KGF Nr 5026, Stalag Luft I,
North I Compound

Barrie Bayes, Aviacam Productions, Produced an 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 are available directly from the 91st BGMA P-X. Price: \$25.00 + \$3.00 S&H. Send order to Bob Friedman, Pres. 91st BGMA, 6015 Valkeith, Houston, TX 77096-3832.



Jack Paget, LM, 401st, has written a book, *Destiny's Child* named for the B-17 in which he did most of his missions that began Dec. 20, 1943 with a crash out of fuel and ended on a mission to Leipzig, July 20th, 1944, on which he was shot down.

Contact Jack Paget for further information at:
P. O. Box 159
Pilot Hill, CA 95664-0159

John Howland

Continued from page 1.....

each of the Tower Museum at Bassingbourn and the American Air Museum at Duxford. He has worked closely with the Dutch people who have tended the graves of 91st Group airmen buried in the American Cemetery in the Netherlands. He has worked closely also with the members of the East Anglian Aviation Society who operate the Tower Museum at Bassingbourn and with Friends of the 8th Air Force. Five years ago, Jake represented the 91st BGMA at the Allied and British celebration of the 50th Anniversary of D-Day. The three day ceremonies culminated in a formal dinner hosted by HM Queen Elizabeth II and Prince Philip at Portsmouth for the special guests, all of whom had participated in the D-Day operations. Jake later wrote to the officers of the 91st BGMA thanking them for selecting him as one of our representatives (other members of the 91st BGMA were unable to attend) to the D-Day commemoration and stated how proud he was to represent the 91st.

Map Project Initiated

Steve Pena, Curator of the Tower Museum, and Jake Howland, of the 91st BGMA, have initiated a project aimed at assembling a complete collection of maps of the UK and Europe used by the 8th Air Force during World War II. Howard Groombridge, 401st and Jake Howland, 324th have donated their maps including maps of the invasion, and George Jacobs, 324th, will lend his collection to the Museum. These will be scanned and filed on discs for posterity.

Any person who has any maps is asked to contact either Jake Howland or Steve Pena at the following addresses. Any maps so loaned will be returned after copies taken. It is intended that all maps will be available for users through the Tower Museum and presumably by internet.

John Howland, 191 Parker Lane, Carthage, TX 75633, or Steve Pena, Curator, Tower Museum, Bramble Cottage, Netherstones, Stotfolds, Herts., England SG5 4BX. E-Mail addresses are: <jhowland@sat.net> and <AN6530@aol.com>, respectively.

Contributions are also sought for uniforms, flying gear, wartime photos, and other artifacts or articles of historical interest for display at the Museum. A-2 and B-15 jackets, especially with insignia are sought for display.

Tower Museum as a Teaching Museum

Our own Paul Limm reminds us that the Tower Museum, in addition to being an historical museum honoring those who served at Bassingbourn in WWII, also serves as a teaching museum. The former RAF Air Base is, and has been for some time, a British Army training base: "Bassingbourn Barracks." Each recruit attends lectures given by Tower Museum docents at the Museum on the history of the base, and about the 91st Bomb Group's role in WW II.

It is a matter of conjecture the impression left on these young men when they learn about the 91st Bomb Group and, particularly, when they leave active duty and return to "civvy street" throughout England. Long after we are gone, the memory of the 91st will remain alive in England. This is the true meaning of that famous phrase, "Men die, but the Regiment lives!"

Star 2 Status for Bassingbourn Tower

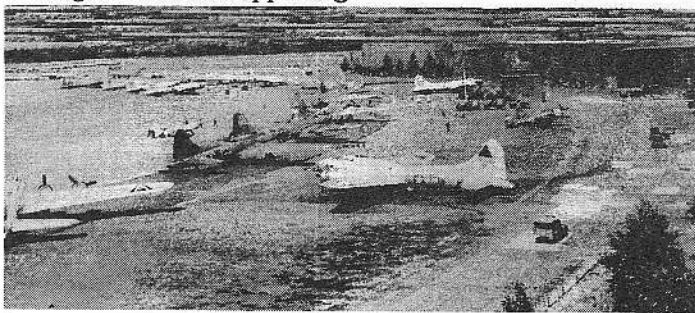
The former Control Tower building at Bassingbourn, now converted into a museum honoring the RAF and the 91st Bomb Group (H) of the USAAF 8th Air Force, exists under the aegis of the British Army Training Regiment Bassingbourn. To insure the survival of this historical site, an effort is under way to have the building listed with a body called "English Heritage" with a view to having it placed on the national register of historic buildings. This effort is being promoted by the East Anglian Aviation Society that operates the Museum.

The building or site in question is then subjected to a survey and assessment made of its condition, originality and historic value. After this a case is compiled which eventually is presented to the relevant Government Minister in London after a period of local and national consultation.

If the building is considered to be of enough importance to the nation's heritage, it will be placed on the register and allocated a "grade." The grade attached to the building will then determine, after prior consultation, the permissible level of alteration to the structure, the level and amount of Government grant funding for such alterations & maintenance. The status being sought is referred to as "Star-2."

To assure perpetuation of the Control Tower at Bassingbourn, which, in turn, will assure the continuation of the Museum, it would seem reasonable that members of our association should support this effort. A letter by John Howland representing his views has been sent to a Mr. Paul Francis, in care of Steve Pena, at Steve's address (see previous column), which is quoted in part:

"The Bassingbourn Control Tower isn't merely bricks, blocks, mortar, glass and framework. This was the nerve center of one of the most important air bases in England. Royalty, important political figures and top ranking military officers often visited it. Equally important, it was used daily by scores of young, twenty-year-old fliers who fought and helped to win a deadly struggle against the Nazi scourge. The very thought of consigning this tower to the rubble heap through inaction is appalling.



Bassingbourn Aerodrome, 6 June 1944, B-17s of the 91st Bomb Group (H) queue for takeoff to support Allied Invasion.

".....The building itself symbolizes the courage, resolve, blood and lives sacrificed in a desperate struggle. Indeed, the Bassingbourn Tower Building has earned and deserves Star 2 status."

Editor's Note. The items published in this issue were deemed of sufficient importance to present to the membership at large. We regret some of the material sent to us for publication must be held until a later issue. Your patience and support are appreciated.

Ron Putz, Named 91st BGMA Rep

Heerlen, the Netherlands, Feb. 2, 1999. Ron W.M.A. Putz has accepted the appointment to represent the 91st BGMA in laying a wreath on Memorial Day at the U. S. Military Cemetery at Margraten, the Netherlands. Mr. Putz, in a letter to 91st BGMA President Bob Friedman, wrote:

"Thank you very much indeed for your kind letter and certificate. I am deeply honored!I am proud to represent the 91st at Margraten every day. None of us will live forever but God willing, I will be able to attend Memorial Day for a couple of years to come. I am 38 now and as long as I am physically able and you still want me, I shall be honored to lay a wreath on behalf of the 91st.

"Please give my best wishes to all the others in the 91st BGMA and remember if anyone of you ever comes over to visit Margraten, your have a friend here.....I am glad to be on your team now."

Ed. Note: And we thank you, Ron, for your good services.

Letters to the Editor

M. Michel Lugez of the Association du Mémorial Américain, Saint Nazaire, France, received copies of the *Ragged Irregular*, issue of January 1998, and responded as follows:

"...I have sent immediately some copies to the Mayor of Noirmoutier on l'île and other copies to Doctor Louis Gouraud of La Roche-sur Yon." He also enclosed a poem "in homage to John H. Roten, Navigator and sole survivor of *Panhandle Dogie*, and his nine comrades who died Jan. 3, 1943. Long live liberty.

"Thank you sir! God Bless America.."

"Vous étiez là, debout, poignant!
Votre main droite ourlant le cœur,
Vos yeux mouillés de l'océan
Où votre avion, tombé, demeure.

Alors, quand de notre île émue,
Eclata l'hymne en votre honneur,
Un frisson grave emplit la rue,
Aux pieds de ce toit protecteur.

Au flane duquel, par un temps froid
Atterrit les dix doigts gercés,
L'un de Ceux à qui tant l'on doit
Que l'oublier serait osé.

Parmi les prés cloutés de croix
Où n'y sévirait que la haine
Etouffant le premier des droits
Don't être libre enest la graine.

Voilà pourquoi vos neuf amis
Assassinés dans notre ciel
Ont désormais leurs noms sertis
Sur la dorure à nos missels.

**Afin que Dieu, source de vie,
Donne à la leur encore des ailes."**

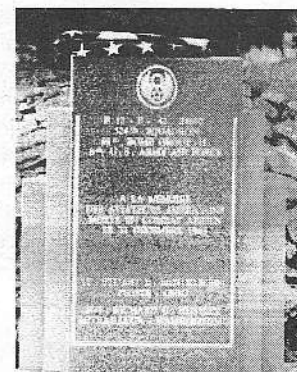
By Antoine Richard.....

Noirmoutier en l'île,
18, rue de Beaulieu, France

Letters to the Editor (Cont.)

Yves Carnot of Rosporden, France, contributed an article published in the April 1998, RI, Page 4, describing a memorial to the crew of the *Black Swan* that crashed nearby on Dec. 31, 1943. He has informed us that a new more durable memorial made of stone has been erected and dedicated with full military honors on Oct. 31, 1998.

The 91st BGMA is grateful to M. Carnot and others who had given of their time and resources to perpetuate the memory of American Airmen who gave their lives to defeat a common enemy.



French Memorial to Crew of the *Black Swan*.

Paul Fishburne, who led the 91st Group to attack Hamm, Germany, on Mar. 4, 1943, and earned for the 91st its first Distinguished Unit Citation, wrote to correct an error in the related article in the January 1999 issue of the *Ragged Irregular*. At the time, he was a Major and CO of the 322nd Squadron, not a Captain as written. He further disclosed something few ever knew. After having lead the historic Hamm mission, he was demoted from Major to the rank of Captain and transferred out of the 91st to Bovingdon, then a Combat Crew Replacement School (CCRC 11).

As a youngster in Montgomery, Alabama, Paul Fishburne was an aviation enthusiast. He used to go over to Maxwell Army Air Field and watch Capt. Claire Chennaul perform aerobatics in a Boeing P-12. He finished two years of college and qualified as a Flying Cadet graduating in Class 41D. After Hicks, Randolph and Kelly, he requested and was assigned to MacDill, Florida, assigned to the 29th Bomb Group. His immediate boss was Captain Stanley T. Wray. His Squadron commander was Robert F. Travis, for whom Travis Air Force Base was named.

He first flew co-pilot on B-17Bs and the YB-17 for Major Travis and Captain Archie Olds until Dec. 7, 1941. He became an instructor pilot on B-17Es newly delivered from the Boeing Factory where he got checked out. In early 1942 he was assigned to the 91st Group as Assistant Operations Officer and promoted to Captain while in Walla Walla, Washington. From there, of course, the group moved to England.

At Bassingbourn, Fishburne, moved from Hq. To the 322nd Sq. and, after the death of Major Zienowich, he became Squadron Commander.

Despite his set back at Bassingbourn he was eventually transferred to the 351st Bomb Group and regained his majority, commanded two squadrons, and completed his combat tour. Back in the ZI, he was promoted to Lt. Col. during a tour at Barksdale. He graduated from the USAF Institute of Technology. After a tour in the MAAG in Taiwan, he went to Edwards AFB and joined the rocket business at the Edwards Rocket Base and was promoted to the rank of Colonel. His last two years active duty were served at the Pentagon in the branch office of the Secretary of the Air Force and bomber technology at SAMSO.

Fishburne worked for McDonnell-Douglas for ten years after retirement from the service and is "retired" for the second time, living in Fountain Valley, California.

● **Victor G. Bloede**, FM, 323rd, Boynton Beach, FL, Feb. 10, 1999, Age 79. Vic was the bombardier on "Dusty" Hoffmann's crew, and by VE Day he had flown 33 missions. Most of his missions were flown in "Hi Ho Silver" or "Naughty Caroline." He is survived by his wife, Merle, son, Victor, Jr., daughter, Susan, seven grandchildren and three great grandchildren. Vic had a very impressive career in advertising. He was one of the first creative executives to lead an ad agency. During his career, Vic rose to Chairman and CEO of Benton and Bowles, New York City, where he was hired as a copy writer in 1950. Vic helped introduce the slogans, "Good to the Last Drop" for Maxwell House Coffee, and "Please don't squeeze the Charmin" for Proctor and Gamble. A very impressive obituary, including an excellent photo of Vic appeared in the Feb. 13, 1999 issue of the New York Times. Reported by Robert "Dusty" Hoffmann.

Article of Dissolution

A letter to the Editor in a previous issue of the *Ragged Irregular* by Paul Chryst raised the subject of how and under what circumstances the 91st BGMA would eventually be dissolved. For the interest of all members, Article X of the existing Association By-Laws covers this and is reproduced as follows.

Article X.

Section 1. This Association shall be automatically disbanded upon the death of the last full member. When membership diminishes to the point where it is no longer practical to hold reunions or publish *The Ragged Irregular*, the officers comprising the last administration, with the approval of a majority of the living members, shall prepare for the dissolution of the Association by taking the following steps:

a. Authorize the Secretary/Treasurer to pay, or make provisions for the payment of all the financial liabilities of the Association.

b. Arrange for the transfer of all Association documents, records, artifacts, items of a historical nature, including photographs, videotapes, etc., to such repositories as the US Air Force Academy, Air University Library, the USAF Museum, or any other repository capable of storing and/or making the items available to the general public.

c. Cause to be sold all remaining Association assets in accordance with the provisions of Section 501(c)(19) of the Internal Revenue Code and/or any other sections of the Internal Revenue Code relevant and applicable to the dissolution of non-profit organizations' assets.

Section 2. Upon the legal dissolution of the 91st Bomb Group(H) Memorial Association Inc., the officers shall transfer any monetary proceeds obtained therefrom and residing in the Association treasury as provided for in Section 1 (c) above, to such organizations as are qualified, in accordance with the Internal Revenue Service Section 501(c)(19), and any other relevant Sections of the Internal Revenue Code. Such organizations may include, but not limited to, US Air Force Museum, the 8th Air Force Historical Society or any other non-profit organizations maintaining 91st Bomb Group (H) Memorials in or outside the continental limits of the United States.

End of Article.

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● **William H. Arthur**, FM, 324th, Orchard Park, NY, Mar. 22, 1999. Former 91st Pilot, Survived by his wife, Lois (Radley) Arthur, daughters Ann (Craig Smith) Arthur of Washington, DC, Barbara A. (John) Harris of Alpharetta, GA, William R. (Eileen) Arthur of West Lafayette, IN and Elizabeth M. Arthur of Williamsville, NY, four grandchildren, sister Martha Starke, and numerous nieces and nephews. Reported by Charles E. Walker, FM 401st.

● **Thomas P. Lennon**, FM, 322nd, Oaklawn, IL, Dec. 29, 1998, Age 75. Both daughter, Gloria S. Greppi, and son, John Lennon, reported their father's death and burial with full military honors as a former and proud member of the 91st Bomb Group. "Thomas spent many hours with the VFW and American Legion and attended many of the 91st BGMA reunions including Savannah, 1998. He loved everything connected with his years in the service. He loved what he stood for and would have been very proud of his wake and funeral." He is survived by two sisters, eight sons, two daughters, 19 grandchildren and "many" great grandchildren.

● **Norbert G. Mathias**, FM, 324th, New Riegel, OH, July 15, 1998. His wife, Delores, reported that he passed away after a long battle with heart trouble and Parkinson's disease.

● **Edward A. Peacock**, FM, 322nd, Crescent City, FL, January 5, 1999, Age 78. Edward served in both WWII and in Korea. After leaving the Air Force, he worked in his father's furniture business, taking over the business after his death. Later, he was joined in the business by his sons, Allen and Robert. In later years, he and his wife, Lenora, who also worked in the business, enjoyed travel including attendance at the reunion in Savannah, 1998.

Edward was a Deacon in the First Baptist Church of Crescent City, a 40-year member of the F. & A. M., the VFW and a former member of the Jaycees. He organized and was a Director of the First National City Bank in Crescent City.

In addition to his wife, Lenora, he is survived by sons, Allen and Robert and their wives, daughter Patricia, special family member Lillian Borg, two brothers, three grandchildren and one great grandson.

● **Sam L. Routman**, FM, 323rd and 91st Hq., Anniston, AL, Jan. 5, 1998. Reported by Dick (Andy) Anderson, LM, 323rd.

● **Harold E. "Bud" Walker**, Col. USAF (Ret), LM, 401st, San Antonio, TX, Jan. 16, 1999, Age 80. Entered the Army Air Corps as a Cadet and graduated in Nov. 1943. Assigned to the 01st, he completed two tours during which he was shot down three times. He completed 58 missions usually as a lead pilot. In 1948, he was assigned to SAC and flew the B-36 out of Carswell for ten years.. He transitioned into B-52s and became Wing Deputy Commander for Maintenance at Altus, OK. Further service included Vice Wing Commander, 4043rd Strategic Wing (SAC) at W-P AFB, OH. In 1963, he became Director of Materiel, Hq., 2nd Air Division, Ton Son Nhut Vietnam.

In 1964, returning to the ZI, Col. Walker was assigned to Hq., AFLC, as Chief Maintenance Systems Division, for the C-5A at Kelly AFB. He retired after 32 years service having been awarded the DFC, Bronze Star, Air Medal, Air Force Commendation Medal, and Legion of Merit.

He is survived by his wife, Nell Kownslar Walker, sons David and Robert and wives, one granddaughter, two grandsons, three stepchildren, four stepgrandchildren. He was interred at the National Cemetery at Fort Sam Houston with full military Honors.

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● **Domenic M. Baccari**, FM, 324th, Cohasset, MA, Dec. 9, 1998. Son, Paul, reported that his father, a Navigator, shared this story with his children. "During one flight, he bowed his head to say a quick prayer. At that very instant, a piece of flak ripped through the plane and tore a portion of the collar of his flight jacket off the back of his neck and struck the communications radio behind him. The evening before, [another Navigator] had been killed by a piece of flak traveling through the exact spot in the plane and was killed."

"Domenic spent his entire working life at the Fore River Shipyard in Quincy and managed the nuclear propulsion division [after General Dynamics acquired the company]."

● **Isadore (Al) Brodsky**, 322nd, FM, El Paso, TX, Dec. 21, 1997. His wife reported that "after demobilization he worked for many years as a materials handling engineer while keeping his ties with the military as a member of the New York State Guard until his retirement." She also sent a photograph of the 322nd Squadron standing in front, on top and in the nacelles of a B-17 at Bassingbourn. [The photo is too wide for publication herein.] Mrs. Brodsky has many memories of "that time and place, as I was a member of the British ATS, and was stationed in Royston where I met my husband-to-be at a dance in Royston Town Hall."

● **Shannon Clayton, Jr.**, FM, 401st, Ripley, MS, May 17, 1998. Reported by his brother, Gordon G. Clayton.

● **Lester W. Duggan, Jr.**, FM, 322nd, St. Charles, MD, May, 1998. Excerpted from a Memorial Service held in his

justice system. Les Duggan was a moral man, a man who stood for truth no matter what the personal cost" — Pastor Dwight Billingsley, First Baptist Church, St. Louis.

He is survived by his wife, Barbara, ten sons, daughters, step sons and daughters, three brothers and two sisters.

● **Arthur S. Hasler**, FM, 322nd, Bayonet Point, PA, Sept. 11, 1998, age 82. A native of New York City, he came to Bayonet Point 20 years earlier and was a retired representative for Local 342 Amalgamated Meat Cutter, Long Island, New York. He is survived by his wife, Alice, after 64 years. Reported by his wife who called him "A true American Patriot."

● **Marshall B. Haugen**, FM, 322nd, Minneapolis, MN, Dec. 13, 1998, age 81. "Mush" was radio operator on "Chief Sly" and Chief Sly II" and an original member of the Group flying overseas with them September 1942. One of the first returnees, he returned to the United States in July 1943.

He flew a second tour with the 390th Bomb Group in 1944-1945. He received the DFC with cluster, Air Medal with seven clusters, and the Purple Heart with cluster.

"Mush" graduated from St. Olaf College, Lacrosse, WI, and taught American History and Social Studies at Lacrosse Logan H.S. for 27 years. He also coached football, hockey and golf. Reported by Jack Mitchell, Waist Gunner, Chief Sly and Chief SlyII, and Marshall's sister-in-law, Mrs. Lorraine Haugen..

● **Harry Klein**, 401st, Bassingbourn, Cambridgeshire, England, November 17, 1998, age 81. Harry passed away at home where he settled after marriage while serving in the 91st Bomb Group in the combat mess. He leaves a loving wife, Nora, and two daughters, Liz and Geoff. Reported by fellow 91ster Otto Meikus, 324th, LM, who also settled down in the nearby town of Milton.

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THE RAGGED IRREGULAR

These Newsletters are published quarterly: January, April, July and October. The RT'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 on or before the fifteenth day preceding 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.

honor, Les served as pilot of a B-17 and completed a tour of 29 missions. He was awarded the DFC and Air Medal with three OLCs. He was known as "Old Blue Eyes." He earned his bachelor and law degrees from St. Louis University and practiced law for over 40 years. He served as Mayor of the City of Ferguson 1960-62.

In 1985, he became a circuit court judge in St. Charles County. Handling juvenile cases, he was quoted, "If we could solve the juvenile delinquency, neglect and abuse, we'd have a good start in attacking the problem of the entire criminal

● **Ira L. Krammes**, FM, 322nd, Naples, FL, August 27, 1998, age 74. Ira succumbed after a ten-month battle with cancer. He was Top Turret Gunner on "My Baby" which was shot down on a mission to Ludwigshafen on September 5, 1944. The airplane crashed in France. One crew Member was killed in action. Seven evaded with the help of the French Resistance. Krammes, alone, was captured. He was a POW until liberated April 1945. See the July 1998 issue of *The Ragged Irregular*, p. 4, for further information.

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