

THE RAGGED IRREGULAR



322nd Bomb Sq.



323rd Bomb Sq.



Supporting Units



324th Bomb Sq.



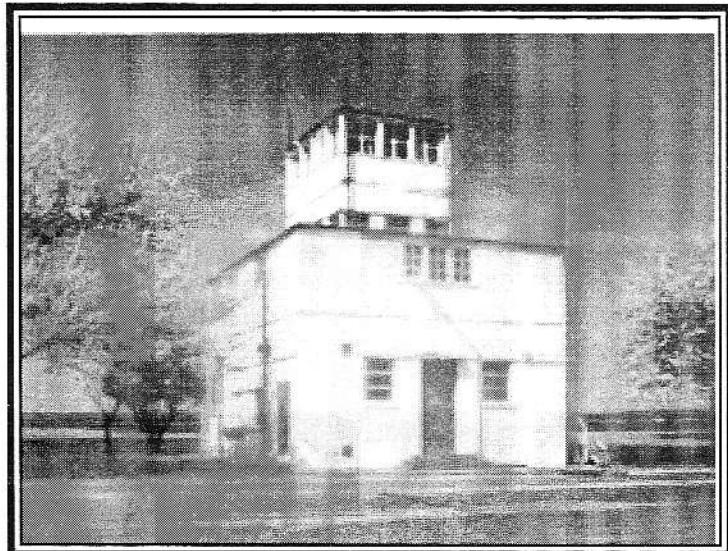
401st Bomb Sq.

Vol. 36 No.3

91st Bombardment Group (H)

July 2003

BASSINGBOURN TOWER MUSEUM TEMPORARY CLOSURE

91st BG TOWER MUSEUM AT BASSINGBOURN

The British Ministry of Defense has temporarily closed the Museum, housed in the old Bassingbourn Control Tower, until those artefacts in the collection containing "Radioactive Materials" have been made safe and any residual contamination cleared from the building. This move was undertaken with the full agreement of the East Anglian Aviation Society in order to ensure no radiation health hazard to those either working in or visiting the Tower.

Cause: Radioactive materials Radium-226 and Radon-222 gasses have been detected on our exhibits containing luminous markings. Thorium has also been detected in the glass camera lens, of our strike camera.

Comment: The Tower Museum became aware of IRR99 (Ionizing Radiation Regulations 1999) in the fall of 1999 through our British Aircraft Preservation Council Membership. Our first responsibility was to inform the Health and Safety Officer at Bassingbourn barracks and in so doing request their assistance. As all UK military equipment is effected by this legislation. In November 2002, the first survey of the Tower Museum was undertaken by the MOD, which subsequently resulted in decision to temporarily close the Tower building. Recently, the British Health and Safety Executive have taken both the Natural History Museum and the Science Museum in

London to court over non-compliance with IRR99. Both were found to be guilty and were asked to pay over \$7,500 each. Keeping unregistered radioactive substances will now incur fines of over that amount and there is also the chance of putting your employees, volunteers and visitors at risk, which could ultimately lead to compensation claims.

It is important to bear in mind that awareness of the issues raised by IRR99 are not unique to the Tower Museum but affect a whole range of establishments and organizations within the UK.

Summary & Outlook: The Tower remains closed at the time of this writing (May 2003) while awaiting final cleansing and removal of those artefacts that are deemed hazardous and can no longer be safely displayed. Once completed, we will be back to "business as usual".

The Museum Staff has controlled access to the Control Tower for the purpose of removing sufficient artefacts to complete a small display in our meeting rooms and workshops (Hangar 3) and this has enabled the East Anglian Aviation Society to continue functioning and to receive visitors.

Peter Roberts (Chairman: East Anglian Aviation Society)
Steve Pena(Curator Tower Museum)

RENOVATION OF THE PROP MEMORIAL

Sent in by Paul Limm

The two technicians are sanding and grinding down the small spot of corrosion on the hub of the propeller. The prop was removed, painted and resealed with a Cosmoline like substance to make it weatherproof. In the background you can see the flagstaff, painted by the Army, new halyards provided by the Army and new Old Glory donated by David Crow. What you do not see is the work done by the stone-mason, a friend of Crow's and the bench that is being repainted.



The President's Corner I hope you are enjoying the summer as much as we are here in the Great Northwest. We had our heat wave - two record setting days over 90 degrees. Now it's back to 75 to 55 range; even on those two record setters, the evening temperatures dropped back to the 50's. I can feel your sympathy for us.

Your Board "got together" in a Conference Call on 10 May 03. We had not received enough information from the two reunion planners to choose between them or to select a hotel.

We did decide to schedule the 2004 Reunion in Washington DC for Thursday the 30th of September through Sunday, 3 October 2004 with the banquet on Sunday which both of them claim will get us reduced rates. We will probably have the Membership meeting on Saturday morning along with the Ladies' Tour. We have bids coming in from hotels in the Arlington-Alexandria area with rates in the \$95 area and probably free parking. All of the bids will be from facilities that assure of us a sizable Hospitality Room in which we can run our own open bar as we did in Tacoma. We will try to assure nearby subway facilities and/or free shuttle and, of course, reduced meal charges. After we sign the contract we will turn the Reunion management over to W.W. Hill. Hope we have a great turn-out. As you noticed if you keep up on such things, Washington, DC, had another unpleasant Memorial Day weekend this year which is why the Board opted for September and less crowds.

The Board discussed the problems of the Tower to move as rapidly as possible to restore normal working hours. Patience is not an easy virtue for some of us older folks, but everybody is doing their best. We have expressed our sincere appreciation for their efforts.

As for the Prop Memorial, Paul Limm has kept us advised through his contacts including David Crow, and we received some fine photos from Vince Hemmings, both of the "Friends of the 91st." They arranged for stonemason work this spring, raised a new flag and painted Gen. Wray's bench. The Base refurbished the flag pole and all appears to be in good shape. We owe them our thanks. Also, we all owe Jake Howland a big thank you for his splendid note to the British people printed elsewhere in The Ragged Irregular.

The PX situation has been cleared as Marv Goldberg's health improved. All items were to have been shipped by June 11th and Marv assures us that he will provide a 7-10 day turnaround on any future orders. If you have an order that still has not been filled by the time you read this, please contact Marv immediately. If there are any problems with checks that are outdated, we hope you will be considerate in working with Ace to straighten out any accounting; Ace does not need any more of a load!

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The Board decided to proceed with publishing an updated Directory so if you have any address changes, please let Ace know ASAP. Probably the new Directory will be prepared in time for Reunion 2004 sometime after the new year. As for the Memorial Maintenance Fund it is deposited and growing. And the 91st BGMA is comfortably solvent and looking forward to the rest of 2003 with faith, hope and charity. **God Bless Ed**

**THERE ARE STILL SOME:
"RUHR VALLEY RAIDERS' Lithos available
From ED GATES (253-535-4246)
13311 16th Ave. Ct. S
Tacoma WA 98444 at a cost of:
\$85 For the unsigned version
\$135 For the signed version with Brochure**

THE TURNER BOOK

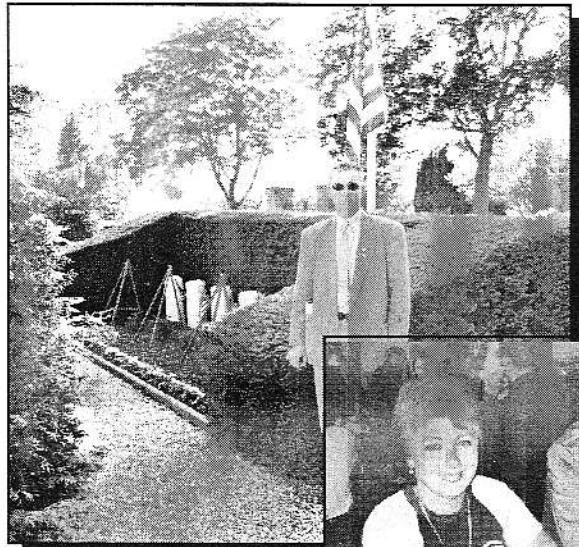
Is now available through the PX at \$55 plus \$5 shipping within the United States- Extra charge for shipping abroad. Send orders to:

MARV GOLDBERG Tel: (321) 953-3694
437 Narragansett St. NE
Palm Bay FL 32907-1332

**THE MEMORIAL SERVICE IN OPIJNEN
REMEMBERING THE 8 AIRMEN BURIED THERE**

1/Lt Robert V. Duggan, Navigator
 Lt. Donald V. Ohman, Bombardier
 T/Sgt. Americo Cianfichi, Top Turret
 T/Sgt. Douglas V. Blackwood, Radio Operator
 S/Sgt. Mike A. Perotta, Ball Turret
 S/Sgt. Harold R. Sparks, Waist Gunner
 S/Sgt. George R. Kruger, Waist Gunner
 S/Sgt. Herman Poling, Tail Gunner

Man-O-War crashed to earth near the village of Opijken, Holland and it was here that the bodies of the eight crewmen were buried. These graves remain there today as a result of persuasion by the Villagers., their white marble headstones regularly tended and honored by the local people.



Eric Domingus in front of the 8 Graves

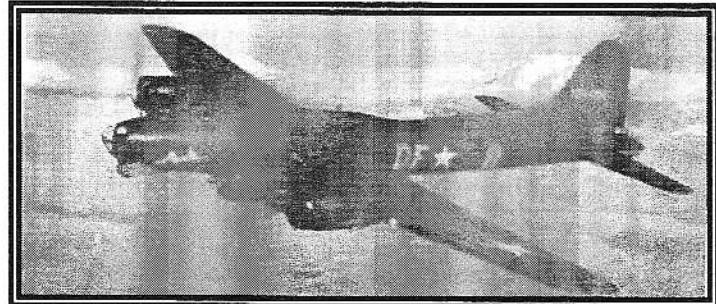
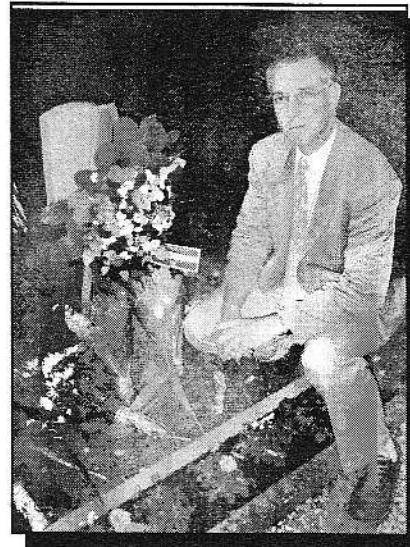


Eric and Inge Domingus

Mission 61 for the group on 30th July 1943 was to hit the Fieseler Aircraft Plant at Kassel and enemy fighters and accurate flak took their toll. *Man-O-War* was hit and limped along behind the formation until it was attacked by two fighters which killed two of the crew. Sunshine glinted on the fighters' wings as they banked round and easily out-maneuvered their slowly moving victim and it was not long before parachutes began to blossom below the doomed Fortress. As eight chutes slowly descended, the nightmare vision for many an airman came true as the attackers curved around and poured fire into the canopies. Five men were slaughtered as they hung helplessly in their harnesses and a sixth, navigator Robert Duggan, had his chute riddled. He plunged down and hit a cottage roof, smashed through it and fatally struck his head on a beam. The pilot, 2/Lt. Keene McCammon, was more fortunate and landed in the river Waal with his copilot John Bruce landing nearby.

(From Planes Names & Fancy Noses by Ray Bowden)

Letter written to Jake Howland by Lucy Correll
 We had such a lovely evening in Opijken on Sunday, However, very sad news overshadowed the day. Mr. Hendrik de Kock who was one of the last eye-witnesses of the crash and the one who had tended the graves personally as long as he was physically able, had died unexpectedly on Sat. Evening. We all missed him very much, but one of his last wishes was his request on his Granddaughter Aroeshka that she would continue to represent him in the future in honoring and remembering the 8 airmen buried in Opijken. Your letter to the people of the village Opijken was printed on the back of the program.(I am sending you a copy). Eric Dominicus brought beautiful flowers to put on the graves, and I'm sure he has reported to you and sent pictures with his fancy camera. All the best to you and the 91st



Website for "The Sally B" www.sallyb.org.uk

The *Sally B* was one of many B-17s critical to the U.S. Army Air Forces daylight precision bombing campaign of World War II. Armed with 13 machine guns, it earned the nickname, "Flying Fortress". Flying in formation, the fortresses battled through German defenses in daylight raids, suffering the addition of long-range escort fighters. The *Sally B* was manufactured in Burbank CA in spring, 1945. *Sally B* is now the only airworthy B-17 in the UK. The aircraft is permanently based at the Imperial War Museum, Duxford, from where she flies as a memorial to the 79,000 allied airmen who lost their lives in Europe during World War II. The aircraft has been active on the UK and European air show circuit for 25 years.



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2003 CHINO RALLY ROUND



GROUP IN FRONT OF MISS ANGELA AT THE CHINO AIR SHOW - MAY 17, 2003

L-R Bob Dickson, Leonard Contreras, Paul Limm, Lorraine Darling, Jeannie Limm, Ray Darling, Yvonne & Mike Banta, Steve Perri, Jim & Suzi Shephard, Greg Norwood, Jackie Starcer - Front Row - Ace's Friend , Nancy Perri, Chris Norwood

CHINO RALLY ROUND - AS RECALLED BY MIKE BANTA

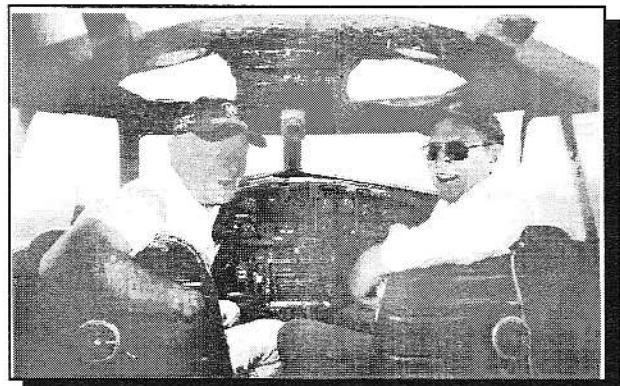
We had a fantastic time at the Chino Rallyround thanks to the work of Jim and Suzi Shepherd. Jim had a bus ready which we boarded at 9:30 AM to take us from the Hilton Hotel to the Chino Airport. The night before, at the get-together in the suite for which Jim had made arrangements for us to meet, Ray Darling surprised us by informing us that Chino Airport was the same field where he had taken his primary and basic flight training except that it was then known as Cal-Aero Field. They had changed the flight school from primary to basic just as he finished primary so he was there for both. He had with him his Year Book for his graduation which he donated to the Chino Museum.

When we arrived at the Chino Airport, we all gravitated to a B-17 from the Palm Springs Museum. They were charging \$3 per person to walk through this piece of living history. Steve Perri went over by the Ball Turret and couldn't get away because all the spectators wanted to hear all about how the turret worked and his experience in it. As you know Steve is credited with four kills on Luftwaffe aircraft, the first being an FW 190 on the Hamm mission.



Steve Perri Reliving the Ball

I went over to the guy selling the tickets and asked if Ray and I could have our picture taken in the cockpit seats on the flight deck. We told him we had shared the cockpit on 25 missions over Nazi occupied Europe. The dude, named Joe, said no because it would confuse their processing of spectators. I said, "You mean you won't let a pilot and copilot who flew 25 missions together take a picture after 57 years. How many pilots and copilots are ever together at a flying B-17 this many years after the Air Battle of Europe? You've got to be kidding." The guy who was with him said, " Lighten up, Joe." So Joe lightened up and let us take the picture.



Two Old Crewmates back on the flight deck after 57 years. Mike Banta and Ray Ward

Chino Cont'd from page 4

At 11:30 we 91stters went over to the hanger that housed the Chino Museum where Jim and Suzi have put together a wonderful 91st Bomb Group exhibit. Ray's Cal-Aero year book will be added to this display. If you have items that you want to donate to a museum, keep the Chino Museum in mind. They had a B-17 behind the museum which is waiting to be restored. It has the triangle "A" on its tail and is named "Picadilly Lilly II" and had another Bomb Group's radio call letters. Again I asked the gentleman at the Museum door if we could take pictures in this B-17. He too said no. Again we went to work with higher authorities and Leonard Contreras found the right person. Ray had gone back to the room so I pressed Steve into accepting the position of copilot for that mission. The Air Show was terrific with fly-bys by a P-40, a Hurricane, a Spitfire, a group of P-51s, a P-47, a Japanese Zero, a F-86 flying formation with a Mig 17, a group of B-25s. I've left out many other planes. These are the ones I remember.

That night we all got together in Jim's suite where John Doughty presented a Presidential Proof (on canvas) of his painting "Full house, Aces High" for the Chino Museum. Then we all went across the street to El Torrito's for dinner. Jack Gaffney hadn't been with us at the airport but joined us for dinner. I believe we had twenty of us at the table where many stories passed back and forth. Paul and



The 5 Veterans Dickson - Limm - Perri - Ward - Banta

Jeanie Limm sat across the table from Yvonne and I and we had a chance to visit and get better acquainted. The next morning some of us met for breakfast and I had a chance to hear Bob Dickson's harrowing experiences of being shot down on his sixth mission, as a new pilot in 1943, and then spending the rest of the war in Stalag Luft 1. Such tales are what make Rallyrounds so worth while.

Paul Limm Reports on the 91st Chino Museum

Entering the hanger and turning left our display occupies an area of approx. 5 X 25 ft. against the hanger wall, roped off from the aircraft on exhibit in the rest of the hanger. There is a wooden frame resembling the silhouette of a hanger on two eight foot posts about 20 ft. apart with an arch connecting above. The four-foot marble pedestal and the bronze plaque relating the history of the 91st Bomb Group is in the middle of the display, dividing the "Museum" into two sections. At the upper left is Don Welling's oil painting of a B-17 with crew chiefs working on it. Below are six emblems or insignias, the four squadron insignias and the emblem

of the 441st. Below that is an enlarged photograph at least four feet long of the B-17F, "The Village Flirt", Phil Mack's aircraft and also his gift. To the right is a print of "The Ruhr Valley Raiders, surrounded by samples of Tony Starcer's "nose art". Underneath is a print of The Mouse and the Flea", Crandall's painting of the Outhouse Mouse and an ME-163. Suzi Shephard found the print in the Planes of Fame Museum and acquire it for our "Museum".

Four years ago, when I visited the Chino Planes of Fame Museum to see what the exhibits of other organizations looked like, I reported to our board that I was very disappointed. I will not name the organizations but their exhibits consisted of newspaper clippings, magazine photographs, hand lettered prints stapled on hardboard - all in all - not very inspiring. I suggested to Ace and Bob that we should have an eye-catching display of 91st photos and an audio-visual display, something like the play-back video machines in some offices. Bob Friedman came up with the idea of a painting and a plaque beneath the painting.



REUNION GROUP IN FRONT OF DISPLAY INSIDE HANGER

Originally he had the Mighty Eighth Air Force Museum in Savannah in mind but after I told him about the museums \$60,000 charge for the glass display case and the museum director's suggestion that we donate a suitable sum for the Chapel fund where the 91st BGMA would be listed along with other organizations as a donor, he changed his mind and designated the Planes of Fame Museum as the site for Welling's painting.

Thanks to the Shephards, the 91st Bomb Group Museum in the West has come to fruition. They have done the work, put in the time and effort and spent thousands of dollars to support our museum. Five association members funded Welling's painting but it was the Shephards who provided the plaque and pedestal. Phil Mack donated the Village Flirt print but it was the Shephards who had it professionally mounted and framed. Tony Starcer's "nose art" is on loan from Jackie Starcer. It is clear to me that our Association must support our museum. In time, we will have more memorabilia for the museum, but we should consider funding in the future and perhaps the acquisition of an audio-visual machine to run films like the Memphis Belle or combat films to give our display a more dynamic appearance rather than relying entirely on static display.

TOUR WAS GREAT!

The 91st BGMA Tour to England, May 2-13, was a complete success. The war in Iraq and the worry over airline security reduced the travel group from 31 to 21 persons. Most persons chose the scheduled, round trip air from Newark to London (Gatwick) where they were met by an Am. Ex. Tour Guide who arranged coach transfer, with luggage, to the beautiful Victoria Hotel downtown.

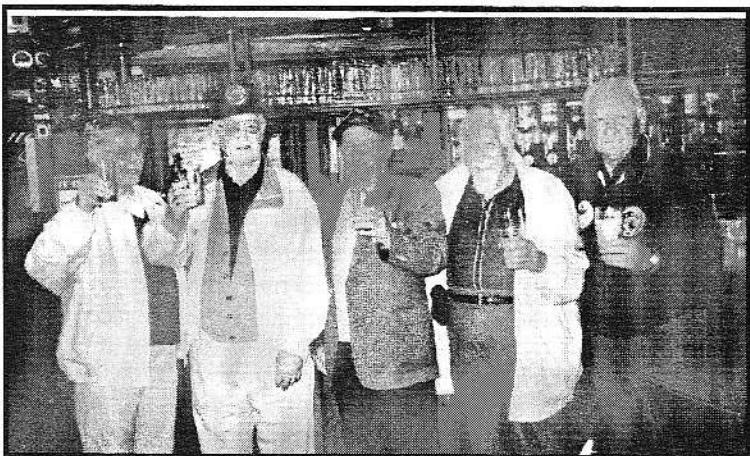
Five original crew members, with their wives made up half of the group. The other (11) persons were sons and daughters of men who also served in the 91st BG(H) during the period 1942-45; who have since passed on.

All deceased ex-military men were "honored" at three Wreath Laying Ceremonies on three different days. Paul Chryst, 401st BS, with his original Tail Gunner, Bobbie Pride placed a fresh floral Wreath at the Base of the Prop Memorial across from Hqs, near the Main Gate at Bassingbourn. Peter Roberts, Chairman of the EAAS; placed another Wreath beside it; in grateful British Legion appreciation.

Donald Murray, 323rd BS Navigator, who was shotdown on his 16th mission and survived Stalag Luft I; placed the 91st BG Wreath at the base of the Stone Plinth, in Priory Gardens, Royston, followed by the Town Mayor and a member of the Royal British Legion on Saturday, May 10th.

During special services held at the Altar, in the Chapel of the American Military Cemetery; with the 91st BG Brass Bowl filled with fresh flowers; Conrad Lohoefer, 401st BS Top Turret Engineer placed a third Wreath as. "Never Forgotten Forever Honored" to all veterans who served.

were also made in Bath, Stratford-upon-Avon, Coventry, Stoke-on-Trent, The Wedgewood China Factory, Badford,



L-R Don Murray, Conrad Lohoefer, Sam Cipolla, Bobby Pride, Paul Chryst
EAGLE PUB, BENE'T ST., CAMBRIDGE

Ely, Lavenham, Bury St. Edmunds, Bassingbourn Barracks, Royston, Wimpole Hall, Cambridge, the Eagle Pub, Duxford and return to London.

Everyone returned "home safely"; with enough special memories to last a lifetime.

91ST BGMA TOUR PARTICIPANTS

Paula Cagle, Paul & Nancy Chryst, Sam Cipolla, Marilyn Harris, Ann Marie Johnson, Jane Larocco, Alan & Jan Lethers, Conrad & Stephanie Lohoefer, Don & JoAnn Murray, Jim & James Norris, Mary & Bobby Pride, Bonnie Selje, Carol Thomas, Ed & Judy Williams



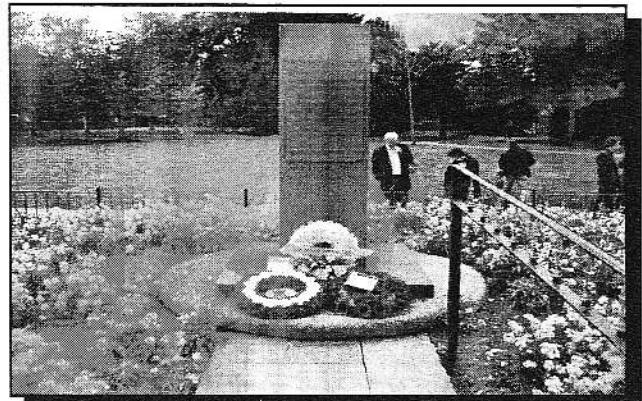
PROP MEMORIAL L-R Ltc.Brand, Conrad Lohoefer, Sam Cipolla, Paul Chryst, Bobby Pride, Don Murray, Royal Ssgt. Major

At the Wall of the Missing; Sam Cipolla, 323rd BS Crew Chief, placed his Wreath near the name of his close friend, who was KIA in Europe during the war. The new Asst. Supt. Frank Kaufmann; had previously placed a small American and British flag at the base of each white, marble marker; denoting the location of more than 100 former members of the 91st BG(H). Clear, Blue skies, with moderate temperatures prevailed during most of the 12 day adventure. Starting with a Welcome Reception on the night of arrival in London; our private Coach did a city tour, the Churchill War Rooms;then on to Winchester, Corfe Castle and overnight in Sherborne. Visits

ROYSTON MEMORIAL

Memorial dedicated to the American Airmen of the 91st BG(H) 1942-45. Their Courage and Devotion to Duty led to an Allied Victory and Peace

Royston, July 1989



KUDOS TO THE GROUND CREWS

of the 91st Bomb Group

A Veteran Fortress of the ETO was the "Delta Rebel No.2" which at the time of this writing has gone over Europe on 32 raids. Time and again she was repaired, patched up and given new engines. That she always came back and was ready to go again is a testimonial to the skill of the Pilot, Captain George Birdsong, but he shares the credit with a team of six men on the ground.

Take three farm boys, a soda jerk, an amateur guitar player and a deputy sheriff--bring them together and you have the Rebel's ground crew. These typical mechanics wear dirty green twill coveralls and fatigue hats with the peaks turned up in front. They have no silver wings, no medals. Their grease-smudged hands and faces are their only badge of honor.

Capt. Birdsong's ground crew men look at it this way: They are turning out a lot of forts in the States, anyone of which can take the combat men over Germany, but to us there is only one Rebel, and we won't ever feel toward another ship like we feel toward this one.

Sgt. Lewis "Suitcase" Simpson, who used to be deputy sheriff, back at Strawberry, Arkansas, is the assistant crew chief. The Rebel is part of us, he smiles. "After the plane leaves and until it gets back, we sweat almost as much as the air crew does. Twenty one year old, M/Sgt. Maurice "Bubba" Cole is the Crew Chief. He comes from Capt. Birdsongs, home town of Clarksdale, Mississippi. Cole once wrote his reactions this way.....

"A Crew Chief's feelings for his ship are hard to describe. My ship means more to me than anything I have. Without regard to hours, amount of work, and weather--we don't give a damn for these, our goal is to put our ship in flying condition. When I put my ship in for a mission I am ready and willing to fly with it to bomb the enemy, as I have done a couple of times."

This will be a "**NEW PAGE**"
in the future issues of the
"RAGGED IRREGULAR"

IF YOU HAVE ANY STORIES ABOUT YOUR GROUND CREW PLEASE LET US KNOW.

Just before the mission there are a million things that have to be done. Have I forgotten anything? It's like before a race; you've got to be ready and right. When my ship leaves the ramp, circles the field and is off to the target, it gives me a great thrill to see it leave the field. Then I sweat like hell as minutes and hours pass, wondering if the fighting is hard and if the ship is okay--and if it will return. When it lands I feel proud my ship stood the test of combat and will soon do its duty again. I don't care for any medals or honors--just those few words from the pilot and crew: Your ship was in fine shape. We Always feel sure when we fly in it

Author Unknown

DELTA REBEL NO.2 GROUND CREW

3RD & 4TH From left Crew Chief, Sgt. Maurice (Bubba) Cole,
Assistant Crew Chief, Sgt. Lewis (Suitcase) Simpson



Three members of the crew pose before the 401st plane "Liberty Run", LL-A 509. The plane made 32 missions under pilots Hanna and Martin.

Shown are:

L-R Matt Petter
Assistant Crew
Chief; Raymond
Sumpter,
Mechanic, and
Edward
Pinkowski, Crew
Chief



ROYSTON CROW "HERE AGAIN"

By Les Baker

The US Veterans of the 91st Heavy Bomb Group returned to Royston on Saturday - but this time there were less of them. Five members of the group stood in the Priory Memorial Gardens to rededicate a memorial to the men who had been lost in the Second World War. Between them, they shared the memories of the days when based in Bassingbourn-and the dangers of bombing missions over Europe.

Indeed, the 91st was involved in an incredible 340 bombing missions during the dark days of the war-and in that time 197 aircraft were lost in action.

One survivor was Donald Murray, then a young navigator with 323rd Squadron who was shot down, but managed to bale out before capture by the Germans. He spent the rest of the war as a prisoner in Stalag Luft 1. He said it was a "tough mission" - the 16th mission his crew had undertaken - and although he survived, four of his crew were killed.

Before laying a wreath, Mr Murray said; "The key word to all those missions was survive. We are here to honor those who did not survive".

Later Councilor F. John Smith said during a lunch for the group that he remembered 60 years ago when the quietness of the early hour was shattered by the sound of aircraft engines from the Flying Fortresses. The Aircraft would circle around above Royston and then disappear in the direction of Europe. "We didn't exactly count everyone out and didn't count everyone back but we were conscious that the number that came back was often not the same that went out. "It made a great impression on me and other people at the time. That was something those of us who lived through those days will not forget."

He added that the memorial in the Priory Memorial Gardens was "an example" of how Royston would not forget. Earlier, the Rev. Les Harman, the Vicar of Royston said the service was for those men who did not return, but also for the "bravery, companionship and camaraderie" of those young men in the war.

The group attended a service of remembrance at Bassingbourn Barracks on Friday morning. Paul Chryst said the survivors of the 91st BG still looked at Bassingbourn as their "second home". He spoke of the remaining three mighty hangers and the imposing control tower. "What acts of bravery, courage, adventure and tragedy they witnessed during those long war years." He continued that the passing years from when the group left Bassingbourn in April, 1945, had taken their toll. "This handful of veterans representing the thousands who served here, have returned to pay their respects."

WWII VETS FILLED WITH MEMORIES AS THEY VISIT FALLEN IN ENGLAND

By Ron Jensen "Stars and Striped"

MADINGLEY, ENGLAND - Sam Cipolla stood quietly in the sunshine and pulled a white handkerchief from his pocket to wipe the tears from his eyes. In a ritual he has repeated on four earlier visits to the Cemetery, Cipolla place a wreath Sunday at the grave of his friend and comrad in arms, Joseph Uhrick, who was 19 when he was killed. "Joey," Cipolla said, looking down at the white cross, "I haven't played hearts since." The two were crew members on a B-17 with the 91st BG. Uhrick, a waist gunner, was killed with two other crew members by shrapnel from German anti-aircraft in Nov. 1944. He had taught Cipolla, the aircraft's ball turret gunner, how to play the card game between missions at their base in Bassingbourn. "He was a friendly sort of fellow, we got along together". He was a churchgoer, He didn't go to town to drink beer. He'd wait for me to come back and then we'd play hearts. He only had two missions left to fly when he got killed."

Cipolla, who lives in Pleasant Prairie WI was one of five veterans of the 91st who visited the cemetery during a two-week tour of England. With wives, children and



Sam Cipolla at grave of Joseph Uhrick

grandchildren, the entourage included 20 people.

The 91st was credited with more than 340 missions between Nov. 1942 and April 1945, which means the men who came Sunday to pay respects know a thing or two about war. When asked for their impressions of the recent combat in Iraq, the answers varied. "I'm always amazed at how young soldiers are today," said Conrad Loheofer, 78 of Visalia, CA, who was a top turret gunner during the war. "We didn't realize we were that young back then. I had flown all of my 35 missions and was on my way back home before my 21st birthday." The technology of today's military impressed the former newspaperman. The ability to fly from the US to perform a bombing mission, as the B-2 bomber crews did from Whiteman Air Force Base, MO, "Is hard to believe",

MEMORIAL DAY ACTIVITIES MAY 2003

American Service men and Women who died while serving in Europe during the Second World War were remembered at a special service yesterday.

The American Cemetery in Cambridge welcomed hundreds of visitors marking Memorial Day - the USA's equivalent of Remembrance Day.

The service at 11 am was attended by senior officers from American Air Force bases in England, as well as relatives and friends of servicemen killed in action.

Marking the 60th anniversary of the founding of the cemetery, the service was seen as a "farewell reunion" by many of those attending. William "Tiger" Lyons, who served here during the war, traveled from the U.S. for the service. He said: "The symbolism of this reunion represents the ongoing co-operation between Great Britain and the U.S. in the Second World War and through to the present day in Iraq.

"It's a very emotional occasion when we get together with the RAF and other people we met 60 years ago."

During the ceremony, visitors watched a fly-by tribute by the Sally B B-17 bomber. One of many B-17's critical to the U.S. Army Air Forces; daylight precision bombing campaign during the war, the Sally B. Is now the only

airworthy model in the U.K.

Nearly 4,000 American war dead are buried at the cemetery and the names of more than 5,000 missing Americans are recorded on the Wall of the Missing

By Stephen Bevan@cambridge-news.co.uk

MADINGLEY CEMETERY

by Vince Hemmings

On the 26th May '03 I laid the Group's Wreath at this years Memorial Service which was , in my opinion, attended by more people than ever. The number of floral tributes was certainly the largest, nearly 150. That figure came from James Shoeneker, the Superintendent at the Madingley Cemetery. They stretched nearly the whole length of the Wall of the Missing. I was pleasantly surprised to see the number of Veterans present. Among those who stood up was Otto Meikus and Chris Goodwin both 91sters. Margaret and I sat behind a member of the American Navy and his wife along with their two children. A daughter and a baby named Nathan, just 9 weeks old. When one realized that some of the congregation were over ninety and this 9 week old baby - one spans 9 generations.

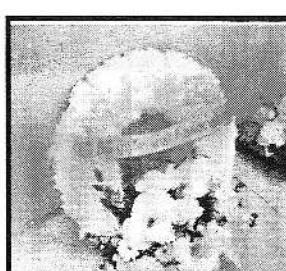
FROM JOHN W. HOWLAND

Foreign Liaison Officer - 91st

Bomb Group Memorial Association

On this Memorial Day we honor our comrades who fell in battle during the struggle to free the people of Europe from the horrors of tyranny. On behalf of the members of the 91st BG we wish to thank the people of Great Britain for the care, attention and respect you have showered upon our fallen airmen and soldiers. At the same time we remember many of our British Allies also succumbed in this deadly struggle. For the many thousands of civilian casualties, there are no elaborate monuments or rows of neatly aligned crosses to mark their gravesites. Tragically they were swallowed up in the caldron of war. Nevertheless, their sacrifice was the same as those of the armed forces we honor today who fell in battle. Let us resolve anew that these valiant warriors and citizens shall not have died in vain. The struggle for freedom is not free. It is eternal. We must remain alert with a watchful eye on those who threaten the freedom purchased for us at such a great cost.

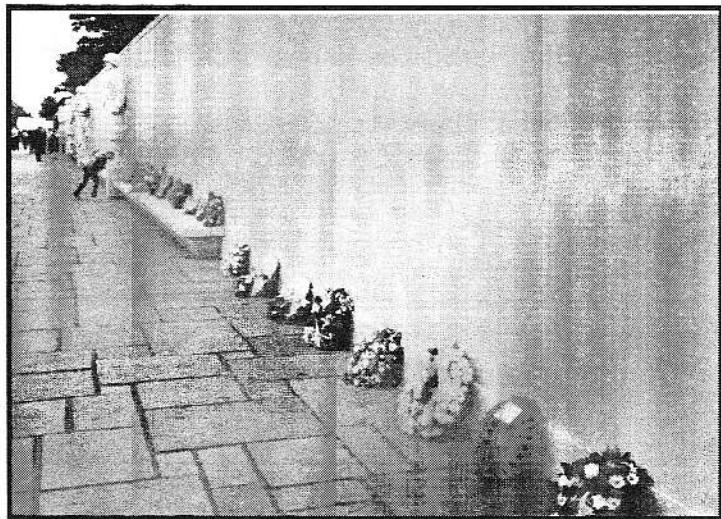
As reported in local paper



THE 91ST BG(H) MA WREATH LAID AT THE AMERICAN MILITARY CEMETERY BY VINCENT HEMMINGS



PRESNTED BY MRS. BEVERLY WHITE IN MEMORY OF THE FATHER SHE NEVER MET. HE WAS A MEMBER OF THE 91ST BG(H) BASED AT RAF BASSINGBOURN LISTED AS MIA ON 9-10-43 MISSION TO ANKLAN

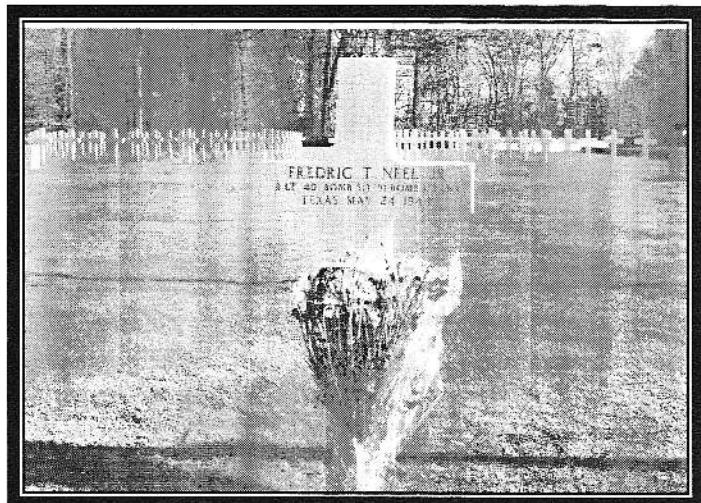


MEMORIAL WREATHS LAID AT THE AMERICAN MILITARY CEMETERY
MAY2003

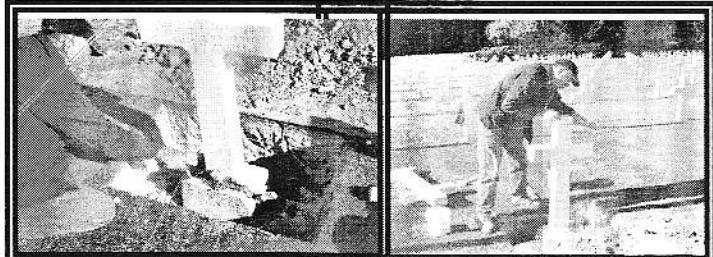
Photos by Vince Hemmings

REPLACEMENT OF 2/LT. NEEL'S CROSS

Fredric T. Neel Jr.'s Cross has been replaced with another cross bearing the corrected date of May 24, 1944. Our thanks to all who helped make this happen. Special thanks to Randall Banky of the U.S. Military Cemetery in Luxembourg where 2/Lt Neel is buried and Father Christer Grerot of Sweden who brought it to everyone's attention.



New Cross May 24, 1944



Setting the Footing

Installing the Cross



Dedication

DFCS's 10th ANNIVERSARY 2004

NATIONAL CONVENTION in San Diego, CA
Wednesday April 28 through Sunday May 2

THE EIGHTH AIR FORCE

HISTORICAL SOCIETY REUNIONS

**2003 - Oct. 14 through 19th at the Sheraton Hotel
COLORADO SPRINGS, COLORADO**

If anyone is interested in attending this Reunion please let us know so that we can get a group together
Call Steve Perri at 239-454-5838

The "MEMPHIS BELLE"

Marty Potts reports that the Memphis Belle has been moved from Mud Island to a special hanger at the Memphis Airport. She is completely disassembled at this time, and is undergoing extensive restoration. There will not be one square inch of her that won't be restored! She will finally be housed in her own climate controlled museum in Memphis. Restoration is expected to take at least 2-3 years. Visits will still be allowed but will have to go through the website for that. The website is www.memphisbelle.com .

DID YOU KNOW

**The First Mission flown by the 8th Air Force
was on the 17th Aug. 1942 by 12 B-17 Flying
Fortress's to Rouen, France.**

TIM BIVENS

is the Historian for the Dyersburg Army Air Base Memorial Association and would like to hear from any members who took their training there or were sent as instructors after their Combat Tour. His address is:
5080 Upper Finley Road, Dyersburg TN 38024-7144
Phone: 731-286-5900 E-mail: elcamino@ecsis.net

91st BGMA REUNION 2004

**Thursday Sept. 30th through Sunday Oct. 4th
WASHINGTON D.C.**

Folded Wings (Continued from Page 12)**● Regis R. Carney Sr., FM 324th****S. Greenberg PA, March 2, 2003, Age 81**

As reported by Joan A. Carney
He was born Oct. 10, 1921 in Elizabeth PA and was a US Army Veteran of WWII. He retired from the PPG Plant in S. Greensburg after 30 years. He enjoyed fishing and gardening.

He is survived by his wife Elizabeth, three sons, Ronald, Patrick and Regis Carney Jr., four daughters, Diane Giovanelli, Susan Carney, Maryann Hovde and Sheila Carney, a granddaughter, Lisa Carney (who was raised by Regis and Elizabeth) and eight other grandchildren, four great-grandchildren and a sister, Sister Agnes Carney of Mt. Mercy Convent.

● Philip D. Dewhurst, FM 441st**Salem NH, March 26, 2003, Age 85**

As reported by his daughter, Madilyn Stott
Philip Dewhurst died at Holy Family Hospital after an extended illness. He resided in Salem for over 50 years and was born in Lynn MA, March 23, 1918. Prior to his retirement he was employed at the Bolta General Corporation as a machinist and foreman for over 33 years. He was preceded in death by his wife Hilda and is survived by son Robert, daughter Marilyn Stott, Brothers Donald, Roland and Wesley, grandchildren Kenneth and Jennifer. My Dad was proud of his life as we all were of him. I went with him back to Bassingbourn on one of the trips. The day he went to the Base he cried. He was happy and sad. He had some crazy stories. God, Family and Country were his priorities. I thank all who served - Madilyn Stott

Robert G. Card, 323rd**Kelseyville CA, Feb. 18, 2003, Age 84**

As reported by his wife Anne
Bob was a loving Husband, Father, Grandpa, Friend, and Hero. He served in World War II as a B-17 tail-gunner on Delta Rebel No.2, based in Bassingbourn, England, where he met and married Anne, his wife of 58 years. He became a proud father of his sons. Tom, Sam and daughters Deb Ley and Deborah Collin. Later in life he welcomed many grandchildren and great-grandchildren. He was a PG&E lineman for 35 years, and was an avid hunter and trap shooter. He lived in Kelseyville for

43 years and was well known around town as he often regaled us with stories of laughter, heroism, and the good ol'days. Bob will be remembered most for his love of his family for whom he was so inordinately proud. Bob spent his last days amongst us; surrounded by his loving family and a multitude of loving friends.

Please send all Obituaries to Ace Johnson

● Chester B. Bolociuch, 401st**Cicero, Illinois, January 1, 2003, Age 79**

T/Sgt. Ray Snook, 491st BG.

"Yet when the crew meets - and we try -
For us, she can still spread her wings & fly,
And until the last of us, is layed to rest,
With the memory of her love, we are all blessed.

As I was ready to send you a copy of my husband's obit, I received a copy of the RI and read about Father Mazaika, who passed away just 17 days after my husband. The last time I spoke to him was after Chester passed away in January. I met Father on our first reunion and we continued to meet for years in different states until some of the men got sick or passed away. Father Mazaika was planning on coming to Chicago last year, which would have been his and my husband's last reunion.

Matt Pettera of Wisconsin, the mechanic of the "Anxious Angel", was able to attend Chester's wake and funeral. Matt must have done a good job as mechanic, because they all came back after 35 missions.

● Basil Harold Hall, FM 322nd**Hollister Missouri, April 24, 2003, Age 86**

As reported by his wife, Wanda
He was a gunner on Louis Malone's crew and flew 35missions.

He is survived by his wife of 65 years, Wanda, a son Ron, daughter Judy, 4 granddaughters and 2 great grandchildren

● Luther Irvin Hutton FM 324th**Miles City, Montana, June 14, 2003, Age 83**

As reported by Sam Halpert
He passed away at his home surrounded by his family. He served with the 8th Air Force during W W II as a radio operator and gunner, flying 30 missions in a B-17. After he returned he married Mary Parker in Los Angeles CA. He taught for seven years in Nebraska before moving to Montana where he worked for the Pine Hills School for Boys for 25 years. He served as Principal, coach and retired as Assistant Superintendent.

For many years, Luther was well known for his ministry to patients in local nursing homes and the V.A. Hospital and was a member of the United Christian Church in Miles City. He is survived by his wife Mary, three children and their spouses, Maridee and Robert Anderson, Richard and Janet Hutton and Robin Hutton, four grandchildren, a brother Verne and numerous nieces and nephews.

Folded Wings

• Anthony R. "TAT" Tacinelli, FM 322nd Southington CT, March 1, 2003, Age 78

As reported by his wife

He died peacefully at his home. He was Born in Southington on July 4, 1924 and was the first generation born in this country. He graduated from Teachers College and Morse School of Business. He was employed at Pexto for 24 years and was owner and Past President of Tacinelli Agency.

He served in the Army Air Corps in World War II in the 91st BG, 322nd Squadron as a ball turret gunner on a B-17 Flying Fortress, and was shot down flying over Berlin on his 21st mission on Dec. 5, 1944,. He was reported missing in action and three days later became a prisoner of war that lasted six months.

He was an active member and past president and Secretary of, the Southington Kiwanis for 40 years, a member of the American Legion and the Southington Elks Club. "Tat" was an avid hunter, fisherman and a member and officer of the Southington Sportman Club.

Besides his wife, Maria, he is survived by sons, John and his wife Brenda, Michael and his wife Darlene, a daughter Joanne Tacinelli, six grandchildren, two loving great grandchildren, a brother Mario and his wife Lorraine and a sister Anna.

Burial was with military honors.



• Walter E. Wilkinson, LM 323rd

Bellingham WA, February 20, 2003, Age 87

As reported by his brother-in-law, Jack Carver Walter E. Wilkinson, who piloted "Hi Ho Silver" successfully for a full 25 missions, died of natural causes in Bellingham WA where he lived for the last 12 years. Walt was raised here in his youth but lived and worked for 35 years or so in Saratoga CA. He retired from the Air Corps Reserve in '57 as a Major. I believe the happiest time he had in the last months of his life (he was in a Convalescent Home his final 9 mos.) was a visit from two of his

crew mates who were attending the annual reunion of the 91st in Tacoma WA. The men who made that "special afternoon meeting" were Earl Williamson and Howard (Bud) Wilson. Walt was "alive" with joy at seeing his old mates. For Howard, it was the first get-together since 1944. Earl praised Walt as being an "exceptional pilot". I'm a WWII Veteran of the 8th AF in England and I was at Warrington, Lancs for three years in supply as we worked on new planes. I enjoyed reading your "Ragged Irregular" and the exploits of the flyers. The 91st must have been a heroic bunch of men. I salute them all.

At Walt's funeral, the local American Legion Post Honor Guard and Firing Squad performed with a 21 gun salute. Walt is survived by his sister (my wife) Camille Carver



FIRST CLASS MAIL

91st BG Memorial Assn.

590 Aloha Drive

Lake Havasu City, AZ. 86403

**FORWARDING AND ADDRESS
CORRECTION REQUESTED**

LET US KNOW BEFORE YOU MOVE!

THE RAGGED IRREGULAR

These Newsletters are published quarterly, January, April, July and October. The RI's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942-1945. Steve Perri, Editor

Material for publication should be sent to the Editor: Steve Perri, 12750 Kelly Greens Blvd., Ft. Myers FL 33908.

• Ben J. Fourmy, Jr. FM 323rd

Meteire LA, Feb. 5, 2002, Age 81

Reported by Patsye Kavanaugh

.Ben was shot down on his third mission. He flew his first mission on March 3 as copilot and flew as first pilot on the 4th and 6th. Fourmy crash landed the aircraft and the Bombardier and Radio Operator were killed in the landing. The remaining 8 survived to become POW's. He is survived by wife Mary



(More obituaries on page 11)

**Will the circle remain unbroken
Bye and bye Lord, bye and bye
Will our crew be all together
In the sky Lord, in the sky.....**