

THE RAGGED IRREGULAR



322nd BS



323rd BS



Supporting Units



324th BS



401st BS

Vol. 42 No. 2

91st Bombardment Group (H)

April 2009

Minneapolis, MN Rally Round - July 16 – 19, 2009

I couldn't be more excited to tell you there will be two B-17s in the Minneapolis area the weekend of our rally round! The Eighth Air Force Historical Society of MN has scheduled a Wings of Freedom tour stop July 17 – 20. The Collings Foundation will be here with *Nine-O-Nine* as well as their B-24, P-51C and ME-262. Yankee Air Museum's B-17 *Yankee Lady* will be flying at the Wings of the North Air Expo on July 18 - 19. We will be visiting both airports hosting the events for your chance to see these great airplanes up close and in the air.

Please read the hotel information below and call for reservations. The cutoff date for our group rate is June 26th.

Hotel Information:

We have a block of rooms at the Holiday Inn Select MSP Airport Hotel under "91st Bomb Group". The hotel has complimentary shuttle service to Minneapolis / St. Paul International airport 24 hours a day and to the Mall of America on the hour. Free parking is also available.

To reserve your room, please call the hotel toll free at (800)465-4329. Rooms are available at a group rate of \$89 per night from July 15 – 19. Rates are subject to 14.275% tax. Check in is 3pm and check-out is noon. Please be sure to mention you are with the "91st Bomb Group" for our group rate when making this call.

Suites are available at \$119 per night if you are traveling with your family. The suites have one king or two double beds, a living room area with pullout sofa. If you are interested in a suite or are in need of special accommodations (ie: smoking rooms, handicapped accessible, earlier arrivals or later departures), please contact Nancy Solinger by phone at (952)876-8650 or by e-mail at nsolinger@hiselectmsp.com.

Hotel address:

3 Appletree Sq
Bloomington, MN 55425
website: www.himspairport.com

Events:

Thursday

6pm Meet and greet in the hotel's hospitality suite.

Friday

11am Tour the Golden Wings Museum at the Anoka-Blaine airport. No cost to our group.

2pm Collings Foundation arrives at Anoka-Blaine.

Saturday

11am Attend the Wings of the North Air Expo at Flying Cloud airport. \$10 for adults and \$5 for children ages 8 – 12 payable at the airshow.

6pm Dinner at Bubba Gump Shrimp at the Mall of America.

Sunday

11am Sunday lunch cruise on the Mississippi river. This event must be prepaid. If you are interested in the lunch cruise, you will need to send a check by May 1st payable to Gary Hall. The cost is \$26 per person (tax included).

Mail your check for the lunch cruise to:

Gary Hall
1054 Sunrise Drive
Woodbury, MN 55125

Any questions regarding the events will be answered by Gary Hall at the above mailing address, phone (651)260-2397 or email raggedirregular@gmail.com.

We look forward to seeing you in Minneapolis!

President's Corner**Jim Shepherd**

One of the wonderful things in life is when you have something special planned. Like a vacation, a special party, getting married or when I was discharged from the Air Force. The 91st Bomb Group Memorial Association has several items to consider attending.

The first is a special event named, "Doolittle Returns to Bassingbourn". The granddaughter of General Doolittle will be at Bassingbourn on Saturday 23 May 2009 signing her two books, "Calculated Risk" and "Just Doing My Job". If you are fortunate to attend, you should contact David Crow at: drakecrow@aol.com for additional information.

Next, we have a Rally-Round planned for July 16 - 19, 2009 in Minneapolis, Minnesota. Gary Hall is the activity planner and he has the complete information under a separate heading. Several groups have a reunion or rally round each year and I believe we should follow their lead.

Third, the next reunion is in the planning stages and currently is planned for September 28 to October 3, 2010. The location is Wright Patterson Air Force Base, Dayton, Ohio. As most of you know, the *Memphis Belle* is being rebuilt there and should be well along with the re-construction. We recently had a question from the person rebuilding the inside of the plane, specifically the Navigators Table. Seems the table was on the right side of the plane and the question was sent to the Mike Banta Ring of Veterans. After many answers from the veterans and the Historian of Boeing Aircraft Company, it was determined that the factory built table was on the left side of the plane and that a field modification must have moved the table to the right side.

The 91st BGMA has 3 strong sides to the success and the first is the veterans, historians and associate members. Their interest and desire to share their knowledge, learn more about the history of the 91st and to keep the memory alive has been incredible. The next side is the Mike Banta Ring. The 91st veterans, ages 85 to 95 have been providing answers to questions asked by anyone. These men are living history and know the truth about what happened. Several times the question comes up, "Did anyone know my Father, Grandfather, Uncle, etc." because many veterans never talked about their experiences. Just recently, this type of question was asked and Mike Banta answered because he had flown with this man. This could only happen with the RING, which has been answering questions for over 10 years.

The Web Page was started on January 17, 1999 and 2 days later the Ring was started. Mike and I had no knowledge of each other, but without each other, we would not have enjoyed the many rewards of supplying information to so many. The 91st now has a NEW LOOK web page with several new features. A very interesting one is the 91st www.YouTube.com that is located on the bottom left of the web page. We have several videos that play on the computer when you select one and we will add more as we go along. The next is the 91st BG Blog where anyone can ask a question or just make a statement. This replaces the Guest Book because we had many computer problems with the Guest Book.

We continue looking for help for the web page because we have about 2 years worth of work to just add the information we have now. I've looked at many Web Pages, but I believe the 91st WEB PAGE is the most complete, the most detailed and provides the most information of any web page regarding the WWII era.

The PX will soon have a new book available: "Merseburg: Blood, Flak & Oil".

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Please send obituaries to Jody Kelly.

Deadline for submissions to the RI is the 15th of the month prior to publication.

91st Bomb Group E-mail Ring

b17banta@aol.com

91st on the Web

www.91stbombgroup.com
www.bombsqd323rd.com

Veeps Views**Mick Hanou**

The 2008 reunion was the first reunion since I have been with the organization that was held during summer months and one intent was to get more participation from the younger generations. We succeeded in this with attendance by many NextGeneration and younger. Some of you may remember my twin daughters, age 17 then. They were very pleased to meet those of you who attended, enjoyed the many discussions with you, learned a lot that can't be told in a history book, and were surprised at how much fun they had. There is nothing like first-hand imparting of history to generate enthusiasm in a person and they walked away with a greater understanding of what you endured in providing freedom to the world at the time.

My daughters are currently working on their Girl Scout Gold Award which, like the Boy Scout Eagle, is the highest level attainable. Their final project is focused on the history of our home town of Pleasanton, CA. Incidentally; near here was a major staging area for WWII soldiers, with barracks next to the SP rail line where they would be gathered before shipping out to the Pacific Theater. Specifically my daughters researched downtown and finally focused on the Veteran's Hall. They obtained City Council and Building Commission approval and designed an historical bronze plaque to be mounted on the building which describes its history and that it was dedicated to the service and sacrifice veterans made from WWI onward. It will be dedicated this coming Memorial Day. That happens to be the same day that the Collings Foundation B-17 *Nine-O-Nine* visits our town, an event I have been coordinating for 17 years now and what got me interested to the 91st BGMA in the first place.

So, please keep sharing your stories with grandkids, school children, etc. You never know what spark of enthusiasm may cause them to commemorate you in some way and they will be the ones who carry on your stories through this century. And if you happen to be in Northern California, please come to Livermore Airport on May 25 and see "our" B-17 in flight. Best wishes to you and family.

Les Walshaw, pilot of *Nine-O-Nine*

We visited Les today in a nursing home in Roseville, California, where he is now a resident due to the debilitating effects of Parkinson's. I know it would cheer him up to receive any cards or notes from fellow 91st members. He is now unable to speak but his brain is still sharp.

The address is 208 Mustang Court
Roseville, CA 95747

Lorinda Crow

Collings' *Nine-O-Nine* Schedule

4/3 - 4/12	Dallas, TX Dallas Love Field
4/13 - 4/15	Lubbock, TX Lubbock Preston Smith Intl.
4/15 - 4/17	Santa Teresa, NM Dona Ana County Airport
4/17 - 4/20	Tucson, AZ Marana Regional Airport
4/21 - 4/24	Glendale, AZ Glendale Municipal Airport
4/24 - 4/27	Scottsdale, AZ Scottsdale Airport
4/28 - 5/1	San Diego, CA Gillespie Field
5/1 - 5/5	Long Beach, CA Long Beach Airport
5/6 - 5/8	Camarillo, CA Camarillo Airport
5/8 - 5/11	Burbank, CA Bob Hope Airport
5/11 - 5/13	Paso Robles, CA Paso Robles Municipal Airport
5/13 - 5/15	Hollister, CA Hollister Municipal Airport
5/15 - 5/23	Mountain View, CA Moffett Federal Airfield
5/24 - 5/26	Livermore, CA Livermore Municipal Airport
5/27 - 5/29	Stockton, CA Stockton Metropolitan Airport
5/29 - 6/1	Sacramento, CA McClellan Airfield
6/1 - 6/3	Davis, CA Yolo County Airport
6/3 - 6/5	Santa Rosa, CA Sonoma County Airport
6/5 - 6/8	Concord, CA Buchanan Field
6/8 - 6/10	Redding, CA Redding Municipal Airport

2009 Dues Reminder

If you are a yearly member of the 91st BGMA and have not paid your 2009 dues, they are now past due. Please locate the yellow dues form in the January 2009 issue of the Ragged Irregular or contact Jody Kelly for payment information.

A 2009 91st BGMA member directory is being compiled and your dues need to be current for your name to appear in the directory.

Yucca Lady

From the National Nuclear Security Administration

Yucca Lady, a World War II Boeing-17G Flying Fortress Army Air Force serial number 44-83575, was flown to the Nevada Test Site in 1952, where she was instrumented and subjected to three atmospheric nuclear tests as part of the Operation Tumbler-Snapper -- Vulnerability of Parked Aircraft to Atomic Bombs series, conducted in April and May 1952. The project would determine the effects of a nuclear device detonated above an airfield, particularly upon the aircraft parked on the field or dispersed in a surrounding area. Aircraft 44-83575 was one of 28 aircraft subjected to nuclear tests while positioned at different locations in Yucca Flat.

Test History

During the first nuclear test, Baker, a one-kiloton device, was detonated April 15, 1952, while aircraft 44-83575 was parked 10,354 feet from ground zero. Effects from the resulting blast showed no discernable damage. The second test, Charlie, a larger 31-kiloton device, was detonated on April 22, 1952, with the aircraft positioned about 10,000 feet from ground zero. Blast effects were substantial, but the aircraft was repairable. For the third test, Dog, a 19-kiloton device was detonated on May 1, 1952, with the aircraft positioned 7,792 feet from ground zero.

At the end of the test program, the aircraft was declared scrap and towed to the edge of the Yucca Lake airstrip to cool, or allow the radiation to decay so it could be sold along with 800 tons of scrap metal accumulated from the test program.

In early January 1965, when all contamination had decayed from the aircraft, it was offered as part of an 800-ton lot in a salvage sale where it was bought by a scrap metal company who promptly received an offer for the derelict World War II aircraft.



The *Yucca Lady* sits on Yucca Lake, inoperable before restoration.

Restoration Begins

In March 1965, arrangements were made for the partial restoration and removal of the aircraft at the Nevada Test Site. Parts were brought in from all over the country to replace those damaged, stolen or vandalized throughout the years. Damaged skin was fabricated and replaced on site; engines and props were stripped, cleaned, repaired and tested; 4,000 feet of new control cable was installed; all electrical wiring and instrumentation was replaced. As she neared completion, the jeers and laughter of those that said she would never fly again faded as the sounds of four 1200 horsepower Wright-Cyclone engines echoed across the desert on May 14, 1965, and the newly christened *Yucca Lady* rose into the sky over the test site.

***Yucca Lady* Fights Forest Fires**

Yucca Lady was thoroughly restored and converted to an aerial tanker, including the installation of a large tank and special bulkheads in her bomb bay. From 1966 until 1986, the *Yucca Lady* fought forest fires by dropping retardant on fires throughout the southwest United States. In January 1986, she was purchased as an investment by a Massachusetts resident, then eventually owned by the Collings Foundation, which dedicates itself to preserving machines that helped build the world and keep it free.

***Yucca Lady* is Renamed**

The aircraft underwent a complete restoration to her wartime configuration, including full military colors, representing one of the finest B-17 restorations in existence today. The aircraft was renamed *Nine-O-Nine* (serial number 42-31909) in honor of a 91st Bomb Group, 323rd Squadron airplane which completed 140 missions during World War II without an abort or loss of a crewman.

Finished?

In August 1987, while performing at an air show in western Pennsylvania, the restored *Nine-O-Nine* was caught by a severe crosswind just moments after touchdown. The right wing lifted and the airplane rolled off the runway and crashed through a chain link fence, shearing off a power pole and rolling down a 100-foot ravine, resulting in extensive damage. It took donations from individuals and corporations and thousands of volunteer hours to make *Nine-O-Nine* airworthy again in 1992.

Nine-O-Nine

The *Nine-O-Nine* still takes flight around the United States as part of the Collings Foundation's Wings of Freedom tour, offering tours through the aircraft and in some cases, the opportunity to fly aboard this historic craft.

News from across the pond

Corporal Howard D Ford

After the Veteran's Day service I took the opportunity to ask David Bedford, Superintendent at the Cambridge American Cemetery if the head stone on Corporal Ford's grave can be changed to include 91st Bomb GP (H) which is similar to all other 91st BG (H) personnel buried at the Cemetery. A previous superintendent always told me money was a problem. Mr. Bedford did not go that road. He produced a document which The American Battle Monuments Commission (ABMC) use when putting data on grave stones, which is called the Individual Deceased Personnel File. In that document it had, under Corporal Ford's name, just 441st Sub Depot.

Now the problem as I see it is convincing the ABMC that the 441st Sub Depot was with the 91st BG (H) when they came to RAF Kimbolton and moved to RAF Bassingbourn with the Group and stayed there throughout World War II. I cannot speak for Warren Hill, but I can imagine what he would say as he told me he

was at RAF Kimbolton with the 91st BG (H). As a suggestion I wonder if the words Attached to the 91st BG (H) are the operative words.

The sad part of this is that when 91sters came back to the cemetery over the years and 91sters graves had the American and British flags placed by the graves, this did not happen to Corporal Ford's grave and will not happen in the future unless 91st BG (H) is added to his grave head stone. It is true that not so many 91sters will now come back as a group, but one never knows if second or third generations groups will come, when I am sure the staff at Madingley will place flags by 91sters graves.

I must place on record the help David Bedford has given me on this subject. He has been so considerate.

Kind regards, Vince Hemmings

VA Opening 31 New Outpatient Clinics

World-Class Health Care Brought Closer to More Veterans

WASHINGTON – Veterans will have easier access to world-class health care under a Department of Veterans Affairs (VA) plan to open 31 new outpatient clinics in 16 states.

Secretary of Veterans Affairs Dr. James B. Peake today announced VA will establish new clinics in Alabama, Arkansas, California, Florida, Georgia, Hawaii, Illinois, Iowa, Maryland, Michigan, Minnesota, Mississippi, Missouri, North Carolina, Pennsylvania and Vermont.

"VA is committed to providing world-class health care to the men and women who have served this nation," Peake said. "These new clinics will bring VA's top-notch care closer to the veterans who have earned it."

With 153 hospitals and about 745 community-based clinics, VA operates the largest integrated health care system in the country. VA's medical care budget of more than \$41 billion this year will provide health care to about 5.8 million people during nearly 600,000 hospitalizations and more than 62 million outpatient visits.

"Community-based medicine is better medicine," said Dr. Michael Kussman, VA's Under Secretary for Health. "It makes preventative care easier for patients, helps health care professionals have closer relationships with their patients and permits

easier follow-ups for patients with chronic health problems."

The community-based outpatient clinics, or CBOCs, will become operational by late 2010, with some opening in 2009. Local VA officials will keep communities and their veterans informed of milestones in the creation of the new CBOCs.

VA's Proposed Sites for New Outpatient Clinics:

Alabama – Monroe County

Arkansas – Faulkner County, Pope County

California – Lake County, Oakhurst, Susanville, Yuba County

Florida – Brandon, Clermont

Georgia -- Blairsville

Hawaii – Leeward (Honolulu)

Illinois – Carbondale, Harrisburg, Sterling

Iowa -- Decorah

Maryland – Fort Meade, Montgomery County

Michigan – Bad Axe, Cadillac, Cheboygan, Grayling

Minnesota – Southern central, Southwest metro area

Mississippi – Pike County

Missouri – Excelsior Springs, Sikeston, Sedalia

North Carolina – Edenton-Elizabeth City, Goldsboro

Pennsylvania – Cranberry Township

Vermont – Brattleboro

Doolittle Returns to Bassingbourn Saturday 23rd May

The Life of Gen Jimmy Doolittle

*Presented by his Granddaughter
Jonna Doolittle Hoppes*

*Book signing "Calculated Risk"
& "Just Doing My Job"*



*£5 includes Entrance to Tower Museum
Gates open 11:00 am / Close 1:30pm
Presentation 2:00 pm*

*Tickets Available from
Lorinda Drake Crow
email: drakecrow@aol.com*

Mike Banta's Web Ring

Mont de Marson Memorial



I received the attachment last Friday from Christian Levaufre who is in the French Air Force and a very good friend. Below is my reply to Christian.

The five airmen listed on the Memorial are 91sters and from the 324th BS. They were on a mission to Bordeaux-Merignac airfield and were flying a B-17F 42-29921 *Oklahoma Okie*.

S/Sgt William Hennig evaded and was back in England by January / February 1944.

The 91st BG(H) lost another aircraft that day which crashed about 40 miles NW of Lorient on the same mission. Two killed, six POW and two evaded.

Christian has promised to send more photographs. It is wonderful that people of Mont de Marson have erected a memorial to those who paid the supreme sacrifice.

Kind regards, Vince.

Everett "Smokey" Montgomery from Mike Banta

Here is a story that shows how great the Ring is at digging out information on 91sters. About a year ago, I wrote to the Ring saying that I couldn't find anything on my radio man, Everett "Smokey" Montgomery since he had left the Haven Home retirement home in Kenesaw NE. The home was most unhelpful in telling me where he went other than to say it was to a Veteran's home. I called all the Veteran's homes in the surrounding area and they, too, offered no information.

Incredibly, I heard from our greatest source of information on 91sters, Lowell Getz, and he had found a lady named Michelle who was a member of a group called the Guardian Angles who look after aged veterans. How he had found her, I haven't a clue. She had taken on as her veteran Everett Montgomery and had his phone number in the Veteran's home. She told me that Everett had left a substantial amount of money in trust in a local bank. The bank had paid his bills at the Haven Home for years until it ran out and the Home discharged him to a Veteran's home. This was the point at which I had lost touch with Smokey and I guess the Haven Home wasn't inclined to tell me where they had sent him. Michelle went to bat for Everett who had no money left and some how or other she had got most of the money back that had been paid to the Haven Home from the Veteran's Affairs or someone else.

Through Michelle, I got in touch with Everett and he was so glad to hear from me and said he was so happy that he was shaking. He was very content at the Veteran's home.

Yesterday, Michelle called to tell me that Smokey had passed away. I'm so indebted to Lowell for getting me back in touch with my crew's radio man. Is the Ring great or what.

I was standing by my window
On a cold and dreary morn
When my mind it wandered back
to those flights from Bassingbourn

Will the circle be unbroken,
Bye and Bye, Lord
Bye and Bye.
Will our crew be back together,
In the sky, Lord
In the Sky.

Both Pop and Smokey lived in Iowa. Smokey's hometown was Vinton, Iowa, a small town of about five thousand on the Cedar River just over two hundred miles from Sioux City as the crow flies. One day our training mission had us flying within thirty or forty miles of Vinton. Smokey called on the interphone and asked if I would please buzz his hometown. I was a "by the

book" type of pilot and I told him that was absolutely forbidden by Army Air Force regulations.

Then the hassling began. Every member of the crew felt it was absolutely wrong to fly within forty miles of a crew member's hometown and not buzz it. Against my better judgment, I was persuaded to break the rules and buzz the little village of Vinton, Iowa. This had to be cleanly done for if anyone read our aircraft's Army Air Force identification number and turned it into the Air



Buzzing Vinton, IA

Force it could mean a court marshal. We dove down and approached Vinton with an air speed of two hundred and fifteen-mile per hour, which was forty-five miles per hour over the cruising speed of a B-17 bomber, at an altitude of two hundred feet above the city. We only made one pass and immediately climbed back to our assigned altitude. Smokey was ecstatic. The

rest of the crew loudly proclaimed our daring feat and surmised that it would undoubtedly cause the town to erect a statue to Smokey. I, personally, thought it would go almost unnoticed by Vinton's inhabitants. It turned out we were all wrong for about a week later Smokey brought me a newspaper from his hometown which in headlines proclaimed, "B-17 Buzzes Vinton." The only problem was that they identified the Vinton airman in the aircraft as some other dude who was also flying in B-17s. Thus we did impress the village of Vinton with our daring feat but Smokey never got his statue.

John Callaway

Looking for some information about my grandfather. John Callaway, he flew on the *Chowhound*. I know he started as the left waist gunner, and then I believe the top turret. I recently found a picture of him that said his nickname was "Judge", and when I asked my father how papaw had gotten the nickname, he was unsure. Unfortunately I was in high school when my grandfather passed, and never was able to question about the war. I would love to find out whatever I can about my grandfather, and share it with my father. So if anyone has any information I would greatly appreciate it. Thank you so much.

Joan K. Wyatt
2407 Courtney Meadows Ct # 104
Tampa, FL 33619
email: dirtybirdsfeet@yahoo.com

Memphis Belle Restoration Help needed with the navigator's table.

The National Museum of the U.S. Air Force is performing a detailed restoration of the B-17F *Memphis Belle* and needs help from the 91st Bomb Group Memorial Association. The *Belle* was brought back to Wright-Patterson AFB three years ago because it was badly in need of a major restoration. We are doing extensive research to make the restoration as accurate as possible and to configure the aircraft as it looked upon completion of its 25th mission.

One major problem we're having is the configuration for the navigator's table. We know from the 1943 film documentary that the *Belle's* navigator table was on the right side of the fuselage, not the left as was the standard configuration. There is no documentation on this and our suspicion is that Charles Leighton, the *Belle's* navigator, had his ground crew move the table. The table couldn't simply be moved—a custom-made table must have been built because the space on the right is different than the space on the left. We have no evidence of any other B-17 being reconfigured like this.

The Memphis Belle Association reported that the *Belle* did not have a table installed when it arrived in Memphis in 1946. Someone obviously made one after its arrival. Our problem is that we don't know if the table in the aircraft is accurate. We are desperately looking for an interior photograph of the *Belle* showing the table. It might be in the background of a shot of Charles Leighton sitting at his work station. However, numerous other crews also flew the *Belle*, so perhaps someone else has such a shot.

Whatever we do, we want it to be correct. We're sure a picture exists somewhere, be it in someone's photo album or a shoe box with other WWII memorabilia. Thus, we are asking whatever help members of the 91st Bomb Group Memorial Association might be able to provide.

Thank you in advance for any information you can provide.

Regards,

Steve Markman
NMUSAF Restoration Volunteer

email: stevemarkman@earthlink.net

www.stevemarkmanworld.com

Last Mission – Fortress to Maquis

by Al Winant

Editor's Note: This is a follow up to a story originally printed in the January 1982 RI. Photos provided by the Georgetown Historical Society.



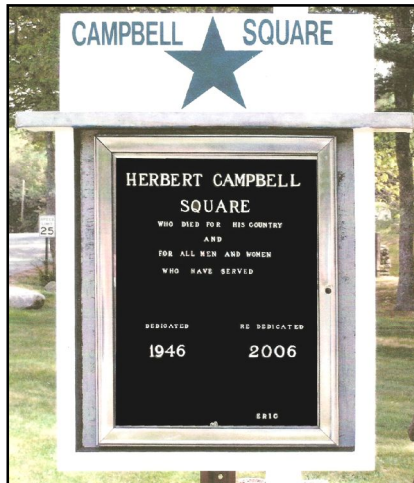
SSgt. Campbell

Many of us who took off in the early morning mist returned safely to our airfields to fly again on the next morning's mission. Some crews did not return and started new survival missions on the ground in occupied territory. This is an updated story of SSgt. Herbert Campbell and 1st Lt. James Cater's crew from the 324th squadron who were shot down over Avord, France on April 28, 1944.

Six of the crew became POW's, but four escaped with the help from a Maquis group in the Mont Mouchet

area. 1st Lt. Cater reached Switzerland. SSgt. Reg Carney and SSgt. Clem Dowler reached Spain. Herbert Campbell and a Canadian Sgt. Chris Columbus joined another Maquis group and tried to reach the Allied lines in the direction of Normandy. Herbert was killed when they were attacked by Germans in July 1944.

Herb was buried in the small village of Bosalbert in the Puy-de-Dome area near Issoire. He was awarded the Croix de Guerre for his action against the Germans. In 1946 Herb was returned to the states and buried in his home town of Five Islands, Maine. I have learned from Herb's nephew, Bob Thompson, a memorial was dedicated to Herb in 2006 in Five Island's "village green".



HERBERT CAMPBELL SQUARE
WHO DIED FOR HIS COUNTRY
AND
FOR ALL MEN AND WOMEN
WHO HAVE SERVED

After 65 years, the early morning mist still covers the East Anglia countryside, but the planes are gone and the airfields turned back into farms. For those of us who returned home safe we look back on challenging times. For all those heroes like Herbert Campbell who did not return, their sacrifices will be remembered. Herbert will especially be remembered in the small fishing village of Five Islands, Maine.

City of Savannah

The Mighty Eighth Air Force Museum receives a B-17 from the National Air and Space Museum

In storage at the National Air and Space Museum hangar for 25 years, this authentic B-17 Flying Fortress now finds its permanent home at the Mighty Eighth Air Force Museum. This bomber is named in honor of the *City of Savannah*, a B-17 of the same name that left Savannah and Hunter Army Air Field, birthplace of the 8th Army Air Force, in 1944 and flew bombing missions to Germany with the 388th bomb Group on Knettishall airbase in East Anglia. That aircraft was celebrated as the 500th B-17 to leave Savannah for England. The Museum's *City of Savannah* will be restored to its wartime configuration and historical accuracy.



Be a part of the Mighty Eighth Air Force Museum B-17 project. The airplane needs major restoration and the Museum appreciates all financial gifts. For contributions of \$100 or more you will receive a certificate of participation, suitable for framing, which recognizes your part in this historic Museum event.



Please make all checks payable to "B-17 Project" and mail to the Mighty Eighth Air Force Museum, 175 Bourne Ave, Pooler, GA 31322. If you would like to pay by credit card, please call Tameka Ford 912.748.8888 ext 101.

Nine Original Crews of the 323rd Squadron of the 91st Bomb Group

Our group Historian Steve Perri would like to know how many of the original members of the 323rd are still living. If your name is on the list or know the whereabouts of someone on the list, contact Steve by mail at 12750 Kelly Greens Blvd, Fort Myers, FL 33908-5970 or by email at deltareb@aol.com.

Delta Rebel No. 2 **#42-5077**

(P) Birdsong, George
(CP) Reynolds, Joseph
(N) Miller, Ernest
(B) Abb, Robert
(E) Remmell, Eugene
(BT) Perri, Steven
(WG) Kulchesky, Harry
(RO) Byrd, Buzz
(TG) Carter, Henry
(WG) Petersen, Randy

Eagles Wrath **#41-24524**

(P) Giauque, Charles
(CP) Lethers, Edward
(N) Ott, Larry
(B) Butler, William
(E) Jones, James
(BT) Sumergrad, Keva
(WG) Corl, Herbert
(RO) Mahan, Lloyd
(TG) Taylor, Lyle
(WG) Wawrzynek, Walter

Vertigo **#41-24547**

(P) McCarty, Martin
(CP) Rand, Robert
(N) Duggan, Robert
(B) Briglia, Louis
(E) McCormack, John
(BT) Cardin, Philip
(WG) Dunnivant, William
(RO) Engle, George
(TG) Trent, Robert
(WG) Lehew, Forrest

Pennsylvania Polka **#41-24544**

(P) Bobrow, Alan
(CP) Sanders, John
(N) Roten, John
(B) Andrews, Norman
(E) Bass, Paul
(BT) Sullivan, Arthur
(WG) Curb, Cyril
(RO) Fredricks, Lewis
(TG) Card, Robert
(WG) Wirt, Richard

Careful Virgin **#41-2439**

(P) Clancy, William
(CP) Gladstone, John
(N) Ackerman, Harry
(B) Fisher, Jack
(E) Heron, Kenneth
(BT) Wheeler, William
(WG) Taliercio, Adam
(RO) Olexa, Michael
(TG) Streets, Henry
(WG) Conley, Joseph

Lil Audrey **#41-24523**

(P) Yuravich, Joseph
(CP) Shaw, Robert
(N) Bennett, Byron
(B) Bell, John
(E) King, Clarence
(BT) James, Farrar
(WG) Kusowski, Thaddeus
(RO) Hatch, David
(TG) Shumard, Richard
(WG) Platt, Alvar

Stupen-Taket **#41-24549**

(P) Dwyer, Lawrence
(CP) Evins, John
(N) Maas, Charles
(B) Bohlen, Dean
(E) Cowherd, Ford
(BT) Hunter, Carl
(WG) Thompson, James
(RO) Miller, Marshall
(TG) Alvey, Joseph
(WG) Fournier, George

Texas Bronco **#41-24589**

(P) Ellis, Eugene
(CP) Futch, Kenneth
(N) Dunham, Howard
(B) Beiseker, Marvin
(E) Demars, Rodney
(BT) Gaeta, Anthony
(WG) Corrigan, Edward
(RO) Floyd, Nathan
(TG) Howard, William
(WG) Gillian, Russell

Panhandle Dogie **#42-25570**

(P) Anderson, William
(CP) Lee, James
(N) Clinard, Everett
(B) Karnath, Lyle
(E) Marrar, Robert
(BT) Senn, Lavern
(WG) Barker, Rex
(RO) McCauley, Anthony
(TG) Odegard, Herman
(WG) Flint, Richard

91st BGMA Board Meeting February 21, 2009, 9:00 – 10:00 AM PST

Attendees: Jim Shepherd, Mick Hanou, Bob Friedman, Jody Kelly, Gary Hall and Ed Gates.

Minneapolis Rally Round: Gary

- Weekend of July 11th if the Collings Foundation is in Minneapolis, otherwise it will be held in conjunction with the Wings of the North air show July 18th.

Life Time Membership Cards: Jody

- Obtaining quotes for Membership cards. The cards will be mailed first class and assist in verifying addresses.
- Receiving and updating email addresses of members who would like the RI sent electronically.

Computer Purchase: Jim

- A lap-top computer was purchased at a very good price and will be used by Jody for record keeping.

Directory: Bob

- Can we print an updated directory for members?
- Jim stated a directory is available on the website and suggested we could print them out for members with a fee to cover postage.
- Jody said that we can also easily send the directory via email.
- Mick suggested that in the RI we advise members that there is a directory is available.
- Discussion on who should receive the directory and all agreed that it would be available to members only.
- Jody will send out the current roster to all board members and to Ed.

Board Vote: Jody

- Jody made a motion to accept David Lomasney as a Full Member. Jim seconded. Motion approved by all members.

2010 Reunion: Ed

- Reunion Committee Members:
 - Ed Gates, Chairman
 - Greg Varhall, Events Chairman
 - Tom Freer, Transportation Chairman
 - Nancy Perri, Reception Chairman
 - Mick Hanou, Hospitality Chairman
 - Gary Hall, General Chairman
 - George Bruckert, Reenactment Chairman
 - Kathy Lewis, Decorations Chairman.
- Three committee conference calls are scheduled for 6/27/09, 12/27/09 and 7/24/10.
- Reunion notice will appear in the January 2010 RI and reunion application in the April 2010 RI.
- Reunion dates are Tuesday, 9/28/2010 – Saturday, 10/02/2010.
- Working with Green and Montgomery counties for goodie bags and entertainment books.

- Contacted Jack Daniels to see if they will provide adult beverages during the briefing.
- The briefing reenactment will be held on the museum ground in a Nissen Hut. Final arrangements need to be worked out with George Bruckert and the museum.
- Three afternoon visits scheduled with the museum. There will be short visits for the older folks and longer tours for the more mobile.
- Working on museum transportation, like the carts used in airports, to assist people with mobility or health concerns. Mick suggested we contact the base to see if they have an air cadet program that would assist members with mobility issues. Gary found information on the local ROTC and will email to Ed.
- Also scheduling tours of Wright Patterson Air Force Base, Wright Bicycle Shop, Sunwatch Indian Village and the Packard Museum.
- Jody suggested we develop a "buddy system" and have some of the younger members travel and assist the older members.
- Hotels in the area cost \$99.00 per night, most with free parking and shuttle service. Ed believes that due to the economy the cost will go down.

Corporal Ford's Tombstone: Ed

- Vince Hemmings is working to add the 91st BG (H) to Corporal Ford's tombstone. The American Battle Monuments Commission requires a relative to okay any change, but Corporal Ford was an only son and has no living relatives.

American Memorial Association of Saint-Nazaire: Ed

- Have photos of B-17s shot down in France available on the Internet. Also have interviews of witnesses to those crashes. Suggested we invite Alain Charles, the president of the organization, to the reunion as our guest. We will pick up hotel tab.

2010 Board Members: All

- General discussion on the importance of starting to think about board members for the next election.

Treasurer: Jody

- Current funds:
 - \$12,532 - Checking
 - \$22,632 - CD
 - \$7,401 - Putman Memorial Maintenance Fund
- Dues:
 - We have 729 members and have received half of the dues owed. Most renewing members are including donations.
 - Past due notices will be sent after March 31st.

Miscellaneous: All

- Jim and Mick will coordinate copies of Ray Bowden's Merseburg book for the association to sell.
 - Jim still working to get assistance with the website. Ed suggested we make the website a budget item and pay for it out of the general fund.
-

91st BGMA Donations

Donald Almon	10.00
William Burke	10.00
Merle Choffel	10.00
Charles Collins	10.00
Glen Crumbless	10.00
Raphael Czepkiewicz	10.00
Neil Daniels	20.00
James (Dick) Dempsey	20.00
Edward Dobrinski	20.00
Gloria Elroy	10.00
Edward Fitzpatrick	10.00
Roy Forsbacka	10.00
Thomas Herbert	5.00
David Hetteima	10.00
Frank Hintze	10.00
John Janse	20.00
Harold Johnson	50.00
Ed Kaiserski	5.00
Glen Kessler	10.00
Ray Kuenzler	20.00
Bruno Lombardi	50.00
Phillip Lunt	10.00
Clyde Mason	10.00
Michael McCabe	20.00
Celinda Virginia McGavern	50.00
In memory of Bill McGavern 323 rd	
Roger Moore	5.00
John Morris	10.00
Robert Newman	25.00
George Parrish	10.00
Gary Price	20.00
Bobby Pride	10.00
Herbert Rickards	20.00
Herbert Saska	5.00
Warren Schulthies	20.00
Richard Senffner	20.00
Kenneth Smith	20.00
Robert Stevens	100.00
Rudy Thigpen	10.00
Rick Tierney	15.00
Doris Tilley	10.00
In memory of Preston R Tilley 323 rd	
Joe Totusek	20.00
Aurora Viarengo	10.00
R Clifford Vrooman	25.00
Ilse Weinberger	50.00
In memory of Herb Weinberger 401 st	
Alvin Winant	10.00
George Witt	10.00
Eleanor Wofford	40.00
William Wynne	40.00
John Zajac Jr	40.00
Dominic Zurella	10.00

Folded Wings (continued from page 12)

✪ **James N Quinn 324th Age 87**

Haworth, NJ, February 10, 2009

Reported by Verne Woods

James was a graduate of Regis High School and Fordham University in New York, Class of 1940.

An Army Air Force veteran of World War II, he was a retired tax accountant for J.K. Lasser & Co. (now Deloitte) in New York City.

Mr. Quinn was a member of the American Legion in Haworth, the Purple Heart Foundation, Haworth Seniors, and the Air Forces Escape and Evasion Society.

He was the husband of Liboria "Lee" (nee Dell'Ario) and the late Carolyn, who died in 1964; father of Carolyn Ostner (Donald), James Quinn Jr. (Georgette), and Eileen Smithson (William). Also surviving are eight grandchildren, two great-grandchildren and many nieces and nephews.

✪ **Nelvin F Coupe 324th Age 87**

Holland, PA, December 20, 2008

Reported by his daughter Elizabeth M Fox



Nelvin was born in Milton, PA. He was a Veteran of WWII serving in the Army Air Corps as a B-17 Ball Turret Gunner. He flew 35 combat missions out of Basingbourn, England. Dover Air Force Honor Guard presented the colors to Nelvin's wife during his Memorial Service.

He was a lifetime member of the 91st BGMA and is on the Wall of Valor at the 8th Air Force Museum in Savannah, GA.

Nelvin is survived by his wife of 67 years, Dora V., 3 children, 7 grand children and 9 great-grand children.

✪ **Everett "Smokey" Montgomery 324th Age 86**

Kenesaw, NE, March 25, 2009

Reported by Mike Banta

Everett was born May 19, 1922 in Chicago, Ill. He went into the Army Air Corps in 1941 until 1949. His 30th bombing mission was the last in Europe. In 1951, he joined the Air Force and went to Korea and got out in 1953 as a T/Sgt.

He was a member of D.A.V., V.F.W., Veterans of WWII and Korea, and the American Legion in Kenesaw.

THE RAGGED IRREGULAR is published quarterly in January, April, July and October. The purpose of the newsletter is to keep alive the Spirit of the 91st Bomb 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. Editor Gary Hall

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Folded Wings:

❖ **Oscar "Ozzie" Sandvik 18th WS Age 88**

West Fargo, ND, February 13, 2009



As reported on www.inforum.com Oscar was born April 9, 1920 in Fargo, ND. He married Lottie Herbranson July 22, 1942. Lottie preceded Oscar into heaven in 2002.

Oscar graduated from the University of Utah in 1943, with a degree in Meteorology and became a Meteorologist with the 18th Weather Squadron. Oscar served his country from July 1942 until October 1945, as a weather forecaster in the 91st Bomb Group based in Bassingbourn, England. He was discharged from the service at the rank of Tech Sergeant.

Oscar is survived by his sons, Kirby Sandvik, Kim Sandvik; sister, Evelyn Nelson; granddaughter, Amy Sandvik; grandson, Kyle Sandvik; great-granddaughter, Aliviah Sandvik; and many nieces and nephews.

❖ **Thomas "Ed" Boies 324th Age 90**

Chula Vista, CA, January 14, 2009



Reported by his son Scott Boies "Ed" Boies was born to Gerald and Ida Boies in the small town of Mangham, Louisiana, in 1918. He attended Louisiana State University for one year before joining the Army Air Corps during World War II. Ed served his country as a B-17 pilot based at Bassingbourn, England as part of the 8th Air Force and flew 35 missions over occupied France and Germany.

He is survived by his beloved wife of 38 years, Gladys Boies, his four children, Scott Boies, Elizebeth Howard, Susan Summers and Kathleen Boyles, his stepchildren, Lynnette Rice, Jackie Alexander and James Whaley. He is survived also by two nieces, a nephew, six grandchildren and two great grandchildren.