

THE RAGGED IRREGULAR



322nd BS



323rd BS



Supporting Units



324th BS



401st BS

Vol. 48 No. 1

91st Bombardment Group (H)

January 2015

Wreaths Across America observed at Madingly American Cemetery



RAF Lakenheath organized a wreath-laying ceremony at Madingly American Cemetery December 13, 2014 to coincide with the ninth annual *Wreaths Across America*. The intent of the program is to remind the public to remember the Veterans, honor their service, and teach children the value of freedom.

Photographs provided by Amy Murphy.



President's Corner

Mick Hanou

As I write this, the holidays are fast approaching. One of our family traditions is to watch "White Christmas". My wife and daughters always get choked up at the beginning of the movie when Bing sings about being away from home during Christmas. We think of the soldiers, cold, scared and homesick, and the sacrifices you veterans made to free the people of occupied Europe.

I've been re-reading Havelaar's book on the 91st, chapter by chapter as it reaches each of the 70th anniversaries. I'm past the numerous Merseburg missions of November and today is the 70th anniversary of the start of the Battle of the Bulge. On December 24, the 8th and 9th AAF launched the largest raid of the war with a record 2,046 bombers and 853 fighters attacking airfields and the German ground forces. Fortunately, many of you made it back to Basingbourn by Christmas day. For those POWs in German hands it must have been particularly rough. The winter of 1944-1945 was one of the coldest in history - the Dutch called it the "starving". Incidentally, Richard Allison's book "Operation Thunderclap and the Black March" has been released; I think it is a very good read.

You will be seeing a dues notice in this edition. The Board has again agreed not to raise the annual dues, which have been the same since I joined 18 years ago. We are able to do this because of the reduced costs of the RI (thanks Gary!) and some significant donations by members. So, as you fill out the notice, please consider a donation as well. Our reported membership is 507, of which 219 are 91st BG veterans. To assist us, please make arrangements with family to notify us when someone has Folded Wings. It keeps our membership rolls current. Sadly, we've recently lost some key 91st BGMA past officers.

At the last Board meeting, we were told veterans had expressed an interest in meeting in 2015. So we are proposing a 2015 Rally Round. Note that the 8th AF Historical Society is having their annual reunion in Omaha Nebraska, October 13 - 18, 2015. We are suggesting joining this - it would give the opportunity for 91sters to meet other WWII vets, it would be in the Central region (2014 was West, 2016 is East), and logistically is easier to handle. Please let me know if this is of interest to you and I'll make arrangements for a "Group Venue" at the reunion.

I wish you the very best for continued Good Health and Happiness in 2015.

Regards, Mick Hanou

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Please send Folded Wings information to Jody Kelly.

April Ragged Irregular submissions must be received by
March 15th.

91st BG E-mail Ringb17banta@aol.com91st on the Web

www.91stbombgroup.com
www.bombsqd323rd.com
www.facebook.com/groups/91stBGMA

2015 Wings of Freedom Tour Underway!

The Collings Foundation annual tour started January 16th. B-17 *Nine-O-Nine*, B-24 *Witchcraft*, and P-51 *Betty Jane* will be in attendance at the stops listed below. For more information, please visit www.collingsfoundation.org or call (978)562-9182.

1/29 - 2/1	Fort Lauderdale, FL Fort Lauderdale Executive
2/2 - 2/5	Marathon, FL Florida Keys Marathon Airport
2/5 - 2/8	Naples, FL Naples Municipal Airport
2/9 - 2/12	Fort Myers, FL Page Field Airport
2/12 - 2/15	Venice, FL Venice Municipal Airport
2/27 - 3/1	Leesburg, FL Leesburg Intl. Airport
3/18 - 3/22	Dallas, TX Dallas Love Field

Filmmaker looking for veterans who flew on the March 15, 1945 Oranienburg raid

Rick Minnich, an American independent filmmaker, is producing a documentary film "The Bomb Hunters" about the search for undetonated WWII bombs in the small town of Oranienburg, just north of Berlin.

Oranienburg was heavily bombed during the last months of the war. A large number of these bombs had long-delay fuses which never detonated. Several of these bombs have spontaneously exploded in the past two decades, and the estimated 300 long-delay fuse bombs still in the ground are increasingly becoming a public danger.

The film focuses on life today in Oranienburg, but they would like to tell the story of the flight crews involved in the bombings as well. If you were part of the March 15th raid and willing to give an interview, please contact Emily Harris by email: emily@rickfilms.ed.

"The Bomb Hunters" will air on German public television on the 70th anniversary of the major bombing of Oranienburg. A DVD edition is planned for the US and expected to release in summer 2015.

You can find out more about the film's writer and director Rick Minnich at website: www.rickfilms.de. He is an American independent filmmaker who has been living in Berlin for the past twenty-four years.

Donald R. Freer Honored on 70th Anniversary of Berlin Mission

By Kayla Boye

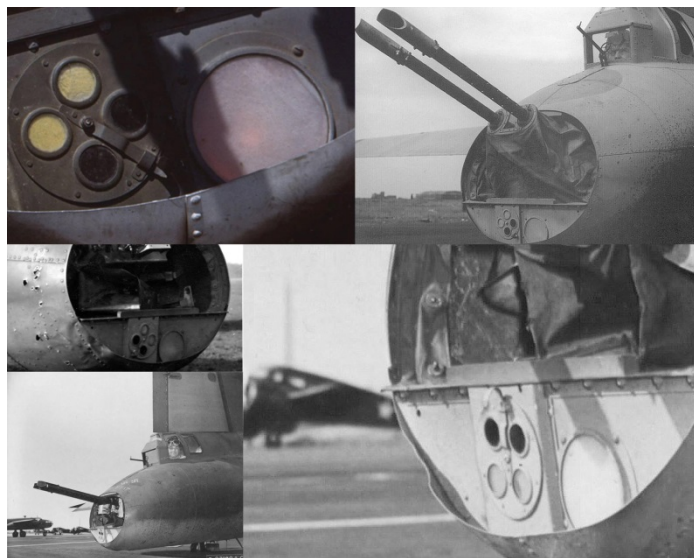


Donald R. Freer and family at the Ernie Hall Aviation Museum, in front of a mural of *Easy Does It* as depicted during the Berlin mission on December 5th, 1944.

Donald R. Freer (1st Lt., 322nd Sq.) was honored on Friday, December 5th, 2014 at the Ernie Hall Aviation Museum in Warren, Ohio. The evening marked the 70th anniversary of Freer's survival after being shot down over Berlin on his 27th mission while piloting *Easy Does It*. Freer was captured by German forces and remained a prisoner of war at Stalag Luft 1 until liberation on May 15, 1945.

The event was attended by 40 friends and family, including wife Mary Freer and guest of honor Daniel King (364th Fighter Group), also a survivor of Stalag Luft 1. Following the banquet, remarks were given by son Thomas M. Freer, Vice-President of the 91st BGMA. Lt. Freer's personal accounts of the December 5th mission were read aloud by daughter Susan Freer-Boye and granddaughters Kayla and Kristen Boye.

For information on events and exhibits at the Ernie Hall Aviation Museum, visit www.erniehallaviationmuseum.org.



ASSISTANCE NEEDED The National Museum of the U.S. Air Force Restoration Division is looking for help identifying how the four lenses in the modified tail light were used operationally. This modification was not done on all B-17s, so they are not sure if it was only done by the 91st Bomb Group, or if other groups did it as well. If you have any information that may be helpful, please send an email to nationalmuseum.mu@us.af.mil.

Don't Forget To Pay Your 2015 Dues!

When the 91st Bomb Group Memorial Association was established, Gen. Stanley Wray stated, "Nobody who works for this outfit will get so much as a five-cent cigar for what he does." While we have nobody on the payroll, payment of costs associated with the Ragged Irregular, 91st Bomb Group Web Page, memorial upkeep, etc... rely on your dues and donations. You'll find the 2015 Dues form in the center of this newsletter.

John Howland receives the French Legion of Honor Medal

Submitted by John Howland

The French Legion of Honor is an order of distinction first established by Napoleon Bonaparte in May of 1802 and is the highest decoration bestowed in France. Foreign nationals who have served France or the ideals it upholds may receive a distinction from the Legion of Honor. John Howland was one of twenty veterans honored by the French government November 14, 2014 at Fort Sam Houston in San Antonio, TX.

The French Consulate indicated an interest in the 91st BG support of the liberation of France at the May 2014 reunion of the 91st BGMA in San Francisco. By referring to copies of the diary he kept, John was able to put together the booklet "Mickey Men and the Pathfinder Force on D-Day" telling the story of their activities during that period. It was a very busy time for the sixteen PFF teams stationed with the 324th Squadron who were designated as lead teams for six Groups in the 1st and 91st Combat Wings of the 1st Bombardment Division.

After completing 1/2 a tour of duty in early 1944, Navigator John Howland and Pilot Jim Tyson were recommended for transfer to the Pathfinder Force of the 1st Bombardment Division. This was a highly technical job flying the scarce radar equipped B-17s with advanced electronic navigation instruments. They practiced lead tactics during April and May 1944, and were ready for D-Day assignments. These included seven attacks on enemy positions in the Normandy area during the week of D-Day leading the 381st, 91st, and 398th Bomb Groups of the 1st Combat Wing. The formations dropped more than 300 tons of RDX bombs on enemy positions during this period.

Seven Normandy area missions the week of D-Day

It all started on June 2nd when Pilot Jim Tyson and crew were ordered to fly to Ridgewell (381st BG) and lead 18 planes bombing shoreline batteries in the Pas de Calais area by H2X radar through the clouds from 22,000 feet. We had to follow a 3rd Bomb Division group making the same attack on this obviously diversionary target.

That evening Clem Obler, John's navigator roommate, was ordered to fly with his pilot Carl Clark to lead the 398th BG (Nuthampstead) again to Pas de Calais. For a change, John got the day off. This all changed shortly when he was ordered to fly Clem's mission with pilot Jim

Tyson since Clark's plane had a disabling accident on takeoff when they hit a bomb loading truck on the runway. Fortunately their mechanic was onboard and was able to repair the broken hydraulic system and Carl Clark made a successful one wheel crash landing.

However, the next day Clark's crew was ready to go again. On June 4th, Tyson's crew flew as deputy lead to back up their very close friends. They did an excellent job bombing again through the clouds from 22,000 feet arousing the attention of the German defenders with their many tanks.

June 5th, Jim Tyson's crew was ordered to lead 18 planes from the 398th BG attacking a gun battery near Caen. For a change, they were able to bomb visually using the Norden bombsight.

That evening they were called into a briefing room at Basingbourn and informed, "This is it, D-DAY". Jim Tyson's crew was ordered to fly to Ridgewell and lead the 381st

BG attacking the enemy defenders on the beach line due north of Bayeaux. The bombing altitude was 15,000 feet and they would be bombing just 20 minutes ahead of the British troops scheduled to land on Gold Beach. They would use the synchronized H2X radar-Norden bombsight – Gee hyperbolic curve navigation system that had been tested two days camera bombing Skegness and 3 days bombing Pas de Calais from 22,000 feet through the clouds. All went well during assembly. The departing check points were reached on time and the bombs hit the beach just 30 seconds before target time of 0705 hours.

The following day, June 7th, Jim Tyson's crew was ordered to lead a 36 plane formation from the 381st and 91st Bomb Groups visually attacking an airport just east of Lorient, France on the Brest Peninsula using the Norden bombsight.

Three days later they were again ordered to bomb Pas de Calais coastal batteries through the clouds using synchronized H2X radar-Norden bombsight and GEE. This time all eighteen planes carried two 2,000 lb bombs and the B-17 seemed to jump when the bombs were released. So ended the seven raids of PFF support of the D-Day landings.



Back: son John and wife Margaret Howland, daughters Priscilla Spradley and Nancy Howland. Front: John "Jake" Howland and Lee Wray Russell.

91st Bomb Group Memorial Association 2015 Membership Dues

Please do not delay your \$10 annual dues payment. If your dues are not received by April 1, 2015, we cannot guarantee receipt of all *The Ragged Irregular* issues as a limited number of copies are printed.

To further insure receipt of your R/I, verify your address as printed on this issue and let the secretary / treasurer know of any errors. Also, please confirm the following information printed above your name:

- Three digit squadron number if you served with the 91st Bomb Group.
- Three letters identifying type of membership:
 - Veteran – **FM** (Full), **LM** (Life)
 - Associate – **AM** (Associate), **AL** (Life), **AFM** (Full)
 - Public Relation – **PR**
- The final four digits indicating the last year you paid your dues.

Notify us promptly of permanent or temporary address changes. An added expense is incurred in forwarding correspondence.

Finally, please send us the names and addresses of deceased members. Surviving spouses are eligible for continues membership should they so elect. Spouses of life members are automatically made associate life members.

Support your 91st BGMA! Guarantee continued receipt of *The Ragged Irregular*, the only full source of information regarding local Rally Rounds, National Reunions and other activities you can share with 91st Bomb Group (H) friends.

1. Make check or money order payable to **91st BGMA Inc.**

2. Mail dues and other payments to: **Jody Kelly**
3829 Sunset Ln
Oxnard, CA 93035-4135

3. Please print or type all information.

Name _____ Squadron _____ Veteran (circle one) Yes / No

Address _____ Telephone _____

City, St Zip _____

E-mail Address _____

Ragged Irregular Deliver Method: (Choose One) Paper _____ Email (enter address above) _____ Both _____

Dues: (Choose One)

2015 Full or Associate Member - \$10 plus \$10 new member signup fee \$_____

Life Member or Associate Life Member - \$100 (once) \$_____

Donations: If you wish to make a donation please indicate:

Ragged Irregular Donation \$_____ (suggested \$10 donation for non-veteran members who receive a printed copy of the newsletter)

Memorial Fund Donation \$_____

General Fund Donation \$_____

Web Page Fund Donation \$_____

Total \$_____

The Legion d'Honneur for US veterans



Upon presentation of their military file as detailed hereunder, US veterans who risked their life during World War II to fight on French territory, may be awarded this distinction. Those selected are appointed to the rank of Knight of the Legion of Honor. The Legion of Honor medal is not awarded posthumously.

Created to honor extraordinary contributions to the country, the Legion of Honor is France's highest distinction.

To be eligible to this outstanding award, the veteran has to fit strict criteria:

► Interested veterans of all the different armed forces must have fought in at least one of the 3 main campaigns of the Liberation of France: Normandy, Provence/Southern France or Northern France. Actions having taken place in Belgium, Germany, Italy or any other neighboring European country are not taken into consideration.

► The file presented must contain a copy of the military separation record (honorable discharge), the Proposal Memory application (next page) and a copy of a current identity document with a picture.

If possible, it should also contain copies of citations for all the decorations already received in France or in the United States indicating meritorious action during wartime operations. This is particularly important for decorations that were not shown in the discharge document at the time of separation. To be considered, these citations must have been issued during WWII or the close aftermath, and must relate to events (outstanding actions, wounds, having been made prisoner, evasions, having taken action with the resistance, etc.) that took place on the French territory only which includes ground, airspace and coastal waters.

Since only a small number of Legion of Honor medals are awarded each year in the United States, care is taken to nominate only those with the most distinguished records. It is important to have such decorations as the Bronze Star, Distinguished Flying Cross, Purple Heart, Silver Star and higher, earned in French territory in order to have a competitive record.

Mail to the correct French Consulate using the map and list below.

Consulat Général de France
Buckhead Tower at Lenox Square
3399 Peachtree Rd NE Ste 500
Atlanta, GA 30326-2812

Consulat Général de France
1340 Poydras St Ste 1710
New Orleans, LA 70112-1286

Consulat Général de France
88 Kearny St Ste 600
San Francisco, CA 94108-5530

Consulat Général de France
Park Square Building
31 Saint James Ave Ste 750
Boston, MA 02116-4135

Consulat Général de France
934 Fifth Ave
New York, NY 10021-2603

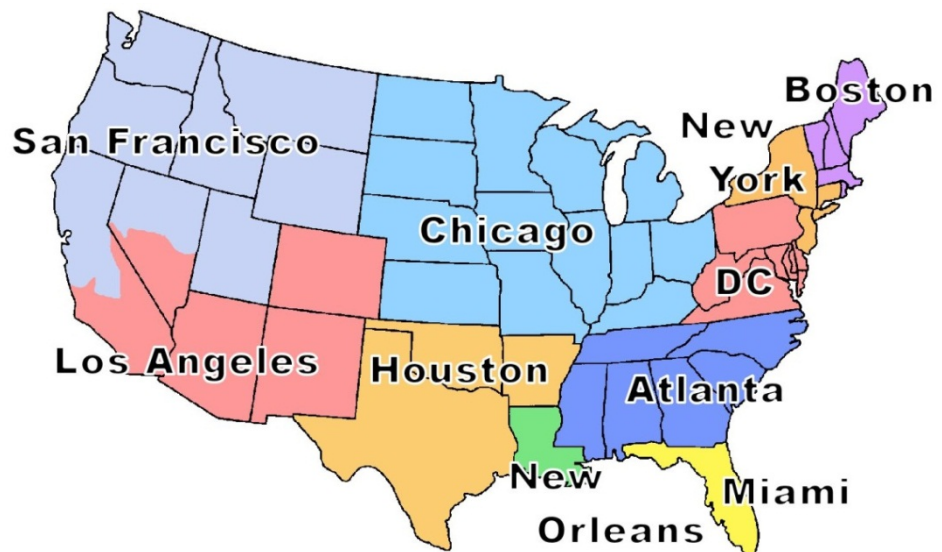
Consulat Général de France
4101 Reservoir Rd NW
Washington DC 20007-2130

Consulat Général de France
205 North Michigan Ave Ste 3700
Chicago, IL, 60601-5970

Consulat Général de France
777 Post Oak Blvd Ste 600
Houston, TX 77056-3252

Consulat Général de France
10390 Santa Monica Blvd Ste 410
Los Angeles, CA 90025-6915

Consulat Général de France
Espirito Santo Plaza
1395 Brickell Avenue Ste 1050
Miami, FL 33131-3311



PROPOSAL MEMORY

For the rank of Knight of the Legion of Honor

LAST NAME :			
First name(s) :		Middle name/initial :	
Date of birth :		City/State/Zip:	
Country of birth :		Nationality :	
Social Security N°:			
Current Address			
City :		State/Zip:	Country:
Tel. :		Cell. :	
Fax:		Email:	
Current professional status :			
Professional occupation (before retirement, when applying):			
Military Career during the Second World War :			
Incorporation date :		Separation date	To the:
(1)During peace time	From the:		To the:
(2)During war time	From the:		To the:
(3)Services in the resistance:	From the:		To the:
(4)Civil services in the Army : Attributions:			
	From the:		To the:
Total duration of Services (1+2+3+4)		years	months
Military Services Bonus		years	months
French official decorations already bestowed (when applying):			
American and Foreign official decorations / citations bestowed (when applying):			
Chronological progress of your professional career :			
Education/University/College degrees			
Elective functions, missions in France and abroad :			

Services to the community, activities in the social field, community services :

Works and publications :

Military facts and details related to the Second World War

Last rank obtained :

Military unit assigned to :

Military occupational specialty :

Wound(s) received in action ? : Yes ☐ (details)

No ☐

Duration and place of captivity as Prisoner of War (when applying)?

Name and address/tel. of 2 (two) character references:

Chronological progress of your military career during the Second World War :

Battles and campaigns in France:

Specific heroic actions, participation in battles/combat/missions, during the Second World War: (Please give accurate details)

List of documents enclosed with application form (at the convenience of the applicant)

One Man's War – Betrayed by Ford

by Roy Loyless

Growing up I was always a Ford admirer and only drove and owned Ford cars. My first was a 1930 Model A Roadster. I survived a major accident in my 1936 Tudor; turning it over 3 times and sustaining only a fractured hip. A girl riding with me only had a broken arm, although the car was totaled. I bought a 1937 coupe, but the 1940 convertible I owned before joining the Army Air Corps in 1943 was my favorite! I dreaded parting from it more so than leaving home for a war.

I've never written anything about my war experience and hardly talked about it except to close family members. I only recently received my medals after my grandson wanted them to show for a project on a Memorial Day display at his school! Although I have been asked by different organizations to write my biography, it still bothers me to think about it, much less put it on paper.

I was a tail gunner on a B-17G attached to the 91st Bomb Group, 401st Bomb Squadron, 8th Air Force flying from the air base Bassingbourn, England. My 15th mission was to Merseburg, Germany. Before reaching the target we were hit by 88 mm shell which struck the aircraft behind the co-pilot and caught the oxygen and electrical systems on fire. My pilot, John Askins, could not warn us because the electric system was destroyed. Although the plane was on fire, he remained and set the plane on autopilot which saved our lives. He received the Silver Star for his actions 48 years later! I evidently was the last to leave the aircraft, as I was isolated in the tail from the rest of the crew. I landed about 1/2 mile from the aircraft and was the only one who saw it after it hit the ground. I was driven to it by German officers and Home Guard in a new 1941 Ford truck. I will explain below. This Ford truck made by Ford in Germany, denied me any chance of escape, therefore causing my capture and imprisonment in a German concentration camp for the remaining part of the war and severe health problems for the rest of my life.

After hearing a loud explosion, I bailed out of the aircraft. My parachute opened and I was soon spotted by four P-51 Fighter planes who circled me until I hit the ground or tree as I will explain! There was a large recently plowed piece of land and forest at the rear; I landed in a tree on the edge of the forest and hung in it about 15 feet from the ground. Before I could unhook myself and fall to the ground, a blue 1941 one and a half ton Ford truck with a flatbed on the rear arrived. There were 10 older men and 2 ten to twelve year old boys on the bed. The men in the cab, which I was later told were Home Guard, all had shot guns. A Home Guard was driving and two German Army Officers were in

the cab with him. I was told later they were on leave from front lines of the War. They started shouting at me and asking about a pistol. I released myself from the parachute which was caught in the tree and fell to the ground. I was surrounded by the Home Guard and one of the young boys, talking in perfect English, asked me if I was hurt.

They searched me and removed my escape kit. Initially, it was the only thing they were interested in. We remained at the sight while they climbed the tree to get the parachute out. I was astonished and appalled to see this new Ford truck! I asked the boys where they got this truck! I was told



91st BG tail gunner Roy Loyless

it came from Ford Motor Co. and was built by Germans at the factory in Cologne, Germany! I was wondering to myself how they could run a Ford factory in Cologne, as my 6th mission, Sept. 30, 1944 was to Cologne. Also my 10th, 11th and 12th missions were to Cologne on October 14th, 15th and 17th. These were three missions in a row, as per my diary. How could Ford operate a truck factory and not get bombed, I still wonder today. With the woods and forest behind me, I still think if it had not been for this Ford truck furnished to the Home Guard, who got there before I could get out of the tree, I may have had a chance to

escape into the forest. I was always a fast runner in school and was always being asked by my coach at my Jr. High School to be on his track team. I never did because of my newspaper route and another job at a service station. After all, kids worked back in those days.

After they retrieved the parachute from the tree, we all got on the truck and drove about a mile to a large house on the road. Downstairs was a pub; I presumed that the upstairs was sleeping quarters. Two German ladies in their late 20's or early 30's were in charge. I was seated in a chair by myself and I had my parachute as they had returned it to me after retrieving it from the tree. The German officers were seated at another table near me and Home Guards were on stools at the bar. The 2 boys were also in the pub by the door next to me. They were all talking in German, drinking beer and laughing. I was curious what they were laughing about, and I asked one of the boys what was so funny. He said the German officers were telling them that the war would soon be over, as I was only about 14 years old, thus the Americans must be running out of men to fight the war! I guess I looked younger than 19, which I had just become on 9-23-44. I didn't shave until I was 25 and I had a crew cut hair cut.

The two German ladies became interested in my parachute which was a large white silk one made by Irving Parachute Co., in England. Finally, the boys told me the German officers wanted to give it to them to make clothes and asked me to give it to them. I was however, told not to

mention anything about this to anyone after I was transferred to German Gestapo. I informed the boys it was OK by me; I would not say anything about it to anyone. If they asked, I would say it was in the tree the last time I saw it. It was of no use to me anyway and they had treated me well. The ladies took it upstairs and that was the last I saw of it. They gave me some apples to eat.

After a while, another vehicle arrived. I didn't see it, but I heard 4 girls come in. They were dressed in army clothes and I was pointed out to them. The boys told me they were the ones operating the guns that shot my plane down and they were curious to see me. After a while, the two officers and the Home Guard and I left to go see the plane which was about a mile from the pub. It was on the edge of the forest and it was evidently flying level when it hit the forest as it knocked down tree tops before exploding. It left a path about the length of a football field before blowing up. The tail section and the nose were still intact. The life rafts were hanging in trees and the bombs, which were still on the plane, were scattered on the ground as we were 30 minutes from the target when hit. We walked around looking at it and I found my shoes which were still in the tail. I had tied them together with shoe strings. I was glad to get them as I only had one flying boot. I was told by the boys that the officers said I could keep them and they reminded me again not to say anything about the parachute! I informed them again that I would not under any circumstance! Not to worry, they had my word on this! We finally proceeded to the nose of the plane and I noticed the name for the first time, as it was dark when we boarded that morning. Our plane which had been damaged on the mission to Cologne, Germany on the 14th of October, 1944 was being repaired. We flew this plane, which had just been painted the day before and named *USA The Hard Way*. It had a picture on the nose of a girl hitchhiking.

I was later taken back to the pub in the truck, and just before dark picked up by someone else who took me to town where I first saw my other crew members except the co-pilot. It was later confirmed that he had been killed by Germans when he landed on the ground. We were taken by train to the Frankfurt, Germany Interrogation Center and held until I was sent to Gross Tychow Poland, Stalag Luft IV Prison Camp. I remained there until the Russian Army was advancing and I was sent by box car to Barth, Germany, Stalag, Luft I.

Finally, in May 1945, I was liberated by the Russian Army; although they kept us as their prisoners for 3 weeks before the First Air Division of the 8th Air Force flew in and picked us up. They took us 30 at a time in B-17s and returned us to La Havre, France, and back to US command! I weighed 157 pounds when I was shot down and 120 lbs. when I was liberated. I was returned home and finally put in a hospital in San Antonio, TX. Afterward, I was sent to Camp Mystic in Kerrville, TX. This was a Girls Camp in peace times that was serving as army convalescent camp for

soldiers who had been in heavy combat. I was sent there to recuperate.

I still suffer from my war experience, and it is hard for me to write this as it brings back bad (horrible/terrible) memories! Although, I guess you can say I was lucky to return, the bombing raid I was shot down on that was later called the Massacre at Merseburg as it was the largest loss for the 91st, during the War. We lost 13 planes that day over Germany, and 117 men; 49 killed, 68 prisoners of war, and 2 planes landed in France. Forty B-17 Bombers were lost over Germany, fifteen P-51 Mustangs were lost on this raid although 98 German fighters were lost and 71 German pilots were killed. This was a major air raid of WWII as it was a synthetic oil refinery. I still wonder why we don't have synthetic oil as the Germans ran their whole war effort on synthetic oil and we supposedly have the knowledge and resources to make it. I guess that is another story of politics and greed that evidently still exists today.

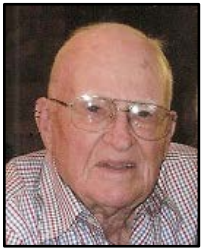
After being returned to La Harve, France, we were interrogated about our experience and I told the interrogation officer about the new Ford truck. He acted like Ford didn't have an operating factory in Germany, and said the truck was probably taken from our army and repainted by the Germans. However, being from a family very knowledgeable of US autos, (my father was a Dodge dealer in Pecos, TX until the depression in the 30's, and I had worked for an Oldsmobile dealer before joining the service); I knew this truck was a new Ford original, not repainted. I left things as they were, but I knew he didn't know what he was talking about. I later read in a magazine about Ford operating this truck plant in Germany during the War! Again, I never discussed this with anyone and never thought much about it since after returning I got married and had two beautiful daughters. I was only concerned with making a living and giving them the things I never had growing up.

As per the records from the United States Air Force Historical Research Center, A/C 093, the plane we were flying, was last seen on fire at 1155. A/C 208 was last seen at 1300 hours, 5 minutes after the target which puts our aircraft one hour from target. I was close enough to the border of the Netherlands and with the forest behind me; this Ford truck was the only reason for my capture! The rest of my crew bailed out before me, landed in a town, and had no chance of escape.

I still wonder to this day why this Ford factory was not destroyed as Cologne, Germany was bombed frequently and a major target of our bombers, this couldn't be just luck! Also, the Ford truck design in the US was changed in 1941, and also changed in Germany, which proves my point. Ford Motor Company, USA and Ford Motor Company, Germany were still communicating during this time! Maybe you can explain this to me?!

Folded Wings (continued from page 8)✪ **Norman D Stuckey 324th Age 95**

October 7, 2014, Dayton, OH



Norman was stationed at Hickam Field 7 Dec., 1941 when Pearl Harbor was bombed. During WWII he flew the B-17 known as *Jack the Ripper* and was shot down close to Munster. He was a POW in STALAG LUFT I for 16 months. Most of his career he was an instructor pilot and command B 52 pilot.

He is survived by his wife of 68 years, Frances; daughter, Susan (Michael) Bulkeley; son, Stephen (Virginia); daughter, Claire (Clive) Carter; and 7 grandchildren.

✪ **Joseph H Backsman 441st Age 82**

July 13, 2002, Cincinnati, OH

Joe served in the Air Force during WWII and Korea. He was a member of the 441st Plastic Repair Shop and was part of the crew who fitted a .50 caliber machine gun into the nose of *Delta Rebel* in 1942, well before the chin turret of the G model was in service.

Joe is survived by his wife Mary; son Joseph H. Backsman; and grandson Joseph H. Backsman.

✪ **Leonard "Lindy" H Cook Photo Lab Age 93**

August 3, 2013, Spirit Lake, IA



Lindy served his country in the Army Air Corps from March of 1941, until September of 1945. He was the 91st Bomb Group's Photo Unit Lab Chief.

Lindy is survived by his wife, Phyllis; his children, Kristi Stahl (Dan), Jan Bailey (Paul), Jon (Bonnie), Kerri Wood (Dan), Jodi Hyser (Robert), and Kim Looman (Tim); nine grandchildren; and five great-grandchildren.

✪ **Leroy B Everett Jr 322nd Age 95**

December 28, 2014, Novato, CA

Reported by Chuck Heusser

He flew B-17s in WWII, rose to the rank of Major, and was awarded the Silver Star and Purple Heart.

Roy is preceded in death by his wife Janie and son James. He is survived by three children: Kenneth (Janie), Jane Hurford (Kirk), and Kathleen Sandoval (Michael); and is also lovingly remembered by his 13 grandchildren and 10 great-grandchildren.

✪ **Maurice L Boultinghouse 401st Age 90**

March 16, 2014, Evansville, IN



Maurice served during WWII as a co-pilot. He took part in the Revival Mission to Barth on the 12th of May 1945. He recalled this mission as the most memorable occasion in his life as they flew 35 British POW's home.

He is survived by his wife of 68 years, Martha; daughters, Cindy (Mike) Iles, Bonnie (Larry) Beckham, Judy Koons, and Penny (Brad) Clark; 9 grandchildren; seven great-grandchildren; and one great-great-grandchild.

✪ **Joseph E Bentzel 322nd Age 91**

December 25, 2014, West Chester, PA

Reported by his wife Pat

Joe was one of the original *Chow-hound* crew members and the man credited with naming the bomber. He completed 30 missions as a flight engineer / top turret gunner. Joe was very proud of his service to his country.

He is survived by his wife of 48 years Patricia; five children, Joseph, Marianna Wolfmeyer, Celeste LeFort (Robert), William (Michelle), and George (Nancy); eight grandchildren; and one great-grandchild. He was predeceased by a son Barry.

✪ **William H Golighly 323rd Age 97**

November 6, 2014, Salt Lake City, UT

Reported by his grandson Bill Porter

Hal served his country flying 22 missions over Germany as a tail gunner. Never one to brag, he was discharged honorably and didn't speak much of his service.

Survived by his wife of 75 plus years, Dorothy; children Pam (Jym), Hal (Patty), Cindy (Brad); 8 grandchildren; and 7 great-grandchildren.

✪ **Bobby E Pride 401st Age 85**

December 27, 2010, Springfield, IL

Reported by his wife Mary



Bobby served as a Staff Sergeant in the United States Army Air Corps during WW II. He was a gunner aboard a B-17 and was involved in 35 bombing missions.

Surviving Bobby are his wife of 68 years, Mary; two daughters, Cindy Pride Gibson and Sandy (significant other, Joe Brink III) Pride; two grandchildren; and one great-grandchild.

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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☛ Hilary (Bud) H Evers Jr 401st Age 90

March 22, 2014, Charleston, SC

Reported by Dottie DeBolt

Bud Evers was a Pilot with the 401st and a prior Historian of the 91st Bomb Group Memorial Association. Bud collected microfilmed war-time data back in the mid 1980's and to quote from Ed Gates, prior President of the 91st BGMA, "The 91st Bomb Group Memorial Association owes a huge debt of gratitude to Bud Evers for collecting the 91st Bomb Group data and providing the basic research on which we all depend on for our historical accuracy". Bud researched each 91st Bomb Group member who died during the War and how they died and their final resting place which Bud referred to as a labor of love.

He is survived by his children Hilary, Sarah, Margret, Jane, and Molly, 10 grandchildren and 7 great grandchildren. He was preceded in death by his wife 55 years, the love of his life, Mary Ellen Moulton Evers.

☛ Philip G Mack Jr 323rd Age 91

November 25, 2014, Renton, WA

Reported by his son Dave



Phil had a lifelong passion for aviation. He enlisted in the Army Air Corps and was co-pilot of a B-17. For his service to his country he was awarded the Distinguished Flying Cross.

He was a long term member of the Quiet Birdmen and editor of "The Ragged Irregular". He co-authored a book published by the Seattle Museum of Flight, "The B-17 Remembered."

After Eppie passed away, he found a kindred spirit in Randi Carroll, and they married in 1993. Phil is survived by Randi, his sons, David P. and Douglas R., and their families.