

The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol 28 No. 1

91st Bombardment Group (H) Newsletter

January 1995

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ATTENTION!

THE 1996 91ST BGMA NATIONAL REUNION WILL BE HELD IN TUCSON, AZ AT THE HOLIDAY INN.

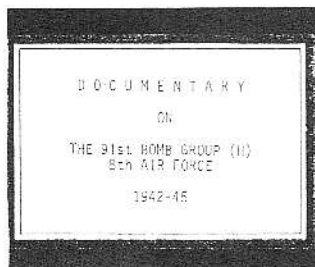
THE INITIAL REUNION COMMITTEE CONSISTS OF WALTER CARPENTER AND ASAY AND GLORIA JOHNSON.

FURTHER DETAILS IN FUTURE R/Is!

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NEW BOOKS NEW SOURCES OF 91st's "PROUD PAST"

EVERS DONATES RESEARCHED DOCUMENTARY TO 91st BGMA



HILARY "BUD" EVERS, JR'S "DOCUMENTARY ON THE 91st BOMB GROUP (H), 8th AIR FORCE, 1942-45" is finished.

His 300-plus page manuscript of 91st BG(H) historical data was compiled from records held by the Air Force Historical Center, the National Archives,

American Battle Monuments Commission, the Archives of the Liberation Museum at Groesbeek, Holland and the 91st BG(H).

The prodigious accumulation of basic data is contained in five sections.

The first part, the most recently assembled, is dedicated to 232 91sters officially recorded as MIAs on overseas Memorial Walls. Data pertaining to those listed includes their position, Rank, Ser No, Date (of Downing), A/C No & Sqd and home State.

Memorial walls bearing 91st MIA names stand in Brittany, Cambridge, Epinal, Henri-Chapel, Luxembourg, North Africa, Netherlands and Normandy.

"Section One" of Evers' research contains a succinct 91st BG(H) history; pages of particular "Highlights" and a

(Continued on Page 2)

HAVELAAR'S PROMISED HISTORY SET FOR SUMMER RELEASE

"THE RAGGED IRREGULARS OF BASSINGBOURN," Marion Havelaar's four year project to help preserve the 91st BG(H)'s proud past, is scheduled for an initial printing of 5,000 copies early in the summer of 1995. Two manuscript chapters available to the R/I indicate the book's contents are a combination of individual anecdotal recollections preceded by resumes of 91st BG(H) operations.

Havelaar, who announced his personal, six figured funding of the project at the Memphis, TN '90 Reunion, said he long wanted to see a 91st BG(H) history - "But no one really wanted to put out the money or effort to get it done."

Havelaar, a former 401st Sq bombardier, went ahead with the project. "...some great guys in the association provided the required help and encouragement to get a lot of the job done," he wrote the R/I last Dec '94.

"THE RAGGED IRREGULARS OF BASSINGBOURN" will be a hard bound book provided with a dust cover carrying artwork by a noted artist. Over 500 Black/White photos and over 60 color photos, including "profiles" of some of the 91st BG(H)'s great airplanes are included.

Noted English historian, Roger Freeman, has written the preface. 91st BGMA LMs Armando J Sinibaldo, 323rd and Dale J Darling and Joseph Harlich, 324th were among the "great guys in the association" who helped by providing the bulk of the photos.

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POSTHUMOUS AIR MEDAL AWARD SET FOR 91ster

A POSTHUMOUS AIR MEDAL WILL BE AWARDED 2/Lt Edward H Tomer, 322nd Sq CP, during ceremonies at the McClellan AF Base, Sacramento, CA on April 18, 1995, 91st BGMA Historian Earl Pate, Jr, who has been involved in the project since 1992, has announced.

In addition to members of Tomer's family 91st BGMA Pres Harold E Johnson, Sec/Trea Asay B Johnson and Pate will attend the award ceremony made possible by a recent approval of the Secretary of the Air Force.

The three 91st BGMA officials hope this early announcement will make it possible for many more nearby members to attend the precedent setting award.

Tomer's son, Edward, J, initiated probing into past policy regarding Air Medal awards because he felt his father, KIA during the Oct 9, '43 Anklam, Germany raid, deserved one. Replies to his initial, personal queries indicated his father was ineligible because he did not finish five missions prior

to his downing. Eventually young Tomer contacted 91st BGMA Historian Pate who pursued the matter.

Recently "Laura C Counts, Lt Col, USAF" wrote "Brigadier General Earl G Pate, USAFR, Retired" (he's our Historian) from the Randolph Air Force Base Texas. Only the second paragraph of her letter is quoted because of space limitation:

"Since your earlier efforts in 1992 to have the Air Medal awarded to Lieutenant Tomer, my awards and decorations experts have done extensive research and found new information concerning the Army Air Force's World War II awards policy. We learned that it was the Army Air Force's policy to make an appropriate flying award to Army Air Force personnel who had been killed, shot down in action or taken prisoner before receiving a decoration in recognition of acts performed in aerial flight regardless of the number of missions flown."

Hilary "Bud" Evers' DOCUMENTARY, "reviewed" elsewhere in this issue, contains "Crash details" of Tomer's 322nd B17F 42-29711. The data provided a surprise for the editor. Tomer's pilot, Lt Charles B Pinning, was a fellow Baltimorean. Contacted by the R/I a Pinning family member

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THE PRESIDENT'S CORNER

BY HAROLD E JOHNSON

91st BGMA APPRECIATED

A FORMER 91st BG(H) MEMBER WHO IS NOT FOND of his Bassingbourn connection is, I bet, hard to find. Continuing successful 91st BGMA reunion attendance totals and the maintenance of its' membership total (certainly reflecting Sec/Trea Johnson's successful "Reach-Out" efforts) suggests a new relationship is emerging.

Without any intent other than acknowledging the unexpected, I note in this issue's Folded Wings column that Price D Dougherty, 324/401st, included a sizeable check for our Memorial Fund in his Will. Also, the family and friends of George A Kemnitz, 322/323rd, led by his English Warbride, June, also contributed a sizeable check to the 91st BGMA.

I do believe their generosity, as well as the fact that listings in the R/I's Folded Wings column are sincerely valued and publication sometimes "pressured" by others after too long delays, is based upon an appreciation of past 91st BGMA operations.

I can only add the following 1995-97 91st BGMA Officers and I will strive to maintain the memberships' faith and trust former officials have bequeathed us.

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EVERS DONATES

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complete list of 91st BG(H) Combat Missions and Aborts.

The 91st's four Commanders and their times, Col Stanley T Wray, Col Clemens L Wurzback, Col Claude E Putnam and Col Henry W Terry, references to whom are often too long absent in R/I copy, are responsibly recognized. (LTC Baskin R Lawrence, Jr and LTC Donald E Sheeler served as temporary commanders - Sheeler led the 91st's last mission to Pilsen, Germany on Apr 25, '45.)

"Section Two" lists the 209 91st BGMA planes lost. Data contains downing or crash date, group mission number, target, plane's NO, Sqd Call Letters and name - if known.

"Section Three," titled, ROLL OF HONOR, lists those the 91st BGMA seeks to remember. Alphabetically listed are not only the 621 KIA but those who died from other causes while serving in the group. POWs, 59 MIA successful Evadees who returned to base and the 96 survivors of ditchings and crashes are also included. Cryptic computer language permits the inclusion of this voluminous data on 50 pages.

The final section consists of the Official MACRs, recordings of 91st BG(H) personnel KIA but whose planes returned to base plus the locale of their burial site. If their remains are buried overseas the cemetery is listed, if their remains have been returned to the States (over 60% have been) their home State is listed.

Evers thanks everyone who contributed to the compilation of the data. Special thanks are extended to four contributors in his Introduction. Without their assistance he'd have "aborted this mission." Space limitations only permit listing their names. They are: M/Sgt David L Kuklok (Ret), Paul M Andrews, John A Hey and Father Gerard Thuring, RC.

In the introduction to his "DOCUMENTARY" Evers declares, "This Documentary is the property of the 91st BGMA. No reproductions or dis-semination may be made without its' approval."

The only evidence that his effort, energy, skill and scholarship produced "DOCUMENTARY ON THE 91st BOMB GROUP (H), 8th AIR FORCE 1942-45" appears on page 2. "Hilliary H Evers, Jr, Member," modestly concludes the copy on the Introduction page.

Anyone interested in convenient research into the 91st BG(H)'s past should avail himself of Evers' book. Present references to it by the R/I indicate it is the sole source book which contains the names of the former personnel the 91st BGMA now honors. Former POWs, survivors of ditchings and crashes and those who evaded capture, listed as "oks" and "rtds", can thank Evers for their inclusion in the data. Thirty three deceased former 91sters are listed as "usd" - ("dead in US") and "ded" - ("dead" - not by enemy action).

Without the cryptic computer terminology Evers' research would be hopelessly bulky.

Hopefully members availing themselves of copies will be as fortunate as the R/I editor. Long ago he watched the 91st return to Bassingbourn. S/Sgt Joseph B Brennan, BTG, with whom he'd trained in the States, had flown as a replacement on another crew that day. They did not return.

No details regarding Brennan's fate reached the editor before his return to the States or during the ensuing years. References to Brennan when one or more of John D Davis' 401st crew got together stirred the inevitable response that

(Continued on Page 3)

LOCAL LIBRARY PRODDED TO STOCK OUR PROUD PAST

RUMMAGING THROUGH CONSTANTLY ACCUMULATING R/I files unearthed a letter from creative thinker 91st BGMA member Clarence A Cluck. A former 323/324th from Walnut Creek, CA who flew BT on Charles E Cliburn's 324th's THE BAD PENNY, he wrote the R/I some time ago. His years old correspondence recently received additional attention because the opened but preserved envelope accompanying his letter bore a long, outdated stamp.

(Twenty five cent stamps were acceptable postage in 1989, five years ago. The R/I trusts the foregoing will reassure the membership that its occasional editorial reassurances that incoming material "is never discarded" is not a lot of "Bull" - followed by another short "S" word.)

But back to Cluck. Sometime before 1989 he acquired a copy of the book, THE FIRST OF MANY, by Capt John R (Tex) McCrary & David E Sherman, which deals with the 8th AF.

The book's third chapter, Cluck wrote back in 1989, "...is about Charles (Red) Cliburn, pilot of THE BAD PENNY. ...So, I'm rather proud of the book." (His letter later mentions there are pictures of his crew included.)

Cluck's pride in the book, instead of leading him to a fall, led to his local library - the Prescott Public Library. That library was receptive to his 1987 request that the book, THE FIRST OF MANY, be ordered and placed on its check out list. The book became a popular check-out item.

Encouraged, Cluck took a July 1989 R/I book review of Ohio publisher Patterson Production's SHOO SHOO BABY - A LUCKY LADY OF THE SKY to his library. Again, the library promptly ordered it.

Cluck, closing his '89 letter, said his success in placing two books containing 91st BG(H) and 8th AF history in his public library certainly suggests other public libraries could be interested in similar additions to their history shelves.

"What better way to memorialize 'our proud past' and the 8th AF's than to have libraries throughout the US stock related books for borrowing?" Cluck asks.

The R/I trusts readers noted the ITALICS in the first paragraph of this article. The ITALICS should indicate Cluck's '89 letter was received, opened, read and saved - but just not published in '89, '90, '91, '92, '93 or '94 - like many other deserving (Still preserved!) communications.

Cluck's last request in his here-to-fore unacknowledged communication was for titles of other 91st BG(H) or 8th AF books. He seemed intent upon making them available to his local library. Recent phoned contact with him indicates he still favors personally prodding public libraries to help us preserve "...our proud past."

The R/I intends to test his procedure and will report on its efforts in the near future. Hopefully, other members will do the same.

FORMER SEC/TREA GEORGE PARKS' WIFE, MARIAN, DIES AT 82

MRS GEORGE W PARKS, 109 WILSHIRE AV, VALLEJO, CA 94591-7937, died Dec 29, 1994 at age 82. Her marriage to LM George W Parks, whose elected 91st BGMA service began as Chairman of the old "West Coast Division" in 1967 and concluded 19 years later after long years as its popular Secretary-Treasurer, made Marian a well known personality at 91st BGMA gatherings. Health problems precluded her attendance at national reunions after the 1990 Seattle, WA gathering. The Parks were married 58 years.

EVERS DONATES

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Brennan "was heard to be a KIA." No one recalled the date of his downing or the day's target. Nevertheless Brennan was privately and properly remembered over the years by his former crewmates and friends.

Seeking possible confirmation of Brennan's WWII death, the editor checked into Evers' recently received "DOCUMENTARY." Data found included: "Brennan's" 401st plane, 42-97246, was downed by fighters at 14:39 hrs while on the 29 Mar '44 Brunswick, Germany raid. Evers' data also lists him as a POW - not KIA.

There are 91st BGMAers living in Brennan's remembered hometown, New Orleans, LA. The R/I would appreciate any info from them regarding Ex-POW S/Sgt Joseph B Brennan, 38312531. If he's still the partying person he was, he's a candidate for the Tucson, AZ 1996 Reunion - and belated 91st BGMA membership.

Evers' spiral bound "DOCUMENTARY" is among the P-X ITEMS available to the membership. Those who may no longer have an Order Form may still order it from Sec Trea Asay B Johnson whose address appears elsewhere in this issue. The cost is \$50.00 (\$60.00 Overseas).

POSTHUMOUS AIR MEDAL

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reports a crew picture with an identity caption is available.

The official report of the Pinning-Tomer 322nd crew downing simply says they were downed by fighters "...and crashed into the Baltic Sea. This must have been just east of the Danish Island of Falster, because the Pilot (Pinning) was recovered there on the same day..." There were no survivors.

Other 91st families and, perhaps members, may wish to pursue the required and possibly intricate efforts to obtain past deserved Air Medals, Pate opines. For the present, patience is advised while it is determined what documentation is required and through what channels it must be processed. The R/I trusts it will be able to provide that information in its' Apr edition.

Pres Harold E Johnson has announced he will serve as the Information source for this affair. Those wishing to attend should, therefore, write or phone him for further details. The R/I cannot guarantee an early April edition containing the late news Johnson will provide. His address and phone number appear elsewhere in this issue.



RUSTY DUSTY'S END NEAR 91st CATASTROPHE

By VERN CURRIE

IT WAS THE SPRING OF 1945. We didn't know, but only a couple months more of war were left. I don't recall the day's date or target, but I remember the incident vividly - because I still believe it could have caused the 91st BG(H)'s heaviest losses of the war. Helping my memory of the incident are quite a number of graphic photos of our plane, RUSTY DUSTY, which we lost that day.

As usual, we were up before dawn and, after breakfast and briefing, were just another crew in a B17 in the long line of 91st Forts taxiing out for the final run up before take-off.

I was the navigator on pilot 1/Lt Joe Troccoli and co-pilot Harvey Burkholder's 322nd Sq crew. Having made many



VERN CURRIE



AN IMAGINATIVE PHOTOGRAPHER, CURRIE TOOK THIS PHOTO OF RUSTY DUSTY, the subject of this article. Note Vern's name painted above his navigator's position



THIS PHOTO FROM CURRIE'S COLLECTION SHOULD STIR FOND memories for all - all those who returned from missions and those who anxiously awaited their return.

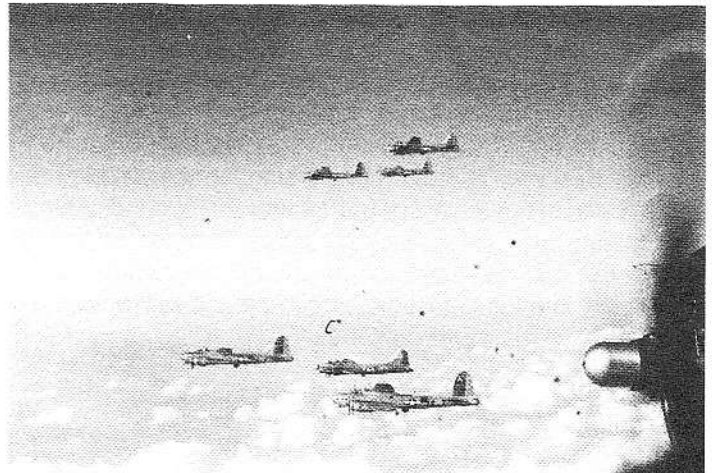
missions on RUSTY DUSTY, we felt as if the plane was "ours." I recall I was dozing (as was my custom) in the nose until my "services" were required. I also recall it was still dark and RUSTY DUSTY'S landing lights were on as Troccoli and Burkholder, taxiing along with everyone else, swung our plane 45 degrees and stopped so they could check out the engines.

We had barely stopped when to my horror I saw props of the B17 behind us chewing into the wing just outside my window. Apparently the pilot had lost his brakes. Troccoli and Burkholder cut all the switches.

I remember Sgt Bob liams, our togglier, going out the nose hatch. As the navigator, I was also the crew safety officer. Since the power cut-off eliminated our intercom, there was no way I could check on the crew members in the rear other than going back myself. I went up through the cockpit and across the bridge in the bomb bay to check the radio room and waist.

Even before I left my position to go to the rear, I smelled gasoline. The wing tanks had been punctured. As I hurried through the bomb bay the front shackles of my parachute harness got hooked on the wiring of the main bomb supports.

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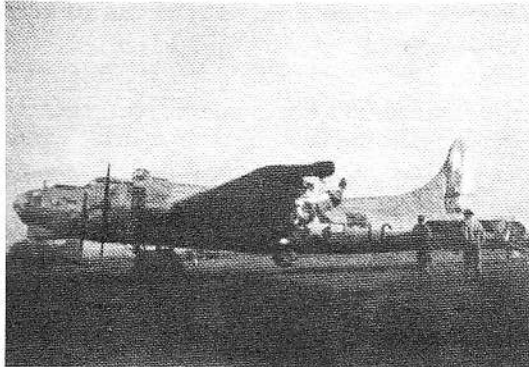


THIS PHOTO OF THE 91st BG(H) IN ACTION IS ONE OF NUMEROUS photos Currie sent the R/I. Quite possibly it was taken from RUSTY DUSTY by Currie.

RUSTY DUSTY'S END

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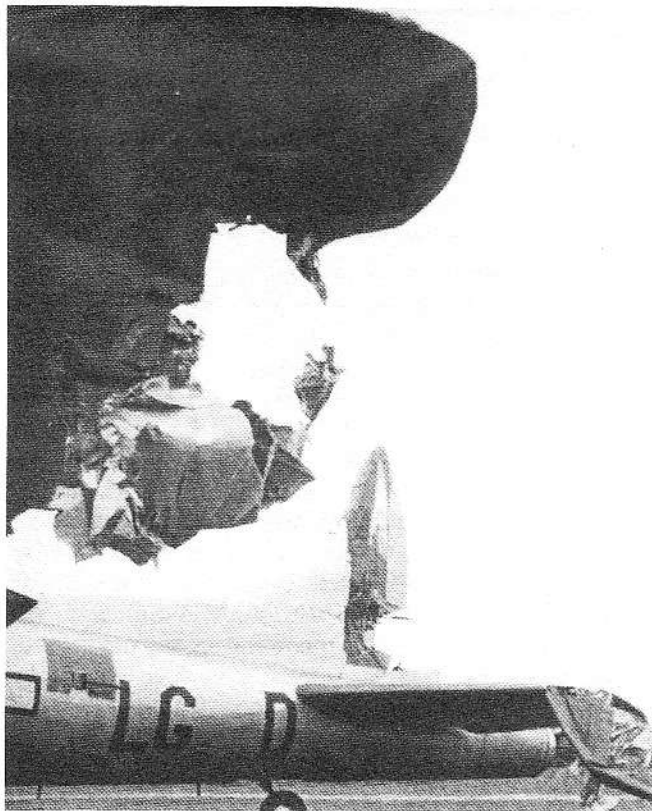
A DE-
pendable
plane,
according
to Currie,
RUSTY
DUSTY
never flew
again after
the pictured
accidental
damage.



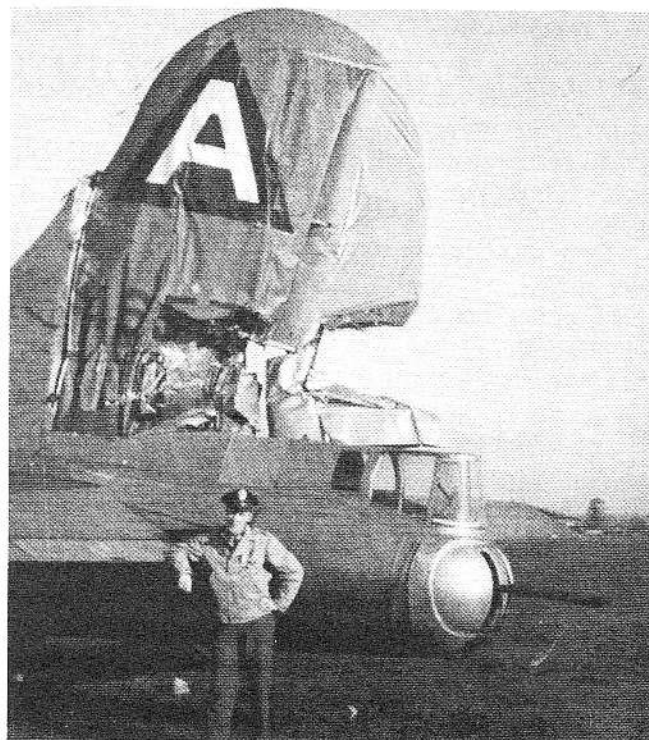
It was not a comfortable feeling to be hung up in the middle of a load of 500 pound bombs with increasingly noxious fumes rising from gasoline spilling upon ground below. Somehow, despite the pitch dark within the bomb bay which did not permit me to see how I was entangled, I broke free and continued to the rear. No one was there, so I exited through the open waist door and ran like hell.

Miraculously no one on our crew was injured. Also miraculously, I believe, is the fact there was no fire and the subsequent explosions that could have followed relentlessly (Domino-like) along the line of closely "stacked" planes of the group.

As it was, only our old friend, RUSTY DUSTY, was lost that morning. She sustained too much structural damage to ever fly again.



A CLOSE-UP OF THE WING, RUDDER AND ELEVATOR DAMAGE sustained by RUSTY DUSTY from the props of a plane behind her while the 91st BG(H) readied for take-off.



AN UNIDENTIFIED 91STER STANDS BEFORE THE DAMAGED RUDDER of RUSTY DUSTY. This damage was obviously caused by the wing of the other Fort involved in the collision.



CURRIE, WHO SERVED IN THE 322nd SQ FROM DEC 1944 UNTIL THE War's end, included this photo in the collection sent to the R/I. He labeled it, "A milk run to Bordeaux, France in April 1945, one of the 91st BG(H)'s last missions." RUSTY DUSTY's damage denied her participation.

LAST MISSION MEMORIES RECALLED AND RECORDED

By VIVIAN B BOUCHARD

as told by

CAPT WILFRED A BOUCHARD (Ret)

THE FOLLOWING ARTICLE APPEARED IN THE EIGHTH AFHS' National Capitol Area Chapter's publication, WAR STORIES September 1994 Vol 3, No 3 issue. Edward E Murray, 3000 Graham Ct, Falls Church, VA 22042, edits the new, excellent publication preserving more memories of WWII's air war.

* * *

MY HUSBAND IS VERY ILL ... HOWEVER HE HAS agreed to tell me about (his last mission) and I will write it as related to me. To date (Dec 5, 1992) he has never discussed his last 322nd Sq mission or his POW time - I think they were too painful.

On 1 Dec 1943 he was shot down near the initial point by fighters which he did not see coming in. His plane was hit from 7:00 O'Clock high in the bomb bay and caught fire. The crew and he bailed out.

He landed in a plowed field in a farm in Aachen, seven miles west of the Dutch-Belgian border, where Polish POWs were working.

It was an intensely cold and rainy day. The field was very muddy. He broke his foot and hurt his back when he bailed out. He was hiding near a woodpile trying to make a crutch after taking his "45" apart and scattering the pieces when the Polish POWs found him.

They said, "For you the war is over," and called the town police. The police made a sled of logs and took him to a house where a lady made him a margarine sandwich. The police continued to treat him decently.

Subsequently he was taken to a nearby hospital where other prisoners were. An X-Ray of his foot was taken and a German nurse told him it was broken. He received no treatment for it at the time. A French priest, in POW clothes, gave him communion.

Transferred to a Bonn, Germany Prison Camp Hospital, he was quartered with an American S/Sgt and three British Sgts. A Polish doctor (a POW) put a cast on his foot.

He was then transferred to a hospital outside Frankfurt where he was treated pretty well until the Germans found out he was only a Lieutenant, not a Lt Colonel! He was then placed in solitary confinement until interrogated thru Xmas and the New Year.

Later he was sent to Stalag Luft One where he met his pilot (Charlie Early) and his navigator. There he learned their co-pilot was missing and one of their waist gunners was shot and killed on the ground after parachuting safely.

During his POW time he had recurring nightmares of falling out of his plane without a parachute.

He remained at Stalag I until the war was over and was liberated by the Russians ... He weighed only 120 lbs when the Russians were planning to march POWs like him to the Red Sea. The US AAF, fortunately, arrived and flew him and thousands of other American POWs out. (I must add his normal weight was 160 lbs.)

My husband, Capt Wilfred A Bouchard, (Ret), passed away 19 Dec 1992.

EDITOR'S NOTE: Bouchard's CP, 2/Lt Bill G Ponder is recorded as KIA along with Sgt Marvin B Britt, Jr, the WG killed after parachuting. The plane they flew that day to Leverkusen, Germany was not named; its A/C No was 4239836, its 322nd Call No was L LG-M. A brief death notice on Bouchard appeared in the Jan '93 R/I Folded Wings column.

HAVELAAR'S PROMISED HISTORY

(Continued from Page 1)

One of the manuscript chapters available to the R/I deals with early 91st BG(H) operations - including the Mar 4, '43 Hamm, Germany raid. The 91st, the Lead Group led by the 322nd's Maj Paul L Fishburne, suffered 20 percent loss that day. In addition to the Unit Citation awarded the 91st for that raid the 324th's EXCALIBUR'S pilot, 1/Lt Allen Brill and co-pilot, Allan W Lowry were awarded posthumous Distinguished Service Crosses for saving the lives of all but one of their crew.

An impulse prompted an R/I referral to the 91st BGMA Directory. "Fishburne Paul L LM 322," listed as living in CA, is assumed to be the successfully retired 91st BG(H)'s Group Leader during the long ago '43 Hamm, Germany raid.

The cited chapter's contents range from recording 19 men required frost-bite treatment after the Feb 26, '43 Wilhelmshaven raid to observations by and recollections of many of the group's "Early Birds", not all of whom survived their tours like Fishburne.

The other presently available chapter is entitled, "Massacre at Merseburg." It will also be touched upon when the date of the availability of Havelaar's book is announced.

Presently the purchase price has been set at \$45.00 - plus \$2.95 postage. Anyone wishing an "ASAP" copy should contact Havelaar by writing 13115 Michelle Dr, Rapid City, SD 57702 or calling 1-605-348-3592. Please do not forget to "request" if a signed book is desired.

Also! Do not send payments until the availability of the book is announced.

A 91st BGMA LM, Havelaar retired from the service in '71 after Korean and Vietnam service.

NOW THIS

THIS R/I IS ANOTHER STEP IN THE RIGHT DIRECTION. Two new books, devoted to 91st BG(H) history are emphasized. Scheduled for attention in coming R/I's are more recordings of 91st BG(H) history.

Long overdue will be a review of the 401st's Art Horning's "IN THE FOOTSTEPS OF A FLYING BOOT," the story of his brief 91st BG(H) connection. Horning's crew was downed over Munster shortly after being assigned to the 401st Sq in late Aug '43. His combat recollections last about 10 pages - the rest of the 200 page, hard bound book is a remarkably recalled and researched account of underground assisted return to England and reassignment on Jan 28, '44 - and recollections of justified, subsequent disillusionment.

Charles S "Combat" Hudson's recently released book "COMBAT, HE WROTE..." dealing with his adventurous life, sold well at the Sept '94 OKC, OK national reunion. Hudson, the legendary 401st bombardier who earned four Purple Hearts on his first five missions, includes recollections of his lenient officiating (which preserved Honorable Discharges for many former "Bassingbourners") during the 91st BG(H)'s inactivation at Tampa Air Base after Japan's surrender.

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● DOUGHERTY, PRICE D, 324/401st Sqs, 115 W London Av F-10, Lexington KY 40508, Jan 1, 1994, after a long illness.

Reported by David E Lane, Sr, 225 Westwood, Lexington, KY 40503, the Executor of Dougherty's estate and "good friend for 12 years."

Lane's report of Dougherty's death included a \$500 check "for your (91st BGMA) memorial" and the following:

"Dougherty wanted to leave more but never planned for the final days and his expenses."

"...He spoke highly of his outfit and his missions as a nose gunner during WWII. He was a proud veteran and loved his country, his units and his friends."

"Please accept this check as a lasting memorial in Dougherty's name."

● GEIGER, BRUCE H, 322nd, 1680 Nunneley Rd, Paradise, CA 95969, July 30, 1994. Geiger, the co-pilot on BLACK MAGIC during his WWII service, was recalled to fly B29s during the Korean War. His widow, Mary, resides at the above address. Reported by an unidentified member of BLACK MAGIC's crew.

● HABER, ARTHUR C, 323rd, 303rd E 2nd St, Brooklyn, NY 11218, May 1993. Haber, a Toggelier-Bombardier, replaced "Lt Matthews" on Lt Walter E Wilkinson's HI-HO SILVER crew after Matthews was downed on a Berlin raid while flying with another crew.

Reported by former HI-HO SILVER WG Earl G Williamson, LA who says Haber owned and operated a Brooklyn, NY hardware business.

● HENRICKSEN, DONALD A, 72, 441st, PO Box 13, Bennett, IA 52721, June 15, 1994. Reported by his wife, Esther, who responded to a Christmas note from his friend Harold Mannon of Tulsa, OK who is seeking to compile a complete roster of 441st Sub Depot personnel. Henricksen was in poor health for the past 4 1/2 years.

● JACKSON, R L, 412 Pinecrest St, Hope Mills, NC 23848, Jan 16, 1989. Reported by his widow, Lela.

● JARVIS, ALLEN, Esq, 322nd, HC 71 Box 6555, Prestonburg, KY 41653. Reported by USPS.

● KEMNITZ, GEORGE A, 322/323rd, LM, 6206 W Richmond Av, Milwaukee, WI 53210-2144, Feb 23, 1994. Kemnitz, according to his widow, June, looked forward to receiving the R/I and, among the Reunions he attended, was "the trip to Bassingbourn."

Active in church and civic affairs until recent years, his life was further enriched by his enthusiasm for his occupation - planning the remodeling of older homes and improving neighborhoods.

The Kemnitz's met at the Stage Door Canteen in London during WWII while she was a member of the ATS. "He was proud of our six children and seven grandchildren - and is greatly missed," his English war-bride said in her note to the R/I.

Included in her communication was a \$195.00 check to the 91st BGMA from Kemnitz's "family and friends."

● NICHOLS, BASIL W, 323rd, 6011 Wright St, Kingsville, OH 44048, Feb 21, 1994. Reported by his widow, Pauline, who wrote he died in the Erie, PA Veterans' Hospital.

"He was proud to be a member of the 91st and enjoyed your publications," she added.

● PFLEEZOR, CHARLES DOWNING, 324th, Rt 3, Muncy, PA 17756, Sept 2, 1994 at age 72 after a brief ill-

ness. A navigator, Pfliezor flew 35 missions and received the DFC along with the Air Medal and clusters. His pride in the 91st is reflected in his obituary which says it "was the most decorated bomb group of the war, receiving the Presidential Unit Citation."

The owner and president of Keystone Filler and Manufacturing Inc, he held a degree in mineral economics. His varied interests led to membership in the Muncy Baptist Church, numerous fraternal organizations and the Sons of the American Revolution.

His survivors include two sons, three daughters and nine grandchildren.

● PULS, ROBERT S, 323rd, 6281 Woodman Dr, Oroville, CA 95966-3845. Reported by Pat Smith, his step-daughter.

● SIMMS, GEORGE H, 401st, Rt 3, Box 266A, Mannington, WV 26582, Feb 13, 1992. Reported by his widow.

● STERNBERG, ROBERT D, 323rd, 1690 NE 191 St, North Miami Beach, FL, July 27, '92. Reported by Dr Jerold D Keth of Shawnee, OK, former 323rd pilot who identifies Sternberg as his navigator.

● SYLVESTER, LARRY, 401st, LM, 1121 Dexter St, Pittsburgh, PA 15220, Easter, 1993. Sylvester was the original navigator on SHOO SHOO BABY and also flew with Paul G McDuffee's PEACEMAKER crew.

Reported by Edward J Gallagher, PA, another original SSB crew member who, along with his wife, Jeanne, says McDuffee's surviving crew members now only number five.

● WALSH, THOMAS J, 324th, LM, 28-08 35th St 5G, Astoria, NY 11103-4616, Nov 26, 1993. Reported by the USPS.

● WEITZENFELD, RICHARD W, LTC (Ret), 324th, LM, 3940 Plumosa Terrace, Brandon, FL 34210, Dec 7, 1993.

Reported by former 324th Navigator Richard A Cawley, Palm Harbor, FL. Weitzenfeld was the 324th Sq C/O when Cawley began his tour on Aug 10, '43. He was still the C/O when Cawley completed his 25 missions on Dec 11th.

"He was the best of the best and I was proud to be one of his navigators," Cawley wrote shortly after Weitzenfeld's death. A recent reminder note from Cawley was instrumental in locating his original Apr '94 report of Weitzenfeld's death to the R/I.

Weitzenfeld was a Retired Officers Asso Life Member and active in the Military Order of World Wars, Sheriff's Association and the US Power Sq. His survivors include his widow, Phyllis, a sister and a brother, Adm Daniel K Weitzenfeld of McLean, VA. The 324th's Weitzenfeld was a former Sheriff of Manatee County, FL.

● WESTWOOD, JOHN R, LTC, USAF (Ret), 324/401st, LM, E 1801 Upriver Dr #307, Spokane, WA 99207-5-53, Dec 13, 1994. Reported by the Washington Trust Bank for his widow, Eve.

NOW THIS

(Continued from Page 6)

The end-half of his book concludes with his "zany civilian career as well," (so described in literature released by his publisher). With the possible exception of members of certain federal agencies who may read this book, the R/I feels other readers will not require "TV laugh-track" prodding to stir chuckle and laughter response to the cleverly told anecdotes included.

VE DAY MAY 8th, 1995
50th Anniversary

"Royston Rally Round"

A nostalgic journey to England

Travel dates
May 2 - 11, 1995

Officers of our 91st BGMA have endorsed this Rally Round; which very well, may be the last group sponsored tour back to England. Early plans indicate another "friendly invasion" of Yanks to participate in all the scheduled celebrations. **Come along with us !**

- direct air ticketing, R/T London
- Heathrow Airport transfer assistance to and from London hotel.
- First Class hotels, London, Cambridge and Bath
- In-flight meals, (8) Breakfasts, one Lunch, Welcome Reception, (6) Dinners
- private, deluxe motorcoach/ professional driver and Tour host throughout journey
- Portorage of one suitcase per person provided thru tour. Clients do carry-ons.
- Tips and local taxes on pre-paid services

PLUS:-

- **Bassingbourn**, Prop Memorial Service, Base coach tour & Control Tower visits
- **Royston**, planned Reception, Plinth Memorial Service, visit the Roman Caves, Norman Church, Bull Hotel & 91st Museum
- **Cambridge**, Wreath Laying, AMC, Madingley, Ely cathedral, University walk tour, private visit to the EAGLE Pub planned
- **Duxford**, Intl. Air Show w/reserved seating, fly-overs and Museum visit. plus 50th Anniversary VE-DAY celebrations!

Coach routing includes stops at:- Colchester, Lavenham, Bury St. Edmunds, Coventry, Stratford-upon-Avon, Bath, Salisbury, Stonehenge, Winchester and more.

For complete details

Contact: - Asay Johnson, Secty.
590 Aloha Drive
Lake Havasu City, AZ
(602) 453-3114 86403

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THE RAGGED IRREGULAR

These newsletters are published quarterly. October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942 to 1945. Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., MD 21286-8131. "Time-Value" items must be received three weeks before the first day of the month of publication to permit necessary priority consideration for inclusion in that issue. Every effort will be made to utilize other submitted material in the scheduled or later R/I issues.

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**"WESTERN SECTOR" SITE
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THE CONFEDERATE AIR FORCE HOPES TO celebrate its "SENTIMENTAL JOURNEY'S" 50th year of flying at McDonnell-Douglas at Long Beach, CA in March 1995. Those wishing to participate or contribute to the celebration should contact Bill Morton, Arizona Wing, CAF, Box 2969, Mesa, AZ 85214; Phone: 602-924-1940.

Cracks found in the plane's wing spars dictated grounding by the CAF's own personnel, Morton says. The CAF is risking bankruptcy to restore the Fort to flying condition.

A 91st BGMA Spring Rally Round is scheduled for Mar 1-2, 1995 in Laughlin, Nevada. A detailed announcement of this activity was mailed to all members along with the 1995 Dues and PX Order forms.

The \$12.00/nite rate at the Gold River Hotel plus the numerous varied attractions such as golfing, a Colorado River cruise, swimming, sunning, Nevada type gambling and "guaranteed" beautiful weather should swell the attendance at the affair to front page R/I news.

Anyone requiring further details should contact Sec/Trea Johnson, phone 602-453-3114.

PRESERVE OUR PROUD PAST