

The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



401st SQDN

Vol 29 No. 1

91st Bombardment Group (H) Newsletter

Jan 1996

★ ★ ★ ★ ★
ATTENTION!



**1996
DUES
DUE!**

SEE INSERT PAGES

TWO NEW 91st BOOKS GET PROMPT PRAISE

A DECADE OF RESEARCH, EXTENSIVE CORRESPONDENCE, probing, face-to-face conversations with 91st BG(H) veterans whenever possible and a huge trans-Atlantic phone bill interviewing others followed a young Englishman's (born after WWII) reading of the bronze plaque the grateful citizens of Wincanton, England erected to honor the 401st's OLD FAITHFUL crew members. (They lost their lives while avoiding crash landing in Wincanton.)

OLD FAITHFUL, A FLYING FORTRESS, by Rex Poulton, so recently published that adequate review space is not available in this issue, definitely "...belongs in the library of every 91st BGMAer and should be read by all who served in the Eighth Air Force. ...This reviewer has not for years had the pleasure and admiration from reading a book of non-fiction as he has from reading OLD FAITHFUL," says 91st BGMAer Paul Limm whose extensive, laudatory review reached the R/I while the editor was still too entranced by his own copy to begin recording his appreciation of Poulton's book.

In his felicitous book review Limm, an ex-401st navigator, notes the pleasure that was his with Poulton's recording of ground crew contributions and identification of many of those involved. Gaffney, Pierce, Bankowssky, Harry Smith and others are some. Far too often, Limm says, ground crew contributions to 91st BG(H) operations have been overlooked.

The Apr '96 R/I will contain an extensive review of Poulton's book. The 8x11³/₄", 133 pp book containing 76 illus and three appendices costs \$24.00 - incl postage and handling. Airmail shipments \$4.00 more. (Books autographed upon request.)

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91st's OPERATION REVIVAL PLEASED PARTICIPANTS

ANOTHER 91st BG(H) HISTORICAL PROJECT IS PROGRESSING. It pertains to the 91st BG(H)'s "most satisfactory operation" - participation in the evacuation of Allied POWs in the Russian Zone of Occupation after VE Day. It was called, Operation Revival.

Seeking input from all 91st BGMAers who participated are association VP Robert H Friedman, Historian Earl Pate, Jr and former President Tony Montalvo, all of whom participated in the operation. Paul Limm, one of the 91st BGMA's most active members, since arousing interest in the project, continues deep involvement.

A transcription of a May 27, 1945 BBC speech by former LTC Donald E Sheeler, then 91st BG(H) Deputy Commanding Officer, reporting the successful conclusion of Operation Revival to the British and American people appears below. Sheeler now resides in Whittier, CA.

Introduced by the BBC's Warren McAlpin, Sheeler said: "On May 12th I went by plane to Barth, in Germany near Rostock, with General William Gross. We went there to bring out the prisoners, British and American, from a large POW camp. The German guards left the camp some weeks earlier when the Russians were advancing. Control had been taken over by Col Hubert Zemke, the famous American Fighter Ace who was one of the prisoners. We contacted the Russian military authorities and Col Zemke and set about organizing the evacuation.

"The boys in the camp had already cleared the air field and marked it out with flags. And an hour after we had land-

(Continued on Page 2)

ORLO G NATVIG, RECENT 91st BGMA OFFICIAL, DIES

ORLO G NATVIG, 324th, who served as the 91st BGMA's 2nd Vice President/ Chaplain and recently withdrew his candidacy for the 1st Vice President's post, died Sept 3, 1995.

A radio operator, Natvig was one of the 91st's early birders. His plane, LOCAL GIRL, 42-3111, was downed during the Sept 27, '43 Emden, Germany raid. For of his crew, includ-



ORLO G NATVIG

ing pilot William G Pegram, parachuting into the Eems Estuary, drowned. Natvig, with surviving crew members, spent 20 months as a POW before Stalag 17B guards, near Branau, Germany "freed" them by opening the gates and forcing them outside to fend for themselves. (The guards were more interested in escaping capture by advancing Russians than guarding charges.) Natvig and the "freed" POWs survived in nearby woods until a platoon from the US 13th Armored Division stumbled upon them and provided rations and warm clothing to sustain them until rear echelon troops arrived.

Returned to the States, Natvig, 6'3" tall, weighed 120 lbs instead of his normal 195 lbs. Having experienced considerable brutality, he never forgot his POW buddies. During a successful professional life his memories of the past led him

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THE PRESIDENT'S CORNER

BY HAROLD E JOHNSON

TODAY? OK!

IT'S HAPPENING - AS MANY OF OUR MEMBERS, WHO were bombardiers, know. Veterans' groups are beginning to close-up shop.

Bombardiers, Inc will hold its 11th and last Reunion May 15-19, 1996 in Hampton, VA. The organization's publication, CROSSHAIRS; last edition will be published in Dec 1996. The organization itself will be dissolved shortly thereafter.

E C "Ned" Humphreys, Executive Director, founder of the association and CROSSHAIRS' editor, recently celebrated his 77th birthday. His publication (usually near book size) probably assembled more WWII bombardier data than any other publication. For the benefit of our bombardier members who may have never joined Humphrey's group I'll just add CROSSHAIRS' back issues are available by writing CROSSHAIRS, Bombardiers, Inc, 500 Jackson St, #1407, Daphne, AL 36526-7029.

I'm sure queries regarding attendance at the May '96 Hampton, VA reunion arriving at that address will also be welcomed and attended to.

The news of what regrettably seems to be Bombardier, Inc's "Last Hurrah" hit me while complacency regarding the 91st BGMA seemed the order of the day.

We are in good shape. Our dues maintain a satisfactory bank account, required records are well kept and current, the memberships' opinion of our newsletter, The R/I, is apparent whenever it is overdue. (Immediately mounting phone calls indicate it's missed and wanted.) And, for the time, somehow our total membership remains about the same. Sec/Trea Johnson's records indicate 67 91st BGMAers died in '95. Somehow "reach-out" efforts always seem to return and/or add enough members to keep R/I mailings between 1,300-1,400 copies per issue.

Perhaps part of my euphoria was recollection of my Mar '95 attendance as a guest of the Norfolk, Virginia Convention and Visitor's Bureau - along with about 25 other officials from other Military Retirees' organizations.

The available tours, lodging and meals were impressive. Since the 1998 91st BGMA Biennial Reunion is scheduled for the Eastern third of the US I intend to suggest Norfolk, VA as a possible reunion site during our nearing Sept 25-29, 1996 Tucson, AZ Biennial Reunion. Other site proposal will be given the same consideration as Norfolk, you can be sure.

According to Sec/Trea Asay Johnson preliminary correspondence indicates "a good to great turnout" at Tucson. Tucson tour and related events will be soon finalized and details pertaining to attendance will be published in the next R/I.

I must say the completion of my first year as president has really been educational. Despite the scattering of 91st BGMA officials things do get done because of the dedication of our incumbents and, often, considerable membership assistance. As president, I can only thank everyone for their more than considerable contributions to the past year's business.

The coming Tucson Reunion will be an excellent forum for a large group of our members to discuss our future. Undeniably we are ageing. Will we be able to continue independent reunions much longer? Instead of Reunions would more Rally Rounds be more practical? Should we consider umbrella group association?

I hope discussions of the preceding and other similar subjects are popular topics at Tucson and my participation, when possible, is welcomed - even in the smallest, informal groups.

OPERATION REVIVAL

(Continued from page 1)

ed 36 B17s came into the field and took off with the first load. During that first day 900 British prisoners were flown back to England, 25 in each aircraft. From that successful operation we were able to figure out the number of planes that would be needed the following day.

"That evening we sent a message to First Air Division headquarters requesting 20 aircraft per hour for 10 hours the next day. And we asked for spares to be sent in case of breakdowns. The ground was very soft and we were afraid the planes might get stuck and flub up operations. Early next morning the planes started to come in and we completed the evacuation of the British prisoners. There were 1500 of them. Some had been in the camp for 5 years.

"By reducing the plane crews to five instead of ten we were able to carry 30 prisoners in each ship. And during that second day they took out 6,110 prisoners. The Americans were flown to France. All the ground organization for this evacuation was carried out by personnel of the First Combat Wing and the 91st BG(H). And I must say the whole thing ran like clockwork. The prisoners were marched from the camp which was about three miles from the air strip and stationed in groups of 30 around the field. The planes taxied in, picked up a group and took off again without even cutting their engines. On the 3rd day 54 planes landed and the last Americans were taken off. The job was completed without a hitch. It was the most satisfying job I have ever done. One of the pilots said to me, 'We'd work day and night after seeing the look on the faces of those liberated prisoners.'

"The first night I slept in my plane. But on the second night I went into town and was introduced to Group Capt Weir, the ranking British officer. He took me to visit the German Flak school where the Germans were taught how to operate their Flak guns. It had been practically demolished by the retreating Germans. Then he took me to a house where three Russian majors lived. They had just finished eating; so had we, for that matter. But they insisted on us having something. They gave us tea. At least they called it tea. But it was hot water poured over prunes and a glass of milk. I was a little dubious about the milk but Capt Weir told me it was quite safe to drink it as the Russians never drink anything unless it is boiled. One of the majors played an accordion for us. He played it very well, too. Col Zemke had given him the accordion and a letter as a token of friendship. The Russian was very proud of that letter. We were told later that he always played an accordion before going into battle. He was one of the toughest fighters in the Russian army. I quite enjoyed that visit and talking to those three majors, though we had to use an interpreter, of course.

"Later, Capt Weir and I strolled through the town. Just alongside the POW camp was a large concentration camp where French, Greek and Slavs had been kept - slave labor working in a nearby German aircraft factory. It had been liberated and the Russians had set up a hospital. But the camp was still pretty horrible. And the stench from it was appalling.

"The whole place, Barth, had a desolate, depressed aspect and I was very glad to leave. On the 3rd day after the Fortresses had left with the last of the prisoners, we closed down flying controls, got into our planes and taxied to the end of the runway. I thought Gen Gross would take-off first, but he motioned me on. So, he was the last American to

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CRUMM'S CREW SURVIVOR HAS ENVIABLE MEMORIES

BEING A MEMBER OF ONE OF THE ORIGINAL SURVIVING 91st BG(H) crews leaves Pete F DeBoy with some truly, unforgettable and pleasant war-time memories. (DeBoy was the Radio-Operator of then 2/Lt William J Crumm's 324th Sq's JACK THE RIPPER crew.)

Among the original 91st BG(H)'s complement, Crumm's was the first 8th AF crew returned to the States. After completing 11 missions in Feb '43 they were returned to set up training techniques and share the knowledge combat experience had given them. (A few months after their return an instruction manual by the AAF School of Applied Tactics was published. The book, a procedures handbook for combat crew training, was called "Bombing the Nazis." Crumm and his crew were the authors.

After the book's completion the crew toured more than 30 cities, lecturing training combat crews and addressing civilian groups to promote war bond sales. Part of that portion of DeBoy's service time provided "unforgettable pleasant memories" he wishes all returning servicemen had experienced.

Media and official AAF photographers covering the Hollywood "stop" Crumm's crew made during its' 30 city tour of the States in '43 account for DeBoy's unfaded memories.

That stop's purpose, like the other 29, was the promotion of war bond savings sales. The other 29 stops, he remembers, were just as enthusiastic and warm as the "Hollywood stop."

But, the Hollywood "stop" remains vivid because Crumm and his crew were awarded "Star status" and photographers dutifully recorded the fraternization film stars sought with them. Big 8x10 black and white photos record, recall and refresh memories of those time in DeBoy's souvenir albums.

Five of Crumm's crew, including DeBoy, are 91st BGMAers. (Then-Capt William J Crumm later rose to the rank of M/Gen and was scheduled for State-side assignment and promotion when he was killed in a mid-air collision during the Vietnam War.) Two other members are now deceased while efforts to locate WG J B O'Donnel and TG G F Wilson have been unsuccessful, DeBoy says.

In the accompanying Hollywood "stop" photos of JACK THE RIPPER's crew its' 324th Sq veterans are identified only in the first photo to avoid repetitiveness.

The Hollywood stars appearing in the photos are not identified to test the memories of R/I readers. Fans of old movies on TV should be able to identify them but, if anyone is stumped, the identity of the stars sharing the lime-light with Crumm's crew may find their identity on page 6.



THE 324th SQ's JACK THE RIPPER CREW AND TWO OF THE HOLLYWOOD stars who helped welcome them home early in 1943. Reading L-R, front, are: 1/Lt Mark H Gilman, CP; S/Sgt Rufus W Youngblood, WG; T/Sgt Karl L Masters, Eng; (?) and T/Sgt Peter F DeBoy, RO. L-R, rear, are: Sgt G F Wilson, TG; 1/Lt William C Leasure, N; Capt William J Crumm, P; (?); 1/Lt Robert L Kleyla, B; S/Sgt Andrew Markle, B/T and S/Sgt J B O'Donnel, WG.



RALLY ROUND REPORT INCLUDES "NON-NEWS"



Rough take-off!

A RESTORED WORLD WAR II B17 BOMBER SITS ON THE RUNWAY Friday at Fayetteville (NC) Municipal Airport after colliding with an instrument storage building. The plane's wing and propeller were damaged in the collision that occurred while the plane was trying to take off. The plane was used in the movie 'Memphis Belle.' (Editor's Note: Reference to the above concludes this article.)

RATING REUNIONS AND RALLY ROUNDS IS TRICKY. The R/I rates meetings of two or more 91st BGMAers, during which past tales are told, as successful. If more than "a few" meet and record or report past tales the R/I rating of such meetings rockets.

The R/I rating of the Kissimmee, FL Rally Round is, therefore, far beyond and above successful. The following information obtained by the R/I, or made available by cooperative 91st BGMAers also present at the recent Florida Rally Round, accounts for the indescribably high rating awarded the Bob and Trudie Gerstemeir sponsored affair. The following data does not necessarily indicate the importance of the items by their listed appearance.

1) The Oct 26-28, 1995 91st BGMA Kissimmee, FL Rally Round drew attendance from Arizona, Florida, Georgia, Maryland, Minnesota, North Carolina, New Jersey, New York, Ohio and Pennsylvania.

Spouses, family members and friends contributed to the total of approximately 50 registrants who certainly enjoyed themselves in Florida's theme park heartland.

2) It was obvious that those who took advantage of the daily tours appreciated the spacious 91st BGMA 6707 Hospitality Room after returning from tiring tourism. However, it is possible memories of the spectacular scenes they saw during the day dimmed when they approached the Hospitality Room's bar.

Maryland's Harry E Hovermill, former 401ster and long-time association volunteer bartender, though known to have registered, was not in charge.

Women were.

Hovermill appreciated their presence because a "bug" had rendered him incapable of anything other than "pill-popping" for most of his Rally Round stay. He also appreciated solicitous door knocks and phone call contacts to his room by concerned fellow 91st BGMAers checking on his well-being.

The substitutes for Hovermill generally were Trudie Gerstemeir, Gloria Johnson, Madeline Malkin and Nancy

Perrie. They added to their chores by preparing intriguing snacks while serving the tired and thirsty tourists on the other side of the bar. The only complaint concerning service came from a grouch who grumbled his wife did not pour his drinks as readily or generously as Hovermill had in the past.

3) A visit to the Flying Tigers Warbird Air Museum in Kissimmee unexpectedly provided an opportunity for the six participating 91st BGMAers to contribute to the lecturing of the regular tour guide, Don Bishop.

Upon being alerted he had six 91st BG(H) veterans in the big group of tourists before him, he invited them to interrupt anytime to contribute additional information to his lecture whenever they wished. They responded to the generous offer by contributing numerous anecdotes and pertinent B17 data.

Steve Perri, former ball turret gunner on George P Birdsong's 323rd Sq's DELTA REBEL II, having recently been the subject of a magazine feature article, was the best prepared to lecture. (The article, titled, "IN THE BALL, Experiences of Ball Gunner Steve Perri," appeared in the Mar-Apr '95 edition of "YANKEE WINGS, The Magazine of the Yankee Air Force.")

Perri, one of the 91st BG(H)'s high scoring gunners (officially credited with downing four E/A) gave a detailed account of turret operations. While doing so he assisted a number of obviously awed youngsters into an available ball turret awaiting installation in another B17 restoration by the Flying Tigers Warbird Air Museum.

An incident near the tour's end suggests the contributions of the 91st BGMA impromptu lecturers were sincerely appreciated.

After having arranged for a group photo before a forward section of a B17, dispersal of the six 91st BGMAers was halted by an apparent new-comer to America.

A relatively young man, he called from what seemed his family (a pretty woman with children within her jurisdiction among the other tour tourists). Though the message of his raised voice was not understandable, it commanded attention and halted movement.

When he waved a camera the 91st BGMAers concluded he wanted to take their picture. So they closed ranks again. Instead of taking the picture, the man gave his camera to the lady with the children. Then he strode, smiling, up to the six 91st BGMAers, placed himself in the middle of them and signaled the lady with his camera to take pictures.

After the photos were taken he shook hands with all the 91st BGMAers and said to each (readily understood): "Thank You! Thank You!"

Due to the language difficulty it is not known if those who shared the experience ever determined whether they were thanked for their impromptu lecturing or, perhaps, their WWII contributions.

4) Sect/Trea Asay B Johnson informed the R/I shortly after the Kissimmee Rally Round that six of the attendees and three Westcoasters had volunteered to arrive early at the forthcoming '96 Tucson National Reunion to assist in any way possible.

The Westcoast volunteers are Pres Hal Johnson and his wife, Phyllis and Paul Limm. Bob and Trudie Gerstemeir and Sherwood and Genie Wagner of FL and Rudy and Madeline Malkin of MD are the Eastcoast volunteers.

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RALLY ROUND REPORT

(Continued from page 4)



BILL UPHOFF, 324th AND STEVE PERRI (POINTING) ADMIRE AN excellent oil painting of the 323rd's famed NINE-O-NINE.

The painting's discovery in the Men's Room at the Flying Tigers Warbird Museum in Kissimmee, FL by 91st BGMAers provided a unique opportunity for lady tourists. Clustering outside the held open door they peeked at the picture to.

Since it is obvious there is no room for the picture's display on the museum's crowded walls, the museum's apology for its location was unnecessary.

5) A family death cancelled the planned attendance of Clifford and Barbara Schultz who are responsible for the original material pertaining to the 324th's A/C 946 DFH's extremely brief combat career. (The Nov '94 and Apr '95 R/I articles on the incident did not conclude the story because new, arriving information requires assimilation.)

After returning home from the Kissimmee Rally the 401st's Norman L Thompson and his daughter Karen took the time to write a report of another facet of A/C 946 DFH's crash which they learned at the Kissimmee Rally Round. During conversation with new-comer Bill E Uphoff of Strathmere, NJ they learned he was doubly disappointed by the Schultz's non-appearance.

Uphoff, former 324th pilot, has a memento of the crash. He was in the 91st Control Tower when the Dec 24, '44 crash occurred. He told Thompson he was one of the first to arrive at the scene and Schultz, sure enough, was among the plane's dazed crew members sitting among broken bombs... "that had the appearance of firecrackers broken into." While at the crash scene Uphoff found and saved a souvenir. Schultz's unfortunate Rally Round absence prevented Uphoff from sharing it with him more than 50 years later and letting it help refresh their memories.

The Thompson's hope a Schultz and Uphoff meeting is in the future.

6) Frank G Donofrio contributed immensely to the entertainment with the showing of a 56 minute VCR Tape entitled: "A FLIGHT IN TIME - THE STORY OF THE MEMPHIS BELLE." The tape tells the story of "The Belle" from England to its enshrinement on Mud Island in Memphis, TN today. Copies are available from Donofrio who may be reached at 5647 Hinton Place Cove, Memphis, TN 38119; Phone - 901-767-1026. The cost, \$29.95 per tape plus \$3.45 shipping, is a contribution to the Memphis Belle Fund.

7) Were it not for the Editor's Kissimmee, FL attendance the crash of another B17 would not now receive even a belated report. While returning home he bought a Nov 4, '95 edition of The Post and Courier, Charleston, North Charleston, SC's daily newspaper. It carried a photo and a brief caption on an inside page pertaining to a Nov 3, '95 Fayetteville, NC Municipal Airport crash. The photo and the newspaper's caption appear elsewhere in this R/I. Further news regarding the incident will be welcomed.

Shame on the R/I's "highly unpaid" correspondents in the area for the absence of a report!

THOSE ATTENDING

322nd Sq

Harpster, Wally and Joanne; Lovely, Bob and Leota; Nocitra, William; Wolnowitz, David and Faye and Wood, George and Fran.

323rd Sq

Hoffman, Marion and Bernita; Kool, Harry and Paula; Loper, Howell; Perri, Steve and Nancy and Simpson, Seymore and Bertha.

324th Sq

Johnson, Asay and Gloria; Manzano, Andy and Loarrine and Uphoff, Bill.

401st Sq

Bankovsky, Nick and Mary; Fratz, Roy and Lois; Gerstemeier, Bob and Trudie; Hart, Bernie; Hovermill, Harry; Libby, Dick and Sally; Malkin, Rudy and Madeline; Parrish, George and Lovenia; Thompson, Norman and daughter, Karen.

Others

Carlson, Harold and Joyce; Donofrio, Frank; Gold, Seymour and Elaine; Hoerber, John and Julie; Roberts, Norman and Margaret and Sherwood, Wagner and Jean.

HOLLYWOOD STARS

Pix 1) Ann Sheridan & Dennis Morgan; Pix 2) Carol Landis; Pix 3) Ginny Simms; Pix 4) Ann Jeffries and Pix 5) Carol Landis.

TUCSON REUNION

(Continued from page 8)

Reunion attendance, is understood. Reunion attendance is rewarding and memories of them are cherished. It is just unfortunate that few of us are able to share ours. Certainly the sharing of a photo of Westwood before his plane, PEG O'MY HEART, which he signed for the Wolfs, is a positive product of past reunion comraderie.

So, final Tucson, AZ 91st Biennial Reunion arrangements are scheduled for completion soon, according to Sec/Trea Asay B Johnson. As indicated earlier, the Holiday Inn will be the Reunion headquarters. Full details of the four day activities, registration and hotel reservation forms will be published in the next R/I.

Among the more than likely available activities are the Arizona-Sonora Desert Museum (over 300 plant species and over 200 wildlife species exhibited); Old Tucson Studios (famous filming site of Hollywood westerns feature staged gun fights during tours); Pina Air and Space Museum (over 180 aircraft, including a special display of a B17 and numerous other WWII planes displayed) and a number of ladies' lunch and shopping alternatives in historic Tucson and Nogales, Mexico.

Editor's Note: AM Wolf's uncle, Sgt Cody L Wolf, the Eng on the 324th's RITZY BLITZ was killed when that plane was downed during the Jan 11, '44 Oschersleben raid. He is buried in the Baltimore National Cemetery in Balto, MD.

OPERATION REVIVAL

(Continued from page 2)

leave that air field. He flew to France, taking Col Zemke with him. And I returned to my base in England.

"It was an experience I wouldn't have missed. And one that will remain with me always."

The 91st BG(H) sent 110 B17s to bring back 122 French, 1,115 British, 1,213 American and one Polish POW from Barth, Germany during Operation Revival. The 91st BGMA is now preparing an account of Operation Revival. All 91st BGMAers who contributed to, participated in or have information about the humanitarian mission involved are urged to write to : 91st BGMA, 1st VP Bob Friedman, 6015 Valkeith, Houston, TX 77096.

NEW 91st BOOKS

(Continued from page 1)

Send orders to: Rex Poulton, 42 Sunnyhill Rd, Salisbury, Wiltshire SP1 3QJ, England.

Roger A Freeman, author of over 40 books (including THE MIGHTY EIGHTH) congratulated Marion Havelaar on his book, THE RAGGED IRREGULARS OF BASSINGBOUR. He calls it "...an excellent production, comprehensive and well produced." The high quality paper stock used provides superb photos which Freeman enviously wishes his books contained. In a praise filled letter Freeman also calls Havelaar's 91st history "a grand job" which he will "enjoy browsing through for many years to come."

Fellow English writer Rex Poulton wrote Havelaar, "It's a Beautiful book. ...It has to be the definitive work on the 91st."

Referring to the book's pictures, Poulton says had he known such photos were available while he was researching his book he would "have almost killed for pictures like those!"

Among others, former Historian Hilary "Bud" Evers calls Havelaar's book "a wonderful history of the 91st." Confirming Evers' praise was his order for two more copies for his grandsons who are in the service.

At last report over 300 copies have been sold. Orders for the \$47.95 book must be sent to M H Havelaar, 5421 Cavalry Post Dr, Arlington TX 76017-4514. His phone number is 1-817-557-3096. A comprehensive review will appear in the next R/I.

ORLO G NATVIG

(Continued from page 1)

to expand the number of EX-POW organization chapters and increase its total membership and visibility as one of the nation's influential and important Veteran groups.

He served as the National Commander of the American Ex-Prisoners of War organization during the 1985-86 term.

Other memberships included the VFW, DAV, American Legion, a Masonic Lodge in which he was a past master and a number of community groups.

He is survived by his widow, Ruth; three daughters; one son; six grandchildren; a sister and two brothers. The family prefers memorial donations be made to: National Treasurer, American Ex-Prisoners of War (Legislative Fund), PO Box 92137, Albuquerque, NM 87199-2137. Reported by his wife, Ruth; the County Veteran's Service Officer of Collin County, TX and numerous other sources.

Folded Wings

(Continued from page 8)

Sergeant, Dick (Andy) Anderson, an old 323rd friend of his added in his report.

● BRADLEY, GILBERT, 401st, 528 N San Rafael Av, Tucson, AZ 85745-2264, Sept 9, 1995. The former postmaster of Creighton for 17 years, Bradley moved to Tucson following his 1978 retirement. He is survived by his widow, Louise, two daughters, two sisters, seven grandchildren and four great-grandchildren. Reported by his widow.

● DREARY, JR, FRANCIS J, 401st, 18 Prospect St, PO Box 773, Webster, MA 01570, Oct 10, 1995 of Cancer.

Dreary was the RWG on 1/Lt Paris R Coleman's crew during the first Berlin raid on Mar 6, 1944. Their plane, LL-J, 42-31079, was one of the six planes lost by the 91st that day. Former 91st BGMA Historian Hilary "Bud" Evers' data records Luftwaffe Lt Iffland of JG 3 "possibly" being credited with the downing. Dreary was among the six of Coleman's crew who survived the fire and explosion following the German fighter attack.

He was a DAV member, a member of the 1st Memorial Asso Experimental Aircraft Asso, the National American Ex-POW Asso, the Webster-Dudley American Legion and the Veterans of Foreign Wars.

An insurance broker and president of Dreary Insurance in Webster, MA, he served on the town Industrial Development Authority until his death. Reported by Vernon L Dion, Webster, MA.

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● GUETTLER, RALPH G, HQs, 80 Porter St, North Adams, MA 01247, Nov 4, 1995 at age 76 after a short illness. He attained the rank of M/Sgt during his 91st BG(H) service and also was awarded the Bronze Star for meritorious service.

Following his military service he headed the family business, George's Tire Radiator and Auto Body Works of North Adams founded by his father. Following its close in 1978 he concluded his civilian sales career as the parts manager of an auto dealership until his retirement in 1984.

A 1940 graduate of the Wentworth Institute in Boston, he was a long time usher at St Francis of Assisi Church, a member of the North Adams Board of Assessors, the area's draft board and the 1969 president of the former North Adams Kiwanis Club of North Adams.

Survivors include his widow, Rose Carol; two sons and two grandsons. Reported by his widow.

● HEAD, WILLIAM D, 324th, 119 W 11th St, The Dalles, OR 97058. Head's widow, Mildred, reported his May 7, 1995 death at age 84 to LM Charles Busa, 324th. Busa, who painted his share of 91st BG(H) nose art under the tutelage of the late Tony Starcer, says Head was a Ground Mechanic and his widow will continue ties with the 91st BGMA through an AM because she wished to continue receiving the R/I. Head ran a weekly newspaper.

● KURYLO, JOHN, 322nd, 16 Iron Horse Dr, Ringoes, NJ 08551-1015, Aug 30, 1995, Age 75. A navigator, Kurylo flew 30 missions.

A partner in the Theodore Kurylo and Sons building contractors, he was also an electrical contractor for Ringoes Electric. A member of the East Amwell Planning Board, Board of Adjustment, Street Naming Committee - he also served as the first president of the Amwell Valley Little League.

He is survived by his widow, Madeline; a son; three daughters and sons-in-law; eight grandchildren and a large extended family. Reported by Sec/Trea Asay B Johnson.

● LENAZ, GORDON L, 323rd, 11 Madison St., Pequannock, NJ 07440-1403, age 70. A DAV member, he flew more than 35 missions as a TG.

Lenaz's post-war life was recalled in his local paper's obituary column as that of "a skilled craftsman and long-time salesman, but most people will remember him for his great sense of humor and his ability to set friends at ease."

Lenaz, a salesman for Stanley-Bostitch Co of Rhode Island, retired in 1987. Earlier, after immersing himself in the art of stained glass window making as a hobby, he taught the craft and later passed on his skills to a daughter. She presently operates a stained glass business in Clifton where he taught the art of making stained glass windows.

He was also active in Spectrum for Living Asso, River Vale, a service for handicapped children.

In addition to his widow, Pat, he's survived by three sons, one daughter and five grandchildren. Reported by his widow.

● MILLER, ERNEST, 323rd, 701 Broadway St, Pella, IA 50219-1615, Jan 3, 1995. He is survived by his wife, Mary. Reported by fellow 323rd and friend, John H Roten.

● MILLER, E SCOTT, 324th, 104 Fortney Av, Kingswood, WV 26537, May 12, 1995. Miller flew 16 of his 25 missions on The Memphis Belle. He retired after service as a

livestock inspector for WV and the federal USDA. A member of the Preston Lodge #90 AF & AM and a lifetime member of Kingswood's VFW Post 826, he is survived by his wife of 49 years, Louise; two daughters, a brother and a sister and two granddaughters. Reported by Sec/Trea Johnson.

● NELSON, THOMAS A, 322nd, PO Box 86, Cottonwood, AZ 86326, Sept 10, 1993. In addition to his AAC service Nelson, a self-employed lapidarian, served in the Coast Guard and Merchant Marine.

He is survived by his widow, Marjorie; a daughter; two stepdaughters, one stepson and two grandchildren. Reported by his widow, Marjorie.

● SPICER, GARLAND H, Jr, LTC (Ret), 324th, Rt 2, Box 172, Mineral, VA 23117-9534, Nov 9, 1995. After completing 35 missions with the 91st BG(H) he remained in the service and completed a 30 year career with the Air Weather Service.

He is survived by his widow, Doris Ann, three sons, two daughters, nine grandchildren and one sister. Reported by Sec/Trea Johnson.

● STEVENS, ROY L, 324th, 1288 Steakhouse Rd, Knoxville, IL 61448-9604, May 13, 1995, age 74. His widow, Marian, says he was a bombardier on THE WILD HARE, an Ex-POW and recipient of the Purple Heart. In addition to his widow he is survived by two daughters and two granddaughters. Reported by his widow and George E Dowell, Knoxville, IL.

● STICKLEN, WILLIAM E, 401st, 1844 Loudon Hgts Rd, Charleston, WV 25314, Feb 10, 1992. Sticklen, a major during WWII, received the DFC, the Air Medal with three clusters and a Purple Heart. A graduate of West Virginia U and member of ETA Kappa Nu Honorary and a member and elder of First Presbyterian Church, he was retired from the C&P Telephone Co.

He is survived by his wife, Ann; two sons and two brothers. Reported by his widow, Ann.

● TERREFENKO, NICHOLAS, 322nd, 100 Telford Av, West Lawn, PA 19609-1630. Reported by Sec/Trea Asay B Johnson.

● WEBB, ROBERT N, JR, 401st, 1418 Sherrill Blvd, Murfreesboro, TN 37130-5217, Oct 28, '95. Webb was the BT gunner on John Askins' crew which was downed on the Nov. 2, '44 Merseberg raid. As a POW he was held at Stalag Luft 4 and later was on the 89 day "Death March" to Mooseberg, Germany when Stalag Luft 4 was evacuated by the Germans because of the Russian advance into Pomarania. Only after the war did he tell Askins and his other crew members that he was a qualified flight engineer throughout his 16 mission tour. He kept his qualifications secret because he wanted to fly with Askins' crew.

After the war he re-enlisted in the AF after losing a job through a plant closing. His post-war service included duty as a flying status line chief on B47s and B36s. He subsequently retired as a Sr M/SGT in 1972. In 1986 he retired from employment with GE in Murfreesboro.

He is survived by his widow, Joy, one son and two daughters and five grandchildren.

Reported by his widow, Joy, and Roger W Armstrong, Askins' Eng, of Garden Grove, CA.

PRESERVE
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TUCSON REUNION PLANS NEAR FINALIZATION

ASSOCIATE MEMBER WILLARD WOLF AND HIS WIFE, Florence, sent "A Personal Tribute to John R (Westy) Westwood" to the R/I about a year ago for publication. They closed their letter with, "We have lost a dear friend who touched our lives in a special way and the 91st BGMA has lost a loyal and devoted member." They also enclosed a treasured photo Westwood had signed and sent them as a souvenir of recent 91st Reunions and the '92 Royston Rally Round they all attended.

The Wolfs recall Westwood attending the OKC '94 Reunion against doctor's orders because he was determined to see his comrades and friends one last time. He died a few months later. In publishing the above the R/I trusts its intent, to encourage May 25-29, 1996 Tucson, AZ Biennial

(Continued on Page 6)



John R "Westy" Westwood

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.

91st BG Memorial Assn.
590 Aloha Dr.
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● ADAMS, PETER P, "PETE," COL, RET, 324th, 10309 SE 44th St, OKC, OK, Nov 2, 1995, age 78. Adams, a navigator during his 91st BG(H) service, served on the OKC 1994 91st BGMA Reunion Committee despite his illness. Asked if he wanted to continue participation in committee meetings because it was apparent to Committee Chairman Col Tom Ashinhurst, Ret, that attendance was difficult for him, Adams, insisting he wanted to be a part of the planning, always replied, "Count me in!"

He graduated from the Marmion Military Academy where he was Cadet Captain in 1936. Subsequently he attended St. Procopius College and West Point before WWII.

His civilian career included positions with General Electric, Honeywell and Magnetic Peripherals, Inc. An active sports enthusiast, he participated in league bowling and golf all his life.

In addition to his widow, Elsie, who he married in 1946 at Randolph Field, San Antonio, TX, he is survived by a son, four daughters, five grandchildren and a brother.

A Mass of Christian Burial was held for him at Cathedral of Our Lady of Perpetual Help Catholic Church. In lieu of flowers his family requested memorial donations be made "to a charity of choice." Reported by Thomas E Ashinhurst, OKC, OK.

● BAIRD, CHARLES, 323rd, 1116 4th St, Redding, CA 96002, Dec 12th. Baird was the 323rd's original First

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