

The Ragged Irregular



322nd SQDN



323rd SQDN



Supporting Units



324th SQDN



401st SQDN

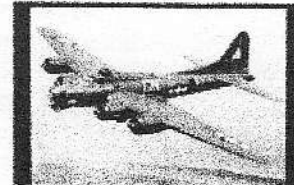
Vol 33 No. 4

91st Bombardment Group (H)

October 2000

Galveston Here We Come November 1-4 2000

Mission For 2000-Galveston, Texas-- Maximum Effort, All Flight and Support Personnel Required!



DATES
NOVEMBER 1,2,3,4

WEATHER
10/10 VISIBILITY
NO STORMS
FORECAST,
HURRICANE SEA-
SON
OVER AND MILD
WEATHER WILL
PERSIST THROUGH

PLAN NOW TO
ATTEND THIS
MILLENNIUM
MISSION AND
RENEW OLD AC-
QUAINTANCES,
RELIVE OLD
MEMORIES
&
HAVE FUN!

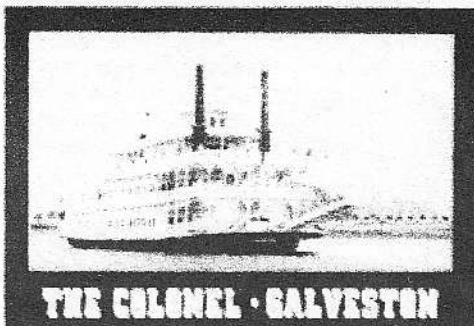
FLAK
Clear to target then
heavy and increasing
as reunion progresses.

FIGHTERS
Expect many
FW 109s &
Me 110s
Again, intensity to in-
crease dramatically as
reunion progresses.

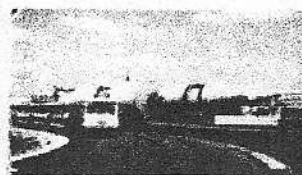
FIGHTER ESCORT

NONE - TIED UP
ON OTHER
MISSIONS

HOSPITALITY ROOM AVAILABLE FOR
STORY-TELLING, RELAXATION AND
VISITING



THE COLONEL - GALVESTON



NASA Tram tour: Take a peak be-
hind the scenes on a guided tram
tour of NASA's Johnson Space
Center

Special points of interest:
Museums, Classic Cars, His-
torical, Flight, Mardi Gras, Rail-
road, Tall Ship, Performing Arts

Golf

Historic Homes

The Strand Historic Shopping
District

Beach Parks

Moody Gardens

TO MAKE YOUR RESERVATION CONTACT Asay Johnson, 520-453-3114 NOW!

The President's Corner

Except for some final checking to be sure all things will go as planned, we are ready for the Galveston Reunion next month. Now that the party is all planned, our remaining worry is that the guests show up. For years, attendance at our reunions has been nearly constant, the effect of the time dictated attrition in our membership being largely offset by the presence of previously inactive members. Inevitably, of course, the attrition factor will win out and the reunion attendance will be significantly smaller. The planner of each meeting hopes that this does not occur on his watch.

So far, our registrations are right on the track of previous reunions, for the same time previous to the event—but not for the same calendar date. In previous years, we would have already held the event by October. This time we've put it off until November.

The reason for the change was that we wanted to make the Space Center and NASA the theme of our reunion. This gave us a choice of either Galveston or Houston which are equidistant from the Space Center. The choice of the resort city seemed obvious. History and hot weather combined to make our choice a November meeting. First, the weather is usually quite balmy in November, but hot in early autumn. More important, 8 September was the centennial of the Galveston Storm, the worst natural disaster in U.S. history. Perhaps an ex fighter pilot would tempt fate by having a reunion during hurricane season. I was a navigator. Traditionally, the bulk of our reunion registrations come in less than a month before the event. We are optimistic, but cannot predict how many late registrations there will be this year.

One final item. The national elections will be on 7 November. If you will not be back home by that date, please arrange to vote absentee. I will cast my vote in the traditional way, at the polls, having, as a precinct chairman, to be there greeting my neighbors as they come to vote, just as I hope to greet you the previous week at the San Luis.

Bob Friedman.....

91st Bomb Group

Documents Memories in Pictorial History Album

Paducah, Kentucky—The 91st Bomb Group Memorial Association and Turner Publishing Company announce plans to produce an elegant, hardbound, 9x12-inch history book dedicated to the veterans of the Group. We need your stories, pictures and anything else you can contribute for this coffee-table pictorial album to be as complete as possible. Please respond to the publisher by **November 30, 2000** if you have some items to contribute. **Please send materials to: 91st Bomb Group History Book, P.O. Box 3101, Paducah, KY, 42002-3101.** All materials will be returned upon publication. We are confident that this incredible book will be valued not only by our members and historians, but also by family members for generations to come. If you have further questions, please contact **Dayna Williams** at: Turner Publishing Co., (270) 443-0121.

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Editorial

Corrections: (Re July 2000 Issue)

W. W. Hill asks that it be clarified that the 441st Commemorative Stone and Bronze Plaque dedicated May 12, 2000 and reported in the July 2000 issue of the *Ragged Irregular*, P.3, was funded by contributions from former members and friends of the 441st Sub-Depot. The flowering cherry tree was donated by the Friends of the 91st.

Stephen Pena, Curator of the Tower Museum at Basingbourn, corrects the spelling of the town in his new address published in the July Issue of the R/I. The correct address is: The Beeches
Hepworth Road
Barmingham, Suffolk
IP31BP UK

Welcome new Associate Life Member: **Virginia A. Reeves.**

Sec'y/Treas. Asay Johnson asks anyone knowing the following former members and status please let him know:

Fred F. Hall, 101 E Sioux RD, Pharr, TX 78577
Gilmer Hendrix, LM, 804 The Rialto, Venice FL 34285
Robert O'Connor, 205 Maple Dr. Apt 12E, Buffalo, NY 14202
Raymond Marselles, 4225 Roosevelt Blvd., Kenner, LA 70065
John and Dolores Mikesell, LM, P O Box 1024 Bapchule AZ 85221
Lester Snook, LM, 432 South St., Tewsbury, MA 01876

Special thanks to **Neil Daniels**, LM 401st, to whom this Editor would like to refer as "Captain Daniels," not in reference to any past military rank, but in reference to his status as a Captain of United Airlines, Retired. Captain Neil recently sent this Editor a complete set of *Ragged Irregulars* from day one. This Editor is very grateful as the behest rounds out his collection.

A History of the 91st Group Photo Unit

By Joseph Harlick.....

(Continued from page 10, July 2000 *Ragged Irregular*)



.....We also had several loan type (hand carry) cameras. The K-20 was a hand held 4x5 in. roll film camera, also a Bell & Howell Filmo 16mm camera, and a Kodak Cine 16mm camera. There were no 16mm gun sight cameras mounted on

the 50 caliber machine guns. We lost 86 Strike and hand held cameras in combat before D-Day.

The main purpose of the Photo Unit was to bring back Strike Photographs taken during the bomb runs over the enemy targets. At least one third of the Flying Fortresses on each mission were assigned from Headquarters to carry a Strike camera. It was usually 1:00 am or later before we would receive this information on the day of a proposed mission. The Strike camera would be mounted in the camera pit under the radio room and have the shutter and "f" stop preset. The intervalometer was set to take an exposure every 6 seconds, then rewind the film, from the time of bomb release until well after their impact.

The cameras were of different size and description. The British F-24 was 12 volt powered (5½ x 5½ in. negative size). Later there was an American K-24 with 24 volt power and same size negative. Other American cameras were the K-21 (5 x 7 in. negative size), K-17 (9½ x 9½ in. negative size), K-22 (9½ x 9½ in. negative size). Various lenses were used from 6 in. to 24 in. focal lengths. The camera pit was located under the floor of the radio room. When a camera was installed, the doors in the bottom of the plane were locked open, thus exposing the camera to all weather conditions encountered during a mission.

Since members of the Photo Unit were not on flight status, they did not receive Flight Pay, a method had to be developed to turn the cameras "On" when the bombs were released and "Off" after the bomb run. This turned out to be a challenge. For that reason, many of the Photo personnel flew some missions as volunteers. Our first Photo Officer, Lt. Oakley, did not return from one of these missions. He flew in "Vulgar Virgin", S/N 42-29642 and went down over Meaulte, France, May 13, 1943. After that happened we were ordered not to fly. (We would be classified as a stowaway, when we did fly.)

Since Photographers were not there to turn on the Strike cameras, a switch was installed for the Radio Gunner to turn on and off. This didn't work too well though. If he were busy with the radio or manning his 50 caliber machine guns, the camera was forgotten, resulting in no photographs. We took this problem seriously. We were instructed that if we failed to get photographs of the target area on the bomb run, the Group would not receive credit for the mission.

Additional camera problems were encountered. The outside air temperature would drop as low as 60 degrees below zero. The film would get brittle and break or jam, or the lens would frost over with ice, resulting in no Photographs. To conquer some of these problems, we used Yankee ingenuity. The bomb sights had 24-volt heater muffs, which could be plugged into the power supply. Why not camera muffs? Continued top of next Column.....

A muff was designed for each model camera and slipped over the film magazine, and plugged into the 24 volt power supply. Protective filters were attached to the lenses with heater wires between the lenses. This pretty well took care of the freezing problems, but we still couldn't rely on any of the personnel aboard to turn on the Strike cameras.

After studying the wiring diagram in the B-17, I discovered a delay relay in the bomb circuit. By hooking the camera into this agastat it worked well on the ground, but altitude and temperatures affected the pneumatic delay here also. It still was not 100% reliable. Finally, I came up with a fool proof switch. I called it my "Mouse Trap Switch." It turned the Strike camera on positively when the first bomb falls out of the bomb bay. For inventing this switch I was awarded a Certificate of Merit from the 8th Air Force. (No raise in pay though.)

Now, each camera had a microswitch installed in the film magazine that would turn it off when the film ran out. The larger cameras had an intervalometer that could be preset for a certain number of exposures and then shut off. In order to save film, we would re-roll in the darkroom and cut the roll of film into half or thirds, depending on the length of the roll of film. This solved about 95% of our Strike camera problems.

Members of the Photo Unit would meet the returning bombers as they landed and, before the crew had all their belongings out of the plane, we would have the camera or the film magazine removed and whisked back to the lab for processing. The floor of the radio room was the only piece of flat floor in the B-17 and with the two doors and the top hatch closed, it was also the warmest. Therefore, if possible, all wounded personnel were brought to this area. Since our Strike cameras were in the pit below this floor, we have many unforgettable bloody scenes of that area forever implanted in our memories.

Wet prints would be made from wet negatives and by the time the crews arrived for interrogation, we would have prints showing the results of the mission. This gave first hand information, it identified the target, gave them weather conditions, and with 6 second intervals between exposures, it showed individual bomb explosions. They actually would poke pins in the photo for each explosion until the target would be covered with smoke. This way, an immediate estimate of the damage could be made. Finish prints were made from each roll, hand lettered, and delivered to the First Division Headquarters every night after the mission.

The cameras could not photograph through solid layers of clouds. When airborne radar was introduced for bombing targets, we began researching some way to record the image on a radar scope. I modified a K-24 aerial camera into a "scope" camera. The lens cone had to be changed to a short focus, and a one-second time exposure had to be made. The time exposure was synchronized with a single sweep of the scanner. We still used the 6-second interval between the time exposures, but now produced a scope picture of the target. The scope camera became a permanent installation on the radar ships (Pathfinders).

As for working hours, we didn't punch a clock. If there was work to do, we stayed with it until it was complete. Many times I worked for 30 hours straight, a few hours sleep, then our planes would return from a mission and we would all be back at it. Captain Ray actually ordered me to bed one time. The Strike cameras would receive new loads of film as soon as they were checked mechanically, usually

Continued top of next Page.....

A History of the 91st Group Photo Unit

By Joseph Harlick (Cont. from page 3)

.....about midnight. It would be 1:00 am before we would get the information on the target for the next mission. Headquarters would give us the flight plan and serial numbers of the Flying Fortresses' designated to carry Strike cameras. Certain cameras would be designated for each airplane for whomever was on the loading crew for that night.

At Basingbourn, the B-17s were well dispersed in case of a German air raid, to prevent major losses in the case of strafing or bombing. We would have to find the designated B-17 in the dark, and usually in fog, over a 7 mile perimeter on the base. Many times we would get lost just trying to cross the runway. Because of blackout rules we had only a 2-inch slit of light from our headlights on our 4x4 truck. You would have to be within a few yards of the plane before it was possible to see the serial number on the tail with a flash light.

At 3:00 am it would be a bee hive of activity. The planes were being loaded with bombs, high octane gasoline, oxygen, cameras, gun barrels and ammunition, life saving gear, all at the same time, also with last minute repairs on the engines, radios, navigation equipment, and cleaning windows. The Norden bomb sight was the last item to be loaded in the lead plane just before takeoff.

There was danger lurking at every B-17 during the black of the night. Some had props spinning with last minute mechanical checks. With high Octane gasoline vapors and oxygen present, any lighted match, cigarette, or spark could ignite a disaster. The armament personnel handling bombs, fuses, and ammunition had the responsibility of not making a mistake. One mistake could blow up the whole area. This happened on a nearby base, killing 18 men, injuring 39, and destroying 7 B-17s. With ground personnel coming and going all hours of the night, everyone had to work with caution and know his particular job.



Joe Harlick - 1998

Bullets win battles, but Photographs are both beautiful and terrible. They echo with the best and the worst of our Wartime History. Reading about an Air Battle can tell us what happened then, but only those who stood there can relive that moment. I hope we are remembered for the photographic record we have made.

Joe Harlick

[Ed. Note:

Agastat: A pneumatic solenoid actuated by a signal from the bombsight intended to trigger various events including starting the cameras. Unfortunately, it failed at the low temperatures experienced at high altitude.

Mouse Trap Switch: A Harlick invention. He tied a string to the lower bomb fins and the other end to a piece of phenolic block that was inserted between the contact points of an electrical switch. When the bomb fell away, the string pulled the phenolic block from the switch allowing the points to close and start the camera. A switch was also added to the camera to shut it off when it ran out of film.]

Opijnen Remembers



L-R Poling, Krueger, Regan (replaced by Sparks), Bruce, McCammon, Ohman, Perrotta, Blackwood and Cianfichi. (Sparks and Duggan are not pictured.)

Opijnen, The Netherlands— May 4, 2000. Once again on Memorial Day, the American Women's Club of Amsterdam, headed by Lucy Correll, paid homage to the fallen airmen of a 91st B-17, "Man-O-War," that crashed nearby on July 30, 1943.

The Pilot, McCammon, and CoPilot, Bruce,

survived. The remaining eight men who bailed out are buried in a small gravesite.



L-R Pastor D M Elsmann, Mr. H deKock (Last surviving witness to the crash), his Grand-daughter, Anoeska, Nancy Koster-Tschirhart, Pres. Of the AWCA, Dr. A W H M Jansen, Mayor of the Municipality of Neerijnen under which the village of Opijnen falls, Mr. C Jester, Vice Consul of the United States in Amsterdam, Paul Koster (Nancy's Husband), and Mr. D de Vries who organized the program as he has done since 1961.

The Ceremony Program began, "We remember and honor the eight crewmen of the 91st bomb Group from the United States of America who sacrificed their lives on July 30, 1943 so that we may live in peace and freedom."



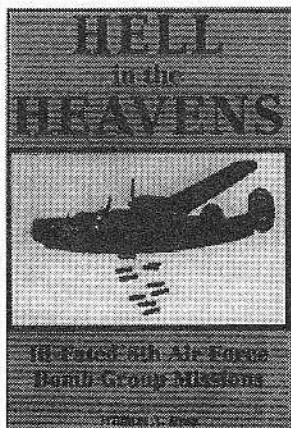
Mr. H. De Kock and Party Pay their Respects

New Book to be Offered in 91st P-X

Hell in the Heavens by William N. Hess was reviewed in the 8th Air Force News, September 2000, Page 57. "There are twelve chapters each of which describes in detail the meticulously researched events of the day as seen by twelve different bomb groups.

The 91st Bomb Group which lost 197 aircraft in action, flew the November 2, 1944 mission to Merseberg. Roger Armstrong, LM, 401st, was Radio Operator on B-17 "USA the Hard Way" that was shot down that day. The book by that name is one of the stories selected.

Bob Friedman, 91st BGMA President and keeper of the P-X store announces that "Hell in the Heavens" will be stocked in limited quantities. Armstrong's book, "USA the Hard Way," will continue to be stocked as well. [See book review in the July 2000 issue of the RI, Page 8.]



Presenting the Real Eric Dominicus

The July 2000 issue of the *Ragged Irregular* included coverage of the several Memorial Day Services held abroad in remembrance of servicemen who gave their lives for the cause of freedom. One of these was held at the United States Military Cemetery in Belgium at Ardennes. Several photos were selected that were representative of the occasion and recognized Eric Dominicus and his wife who laid a wreath on behalf of the 91st Bomb Group Memorial Association.

We were shocked to learn that a picture labeled "Eric Dominicus and Marie," was not of Eric and he hasn't a daughter. To atone for this grievous error, this Editor agreed to publish the correct photo of Eric Dominicus shown below with our deepest apology.



Eric Dominicus, Representing the 91st BGMA at U.S. Military Cemetery, Ardennes, May, 2000

Palm Springs Air Museum December 2, 2000 Tribute to 91st Bomb Group (H)

Doors open at 1:00 pm Saturday afternoon on December 2, 2000 at the Palm Springs Air Museum. A special feature on this occasion will be a tribute to the 91st Bomb Group with presentations given by several notables including members of the 91st who will relate their own experiences. A restored and flyable B-17G, "Miss Angela" will provide a flight demonstration.

Faber H. Cripps, Life Member and former Staff Sergeant and Sheet Metal Crew Chief in the 401st and 441st Sub Depot, is a charter member of the Palm Springs Air Museum "Victory Squadron" of Museum volunteers. He writes to tell us some features of the program.

The Program will be MC'd by John Lynch, a highly qualified narrator and WWII local historian. Our own Paul Limm will attend and add his memoirs about the 91st. Cripps will have several large show cards with pictures of Basingbourn, planes, etc.

Roger Armstrong, author of the book, "USA the Hard Way," will talk about his book and the adventures as "guest" of the Vaterland.

Jack Gaffney, will tell his experiences as a Crew Chief in the 91st and one of his planes, "Destiny's Child."

Retired Lt. Col. Charlie Hudson, recipient of the DSC, and former Bombardier in the 91st will attend and share some of his experiences that help make up his book, "Combat He Wrote." He will present a copy of the book to the Museum.

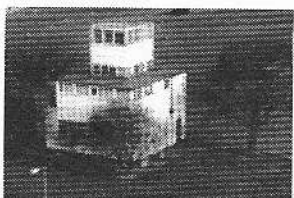
Jim Shepherd, keeper of the 91st Web site, reports that the Travelodge in Palm Springs and near the Museum has offered a special rate for 91sters attending the event. A special price per room is \$53.80 per night (including taxes), and choice of type room, single, double, king size, smoking or non-smoking. At this time, only 25 rooms are still available. Send Faber Cripps your check made out to Travelodge by November 15, 2000. Cripps can be reached at 1400 Rosarito Way, Palm Springs, CA 92262, (760) 323-3188. Other information is available on the 91st web site.

Mike Banta is also in the loop as keeper of the "Ring" of 91sters with E-Mail addresses. Mike is expected to attend along with others including Jack Paget, Jack Mangold, Ray Darling, Dave Lomasney, Andy Anderson, Chuck Smith, Asay Johnson, Dave Hanst.

Take your golf clubs, too. Its just possible Charlie Hudson could get you a tee time.

Wie Geht's?

HENRY JENSEN, FM 324th, wrote the article "Small Talk" that was published in the April 2000 issue of the RI. He responded to some comments made by this Editor about meeting a fellow Boeing Employee who had been a 19-year old gunner anti-aircraft gunner shooting at B-17s and I was a 19-year old pilot flying one of them. Jensen told of being a high school Principal in Bound Brook NJ, and having an exchange teacher from Germany. He, too had been an anti-aircraft gunner at a city Jensen had bombed. Jensen, said, "Hey, ten years ago you and I were trying to kill each other!" They laughed and shook hands and went about their duties. Jensen says, "Albrecht Moldenhauer lives in my memory, not as a former enemy, but as a friend."



Bassingbourn Tower

Word from the Tower

Steve Pena, Curator of the Tower Museum at Bassingbourn returned to duty after a month's hiatus (his first since assuming the role as Curator. He says, "Of course it is impossible to take any real break whilst still being at home as the

'Museum' phone calls never stop. However good my intentions for a break, I have been to Bassingbourn for various reasons (visitors, etc.) So I'm not fully in the dark.

"No news from English Heritage concerning the 'Listing' of the Control Tower building as yet. [This is in reference to a request by the East Anglian Aviation Society for listing the Tower in Star-2 status which would give it a permanent recognition and support. See related Article in the April 1999 issue, p. 5, of the *Ragged Irregular*.]

"Following mention of our Wall of Remembrance in the last R/I, take up of the plaques has been steady. Would be grateful for it to receive a mention if you have space...again mentioning John Doughton, 11 Tannery Close, Royston, Herts, SG8 5DH, Coordinator.

"Mention also the Museum Website and new Message Board: <http://members.aol.com/an6530/museum.htm> is the URL for the Museum site and <http://www.insidetheweb.com/mbs/cgi/mb821555> will take you to the Message Board."

English War Brides

The article appearing in the January 2000 issue of the R/I, "A Quiet Sunday Morning in London," written by Chuck Galian, FM, 323rd, and his sister-in-law, Pearl Blanchette, told of their meeting and Chuck's subsequent marriage with Pearl's sister, Connie, and how they settled down in Milwaukee, Wisconsin.

Vince Hemmings, Aviation Historian, and "Friend of the 91st" became interested in the experiences of other English war brides who similarly emigrated to America with their GI husbands. His request for information on other War Brides was published in the R/I and Hemmings now reports that he has received many letters. A recent reply is published below:

"399 Stage Road, Charlton. 1209, New York, July 27th, 2000.

Dear Mr. Hemmings:

We saw the article in this month's issue of the *Ragged Irregular* re G. I. Brides. We have often wondered how many 91sters married English girls, and would like to add our names to your list.

We met at the Covent Garden Opera House that had been converted into a dance hall for the duration. It was in Oct. 1942 shortly after he [Martin Pisarski] arrived in England. We became engaged in February 1943, and, with my parents' blessing, we began the process for permission to marry. The Army frowned upon such marriages at the time, but we persevered. After a lot of paper work and two interviews with his Army Chaplain, including a two months waiting period, he was finally granted permission to marry.

Cpl. Martin Pisarski, 91st Bomb Group 322nd Sqdn Bassingbourn, and Eileen M. Thomas of East London were married at Our Lady of Lourdes Catholic Church, Wanstead

Continued top of next Column.....

Essex, Oct. 16th 1943. Best man was his buddy, Cpl Zigman Zukas, and Sgt. Don Moucka, their Crew Chief, also attended the wedding.

There were those who said it would not last, but here we are, almost 57 years, three children and four grand children later still waltzing! We wonder how many others have made it this far?

Sincerely,
Eileen Pisarski
Martin Pisarski"

Ham, SPAM, Brussel Sprouts Ram, Lamb, Sheep and Mutton

Wartime fare in the Mess Hall left much to be desired. The frequency of some dishes engendered the writing of poetic ditties such as that above. In actuality, ham, SPAM and the Sheep variations would probably have been very welcome changes to the kind of salami that seemed to have been served three meals a day. Despite the limited menu, we managed to survive.

Little did we know this may have been due to the research of a demure little lady named, Dr. Elsie Widdowson, who died recently at age 93, and Professor Robert McCance, who died in 1993. Their partnership in dietary research spanned 60 years.

Vince Hemmings sent a clipping from a newspaper giving Elsie's obituary and telling a remarkable story of how her analyses of foodstuffs resulted in "Britain's healthy wartime diet." In his letter, Vince asks, "Do you think your readers will be interested?"

Elsie completed her doctoral thesis on the chemistry of ripening and stored fruit, and she realised [sic] that some of McCance's research results must be incorrect—and told him so. McCance was so impressed....that he asked her to work with him.....and at Elsie's suggestion, the pair began to work together on tables showing the chemical composition of foodstuffs in the British diet.



Elsie Widdowson, 1934, injecting herself with solutions of calcium, magnesium and iron.

In 1940, their results were published by the Medical Research Council in *The Chemical Composition of Foods*, a comprehensive digest containing some 15,000 nutritional values and listing cooked as well as raw foods. The book became known as the dietician's bible.

With the second world war underway, they turned their attention to rationing. They constructed an experimental diet based on bread, cabbage and potatoes, all of which were in relatively plentiful supply and which they believed contained all the necessary nutrients for national survival.

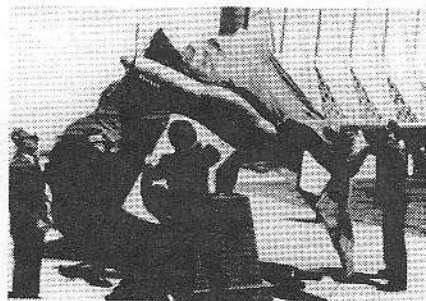
Using themselves as guinea pigs, they lived on the diet for three months at the end of which they tested their physical fitness. The experiment was a complete success and the diet was approved by the Ministry of Food.

To her own diet, "I eat butter, eggs and white bread which some people think are bad for you but I do not." Her longevity she attributed to "good genes:" her father died at 96 and her mother at 107.

After her retirement Elsie was president of the British Nutrition Foundation 1986 to 1996. She was appointed CBE in 1979 and was made a Companion of Honour in 1993.

P-51 Mustang Needs Help

Groups Memorial Inc. of the Army Air Corps has raised funds for a bronze P-51 Mustang and now needs help getting it placed in a proper site.



Unveiling Bronze Model of P-51 Mustang

Jim McPartlin, former CO of the 401st Sq. and Vice President of the Groups Memorial has asked that the following notice be published.

"In an effort to have the *World War II Army Air Forces Memorial* dedicated in

our lifetime, a non-profit corporation, Groups Memorial, Inc. of the Army Air Forces, has not only raised the funds, but is trying to donate the already-created bronze to Washington, D.C. The Memorial is a bronze P-51 Mustang, 3/10th scale, which will represent all of the World War II aviators.

"But barriers have been set up along the way! The highly political World War II Memorial is still raising more than \$100,000,000 with yet no completion date. Heavy weights are on their Board and it seems as if no one will ever deal with the memorial that is already fully funded AND created.

This *World War Army Air Forces Memorial* does meet the requirements of the Commemorative Works Act (CWA). The Board of the Groups Memorial Inc. has been told that three commemorative zones have been created to distribute memorials in the D. C. area. The *World War II Army Air Forces Memorial* deserves to be placed on the Memorials and Museums Master Plan, which will appoint it a proper setting.

Here's what is needed—a letter to be written, a call to be made, to your Senators and Representatives as well as any instrumental contacts you may have. Let them know that the *World War II Army Air Forces Memorial* must be given a place in either Area I or II, described in the policy adopted by the National Capitol Planning Commission, the Commission of Fine Arts, and the National Capitol Memorial Commission. The time is NOW—or we will NEVER see a memorial to World War II aviators. Pressure on OUR elected officials can get this done!! So, let's do it!

For any information or input, call 1-800-305-1738 or log on to www.warbirdcentral.com.

Letters to the Editor

Mario Mattie, FM, 323rd, Crew Chief on "*Eagle's Wrath*" sent in an Obit notice for Lawrence "Zero" Ott. This was already sent in by his widow and is listed in "Folded Wings," but we will add here Mattie's additional remarks.

He [Ott] was in the 323d Squadron with us. He was a Navigator on Chuck Giaque's ship. The *Eagle's Wrath* was one of the original nine Flying Fortresses that flew across the Atlantic to Basingbourn the first week in November 1942. It stayed on long after the first crew finished their 25 missions, May 30, 1942. It was lost on the Schweinfurt raid August 17, 1943, when 60 Forts were lost that day. Mattie is writing his autobiography and sent in a sample entitled, "Spaghetti, Spaghetti, Spaghetti".

Letters to the Editor Cont.

John W. "Jake" Howland, LM, 324th, sent a recent e mail message, Subject: "the Razor's Edge." Jake is an author in addition to his demonstrated expertise as a former PFF Navigator. He tells us that on July 23rd, he had one of his closest shaves.

Jake had been diagnosed some years ago as having an aneurism in his lower aorta just above the femoral artery. After some ten years, his vascular surgeon suggested he have a check up. He entered the hospital July 20th and the operation was performed the next day. All seemed to be going well and two days later his breathing tube was removed and he transferred out of the intensive care ward. He was still "wired" and being monitored.

As he was going to sleep that evening (Sunday), he noticed a twinge as he rolled over, like a pulled suture. He saw some blood in his lower left abdomen and rang the bell. Shortly afterward, he thought he had gone to sleep but woke up on a Gurney with medics all around him. A breathing tube had been put down his throat and he was on the way to the emergency operating room. A two-quart plastic bottle was attached to the breathing tube and a Nurse was squeezing the bottle to pump air into the tube. Jake felt like she was over doing it and wanted to tell her that but he couldn't speak with the tube down his throat.

Twice the plastic bottle got jammed as they moved the Gurney around a corner in the hall and each time, the pumping of air stopped as the bottle remained compacted. Jake blew into the bottle, the only thing he could do, which pushed it back into shape and the pumping could resume.

Once in the operating room, things quieted down. An external heart-pacer was installed and the rest is all recovery. When he was released from the hospital ten days later, he learned that in the initial stage, his heart had actually stopped for two minutes. Alarm bells went off and it was restarted with drugs in his intravenous drip and by other emergence measures.

"So," he says, "take it from one who has been there recently. We really walk a razor's edge. It is so narrow that only divine guidance and prayer can help."

[We live to fight another day. Glad you're with us, Jake.]

Walter M. Pickard, LM, 323rd, wrote of his sadness hearing of the death of Willis (Bill) Taylor who had been a classmate at Luke. Walt liked the expanded issue in July saying, the "stories flow from one page to the next...and, the longer version let's you put more of the good stuff in." He further suggests that if it's more money needed for expanded issue, the membership might be willing to kick-in a small annual subsidy.

Antoinette Stocco, wife of James C. Stocco, FM, 401st, writes to say that her husband, James, "has the cruel disease of Alzheimers." We extend our deep sympathy.

Mrs. Peter F. DeBoy, wife, also writes to inform us that her husband also suffers from Alzheimers disease and is totally unable to understand anything. It is very sad. We also extend our sympathy.

Arnold Burton, LM, 323rd, reports his new address is: 1702 Wessel Court, St. Charles, IL 60174.

Roger Freeman, noted aviation author and historian, sent his appreciation for the expanded October issue of the *Ragged Irregular* and "most interesting historical accounts." He further suggests that the 91st may have had more Distinguished Service Crosses awarded than any other

Continued Page 8.....

Letters to the Editor Continued from Page 8.....

Group in the 8th Air Force. Some years ago he tried to get a complete listing of the 220 recipients of the Air Force DSCs but was told there was not such listing ever compiled. This matter has been referred to the 91st BGMA Historian, Earl Pate.

Fred Shabel, Philadelphia, PA., wrote to Don Hayes, President of the B-17 Flying Fortress Association inquiring about anyone who might have known his brother, Lt. Daniel Shabel, Bombardier in the 91st Bomb Group. Hayes referred the request to the 91st BGMA Editor who in turn agreed to publish his request in the October issue of the RI and also referred him to other possible sources of information including the P-X supply of reference books and our Unit Historian.

In making contact with Bob Friedman, keeper of the P-X, Shabel was further referred to Mike Banta, keeper of the "Ring" of members with e mail addresses. In a letter dated Sept. 22, 2000, from Fred Shabel, he writes, "I sent Mr. Banta a letter requesting information about my brother and the crash. He in turn forwarded the letter to the other members and I have received a terrific response. Capt. Bert Humphries even has some photographs of my brother with his crew that he has offered to duplicate for me.

If there are others who knew of Lt. Daniel Shabel and would care to contact Mr. Shabel, his address is: 210 West Ritterhouse Square, Philadelphia, PA, 19103, telephone (215) 875-5202.

Howard Heflin, seeks information on Staff Sergeant Conrad C. Baker who was a member of the 91st and was shot down Feb. 4, 1944 over Belgium in a/c 239771, "Jeannie Marie," piloted by 2nd Lt. James Lutz, MACR 2234. [This probably was "Jeannie Marie II," 401st LL-H.] Heflin's e-mail address is <heflin@suite224.net>. If anyone has information but does not have access to electronic mail, you may forward it to this Editor who will relay it to Heflin.

Chris Johnson, AL, 91st, had informed us that he is involved with the restoration of a B-17E, S.N.41-2595, built by Boeing at Seattle and delivered to the Army Air Corps Feb. 14, 1942. It saw initial service in the United States until August 1943 when it was converted to an XC-108A configuration and sent to the CBI theater as a litter carrier.

It returned to the U.S. in 1944 and was operated first in Miami and then at Bangor Maine where it flew between Greenland and Bangor until dropped from the USAAF inventory. In May 1946.

The aircraft was then sold to a local scrap yard in Maine, where it was hacked apart with axes and robbed of parts, yet not destroyed. It sat abandoned while a forest grew up around it, until the mid-1980s when it was purchased and recovered by Mike Kellner.



B-17E Right Forward Fuselage

It is now located in Marengo, Illinois (near Chicago) where Mike and we volunteers are restoring the aircraft to flying condition in its original B-17E combat configuration.

Cont. Next Column.....

Chris Johnson (Continued)

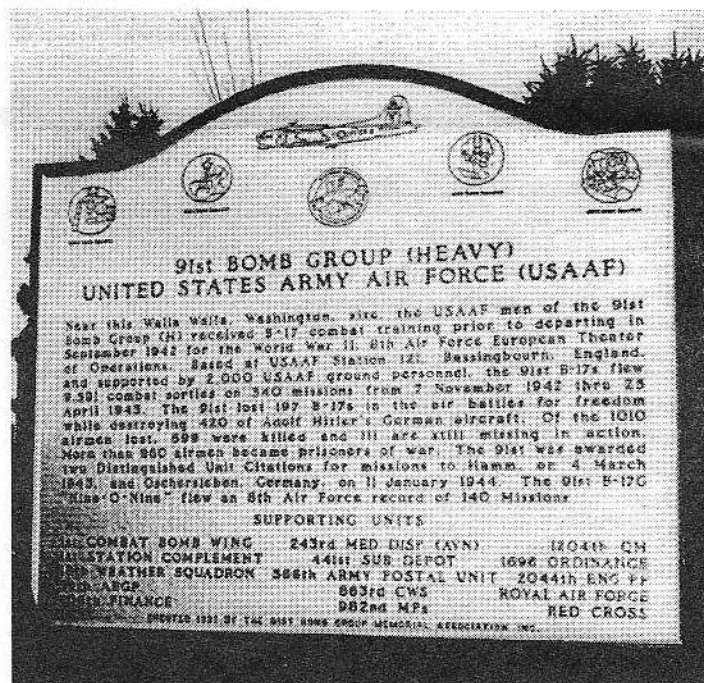
Many parts are needed especially the turrets, both the top and the Sperry ball turret. The USAF donated an original wing from Shoo Shoo (Shoo) Baby for parts. The effort right now is concentrated on restoring the fuselage, which is in four sections.

Assistance is appreciated, so all the Chicago area 91sters come on out and help get this vital piece of history back in the blue. Although this was not a 91st ship, I would imagine that some trained in the rare E model, and it may fly with SSS Baby parts, so there is a B-17E Radio Room connection.



So come on all you 441st Sheet Metal men, drop your socks and grab your tool boxes. You can reach Chris Johnson at 501 Ryegrass Ct., Aurora IL 60504, (630) 692-0658 or day phone direct: (630) 966-2810.

Don Hayes, President of the B-17 Flying Fortress Association lives in Walla Walla, Washington, where the 91st Bomb Group received its operational training. A



Memorial plaque was erected here several years ago. Don kindly took a picture of the plaque and sent it to the RI a few years ago.

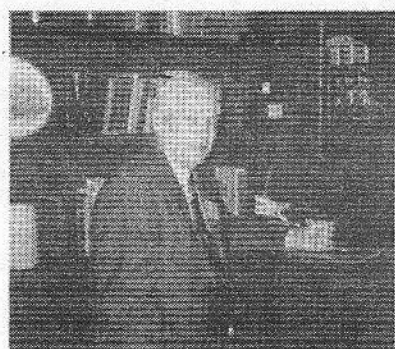
Don writes to say that his membership is declining and perhaps there are some 91sters who, if they haven't previously joined, might consider it today. Some of his members are also reaching the age where they are reporting new aerial exploits such as being escorted over Germany by F4F Wildcats and Corsairs. Any 91ster who ever heard of that might drop Don a line. Drop him a line anyway to say, "Hello." His address is 1640 Cambridge Dr., Walla Walla, WA 99362.

The above plaque is one of the less publicized Memorials erected by the 91st BGMA.

Letters to the Editor

Continued.....

Vince Hemmings submitted some photos about a visit by



Joe sitting at the same bar he frequented over 55 years ago.



Joe Davis and Pat, a member of the staff at the Bull Hotel

91ster Joe Davis, FM, 324th, that arrived too late for the July 2000 edition. They are reproduced here and we are sure that Joe Davis, who completed 35 missions as a Ball Turret Gunner, enjoyed the reminiscing that took place October 1999. He is pictured with Pat in the Bull Hotel in Royston

E. Robert Kelley, LM, 322nd, sent two letters one dated 22 July and the other dated 8 Aug. 2000. In the former, "Bob" tells of his shock at the number of 91sters who were reported to have Folded Wings in the July 2000 issue, especially the name of Hal Debolt with whom he became acquainted, not during the war, but at subsequent reunions and tours. He also reports that his cancer is in "total remission" and is planning a trip to Europe with his two cousins, ages 75 and 79. Bob is 78 now complains that his old uniform is getting a little tighter.



"Bob" Kelley

Kelley found the story on Flanagan (July 2000 issue) wearing a Class A uniform Interesting. Roberts, when he was awakened for the mission was told by the orderly the weather was bad and the mission would be scrubbed. So, Roberts put on his Class A uniform, but they took off. Later, at a party for the 200th mission, Col. Terry cut off the necktie at the neck as punishment.

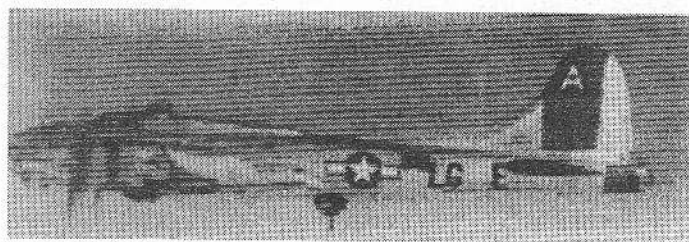
He goes on to tell that one of his best friends in Redding, CA, is Hans Thielmann, formerly a tail gunner/radio operator on an FW 189, an observation plane used on the Russian front. He later emigrated to the U. S. and worked as a laser expert. He's written a book, "Luck is not enough."

In early August Bob attended the WWII Warbird Group reunion at Stockton, CA, and ran into Hal and Phyllis Johnson. Hal is Treasurer of the organization. Bob met his wife to be in Stockton and they are in their 56th year.



E. Robert Kelley License Plates, Front and Rear

Donald W. Almon, FM 322nd, wrote to say that one of the 322nd's crews arriving at Bassingbourn on June 23, 1944, included two native sons of the State of Indiana. One was Co-Pilot, Donald H. Sparkman, from Fort Wayne, and the other was Donald W. Almon, Navigator, from Princeton.



B-17G 43-38324 "Easy Does It"



Don Sparkman
1944

Don Almon



Don Sparkman
2000

Don Almon

Both men completed 35 combat missions. After the war, they communicated with each other a short period of time and then finally lost contact with each other and the rest of their crew.

Now, after 56 years, they have met again. Here's their story.

Reunion at Alexandria

When a brand-new B-17G bomber No. 43-37675 tookoff from Kearney, Nebraska, on May 28, 1944, among the crew were Lt. Donald H. Sparkman, Co-Pilot, and Lt. Donald W. Almon, Navigator. After stops at Bangor, Maine, and Gander, Newfoundland, they crossed the Atlantic and eventually landed at Prestwick, Scotland, on June 1, 1944. The bomber was then assigned to the 381st Bomb Group at Ridgewell, England, and successfully completed 55 combat missions. (You can see a picture of this plane on a 32¢ U.S. Postage stamp that was issued in 1997.) The crew proceeded to Bassingbourn, England, to perform their combat duties in the 322nd Squadron, 91st Bomb Group.

Little did Almon and Sparkman realize when they shook hands on 24 October 1944, (the day that Almon began the long trip home after having completed his tour of 35 missions) that they would not be seeing each other again for almost a lifetime.

Almon eventually returned to civilian life and a career in sales and sales-administration. He participated in the Air Force Reserve, being retired as a Lt. Col. in 1968, and is currently active in TROA and 8thAFHS.

Continued top of Page 10.....

Sparkman, who had received a DFC for superhuman effort in returning a critically disabled B-17, "Easy Does it," on that most fateful day for the 91st, November 2, 1944 (the target: Merseburg; losses for the 91st: 13 bombers and crews) remained in and made his career in the Air Force.

He participated as pilot in the Berlin Airlift, put in two hitches in Germany, and flew many missions for the Air Transport Command, attaining the rank of Lt. Col. before being retired for health reasons.

These two combat veterans completely lost contact with each other and all the members of the crew. Then, in September, 1999, one of Almon's friends offered to put out an inquiry on the InterNet. The response brought six different addresses for a person named Donald H. Sparkman. Almon dispatched a letter to each one on the list with a picture of "Easy Does It" and details of activities with the 91st bomb Group. The desired response came on September 21 when he answered the telephone and heard, "Hi, Don. This is Don Sparkman!"

Due to an accident and some health difficulties, the actual get-together was not achieved until Almon flew from Milwaukee, Wisconsin, to Washington, D.C. on August 9, 2000, and was greeted by Sparkman at his apartment, some 56 years later, in Alexandria, Virginia. The photograph above marks this occasion.

For those fortunate bomber crew who have kept in touch since WWII, the question could well be, "What took you so long?" Well, there seems to be only this answer, "Better late than never."

"Stormy Weather" Birdsong sends his greetings and the latest news. He just finished another book. It's a continuation of "Stormy Weather, a B-17", and continues through 1981. Each chapter is a short story, independent yet linked with the others. He also sent a couple of stories, one of which follows.

Here are some actual maintenance complaints submitted by US Air force pilots and the replies from the maintenance crews. (If you've heard this before, read it anyway. It's still funny.)

Problem: Left inside main tire almost needs replacement.
Solution: Almost replaced left inside main tire.

Problem: Test flight OK, except autoland very rough.
Solution: Autoland not installed on this aircraft.

Problem #1: #2 Propeller seeping prop fluid.
Solution #1: #2 Propeller seepage normal.
Problem #2: #1, #3, and #4 propellers lack normal seepage.

Problem: The autopilot doesn't.
Solution: It does now.

Problem: Something loose in cockpit.
Solution: Something tightened in cockpit.

Problem: Evidence of hydraulic leak on right main gear.
Solution: Evidence removed.

Problem: Number three engine missing.
Solution: Engine found on right wing after brief search.

Golded Wings

Continued from Page 11.....

● Robert Dean Smith (Cont.)

One of his memories was a meeting with Gen. Dwight D. Eisenhower on return from a mission in 1944. Upon completion of his combat tour, Smith was awarded the Distinguished Flying Cross, having previously earned the Air Medal with four Oak Leaf Clusters. In civilian life he owned J&M Mailing and Pronto Land Measure. He was a life member of Fling Elks Club, a Rotarian, a Paul Harris Fellow, the 100 Club of Flint, & the Flint Chamber of Commerce.

He married Marilyn M. Sales in 1944 in the First Presbyterian Church in Flint where he had been a lifelong member since childhood. He is survived by, in addition to his wife, three children and their spouses, seven grandchildren and many cousins, nephews, nieces, nephews, in-laws and friends.

● **Raymond A. Sokol**, FM, 324th, Omaha, NE, June 28, 2000, Age 77. He is survived by his wife, Dorothy, and son and daughter-in-law Michael S. and Suzanne Sokol, son Michael S. Sokol, daughter Marilyn Bright, six grandchildren and seven great grandchildren. Dorothy adds, "He really enjoyed reading the 'Ragged Irregular' and belonging to the Group."

● **Robert Sullivan**, FM, 322nd, Pompano Beach, FL, January 10, 2000, Age 78. Born in New Haven CT, Sullivan was prominent in South Florida in developing The Cove Shopping Center in Deerfield Beach and the residential community that surrounds it, Venetian Isles in Lighthouse Point and Crystal Lake Country Club. A former USAF Captain, Sullivan earned the Presidential Unit Citation, the Distinguished Flying Cross and the Air medal with Oak Leaf Clusters. In civilian life, he was an active member of the Chamber of Commerce, Knights of Columbus, and Corinthian Yacht Club at Lighthouse Point Yacht and Tennis Club. He is survived by his children, John, William, J. Thomas Sullivan, and Margaretmary Delles, and his sister Ruth Egan. He was predeceased by his wife Margaretmary and son Robert Jr.

● **George L. Wood**, LM, 322nd, Ocala FL, August 19, 2000, Age 80. Wood married Frances Leigh on June 21, 1941 in Willoughby, OH. They were high school sweethearts and have been married for 59 years. George was a B-17 pilot in the 91st Group during WWII. His military interest was very important to him. He maintained his interest by becoming a Director of the 8th Air Force, Florida Chapter. He enjoyed their reunions as well as the "Mighty 8th Air Force Museum" near Savannah.

In civilian life, Wood was a classic car collector having owned a 1956 Thunderbird, several Corvettes and a Shelby Mustang. After retiring as Vice President of Propane Industrial of Willoughby, He and Fran moved to Ocala where they have lived for 16 years. He was a member of the Elks Lodge #286. The foregoing was submitted by Fran Wood. Paul Chryst also informed us of his passing and that they often spoke of their tour with the 91st back to Bassingbourn several years ago.

● **James H. Downs, Jr.**, LM, 322nd, Milwaukee, OR, Aug. 7, 2000, Age 77. He served in the 91st, 322nd Sq. as a Radio Operator and completed 35 missions earning the Distinguished Flying Cross, five Air Medals, and the Purple Heart. His military uniform and awards will be displayed in the Evergreen Air Museum, McMinnville, OR when it is completed. He is survived by his wife of forty-six years, Alice, sons Ted and David, daughter Melanie Phillips, a sister, grandson and five granddaughters. [Late Report]



Gen. Eisenhower Visits B-17G, "Just Nothing," Tail Gunner S/Sgt. Robt. Baker, (L), T/Sgt. George Parks, (R)

Golden Wings

Continued from Page 12.....

● **Arthur H. Horning** (cont. from p. 12) Horning was on the crew of Lt. Earle R. Verrill in "Tennessee Toddy" that was shot down on the Oct. 10, 1943 mission to Munster. Of the crew of ten, Horning was the only one who managed to evade capture and through the assistance of the Belgian Resistance, was repatriated to the United States. One crew member was killed when his chute caught the stabilizer and he was carried to his death when the ship crashed in Belgium. The other eight men were taken prisoner and remained in POW camp until the end of hostilities.

Horning wrote a book, "In the Footsteps of a Flying Boot." A review describes: "Written in a smooth, eloquent style, with action galore and descriptions that can't help but make one feel as if he or she were walking, crawling, or hiding out right alongside Mr. Horning, this volume brings to life one of the more well-kept secrets of the humanitarian service provided by European patriots. It is not often that a book written in autobiographical form will be able to attract and enthuse readers who are not family members or close friends, but this book does both. It is an engrossing account of Mr. Horning's adventures after bailing out of his burning B-17 bomber, and it is highly recommended to any reader who is interested in human nature, wartime experiences, and reliving these days of excitement and danger."

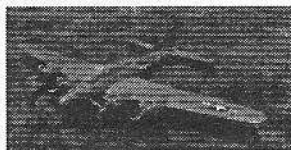
● **Horace Willard Hutchison**, FM, 401st, Knoxville, TN, June 4, 2000, Age 80. He was a member of the Salem Baptist Church. He retired from IRA A. Watson Company after 42 years. He served with the 91st BG in WWII. Willard's wife, Kate Hutchison, writes, "He is missed by so many." She enclosed a copy of his published obituary that devotes four and a half column inches to his survivors.

● **Homer L. "Jim" Kaeser, Jr.**, FM 323rd, Brush Prairie, WA, July 11, 2000, Age 76 of hypertensive heart failure. He proudly served as Co-pilot of "Outhouse Mouse" among other B-17s. Born in Boise, Idaho, he worked for 30 years as a Production Engineer for an international manufacturing company. He loved outdoor life and was married 49 years, leaving two daughters and two grandchildren. Reported by his wife, June.

● **Paul Katz**, FM 323rd, Acton, CA, (previously reported in the July 2000 edition of the Ragged Irregular) has received further information from his widow, Joan L. Katz.

"Paul Katz, Navigator on "Outhouse Mouse," died in his sleep Mar. 22, 2000. He was drafted in 1942 and went to Aircraft Mechanic School. He applied for Army Air Corps Cadet in 1943 and graduated as Navigator June 10, 1944 from Ellington, TX and was stationed at Fort Bliss, El Paso, TX for further training until he was sent to England in late December 1944. Paul flew 26 missions from January 25 to the end of the war.

After his discharge, he attended New York University and graduated in 1947 with an accounting degree and went on to become a Certified Public Accountant. After a successful career, Paul moved from the East Coast to California in 1978 and settled in Acton, CA where he continued in private practice while enjoying his horses and also indulging his hobby of building model planes, including a four foot flying model of the *Outhouse Mouse*." He became active in the VFW serving as Quartermaster for Acton Post 10606. He is survived by his wife, Joan, and daughters, Robin Stevens and Beth Katz Ismael and granddaughter, Elektra Katz Ismael.



Outhouse Mouse

● **Earl E. Luden**, FM 322nd, Mansfield, OH, June 4, 2000, Age 93. Information is sent in by neighbor and good friend, Phyllis C. Stanish who lived across the street from him. "He was a good neighbor since 1957." Luden lived by himself since his wife died in 1986. In his later years he depended on the VA for in-home aides to assist him with errands and housekeeping. He loved music and composing his own little songs and poems which he would record on tape. Luden enlisted in Sept. 1942 and was discharged in Sept. 1945. He was an Ammunition handler.

● **Bill M. Lyons**, FM, 323rd, Mason City, IA, July 13, 2000, Age 78. Lyons was born in Nashville, TN and moved to Clear Lake where he attended school. He served in the Army Air Corps from 1941 to 1945, in the 91st Bomb Group Photo Unit.

After the war, he married LeVon Toepfer, Nov. 4, 1945 in Mason City. He operated a Standard Oil filling station in Laurens for several years and moved to Dickinson, ND, to be Sales Manager for a Buick Dealer. In 1953, he and his wife and eldest daughter, Deborah, moved back to Mason City where he worked for Pritchard Motors for eleven years. A second daughter, Rebecca, was born in 1956 and in 1966, LeVon assumed foster care of Sandra Martinson. He opened a used car dealership and in late 1967 he purchased a Toyota dealership. This was followed with Dealerships for Fiats and Peugeot. In 1980 he acquired the Dodge franchise.



Bill Lyons - c. 1999

Lyons enjoyed the car business and made it his life's passion. But he still enjoyed duck and pheasant hunting and fishing. He also enjoyed spending time with his grandchildren and great grandson.

[Looking at his congenial grin, how could you not buy a car from Bill?]

He is survived by his wife, LeVon, and a family so large that space cannot do it justice. It is noted that he lost his second child, Deborah. The foregoing information was submitted by his daughter, Rebecca Hosmer, wife of John Hosmer.

● **Lawrence "Zero" Ott**, FM, 323rd, Sahuarita, AZ, August 6, 2000, Age 78. Zero served as Navigator on "The Eagle's Wrath" and was part of the original nine B-17 crews in the 91st Bomb Group (H) to fly from Maine to Basingbourn. Zero was awarded the Distinguished Flying Cross as well as the Air Medal with 3 Oak Leaf Clusters and completed his tour of duty in June 1943. He left the service in 1950 to move into civilian life. Zero retired from Kitt Peak National Observatory in Tucson, AZ, in 1986 where he was Senior Technical Associate. He is survived by his wife of 54 years: Vivian, four children: Mary, Vivian, Barbara and Lawrence Jr., as well as five grandchildren and one great grandchild. "My father will always be my hero. Although he received several decorations, I think it says a lot about the kind of man he was in that he was most proud of the Unit Citation awarded for combat over Hamm March 4, 1943," said Barbara, AM.

● **Robert D. Smith**, LM, 324th/401st, Flint, MI, January 11, 2000, Age 77. His wife, Marilyn of 55+ years, writes the following: "Bob was born in Ann Arbor, MI Oct. 8, 1922 and had a wonderful life. He flew most of his missions with Pilot Lt. Thomas Gunn, always a tail gunner on three different B-17s from Basingbourn: "Just Nothing," "Little Patches," and on his last of 30 credited missions, "Shoo Shoo Baby," May 1, 1944 to Troyes, France.

Continued Top of next Column.....

Continued on Page 10.....

Folded Wings

● **William C. DuBose**, 322nd, Angleton, TX, August 3, 2000, Age 83. DuBose was a mechanic in the 322nd and served in the Army Air Corps from 1942 to 1945, stationed at Bassingbourn. His Battle Campaigns were: Europe, Normandy, Northern France, Rhineland, Ardennes and Central Europe. He was awarded the Bronze Star.

In civilian life, he worked as a rice farmer, heavy equipment operator for Dow Chemical, and owner of DuBose Construction in Angleton. He is survived by his wife of 54 years, Wanda Lee DuBose, daughter, Diane Marie Vaughn and husband Jodie Vaughn, son Larry and wife Cindi, brother Wilbur Lee DuBose and wife Christy and their two sons, and many other relatives and friends.

● **Gerald R. Engstad**, FM 324th, West Bend, WI, Mar. 25, 2000, Age 74. Engstad was an aircrew member in the 324th. After the war, he graduated from La Crosse State University and taught in elementary schools in Onalaska and West Bend for 11 years. He retired in 1987 after having been Principal at Deborah School in West Bend for 26 years.

Engstad was active in his church, St. John's Lutheran, a member of the 91st BGMA, and the Washington County Retired Educators Association. He is survived by his wife, Dody, two daughters three brothers, a brother-in-law, five grandchildren, two great grandchildren and many cherished friends, old and new. [Ed. Note: Previous report restated and expanded]

● **Morris M. Gutto**, FM, 323rd, Grand Forks, ND, May 17, 2000, age 77. He had open heart surgery six weeks earlier but also had other problems. "This past year, all he talked about were his military days and my mother," writes his daughter, Linda L. Mero.

He joined the ND National Guard Apr. 12, 1940 and was sent to Field Artillery School and then decided he wanted to be a pilot. After attending Aircraft Mechanics school, he was appointed to Aviation Cadets and sent to Corsicana, TX, in June 1942. He was commissioned Feb. 15, 1943 as a 2nd Lt. and picked up a new B-17 at Grand Island and flew it to Scotland. He arrived at Bassingbourn August 5, 1943. He completed seven missions, 60 combat hours. Three of his original crew flew with another crew and became MIA on a mission to Romilly, Fr., Aug. 31, '43. His last mission was reported in the article of July 1984 in the *Ragged Irregular*, "Uwe Carstens' Day to Remember." He was flying "Tondelayo" and went down over Dorpum, Germany. Five of the crew were KIA; he and four others were POWs.

Gutto met his wife, Lorraine, after the war and they were married 53 years. In addition to daughter Linda, he had a son, Morris, Jr., four grandchildren, and six great grandchildren. His hobby was building model airplanes. He earned the European and Middle East Theater Ribbon with one Battle Star, the American Defense medal, the Air Medal with one Oak Leaf Cluster, the POW Medal, and was a member of the Caterpillar Club.

● **Arthur J. Horning**, FM, 401st, Milledgeville, Ga., Washington Ch., OH, July 14, 2000, Age 85. Janet A. Horning, widow of Arthur, wrote in supplement of the obituary notice, "Art enjoyed the fellowship of the 91st and read the *Ragged Irregular* from cover to cover. As long as he was able, he kept up a correspondence with a few of those who

91st BG Memorial Assn.
590 Aloha Dr.
Lake Havasu City, AZ 86403

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THE RAGGED IRREGULAR

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

Material for publication should be sent to the Editor, Phil Mack, 17521 155th Ave. SE, Renton, WA 98058-9087. "Time-value" items must be received on or before the fifteenth day preceding 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.

● **William A. Gottschalk**, FM, 401st, Rocky River, OH, Nov. 20, 1999. Gottschalk was "A Dedicated member of the Times Newspaper Group and a loyal Friend of the Times' Staff" according to his obituary published with the adjacent photo. He is survived by his wife, Eleanor, five children, nine grandchildren, two brothers and two sisters.



helped him 'walk out.' Many of them, too, are deceased now."

Arthur a Navigator in the 91st BG and retired in 1976 as a Certified Public Accountant. He was a member of Willoughby Lodge No. 302, F&AM, the First Presbyterian Church, Washington C.H., and the Cason United Methodist Church in Del Ray Beach, FL. Preceded in death by Janet Maxwell Horning, he is survived by wife Janet A. Horning, two sons, a step-son, two step-daughters, a sister-in-law and three grandchildren.

Folded Wings continued on Page 11.....