

The Ragged Irregular



322nd SQDN



323rd SQDN



Supporting Units



324th SQDN



401st SQDN

Vol 34 No. 1

91st Bombardment Group (H)

January 2001

Report on Galveston

Galveston, Nov. 1-4, 2000. The Biennial Reunion of the 91st BGMA was successfully held at the San Luis Resort Hotel in Galveston. Two hundred and four people registered for the event including members, family members, associates, friends and well-wishers. The complete list is shown elsewhere in this issue. They came from all over the United States and the farthest traveler was "Mick" Hanou who lives in Kuwait where he is employed by an oil company.

The Reunion Committee consisting of President Bob



The headquarters, San Luis Hotel in Galveston. Each room affords a splendid view of the Gulf of Mexico

Friedman and his charming wife, Joy, met the incoming members who were registered and promptly began their association with others of the 91st. A hospitality suite was set up that quickly became a focal point for new arrivals.

Tour of Space Center

On Thursday, November 2, the first of several scheduled events took place. This was a visit to the Johnson Space Center. Travel was by chartered bus. The group arrived and passed through an open area that housed many exhibits showing mock-ups and actual equipment used in the Space program. One of the most fascinating was the replica of the Hubble Space Telescope and the myriad photographs of outer space never before visible to mankind.

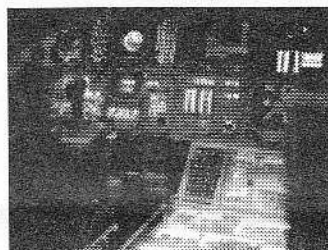


Entrance to Johnson Space Center

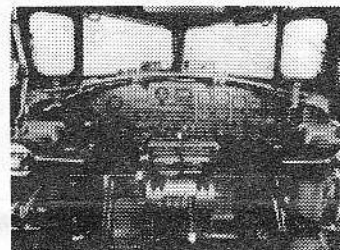
Continued next Column.....

Another exhibit was a cutaway showing the inside of the Space Station. This was brought to reality as two demonstrators described the interior in detail and explained how they lived and performed all the necessary life functions: eating, sleeping, bathing, etc. all in a weightless state. Imagine taking a shower without gravity to pull the water particles toward the floor of the shower stall. Each seemingly simple task had to be "reinvented."

Cockpit of the Discovery. A full size replica of the Space Shuttle was available for viewing including a tour of the "cockpit," below left. A more familiar cockpit is shown on the right for comparison.



"Discovery" Flight Deck



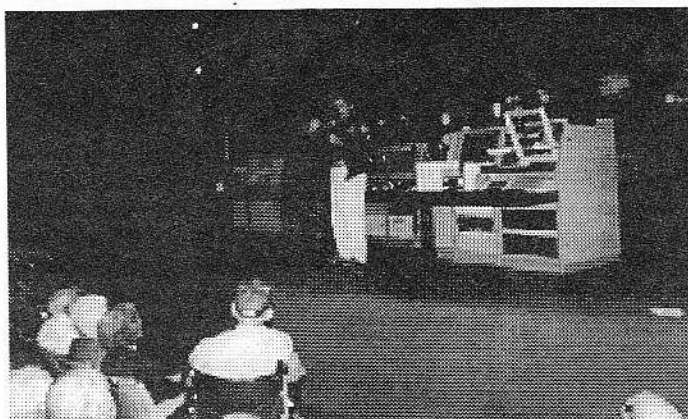
B-17F Cockpit

Space Theater Presentation. In a separate theater, the party of 91st veterans were treated to a live presentation by Astronaut David Leetsma. Standing before an array of video monitors, the enthusiastic Astronaut gave a comprehensive overview of the Space program and the part he has played in it.

After completing his planned presentation, Leetsma remained for an extended question and answer period finishing with a rousing round of applause. Continued on Page 3.....



Astronaut David Leetsma



Astronaut David Leetsma — Space Theater

The President's Corner

Alexis de Tocqueville, writing about the United States in 1835, noted the tendency of Americans to get useful things done via voluntary organizations. While much of his famous book seems as valid a description of our behavior in the year 2000 as it did in the early nineteenth century, many of us are somewhat ambivalent about volunteering. While one could not have even been a part of the Army Air Forces in WW2 except by volunteering, the common wisdom within that same Army taught that one should never volunteer for anything.

The 91st BGMA does not have paid staff, so we depend upon the willingness of the members to do the work which needs to be done. Thus, we are always pleased when a member accepts when asked to take on a job. It is even more delightful when someone volunteers without being asked. Several volunteers helped at our recent reunion in Galveston. Mae Mitchmore, Paul Kennedy, Ed Gates, Ed Kerrin and Bonnie Ames phoned to volunteer, then came early, before registration began, and helped all during the reunion. Earl Pate took charge of the hospitality room. Leonard Contreras took pictures at the banquet. Chris Johnson helped Ed Gates man the PX. One morning, the immediate demand for buses was greater than the supply. Some of our private cars were pressed into service. Just at that time, Mick Hanou drove in from the airport, having just before flown in from Kuwait to attend our reunion. He put his car into the brecch immediately. To all of these plus any my failing memory has neglected to include, our profound gratitude.

.....Bob Friedman

Dissolution Committee

At the Business Meeting in Galveston, Saturday, November 4, 2000, a Motion was placed on the floor by Tony Montalvo and seconded to the effect that a committee be established to study and make recommendations to the membership for dissolution at some time in the future when due to age and attrition, the full membership is unable, or it becomes impractical, to carry out the aims of the Association. The existing By-Laws of the Association now provide for such an eventuality in Article X.

Since this Article was written there has developed a substantial interest on the parts of Associate Members in continuing the functions of the Association in perpetuating the memory of the unit and those who served in it. This is exemplified in the establishment of the web site dedicated to the 91st Bomb Group developed and operated by Jim and Suzy Shepherd. (Suzy is the daughter of "Tex" Frye, a former member, deceased.)

In accordance with Montalvo's motion, President Friedman has established such a Committee and thus far has named Marv Goldberg as Chair. Other nominations include in alphabetical order Leonard Contreras, Mick Hanou, Dusty Hoffman, Chris Johnson, Paul Limm and Tony Montalvo. Other nominations are expected to be forth coming and will be announced at a later date.

91st BGMA OFFICERS 2001-2002

PRESIDENT

Robert H. Friedman
6015 Valkeith
Houston TX 77096-3832
Tel: (713) 729-2255
bobnjoy@iapc.net

1st VICE PRESIDENT

Edward C. Gates
13311 16th Ave. Ct. S.
Tacoma WA 98444
Tel: (253) 535-4246

2nd VICE PRESIDENT

Harold E. Johnson
2021 Porter Way
Stockton CA 95207-4035
Tel: (209) 477-0071
FAX: (209) 472-9569

HISTORIAN

Earl Pate, Jr.
104 Skyview Dr
Hendersonville TN 37075
Tel: (615) 824-7909
ep91bg@mindspring.com

SECRETARY-TREASURER

Asay B. Johnson
590 Aloha Dr
Lake Havasu City AZ 86406-4559
Tel: (520) 453-3114
FAX: (520) 453-6370
ace91bgma@interworldnet.net

R/T EDITOR

Phil Mack
17521 155th Ave SE
Renton WA 98058-9087
Tel: (425) 271-5277
FAX: (425) 227-8190
mackavco@worldnet.att.net

Editorial

In the immediate post World War II period, an author named Max Schulman wrote a hilarious book, titled "Barefoot Boy with Check." It became a best seller and was made into a movie. I found a copy of this in a used bookstore in the town of Issaquah, about twenty miles east of Seattle. Every now and then I'll reread a chapter and enjoy some hearty belly-laughs.

The book opens with ex-GI who served in the Army in Europe who returns home filled with adventures and tales of things that happened to him during the war. He is anxious to share his stories with everyone with whom he comes in contact. Over and over again, the response is, "Don't try to talk about it." "I know how bad it was." "It must be difficult to talk about it." Of course, the character goes through the entire novel and never gets to tell his story.

To a great extent, I found this to be true after I returned home from England. On my first visit to a 91st Bomb Group reunion (Colorado Springs~1976?), everyone I met wanted to tell me their story! Pretty soon, I got the message. That's what we all want to do. That's what the reunion is all about. Only someone who's "been there" can appreciate your story.

With the Galveston reunion over, we can now reflect on whom we saw, what was said and what we heard. But did we really listen to the other fellow? Or were we too busy trying to tell our own story?"

I thought it was a great reunion. My wife and I had a really enjoyable time. [She says "hello" to Ione.] We were tremendously impressed with the NASA Space Museum and the people associated with the Space program, Dave Leetsma and Jack Bacon. The Air Museum at Galveston was a surprise. I never expected to see so large collection of aircraft that were on display. The banquet went over well and we could return to our homes feeling that we shared our experiences one more time with our fellow airmen of the 91st. Now we can look forward to the next reunion in Tacoma, Washington, in the year 2002.

Report on Galveston

Continued from Page 1

NASA TRAM TOUR An optional tour was available to all who so desired. The tour by tram covered many of the parts of the space center such as Mission Control.

The rest of the day was set aside for visiting, camaraderie, conviviality, story telling, relaxation and general "hi-jinx." Dinner was a one's leisure at any of the fine restaurants in Galveston and in the Hotel. The 91st Hospitality room was open for business.

Friday, November 3, featured a tour of the **Lone Star Flight Museum** located at the Galveston airport, a short distance from the hotel. More than 40 aircraft mainly of military types and flyable were on display. Buses ran between the hotel and the Museum.



91st Vets and Guests Queue up for the B-17 Refresher Course

The aircraft on display were represented as "in flying condition." Some of the aircraft remembered, in addition to the B-17 "Thunder Bird" in markings of the 303rd BG, are a Consolidated B-24, North American B-25, Douglas A-20, Douglas SBD, Vought Corsair F4U, North American F-51, Republic P-47, Lockheed P-38, Lockheed C-60 Lodestar, Curtiss C46 Condor, and many others.

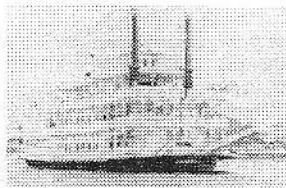
Many of the returning veterans enjoyed looking over the aircraft they had flown or found interest in. On the whole it was a festive occasion. These were the survivors.



91sters queue up for buses

Transportation between the hotel and the several points of interest was primarily by chartered bus. As the time for departure from the hotel to the next point of interest, the veterans and families would gather at the Hotel San Luis door in wait for the buses that would soon take them to the next point of interest. As President Bob Friedman noted in The President's Column, on occasion, the bus Transportation was augmented by the generosity of certain private automobile owners who willingly helped relieve a tight situation to take as many people to the next event as possible.

Friday Evening Dinner Cruise



The Colonel

It was not without flaw but there was but there was an evening dinner cruise Friday, Nov. 3, on a triple deck stern wheeler around Galveston Bay that included the serving of dinner and liquid refreshments. For a time it appeared that there were more passengers than expected but the skipper came through and the slight delay only served to whet the appetites while wetting the whistles, as it were.

"Did you know my Daddy?" During the dinner cruise, a comely lass introduced herself as the daughter of a former 91st member. He was member of the crew of "Pard" and also served on "Hi Ho Silver." Her words are repeated here (in part) to help her obtain more information about her father.

"Hello, my name is Marilyn Siess, and this is my first reunion with the 91st. For those of you I haven't met, my father was **Hanford "Rusty" James Rustand** and he was a pilot with the 323rd squadron.

"I'm a little nervous because I'm not a speaker. But I asked to be here because I have something to say about you and I think you should hear it. That's right, it's about all of you, the pilots, crews, mechanics, clerical support, and all of you others who served during the war. You went to great lengths to support each other in every imaginable way. **It is you, what you did, and why you did it that is to be remembered.**

"Fifty-six years ago, on 2 November 1944, the target was Merseburg. It would mark the **worst air loss** in the history of the 91st. My father, "Rusty" was just one of many who would not return from that mission. Recently, I was told the **8th Army Air Force lost more men than the entire U.S. Marines in the South Pacific.** That says a lot about you and the job you did. I've read stories and diary accounts of the war, but those of us who were not there can't possibly know what it was really like.

"Some of you were a **remarkable ground support**, while others were the pilots and crews, who actually came face to face with the enemy. I've wondered about you. Who were these young men, not far out of high school, who in the prime of their youth were faced with war?

"You stepped up to the plate and put your lives on the line. You, who withstood far more than any man should have to. Boys, who became men overnight. I don't know if we will ever see that kind of bravery again.

"Lives were lost to preserve our freedom and the quality of life for the future (yours, mine, and generations to come). You, with your high ideals and an appreciation for life as you yourselves knew it. You are the men of outstanding strength, abilities and courage. You, all of you, are our heroes.

"I've wondered how we thank you for all you did—all you went through? I believe we can remember it, and live our lives in a way that honors all you went through for us. I am here today in tribute to you, every one of you! From the generation behind you, you should know it is a **Great Honor** to stand here this day and salute you. **OUR HEROS!**

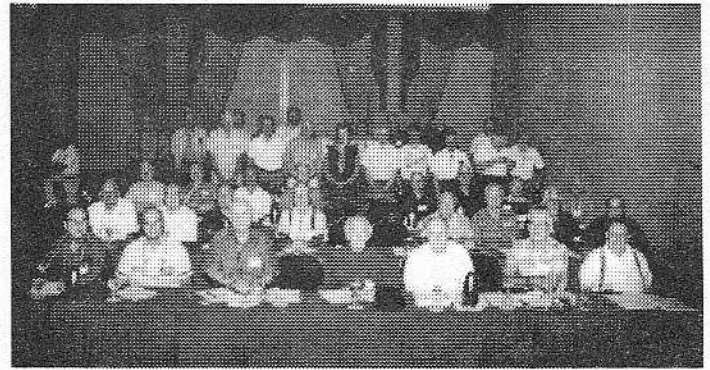
Anyone with information about B-17s "Pard" or "Hi Ho Silver" or crew members: Wyndham Peck, Edward M. Corman, Armand W. Pothier, William Wiegel, Earl L. Jensen, Nathan B. Hale, Charles R. MacArthur and William A. Newsome, contact Ms Siess, P. O. Box 13821, Salem, Oregon 97309.

Report on Galveston

Continued.....



Business Meeting Saturday, Nov. 4, 2000



Business Meeting Saturday, Nov. 4, 2000

The Business Meeting

The meeting was called to order by President Robert H. Friedman as scheduled. The minutes of the previous meeting were read and approved.

The **Treasurer's report** was given by Paul Limm in the absence of Asay B. Johnson, Secretary/Treasurer, who was unable to attend due to family illness. Paul read the report and the Association is in good financial condition.

Jim Shepherd, keeper of the **91st Bomb Group Web Site**, reported that he has received many "hits" from interested parties and the web site continues to grow. If you haven't seen it, call a friend and boot up, "91stBombGroup.Com." Jim also reported on the "**Ring**," a list of 91st BGMA members with E Mail addresses maintained by Mike Banta. We thank Jim and his wife Suzy and Mike for their support.

A report on the **Ragged Irregular** was given by Editor, Phil Mack. The expanded issue (12 pp) will be more published more often. Approximately 1100 copies are distributed to members, associate members and for PR purposes.

John Howland, Coordinator for **European Affairs**, gave his report. **Certificates of Appreciation** signed by William Cohen, Secretary of Defense, were sent to **Henrik de Kock**, a Belgian who recovered the bodies of eight 91st airmen from the plane "Man O War" who crashed in the Netherlands and whose graves he attends since 1943; **Nancy Koster Tshirhart**, President, American Women's Club of Amsterdam; **Lucy Correll**, Coordinator for the American Woman's club of Amsterdam of memorial services held each Dutch Memorial Day honoring the eight fallen airmen; Dhr. **Douwe de Vries**, Organizer of memorial services at Opijnen since 1963; **Ron Putz**, Representative of the 91st BGMA at the American Cemetery at Margraten, Holland, Memorial Services since 1999; **Vince Hemmings**, Representative of the 91st BGMA at Madingly, England for several years; **Eric Dominicus**, Representative of the 91st BGMA at Ardennes Cemetery, Belgium, year 2000; and **Dr. A. W. H. M. Jansen**, Mayor of the town of Neerijnen who recommended 8 streets in a new section of town to be named for the fallen fliers.

Certificates of Appreciation signed by the Board of Directors of the 91st BGMA and the Pilot and Co-Pilot of the B-17, "Man-O-War," were sent to Lucy Correll, Dhr. Douwe de Vries, Ron Putz, Vince Hemmings, Eric Dominicus,

Continued top of next Column.....

Henrik de Kock and Dr. A. W. H. M. Jansen and the Pilot and CoPilot of the B-17, Man-O-War were also sent to The People of Opijnen thanking them for caring for our fallen fliers. [Ed. Note: In the April 1998 issue of the RI, on page 6, the names of the eight crewmen who are buried at Opijnen are listed correctly but the identification of the aircraft was incorrectly shown as "Yankee Dandy." "Yankee Dandy" crashed in the Netherlands on July 30, 1943 in the vicinity of Berkel-Zoertermeer near Rotterdam. Two men were killed and eight men survived.]

Paul Limm, Chairman of the **Elections Committee** reported on the results of the election for Officers in the biennium, 2001-2002. All current Officers were re-elected for another term. The only contested office was that of 1st Vice President. Incumbent Ed Gates won reelection over challenger Mary Goldberg.

Andrew Caswell reported that an organization for **Navigators** was being established. Handouts and application forms were distributed.

Attendance Roster

Two hundred and seven members, spouses, associate members and guests registered for the Galveston reunion as follows:

| | |
|--------------------------------|-----------------------------------|
| Ah Tye, Edward & Blanche 324 | Allen, John & Rosemary 401 |
| Annis, Frank & Barbara, 324 | Baird, Vernon & Joy 322 |
| Bankosky, Nickolas & Mary 401 | Beal, Donald 401 |
| Burleson, Jim 401 | Burton, Arnold 322 |
| Butler, William & Trixie 323 | Carpenter, Charles & Patricia 324 |
| Carter, Will & Gloria 401 | Caswell, Andrew 324 |
| Chryst, Paul & Nancy 401 | Cleveland, Robert & Patricia 324 |
| Collins, Philip & Nadine 324 | Contreras, Leonard & Joe, AM |
| Cripps, Faber & Mary Faith | Damro, Edward & Ione, 322 |
| Daniels, Neil 401 | Dart, Melvin & Della 322 |
| Dean, Robert & Jeanne 324 | Dehart, John AM |
| Drumm, Barbara AM | DuBose, William & Larry 322 |
| Dumouchel, James & John 323 | Figie, Betty, AL |
| Fodroci, Michael & Pauline 401 | Fornaca, Frank & Mary 324 |
| Franke, Joseph & Alberta 323 | Fratz, Roy & Lois 401 |
| Freer, Donald 322 | Friedman, Robert & Joy 323 |
| Garrison, Clyde & LaNelle 324 | Gates, Ed 323 |
| Gettis, Elmer & Ruth 324 | Gold, Seymour 324 |
| Goldberg, Marvin & Betty 324 | Goldsmith, Gregory & Peggy 401 |
| Griesbach, Roy 401 | Guzek, Lloyd & Mildred 324 |
| Haley, Daniel & Claire 322 | Hammer, John & Lilly 401 |
| Hanou, Mick AL | Harfield, John, Lloyd 324 |
| Harlick, Joe & Jenny 324 | Harris, George & Phillis 322 |
| Havelaar, Marion & Patsy 401 | Henryson, Gaylord & Collen |
| Hoevet, Edward 324 | Hoffman, Robert & Carolyn 323 |

Continued on Page 5.....

Reunion Attendees

Continued from Page 4.....

Holman, Charles & Carolyn 323
 Howland, John & Dorothy 324
 Irak, John & Evelyn 401
 Johnson, Hal & Phyllis 401
 Kenelly, Frank & Hilde 401
 Kerrin, Ed & Bonnie Ames AM
 Koeller, C.W. Bud, Jr. 401
 Leiman, Charles & Jane 324
 Lohoefer, Conrad & Stephanie 401
 Loper, Howell & Irene 323
 Mack, Phil & Randi 323
 Mattie, Mario & Mary 323
 McCullough, Lyle & Betty 324
 Mitchmore, Mac AM
 Munding, Matt & Mary 324
 Murray, Donald & Jo 323
 Norwood, Gregory 324
 Parmenter, George & Veda 401
 Charles Peck & Carolyn 401
 Pride, Bobby, Mary & Joe 323
 Remby, John AM
 Rensker, John & Violet HQ
 Schilly, Willis & Ann 323
 Schumacher, Andy & Clarice 324
 Sheeler, Don & Patty 322
 Shepherd, Jim, Jr. & Cyndie AM
 Silvernail, Charles & Katherine 323
 Skawinski, Ted & Mary 323
 Smith, Kenneth & Virginia 324
 Wagner, Sherwood & Jean 401
 Waters, Edward 322
 Williamson, Earl & Alice 323
 Wilson, Russell 324
 Woods, Vern & Onie 324

Hoots, William & Mildred 323
 Hudson, Charlie 401
 Johnson, Christophe AL
 Johnson, Thayne & Mary 324
 Kennedy, Paul & Francis 401
 Kleyla, Robert & Lillian 324
 Leasure, Bill & Dorothy 324
 Limm, Paul & Jeanie 401
 Lombardi, Bruno & Donald 323
 Loyless, Roy & Joyce, Sandra 401
 Maplesden, Hooper 324
 McCoy, Richard & Nancy 323
 McPartlin, James 401
 Montalvo, Louis & Adele 324
 Murdoch, Julian & Mary E 322
 Norris, James & James B AM
 Ott, Vivian AM
 Pate, Earl & Mary Elizabeth 324
 Perri, Steve & Nancy 323
 Reed, Quilla & Elizabeth 323
 Remby, John AM
 Ripa, Frank & Ruth 401
 Schultz, Clifford & Barbara 324
 Shapiro, Morris & Audrey 324
 Shepherd, Jim & Suzy AM
 Siess, Marilyn AM
 Sinibaldi, AJ & Norma 323
 Skidmore, Charles & Virginia 324
 Vrooman, Clifford 401
 Wallace, John 322
 Weber, Howard & Beverly 401
 Wilson, Howard, Donald 323
 Wolf, Willard & Florence 324
 Yezdimir, Millie AM

The support of all attendees was most welcome. Your presence made the reunion a success. We regret the absence of those who could not make it, but we wish them well for whatever circumstances prevented their participation. As we look around, it is recognized that we are an aging organization and our ranks are getting thinner

In the Meanwhile.....

While the members sat in caucus for the Business meeting, the ladies and other guests had the opportunity to tour other parts of Galveston. Buses left the hotel at 9:00am for a tour of the historic homes of Galveston followed by one of the Harbor Seafood Restaurants or shopping locations.



Ashton Villa (1859)



Shopping Location — The Strand

Excellent seafood restaurants abound in the area known as the Strand. Some of the finest sea food comes from the Gulf of Mexico and is enjoyed along the entire southern coast of the United States.

The Banquet

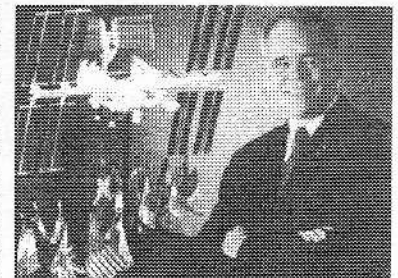
Saturday Evening, November 4, 2000, was an evening of mixed emotions. It was a joyous occasion that marked the fruition of the final event of a series of events here in this coastal port of Galveston, Texas. It was the last night after months of planning and great anticipation. Yet it was a sad night filled with emotion left unspoken. For some of us it would be our last reunion just as it had been for so many of our fellow airmen. But as it was in England, we would plan on tomorrow just as we expected to be there, and God willing we would be there.

And so it was fitting to be gathered once more as a band of brothers, and wives, and friends at the conclusion of a highly successful Reunion. We would dress semi-formally and join together in the Lone Star Flight Museum. There, seated before the nose of a B-17 named "Thunder Bird," we would gather for this final hour.

The Hotel San Luis catered the event and the dinner was served in the finest style of a premium hotel dining room. The head table was placed in front of the Flying Fortress facing the tables at which all other attendees sat. The colors were posted by Cadets at Texas A&M in Galveston.

Guest Speaker.

After dinner, President Friedman introduced our guest speaker for the banquet, Jack Bacon, PhD, Professional Engineer. Dr. Bacon is a selectee for residence in the space station and is awaiting the opportunity eagerly. It is difficult sometimes for us aviators from another era to visualize fully that through the dedication of people like Dr. Bacon, we are on the brink of space travel. As he has pointed out, a landing on Mars is not far away.



Dr. Jack Bacon, NASA Scientist

Still, as Dr. Bacon has pointed out, there are risks. There are unknowns out there in space. We are learning the long term effects of weightlessness and radiation. We wish him and all the intrepid astronauts Godspeed as they open up the new frontiers.

Tacoma, Washington in 2002

1st Vice President Ed Gates has taken on the additional duty as host of the next biennial reunion in Tacoma in 2002. Wrapping up the business meeting on Saturday, November 4, Ed gave an enthusiastic presentation on the progress that has been made in arranging the reunion.

Tacoma lies at the south end of Puget sound which makes it a major seaport with access to the Pacific Ocean. It is served by the Seattle-Tacoma International Airport, one of the busiest and most modern airports in the world as it serves as a gateway to the Orient and Alaska for major domestic and international airlines. By car, train or plane, prominent Canadian cities, Vancouver and Victoria, British Columbia, are little more than 2 hours drive to the north. Don't overlook the train trip. Relax as you zip along the coastal route with scenery you will never forget. Seattle, of course, is a short trip to the north on Interstate Freeway.

To the northwest is the Hood Canal, and Bremerton, a major ship building port and berth for our Navy, and a little farther is the home port for our nuclear submarines. Also in the area are some of the finest oyster beds, recreation areas, golf courses, camps, and the Olympic Mountains. Home of the Olympic elks and many hiking trails. Or go west to the Pacific ocean about two hours away for fishing or whale watching. To the west are McChord Air Force Base and Fort Lewis both of which have excellent golf courses.

By vote of the members present, the LaQuinta Hotel in Tacoma was approved as the headquarters hotel. Ed Gates enthusiasm assures us that he'll be ready in 2002. Will you?

Palm Springs Air Museum Honors 91 Bomb Group (H)

Palm Springs, CA, December 2, 2000. The 91st Bomb Group Memorial Association enjoyed a Rally Round at the Palm Springs Air Museum. Faber Cripps, LM and former sheet metal mechanic in the 401st who now makes his home in Palm Springs, organized the event that attracted an estimated 150 visitors including half of whom were 91sters or related.



Palm Springs Air Museum

The event was opened by John Lynch of the Palm Springs Air Museum who, after welcoming the visitors introduced Faber Cripps, the reunion host. Cripps in turn adds his welcome and thanks to Jim and Suzy Shepherd and Mike Faley and his men from whom they will hear more later, and thanks Mike Banta for helping set up the 91st "Ring." Next, Cripps took over for Paul Limm who became indisposed for the event and acted as MC for the remainder of the program.

President Bob Friedman is introduced and gives an overview of the cause and effect of WWII and some recollections, facts and figures of the efforts of the 91st Bomb Group in that war.

Next, Asay B. Johnson, Secretary/Treasurer, is introduced. He tells some of the facts and figures of personnel needed to keep a bomber base functioning, the number of planes, squadron and group air crew members at any one time, approximately how many ground crew supporting men needed such as the motor pool, medics, weather squadron, MPs, fire department and the 441st Sub-Depot for major repairs, such as engines, electrical, instruments and sheet metal. The numerical strength of our Memorial Association past and present.

Charlie Hudson, lead Bombardier for the 401st Squadron and the 91st Bomb Group, and author of the book, "Combat—He Wrote" told of his experiences. Charlie was awarded the Distinguished Service Cross on one of his roughest missions.

Other speakers included Dr. Andy Anderson who spoke about his missions, being shot down, and helped to escape by the Free French people. Jack Gaffney, ground crew chief of "Destiny's Child," told about his responsibilities. Don Smith who flew as a Flight Engineer in the 401st on "Shoo Shoo Baby" amazed the crowd.

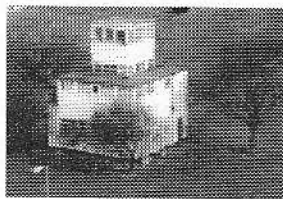
Finally Faber Cripps told about sheet metal crews, six men in a Squadron, 12 or so men in the Sub-Depot, making sheet metal trailers, Squadron and Sub-Depot responsibilities, installing .50 cal. machine guns in the noses of B-17Fs, RAF "pop" rivet guns, making "little Miss Mischief" out of two halves of B-17s and so on.

John Lynch concluded the program and the group went outside to tour the Museum's B-17, "Miss Angela."

Later in the evening about twenty-two people gathered together for a nice dinner at a local Ramada Inn.

For those of you who are not familiar with the Palm Springs area, the Museum is at the Palm Springs Airport which is about 80 miles south southeast of Los Angeles on Interstate 10. You pass north of Riverside on the way. If you're coming from the east, get off at Thousand Pines.

Word from the Tower

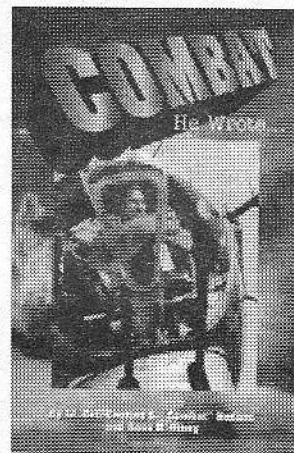


Bassingbourn Tower

Steve Pena, Curator of the Tower Museum at Bassingbourn, and Peter R. T. Roberts, Chairman of the East Anglian Aviation Society send their greetings for the Holiday Season and good wishes for the New Year.

Letters to the Editor

Charlie Hudson's book, "Combat He Wrote" is now available from the 91st BGMA PX priced at \$23, according to Bob Friedman, custodian of the PX. Hudson, Bombardier on Bud Evers crew, was awarded the Distinguished Service Cross for a mission on October 9, 1943, Anklam. It would be unfair to attempt to describe the mission and the circumstances surrounding the award to Hudson without telling the entire story in detail. Space available in this column would not do it justice. Solution: Read the book.



Sid Barnsley, 322nd, is shown below accepting a proclamation from Bob Neely, the Mayor of Tryon, North Carolina, designating the week of October 8-14 as the Mighty Eighth Air Force Week. The Eighth Air Force, the largest military unit and bomber force in World War II, lost more than 100 heavy bombers to enemy action during this week in 1943.



Sid Barnsley Mayor Bob Neely

Jack Gaffney, 401st Crew Chief and nose artist, was honored as "Grand Marshal - 2000" for the Canyon Springs High School Homecoming, October 7, 2000, in Moreno Valley, California. His citation is as follows:

"Jack Gaffney—Voice of the Cougars

"Was born in Buffalo, NY October 16, 1918. Graduated from San Bernardino H.S. enlisted in the Army Air Corps in 1941. Graduated Air Mechanics school and was assigned 401st Bomb Squadron, 91st Bomb Group. Was awarded the Bronze Star as a Sgt. B-17 Crew/Chief-Nose Artist, for engineering excellence on Destiny's Child. Flew home June 1945, was discharged as M/Sgt. September of 1945 married Jeannette (Jan) Heistand on November 20th 1945.

"He moved to Moreno Valley in the fall of 1977. Began sports announcing in 1978 at Moreno High School, helping his son Jon who was the Head Track and Cross-Country Coach. Later took over the Basketball announcing. In 1986 when Jon was promoted to Vice Principal at the new Canyon Springs H.S., he also changed campuses and job titles from "The Voice of the Vikings" to the Voice of the Cougars."

"In fourteen years he has announced every home Varsity Football game except one (Rubidoux 1994, celebrating his 76th birthday on a cruise). He has also worked every Varsity Boys & Girls home Basketball game and every home Track and Field Pre-lim and Finals in the Ivy League, Sunbelt League, Sunbelt League, Citrus Belt League and the Mountain View League. In Basketball, the Vikings Shootout, Cougar Classic, the Riverside All County Girl's Tournament. In Track & Field,

Continued on Page 7.....

Letters to the Editor

Continued from page 6

Jack Gaffney.....

voice of the Riverside County All City Meet, Inland Empire Invitational, Southland relays, Chet Nicholson Relays and the Palomino Relays., Also doing all Girls' Volleyball C.I.F. Playoff games, as well as League Swimming Finals.

Jack and Jan have 2 sons, Dr. Jeffrey Gaffney, 51, of Naperville, Ill., a Senior Environmental Scientist at Argonne National Lab near Chicago. Jon, 49, is Assistant Superintendent of Schools Personnel in the Desert Sands School District. They have four grandchildren, and two great-grandchildren. Jack is 82. He and Jan celebrated their 55th anniversary last November.

In appreciation to Jack for his many years of service to the Moreno Valley Community and to Canyon Springs High School, the Track & Field and Football facility has been named JACK GAFFNEY FIELD in his honor. Jack's e-mail address is: <B17Noseartman@aol.com>

Chuck Galian sent a short note to express his regrets for not getting to Galveston "but our thoughts are with the old gang from the 91st. Otherwise all are well.

Achtung, Kriegies!

Roland Geiger of St. Wendel, Germany, sends his greetings and informs us that a reunion is being organized at Barth, Germany, site of former Stalag Luft I. Anyone interested in attending may contact Helga Radau, City Archivist at Barth, who is a good friend of Roland. The dates are Saturday and Sunday, Sept. 8, 2001. Helga may be reached by e-mail at <helga.radau@web.de>. This is the second announcement of a reunion at Barth. The first was held in April last year. Roland's e-mail address is <Rolgeiger@aol.com>.

Thanks to **Leonard Contreras** and his brother, **Joe**, for sending the photos of the members in session at the Business meeting in Galveston as published on page 4 of this issue.

Kenneth McPherson who is a member of the 95th and 493rd BGMAs, is trying to obtain information about the flight crew of aircraft S/N 44-6117 which crashed in Lake Stolsko on the Polish/German border on June 21, 1944. His interest is on behalf of **Mike Mucha**, who's e-mail address is: <michalm@jmpolska.com>. This Editor was able to provide the names of all crew members who were reported to have become POWs except for **Amos F. Estrada** who was reported to have been killed in action. Anyone who knows any of the crew is asked to contact Mike Mucha.

Hal Turell, asked if anyone remembers "Little Joe?" His e-mail address is <halturell@home.com>.

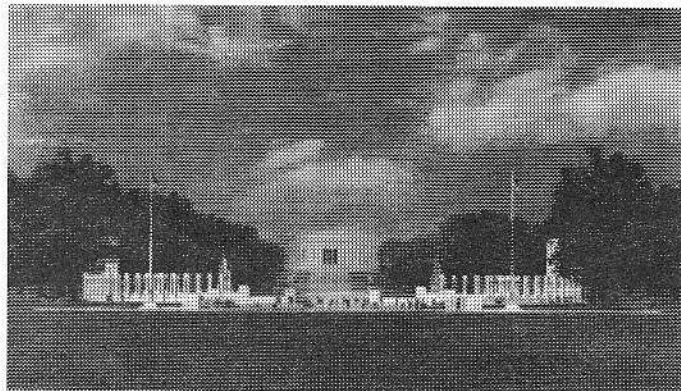
Marc Poole who's e-mail address is <mtp1@ra.msstate.edu> is engaged in a research project regarding the loss of B-17F 41-24453, "Mizpah" [also named "The Bearded Lady"]. He writes, "The co-pilot is from my home town here in Starkville, MS, and our airport is named after him. Over the last few months, I have tracked down some of the survivors and have attempted to re-create the loss and locate the crash site somewhere near Mayen, Germany. I think I have also ID'd the German pilot (Klaus Mieutsch JG 26). His namesake and legacy is George Bryan and Bryan Foods, the South's equivalent of Oscar Mayer."

He continues, "I am coordinating and planning an airshow here at our airport in April sponsored by Bryan Foods." Poole has been in touch with the 91st "Ring" and has visited the web site.

The Houston Chronicle, published an article, on or about Jan. 4, 2001, about the 91st Reunion in Galveston. It was written by K. Pica Kahn who has been in touch with 91st BGMA President, **Bob Friedman**. This Editor furnished copies of the 91st Group Logo and a photo of Bassingbourn.

Letters Continued

Whitmal W. Hill and John R. Parsons and Secretary and Director - D.C., respectively of the National Area Chapter of The Eighth Air Force Historical Society. Their Winter issue, Volume 2, No.3, includes an article on groundbreaking of the WWII Memorial in Washington, D.C. Several photos were published, however, one has been selected for publication here. Construction is planned for March 2001.



The National World War II Memorial, Washington DC, Design by Friedrich St. Florian, Architect Rendering by Joowan Lee.

Bart Vandamme is a Belgian citizen who is doing some research on a particular day, August 16, 1944, regarding a mission to Halle. He writes: The 91st had been attacked by Me109s and FW 190s. The 324th flew high squadron and lost six aircraft and one severely damaged during this attack. After bombs away, an ME 163 attacked the flight. This was one of the first attacks by a 163.

Several of the crewmen in the Group observed the bat-shaped fighter streak up through the formation to about 60,000 feet, leaving behind a trail of white smoke. On his way back he passed through the 91st Group.

He asks, "Can anyone remember this particular day? Also, he would like to get a copy of the mission report for the day. He would also like to have a copy of the "Stars and Stripes" that had an article about it, and any pictures of the B-17, Betty Lou's Buggy" # 579. He has already been in contact with Lowell Getz who may have already supplied much of the information VanDamme requests. The address is Bart VanDamme, Vliegspleinstraat 3, 8560 Wevelgem-Belgium. Email address: <bvandamme@bgda.be>

E. Robert "Bob" Kelley has been in communication with Richard Braun of Ludwigshafen, Germany. Braun was a 15-year old boy when he saw a B-17 explode and crash in Downtown Ludwigshafen on Sept. 8, 1944. I wrote him as I knew it was the 322nd Sqdn's "The Roxy Special." My ball turret gunner, Frank Trim, was aboard and was one of the dead. I wrote Richard Braun advising this information and put him in touch with Frank Bolen, the Bombardier who was one of the two who were blown out and survived.

Several years later, Bolen visited Braun in Ludwigshafen and viewed the spot where he had landed and was hosted by the town. Since then, Richard is writing the story of Roxy's Special and its crew. I helped him locate family members of the crew and pictures. But we still have one yet to locate: S/Sgt. Charles Beebe. I did locate an uncle but he has Alzheimer's and couldn't help. Braun's letter is published on the next page in hope that someone can help him.

Continued top of page 8.....

Letters to the Editor

E. Robert Kelley Cont. from Page 7. The pertinent parts of Richard Braun's letter to Kelley, dated Sept. 17, 2000, are reproduced below.

"I have noted that you are touring Italy and France, safely escorted by two ladies. Naturally, I find it a pity you are by-passing our country. Why That? There are no longer any fighters or flak! I am wondering when we shall meet at last.

"Maybe you are interested to know that I still have not succeeded in tracing the Beebe family although another American friend who is an expert in genealogy, has tried to help me along. Therefore, I feel in the newsletter of your Association another note should be published in which everybody who knew S/Sgt Charles Beebe, ASN '9' 42099, waist gunner on 'the Roxy's Special,' B-17G Serial number 43-38348, lost on the Ludwigshafen mission of Sept. 8, 1944, is invited to contact me because I need a photo of this airman in order to be able to complement my historical documentation of that incident.

"Do you think you could arrange such a publication? I should be very obliged to you if you were so kind as to try and assist me again. You will remember that a similar publication in your association's newsletter in 1998 brought forward at last a photo of Henry Schulz, the radioman of 'The Roxy's Special' on her last message. Maybe a renewed message about Charles Beebe will also result in a success. We should never give up!

"Of course, I am also prepared to ask your Association directly if you think this alternative were better. In this case, I should like to ask you to kindly give me the name and address of the editor. I remain with kindest regards, Richard Braun." [Editor's note: Ist getan.]

Ben Badman, Jr. saw E. R. Kelley's custom license plate in the last issue of the *Ragged Irregular*. He wrote to say, since I was in the 323rd Squadron, 91st BG, and flew as Navigator in "Outhouse Mouse," Here is my license plate.



Dr. James Scudder wrote: "Reading the October 1999 issue of the R/I specifically Joe Weinstock's article of his 4th mission on Dec. 24, 1944, that Mersehausen mission was my 34th and it meant a lot more to me than it did to him.

Bassingbourn was fogged in on our return and we diverted to Bury St. Edmunds, home of the 94th BG. We slept in their quarters and [were] roused out for a 3-way mission to Russia, Italy and home—and me with one mission. What a Christmas present! We were ready for takeoff when somebody up there called off the mission.

I flew my last mission to Bitburg, Germany in: "Times-a-Wastin'" with pilot Androvic. I flew 362 hours in a B-17 dropping 157,400 lbs. of bombs. Thereafter I took a commission, joined the Cavalry and went to flight school.

Bassingbourn 2001 Tour Announcement

Paul Chryst, eminent impresario of the Tour, announces that as of Dec. 27, thirty-two (32) persons have already enrolled on the "early bird" listing for confirmed information, itinerary, costs and all the details to be released this Spring. At the business meeting in Galveston this past November, President Bob Friedman agreed to support another Group sponsored "Return to Bassingbourn" tour tentatively scheduled for October 2001. [Although Chryst referred to the tour as "One last time," this Editor would prefer to say, "One more time."]

All future interest and questions should be directed to Paulnname@aol.com if you have access to E mail, or to Paul Chryst, 1494 North Adams Street, Pottstown, PA 19464.

Paul quotes eminent author Roger A. Freeman speaking during the Prop Memorial dedication in 1974, "Now, only memories remain. The impetuous young men from 48 states, who complained so readily about the weak, warm wartime beer; but drank all the Pubs dry—are grown into old age. But, the spirit of the 91st remains through fellowships forged in those fateful 1940's. They cannot go back to those battlefields in the sky where comrades fell; but Bassingbourn was their highway to these battle fields and the haven for all weary warriors. Here, the veterans thoughts are centered, it is a place they will never forget."

[Ed. Note: I accepted the mild and bitter served at cellar temperature because it was the only show in town. Years later, as a Boeing representative calling on airlines in England and the Continent, I would pass through the "Transit Lounge" at Heathrow and make it a point to enjoy a pint of bitter before catching the next airliner. I introduced that to any number of associates at Boeing.]

Letters to the Editor

Continued.....

Thomas J. Dobinsky, brother of Waist Gunner S/Sgt. Frank W. Dobinsky, would like to hear from anyone who knew his brother. Frank was shot down Feb. 26, 1943 in "Short Snorter II" apparently returning from a mission to Wilhelmshaven, Germany. An official Department of the Army report dated May 26, 1949 states, "The plane was observed to turn back while over



Dobinsky in Flight Gear.



S/Sgt Frank W. Dobinsky

the North Sea, approximately forty miles off the German

coast, under attack by five enemy planes, at an altitude of 23,000 feet. Captured German records on file in this office report the downing of a number of Boeing aircraft on Feb. 26, 1943, over the sea, with the fate of the crews unknown." If you knew Frank, please write his brother at 535 Jo Ann Dr. Odenton, MD 21113-1729

Letters to the Editor

Continued.....

John H. Morris, a former waist gunner and recalls this mission to Berlin on Feb. 3, 1945.

"I have a vivid recollection of our mission to Berlin on Feb. 3, 1945. The 91st led the whole AAF (over 2,000 bombers, according to the British newspapers the next day) and the 324th led the Group. It was a maximum effort, so all four squadrons were up. The plane I was in was leading the low-low element of the 324th so we were tucked in below and aft of the lead ship which was commanded by Lt. Col. Marvin Lord. As waist gunner, I could not see more than a couple of dozen planes, but I knew that there was a long bomber stream behind us.

"There wasn't much action until we got to the target, where one of the first bursts from the Berlin batteries hit our lead ship just as it released its bombs. It blew up with all hands. I could not see any of this from the waist, of course, but I felt the concussion and heard the resulting debris rattle off our leading surfaces like hail on a tin roof. We released our bombs successfully and banked away to the west (under our deputy leader).

"It was then that this waist gunner could, for the first time, see out our port side the magnificent sight of the entire Mighty 8th Air Force in the bomber stream behind us, passing in review through the north German skies, clobbering Berlin on the way. It was sight seen for the first and last time on that day and certainly the grandest sight I ever saw. And it happened on Feb. 3, 1951 My diary from those years say so. More importantly, our group history shows that date as the one on which Lt. Col. Lord was KIA.

"So imagine my astonishment when I read a five page interview in the June 2000 issue of the 8th Air Force News in which a Lt. Col. Lewis Lyle (subsequently a Major General) of the 379th (Kimbolton) claimed that he led the 8th AF ME to Berlin on Feb. 3, 1945. Of course, this astounded me. I'm just about 100 % sure of my memory of that day, and there is the above noted corroboration. But I wonder if anyone reading this also remembers that Berlin raid and can corroborate further.

Someone in this web of contradiction may be showing the first signs of Alzheimer's. I hope it ain't me. If you remember the 91st leading the 8th on Feb. 3, 1945, let me hear from you. Sincerely, Jack Morris, P. O. Box 195, Bremen, ME. [Ed. Note: It is possible that Lord led the Group, Wing or Division and Lyle led the entire task force. Writer Morris has been referred to Earl Pate, 91st BGMA Historian, for possible clarification.]

Roland Geiger of St. Wendel, Germany, informs us that there is a book available that shows the German high commands and an alphabetical list of all the Luftwaffe airfields, 1935-1945. The author is Gianfranco Mittiello and the title is "Fliegerhorstkommandanturen und Flugplaetze der deutschen Luftwaffe, 1935-1945, ISBN 3-7648-2522-7, price 120.00 DM or 61.36 Euro. You may contact the publisher at: wagner@zeller02.os.uunet.de. [Now they tell us.]]

Marion C. Hoffman, better known to the E-Mail "Ring" as HoffCarl, sent in some reflection of his mission as tail gunner on Jan. 6, 1945 to bomb railroad marshalling yards at Cologne, Germany. "Hoff" says he is not a superstitious person, but he had lots of premonitions about that mission. They weren't flying their own ship. They were flying a Pathfinder ship from the 379th BG with a PFF Navigator. Their co-pilot had premonitions that he wasn't going to "make it." Sure enough they got hit by flak and Hoff bailed out short of friendly lines. For further information, he refers us to his book, "A view from the Tail, The Last Mission."

Jim Shepherd, who with his wife Suzi is keeper of the 91st BGMA web site, gives the following report:

"Your web page went on line January 17, 1999. It is amazing that we have had over 50,000 visitors to the web page and we expect another 40,000 this coming year.

"The web page was started to help the membership grow and increase the PX sales. This we have accomplished. With the help of the 91st Ring* of Veterans (107 members) you have set yourselves above any other group because you gave your free time to research and so many people have been thankful.

"To keep things moving, I would suggest each of you find one member not on the Ring and get him connected.

"We wish to apologize because we are behind on placing photos and stories on the web site. We hope to do better this year, but if you noticed, the web page is getting very big.

"As a reminder, anything you buy from Amazon.com going through the web page, the 91st BGMA gets a commission.

Signed: Jim Shepherd

* The Ring is a list of 91sters who have E-Mail sites and is maintained by Mike Banta, FM 324th.

Marc Poole is doing research on the loss of a 91st airplane, "Mizpah", on Aug. 17, 1943. The co-pilot is from his hometown in Starkville, MS, and the airport is named after him. He writes, "Over the last few months, I have tracked down some of the survivors and have attempted to recreate the loss and locate the crash site somewhere near Mayen, Germany. I think I have also ID'd the German pilot (Klaus Mietusdh, JG26).

"I am coordinating and planning an airshow here at our airport in April, 2001, and will have a nice sample of warbirds including P-51s, P-47s, T-6s, Corsairs, a B-25, and the Lone Star Flight Museum's B-17."

[The above comes to this Editor through fellow author, Ted Barduc, of the book "The B-17 Remembered" and former flight engineer and top turret gunner in the 384th BG.]

George Parks, founding member of the 91st BGMA and former head of the Western Division when the organization was divided, sends his greetings and several audio tapes about the 91st that appear to have great significance historically. This Editor looks forward to retaping these onto cassettes.

Vince Hemmings, after receiving the certificates of appreciation sent out by John W. Howland to all who have cared for the cemeteries and memorials that concern the 91st BGMA, writes: "Thank you so much for the certificates. It was a wonderful surprise. I had one of those rare moments when I was lost for words. To get one signed by your Secretary of Defence, Mr. William Cohen, is indeed an honour. Having said that I am just as pleased to have all the committee of the 91st BGMA sign the other one. All wonderful people."

Jose L. Gonzales is associated with "Tom Reilly's Flying Tigers warbird Air Museum of Kissimmee, FL is in the process of restoring a B-17 which they plan to identify it as one of the 91st's aircraft: "Outhouse Mouse." In response to his request for photos of the airplane, this Editor sent him a sample copy of an outstanding painting of the airplane by Artist Jerry Crandall.

Membership in the museum costs \$35 yearly for an individual, or \$50 for the family. The address is:

Flying Tigers Warbird Restoration Museum, 231 North Hoagland Boulevard, Kissimmee, FL 34741.
Phone: 407-933-1942. FAX: 407-933-7843
Web site: www.warbirdmuseum.com

Letters to the Editor

Continued.....

Neil Daniels sent in copies of orders assigning him to the 91st BG and Instructions for New Officers Arriving at Station 121. Article 4 and "General" are reprinted below:

Personal Appearance and Dress.

- Faces must be shaved regularly every day.
- Clothes will be kept clean and well pressed at all times.
- Shoes must be kept polished at all times.
- When worn, overcoats, raincoats, jackets and sweaters of all types will be kept buttoned or zipped.
- Ties will be worn at all times.
- Flying equipment will not be worn except when engaged on a mission.
- Leather jackets, field jackets, etc. will not be worn off the post.
- Class "A" uniform will be worn when leaving the station on pass or leave.

GENERAL

- Motor vehicles are not to be driven by Officers on this station except in dire emergency.
- Cigarette butts, paper, etc must not be thrown on ground as special containers are provided for this purpose.
- Officers must not walk on grass but will keep on hard surfaces.
- Military discipline must be maintained on this station at all times, and any officer who personally observes a violation will reprimand the offender on the spot.
- Civilian guests on this station are permitted only when personally vouched for by an Officer. Females entering the station must register at the Station Guard Room.

Asay B. Johnson, Secretary/Treasurer of the 91st BGMA has been working on the 2001 Directory for the organization. He expects to send it out with the 2001 dues cards.

Joe Harlick, well-known photographer sent a photo of three reunion celebrators taken by his wife, Jen, in the Air Museum Flight Hangar in Galveston. He sent this photo as an attachment to his e-mail message and admits he is still learning some of the vagaries of the computers. His "A" Drive stopped working and he had to take it to the computer shop to have it analyzed. A little later, he learned that the paper label he had put on his floppy had gotten stuck to the inside of the drive bay.



Verne Woods, Phil Mack, Joe Harlick

Walt Pickard, wrote in to express his regrets at having to cancel his reservation for the Galveston reunion. He wrote to "Ace" Johnson asking him to apply whatever could be recovered from his advance payments and apply it toward the cost of publishing the Ragged Irregular in the expanded version. Thanks for your kindness, Walt, but we are more concerned with how you're doing. Walt reported that the medics had found a small suspicious spot on one of his lungs and a biopsy showed cancer cells. It does not need immediate attention. We wish you well, Walt and look forward to seeing you at the Tacoma reunion.

Bill J. McCarthy of Sahuarita Arizona, the brother of Captain Martin W. McCarthy who was killed in action in

Continued next column.....

1943, reports the death of Lawrence "Zero" Ott formerly of the 323rd Sq. and who served on his brother's crew. "We were fortunate to have met Zero and his wife Vivian at the Tucson reunion and are very saddened to hear of his recent death." He asks that "Ace" inform Zero's widow, Vivian, of a gift he has made to the 91st BGMA on his behalf.

Steve Pena, Curator of the Tower Museum at Basingbourn, expressed his regret on being unable to attend the reunion at Galveston. They are still quite busy adjusting for their house move recently. He also enclosed a copy of a newspaper article that appeared in the Weekly News October 12, 2000, bearing the headline, "Bid to preserve historic former military Buildings."

The article is quoted in part: "Historians are recommending buildings at two South Cambridge airfields are preserved because of their historical importance. English Heritage historians, who advise the Government on the listing of buildings, have been carrying out a 10-year study of military airfields, including those at Duxford and Basingbourn, and is recommending many be listed."

"The Basingbourn site was controlled by the RAF from 1938 to 1969. It was also one of the most important European bases for the United States Air Force during the Second World War....."

"The tower is recommended for listing as Grade II."

[Ed. Note: This is an important step in making certain that the Tower Museum building and its contents are preserved for heritage. The base is now used by a British Army training Regiment and the continuance of the Tower as a Museum is at the discretion of the British Army. This has not been a problem to date, but a "listing" of the property gives greater assurance of the continuity of the Museum in perpetuity.

Howard Keetch, who lives in England, is seeking information from or about any of the crew members of 91st B-17 "Hoosier Hotshot" that was shot down on April 19, 1944. One of the crew members, Ted Bocho, was Mr. Keetch's late uncle's brother. Howard can be reached by E-Mail: "hoosierhotshot@bushintern et.com" or by telephone at: 44-2392-359517.



Crew of Hoosier Hot-Shot

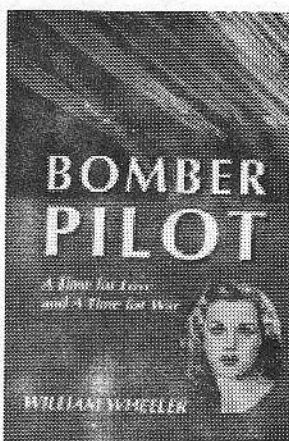
John Parson sent his Christmas greeting for the year 2000 and regrets he didn't make the reunion. In his Christmas letter, page 1 lists his favorite foods, e.g., appetizers: Escargots (must be hot, with lots of butter & garlic), caviar (beluga is best); Soups: Gumbo (especially crab), Bisques (lobster); Main dishes: stewed tripe (Spanish style), osso buco, abalone, sea cucumbers, calamari; desserts: Banana's Foster (like they serve at breakfast at Brennan's in New Orleans), pine nut dishes, just to name a few.

Page 2 contains two items: Parson's Personal Peregrinations, and Holiday humor.

Pages 3 through 6 are details of his travels to the Northwest parts of North America beginning at Vancouver, B.C. He recalls the Empress Hotel and Victoria's Butchart Gardens. Then on to Alaska. Ketchikan, Juneau, Mendenhall Glacier, Sitka, Valdez, Anchorage. He describes the Interior Tours of Alaska: Alaska Railroad, Danai National Park, Fairbanks, a Boat trip on the Discovery, a stern-wheeler, and an Alaska Theme Park. He finishes with a bit of trivia and an audience that can't wait to catch the next plane to the Northwest.

Book Review

Bomber Pilot (Rutledge Books, Inc., October 2000, \$24.95) by William Wheeler was reviewed by this Editor in response to Kim Phipps, Director of Publicity for the publisher, Rutledge Books, who wrote: "William Wheeler's new novel, is a romantic war story set in London in 1943. The pilot, Lieutenant Bill Weyland, is sent to London, where he finally achieves his long sought goal of joining in the courageous struggle against Hitler. On his first night there, he meets Mary Carlton, a strikingly beautiful young English woman.



"Mary and Bill become involved in a passionate relationship. The love that grows between them is pure and heartfelt, but they both have pasts that must be reconciled. As they embrace by night, they are never allowed to forget the ephemeral nature of wartime romance; their hopes for the future dare not be past tomorrow. Yet the terrible day will come when Mary must look beyond the present to make a decision that will forever change the course of her life."

From this Editor's personal review, the above remarks are corroborated. The combat depicted is realistic, especially the August 17, 1943 mission to Schweinfurt. It is told in graphic detail. Pilot Weyland's combat stories are interspersed chapter by chapter with his trips to London and lurid love affair. His recollection of places and circumstances of the period will most certainly bring back many memories to 91sters.

The realism of the book has some minor flaws that do not affect the thrust of the story. For example, despite the accuracy in reporting crew responses over the interphone, the author slips in a remark like, "Roger that," an expression you hear on TV shows today. The frequency of trips to London exceeds by far the actual number of opportunities the average crew member might have had. This Editor remembers one three-day pass a month and that was about all you could afford. Also, he had a problem with the discussions of mission schedules between the Pilot and his lady. This was a no-no for reason of security. The novel is fiction based on some facts and perhaps the conversations helped the story.

One has the feeling that the story was written with the hope of it being made into a movie. The lurid details of the love scenes would be acceptable by today's standards but would never have gotten out of the cutting room in the days of the Hay's Office.

In summary, the book brought back pleasant memories of England, the places he visited such as the Embassy Club, Kings Cross Station, Hyde Park, Piccadilly Circus, the Jules Club on Jermyn Street, the shops in Haymarket and Oxford Street. The combat stories were realistic as were the circumstances of the social life in wartime England.

Letters to the Editor

Continued from page 10....

Edwin E. Whitten, now splitting his time between Marco Island, Florida, and Cape Elizabeth, Maine, sent in the following letter: "It takes a lot to reflect my thoughts and put

Continued middle of next column.....

Golden Wings

Continued from Page 12.....

● **Walter Satewicz**, 401st, Silver Hill, FL, Oct. 6, 2000, of complications of pneumonia. He was former Crew Chief of Lt. Ed Garner's "Time's-A-Wastin." He was looking forward to attending the Reunion in Galveston and rejoining the other members of his original crew from 1944.

Walt was buried with full military honors, next to his pre-deceased wife, Anne Marie, in a National cemetery near his home. This sad news was reported to crew Bombardier, Paul Chryst, by Walt's Marine Corps son, Michael.

● **Albert Venezia**, FM 401st, Lecanto, FL, Sept. 25, 2000, Age 81, after a long battle with bone and prostate cancer which he bore with great fortitude as reported by his wife, Winifred who adds "He was very proud of being a member of the 91st Bomb Group, 401st Sq., and was involved in Veterans of Foreign Wars. He also supported the Disabled American Veterans.

After his Army discharge, Albert was in New York City Police Department where during the course of 23 years, he was awarded many ribbons for excellent service. His favorite charities always involved the care of sick children. We met in London in 1945. He was a very special man and I was proud of him. He leaves myself, three sons and seven grandchildren. We will always be grateful for the years we shared."

● **Robert C. Wisor**, 323rd, Newark, DE, Feb. 13, 2000, Age 78. Wisor was Co-Pilot on B-17, "Bomber Dear," that was shot down on the infamous mission to Merseburg, Nov. 2, 1944, [one of three survivors of his crew]. He was imprisoned in Stalag Luft III and VIIA. His wife of 57 years, Helen, passed away Sept. 12, 2000. He was preceded in death by one grandson and is survived by six children, twenty-four grandchildren and five great-grandchildren, all proud of him and grateful he was around for the past 78 years.

Hail and Farewell

Letters to the Editor

Continued.....

them on a piece of paper, but I felt I would be remiss if I didn't this time and I'm compelled to fulfill just that.

I usually skim through the RI for news of any of my buddies who were there when I was. The October issue was a revelation as I read through from article to article and said to myself how lucky I was to be back home again.

My missions didn't start until late 1944 and into 1945. And, yes, I was fortunate enough to have completed 30 missions, but not as tough as those that preceded me.

I was with the 323rd when it was either "Outhouse Mouse" or "909" and I was proud to put time on those planes.

Having said that, I only want to take my hat off to those who were in the early stages of the campaign. They were brave to accomplish what they did and deserve the greatest admiration and gratitude that one pilot and his crew can give to another pilot and his crew.

Rosemary Struble Newkirk wrote Some time ago, "I really appreciate getting to read the Ragged Irregular. About five years ago I started seeking information about my brother, 1st Lt. Cleo C. Struble, B-17 pilot, KIA Sept. 27, 1943, over Emden, Germany. I had turned four years old that Sept. 8th so do not have a lot of personal memories of him.

"I'm grateful having received much help from Bert W. Humphries, Homer Chatfield, Earl Pate, Jr., Bud Hillary of and yourself, the Editor. I located Cleo's tail gunner, Burdette Rausch. Our families spent a lovely day together and Burdette wrote his story in a book, 'And Three Came Home.'"

Golded Wings

● **Joseph Berardino** [aka Mastroberardino], FM 323rd, Astoria, NY, Nov. 13, 2000, Age 80. He is survived by his wife, Ida, Children Lucille Preta and Lawrence Mastroberardino, and grandchildren Lori Preta and Melissa Mastroberardino.

● **Jerome Damron, Jr.**, FM 401st, Interlachen, FL, June 15, 2000. Age not stated. Survived by his wife, a son and a daughter.

● **Edwin R. Ehret**, FM 322nd, Seattle, WA, August 22, 2000, Age 85. Ed described himself as a Spare Radio Operator/Gunner who flew with nine different pilots during his 29 combat missions. Ehret wrote up the details of a mission to Oschersleben on Feb. 22, 1944, which he described as his roughest. The report is published elsewhere in this issue. His tour was declared complete on September 2, 1944. He received the DFC, Air Medal with 3 OLCs, Distinguished Unit badge, ETO medal with three Battle Stars, the EAME Medal, and the Good Conduct Medal.

In between missions, Ehret painted some B-17 nose art. Upon reassignment in the ZI, at Langley AFB, he was Staff Artist on "The Tailspinner," a weekly newspaper. Later, at McClellan AFB, Sacramento, CA, he was Base Photographer until his discharge.

He is survived by his wife of 50 years, Eleanor, son James of Whidbey Island, Brother Kenneth of Seattle, Sistren-in-law Ruth Olsen of Shoreline, and niece Nancy Grodwohl of Edmonds, WA.. T/Sgt. Ehret's papers will be forwarded to the 91st Web Site for further keeping.

● **Joseph T. Kardos, Jr.**, FM 323rd, Vandergrift PA, Oct. 4, 2000, Age 80. Except for his service during World War II, he lived his entire life in Kiski Valley. He was employed by Allegheny Ludlum Steel of West Leechburg, PA. He was preceded in death by his wife, Ida Mary Savory Kardos. He is survived by sons, Patrick and Mark, daughter, Mrs. David (Fran) Rager, four grandchildren, three brothers and two sisters. Information sent in by Mario Matte, FM 323rd.

● **John T. Lamberson**, FM 323rd, Richmond, IN (formerly from Denver, CO), Oct. 5, 2000, Age 79. Lamberson served as Co-Pilot on B-17F, 4229657 flown by Lt. Norman Retchin on May 21, 1943 when it came under heavy fighter attack returning from a mission to Emden as an alternate target. Two crew members were killed in action and the remaining eight, including Lamberson, became prisoners of war.

In civilian life, Lamberson was a retired oil pipe engineer. He is survived by his wife of three years, Mary Alice Garver Mathews Lamberson, one son, Barry of Denver, one daughter, Lori of Denver, a stepson and three stepdaughters, two granddaughters, nine stepgrandchildren, and five stepgreatgrandchildren.

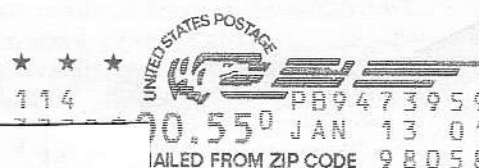
● **Andrew H. Manzano**, LM 324th, Schertz, TX, Nov. 16, 2000, Age 84. Information sent in by Joe Franke, LM 323rd "the Missouri one," tells us the Manzano was a S/Sgt. In the 91st Motor Pool and also a Life Member. Manzano is survived by his wife, Edith and a large family that includes 23 grandchildren and 20 great grandchildren and one great grandchild.

● **John H. Reid**, FM Hq, Newport News, VA, Sept. 22, 2000, Age 92. Daughter Molly writes: "He had the usual problems of aging, but never lost his sense of humor. He seemed most animated and content when we talked about

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

FIRST CLASS MAIL

FORWARDING AND ADDRESS
CORRECTION REQUESTED.



LET US KNOW BEFORE YOU MOVE!

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 AAF Station 121 in Bassingbourn, England from 1942-1945. Send Address Changes to Assay B. Johnson, 590 Aloha Dr., Lake Havasu City, AZ 86406-4559.

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.

● **Tony Gaeta**, 323rd, Binghamton, NY. Exact date of death not given but believed to have been in the year 2000. He was remembered as Top Turret Gunner on Delta Rebel, shot down on his 5th mission, Feb 5, 1943. He attended Rally-Rounds in the Northeast as Paul Chryst writes, "he was always good for a laugh and a new joke. I know his family will miss him...as all of we old crew mates will."

● **William J. Green**, LM 323rd, Woodland, CA, December 1996. Survived by his wife, Margaret Green of Yorba Linda, CA. [Late report received from Jim and Suzi Shepherd, Keepers of the 91st BGMA Web Site.]

his time in the service of his country when he was stationed with the 91st Bomb Group, at Bassingbourn, England. He never tired of telling me about old friends and explaining old photos. Dad was preceded in death by his wife, Maria, and is survived by my husband Wayne Lundie, and me; he has two grand-children, Mary Jean and Reid Lundie. Reid was in the Navy and Dad never tired of telling Reid he was with the wrong branch of the military! We are so blessed to have known this man and privileged to be able to pass on his legacy.

Golded Wings Cont. on Page 11.....