

The Ragged Irregular



322nd SQUADRON



323rd SQUADRON



Supporting Units



324th SQUADRON



401st SQUADRON

Vol 34 No. 4

91st Bombardment Group (H)

October 2001

91ST BANNER FUND GOES OVER THE TOP !!

HQ, 91ST BGMA, Sept 10, 2001

The appeal [published in the July 2001 edition of the Ragged Irregular] for contributions for the donation of a banner representing the 91st BG to the 8th Mighty Air Force Museum in Savannah, Ga., has been resoundingly met and exceeded, reports Secretary-Treasurer, Asay "Ace" Johnson.



91st Banner

The Museum Director of Development, Judy Walker, writes: "Thank you to the 91st Bomb Group for the contribution to The Mighty Eighth Air Force Heritage Museum. Your gift helps the Museum to fulfill its mission of educating future generations. Your investment will enable the Museum to offer expanded programming and build new exhibits honoring the members of the Eighth Air Force. You have the satisfaction of knowing that your gift makes the Museum's vital educational programs possible."

Thank you for your continued dedication to The Mighty Eighth Air Force Heritage Museum. I look forward to seeing you here in the near future."

A program for dedication of the banner has not been set.

The drive for funds was inspired by both members and associate members of the 91st BG web site and through e-mail correspondence" on Mike Banta's "Ring." A list of contributors is published on Page three of this issue. We thank all who made this possible. Mission Accomplished.

The goal of \$5,000 was exceeded by over 15 per cent. Donors numbered eighty-two individuals, families and organizations. Their names are published on Page 3.

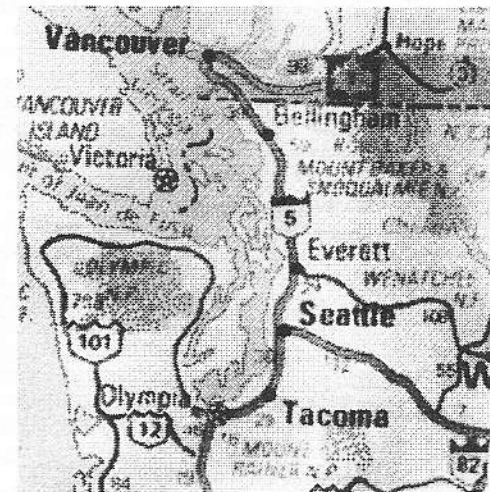
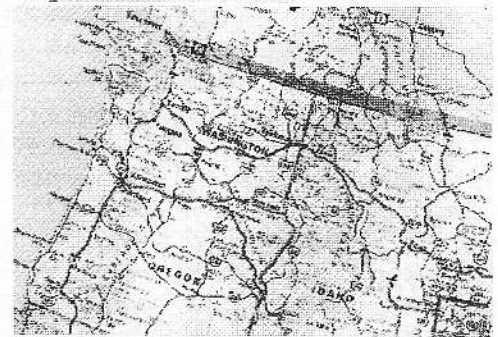
Although presented above in black and white, the banner has a light blue field, a red, white and blue "lightning strike," and standard colors in the 91st emblem.



It's

Sooner

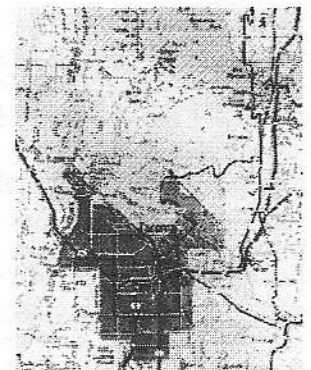
Than



You

Think!

Tacoma 2002!



The President's Corner

At the business meeting during the Galveston Reunion last year, a motion by Tony Montalvo was passed by the members. This motion called for a committee to study the possible futures of the 91st BGMA and report to the membership. My interpretation of the sense of this motion was as follows: The end of the 91st BGMA as we know it is inevitable. The only conceivable future for the organization, when those of the wartime Group are gone, must, necessarily, involve our Associate Members. Recognizing that to be so, I appointed a committee equally divided between full and associate members.

We are very fortunate in our Associate Members. Many attend our reunions. Some called me before the Galveston Reunion volunteering help. They were to be seen helping everywhere during the Reunion, doing clerical work, helping with the PX and the Hospitality Room. One arrived from outside the country just as we were encountering one of the crises which seem to plague meetings. He immediately helped rescue the situation, delaying checking into the hotel until he was finished. Our web site was created by Jim and Suzi Shepherd, and it is they who have planned and are running our Chino Rally Round. It was from this active group that I selected the members to put on the committee.

If another organization is to succeed the present 91st BGMA when we are gone, no prior intention by us to sponsor or even consent to such an organization will be legally required. The Associates are free to do as they please. The Associates, many of the children or other relatives of our wartime comrades, joined us so that they could honor our wartime efforts. It may be that the least we can do is to help provide a permanent organization so they might achieve that aim.

Bob Friedman.....

Welcome New Life Members:

Thomas Carver, 323 rd	Ralph W. James, 324 th
Charles Joiner, AL	David Morton Kobel 324th
Mary Beth O'Quinn, AL	Patrick J. Sammon, AL

Changes of Address:

Edward J. Dobrinsky, 11 Dawn Ln, Calvert City, IL 60827;
 Hilary Evers, The Elms, 9098 Delancey Circle, Charleston, SC 29406-9160;
 Harry G. Hoskins, 29069 Sunnybrook Dr., #A40, Nampa, ID, 83686-6332;
 Charles Hudson, 1068 Chester Ln., Niles, MI 49126;
 Lyle Jones, 414 South Morgan, Apt. 203, Shelbyville, IL 62565;
 Henry McCrerey, 4560 Boyce Rd., Memphis, TN, 38117;
 Rudy Moretti, 3724, Dornoch Dr., Wooster OH 44691-1291;
 Lee T. Schofield, 1901 Royal Hgts. Rd, Belleville, IL 62223-5464.

Missing Persons : Anyone who knows the current address or status of the following persons is asked to inform Sec'y/Treas. Asay B. Johnson: Thomas O. Layman, DDS; Ernest L. Ciarletta; Frank Biellecki, Manuel Fisher.

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Editorial

The tragic events that struck New York, Pennsylvania and the Pentagon in Virginia on September 11, 2001 have shocked America and most of the free world. Those of us who served the military services of the United States of America in time of war against powerful enemies can in our upper years only grip the arms of our chairs tightly as we contemplate what we would like to do. We knew fully what to do fifty-five plus years ago and we did it!

No, today we cannot take up arms ourselves. Our day has passed. But we can support our government and those who will follow us in the military establishment in the cause of eradicating world terrorism. I'm reminded of my studies of the German language in 1940. The opening line of Schiller's classic play, "Kabale und Liebe" [Intrigue and Love], "Einmal für Allemal!" [Once and for all!]. Spoken in German, it seems to have more impact. So, einmal für allemal, we must rid the world of those dastardly cowards who would not confront us man to man but must hide under the cover of false identities, sneak around and attack our women and children and non-combatants for a twisted cause emanating from a warped "mastermind."

I am pleased to pass on the wishes of our friends abroad.

From Vince Hemmings in England, in an e-mail addressed to Mike Banta, "The country is saddened at the atrocity that took place in your country on Tuesday. Margaret and I first heard the dreadful news on the radio and switched to the television. To see those dreadful scenes unfold is a sight that will last forever in our memories. It is very hard to find adequate words to describe our feelings. The sorrow for all those who have lost their lives, with the obvious exceptions, and those left behind. One also has a feeling of anger that those terrorists can kill innocent people. It is so evil. It will no doubt change the world such is the magnitude of their terrible crime.

Continued on Page 3.....

Editorial Continued from Page 2

Vince Hemmings, Cont. The church here in Diss has this morning opened a book of condolence. I have noticed all flags flying at half mast. At 11:00 o'clock, I was filling my car with petrol when over the public address system came a message. It was time for the country's 3 min. Silence. Without exception all around me stood.

A service of remembrance was held this morning in St. Paul's Cathedral which was attended by the Queen, Prince Philip along with the American Ambassador and his wife. Prior to the service a muffled bell was tolled (it is called in this country a 1/2 half bell). A 17 year old American student lit a candle. I believe I saw an elderly gentleman wearing an A2 jacket. 2,500 people filled St. Paul's with literally 1,000s outside having the service relayed to them by loudspeakers. You may well have seen all of this on you television.

At Steeple Morden a former war time member of the 8th Ar Force, who is visiting and is now a Priest, is tonight conducting a Memorial Service in the village church. One lesson is written by the American wife of a Steeple Morden gentleman and he will read the lesson."

R. A. Licence, Basingbourn Barracks addressed to Paul Chryst: "On behalf of the Commanding Officer and all ranks of ATR Basingbourn, I pass on our heartfelt sympathy to you and your comrades for the quite unimaginable horror your country has experienced in the last 24 hours.

"It is something we cannot begin to imagine and as we watch the news reports unfold we share your anger and grief of your nation."

Steve Pena, Curator, Tower Museum, "I heard the initial radio announcement yesterday and then watched the tv in absolute horror as events were relayed live. Words cannot express the shock felt not only in this household but also across the UK. All thoughts and prayers are directed to our many friends over there and to the victims, their families, members of the emergency services and military. May wise council and cool heads prevail at this time."

SAVANNAH BANNER DONATIONS

Adams, Paul W	\$ 100
Almon, Donald W II	\$ 150
Anderson, Andrew W. Jr.	\$ 25
Armstrong, G. A for J.R. Knaub	\$ 25
Armstrong, Sandra K.	\$ 25
Armstrong, Shelley for J.R. Knaub	\$ 25
Backsman, Joseph H.	\$ 30
Baird, Vernon & Joy	\$ 25
Bartush, J. Addison	\$ 500
Bessolo, Joseph	\$ 25
Bigler, Hal (sale of Getz' book)	\$ 20
Bird, Marie C for Donald R. Bird	\$ 50
Bolen, Frank S.	\$ 25
Bruce, John P.	\$ 25
Caldwell, Robert J.	\$ 50
Cavanaugh, Richard L.	\$ 100
Clothier, Robert S.	\$ 100
Coles, Ely J.	\$ 30
Cooper, B. L.	\$ 25
Cripps, Faber H.	\$ 25
Cullen, James J.	\$ 50
Czepkiewicz, Raphael	\$ 25
Dart, Melvin	\$ 50

Davis, Thomas L.	\$ 25
Dissmore, Tricia for Edgar Harrell	\$ 25
Drake, Edward J.	\$ 25
EDS-Philadelphia Solution Center For Walt Keirse	\$ 90
Farr, Frank	\$ 25
Fodroci, Michael P.	\$ 25
Fornaca, Frank M.	\$ 50
Getz, Lowell/Second	\$ 45
Gilmor, Judy for Lyle Jones	\$ 50
Goldberg, Marvin C.	\$ 50
Hall, Gary L/ 2nd/3 rd Donation \$1000	\$1200
Harris, Samuel W.	\$ 25
Hemmings, Vince, (Maddingley Wreath Contribution)	\$ 70
Hoffman, Marion C.	\$ 25
Hoffman, R. M. "Dusty"	\$ 100
Howard, William G.	\$ 25
Hudson, Charles	\$ 25
Hughes, Jean K for Jas. R. Knaub	\$ 25
Jacobs, George	\$ 1000
Jensen, Thorkil	\$ 50
Johnson, Gloria & Asay B.	\$ 100
Johnson, Hal	\$ 50
Kennedy, Paul O.	\$ 25
Knaub, Catherine A.	\$ 25
Knaub, Jim & Karen for Jas R. Knaub	\$ 50
Knaub, Seth for James R. Knaub	\$ 25
Larkin, Jr., Harry F.	\$ 50
Lasch, Harold W.	\$ 25
Limm, Paul J.	\$ 50
Lomasney, David J.	\$ 25
Mack, Philip G.	\$ 100
Markway, Maurice	\$ 25
Mattson, Russell A.	\$ 30
McClanahan, Mike	\$ 25
McPhie, Joseph M.	\$ 25
Merkel, Ehud	\$ 50
Moeller, John A.	\$ 100
Morgan, Dr. Rober G.	\$ 200
Murdoch, Julian A.	\$ 25
Nash, Robin L. for Walter Keirse	\$ 50
Painter, Marion Earl	\$ 25
Perri Stave	\$ 25
Pickard, Walter M.	\$ 250
Purton, Anna M For Edward Purton	\$ 25
Schultz, Clifford M.	\$ 100
Shepherd, James G.	\$ 25
Shepherd, Suzanne For Tex Frye	\$ 25
Shook, Sue for George Shook	\$ 100
Sibenac, Michael A.	\$ 35
Spence, Voyle (from sale of Getz' book)	\$ 40
Striegel, Robert & Sheila	\$ 25
Swinborne, Bernard H.	\$ 100
Turner, Deanne A.	\$ 15
Wagner, Sherwood	\$ 25
Wheeler, William H.	\$ 20
Williams MD, Claude M.	\$ 25
Williams, Cecil E.	\$ 25
Wofford, Eleanor L.	\$ 100
Woods, Onic B.	\$ 90
Grand Total	\$6590

Toot, Toot Tacoma!! 2002!!

—A report by Ed Gates, 91st BGMA 1st Vice President and Chairman of the 2002 Reunion Committee

Tacoma once called itself the "City of Destiny" but its hopes of being the western terminus of the first east-west rail link-up in the mid-19th century slipped from its grasp. In spite of that it became a major railroad town and port for the Great Northwest. In fact the Port of Tacoma has one of the best inter-modal facilities—ability to load between rail and ship—in the world. The city of 250,000 is still more a working man's city than a high society climber; "big apple" we ain't, though certainly it's hard to beat Washington apples. It is also hard to beat our grapes, since Washington is now the second largest U. S. wine producer.

We hope this reunion will be special because the area really means it when they say we welcome and respect service people and veterans—as the 25,000 or so people at McChord AFB, Fort Lewis and the Navy installations across the Puget Sound can attest. The Mayor of Tacoma, Pierce County Executive and the McChord AFB Command have sent you members of the 91st BGMA invitation letters for our reunion 27-31 August 2002. The Tacoma/Pierce County Visitors Bureau will assist us in registration and other ways as we mark the 60th Anniversary of the 91st Bomb Group, organized in Walla Walla, WA, in 1943.

Attendees at the Galveston reunion voted overwhelmingly to stay at the LaQuinta Hotel, \$79.00/nite for up to 140 of their 154 rooms. The facility will virtually be ours. Overflow accommodations at the same price are in the near-by Best Western which will provide free transportation between the two hotels. The LaQuinta is actually as close to sites like the Museums and Freighthouse Square described below—as the "downtown" Sheraton—and has ample free parking. The LaQuinta offered to provide free transportation on two days to the Tacoma Mall or elsewhere within the city and to provide transport to an alternate Saturday nite gala if we have more than 350 attendees (which is the maximum they can accommodate in their ballroom). The Tacoma Sheraton may offer \$100/nite for those who prefer a big-time hotel.

We want you all to come! We are working with the Pierce County Transit to use special buses for the handicapped for local travel. Nearly all La Quinta reunion facilities are on the ground floor including reception, registration, our "hospitality"/memento display room and BX.; there are even rooms across the hall from the "hospitality" room for our bartenders, if they wish to reserve them. If you want to take any of the pre-reunion or post-reunion trips we are offering, the La Quinta has agreed to store any luggage free.

The downtown area is undergoing renovation with emphasis on restoring the buildings of the late 19th century centering on the already restored Union Square, Washington State Museum, the University of Washington Tacoma campus, Freighthouse Square (actually oblong like any good freight house), etc. The International Museum of Glass and glass bridge connecting it to the waterfront is due in June 2002. We have no hurricanes, tornados or lousy humidity. Average temperature for the last week in August is 50 to 78 degrees with the possible morning overcast but little likelihood of rain. Bring your sweaters and light coats for the evening! It will be daylight until 8:30 pm.

Continued next Column.....

Now for the "bad" news. Light rail connections from the La Quinta to downtown (2 miles), due for completion by June 2002 when I pitched our reunion site in Galveston, probably will not make it, so we have back-up transport arranged. The museum for LeMay's collection of antique autos—largest in the world—will not be complete, but the acres of cars and other antiques will be available to us on Friday. Finally, SeaTac Airport—at the rate it is proceeding—may still be suffering reconstruction pangs.

The following events are planned:

Wed, 28 Aug

9 am-4 pm Visit Mt. St. Helens or Museum of Flight.

Thurs, 29 Aug

9 am-1 pm McChord AFB—Command Briefing, Tour C-17 transport and automated reight loading system.

Possible visit B-1 bomber.

1 pm Return to Hotel or visit Mt. Rainier Nat'l Park.

6 pm Mt. Rainier scenic railway dinner train or dinner on your own.

Friday, 30 Aug

Up to four hours—acres of LeMay vehicles and other antiques (we plan 4 shuttles).

Two hour visit—two buses will go on to Boeing Wing & Spar Assembly Plant.

6 pm Harbor boat ride and dinner.

Sat, 31 Aug

Morning: Business Meeting. Ladies visit Lakewood Gardens.

Afternoon: Squadron photos and one of participants in 2 Nov 44(air or ground).

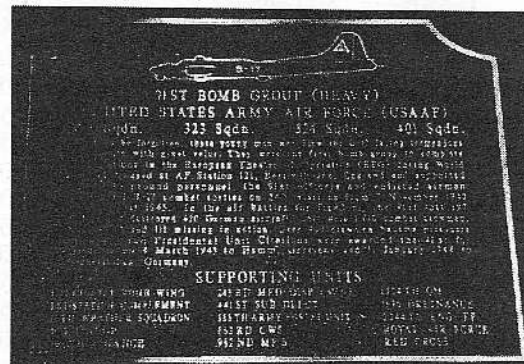
Evening: Dinner and whatever.

91st BG Dedication & Rally Round Chino, California October 5-7, 2001

As this issue of the *Ragged Irregular* is about to go to press, a team of 91sters are gathering at the **Planes of Fame Air Museum** in Chino California. Organized and chaired by Jim and Suzi Shepherd, who also founded and maintain the 91st BGMA web site, this active and enthusiastic couple host the event.

Officers of the 91st BGMA attending include Robert Friedman, President, Ed Gates, 1st Vice President, Hal Johnston, Past President and currently 2nd Vice President, and Asay B. Johnson, Secretary/Treas.

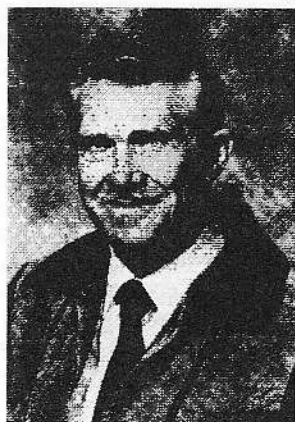
The occasion will recognize the dedication of a painting by Don Wellings noted artist and Life Member of the 91st, and a stone memorial, both of which will be placed inside the Museum for permanent display.



Letters to the Editor (and Other Potpourri)

Lamond "Buck" Bailey FM 322nd, refers to an article in the July 2001 issue of the RI listing the crew members of B-17G "Chowhound," 42-31367. Bailey has sent in the complete list of the original crew members of this airplane:

Jerry Newquist, Pilot; Joseph Green, CoPilot; Lamond J. Bailey, Navigator; William J. Carlson, Bombardier; Joseph E. Wentzel, Engineer; Richard J. Price, Radioman; John S. Weddle, Ball Turret; Charles L. Muse, Waist Gunner; John K. Callaway, Waist Gunner; Roland R. Michel, Tail Gunner.



Lamond "Buck" Bailey

Bailey adds: "To my knowledge, Joe Wetzel, and I are the only living members of the original crew. Julian Murdock, Crew Chief, lives in Georgia. The crew finished their missions and most of us were in a 26 ship convoy going home the morning of the Normandy invasion. Originally, we were a B-26 crew in the 9th Air Force stationed at Belfast, Northern Ireland, and volunteered for B-17s in the 8th air Force when they became short of crews after heavy losses over France and Germany.

"Chowhound" was ferried to England in December 1943 and was our new [plane] when we got to the 91st. Hope this

information will be of some value." Signed "Buck Bailey."

[Ed. Note: Bailey sent a complimentary copy of a book he wrote and published, "Stuf."]

John P. Bruce, 323rd, was Co-Pilot on "Man-O-War" that crashed near Opijnen, the Netherlands, where eight of his crew lie forever interred in a small plot nearby. Each year on Memorial Day a service is conducted to honor these fallen airmen as reported in the July issue of the *Ragged Irregular*. Unfortunately, that article reported an incorrect name for the aircraft. The correct name as stated above, is "Man-O-War," and not "Yankee Dandy." [We strive for accuracy and appreciate corrections. Let's keep the record straight.]

Danny E. Smith, MSG, USAFR, is seeking information about his grandfather who served as a B-17 tail gunner in England, from approximately 30 Jun 44 to 12 Jul 44. He participated in the Normandy, Northern France and Rhineland campaigns. His mail address is EMS Coordinator, NCOIC Training & Education (AFRC), Wright-Patterson AFB, OH 45433-5113, Voice: DSN-674-2001; COM-937/904-2001, FAX: DSN-787-4612; COM-937/257-4612.

Dale Jensen is a B-17 enthusiast who makes decals for airplane models. If you are interested in making a model of the airplane you once flew and would like to have some accurate decals to identify it properly, you might contact Mr. Jensen. His e-mail address is: <b17fan@home.com>

Todd M. Perry is another B-17 enthusiast who has been in contact with the 91st through its web site and the E-Mail Ring. Recently, he sent out on the Ring a request for help. He is building a diorama of the 91st base at Bassingbourn. He wants to represent accurately the scene around the former parking pad for "Little Patches." He is searching for photos showing the area where "Patches" parked including farming machinery, buildings, etc. His address is: 3912 18th Street, Columbus, NE 68601. His phone number is 402-562-9160. His E Mail address is: <perry@plattevalley.net>. He'd like to hear from you.

Joe Harlick, noted 91st photographer has sent crew photos for aircraft named "Jack the Ripper" and "Sunkist Special" that are reproduced following this notice. Joe's mailing address is: 928 Owl Ct SW, Ocean Shores, WA 98569-9798, E-Mail <owljoejen@techlline.com>, or Telephone: (360) 289-0254. If you can identify any or all of the crew members shown, please give Joe a call. He'd like to hear from you.



Mystery Crew A1_01



Mystery Crew B1_01

Jean Danielski, is seeking information about her father, Louis O'Connell, a former crewman on "Jack the Ripper." She has had contact with members of the 91st BGMA through the web site and the E-Mail Ring. This effort is published here in case some of the members, who are neither on the "web" nor have E-Mail capability, might be able to contribute some information otherwise. Jean writes that Louis had two brothers in the service at the same time, one of whom died in a crash of a B-17 shortly after takeoff. Her Dad passed away at age 72 in 1993.

Although some people believe her father died of Alzheimer's disease, she really thinks he died of Creutzfeldt Jacob Disease (CJD) which has symptoms similar to "mad cow disease." Jean's street address is: 1056 Lockridge NE, Grand Rapids, MI 49505.

Ed Note: We receive copies of E-Mails from Mike Banta's "Ring" from people seeking information about relatives who were in the 91st. We would like to publish them in the *Ragged Irregular* which has a ten-fold greater distribution than the "Ring," but the vast majority (90%) of our members do not have E Mail capability. To tap this resource, please include your USPS street address in your E Mail.

Letters to the Editor (Continued from Page 5)

Gary Hall is the grandson of Sgt. Edgar Harrell who was killed on "Times A-Wastin" April 8, 1945. He has been in contact with the 91st Ring's Mike Banta, but his request is reproduced here in case anyone who is not "on the web" might be able to contribute some information the way we used to do it. Specifically, Gary would like to hear from some the relatives of his grandfather's crewmen or from the crewmen themselves if they are still with us. He has been in touch with two fellow crew members, T/Sgt Lyle Jones and T/Sgt. Robert A. Smith who survived the plane being shot down. And he says, "They've been more than happy to share stories and experiences. Other crew names he lists are: 1st Lt. Peter Pastras of Lansing, MI; 2nd Lt. Robert Morris of Tekoa, WA; 2nd Lt. George Latches of Salt Lake City, and T/Sgt. Robert A. Smith who survived the plane being shot down.

Lowell Getz in an E-Mail on another subject included the following comment after the horrible terrorist attacks, "Our daughter lives next to the Pentagon on the side the plane hit. She had not yet left for work and felt and heard the explosion. We were on our way to visit her and went on. You could see the gash in the Pentagon from her apartment building. Needless to say, everyone was somewhat up-tight. There were helicopters (including attack helicopters) flying over her building all day and night and FBI agents snooping around and on the top of the building. The world has changed."

Lowell Getz on another subject: "Me" of "Bf" -109? For most of us it didn't matter. When they came in firing, we referred to them by other names. For the purists, however, we are confused when today, we hear people who "weren't there" talking authoritatively about the "Bf 109." Lowell Getz explains: "the Messerschmitt Bf 109 began as an entry by the Bayerische Flugzeug werke in a Luftwaffe (German Air Force) fighter competition in the early 1930s. Willy Messerschmitt's creation incorporated one of the most advanced aerodynamic designs at the time, with retractable landing gear, an enclosed cockpit, automatic flaps, cantilever wings, and stressed skin construction. During the trials the Bf 109 clearly outperformed the larger and heavier favorite, Heinkel's He 112. The first production model, the Bf 109B, began coming off the lines in 1936. The redesignation of the Bayerische Flugzeug werke AG (Aktiengesellschaft or Corporation) to the Messerschmitt AG in 1938 led many to call it the Me 109, although the official Luftwaffe designation of the aircraft remained the Bf 109 throughout the war.

[Ed Note: After WWII, this Editor became acquainted with Major Al Williams, a nationally known pre-war stunt and racing pilot, syndicated columnist and former Marine Corps Test Pilot. His most famous airplane, a Grumman F3F, nicknamed the "Gulfhawk," hangs in the Air And Space Museum in Washington, D.C. Shortly before WWII, Al wrote a book, "Air Power," published in 1940 telling about taking his Gulfhawk to Europe in 1938 for airshows, and how, as a friend of Ernst Udet, the famous German Ace of the first World War, and he had the opportunity to be the first, and perhaps the only, American, to fly the "Me 109." He wrote, "The Messerschmitt Me 109 is the finest airplane I have ever flown."]

Charles Sturgeon, FM, 322nd, responded to a request for information posted on the 91st web site. His response was to a lady whose father, Capt. Richard W. Burch, was shot down on a mission to Hamburg, June 20, 1944. "I don't have much to offer but since I was on that mission, (one of, if not the roughest of my missions) Continued next Column

I am privileged to give you the information I have from my diary. Remember as you read my account, that this was my second combat mission and the first one into Germany. I was excited (scared to death) and there were too many things happening all around us to concentrate on one thing long. We were always on the lookout for enemy fighters, that was our main job.

My diary for Tuesday, June 20, 1944: [being aroused late] we didn't have time for breakfast so we went to the equipment room, picked up our guns and equipment and went out to our plane. We installed our guns and prepared for the mission to Hamburg, Germany, to bomb oil refineries. We finally took off at 5:25 am. We took the northern route so we passed over an enemy sub base and could see some subs and ships. When we were passing over land, we could see the cities sending up smoke screens and an occasional burst of flak.

We could see other bomb groups heading in the same general direction and they seemed to be attracting most of the flak. We started the mission at around 7,000 feet but climbed up to 25,000 as we approached enemy territory. As we approached our target, Hamburg oil refineries, we couldn't see much of anything because of all the smoke screens and the sky was black with flak. I couldn't believe we were going to fly into that mess but sure enough, we did. I'm not sure where we started in the formation, but we saw one plane drop out of position, don't know if they were hit or were having other problems.

They may have been in the wrong position and were moving into their proper position. We moved up and took its place in formation. I think we were then flying on the right wing of the high group. Your Dad was flying on the right wing of the lead plane of the formation (I think). As I mentioned, there was a solid box of flak over the target area and it seemed to be bursting all around us. We could hear it hitting like gravel being thrown at us and it was all over the front of the plane and I suspect back too. The aircraft was rocking from the nearby explosions of anti-aircraft shells and it felt like we were in a storm with high winds. In other words, the flak was very heavy and so thick that it was bound to hit something.

My diary doesn't say if we were still approaching the target or if it was during or after bombs away, we saw a B-17 in our formation take a hit in their number two engine and shortly after another hit to the fuselage near the waist. It broke into two pieces as it fell out of the sky. We always looked for parachutes, hoping and praying that all would get out ok. We saw only one parachute open, but we had hopes that others had delayed opening until they were closer to the ground. They would have been hidden by all the haze from the flak and smoke screens. Shortly after we saw another B-17 lose a wing and go down. We were able to count four parachutes from this plane. All told we witnessed three planes being blown out of the sky today, the first one was while we were approaching the IP.

Your Dad's plane was the only one from the 91st BG. Our plane sustained around 20 holes through the fuselage, wings and stabilizers, one in the induction system, number 2 engine cowlings, number 4 supercharger was knocked out, and we lost our radio antenna.

Hope this is not too disturbing for you, I will always remember that mission. On my 20th mission, August 13, 1944, we were shot down. Our Pilot, Thomas P. Smith, Jr., was KIA, five were evadecs, and I and two others were captured.

I hope you receive all the information you are seeking. Take care. Charles Sturgeon

Letters to the Editor, etc.

"Village Flirt" Flies Again. The January 2000 issue of the *Ragged Irregular* carried a story and photo on page 7 of a scale model of the "Village Flirt," a B-17F assigned to the 323rd Sq. and the crew of Major David A. Bramble. The builder of the model and a personal friend of Bramble, Charlie Joiner, has sent in some new photos on the occasion of a July 4th celebration. The model is powered by four small gasoline engines and is flyable by remote control. In a restored Jeep, Dave Bramble, center, his friend, Charlie Joiner on the left, and Charlie's brother, Walt (at the wheel), lead the parade in Chester-town, Maryland



As the Jeep rolled past a crowd, one young lady ran out to kiss Dave on the cheek. [Ed. Note: Charlie says, "We won't tell Marnie about that."]

Andrew "Andy" Anderson, LM 322nd, tells us about his last few missions. On August 15, 1944, he flew his twelfth mission as Co-Pilot on the crew of Tom Gordon. The target was a German airfield at Ostheim, near Cologne. He reported heavy flak and lots of damage on planes of the 91st. Several men were wounded, one killed. His ship was full of holes, but "we plastered the airfield." There were bandits everywhere but they passed him up. He flew "Choo Choo Lady," which he said was "a good ship but pretty will battered, today."

The next day, his crew stood down but the Group went to Halle. "Fighters hit the 322nd hard. They lost five of their six ships. It was a long tough day for them."

Ten days later, Andy was off on his mission 12B, to Essen back in the Ruhr Valley. Two ships collided during the assembly right in front of him. No one got out. They flew lead of number four flight in the low Group. "Flak was hell." They bombed down 29,000 feet with an 18 minute bomb run. This was "too long" and they had flak alongside them all the time. The target was a synthetic oil plant and they "blew it apart."

On Aug. 30, eight wings from the 1st Division attacked Kiel. The 3rd Division went to Bremen. "We were the third Group in flying lead of the 4th element of the lead Group. Flak knocked out the #3 engine on the bomb run." They were unable to open the bomb bay doors and had to crank them down manually—"just in time to drop." Unable to stay with the formation, Andy's ship dropped back but was picked up by P-51s that stayed with them most of the way home. Without cockpit heat and still at 27,000 feet, their "toes were on the edge of frostbite." Arriving back at the base, "the ceiling was 2,000 feet and traffic was a mess" but they felt lucky to get down.

On Sept. 5, the crew was on stand-down but Andy was roused out of the sack to ride with a new crew. This would be E. Robert Kelley's crew. The Navigator was Anton Karoli and the Bombardier, George Lancaster. Ira Krammes was top turret gunner. Other crew members, whom Andy says, "met over the interphone" were Grover Norman, RO, Ed Duemmer, BT, Selma Mitchell, WG and Richard Doyle, TG. This would be their first mission; Andy's 15th.

They flew "tail-end Charlie" this day. It was hard

Continued next Column.....

work flying the old "F" in tight formation. "I was so exhausted that when we got on the ground, I couldn't even fall out of the airplane."

"Today we got a burst of flak in the number three engine as we approached the IP. Unable to keep up with the formation, we pulled out, radioed the group leader and turned for home. German fighters hit us immediately. Nearly blew us apart. Tail gunner was killed in the first blast. We bailed out. Krammes was captured immediately and spent the rest of the war in a Stalag. Nordman, Duemmer and Mitchell were able to work their way out of Europe alone, helped all along the way by brave French people who put the safety of these airman above that of themselves. Kelley, Karoli, Lancaster and I were rescued and hidden by two supremely courageous French families who, within sight of the German occupiers, under their noses, really, hid, occasionally fed us, and kept us alive in caves and woods near and in the tiny village of Baslieux on the German Alsace-Lorraine border. That's too long a story to tell here, but you can read it on the 91st web site, 'www.91stbombgroup.com'

"We lived with two escaped Russian soldiers (captured at Stalingrad, but lately escaped from a slave labor camp near Metz). With them we did a little damage to some of the German troops that were beginning to retreat from the invasion front, de-mined some bridges which the retreating Germans had mined to delay the eventual Allied advance, and worked our way back to Paris in time to watch the French Maquis (underground fighters) kill off most of the garrison which the German general had left behind when he refused Hitler's order to destroy Paris and pulled back with most of his troops, let our near-starved frames fill out a little courtesy of the French 'escape money' that we carried in our 'escape kits.'

"After Kelley, Karoli, Lancaster and I slipped through the front lines, which were somewhere around Verdun, then, we caught a ride on a Yank body collection truck to near Paris, then walked in. Our escape money allowed us to watch the war there for a bit until we got ferried back to Bassingbourn. There I lost an argument with Col. Terry. I wanted to go back to my crew. He said, 'No, go home, you skin fly-boy.'

In the long run, it was fortunate for me. The 91st had some of the heaviest losses of the war in the succeeding months. With a new crew, it is doubtful that I would have survived. So I went home, put the lost weight back on, went through C.I.S. (Central Instructor School) in San Antonio, instructed in B-25s for a while, then pulled strings to get transferred to the Ferry Command where I could fly P-38s, A-26s, etc., that were fun to fly. Then, when I'd had enough of that, and it soon began to seem pointless after the emotional intensity of combat and the closeness of the combat crew brotherhood, I left the service, took degrees from U.C.L.A. and U.S.C., and spent more than forty years as a teacher and school administrator—the best jobs in the world."

Anderson refers the reader for additional information to the 91st web site. In reprise he passes on a word "for those of you who were, like me, closer to your crews than brothers. I'm more proud than I can say to have lived through that experience with you. Seventy-three per cent of the 8th Air Force crews didn't survive. They were shot down, killed or imprisoned. Every one of us was a volunteer. We knew what the risks were. The average number of missions completed by a crew was fifteen. Oddly, I was on my fifteenth mission when I was shot down. None of us expected to die but three out of our of us did. What a remarkable group. I salute you. A. Anderson.

American Military Cemeteries

Extracts from a Special Report by John W. Howland

ARDENNES CEMETERY, Belgium

91st BOMB GROUP

ADE ROBERT M	S SGT	401
ANDERSON LEONARD F	2 LT	322
ANDREWS GILBERT F	S SGT	401
APICELLA EDWARD	S SGT	322
BAKER DAVID L	S SGT	322
BALDWIN FREDERICK D	SGT	324
BARCLAY JOHN W	SGT	324
BARRATT WILLIAM J	T SGT	322
BAUERLINE WILLIAM J	SGT	401
BEAUREGARD FRANK J	SGT	324
BECHTEL JAMES M	S SGT	324
BECKER BRUCE W	2 LT	322
BIRD JOHN W	S SGT	322
BLONSTEIN CHARLES	S SGT	322
BOHACZYK CHARLES	S SGT	401
BROOKS JOE W	S SGT	322
BROLEY WILLIAM H	1 LT	322
BUTLER RAYMOND	S SGT	322
BUTLER THOMAS C JR	2 LT	322
CADLEK ROBERT G	2 LT	324
CALIGAN WILLIAM L JR	S SGT	324
CARUSIELLO LOUIS S	S SGT	322
CLARITY RICHARD T	S SGT	322
CLYNE EDWARD K	T SGT	322
COMAC PETER	S SGT	322
CORBIN BLAINE	SGT	322
CORPSEAN EDWARD	T SGT	322
CZARNIECKI ANTHONY W	S SGT	322
DAVIDSON HAROLD A	2 LT	324
DAVID ALBERT H	2 LT	322
DAVIS EDWARD G	S SGT	322
DELANEY JOHN A JR	S SGT	322
DELAFORE JOHN	1 LT	324
DICKSON WILLIAM G	T SGT	324
DOMLADOVAC STEVE JR	2 LT	322
DUNNAVANT WILLIAM W	1 SGT	322
EDBARS ARTHUR C	1 LT	324
ECKERSON GILBERT H	SGT	324
ESTRADA AMOS F	SGT	322
GREER KENNETH S	S SGT	322
HINER DANIEL V	S SGT	324
HOLDEN WILLARD M	SGT	324
HUDSON WILLIAM L	S SGT	322
KAPLAN SYDNEY	2 LT	322
KASPERKO JOSEPH A	SGT	322
KELLEY HERSCHEL L	T SGT	322
KLEBERGER DE WAYNE	S SGT	322
KLOPOLSKY JOHN R	T SGT	322
KNAFF THEODORE	S SGT	322
KOVACHOVICH NEKAD	1 LT	322
LASCU JAMES JR	SGT	324
LATCHES GEORGE L	2 LT	401
LEE DAVID C	1 LT	322
LEMONS DONALD H	S SGT	401
LENGYEL MICKEY	S SGT	322
LEVIN HAROLD	1 LT	401
LOWRY BENTON E SR	T SGT	322
LYTLE STANLEY E	SGT	324
MASON EDWIN P	S SGT	401
MC AVOY JAMES P	1 LT	401
MC CALL DAVID C	T SGT	324
MC CARTY MARTIN W JR	CAPT	322

MC CURRY MALCOLM M	T SGT	322
MICHAUD HAROLD K	S SGT	322
MITCHELL HOWARD L	1 LT	322
MITTS HOMER J JR	SGT	322
MONAHAN JOHN E	T SGT	324
MONTGOMERY JOHN W	S SGT	401
MORRIS TEDDY J	SGT	322
MUZZY SIDNEY W	FLT O	401
NOBBS CARYLL D	2 LT	324
NOLL PAUL W	T SGT	401
ODEGARD HERMAN	S SGT	322
MC AVOY JAMES P	1 LT	401
MC CALL DAVID C T	SGT	324
MC CARTY MARTIN W JR	CAPT	322
MC CURRY MALCOLM M	T SGT	322
MICHAUD HAROLD K	S SGT	322
MITCHELL HOWARD L	1 LT	322
MITTS HOMER J JR	SGT	322
MONAHAN JOHN E	T SGT	324
MONTGOMERY JOHN W	S SGT	401
MORRIS TEDDY J	SGT	322
MUZZY SIDNEY W	FLT O	401
NOBBS CARYLL D	2 LT	324
NOLL PAUL W	T SGT	401
ODEGARD HERMAN	S SGT	322
OYLER ROBERT L	S SGT	324
PASTER ROBERT M	SGT	324
PEREIRA GILBERTO	SGT	322
PERKINS ROBERT F	T SGT	401
PERRITT JOHN M	1 LT	322
PITTS ROBERT A	1 LT	401
PUBENTZ DONALD W	S SGT	322
RED EDWIN R	1 LT	322
RHODE HAROLD J	S SGT	401
RICHARDSON GEORGE M	SGT	324
RINNE ARTHUR C	2 LT	401
ROGA ALBERT A	S SGT	322
SAFFELL RICHARD R	T SGT	401
SANDOFF NICK	S SGT	401
SCHNITZER ROBERT M	1 LT	322
SHELLEY CHARLES F	SGT	322
SHOEMAKER DONALD J	2 LT	324
SILBERGER LAWRENCE H	S SGT	322
SINON EDWARD F	S SGT	324
SLATTERY JOSEPH E JR	1 LT	324
STILES GERT	1 LT	401
STODDARD MELVIN P	SGT	322
SULLIVAN CHARLES J J	T SGT	401
THEOPHILUS HARRY L	1 LT	324
TRENT ROBERT T	S SGT	322
VAN AUSSALL CHARLES	1 LT	401
VINCENT DONALD A	SGT	324
VINECOURT PAUL E	S SGT	322
VON DER HEYDE DON B	2 LT	322
WAGNER MELVIN F	S SGT	322
WANNEMACHER WILLIAM	S SGT	322
WEBER MICHAEL J	2 LT	324
WERTHEIM RICHARD A	2 LT	401
WHELAN NORMAN L	CAPT	324
WIEDEBACH CARL E	T SGT	322
WILSON JOHN W	1 LT	401
WINTERS VERNON	SGT	401
WYLLIE ROBERT S	1 LT	401
ZAHLER DONALD C	S SGT	401
ZAVERT ALBERT W	T SGT	324
ZUBERI LESUE B	2 LT	324

22-Feb-44
17-Aug-43
5-Dec-44
17-Aug-43
26-Jul-43
3-Nov-44
11-Jan-44
19-May-44
28-Mar-45
19-May-44
3-Jan-43
3-Nov-43
4-Mar-44
22-Feb-44
17-Aug-43
17-Aug-43
26-Jul-42
3-Nov-43
11-Jan-44
13-May-44
28-Mar-43
19-May-44
28-Jul-43
16-Aug-44
4-Mar-43
8-Mar-44
22-Sep-43
3-Nov-43
17-Apr-44
11-Jan-44
4-Mar-44
11-Jan-44
4-Mar-44
2-Nov-44
19-Apr-44
17-Apr-43
17-Sep-43
1-Dec-43
3-Feb-45
16-Oct-44
22-Jun-44
22-Jun-43
26-Nov-44
11-Jan-44
20-Jul-44
16-Mar-44
4-Mar-43
29-Jul-44
17-Apr-45
2-Nov-44
17-Aug-43
2-Nov-44
17-Aug-43
16-Aug-43
3-Feb-45
27-Sep-43
17-Apr-43
26-Jul-44
19-May-44
8-Mar-44
1-May-43
4-Mar-43

NORMANDY CEMETERY, France

91st BOMB GROUP

BIGGS HOMER C, JR.	1 LT	322	B	13-May-43
BUTLER JOHN W	2 LT	324	B	28-Mar-43
COEN JOHN A	1 LT	324	B	28-Mar-43
DIXON GORDO N W	2 LT	322	B	1-Aug-44
GOOSEY WARREN D	SGT	322	B	8-Aug-44
GRUBE JAMES H	2 LT	401	B	30-Mar-44
HAYES THEODORE O	2 LT	322	B	13-May-43
JOHNSON STANLEY E	T/SGT	401	B	27-Apr-44
MINNICK THOMAS J	T/SGT	322	B	1-Aug-44
NICHOLIS ARTHUR H	2 LT	322	B	13-May-43
GAULEY NEILL E	1 LT	322	B	13-May-43
O'BRIEN PAUL E	S/SGT	322	B	13-May-43
OLSON HAROLD K	S/SGT	322	B	10-Jul-43
REYNOLDS ROBERT H	SGT	322	B	13-May-43
SHERRILL CHARLES	2 LT	322	B	8-Aug-44
SMITH THOMAS P, JR.	1 LT	322	B	13-Aug-44
SYMPHER WALTER, JR.	2 LT	322	B	13-May-43
VALERIO ENO J	S/SGT	322	B	13-May-43
WIRT RICHARD K	SGT	322	B	13-May-43

HENRI CHAPPELLE CEMETERY, Belgium

91st BOMB GROUP

BRADY JOHN F	T SGT	322	WOM	3-Nov-44
BROADBUSH HOWARD C	SGT	324	B	10-Jan-45
CHANDLER ALLEN A JR	T SGT	322	WOM	2-Nov-44
COURTNEY JOHN R	T SGT	324	WOM	21-Nov-44
FORIO NELLO F	2 LT	322	B	14-Jan-45
GUBERNAT FRANK J JR	2 LT	401	WOM	28-Mar-44
KELLEHER JOHN T	1 LT	322	WOM	10-Sep-44
KOGUT STEPHEN	T SGT	322	WOM	10-Sep-44
LIEKHUS JOHN H	1 LT	322	WOM	2-Nov-44
MILLER ARTHUR W	SGT	322	B	14-Jan-45
MORRISON JOSEPH R	S SGT	324	WOM	18-Aug-44
OTTING LAUREN P	2 LT	322	B	14-Jan-45
ROLLER WILLIAM O	SGT	322	WOM	1-Dec-43
SHOEMAKER WILLIAM O	S SGT	322	WOM	2-Nov-44
YOUNGER BOBBY J	S SGT	322	WOM	2-Nov-44
ZIRNFELD GEORGE R	S SGT	322	WOM	10-Sep-44

American Military Cemeteries (Continued)

Extracts from a Special Report by John W. Howland

NETHERLANDS-AMERICAN CEMETERY, HOLLAND

91st BOMB GROUP

B = Interred WOM = Wall of the Missing

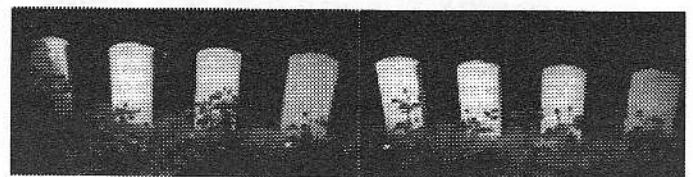
Adams, Frank L.	1 LT	324	WOM	3-Feb-45	Maddox, Jewel C.	TSGT	401	WOM	28-Mar-44
Alexander, Charles R.	1 LT	323	B	22-Feb-44	Margason, Mark W.	S SGT	324	WOM	21-May-43
Ambelagi, Arnold H.	2 LT	322	WOM	14-May-43	Marsh, William H., Jr.	1 LT	322	B	2-Nov-44
Andrews, Norman I.	1 LT	323	WOM	4-Feb-43	Martin, Richard D.	2 LT	322	B	17-Aug-43
Annkil, Thor V.	1 LT	401	WOM	28-Feb-43	Marx, Donald L.	S SGT	324	B	4-Mar-43
Bail, Rollin P.	2 LT	324	WOM	21-May-43	McAdams, William B.	1 LT	401	WOM	3-Nov-43
Beiseker, Marvin H., Jr.	1 LT	323	B	4-Feb-43	McCarthy, Francis J.	T SGT	322	WOM	18-Apr-45
Blackburn, Charles B.	SGT	323	WOM	4-Feb-43	McNatt, Wylie, Jr.	S SGT	322	B	8-Apr-45
Brandenburg, Lawrence	T SGT	401	WOM	17-Apr-43	Merit, Thomas E.	S SGT	401	WOM	3-Nov-43
Burton, James D., Jr.	S SGT	324	WOM	4-Mar-43	Miller, Le Moynes	SGT	322	WOM	8-Apr-45
Campbell, Edwin R.	SGT	323	WOM	4-Feb-43	Moore, Gardiner H.	S SGT	322	B	17-Aug-43
Cassidy, William H.	S SGT	322	WOM	14-May-43	Morby, Roy S.	S SGT	323	B	8-Mar-44
Cavallen, Nando A.	CAPT	324	WOM	3-Feb-45	Monte, Kolbert F.	2 LT	401	B	8-Apr-45
Clinard, Everett L., Jr.	1 LT	323	WOM	4-Feb-43	Oliver, Charles H.	S SGT	323	WOM	27-Sep-43
Cole, Robert W.	S SGT	324	WOM	21-May-43	Pastres, Peter A.	1 LT	401	B	8-Apr-45
Cosgrove, Robert S.	2 LT	324	B	27-Sep-43	Pegram, William G.	1 LT	324	B	27-Sep-43
Felton, Ralph A., Jr.	1 LT	322	WOM	4-Mar-43	Peters, Belvin J.	S SGT	324	B	27-Sep-43
Flecher, Philip S.	1 LT	324	WOM	21-May-43	Phillips, Hymen	SGT	324	WOM	4-Mar-43
Flecher, William D.	T SGT	322	WOM	29-Apr-44	Price, Thomas G.	S SGT	401	B	23-Aug-43
Fredricks, Lewis J.	S SGT	323	WOM	4-Feb-43	Proudfit, Richard D.	S SGT	322	B	8-Apr-45
Freschauf, Charles W.	1 LT	324	WOM	21-May-43	Purdy, James F., Jr.	1 LT	322	WOM	28-Apr-44
Fritz, Elwood E.	1 LT	322	B	2-Nov-44	Rathgeber, William A.	S SGT	322	WOM	4-Mar-43
Glaza, Gerald D.	SGT	322	WOM	22-Dec-43	Reidy, Charles E.	T SGT	401	B	17-Aug-43
Goldberg, Martin	SGT	401	WOM	29-Mar-44	Rokas, Joseph A.	S SGT	401	WOM	17-Apr-43
Golden, William J.	S SGT	323	WOM	27-Sep-43	Roe, Edgar Allan	S SGT	401	B	17-Aug-43
Gossage, Martin	S SGT	401	WOM	29-Feb-43	Roy, Anthony J.	S SGT	401	WOM	17-Apr-43
Hamrick, Victor L.	S SGT	401	WOM	17-Apr-43	Rumble, Francis L.	S SGT	323	B	8-Mar-44
Hargis, Jack A.	2 LT	322	B	17-Aug-43	Sample, James W.	S SGT	323	WOM	27-Sep-43
Harvey, Herbert H.	T SGT	324	WOM	21-May-43	Sanders, John J.	1 LT	323	WOM	4-Feb-43
Hill, Eugene V.	2 LT	323	WOM	27-Sep-43	Scavello, Sebastian	T SGT	401	WOM	17-Apr-43
Holbrook, J.P.	T SGT	324	WOM	3-Feb-45	Schippang, Alvin T.	S SGT	401	WOM	17-Apr-43
Houtchens, James D.	S SGT	322	WOM	8-Apr-45	Seesley, Aldrich A.	S SGT	401	WOM	29-Mar-44
Howdus, John F.	SGT	324	WOM	4-Mar-43	Sell, Raymond H.	S SGT	323	WOM	27-Sep-43
Hulsh, Billy H.	2 LT	322	B	22-Apr-44	Sherrill, Halstead	1 LT	324	B	16-Aug-44
Hylton, William H.	1 LT	322	WOM	4-Mar-43	Shipp, Robert, Jr.	2 LT	401	WOM	3-Nov-43
Johnson, Guy C.	S SGT	323	B	1-May-44	Simpson, Willard O.	S SGT	324	WOM	21-May-43
Jones, Edward H.	S SGT	322	WOM	14-May-43	Stivkoff, George	2 LT	401	WOM	17-Apr-43
Jones, Jerald H.	S SGT	324	WOM	21-May-43	Smith, Douglas H.	SGT	401	WOM	26-Feb-43
Jostlin, John W. Jr.	1 LT	324	WOM	21-May-43	Smith, Robert O.	S SGT	401	B	8-Apr-45
Kenner, Everett L.	2 LT	322	B	17-Aug-43	Stanton, Clifford A.	2 LT	323	B	1-May-44
Klemm, Roy R.	SGT	324	B	7-Nov-43	Stokes, Harry L.	T SGT	323	WOM	27-Sep-43
Koha, Sidney L.	S SGT	324	WOM	21-May-43	Toebe, William D.	1 LT	322	WOM	19-May-43
Kowall, Donald J.	SGT	323	B	1-May-44	Traverso, Elio	T SGT	322	WOM	4-Mar-43
La Medica, Michael T.	S SGT	323	B	4-Feb-43	Walters, Garner, Jr.	T SGT	322	B	22-Feb-44

LUXEMBOURG CEMETERY

91st BOMB GROUP

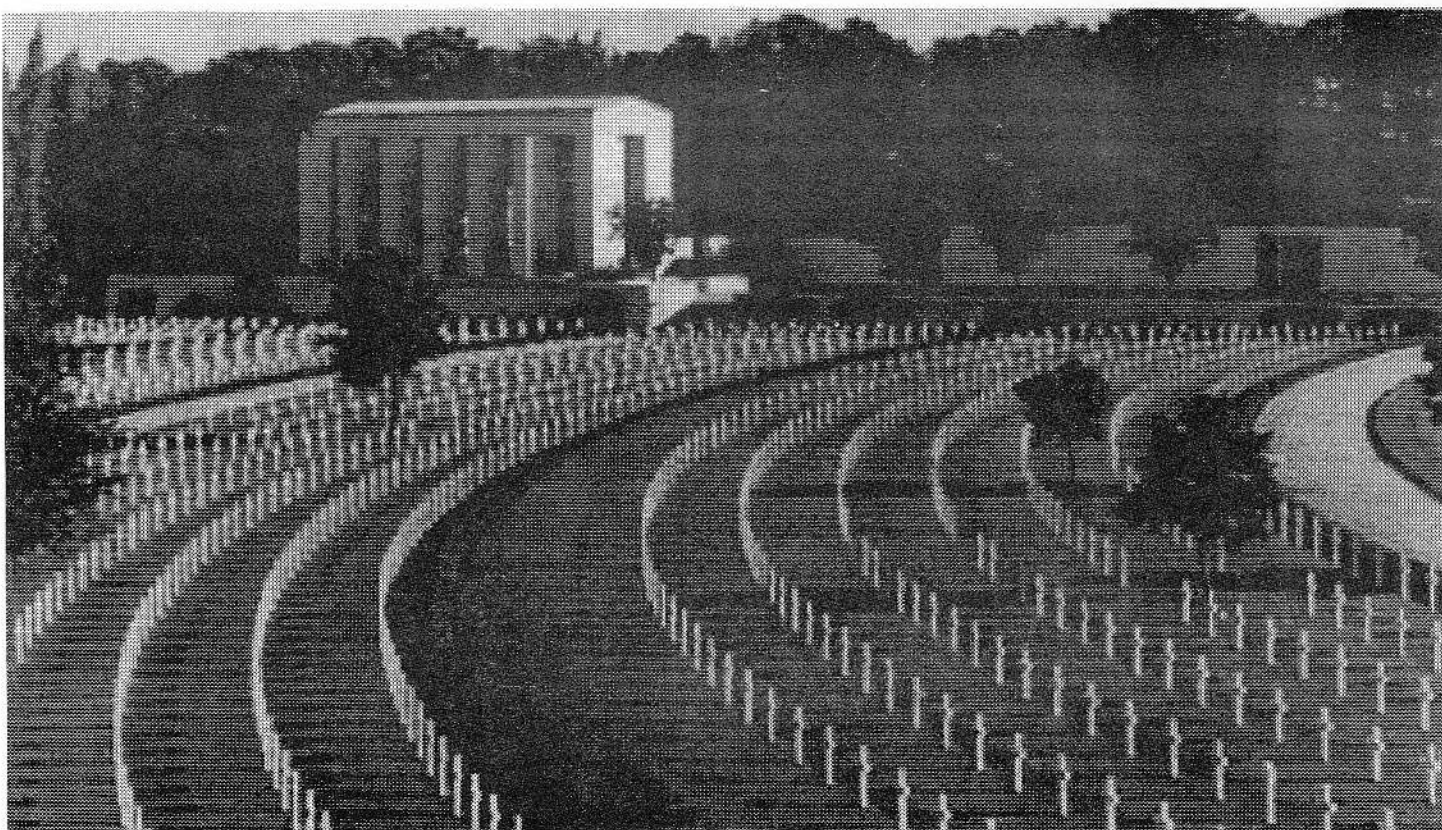
BOWERS HERSCHEL W	T SGT	401	B	2-Nov-44
CALLEN FLOYD E	S SGT	322	B	2-Nov-44
DONOVAN KENNETH T	S SGT	322	B	14-May-43
FREEMAN EMILE G	T SGT	322	B	2-Nov-44
GARRETT ROBERT POPE	SGT	323	B	14-Jan-45
HAGAN HOWARD C	SGT	324	B	30-Nov-44
HALL JOSEPH D	S SGT	401	WOM	18-Aug-44
HALLORAN JOHN J	T SGT	401	WOM	18-Aug-44
HARRIS THOMAS F	T SGT	322	B	2-Nov-44
HILLMAN ALAN G	2 LT	323	B	8-Jan-45
HOLMAN FRANK W	T SGT	322	B	2-Nov-44
HOLOWATY MICHAEL	SGT	323	WOM	14-Jan-45
HUNDLEY JAMES F	2 LT	401	B	2-Nov-44
NEEL FREDERICK T JR	2 LT	401	B	24-May-45
ROACH GEORGE E	S SGT	323	B	2-Nov-44
RUSTAND HAN FORD J	1 LT	323	B	2-Nov-44
WEINETH ARLYNN E	1 LT	401	WOM	18-Aug-44
WILBORN ARTHUR S	S SGT	322	B	20-Jul-44

OPIJNEN, THE NETHERLANDS



91st Bomb Group
Crew of the B-17 "Man O War"

BLACKWOOD, DOUGLAS V.	T/SGT	323	30-Jul-43
CIANFICHI, AMERICO	T/SGT	323	30-Jul-43
DUGGAN, ROBERT U.	1 LT	323	30-Jul-43
KRUEGER, GEORGE R.	S/SGT	323	30-Jul-43
OHMAN, DANIEL V.	2 LT	323	30-Jul-43
PERROTA, MIKE A.	S/SGT	323	30-Jul-43
POLING, HERMAN D.	S/SGT	323	30-Jul-43
SPARKS, HAROLD R.	T/SGT	323	30-Jul-43



MADINGLY CEMETERY, Cambridge, England

91st BOMB GROUP

B = Interred WOM = Wall of the Missing

ALLENDER SAMUEL W JR	T SGT	401	WOM	3-Nov-43	HOFFMAN HERBERT	SGT	324	B	24-Nov-42
ANDERSON GEORGE A	T SGT	322	WOM	23-Nov-43	JONES DUANE L	CAPT	324	WOM	23-Nov-43
ANDERSON ROY C	S SGT	401	B	25-Jun-44	KAUFMAN JOHN C JR	2 LT	323	WOM	30-Jun-43
APPLEBAUM ARTHUR S	1 LT	322	WOM	23-Nov-43	KELLY PAUL M	T SGT	322	B	1-Sep-43
BAINES JAMES B	S SGT	324	B	24-Jan-44	KENEPICK THOMAS W	2 LT	401	WOM	3-Nov-43
BALL JOHN A JR	2 LT	324	B	28-Nov-42	KYES PAUL E	S SGT	324	WOM	26-Mar-43
BALSEY ROBERT S	S SGT	401	WOM	3-Nov-43	LOWRY ALLAN W	1 LT	324	WOM	4-Mar-45
BIELECKI JOSEPH	S SGT	322	WOM	9-Oct-43	MAHONEY PATRICK F	T SGT	401	B	1-Jan-45
BILLINGSLEY BEN W	SGT	324	WOM	22-Mar-43	MANE ALBERT E	FLT O	401	WOM	3-Nov-43
BIXLER RALSTON E	2 LT	401	WOM	26-Feb-43	MASTERS ALVY G	T SGT	324	WOM	23-Nov-42
BLACKMON CLARENCE H	2 LT	401	WOM	18-Aug-44	MAXIMOVICH HENRY P	2 LT	401	B	12-Apr-45
BOGGADE WADE M	T SGT	401	B	31-Aug-43	MC CLELLAN JOHN A	1 LT	401	B	3-Oct-42
BOGUCKI HENRY L	2 LT	323	B	22-Feb-44	MC CLELLAN HASCALL C	CAPT	324	WOM	22-Mar-43
BOONER JOHN L	SGT	324	WOM	23-Nov-42	MEHLBERG RICHARD A	SGT	401	B	25-Jun-44
BRANDENBURG CASSIUS	2 LT	401	WOM	26-Feb-43	MIGUT WALTER F	T SGT	323	B	6-Sep-43
BRELL ALLEN	1 LT	324	WOM	4-Mar-43	NIKONIS PETER	2 LT	401	B	25-Jun-44
BROADWAX EDWARD T JR	1 LT	322	WOM	30-Jun-43	MILLER EARL V	S SGT	401	WOM	26-Feb-43
BROWN BRUCE H	1 LT	401	WOM	25-Dec-42	MINAHAN EDWARD J	S SGT	323	B	6-Sep-43
BRYANT FLOYD STON F	S SGT	322	B	12-Aug-43	MORAN CHESTER L	S SGT	401	WOM	26-Feb-43
BURTT WILLIAM S	CAPT	322	B	18-Sep-44	MORGAN JAMES E JR	S SGT	324	WOM	4-Mar-43
BUTLER WILLIAM R JR	T SGT	322	B	22-Feb-44	NESEMEIER GREGG	S SGT	401	WOM	31-Aug-43
BYRNE FRANCIS E	S SGT	324	WOM	8-Apr-43	NIEBOJEWSKI EDWARD	SGT	401	WOM	3-Nov-43
CAIN ERYCE M	1 LT	401	B	28-Dec-42	ORTIZ GILBERTO M	S SGT	401	WOM	3-Nov-43
CHISAK JOSEPH G	SGT	401	WOM	3-Nov-43	PEPPER FRANK E JR	2 LT	401	B	25-Jun-44
CLINTON RALPH L	1 LT	322	WOM	23-Nov-43	POWER THOMAS M	S SGT	401	WOM	31-Aug-42
CRIST HERLEN D	2 LT	401	WOM	31-Aug-43	RAMONES ALFRED	T SGT	401	WOM	3-Nov-43
DE BARBRIE ROBERT A	S SGT	401	WOM	28-Feb-43	ROBERTSON DONALD F	T SGT	401	B	17-Aug-43
DEAL WILLIAM O JR	1 LT	322	WOM	30-Jan-43	RODENBAUGH RAYMOND R	T SGT	401	WOM	3-Nov-43
DIMARA NARCO	1 LT	324	B	24-Jan-44	ROGERS JESS D	1 LT	322	B	31-Aug-43
DOBINSKI FRANK W	S SGT	401	WOM	26-Feb-43	RUTLEDGE KENNETH B	1 LT	401	WOM	3-Nov-43
DUNBAR KENNETH C	T SGT	322	WOM	36-Jun-43	SANSCHAGRIH NELSON G	S SGT	401	WOM	31-Aug-43
EDWARDS WILLIAM C JR	FLT O	401	B	31-Aug-43	SHELTER HAROLD C	MAJ	324	WOM	23-Nov-42
EMERSON LOUIS E	T SGT	324	WOM	23-Nov-42	SILVERMAN BERNARD	S SGT	401	WOM	3-Nov-43
ENGELL DALE C	2 LT	322	WOM	9-Oct-43	SMITH BENJAMIN E	1 LT	401	WOM	26-Feb-43
FERRIS ROBERT L JR	S SGT	401	WOM	20-Dec-42	SMITH ROY M	PVT	322	B	16-Dec-44
FISHER ROBERT E	S SGT	401	WOM	26-Feb-43	SMITH WILLIAM E	2 LT	401	B	6-Nov-44
FRAZIER ROSS E	2 LT	322	WOM	23-Nov-43	STRICKER THOMAS A	1 LT	401	WOM	26-Feb-43
FURTADO ALFRED	S SGT	322	B	20-Dec-43	SULLIVAN ARTHUR A	S SGT	401	WOM	26-Feb-43
GAUSE EVERETT	T SGT	401	WOM	26-Feb-43	SULLIVAN JAMES H	S SGT	401	WOM	26-Feb-43
GETSEY WALTER E	T SGT	324	WOM	16-Jul-44	SWAIS JOHN T	CAPT	401	WOM	7-Mar-43
GILROY WALTER E	T SGT	401	WOM	26-Feb-43	UHRICK JOSEPH	S SGT	323	B	6-Nov-44
GOOD HAROLD E	S SGT	401	B	12-Apr-45	WAHL GEORGE C JR	CAPT	324	WOM	23-Nov-42
GRADY WILLIAM C	S SGT	322	WOM	23-Nov-43	WARD BENJAMIN F	T SGT	401	WOM	26-Feb-43
GRANT WILLIAM A	S SGT	401	B	1-Jan-45	WATSON DOVY L	S SGT	324	WOM	23-Nov-42
GREEN HARRY O	1 LT	401	WOM	7-Mar-43	WELTON SHELBY L	SGT	324	B	23-Nov-42
GRIFFIN JAMES L	MAJ	324	B	15-May-45	WILLIAMS SAMUEL L	T SGT	324	WOM	22-Mar-43
GRIMES JOHN F	T SGT	401	WOM	28-Feb-43	WILSON GEORGE E	SGT	401	B	1-Jan-45
HAMBLIN JUSTIN C	PVT	401	B	3-Oct-42	WINCHESTER GREY C	2 LT	401	WOM	3-Nov-43
HAMPY HERBERT W	CAPT	322	WOM	23-Nov-43	WRIGHT ROY A	S SGT	322	B	29-Jan-44
HARRICK DOYCE F	T SGT	322	WOM	23-Nov-43	YELLE EDWARD N	S SGT	401	B	4-Mar-43
HEMINGWAY JOHN S	1 LT	324	WOM	23-Nov-42	ZEGLIN JOSEPH J	S SGT	401	B	3-Jan-43

Gilded Wings

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● **Milton Green**, (Cont. from Page 12)

He completed his 25th combat mission in a/c 42-5724, "Thunderbird" on June 22, 1943 to Huls, Germany.

Arriving back in the States he married his next door girl friend, Gertrude, on Aug. 29, 1943 in Denver, CO. At Salt Lake City, he was reassigned to duty at Pocatello, ID to fly B-26s in tow target service. From there he went on to fly B-29s in Tinian. He was later assigned to ferry B-29s between the Boeing factory and modification centers to be made combat ready and ended his wartime career in Denver, CO.

After separation from the Air Force, Milton took a civil service examination for the Denver Police Department and passed the test first out of 386 contestants.

On Jan. 14, 1951, Milton was recalled to active duty for the Korean War. Gertrude and her two sons and daughter joined him in Okinawa in 1952.

Upon return to the U. S., he was classified Provost Marshal until the Vietnam War when he went back on active duty to fly KC-97 tankers. He retired from the service as a Lt. Colonel in late 1968. He returned to Bassingbourn England where he was remembered by the family who lived near the hard stand and at the local Pub.

● **Lloyd Guzek**, LM, 324th, Michiana Shores, IN, July 1, 2001, Age 81. He was born in Whiting, IN, and enlisted in the Army Air Corps May 20, 1943. Lloyd was Bombardier on "Yankee Gal." After flying his 25th mission from Bassingbourn in December 1944, he was assigned to B-29 training in Alamogordo, NM. He was awarded the Air Medal with three oak leaf clusters and the Distinguished Flying Cross.

After WWII, Guzek returned to Amoco Oil Company and retired in 1981 after 42 years of service. He is survived by his wife of 51 years, Mildred, three sons, and six grandchildren.

● **Russell R. Ruth**, FM, 401st. The April 2001 issue of the RI contained a brief report of the death of Russell Ruth. Two new reports have been sent in adding to the earlier report, one by Larry L. Ruth, nephew of Russell, and the other by John C. Flynn, Jr., FM, 401st as combined below.

Russell R. Ruth died of a heart attack while in the hospital for an operation on March 10th, 2001. He would have been 80 on April 26, 2001. He was a Ball Turret Gunner on "Destiny's Child." He completed 30 missions and received the Air Medal with three Oak Leaf Clusters, Distinguished Flying Cross, and Presidential Unit Citation. After leaving the service, he became a tool and die maker working with [nephew Larry's father until June 1999. He is preceded in death by his brother, Robert, and survived by his wife of 40 years, Sylvia, sisters Arline, June and Shirley and 10 nieces and nephews.

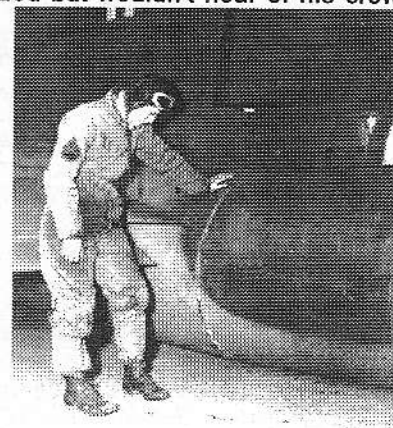
● **Robert E. Sheriff**, FM 323rd, Mayfield Heights, OH, Aug. 6, 2001, Age 83. Served as Pilot, flying his tour from February to July, 1944, mostly on the planes named "Sheriff's Posse" and "Wicked Witch." Upon the completion of his tour, he stayed until the war's end assigned to the Command Staff at Bassingbourn.

After leaving the service, he was employed in 1949 as a Pilot for TRW Corp., retiring in 1979 as Executive Pilot. Bob organized a reunion of the original crew of "Sheriff's Posse" in Cleveland in the mid '70s, reunions which were then repeated during the years in all parts of the country until 2000. In his civilian life, Bob was a member of the Fairview Park, OH, School Board for 10 years and active in the Baptist Church. He was preceded in death by his wife of 52 years, RayMary, who passed away in 1995. He is survived by two daughters and several grandchildren, after having lost his son in the crash of a Navy military plane in 1972. He will be sorely missed by the eight remaining members of "Sheriff's Posse." Submitted by the crew Bombardier, Everett Wagner. [Ed. Note: Everett reminded me that Bob

Continued top of next column.....

Sheriff and most of his crew flew their first combat mission with me as Pilot in the "Merry Widow." It was my 25th mission and the target was Berlin, 22 Mar 44. The crew was a little green (weren't we all?) but full of enthusiasm. Sheriff flew with a strep infection and a fever. He probably should have been grounded but wouldn't hear of his crew flying without him. Coming off the bomb run, the flak was heavy and accurate. Micro-seconds after he put on his flak helmet, a shell exploded above the cockpit and pieces of shrapnel came down through his top window hitting him on the helmet and possibly saving his life.

When we landed, the tail wheel collapsed as I braked at the end of the runway to turn off. A piece of flak had lodged in the tail wheel retracting spline keeping it from extending "over center." I estimated there were 50 flak holes in the ship.]



Walter "Dutch" Reich, Tail Gunner, Studying the B-17 Tail Assembly after a Collapsed Tail Wheel after his 25th Mission to Berlin, 22 March 1944

● **Wallace Stark**, FM 322nd, Snyder, TX, Mar. 27, 2001. His wife, Opal writes that he was buried on Mar. 30. He had a heart attack and had been on dialysis about a year. Stark was Crew chief on "Madame Shoo Shoo" and was on board when piloted by Lt. Fred Suther, as reported in Bowden's book, "Plane Names and Fancy Tales," the aircraft returned from a practice mission and was unable to get one of the main wheels down. In declining daylight, he brought the ship in "with flaps down and slowed until the left wing dipped and wheeled the aircraft to the left." There was minimum damage to the aircraft and it brought congratulations to Lt. Suther by General Gross "who had been watching the incident."

● **John W. Westberg**, LM 323rd, Clermont, FL, February 6, 2000, age 83. He flew 32 missions as a Bombardier with the 323rd. He is survived by two children, five grandchildren, and 10 great grandchildren. Interment was in Clermont, Florida where he lived for the past 40 years. Submitted by his son, Bill Westberg.

● **Curtis Q. Pyrah**, LM 324th, Boise, ID, August 25, 2001, age 82. Curtis was an original member of the 91st BG at MacDill and moved to Walla Walla. When the crews were formed, he was assigned to Charles Cliburn's crew as a Radio Operator. They trained and flew the Atlantic together in "Quitchurbitchin." While on the 4th mission, Sept. 23, 1942 to St. Nazaire, Curtis was severely wounded and was subsequently returned to the U. S. Curtis was a long time member of the 91st. After discharge and recuperation, he became an insurance agent and was active in his community. Submitted by Charles Cliburn, Fm 324th.

We cannot honor those of us who have passed on without being mindful of the thousands of innocent civilians who have recently lost their lives in the terrorist bombings of New York City, the Pentagon, and Pennsylvania on September 11, 2001. Let us also honor them as our brethren.

Folded Wings

● **William F. Borellis**, FM 324th, San Antonio TX, c. May 2001. Son, Bill, tells us he was a Bombardier-Navigator, completed 36 combat missions, 258 combat hours, in the campaigns: Normandy, European Air Offensive, Rhineland, Northern France, Ardennes Salient, and Central Europe. He retired from the Air Force in 1968 as a Colonel, went to work for Hughes Nevada Corporation under Gen. Ed. Nigro, became chief architect and project manager of the USAA building in San Antonio, TX, and served as an instructor in the School of Engineering at the University of Texas at San Antonio.

He is survived by his wife of 58 years, Eileen, two children, Sherry Layne and Bill Borellis, five grandchildren and one great granddaughter.

He was loved by many and we will all miss him.

Additional comments were sent by Verne Woods who served as Co-Pilot on Stuart Mendelsohn's crew with Borellis until Borellis was promoted to Group Navigator.

● **John ("Jack") J. Boyce, Jr.** LM 322nd, Milton, MA, Mar. 31, 2001, Age 81. He was Pilot of Dame Satan II and completed 30 missions, was awarded the Distinguished Flying Cross, Air Medal and three Oak Leaf Clusters, European Theater Medal with Battle Star for the Air Offensive, and the American Theater Medal.

In his post-war life, Jack was member of the Local 12 of the Plumbers Union and worked at plumber most of his life. He was a member of the Milton Elks Lodge and the Canton Blue Hillsmen, a barbershop quartet. He is survived by his

● **Edward "Paul" Bull**, FM 323rd, Las Vegas, NV, June 13, 2001. Granddaughter Dawn Bull tells us that Paul passed away June 13.

● **Thomas ("Tom") A. Byron**, FM 322nd, Monroe, WA, August 12, 2001, passed away after a long illness at home. He enjoyed reading the newsletter and books he got but at last could not read them. Submitted by LaVerne Byron, widow.

● **William Calvin**, LM 323rd, Marietta, OH, Feb. 9, 2001, Age 77. According to a friend of Calvin, as reported by Joe Harlick, he had been a member of the 91st Photo Lab and assigned to the 323rd Sq. He lived in Marietta all his life and was the owner of Harley Calvin Construction Company. He was a member of the First Presbyterian Church and a graduate of Marietta High School. He also belonged to the American Legion Post 5108 and the Marietta Country Club. He was active with the local Fraternal Order of Police Associates, and a 50-year member of Marietta Shrine Club. And Free and Accepted Masons Lodge 1.

He is survived by his wife, Irene Blake Calvin, whom he married January 3, 1949, two sisters and their husbands, numerous nieces and nephews. He was buried with full military honors.

● **Victor Ciganek**, FM 322nd, Anchorage, AK, (formerly of Floral Park, NY) August 25, 2001, Age 86. Daughter, Vickie York writes: "Dad was a Radio Operator on the B-17. On August 17, 1943, on his seventh mission, the "Dame Satan" was shot down upon returning from a mission to Schweinfurt. Two crew members were killed in action and the remaining eight, including Dad, were captured and became prisoners of war. He was imprisoned in Stalag Luft 9C. Dad was a draftsman in the defense industry on Long Island, NY, for many years. He was preceded in death by his wife of 55 years, Margaret. Survivors are his three

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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.

wife, Claire, of 58½ years, two sons, John J. Boyce III, and Charles E. Boyce, daughter Donna M. Finigan, two sisters and six grandchildren.

{Ed. Note: My brother, Arthur, and I were classmates with Jack in Flying School. Art and his wife Tess, shared an apartment with the Boyce's while they were at Lockbourne in B-17 Transition School. We express our regrets and sympathy to Claire and her family. A photo of Boyce and his crew is printed elsewhere in this issue.}

Folded Wings continued next column.....

daughters, Marie, Beatrice and Vickie and five grandchildren. Vickie adds, "Dad just loved reading your newsletter."

[Ed Note: I'm sure that goes for all the past Editors as well.]

● **Milton A. Green**, LM, 322nd, Denver, CO, July 16, 2001, Age 85. Milton Green joined the 91st at Gowen Field, Boise, ID, August 29, 1942 and was assigned as Co-Pilot on Lt. William D. Beasley's crew and flew in a/c 41-24545, "Luftwaffe Waterloo" from Bangor ME to Kimbolton, England.

After completing 21 combat missions as Co-Pilot, he took over the crew and flew his last four missions as Pilot.

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