

THE RAGGED IRREGULAR



322nd Bomb Sq.



323rd Bomb Sq.



Supporting Units



324th Bomb Sq.



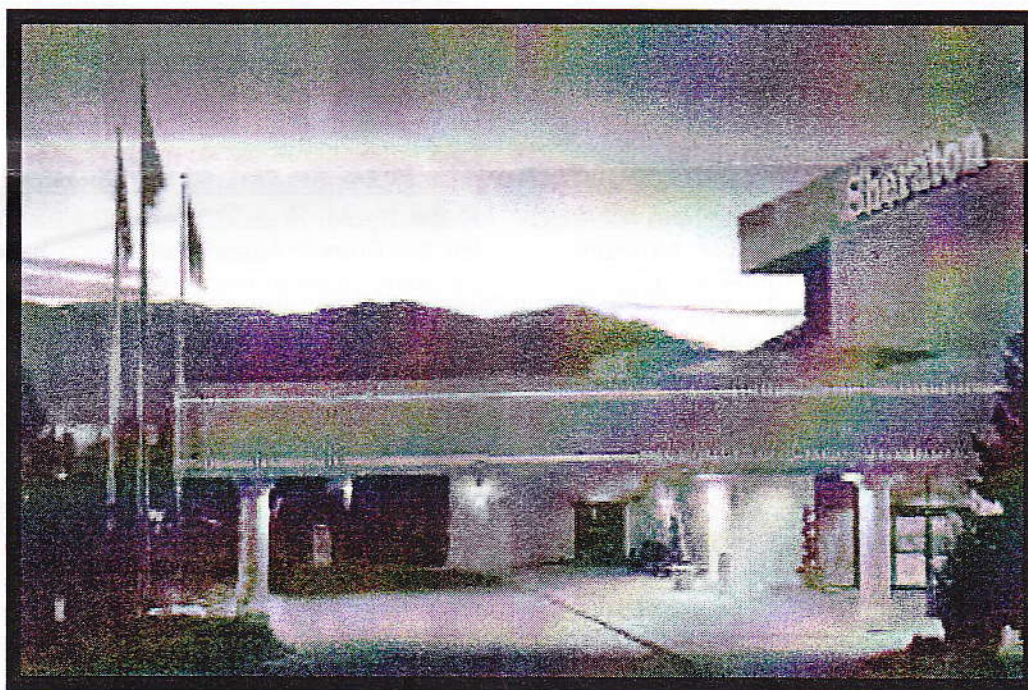
401st Bomb Sq.

Vol. 39 No. 2

91st Bombardment Group (H)

April 2006

Rocky Mountain Hi!



Situated on the eastern base of the Colorado Rocky Mountains, the Sheraton offers spectacular views of Pikes Peak and the surrounding mountains. At 6,000 feet elevation, you'll love its convenient location, just off I-25 and 5 miles from downtown. The surprisingly temperate climate allows for many natural outdoor attractions and a recent \$6 million renovation has turned the hotel into a jewel with superior accommodations and first class amenities including High Speed Internet, three fabulous restaurants, complimentary fitness center and indoor and outdoor pools.

The Presidents Corner: Ed Gates

Preparations for Reunion '06 in Colorado Springs are moving along with finalization of the Events Brochure that you will see as an insert. We have tried to offer a wider range of types of events and prices in hopes of appealing to our growing participation of younger members. What a great time to bring some grandchildren who may be in Home Schooling or an Advanced Study program in public or private schools; it should be easy to justify the time on history, geography, geology or just "interviewing" WW II vets.

Your officers had our quarterly Conference Call in February with the participation of our officer nominees and advisors. We discussed the move of the *Memphis Belle* to the AF Museum at WPAFB, Ohio, and the implications it has for the history of the 91st BG. Joe Harlick reported on the By-Laws and officer candidates (as reported elsewhere in the RI). We discussed the importance of the PX to the BGMA and the critical need for expeditious handling of orders to preserve the good name of the 91st BGMA and insure furthering of our heritage as well as a service to our members. We reviewed the recent information from the East Anglia Aviation Society, my e-mail exchanges with their new Chairman, Ray Jude, and the able assistance of Steve Pena, the Tower Museum curator, and questions regarding future funding for the Museum. Ace reported that we have 271 Life Members, 113 Life Associate Members and 502 Full and Associate Members of whom 210 were paid-up for 2006 at that time. (His "reach-out" letter brought in more than 100 more dues since then.) With well over 600 Life and paid-up Members, competent officers, satisfactory bank balances and a joy for life, we can look ahead to quite a few years of an active BGMA. We are reaching out to younger folks who would like to support our tradition among our decedents, AFROTC's, readers of the website and those who have been helped by the "Ring." A vibrant 91st BGMA is the best "living memorial" we can leave for the service of the 91st Bomb Group.

We are following with great interest the renovation of the *Memphis Belle* at the AF Museum at WPAFB. Unfortunately many of the instruments and other items were stolen before it left Memphis, but Earl Pate is working on trying to locate some of the items by a newspaper appeal and Tennessee National Guard assistance. I have written to

Charles Metcalf, Maj. Gen, USAF (ret), and Museum Director, to assure him of the desire of the 91st BGMA to participate in its eventual display as the centerpiece of their WW II program. We have also offered to make the Museum the repository for the 91st BGMA archives. I have encouraged the Museum to take the opportunity to highlight the joint contribution of the 91st, 303rd, 305th and 306th as the "Four Horsemen" who first arrived to form the 8th Air Force; we have been supported by the 303rd, so far.

On a personal note, I will be going to Europe in the latter half of May. I'll take the opportunity to stay at Basingbourn Barracks and talk with the Command about our contribution to decoration of a couple of rooms honoring the 91st in the Mess; they have also invited me to chat with the sub-alterns about our WWII experiences (since I can not remember much about my own, I'll try not to be too inaccurate about yours). With Vince Hemmings' able assistance I'll meet with the Town Council of Royston to express our appreciation for their memorial to us and lay the Memorial Day wreath at Madingley Cemetery. I have offered to meet with Ray Jude and any of the officers of the EAAS that he wishes to visit the Tower Museum and discuss their financial needs; so far, he has not fixed a time. I will also visit with Alain Charles and Michel Lugez at La Baule, France, near St. Nazaire, who have led the French Association which has been active for many years in memorializing sites of downed B-17's; the Association made a huge gift to the Mighty Eighth Museum in Savannah in honor of "The Four Horsemen" for our bombings of the sub-pens (which did not destroy the pens, but did disrupt the German U-boat attacks on shipping supporting the landings in North Africa). My gracious USAF son, Eric, who is stationed in Stuttgart, will also drive me to Innsbruck to thank Jakob Mayer for the memorial that was dedicated last year to Lt. Henry Supchak's crew from the 323rd that avoided a village when crashing nearby on 31 Jul 44.

Be sure to read with care the Reunion Brochure so beautifully done by Steve and Nancy Perri. (As the "planner" I dutifully take the blame for any errors in scheduling and/or for taxing your abilities to figure out what you want to and can do.) Pick and choose, but do try to attend!

The Hospitality Room will be managed by Mick Hanou.

Hope you all spent meaningful holidays.

God bless, President. Ed

NOTICE: Temporary Closing of PX

Due to inability to provide consistent and prompt service it is necessary to close the PX until further notice.

No checks will be cashed for which you have not received delivery.

All orders are hereby cancelled.

Ed Gates, President, 91st BGMA

CHINO REUNION – Air Show – May 20th

If anyone is interested in going, please contact Jim Shepherd Phone 714-970-5540 so he can get a count and he might be able to schedule something for us in the VIP section.

We are proud of the memorial to the 91st at the Chino Air Museum and we hope to build on the display in the coming years. We do need more items to display. Some of the items we currently have are an original leather jacket, oxygen mask and other small items.

Distinguished Flying Cross REUNION –

www.dfcsociety.org Toll Free 1-866-332-6332

October 22-26 2006 in Las Vegas Nevada

Still time to Attend Florida 8th AFHS Reunion

April 24th 25th and 26th Call Bill Uphoff-91st-561-747-4295

Historian Needed Due to unforeseen personal circumstances on the part of Lowell Getz, we find ourselves in need of a Historian. If anyone would like to volunteer for the position please contact Joe Harlick or President Ed Gates.



Phil & Randi Mack / Jenny & Joe Harlick
Ed Gates Presenting Plaque

While having Lunch at the Country Club in Kent, with Joe and Jenny Harlick., Phil and Randi Mack. Our President Edward Gates, presented a framed certificate of appreciation to Phil Mack for his years of faithful and gentlemanly service to the 91st. Bomb Gp. Memorial Assn. (see photo). Thanks go to Jake Howland for his skill and generosity in preparing the certificate which was similar to the ones presented to "Bud" Evers, Paul Limm and Vince Hemmings at the Arlington, Va.

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www.bombsqd323rd.com

More letters to the Editor:

MEMORIAL GARDENS

TRIBUTE PROGRAMS ARE NOW REOPENED

The recently dormant memorial programs at the Mighty Eighth Air Force Museum have been reactivated and are now once again open for subscription by 8th Air Force veterans and their families! The Wall of Valor Program, established at the Museum in 1994, and the Crew Plaque program are both back in full swing.

Men and women who served in the Air Force and related armed forces may be memorialized by having their name, Units, and crews inscribed permanently into the Walls of the Memorial Gardens – a program that is unique in the world.

Each Wall of Valor plaque consists of two lines that include the name, Unit, and some personal information about the honored veteran. Crews and crewmen – air and ground – may be listed together with their aircraft markings, identification letters, and artwork. There is a choice of plaque sizes, materials, and colors. All plaques will be presented carved into high-quality polished granite before installation on the walls. Purchases may be made by veterans, families or by your entire crew.

Information and pricing is immediately available by calling Peggy Harden at the MEAFM at tel. 912-748-8888 ext.103;

<http://91stbombgroup.com/324thdailies.html>

The 324th Dailies are being typed and entered in the web address above. Please notify us if you find a typing or spelling error or wish to add comments to the dailies.

Jim Shepherd at Augusto@earthlink.net

From Ms Peggie Kerr: I'm sending \$100 for Associate Life membership in memory of my husband who passed away Jan. 5, 2005. I am very happy to support the 91st BG. Thank you

To Ace Johnson: Thanks for quietly doing an extraordinary job of Secretary/Treasurer (and the pay isn't that great either! On to business – I'm sending you a check for an Associate Life Membership in the 91st bunch for my son Andrew. Thanks Ace and we'll see you in Colorado Springs in September.

Don Murray

From Joe Harlick - Nomination Chairman

Volunteers for the 91st BG office candidates have been made for the election in September 2006 at Colorado Springs CO.

There is still time for anyone wishing to get on the list to notify me before June 1, 2006. (If you are nominating someone else you must forward their written concurrence.

The July issue of "The Ragged Irregular" will contain the ballots for the upcoming election.

As Nomination Chairman. I have received these names to date:

President: James Shepherd

1st V.Pres.: Earl Pate, Jr.

2nd V. Pres.: Michiel Hanou

Sec/Treas.: Asay B. Johnson

Historian: No confirmed candidate

RI Editor: Steve Perri

WE ARE VERY HAPPY TO ANNOUNCE OUR NEW LIFE MEMBERS

Jay Burnett	Peggie Kerr
William F. Campbell	Bernard Kase
Raymond Darling	Janet Larocco
Herbert Egender	Andrew Murray
Elizabeth M. Fox	William Ohlson
Jeffrey Gaffney	Pete Pesoli
T.C. Hight	Frank Whitcomb
Paul Jessop	Emil J. Viskocil

We thank you for supporting the 91st BGMA

PROPOSED BY-LAWS CHANGES APPROVED

Joe Harlick, Nominations Committee chairman, met with Phil Mack on Saturday, 11 Mar 06, and conducted the official count. There were 83 votes in favor of the proposed changes with a couple of suggestions and one qualified vote which posed some questions. There were no negative votes. The proposed By-Laws are accepted with a couple of grammatical corrections and will take effect when published in The Ragged Irregular in July in accordance with the By-Laws, Article IX.

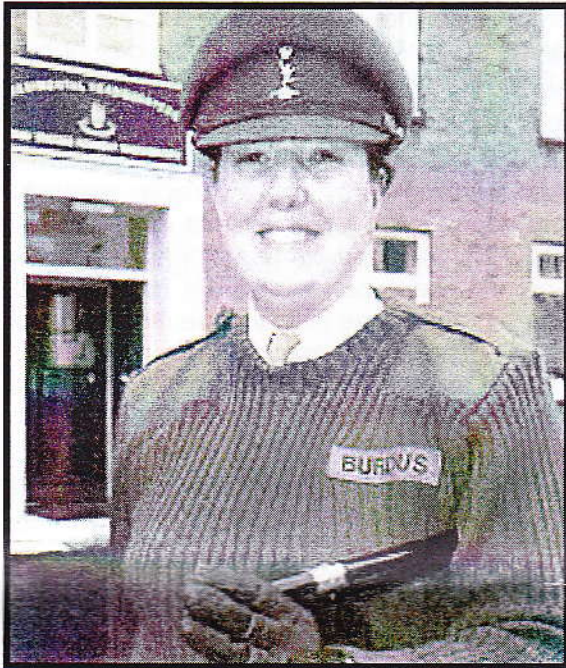
Mick Hanou is organizing the Hospitality Suite at the reunion and is looking for Volunteers to assist him at the bar etc.
mhanou@comcast.net

From Across the Pond

by Vince Hemmings

With contributions taken from the
Royston Crow and Cambridge Newspaper

A woman Regimental Sergeant Major is greeting RAW recruits for the first time in the history of the British Army.



Anthea Burdus, 39, who is married, with a two-year-old son, is putting teenage trainees through their paces at the army's training base in Basingbourn, near Cambridge, after being promoted in November.

As a child from Basingstoke, in Hampshire she wanted to teach but she joined the army at 18 and has risen through the ranks.

For 21 years she has worked hard, shoulder-to-shoulder with her "gentlemen" colleagues, as she calls them, and has won promotion on her merits. "I am a professional soldier," she said. "I don't think I do the job any differently than a man."

Last year, the 39-year-old was promoted from Warrant Officer with the Royal Signals and picked to oversee discipline and non-commissioned officers' development at the Army training barracks – one of four in the country.

RSM Burdus, who has seen action in some of the world's most dangerous places, is keen to dispel the myth of the man's Army. As a member of the Royal Corps of Signals, she has served in Northern Ireland, Bosnia and Kosovo. She said: "My time in the Army has been absolutely brilliant,

I have loved every minute of it. I have been given opportunities I would never have had in civilian life.

"To the outside world, it is still pretty tough for ladies, the reality is, it is not – you just have to be fair game.

"I think it is the same with the gentlemen. If you want to get to the top, you have to be quite ruthless with yourself, particularly with discipline, and have the determination to get there."

Married to another soldier, Dan, 36, a Warrant Officer, the couple has a two-year-old boy, George. She added: "Once I finish work and take off the uniform, I am just like any other woman. I like walking in the Lake District and I spend a lot of time with my family – although my son may be the best disciplined two-year-old in the country."

Juggling a role as a mother and leader of raw recruits', training to become professional soldiers, is a matter of organization, RSM Burdus said. "It is to do with management, if you can accept that's what you have to do, that is the first battle. You can then organize yourself and your private life to do both."

Her regiment, the Royal Signals, had been admitting women recruits into the Army for years before RSM Burdus joined in the 1980s. She said she had not faced any discrimination from fellow soldiers or officers during her career.

But RSM Burdus has noticed a change in attitude from male colleagues over the years. She said: "Gentlemen, who have never worked with ladies before, now take no time whatsoever to adjust to the ladies being around. We have got where we are on our merits – there is no place for positive discrimination at all."

RSM Burdus' singular attitude has seen her progress to the top of the non-commissioned ranks – the road soldiers begin from basic training.

She does not intend to stop there and has just been awarded her first commissioned post as Captain, which she will take up next year. She hopes to be an inspiration to the women troops who pass through Basingbourn Barracks. She said: "There has been negative reporting of the women in the Army but I and other friends in the Army have had an absolutely brilliant time.

"I recommend people should give it a go – there is something for everybody. I would be delighted if a young girl, reading about me, thought about being a soldier. I have never subscribed to the theory that women are badly treated, and there are so many things a woman can do in today's army. It's a great career."

STORY'S - from Mike Banta's Ring

Become a member of the ring by e-mailing
Mike at B17banta@aol.com



ALL YOU EVER WANTED TO
KNOW ABOUT B-17 TRAILING
RADIO ANTENNAS.

One of the things that makes
the Ring interesting is that some
questions get many of veterans
involved. The wonderful part of

this kind of conversation is that no one can interrupt
you while you're talking and tangent stories come
into the mix. Such a question came in from Marion
Hoffman, 323rd, in the following E-mail:

Hi Mike, Each Saturday morning there are 15 to 20
of us who get together to exchange WWII stories.
We call ourselves the "Barn Gang". As we get into
various subjects the B-17 Radio Antennas came into
discussion. The Trailing Antenna lets out in length
about 100 feet.

Question: Who lets it out and who cranks it in? The
Radio Operator? When is it used? Is it only in
emergencies? When in formation, and it is let out
full length, does it create an unsafe situation in
formation flying? Can you, Mike, or anyone on the
Ring give us answers, Thanks, Marion Hoffman

I answered for the Ring: Your Barn Gang
sounds like great fun. If I'm ever near Springboro,
Ohio, I'm going to barge in on your meeting. The
answer as to where the trailing wire antenna control
was located is that it was located in the Radio
Compartment - the portion of the Pilots Flight
Operating Instructions that covers this is embedded
below. I doubt that the trailing antenna was
extended in formation but some of our radio
operators can tell us more about that. As far as the
pilot was concerned, if radio reception was bad
because of rain, snow, ice or sand, the pilot would
ask the radio operator to release about 50 feet of the
trailing wire antenna to help clear up the static.

Then Sam Harris, 401st, answered Marion :
"Carl, I was radio operator on Little Patches for 15
missions. We were coming back from Merseberg on
02 Nov 44, limping along in not too good a shape.
Over the Zuider Zee, it was very questionable
whether we were going to make it back to England,
much less Basingbourn. So I let out the antenna in
order to contact the British Air Sea Rescue. We
were sweating out our condition. To make a long
story short, we did manage to make it back to a

fighter strip, where our pilot (Chas. Buchanan)
made practically a dead sticker and I forgot to reel
the antenna back in (a cardinal sin for a radio
operator) We were so happy to be back and in one
piece that no one ever said a word about 100 feet of
wire hanging out behind us."

Then Joe Harlick, 324th, entered the conversation
with the following message.

Hi Mike, here is another short story about the trailing
antenna. (Taken from my Diary): On May 1945, I
was alerted to fly back to the USA on one of our B-
17's, CHERI II piloted by John Quinn Holliday. Each
plane would carry 10 flying crewmembers and 10
additional ground crew members.

After a few days' delay and diversion, we took off
heading south to USA. Somewhere over Maine, we
ran into a thunder and lighting storm. It tossed our
B-17 around like a paper kite. We had our trailing
antenna out and it was plucking the electricity out of
the clouds. The Radio man called out, " throw the
knife switch and wind in the antenna " I happened to
be near the 4 inch knife switch so pulled the knob to
open the switch. There was a steady 4-inch arc
jumping across the switch. So the next order was "
put the switch back on and wind in the antenna "
The antenna never fully wound in, the last 10 feet or
so and the wooden ball twisted off and landed in
someone's back yard in Maine. After 5 hours and 45
minutes of rough flying, we landed at Grenier Field
in New Hampshire. We all jumped out and most of
us kissed the ground. Our Pilot John Quinn Holliday
signed all of us off and the Red Cross Girls served
us fresh milk and donuts. This is the last time we
would see any of our 91st Airplanes. Cheers, Joe

I answered Joe's E-mail with the following message:
Joe, that was a great story regarding the trailing
radio antenna and the thunderstorm. Flying in
thunderstorms could be hazardous to one's health.
In B-17 first pilot school, we had to fly a RON from
Hobbs, New Mexico, to Atlanta, Georgia. I was flying
with another pilot in training who occupied the
copilot seat and with a full Colonel dead heading
with us for a lark. Along our route were many
separate thunderstorms, not a front but convection
storms from the heat rising through moist air. I was
circumventing each storm that was on our route.
The Colonel was standing between the pilot and
copilot seats and asked me if I was going to
circumvent each storm as it was greatly extending
our ETA. I guess he had a hot date in Atlanta. I said,
yes, I was, as flying through thunderstorms was very

(continued on page 7)

dangerous. He said, "So your chicken?" Well, that was the wrong thing to say and I took the challenge.

In I went and we almost immediately encountered a down draft that sent the rate of climb indicator to the bottom of the instruments gauge. I had to keep the B-17 flying in the normal flight position with the nose neither high nor low as many pilots had stalled out and crashed by trying to keep their altitude in a thunderstorm's down draft. I looked around for the Colonel as he had been standing with no seat belt and found him plastered against the cockpit roof. Then we hit the up draft and the rate of climb indicator moved to the extreme up position of the rate of climb instrument. I looked back to the Colonel just in time to see him hit the floor with a mighty whack. Then the astrodome disappeared with a whoosh and the hail hit like a thousand little men with ball-peen hammers. Finally we came out the other side of the thunderstorm. As the colonel picked himself up from the floor of the cockpit, I asked him if he wanted to save more time by flying through thunderstorms. "No," he assured me. "One was enough." Mike Banta, 91st Ring.

Earl Pate, 324th, entered the conversation with the following E-mail: In RTU at Biggs, we had a six-hour deal that was over several cities in New Mexico and Arizona. We would make a simulated bomb run and the "bomb aimer" would find his target and I would follow right/left indicator on the instrument panel that responded to the adjustments made by the bombardier on the Bombsight. As he hit the bomb release switch it would take a picture. Phoenix was the last target and we were cleared to 14000 feet and direct back to Biggs. It was overcast and almost dark. I climbed to 10,000 feet and told the copilot to level out at 14000 and went back to the radio room, for a break. I had set climb power 38 inches and 2350 RPM and after being in the R/O room for a short time it didn't feel like we were climbing. I got back to the cockpit we were still at 10,000 feet and in the clouds. I knew that the mountain, Cochises Head, was about 10,000 feet and pulled for the assigned altitude. Believe me, I saw scrub oaks, snow and huge rocks not more than thirty or forty feet under us. When we finally got back, Jake, the R/O said he only had 37 of the 75 feet he had out on the trailing wire antenna. Scared? I was white. The crew, with the exception of the R/O, never knew how close we came. Regards, Earl

Next, Don Freer, 322nd, sent an E-mail with this observation: In May of 1944, a group of B-17's from Dyersberg, TN. were returning from a training mission over the Gulf. We were in loose formation over Mississippi and the radio operator had the trailing antenna extended as part of some sort of exercise. Suddenly out of nowhere we were "attacked" by a few P-40's from a nearby base. They zipped through our formation and left as quickly as they had arrived. Upon arrival at the Dyersberg AF base we were severely reprimanded for damaging one of the attackers. Apparently he had wrapped a trailing antenna around his prop and had to make a dead stick emergency landing. By the way, we didn't get credit for the kill!"

I responded with: "Hi Don, Great story, we should have tried that with ME-109s.



Radio Compartment – Left Side

1. Liaison Transmitter
2. Antenna Change-over Switch
3. Trailing Antenna Reel Control

MUSEUM UPDATE

By

**Charles D. Metcalf, Maj/Gen USAF Ret.
Director, National Museum of the USAF**

The Memphis Belle arrived and we've been busy surveying both the airframe and the items that came with it. We certainly have our work cut out for us in the restoration of the Belle. The condition of the airframe is worse than we expected and the vandalism much worse than originally thought. Most of the detail parts that make a restoration complete have been vandalized, stolen, lost or souvenired by parties that had access to the Belle over the years. As you know, the Belle was, for most of its life, displayed in uncontrolled locations. So not only do we have to undo the ravages of weather, but must also acquire and replace all of the parts taken over the years. Essentially, the Belle is a hollow shell. Additionally, we will have to redo or replace some really inept repairs made over the years – not a pretty picture.

Speaking of pictures, I'm including in this article, several pictures that show the condition of the airframe. Our first effort will be to strip the entire airframe inside and out to uncover corrosion that is hidden by paint, and to return the interior to its correct bare metal finish. We will have to rewire and replace most of the tubing in the Belle to return it to the correct and complete configuration.



Home of the bombardier and navigator

The great news is that we have a source for the original cloth covered wiring so that's taken care of; but the time to replace it in the airframe will be considerable.

Notice the missing panels and panel covers in the photos. My original estimate of 8 to 10 years stands firm – leaning to the longer time.



Deteriorated Cockpit Area



Ball Turret area - note ripped out wiring corrosion plus painted over corrosion near fuse box

FROM Wright-Patterson Air Force Base.

"It's a real honor to work on it, because it's one of the most famous around," said Restoration Supervisor Greg Hassler. "We're real fortunate to have it." Over the next eight to 10 years of restoration, no part of the plane will go unnoticed. Paint jobs will be retouched, historical details inside and out will be restored, and the engines will be put in working order, although Museum Director Gen. Charles Metcalf said it's not expected to fly again. Years of outside display in Memphis, Tenn., subjected the icon to corrosion and even vandalism, said Metcalf, so extra care will be taken to resurrect the plane to its former glory in preparation for a spot as the centerpiece of the museum's WWII collection. But for now, the Memphis Belle serves as a history book and canvas for the restoration team.

Registration for summer tours of the restoration hangar will begin April 1. Participants must be at least 12 years old. Those under 18 must have an adult with them. Call 937-255-3286, ext. 302, for more information.

A Salute to DALE J. DARLING



From Earl Pate = writing an obituary for Dale would be as writing one for a blood brother. Over the two and a half years the 91st was there so many came and went that unless the Folded Wings section carries an obit, of a person of the particular time one was there, it becomes only another spot on the ever increasing spiral of decreasing number, of us still here. Yes, he was unique. He was not a person with a thin veneer of social graces the Political Correct crowd accepts as a gentleman. He was a gentle man, a GENTLEMAN by instinct and breeding; a man who could open a closet door and find a friend. His habitual Reunion attendance leads me to believe he thought of the Association as his family. Truly, he was a blood brother. Good night Dale, sleep well.

From- Dot Lasch My husband & I met Dale on the "Return to Bassingbourn Tour " in October 1999.....What a happy-go-lucky man who was a gentleman and a gentle man in every sense of the word. I did shed tears when I read that news...I am sure that the Lord welcomed him because a man of his caliber must have been needed at this time in Heaven. Sincerely, Dot Lasch.....xoxo

From Lowell Getz

Dale Darling passed from this beautiful planet, God has loaned to us to be in glory with his Gracious Savior. He folded his wings for the last time last night (Tuesday March 28th 2006).

From Mike Banta

Dale brought back the memories of my missions by copying for me all the loading lists and the mission histories for all thirty-five of my missions back before I started the 91st BG E-mail ring. Dale always wrote to me signing the writing with "Your adopted RO." And so he was. We all remember his touching story of "Christmas Eve, 1944," from the standpoint of an airman who didn't fly the mission. I run it every other Christmas Eve. Early in the story, he says, "By Christmas Eve, I had flown twenty-seven missions. I had not been assigned to fly that day and was sifting all alone in my room in the barracks feeling very sorry for myself and thinking about my family back home and those poor soldiers surrounded at Bastogne. The radio which was mounted above the bay door was playing Christmas carols from the AFN with Der Bingle singing White Christmas."

Doesn't that bring back memories and can't you just picture yourself sitting there? Dale truly loved everyone he ever met and because he loved everyone, everyone loved him. He touched all of our lives.

Dale, hale and farewell! Our thoughts and prayers are of and with you.

Will the circle be unbroken, Will we all be back together Bye and bye, Lord, Bye and Bye,

★ **John A. Moeller, 322nd, Age 84**
Reno NV, April 18, 2004



As reported by his daughter Moira Ginn
 He Joined the USAAC in 1942.
 He married Marjory Fenton of
 Scotland in 1944 and they raised
 their family in San Leandro CA
 and moved to Reno in 1977
 retiring from the Filper Corp.
 I live in my Dad's house and the
 reminders including The Ragged
 Irregular have been bittersweet.

Growing up, my Dad did not share his war stories
 with me. Maybe too soon after the war and the fact
 I was a girl. It wasn't until I had a son of my own
 that he started sharing those stories with him. I am
 also proud to say that my son, Justin, is serving in
 the USAF stations in Travis AFB in Fairfield CA so I
 hope the stories will get passed on to his children.
 He loved hunting fishing and backpacking and was
 a member and past president of the Lakes
 Crossing Muzzleloaders, lifetime member of NRA
 and a member of the Nev. Soc. of Scottish Clans.
 His sister Dot Scholin, son Roy, daughter Moira,
 grandson Justin (wife Jennifer), granddaughter
 Sarah and great grandson, Joshua survive him.

★ **Clyde James Garrison, 324th, Age 82**
Sealy TX, October 23, 2005



As reported by his wife LaNelle
 He was born in Santa Fe NM
 and had two brothers and five
 sisters. He married his late wife
 Susan Dec. 30, 1942 and they
 were blessed with four
 daughters and one son.

He served in the UAAAC as a
 ball turret gunner on a B-17 and
 was shot down over Berlin and

held captive from Feb. 1945 until his rescue by
 General George Patton in April 1945 and received
 an honorable discharge and was awarded the
 Purple Heart.

He worked for Sears Roebuck for 38 years retiring
 in 1980. He met LaNelle and they married in 1993.
 He loved missionary work and together they
 worked in the temple and enjoyed traveling all over
 the world. He is survived by his loving wife LaNelle
 and his children.

Editors note: LaNelle and Clyde attended many of
 our reunions and we will certainly miss them at our
 next one.

★ **Edward George Reppel, Jr., 323rd Age 80**
Manderville LA,



As reported by Bill Schilly
 He was born in New Orleans and
 was a retired District Chief with the
 Orleans Parish Fire Dept. and had
 been the first comptroller of the
 Superdome.

He served as a ball turret gunner
 on the crew with Bill Schilly (only 3
 left). In the AAC and was awarded

the Air Medal and the EAMETO Medal.

Survivors include his wife, Lillian, three sons,
 David, Edward and Philip, three daughters, Linda,
 Susan and Christine, 10 grandchildren and three
 great-grandchildren.

★ **James Worley, Sr., 324th Age 84**
Nashville TN, November 30, 2005



As reported by his cousin Wm Squires AM

He successfully completed 25
 missions from 4 July 1942 to
 24 October 1945 as a
 Navigator, many of them with
 Richard Weizenfeld's crew,
 "Lady Luck". He was awarded
 the Air Medal with 3 Oak Leaf
 Clusters and the DFC. He
 later was recalled to active

duty for service in Korea.

His civilian career was spent as an executive in the
 trucking industry and he retired from Humbolt
 Express. He is survived by his wife of 61 years,
 Helen, son James, daughter Shirley granddaughter
 Shannon and great grandson Andrew.

★ **George Raymond Simons, 401st Age 82**
Mitchell IN, March 2, 2006

As reported by his grandson Raymond Simons



He was a USAAC Veteran of
 WWII and received the Air Medal
 with five Oak Leaf Clusters. He
 was a member of the VFW and
 American Legion Post No. 250.

He was a member of the Mitchell
 First Baptist Church and the
 Masonic Lodge in Georgetown.

His wife Wanda Lee, son George
 (Sharon), daughter Caroline (Jim) sister Wanda
 and brother Harold, 4 grandchildren and 9 great
 grandchildren survive him.

Folded Wings cont'd:

★ **Anthony Gaeta 323rd. Nov 16, 2000**
Kirkwood, NY, Age 77

He was an Army Air Corps Veteran of World War 2, serving as a Flight Engineer and Top Turret Gunner, on a B-17 Flying Fortress. Stationed at Bassingbourn, England. His plane was shoot down on February 5, 1943. He was POW for 27 months. He is survived by his Wife Traute, and 2 daughters.

★ **Robert Gerstmeier, 401st, Age 81**
Port St.Lucie, FL Jan. 06, 2006

As reported by his wife Trudie

He served as a Flight Engineer/Top Turret Gunner While flying as Top Turret, on a mission to Germany in 1944; Bob was struck in the lower leg with a large piece of flak. Crew members did what they could to stop the bleeding and keep the badly severed leg together; until they finally landed back at Base.

As Bob was being lifted out of the Fortress, a Base Photographer named Sgt. Jack Fairheller took his picture. Years later; Jack learned that he and Bob were in the same High School together. Prior to retirement, he was a supervisor with the Philadelphia Electric and Gas Company for 37 years. Bob had been ill for a number of years, struggling with heart problems among other ailments. He had been in and out of the hospital and nursing homes and finally boarded that last B-17 for the flight "to touch the face of God".

He is survived by his wife of 48 years, Trudie, five sons; Robert, Richard, Karl and Gary and Jacquelyn Choi, 21 grandchildren and 8 great grandchildren.

★ **Myron C. (Mac) Srsen 322nd, Age 88**
North Ridgefield OH, Aug. 17, 2005

As reported by his wife Mildred

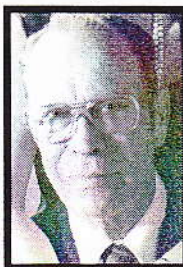
He joined the Army Air Force shortly after Pearl Harbor and arrived in England in November 1942. He was among the first to fly 25 missions over Europe in the ball turret and as a Waist Gunner on Chief Sly which crash landed in England on their 3rd mission. He was then assigned to Chief Sly II. When he finished his tour of duty in June he spent 3 months in Iceland on a weather watch. He finally returned to the States in November of 1943 at which time he married his wife Mildred. They had 2 sons, 6 grandchildren and 2 great-grandsons.

He earned the DFC, the Air Medal with 3 oak leaf clusters, and American and European African Middle Eastern campaign. Ribbons.

After the war, he enjoyed 61 years of marriage to Mildred and 23 years of retirement succumbing to congestive heart failure.

Evan John Zillmer, 324th Age 86
Woodruff, Wisconsin, Jan. 16 2006

He was born Nov. 7, 1919 in Woodruff. He was a B-17 Aircraft Electrician, Flight Engineer, and Top Turret Gunner. He was very proud to serve his country and was honored to receive The DFC, The Air Medal with two Silver and one Bronze oak leaf cluster, Good Conduct Ribbon, American Defense Medal, Distinguished Unit Medal, European African Middle Eastern Theater Medal with one Silver and one Bronze star, and the WW II Victory Medal. He also earned the Army Air Force Air Crew Member Wings. He owned and operated Zillmer's Electric for 60 years, and worked until the age of 81. In 1979



Evan and his wife, Doris, were crowned WAMA King and Queen. Evan was a very loving husband, father and grandfather. He is survived by one son, Evan E. Zillmer; four daughters, Valerie (Virgil) Blaisdell; Wendy (John) Zajac; Penelope Maxwell; and Renate' Zillmer; 11 Grandchildren; and five Great Grandchildren. He was preceded in death by his loving wife Doris Zillmer;

★ **Larry Hull, 324th, Age 81**
Montville NJ, June 5, 2003

As reported by his daughter Gloria Hull Sabia My father passed away from renal cell carcinoma. He was buried with military honors, color guard, 21 gun salute and taps played on the bugle as well as a bagpiper playing "Amazing Grace" at the cemetery. It was quite moving service befitting a former WWII POW. We all still miss him.

★ **Robert Schuck, 322nd, Age 83**
Covington WA, Feb. 22, 2006

Reported by his daughter and taken from the 91st Web Site
 He had fallen and could not recover from the injury's.

Thank you Teresa L. Schuck, Kent Washington

91st Bomb Group Memorial Association
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Ft. Myers FL 33908

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LET US KNOW BEFORE YOU MOVE

Published quarterly, January, April, July and October. The purpose of the Newsletter, THE RAGGED IRREGULAR, is to keep alive the Spirit of the 91st Bomb Group (H) and to maintain the fellowship of those who fought together in World War II from AF Station 121 in Bassingbourn England from 1942-1945. Editor Steve Perri

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The Ragged Irregular

April 2006

Folded Wings:

★ **Bert Humphries, 322nd, Age 90**
Fullerton CA, February 27, 2006



As reported by his granddaughter Bert was born in Orlando FL, Dec. 29, 1915 and met his wife of 66 years at their middle school. He graduated from University of Florida with a BS in mechanical engineering and, upon graduation, joined the US Army. He was assigned to the Air Corps Basic Flying School at Randolph Field Texas. In June of '42, Bert was promoted to Advance Flying School at Lubbock TX where he won his wings.

He was then assigned to Salt Lake City where he learned he had been reassigned to the 307th BG flying B-12's but upon his arrival learned they only had two serviceable B-24's to train the entire group. Acting upon a rumor, Bert and 17 other new pilots applied for a transfer to the 91st BG and reported on August 23, 1942 and he was assigned as copilot to 2/Lt. Don Bader's crew flying Heavyweight Annihilator with the 322nd BS. Bert flew the first ten missions with Lt. Bader's crew until Jan. 3, 1943 when the aircraft was severely damaged by flak over St. Nazaire,. The ship was so severely damaged that she would never fly again. Without a pilot or aircraft, Bert applied for the open position of Operations Officer in the 322nd BS where he contributed his considerable skills to the squadron. He went on to a long career in the Air Force retiring as a full Colonel.

His sons, Bert Jr. and John and several grandchildren survive him.

★ **Robert (Dusty) M Hoffman, 323rd**
Age 86



San Antonio Texas
March 16, 2006

A Lt./Col. in the USAF Dusty was stricken by Lou Gehrig's disease and he passed away on Thursday 16, March 2006. He served with the 91st BG, and flew many successful missions During WWII, piloting the B-17 "High Ho Silver".

After WWII, Dusty continued to serve in the USAF Air Weather Service as a Meteorologist and Climatologist, serving in Tokyo Japan and other assignments in the USA until his retirement. He is survived by his wife Carolynn, and his children and grandchildren

Norman W. Ingram, 401st Age 92
Grove OK, October 18, 2005

He was a veteran of the USAAF and was shot down on his 26th mission in a B-17 and was held as a POW for 18 months. He was in "The Black March".

He worked as a postal carrier and clerk retiring in 1975. He is survived by son Charles, daughter Deborah, and two grandchildren and his sister Olean