

# THE RAGGED IRREGULAR



322<sup>nd</sup> BS



323<sup>rd</sup> BS



Supporting Units



324<sup>th</sup> BS



401<sup>st</sup> BS

Vol. 45 No. 1

91st Bombardment Group (H)

January 2012

## Cambridge American Cemetery Veterans Day 11.11.11

For a change the weather forecasters had their forecast correct. We set off with a small amount of fog, typical for November, but as we journeyed through the countryside it became brighter, enhancing the beautiful colours of autumn.

We arrived at the Cemetery, booked in by the Chapel and found Paul Limm's wreath, which was number 17. Captain David Moran did an excellent job as Master of Ceremonies, coming over loud and clear. Air Commodore Elaine West, RAF, Assistant Chief of Staff Support and Air Officer Commanding Directly Administered Units is becoming a regular visitor to the Cemetery.

Airmen First Class Samuel Antwi, 423rd Security Forces Squadron recited the poem "In Flanders Fields" by Lieutenant Colonel John McCrae, a Canadian physician who wrote the poem on 3rd May 1915. An appropriate poem for this Service which Airman First Class Samuel Antwi recited extremely well.

I sat next to an American Colonel who was head of maintenance at RAF Lakenheath. He was telling me the man hours needed to keep these old

aeroplanes in the air. He has already completed a two year post at RAF St. Athan in South Wales, (the only American on the airfield) which is where I did my technical training as a Fitter IIA at No. 4 School of Technical Training in 1947. The school is still there, but I wonder how much longer?



It was great to see the other Friends of the 91st, namely Colonel Peter Worthy, Royal Anglian Regiment, (Ret'd), the first British Army Commanding Officer at Bassingbourn Barracks, Squadron Leader Ray Leach, MBE, (Ret'd) and David Crow along with their wives. We had lunch in the local hostelry and while we departed for home they journeyed to Bassingbourn Barracks to lay a wreath at the Prop Memorial.

It was a privilege to lay Paul Limm's wreath, and it was nice to see more wreaths than ever being laid, with more people taking part in the Service.

Kind Regards

Vince Hemmings

**President's Corner****Jim Shepherd**

Planning for the new year is exciting and challenging. We have the election of new officers, the improvements at the Planes of Fame Air Museum in Chino and the 2012 91st Bomb Group Memorial Association REUNION.

The election of new officers is the key to the continuation of the association. If you are interested in becoming more involved, please contact Larry Ruth at; jacqruth50@gmail.com. The most important position to be filled is that of Secretary / Treasurer; collecting dues, donations and keeping track of the membership. This is a very rewarding job as you are in contact with many of the veterans and the other members. Mick Hanou is running for president; Jody Kelly is running for 1st V.P. and Gary Hall is running to retain his position as the Editor of the Ragged Irregular. Jody has done an outstanding job as Secretary / Treasurer and Gary as Editor. The fact is they have been incredible handling their duties.

The officers of the association have a quarterly conference call and now we are using the SKYPE program, so we can SEE each other on our computers. The SKYPE call is free, so we have included Chris and Amy Murphy from the Tower Museum and Christian Levaufre from France. We hope to have improved coordination and communication with our friends in England and Europe. Skype will replace the phone call and will save the association money. My Skype address is: jim.shepherd6.

Improvements at Chino have been slow, but we have been supplying them with the 91st Memorabilia and have many other items to deliver. I am working to get items framed, shadow boxes made to display special items and mannequins for the jackets, hats and oxygen mask. The association donated \$5,000 to get the project done and they need a push from me.

The REUNION this year will be in New Orleans with a chance to visit "The National World War II Museum". The dates are being firmed up and complete information will be in the April *Ragged Irregular*. If you have never been to New Orleans, you will find it a very exciting place to visit. With the French Quarter, Bourbon Street, the music, the best food in the world and the special square donuts, "The Beignet".

**IT'S THAT TIME AGAIN – 2012 DUES RENEWAL**

If a date less than 2012 appears on your address label, please fill out the included dues form and return it to Jody Kelly before March 1st. This is important if you wish to continue receiving *The Ragged Irregular*.

Lifetime members will not have a date on your address label.

If you receive the *RI* via email, you will be notified if you need to send in dues.

**91st BGMA Officers****President****Jim Shepherd**

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Please send Folded Wings  
information to Jody Kelly.

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April R/I submissions need to  
be received by **March 15th**.

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**91st BG E-mail Ring**

[b17banta@aol.com](mailto:b17banta@aol.com)

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**91st on the Web**

[www.91stbombgroup.com](http://www.91stbombgroup.com)  
[www.bombsqd323rd.com](http://www.bombsqd323rd.com)





## Wings of Freedom Tour 2012

The Collings Foundation 2012 tour is under way! For information, call (978)562-9182 or visit them on the web at [www.collingsfoundation.org](http://www.collingsfoundation.org).

1/20 - 1/22	Melbourne, FL Melbourne International
1/23 - 1/25	Winter Haven, FL Winter Haven's Gilbert Airport
1/25 - 1/27	Stuart, FL Witham Field
1/27 - 1/31	Boca Raton, FL Boca Raton Airport
1/31 - 2/3	Miami, FL Kendall-Tamiami Executive Airport
2/3 - 2/6	Fort Lauderdale, FL Fort Lauderdale Executive
2/6 - 2/8	Marathon, FL The Florida Keys Marathon Airport
2/8 - 2/10	Fort Myers, FL Page Field Airport
2/10 - 2/13	Venice, FL Venice Municipal Airport
2/13 - 2/15	Sarasota, FL Sarasota/Bradenton Intl. Airport
2/15 - 2/17	Leesburg, FL Leesburg International Airport
2/17 - 2/19	TBD
2/20 - 3/2	Maintenance Break
3/2 - 3/4	Keystone Heights, FL Keystone Airpark

## Veeps Views

## Mick Hanou

Happy New Year all. I return to a theme I haven't addressed in a while – that of having enough full members to maintain this organization. As the 91st veterans decided a few years ago to approve the continuation of the 91st BGMA in the hands of us "NextGen" folks, it is up to us to honor that trust.

This year, we will be electing new officers. As of this writing, we have a gap - that of Secretary / Treasurer. Officer positions may be filled by Full Members in good standing. If any of the Full Members would like to step forward and consider that position, we would appreciate it. It is an important officer role. For those of you who have been Associates for at least three years, you may apply for Full Membership to the Board. I hope this request will be met with interest and we can build some depth in our organization and see it have a long history of honoring the 91st veterans.



Steve Perri at the 2011 Wings of Freedom Page Field stop.



Dear 91<sup>st</sup> BGMA Friends,

It's a pleasure to be able to address you all again through our submission to the Ragged Irregular. What a year we have had.

Before the museum closed for the 2011 season on Sunday 23 Oct, the tail end of our summer had been extremely busy.

On the 24th and 25th September Chris, Ken, Victoria and I attended at two-day WWII show at Wimpole Hall – **"Wimpole at War"**. Attending the show was a great opportunity to publicise the Museum and the work that we do here.



Chris, Vicky, me (Amy) & Ken in front of our stand at the Wimpole at War. show - Sept



Chris & Ken in front of the Tower's 1941 GMC Truck – trucks such as this one would have been a familiar site around Bassingbourn during WWII.

The weather over the weekend was warm and kind, and while Chris and Ken gave talks on Bassingbourn and Wimpole's "Avenue" Victoria and I chatted with visitors to our stand and told people all about the importance and significance of the Tower Museum!

We took with us the Tower shop supplies and were pleased to return to Bassingbourn with a fair amount less than we took!

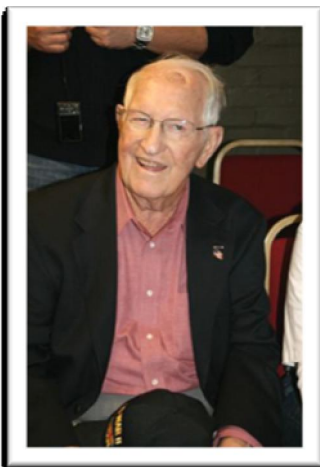
Our next open Sunday bore the fruit of our efforts at Wimpole, as we welcomed over 40 visitors to the Museum! It was

brilliant to walk through the Tower and see people in every room, to hear the buzz of excited voices as Chris and Ken, and our faithful friend Robin, wowed people with their knowledge about the site, the RAF and the USAAF during WWII.

On the same open day, we were all delighted to welcome back to Bassingbourn, a 91st BG veteran and our friend, Mr. Clement Dowler.

Clem was accompanied by McKay Smith, the Grandson of Clem's former crew mate - Raymond J Murphy. Clem and Raymond were with the 324th BS and were hit on their 13th mission on 28 April 1944. Clem was hidden and kept safe by the French Resistance for 5 months before returning to the UK.

During his visit to the Tower, Clem met some of the other Museum visitors, and was given a tour of the airfield and remaining perry tracks by Museum Curator, Chris. The following weekend, Chris, Victoria, Steve Carter, Zack (a colleague of Vicky's) and I spent the weekend taking down – piece by piece – an original US WWII Nissen Hut from a former USAAF base in Huntingdon.







This is how the Nissen hut looked before we arrived. And all that was left by the time we had finished!!!

Through a friend we had made at Wimpole, we discovered that a farmer, wanting to build a new grain store on his land would be bulldozing the hut and we were going to save it!! Again, under a warm sun, blue skies and a pair of Red Kites flying overhead, panel by panel we painstakingly removed sheet after sheet of 70-year old corrugated tin and delicately handling the aging iron hoops (the back bone of the structure – so I was told), we loaded up our truck and over the two days, bought the Nissen hut, now in many pieces, home to Bassingbourn.

One of our many winter projects is to refurbish the hut completely and then rebuild it on land adjacent to the Tower. In the spring of next year we hope to have the facility open – it will become our tea room and shop used by visitors on our open days, and will double up as a lecture room.

In November we remembered our fallen comrades of both, the United Kingdom and the United States of America. On Friday, the 11<sup>th</sup> November, I attended two services of remembrance, one at Royston's War Memorial and the other at the Memorial to the men of the 91<sup>st</sup> BG in the Priory Memorial Gardens. (Both organised by Chris – Director of the Museum and Chairman of the Royston Branch, Royal British Legion).



It was cold and it was raining but a crowd of some 50 people attended the services in which Chris, and Royston's Town Mayor, Robert Inwood, laid floral tributes.

Later that day, on behalf of us all at the Tower Museum, I laid a poppy wreath on the Prop Memorial here at Bassingbourn.

Earlier this month we held our Annual General Meeting, in which, I am happy to report our friend and Museum volunteer Vicky stepped forward to become one of our Company Directors. We welcome Vicky to the Board.

The last few weeks of 2011 and first few months of 2012 are going to be hectically busy for us all at the Tower as we lay the foundations and plan for our major fundraising campaign to restore the Control Tower.



**“Forever  
Honoured  
Never  
Forgotten”**

By kind permission of Lt. Col. Angus McAfee, Commanding Officer of Bassingbourn Barracks, we have been granted the use of the airfield for a 2-day event in May.

**“SOMEWHERE IN ENGLAND”  
A WWII 1940's War-Time Weekend...**

... will see Bassingbourn airfield packed with living history groups, re-enactors, military themed displays, Pipe & Drum bands, military and civilian vehicles, the Home Guard and Land Girls all coming together to support the Tower Museum and help us launch the campaign and start to raise the money we need to restore and preserve the Control Tower.

To date, we have received donations towards the campaign from 2nd generation 91sters and friends and supporters as far away as Canada – to them we would like to say a heartfelt thank you from us all, and would like to say to anyone who wishes to help us with this campaign, please get in touch as we would love to hear from you and would welcome and be thankful for your support.

As we mentioned briefly in our last RI submission, earlier this year the team at the Tower took on full responsibility for the Control Tower building, relieving the Ministry of Defence of their obligations, and we are now embarking on a major international fundraising campaign, to raise the money needed to restore the Tower to its former war-time condition, as friends such as Don Murray and Mel Dart will remember.

The Control Tower and Museum here at Bassingbourn stand testament to a time when the fate of the free world hung in the balance, and stands as a memorial to honour those who were prepared to put their lives upon the alter of freedom to secure our way of life; The Museum is visited by people from all over the world who wish to pay their respects to those who gave so much, and visit a site well known for its war-time history. To this end, we hope that we can generate the support we will need in the coming months to raise the money needed to complete the project and fully restore the Tower to her former glory. If you would like to help or donate to the restoration project please contact us.



Bassingbourn in snow!

Our hope is to have the funds secured and the work on the Tower completed by May 2013. We know we have our work cut out for us, but **never** has there been such a dedicated and committed team of people at the Tower than there is now.

Well friends, all that is left for us to say now is to wish you and your families a very Merry Christmas and a safe, happy New Year and we look forward to seeing you all again in 2012!

From a quiet corner of an English airfield, we send you our very best wishes,



**Chris Murphy**  
Museum Director  
& Curator



**Amy Murphy**  
Company Secretary  
& Webmaster



**Ken Stapleton**  
Financial Director



**Victoria Carter**  
Volunteer



**Tom Gill**  
Honorary President

Written for and on behalf of the Tower Museum by Amy Murphy  
(Company Secretary of the Tower Museum)



## Mike Banta's Web Ring

Contact Mike Banta to join or ask questions of the Ring at email: B17banta@aol.com. If you'd like to comment on or answer any of the following and do not have email access, simply drop a line to the Ragged Irregular (address on page 2) and the information will be forwarded to Mike and the Ring.

### **Looking for Uncle William E Roller, 322nd Sq**

Our family has recently found papers and letters with information of our Uncle William E Roller who was listed KIA in 1943. In a letter from a L Bunshaft from Newark NJ there are references to our Uncle being a POW at some point. The names in his "crew" were Mrs Bunshaft son (no name listed) SGT's Cole, Baker as an AEG (MIA) and my Uncle as a ROG (Radio Operator and Gunner). A picture is also referred to with a Morris whose address was Oneida Kentucky and a Lt Cohalan as a navigator. I have a picture which could be the referenced picture. Any information which could be helpful would be deeply appreciated. This information we have is new to us so if this is confusing I apologize. Thank you.

- wmeroller

Your uncle, William E Roller, 322nd Bomb Squadron, was flying as tail gunner on the John T. Wennerberg crew on 1 December 1943 in *Wheel 'n Deal*, 41-245111, radio call letters LG-W. The target was the industrial section of Solingen, Germany. The Group was attacked by 40 to 50 fighters and the Group lost five of our 36 B-17s flying the mission. One of them was *Wheel n' Deal*. The first attack put a 20mm into the number three engine. The second attack destroyed the batteries in the wing roots making the top and ball turret on the bottom of the B-17 inoperable. This attack occurred during a 20 minute gap in friendly fighter support.

The pilot took *Wheel 'n Deal* down to a cloud cover but then the 88mm anti-aircraft shells took out the number two engine and set it on fire. The pilot ordered the crew to bail out. All bailed out safely but as your uncle was set to bail out he was hit by flak and went down with the aircraft.

The copilot, Bob Dickson, wrote an article about this event. It's on our web page: <http://tinyurl.com/6qvmd5d>

William E Roller flew his missions during the most dangerous period of the strategic air war over Nazi occupied Europe. He was a true American hero. His name is inscribed on the Wall of the Missing at Henry-Chapel American National Cemetery, Belgium.

- Mike Banta, 91st Ringmaster

### **Top Turret guns and the vertical stabilizer?**

I was asked recently if the top turret on the B-17 had a restriction of some kind to prevent hitting the tail when firing. I didn't have an answer.

- Dave Hanst 322nd

The turret was controlled by two cycle-like hand grips. The left had the gun trigger and a safety lever. The right

handle worked the range finder to the sight. Pulling the handles up elevated the guns and pushing them down brought them down. Pressure to the left or right rotated the turret in that direction. An interrupter stopped firing the gun if it was aimed in the propeller arc or at the tail.

- Marion Hoffman, 323rd

There was a cam ring with raised places where the tail or engines were located the full circle of the turret and when this follower went past these raised portions it shut the guns off from firing.

- Tom Davis

### **"Caliper.Bomb loading chart"**

Hello everybody,

I have found in a junkyard a case made of rough fabric containing 2 calipers made of steel sheet about a tenth of an inch thick. This case is marked as follows:

"Caliper.Bomb loading chart"



Sorry, the picture is rather dark but it allows you to notice the shape of the calipers. The case is shown above the 2 calipers. The size of the larger one is approximately 5 by 8 inches.

Would you mind trying to explain what was the use of this tool?

Thank you for helping me.

Ren Fischbach  
From Reno France



## 70th Anniversary of the 8th Air Force

News from Mighty Eighth Air Force Museum

Seventy years ago this month, the 8th Air Force was activated in Savannah. The unit was constituted on January 19th but not formally activated until January 28th, 1942. Interestingly, the Eighth was first flagged as the Fifth Air Force. Its designation changed a few days later when it was discovered that the 5th had already been allocated to an activating Pacific Air Force. The Chatham Armory on Bull Street was selected to house the headquarters element and according to the Army's historical report, the "various units assigned to the 8th Air Force constituted the better part of all organizations" located at the nearby Savannah Army Air Base. Colonel Asa N. Duncan, then commander of the 3rd Air Support Command at Hunter, took command of the 8th. Over the next three months all training and other activities at the Savannah Army Air Base were geared towards preparing the 8th for combat service.

## Morris Spielberg is searching for his crew

Morris would like to have contact with any of his crew who are still around. Morris' contact information follows:

Morris Spielberg  
1 Claridge Dr. Apt 608  
Verona, NJ 07044-3054  
973-239-5412

## Legends & Legacies Needs Participants

Fantasy of Flight, a vintage aviation attraction located in Central Florida between Tampa and Orlando, features a program called Legends & Legacies. In this program, American history is told through the eyes of the men and women who made that history - our veterans.

The program features a moderated symposium with a panel of veterans, in which they are encouraged to share their personal experiences with the audience, followed by a meet and greet. These programs are in their 4th year and have been very popular. April 13th and 14th, the program is entitled *Unspoken Valor: The Bomber Crews of World War II*. Fantasy of Flight is looking for pilots and crew members who flew on the following aircraft: B-17, B-23, B-24, B-25 and B-26.

If you are interested in participating in the symposium, contact Stephanie at 863-984-3500, ext. 220.

## Thank you for your donations!

Donations to the 91st BGMA are used to help preserve the history of the 91st Bomb Group (H) and keep the legacy alive. Every dollar received supports 91st memorials in the US and abroad, museum projects, website upkeep and printing of the *Ragged Irregular*. The 91st Bomb Group Memorial Association is a 501(c)(3) non-profit organization and donations are tax-deductible to the extent allowed by law.

Please remember to check with your employer's matching gift program and make your donation go further.

George and Evelyn Mankel	\$1,000
In Memory of Ehud Merkel 323rd	
Mrs. Jenny Harlick	\$500
Lynda Bickett	\$250
In Memory of Stuart K. Gilbertson	
George Cameron	\$100
In Memory of Captain Charlie Holman and the crew of <i>Pist'l Packin Mama</i>	
Sune Engelbrektson	\$100
Morris and Shelley Spielberg	\$100
In Memory of Richard Broughton	
Murle Webb	\$20
Diane Loper	\$15
Ralph Simin	\$10





## B-17 *Memphis Belle* undergoes restoration milestones at NMUSAF

by Sarah Swan National Museum of the U.S. Air Force

10/27/2011 - DAYTON, Ohio -- As the United States approaches the 70th anniversary of its involvement in World War II, one of the most famous aircraft from that war recently reached two milestones in its restoration at the National Museum of the U.S. Air Force.

Both wings were mated and the landing gear was extended on the *Memphis Belle*, a Boeing B-17F Flying Fortress that in May 1943 became the first U.S. Army Air Forces heavy bomber to complete 25 missions over Europe and return to the United States.

"The museum's restoration crews have been working long and hard to see that the *Memphis Belle* is restored to its rightful position as a national icon," said Roger Deere, chief of the Restoration Division. "With these major milestones, the public is that much closer to seeing the aircraft on display once again."

The *Memphis Belle* arrived at the museum in October 2005, and staff began a careful, multi-year conservation and restoration effort - including corrosion treatment, the full outfitting of missing equipment and accurate markings - to bring the aircraft back to pristine condition.

"With the completion of these milestones, the crews feel even more motivated to finish all tasks ahead with the final goal of placing the aircraft on display in the museum," Deere said.

This comprehensive restoration process is fitting for this storied aircraft. The pilot, then-Lt. Robert Morgan, named the aircraft after his wartime girlfriend, Margaret Polk, of Memphis, Tenn. Morgan chose the artwork from a 1941 George Petty illustration in *Esquire* magazine.

The crew and the aircraft beat the odds by completing 25 combat missions, and upon their return to the United States in June 1943, they flew the aircraft across the country on a three-month war bond and morale boosting tour. With the bond tour and the 1944 William Wyler documentary film titled *The Memphis Belle* - depicting actual combat footage - the aircraft and its crew became widely known and celebrated. In 1990 a major motion picture of the same name added to their fame.

"The *Memphis Belle* became a national icon, and its crew represented the thousands of Army Air Forces Airmen who were taking the war to the enemy in Europe," said Jeff Duford, a curator at the museum. "There is enormous significance having the *Memphis Belle* at the Air Force's national museum - it gives our visitors a better understanding and appreciation of the service and sacrifice of our service members during World War II."

Museum staff anticipates the aircraft will go on display in the museum's World War II Gallery in 2014, with some final restoration work to be completed on the exhibit floor. Once on display, the *Memphis Belle* will join one of the world's best collections of aircraft and memorabilia from the World War II era.

Until that time, visitors can view the *Memphis Belle*'s restoration during the museum's Behind the Scenes Tours, which are offered each Friday (some exceptions). Information about this tour is available at [www.nationalmuseum.af.mil/visit/tours.asp](http://www.nationalmuseum.af.mil/visit/tours.asp).

For more information, please contact the National Museum of the U.S. Air Force at (937) 255-3286.

**Folded Wings (continued from page 12)**✪ **Robert H Friedman 323rd Age 87**

Houston, TX, December 24, 2011



Reported by his wife Joy  
Born in Sioux City, Iowa, in 1924, Bob lived in California until joining the U.S. Army in 1942, where he served as an aerial navigator. He flew two tours with the 91st and was awarded the Distinguished Flying Cross Air Medal with six clusters, ending his military career as a captain in the reserves.

Bob is a past president of the 91st BGMA.

Later, he earned his PhD in chemistry and had a long and illustrious career in the oil industry that produced 51 patents. Throughout Bob's life, he devoted himself to numerous public, private, professional, and educational organizations.

Bob is survived by his wife Joy, his four children Leslie (Carl) Levy, Jonathan, Rachel and David (Michele) Friedman. He is also survived by his eight grandchildren and three great-grandchildren.

✪ **Edward J Drake 401st Age 87**

Dallas, TX, November 25, 2011



Reported by Craig Millis  
Born in Dallas, TX, Edward flew B-17s during WWII, ending the war as aide-de-camp for Brig. Gen. William M. Gross. During their last combat mission, he and his crew crash-landed in Court-Saint-Etienne, Belgium. In 2002, he was honored by the town as a war hero.

He received a law degree in 1949. Edward was active in church, politics and community, taking on causes he believed in.

Edward is survived by wife Donda; son Edward J. Drake III; daughters Diane Burns and Carol Flether; and six grandchildren.

✪ **Whitman Warren Hill 441st Age 91**

Alexandria, VA, December 21, 2011



Reported by his wife Jaque  
Warren was assigned to the 441st Sub Depot as the 323rd Squadron's Sheet Metal Crew Chief. Over the years, he was very supportive of the memorials at Basingbourn.

Beloved husband of Jacquelyn Hill for 43 years; loving father of Carl Hill (Sherry) and David Hill (Kate); devoted grandfather of two and great-grandfather of five.

✪ **Stuart K Gilbertson 322nd Age 87**

Burnsville, MN, October 18, 2011



Stuart was born in Stillwater, MN and graduated in 1943. He served as a Navigator completing 24 combat missions in WWII. Stuart was recalled to active duty for the Korean conflict and flew 50 missions as a combat radar navigator. He received the Air Medal with several oak leaf clusters. He retired as a Lieutenant Colonel from

the Air Force Reserve after 28 years of service.

He married Jane Pederson in 1945, working at the post office until retirement in 1988.

Surviving are a daughter, Lynda (Jim) Bickett; three grandchildren; and two great-grandchildren. Preceded in death by his wife Jane.

✪ **Frank J Gilligan 324th Age 86**

Bethesda, MD, October 3, 2011

Reported by Gary Price

He served as a First Lieutenant B-17 pilot in WWII in the 8th Air Force, 91st Bomb Group. Graduated from Catholic University and worked as an Aerospace Engineer for Naval Air Systems Command for 30 years.

Beloved husband of the late Claire Bewick Gilligan; he is survived by his children, Frank, Mary, Eileen, Jane and John, his daughter-in-law Edie, his son-in-law Dirk, and two granddaughters.

✪ **Norman C Cox 322nd Age 89**

San Antonio, TX, July 8, 2011

Reported by his son Norman G Cox



Lt. Col. Norman C. Cox, USAF (Ret.) was born near Mena, AR and was raised in Leesville, LA.

He attended college until enlisting in the Army Air Corps in 1942. He flew with the 91st Bomb Group as a Navigator. After WWII, he trained and was assigned to Air Weather Service, where he served until retirement in 1964. Col. Cox then enrolled in graduate school and was employed to establish and serve as Resident Coordinator of a program of education at Barksdale AFB. After five years at Barksdale, he was employed as Assistant Professor of Marketing at Stephen F. Austin University where he remained until his retirement again in 1985.

Col. Cox was preceded in death by his daughter Catherine Thompson. He is survived by his wife of 65 years, Jackie Cox; son, Norman G. Cox (Diane); daughter, Connie Cox; son-in-law, Charles Thompson; two grandchildren; and two great-grandchildren.



### ✪ Otto E "Mick" Meikus 324th Age 92

Milton, Cambridgeshire, UK, October 15, 2011

Reported by Vince Hemmings



Otto was one of the original contingents of 91sters to arrive at Bassingbourn. He was crew chief on B-17F *Jack the Ripper*, the aircraft of Captain William Crum and his crew, the first 8th Air Force crew to return to America. One of the early problems with B-17F's was the super charger ducts cracking, rendering the engines useless at high altitude. Otto solved this problem by replacing the original duct with a corrugated duct. Otto's modification was adopted by the group and eventually made standard on all current and future B-17's.

While at RAF Bassingbourn Otto met his future wife Gladys and after the war they settled in her home city, Cambridge. Otto became the service manager for a local Volvo dealer.

Otto was very supportive of the Tower Museum, often joining the Sunday morning work parties and was always present when 91sters returned to their old airfield. Otto laid the 91st BG(H) Memorial Association wreath at the Cambridge American Cemetery Memorial Day service, until the late 1980's.

Otto was a wonderful ambassador for his native country and we here in England have lost a wonderful friend.

### ✪ Charles R Giaque 323rd Age 92

Willow Street, PA, September 29, 2011

Reported by his daughter Anne Giaque Cowburn



Born a U.S. citizen in China where his father was a professor at Shanghai University, Chuck grew up in Athens OH, Concord MA and Chicago IL. He left his studies in sociology in 1941 to enlist in the U.S. Army Air Corps.

In 1942 - 43, he piloted *The Eagle's Wrath* and was awarded the

Distinguished Flying Cross and the Air Medal. He helped devise a means by which the bombsight could be swiveled aside to make use of newly added firepower that was lacking in the B-17F's nose. He was recalled to active duty for the Korean War and departed the Air Force, post war, a Lieutenant Colonel.

He was predeceased in 2000 by his wife of 56 years, Anna Mary Heyne Giaque. He is survived by two daughters, Anne (David) Cowburn and Peggy (Walt) Edmonds. He was the grandfather of six and great-grandfather to eight. He will be missed by his family and friends and by a loving companion, Mrs. Maira Cleaver.

### ✪ Robert A Widell 322nd Age 85

West Palm Beach, FL, June, 25, 2011

Reported by his wife Bonnie Sue



Bob was a life-long resident of West Palm Beach, FL. He graduated in 1943 and enlisted in the Army Air Corps. He flew 35 missions as a waist gunner aboard the B-17 flying fortress *Star Dust*.

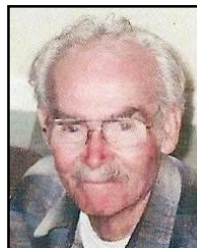
After the war, Bob played semi-pro football, attended Palm Beach College, and met his first wife, the former Sibyl L. Geer. They were married 22 years until Sibyl's passing in 1975. Bob worked most of his life as a sheet metal worker, retiring as president of West Gate Sheet Metal. In the late 80s, he married the former Bonnie-Sue Brown.

His survivors include Bonnie-Sue; sons Gary (Susie), Gregory (Diana), Jason and daughter Nancy; 12 grandchildren; and 1 great grandson.

### ✪ Walter R "Buddy" Cameron 324th Age 89

Murphys, CA, December 4, 2010

Reported by his daughter Sharon Cameron Halcomb



Walt was born Mar. 15, 1921 in Harlingen Texas, and was a WWII Army Veteran in England of the 91st Bomb Group. He has resided in Murphys for 20 years, after retiring from 38 years at McDonnell Douglas Aircraft in Santa Monica.

Walt is survived by wife Jean of 63 years, daughter Sharon (Larry), sons Craig (Jackie), Gary, and Scott (Diana), 8 grandchildren, and 8 great grandchildren.

### ✪ Richard N Broughton 401st Age 90

Ormand Beach, FL, October 17, 2011

Reported by Morris Spielberg



Born in Newark, NJ, Richard was fascinated by aviation from an early age. In 1942, he enlisted in the Army Air Corps, completing 35 missions as a B-17 pilot. He left the service at the end of WWII and flew relief supplies to eastern Europe with Veterans Airlines. He rejoined the Air Force in 1947 and served in various assignments in the United States with the Strategic Air

Command, the Tactical Air Command, and the U.S. Strike Command. After a yearlong deployment in Vietnam. Richard retired from the Air Force in 1969 with numerous decorations including the Bronze Star.

He is survived by his wife of 63 years, Anna; two sons, Robert (Mary) and Craig (Carol); and four grandchildren.

THE RAGGED IRREGULAR is published quarterly in January, April, July and October. The purpose of the newsletter 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 Gary Hall

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THE RAGGED IRREGULAR

January 2012

## Folded Wings:

### ✪ John W Allen 401st Age 88

Bremerton, WA, October 30, 2011



Reported by his son Rev. Kevin Bond Allen John was born and raised in Seattle WA, graduating high school in 1940. He entered the University of Washington College of Forestry, but enlisted in the U.S. Army Air Corps to serve as a B-17 navigator. He flew 35 missions during WW II and later as Captain ferried aircraft to Guadalcanal

and New Guinea.

John returned to UW for his Bachelors in Forest Management, married Rosemary Bond of Kirkland, WA, 6/14/1947 and finished a Masters of Forestry.

He is survived by his loving wife of 64 years, Rosemary Bond Allen; his children: Rosemary Hildur Allen, Robin Marie (George) Richter and Rt. Rev. Kevin Bond (Stefanie) Allen; three grandchildren and two great grandchildren.

### ✪ Richard E Murphy 323rd Age 88

Lynn, MA, November 3, 2011



Reported by his grandson Matt Murphy Born in Nahant, MA, he graduated high school in 1941 and college in 1948. He was a retired Lynn Firefighter. A WWII Veteran of the Air Force, Richard served in the European Theatre and received the Distinguished Flying Cross and the Air Medal with three Oak Leaf Clusters. He was one of the original

crew of *Nine-O-Nine* as a tail gunner where he served thirty missions. He volunteered for the Collings Foundation of Stowe repairing WWII planes.

He is survived by his wife Loraine; children, Richard E. Murphy Jr., Bonnie Martin, Maureen MacDonald and Kathleen (Joseph) Adams; and six grandchildren.

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