

THE RAGGED IRREGULAR



322nd BS



323rd BS



Supporting Units



324th BS



401st BS

Vol. 46 No. 4

91st Bombardment Group (H)

October 2013

San Francisco - May 21-26



Nine-O-Nine flies over the Golden Gate (courtesy Collings Foundation)

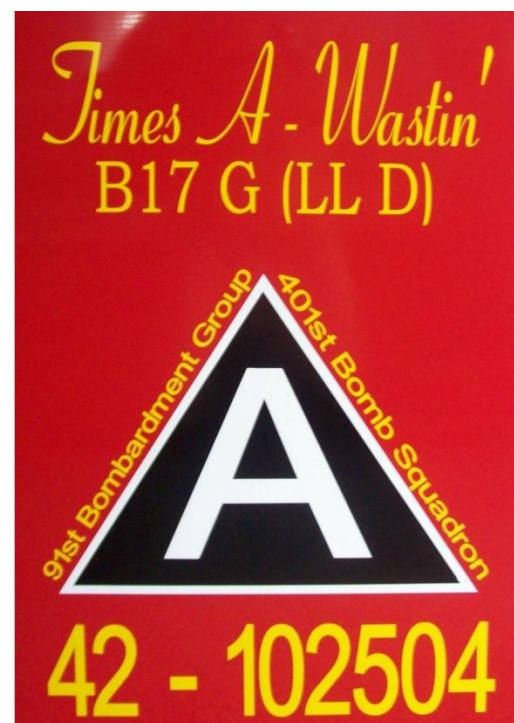
Planning is underway for the 2014 91st Bomb Group (H) reunion in San Francisco! To help plan the events and calculate costs, we are asking you to complete a short survey found in the middle of this newsletter before December 1st. The survey will not commit you one way or the other, but if you are planning on attending, please provide your feedback!

The official reunion dates are May 21st - 25th, but stay through the 26th (Memorial Day) and enjoy the Wings of Freedom Tour stop at the Livermore Airport!

New items in the PX!

Doug Chandler, whose father Willard was the tail gunner on *Miss Minookie*, has started creating decals and aluminum signs for our group. We have stocked some Triangle A window decals and some 91st front license plates. We'll be working with Doug in the future to create a wide variety of signs. He has the ability to create custom signs too!

This is an example of one of the custom signs Doug has created.



President's Corner**Mick Hanou**

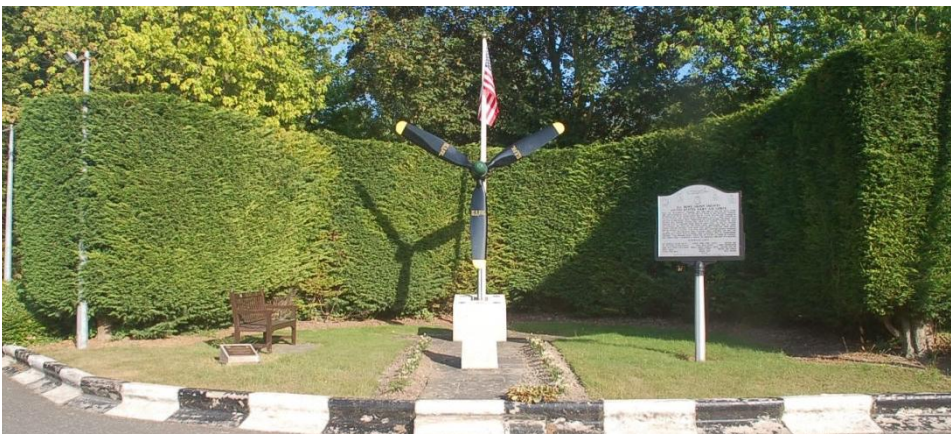
My annual visit to the Duxford Air Show in July was very enjoyable. As I do each year, I visited Bassingbourn to pay my respects. The Prop Memorial looks like it was recently cleaned and is in good condition. The 323rd Memorial, moved in 2011 due to risk of metal theft has been returned to its original location and the brush has been cleared so it is accessible. I took Chris and Amy Murphy to dinner and had a delightful evening reviewing their past year's successes and assuring good coordination between the Tower Museum and the 91st BGMA.

The 91st BGMA 2014 Reunion is being held around Memorial Day Weekend in hopes we can get more NexGen or even grandkids attending. This is also when the Collings Foundation's B-17 *Nine-O-Nine* (which I have worked with for the last 21 years) is visiting the area, so there will be possibilities of B-17 flights for those interested. There are a lot of WWII museums in the Bay Area and we are visiting a few, including a Liberty Ship and Submarine in San Francisco. Realizing the popularity at past reunions of sight-seeing, we have proposed tours at the start and end of the Reunion period and a Bay Cruise on Friday night. For real enthusiasts, on Memorial Day, there is the opportunity to visit "my" annual mini air event with the B-17, B-24, and P-51 with about 15 other WWII aircraft in attendance.

Most important: The Hotel and bus company contracts vary in cost and feasibility based on number of attendees. The Board wishes to be cost effective and does not want to commit to too many rooms or attendees on tours. So I can get an estimate, I am asking you to send me the survey included in this RI indicating what events you are interested in. I can then modify or finalize the itinerary according to interest.

Lastly, let's all recall this period in 1943, seventy years ago, when the 8th air force was bearing the brunt of some pretty rough attacks, including the two Schweinfurt raids, and daylight bombing was being called into question. Yet they persevered through to late 1943 when the P-51 was able to be an effective long-range fighter.

Happy Holidays to all of you and your loved ones.



Prop Memorial at Bassingbourn Barracks

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Please send Folded Wings information to Jody Kelly.

January R/I submissions must be received by **December 15th**.

91st BG E-mail Ringb17banta@aol.com**91st on the Web**www.91stbombgroup.comwww.bombsqd323rd.comwww.facebook.com/groups/91stBGMA

WWII veterans receive French honors

By Scott Huddleston Staff writer San Antonio Express-News; March 18, 2013



Photo By Steve Faulisi/San Antonio Express-News

From left to right, Stephen J. Bondar of Fredericksburg, Roy E. Loyless of Kerrville, French Consulate General, Frederic Bontems and Charles Stout of San Antonio. The three Native Texans all World War II veterans received the French Legion of Honor, the highest honor France can bestow on foreign military service members from the Consul General at the Army Residence Community March 18, 2013.

Roy Loyless jumped from a flaming B-17 in subfreezing weather over Germany nearly 70 years ago, only to begin a nine-month ordeal as a prisoner of war.

Memories of other young men in the 91st Bomb Group, which lost 13 of 37 planes on that Nov. 2, 1944, mission, were fresh on his mind as Loyless and two other Texas veterans of World War II were awarded the French Legion of Honor, the highest award given by France, in a ceremony Monday at the Army Residence Community.

"I have the honor to recognize the courage you displayed so many years ago," Frederic Bontems, French consul general in Houston, told Loyless, of Kerrville, and veterans Stephen Bodnar of Fredericksburg and Charles Stout, who lives at the San Antonio retirement complex.

The medal, established by Napoleon Bonaparte in 1802, was created to honor French citizens, but expanded to include allies who have served on French soil. Bontems, who awarded the medal to three veterans in a local ceremony last year and 15 others in a Houston ceremony in January, noted that France in 1839 became the first nation to declare itself an ally of the Republic of Texas, which became a U.S. state in 1845.

U.S. veterans are typically given the medal in the class of chevalier, or knight, the lowest of five degrees.

"Texas has a long tradition of fighting for freedom," said Bontems, who took photos with the veterans by a 300-year-old fountain from France that now occupies the retirement community's new indoor atrium.

Bodnar, 87, and Stout, 88, served in separate infantry divisions but saw action in and around Metz, France, in late 1944. Bodnar was seriously wounded by machine gun fire and had his right leg amputated. But the members of his 95th Infantry Division were nicknamed the "Iron Men of Metz" after the Americans under Gen. George Patton's Third Army took and successfully defended the city, which long had been a defensive stronghold resistant to capture.

Stout, a gunner and ammunition bearer, supported operations of the 87th Infantry Division to contain and defeat Germans at forts around Metz. He later was wounded in Belgium while battling the German Panzer Lehr Division. Having survived a war that claimed more than 400,000 American lives, Stout said it was humbling to be honored.

"I never thought something like this would happen to me," he said.

Family members of the veterans said the medal presentation was emotional — and overdue.

"It seems like a lot of people have forgotten that sacrifice," said Sandra Hall, a daughter of Loyless who drove in from Tomball.

Loyless, 87, lost his boot, resulting in frostbite to his foot, as he bailed out when his B-17 was shot down. But that injury spared him from some of the cruel treatment Americans were subjected to, including forced marches every day for nearly three months. After nine months in captivity in Germany and Poland, his weight fell from 157 to 120 pounds.

Of the nine men in his crew, two died in the war, and the rest since have died, he said.

"I knew they would want me to be here to accept this award," he said.

Mr. Murray Goes to Washington (with Honor Flight Chicago)

By Gary Hall

"It's a long day, but worth every minute of it." This is a familiar sentiment shared by veterans who have participated in an Honor Flight, and 91st Bomb Group veteran Don Murray can be counted in those numbers.

Realizing many World War II veterans could not travel to see their memorial in Washington, D.C., due to financial or physical constraints, physician's assistant and Retired Air Force Captain Earl Morse came up with a plan. Earl, a private pilot, sought volunteer pilots to fly veterans to our Nation's capital and personally escort them for the day. This was to be done free of charge to the veterans.

In May of 2005, Honor Flight got off the ground with six small airplanes transporting 12 World War II veterans from Springfield, Ohio. In August of that year, they began working with commercial airlines in order to accommodate as many veterans as possible. Today, the Honor Flight Network has flown over 100,000 veterans from 132 hubs in 42 states.

Honor Flight was first brought to Don Murray's attention by his oculist who was familiar with Honor Flight Chicago. Don looked into the flight because he was told it wouldn't cost him anything. The organization is funded by donations and its manpower is mainly volunteers. Honor Flight Chicago has only one paid employee!



Don and Jeanie at the Lincoln Memorial

The flight carries enough wheelchairs for each veteran, eight volunteer nurses and two volunteer doctors. Each veteran is accompanied by a volunteer guardian who has paid for their own flight. The guardians remain with their veterans the entire day. Don's daughter Jeanie applied to be his guardian and was probably accepted because of her nursing experience.

Don greeted the morning of the flight at 2:30 a.m. He had to arrive at Chicago Midway by 4:15 a.m. After being treated to a nice breakfast at the airport, 91 veterans and their guardians boarded a Southwest 737 bound for Dulles.

When they landed, they were met by several tour buses and headed to the World War II Memorial. The World War II Memorial was the center point of the tour, but the group saw all of the memorials on the National Mall. They visited the Korean Memorial, Vietnam Memorial, Lincoln Memorial, Constitution Gardens, Washington Monument, Reflecting Pool, and the District of Columbia War Memorial.

At each stop there was someone who talked about the memorials. Don was most impressed with the sheer size of the Lincoln Memorial. If Lincoln's statue were standing, it would be 28 feet high. He also enjoyed the view of the Capitol Building which could be seen throughout the Mall.

The group's final stop before heading home was the National Air and Space Museum. The Honor Flight returned to Midway around 10:30 p.m. As veterans exited the plane, each was met and escorted by an active duty sailor from Great Lakes Naval Academy. The sailors walked with or pushed the veterans in parade style through throngs of cheering admirers. More than 4,000 people were in attendance waving welcome home signs, American flags, and balloons. The organized reception included the Chicago Fire Department Pipes and Drums, a brass band, the Patriot Guard, firemen, police officers, active military, friends, and family. "The noise was nearly deafening. Everyone was shaking hands and smiling," said Don.

"When I was in prison camp, we heard the war was over. I thought, well that is great. Then we waited," reminisced Don. On May 12, 1945, Operation Revival began. Bombers from the 91st landed at an airfield next to Stalag Luft I and began transporting the American prisoners of war to Camp Lucky Strike near Paluel, France. While waiting to be reviewed and sent home, Don and five others grew impatient and caught an army flight headed to Basingbourn. Arriving at the base,

2014 Reunion Survey – Please return by December 1st if planning on attending

The 91st BGMA 2014 Reunion is being held near Memorial Day Weekend in hopes we can get more NexGen or even grandkids attending. This is also when the Collings Foundation B-17 *Nine-O-Nine* is visiting the area so perhaps you may have an interest in sharing B-17 flights with family. The itinerary below is a balance between WWII focus and tours as it has been at past reunions.

The Hotel and bus company contracts vary in cost and do-ability based on number of attendees. The Board wishes to be cost effective and does not want to commit to too many rooms or attendees on tours.

Therefore I am asking you to indicate if you plan to attend, the number in your party, and what days and events are of interest to you. This is not a commitment, but rather a way for us to get a better estimate of each day's attendance to effectively manage costs. The Hotel will be the Crown Plaza Foster City just south of the airport (with shuttle or free parking) and is centrally located to our events, so the days won't be too long, nor filled with bus travel. Cost is estimated to be \$99-\$109 per room each night, depending on how many rooms we commit to.

Please indicate your interest below and reply to me at mhanou@comcast.net or mail to **Mick Hanou, 607 Blossom Ct, Pleasanton, Ca, 94566**. Please return by December 1st so I can finalize tours and costs by the January RI publication.

Names in your party _____

Please indicate number of attendees to each tour below

Wednesday, May 21 - Reception and Evening ice breaker at Hospitality Suite

Do you plan to stay at the hotel Wednesday evening? Yes _____ No _____

Thursday, May 22 – Tour San Francisco

- Muir Woods (tallest trees (Redwoods) in the world), Golden Gate Bridge, Lunch in San Francisco
- Afternoon at Fisherman's Wharf area – choices of Fisherman's Wharf (food and shopping), Boat Trip to Alcatraz, or Ghirardelli Square & Maritime Museum
- Bus tour to Chinatown, Alamo Square, Golden Gate Park, etc.

Do you plan to take San Francisco Tour? Yes _____ How many _____ No _____

Do you plan to stay at the hotel that evening? Yes _____ No _____

Friday, May 23 – Easy day, JPL tour, B-17 flights, evening dinner cruise

- Bus tour of Stanford University, Tour of the Jet Propulsion Lab at Moffett Field
- B-17 and B-24 and P-51 tours - then choice of B-17 or B-24 flight – separate cost, great experience, or Hillier Aviation Museum
- Return to hotel early - Bay Dinner Cruise

Do you plan to take Day Tour? Yes _____ How many _____ No _____

Do you plan to take cruise that evening? Yes _____ How many _____ No _____

Do you plan to stay at the hotel that evening? Yes _____ No _____

Continued on next page...

2014 Reunion Survey (continued)

Saturday, May 24 – business meeting and 1/2 day tour, banquet

- Business Meeting and Lunch, 1/2 day morning open for others for shopping, etc. Hospitality Suite open.
- Afternoon Tour to USS Hornet and Alameda Naval Museum, Mission San Jose
- Evening Banquet

Are you interested in the 1/2 day tour? Yes _____ How many _____ No _____

Do you plan to attend the Banquet that evening? Yes _____ How many _____ No _____

Do you plan to stay at the hotel that evening? Yes _____ No _____

Sunday, May 25 – Still in planning phase depending on level of interest

- Morning free; Noonish – possible flights to Livermore on B-17(?), Behring Auto Museum in Danville.
- OR – Optional full-day trip to Monterey/17 mile drive/Carmel

Do you have an interest in either tour that day? Yes _____ How many _____

If yes, which tour are you interested in? Livermore / Danville _____

Monterey / Carmel _____

Do you plan to stay at the hotel that evening? Yes _____ No _____

Monday, May 26 – Extra day, depending on interest.

- Come see the annual Memorial Day Event at Livermore – B-17 / B-24 static display; about 18 other warbirds, including P-40, P-51, T-6 Texan, etc.; opportunities to meet other veterans; period singers and historical re-enactors.

Do you have an interest in attending this event? Yes _____ No _____

Please return to Mick Hanou by December 1st if you are planning on attending the reunion.

Email: mhanou@comcast.net

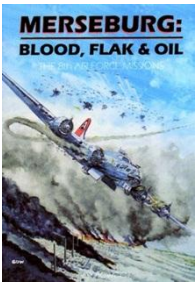
Mail: Mick Hanou
607 Blossom Ct
Pleasanton, CA 94566

2013 PX Order Form – New Items!

BOOKS

Quantity

Cost



Merseburg: Blood, Flak & Oil. The 8th Air Force Missions written by Ray Bowden. 160 pages of detailed information.

\$37



Plane Names & Fancy Noses by Ray Bowden. History of all 91st aircraft and nose art. Our supply of this highly recommended book keeps selling out. Oversized hardcover, 256 pages plus appendices. Well illustrated.

\$65 (\$75 overseas)

Wray's Ragged Irregulars. 1942-43. By Lt. Carlton Brechler. Unbound. 131 pp. First year history. Written during war.

\$10 (\$17 overseas)

Wray's Ragged Irregulars: Bound and retyped version PX supply is a gift from Clyde Burdick.

\$20 (\$27 overseas)

ACCESORIES

Fanny Pack. Dark blue material with 91st Logo.

\$8

SHIRTS



Adult T-Shirts with large 91st BGMA logo in full color on the front, on white cotton.

S	_____	\$14 (\$22 overseas)
M	_____	\$14 (\$22 overseas)
L	_____	\$14 (\$22 overseas)
XL	_____	\$14 (\$22 overseas)
XXL	_____	\$17 (\$25 overseas)

Adult Polo Shirts with 91st logo in full color on front (left breast) on white cotton.

S	_____	\$28
M	_____	\$28
L	_____	\$28
XL	_____	\$28
XXL	_____	\$28

To order - mark your selections, write a check to the 91st BGMA, and send to:

Mick Hanou
607 Blossom Ct.
Pleasanton, CA 94566

2013 PX Order Form – New Items!

PATCHES & PINS

Squadron patch and Group patch. 4" embroidered patch

322__ 323__ 324__ 401__ 91st__ \$7 each

91st BGMA Lapel Pin, 3/4" diameter. Unique pin depicting 91st by the Red tail stripe of a B-17. \$6 each

Group Lapel pins. Indicate group, squadron, or sub-depot.

322__ 323__ 324__ 401__ 441__ 91st__ \$6 each

BUMPER STICKERS

322__ 323__ 324__ 401__ \$2 each

WINDOW STICKERS

322__ 323__ 324__ 401__ \$2 each



91st BGMA 12" Window Decal *** NEW ***
\$15

91st BGMA 8" Window Decal *** NEW ***
\$15

MISCELLANEOUS

DVD - The Memphis Belle. 52 minute film made by the Air Force about the Memphis Belle and its crew, the first aircraft and crew to finish its assigned tour. Combat footage shown. Partly in color. \$15



91st BGMA license plate holder (plate not included, but available for purchase)
\$10

91st BG(H) front license plate *** NEW ***
Red w/white lettering \$20



Low Flying front license plate *** NEW ***
Yellow w/black lettering \$20

Subtotal

Mailing Charge

\$7

Total

Your Name _____
Shipping Address Street _____
City, ST. Zip _____

they discovered it was practically empty. The group then headed to South Hampton and boarded a boat for New York City.

“It was no big deal when we got to New York,” stated Don. “No cheering as it had happened already. I got on a train and went home to Ft. Sheridan. It was very uneventful.” This [Honor Flight] was a reunion of people who had the same experience.” On September 12, 2013, at Chicago Midway, 91 veterans received the welcome Home they didn’t have 68 years ago.

If you wish to participate in an Honor Flight as a veteran, volunteer or donor, please contact the Honor Flight Network using the information below.

Website: www.honorflight.org

Address: Honor Flight, Inc.
300 E. Auburn Ave.
Springfield, OH 45505-4703

Telephone: 937-521-2400 - Main Office
Office Hours: 9:00 a.m. - 5:00 p.m. EST



Don's welcome home

WWII veterans storm DC memorial closed by government shutdown

Article by Leo Shane III. Used with permission. © 2013 Stars and Stripes

WASHINGTON - Wheelchair-bound elderly veterans pushed aside barricades to tour the World War II Memorial Tuesday morning, in defiance of the government shutdown which closed all of the memorials in the nation’s capital.

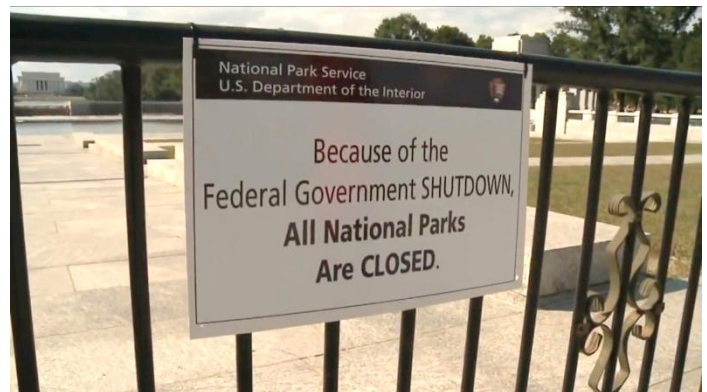
The four bus loads of veterans - visiting from Mississippi as part of a once-in-a-lifetime Honor Flight tour - ignored National Park Police instructions not to enter the site as lawmakers and tourists cheered them on.

“We didn’t come this far not to get in,” one veteran proclaimed.

The scene was both emotional and comical at once. After it was clear they had lost control of the situation, Park Police officials stood aside, telling press that they had “asked for guidance on how to respond” to the breach of security.

As 80-something veterans slowly walked around the massive war memorial, Park Police stood quietly to the side, advising other tourists that the site was technically still closed. But they made no moves to stop the wishes of the war heroes.

The memorial was closed because of the government shutdown that started 11 hours earlier, after lawmakers failed to pass a temporary budget plan to keep nonessential federal programs operating. Republicans and Democrats have been stalled in budget fight for weeks, mostly over legislative add-ons dealing with the new healthcare law.



As a result, more than 800,000 federal employees were furloughed Tuesday, set to return only after Congress reaches a compromise. National parks and federal buildings were closed down. And the WWII Memorial - along with the Lincoln Memorial, Washington

Monument, and much of the rest of the Capitol - were barricaded, to keep tourists away.

Several Republican lawmakers were on hand to greet the Mississippi Honor Flight veterans at the memorial on Tuesday and nodded thoughtfully as the greatest generation representatives voiced their displeasure at being turned away from their own memorial.

Organizers said the trip took months of planning and nearly \$100,000 in donations for airfare, food and buses. A dozen more are scheduled in the next week.

"It's great to be here, but it's really disappointing that we can't get closer to see it," said Gene Tolley, a Marine Corps veteran who served in the Pacific during the war. "I came through the city back in high school, but I was looking forward to coming back and seeing this."

He got his wish.

As Rep. Steve King, R-Iowa, distracted a Park Police representative, other lawmakers and their staff helped topple the metal fences. A bagpiper on hand for the event led the men past the crowd and into the heart of the memorial, attracting a large, applauding crowd.

"This just means so much to me," said Alex "Lou" Pitalo, an Army vet who also served in the Pacific during WWII. "I waited 70 years to get a welcome like this. And to get to see this and to have all those people clapping ... I'm just so happy. This was amazing."

Officials from the Honor Flight network, which organized the tour, said they have advised upcoming trip planners that the memorials will not be open to the public, and to plan accordingly.

Meanwhile, at press time, Park Police said they were still reviewing how to handle similar problems in the future, since they still have no indication when the government shutdown will be resolved.

Folded Wings (continued from page 8)

✪ Donald A Connell 324th Age 89

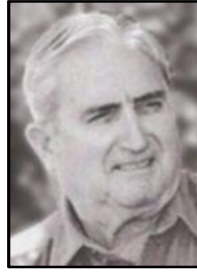
Waterloo, IA, September 15, 2013

Don was a flight engineer with the 91st Bomb Group. He is survived by daughters, Cheryl (Manuel) Cruz and Donna (John) Chappas; son, James (Theresa); six grandchildren; and five great-grandsons.

✪ Edward Waters 322nd Age 89

Morgantown, WV, February 16, 2010

Reported by his daughter Victoria Goodykoontz



Ed enlisted in the Georgia National Guard in 1940. His unit was absorbed into the U.S. Army after the Pearl Harbor bombing. He underwent training in Officers' Candidate School and joined the Army Air Force after he was commissioned.

Ed piloted 24 successful missions, but on June 21, 1944, his plane *The Sleepytime Gal* was shot down en route to Berlin. He was taken prisoner and sent to Stalag Luft III near Sagan. He and his fellow prisoners were evacuated by the Germans in the winter of 1945 and marched on foot down into southern Germany where they were liberated by General Patton's Third Army.

He received a Purple Heart, Air Medal with three Oak-Leaf Clusters, European – African - Middle Eastern Theater Ribbon with two Bronze Stars, two Overseas Service Bars, an American Defense Ribbon, and a Good Conduct Medal.

He is survived by nine children, four grandchildren, and four great-grandchildren.

✪ Maurice W Knutson 324th Age 62

Clayton, WI, November 8, 1982

Reported by his daughter Kay Duzynski



Maurice joined the Army Air Force in 1941. His first mission was November 8, 1942. Flying on *The Sad Sack*, he was shot in an air raid over France. He spent seven months in a hospital and took to the air again in August 1943. Maurice was awarded the Purple Heart, Air Medal with Oak Leaf

Cluster and the Distinguished Flying Cross.

After completing his 25th mission on the *Hoosier Hot Shot*, he went dancing in London and met Sarah Jane McGuigan. Sarah Jane was from Coleraine, Northern Ireland serving in London as a nurse. They were married in Cambridge, England on July 15, 1944.

At the time of his death he was survived by his wife Sarah Jane Knutson; son Maury; daughters Jackie, Kim and Kay; and four grandchildren. His wife, Sarah Jane, died on December 14, 2011, at the age of 90.

✪ **Fewer E McGee 324th Age 93**

Lockhart, TX, July 25, 2013



Reported by his son Ed

McGee entered the Army Air Corps in 1942. He was a B-17 pilot with the 91st Bomb Group (H) during WWII and afterward served with the Fifth and Twentieth Air Forces of the Strategic Air Command and the Twelve Air Force of the Tactical Air Command. He retired from Bergstrom Air Force Base in 1971

after a 29 year military career. He was a former Prisoner of War.

His military decorations include the Distinguished Flying Cross, the Prisoner of War Medal, the Meritorious Service Medal, the Air Medal with four oak leaf clusters, the Purple Heart Medal, the Presidential Unit Citation Ribbon, the Army Commendation Medal, the Air Force Commendation Medal with one oak leaf cluster, the Air Force Outstanding Unit Award Medal with one oak leaf cluster, the World War II Victory Medal, the National Defense Service Medal with four oak leaf clusters, the Air Force Longevity Service Award Ribbon with four oak leaf clusters, the Small Arms Expert Marksmanship Award and the Armed Forces Reserve Medal.

He married Rita Reilly in 1951. She preceded him in death in 1992. He married Betty Murphy in 2000. His survivors include his wife, Betty; sons Edmund and Kevin, a step daughter, Sharon Cook; step sons John, James, and Michael Murphy; three granddaughters; five great-grandchildren; four step grandchildren and three step great-grandchildren.

✪ **Robert M Cattan 441st Age 86**

Groveland, MA, August 2, 2010

Robert served during WWII with the 401st Sub Depot, providing maintenance to all four squadrons of the 91st.

✪ **Everett L Dodd 324th Age 86**

Hernando, MS, July 28, 2009



Everett was a tail gunner on Bruce Parson's crew with the 91st Bomb Group.

He leaves his wife of 56 years, Polly; son Brad (Sandra); and one granddaughter.

✪ **Dolph "Dee" D Boyer 323rd Age 86**

Roseburg, OR, May 1, 2011

Dee spent time in England during WWII. His military career included periods of active duty in the Army and then the Air force, continuing service in the Air Force Reserves until 1984. He remained involved in Warbirds and D Company Reunions throughout the rest of his life.

Dee is survived by his wife, Patricia; sons, Michael and Steve (Rachel); daughter, Sue Williams; and five grandchildren.

✪ **James D Hammond 323rd Age 87**

Bedford, TX, October 17, 2010

Jim enlisted in the U.S. Army Air Corps and served his country as a B-17 command pilot during World War II. He continued his distinguished military career as a U.S. Air Force recruiting officer. He retired from the Air Force in 1965.

Jim is survived by his wife of 64 years, Katherine; daughters, Donna (Bob) Bowland, Vicki (Darrel) Kirkland and Tricia (Chris) Hawkins; son, James; three grandchildren; and one great-grandchild.

✪ **Martin P Merz 324th Age 86**

Morgan UT, October 26, 2009

Martin's childhood dream was to become a pilot, his boyhood room full of all types of model airplanes. He enlisted in the Army Air Corp and graduated from pilot training in September 1943. He flew 32 missions as a pilot in B-17's, also participating in the D-Day invasion.

Martin participated in World War II, the Korean Conflict, and three tours of duty in Vietnam. He earned many awards and decorations which include the Silver Star, Bronze Star, six Distinguished Flying Crosses, 25 Air Medals, a Purple Heart, three Army Commendation Medals, numerous Campaign and Unit citations. He retired a Colonel in 1972, as a command pilot with over 20,000 hours of flying.

Martin is survived by his wife, Jane; sons, Michael P. (Marian), Martin M. (Mona); daughters, Janet Merz Glick, and Mary Ann Merz, 20 grandchildren and 32 great-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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1054 Sunrise Drive
Woodbury, MN 55125-9282

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Folded Wings:

✪ **Norbert F Swierz 401st Age 92**

Palm Harbor, FL, July 21, 2012



Reported by his daughter April Ray
Norbert joined the Army Air Corps in November 1941. He flew bombing raids over Germany as a gunner, being shot down twice and spending two years as a prisoner of war at Stalag 17. After three escapes and recaptures, he was eventually liberated by Gen. Patton's Army after an 18-day forced march through Germany.

Norbert earned 27 awards and citations, including five Purple Hearts, the Distinguished Flying Cross and the French Legion of Honor Chevalier. He retired from military service in 1974. He wrote a book of his wartime memoirs, "If I Told You Once," which was published and accepted into the Library of Congress in 2010.

He leaves behind his wife, Muriel; sons, Gregory (Joanne), Jeffery (Chantal); daughter, April Ray (Rich); and daughter-in-law, Rena Swierz; 11 grandchildren; and five great-grandchildren.

✪ **Donald L Frans 324th Age 86**

Arlington, TX, April 15, 2010

He served his country in the U.S. Air Force during World War II. Donald is survived by his wife, Marilyn; son, Bruce (Ann); daughters, Dawn (Mike) Miller and Kelley (Raymond) Suarez; and three grandchildren.

✪ **Charles F Hadd Sr 322nd Age 92**

Tucson, AZ, June 8, 2009

Charles flew several missions with the 91st Bomb Group as a Pathfinder navigator. He served in the Korean War as a navigator on C-97s transporting wounded and supplies. In 1956, he became the Chief Weather Officer at Luke Air Force Base where he retired in 1965.

Charles is survived by his son Chuck Jr.; daughters Leilani Hadd and Victoria Hadd-Wissler (Craig); and one grandson.