

THE RAGGED IRREGULAR



322nd BS



323rd BS



Supporting Units



324th BS



401st BS

Vol. 48 No. 2

91st Bombardment Group (H)

April 2015



Engine maintenance on *Delta Rebel No. 2* in the 323rd hangar (Joe Harlick Collection).

Do you have any interior photographs of one or more of the Bassingbourn hangars?
Please see the request in the Chino Memorial update on page 6.

President's Corner**Mick Hanou**

All the 70th anniversary remembrances in the European Theater of Operations come to a culmination with the 70th anniversary of the end of WWII – VE Day. There will be a celebration in Washington D.C. with FAA approval for the “WWII Victory Capitol Flyover” to take place on May 8. More information is at www.ww2flyover.org. I understand a number of Honor Flights are planned to take WWII veterans to Washington D.C. www.honorflight.org.

April 12 was the 70th anniversary of Franklin Roosevelt's passing. The day after he died was when my father (Dutch laborer) was liberated by the US 3rd Army. He became a translator assisting with the thousands of displaced persons they liberated. He was then attached as an interpreter to the 404FG which was tasked with scouring Eastern Europe to find technologically-valuable assets before the Russians were given those areas. He would listen to what the German townspeople were saying and let the US lieutenant know if they were hiding anything.

There is an interest in a Rally Round in 2015. The suggested venue is the 8th AFHS reunion in Omaha, October 13-18, 2015. I have contacted them and they are keen to have us. You needn't be a member of the 8AFHS to attend. All arrangements need to be made by you. More information and registration forms are available on pages 7 – 10 of this R.I. or on the web at www.8thafhs.org/reunion. If you plan on going, please let me know via email and I will arrange for our own “Group Venue” Hospitality Suite.

During our last Board meeting, Chris and Amy Murphy attended via Skype to give an update on the Tower Museum Bassingbourn. They wish to reassure the 91BGMA members that the collection is safe and will be kept maintained in good condition. However, the Tower itself is nearly 80 years old and in need of significant restoration of bricks / mortar and windows. The Board is looking into possible courses of action but will not now be approaching membership for donations. We are asking that you become involved, please – if you know of any sources for significant funding or have any ideas, we'd appreciate hearing from you.

Wings of Freedom Tour Schedule

The Collings Foundation is working their way up the west coast. For more information, please call (978)562-9182 or visit www.collingsfoundation.org.

5/1 – 5/3	Santa Barbara, CA
5/4 – 5/6	Torrance, CA
5/6 – 5/10	Santa Ana, CA
5/11 – 5/13	San Luis Obispo, CA

5/13 – 5/15	Monterey, CA
5/15 – 5/23	Mountain View, CA
5/24 – 5/26	Livermore, CA
5/27 – 5/28	B-17 Bomber Crew Training *
5/27 – 5/29	Santa Rosa, CA *
5/29 – 5/31	Concord, CA
6/1 – 6/3	Minden, NV
6/3 – 6/5	Reno, NV
6/5 – 6/7	Sacramento, CA
6/8 – 6/10	Arcata / Eureka, CA
6/10 – 6/12	Aurora, OR
6/12 – 6/14	Pasco, WA
6/15 – 6/17	Walla Walla, WA
6/17 – 6/19	Wenatchee, WA
6/19 – 6/21	Everett, WA
6/22 – 6/24	Bellingham, WA
6/24 – 6/26	Port Angeles, WA
6/26 – 6/28	Seattle, WA
6/29 – 7/1	Spokane, WA
7/1 – 7/3	Cody, WY
7/3 – 7/5	Casper, WY
7/6 – 7/8	Denver, CO

*Santa Rosa tour stop will not have the B-17.

91st BGMA Officers**President**

Mick Hanou
607 Blossom Ct
Pleasanton, CA 94566
Tel: (925) 425-3220
mhanou@comcast.net

Secretary / Treasurer

Jody Kelly
3674 Sunset Ln
Oxnard, CA 93035
Tel: (805) 984-7706
[njKelly@roadrunner.com](mailto:njkelly@roadrunner.com)

Editor

Gary Hall
1054 Sunrise Dr
Woodbury, MN 55125
Tel: (651)260-2397
raggedirregular@gmail.com

1st Vice President

Tom Freer
6380 Winstead Ct
Lisle, IL 60532
Tel: (630) 747-3700
tmf1108@sbcglobal.net

2nd Vice President

Larry Ruth
2316 Smith Hill Rd
Walworth, NY 14568
Tel: (315) 524-7936
larryluth@gmail.com

Historian

Janet Larocco
1132 Duke St
Alexandria, VA 22314
Tel: (703) 684-1984
fauno-aventi@usa.net

Please send Folded Wings information to Jody Kelly.

July Ragged Irregular submissions must be received by **June 15th**.

91st BG E-mail Ring

b17banta@aol.com

91st on the Web

www.91stbombgroup.com
www.facebook.com/groups/91stBGMA

***Times A-Wastin'* – Last Mission / Last Crew** by Gary Hall

It is impossible to talk about an aircrew without including their airplane. The bomber crews of WWII came and went, whether they returned home, were held as prisoners of war, or met their ultimate fate. However the bombers, as long as they returned to base and could meet the rigors of another flight, remained in action until the bitter end.



Pastras crew during training. Top: Cyrus Hard Jr, Robert Morris, Peter Pastras, George Latches. Bottom: Donald Lemons, Robert O Smith, Robert A Smith, Lyle Jones, Edgar Harrell.

These flying fortresses with their 10 man crews seem to form their own personalities through names, nose art, and stories of battle. The legend of each plane grew proportionally to the number of successful missions and crews it returned to England. The long lived planes seemed to carry the notion of luck or protection for their crew. Many times these mythical planes were given to crews nearing the end of their prescribed number of missions to help them, if only psychologically, finish their unwanted obligation to the task at hand.

1st Lt. Peter Pastras and crew are forever linked to this bomber through the tragic events of that April day. Missing Air Crew Report number 14295 provides the basic details; #504 hit by Flak over target; crew taken prisoner are top turret gunner Lyle D. Jones, and radio operator Robert A. Smith; killed in action are pilot Peter A. Pastras, co-pilot Robert F. Morris, navigator George L. Latches, toggler Donald H. Lemons, ball turret gunner Edgar L. Harrell, waist gunner George Wong, and tail gunner Robert O. Smith.

Oil storage tanks near Derben, Germany were the primary target for the day, with locomotive repair shops in the town of Stendal as a secondary target. The 91st Bomb Group formed Combat Group "B" on this mission with the 401st as lead squadron, 323rd as low squadron, and 322nd as high squadron. The Combat Wing was completed with the 398th

Bomb Group as Group "A" and the 381st Bomb Group as Group "C". The 91st was briefed the mission would be a "milk run" as there was no reported Flak in the area.

This is where the fickle finger of fate began to stir the pot. Stendal resides on the main rail line 60 miles west of Berlin. The Germans, retreating on two fronts, happened to move two railcar mounted 88mm Flak guns into Stendal the night before the raid. The accompanying soldiers had manned anti-aircraft guns the entire war and were skilled marksmen. Skies were overcast, with a reported 10/10 cover over the primary target. The 398th and 381st bombed the primary target. The 91st attacked the secondary.



Boyd Pickering and Roy Fratz with *Times A-Wastin'*.

The flight path to the repair shops in Stendal took the 91st bombers right over one of the mobile Flak guns. The planes were low; the 401st at 20,000 feet; the 323rd a half a minute behind at 19,500 feet; and the 322nd another half minute behind at 20,700 feet. As the formation approached the target, tail gunner Robert O. "R. O." Smith excitedly announced Flak six o'clock level. A moment later, a winded and more reserved R. O. again announced Flak six o'clock level.

Radio operator Robert A. "R. A." Smith had just finished writing 1202 bombs away in his log when suddenly there was an explosion in the bomb bay. Immediately a high octane fueled fire began to blow around the door into the radio room. R. A. ran back to the waist position, yelled at gunner George Wong that they had to get out of there, and pulled the emergency release on the exit door. A panicked R. A. found himself kneeling next to the door, emergency release handle in his hand, with a frayed cable attached to it. He got on his back and began kicking the door. Just as the door came off the plane, *Times A-Wastin'* made a right turn over the formation.

When the Flak burst hit, co-pilot Robert Morris told flight engineer Lyle Jones to check the bomb bay. Upon opening the door, Lyle was met with an explosion of flame. Luckily, he immediately closed his eyes. Lyle's face and hands were burned badly before he could close the door again. He yelled that they were on fire and needed to bail out. Lyle exited the plane from the front hatch.

As *Times A-Wastin'* began its turn, Capt. Claude H. Selby flying ship #843 had to throw his plane into a steep dive to avoid a mid-air collision. Several people reported seeing co-pilot Robert Morris attempt to escape the burning B-17 through the cockpit window, but he was caught in the slipstream unable to exit.

Once they were clear of the formation, R. A. grabbed George's arm and yelled to get out of the plane. R. A. jumped, but never saw George leave the aircraft. *Times A-Wastin'* went into a flat spin and crashed north of Stendal just outside of the small village Jarchau. When the plane hit the ground, the wings and tail broke off, but the plane was definitely recognizable as a B-17.

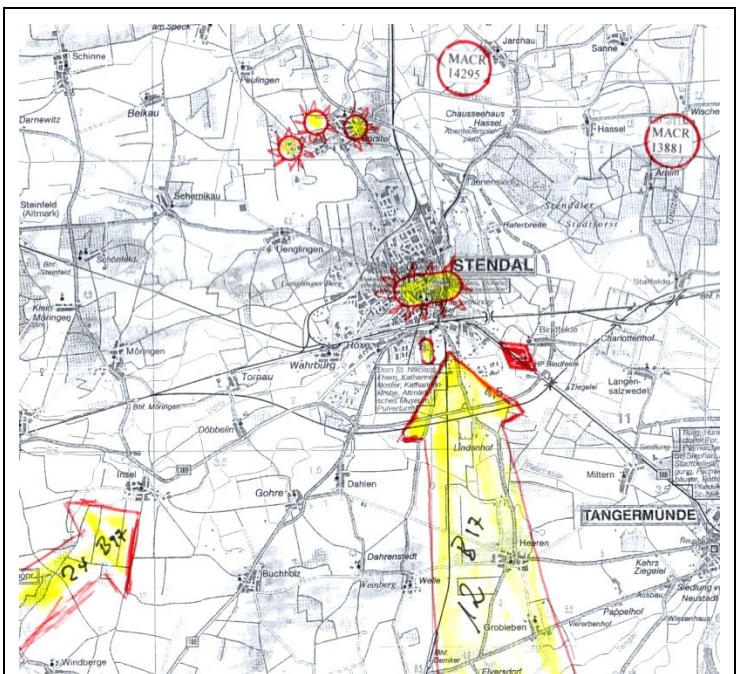
Lyle Jones and Robert A. Smith were captured and held as prisoners at the Luftwaffe base just outside of Stendal. The base had been abandoned by the Germans that morning. Lyle was placed in the base hospital which had only minimal staff, but they were able to treat his wounds. Robert was thrown into a cell near the base guardhouse.

The next day, the locals went to investigate the crash site. Among them was a twelve year old boy named Gunter Herz. Gunter said this event always stayed in his mind as it was the first time he had seen dead bodies. The remains of the men were removed from the wreckage and buried in a small church yard in Jarchau. The French and Polish slave laborers who dug the graves also crafted a cross which marked the crew's resting place. Allied forces came through within a few days, exhumed the bodies, and took them to the Netherlands.

Times A-Wastin' lay broken in the field. Locals in need of scarce materials for their houses, farm sheds, etc. began stripping the plane of aluminum panels at night. During the day, the wreckage met another fate. The Luftwaffe base at Stendal was approximately 5km from the crash site. Within days, the Russian's took control of the abandoned base,

and *Times A-Wastin'* was a perfect target for strafing practice. The B-17 was soon stripped or pulverized and all but forgotten.

In 1996, a farmer plowing his field hooked something. He began digging to see what it was and discovered a buried engine from *Times A-Wastin'*. He contacted a local group who research WWII crash sites and they began to excavate the area. They recovered one engine and propeller, some small miscellaneous pieces, and found the breast plate and shoulder from one of the crash victims. Gunter Herz was involved with this excavation. The remains were recovered, taken into the cemetery in Stendal, and buried in an area marking unknown soldiers by the priest who had taken care of the men at Jarchau in 1945. The engine and pieces of the plane were taken to a small building on the Stendal airport and displayed by Gunter.

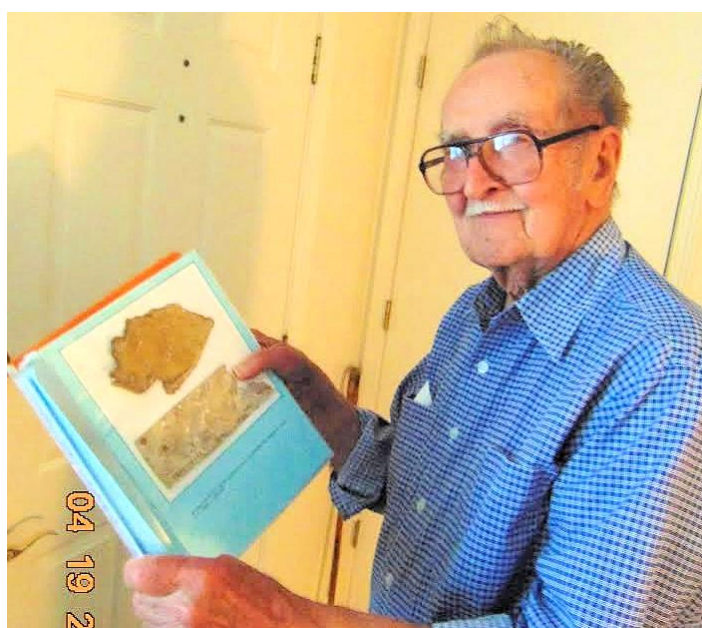


Map provided by Gunter Herz showing the approximate flight path of the 91st B-17s. The diamond represents one of the railcar Flak guns; the circles denote the crash sites of 91st Bomb Group planes *Times A-Wastin'* (MACR 14295) and *Wee Willie* (MACR 13881); the other highlighted areas show bomb strikes.

Ball turret gunner Edgar Harrell is my grandfather. I began looking into his military service at the end of 2000 trying to answer questions from my neighbor and good friend Steve Warwick. As I uncovered new facts and stories unknown to my family, I used a small website to keep them informed. My website was discovered by Joerg Dietsche, a Lt. Col. in the present day Luftwaffe and son of Hptm. Karl-Heinz Dietsche who had been a squadron commander at Stendal. Joerg contacted me in 2002 regarding the remains found at the crash site, as he believed they belonged to my grandfather. Years later, after researching the Individual Deceased Personnel Records for each of the

crew, I believe the partial remains found in 1996 belong to co-pilot Robert F Morris.

In the fall of 2003, Steve and I met Joerg at his house in Cologne and traveled with him to Stendal. Not knowing what was in store, we were introduced to Gunter, a local man who would give us a tour of the area. There had been three B-17s lost April 8, 1945 near Stendal. Two 91st planes, the other being *Wee Willie*, which may be the most recognized B-17 photo from WWII, and *Miss Florala* from the 381st. Gunter and Joerg took us to each of the crash sites, the church in Jarchau, Gunter's memorial to the crew at the Stendal aerodrome, and then to the cemetery in Stendal. It was not until I asked Joerg about Gunter's interest in WWII history that he told me Gunter had witnessed *Times A-Wastin'* shot down so many years before. At the end of the day, Gunter provided me with a book showing every detail of the April 8th mission from the ground as well as a few small pieces of *Times A-Wastin'*.



Lyle Jones with pieces of *Times A-Wastin'*.

The book Gunter Herz put together has travelled to several 91st Bomb Group reunions, Florida to meet *Times A-Wastin'* crew chief Roy Fratz, and eventually to Shelbyville, IL on Lyle Jones' 90th birthday. The result is always the same. People are interested in the mission details, but when they see and touch the pieces of the airplane, pieces of the vessel that carried them through harm's way, pieces of the flying machine they dedicated their waking hours to care for, you can see a glow as the years fall away and the soul of the plane momentarily lives in their eyes.

The Pastras crew considered *Hey Daddy* to be their own as it was the bomber they flew more than any other. As fate would have it, they happened to be on *Times A-Wastin'* when the old girl's luck ran out.

American Air Museum website

Dear veterans' group,

Apologies to those of you who have received this information from us through a different channel already but we didn't want to run the risk of missing anybody out – we hope you don't mind hearing about this again!

As you may know the American Air Museum at IWM Duxford acquired World War II aviation historian, Roger Freeman's, collection of papers, books and photographs in 2012.

Since 2012, we have been scanning the photographs which Roger collected. We have made over 10,000 of these photographs available at www.americanairmuseum.com and the information held about them is editable by anyone who registers (freely) on the site. You can also see contemporary aerial photographs of over 120 airfields and bases, supplied by English Heritage's aerial photography archive.

Many of the people in the photographs are not identified. We would love you to add to the captions if you recognise anyone, and also to add your stories to the website in the 'people' section – we intend the website to be a permanent online record of the service of World War II veterans connected to the USAAF in the UK.

It would also be brilliant if you could share your photos, as we want the website to inspire new and future generations to become interested in this history through seeing photos of the Americans and Brits who made it.

We're sharing the images for use by others in any non-commercial and attributed form and we would be asking you to do the same. For more information on image rights, check out this page of info on the site: www.americanairmuseum.com/using-images-website/.

If you have any questions or feedback about the website, please do get in touch with us.

With best wishes,

Jenny, Carl, Lucy and Emily

American Air Museum Project team
IWM Duxford
Cambridgeshire
CB22 4QR
UK

Tel: 0044 (0)1223 835 000

Donations August 2014 through April 2015 raise nearly \$3,500. Thank you!

Roy E Forsbacka
Benjamin Camerino
Charles F Egender
Frank C Farr Jr
Clyde V Mason
Myron Cohen
Doris Darby
Kay Duzynski
Robert G Stevens
Mick Hanou / Chevron
Arvin Battersby
Lisa A Hammerly
Peggie L Kerr
Dominic Zurella
Otto J Eggert
Mary Ellen Harrison
Rick Tierney
Basil F Hackleman
George M Kesselring
David E Mattie
Howard D Stebelton
Bo Talm
Aurora Viarengo
Patricia Williams
Phillis Bibbo

Frank Drake
Rolf H Pieper
Richard O Pridemore
James Sikich
Lu Ann Allen
John H Carr Jr
Gary Hall / US Bank
Edward W Damro
James J Hoffman
James E Humm
Mary Johnson
Sean Kunzli
Phillip F Lunt
Susan McDonald
Berchel L Shope
Richard H Allison

In Memory of

Owen Cooper *Qualified Quail*
Patrick Milward

Yvonne Banta
Joy Friedman

Paul L. Zimmerman (323rd)
Paul R Zimmerman

M/Sgt Rice C. Linn
Dan M Linn

Gerald Gillies
Joanne G Thompson

Whitmal W. Hill
Jacquelyn Hill

Lt.Col. Marvin D. Lord KIA 2/3/45
David J Lord

Fewer McGee
Edmund W McGee

Nowell (Bud) W. Rodewald (401st)
Deborah Rodewald-Charles

Vernon Baird
Sonny Koski
Nora Mills
Carolyn Atkinson

Chino Memorial Fundraiser Successful!

The 91st BGMA fundraiser for the memorial wall at the Planes of Fame Museum in Chino, CA raised \$19,100, including \$5,600 designated towards the display cases.

As a construction timeline is beginning to come together, the museum is looking for interior photographs of the Basingbourn hangers. They want the display / back wall of their current hanger to be identical. If you have any photographs of the 91st Bomb Group hangars to share, contact Mick Hanou via email: mhanou@comcast.net.



324th Hangar Wall (Joe Harlick Collection)

Looking for “Todd”

Looking for someone named "Todd", first or last name.

In the early 1990s, Bill Potter, Navigator in the 324th Squadron, put together a detailed account of the 11 January 1944 Oschersleben mission (Bill was shot down on this mission) entitled "If You Don't Know -- Ask." Bill died a few years ago. His daughters found a copy of the manuscript with a note saying "Todd" has the original. They are trying to locate the original. If anyone knows the whereabouts of the manuscript (if it were sent back to Bill after he died, may have been returned to the sender) would you please contact me at: e-mail: L-GETZ@illinois.edu; phone: (217) 356-5767; mail: 2113 Lynwood Dr., Champaign, IL 61821-6606.

Bill's manuscript and a large number of documents pertaining to all the Groups who flew the mission are available on the web for free download at: hdl.handle.net/2142/73399.

Lowell L. Getz

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION



DOUBLETREE DOWNTOWN OMAHA
OCTOBER 14 – 18, 2015



REGISTRATION INSTRUCTIONS

See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 11, 2015. You may also register and pay with credit card online at www.afr-reg.com/8afhs2015. A 3% convenience fee will be added to online credit card reservations. Forms received after September 11 will be accepted on a space available basis only. Hotel reservations should also be made by September 11, 2015.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$5 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$5 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

MEALS/EVENTS CHOICES

MEALS / EVENTS CHOICES MEAL PACKAGE 1 \$212

Package includes 7 hotel food functions beginning with breakfast on Thursday (4 breakfasts, 3 dinners).

MEAL PACKAGE 2 \$148

Package includes 5 hotel food functions beginning with breakfast on Friday (3 breakfasts, 2 dinners).

The continental breakfast buffets include juice, fruit, cereals/milk, yogurt, breakfast breads, and coffee. The full breakfast buffets include juice, fruit, eggs, meat, potatoes, breakfast bread, and coffee.

CHOICE #3 INDIVIDUAL EVENTS

Thursday's Buffet at \$44 is included in Package 1 but can be purchased separately. Friday's Rendezvous Dinner at \$45 (individual Bomb

Group Dinners for groups of 30 or more) and Saturday's Banquet at \$45 can be purchased separately as well, but are included in both packages above. TOUR OPTIONS
Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

8th AFHS Activity Registration Form October 14-18, 2015

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each even and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. You may also register online and pay by credit card at www.afr-reg.com/8afhs2015 (3% will be added to total). If a valid email address is provided, an electronic receipt will be sent. Otherwise, your cancelled check will serve as your confirmation. All registration forms and payments must be received on or before September 11, 2015. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with other reunion attendees.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/11/2015

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
MEAL PACKAGES			
Package #1 includes 7 hotel meals beginning with breakfast on Thursday	\$212		\$
Package #2 includes 5 hotel meals beginning with breakfast on Friday	\$148		\$
Please select your entrée choice(s) for the Banquet:			
10oz. Grilled NY Strip		#	
Roasted Salmon with a lemon-herb sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Thursday, 10/15: Dinner Buffet	\$44		\$
Friday, 10/16: Rendezvous Dinner (Pan Roasted Chicken)	\$45		\$
Saturday, 10/17: Banquet (please select your entrée)			
10oz. Grilled NY Strip	\$45		\$
Roasted Salmon with a lemon-herb sauce	\$45		\$
TOURS			
Please choose one of the following two tours:			
Thursday, 10/15: City Tour / Old Market	\$37		\$
Thursday, 10/15: Briefing at the Bunker	\$28		\$
Friday, 10/16: Buzzing at the Bluffs Mini Air Show	\$29		\$
Please choose one of the following two tours:			
Saturday, 10/17: Durham Museum / City Tour	\$47		\$
Saturday, 10/17: Strategic Air and Space Museum	\$41		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please Print

MEMBER NAME (for nametag) _____

☐ VETERAN ☐ NEXT GEN ☐ OTHER WWII GROUP AFFILIATION (please list BG, not BS) _____

IF A VETERAN, PLEASE CIRCLE ERA: WWII POW Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ ☐ NEXT GEN

PHONE # (____) _____ - _____ EMAIL ADDRESS _____ @ _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT _____ PH. NUMBER (____) _____ - _____



41st 8TH AFHS ANNUAL REUNION

DOUBLETREE DOWNTOWN OMAHA

OCTOBER 14-18, 2015



Wednesday, October 14

1:00pm - 6:00pm	Reunion Registration open
1:00pm	Memorabilia and Gathering Room open throughout the reunion.
1:00pm - 4:00pm	8AFHS Board Meeting
6:00pm - 7:00pm	Welcome Reception, followed by dinner on your own.

Thursday, October 15

7:30am - 8:30am	Continental Breakfast for Package #1 participants
8:00am - 11:00am	Reunion Registration open
9:00am - 1:30pm	CITY TOUR / OLD MARKET
9:30am - 12:30pm	BRIEFING AT THE BUNKER (STRATCOM HQ)
1:00pm - 6:00pm	Reunion Registration open
2:00pm - 3:30pm	Q&A WWII Vets
3:45pm - 5:00pm	Q&A Cold War Vets
6:00pm - 9:00pm	Cash Bar Reception
7:00pm - 9:00pm	Dinner Buffet – WWII Program

Friday, October 16

7:30am - 8:30am	Full Breakfast Buffet for Meal Package participants
8:00am - 10:00am	Reunion Registration open
8:30am - 10:00am	Individual Group Meetings
10:00am - 11:20am	Chapter & Unit Development Meeting
11:30am - 4:00pm	BUZZING AT THE BLUFFS MINI AIR SHOW
2:00pm - 6:00pm	Reunion Registration open
6:00pm - 9:00pm	8AFHS Cash Bar Reception
7:00pm - 9:00pm	Rendezvous Dinners

Saturday, October 17

7:30am - 8:30am	Continental Breakfast for Meal Package participants
8:45am - 10:15am	General Membership Meeting
11:00am - 4:30pm	DURHAM MUSEUM / CITY TOUR
12:00pm - 4:00pm	8AFHS Board Meeting
12:30pm - 4:00pm	STRATEGIC AIR AND SPACE MUSEUM
5:30pm - 6:00pm	Reunion Registration open
6:00pm - 9:00pm	8AFHS Cash Bar Reception
7:00pm - 10:00pm	Banquet Dinner & Entertainment

Sunday, October 18

7:00am - 8:30am	Full Breakfast Buffet for Meal Package participants
-----------------	---

Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.
All trips require a minimum of thirty-five people, unless otherwise stated.
Driver and Staff gratuities are not included in the tour prices.

DOUBLETREE HOTEL OMAHA DOWNTOWN – OMAHA, NE

(800) 222-8733 or (402) 346-7600

www.doubletree3.hilton.com/en/hotels/nebraska/doubletree-by-hilton-hotel-omaha-downtown-OMAH-DT/index.html

LOCATION

1616 Dodge Street, Omaha, NE 68102

Located in the heart of downtown Omaha and just ten minutes from the Eppley Airport.

RESERVATION INFORMATION

Call the number above and reference the 8th Air Force Historical Society Reunion or please visit www.afr-reg.com/8afhs2015 and click on the hotel reservation link at the top of the page to make reservations and receive the discounted group rate.

Group Name: 8th Air Force Historical Society Reunion

Reunion Dates: October 14-18, 2015

Rate: \$105 + tax (currently 18.16%).

Rates are offered 3 days before and 3 days after reunion dates, based on group block availability.

Cut off Date: 09/11/15. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations have a 48 hour cancellation policy, or the attendee will be charged one night's room rate plus tax. All early departures are subject to an early departure penalty \$25 and late check-outs are subject to a penalty of \$75.

UNIT HOSPITALITY SUITES

Hospitality Suites for individual groups will be available on the guest room floors for \$125/night, payable to the Society. This fee includes

ice service and daily housekeeping. "Suites" will be two connecting sleeping rooms (with beds removed). All suites will be located in close proximity to each other so visiting between groups will be easy! To reserve a suite, please contact Donna at DonnaLee@afri.com with your name, unit name, and nights needed for hospitality suites. These rooms follow the same check-in/out pattern as normal sleeping rooms

PARKING & SHUTTLE INFORMATION

The Doubletree Hotel is offering complimentary self parking to all overnight guests. The hotel also offers complimentary shuttle service to and from the Omaha Eppley Airfield. Upon arrival at the airport you will need to call the hotel and then proceed outside to the shared ride/taxi pickup/drop off stand outside baggage claim.

WHEELCHAIR RENTAL

ScootAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scootaround.com for details and to make reservations.

Folded Wings (continued from page 12)✪ **Nowell "Bud" W Rodewald 401st Age 92**

March 7, 2011, Grand Rapids, MI



Reported by his daughter Deborah Nowell served in the 91st Bomb Group first as an assistant crew chief and then crew chief on *Qualified Quail*. He achieved the rank of Master Sergeant and was awarded the Bronze Star.

Preceding him in death was his loving wife of almost 60 years, Patricia C. (Talbot). Nowell was the beloved father of five children; Deborah (Craig) Charles, Gregory (Kathleen), Jeffrey (Jacqueline), Valerie Vincek, Lisa (Dallas) Ambrose; grandfather of twelve; and great-grandfather of eleven.

✪ **Clyde V Mason 401st Age 91**

March 6, 2015, Redmond, WA



Reported by his son-in-law Bruce Copper Clyde received his pilot's wings on April 1st, 1943 at Douglas Army Air Force Base in AZ. Clyde's 9th mission with the 91st BG was the 8th Air Force's first daylight raid to Berlin. His plane *Hell or High Water* was shot down by a German fighter. All but 2 of his crew survived. He was captured and spent 16 months as a POW.

Clyde married his beloved wife, the late Ruth Ella Anderson, in 1942. They had four children the late C. Vaughan Mason, the late James A Mason, and is survived by two daughters Dianne R Copper, and Deborah M Thorlakson. He is survived by ten grandchildren and seventeen great grand-children.

✪ **Clyde R Burdick 322nd Age 91**

March 8, 2012, Williamsville, NY



Reported by Mary Walker Clyde was a ground crew turret specialist. He volunteered for combat on 1/Lt Bill Beasley's crew as ball turret gunner. He completed 25 missions, manning guns in the waist, ball turret, tail, and top turret.

Husband of the late Isabelle M. (McKernan) Burdick; father of Raymond (Gail), Michael, Thomas (Sandy), Gerry (John Mays), Patrick Burdick, Maria (James) Dietrich, and Judith Czaplak; grandfather of five, great-grandfather of one.

✪ **Henry W Supchak 323rd Age 98**

January 3, 2015, Newton, NJ



Henry served four years in the Navy and joined the Army Air Corp at the start of WWII. He was the first B-17 pilot to graduate from the Chanute Field, Illinois flight school. Flying over Munich on his 33rd mission, *Priority Gal* was badly damaged by flak and fighter attacks. He ordered the crew to bail out, veering the burning plane away from an Austrian village before bailing out himself. He spent the remainder of the war as a POW.

Sixty three years later, Henry was invited to return to the crash site near the Village of Neustift, Austria. The village formally thanked him for saving the town and dedicated a monument to the event. He co-authored a book about his experiences, which is titled "The Final Mission: A Boy, A Pilot, and a World at War".

He remained on active military duty after the war, with a total of 20 years of service, and active in the Air Force Reserve for 10 years, retiring with the rank of Lieutenant Colonel. He was awarded the Distinguished Flying Cross, seven air medals, POW Medal and Purple Heart in addition to four campaign medals and numerous citations for duties performed.

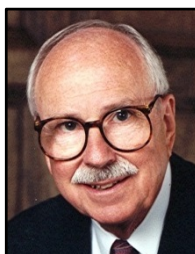
Henry was predeceased by his wife, Gene Elizabeth L. Supchak, a Korean veteran. He is survived by his sons, Paul and John; his daughter, Elizabeth Hoban; seven grandchildren; and three great-grandchildren.

✪ **Clarence "Bud" W Koeller Jr 401st Age 91**

April 14, 2014, Clayton, MO

✪ **Joseph Addison Bartush 324th Age 92**

January 3, 2015, Grosse Pointe, MI



Addison entered military service, serving with distinction and piloting 31 bombing missions. He was awarded the Air Medal with 6 oak leaf clusters for his wartime service.

Addison was also a major supporter of the National Museum of the Mighty 8th Air Force, the Yankee Air Museum and the Michigan Aerospace Foundation.

Mr. Bartush is survived by his son, Joseph; daughter Susan Bartush Cugliari; and one grandson. He was predeceased by his wife, Marion (Maxwell) Bartush and daughter, Margaret "Pegi" Bartush.

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

Ragged Irregular
1054 Sunrise Drive
Woodbury, MN 55125-9282

CHANGE SERVICE REQUESTED

NONPROFIT ORG.
U.S. POSTAGE PAID
TWIN CITIES MN
Permit No. 32027

Folded Wings:

☛ Vernon H Baird 322nd Age 90

March 1, 2015, Oklahoma City, OK



Reported by his daughter Sheila Striegel
Vernon served in the Army Air Corps from June 1943 to October 1945 as a Flight Engineer and Top Turret Gunner. He completed 35 missions (the majority on the *Lewd Angel*). He also served in the Oklahoma National Guard, 120th Combat Engineer Company from April 1949 to April 1950. Vernon was a member of the American Legion, the Disabled American Veterans and the

91st Bomb Group (H) Memorial Association.

Vernon was a loving husband and father. He is survived by his three daughters and son; Linda Wilson, Sharon Baird, Sheila Striegel and Wayne Baird. He was preceded in death by his wife and the love of his life Joy Colleen (Kilmer) Baird; and great-grandson Kory Ingle. He has eight grandchildren, fourteen great-grandchildren and two great-great grandchildren.

☛ Paul D Kahl 322nd Age 96

January 22, 2015, Nee Waa, NSW, Australia



Reported by his wife Jean
Paul served in the 91st Bomb Group as a pilot. On his 13th mission June 22, 1943 he was shot down during the raid over Huls, Germany. He was able to land in a beet field in northern Germany in spite of losing three engines and three feet of the right wing tip and most of the instruments.

All crew members were safe. He was sent to Stalag Luft III and near the end of the way was marched to Mooseburg. He was liberated by Patton's army in April 1945.

Paul is survived by his loving wife of 70 years, six children, twenty six grandchildren, and 33 great-grandchildren. The family moved to Australia in 1961 to grow cotton. Paul's life is documented in his book "Cotton Pickin' Pioneer".