

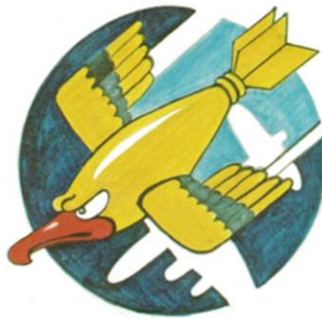
# THE RAGGED IRREGULAR



322nd BS



323rd BS



Supporting Units



324th BS



401st BS

Vol. 48 No. 3

91st Bombardment Group (H)

July 2015

## Tower Museum and Prop Memorial Visit By Mick Hanou

The history of the 91st Bomb Group continues to be told, in part, by the Collings Foundation B-17G *Nine-O-Nine*. Their West Coast stops at Moffett Field and Livermore were again some of the best stops of the annual tour. Those of you who attended the 2014 Reunion will remember their stop, especially those 20 of you who flew in *Nine-O-Nine*. Hundreds of people became familiar with the 91st Bomb Group through them, and also through the flying B-17 "Movie" *Memphis Belle*, and the B-17s at the USAFM – *Shoo Shoo Shoo Baby* and the original *Memphis Belle*.

However, the 91st Bomb Group History is best displayed at the Tower Museum, Bassingbourn. In July, I visited the Tower Museum on my annual trip to England. Chris and Amy Murphy have proven wonderful caretakers for a Tower in a very unique and challenging situation due to its location on an active base. They are maintaining the collection outstandingly and wish to reassure you that it is safe.

On the other hand, the Tower itself is in need of significant repair. The need for this repair is becoming serious as I saw with my own eyes. The Tower was not built to last 80 years and is deteriorating with regards to the mortar and windows. Pieces falling off have become a danger so the Tower is now fenced off and visits discontinued until the repair is done.

Bassingbourn is a challenge because it sits on Ministry of Defense land, yet the MOD no longer maintains the Tower. In 2008, the situation changed such that the Tower became under lease and the onerous liability and costs have been on Chris and Amy. They were doing a wonderful job of raising funds in previous years through Hanger Dances to raise funds to cover the \$6,000 in annual operating expenses. But that was stymied by the issue in 2014 with the Libyans on base, and access now restricted. The Group is fortunate that we have someone of their caliber looking out for the Museum and contents, but they need our help and engagement!

Other groups have maintained and restored towers at Thorpe Abbots and Lavenham and a new museum recently established by the 398th Bomb Group at Nuthampstead. Bassingbourn is one of the oldest collections of original material and also has RAF material in it.



The situation has the Board's full attention and we realize that raising the amount of funds within our organization would be a significant challenge and, based on recent fund-raising, would not achieve the needed amount. Some ideas raised have been crowd-sourcing through social media. Recently, a similar effort raised \$350,000 to rescue the C-47 that led the invasion of Normandy - [tinyurl.com/D-DayC47](http://tinyurl.com/D-DayC47). We have also proposed contacting sources such as Boeing

Tower continued on page 2

**President's Corner****Mick Hanou****Tower (continued from page 1)**

The 70th anniversary of VE Day is past and VJ Day is coming up soon. Let's, once again give thanks to our WWII Veterans.

Per request, the 91st BGMA is having a Rally Round - in conjunction with the 8th Air Force Historical Society Reunion. The location is Omaha and the dates are October 14-18, 2015. You make your own arrangements - details and registration information were in the April RI or on the web at [www.8thafhs.org/reunion](http://www.8thafhs.org/reunion). You do not have to be a member of the 8th Air Force to attend. Though I am not handling the itinerary, **I do need to know if you are attending**, so that we can decide to reserve a "Group Venue" Hospitality Suite for us. Please email [mhanou@comcast.netmail](mailto:mhanou@comcast.netmail) by early September, and let know the dates you have reserved there.

The long-term health of the 91st BGMA will rely on membership. Many of the Next Generation (now in their 60s) have never joined as Associates and therefore don't get the RI nor know what the news is. When a veteran passes, we often lose touch with their family. The Board has kept the annual membership at \$10 for decades now and that is exceptionally low for annual membership which includes a quality newsletter compared to similar organizations. We encourage the veteran Full members to pass this newsletter on to their kids and encourage them to join.

The other aspect of retaining your history for the long-term depends on involvement. This is exemplified by the involvement of veterans in the "Ring", which continues to be a great source of information with veterans engaged and responding to questions posted on the excellent website we have built. Mike Banta is moving to a new home, and we anticipate the Ring will be back in full excellent operation shortly.

I ask all members to pay particular attention to the front page. In the past two issues, we have asked for ideas in generating funds for the Tower restoration. Please engage and send us your ideas.

The 2016 Reunion is most likely going to be held in Charleston, S.C., in the fall of 2016. By-Laws require it be in the East. Criteria considered were ease of transport to the location, number of sites to see history, cost of hotels, and local support.

Last, but not least, our wishes for continued recovery to our wonderful Editor, Gary Hall. Sorry this issue is a bit late but he is recovering from a motorcycle accident.

and other aviation enthusiasts with a strong interest in WWII history of the 8th Air Force.

I asked that our 91st BGMA membership become involved - "if you know of any sources for significant funding or have any ideas". **Please send the Board (Mick) your thoughts.** It is important that we undertake efforts to preserve the Tower as the location of your Museum and your history.

I also was able to visit the Prop Memorial, though there is now a restriction to taking of photos only between 09:00-17:00 and not on weekends unless pre-arranged. The Prop Memorial had a recent cleaning, is in good condition and the grounds look good as well; the hedge was reduced significantly in height. The plinths and walkway show the wear of nature on that type of stone (which is not as rugged as the black granite common to other Memorials). The squadron plaques are looking good, as is the prop itself. Maintenance courtesy of Friends of the 91st / David Crow, with our thanks for their efforts.

**91st BGMA Officers****President**

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

**1st Vice President**

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

**Secretary / Treasurer**

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

**2nd Vice President**

**Larry Ruth**  
2316 Smith Hill Rd  
Walworth, NY 14568  
Tel: (315) 524-7936  
[larrylruth@gmail.com](mailto:larrylruth@gmail.com)

**Editor**

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

**Historian**

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

Please send Folded Wings information to Jody Kelly.

October Ragged Irregular submissions must be received by **September 15th**.

**91st BG E-mail Ring**

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

**91st on the Web**

[www.91stbombgroup.com](http://www.91stbombgroup.com)  
[www.bombsqd323rd.com](http://www.bombsqd323rd.com)  
[www.facebook.com/groups/91stBGMA](https://www.facebook.com/groups/91stBGMA)

## Uwe Carstens' Day To Remember

Originally published in the July 1984 *Ragged Irregular* with recent photos provided by Gary Williams

It was far too nice a day just to be gathering potatoes, little eight-year-old Uwe Carstens thought, especially on a Saturday during school holidays. He should be doing something interesting and exciting instead of just helping on the family farm! It was like summer that October day in 1943 at the Carstens farm near Kragstedt, Germany, as he and his brother and sister worked with their parents to get the harvest in. But even eight-year-olds had a part to play with the war going on.

In the cloudless sky the thrumming of aircraft engines caught their attention, and the workers concluded they must be Allied bombers on their way toward some unknown target, perhaps Rostow. At any rate, their small rural village was in no danger, so the potato crop continued to be the center of attention.

During lunch the family was startled to hear the rattle of machine gun and cannon fire, and Uwe's father rushed out of the house to see what was going on. "Come quick, there is an air battle going on," he shouted, and the family rushed out to see the excitement. An American bomber, burning heavily, was approaching the earth headed for the house, and only a hundred or so meters above the ground. Still in the sky were white spots with objects dangling beneath – parachutes! Just before the plane reached the house it made a slight turn and crashed in an open field about 200 meters from the building. Seconds before the plane hit a final crew member left it, his chute opening almost at the moment he touched down.

Farmer Carstens and other nearby farmers captured the parachutists as they reached the ground, and brought them to the Carstens barn, where already a crowd had gathered, with little Uwe on the front row.

One of the prisoners asked for a drink, and Mrs. Carstens brought glasses of juice for them all. (This act of kindness was to have later repercussions: one of the onlookers denounced her to the authorities, who charged her with aiding the enemy.)

Soon Luftwaffe troops from a nearby air base arrived to take charge of the crash area and pick up the seven prisoners. As they examined the still-smoldering wreckage they discovered the body of a dead American flyer about 20 meters away, a sergeant who was taken into the Carstens home and placed in the living room. Later a coffin was brought and he was placed in it. The seven in the barn were carried away in a Luftwaffe truck, which already had a couple of other American flyers in it, picked up earlier at another location.

The crash had knocked out all the little village's electricity, and as Uwe went to bed early he concluded that the day had been pretty exciting after all -- the air battle, the

prisoners, and he had seen his first dead person ever. Surely a day to remember!

The next day the Luftwaffe troops returned to begin taking away the debris from the crash, which was scattered over a wide area. About 50 meters from the impact point they discovered three 1000-pound bombs, with fuses still intact. Two they disarmed, the third was stubborn and had to be detonated. The villagers had to open all their windows and doors, and sit with their backs to the hall walls, Uwe included. Then, a big bang, but no harm done. During the day Uwe found a flying helmet and flying gloves which he promptly appropriated. Three days later the dead sergeant was buried with military honors in the public cemetery near Flensburg, "Friedenshugel" (Peace Hill), and the event was relegated to only occasional mention in village gossip.

But for Uwe the memory remained as bright as ever. Nearly forty years later, a school teacher with a nearly grown son of his own, he determined to find out "the rest of the story." Who were these flyers who had come down on their farm? What events preceded the crash? What had become of them in the years since? The big question was, how could this be done? After all these years he could only remember that it all happened on a beautiful Saturday in October, 1943. There was no recollection or record of what plane, what bomb group, or the names of the flyers involved.

As a first step Uwe contacted the archives of the German weather services, where he luckily discovered that there was only one fine Saturday in October, 1943 -- Oct. 9. So he had a date, a starting place at last! Then he contacted the German military archives, only to discover that all records of air activities for that day had been destroyed. It seemed a quick dead end to his search.

Some months later by pure chance he ran across Jablonski's book "Double Strike on Schweinfurt and Regensburg," and in the bibliography he learned of the existence of the GSA National Archives and Records Service in Washington. He immediately wrote, giving all the details that he knew. Several months later back came a reply that contained all the information he had sought: a plane shot down in his area Oct. 9, one person killed (Kenneth Gorsuch), 351st Bomb Group, Polebrook; names of survivors. He then contacted the 8th AF Historical Society, who put him in touch with Ben Shohen. 351st Association president, who gave him the address of one of the survivors. After several years of diligent effort it seemed the search was over at last!

Uwe wrote to the survivor, and to the American Battle Monuments Commission (ABMC) for more details about Kenneth Gorsuch. But the information he got from both sources was most disappointing. The plane from the 351st

simply could not be the plane that crashed on the Carstens' farm, even though the GSA insisted that there was only one plane that had gone down that day with only one killed.

A check of the Flensburg cemetery archives listed the American flyer buried there Oct. 14, 1943 as William Williams. A check with ABMC revealed that 40 William Williams had been killed in WWII, but none on Oct. 9, 1943. But they gave him the address of the Albert F. Simpson Historical Research Center at Maxwell Field, AL.

Uwe started over again on his search, which was made particularly difficult because his English was poor, and his son, busy with his own school studies, had to translate everything for him. The Maxwell archives sent him the available numbers of all missing air crew reports of Oct. 9, 1943. From that list the GSA provided a microfiche record of the reports (28 for that day). He had to travel 100 kilometers to find a microfiche projector, but after hours of difficult reading he struck gold. In one report Uwe found the name William V. Williams (KIA), from the crew of 1st Lt. James Judy, 322 Bomb. Sqdn., 91st Bomb Group. Surely this was the right plane!

Back again to the 8th AF Historical Society, who put him in touch with the group contact M/Sgt. George W. Parks (Ret), secretary-treasurer of the 91st B.G. Memorial Assn. Back came an immediate reply with the addresses of two members of the crew -- John Carter (co-pilot) and Niles Withers (tail gunner). In August, 1983, Uwe wrote to Carter, and very quickly the reply came back -- he had found his crew at last! Carter sent a complete report of the events leading up to the crash, and soon there was a second account from Withers. Finally came a letter from Lloyd Johnson, and another from the sister of Verne Williams, Mrs. Norma Wettlaufer.

At last, after 40 years, nearly five of which involved difficult and tedious research, Uwe Carstens had found his day to remember!

The 91st mission summary for Oct. 9, 1943 reads: Mission #80, Alert #149. Target Anklam Industrial Aviation (53:11 N 13:41 E). Wx was good, clear and crisp, 41st and 1st CBWs were to draw the enemy's attention from two other strike forces heading further east, Fighter opposition was light until on the route out, the Luftwaffe appeared in strength and pressed their attacks, a furious battle ensued and the two wings took a severe mauling. E/A fired rockets into the formation with success. Eight 91st a/c were damaged. Claims 6-5-7. Visual bombing with excellent results. Group Leader: Major Scheeler, 322nd sqdn. (18 a/c)... (6 aircraft aborted, 5 were listed as missing: Lt. Walsh & crew, 323rd sqdn.; Lt. Guttu & crew, 323rd; Lt. Judy & crew, 322nd; Lt. Pinning & crew, 322nd; Lt. Stewart & crew, 322nd.)

In his reply to the query received from Uwe Carstens in August, John Carter described the events this way: "I was

a newly arrived aircraft commander from the States, assigned to James Judy's crew as co-pilot because the regular co-pilot was sick. It was my first (and last) mission; Judy was a veteran, this was his eighth.

Just north of the West Frisian Islands we reached our planned altitude of 12,000 feet. At this time there were occasional fighter attacks by Me 110s and Me 109s. Over Mecklenburg Bay we turned SE toward Berlin and the flak and fighter attacks became more intense. I saw FW 190s in singles, pairs, and flights of four making head-on attacks. About 10 o'clock the men in back reported the left waist gun out of commission. (Sgt. William V. Williams had been killed by a single 7.8mm round). Presently there was an explosion under the aircraft and Sgt. Yatsko (ball turret gunner) reported that the bomb bay doors had been damaged. Any closer would have finished us right there! The diversionary part of our mission was a success -- the groups headed for Anklam drew 300 or more fighters; the three divisions going to Poland saw no fighters.

When we approached Anklam for our bomb run the bombardier operated the "Doors Open" switch, but nothing happened; the doors were jammed. Judy then ordered the bombs held, rather than manually cranking open, since we would drop behind the formation if we couldn't reclose the doors, and the five 100-lb. incendiaries we carried in addition to the three 1000-pounders might not clear the aircraft.

Across Mecklenburg Bay again and the northern part of Schleswig-Holstein there were fighter attacks from the rear, and also considerable flak. Tail gunner Niles H. Withers was wounded by a 20mm cannon shell -- a gaping hole above the left knee. Sgt. Yatsko continued to operate the ball turret as a decoy, but the right gun was out of action from an early hit by a 7.8mm armor-piercing round, and the left was out of ammo. The other guns aboard were out of commission or out of ammo also.

A short time before 12:25, when we were within sight of the North Sea, a number of 20 mm. shells struck the top turret, putting it out of commission and starting a small fire. Sgt. Earl M. Cherry put out the fire and stayed at his post, calling out fighter attacks from the rear, so we could take evasive action. Moments later an 88 mm exploded nearby, cutting the flight control cables, and the aircraft went into a diving right turn. Judy immediately turned on the automatic pilot in an attempt to regain control. We were out of the group formation now, with only partial control possible. More 20 mm shells entered the cockpit, and an oxygen tank was ruptured, causing every floating particle to burst into flames, filling the cockpit with a flash fire. Judy ordered the aircraft abandoned and I turned on the alarm bell. I departed the aircraft via the nose hatch, trying to delay my 'chute opening as long as possible to be clear of the combat zone. I would estimate I got out at 10,000 feet and opened the 'chute at 5,000 feet -- far too soon, I thought to myself. I could see a Me 109 firing into the fiercely blazing

plane (the incendiaries must have ignited). The planes passed by me twice as I floated down. Finally the B-17 went into the ground at about a 45-degree angle and exploded in a ball of fire. (Sgt. Yatsko was the man who bailed out just before the plane struck. He had not heard the alarm bell and it was not 'til shells struck the turret mechanism, causing it to rotate to the exit position that he discovered the plane was empty and bailed out.)

I landed in an open field 1 or 2 kilometers north of the Carstens farm. Up by a barn a man was waving me to join him. I started that way and he came down to meet me, and then I could see he was wearing a uniform and a "Landwatch" armband, a rifle slung across his shoulder. He was about five feet tall, 60 or 70 years old, and very calm about the whole affair. He escorted me into the barn, where about a dozen spectators had gathered. In about 30 minutes a Luftwaffe truck arrived to collect me and my parachute. Other crewmen were already in the truck. We drove to another farm and picked up several more crewmen, and then on to the Carstens farm, where seven of our own crew waited. Wounded Sgt. Withers lay on the ground. (Judy had come down farther away and hid in a haystack. He was brought in the next day.) We were being interrogated in the truck and when no one would answer, the Luftwaffe officer announced that Withers would not receive medical treatment until we did. I signaled for our crew to put him in the truck, and two Americans and two Luftwaffe men did so. I injected morphine from his first aid kit above the wound. A Luftwaffe officer showed me William V. Williams name tags and told me this man was killed in the crash, and assured me that Williams would receive a proper burial.

We were then taken to a Luftwaffe Air Base near Flensburg, arriving there about dusk. We were billeted in a warm room, good food was provided, and the wounded treated at the Base hospital. The next day we were taken to Oberusel for two weeks, then taken to Stalag Luft III at Sagan. There we remained until the last days of the war, when we were all transferred to Moosburg.



The Carsten home looks much the same in 2013 as it did in 1943. The left portion is the family dwelling. The part beginning with the wide door is a barn area. This wide door is where the crew was held captive until the German soldiers arrived.



Gary Williams' wife Veronica, Uwe Carsten, Uwe's sister-in-law (current tenant of the house), and a neighbor who at the age of 15 witnessed the crash of the bomber.



Gary Williams standing at the location of the plane crash in the Carsten family field.



In May of 2014, Uwe Carstens travelled to South Dakota to meet members of William Williams' family. Visiting William Williams' grave in Winsted, SD are his nephew Gary, niece Kay, Uwe, and nephew Ken.

**Folded Wings** (continued from page 8)✪ **Earl G Williamson Jr 323rd Age 91**

April 25, 2015, Vivian, LA

Reported by his grandson Mark Warner

Earl completed 30 missions over Germany in such famous B-17s as *Hi-Ho Silver*, *Nine-O-Nine*, *Wee Willie*, *Chennault's Pappy*, *Little Miss Mischief*, and survived the crash landing of *Blue Dreams*. Excerpts from his diary of these 30 missions appeared in a 1994 issue of National Geographic. He received the Distinguished Flying Cross, four Air Medals, and other medals for service in some of the fiercest air campaigns in history.

Earl was a contributor to the air force museum at Barksdale AFB in Bossier City, LA. The museum exhibits some of his memorabilia, including his airman/flak jacket. He also has an exhibit in the Vivian Museum.

Earl traveled the world and kept in touch with countless WWII veterans for over 65 years. Earl also conducted an hour-long war interview with the Norton Art Gallery, Shreveport, LA. (copies can be made upon request).

Earl was preceded in death by his wife, Alice. Remaining to cherish his memory are daughter, Carolyn Warner; son, Steven; daughter, Linda (Sol) Hook; son, Stan; five grandchildren; and eight great grandchildren.

✪ **Owen G "Glen" Cooper 401st Age 91**

February 18, 2015, Catonsville, MD

Reported by Patrick Milward



Glen was 19 when he enlisted in 1942. Apart from being an excellent Bombardier, he also had a talent at navigation. On 16 August 1944 fifteen minutes away from the target, one of *Qualified Quail's* engines started losing power and couldn't keep up with the formation. A German fighter came after them, but the tail gunner shot him down. The navigator lost all capacity to work in the excitement. Glen was asked to take over as Navigator. He found an alternate target so they could drop their bombs and then head back to base. With no more oxygen, they dove from 30,000 feet to tree top level and felt like sitting ducks. Low on gas, they needed very precise navigation to get home. Glen brought them back "right in on the money". They were flying on only two engines by then. After inspecting the plane they discovered unexploded shells in the wing gas tanks. The crew was cited for heroism and Glen was awarded the Distinguished Flying Cross.

Glen is survived by his wife Nancy; sons David and; Owen; daughter-in-law Michele; and one granddaughter.

✪ **Max P Shambaugh 323rd Age 93**

August 2, 2015, Fort Wayne, IN

Reported by Chris Henry



Max flew 35 missions as a pilot and squadron leader. He received the Distinguished Flying Cross and many other commendations. Damaged by flak December 29, 1944 on the bomb run to Wittlich, Germany, *Super Mouse* fell out of the formation losing altitude. When they reached 1,000 feet, Max ordered the rest of the crew to bail out, but he stayed too late to make the jump. He belly landed the plane near Nazons (lire NOYON) in France. He and his crew were returned to England by the French underground.

Max is survived by his loving wife, Sylvia; children, Mark (Sandie), Cynthia (Greg) Armbruster, and Rebecca Shambaugh; and five grandchildren.

✪ **Samuel R "Bob" Lackey 322nd Age 97**

March 8, 2014, Saint Cloud, FL

Bob entered the Army Air Corps in 1942, serving as a communications specialist.

Bob was predeceased by Lora, his wife of 60 years. He is survived by his sons: Raymond (Charlene), Alan, and Jim (Janée), 5 grandchildren, and 6 great grandchildren.

✪ **Charles R Peck 401st Age 94**

April 24, 2015, Austin, TX

Reported by his son David Peck



Charles followed his brother Al and enlisted into the Army Air Corps on June 26, 1941. Serving as a co-pilot, his first mission was New Year's Eve 1943 to Cognac France. His 35th and last mission was April 29, 1944 on *Shoo Shoo Baby* to Berlin. Of the thirteen planes that he co-piloted, six crashed and two were so damaged they were forced to land in Sweden.

Charles re-enlisted into the Air Force in 1949. He was assigned to Okinawa Japan when the Korean War started and was discharged in 1952. He received the Air Medal, 3 Oak Clusters, Distinguished Flying Cross, Korean Service Medal, and the United Nations Service Medal.

Charles was preceded in death by his wife Carolyn; his sons Stephen and James. He is survived by son, David (Kate); daughter-in-law Marty Peck; 3 grandchildren; and 6 great-grandchildren.

✪ **Paul E Pinkerton 401st Age 96**

April 18, 2015, Largo, FL



Reported by his son-in-law Gregory Byrd Paul enlisted in the Army Air Corps in 1941 and was sent to navigator's school after badly bouncing his biplane on his last landing. He was navigator on *Round Trip Topsy* with co-pilot Richard Pressey. On his 14th mission, flying *Liberty Run*, two engines were lost to flak. Pursued by two ME109's, Paul navigated the plane and crew to

Switzerland, where they were interned at Davos-Platz. Knowing that his wife, Eleanor, was pregnant with their first child, he escaped, traveled through Occupied France and Italy and returned to England. He retired from military service in 1962 and civilian service in 1980.

Paul is survived by Eleanor, his wife of 72 years; his children Cherie Durfee-Smith, John Pinkerton, Phalcnhower, and Shawna Byrd; and many grandchildren and great grandchildren.

✪ **Richard M Carlson 324th Age 93**

March 19, 2015, Folsom, CA



Reported by his son Donn Carlson Richard flew 31 missions as a B-17 pilot from December 1943 to November 1944 earning the Distinguished Flying Cross. He returned to Bassingbourn last July at age 92 with his sons in tow. They had an unforgettable experience.

He is now reunited with his wife, Dolores, and survived by his seven sons, six daughters in law, 20 grandchildren, and 19 great grandchildren.

✪ **James L Waymire 323rd Age 91**

April 30, 2015, Milwaukie, OR



Reported by his grandson Chris Waymire James trained as an Armor Gunner, serving as a Waist and Tail Gunner while stationed at Bassingbourn. He kept a very detailed diary of his missions which is available on the 91st Bomb Group website.

Jim is survived by his daughters; Janis, Linda, Cecelia, Toni, and Cindy. He has six grandchildren, three great-grandchildren, and one great-great-granddaughter. He was preceded in death by his wife and his son, Christopher.

✪ **Robert J Caldwell 322nd Age 91**

December 7, 2010, Holland Patent, NY

Bob served in the U.S. Army Air Corps during World War II and retired in 1967.

Bob is survived by his wife, Lois; daughter, Rebecca; son, Byron (Tracy), daughter, Amy; and five grandchildren.

✪ **Willis "Bill" C Schilly 323rd Age 92**

May 28, 2015, Central Square, NY



Reported by his daughter Katy Laetsch As a 2nd LT pilot, Bill flew a B-17G, named the *Out House Mouse*. He flew 9 combat missions during the latter part of WWII. Bill's love for flying inspired his continued service with the Army National Guard after the war, serving in this capacity for 33 years. He first piloted small fixed wing L19 aircraft.

Later he flew Bells, after receiving helicopter training. Reaching the rank of Major, Bill retired from the service as a Warrant Officer 2 in 1976.

Bill and his family enjoyed reconnecting with fellow servicemen at the many activities sponsored by the 91st Bomb Group Memorial Association.

Bill was predeceased by his wife of 70 years, Ann Schilly. He is survived by seven children, 23 grandchildren and 16 great grandchildren.

✪ **Samuel "Sam" R Digristina 323rd Age 97**

April 17, 2013, Land O'Lakes, FL

Sam was an aircraft engine mechanic and retired from the United States Air Force in 1969 as a Non-Commissioned Officer in Charge of Quality Control. For many years, Sam stayed in touch and enjoyed attending reunions with his squadron.

Sam is survived by his wife, of 68 years, Helen; son, Phillip (Diane); two grandchildren; and four great-grandchildren.

✪ **Ralph W James 324th Age 91**

November 17, 2012, Richland, WA

Ralph was awarded the Air Medal with 3 Oak Leaf Clusters and the Distinguished Flying Cross while flying 26 sorties as a ball turret gunner.

Ralph is survived by his son, Rodney; and 2 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:**

✪ **Arnold L Burton 322nd Age 94**

April 14, 2015, Geneva, IL



Reported by his daughter Leslie Burton Arnold completed 25 missions with the 91st Bomb Group from December 1942 to June 1943. He returned to the States as an instructor and volunteered for overseas duty. He completed 21 missions with the 388th Bomb Group from December 1944 to April 1945. He flew combat at all gun positions. He

was awarded the DFC, Air Medal w/6 OLCs and three Battle Stars. He was a private pilot until his passing.

He had a spiritual experience while on a bomb run over Germany. The plane took some flak and went into a very steep dive. He was pinned against a bulkhead and could not move. Suddenly everything became quiet. A voice within said, not in words, but very clear everything would be all right. They did get back to base.

He was blessed with two wives, three children, seven grandchildren and four great grandchildren.

✪ **Robert "Bob" H Bowcock 322nd Age 96**

September 6, 2014, San Francisco, CA



Bob flew as a navigator and reached the rank of Captain in WWII.

A devoted and loving husband of the late Pauline, he is survived by daughters Calaine Bacon (Bob) and Sally Bartosiewski (Ed), grandchildren and great grandchildren.

✪ **Lawrence A "Sunshine" Atwell HQ Age 90**

January 5, 2004, Fairfax, VA

Larry was the weather officer for the 91st Bomb Group. He was part of a crew thrown together for an unauthorized low-level D-Day observation flight with Major, Gen. William Gross.

Larry is survived by his wife Elizabeth; daughter Cynthia Atwell Madey; son George; and four grandsons.