

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

FEBRUARY 1994

Birthplace of 8th AF

Savannah Welcomes 303rd Bomb Group Association

The 303rd Bomb Group Association will gather in Savannah, Georgia, March 29-April 3, 1994 celebrating their 11th Reunion in the city where the Mighty Eighth Air Force was formed in 1942. The "Hell's Angels" organization will be one of the first on site bomb groups to add their support to the \$11.7 million Eighth Air Force Heritage Center being built at Pooler, Georgia.

More than 500 representatives from this highly decorated WW II group are expected to deplane at the Hyatt Regency hotel along the banks of the Savannah River. Included in their five day stay are a series of tours including walking, horse carriage and paddleboat. Also rounding out the ambitious schedule are a series of meeting involving Squadrons, Associate Members, POWs and Ground Support Units.

Former Association president, Dr. Carl Fyler and Richard Eide will put on an Ex-Prisoner of War clinic for the 303rd Ex-POWs and wives at the reunion on Thursday, March 31, at 2:00 p.m. Ed Giering who is National Service Officer for POWs of Connecticut will answer individual POW and wives questions.

Walter Cronkite will narrate a video film disclosing what the POW can expect from the VA. POW literature from the V.A. will be avail-

able, PL-97-37 Dental Laws and others. Dr. Fyler recommends that every Ex-POW should take the POW "Protocol physical" and be familiar with the 'POW presumptives' and the need for a service officer.

Videos of the Memorial Dedication ceremonies in Eisenberg, Germany on Sept. 25, 1993 and the "Return to Molesworth" reunion in May 1993 will be shown in the Hospitality Room at convenient times.

The Mess and Muster and 303rd Memorial Service at Fort Jackson on Wednesday, March 30, should provide all in attendance with ample historic entertainment as well as touching remembrances.

You will be transported to the Fort by the Savannah River Queen and the Magnolia. At the dock you will be met by the uniformed staff and marched into the fort by Fife and Drum with a greeting by an honor guard at the draw bridge. Once inside the group can explore the fort at their leisure for about 45 minutes. The Memorial Program will follow. Dinner will follow the 21 gun salute (20 shots by musket, 21st shot by 32 pounder cannon).

Several aviation prints and an A-2 jacket will be raffled off during the Gala Banquet. Two Prints; "Almost Home Yank" and "Homeward Bound" were donated

by the English aviation artist, Keith Hill who also painted the "Molesworth Lady." Both copies are numbered 303. The other print "Alone No More" shows a B-17 being escorted by a Spitfire. It was painted by Phillips.

The A-2 jacket was donated by 303rd BGA member Clyde W.

Bradley.

All of you should have received your reunion packet in mid-January. Time is running out for you to get your reservations in. Don't procrastinate any longer, make out those forms today.

You didn't procrastinate back in 1942; why start now?

WHY SAVANNAH?

Briefly:

- Birthplace of the Mighty 8th Air Force, January 28, 1942.
- Future home of the 8th Air Force Heritage Center. This multi-million dollar facility is now under construction.
- Excellent hotel (at reasonable rate) centrally located in the Heart of Savannah's Historical District.
- Wide selection of things to do (tour selections at your option), and wide range of dining close at hand. Even a cafeteria with most reasonable pricing is close by.
- Southern Charm at it's best. Savannah's statement (with which we agree) is: "If you haven't seen Savannah, you haven't seen the South."
- A most unique opportunity to have our 303rd Memorial Service at Old Fort Jackson. (The oldest standing fort in Georgia, dating back to 1775.) Their desire to make our visit a memorable one goes beyond their normal programming. It is certain to be "A Time for Remembrance"
- Savannah's famous 1st Saturday Festival, April 1, 1994 is just outside the hotel's door. Food and fun for all.

Our 11th Reunion in Savannah provides the opportunity to give recognition to members who were unfortunate guests of the Germans, our POW's. And long overdue recognition to those who arrived at Station 107, Molesworth in 1942 and remained until 1945. "Three Short Years".

We're certain you'll understand *Why Savannah*, when you're there. Savannah's Reunion Committee, and their many helpers hope you will again join with others of "The Greatest", the 303rd Bomb Group (H). Your early *sign-up* is appreciated.

Reunion Committee (and it's many helpers)

303RD REUNION MESSAGE

There is not a bond quite like that forged through military service. Men and women from all walks of life brought together to serve a common purpose. Friendships born of shared disciplines, hardships, laughter and even boredom. Cemented by a mutual love for unit and country.

Only those who have known military service can truly appreciate the strength of these ties. 303rd 11th Reunion, "Spring-in-Savannah" is the best way to remember this camaraderie. To share with those who understand these profound experiences.

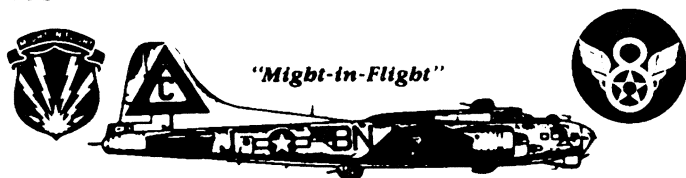
It won't be the same without you. Try to be there!

For Savannah Reunion information or assistance you are invited to contact:

Jim Taylor, Reunion Chairman

421 Yerba Buena Avenue, Los Altos, CA 94022-2152

(415) 948-6596



303rd BOMB GROUP (H) ASSOCIATION, INC.

"HELLS ANGELS" NEWSLETTER

Editor: Hal Susskind

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The 303rd Bomb (H) Association, Inc. a tax exempt organization under IRS Code 501(c)(19), founded in 1975, is chartered in the State of Florida to perpetuate the history of the 303rd Bomb Group and to provide opportunities for 303rders to meet and do things together.

Because you are helping to perpetuate the history of the 303rd Bomb Group, your dues and/or donations to the 303rd Bomb Group Association are tax deductible.

The Association is open for membership to all persons assigned or attached to the 303rd Bomb Group, from its activation in 1942 i Boise, Idaho, throughout its war years at Molesworth Air Base in England to its deactivation in Casablanca in 1945. Spouses of 303rders may also become members. All other persons, interested in perpetuating the history of the 303rd Bomb Group and in furthering the aims of the Association, may apply for Associate statuses.

Membership years begin on the first day of January. In the future, the 303rd Bomb Group Newsletter will be sent only to paid up members. When you pay annual dues, the membership chairman will send you an updated membership card.

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OFFICERS

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San Clemente, CA 92672

Nominating Com. Chair

Malcolm J. Magld
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Atlanta, GA 30319

Group Advisor

Gen. Lewis E. Lyle
207 Ridge One
Hot Springs, AR 71901

Mission Reports

presently
unfilled

Px Administrator

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3015 SW Underwood Dr.
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6606 Crown Ridge Dr.
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Vice President/Reunions

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3552 Landmark Trail
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Eighth Air Force Heritage Center a Reality

Funding for construction and completion of The Heritage Center is now assured.

The Chatham County Commissioners have approved a bond issue for \$11.7 million to provide the needed money and an agreement has been signed by both parties to proceed. Bids have been let for the required A&E work and construction. The schedule called for the breaking of ground in January 1944 and completion of the project by mid 1995 with a gala grand opening set for early in 1996.

The past year has been productive and hectic. Having Gen. Buck Shuler, recently retired Commander of the 8th A.F.; Gen. Gerald Johnson, WW II Ace and Commander of the 8th during Vietnam; Gen. Bill Martin, former Commander of the 15th A.F. and Gen. Ramsey, Commander 2nd A.D., has provided that extra credibility and leadership that resulted in this great success for all of us.

Now with Gen. Shuler who has been serving as our chairman volunteering to take over as Chairman and C.E.O. at Savannah, I'm confident this needed and long sought after *Home* for the Eighth will be completed in our times.

The encouragement and support of 303rd veterans has been a major factor in this success. We have a lot of work to do adding on to the great work Harry Gobrecht and many others have done to preserve our 303rd Heritage.

Gen. Shuler reported this progress to 8th AFHS in Chicago early in October. We needed \$750,000 in good faith pledges and are well on our way towards that goal. My personal thanks to all of you who have been behind this project. The leadership of our group and especially our Editor has made my role in this effort possible.

Lew Lyle, President

Eighth A.F. Heritage Center

Ed. Note: General Shuler is soliciting your involvement in the collection of materials, memorabilia, artifacts and archives that might be made available to The Center for display and preservation of Eighth Air Force History. He asks that individual members identify these items and hold them until such time that The Center is prepared to receive such materials.

In This Issue

This issue contains a mix of items starting with a cover story about the reunion and ends with a long list of friends who have passed on. In between are a long list of very interesting letters, William Crawford's article on the bombing of Munich, a Tailwheel update proving that two bars do not outrank a petticoat, and a long list of members we lost track of. Our departed friends include David Matthews who was in charge of reproducing the mission reports; Eugene Romig, one of the original cadre at Boise and an early commander of the 359th; Russ Seaton, an Executive Officer of the 359th; Jack Watson who buzzed the Yankee Stadium during the World Series and incurred the wrath of New York's Mayor Fiorello H. LaGuardia but was forgiven when he brought a flaming B-17 back from Oschersleben alone; and a close friend John Tulloss with whom I flew many missions, both combat and training. In between tours we made the trip back and forth across the Atlantic. We were in Casablanca and San Francisco together. Separating from the service we spent many enjoyable times in New York City. John went on to a career with Eastern Airlines and I was called back into the USAF. My deepest sympathy goes out to his wife Millie and—also to the wives of all the others on that long list of heroes. May perpetual light shine upon them.

Hell's Angels Forum

Your Chance to Sound Off!

Thank You

My sons and I want to thank the friends of Dave Matthews who died Nov. 26, 1993 for their overwhelming expressions of sympathy and concern. And he would be mightily pleased to know of the generous donation to the 8th Air Force Heritage Center in his memory.

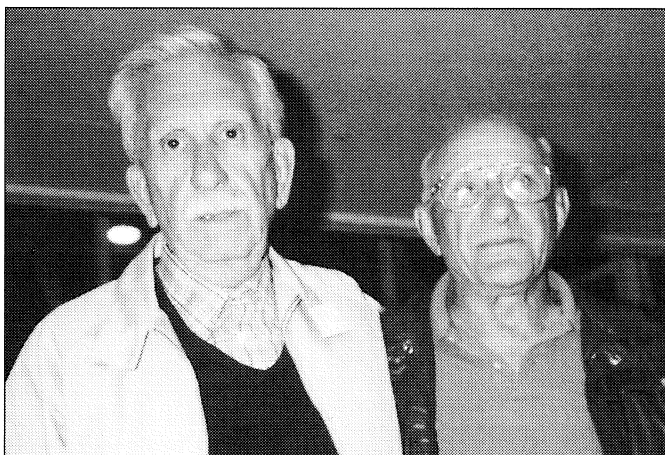
Dave loved his association with his many Air Force friends and activities with mission report retrieval. He filled orders from members all over the country and several in Europe.

We believe his association with his friends and activities may have bought him extra time with us.

**Most sincerely,
June L. Matthews
5530 Center Hill Ch. Rd.
Loganville, GA 30249**

Thanks for sending Stu the newsletter and we would like to say that it was great to meet and talk to the 303rd men. We are in contact with some 303rd men who we had met when we were at the 490th B.G. in Boise last year. My son and his friend were the boys dressed in British uniforms and I have enclosed some negatives of them dressed up and of us leaving for the dance and at Duxford. Stu and I did meet up with your group at the Tara Hotel and had a good time talking with the men and getting them to sign our books. I hope this finds you in good health and that you can understand what I have written. Thanks again for the newsletter. By the way who are the fellows in the attached photo?

**Eric, Stu and Jean Swain
24 Waddington Way
Upper Norwood, SE 193 XJ
England**



Who are these handsome gentlemen?

The Wiesbaden Mission

Friends of our local history study group (Geschichtlicher Arbeitskreis Bitburger Land) told us that you are going to complete a book related to the history of the 303rd Bomb Group of the U.S. Air Force in WW II.

At the present time we're occupied with that unit too, especially with the events of Aug. 15, 1944, the day the group lost 8 planes above our home towns, in the vicinity of today's US Air Bases Bitburg and Spangdahlem.

To this we have done a lot of research, such as eye witness accounts or inspections of the crash places of that time. So we found out, that parachute silk, belonging to an airman of the crew of J. Draves, was used for clothes of baby-Jesus in the crib of our church in Seffern. (Draves was found dead at the wreckage and buried at Seffern).

We are very interested in your book and would like to know, where we can order it. We are also pleased if you could arrange a contact to still living colleagues of Mr. J. Draves for us.

Thanks a lot for your efforts; further information about our group you can get in the attached brochure.

**Ralph M. Schmitz
Geschichtlicher
Arbeitskreis
Bitburger Land
Hubert-Prolm-Str. 7
54634 Bitburg, Fermany**

Ed. Note: The above letter was sent to Historian Harry Gobrecht who forwarded them a copy of the article, "The Wiesbaden Mission" 15 Aug. 1944 by William C. Crawford which appeared in the Oct 1991 issue of the newsletter. Lt.

"ATTENTION GETTING ARTICLE"

I am seeking a way to raise prizes for the raffle we are planning for Savannah. Here is an idea I have.

We have many members that have been employed by large companies after completing their military careers. And I believe that many of these companies would be willing to send one of their products as a prize for our raffle. My idea is to offer them (the company) an opportunity to honor one of their former employees, by making a gift to him, and also send a second gift, that can be used as one of the prizes for the raffle.

I am trying to locate at least 20 to 30 of our members, who will allow me to act as a "third party" person, to see if we can get the Company to contribute a prize or gift that can be raffled off at the Gala Banquet.

I am asking the Editor of the Newsletter to put an "Attention Getting Article" in our publication asking our members to send me some personal information about their service with their former employer. I would need the name of the company, how long they were employed, where they were employed, and what was their job or capacity. Also, if they could provide me with a name, and phone number, of one of their former managers, it would greatly simplify the situation.

Again, I would act as a third party, and send the company a letter that would basically say what has been mentioned above. Each letter would have to be worded differently, depending upon the specifics.

Interested members are asked to contact:

**Edgar C. "Ed" Miller
Secretary and Awards Committee Chairman
303rd Bomb Group Association
422 S. Walnut Avenue
Tempe, OK 7356
(405) 342-5119**

To save time we recommend you contact Ed Miller by phone, at least initially.

Draves who was killed was the Bombardier on Lt. O.B. Larson's crew. Six other crewmen (Larson, Kersting, O'Connor, Mullaney, Sweeney and Philson) were captured after parachuting out of the aircraft. One (Guard) evaded capture and returned to Molesworth. One other crewman (Holland) survived but it is unknown if he was a POW or an Evadee. None of these crewmen are members of our Association, therefore, we do not have their addresses. If any member has any late information on any of the Larson crew we would appreciate hearing from you. Actually the 303rd lost nine aircraft that day.

Greetings from our youngest old friend

I am sorry I haven't answered your Newsletter which I received and enjoyed reading. The cottage at Brington I remember well, also the Church at Brington. I have been there many times as it was the same Rector North; he lived at Brington and served Molesworth and Old Weston. The base headquarters was Old Weston side but I worked Molesworth side. I was

on base when it was first started and was there until it closed. I remember Hell's Angels going home to America after her 25 missions. We saw her leave the base, everyone was so proud of her, and I'm sure we all were.

I have some lovely memories while you were staying with us. If any of the boys who were at Molesworth like to write me a few lines, I shall be pleased to answer. I am sending you a card of Titchmarsh Church where I live now. My mother lived there and done some washing for one of the boys who was on base. He was very kind to her. I know the boys used to visit Titchmarsh; it had a dance hall and two public houses and the Land Army lived there so I guess some of them remember the place. I must close now thanking you once more for your letter hope to receive many more. Wish you all a Very Happy Christmas and a Bright New Year. I hope you can read my writing. I am 86 but can still remember the War Years.

**Mrs Dolly Jolly, 37 Islington
Titchmarsh nr Ketterina
Northants NN14 3CD
England**

Wanted I'm Looking For:

A navigator in the 427th who attended the 8th Air Force Historical Society's reunion in Chicago in 1993. In a conversation with this unknown navigator, our Gordon Smith understood him to say that he was keeping the roster of all 303ers. It is critical that I correspond with him to find out what roster he has. As far as I know, there is only one master roster for the Association and that is the one in my computer. I am anxious to learn if this other roster is of Association members or all personnel ever assigned to the Group.

Please, unknown roster-keeper, contact me ASAP.

CARLTON M. SMITH
Membership Chairman
12700 Red Maple Circle #54
Sonora, CA 95370
209-533-4033

Looking for Information

For some while now I have been carrying out research on a B-17G, serial number 42-31432, with the nose art "Old Glory." This in particular concerning the aircraft and crew's last mission on 22 June 1944 to Lille, France.

Some while back I received from a good friend of mine in San Antonio, Texas, some memorabilia that had belonged to the co-pilot of this aircraft on the mission of 22 June, by the name of Lt. Carlos H. Johns Jr.

The mission to Lille was the second one that Johns and his crew made on that day, and in total had completed some 8 or 9 missions.

(The 303rd also flew a mission to Wizernes that day. Each mission was a little over four hours).

The pilot of the aircraft was 1st Lt. Dale M. Fisher and he, together with all of the crew except one, perished in the incident, caused by anti-aircraft fire over the target at Lille marshalling yards. There was one survivor who is T/Sgt Robert H. Johnson, radio gunner, and he was cared for by the French underground from the 22nd of July to early September 1944.

I have been working for several months on compiling research information concerning this crew with the idea of publishing an article or a book. To help further with information I am compiling, I would like, if possible, for anyone who flew or worked on "Old Glory" to be so kind as to contact me with any information and possibly photos. I would also like to contact Robert H. Johnson.

The crew photo that I enclose was taken on, I believe, their first mission on June 15, 1944. The crew at that time was 10, however, subsequently and prior to 22 June was reduced to 9. The crew member that was no longer in Fisher's crew was Willard Moore, and again I would greatly appreciate being able to establish contact with him.

I have various newspaper articles concerning the loss, in particular, of Johns and amongst them is a copy of the Arlington Journal of Feb. 2, 1945, at which time a Capt. John G. Davis, Jr. of Hereford, Texas and a Capt. Dunn of Sante Fe, New Mexico, visited with his mother, and if at all possible I

would wish to establish contact with both of these gentlemen.

I would like to include my thanks to date for help that I have received from Hector Vitale, Carlton Smith and Dave Matthews.

Clive Basset
"Welwyn"
84 Northampton Road
Wellingborough
Northants NN8 3LS
England

Smile!

You're on candid camera

I have a video copy of the Luftwaffe fighter gun camera film shooting my airplane down. I got it from the Imperial War Museum in London about two years ago. It had been captured when the Brits overran a Luftwaffe base that trained fighter jocks in how to shoot down various Allied aircraft. The guy who did the deed to me was a first lieutenant ("oberleutnant") who had 56 confirmed victories by the time he was killed seven weeks later in a collision with his wing man on takeoff. The A-8 versions of the FW-190 fighter that he was flying had, in addition to its standard armament of two 12.7-mm machine guns and two 20-mm cannons, a 30-mm cannon in a pod under each wing. We were badly outgunned. I mean those guys ate up our formation like it was breakfast. We lost 10 of 12 in our formation.

William F. Miller
1802 South Sunburst Place
Tucson, Arizona 85748

Ed. Note: Of course Miller was referring to the 28 Sept. 1944 raid on Magdeburg when we lost 11 aircraft. Miller was flying in Miss Umbriago when they were attacked by some 75 enemy aircraft. Perhaps Bill will loan us the video so that it can be shown at the Savannah reunion. Miller's tail-gunner that day was S/Sgt. Cal G. Turkington on his 21st mission whowent overseas as part of Lt. Stoullil's crew in Oct. of 1943. Unfortunately he was wounded on the 24 April 1944 mission to Munich and fell behind the rest of the crew which finished up on D-Day, June 6, 1944. I was the navigator on Lt. Stoullil's crew and was at Molesworth on my second tour when Turk was KIA.

Telling it like it was!

I applied for our crew's last mission, No. 22, on which we were shot down. (Groups 316th mission,

Feb. 16, 1945. Target was Langendreeer). I applied for the mission report while we were in England at the reunion. I received it most promptly after returning home. Dave Matthews also said that it was the first time in his experience that he had received, almost simultaneously, a request from two members of the same crew, for the same mission. Even stranger is that I had no idea that my pilot, Bob Wertz, had written for the report, nor he I. He was not on the England trip and I hadn't phoned him about it.

Incidentally the report is inaccurate. It states we went over two targets and bombed the second time. Wrong. We went over twice the same target and then bombed a third target. That's when we had our No. 1 engine shot off, which then came back and flew into the side of the plane chewing a large round circle in the side about a foot from where I sat in the radio-operator position. Our toggler, John "Red" Price who was flying his last mission with us, was killed over that third target. Our engineer, Ralph Warne, bailed out early was KIA as was our tail-gunner Kenneth "Buzz" Bennett, who bailed out when we did about 20 minutes after we were first hit. The whole mission was a fiasco. The low group accidentally toggled their bomb load miles from the target, and went home. The group over ran the target the first time, made a 360 and came up too fast the second time, and bombed not at all to the best of my memory except that what was left went on to bomb the third target on which we got hit. The heavy damage to the planes that returned was of 39 dispatched, Major 19, Minor 10: and one plane (ours) lost. The results with no enemy opposition were: Lead Sqdn. Unobserved; High Sqdn. Poor and Low Sqdn. Poor. Although I don't know how it scored anything when it accidentally dropped its bombs at least a mile from the target according to Lt. Donovan their lead Bombardier.

It was really a mission that never should have been flown.

Edward J. Giering
47 Long Hill Rd.
Clinton, CT 06413

Ed. Note: To clear up the records that will be housed in the future Eighth Air Force Heritage Center, does anyone care to add to their comments to those of Ed Giering.



Fisher's Crew - (Top row l to r) Lts. C.O. Gaskin (B); C.H. Felton, Jr., (N); C.H. Johns, Jr., (CP) and D.M. Fisher, (P). (Bottom row l to r) R.H. Johnson, (RG); V.P. Crandell, (WG); W. Moore, (BT)*; J.M. King, (EG); R.M. Cooper, (TG) and B.E. McKeever, (BT). *Not on 22 June 1944 mission. Crew was reduced from 10 to 9.

Forum

In Memoriam

My husband's copy of Hell's Angels Newsletter arrived in the mail today (Dec. 8, 1993) and in looking through it I see that you have a listing of those members of the 303rd Bomb Group who are now deceased.

I feel sure that he would want me to have you include him in your next list. He was Grover C. Henderson, Jr. (427th) and he passed away on Nov. 24, 1993 at his home in Greenwood SC.

Although he had been in failing health for several years, his death from a massive heart attack was a shock to everyone.

He always looked forward to your reunions and had many friends among your members.

Mickey J. Henderson
P.O. Box 325

Greenwood, SC 29646

Ed. Note: I'm sure all members of the 303rd BGA join me in offering our deepest sympathy on your great loss.

Did you know him?

I am trying to locate an old friend who was in the 303rd Bomb Group. Lt. Fred H. Stugard a navigator at that time was on attached duty from the 303rd to the 60th Troop Carrier Group for special assignment. The 60th was testing the range of a C-47 for the invasion of North Africa, unknowing to us all. We flew down to Gibraltar together. I was a navigator in the 60th Troop Carrier Group. In the meantime I applied for a transfer to the 303rd and had a letter from Col. Marion. Before any action could be taken on my transfer I flew down on the invasion of North Africa and was shot down. I finally heard from my transfer. It was approved all the way up to North African Air Forces until Gen. Spaatz disapproved it. I saw Fred at Gibraltar in 1943. I wrote to Norm Jacobson who was Chief Navigator of the 303rd but have had no response. I hope you can help me locate him. He is not living in Nashville from where he enlisted.

Bjorn Ahlin
Box 305
Sylva, NC 28779
Tel. (704) 586-2581

Paging Sgt. James!

Would it be possible to publish the following in the Hell's Angels Forum?

"Calling Sgt. James who hailed from somewhere in Texas. Oliver

and Gladys Corwell, who used to live at 8 Huntington Road, Thrappston, also Doreen Cowper, would like to say 'Hi' to you. If you would like to return the greeting I would be happy to put you in touch.

I received this request whilst researching the Molesworth area for former Bombardier Eugene Blum from Glastonbury, Conn.

Iris Drinkwater
55 Adam Street
Burnham-on-Sea
Somerset, TA8 1PQ
England

Ed. Note: Finding Sgt. James in Texas should be a cinch. It only has 266,000 square miles.

An emotional experience

I spoke to you only briefly while we were in England but you suggested I send a picture. I am also sending another piece of literature which my son cut out of a publication. My son is an associate member.

I'm in the centerfold of our newsletter (July issue). I and my son are in the picture at the hangar. I am the fourth from the left, bottom row, in a black shirt with my son next to me.

It certainly was a moving experience. I wouldn't have missed it for the world. For me again as I walked down the cemetery, I spotted the gravesite of one of my best friends who was I believe a member of Elliott's crew. On the slab it read, Arthur Fawcett, 12/20/43. I believe that was one of our Bremen raids. So again the tears came down. I went home and looked in my album and there was Artie sitting next to me on a train.

Congratulations and thank you for your wonderful work on our newsletter.

Warren Tashian
Belly gunner, Capt Lawlor's crew
241 W Passaic St. Apt 10
Rochelle Park, NJ 07662

Ed. Note: The enclosure was an article which appeared in the Aug/Sept issue of Air & Space. The article was called "Outfield Fly" by Hap Rocketto. It had to do with the four B-17s which buzzed the Yankee Stadium during the World Series and Mayor LaGuardia, the Big Apple's Mayor wanting to court martial the pilots. All later joined the 303rd Bomb Group. They were: Lts Watson, Sheets, Young and Wheeler. Hap Rocketto is the nephew of Lt. Harold Rocketto of Brooklyn who was



Uninvited Guest - was this B-17 Flying Fortress, one of four which buzzed the Yankee Stadium in New York during the 1943 World Series. Photo was supplied by W. Tashian a crewman on one of the B-17s. New York's Mayor Fiorello H. LaGuardia, a World War I aviator, protested the incident.

Watson's Navigator on the flight. Lt. Rocketto was killed on his first mission on Nov. 26, 1943. The target was Bremen. (See May 1988 and March 1987 issues of the newsletter). The photo he enclosed was one of a B-17 buzzing the Yankee Stadium.

303rd Pilot Remembered

If circumstances alter I will make every effort to get to the U.S. for your reunion. It is more than 10 Years since I was last in the U.S.A. but I do plan to return one day. It is truly a beautiful country and the warmth and hospitality of the people is second to none.

Our visit to Arlesford went very well and we were given a warm welcome at the Globe. You will notice the different spelling of Arlesford in the enclosed cutting - this is a very interesting talking point amongst the townspeople as apparently, due to an error, the town is shown in the Domesday Book as Alresford, and whereas the 'original' locals prefer the correct spelling, 'newcomers' have adopted the error. I will send you a full account of our trip to "Alresford" and the unveiling of the plaque to Capt. Robert Cogswell in a future letter.

Dolly Jolly was so thrilled with her membership in your Association that she wishes it to continue. Her 1994 dues are enclosed here-

with.

Iris Drinkwater
55 Adam Street
Burnham-on-Sea
Somerset, TA8 1PQ
England

Yesterday's Hero

She stood there alone, in a coat of o.d.
Shabby and old for the public to see
A B-17, once queen of the sky
A winged derelict of an era gone by
My thought wandered back to World War II
The years fell away, she was shining and new
The queen of the sky, with beauty and grace
Wheeled through the heavens, an eagle in space
But time has a way of passing things by
Memories of heroes grow dim and then die
Yet those whom she flew with, on missions untold
Still tell of her courage when stories unfold
No, she's not much to look at, in some people's sight
But the men who flew her, know she fought the good fight.

Author unknown

World War II's Most Unforgettable Character

By Hal Susskind

During World War II as a member of the 303rd Bomb Group, I met a lot of wonderful, heroic and talented guys. But just one stood out as "World War II's Most Unforgettable Character." Formally he was addressed as Captain James McCall Kaiser but to the entire U.S. Army Air Forces and possible some of the Allied Air Forces he was known simply as "Tailwheel." Here is Part Four of my recollections of that character as I jotted them down some 48 years ago. Was he a legend? Or was he just a figment of my imagination?

I roomed with him at Molesworth where he brought home puppies and kittens and introduced us to the "puckers" and the latest in navigation techniques. I roomed with him in Casablanca where he lifted my towels to outfit the "girls" in the Casbah. Now join us as we alight from our horse drawn carriages in Casablanca to ascertain our future with ATC in North Africa.

Since we were already in town, we decided it would be a good time to drop in on ATC's North African Division's Headquarters building to see if our orders had come in yet. We had been studying a map of the places where ATC had detachments and some looked quite interesting. The headquarters was located in a four story building right in the heart of Casablanca. We entered the building and inquired about the location of the personnel section. We were directed to report to a Lieutenant Rogers on the second floor. Little did we dream that we were soon to be on the verge of fighting the war all over again.

We climbed the stairs to the second floor and discussed how we would pull our rank on this Lt. Rogers and make a quick exit so we could get over to the officers' club in town. It was getting close to "Happy Hour" time.

We found the Personnel Office without any trouble so we opened the door and sauntered in. The 1st Lt. at the desk acknowledged our

presence by looking up from the papers but continued to read, completely ignoring our existence.

Tailwheel and I were left standing looking at each other, dumbfounded by the attitude of the Lieutenant. Finally Tailwheel broke the silence and said, "I guess we came into the wrong office. We are looking for a Lt. Rogers. Can you tell us where we can find him?"

"I am Lieutenant Rogers," was the icy answer from a very indignant female officer.

I glanced over at Tailwheel and noticed that he was starting to get slightly red at the base of his neck and then he said, "I'm Captain Kaiser. I was told to . . ."

"Oh! you officers must be the two hot shot navigators from the Eighth Air Force," interrupted Lt. Rogers. "After looking over your records I decided that you do not meet the standards of our ATC Navigators, so I have definitely decided to send both of you to our Navigators' School at Dakar for further training."

"Thank you very much," said Tailwheel. "I suppose you will have someone navigate us down there, to make sure we don't get lost, Of course."

"Listen Lieutenant," I said. "Maybe you haven't been reading

our records with your glasses on. For your information, I have more than 900 flying hours. I have flown two combat tours, 42 combat missions, including 25 as a lead navigator. My colleague here has more time in the chow line than most of your ATC navigators have in the Army. We have taken part in thousand plane raids, some of our leads have been 8th Air Force leads, and some of our pilots have been generals, and none of them seemed to find any fault with our methods of navigation."

"A very interesting narrative," said Lt. Rogers. "But you people were expendable. This is not combat, and down here our passengers are not replaceable."

For that remark I felt like immersing smirky Lt. Rogers in boiling glue!

I looked at Tailwheel and now found him grinning from ear to ear. In between chuckles he managed to say, "Did you ever win an argument with a woman? Let's get the hell out of here before we find ourselves buck privates."

We left the office and Tailwheel was still grinning. "Oh well, at least we won't have to put up with "Old Stone Face" down at Dakar. I wonder what she would look like in the Casbah, just wearing a towel."

Shuttering, the only answer I had for the moment was, "Mr. Tailwheel, will you join me in a good stiff drink?"

After that experience with the first WAC officer I had had occasion to speak to, I felt that I needed a drink and Tailwheel being more than willing, we proceeded to "The Brass Hat," the O' Club in Casa.

Because of our recent encounter with "the enemy," Tailwheel and I, being very thirsty, made a bee line for the bar instead of our usual custom of drinking in the outdoor garden. We figured the bar better suited our needs because we were more in need of a few drinks than atmosphere.

After we lubricated ourselves with two fast ones each, I looked around the bar to see who our drinking companions were; All divisions of the Army seemed to be represented here. According to their ribbons, some had seen service in the European Theatre, others had come from the C.B.I., but now all were here for the same purpose; to quench a thirst.

As my eyes travelled to the end of the bar, I saw a Chicken Colonel look past me at Tailwheel. Suddenly, he straightened up, finished his drink with a gulp and rushed off. If he had spread out his



Camera shy — As everyone else at the table at Avon Park, Florida, looks at the camera Tailwheel Kaiser far right looks straight ahead. Was he camera shy or just suffering a mild case of puckers. Photo was taken in the summer of 1944 before Tailwheel came overseas for his second tour and wound up at Molesworth.

arms as he was leaving, he certainly would have taken off, because he was moving faster than a P-51 racing down a runway.

I turned to Tailwheel and found him smiling like a toothpaste ad. That character looked as if he knew you," I said.

"He should," said the chubby one. "He presented me with this." And he pointed to the Silver Star ribbon.

Was I finally going to get the story of how he was awarded the Silver Star? I listened patiently. "I was stationed near Tunis at the time. One day I went to town on pass and upon returning that night. I came across a native who was driving some camels. So, I bought one and took it back to camp with me and presented it to the Colonel."

As I sat there and listened to Tailwheel, I could just visualize the familiar scene. The Colonel sleeping peacefully, at ease with the world. Then suddenly the door of his quarters opens and the wavering flashlight held in the slightly unsteady hand of Tailwheel shines in his face. Out of the darkness comes the voice of Tailwheel speaking slowly and choosing his words carefully.

"Cheers to you, Colonel, I have brought you a present. Her name is Agnes."

Looking over the shoulder of Tailwheel, with a very bored expression on her face, is the camel. Good night! What a sight to awaken to. I awoke from my daydream and asked Tailwheel, "Did he give you the Silver Star for bringing the camel into camp?"

"No," replied the little character. "He gave it to me for getting myself and the camel out of his sight." And with that story he called the bartender, "We will have two more of the same."

The night wore on and we had partaken of so many Collins that they started to feel like long lost relatives. In between drinks and the puckers, we dreamed of ways of torturing Lt. Rogers.

"Let's put hot stove lids on her seat."

"Nah! Old Iron Ass wouldn't even feel it," replied TW.

"Let's bring her a present tonight. Maybe a camel or a monkey."

"Hell, no! No I don't think even I, am alcoholized enough to look at that minx in the middle of the night," grunted Tailwheel and adding, Oh, Hell, bartender; Letch have two more."

The next morning I rolled out of bed with a head that felt so big I doubted that I would ever get it through the doorway of the tent. Looking over to what was left of



Lead Crew — Target was Gladbeck, 23 March 1945, 344th Mission of the 303rd Bomb Group. (Back row l to r) are: Capt. Bill Bergeron, L/C Ed Snyder, Capt. James "Tailwheel" Kaiser, 1st Lt. Nav: unk. Ass't Nav; Lt. Ford, Bomb. Kaiser, as a 2nd Lt. was awarded the Silver Star for action against the enemy at Tobruk harbor on Nov. 6, 1942. How many total missions he flew is a mystery.

Tailwheel's bunk, I was very much surprised to find him feeling very chipper and looking very wide awake.

"Cheers to you," he said. Let us partake of a few morsels of those ersatz eggs and go down and pull our rank on that sweet Lieutenant.

Breakfast was a mere formality this morning and over our coffee we plotted the demise of Lt. Rogers. During the truck ride to town, we were so engrossed in our plans, we even forgot to hold our noses when we passed the natives' huts.

Finally we arrived at Division Headquarters and climbed the stairs to our nemesis' office; but it was empty. We made inquiries and found out that she was on her morning coffee break. Oh, well, we could walk around town and perfect our plans even more. After an hour of walking around town window shopping, and warding off the Arabs hands when they tried to pick our pockets, we finally returned to headquarters. This time we took the elevator to the second floor. We wanted to conserve our energy for the eventual battle.

"Now when we go in this time and she keeps us waiting while she continues to sit and read, we'll bawl her out for not standing at attention. Then we will tell her we are not going to Dakar," I said.

"O.K." replied Tailwheel.

We walked through the doorway

and there was our pet peeve sitting at her desk reading and ignoring us.

"What's the matter, Lieutenant, don't you believe in Military court-e-s-y?," asked Tailwheel. He gasped and stared dumbfounded for the second time in two days. He was now par for the course.

"We are not going to Dak—," the rest of the sentence was choked off as I looked at our adversary.

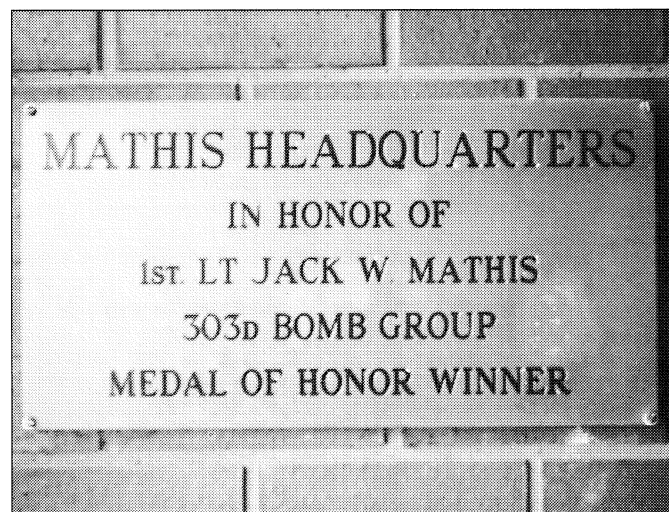
Captain Rogers looked up from her papers and said, "Yes, gentlemen, can I do something for you?"

"Yes mam, I mean no sir," stam-

mered Tailwheel. "We would like to know where we could get some flight maps for our trip to Dakar."

We departed hastily and returned to our tent to pack for our flight to Dakar. As Tailwheel was packing, he was mumbling to himself and I managed to overhear the phrase, "Outranked by a damned pair of petticoats."

Yes, sir! There was never a dull moment with the Army Air Forces in North Africa. But would Capt Rogers strike again.? Only time would tell. ■



This Jack Mathis plaque is located in a new building named in his honor at Molesworth (RAF) station 107 England. Currently the base is used as the United States European Command Joint Analysis Center.

A TOUR OF MUNICH

By William C. Crawford

*If you can just get past the Flak and enemy fighters
the sight of the snow covered alps is awe inspiring!*

Today, with some 1.26 million inhabitants Munich is the third largest city in Germany. It is also the German's first choice of a place to live. Still a city of art and culture, it remains one of the most beautiful of German cities. But in 1938 Hitler and Chamberlain chose it as the place to sign the most infamous Munich Pact. Then came World War II and Munich became a high priority target. In July 1944 the 303rd bombed Munich six times. Here's Bill Crawford's account of one of those missions.

The second mission for our crew to Leipzig and the fifth one yesterday to Peenemunde were both considered to be deep penetrations and we have just about convinced the veterans of the 360th Sqdn. that perchance this new crew is going to fit into this thing. The crew has successfully completed five missions now and when we were greeted this morning with, "Breakfast at 0130; briefing at 0230," we were not overjoyed but it doesn't scare the living daylight out of us quite as severely as it has in the past. Can it be that already we are becoming numb to our own importance?

A MISSION TO MUNICH 19 July 1944

At briefing when the draw-drape is pulled to reveal the target there are distinct utterances; the ribbon tacked to the map of Europe stretches down towards Switzerland and almost to Austria. When the briefing begins we're told, "More than 1,100 heavies operating in five forces will attack targets in Germany, including two plants which are producing hydrogen peroxide, an ingredient used in V-weapons fuels. Two aircraft factories will be hit, four ball-bearing plants, six marshaling yards, four airfields and a river dam. The 303rd Bomb Group's part of all of this is the chemical and explosive works seven miles south-southwest of the center of Munich. Our

specific target is the oxygen and hydrogen works."

He continues, "The 303rd will be in the 41st 'C' Combat Wing today and will comprise a Lead Group of thirteen B-17's, a High Group of thirteen ships and a Low Group of thirteen." — We note that our crew will be flying B-17, serial number B-124 in the Lead Group. "Each B-17 will be carrying ten 500 pound General Purpose (GP) bombs with a 2700 gallon fuel load. Known flak areas along the route that are to be avoided are shown on the map. Flak at the target is expected to be heavy. There is a possibility of enemy fighters at various places but our fighter escort will be good." — The Weather Officer puts in some good words, "Weather should not be a factor today. You should have only low scattered clouds and none at medium or high altitudes. Bombing should be visual for a change." — All in all it sounds like it won't be any tougher than Leipzig or Peenemunde.

Today we'll have Flight Officer Clarence Kleppner as our Navigator and S/Sergeant Kenneth Pleasanton as our "Toggler." (He'll use a toggle switch to release our bombs when the lead B-17 drops). The rest of the crew will be our own men.

Our truck arrives at the hardstand where our B-17, B-124, is parked. This is the fifth time we've drawn B-124 and she's been good luck for us. How can we but begin to develop an affection for her? It's 0350 and still night. All is quiet so far except for the faint sound of a radio in the crew chief's tent. That's the melody we'd hear at home, Glenn Miller on the Armed Forces Network (AFN), the only typical American radio in the European Theater.

We do our pre-flight inspections, which for Doug and me includes an outside walk-around of the complete B-17 (with flashlights) and then an inside inspection where we enter the rear door and check everything we can see from the tail wheel strut on forward through each section, including the bombs hanging in their racks,



Crawford's Crew - (l to r) kneeling: T/Sgt. Lyle LeRoux, Flt. Eng.; S/Sgt. Danny Whitney, BT Gunner; S/Sgt. Jack Britt, Toggler; T/Sgt. Bill Miller, RO. Back row standing (l to r) S/Sgt. Ray Patton, WG; Lt. Bill Crawford, Pilot; Lt. Doug Kidd, Co-pilot; Lt. Benton Woodbury, Nav.; and S/Sgt. Emmett Barder, TG.

on into the flight deck where we take our seats and begin the cockpit part of the pre-flight. Doug calls aloud each item on the list he is holding such as, "Gear switch," to which I place my hand on the switch and acknowledge aloud, "Gear switch neutral." The check list requires about five minutes to complete, after which we call each position, "Bombardier, how about it?" — "Bombardier O.K." — "Navigator?" — "Navigator position O.K." — Each position answers in the affirmative and now we begin the tiresome wait until 0440 when we hope the tower will fire a green flare, the signal that this thing is still on.

Before we become too bored with the sitting my attention is attracted toward the eastern sky. The whole horizon is a brilliant red which blends progressively into orange, then lighter into pale blue, deep blue and into the night. This is the birth of a new day! I give the crew a call, "If you guys want to see a beautiful sight take a look out towards the east!" Instead of a monotonous wait maybe the Good Lord is shouting to us, "Look! My world is still beautiful!"

As we sit the panorama becomes even more brilliant with the changes to every blaze of color in the spectrum. Who could but feel

the awe and power of it all. And this marvel is occurring over the very world that in a few hours we'll be raining our destruction upon. Could someone be trying to tell us something? — But, man doesn't want to hear what he should hear or what he should stand in awe of. In just a few hours when this same spectacle is blazing in our eyes we'll be complaining about how blinding it is. Maybe we shouldn't trespass in an environment we shouldn't be in. And maybe we shouldn't be trying to kill one another. — But, let's get this thing started. We've got a job to do!

Right on time at 0440 the green flare signals that this thing is on, and the coughing and smoke from each B-17 as it comes to life becomes a general drone as we get fired up along with the other thirty-eight B-17's. When the roar of one hundred and fifty two R-1820's reverberates over the countryside the English home folks around Molesworth accept the noise knowing that the Yanks are about to get off again to pay Hitler another call and bring this war a day closer to a conclusion.

At 0450 the Group begins to move out of the hardstands. We advance the throttles to get our heavily loaded B-17 rolling and taxi far enough to identify Lieu-

tenant Tellinghuisen in D-340 that we're to follow. It's daylight now and the show in the eastern sky has diminished somewhat but it's still awe-inspiring.

We move along in the procession, brakes skreetching, and eventually ease into take-off position. The green light signals us to get moving so we ease the throttles up to take-off power. Getting 65,500 pounds of B-17 rolling is not a quick procedure and after we've used most of the long runway we've gained enough speed to gently persuade this B-17 that she really wants to fly. We delicately coax her to part company with the runway at 0516.

Climbing at 150 MPH, 300 feet per minute is a slow process. At 10,000 ft. Doug reminds the crew to go on oxygen; we're going on even before we join up today. After making sure that each crew member is O.K. we're finally approaching 16,000 ft. and one of the crew is able to identify the flares being fired by our Group leader, "There they are at 10:00 o'clock, a little high!" — "O.K. I've got 'em." When we get to 16,000 ft. we're able to cut them short and we ease into position off Lieutenant Tellinghuisen's right wing.

Over Harrington Buncher a six ship element of B-17's from Grafton-Underwood, our neighbor eight miles west, flies a collision course to our 303rd Group and passes right through our B-17's. Miraculously they avoid one another. The air is filled with descriptive haranguing between the flight leaders. That could have been a disaster before we even get started!

The Group departs on course at 0630 as a Combat Wing and we ease into our position in the bomber stream en-route to become part of the First Division. Before we reach the coast at Felix-towe this thing has become a spectacular sight, ahead of us and to the rear.

The 120 miles across the North Sea takes thirty-one minutes and during our climb to 20,000 ft. the sun is directly in our eyes again today, but we don't profane the brilliance nearly as much as we normally do.

There are many factors that add to the fatigue of a combat mission for the flight crew. Already the oxygen mask digging into the cheeks and bridge of the nose, the conscious action of the valve as you inhale and exhale, the odor of dank rubber from the condensation inside the contraption that somehow drips down your chin onto your neck and clothing to freeze

and give you the shivers, the itch inside the thing, and it's hanging on your face with the irritating rubber hose and mike cord tugging in front; the concern that the condensate might freeze and shut off the oxygen supply makes for anxiety.

But, we have encouraging news from our Navigator, Flight Officer Kleppner, when he comes on the intercom, "We'll be entering enemy territory in about ten minutes. We'd better be getting our flak vests on." Doug responds, "Let's be doing it." Some of the crew have already gotten their vests on by themselves but Doug and I need a little help which is provided by T/Sergeant LeRoux, our Flight Engineer. — These things are heavy and cumbersome. We've already got on a burdensome array including underclothing, our regular clothes, a flight suit, a lined jacket, Mae West and parachute harness, plus a leather helmet with its oxygen mask and rubber hose dangling in front.

The flak suit is a two-part front and rear vest arrangement made up of two inch square, sixteenth inch thick steel plates which overlap each other and form a semi-flexible shield covered with canvas to cover the front and back of the body. This thing can be removed quickly by a release mechanism to separate the front from the rear. Having a flak suit on is wearing a millstone strapped to the body, but when the flak becomes frightening and there's no place to conceal oneself we wouldn't trade this weight for so much gold. The thin skin of a B-17 doesn't offer any resistance to shell fragments or bullets.

Even wearing the steel flak helmet, along with the flak suit, only partially helps the circumstances. The face, the arms and hands, and legs and feet, are still naked to the dilemma. There's the saying that you're not going to go until it's your time. But, that's for an eight to five routine; not for the line of work we're in.

The Groups enter enemy territory at one of the Dutch islands south of Rotterdam at 0735. We're at 20,000 ft. and thought maybe we could sneak through a weak spot but Jerry is waiting for us and greets us with his flak bursts to remind us of worse to come.

Our route is generally southeast but we're not going to brave any of the defenses around Cologne so we skirt to the west of that area. This could have been a feint on our part; so far they're not positive of what our destination might be. We're not too far from the Rhein

River all the way to Lake Constance, near the Swiss border. On this long stretch of the flight we attempt to stay off the intercom, but when the going gets monotonous somebody usually comes on with a smart remark to cheer things up a bit. Our Radio Operator, Bill Miller, is usually the humorous one. — But, anoxia is the insidious reason for a periodic use of the intercom. A man's oxygen supply can become completely fouled up and he'll swear that he's O.K. right up to the moment he loses consciousness.

Doug is checking each position. When he gets to Danny in the ball turret, "Danny, how's it going out there?" — "O.K. in the ball. But I do like to hear you fellas talking once in a while." — When Doug gets to Em in the tail, "Em, are you lonesome back there?" — "No, I'm singing at the top of my voice." — "Thank the Lord you're way back there. We can't hear a note up here!" — "When I'm not singing I read a verse from a book of prayers that Father Skoner gave me." — "O.K. let's stay alert! Everybody!" At 0857 we begin a climb to our bombing altitude and at 0926 we're at 25,000 ft.

I've been concentrating on flying off of Tellinghuisen's wing to our left. On the intercom I hear, "Look over here, Pink. I've got it for a while." Doug is pointing to the right. Right out there, more beautiful than any picture could depict are the awe-inspiring, snow covered Swiss Alps spread all over the place. The thought registers immediately; right there is a safe haven if we need it. Doug is a great kiddier; his hand moves toward the feather buttons, "Let's just feather number three." — I don't say anything. — "Aw come on Pink, let's just feather number three." I'm positive he's joking but I come back, "Get your hand back on that throttle, Kidd." We've heard the stories of the good life over there, but we're thankful that we don't have a problem, and that Doug was just pulling another of his mischievous tricks.

At 0939 the Group begins a left turn and our Navigator, F/Officer Kleppner, gives us a call, "The Initial Point (IP) is about ten minutes away. We'd better get our flak helmets on." — "You heard the man. Let's do it." We've already got a flak suit on and now with the steel helmet, with its steel flaps to cover the ear phones, I look over at Doug and he gives me the impression of a turtle peering out from beneath the thing. But, what we're wearing isn't the whole story.

On the recommendations of the veterans we've provided unauthorized protection for ourselves. The Navigator and Bombardier have flak vests on the floor in their compartment. Doug and I have flak vests in our seats to protect "the family jewels." Danny, in the ball turret, sits on a small piece of armor plate but he has put a flak vest behind him in the ball. I'm sensitive to any extra weight in this over-loaded airplane, but these extra goodies are worth their weight in gold!

We receive a call on the VHF, "Cowboy leader to all aircraft. We're coming up on the I.P. Stack it in there tight for the bomb run and let's do a good job of it!" We look ahead to our left and there's no doubt as to where we're headed. The sky is dark with flak and right at our altitude!

At the I.P. we make a sharp left turn into this mess which is pretty accurate, and we begin our bomb run. We hear, "Bomb bay doors opening." The flak is frightening and over the VHF we hear, "Fighters are attacking some of our Groups in the vicinity." That doesn't make the bomb run seem any shorter. Finally our B-17 leaps upward as we release 5,000 pounds of bombs destined for Hitler's chemical works. "Bombs away!" Danny, in the ball turret, is the only man who can see the bombs leave the bomb bay and track them all the way down, "They're all loose and they look good! — this is quite a sight! — They're hitting right in the target area!" — "Bomb bay doors closing!"

Our Lead Group has begun a sharp diving left turn to lose 2,000 ft. before we make another sharp turn to the right to level out and take up a heading for our flight home, basically the reverse of that we had used to get here.

Coming off the target the High Group gets some of the fighters we've been hearing about over the VHF. Six ME-109's come in from seven to nine o'clock and make four attacks. Lieutenant Boyce of the 358th Squadron in C-583 is hit and his B-17 falls out of formation and goes down in a spiral. Several chutes are seen as some of the crew abandons the stricken aircraft. A single P-51 shows up and the ME's break off their attacks.

On the route back the Group encounters flak at the same places that we had seen it coming in. Our fighter escort has been very good except in the target area for us, but those boys have to cover a long string of heavies and they can't be

everywhere at once.

The Group is still at 20,000 ft. when we depart the Dutch coast at 1220 with a few parting good-bye bursts from Hitler's boys on the guns. In our let-down over the North Sea we begin to encounter clouds and the formation has to "S" to get through them. We're at 11,000 ft. near Orfordness at 1255 when we cross the English coast. The Group continues to let down through the clouds and we're over the base at Molesworth by 1325. After we mill around waiting our turn to get in it's 1334 when our wheels touch the runway again. We've been in the air 8:18 hours.

When the results are in they indicate that Lieutenant Boyce of the 358th Squadron in B-17, C-583, was lost due to enemy fighters. Nine men are missing. Two Tail Gunners were killed due to enemy flak at the target. Results of bombing the primary target are believed to be good. From six to fifteen enemy aircraft were seen with attacks being made on the High Group. Moderate to intense and accurate anti-aircraft gunfire was encountered at the target. Nine B-17's of the Lead Group (which we were part of) received flak damage, of which six were major.

How Germany can survive the relentless intensity of the air attacks that are being waged against her is difficult to comprehend. Just today our Eighth Air Force sent out more than 1,100 heavies and 731 fighters. The Fifteenth Air Force in Italy followed our attacks in the Munich area within ninety minutes by more than 400 B-17's and B-24's supported by fighters. Besides all the targets the heavies are hitting our fighters are strafing ground targets including parked aircraft, locomotives and rolling stock, road vehicles, and almost anything.

In Normandy the Germans are still able to hold our Allied invasion ground forces from breaking through their well planned fortifications. But, very soon the Allied ground armies will be on the move and they'll experience first hand the destruction which has been wrought against Germany by our air power. The whole of German occupied Europe has been made ready for the Allied armies to take, and by our air power alone.

Ed. Note: Besides the six missions in July, the 303rd bombed Munich on one other occasion and it is worth noting here because it was one of the most fiercely fought air

battles of the war. The date was 24 April 1944 and the target was Oberpfaffenhofen in the Munich area. I refer to it as the other "Big O" because in some respects it was quite similar to the Oschersleben mission which we had flown on.

Actually for us the Oberpfaffenhofen mission began at about 2300 hours on 23 April when we—Lt. Don Stoullil's crew—were alerted to fly to Grafton-Underwood as one of the two PFF crews based at Chelveston AB selected to lead the 384th BG on the following day's mission. The other crew was a 384th crew. Landing at Grafton-Underwood we had to hunt for a place to get some shut-eye before the morning briefing. I might add that as a PFF crew we were about as popular as a skunk at a lawn party. When the local crews saw us arrive they knew it was going to be a deep penetration into Germany.

At the briefing Col. Dale Smith, Commander of the 384th and one of the two air commanders for that day, decided he was going to lead the formation in his own 384th aircraft with his own crew. The PFF aircraft were going to fly as his wing men, with us on his left wing and the 384th PFF crew on his right.

Takeoff, assembly and the flight across the English Channel was uneventful. But we encountered accurate flak at the enemy coast and down went the first of the B-17s to be lost that day. It was one of the hazards of crossing the enemy coast off course. Enroute to

the target we were lulled into a false sense of security. The sky was clear. No sign of any fighter aircraft both friendly or enemy. As we neared the I.P. all Hell seemed to break loose. The Luftwaffe attacked the formation in large numbers. Being in the lead flight we caught the brunt of their wrath in "nose-on" attacks. They came barreling through our formation in waves, so close they seemed to be within spitting distance. Munich was in sight and we were introduced to some intense and accurate flak. B-17s fell in flames. Bombs were away and we pulled off the target and headed for home. But we were still in the range of their flak guns when I heard our tail-gunner Cal Turkington say "fighters at six o'clock" which was soon followed by "I'm hit." George Greene our waist gunner went back to the tail to administer first-aid to Turkington. Since our radar antenna had been shot out the Mickey Operator also became a first-aid man. Looking out the window I could see the Alps, the Blue Danube and Lake Constance. But what worried me was the liquid flowing over the wing. Over the intercom came the words, "Pilot to Navigator, we are losing fuel and I don't know if we can make it back to England. Can you give me a course for Switzerland." My reply was, "That's easy. On your left as you look out your window is Lake Constance. On the other side of that lake is Switzerland. But there are three Me-109s sitting out there.



S/Sgt Cal Turkington

They seem to be looking for stragglers attempting to make it to Switzerland." "Roger" came the reply from Don. "I guess we will try for England."

Suffice to say we made it back to England. Cal Turkington recovered from his wound but fell behind the rest of the crew in missions. (He got killed in a raid on Magdeburg in September 1944.) The First Division lost 27 aircraft. The 303rd lost three aircraft, two of them landed in Switzerland. The 384th Bomb Group which lost seven aircraft received the Presidential Unit Citation for heroic actions during the mission. Our crew which flew with the 384th in the lead flight never received authorization to also wear the Blue Ribbon. In a future newsletter I hope to do an indepth article on the 24 April 1944 mission to Oberpfaffenhofen. I assure you; it will make interesting reading. ■



Sept. 29, 1993 — Charles Grice (427th) holds a Texas flag at sub-pens at Lorient, France. Grice who was shot down on Jan. 23, 1943 on a mission to Lorient returned 50 years later accompanied by his wife to retrace his steps taken in WWII after he parachuted out of stricken aircraft. He met and renewed his friendships with members of the French Underground who assisted him until his capture by the Gestapo on a train at Tours enroute to Spain. Grice's very interesting story will appear in the next issue of the newsletter. The 303rd on its 11th mission, lost five aircraft that day out of 21 dispatched.

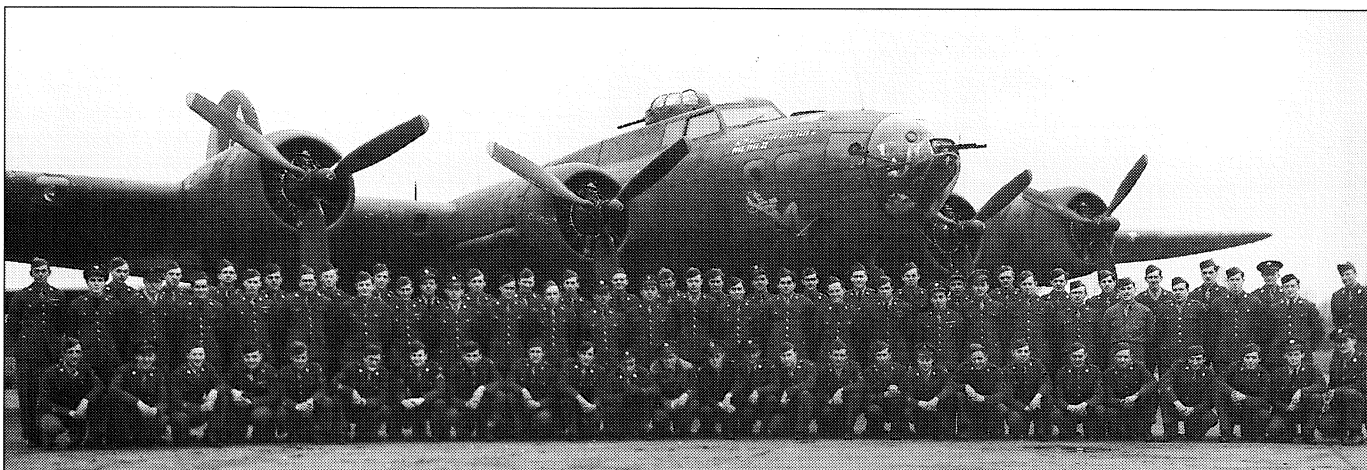
A Bender of Wrenches

Here's to the people with greasy
hands
Who fuel the planes when the
pilot lands
Who fix the canopies and stop the
leaks
Change the tires and oil the
squeaks
Who smooth the scratches and

rivet the panels
Check "loud and clear" on the
radio channels
Check wires and cables for chaf-
ing or tears
Who pull the chocks and walk the
wings
And do a million maint'nance
things

Who watch as the bird takes off
and flies
So here's a salute to those won-
derful guys
From a group of flyers who sel-
dom ponder
The ones who keep them in the
Wild Blue Yonder

Author unknown



Benders of Wrenches – 360th Engineering Section poses in front of aircraft "Iza Vailable," Feb. 5, 1944. They are: (Bottom row l to r) Bossie, O'Neil, J. Hughes, Prosser, Allison, Romanick, Ethridge, Robida, McCabe, Corley, Quinney, Cimbalis, Hayes, Smallwood, Testone, Cote, Bourque, Gradoville, L.E. Ward, R.A. Long, Kurtz, F. Anderson, Hampl and Neveux. (Middle row l to r) DeMaria, Homoleski, Whitko, Cornwell, Cleary, Blynski, Duermeyer, Quinley, Bengsten, Greene, Santora, Paolino, Mades, Anderson, Abraham, Heiliger, Scheiber, Warner, Meyer, Levandoski, Tinsley, Forrand, Varner, Maguire, Olena and Savoy. (Top row l to r) Roth, E.F. Johnson, Vanderlugt, Conklin, Easter, Buschmeyer, Brag, Thompson, L. Ward, Shottfelt, Boreen, D. Johnson, Lanam, Goodman, Moore, Joy, Deyo, Lau, Gonzales, French, Richter, Wallis, Reif, Homberger and Sims. There are 77 men in the photo. With the outfit but not in the photo were: Walder, Barrowman, Henning, Donnelly, Bill Hart, H.P. Miller, Burke, Flesak, Lund, Snyder and Torrey. Photo and l'd's provided by Ralph Walder.



Dots and dashes – 303rd Bomb Group Radio Section Personnel: (Front row l to r) Hays, Pearson, Dean, Williams, Froehlich, Silvers, Patterson, Rowsell, Dolan, Dabbs, Jones, Hansen, Hasty and Schoener. (Middle row l to r) Norella, Alixa, Kantor, Rosborough, Watson, Meakin, Franks, Christoff, Meyers, Johnson, Gray and Rosenfield. (Back row l to r) Kiser, Sperandio, Cziak, Strouse, Corrigan, Herndon, Diani, Palgut and Murray.

OLD SARGE'S SOS

Here is the recipe for that favorite meal of all veteran's . . . Creamed Beef on Toast . . . as given in the Army's Official Book dated November 1950. No. k-75. CREAMED MEAT (beef, lamb, veal or ham). Yield: 100 6 oz. servings. You may want to serve this at a special breakfast during your reunion.

Ingredients	Amount
Meat, carcass	25 pounds
or Meat, ground	17 pounds
Onions, chopped (optional), or	1 pound (1 Quart)
Onions, dehydrated	1½ ounces (12 Tbs)
Bacon or meat fat	1 pound (1 pint)
Flour, sifted	1½ pounds (quarts)
Milk, evaporated	16 14½ ounce cans
Beef stock or water (for milk)	2 gallons (8 quarts)
Salt	To taste
Pepper	¼ ounce (1 tablespoon)
Bread, toasted	100 slices

1. Cut meat into 1-inch pieces; grind
2. Cook meat in its own fat until brown, stirring frequently
3. Cook onions in bacon fat; add flour and mix thoroughly
4. Mix milk and beef stock or water; heat.
5. Add hot milk to fat and flour mixture gradually. Heat to boiling point; boil 1 minute, stirring constantly. Add salt and pepper.
6. Pour sauce over meat; simmer until meat is well done but not overcooked.
7. Serve on toast.

Note: Chopped green peppers or pimentos may be added to sauce and simmered with meat.

Gil Gilstrap of Military Reunion News sends us this recipe, jealously guarded since his days as a cook in the Marine Corps. For a romantic dinner for two, divide by 50.

Sgt. X Unveiled

I'm sending you a picture of Sgt. X. He was my guest at the National Ex-POW Convention in Knoxville, Tenn. It was his birthday and he was 68. Sgt. X flew his first mission the first week in August 1944 and his last (36) in November 1944 and returned home. I flew with 8 crews and 8 good tail gunners on 13 different aircraft. My opinion is that I never flew with a better tail gunner than Sgt. X. He was a teen age gunner that had to do a man's job in a hurry.

I feel that when they made him fly that extra mission they were nit-picking. I will always remember the young man as "Jake," that I flew 16

missions with.

Lloyd Hester
Box 416
Hennepin, OK 73046

Ed. Note: Sgt. X was the crewman on a 427th Sqdn aircraft who was held responsible for accidentally knocking over a can of urine and shorting the supercharger amplifiers causing their aircraft to abort a mission. For this he was ordered to fly an extra mission. Story was covered in "Tall Tales" in January 1993 issue of the newsletter. Like Hester, I too have wondered how many other "nit-picking" penalties were handed out.



(L to r) Sgt. X and Lloyd Hester



What's the name of this plane? Tom Struck sent this photo. (L to R) are: Joe Taylor (prop shop), Tom Struck (electric shop) and Clarence Leslein (machine shop). He bets it will be recognized by quite a few people. Is it a 303rd aircraft?

HAMPSHIRE CHRONICLE, FRIDAY, NOVEMBER 5, 1993

Alresford plaque remembers brave American pilot

A plaque to the memory of Captain Robert Cogswell of the United States 8th Air Force was unveiled last week at the Globe Inn, Alresford.

Captain Cogswell was the pilot of the B-17 "flying fortress" which came down near Alresford Pond on September 26th, 1943. It has been said that he saved Alresford, as he made sure he was not over the town when he "ditched" the aircraft.

The plaque has been erected by Iris Drinkwater, from Burnham-on-Sea. Her research into American "flying fortresses" which came down in the west of England, involved her putting appeals in various newspapers. She came across the story of the crew of *Lucky Lady* and felt that the brave pilot merited some recognition.

"LADY LUCK"

This clipping about the unveiling of a plaque to 303rd pilot Robert Cogswell was forwarded to us by Associate member Iris Drinkwater. Her account of the unveiling will appear in the next issue of the newsletter.

Captain Cogswell went on to fly B-29s in Korea, and was killed in action in 1951, but the plane's navigator, Eddie Deerfield visited Alresford some 18 months or so ago. It was just after Eddie returned to the States that Mrs Drinkwater put an appeal in the *Hampshire Chronicle* for more information.

She is, however, in touch with Eddie and has learned more about the exploits of the crew. They had been reported missing in action five times before the plane came down in Alresford. In all she has researched 15 different crews of "flying fortresses."

There are people in Alresford who remember the incident. Jimmy White was only 16 at the time, a member of the Home Guard, and he saw the plane come down and was one of the first on the scene.

He says it came down into an ash tree, and he thinks some of the parts remain embedded in it to this day. The plane shattered into a thousand parts. Captain Cogswell was the last of the crew to bale out. The rest of the crew came down between Alresford and Petersfield.

Mrs Drinkwater felt it important that some recognition of the pilot should be made on the 50th anniversary of the "saving of Alresford."

Attention Savannah Reunioners!

When registering at the 303rd Registration Desk at the Hyatt Regency, please look for this couple at the Membership Table. They will be there ahead of time and have their table set up early. You have seen Smitty's signature on your membership cards. Now meet Membership Chairman, Carlton M. Smith in person. Smitty is there to make sure our membership roster is current and accurate. His wife Phyllis will be at the table while he is attending the Board Meetings.



Phyllis and Carlton Smith

Their mission is:

1. To insure the computer has your correct address, phone number and squadron designation.
2. To collect dues and issue membership cards thereby saving us time and postage.
3. To accept donations and memorials.
4. To affix a marker on the name tags of all Super Life Members unless already done prior to registration.
5. To answer your complaints and record your suggestions.

At present one of our biggest beefs is from members complaining they haven't received a newsletter is six months. We put out four newsletters a calendar year. If you don't get a newsletter on time it is due to the fact that we don't have a valid address or your mailman or the U.S. Postal System has screwed up . . . again.

A list of more inactives → will appear in the next issue of the newsletter.

THE INACTIVE ROSTER

This roster is current as of 11 December 1993. It consists of the names of members we have not heard from in one to six years. They have been removed from the Master Roster for one of the following reasons: 1) They let their dues lapse; 2) They moved and we have no forwarding address; 3) They requested their names be deleted. It is very possible that they are deceased, but their families have not notified us.

Obviously we would like to restore them to our active Master Roster if possible so if you are in touch with any of them, please ask them to contact Membership Chairman Carlton M. Smith at 12700 Red Maple Circle #54, Sonora, CA 95370-5269; phone 209-533-4033. The dues issue may be settled by the payment of only one year – 1994. Back dues are not accumulative.

As you scan the list, remember that the addresses are the last known, but may not be current. Those names with a dot (•) in the Unit Column are Associate Members.

Name	Street Address	City, State	Zip	Plus	Telephone	Unit
Addison, Bill J.	POB 698	Lynchburg, VA	24505		804-846-6655	360
Akers, Robert O	1901 Rock Creek Drive	Grand Prairie, TX	75050		214-641-7796	359
Albright, Richard M.	5218 Messina	Lakeland, FL	33813	25434	813-646-3038	360
Aldous, George C.	1630 Fairway Dr.	Cookeville, TN	38501	2024	615-537-9917	358
Altizer, Robert C.	3323 West State	Eagle, ID	83616		208-939-6112	359
Anderson, Donald W.	Box 176	Dripping Springs, TX	78620		210-858-7255	427
Andreason, Joseph G.	201 East A Street	Shoshone, ID	83352		208-886-2543	360
Armstrong, Henry L. II	675 Brinton's Bridge Rd.	Westchester, PA	19382			
Austin, Charles A.	26 James Street	Westwood, NJ	07675		201-664-7506	360
Bachman, Clifford D.	5308 S. Theresa	Denison, TX	75020		214-465-6381	360
Backiel, Stanley J.	3075 Wilson Avenue	Wantage, NY	11793		516-221-1329	358
Balcomb, Clayton S.	114 W. 3rd Ave.	Escondido, CA	92025	4107	209-781-1121	360
Barder, Emmett R.	RR 1, Box 305	Browerville, MN	56438	9801		360
Barr, Gordon E.	642 Webster Street	Needham, MA	02192		617-444-6171	359
Barrat, Robert E.	308 South Queen Street	Martinsburg, WV	25443		304/263-4315	•
Bason, William A.	Box 10607	Raleigh, NC	27605	0607	919-828-1670	427
Beal, Donald L.	1222 S. Barranca Avenue, #C	Glendora, CA	91740	4984		427
Beane, Leo	SR2, Box230	Tionesta, PA	16353			360
Beck, Harold P.	POB 312	Anna, IL	62906		618-833-6529	358
Biggins, Michael J.	4678 Merrill Ave.	Riverside, CA	92506		714-683-4678	427
Belcher, Marshall L.	400 Dallas St.	Nocona, TX	76255		817-825-6565	360
Bever, Lloyd B.	333 E. 61st St.	Lanob Beach, CA	90805		310-422-7725	427
Black, Leslie K.	POB 39	Ft. Cobb, OK	73038	0039	405-637-2224	427
Black, Robert E.	8620 N. 65th Ave., Apt. 109	Glendale, AZ	85302		602-842-5359	360
Bohle, Loren W.P.	6527 Amposta Drive	El Paso, TX	79912		915-584-5996	358
Bowman, John H.	1610 Pennsbury CT.	Wheeling, IL	60090		-394-1332	359
Brackey, Carroll H.	605 S. Washington St.	Lake Hills, IA	50450	1728	515-592-2301	427
Brown, Elmer L. Jr.	3501 Daffodil Avenue	Corona Del Mar, CA	92625	1600	714-721-6705	427
Brownlee, Leon W.	546 Primrose Cove	Memphis, TN	38117		901-685-0282	358
Buchanan, Paul A.	P O Box 72	Piedmont, AL	36272	9998	205-447-2355	360
Buie, Neil C.	6307 Robinhood LN	Merriam, KS	66203		913-432-9017	358
Burkey, Paul E.	132 N. 5th Street, Apt. 2R	Reading, PA	19601			HDQ
Butcher, Robert C.						359
Butler, Thelbert W.	1165 Park Ave.	Port Hueneme, CA	93041	2557	805-486-2139	359
Caffrey, Jim						360
Canning, Bruce R.	8318 Elmont Avenue, #36	Pico Rivera, CA	90660		928-0941	•
Cantor, Milton	2733 Taunton Street	Philadelphia, PA	19152	1506		359
Caplinger, Auston	2900 Myers St.	Oroville, CA	95965	1506	916-589-0288	427
Carocari, Roger P.	13 Dunbar Rd.	Quaker Hill, CT	06375		203-442-7606	359
Cascio, Philip Sr.	1834 Lake Manor Drive	Greenville, MS	38701	7441	601-332-8418	358
Ciglar, Joseph	POB 8152	Orange, CA	92644	8152		358
Clark, Byron F	7616 Fallwind CT.	Powell, TN	37849	3523		359
Clark, Jay R.	3453 G RD	Clifton, Co	81520		303-464-7267	427
Cole, Edgar W.	P O Box 536	Shelton, WA	98584	0536	206-426-4356	360
Conklin, James M.	25 Edgewater Square	Lakewood, OH	44107	1808	216-483-3236	360
Contos, Spiros Peter	POB 974	Lake Placid, FL	33852		813-465-0736	358
Cottle, Clyde J. Jr	Rt. 1 Box 196	Turkey, NC	28393		919-533-3261	427
Cowan, Roland M.	2651 El Camino Dr.	Turlock, CA	95380		209-632-4291	HDQ
Cox, James D.	P O Box 4488	Bisbee, AZ	85603		602-432-5327	HDQ
D'Angeli, Roy P.	10 Bonito Drive	Framingham, MA	01701		617	360
Danford, E J	POB 487	El Dorado, TX	76936		915-853-2266	359
Daum, Maurice C	214 Carlton St	Nixa, MO	65714	9246	312-520-0955	358
Dawson, Frank A.	215 W. 5th Street	East Liverpool, OH	43920		216-385-1010	•
De Sousa, John	PO Box 177, 748 Fairmont Rd.	Riegelsville, PA	18077	0177	215-749-2346	359
Decker, Peter G.	166 Hanover Street, Suite 301	Wilkes-Barre, PA	18702	3545		

Bombardiers History Book is now available from Bombardiers, Inc., 500 Jackson Street, # 1407, Daphne, AL 36526-7029. It is probably the most comprehensive history of the "bomb-aimers" profession yet written. Cost is \$54.95 (\$49.95 plus \$5.00 for shipping and handling!).

Bombardiers, Inc. moves Reunion to Alabama. The IXth annual reunion of Bombardiers, Inc. has been changed to a new date and place: 27 Feb.-4 March 1994 on shores of Mobile Bay. Contact Ned Humphreys, 500 Jackson St., Apt #1407, Daphne, AL 36526-7029, Tel: 205/626-3920.

The **AIR FORCE GUNNERS ASSOCIATION** are looking for new members. If you are not familiar with AFGA, the group is made up of Enlisted Aerial Gunners that flew on Light, Medium or Heavy Bombers from WW II through and including those who flew on B-52s in the Persian Gulf.

For more information contact: Jay E. Ingle, Membership Chairman, 35469 Colossians Way, Shingletown, CA 96088 or call **(916) 474-1632**

FROM THE MEMBERSHIP CHAIRMAN

In case you have forgotten, your 1994 DUES ARE DUE. I have received about 30% of the Regular Members and about 10% of our Associates as of the first of the year. Remember that 1 May 1994 is the cutoff date. At that time I must transfer all non-paid members to the Inactive List and that means the Newsletter and all correspondence stops. We don't want to do that to even one name so please get those dues in ASAP.

If you are not sure whether you have paid or not OR if you are supposed to pay, check your mailing label on this Newsletter. If the line above your name includes an "LM", "SLM" or a "4" (followed by a * or #) your dues are paid up. Widows do not pay dues at any time. If the line above your name includes a "3" (followed by a * or X), your 1994 dues have not been paid as of 1 January 1994.

Remember too if you have turned 78, your Life Membership is free. Please notify me of your age if this pertains to you since I have no records of any birth dates.

You must have noticed the long lists of donations in the past few Newsletters. Many of them were designated for the Membership Directory. Over \$1600 have been received to date and the Association thanks you for your generous support.

I purposely do not note the amount of the donations received because all are appreciated whether they are a stamp or \$100. However, when a member is so generous and thinks so highly of our fallen comrades to donate a sizable memorial I think he should be specially recognized. We have had two such contributions in recent months. First, the "C.O.," Kermit Stevens, is still showing the way and setting an example for us with his \$500 Memorial to Our Deceased Comrades. The second was a \$1000 memorial from Jack W. Watson. The uniqueness of Jack's donation is that two weeks after receiving it, I learned of his death due to cancer. He must have anticipated his passing and wanted to remember his comrades before it occurred. Letters of thanks and appreciation were sent to both of these donors by President Bill McLeod.

You may be missing some of our members. They were inactive at the time the Membership Directory was published, but recently renewed their membership. As a result they were caught in the middle - neither in the Directory nor in the Inactive list published in this issue of the Newsletter. The following members in good standing should be added to your copy of the Directory:

1600 William J. Cotter, 7334 Greenbriar Rd., N. Syracuse, NY 13212 (358)
 1164 William F. Dohn, 5913 St. Gallen Ave. So., Mobile, AL 36608 (427)
 552 H.M. Driver, 314 Pine St., Barnesville, GA 30204 (360) 10*2
 1042 Chester L. Green, 5137 Brazo, Laguna Hills, CA 92653-1811 (359)
 666 Melvin Howell, Rt 1, Box 16C, Burrton, K5 67020 (427)
 1752 Hubert E. "Goon" Miller, 6817 Kirk Dr., Ft. Worth, TX 76116-8006 (358)
 L787 William F. Miller, 1802 S. Sunburst Pl., Tucson, AZ 85748 (Sqdn ?)
 L1142 Jack Roller, 33 Oxford Ct., Petaluma, CA 94952 (359)
 L725 Ralph R. Strohsack, 41631 N. Ridge Rd. E., Elyria, OH 44035 (427)
 L1357 Richard J. Tracy, 720 Wellington, Elk Grove Village, IL 60007 (358)
 1402 Donald S. Webster, 3 Wisteria Dr., Ormond Beach, FL 32176 (427)

Please get your dues in so we can have 100% to announce at the General Membership Meeting at Savannah. The lists below are as of 1 January 1994:

NEW MEMBERS

1806 William Wagner, 2028 Grinnalds Ave., Baltimore, MD 21230 (358)
 L1807 John C. Griggs, 488 D St., Lincoln, CA 95648 (427)
 1808 Harvey M. Salk, 886 Halifax Dr., Warwick, RI 02886 (359)
 L1809 Joseph F. Benning, Jr., 825 Fay Ct., Point Pleasant, NJ 08742-4519 (427)
 1810 Edward H. Macaulay, 249 Bleecker St., New York, NY 10014 (Sqdn.?)
 L1811 Albert Miller, 130 N. Valley Brook Rd., Cherry Hill, NJ 08034 (358)
 L1812 James M. Walling, P.O.Box 636, Pahoa, HI 96778 (358)
 L1813 Ivin R. Monnig, 511 Lefevre St., Salisbury, MO 65281 (427)
 A-217 Brian W. Smith, 11947 Stanbaugh Ln, Manassas, VA 22110
 L1814 Joseph Potts, Jr., 214 Grouse Lane, Radnor, PA 19087 (Sqdn?)
 A-218 Mark Gravrock, 707 Wildwood Blvd., Issaquah, WA 98027
 A-219 David E. Stone, 4950 N Cloyce Ct., N. Richland Hills, TX 76180

1815 Frederick Gano, P O Box 86, Jerome, ID 83338 (427)
 1816 William O. Murphy, 6195-1 Ticonderoga Dr., South Lyon, MI 48178 (427)
 1817 Edward L. Griswold, Box 155, New Athens, OH 43981-0155 (Sqdn ?)
 1818 Gordon E. Bale, 1119 Refish, Bayou Vista, TX 77563 (359)
 1819 Banner McMahan, Rt 1. Yoopon Estates, Bonifay, FL 32425 (427)
 L1820 M.C.Compton, 11219 Sageburrow, Houston, TX 77089-4401 (358)
 L1821 Glenn V. Hudson, P O Box 8301, Longview, TX 75607-830 (359)

UPGRADE TO LIFE OR SUPER LIFE MEMBERSHIP

L1598 Robert E. Abbott (427)
 S1205 Gerald R. Gampbell (427)
 S1579 Charles F. Coe (358)
 L1293 Everett E. Culp (358)
 L1274 Dyle K. Davidson (360)
 S413 Richard L. Dawes (427)
 L1122 W. James Flanders (427)
 S1655 Peter J. Fleck (358)
 S1424 Alan E. Frey (360)
 L1479 William H. Gast (358)
 L888 Dwight W. Gonser (359)
 L387 Roy D. Harvey (360)
 L1705 Francis G. Hinds (358)
 S1668 William L. Hoots (358)
 L599 Kenneth W. Jencks (360)
 L610 Frank E. Kulesa (3hO)
 S553 William E. Lewis (427)
 L1574 Edmond A. Maggia (359)
 L1410 Lewis A. Marech (444)
 L230 Theodore D. McDevitt (360)
 S1249 Martin J. McGuire (360)
 L1723 W. "Mac" Mikulski (359)
 L998 Merlin D. Miller (427)
 L787 William F. Miller (Sqdn ?)
 L1756 Melvin R. Minick (358)
 L558 Merle S. Mullendore (358)
 S316 James W. O'Leary, Sr (427)
 L1511 Paul Pesetsky (360)
 L1661 Paul C. Robillard (Sqdn ?)
 L1142 Jack Roller (359)
 L116 Elliotte W. Sherrill (359)
 S1487 Grafton N. Smith (427)
 S286 Robert J. Sorenson (360)
 L725 Ralph R. Strohsack (427)
 L903 Earl N. Thomas (360)
 L1357 Richard J. Tracy (358)
 L548 Robert E. Wade (360)
 L446 Arnold Wedlund (427)

DONATIONS/MEMORIALS

L1530 James E. Aberdeen (358)
 L063 David H. Arnott (427)
 L302 Ed Assenheimer (359)
 1732 Roger D. Ayers (427)
 252 Kurt Bachert (359)
 L1795 Clayton R. Baqwell (358)
 L1113 Peter C. Bandy (359)
 S1379 Edwin B. Barry (1114) — Two
 L796 Roger K. Bates (359) - Two
 S740 Frederick E. Barnes (359)
 L1804 Herb Bauer (360)
 L1203 William M. Beasley (359)
 L614 Walter D. Beckwith (358)
 L487 Joel A. Berly, Jr (360)
 1318 Irving Birken (360) - Memorial
 L1079 M.D. Blackburn (359)
 L175 Eugene C. Blum (358) — Two

- S1590 Gilbert C. Borges (359)
 L1488 Ralph C. Brehl, Jr (427)
 L054 Robert P. Brud (360)
 S894 John C. Buschmeyer (360)
 L1702 Raymond W. Cassell (?)
 L407 Anthony J. Cecchini (360)
 L1564 Milbury C. Charlton (427)
 S122 Orlyn D. Chunat (358)
 1709 Seymour Cohen (359)
 1419 Charles L. Coons (360)
 L1008 Ted Couch (360)
 L659 John A. Coyne (360)
 A-173 Leone Best Deckard - Two including
 a contribution to the
 Elsenberg, Germany Memorial
 417 Vincent A. DeLiso (427)
 L1271 Charles R. Doback, Sr (358)—Memorial to Donald DeCamp
 L1434 Gordon C. Doctor (360)
 S015 Lee E. Dolan, Jr (358)
 L436 James F. Donnelly (427)
 S993 Carl DuBose, Jr (427)
 L1534 Jack W. Eady (359)
 L314 Kenneth C. Edwards (359)
 S561 Philip D. Eisenwinter (427)
 1581 Walter J. Ferrari (427)
 1566 Marion F. Fitko (360)
 L1284 Kenneth P. Fitzsimmons (359)
 L1122 W. James Flanders (427)
 L443 C. Eugene Flick (863)
 L671 J.W. Fredericks (360)
 S337 Joseph T. Freedman (444)
 L669 Harold Froehlich (359)
 S665 Lawrence E. Furey (427)
 1104 Edward W. Gardner, Jr (427)
 1095 Billy A. Gaumer, Sr (359)
 S639 Harry D. Gobrecht (358)—Two
 892 Lloyd E. Goff (360)
 1659 Louis Grandwilliams (359)
 L1141 Howard Gravrock (360)
 1766 Richard D. Green (358)
 L1807 John C. Griggs (427)
 L911 Joseph C. Guerrieri (358)
 847 O.R. Gustafson (358)
 S425 Maurice G. Hackler (360)—Memorial
 1354 Norman D. Hammel (360)
 124 Robert A. Hand, Sr (360)
 1124 Robert J. Hannan (360)—Two
 621 Robert B. Heiliger (360)
 S1213 Paul Henderson (360)
 L1352 Charles L. Herman (427)
 L1467 Lloyd D. Hester (427)
 L1495 Herman H. Hetzel (427)—Memorial to Harry Dunnica
 1782 Basil D. Hight, Jr. (360)
 L1624 Robert E. Hoke (359)
 S863 Warren Hubley (360)
 S1005 Robert L.R. Huck (358)
 1549 James W. Hughes (360)
 S820 Robert E. Hurdle (359)
 L030 Harry F. Jenkins (359)
 S152 John I. Jenkins (427)
 746 Jack W. Johnson (358)
 L792 Donald M. Johnston (360)
 1474 John V. Jones (358)
 L982 James D. Kelley (427)
 L111 Beryl Kindred (358)
 S580 Bud Klint (427)
 257 Russell A. Knudson (360)
 L564 William Kreutz (444)
 S829 Robert W. Krohn (427)
 L1280 Wayne E. Krouskup (358)
 L921 Edwin G. Lamme (427)
 L238 Leo E. Laverty (427)
 Widow Mrs Elizabeth Lehmann
 553 William E. Lewis (427) Two
 Widow Mrs Loveaghn Long - Memorial To Paul H. Long
 L583 Arthur Lorentz (359)
 1787 George Mabary (359)
 L729 Malcolm J. Maqld (358)
 L1440 Arthur A. Marozas (427)
 L1415 David R. Matthews (358)
 S032 Walter J. Mayer (358)
 1545 Tom Mays (358)
 L630 R. S. McCall (Sqdn ?)
 L230 Theodore D. McDevitt (360)
 L1678 Tom McGiffin (360)
 A-149 Michael A. Meister—Memorial to Jack W. Watson
 1723 Wellington, Mikulski (359)
 S681 Campbell Miller (358)
 L875 Thomas F. Miller (358)
 764 John Mills (358)
 L1813 Alvin R. Monnig (427)
 L647 Arnold Moselle (360)
 1816 William O. Murphy (427)
 1717 Harold E. Nelson (358)
 L1582 Henry P. Nichlas (360)
 L1664 Walter T. Niemann (444)
 S316 James O'Leary, Sr (427) — Two including Memorial to Joseph
 Czerwonka
 1078 Maurice J. Paulk (444)
 S1046 George D. Pearson (360)
 1012 Angelo Petix (358)
 Widow Mrs Lavinia Proper
 1267 Leonard Ratermann (359)
 S676 Robert L. Redmond (2012)
 716 George K. Richter (427)
 A-122 Harold J. Rocketto—Two including Memorial to Jack W. Watson
 S1015 William J. Roche (360)
 A-124 Alan R. Roqala
 Widow Mrs Louisa Romiq
 1657 Anthony J. Sacco (359)
 L570 Coleman Sanders (359)—Two
 S645 Milo R. Schultz (360)
 1110 Dale E. Schneider (360)
 L784 Robert H. Scott (359)
 S275 Russell D. Seaton (359)
 L1785 Claude w. Sherwin (358)
 S1147 Carlton M. Smith (HQD)
 S320 Donald R. Smith (427)—Two
 S265 Samuel W. Smith (360)
 L831 William H. Smith (360)
 1632 Richard N. Snyder (360)
 L213 Sheldon A. Stafford (358)
 1783 Robert Stauffer (359)
 L1240 Clifford Steinberg (427)
 Widow Mrs Margaret Steinmetz—Memorial to Harry Steinmetz
 S144 Kermit D. Stevens (HDQ)—Memorial to our Deceased Comrades
 606 Donald L. Stoberl (427)
 S890 Vernon Stone (427)
 1623 Thomas H. Struck (444)
 L422 Walter C. Swanson (360)
 L1592 Warren Tashian (360)
 S530 James B. Taylor (358)—Two
 L1517 Gilbert P. Travis (444)
 L155 William L. Travis (41)
 Widow Mrs Joanna Tressler
 A-195 Russ Tyson
 L1449 Sheldon Van Duzer (HDQ)
 L1226 Michael A. Varqas (427)
 Widow Mrs Phvlis Vastine—Memorial to Robert Vastine
 L1131 Joe P. Vogel (427)
 1746 Clarence V. Walenta (360)
 L1779 Raymon G. Walker (Sqdn ?)
 S191 Jack W. Watson (358)—Memorial to our Deceased Comrades
 1774 Otis M. White (359)
 1685 Paul J. Winkleman (427)
 1790 Michael L. Zarelli (358)

L1/20 John C. Zerr (358)
L330 William M. Zieqenfus (325)

ADDRESS CHANGES

L1203 William M. Beasley, ZIP: 32159. Phone: 904-753-8500
L059 Charles J. Bonn, 974-B Southern Hills Dr., Richmond, KY 40475-3410
009 Norwood D. Borrer, 9100 Hwy 7BW, Okeechobee, FL 34974
Widow Elaine Godwin, 13594 Hwy 8 Bus #7, Lakeside, CA 92040
L247 Fletcher Helton, 2820 County Road L, Emporia, KS 66801-7906
1301 James P. Johnson, 6700 Hereford Ln., McAlester, OK 74501
Widow Frances Kasik, 4908 Purcell Dr. NE, Albuquerque, NM, Phone: 505-299-2368
1656 Tom Keese, 3767 Forest Ln., Suite 116-140, Dallas, TX 75224-7100
L1481 Charles W. Latta, 3121 Hopkins Rd., Bahama, NC 27503
Widow Murdee Lesh, Phone: 208-772-1995
Widow Gloria Litman, Phone: 214-739-8825
1755 Roy P. Malone, 149 Hall St., Spartanburg, SC 29302-1523
S486 Vernon W. Morton, 103 McKnight Cir., C505, Pittsburgh, PA 15237
1539 Stephen H. Mudge, 1840 Meadowlark, Kimball, MI 48074 (May thru Oct)
1307 Jack W. O'Neil, Villa #3, 5101 North AIA, Vero Beach, FL, 32963
S295 Gerald Palmer, 3581 Arlington Dr. #B-2, Rotonda West, FL 33947, Phone: 813-697-4453—15 Nov to 1 May
Widow Mrs Glenna Prussman, 200 So. Riverside Dr., Apt 401, New Smyrna Beach, FL 32168
A-158 James D. Taylor, 9128 Tuxford Ct., Elk Grove, CA 95624
L1357 Richard J. Tracy, 223 Como Dr., Venice, FL 34292—Nov thru Apr
L1357 Richard J. Tracy, 720 Wellington, Elk Grove Village, IL 60007—May thru Oct

IN MEMORIAM

William R. Flesh (427)
Paul H. Long (360)—26 August 1993
David Matthews (358)—25 November 1993
Bernard McNamara—17 July 1993
Robert Moreman (359)—7 March 1993
Sidney Ware Newby (427)—25 June 1993
Charles A. Patterson (360)—23 October 1993
Casey, Piatek (359)—10 July 1992
George M. Proper (427)—9 July 1993
Eugene A. Romig (359) — 17 October 1992
Fred E. Schieber, Sr (360)—15 June 1992
Elmer J. Schmidt (427)—19 July 1993
Harrv G. Steinmetz (358)—18 November 1993
Felix M. Turnipseed, Jr (358)—1991
Jack W. Watson (358)—25 November 1993
Ralph W. Hayes (360) —17 May 1993
Grover C. Henderson, Jr. (427)—24 November 1993
Russell Seaton (359)—January 1994
John Tulloss (359)—January 1994
Earl A Steele (358)—May 1993
Reinaldo Saiz (360)—January 1994

303rd Bomb Group (H) Association, Inc.

c/o Hal Susskind
2602 Deerfoot Trail
Austin, Texas 78704

Dear 303rd Member:

The Reunion Committee under the Chairmanship of Jim Taylor assisted by our "Georgia Gentlemen" Malcolm Magid and Ben Smith have arranged a great program for all in Savannah, Georgia, the birthplace of The Mighty Eighth.

This will be our **11th stateside reunion**. For some it will be their 11th, for others a first time experience in reuniting with your friends from the past, all members of the "Hell's Angels" Bomb Group.

The Reunion begins with a get acquainted reception on Tuesday evening in our famous "Hospitality Room." Wednesday and Thursday tours introduce us to Historical Savannah. (Plenty of time throughout the Reunion remains for optional tours). Plan on attending our "Welcome Reception" hosted by the Hyatt Regency, our inn-keepers for the reunion. Entertainment will introduce you to the "Hospitality South."

We will paddleboat to "Old Fort Jackson" for Mess and Muster along with our Memorial Service, only this time the Rifle Salute will be performed with Civil War Muskets.

The activities list goes on and on to ensure your enjoyment. The dates are March 29-April 3, 1994, for joining again with your friends from Station 107, Molesworth.

We promise a memorable and entertaining Reunion, one of our best ever.

Count on being there for "Spring-in-Savannah!"

Respectfully,

William S. McLeod Jr., President
303rd Bomb Group Association

Savannah Reunion Book

We will have a professional photographer at the reunion on Friday, April 1, and Saturday, April 2, to "shoot" portraits of all reunion members.

If we shoot 300 we get a 48 page book; 400 gets a 64 page book; 500 gets an 80 page book and 600 will be a 96 page book. It is vital that everyone poses for a portrait. Proofs will be mailed to you so you can select your choice. Additional prints may be ordered if you wish.

There is no cost to the 303rd BGA for any of the above.

In addition to the professional portraits, candid shots will be taken at all events to include everybody at the reunion.

We hope to eclipse the "Boise Book" which was 36 pages, 224 portraits plus 160 candid shots.

For your personal copy of the *Savannah 1994 Reunion Book* please send your check to:

Coleman Sanders
146 S.W. 53rd Ter.
Cape Coral, FL 33914

----- detach here -----

Savannah Reunion Book

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