

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

AUGUST 1994

Aiding Airmen

L'Orient Citizens Risked Lives



Francis Moal and Charles Grice greet each other again at the spot in the road where Moal first picked up Grice in the evening of Jan. 23, 1943 and took him to his home where he hid him for several days.

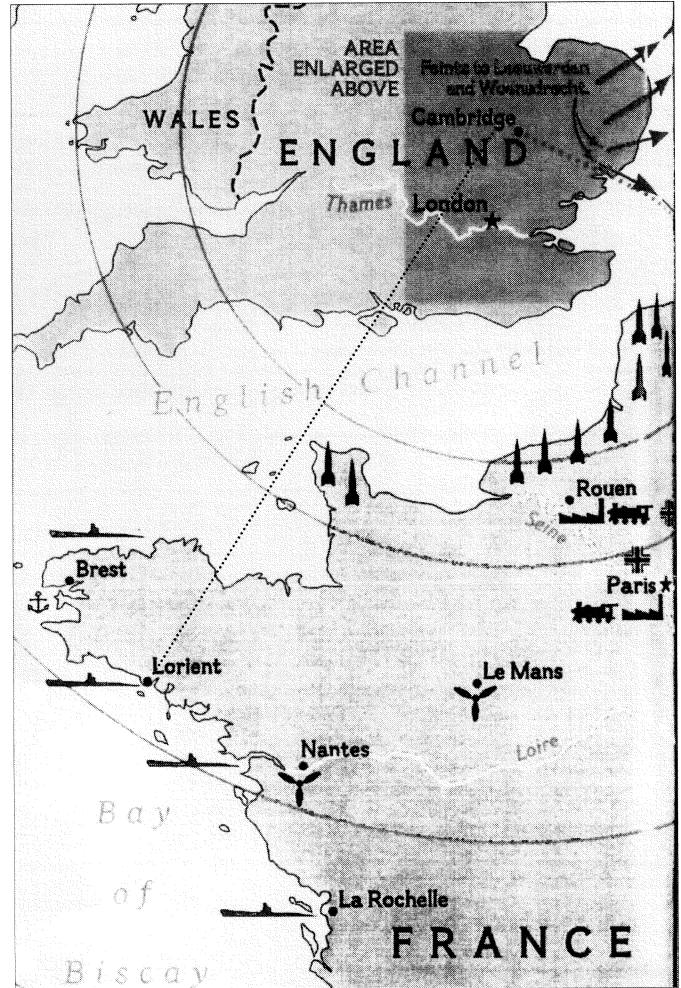
Compiled by Hal Susskind

During World War II, many brave people in occupied countries risked their lives helping Allied airmen escape capture by the enemy. A prime example of the courage of the inhabitants of France's Brittany coast is the story of Lt. Harry Robey's 303rd Bomb Group crew which departed Molesworth Air Base in England to bomb the sub pens at L' Orient in the early days of the air war.

This amazing tale of valor and daring is contained in a manuscript entitled, "The Case of the Aviators of 23 January 1943 and its Consequences," authored by French writer S. Le Duff. Written in French, it was translated into English by Mrs. Zita Hosmer, the wife of the

Superintendent of the Air Force Academy, Lt. Gen. Bradley C. Hosmer.

The town of L' Orient suffered from the Allied bombardment, both English and American, during January of 1943, and not all the planes which took part in these raids made it back to England; for many bombers fell victim to flak or to German pursuit planes, either during the bombardment or the return trip. Certain bombers hit by flak, then had a great deal of difficulty keeping in their formation and making it back to their home base, thus constituting easy prey for enemy pursuit planes. This is exactly what happened to the "Fortress" on 23 January 1943, in



the skies over Le Cloître.

According to the words of two eye witnesses, "It was afternoon, approximately 1300, and we had finished eating. We then heard the roar of the engines of large airplanes, and we saw the entire sky of Le Cloître filled with a formation of Flying Fortresses. There were a good 50 and it was very impressive. They were flying North towards their base in the South of England. At one point, the last plane was attacked by two German pursuit planes. The big plane immediately left its formation and attempted to return fire with its machine guns. Unfortunately, it was heavier and not as maneuverable as the two "mosquitoes." Finally

after five minutes of combat, it was fatally hit. We saw a large plume of black smoke escape from the bomber and several white corolla's open in the sky; it was the crew of the airplane bailing out."

Every B-17 had a crew of six to ten men, and the one which was attacked in the sky over Le Cloître had a crew of nine men aboard. One of them Roy Moser, was killed while airborne in the fight between his plane and the German pursuit planes. As soon as the Fortress was hit, co-pilot Lt. M.L. MacDermott, gave the order to bail out. He and his pilot, Lt Harry Robey, jumped last. Robey, before jumping, put his plane on automatic

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"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 in 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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FROM THE PRESIDENT

On July 1, 1994 there was a "Start of Construction" Ceremony held at the Heritage Center site in Savannah. Betty and I were proud to attend along with 500 other participants; Heritage Center Staff, County and City officials, Military representatives and 8th AF members. This event coincided with the Southeast State Chapters of the 8th AF Historical Society meeting at the Radisson Hotel. Our Association, as was appropriate, was well represented on the official program. Our Chaplain, Everett Dasher, gave the invocation; Ben Smith, former President of the 8th AF Historical Society, was on the speaker's platform; and Lew Lyle's presentation was in support of the Mighty Eighth Air Force's accomplishments and the need to preserve our heritage. Lew in his flying suit, "The uniform I'm most comfortable in," mounted and operated a bulldozer to move the first soil to symbolize that the construction of the Center is underway. All of us should feel proud about being the leading Air Force Association supporting the Heritage Center.

Planning is proceeding on the ceremony to name Building 100 the 303rd Bomb Group (H) "Might in Flight" building at RAF Molesworth. The ceremony has been set for August 15, 1944. The Joint Analysis Center (JAC) staff is planning a full day in recognizing all who served at Molesworth between 1942-45. Betty and I plan to attend along with Harry Gobrecht and son Thomas, Carlton Smith, Virginia and Quentin Hargrove and Iris and Malcolm Magid. The JAC has commissioned English artist Keith Hill to do two paintings in honor of

the occasion. The first will show four 303rd BG B-17s representing each of the squadrons in formation. The four planes chosen were: "The Hunting Club," representing the 358th; "Special Delivery," represents the 359th; "My Yorkshire Dream," carries the colors of the 427th and "Bow-ur-Neck-Stevens" is the 360th entry. Prints will be available at the dedication and available for members of the Association at a later date. Mr. Hill is also working on a painting of "Hell's Angels" being serviced on the ground at Molesworth. Prints of this painting will be available at a later date. Further details of the dedication ceremony and information on procuring the paintings will be carried in the next issue of the newsletter.

The Board has approved the assignment of PX responsibilities to the Associate members. Their Representative, Charles Sykes, will head up the project under the direction of Treasurer, Bill Roche. Bill and Charles met recently in Arizona to develop operating and financial procedures. This is a very important move for our Association. The Board felt that it was time to move ahead with more active involvement by our younger members.

Carlton Smith reports a healthy increase in membership since the first of the year.

Harry Gobrecht, author of "Might in Flight" recently returned a check to the Treasurer in the amount of \$11,000. Harry predicts a net of \$9,000 from this quality history of the Group. Great work Harry. You deserve the resounding ovation you received at the Annual Meeting.

COMMITTEE CHAIRMEN, APPOINTMENTS

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Rev. Charles G. Rice, Jr., Road 2, Box 18, Greenville, NY 12083

Rom. Catholic: Bishop Rene H. Gracida, 4126 Ocean Dr., Corpus Christi, TX 78411

Hell's Angels Forum

Your Chance to Sound Off!

News from England

Thank you for your letter. We held off writing back straight away so that we could send you a report and photos of the annual Memorial Day ceremony at Madingley, held on June 4th.

The service this year was a special one, and was held as near to the 6th June as possible, to coincide with the big "D-Day" commemorations being held around this time. President Bill Clinton and our Prime Minister John Major laid wreaths, alongside the other hundred or more wreaths representing the various groups of American airmen, soldiers and sailors that were buried at Madingley, or whose names are on the wall of the missing. As on previous occasions, I was honored to lay the wreath on behalf of the 303rd Bomb Group Association. Col. Glen Shaffer laid a wreath remembering the 303rd Bomb Group, on behalf of the Joint Analysis Center.

Addresses were made by John Major and Bill Clinton, and there were also remarks by Lloyd Bentsen, along with an appearance and speech by Walter Cronkite.

After the laying of the floral decorations, there was a firing of volleys and the raising of the flags, with a fly-by of the 492nd Fighter Squadron of the 48th Fighter Wing from RAF Lakenheath, in the missing man formation. At the end of the ceremony there was a fly past by our B-17 "Sally B" escorted by a Spitfire and a Mustang. The formation was so low over the assembled guests that you could see the rivets on the bottom of the B-17!!

The weather for the occasion was rather cold and drizzly, but the rain storm held off until the end of the service. There were at least two veterans of the 303rd present at the service (that we knew about). They were Malcolm Magid, with his wife Iris of Atlanta, and also Kenneth Clarke along with his wife Barbara, from Houston, Texas.

Robin Beeby
U.K. Liaison
40 St. Catharine's Road
Kettering, Northants
NN15 5EN, England

Just Returned

Barbara and I just returned (9 June) from two months in England and what a trip. I flew so often in 1944 (32 missions in 67 calendar days) that I really didn't get to see much of England except London on

about three two day passes. I'm in the process of retiring and thought I should celebrate that along with my 50th anniversary of D-Day (2 missions).

First of all, salutations and thanks to George and Jeanne Beaumont of Brington who helped make it feasible to stay so long. Jeanne found us a gate-house cottage (her niece's) to rent and George rented his car to us. I'm now an accomplished driver in England. I introduced them to Robin Beeby and I'm sure they will be willing helpers should Robin ever need help. Jeanne's father had the hay cutting rights on Polebrook Air Base during the War and so she spent much time on the base helping her father. She speaks very highly of Americans and lost several friends to the War but always maintains high spirits. George, a Scotsman, likes us, too, but is not as out-spoken about it. Oh yes, Jeanne took pictures of your buses at Brington Church last year and sent them to me.

Our cottage was in Tansor, near Oundle, and about ten miles from Brington and Molesworth.

A second highlight was going on—the Joint Analysis Center Base at RAF Molesworth. They gave me an Honor Guard with Col. Glen Shaffer standing at the far end to shake my hand while bag-pipe music played softly and the Guard saluted. I had tears in my eyes by the time I reached him. Brian McGuire, a veteran, but civilian American employee kept us under wing but he was quick to emphasize that Col. Shaffer insists on giving veterans the Royal treatment. It was nothing less. They showed me the "Board" room and the buildings named for Vosler and Mathis as well as the one to be named after the 303rd. While in the board room I happened to mention that my first mission was May 11 to Saarbrücken without realizing that my visit day was May 11, 1994. Brian said "What?". I repeated and he said "Come with me." We walked back to the front door and right beside the door is a computer that prints out the mission date flown fifty years ago. They do that every day as a reminder. You have mentioned some of these things but experiencing it is something else. I signed the same citation sheaf many of you signed last year. They spent four hours with us showing everything. At 5:00 P.M. we were out by the "J" hangar but I declined going in due

to the time. Brian had said I could come back again if I wanted to and I said I probably would. Later, we took eight English friends out on a faster trip around but we did go in the hangar. Can you imagine a "J" hangar full of maps?

For those like I who did not know, there is more to see in a fifteen mile radius of Tansor (or Molesworth) than one may cover in two months.

Another highlight was the Memorial service at Madingley (American Cemetery) on June 4. President Clinton, John Major, Lloyd Bentsen, Walter Cronkite, among others, spoke. At many intervals, and before, an Air Force band played Glen Miller music. There was a 21 and 42 gun salute, laying on of the wreaths, a U. S. Air Force "missing man formation" fly-by of fighters and then the vintage Spitfire, P-51, and B-17 fly-by. I believe the old B-17 got down to 150 feet. The crowd roared. The Beebys, Beaumonts, and Barbara and I were the only reps of the 303rd to the best of my knowledge. I shook hands with the president. I simply could not absorb it all and so Barbara and I went back the next day. It was a bright, sunny day and I got much better pictures of the surrounds.

If you recall, there were a couple of young RAF cadets that frequented our base for training in 1944. None of my crew could remember their names but I often wondered what happened to them. On the second Sunday there this time we went to Church at Brington. Leaving the church and still on

Church Lane we saw a man walking a dog and Barbara said she thought the dog was a Jack Russell. Our oldest daughter and son-in-law in Austin have one and it is quite a dog. I stopped the car, rolled down the window, and asked if the dog was a Jack Russell. He said it was and we began visiting. I related my interest in the cadets and said I often wondered what happened to them. He said "I was one of them". I couldn't believe it but we had other visits. He had gone on into the RAF for a while, then to engineering school, and has an engineering business right across the street from his home on Church Lane. In fact, he still does some work at RAF Molesworth. Small world. He let me review his memorabilia and gave me some of it. He said he would like to see our newsletter and I plan to buy him a membership. If any others knew Derrick Johnston we might pitch in and buy a life membership.

I could go on but this is too much. I gave many "toasts" to British/ American friendship and I meant every word of it.

Kenneth Clarke
3504 Plumb Street
Houston, Texas 77005

"J" for Jig

I'm trying to locate the crew chief of the B-17 in the 358th Bomb Sqdn., with the letter on its side "J" for Jig. Its name was "Princess Pat." The time period that our aircrew flew this aircraft most every mission was 3 Sept. '44 thru 6 Jan. '45. I have a friend who has made



303rd BG wreath honoring our dead at Madingley Cemetery placed on wall by Robin Beeby.

a beautiful model of the aircraft, with all its markings and has given it to me for a gift. 1 Lt. Grisham and I as his co-pilot loved that plane. It was always in the top mechanical condition, ready to fly.

I have taken pictures of the model and would love for the crew chief and/ or any of his team to have a photo of the plane. We are sorry we can't remember his name, but would anyone who has his name, please send it to me so I can send him a color photo of "Princess Pat" during that time period

Bill Cox

**441 Sandstone Drive
Vacaville, CA 95688**

Ed. Note: "Princess Pat" has certainly gotten a lot of publicity in the last two issues.

Information Wanted

I'm not able to find any reference in the "Might in Flight, Daily Diary," relating to the loss of an aircraft in which I was involved. This occurred on a training flight during October or November of 1944 as best I can recall. We were doing "Mickey" bomb runs on Peterborough at 25,000 feet when the cockpit burst into flames originating from the top turret. Since we were unable to control this fire, it was necessary to bail out, and all 10 crew landed safely. The aircraft was on autopilot and heading 60 degrees, but was never reported as far as I know. We were picked up and returned to base by truck. On arrival at the parachute section it had just been discovered that someone had been stealing the nylon chutes and repacking with rags or laundry. Did you ever hear that story? I later heard that the perpetrator was caught and received a long sentence. I recently called Bob Lynch and he certainly remembers the above (he was the 358th Ops Officer) but does not recall the date either. Still have my Caterpillar Pin, but the attendant card with date was lost long ago in a stolen wallet. S.A. Rosser was the pilot and I was the co-pilot. Only recall one other crew member and that was E.D. Metko. This was his second bail-out. The record of this event may be lost, but would appreciate hearing from you if you think otherwise.

**Earl B. Douglas, Jr.
P.O. Box 1604**

Cashiers, NC 28717.

Ed. Note: The above letter was written to Historian Harry Gobrecht

who has no record of the downed plane or the parachute stealing incident. Unfortunately neither Rosser or Metko are members of the Association. If anyone can shed any light on either of the above mysteries please contact the editor

Answered Questions

It is with deep regret that I write to you and your members to advise you of the recent death of my father-in-law, Paul Blank, on 6/29/94.

Paul did not speak about the war and his experiences very much, flying or as a POW in Stalag Luft III. The rest of the family was very interested in listening but never pushed him beyond a few sentences.

It was of great interest to his 3 daughters, myself and a few other relatives when we received the May 1994 issue of "Hell's Angels Newsletter." Reading the newsletter cover to cover, gave all of us the feeling of "seeing" what he experienced through the eyes of your members. We all had many questions . . . "What was the name of his B-17? How about the other crew members, etc, etc? Just when we thought the answers would never be known someone found the WW II scrapbook Paul's mother, Freda Blank, had kept. It was like finding a lost treasure. It is an absolute chronicle of his entire career. From his induction to his retirement as a Lt. Col. in 1964.

His membership in the 360th SQ., 303rd BG is chronicled with news clippings, photos, and Western Union "Grams." After the obituary appeared in our local paper, another member, Roger Lee of Dellwood, MO., called us. I talked with him for several minutes and detected from his voice an immense pride you all must feel about the great task you participated in during those years.

Godspeed to all members of the 303rd, from the family of Lt. Col. Paul Blank, Navigator, POW survivor, husband, father and grandfather.

**Steve Atterbury
856 Mission Hills Ct.
St. Louis, MO 63141-7824**

Ed. Note: I believe that Paul Blank's aircraft lost over Hamburg on July 23, 1943 had two names. It was referred to as "Butch" and "Toots." I believe that the Bombarrier R.L. Taylor queried me on that several years ago.

An appeal

I want to thank you for my membership card received from you recently. I am really grateful being able to receive the Hell's Angels Newsletter under the circumstances I am in.

I have not been to work since I was 51 due to a heart attack. I am now 70. My son who is 41 now has had muscular dystrophy since he was 21 and is now completely immobile and needs 24 hour care and attention from myself and my wife, who has osteo arthritis in all of her limbs.

I now have the unpleasant task of trying to raise 5,225 pounds in order to get him an electric wheel chair so he can get around the bungalow on his own. He has a regular wheel chair but his arms are so weak from the disease that he cannot operate it alone.

I was wondering if the 303rd Bomb Group Association could organize an appeal to help me along towards getting this for him. I would be most grateful.

**John M. Hagar (360th
Armament Section)
11 Berkeley Crescent
Stourport-on-Severn
Worcestershire, DY13 OHJ
England**

Can you please help me? I am trying to locate a Mexican-American veteran who was stationed at Molesworth in the 303rd BG. I will try to explain to you. My mum who was 25 when she passed away, met this G.I. at Thrapston near Molesworth, his

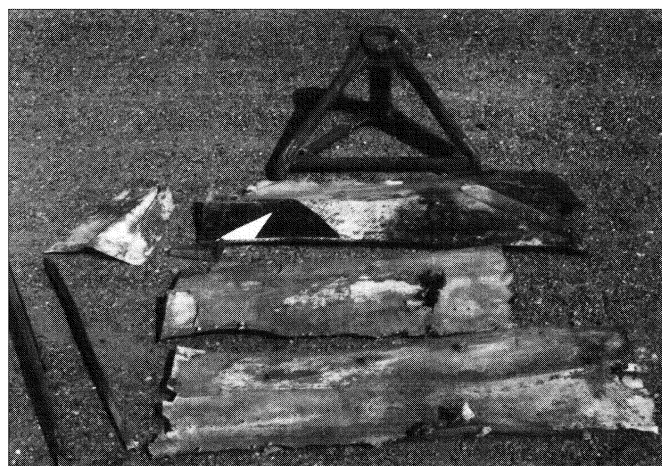
name was James and I think his surname was Zator but I am not quite sure.

My mum's name was Margeret Doreen Cowper who lived at 21 Spinney St., Rounds. This G.I. I would like to find, I think he comes from the Texas area, and he was either a Staff/Sergeant or T/Sergeant.

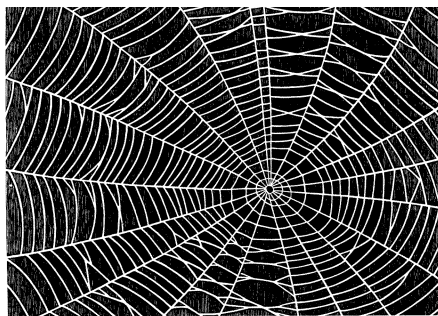
You now may have gathered that the person whom I am looking for is my blood father. I do know that it would not come as a shock to him to find that I want to find him or his kin. As he knows of my existence and he can tell you all about me when I was born which is 23/10/44, and what my full name was before I was married, which was Glenis Geene Eaton-Cowper. So could you please help me by putting a piece in your 303rd newsletter about it. As I lost my mum when I was young it really would be nice to know what the other half of my genes are. I hope you can understand what I am talking about and that you may help me. If I do find him, I want him to know that if he is now married with a family, I do not want to upset them, all I want is for him to write to me and tell me all about his family, and tell me what he is like, and have a photo of him if possible. So please, please will you try to help me.

Here is hoping that my wish will come true.

**Glenis Geene Frankham
4 Fosse Green
Rushden
Northants NN10 OBQ
England
Tel. 0933 311069**



Parts from Lt. W. Mauger's B-17, #44-83447 that was shot down over Pilsen Czechoslovakia on 25 April 1945. Photo was forwarded by Czech member Martin Kohout a member of SLET. A story on SLET will appear in the November issue.



By Dick "Spider" Smith

I graduated from Aviation Cadet training as a pilot on Feb. 8, 1944. As with most pilots, my only desire was to fly as a fighter pilot. They were the ones that we heard all the great stories about. Much to my disappointment, and to all who graduated with me, we were all assigned as heavy bomber co-pilots.

After a short training period I was assigned to a crew and we flew a B-17 across the Atlantic. We arrived in England in late May 1944 and were assigned to the 303rd Heavy Bomb Group stationed at Molesworth in the midlands of England.

We began flying combat in late June with our first combat mission to Leipzig, Germany on June 29. As France was under reinvasion, most of the B-17 missions were deep into the heart of Germany. On 15 August, I flew a mission to Weisbaden which became the subject of Keith Ferris' famous painting in the World War II room of the Air and Space Museum in Washington, D.C.

We became a lead crew and I began to fly some missions training new crews on their first combat missions when my seat on my crew's plane was taken by a "command pilot." I completed my bomber tour with my 35th mission on Oct. 25, 1944. While I was waiting my transfer back to the States, I was offered a chance to enter the most exciting time of my life.

An organization had been formed in July 1944 to scout ahead of the bombers to help the group and division leaders with target and weather information. Several missions had been badly torn up by bad weather and German action prior to the formation of the scouting forces. The idea was to assemble a unit with ex-bomber pilots with combat experience who would fly out ahead of the Bomber formations to experience first-hand the conditions that the bombers would soon encounter. These scouts were very successful and soon became essential to the accomplishment of successful bombing raids. Gen. Jimmy Doolittle men-

tions the scouts in his book, "I could never be so lucky again."

I was assigned to the First Scouting Force under colonel Bud Peasley in mid November, and began my P-51 training immediately. I was given about four hours in a British Harvard (AT-6) and was asked one morning to fly Col. Peasley to Eighth Air Force Headquarters for a meeting with Gen. Doolittle. As the colonel got out of the airplane, he said I should take the aircraft and fly back to my old bomber base. "Be sure and give them a good buzz job," he said as he left.

After a pleasant visit, I returned to pick him up and flew him back to our base at Honnington. When we arrived and exited the airplane, he said, "You're a pretty good pilot; we will check you out in the P-51 tomorrow morning." I was so elated on my walk back from the flight line, I don't think my feet ever touched the ground.

The next day I was given a blindfold cockpit check in our trainer P-51B which had a birdcage cockpit. It was a tight fit as I was 6 ft. 3in. tall. I diligently folded myself up and strapped on the most exciting plane I would ever fly. WOW!!

After taxiing out to the end of the runway and completing all my checks, I opened the throttle and was pushed back against the seat by the most thrust I had ever experienced. My right leg was trembling as I applied all the right rudder I could to combat the terrific torque. I broke ground with my hands full of the most airplane I had ever felt beneath me. I didn't get the gear up until I had climbed to 4,800 feet, I was so busy just trying to fly the gorgeous aircraft. I flew around for about two hours, trying stalls and all the other maneuvers I would need to land. Then came the tough part—getting it on the ground. Actually it was one of the best landings I ever made. Much should be said in praise of the designers of the P-51. It was an easy airplane to fly and had no bad habits as far as I was concerned.

After about ten hours of training (not even including any gunnery training), the Colonel said I was ready to fly my first combat mission

Spider's Story



Dick "Spider" Smith in the cockpit of his P-51

on which I was to fly his wing. I was assigned a P-51D5 which was a rejection from the 364th Fighter Group but was a dream ship to me. I was told that I could pick a name for the airplane, and as the identification letters were 5E-E, and the phonetic alphabet for E was Easy—I decided on the name, "Easy does it." On the left side of the canopy I painted my nickname "Spider" and on the right side I painted, "Betty" which served two purposes; I was going with a nurse named Betty, and writing to my future wife, Betty. They both thought their name was on the airplane and who was I to tell them different. The nickname Spider was given to me by my squadron mates because I was so tall and thin, like a Daddy Longlegs.

On the morning of Dec. 6, 1944, I made my first formation takeoff on the wing of Col. Bud Peasley—my hero. The flight was uneventful until I heard the command, "Break left," over the radio. I thought this meant me, so I broke left leaving my formation heading into Germany. When I came to my senses and realized that this command was from some other group, I was all alone and deep in the heart of Germany. I called the colonel with

my plight and he calmly said, "I wondered where you were going." He gave me a heading and I proceeded to fly back to England, all alone. Lucky for me, there were no German fighters around or I would have been another notch on their guns.

After the first mission was under my belt I proceeded to fly regularly on missions to many targets in Germany. Even some in support of our troops in the Battle of the Bulge. Most of the missions logged around 3-4 hours but a couple were over five hours long; that's a long time to be cramped up in such small quarters.

On my 26th mission on 1 April, 1945, I was picked to lead a mission to Leipzig. At about 14,000 feet, climbing out over the English Channel, my engine quit. I tried everything I knew how to restart but to no avail. On my "MAYDAY" call, I was vectored into Belgium to try and land the aircraft. I jettisoned the drop tanks and set up the most efficient glide I knew how. The radio man who was offering words of encouragement to me, told me that I didn't have far to go when there was a tremendous explosion and the cowl flew off and the airplane began to burn. Time to go, I

thought. I told the guy on the radio I was bailing out. He said, "Oh! don't do that, you only have a short way to go."

When I told him I was burning he said, "You better bail out."

I was at about 8,000 feet and I attempted to roll over and drop out. In my excitement, I forgot to wind in down trim to hold the nose up when I got inverted. As soon as I let go of the stick and released my seat belt, the airplane split s'd into me and I was forced part-way back into the cockpit. I then slowed the airplane down and attempted to dive for the trailing edge of the left wing. My lengthy frame prevented me from clearing the cockpit and my foot caught in the canopy roller and I was suspended out the side of the aircraft with flames whipping past me. I was able to get my other foot up to the windshield and I gave a might push and I was free. Not knowing how high I was, I immedi-

ately began to think about pulling the ripcord. My right hand wouldn't respond. I tried to get the ripcord with my left hand but couldn't do it. I grabbed my right wrist with my left hand and hooked my fingers. The chute opened and I swung outward once and hit the ground on the downswing. The wind dragged my across a field and into a fence which stopped my slide. The next thing I was surrounded by wooden shoes, and being made comfortable by some wonderful Flemish people who couldn't understand my French or English. I was picked up by a Canadian ambulance and when I woke up in a hospital I found that I had a broken arm and severe contusions of the groin area.

When my jacket was returned, I discovered that the right arm was covered with red paint. The airplane had a red spinner and red borders around the tail. I knew that



"Easy Does It" with ground crew.

I didn't go through the prop, so I must have hit the tail which explains why I couldn't pull the ripcord with my right hand.

Due to my injuries, I was sent home and was on the first ship to arrive in New York Harbor after the

Germans surrendered. Strange my first and last mission were both to Leipzig. I arrived back in the States in late May 1945 and had my 21st birthday on June 3.

"Pretty good! 60 combat missions before I was 21."



M/G Lew Lyle, Heritage Center President, in his flying suit, bulldozes a mound of dirt to officially start construction of the Mighty Eighth Air Force Heritage Center. (photo by Wayne Corbett)



303rd Memorabilia in the Heritage Room at JAC, RAF Molesworth. Anyone wishing to donate any memorabilia can do so by contacting our U.K. Liaison, Robin Beeby.



Insignia that was put on NGC aircraft.

A friend of mine noticed the "Hell's Angels" emblem on my car and informed me that when he was at North Georgia College in 1942, he enlisted in a USN Air Corps Squadron known as Hell's Angels. The enclosed clipping from the Gainesville GA. Times (5/2/73) gives more details and shows the squadron insignia. I thought this bit of trivia was worthy of note in the Hell's Angels Newsletter. I think the 303rd was formed earlier than this squadron and I much prefer our emblem.

Charles A. Dando
616 Bridle Road
Glenside, PA 19038

Ed. Note: Here's what the article said, "In the spring of 1942, two

months after Pearl Harbor, 31 North Georgia College students enlisted as a group in the United States Naval Air Corps during World War II and became the "Hell's Angels" flight squadron.

The squadron was the first in the Southeast United States to be filled by one college. Vacancies in the squadron were also filled from North Georgia.

Learning to fly proved difficult and dangerous work for the new squadron. Hard months of study and training were involved. As training conditions simulated war tactics, fatal crashes were inevitable and 15 "Hell's Angels" were killed in plane crashes. Four more were killed during the war.

L'Orient continued from page 1
pilot. The Fortress at that precise moment was flying South, and it was to crash, along with Moser's body on board, another fifteen or so kilometers away, near Kerganaben, between the town of Edern and the hamlet of L'Enseigne Verte.

According to his death certificate compiled by the Mayor of Edern, the unfortunate Moser was a second lieutenant, fitting the following description: eyes brown, hair brown, 1.68 meters (5'6") and 82 kilos (180 lbs).

As for Harry Robey whose descent, hooked on to his chute, was slow, he was treacherously attacked by one of the German pursuit planes, contrary to all the rules of war. His parachute was riddled, caught fire, and the unfortunate man who already suffered a bullet through his chin and jaw, fell like a rock in a field between Croaz-Lanneguer and Cleuzio-umeur. He was probably the last to jump, and from this fact, his aggressors deduced he was the pilot and purely and simply eliminated him. One less Allied pilot is one less future danger.

The body of Harry Robey was on view at City Hall of Le Cloître until his funeral. This occurred on 25 January, two days after his death and while his comrades were hiding in Balanec. It was also an occasion for a show of loyalty by the people. In addition, the Luftwaffe from Morlaix had delegated three soldiers to assist at Robey's burial. They had at first stationed themselves at the back of the church so they could follow the mass celebrated by the Abbot, Jean Garrel, rector of the parish. The three German aviators then followed the procession to the cemetery where, with a gun salute, they rendered military honors to the American pilot. At this point, also, in spite of the fact that it was expressly prohibited by the occupying forces, the crowd deposited armloads of flowers among which were, tucked, hidden away, small French flags. The Germans did not much appreciate the attitude of the people who had clearly shown where their hearts were. Not long after this they arrested the Mayor Louis Cras.

Of the nine man crew, the seven who parachuted successfully were rescued by the populous. Three among them, Charles Grice, Val Hannon, and Edward Leewering landed between Cleuz Guen and Kerdry and ended up in Kergoat, in Lannedern. The Moal family took them under their wing at first, then,

they were taken to Trefry Castle in Quemeneven, the intermediary of the Crouan network. The four other Americans, Wilburg Hummel, Francis Sulcofski, Sebastian Vogel and M.L. MacDermott landed on the other side of the township of Le Cloître, between Kerauffret and Coat-Huel, and were first hidden in the "cottage" at Balanec, near Gars-ar-Garo.

Hummel and Sulcofski, in good shape, soon rejoined their comrades at Quemeneven, with the help of John Bernard and John Mevel, whereas Vogel and MacDermott, not yet fully recovered from their bad jump, stayed at Le Cloître a while longer.

Shortly after, these two were taken charge of by another network and transported to Plonevez-du-

Anne Cuzon, his two house maids. Genevieve de Poulpique, wife of Cesaïre, escaped the Gestapo net.

The entire group of 15, 11 men and four women, went before a military tribunal on 1 June. At first six were condemned to death and nine to jail terms. Finally, all were condemned to deportation to Germany where they arrived in July of 1943.

The four women were jailed in the prison at Flussbach, and the 11 men, in the sinister camp at Hinzert, near Wittlich prison where Mr. de Poulpique, much weakened, died.

Early in September 1944, the women were sent to Ravensstock, 75 kilometers NW of Berlin. The Germans made the prisoners work for the war industry especially for the Siemens Company. The men

Rosen. They saw the SS coming and going, and getting more and more agitated. One morning in Early December 1944, the SS grouped the inmates into two categories: on one side those in good health, whom they evacuated and on the other side, the "old ones" who were to stay. John-Louis Moal, John-Rene Hascoet, Francois Baleï, Rene Cozanet, John-Louis Le Bihan and John-Louis Le Bault were among those staying where they were. One source says that all died on Christmas Day 1944; the first three from a cyanide injection in the shoulder and the other three were gassed.

John Crouan and the two Hascoet brothers were transferred to Dachau, near Munich. John Yvon Hascoet died there on 29 March 1945, and his brother Rene and John Crouan were liberated from there by the Americans a month later.

In February 1945, Madame Hascoet, Madame Moal, Marie-Anne Cuzon and Louise Le Page were sent from Ravensstock to the Austrian camp at Mauthausen from where they would be liberated by the Red Cross. They all made it home, with the exception of Madame Hascoet who was in a much weakened condition and died at Annemasse near the Swiss border.

Of the 15 French citizens who came to the aid of the downed American crew and were deported to Germany only six survived the ordeal to return to their beloved Brittany homes. Although they did not wear military uniforms their contributions to the triumph of the Allied Forces was immeasurable.

For their courage and supreme sacrifices, the 303rd Bomb Group certainly owes them a debt of gratitude.

Now read Charles Grice's story, "Evasion with Style" on page 8.

***... it was expressly prohibited
by the occupying forces ...
the crowd deposited armloads
of flowers among which were,
tucked, hidden away,
small French flags***

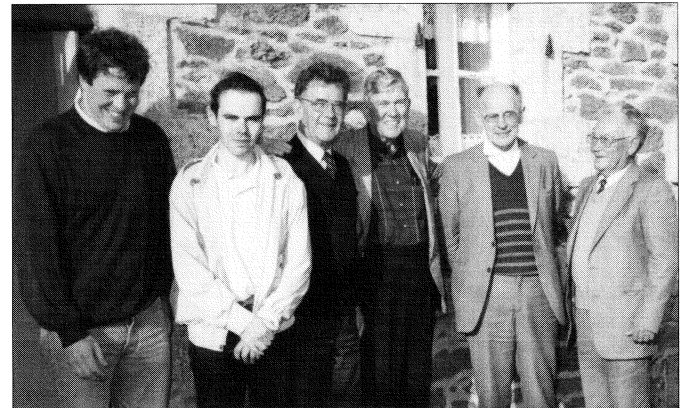
Faou, at the the baker, Leostic's, then to Carantec, at Ernest Sibiril's. On 5 February, Sibiril succeeded in sending them off to England, thanks to one of his boats. These two are the only aviators of the Robey crew to succeed in their escape.

The five Americans, Grice, Hannon, Levering, Hummel and Sulcofski were taken under the wing of the "Pat O'Leary" network channel. George Jouanneau, from Carhaix, led them by train, at first as far as Paris, intending to have them get back to England via the Free Zone and Spain but betrayed by "Roger" one of their escorts, the group was intercepted by the Gestapo on 13 February at the railroad station at St. Pierre-les-Corps. The escorts were deported and the five Americans sent into captivity in Germany.

In early April following the betrayal, there was a wave of arrests between Lannedern and Quemeneven, and the Gestapo captured almost all those who aided, took care of and lodged the Americans from Kergoat-Trefry. They were jailed at Quimper. Among those arrested were: Cesaïre de Poulpique, master of Trefry, Louise Le Page and Marie-

were sent to Gross-Rosen in Silesia, 60 kilometers from Breslau. It was a camp with a sinister reputation where deportees were submitted to very painful work in a quarry as well as many other atrocities. Francis Moal was sent to Rollwald, south of Frankfurt, from where he was finally liberated by the Americans on 26 March 1945.

Late in 1944, the nine Finis-terians thought that the noise of American bombs seemed to be getting closer and louder at Gross-



Kergoat, Fr., Sept. 1993 – (left to right) Francois Cadiz, Claude Hiliias (interpreter), Francois Moal, Grice, S. LeDuff (French writer), Joseph Moal. Photo was taken in front of the farmhouse where Robey's crew first hid out after parachuting.

The 11th mission of the 303rd Bomb Group to L'Orient, France on 23 January, 1943 was anything but a milk run. Of the 21 B-17s that took off, 12 returned to Molesworth. Several had one engine feathered. One aircraft had two engines out and feathered. Five were damaged by flak and enemy aircraft, three extensively. Four aircraft landed at other fields, three of them were crash landings. Five aircraft were lost over the target. This is the story of Lt. H.A. Robey's crew which was shot down over Le Cloître.

Members of the crew of aircraft # 41-24584 named "Susfu" were:

P	ILt H.A. Robey	RO	S/S S.L. Vogel
CP	2Lt M.L. McDermott	BG	Sgt. W.F. Hummel
N	2Lt C.R. Grice	WG	Sgt V.B. Hannen
B	2Lt R.R. Moser	WG	Sgt T.H. Morrison
E	T/S P. Sulcofski	TG	Sgt E.T. Levering

What follows is Charles R. Grice's account of his experiences in trying to evade capture aided considerably by members of the French Underground. Until one disastrous moment, it was —

Evasion With Style

by Charles R. Grice

There I was, swinging in the breeze, 25,000 feet up, the upper three quarters of my body outside the plane, the back of my head banging against the belly of the B-17, with nothing to grab to pull myself free and no way to go back. I was stuck. This was it.

I was the navigator on a Flying Fortress, 303rd Bomb Group, flying out of England. On January 23, 1943 we took off for a bombing mission on the submarine base at Lorient, France. After encountering heavy anti-aircraft fire over the target, we dropped our bombs and headed for home.

Over the Brest Peninsula, one of our gunners shouted "FW-190 coming in at one o'clock!"

There was a loud crashing sound and I felt pain in my face and hands, I looked forward, and there was a huge hole in the center of the nose where bombardier R.R. Moser had been. He was gone, his seat was empty.

The plane went into a spin, throwing me to the floor. I pulled myself to the escape hatch and tried to pull the emergency release. It would not release. I tried to push myself out head first. I had all my body out and was swinging by my knees. I could go no farther.

Moments later someone pushed my feet and I fell free. I learned later that it was co-pilot M.L. McDermott; he wanted to go out that hatch and my feet were in the way.

I remember thinking as I was floating down how quiet it was. I landed in the only tree in a plowed field. Some French peasants pulled me into the trunk and I unbuckled my parachute and climbed down. They took me into their farmhouse, gave me a shot of cognac and cleaned my wounds.

They brought in two more of our crew, but told us we had to leave; the Germans had seen our chutes and were looking for us in the area.

One of our men had a wounded leg and we walked him between us to a wooded area where we hid until dark. He wanted us to leave him, but we refused.

We had walked for some time down a narrow road when we overtook two young Frenchmen.

"Anglais?" they asked.

"No, Americans," we told them.

They told us that we were headed straight toward a German checkpoint. They took us to their house where they fed us and put us up for three days. We slept in the attic.

On the third day a woman, Countess Genevieve de Poulpique, came to our hideaway and told us she was taking us to her home, the Chateau Trefry. She also told me that as I was the only officer among us, she would hold me responsible for the conduct of the other two men toward her two young maids. The next day we were taken by the underground to the Chateau where we were warmly greeted by the Count and Countess, both of whom spoke excellent English.

The next 12 days were pleasant ones. Breakfast and lunch were served in our quarters on the third floor. Our evening meals were served formally in the first floor dining room. After dinner we played bridge in the drawing room. The food, the wine with each meal and the conversation made it an enjoyable time that I shall never forget.

Two more of our crew members were brought in several days later. They told us that they had been

with co-pilot McDermott and radio operator S.L. Vogel, who both had injured their legs and could not be moved. Now there were five of us - the flight engineer F. Sulcofski, and gunners E.T. Levering, V. Hannan and W. Hummel.

The Chateau Trefry was an estate set in the French countryside, separated from the surrounding farms by its own spacious grounds. It was an old gray, turreted, baronial structure, a perfect place to hide. One of its interesting features was the toilet facilities, an outhouse-type privy inside on each of the three floors.

We were each given civilian clothes and were told by the Countess that the Underground would pick us up soon. They came the next afternoon and we said



Chateau de Trefry where Robey's crew were hidden for 10 days. Three of the 1943 helpers are in this photo.

Evasion With Style continued

goodbye to those brave, generous, wonderful people. The Countess later became a working member of the French Underground and accompanied many of our airmen to the Spanish border and freedom. She was a small but fearless feisty woman.

We travelled all night on a slow-moving local train, arriving at a small village about noon. We spent that night at an old inn where the feather beds swallowed us as we crawled in.

The next day we travelled to Paris and were taken to a "safe" house, the home of a man and woman and their young daughter. They fed us, cleaned us up and even shined our shoes. Our two escorts left us there and we were picked up by two other men and a woman.

I was told that the older of the two men was the head of the Underground for unoccupied France, and that he was carrying several hundred thousand francs for distribution. They told us that they had taken out more than seven hundred men and had lost only two.

What great odds.

However, a few hours later our hopes were dashed. We boarded a fast electric train and headed southwest to Tours, a hundred and fifty miles away. Then on to Spain.

The compartments were all occupied and we had to stand in the passageway. In Tours we changed trains again. This time to a slower local, but one which had a compartment for us.

As we were sitting down, waiting to leave, five Gestapo agents entered. Their guns were pulled and one, a short, chubby guy, said in perfect English, "No funny stuff!"

My heart and spirits sank. This was it. For us "der var vas over." They took us to the station waiting room and took our escorts away. I never saw them again, but learned many years later through the Countess, that the younger of the two was a traitor and had betrayed us.

We were kept in the Tours jail for three weeks, but were never interrogated. This surprised me because we were captured in civilian clothes and without dog tags. The Underground had taken them. The Germans must have known everything about us.

The beds in the jail had straw mats which were full of fleas. I would crawl into bed fully clothed, as it was February and cold, but it wasn't long before they started

crawling and biting. I would jump up, strip and shake out my clothes. In the daytime, I would strip again and go through the seams, pinching their heads off.

After three weeks we were transferred to a large prison in Paris. There the Gestapo gave me a half-hearted interrogation.

They told me at one point, "You have no identification and are in civilian clothes. 'We could shoot you for a spy.' But they gave me the impression that they were not serious.

While here, I did spot one of our original Underground escorts who had accompanied us from Chateau Trefry to Paris. The Germans had worked their way back to them.

And one evening two weeks later, a guard came to my cell to tell me I was going to Germany to a POW camp. They lined us against a wall in the hall. One of our crew members thought we were going to be shot. They had not been told we were headed for Germany.

They put us on a train and the next day we arrived at Dulag Luft. Of the original crew, five of us were captured, two, the bombardier R.R. Moser and pilot H.A. Robey, were killed and the two injured ones, co-pilot McDermott and radio operator Vogel, made it back to England and freedom.

"For generations, Brittany hadn't known any invasion. One would even wonder why those forts, hidden here and there on the beaches since Vauban's time, were used! Everyone knew that invasion, for centuries, was reserved for the north and east provinces.

"But there it was, Brittany knew the humiliation, too. Since 1940 the poor little roads in the country had to bear the shame of carrying enemy cars - filled with grey and green uniforms. Each time I saw one I ground my teeth in revolt.

"But one day came when I could smile as the cars went by. Oh! boches, if you only knew what is at my house, very close to here!"

Memoirs of the Countess de Poulpiquet

Brice's story appeared in the book *"Through the Eye of the Needle."*

It is reprinted with permission from Former Prisoners of War at Stalag Luft III, Robert L. Weinberg, President.

Grice enclosed the letter below to show what the younger generation in France think of us. "They and their parents haven't forgotten us," said Grice. The writer of the letter is in the 35 to 40 age bracket.

Dear Friends:

Thanks for your letter and your stickers. I'll put them in my "Museum."

I think that it was normal to accept you like friends; and not visitors.

If we are free now, in Europe, it's by your sacrifice, and you have spent a part of your youngness for us.

And you, Charles, were very lucky, because a lot of young Americans were killed for our freedom....

I have much respect for your generation.

In our Association, we collect U.S. military suits, equipment, weapons and vehicles of the WW II. Me, I am specialized in the Infantry and vehicles. I have

many things (from the rubber coat to the .30 machine gun.) I also have 3 vehicles in good condition, a jeep, a Dodge WC 63 (6 x 6) and a lorry of the Royal Air Force (Canadian, a FARGO, Dodge licensed in Canada).

The next year, I will be one of the only 20 in the world disembarking from a "Liberty Ship" at Cherbourg and going to Bastogne by the "liberty way" and return (approx 2,000 miles) with the authorities and the U.S. Army; for remember this period. I will "ride" my Dodge WC 63.

I will send to you some photographs of the travel from Normandy to Germany.

I have the best remember of you. Best wishes,

Guilielmus Richard
38 Me Louis Pasteur
29100 Douarnenez
France

P.S. Excuse my English, I have forget it once the school ...thirty years.

AS I RECALL IT

At our Savannah reunion certain categories of members were identified by the notations on their name tags. The easiest to recognize was "POW." The "LM" and "SLM" were for the Life Members and Super Life Members. The "GSU" caused some confusion and I received numerous questions at my Membership Table about it. I promised an explanation even though I was not the originator of the term or abbreviation.

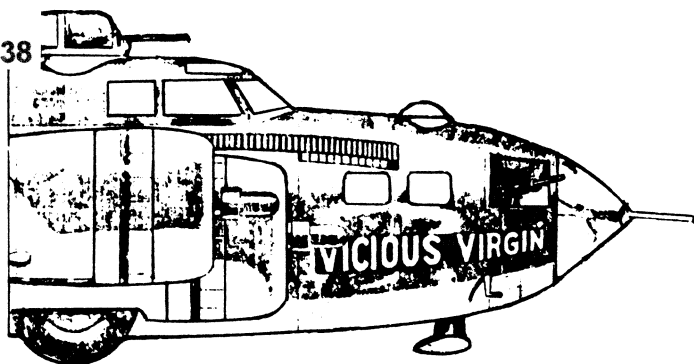
The "GSU", as I understood it, was to identify members of the Ground Support Units. They included the 444th Sub Depot, 3rd Station Complement Squadron, 1681st Ordnance Company, 1199th Military Police Company, 863rd Chemical Company, 18th Weather Squadron Detachment 107, 2097th Engineer Fire-Fighting Platoon, 1114th Quartermaster Company and the 202nd Finance Section. During my years at Molesworth I heard them also referred to as the 303rd satellite organizations.

Some confusion may have arisen when we spoke of ground support units as synonymous with ground support personnel. As I recall, our people at Molesworth were basically rated (flying) and non-rated (ground duty). Some of our rated personnel, after finishing their tour of missions, took ground jobs and may or may not have continued on flying status. Some of us non-rated types flew missions with special permission, but were never on flying status. Ground support personnel included those assigned to the Ground Support (or satellite) Units plus all the ground duty personnel in the four combat squadrons and Group Headquarters Squadron. Thus, the Bomb Group consisted of ground support personnel who probably remained throughout the war at Molesworth and combat personnel who rotated as they completed their tour (and several came back for a second tour).

I am often asked what the Headquarters Squadron was and who was in it? Pretty much a paper outfit, we didn't have a squadron area, but there was a specific TO&E (That's Table of Organization and Equipment, in case you have forgotten). Those assigned to it were such as the Group Commander, Ground Executive Officer, Air Executive Officer, Adjutant, S-1, S-2, S-3, S-4, Group Public Information Officer, Group Photo Interpreter, Statistical Control Officer and their staffs.

That's the way I recall it. If I'm wrong or there are other viewpoints, I welcome your correspondence.

Carlton M. Smith



Nose Art

One of the most colorful features of the air war in World War II was the nose art on the combat aircraft. Where and when the custom of expressing one's artistic cravings in some form or other on the nose of an aircraft is unknown to me. But the 303rd Bomb Group (H) had its share of would be Michelangelos, Van Goghs and even a few Picassos. Most of the art was sexy, some artistic and some, in the eyes of "The Brass," was crude. Especially the nose art on the aircraft they tried to hide during the visit of the British Royalty to Molesworth.

Some of the names of the aircraft even became famous for a variety of reasons. To name a few: "*Memphis Belle*," reputed to be the first B-17 in the ETO to fly 25 missions; "*Enola Gay*," it dropped the big one; "*The Duchess*," it teamed up with Jack Mathis to win the first Medal of Honor in the ETO; "*Thunder Bird*," it adorns the walls of the Air & Space Museum in Washington, D.C., in a mural painted by Keith Ferris; "*Hell's Angels*," the true champion of the ETO.

Many times during the war, higher headquarters put out directives about using discretion in the naming of aircraft, plus what could be artistically imprinted on the nose; especially after the B-17, "*Murder Incorporated*" was shot down over Germany and the Nazis used it for propaganda purposes, claiming that the U.S. fliers were all a bunch of gangsters.

Nose Art also became very popular after the war and the subject of many periodicals. The copy which follows has to do with one of those books and a 303rd aircraft named "*Idaliza*."

B-17G # 4297546 was named "*Idaliza*." It was originally assigned to the 92nd Bomb Group on 11 Feb. 1944, to the 457th Bomb Group on 24 Feb. 1944 and to the 303rd Bomb Group on 13 March 1944. It was assigned to the 360th Sqdn. and carried the Sqdn. code "PU" and aircraft code "E." It survived the war and flew 106 missions under Crew Chief M/Sgt.

Norman A. Cote.

"*Idaliza*" had a very distinguished record with the 303rd BG. It was one of only a few aircraft to fly more than 100 missions. It flew on the 13 April 1944 mission to Schweinfurt which turned out to be a very rough mission because of persistent fighter attacks by enemy fighters. On this mission, 360th BS Bombardier 2Lt. Thomas F. Dello Buono, was awarded the Distinguished Flying Cross, the nation's second highest award for extraordinary heroism while flying in "*Idaliza*" piloted by 2Lt Nelson B. O'Beirne.

Before reaching the target, the group, including "*Idaliza*" was viciously attacked by enemy fighters, and Lt. Dello Buono was seriously wounded by a 20mm shell that tore through the plexiglass nose of his B-17 and exploded against the flak vest he was wearing. Despite the seriousness of his wounds, Lt. Dello Buono manned his nose guns until the target was reached where he dropped his bombs squarely in the Group's bomb pattern. He then returned to his guns in the nose and ignoring his pain and the danger of frostbite from the cold air blasting through

the damaged aircraft nose, he manned his guns until the fighter attacks had ceased.

Unfortunately, "*Idaliza's*" crew chief M/Sgt is not a member of the Association therefore we have no record of the tie-in between the name "*Idaliza*" and the art work on the nose of the aircraft. If anyone can shed any light on this mystery, please contact the editor. Was the aircraft named before it came to the 303rd Bomb Group? If so, by whom?

Thank you so much for your letter. It was extremely interesting to learn of the heroic action of Lt. O'Beirne and the crew of the B-17 "*Idaliza*," and the airplane itself.

My husband felt I should explain my interest in this particular B-17. Lowry Field (as it was known during the war) was primarily a training base photo school, principally. I was employed at Lowry for most of the war, and consequently knew many people that were based there, and also many people that were there for only short periods. Lowry was also active in retrofit procedures for airplanes. Being a large photo school, students took

pictures of anything that might interest them, including female personnel. OK, to the point of the story. The nose art on "*Idaliza*" is copied from a photo of myself so you can imagine my shock when I first saw this. I was at the Cushing, OK Airport about 6 weeks ago, waiting for the weather to clear so I could fly to Denver (I own a 1045 Ercoupe that I fly all over the country), and thumbing through the beautiful book, "*Vintage Aircraft and Nose Art*" I came across, of all things, a drawing of myself on the B-17. Needless to say I was amazed and surprised to see it. Three hours later, it was obvious the weather wasn't going to clear up, so I called home and had my husband come and pick me up. When he walked in the FBO, I showed him the picture and asked him if he recognized it. "Good grief yes, that's you!"

I have several photographs that were taken at that session, however, the one that was used has been lost over the years. The ugly shoes — black patent leather with gros-grain ribbon rosettes — were shoes that I wore for a long time even after I was married in 1946. The



"*Idaliza*" was a B-17F #42-97546, that served with the 360th Bomb Sqdn., 303rd Bomb Group.

main difference is the top of the two-piece swim suit. It matched the bottom, whereas the drawing shows a white blouse. This was all such a long time ago I probably wouldn't recognize any of the names anyway, but I thought that just by chance I might. I don't have any idea what the name of the man was that shot the series of photos. He supposedly was an artist and was going to do a calendar series.

When I mentioned the picture to my son, who lives in Denver, he immediately went to a bookstore and bought the book. He said he knew exactly which picture that was and was very sorry that particular one was missing, however, there are many more that could be used if combined. Anyway that's the story and the reason for my interest.

Mary Lou (Hansen) Gunson
P.O. Box 306
Davenport, OK 74026

I am enclosing a photograph of the nose art of "Idaliza" which was hand carved by me and donated to the 390th Bomb Group Tower Museum over here in England. I donated it in memory of all the guys of the 303rd Bomb Group. I know nothing about the crew that flew her. I thought maybe you would put it in your newsletter so that the guys could see that someone cares enough about what they did during WWII.

William E. Adams
91 Pelly Road Plaistow
London E13 ONL England



Adams' rendition of the nose art which appeared on B-17F, "Idaliza," including red shoes, carved on wood from the top of an old English school room desk.

Ed. Note: Bill Adams was a lowry driver in England. He was forced to retire early with a disability pension after suffering from an inoperable brain tumor. As therapy he took up the hobby of wood carving. Bill has a love for B-17s and the Eighth Air Force dating from his childhood in wartime London. His first B-17 carving was of the "Memphis Belle" which he presented to Margaret Polk, the original Memphis Belle. Bill now knows that the B-17 "Hell's Angels," not the "Memphis Belle" was the first 8th AF B-17 to complete 25 combat missions.

He later carved a plaque of the 303rd BG B-17 "Idaliza." This carving now has its home at the 390th BG Memorial Museum (Tower Museum) at Framlingham, Suffolk, England. At the time of the carving, Bill knew nothing about the 303rd BG or the history of "Idaliza." He queried our Historian, Harry Gobrecht who filled him in on the history of "Idaliza." Bill Adams has carvings in various museums in England as well as the U.S. He has also made individual carvings for various 8th AF veterans. The carvings are made on wood from the tops of old English school room desks which makes them even more unique. Bill is now an Associate Member of the 303rd Bomb Group Association courtesy of Harry Gobrecht.

Compiled by Hal Susskind with inputs from Harry Gobrecht and Carlton Smith.

Reproduction of Mission Reports

We now have copies of all 364 missions the 303rd Bomb Group flew in WW II. There are two reports of each; one a 303rd mission report and the other is an 8th AF Command report. For those who are not familiar with the mission reports here is the information contained in each report:

1. Commander's summary of combat mission
2. S3 (operations) and S-4 officer's report of mission flown
3. Narrative report of mission by group S-2
4. Report of aircraft not attacking target
5. Reason for aircraft mission's abort
6. Group leader, navigator and bombardier's bombing narrative
7. Map of mission in and out of target.
8. Communications report
9. Radio operators log
10. Hot news report
11. Photo interpretation report
12. Crew tactical suggestions
13. Enemy encounter claims
14. Crew comments
15. A/A gunfire report
16. Flight board record - lists each pilot's name, ship number from each squadron and bomb load.
17. Loading lists - includes name of each crew member, his position on crew and plane number each crew member flew
18. Crew position in formation, call letter, and aircraft number
19. Colors and letters of the day.

The 8th Bomber Command report contains the same information but also includes the interrogation reports of each crew member.

Mark Matthews, one of our Associate Members, has volunteered to reproduce copies of the mission reports. Mark is the younger son of Dave Matthews, who passed away last November.

Mark is limited on the time he can spend on this project, and the storage area of the reports is over one hour driving time from his home.

In lieu of an order form, a simple letter requesting the following information will suffice: For 303rd Bomb Group Reports; the mission number; the date; and the name of the target. If you want the more encompassing 8th Bomber Command Report, please indicate. The cost of reproduction, is at the price of 10¢ per page, plus \$3.00 for packaging and mailing. The second and additional mission reports will be packaged and shipped for \$1.00.

Our newsletter contained the above information spread out over six newsletters, along with the number of pages and the cost for each report. And the

"*Might in Flight*" history book, compiled by Harry Gobrecht, lists all the missions, by date and target. If you have not purchased a copy of this History, I suggest that you do so, before all of the copies are sold. At last count, we only had about 50 copies still available for sale.

Since Mark does not have the time, or the special background needed, to conduct research on an individual basis, it would be appreciated if the requests for reproduction, be limited to the specific mission reports needed.

If any member would like to have research conducted, of a special nature, then he should seek help from Harry Gobrecht, our historian, or myself. I have all of the mission reports through April 13, 1944, as there were three copies made by George Stallings and his crew through that date. If the member is not sure of the date, but knows the target name, we can be of help.

Ed Miller
422 S. Walnut Ave. I.
Tempe, OK 73568
(405)342-5119

Do you have a copy of *Might in Flight*, Daily Diary of the 303rd Bomb Group?

There are only 50 copies left. To get your copy send a check for \$75 made out to the 303rd BG Association, to Harry Gobrecht, 505 Via Deseo, San Clemente, CA 92672.
To reserve a copy call (714) 361-2662. Hurry, time is running out.

Meetings Meetings

Minutes of General Meeting 303rd Bomb Group Association, Inc. April 1, 1994, Savannah, Georgia

Mr. William S. McLeod, Jr., President, called the general meeting of the membership of the 303rd Bomb Group Association, Inc., to order at 10:35 hours, 1 April 1994, at the Hyatt Regency Hotel, in Savannah, Georgia.

Dick Elkins lead the membership in the Pledge of Allegiance.

Reverend Everett Dasher offered the Invocation.

Mr. McLeod took this opportunity to introduce the special guests that were in attendance:

First, he introduced all members of the Association that had been Prisoners of War, and asked them to stand and be recognized.

Second, he introduced all members of the Association that had been stationed at Molesworth for the entire period between 1942 and 1945, and asked them to stand and be recognized.

Third, he introduced all members of the Association that had been successful in evading capture after being shot down on missions over Europe, and asked them to stand and be recognized.

The President reported on two referendums that had been passed by all Board Members, by letter vote, during the interim between board meetings. The first was the selection of Eddie Deerfield, to serve as Vice President, Reunions, replacing James B. Taylor, who had resigned.

The second was the naming of the new Headquarters Building being erected at Molesworth, as the "Might in Flight" building. This name was selected as it fully recognized everyone who served at Station 107 during 1942-1945.

Mr. McLeod thanked all of the membership and the Board of Directors for their assistance during his term of office, and expressed his thanks for the progress that had been made during his tenure.

There followed the reports by the Secretary, Ed Miller, and the Treasurer, Bill Roche.

The President reported that at the Banquet on Saturday evening, 2 April, 1994, he would present a \$25,000.00 check to Lt. Gen. E.G. "Buck" Shuler, head of the Eighth Air Force Heritage Center. This check represent the commitment made by the Board

of Director's at their meeting, held in Boise, Idaho in 1992.

The President called for a motion from the floor, giving the membership the option of reading the minutes or dispensing with the minutes of the last general meeting, held in Boise, Idaho in 1992. A motion was made and seconded, that the reading of the minutes be dispensed with. It was passed unanimously.

Carlton Smith, our Membership and Roster Chairman, reported on the status of our membership—being 2,199 as of the last count. This number included 1,248 regular members, 132 associate members, 4 honorary members, 205 widows, 244 inactive members, and 366 deceased members since originally being made members.

Carlton covered the dues procedure, outlining the marking of the newsletter so that everyone can understand their own personal dues status, when receiving each newsletter.

Mr. Malcolm J. Magid, presented his Nominating Committee list of members that he recommended for office for the ensuing year. They were:

J. Ford Kelley	President
Edgar C. Miller	V/P, Administration
William J. Roche	Treasurer
Jack P. Rencher	Secretary

These names were accepted and the President advised the general membership that these same names had been presented to the Board of Directors, on Tuesday, 29 March 1994, and had been unanimously accepted by the Board.

Mr. McLeod asked for nominations from the floor. As there were none, he asked for acceptance of the above slate of officers, by show of hands.

President McLeod announced the Squadron Representatives, who had been elected at the separate meetings, held earlier. They were:

358th Bomb Squadron	-----Walt Mayer
	Ass't -----Bill Simpkins
359th Bomb Squadron	-----Bill Eisenhart
	Ass't -----Gene Girmar
360th Bomb Squadron	-----Bill Heller
	Ass't -----John Farrar
427th Bomb Squadron	-----Norman Peterson
	Ass't -----Bill Warner
444th Air Depot	-----Mel McCoy
Hdqs/Support Units	-----Carlton Smith
	Ass't -----Jack Craven

President McLeod asked that all past Presidents of the 303rd Bomb Group Association, stand and be recognized.

He asked for a report by the Vice President, Reunions, and James B. Taylor reported on the Boise Reunion, followed by Eddie Deerfield, who reported on the plans for the reunion in 1995. The Reunion will be at Colorado Springs, on the 12th through 17th of September 1995.

Harry Gobrecht, our Historian was introduced and received a "standing ovation" for his work on the "Might in Flight" History Book that had been distributed to buyers in the past 60 days. At last count there were 94 books that had not been sold, out of the original printing of 1,000.

Hal Susskind, our Newsletter Editor reported on his activities over the past year, and his attendance at the dedication in Germany, where they had located the downed plane of Lt. Barrat and his crew.

General Lew Lyle gave his Advisor's report, and wanted to pay special recognition to the members of the Association who worked so diligently in copying the Mission Reports and Reports of Missing Crewmen from the governmental files in Maryland. He wanted every one to know that those efforts were the basis for the new history book that has been so ably written and published by Harry Gobrecht. Those members, George Stallings, Ralph Adams, assisted by Gus Nadell, Robert Evans, and Toy Tingly, with the help of David Matthews, in Georgia, played a large role in providing the basic information for the "Might in Flight" manuscript.

General Lyle wished to thank everyone in the 303rd for their support behind his efforts to create the Heritage Center, both individually and collectively. He said the 303rd, was the main reason he kept pursuing the idea, until it has come to fruition.

Reverend Everett Dasher took the floor to make an announcement.

President McLeod called for any new business from the floor, there being none, he asked for a motion to close the meeting. A motion was made and seconded. The general meeting was closed at 11:35 a.m.

Edgar C. Miller
Secretary
303rd Bomb Group Association, Inc.



MEMBERSHIP APPLICATION 303RD BOMB GROUP (H) ASSOCIATION, INC. "HELL'S ANGEL'S - "MIGHT IN FLIGHT"



TYPE MEMBERSHIP:

REGULAR ☐ ASSOCIATE ☐ LIFE ☐ SUPER LIFE ☐

Name _____ 303rd Mil. _____ Spouses _____
Street _____ Rank/Grade _____ Apt. _____
Address _____ No. _____

City _____ State _____ ZIP _____

Telephone: Home _____ Business _____

303rd Duty _____ POW ? _____
303rd _____ Retired Mil. _____
Squadron _____ Name _____ Rank/Grade _____

PAYMENTS: Checks or Money Orders (U.S. Funds) Don't mail cash
PAYABLE TO: 303rd Bomb Group (H) Association, Inc.
MAIL TO: Carlton Smith, Membership Chairman

DUES SCHEDULE:

REGULAR & ASSOCIATE U.S.A. \$10.00
REGULAR & ASSOCIATE FOREIGN \$15.00

Payable per calendar year.
Updated membership card mailed after payment.

LIFE - 60-64 Yrs. \$75; 65-69 Yrs \$60;
70-74 Yrs. \$45; 75-77 Yrs \$30;
78 Yrs. and older Free

SUPER LIFE - Add \$100 to your age group.
Life and Super Life money held in trust. Only the interest is used for Association expenses.

MEMBERSHIP RECOMMENDED-BY _____

Exploits of a Pilot Transferee

641

By William Frost

***Living in tar paper shacks at
Alamogordo, the mornings
required shaking the scorpions
from our boots and the evenings
... the tarantulas loved to walk
across the floor.***

I was among the pilot transferees from the 301st to the 303rd in May '42 at Alamogordo. There I found Lyle, O'Connor, Shumake, Blythe, Fredericks, Flickinger and Calhoun and even some I can't recall, already contributing to the group. I was assigned to the 358th Sqdn. and began training with them.

Living in tar paper shacks at Alamogordo, the mornings required shaking the scorpions from our boots and the evenings were used in gazing out over the beautiful White Sands National Monument because we had a single 40 watt light bulb in our "day room" at the end of the barracks and the tarantulas loved to walk across the floor.

We did not have too many airplanes, but when we got our chance to fly, we took them up to 15,000 feet and cruised around to cool off. Then off to Biggs Field where we were loaded on a beat-up old train for "God Knows Where" staging area. It turned out to be Kellogg Field, Battle Creek, Michigan. Here we began getting shipments of new B-17Fs. Each pilot assigned an airplane had to sign for it and all of the thousands of designated parts.

My aircraft had a P-36 supercharger, installed at Boeing in Seattle, on three of its four engines, a fact we learned after two blew up on takeoff and ruptured the fuselage. So off to Dayton for changes. Then the planes turned up with faulty gearing in the controllable pitch mechanisms in the dome on the props. We had further delays to correct this.

Two notable situations at Battle Creek were that we named our airplanes and had an artist from the Kellogg Company paint the names on the noses. I did some long range testing with two bombay tanks and wrote a paper concerning a cross water flight eliminating Greenland and Iceland stops. A group engineering friend showed it to the brass. It might have influenced some of them for we went that route and every 303rd plane got to Scotland with a pilot and navigator with little over water experience at night and in the rain. That was quite a feat.

So from Sight Nine in Scotland to Solway Firth to Molesworth was our route. A hole in the English runway caused us to be delayed for takeoff. We became confused in our navigating down around London so we

had to make an emergency landing at Croydon, the only airport we knew in England.

We had a nice evening there with some Canadians who were flying "Mustangs" and "strafing up" the French Coast daily. They could not understand why we in the US Air Corps turned down North American when we were offered the Mustang. They loved 'em.

So to Molesworth and whatsoever training the English weather allowed us. Our crew went on the second of the 358th's missions and then on the group's 6th mission to Rouen on Dec. 12, 1942. We were shot out of the air with cannon fire across the waist of the plane which destroyed the total control system cables. We "slewed" all over the sky, out of control until I called the bail-out order, jettisoned the bombs, and we, all that were capable, jumped for the first time.

The tail gunner, Toney, survived to later escape in a tail section which had broken off in the plunge of the aircraft. The ball-turret gunner, F.J. Shaw was killed by cannon fire. Sgt. Davis, whom I hardly knew, came out of his chute harness and died. Eight of us then hit the ground below. Bob Mays, credited with being among the first Eighth Air Force crewman evader-escapee got back to England (before Christmas of '42). Hildebrand and later tail gunner Toney also evaded and got back to England. Mays story is historical. He violated all of the rules our S-2 and G-2 people told us in class, but capitalized on his knowledge of train operations from civilian life and a lot of gutsy use of common sense to make it to Spain.

He was re buffed in a Spanish jail at Pamplona by American diplomatic people but was believed by the British, and returned to England via Gibraltar by classmates flying

C-47s only to be told by his 358th C.O. that he should be dead and that his stuff had already been sent home.

I wrote to the man in charge of 303rd Bomb Group mission orders for our mission data and was most distressed to read that, according to the data we had "aborted from the target." What a slap in the face to those dead guys. The report in the Daily Diary is more accurate; "One ship piloted by Capt. Frost went into a flat spin, not burning, about 48 minutes from the French Coast on the way in." That places us about 150 miles into France or even beyond our target, Rouen.

The mission accomplished little. Only 20 B-17s took off and eight aborted leaving 12 mighty 303rd planes flying near Paris. We had named our plane "The One O'Clock Jump" after a Count Basie jump tune. We jumped a little early, at about 12:30. For me it was exactly one year and one hour after my graduation from flying school. And Paul Flickinger's too. In retrospect, the Gods might have been with us for on the mission to St. Nazaire on Jan. 3, 1943 the plane of Capt. Clark was destroyed without any survivors.

Some items not to be forgotten from Stalag Luft III, was our arrival there after Dulag interrogation. The questioning was rather inane as we were asked about things which we had little or no knowledge. We remained in the Dulag, all of us, about five days. G-2 lectures said that the stay in interrogation would be determined by the information which we gave our interrogators. There were few 303rd men in Luft III in '42; 100 Americans total. Of interest we were in Luft III at the same time Stalingrad fell. Great days of church bells ringing and German mourning. Later on, I participated in a bit of the digging on

the infamous Great Escape tunnels, though not much mole was in me. No Americans, contrary to the movie, were in on the actual escape though most of the digging was done by American and Canadian crews.

I probably could run on and on but it gets to be *old hat*.

The last week of July 1943, became known as "Blitz Week." The 303rd was involved in two daylight raids on the 25th and 26th on targets in Hamburg. The RAF bombed the City at night which resulted in many fires. The missions to Hamburg marked the first time that VIII Bomber Command heavies had followed up an RAF night attack. The leader of the 303rd for one of those daylight missions was classmate W.R. Calhoun Jr. The 358th Sqdn. took part in the mission.

Some 35 years ago while involved in promoting ski charter trips to Europe, I met a very capable and beautiful German fraulein member of the ski club in Chicago. Her ski club was involved in the charters. She became my wife a few months later. Though really from Cuxhaven on the North Sea, her home was Hamburg. In talking of our experiences I heard about German youth arbeitsdeinst or war work required of young men and girls under 18 of at least a year in munitions factories and on farms.

During my wife's duty she was assigned along with a hundred or so others as a street car conductor in central Hamburg — route One across the Elbe Bridge — to the workers section of the city. She spent hours in shelters while the city was bombed and burned and received with other youthful conductors, a medal from Hitler for evacuating the people from the burned and devastated section of the city. The raid on the 26th, led by Maj. Calhoun, went right over the streetcar line of note.

The shelters saved many people. Later Hitler rescinded the medals, as those young ladies with nothing but the clothes on their backs, fled the fires in panic and took off for their separate homes.

My German mother-in-law from Cuxhaven came to stay with us and became a great friend of my colonial ancestored mother, despite her lack of English.

WWF

FROM THE MEMBERSHIP CHAIRMAN

Note The Dates — There has been a little confusion over some membership listings and documents because the "as of dates" may have been overlooked. This is to remind you:

1) Our Membership Directory of 1993 - 94 is now about six months old. If you find "errors" in it, check the Newsletters of 1994 for updates to it. This is the purpose of the lists that appear in this column. 2) If you have forgotten when your dues are payable or the date through which your dues are paid, check the expiration date on your membership card. 3) If you have upgraded your membership, reported a death of a member or made a donation, but have not seen it acknowledged in this column, note the "as of date" of the column's lists. I send in my copy to Hal Susskind weeks before it appears in print and this will usually explain the apparent omission.

Note The Number — Our Membership numbers can tell us approximately how long we have been members and perhaps who the charter members were who formed the Association. Not being among them, I am not exactly sure how many numbers were assigned when it all began in 1975, but it is interesting to note that the first (lowest) five are still on the roster. They are Don Harrison (L001) of Virginia City, NV; Charlie McClain (S002) of Rockledge, FL; Bill Eisenhart (S003) of St Petersburg, FL; Owen O'Neil (L004) of Port Hueneme, CA and Joe Vieira (S005) of Hollywood, FL. The lowest on the Associate Roster is John Forde (A-06) of Fort Worth, TX.

I am still getting membership applications that are at least five years old. Some mislead the applicant on dues amount. Others refer to PX items no longer in stock. **Third Notice:** Please discontinue use of these outdated forms. If you want a supply of the current ones in use, drop me a card or call — or use the one printed on page 12 of this Newsletter.

The following lists are current as of 15 July 1994

CARLTON M. SMITH
12700 Red Maple Circle #54
Sonora, CA 95370-5269
209-533-4033

NEW MEMBERS

- 1851 Ben L Spindler, 190 E Magnolia St., Hanford, CA 93230 (360)
- LA-233 John C Kelley, 924 W Chatham St., Cary, NC 27511
- LA-234 William M. Kelley, 62 Glaive Cir., Durham, 27703
- LA-235 Harry D Trace, 10379 150th Ct. N, Jupiter, FL 33478
- A-236 Elwood B Ligon, 100 Vernon Dr., Tyron, NC 28782 (94 BG)
- LA-237 Brian S McGuire, JAC PSC 46 Box 404, APO AE 09469
- 1852 Keith E Day, 1095 Pinto Ct., San Marco, CA 92069 (Sqdn ?)
- LA-238 Cheryl Reeves McCullough, 2555 Carin Ridge Cove, Germantown, TN 38138
- LA-239 James E Reeves, 27501 Almendra, Mission Viejo, CA 92691
- LA-240 Pamela Reeves Williams, 27475 Ynez Rd, #322, Temuecula, CA 92591
- A-241 Ian Evans, Creigle, Craig-Y-Fron, Bala, Gwymedd, Great Britain LL23 7UW
- A-242 Robert S Haley, 66 Majin St., Joy, ME 04239
- A-243 Maryan Malone, 554 Palisade Ave, Yonkers, NY 10703
- L1853 Albert T Beavers 15889 Wyandot Rd., Apple Valley, CA 92307 (358)
- 1854 William F Cervenka, RR2 Box 2330, Lewistown, MT 59457 (Sqdn ?)
- 1855 Dante C DiPietra, 1108 Elwood St., Rome, NY 13440 (427)
- A-244 Pamela Heathco, Box 152, Elgin, OK 73538
- 1856 James W Johnson, 27701 Murrieta Rd., #95, Sun City, CA 92586 (HDQ)
- A-245 Kathy Klint Burr, 3320 Tanglewood Tr., Fort Worth, TX 76109
- A-246 Patricia L. Klint, 5613 Wheaton Dr., Fort Worth, TX 76133
- A-247 Robert A Klint, 3051 Creekview, Grapevine, TX 76051
- 1857 Michael Madarchik, 5813 Lawndale Dr., El Paso, TX 79912
- 1858 Fred E Call, 2748 W 5600 S, Roy, UT 84067 (359)
- A-248 Sydney M Carpenter, 13011 Bexhill Dr., Houston, TX 77065
- A-249 Richard A Young, POB 1705, Rough & Ready, CA 95975-1705
- A-250 Tawny Quint Young, 16339 Queen Lil Pl, Nevada City, CA 95959
- A-251 Lois J. Ciarriotti, 18650 Florence, Roseville, MI 48066-4815
- A-252 Derek Johnston, 11 Church Lane, Brington, Huntingdonshire PE18 0PU United Kingdom
- A-25 Jean Charles Mace, Rue de la Croix Rouge, 56330 Pluvigner, France

UPGRADE TO LIFE OR SUPER LIFE MEMBERS

- L1317 Raleigh L. Alderson (358) (Omitted in last issue)
- L1047 Marvin S. Boyce 1358) L1603 Charles A. Bradshaw (Sadn ?)
- L1071 Neil C. Buie (358)
- L1733 Sander 5 H. Campbell (360)
- L1769 Thomas D. Goulson. Sr (359)
- L646 Edwin F. Deeqan (360)
- L556 Marvin P. Fink (360)
- L1580 Gilbert W. Hewitt (427)
- L170 William T. Hitt (358)
- L1646 Leon H. Hoegh (358)
- LA-79 Franklin R. Joy (Omitted in last issue)
- L527 Georae Kepics (360)
- L1326 Rubin I. Kirsch (359)
- L1531 Ted Lappo (358)
- L292 George Molnar (360)
- L528 John P. D. Nothstein (358)
- L1578 George F. Parker (427)
- L398 John J. Raos (444)
- L366 Crispin E. Sanchez (360)
- L110 Dale E. Schneider (360)
- L1666 Bill B. Tipton (359)
- L963 Thomas P. Wall (1681)
- L1352 Lamar H. Whittier (358)
- L1258 Frank F. York (358)

ADDRESS CHANGES

- 1490 Arthur L. Bailey, 4620 LaVerne Ave., Santa Maria, CA 93455
- 552 H.M. Driver. 120 Harris Dr., Barnesville, GA 30204-1934
- L1646 Leon H. Hoegh, 1368 - 340th St., Atlantic, IA 50022
- 1652 William F. Kahlden. Jr. 1718 Cobblestone Ct. Richmond, TX 77469-1323
- 1681 Albert T. Larsen, 2120 Robins Ln SE. #188. Salem. CR 97306
- L1380 Robert C. Mitchell, 7424 Theisen Rd., C/O L. Dicharry, Belgrade, MT 59714
- L1473 Harry F. Newcomb, Jr., 8607 Beech Hollow Ln. Springfield, VA 22153
- L528 John P.D. Nothstein, 75 Dietrich Rd., Pittsburgh. PA 15238
- L1119 Robert E. O'Donnell, 109 Hunter Ave., Joliet, IL 60436
- 932 Armand S. Pons, 33 Ranger Ln. W. Hanford, CT 06117
- L963 Thomas P. Wall, RFD c/o Wing Mansion. Shaftsbury, VT 05262
- A-206 S/Sgt Mitch Weber, PSC 46 Box 1128. JAC/DOIE, APO AE 09469
- L504 Robert C. Whitson. P.O.Box 158. Scurry. TX 75158
- Francis H. Ayers Sr., 26742 Timberline Dr., San Antonio, TX 78260
- Frederick O. Blair, 16 Old Saddle Rd., Ridge, NY 11961
- William H. Bruns Jr., 3401 Business 83 #200, Harlingen, TX 78552
- Ingvald n. Iverson, 5607 Green Circle Dr.#202, Minnetonka, MN 55343
- Richard L. McGilvray, 655 Sky Way #101, San Carlos, CA 94070
- Harry F. Newcomb, Jr., 8607 Beech Hollow Lane, Springfield, VA 22153

DONATIONS/MEMORIALS

- 845 Bruce E. Babbitt (360)
- Widow Mrs Leah Anne Berger
- 694 Leo J. Boyle (360)
- 5248 Elmo E. Clark (358)
- L1348 Kenneth Clarke (358)
- L1602 Ambrose G. Grant (359)
- A-179 Mary P. Maier (Omitted in last issue)
- LZ92 Georae Molnar (360)
- L1473 Harry F. Newcomb. Jr (360)
- 1537 Henry T. O'Sullivan (427)
- L398 John J. Raos (444)
- Widow Mrs Sylvia Reeves - Memorial to James S. Reeves
- 1041 Robert A. Rowe (360)
- S1024 Robert C. Umberger (359)
- 5005 Joseph Vieira (359) - Memorial to Thelma Vieira

Deerfield to donate book profits to Association's widow's fund!

Eddie Deerfield, the 303rd Association's new V/P for Reunions, is wearing another new hat-published author. His novel, *The Psy-Warriors*, a fictional account of psychological warfare during the Korean War, was released in April. It's a tale of love and lust set against the background of the political intrigue and heroics of the Korean conflict.

Deerfield told the Hell's Angels Newsletter that he wants all profits of books purchased by 303rd Association members to go into a special fund to help defray some of the expenses of widows attending future reunions. The Association's Board of Directors has approved a plan to sell the book through the Association's PX operation. Guidelines for the fund's distribution will be determined and implemented by the Board.

The novel follows the fortunes of six U.S. Army reservists through the pivotal Christmas week of 1951. They consider themselves fortunate to be in Pusan, hundreds of miles from the front lines, unaware that they have been targeted for separate attacks by a North Korean communist guerilla band and by a special force of the democratic government of South Korea. The "Psy-Warriors" offers an inside look at North Korean militarism and political dogma in a harrowing adventure of an American lieutenant's love affair with a Korean refugee film actress and guerilla war as hot as tomorrow's headlines. The book ends in the savage fury of dual attacks on the American compound.

Deerfield said one of the novel's characters is based on Bob Cogswell, his 360th squadron pilot, who was killed in action on B-29s during the Korean War. On the back cover of the book, there is reference to "the famed 303rd Bomb Group" and a photo of the author and the B-17 used in the recent filming of "Memphis Belle."

Brig. Gen. Charles "Chuck" Yeager, USAF (Ret), the first person to fly faster than the speed of

sound, wrote: "Enjoyed reading 'Psy-Warriors.' Psychological warfare made it possible for us to get our hands on the first Mig-15 we were able to test in Korea in 1953. Leaflets were dropped over N. Korea saying: Bring a Mig-15 to South Korea and become a U.S. citizen and receive \$100,000. It worked! Good luck on your book. Chuck Yeager."

Yeager was ordered to Okinawa in 1953 to test the Mig-15 described in his note.

Commenting on the book, the Chicago Sun Times had this to say, "It's *The Psy-Warriors* and it includes a beautiful Korean actress plus guerilla thrills and winter chills." National syndicated columnist, Irv Kupcinet called the novel "recommended reading."

Association president, J. Ford Kelley, in a letter to Eddie Deerfield, wrote, I read "The Psy-Warriors" this weekend and thought it was great. I kept wondering what was going to happen when the two forces came together to take over the station. You handled the entire build-up and conclusion wonderfully. I read a lot of war, mystery and intrigue books, and your work measures high on the scale."

Sam P. Fleming, 360th navigator, who flew 13 of his 30 missions with radio operator Deerfield, wrote, "I found it hard to put the *The Psy-Warriors* down once I started reading it. The book gave me a look at another side of the forgotten war. It has all-blood and guts, sex and love!"

To order "The Psy-Warriors" by mail, with all profits going into a new special fund to pay part of the expenses of widows attending group reunions, send a check or money order for \$11.00. This will cover the cost of the book, postage and packaging. Make the check payable to the 303rd Bomb Group Association. Mail it to Charles Sykes, 303rd PX Manager, 16281 N. 31st Ave., Phoenix, AZ 85023. Be sure to include your own name, and mailing address when you send the order.

1994 Appreciation Certificates were presented to: Ben Smith, Malcolm Magid, Loy Tingley, Cass Bielski, Robert J. Evans, Shuble Boling and Gerson Nadell.

The "President's Plaque of Appreciation" was presented to: Harry Gobrecht, James B. Taylor and Walt and Bev Mayer.

REUNION RAFFLE DONATIONS

We had some very nice raffle donations from our active members at the Savannah Reunion. Jim and Evelyn Taylor gave a \$250.00 mobile telephone; Clyde and Elizabeth Bradley donated a beautiful A-2 jacket, worth \$175.00; Frank and Jean DeCicco gave \$100.00 in cash; Ed and Jill Miller gave \$100.00 in rubber stamps; Malcolm and Iris Magid gave three photo reproduction worth almost \$100.00, and Joe and Nancy Fertitta gave \$50.00 worth of gourmet coffee and spices.

In total we gave away more than \$9,000.00 worth of prizes, with the major prizes being: a single cruise fare from Genoa, Italy to London on the Royal Cruise Line, worth over \$3600; a three day cruise for two from Miami, Florida worth more than \$1200; a round trip airfare to London for two worth more than \$1400. Also donated were two aviation prints of 303rd aircraft by Artist Keith Hill worth more than

\$80; and a print, "Alone No More" by aviation artist William S. Phillips, worth more than \$100.

As a result, we raised more than \$5,000 from the Savannah Raffles, and cleared more than \$4,300 that went to support the Association's expenses.

I am sure we have several, among our members, who would like to contribute to the Colorado Springs Raffle. Now is the time to start planning for that reunion.

I would like to solicit the membership to provide ideas on how we can find people, businesses, etc., who would be willing to provide a donation for the 1995 raffle. If there is a member who would like to make a donation to the Colorado Springs Raffle, let them step forward now. Please send your name, and/or ideas to Eddie Deerfield, 3552 Landmark Trail, Palm Harbor, FL 34684, or to me Ed Miller, 422 S. Walnut Avenue, Temple, OK 73568.

Ed Miller

Chick's Crew

New Hardbound Edition

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FOOD FOR THOUGHT....

Based on the facts contained in the front page story, I propose that the 303rd Bomb Group Association erect a plaque or some other appropriate award in the City Hall or the church at Le Cloître, France honoring the citizens of that City for the supreme sacrifices they made in aiding the surviving members of Lt. Harry Robey's Crew and also for the respect and sympathy shown by the citizens for the two dead 303rd airmen

HERE'S A BOOK ORDER COUPON FOR AN EXPENSE FUND FOR WIDOWS ATTENDING REUNIONS

Charles Sykes, 303rd PX Manager
16281 N. 31st Ave. Phoenix, AZ 85023

Please send me a copy of *The Psy-Warriors*.

I am enclosing a check or money order for \$11.00 made out to **The 303rd Bomb Group Association** to cover the book cost, postage and packaging. I understand all profits from sales of the book will go into a special fund to pay part of the expenses of widows attending future reunions.

Name _____

Address _____

City _____ State _____ Zip _____

MANY MEMBERS HONORED AT REUNION

During the recent Reunion at Savannah many awards were made to members for extraordinary service to the Association. Unfortunately all the pertinent information was not available at deadline time for the May issue of the newsletter. Here are the honorees listed in various categories.

1994 Appreciation plaques were presented to: William S. McLeod, Jr., William C. Heller, Melvin T. McCoy, Robert P. Livingston, Walter J. and Beverly Mayer, Mary Klint, Father Bernard Schumacher, Rev. Charles G. Rice, Jr., Rev. Everett A. Dasher, Ralph P. Adams, David R. Matthews, (Posthumously), 24th Inf. Div. Band, Fort Stewart, GA.

... **THIS ISSUE** ... → we put the spotlight on a group of people who on many occasions found themselves the recipients of our bombs yet when the chips were down were willing to put their own lives in danger to save the lives of Allied airmen. These were the citizens of Le Cloître in Brittany, France. Read what happened to Lt. Robey's crew on its mission to L'Orient, France on 23 January 1943. Also what happened to the citizens of Le Cloître who were determined to hide the survivors from capture by the Germans. → **Nose Art** on combat aircraft...Where and when did it start? Read about Mary Lou Gunson who was the pin-up girl for 303rd BG aircraft *Idaliza* but didn't know about it until a few months ago. → Follow the adventures of Dick "Spider" Smith who after finishing his tour in B-17s joined a P-51 scout group that flew ahead of the bomber stream and fed information on the target and weather back to the bomb group leaders. Read what happened when he had to bail out. He is now the pin-up boy for ceiling fans. → Also included in this issue is a new order form for PX purchases. → Read Eddie Deerfield's new book *PSY-Warriors*. Proceeds from sales to 303rd members benefits a new fund to assist widows going to reunions. → Lots of other interesting items are found in these 16 pages.

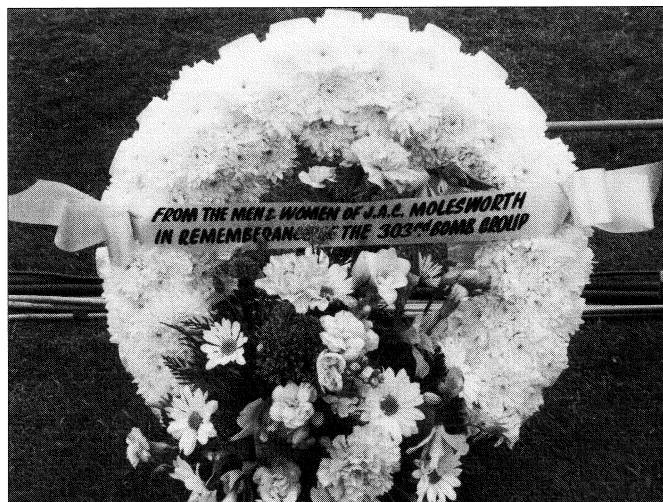
→ In the November issue Tailwheel and his exploits in Dakar, Africa, will return to these pages along with a look at the operational analysis people who were attached to the 303rd at Molesworth to make suggestions on improving our gunnery tactics.

ANOTHER MYSTERY WAITING TO BE SOLVED

Thumbing through Harry Gobrecht's *Daily Diary of the 303rd Bomb Group*, an interesting item on page 491 caught my eye. The event took place on 23 July 1944 and it had to do with Major L. Mel Schulstad returning from a short night cross country flight to King's Cliffe making a "water landing" at Molesworth. Unfortunately the water was hard that night and his four propellers chewed into the concrete runways. He was accompanied by Capt. Harry M. McDaniel who sat in the co-pilot's seat. The Diary report concluded with, "The embarrassing belly landing occurred at 0037 hours in B-17 #429020, *Phyllis*." This was the Group's only B-17E aircraft assigned to Headquarters, 303rd BG (H) and was used for towing targets. It was also known as *Tugboat Annie*.

Since the story sounded familiar to the one I did in the Jan. and Apr. 1989 issues of our newsletter I decided to check certain facts to see if I was "conned" originally or were there two different "wheels-up" landings? The incident covered in the 1989 newsletters supposedly took place on the night of July 4, 1944 and the aircraft in question was a B-17F, originally known as the *Vicious Virgin*, and changed to *The Scarlet Harlot* when it was rebuilt as a formation assembly ship. In this incident, the Pilot, Major "Look mom, no wheels" Schulstad also made an amphibian landing. Unfortunately the water was still hard and the props went to that place in the heavens where all good props go. Since this aircraft was rebuilt and modified and never came off an aircraft manufacturers assembly line, and was never placed on the supply list, it had no official status. So, how can you crash an aircraft that doesn't exist? Case dismissed.

If these two incidents I've written about are actually the same one, how come I have four different aircraft names, plus two different models, and were the passengers actually "fighter pilots?" Read the next issue of the *Hell's Angels Newsletter* for the big expose!



Joint Analysis Center wreath honoring honoring 303rd BG placed on wall by JAC Commander Col. Glen Shaffer.

IN MEMORIAM

Harold P. Beck (358) — August 1990
 Paul Blank (360) — 29 June 1994
 Richard A. Davis Jr (358) — 15 May 1994
 Richard F. Healy (427) — 13 July 1992
 David E. Heitman (359) — 7 February 1980
 William W. Higbee (358) — March 1993
 Joseph T. Kuryle (359) — 17 December 1993
 Murel Murphy (359) — 18 February 1993
 David H. Parker (427) — 5 March 1987
 Joseph E. Powers (?) — March 1994
 Jack Rose (?) — 13 July 1993
 Clarence E. Stevenson (427) — 8 April 1991
 Verden D. Swank (358) — 28 May 1991
 Louis F. Torvetto (358) — July 1993
 Richard P. Vinal (HDQ) — 1993
 Donald E. Wismer (427) — June 1993
 James Wood (359) — unk
 John H. Cook — 6 June, 1994
 Alfred (Al) B. Chiles, Jr. (427) 26 April 1994
 John J. Casello — (360) 22 May 1994
 Warren S. Wiggins (358) June 1994

FOOD FOR THOUGHT the 303rd BGA *does not* endorse the recent mail solicitation made by a member of the Association. The Directory which contains names and addresses of our members is not to be used for business purposes.

303rd Bomb Group (H) Association, Inc.
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