

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

OCTOBER 1995

NEW OFFICERS SET GOALS FOR '95-96

By Hal Susskind

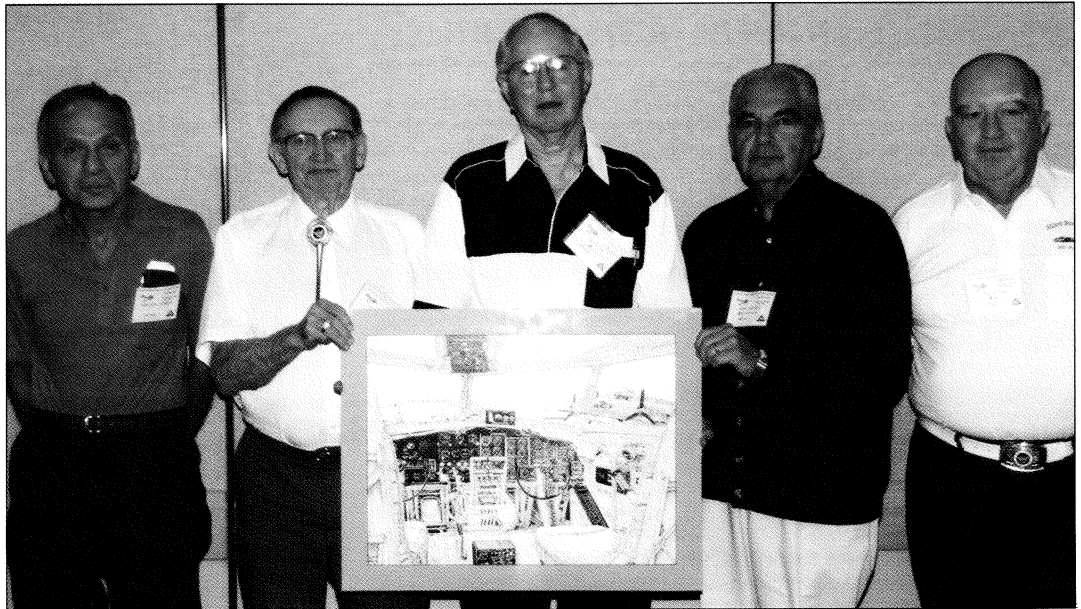
The second largest crowd in the history of the twenty year old, 303rd Bomb Group Association turned out for this year's action packed reunion at Colorado Springs, Colorado.

More than 700 Hell's Angels who taxed the capacity of the hotel ballroom attended the Gala Reunion Banquet on Saturday, September 16th to witness the passing of the presidential gavel from J. Ford Kelley to Edgar C. "Ed" Miller.

Accepting the gavel, Ed Miller said, "Every member of your Board of Directors and Committee Chairman are dedicated to taking actions during the forthcoming year to 'Preserve and Document our outstanding 303rd Bomb Group Heritage.' At our final board meeting on September 16th, we outlined eight specific goals that we plan to accomplish during the coming year. These goals will be difficult but I have the utmost confidence in your elected leadership, the Board of Directors and the Committee Chairmen. We will get them accomplished." (See goals on page 3)

Honored for his 10 years of service to the Association was newsletter editor, Hal Susskind who was named "Man of the Decade" and awarded a special plaque designed for the occasion.

Also honored for years of service to the Association were: Ray &



New Officers 1995-1996 (l to r) Walter J. Ferrari, VP for Reunions; John M. Ladd, Secretary; Edgar C. "Ed" Miller, President; Eddie Deerfield, VP for Administration and William J. "Bill" Roche, Treasurer. Complete list of all officers, squadron representatives, widows' representative, committee chairmen and chaplains can be found on page 2.

Theresa Cossey (England); Frank C. De Cicco, Jr.; Eddie and Mary Lee Deerfield; Larry Faulkner; Edward Gardner, Jr.; Bishop Rene H. Gracida; Barbara Heller; J. Ford & Betty Kelley; June Kidd; Malcolm & Iris Magid; Edgar C. Miller; Alvin L. Morton; William C. Roche; Coleman Sanders; Louis "Mel" Schulstad and Joanna Tressler.

The squadron meetings as well as the General Membership Meeting held on Friday were all well attended and action packed. Highlights of the general meeting were the election of a new slate of officers headed by Ed Miller; amending of the By-Laws to add a representative from the Widows "Squadron" to the Board of Directors and the approval to hold the 1996 reunion in San Francisco, CA on August 23-27, 1996. Minutes of the general membership meeting and the two board meetings are covered elsewhere in this publication.

One of the highlights - there were many - of the entire reunion was the day spent at the U.S. Air Force Academy. The two memorial services - one held at the Chapel in the morning and at the Academy's Cemetery in the afternoon to rededicate the 303rd plaque placed there in 1977 and to honor and pay respect to our fallen comrades, were quite emotional.

Other interesting presentations on the agenda included the one by Keith Ferris who did a three screen, synchronized slide presentation tell-

ing how he came to select the Hell's Angels Group as the subject of his Smithsonian mural. Ferris is still soliciting information from former crew chiefs as to where their aircraft were parked at Molesworth.

The reunion agenda also featured such optional offerings as a visit to the U.S. Olympic Training Center, the Garden of the Gods red sand state park, a cog rail trip to the top of Pike's Peak, the Flying W Ranch Barbecue, the casinos of Cripple Creek, the antiques of Old Colorado City and an 18 hole golf tournament.

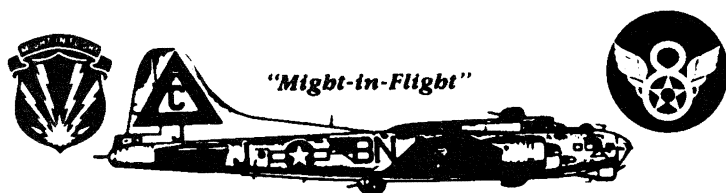
Invited guests at the Gala Banquet included: Maryanne Tebedo, State Senator from Colorado; Chief M/Sgt. Susan M. Turner, Hq 21st Space Wing and David Manning from JAC at Molesworth.

Eddie Deerfield and his wife Mary Lee should be commended for the planning and execution of a very enjoyable reunion. They are already working on the 1996 Reunion in San Francisco and promise it will top the 1995 get-together in Colorado Springs. Get your reservations in early.



Man of the Decade - Eddie Deerfield (r) presents plaque to Association's "Man of the Decade" newsletter editor, Hal Susskind.

It's San Francisco in '96



303rd BOMB GROUP (H) ASSOCIATION, INC. "HELL'S ANGELS" NEWSLETTER

Editor: Hal Susskind
VOL. XVII, NO. 4 2602 Deerfoot Trail, Austin, TX 78704 OCTOBER 1995

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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OFFICERS 303RD BOMB GROUP ASSOCIATION

President

Edgar C. "Ed" Miller
422 S. Walnut Avenue, Temple, OK 73568-0219

(Wife's name: Jill)
(405) 342-5119

Vice President/Administration

Eddie Deerfield
3552 Landmark Trail
Palm Harbor, FL 34684-5016
(Wife's name: Mary Lee)
(813) 787-0332

Secretary

John M. Ladd
Forge Hill Estates, #C-16
Ilion, NY 13357
(Wife's name: Tele)
(315) 894-3490

Vice President/Reunions

Walter J. Ferrari
2 Pine Ridge Drive
Newman, GA 30263

Treasurer

William J. "Bill" Roche
1428 Gleneagles Drive
Venice, FL 34292
(Wife's name: Doris)
(941) 485-5073

SQUADRON REPRESENTATIVES

358th Squadron Representative

Walter J. "Walt" Mayer
W. 14605 Taylor Road
Cheney, WA 99004-9245
(Wife's name: Beverly)
(509) 299-3250
(W) 6649 E. Hwy. 80, SP331
Yuma, AZ 85365-8441
(520) 344-6961

Alternate(s)

William H. Simpkins
348 S. Cologne Ave., Box 217
Cologne, NJ 08213
(Wife's name: Evelyn)
(609) 965-2871

359th Squadron Representatives

William E. "Bill" Eisenhart
1734 72nd Ave., NE
St. Petersburg, FL 33702
(Wife's name: Mary)
(813) 526-5088

Eugene E. "Gene" Girman
8420 Parrish Place
Highland, IN 46322
(Wife's name: Corlis)
(219) 838-5882

360th Squadron Representatives

William C. "Bill" Heller
PO Box 3006
Half Moon Bay, CA 94019
(Wife's name: Ruth)
(415) 726-6686 Fax 726-4214

J. Ford Kelley
7073 Fairway Bend Lane
Sarasota, FL 34243-3264
(Wife's name: Betty)
(941) 351-2281

SQUADRON REPRESENTATIVES

427th Squadron Representatives

Vernon W. Stone, Jr.
75 Camino Del Rio
Port St. Lucie, FL 34952-2374
(Wife's name: Jeanne)
(407) 878-7057

Alternative(s)

Norman O. Peterson
7658 Found Lake Road
St. Germain, WI 54558
(Wife's name: Jane)
(715) 542-3983
(W) 850 Snead Drive
Fairfield Glade, TN 38555
(615) 484-5528

HEADQUARTERS & SUPPORTING UNITS & 444TH AIR DEPOT REPRESENTATIVES

Melvin T. McCoy
8865 SW Maverick Terrace, #806
Beaverton, OR 97008-7474
(503) 524-3587

Maurice J. Paulk
205 W. 12th
Wood River, NE 68883
(Wife's name: Opal)
(308) 583-2583

WIDOW MEMBER'S REPRESENTATIVE

Joanna M. Tressler
Rd. #1, Box 373-K
Northumberland, PA 17857
(717) 473-3816

APPOINTMENTS: COMMITTEE CHAIRMEN

Newsletter Committee Chairman

Harold A. "Hal" Susskind
2602 Deerfoot Trail
Austin, TX 78704-2716
(Wife's name: Rae)
(512) 441-6475

Group Advisor

Lewis E. "Lew" Lyle
207 Ridge One
Hot Springs, AR 71901-9118
(Wife's name: Betty)
(501) 321-1956

Membership & Roster Management Chairman

Carlton M. Smith
12700 Red Maple Circle #54
Sonoma, CA 95370-5269
(Wife's name: Phyllis)
(209) 533-4033

By-Laws Committee

Jack P. Rencher
2901 Hill Road
Boise, ID 83703-4705
(Wife's name: Louise)
(208) 343-2265

PX Administrator

Charles R. Sykes
16281 N. 31st Avenue
Phoenix, AZ 85023-3008
(Wife's name: Vicki)
(602) 993-8015

Audit Committee

Frank C. De Cicco, Jr.
6 Kitty Hawk West
Richmond, TX 77469
(Wife's name: Jean)
(713) 341-5004

Nominating Committee

Malcolm J. Magid
2307 Briarwood Hills Dr. NE
Atlanta, GA 30319
(Wife's name: Iris)
(404) 237-1212

Mission Reports Administrator

Mark Matthews
5530 Cntr. Hill Church Rd. SW
Loganville, GA 30249
(404) 952-4622

Memorials Committee

Alvin L. Morton
301 Third Avenue Rm. 703
Pittsburgh, PA 15222
(412) 765-2532

Past-Presidents Advisory Committee Chairman

J. Ford Kelley
7073 Fairway Bend Lane
Sarasota, FL 34243

Historian & 8th AF Liaison

Harry D. Gobrecht
505 Via Deseo
San Clemente, CA 92672-2462
(Wife's name: Barbara)
(714) 361-2662

San Francisco 1996 Reunion Committee Chairman (Aug. 23-27 1996)

Eddie Deerfield
3553 Landmark Trail
Palm Harbor, FL 34684-5016
Local Committeemen –
(To be announced)

Chaplains:

Roman Catholic:

Bishop Rene H. Gracida, 4126 Ocean Dr., Corpus Christi, TX 78411
Rev. Bernard Schumacher, Subiaco Abbey, Subiaco, AR 72865

Protestant:

Rev. Charles G. Rice, Jr., RR #2, Box 18, Greenville, NY 12083
Rev. Everett A. Dasher, Rt. #4, Box 425, Saluda, SC 29138
(Wife's name: Helen)
Rev. Warren L. Hedrick, 14 March Drive, New Durham, NH 03855
(603) 859-5384
(Wife's name: Alma)

FROM THE PRESIDENT

Nothing that we could have done at Colorado Springs, would have been more appropriate than Eddie Deerfield's presenting the "**Man of the Decade**" award to our esteemed Newsletter Editor, Hal Susskind. He is without any doubt, the person most responsible for the high degree of comradery that we see all around us, throughout the year, and at our annual reunion. We want to thank both Hal and Rae, for the tremendous job they continue to do.

The awarding of the **Distinguished Service Award** was another highlight of the Colorado Springs meeting. This award was presented with the sincere thanks from all of the fellow Combat Team members who served at Molesworth, during the 1942-45 air war. Awards were presented to the flying members of our Combat Team at the Squadron meetings and to our ground support members of our Combat Team at the General Membership meeting. Widows and next-of-kin were also included in this presentation. Every member who served at Molesworth, regardless of his membership in the 303rd Bomb Group Association, was and is, eligible. If anyone knows of one of our comrades, and can provide an address not found in our Roster, please send it to me.

The planning and execution of our Reunion was a sight to behold. Eddie Deerfield and his wife, Mary Lee, had thought of every detail, and were responsible for the finest Reunion that I have ever attended. The ladies and members that helped with the registration, and other functions should be extremely

proud of the part they played – and most pleased with the results. For those of you who were at Boise, and again at Savannah, even the seating at the Saturday evening banquet went off without a hitch. They seated 686 of our Combat Team Members and their guests, the most we have had since Seattle.

The special events of the Reunion were outstanding, especially our visit to the United States Air Force Academy. There we held our Memorial Services, to honor the memories of those who fell during World War II, and those who have passed on since victory in 1945. We read the names of 52 of our Comrades who have passed on since Savannah.

But there was also work taking place by our Executive Committee and Board of Directors. New elections were held and new Committee Chairman appointed. You can see the names of your leaders printed on page two of this Newsletter. Take a moment and review who they are, and get in touch with them if you wish to offer some suggestions on how we can improve our Association. We revised our By-Laws to establish a Widow Member's Representative, and they voted Joanna M. Tressler to the Board.

Every member of **your** Board of Directors and Committee Chairman are dedicated to taking actions during the forthcoming year to "**Preserve and Document our Outstanding 303rd Bomb Group Heritage**". At our final meeting on September 16th, we outlined eight specific goals that we plan to accomplish during this coming year. They are:

1. The collection of Personal

Biographies from every member of our Association, including widows and next of kin. These biographies will form our Personnel Data Bank, which will be the basis for documenting our personnel contributions, in any form that they may take in the future; whether in a book, in a computer C/D ROM disc, or in a computer data base that will reside at the Mighty Eighth Air Force Heritage Museum. So when we send you Biographical Questionnaires, please fill them out and return them.

2. The Squadron Representative will follow the lead of the 359th Squadron and develop their own 1942-45 Squadron Organizational Charts and place names on these charts to denote Molesworth assignments.

3. We will increase the communications between Combat Team members and their designated Representatives and refer the significant inputs to the Executive Committee members. We can lead, but we would like to know the thinking of our membership.

4. We will further improve the best Newsletter in the 8th Air Force by going to color, computerizing the layout, and as needed, increasing the number of pages.

5. We will increase our efforts to locate our lost comrades who may be unaware that they have a 303rd Bomb Group Association. We would like to have them become members. Especially, we need to increase public awareness, as to where and when, we will be holding our annual reunions. If you know the name and address of one of our comrades, please send it to Carlton Smith.

6. We are reducing the cost of our Mission Reports by 50 percent, and are attempting to simplify the ordering process. We plan to turn these Mission Reports over to the Mighty Eighth Air Force Heritage Museum as soon as they can accept them, but we want to make them available to our Membership prior to release. What a better heritage to your children and grandchildren, than giving them some of your Mission Reports that tells of the perils of your wartime service. You will find an announcement on Mission Reports elsewhere in this newsletter.

7. We have budgeted funds for the establishment of a 303rd Bomb Group Association display at the Heritage Museum in Savannah, GA. We are dedicated to making this display the very best display in the Museum. Harry Gobrecht, our fine Historian will be responsible for this task. Please send in your wartime artifacts and memorabilia.

8. And, although a most difficult task, we want to make our San Francisco Reunion even better than the Colorado Springs Reunion. Eddie Deerfield has reserved 300 rooms at the Airport Marriott, and feels that we will have room for everyone at the one hotel. If you would like to volunteer to help, please let him know.

These goals will be difficult, and they will cost some of your Association dollars, but I have the utmost confidence in your elected leadership, the Board of Directors and the Committee Chairmen. We will get them accomplished.

Jill and I look forward to seeing "you all" in San Francisco in 1996.

Edgar C. "Ed" Miller

Mission reports on sale ... We are placing all of our Mission Reports on sale at half price, or five cents per page. For those of you who have retained your newsletters, you will find most of the prices in the Jan., Apr., and July 1992 issues. With a few exceptions, all missions are included except 211 through 242 and 322 through 364.

We are in the process of printing a complete price list for all of the missions and will have a 15 page listing available for \$1.00 to cover the cost of printing and mailing. We expect this listing will be available by the end of October 1995. When you receive the listing, all you will need to do is check off the missions that you wish to have reproduced, calculate the total price, add the shipping costs, write your check and put it in the mail. The listing will show full price of 10 cents per page, so you need to total the amount of your order, and divide it in half. Please include the shipping costs, which are \$3.00 for the first mission report, and \$1.00 for each additional mission report ordered.

We are unable to do any research for you, so you need to know which missions, by number and target, that you wish. Please allow 4 to 6 weeks for delivery as we expect a sizable demand. Remember we are relying upon our volunteers, Mark Matthews, the son of our deceased comrade, David, and his wife, June Matthews, to provide this service for us.

We want to remind you that some of the pages of the mission reports are difficult to read, and, in some cases, you will find pages that appear meaningless to you. We have attempted to locate volunteers to go through the mission reports and reduce them to a "Readers Digest" version, but found no volunteers.

In this Issue ... We have tried to give you an in-depth account of what happened at the Colorado Springs reunion. The turnout was amazing – more than 700 – and the pace was hectic ... Look for big things to happen in the Association during the next year. We recommend you read the minutes of both the Board Meetings and the message from the president ... We finally got clarification of the Air Force's position on awards. The policy in effect during the war is now official. Many of our people who were shot down during the war are, and have always been, entitled to an award. The wartime policy has "just been discovered." The award is not automatic; you have to apply for it. More on this subject in the next issue of the newsletter ... Two more memorials to a 303rd crew have just been dedicated or discovered. One at the Cheviot in 1995 and the other at Cerfontaine, Belgium in August 1993. Both are great stories ... Many thanks to people who sent in reunion photos. A special thank you to Coleman Sanders who sent in 100. Another page of reunion photos will appear in the next issue ... Two more paintings of 303rd subjects are displayed on page 20. One called "The Courage of Eagles" by Ronald Wong is dedicated to the two Medal of Honor winners, Sgt. Forrest Vosler and Lt. Jack Mathis and the planes they flew in when they earned the highest awards. The second painting by Geoff Pleasance is a detailed study of the cockpit of a B-17 with the aircraft "Augerhead" visible through the co-pilot's window. Prints can be ordered through: Brian McGuire, JAC, PSC 46 Box 404, APO AE 09469. Prices are: \$30 for "The Eagles" and \$15 for "The Cockpit."

Hal Susskind

Hell's Angels Forum

Your Chance to Sound Off!

Distinguished Service Award

Thank you for the Distinguished Service Award given to Alex G. Czarny, 427th Sqdn. at the Reunion. It is framed and on display. I shall treasure it always in his memory and I am sure my son Alan and family will as well. Alan is an Associate member of the 303rd BGA.

It is so important to have the achievements of the 303rd preserved for generations to come. My 16 year old Granddaughter attended the banquet. It is my hope she will wish to carry on the work.

My father was in the trenches in France in World War I and his brother was killed on the front lines. So it was that our family was busy with VFW activities when I was growing up. Flags on graves in small country church yards for Memorial Day. Memorial services with Taps; I can hear them still. On Christmas we visited the State Hospital in our town with gifts and a party for "shell shocked" veterans of World War I.

We need forever to remember the sacrifices made for us in WWII. When I went to England and saw all those white crosses with names of the dead, men in their late teens or early 20's, it made me so sad to realize all they had lost for their country. On our son's 19th birthday he seemed so young and it hit me that his father celebrated his 19th birthday on a combat mission over Germany.

I hope we can keep alive the incredible record of this group and as Longfellow said, "preserve their footprints in the sands of time."

Adeline Czarny Adams
1055 W. Stanford Ave.
Englewood, CO 80110

It is with appreciation and pride that I acknowledge the receipt of the "Distinguished Service Award", the more so because of the initiation and participation by Lewis Lyle, a man I remember and have much admired all these years. When I was young, very young, I did not comprehend the significance of those momentous days at Molesworth. In retrospect, serving even in a very small way with those gallant men was a privilege and a pleasure. Indeed I now know my youth, at least that part of it at Molesworth was neither misspent nor wasted. I am, in my old age frequently rewarded with some won-

derful memories. Of all the subsequent events of note, and there were many impressive ones, serving with the 303rd was one of the high spots of a lifetime.

Many thanks for another reminder.

Marty McGuire
24745 N. 117th St.
Scottsdale, AZ 85255-5900

Who were they? Where are they now?

On May 24, 1945 I was issued orders from the 70th Reinforcement Depot (AAF) and assigned to a crew headed by 1st Lt. Samuel W. Smith. We then moved to Holyhead, Wales and were assigned to a new B-17G 43-39412.

While awaiting orders to depart for the USA, we were approached at our aircraft (one of our crew was on the plane guarding it at all times), by two "skinny" Captains, who wanted a ride back to the States. They were in officer's uniforms, although well worn, they were clean and neat. They spoke "American" English and were very polite. They claimed they were exPOWs and had orders from Camp Lucky Strike directing them to report to a hospital in San Antonio, Texas. Unfortunately their orders directed them to proceed to the U.S. on the first available surface craft. They begged us to let them fly with us.

Our entire crew debated this for two days and finally after a vote of the entire crew, we decided to take them with us. Although they probably gave us some names we never bothered to remember them. We also knew that we would probably be in deep trouble when we arrived back in the U.S. if they were discovered on board. Their main reason for asking us, was because they said it would be quite some time before any surface craft was scheduled to arrive in port.

We left Holyhead on June 6, 1945. Then flew to Iceland, then to Goose Bay, Labrador with only minor problems enroute like when we showed up at a mess hall with 12 people and our orders only called for 10. We landed at Bradley Field, Conn. on June 8, 1945. When we landed, they vanished and we never saw them again.

I have talked to Sam Smith and members of the crew and we thought we should share this story

with you. If anyone knows these men or they themselves ever see this article, I wish they would get in touch with me or other members of the crew as we celebrate the 50th Anniversary of that trip back to the U.S.

John Ladd
427th Squadron
(315) 894-3490

Ed. Note: When I first saw this letter I thought I had the makings of a good spy story. I even fantasized that they were two ex-Nazis who were educated in the U.S. before the war and had returned to Germany just before the war started. Caught up in the Hitler movement, they fought for the Germans until they saw they were in a losing cause and decided to return to the U.S. Sneaking into London, England they picked up their uniforms in Picadilly Circus where you could get anything during the period just after the Nazis surrendered. Anyone want to add anything to my wild story?

A Helligram

Through you, Hal, I would like to thank the members of the 303rd for the wonderful thoughtfulness they showed me during my temporary confinement and my inability to attend the Colorado Springs 1995 reunion. I was also overwhelmed when the men of the 360th again elected me as their Representative. Mother nature willing, you can be sure we both – Ruth Younghe and I – will attend the next reunion.

I do not think my friends and associates in the 303rd can possibly imagine the great uplift their thoughts and words meant to me. I

love every one of you guys ... because of you, I survived those trying (but marvelous) days at Molesworth.

And Hal, I do remember the flight we took – in a little plane I had rented – to fly you and my youngest brother, the late Kenny Heller – to take a look at Pike's Peak on its own level. What great memories! That was 50 years ago.

Cheers!
Bill Heller
PO Box 3006
Half Moon Bay, CA 94019

Ed. Note: Bill Eisenhart passed around the Gala Dinner Program for us to sign and send to Bill. I flew from Molesworth to Casablanca with Bill in the nose of a Third Division B-17. Later on in August of 1945 I was the navigator on Bill's crew when we flew all the way from Casablanca to Hamilton Field, CA. A long haul for only one navigator and four pilots. In September of that year I met Bill and his younger brother in Denver and that's when we rented the plane to fly around Pike's Peak. I reminded Bill of that flight when I signed the program at the Gala Reunion Dinner.

USAF Academy

I note in the newsletter that the reunion of the 303rd is in Colorado Springs this year and includes a visit to the Air Force Academy.

In 1993, Gloria Malone, widow of 1st Lt. William A. Malone (d.1989) navigator in the John Griggs crew, donated Lt. Malone's flight map of his 36 combat missions, and the diary he kept of each mission, to the Special Collections Branch of the Air Force Academy Library. Duane



LTC Henry Pratten and family at Molesworth.

Forum

Reed, Librarian of the Special Collections Branch arranged to have the map and diary (hand written on the back of the map) encased in Mylar to preserve it and keep it readable. If arrangements to do so have not been anticipated at the Academy, you might want to make sure the map is on display during the 303rd's visit. Lt. Malone (my brother) was breaking regulations to keep the map updated and record the events of each mission, but it is now a teaching tool and an eye-witness account for the Cadets' education.

As a spin-off project after our visit, all of the Griggs crew was found after nearly 50 years. We also found the only living relative of Miles Bruce, the crew's tailgunner, who died on a mission to Czechoslovakia.

Duane Reed's address is enclosed, if you need it. Have a great reunion.

Maryan Malone
554 Palisade Avenue
Yonkers, NY 10703

Ed. Note: Our visit to the Academy was so action packed, we didn't get a chance to visit the library. I notice that Gloria Malone's name is not on our roster. If you would please send her name and address to our president, Ed Miller, he will send her Lt. William A. Malone's Distinguished Award Certificate which were distributed at the reunion. He would also like to have the name and address of the only living relative of Miles Bruce. Thank you for keeping us informed. I'm sure that when we get a chance to visit the Academy at our leisure we will enjoy looking at your brother's map and diary. We will put Mr. Reed on our mailing list to receive copies of our newsletter.

Royal Welcome

Thought some of our 303rd'ers who might be contemplating a trip to RAF Molesworth would be interested in our experience. We, my wife, son, daughter and her family, (all members of the 303rd) visited Molesworth in July. I had made previous arrangements with Brian McGuire of the JAC, and he went out of his way to give us the VIP treatment. I could not thank him and the JAC Commander, Col. Marcum, enough.

We were one hour late, got lost, in arriving and in addition to every-

thing else, we would have been greeted by an Honor Guard. We were escorted around the base. Had a video interview made of my recollections and experiences and then we were invited to attend a base picnic. They did everything possible to make us welcome and my family was very impressed and extremely grateful. If your visit to England is in your plans please contact Brian McGuire before hand and I am sure you will be happy you did. Enclosed are two photos of my family at the Might In Flight Building and the welcome greeting on the entrance marquee. Thanks again, RAF Molesworth.

Hank Pratten, Jr.
25 Ingersoll Blvd.
Canton, IL 61520

A Voice From the Past

I was quite interested in the note which you inserted in the article by William Crawford in the May issue of the newsletter in regard to the bombing mission to Cologne on Sept. 27, 1944. I believe I was your radio operator for your "Fort" that day. I was a member of George Baltes' crew (not Baltis) for 33 missions and we were about at the end of our "tour" of duty when you were starting your second tour that day.

We had several trips to Cologne in that period and I can still see the flak. I lost all track of George Baltes shortly after the war and would sure like to hear from him or any other member of our crew if they read this. I was known then as "Chuck" because the Army did not know how to use middle names!

C. Lloyd Giltenboth
352 W. Beaver St.
Zelienople, PA 16063-1509

Ed. Note: I had been away from Molesworth for about three months and did not know many crews when I returned but when I was scheduled with George Baltes' I was assured that I was flying with a very good crew. They were right. You people had a very good crew.

Info on Pacheco

Thank you – the copied and blown up photo of Pacheco and friends received in good shape and better than the original. I appreciate your professional work of many,

many hours (volunteer) as Editor of the newsletter. You do a super job.

It was not my intent to rush you in any way. Alex and Gertrude Bourque, 12 Decker Dr., Newark, DE 19711, forwarded info re: Pacheco family which reminded me of the original photo. M/Sgt. Alex Bourque, my first boss, was the crew chief of "Thumper Again," #42-5393 (PUG) B-17F. A quiet and resourceful fellow with beaucoup knowledge of B-17s. I was fortunate to work for him during the first few years of our stay at Molesworth.

Pacheco's sister, Elinor Medeiros, 96 Rockland St., S. Dartmouth, MA 02748, would like to receive any info, photos, etc. which I might have of her brother. Thanks again for keeping us so well informed.

Norman Cote
12 Kittredge Street
Augusta, ME 04330

B17F 42-5780 "Black Swan"

I have noted on your "Hell's Angels Newsletter" of February 1995, an inquiry emanating from John Sterling living in Boise, Idaho regarding the captioned B17 piloted by the 1st Lt. Jay R. Sterling.

That plane fell in Morandieres, commune of St. Pere-en-Retz near St. Nazaire. A memorial has been erected at the crash place in memory of the seven killed aviators. (Attached is a photograph taken recently).

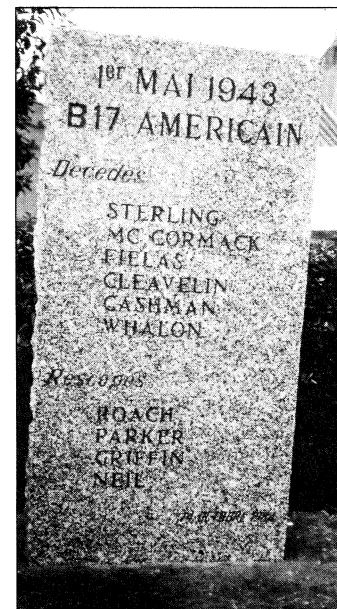
At the liberation, a German soldier has been arrested in possession of photographs which he took of the plane and the crew. They were seized and I succeeded to get them. I am enclosing same.

I am enclosing herewith a drawing of St. Pere-en-Retz area where I have noted the place of many elements of that catastrophe. (1) crash site, (2) the place where Lt. Jay R. Sterlings's body was found (3) left wheel of aircraft (4) three engines (5) one engine (6) where Sgt. Harley W. Fields' body was found (7) right wing and bombs magazine (8) left wing (9) Lt. Harry E. Roach escaped (10) Lt. Dave Parker, prisoner (11) Lt. John L. Neil, prisoner (12) Sgt. Powell E. Griffin, prisoner.

An article about that plane loss has been published in News & Observer, North Carolina newspaper

on October 6, regarding the year it may be sometime between 1984 and 1987.

Michel Lugez, President
American Memorial Association
13 rue
44600 Saint Nazaire

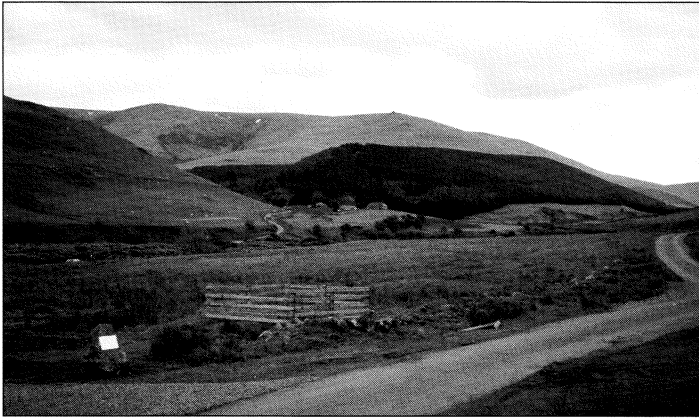


Memorial erected by French citizens in October 1984 to honor crew of "Black Swan."

Ed. Note: The 303rd BGA thanks Mr. Lugez for his valuable information and his assistance to the 303rd over the years. Lt. Roach was assisted by the French resistance, who led him 250 miles to an Escape Assistance group. He then joined a group who were led over the Pyrenees into Spain. He came home to England via Gibraltar on 29 June 1943. He returned to the U.S. for pilot training. He was killed in 1954. Joseph Monnier, a 19 year old French farm boy who assisted Lt. Roach and who had earlier helped Lt. Dave Parker was given a citation by Gen. Eisenhower for his aid in aiding downed Allied flyers during the war. On 17 October 1984, a beautiful stone monument was unveiled and dedicated near the small village of St. Pere-en-Retz where the B-17 42-5780 had crashed. Mr. & Mrs. Harry E. Roach, son of the navigator Lt. Roach attended the ceremony along with Joseph Monnier. Incidentally, John Sterling attended the Colorado Springs reunion and was happy to see the materials sent by Mr. Lugez. They have since been forwarded to him.

“On Top of the Cheviot”

by Hal Susskind



Looking toward the Cheviot peak. The 303rd B-17 hit just below that on the other side of the peak. (Photos by Brian McGuire)

The latest memorial honoring a 303rd crew was dedicated on May 19, 1995 by His Royal Highness, The Duke of Gloucester. The memorial was dedicated to all Allied Airmen who lost their lives on the Cheviots 1939-45. Joe Berly and George Kyle, survivors of the Dec. 16, 1944 crash of their B-17 (February 1995, issue of the newsletter) along with their rescuers, Frank Moscroft and Margaret Dagg, who as a young girl rode several miles on her bicycle in a blizzard, from Dunsdale to the nearest telephone at Hethpol, to call for medical assistance, attended the ceremony.

It was the Dagg's collie, Sheila, who found Sgts. Berly, Kaufman, Delaney and Smith huddled in a hole in the peat bog. Sheila was awarded the Dicken Medal, the highest award given to animals.

The nose occupants of the B-17, navigator F/O Fred Holcomb and bombardier Sgt. Frank Turner, died in the crash.

Lt. George Kyle, F/O James Hardy and Sgt. Ernest Schieferstein made their way down the hill by a separate route and reached a cottage at Mount Hooley, where they were mistaken for German airmen. But the mistake was soon rectified and they were made welcome in the Cowan's home.

In the introduction in their official program an official from the Royal Air Force Station at Boulmer said:

"I hope all of you will remember with pride and gratitude those men and women, armed and unarmed, whose courage brought us to victory. God bless them all."

Those poignant words were delivered by Her Majesty, The Queen

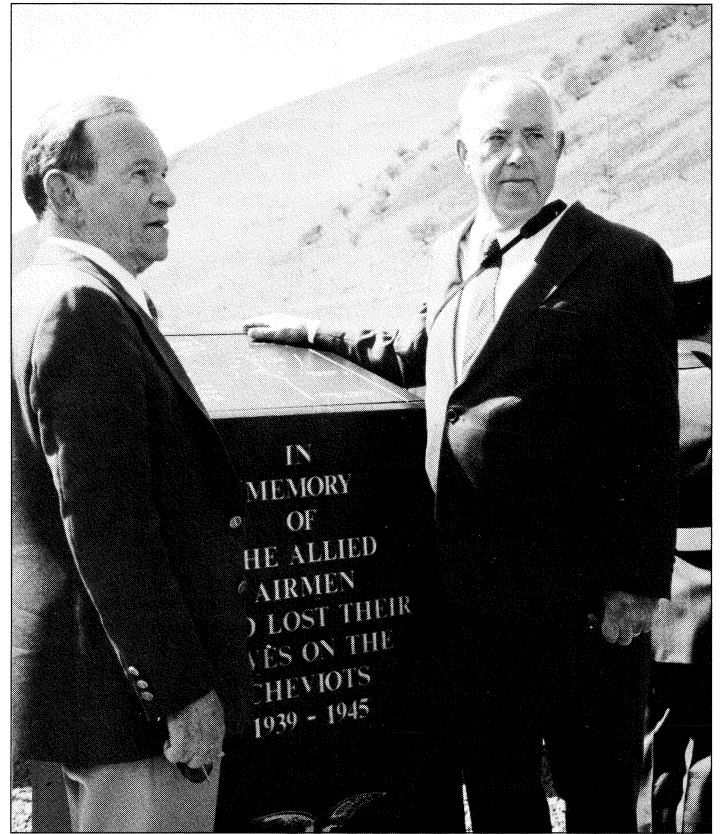
Mother at Hyde Park on the occasion of VE Day anniversary celebrations. Today is a different setting and a different occasion and yet those words could have been written for today's ceremony. Because not only do we pay tribute to the Allied Airmen who made the ultimate sacrifice but we also honor the courage and endeavors of the people of the Cheviot who distinguished themselves rescuing survivors, often in atrocious weather conditions.

Fifty years have now passed since victory was achieved in Europe, let us never forget the debt we owe to all those of so many nations whose sacrifices have laid the foundations of five decades of peace. Future generations will visit this beautiful, unspoiled valley, and the memorial will stand into the new millennium as a lasting reminder of the price for our freedom. If it causes them to reflect for a moment, it will have served its purpose.

Think of all those who died but also remember their gift to us – lasting peace.

Of the 11 Allied aircraft which crashed on the summit of the Cheviot, B-17, #44-6504 of the 360th Sqdn. struck the west hill of Cheviot just south of Brayton Crag at 13:15 hours but it was not until 18:30 hours that the survivors reached a safe haven which will give you a good idea of the conditions both the survivors and rescuers, Frank Moscroft and John Dagg faced as they made their way down the mountainside.

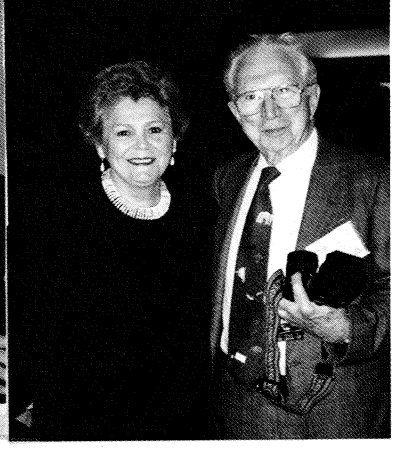
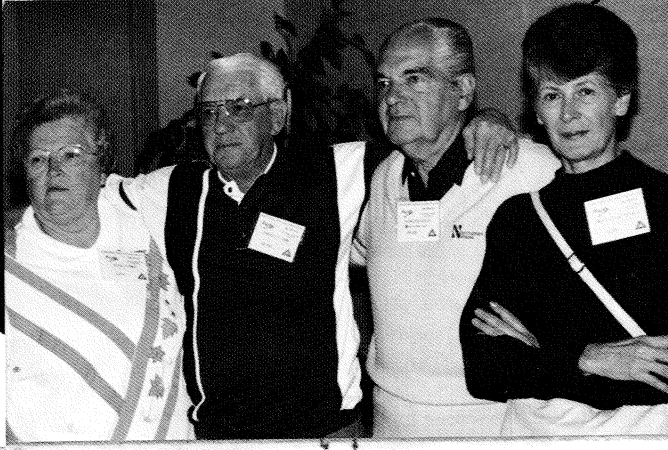
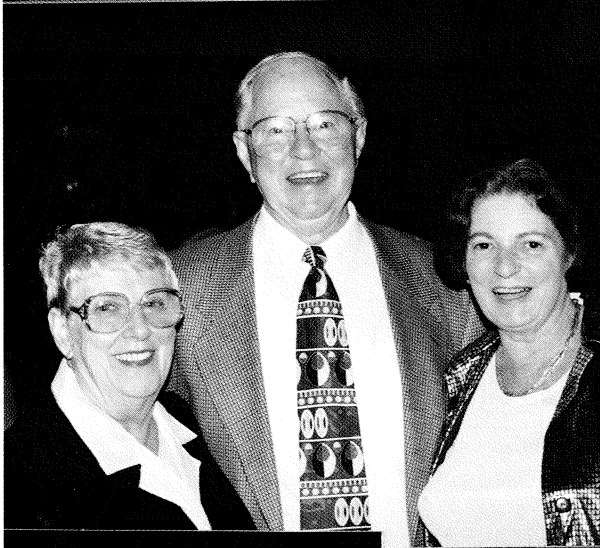
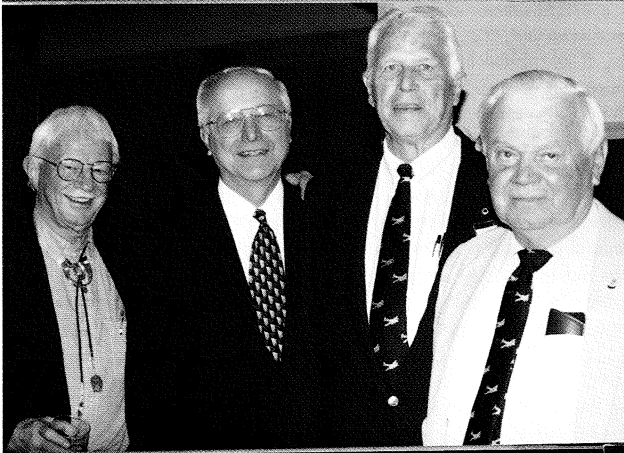
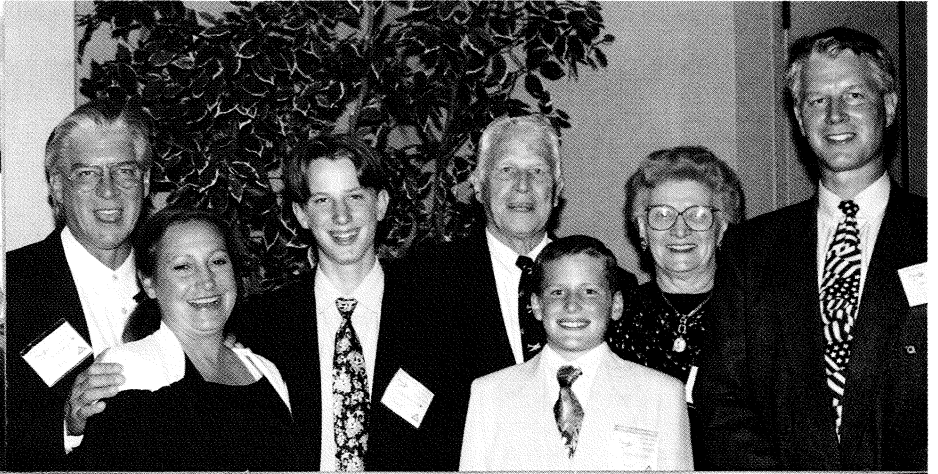
The B-17 of the 303rd was the 10th aircraft to hit the summit of the Cheviot referred to by Peter Clark as the place "Where the Hills Meet the Sky."



Kyle and Berly and memorial honoring Allied Airmen who lost their lives on the Cheviot 1939-1945. Map on top of memorial marks the crash sites.



Kyle and Berly with Frank Moscroft and Margaret Dagg.



The Fall of a B-17 at Cerfontaine

by Hal Susskind

Today is the 30th of December 1943; it is mid-morning in Europe as our B-17 knifes through the rarified air at 22,500 feet. The needle on our thermometer is plastered against the peg at minus 50 degrees. High overhead I can see our fighter escort criss-crossing over our bomber formation which seems to stretch for about 25 miles. According to our briefing officers we are part of the largest bomber formation ever assembled to bomb Germany by daylight. We are one of the 33 aircraft put up by the 303rd Bomb Group enroute to deliver our pre-New Year's presents to the I.G. Farben Chemical Works at Ludwigshafen. We are flying above a 10/10 cloud cover so the local citizens cannot observe or appreciate the enormous amount of destruction filling the sky above them but I'm sure the German soldiers manning the radar equipment have been impressed.

As we hit the I.P. and start on our bomb run, the flak starts breaking through the undercast. It starts bursting at our altitude. It is a moderate amount but quite accurate. I watch as a burst appears off our right wing and the plexiglass window on that side is shattered. The next burst appears off our left wing. We pray and hope that the next one doesn't have our number on it and burst between them. Somehow or other our prayers are answered and we snake our way through the bursts. Finally the bombardier's shout of "bombs away" is like music to our ears. The bomb bay doors are closed and we "high tail" it out of there and start the long trek home.

Our tail gunner and both waist gunners announce that there are 'bandits' in the area. They are attacking some formations quite a distance behind us. We stay alert and look for our "little friends" who are still above us. I watch intently to make sure that those little specks on the plexiglass nose don't suddenly turn into a gaggle of enemy fighters. Suddenly they disappear and we continue our long trek over enemy occupied territory towards England.

Finally we reach the English Channel and start letting down. The White Cliffs of Dover are always a welcome sight. After seven hours and thirty minutes in the air, our tires finally kiss the runway at Molesworth and we are home safe. We are

scheduled for twenty three more days like this and I wonder what they will be like?

Piling out of our aircraft we head for the truck that is to take us to headquarters for a debriefing. Gulping down two fingers of highly rationed scotch we sit down with the debriefing officer and after an exchange of information we learn that one of our crews is missing.

"Woman's Home Companion," a B-17G, on its eighth mission, piloted by Lt. W. C. Osborn "failed to return." There were conflicting reports on the loss of this aircraft. One returning crew reported that Lt. Osborn turned back at 11:25 hours at 15,000 feet, seemingly under control, but with three enemy aircraft heading to attack his Fortress. But what actually happened to Lt. Osborn and his crew?

The Cerfontinian Notebook #19 published in 1993 quotes an eyewitness who shed some light on the mystery by saying, "At about noon on December 30, 1943, an American bomber B-17, commonly called the Flying Fortress, crashed on the heights of Cerfontaine ver Hurtau, almost 500 meters to the left of Tierre A Grojes (opening of the woods coming from Redoubt), a little in front of the border of the Grand Benoit. The airplane was coming from a mission to Ludwigshafen.

According to Arthur Salmon who was spreading manure not too far from there said, "The airplane was coming from Marais (direction Southeast); it grazed the woods and stopped 50 meters before the border of Grand Benoit, at Derodes. Upon landing, it bounced several times before coming to rest; the tail of the plane was detached at the first contact with the ground, just before the road which it had crossed without touching; it was at this moment that the rear machine gunner fell from the plane; but he was already dead, killed in flight before the plane hit the ground.

"We made a ligature of arms for a wounded man who spoke French (it was Daniel). The men of the crew were thinking that they were in Germany and were all happy to learn that they found themselves in Belgium."

Andre Lepine, author of the Cerfontinian Notebook had this to say about the demise of the quadrimotor aircraft. "On this day,

the 8th US Army Air Force expedited 710 heavy bombers on the refineries and the port of Manneheim-Ludwigshafen. Because some aircraft experienced mechanical difficulties, the remaining 658 machines came upon the objective and there poured out 1,394 tons of explosives between 11 hours 56 minutes and 13 hours. But the B-17 of Cerfontaine was not one of those; victim ... of a mistake. Around Herbeumont, the lead airplane of its formation made a half turn without signaling its intentions. "Our" B-17 followed it establishing its error; it burned out a motor by overpowering it in order to regain the armada. The release of the load of bombs in the clouds did nothing to improve matters, and the pilots resolved to return alone by the most direct route. At the head of the return, they were plunged into a layer of clouds observed by the rest of the formation

at 11:25. Three German fighters, of the Focke-Wulf, FW-190 type, threw themselves on the heels of the isolated plane, they let fly an air-to-air rocket which disabled the quadrimotor.

The Fortress, she came out of the low clouds practically on the tops of the trees. Arriving from the East, the plane had to fly over the emplacement of the "Giant Beech Tree" to round off and almost kissed the sunken road going out of Grand Benoit ... the sphere of the side turret (ball turret) of the machine gunner Sgt. Lyle Fitzgerald could not have been released before the forced landing: its two heavy machine guns, which remained pointed toward the bottom after the extraction of the wounded occupant, had been first to graze Belgian soil. Twisted, they were torn out of the turret.

For the instant, dominated by the



Jack Jernigan, Jr. poses at memorial to his crew during his visit in May 1994. Joining him is Francine Van Roos who along with her husband was taken prisoner by the Germans for aiding downed American flyers. Her husband was sentenced to death and she received four years at hard labor. Luckily both survived the war and their imprisonment.

The crew of the "Woman's Home Companion," B-17G #42-39795, 303rd BG, brought down on Dec. 30, 1943 at Cerfontaine, on its 7th mission.

Pilot	1Lt.	William Osborn	captured	4/8/44
Co-pilot	2Lt	Jack Jernigan, Jr.	captured	4/8/44
Navigator	1Lt	Edward Cobb	captured	4/15/44
Bombardier	2Lt	Nelson Campbell	ret. England	6/10/44
Radio Op	S/Sgt	George Daniel	prisoner	12/30/43
Engineer	Sgt	William Wolff	ret. England	5/21/44
Ball Tur.	Sgt	Lyle Fitzgerald	died/ground	12/30/43
Waist	Sgt	Vincent Reese	KIA/resistance	4/22/44
Waist	Sgt	Earl Wolfe	prisoner	12/30/43
Tail Gun.	Sgt	Lawrence Evans	KIA/flight	12/30/43

solitary brownish monster in the silent grey toned ambiance I noted that which I could identify it. On the vast stabilizer, six or seven meters from the ground, appeared a yellow number: 239795. A large black C in a white triangle was on top, all above the letter E, yellow also. This last was found large and in grey on the rear fuselage with the letters PU. This joining of letters, not very elegant in the French language, incorporates the national insignia of a white star bordered by a blue and red border. Much later I learned to decipher these codes.

The C in the triangle qualifies it as being from the Group 303 of the 1st Division of heavy bombardment of the 8th USAAF. As for the PU, it is indicative of one of the four squadrons of the group, the 360th. At the time I of course ignored what all these signs indicated but I knew that my information would be transmitted "to London" by ways of which I had no concern."

For the 10 men of the 360th Squadron who took off in "Woman's Home Companion" on the morning of 30 December 1944 and crashed at Cerfontaine hours later, it was an out of the world experience. The tail gunner, Sgt. Lawrence Evans was killed in flight and fell out of the aircraft when it hit the ground in the crash landing.

The ball turret gunner, Lyle Fitzgerald, although gravely wounded in the chest, survived the landing sustained by morphine injected by Lt. Nelson Campbell, the bombardier. They took him out of the plane, carried him to the edge of the woods and left him with the ambu-

latory wounded Sgt. George Daniel and Earl Wolfe. Daniel, who spoke French, was assured that the civilians who arrived had alerted a doctor. In fact, the local Red Cross transported the wounded to the school at Cerfontaine. The Germans arrived and took charge of them there but no one could do anything for Fitzgerald, who died before nightfall. Daniel and Wolfe, now Prisoners of War, were taken to a German military hospital in Brussels until they recovered enough to be shipped off to a prisoner of war camp.

Of the six escapees, Sgt. Vincent Reese was the most unlucky. He strayed in the forest after having left Sgt. William Wolff and ended up with the mayor of Senzeilles, Julien Lehouck. He was accepted by the group of underground resistance hidden in the woods. The region would be fatal for him after the assassination on February 8, 1944 of the three German sentinels assigned to guard the crashed B-17. The Germans launched reprisals and captured Julien Lehouck and eleven clandestines and hung them on February 25. On April 22, in a punitive expedition in the woods of Saint-Remy, Reese was captured along with seven other escapees of other airplanes. All were summarily beaten. Their bodies were identified after the war at the burial ground of Gosselies-La Serna.

All the escapees except Reese, came to Brussels at the end of their travels typical of the risks tied to the evacuation of escaped aviators. On January 8, 1944, Lt. Jack Jernigan, Lt. William Osborn and Lt. Nelson Campbell were entrusted to the

good care of Jean Portzenheim, a member of "Service EVA," which was one of the networks for the recovery of Allied aviators. Two days later on January 10, Lt. Edward Cobb and Sgt. William Wolff arrived to join them.

Treason by a double agent named Van Muylen within the ranks of the recovery group caused Jernigan, Osborn, and Cobb to be made prisoners of the Germans; April 8 for the first two and April 10 for Cobb.

On May 3, having crossed over through Paris, Wolff was made a part of a small group crossing the Pyrenees. Wolff would already be in England on May 21, five days before Lt. Campbell passed his turn in Spain. Lt. Campbell was taken through Paris in a route different from Wolff and wound up in England on June 10. Escaping from the Germans at the risk of the life of their helpers, the American aviators would not return to aerial operations. They were sent back to the United States and assigned to service jobs or training.

In March 1992, Mr. Camille Delizee, the administrator of the Museum of Cerfontaine, sent out the idea of raising a monument for the fiftieth anniversary of the fall of the B-17, so that generations to come would remember. He proposed as a support a carrot of marble more than three meters in height. His proposal became a reality.

The spot chosen was at the crossroads of the highway along the National 589 Cerfontaine and Virelles, facing the Wot Fowia Road, so that users of this national road could stop and take notice of the commemorative text on the monument.

The dedication of the monument took place in the presence of John Osborn, the son of the pilot of the B-17, and his wife on August 14, 1993. (Lt. William Osborn died in November 1979. Sgt. George Daniel died on May 28, 1992. The USAF Tactical Squadron provided a fly-by in tribute to the brother aviators and Allies. Gen. Don Logeman, who took part in the 303rd Bomb Group Memorial Services at the Norfolk reunion in September 1989 took part in the ceremony as a representative of SHAPE.

Jack Jernigan, co-pilot of Woman's Home Companion on Dec. 30, 1943 revisited Cerfontaine in May 1994 and was royally welcomed and reintroduced to some of his saviors from 1943.

The 303rd Bomb Group Association salutes the crew of "Woman's Home Companion" for their outstanding acts of bravery during the mission to Ludwigshafen on 30 December 1943. The Association also salutes the citizens of Cerfontaine for the many sacrifices they made in rendering aid and comfort to our downed comrades.

Dear Lieutenant

We are happy and proud to welcome you today in Cerfontaine, where more than a half century ago, your B-17 had to land in fields called "Les Derodes" after being fired by the German aviation.

You symbolize for us the fight your great union, the USA carried on to free Europe and therefore Belgium from the German invaders. Without your help, who knows what would have become of us?

After your fortune landing, you were lodged for a few days by Mrs. Van Roos living in France. On January 8th, you were transferred to an escape network. You were hidden in Brussels and later in Antwerp in order to rejoin England. Unfortunately, you were betrayed by a double-agent working for the enemy and sent to prison on April 8th and then to a German prison camp.

Because of the forced landing, you had to face a tragic adventure and you risked your own life to save many others. Forever, we will be grateful to you for that. May our joy today, be our homage, when words cannot express our feelings.

Hereby, we also render homage to Mrs. Van Roos for her courage and patriotism.

Lieutenant, let me thank you warmly and please accept this modest souvenir. Take it home and show it to your and our children, may they see through it that the real human splendor and greatness is courage.

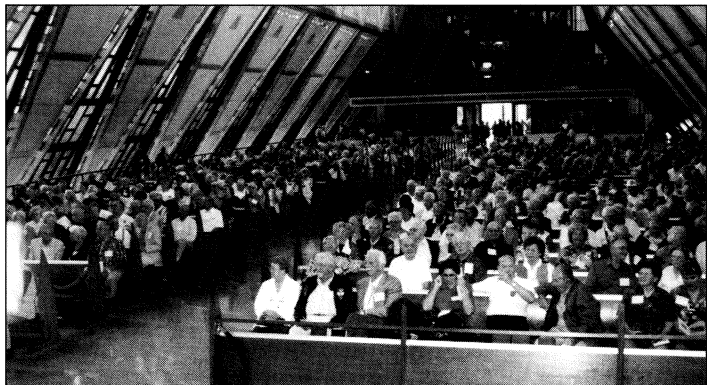
In my name and in the name of our fellow-citizens, I once again congratulate and thank you.

The above welcome address was rendered by the Mayor of Cerfontaine, to Jack Jernigan Jr., upon his visit to Cerfontaine in May 1994.

"The fall of this American Flying Fortress has certainly been one of the marked episodes of the Second World War at Cerfontaine, and for this reason, it merits the account faithfully put down here. At the same time, we wished that by our testimony – as imperfect as it is – a tribute might be rendered to the American aviators and to the civil victims and that their names might be held in the memory of our citizens and the generations to come."

**Andre Lepine
Editor, Cerfontinian Notebook #19**

FALLEN 303rd WARRIORS HONO



Cadet Chapel, 09:00, Thursday, 14 September 1995

(Eddie Deerfield) Good morning, Ladies and Gentlemen. In this, the 50th anniversary of the end of World War II, I can think of no more suitable place for the 303rd Bomb Group's Memorial Service than the breathtaking chapel at the United States Air Force Academy. Cadet Chaplain Ira Flax is with us today. It is my pleasure at this time to invite him to address us and conduct the service.

Welcome and Invocation ... Chaplain Flax

Organ Interlude by Dr. Joseph Galena

Walt Mayer's presentation at U.S. Air Force Academy Chapel

Good Morning Angels.

It is a great honor for me to be in this place with all of you. Today I will read a couple of memorial poems written by Air Force men.

Johnny E. Roberts was a 303rd Bomb Group member serving at Molesworth, England for three years. He was an armorer in the 360th Bomb Squadron. His poem, a tribute to the Hell's Angels 303rd Bomb Group was given to me at our reunion here in Colorado Springs in 1977. It seems fitting that I read it to you on this occasion. Johnny Roberts passed away several years ago, and he will be remembered here today.

303rd Bomb Group – Hell's Angels

Through mud and blood, beers and tears, the 303rd flew on,
the four motor groan of B-17s in the air before dawn,
We bombed the towns of Lorient and old St. Nazaire,



Walt Mayer reads memorial poems by Air Force men as (l to r) Bud Klint, Mel Schulstad and Eddie Deerfield meditate.

And everywhere you could see, flak was in the air.
Through those flak filled skies we went, like a turpentine old bear,
Then came limping back to base on the strength of just a prayer.
Through those infant days in Idaho to the ETO's far shore,
We took our place in battle for that devastating war.

With men like Jack Mathis, Mike Halpen, Johnny Gray,
And radio man Jonesy, gave out their last, "May Day"
They're flyin' now in heaven, they're on that glory plane
Men who gave their very all, so our rights we could maintain.

— Johnny E. Roberts

And for my second reading:

"Heroes" was written by Major James R. Briley, Yokota Air Base, Japan in memory of his brother, CWO Donovan L. Briley, who died in Somalia, October 3, 1993, at age 33. This poem is applicable to all our husbands, fathers, brothers, sisters and friends lost in battles throughout our history.

Heroes

They didn't seek thanks or any praise
for a job tasked out to do.
It is taken as a given, they're there when you need them,
forever willing, tried and oh, so true.

Always ready for the call,
the last they did receive,
They stood to fight and die for,
in all that they believe.

Duty is not a hollow word,
and dedication is a creed,
The flag and freedom, that we honor,
our words are backed by deeds.

I will ever wonder, and ask the question,
why dear Lord, Just Why?
They had to go, a family cries,
Another hero dies ...

I see their faces in my dreams,
tough and young and brave,
They were good men, we loved them all,
we wish they could have stayed.

You are all heroes. Thank you.

(Presentation by Wilbur "Bud" Klint)

When Eddie Deerfield asked me to participate in this memorial service, my first thought was: what a shame that neither of our Molesworth chaplains could be here. Then I thought: why not let the only surviving one speak through me? Eddie agreed, I contacted Chappie Slawson and he was pleased. He has sent a brief message which I shall read, but first, think back with me to what was happening 50-odd years ago and what the significance of it all was.

We are here to remember and honor all who fought or otherwise contributed to the winning of WWII, the defining event of the 20th century and, certainly, of our individual lives. Fortunately, there has been no single conflict in the past 50 years which comes close to the utter destruction of people and materials as did "The Big One." Yet, sometimes it is easy to forget the importance of that epic struggle and just how much we and, yes, the entire world owe to all who participated. How much do we owe? How about everything? Our way of life, including personal freedom, the opportunity for success and all the other things we take for granted were at stake. It's hard to imagine what this old world would be like today had the allies been defeated. How's that for a frightening thought?

Now, let me share with you the letter and brief memorial message from our beloved Chappie Slawson:

"Thank you for your letter. This has not been one of our better years but at

RED IN IMPRESSIVE CEREMONIES

85, and mama at 80, we continue to hang in there, thanks to a good walker and a wheel chair. I am slowly recovering (this was written last May) from a fall in January. I broke my hip in two places and broke my elbow. To make it worse, it was my left side and I am left handed. Mama continues to live with 'radiation hangover' — a result of cancer treatment which was successful. Thank you for making it possible for us to be at the reunion in spirit. We love you all."

Chappie and Mama

Then follows his memorial message:

"God Bless America. The call came to defend our country — we answered! It does not seem like 50 years ago, but here we are today to remember with love and pay tribute to those of our comrades who gave their lives to make victory the hard-earned success that it was. As long as the 303rd lives, let us never allow America to forget what our fellow comrades did, without hesitation, regardless of the cost to themselves."

Then Chappie asks that we bow for prayer: "Thank you dear God for the love that hold us together as a family, loyal to one another and to the nation we hold dear. Guide us as we strive to continue to serve.

Amen"

(Presentation by Mel Schulstad)

The Bombers

Whenever I see them ride on high
Gleaming and proud in the morning sky
Or lying awake in bed at night
I hear them pass on their outward flight
I feel the mass of metal and guns
Delicate instruments, deadweight tons
Awkward, slow, bomb racks full
Straining away from downward pull
Straining away from home and base
And try to see the pilot's face
I imagine a boy who's just left school
On whose quick-learned skill and courage cool
Depend the lives of the men in his crew
And success of the job they have to do.
And something happens to me inside
That is deeper than grief, greater than pride
And though there is nothing I can say
I always look up as they go their way
And care and pray for every one,
And steel my heart to say,
"Thy will be done."

(From "Empty Spaces: The poems of Sarah Churchill" daughter of Sir Winston Churchill)



On The Cemetery Grounds – 15:00 hours

(Eddie Deerfield) Only a few of us here today were present more than a decade ago when the 303rd Bomb Group plaque was first unveiled on these hallowed grounds. We are honored to be here today for the rededication. Let's start the program with the invocation by Chaplain Richard Dunn of the U.S. Air Force Academy.

Invocation ... Chaplain Dunn

Welcome ... Colonel Samuel L. Grier

During the war years at our base at Molesworth, Major Lew Lyle was an inspiration to all of us, officer and enlisted, flight crews and ground support. Today, more than 50 years later, retired Air Force Major General Lewis E. Lyle is still our inspiration. I invite him now to review and rededicate the 303rd Bomb Group plaque.



M/G Lew Lyle rededicates the 303rd plaque originally dedicated in 1982. Gen. Lyle also honored the memory of those who fell during the war years and congratulated the 303rd veterans for their outstanding performances of duty regardless of the tasks they were asked to perform. He also congratulated them for their remarkable achievements since leaving Molesworth.

(Presentation by William McLeod)

Thirty Thousand Feet

We soar aloft from British fields
To Hitler's hidden stores
Of gasoline and other things
He needs to guard his captured shores.
We climb above the friendly clouds
Below, the channel coast is clear,
We check our guns and oxygen;
For death is instantaneous here.

"Coast In" at 20,000 feet
We start again to climb.
There are "Bandits" in the air today,
And they'll strike at any time.
Your throat gets dry and chalky
And you're looking all around
Wondering if God's at thirty thousand feet
The same as on the ground?

There's a running fight with "Jerry"
And your heart begins to pound.
You think of home and mother.
Yes, the same as on the ground.
Number one is burning now,

(Continued on page 12)

Thirty Thousand Feet

(continues)

You pray till it goes out.
We're a long way from the target
And there's flak along the route.

Three engines overburdened
And the flak bursts all around.
Isn't God at thirty thousand feet
The same as on the ground?
Your target's up ahead now
And you get your bombs away.
The ground below is blazing
Where "Jerry's" oil stores lay.

The flak is really close now
You can almost hear the sound.
Isn't God at thirty thousand feet
The same as on the ground?
Number four is throwing oil
And he "feathers" number three
The tail gunner's badly wounded
And Chuck's bleeding at the knee.

You're miles behind the "Jerry" lines
No friendly fields around.
Isn't God at thirty thousand feet
The same as on the ground?
You're losing precious altitude,
And strive to plot a course
Around the Jerry flak guns
And all his hateful force.

You pray a bit and think a bit
And steer the pilot 'round.
Wondering if God's at thirty thousand feet
The same as on the ground.
The Rhine is just below us now
Luxemburg's in sight.
We're coming up on Brussels: Ross,
Steer fifteen to the right.

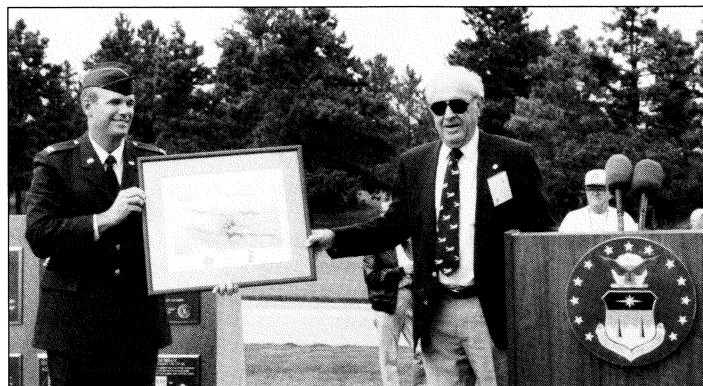
We'll hit the coast at twenty two,
Can you keep her up that long?
We're now at thirteen thousand
With two engines going strong.
Turn left to steer 'round Dunkirk
And we've cleared the coast at last.
We cross the cliffs of Dover
But our fuel is going fast.

The base is off at "one o'clock"
We fire a red-red flare.
The doc is there to meet us
And dispense his tender care.
You lift your eyes to heaven
Thanking God that you have found
That He's at thirty thousand feet
The same as on the ground.

Sept. 21, 1944
By A Tired Old Navigator
Stephen Quinn – 398 BG. 603 BS
#10 Mahrt Ave. Dayton, OH 45409

The poem is reproduced exactly as Steve wrote it in 1944, except the last word of the first line was changed from "Seventeens" to "British fields."

(Eddie Deerfield) The English artist Keith Hill had a special place in his heart for the men and machines based at Molesworth. One of his paintings is titled 'Might in Flight,' the famous motto of the 303rd Bomb Group. Our president, Ford Kelley, will present a lithograph engraving of that painting to the U.S. Air Force Academy. Accepting on behalf of the Academy is Colonel Grier.



"I am very proud to be here at the Air Force Academy today representing the 303rd Bomb Group Association and all who served with this "Hell's" Angels" group at Molesworth, England, from 1942 through 1945.

I was going to preface my remarks by outlining some of the 303rd World War II accomplishments, but Col. Greer has done such a great job of telling you about our outstanding group that there is no reason to elaborate further.

"Might in Flight" was and is our motto. About two years ago, Col. Glen Shaffer, USAF, commanding officer of the Joint Analysis Center, at our old base at Molesworth, started a personal research of the 303rd record at Molesworth. I talked with Col. Shaffer this week. He told me that his study of the record of the 303rd inspired him to seek a way to pass on our spirit of dedication and expertise to his organization presently occupying Molesworth. His program included naming the new headquarters building "Might in Flight" and arranging for commissioning a well known, English aviation artist, Mr. Keith Hill, to paint some of our aircraft in flight as they were during the war years. The painting was titled, "Might in Flight."

It is a great honor for me to present this "Might in Flight" painting to the Air Force Academy. The 303rd Bomb Group Association hopes that it will be an inspiration for all who attend the Academy as it has been to the present occupants of Molesworth, our old World War II air base."

J. Ford Kelley, President
303rd Bomb Group Association

Deaths Since The Savannah Reunion

Herrold E. Allen
Thomas J. Amici
George P. Bailey
Paul Blank
Sanders Campbell
John J. Casello
Alfred B. Childs, Jr.
Byron F. Clark
Roland M. Cowan
Emmet J. Danford
Richard A. Davis
Kenneth L. Elmore
Clyde V. Engholm
Lloyd J. Flanigan
Oldrich Fojt
Frank F. Forve
Bill A. Gilbert
H. W. Goetz
Chester L. Green
Nicholas A. Grondin
John W. Grove
William T. Hembree
Ralph M. Holper
Warren G. Hubley
Wesley V. Huguenin
Raymond H. Kasper
Robert E. Kidd

Roy L. King
William E. Lewis
James P. Mayfield
Billy L. McDonald
William D. McSweeney
Fulton R. Meyer
Samuel Minkowitz
Leonard F. Mogck
Walter N. Moore
Lawrence E. Poole
Joseph E. Powers
William A. Roode
Frances J. Ryan
Samuel R. Sapienza
Henry G. Schneiderman
William J. Schultz
Joseph J. Seelock
William A. Smith
Ben Spears
Ben L. Spindler
Theron S. Tupper
Robert J. Volz
Murray W. Wade, Jr.
J. Albert Wall
Lawrence Whippo
Warren S. Wiggins
Joseph G. Worthington

MAY THEY REST IN PEACE

BOARD OF DIRECTORS MEETING ... 12 SEPT. 1995

The meeting was called to order by President F. Ford Kelley at 9:00 a.m.

The following members and guest were present.

J. Ford Kelley, President; Ed Miller, V/P Administration; Eddie Deerfield, V/P Reunions; Jack P. Rencher, Secretary; Bill Roche, Treasurer and John M. Ladd, Harry D. Gobrecht, Harold A. Susskind, Walter J. Mayer, William H. Simpkins, Gene Girman, Norman Peterson, Melvin T. McCoy, Carlton M. Smith, Charlie Sykes, Lewis E. Lyle, Frank DeCicco, Phillip S. Fleming, Carl Dubose, William C. McLeod and Richard C. Fortunak.

- President Ford welcomed those present and summarized the major accomplishments since the Savannah Reunion: We improved our financial position; we assigned the PX to the Associate members, representing a significant transition of responsibilities; we increased our membership, we participated in the "Might In Flight" building dedication at Molesworth; we established a memorial fund; we coordinated the establishment of the Lewis E. Lyle Conference Room in the "Might In Flight" building; we established the Combat Team Award program; we published a new roster; and continued publishing the best military newsletter. We should all be proud of this very successful administration.
- President Ford asked about a motion at previous meetings wherein we voted to have annual reunions. We remembered this had been discussed and agreed upon but it was not in the last minutes. He also mentioned our previous discussions of creating a Widows Organization.

Reports

- Ed Miller determined that Mark Matthews, younger son of David Matthews, would take over the distribution of the Mission reports until they are turned over to the Heritage Museum. A check for \$1500 was sent to Treasurer Bill Roche for past activity in the Mission Reports. He reported the Mission Reports had slowed to zero, and questioned the cost-benefit ratio of maintaining the copy machine. After considerable discussion, a motion was made,

seconded, and passed unanimously to gift the copy machine to the Heritage Center. He reported the "Combat Team Recognition Project kicked off the effort" late in November 1994. Members of the committee included: Harry Gobrecht, Melvin McCoy, Carlton Smith, and Hal Susskind, with Lew Lyle as Advisor. They received \$4,500 for the project which Ed thinks was more than adequate. He sent out 331 letters to non-joiners or past members that were not currently active. They received 183 responses. We have 297 Distinguished Service Awards to present at this reunion. The budget for the project has \$2,235.00 remaining.

- Ed also reported the conducted an in-depth review of the Arlo Bartsch software program and recommended the Board of Directors give further study and discussion to the program before making any commitment. He received two proposals from Alvin Morton (1) to develop organizational charts and fill in the names of who performed the duties at the 303rd, and (2) initiated a gifting program for recognizing our numerous memorials world-wide. Ed recommended that these projects be discussed at our next Board of Directors meeting.
- The Arlo Bartsch Data System project was then discussed at some length. After much discussion, it was decided that this would be a tremendous and expensive project and the Board felt we should table this until more study is completed. Harry Gobrecht gave Eddie Deerfield the software program he had for this project. Lew Lyle stated that it was his decision that Arlo Bartsch not attend this meeting.
- An idea was presented for a trust fund for scholarships for 303rd direct descendants was discussed. No action was taken.
- The combining of the Headquarters Squadron with the 444th Squadron and supporting units was discussed. They are to keep their organizations but have one representative on the Board representing both organizations. This will require approval of the membership at the General Meeting. Hal Susskind reported that he has

published 4 directories and 35 newsletters. He wants to step down and wants a back-up to make it an easy transition. He wants us to think about this. No action needs to be taken now.

- A discussion about future reunions was prompted by William Heller's letter. A discussion ensued as to annual reunions. A motion was made, seconded, and passed unanimously that we confirm the previous decision to hold annual reunions.
- President Ford brought up our previous decision to create a Widows Squadron with one representative on the Board. This was in our last minutes and is to be voted on at the General Meeting at this reunion.
- Eddie Deerfield said it looked like attendance in Colorado Springs would equal or surpass other 303rd reunions. He reported 675 registrations, with more expected. He said his goal financially was to break even, but costs were impossible to predict accurately against expenses. He said he was able to save hundreds of dollars by setting type on his computer and giving printers camera-ready copy. He refunded registration payments for children and grandchildren of members, and urged them to sign their family members up as Associates. Eddie asked Jim Taylor to handle reserved seating for the banquet to try to avoid the rush through the doors. He said he had hired a 15-passenger van to shuttle members between Days Inn and Red Lion. He thanked his wife, Mary Lee, Lee Faulkner of Colorado Springs, Bill Roche, and Ed Gardner for their valuable assistance. Eddie said San Francisco was the destination for the 1996 reunion – the Airport Marriott at \$73 per night with all kinds of hotel fringe benefits. The dates are 23-27 August 1996. He quoted Article VII, Section K of the by-laws which concern appointing a reunions manager two years in advance, and volunteered to handle the San Francisco reunion, suggesting that the incoming Vice President for reunions begin planning for 1997. For the Board's consideration, he proposed a city in the upper Midwest for 1997, Florida in 1998 and

Texas in 1999.

- Treasurer Bill Roche reported a \$9,952.13 increase in our assets over last year. Harry's book sales were a significant part of this increase. He submitted a detailed report of our finances. He wants volunteers to help with raffle ticket sales.
- President Ford read Malcolm Magid's Nominating Committee Report as Malcolm was not present. The following nominations were recommended:

President: Edgar C. "Ed" Miller

VP/Administration:

Eddie Deerfield

VP/Reunions: Walter J. Ferrari

Secretary: John M. Ladd

Treasurer: William J. Roche

Note: All nominees have acknowledged a willingness to be a candidate and have agreed to serve if elected.

- A motion was made and passed unanimously that these nominees be recommended to the General Meeting.

Squadron Reports

- Walter Mayer (358th) sent out cards to his members requesting any ideas, by-law changes, or what members wanted. Those who answered all approved of the Widows Squadron. Reunions every 18 months were okay. Walt was concerned about time in the Squadron Meetings for the awards.
- Squadrons 359, 360 and 427 had nothing to report.
- Lew Lyle reported the 8th AF Air Museum will try to be open 14 May 1996. It is a tentative date and may have problems. There are about 30 displays at this time. The quality of the displays is dependent on donations. Most active units will have the best displays. The 303rd will look good. Lyle reported 30-40 volunteers are working now and he expects 200-300 by the time it opens. He needs memorabilia and it will be meticulously protected. He stated we have 100-200 personal videos so far and thinks they will be a major attraction.

(Continued on page 14)

Board Meeting (Continued)

- Mel (444th) reported a Squadron Meeting in Nebraska. They had eight present.

Newsletter

- Hal Susskind reported costs have gone up. 15-20 pages costs \$1.85 each to mail overseas and directories \$2.00 each to mail. More for those going overseas.

Membership

- Carlton Smith reported that we have 515 annual dues payers, an increase of 106 over last year. The life members total 777, an increase of 96 over last year. There are 176 super life members, an increase of 5 over last year. We have 11 advance payments and 15 volunteer donations for dues for members who feel they cannot pay. This makes a total of 1494 paid members, an increase of 209 over last year. If the seven Honor members and 243 Widows whose dues are waived were added, we have 1744 members. He further reported that new and retrieved members total 209; we have lost 87 due to deaths which shows a gain of 122, so we are still growing after 50 some years.

PX

- Charlie Sykes passed out his written report showing an improvement in the PX and hopes to improve more by the San Francisco reunion. He stated that the inventory only reflects what he has purchased but nothing that was held over from prior committee chairman.

By-laws

- John Ladd stated that all widows he talked with think their own organization with a representative on the Board is a great idea.

Historian's Report

- Harry Gobrecht (Historian) submitted a written report and stated that we need 303rd memorabilia and photos for the Heritage Museum. Ship to Gary Miller, Museum Director, The Mighty Eighth Air Force Heritage Museum, 1020 E. Highway #80, Pooler, GA 31322. Be sure to put the names on the pictures and your name as the owner of the picture and do you want it back. We need the names of Crew Chiefs and the mechanics who serviced the B-17's in your squadron and the number and/or location of Dispersal Area where the planes

were parked and serviced. We need the names of 303rd individuals who received the Silver Star, Legion of Merit, Soldier's Medal, Bronze Star, or any foreign awards. Everyone should complete the questionnaire (Military Biography) for the archives for use in a possible future computerized record. All MIA combat crewmen should complete the MIA report. We have scant details on what happened to you once you were reported MIA. Provide information to: Harry D. Gobrecht, Historian, 303rd BG(H) Association, Inc. at our reunion memorabilia room or mail to 505 Via Deseo, San Clemente, CA 92672.

- Harry further reported his book, *Might In Flight*, was sold out in December and costs prohibited printing any more. The Anglia Book Store in England has 3 copies at \$106.00 each. The books are in 13 libraries and there are 15 presentation copies left. He reported when he closed out the book account he had a \$9,026.26 residue which was forwarded to the Treasurer.
- Harry stated that Robin Beebe has done a remarkable job at Molesworth and recommended that he be appointed a Committee Chairman of the Bomb Group's Association and establish a new friend of the 303rd Committee with Associate members in England. This should be listed with the 8th Air Force. Robin has a new job and could not come to this reunion but sent an express letter expressing his regrets. It was noted this action was taken in Savannah, but needed implementing by notices to the 8th AF Historical Society and inclusion in our newsletter along with committee assignments.

Auditor

- Frank DeCicco had trouble with his foot and had one of the people in his office working on his report. They approved Bill Roche's figures and complimented Bill for his good job with the books. The board expressed thanks to the Auditor.

New Business

- A motion was passed unanimously that the Membership Chairman be responsible for maintenance of the roster and be combined with the Membership Chairman duties.
- A discussion ensued about the Memorial Fund. Al Morton has

suggested that people leave money as part of their wills for a program to lay a wreath at our memorials. This has been voted down previously. Any action was postponed until the Saturday meeting.

- A motion was made and passed unanimously that we thank Brian McGuire for a picture that he donated to the 303rd.
- A motion was made that Chaplain Warren Hedrick be designated a part of the Chaplains organization of the 303rd. Motion passed unanimously.
- A motion was made and passed unanimously that Brian McGuire from Molesworth, who is a Life Associate Member, be made an Honorary Member because of the great work he has done for the 303rd. The President will notify Brian.
- A motion was made and passed unanimously that creates a Computer Database Study Committee with Eddie Deerfield as chairman.
- President Ford advised the Board of artwork done by English artist Geoff Pleasance. The work depicts the B-17 cockpit and Mr. Pleasance would not receive compensation because of his respect for the 303rd Bomb Group. The Board approved a motion to award a special recognition plaque to Mr. Pleasance for his thoughtfulness. The President is to write to Mr. Pleasance thanking him for this honor.
- The proposal to hold reunions in 1997 in the upper Midwest, 1998

in Florida and 1999 in Texas was discussed. The decision was held over to the Saturday board meeting.

- Eddie Deerfield said he had reserved a block of 250 rooms at the Marriott in San Francisco, and asked the Board's reaction to raising this total in view of the great turnout in Colorado Springs. He reminded the Board that the Association would have to pay graduated penalties if actual attendance fell below the booking. After discussion, it was decided to try to raise the room block to 300.

Old Business

- Annual fees for Life Associate Members were discussed at some length. It is now \$75.00 for those under age 60. After discussion, it was moved and seconded that we stay at \$75.00. Motion passed unanimously.
- President Ford noted the objective of a special commission to consider art depicting ground crews was satisfied by the "Molesworth Dawn" painting.
- President Ford stated that this will be his last Board meeting as President and noted that all Board members had been cooperative, professional, and dedicated, for which he was very appreciative. "It has been an honor to serve as President," he concluded.
- There being no further business, the meeting adjourned at 12:20.

Jack P. Rencher, Secretary



303rd Bomb Group Historian, Harry Gobrecht, presents copy of "Daily Diary, History of Hell's Angels" to Col. Grier for use in the USAF Academy Library. (Photo by Sanders)

BOARD OF DIRECTORS MEETING ... 16 SEPT. 1995

The meeting was called to order by President Ed Miller at 9:00 a.m.

All the newly elected officers and appointed committeemen were all present. (see page 2 for names).

- A correction was made to the Savannah meeting minutes regarding members unable to pay yearly dues. Members unable to pay dues are not dropped from the active list. Their dues are paid by voluntary contributions.
- A motion to allocate a total of \$1500 yearly for squadron representatives to contact members of their squadrons was passed and is in the budget. The money is to be used to help contact old and new members and help our Association grow.
- A motion to reduce cost of registration at annual meetings and only charge for one registration per family, passed.
- A discussion was held regarding the investment of money in the treasury. It was decided not to make any changes.
- The Association's fiscal year ends on August 31, 1996.
- Ed Miller authorized the Squadron, Headquarters and Widow Representative to use



New Officers, Squadron Representative and Committee members, (back row l to r) Sykes, Magid, Lyle, Morton, Mayer, Eisenhart, Ferrari, Ladd, Smith, McCoy, Kelley and Susskind. (Front row, l to r) Gobrecht, Young, Ms Tressler, Deerfield, Roche and Prez Miller.

his postage bulk mailing privilege.

- A motion to authorize the editor of the newsletter to use up to \$2000 yearly to use color and inserts in the newsletter when he deems it appropriate; passed. Including the \$2000, the budget was set at \$12,000.
- A motion to allocate \$3,000 for the purchase of a computer to be used by the editor of the newsletter to lay out future issues; passed.

- Authorized \$1,000 for Carlton Smith to help defray the expenses of the Membership Chairman.
- Authorized \$6,000 for Charles Sykes to enlarge the PX inventory.
- Authorized \$2,000 for Harry Gobrecht to coordinate activities with the Heritage Museum.
- Authorized \$1,000 for Walt Mayer to purchase future recognition plaques.
- Joanna Tressler, Widows' Representative asked if future widows name tags at reunions could contain the appropriate Squadron with a capital W behind it.
- Ed Miller named all the committee chairs. Jack Rencher was appointed By-Laws Chairman.
- Malcolm Magid agreed to stay on as Nominating Committee Chairman.
- Ed Miller formed a new advisory committee of past presidents composed of: J. Ford Kelley, Chairman; William McLeod, Carl Dubose and Bud Klint to serve at the pleasure of the president. A long discussion on getting new members followed.
- Alvin Morton made a presentation on publishing a 359th Squadron Book for possible use by the 303rd. He also encouraged other Squadron Representatives to do the same. Harry Gobrecht will put

together a questionnaire along with Ed Miller designed to accumulate additional historical data on the 303rd.

- An endowment fund to place wreaths or plaques in all cemeteries where 303rd heroes rest was discussed. It was decided to start with three cemeteries; one each in England, France and Belgium.
- The distribution of the remaining "Might in Flight" books was discussed. It will be handled by the advisory committee.
- The original art of Geoff Pleasance's "B-17 Cockpit" will be donated to the Heritage Museum. Malcolm Magid will deliver it.
- The following city (or areas) were recommended for our future annual meetings: San Francisco, 1996; Northeast, 1997; Midwest 1998 and West, 1999 passed.
- Harry Gobrecht made a motion to donate our file photos to the Heritage Museum at a later date, preferably after the San Francisco Reunion. Passed.
- Ed Miller made a recommendation to lower the costs of our Mission Reports so that a member could more easily afford the costs. Passed.
- Meeting adjourned at 12:50 p.m.

**John M. Ladd
Secretary**



Robin Beeby, 303rd BGA Liaison in England, with wreath honoring 303rd BG dead at Madingley Cemetery in England. Starting in 1996 we will honor 303rd heroes in other European Cemeteries.

FROM THE MEMBERSHIP CHAIRMAN

After another great reunion it is hard to get back to reality. At the Colorado Springs affair we picked up 35 new Associate members, seven of which were life members. We also received 18 advance dues payments for 1996, five upgrades to Life and two to Super Life. I lost track of the number of area code and zip code corrections reported, but they are now recorded and are a big help to insure that our mailings are not returned for readdressing. There are quite a few changes being made to telephone area codes throughout the nation. If yours is one of them, please bring me up to date.

On the subject of changes, I have recently changed the designation of dues payments shown on the top line of the newsletter mailing label. Instead of a digit and a symbol, you will now see double digit-slash-double digit (i.e.: 95/95, 96/95, 97/94). The first double digit indicates the year for which dues have been paid, the second is the year in which that dues payment was made. Hope it eliminates the symbol confusion for you; it simplifies the record keeping for me.

Just after the last newsletter was published (May 1995) I transferred 35 names to our Inactive Roster.

This action was taken after three reminders of dues payments and the offer to waive the dues payment if it was a financial burden. The bad news is we must assume we've lost these members due to death, a move without leaving a forwarding address or disinterest in the Association. The good news is that this is the fewest names ever transferred and our overall membership number continues to increase. Even the bad news is not all bad. We often hear from some of these inactive and usually we retrieve about 10-12 each year. 11 already since May.

Some of you may have received a Membership Directory that was bound incorrectly. Some pages were duplicated and others were missing. If you have one of those flawed copies, let me know and I'll send you a replacement.

The following listings include some names that already appear in the new membership directory. They are printed here to insure individual recognition and to succeed those in my previous columns. These lists are current as of 26 September 1995.

Carlton M. Smith
12700 Red Maple Circle #54
Sonora, CA 95370-5269
(209) 533-4033

NEW MEMBERS

H-09 Brian S. McGuire (formerly LA-237), JAC, PSC 46, Box 404, APO AE 09469

L1907 James L. Wilson, 468 Ceil Dr., Nokomis, FL, 34275-2643 (359)

1908 Alvin E. Bethel, 536 Grubb Rd., Chillicothe, OH 45601 (444)

L1909 Henry R. Legge, PO Box 881, Galesburg, IL 61402 (360)

1910 Wiley Buckner, 27467 US Hwy. 2 S., Libby, MT 59923 (444)

1911 Charles G. Allard, 8004 Raintree Pl., Austin, TX 78759 (Sqdn?)

A-284 Jeff Latz, 803 N. 13th St., Leavenworth, KS 66048

1912 Kenneth L. Harper, 30 Opalo Pl., Hot Springs Village, AR 71909 (427)

LA-285 John J. Crowson, 4709 Coronado Ave., San Diego, CA 92107

L1913 Ralph E. Moffett, 652 Hillcrest Ave., Pacific Grove, CA 93950 (Sqdn?)

A-286 Jeff Gilman, 4525 Buckeystown Pike, Frederick, MD 21701

A-287 Marie Van Geyten, 3901 Juliet St., Silver Springs, MD 20906

A-288 Andrew B. Claster, 1800 N. Nelson St., Arlington, VA 22207-3625

A-298 Brian P. Ivey, 9412 Old Tampa Rd., Parrish, FL 34219

L1914 John J. McCarthy, 2271 NE 68th St., Ft. Lauderdale, FL 33308 (360)

A-290 Joseph Cohen, 9231 E. Holmes, Tucson, AZ 85710

A-291 Robert J. Kruckemeyer, 16211 Salimon Lane, Spring, TX 77379

L1915 H. Duane Litwiller, 523 Northwestern Ave., Taylorville, IL 62568-1235 (360)

1916 Lawrence C. Carriere, 3727 Bocage Dr., Opelousas, LA 70570-6846 (359)

A-292 Greg Dortch, 371 E. Las Colimas Blvd. #365, Irving, TX 75039-5548

A-293 Martin A. Marshak, 49 Whittier Dr., Searington, NY 11507

A-294 Gilbert Cohen, 45 Colonial Terr, Springfield, NJ 07081

L1917 James W. Kintner, 4395 Heth-Wash Rd. SW, Central, IN 47110 (3rd Prov Station Gas Defense Detachment)

1918 Gordon A. Ballagh, HC 81, Box 58, Burwell, NE 68823 (360)

L1919 James E. Roberts, 10523 Londonderry, Houston, TX 77043 (360)

L1920 Arthur L. Goss, 5110 Waddell Ave., Colorado Springs, CO 80915-2320 (358)

A-295 Arnold A. Wright, 515 Ruth St., Benton, AR 72015

A-296 John W. Mudie, 3100 Kingridge Way, Glendale, CA 91206

A-297 David J. Danaiels, PO Box 461, Lynden, WA 98264-0461

1921 Walter E. Barnes, 9909 Harbor Dr., Oklahoma City 73162 (360)

1922 Ray A. Miller, 640 W. Governor Rd., Hershey, PA 17033 (358)

A-298 Marie Hall, 1303 Jameson St., Benton, AR 72015

Widow Mrs. Virginia Harman, 1140 Shasta Ave., Red Bluff, CA 96080 (444)

1923 Paul W. Hershner, 5126 Schuykill St., Columbus, OH 43220 (358)

A-299 Donald G. Smith, 6407 Nasco, Austin, TX 78757

L1924 Irving Libert, 138 Katz Ave., Paterson, NJ 07502-1216 (360)

L1925 Harry H. Schulz, 9748 Mackenzie Rd., St. Louis, MO 63123-5400 (Sqdn?)

L1926 Marvin H. Heckendorf, 471 Greenway Ave., Satellite Beach, FL 32937 (358)

Widow Mrs. Patricia Vowels, 12012 NE 26th Pl., Bellevue, WA 98005

A-300 Arthur L. Bale, 411 S. Alpine Dr., Liberty Lake, WA 99019

1927 Dudley V. Marten, 5508 Ashton Rd., Sarasota, FL 34233 (360)

L1928 Robert D. Miller, 119768 Holiday Rd., Grosse Pointe, MI 48236 (427)

L1929 James L. Stewart, 23816 Helsinki St., Mission Viejo, CA 92691 (360)

A-302 Ruth Vowels, 16230 NE 14th #G101, Bellevue, WA 98008

A-303 Todd N. Snyder, 3651 W. 800 S., Union Mills, IN 46382

A-304 Michael R. Ripley, PO Box 1194, Corona, CA 91718-1194

LA-305 John Wilson, 14911 E. 94th St. N., Owasso, OK 74055

A-306 Martha Hyde, 2218 Hudson St., Denver, CO 80207

A-307 Eric Schulstad, 555 N. Gaffey St., Apt. 107, San Pedro, CA 90731

A-308 Jeff Schulstad, 318 6th St. S., Columbus, MS 39701

A-309 Jon M. Schulstad, 4963 Swinton Dr., Fairfax, VA 22032

A-310 Tina Schulstad, 17518 8th Ave. NE, Shoreline, WA 98155

A-311 David C. Manning, JAC Molesworth, Unit 8845, PSC 46, Box 103, APO AE 09469

A-312 Susan C. Roach, 403 Julian Ave., Honolulu, HI 96818

LA-313 Sheran A. Holzinger, 2316 300th Pl., Ocean Park, WA 98640

LA-314 Lance Stoner, 5814 Reeder, Shawnee, KS 66203

A-315 Larry Stafford, 14801 Judicial Rd., Burnsville, MN 55306

A-316 Robert D. Stewart, Rt. 434, Box 1242, Apalachin, NY 13732

A-317 George Murphy, 8 Hecker St., Staten Island, NY 10307

LA-318 Laura Kidd Bastidas, 3602 Grand Canal, Marina Del Ray, CA 90292

A-319 Charles W. Doctor, 8008 Kingston, Dr., Frankfort, IL 60423

LA-320 Lynn Kindred, Box 99, Pond Creek, OK 73766

LA-321 Richard Kindred, 952 N. 7th, Blackwell, OK 74631

A-322 R. Edward Balkcom, 3401 E. Virginia Ave., Denver, CO 80209

A-323 W.M. Balkcom, 4475 Shiloh Ridge, Lithonia, GA 40058A-324

Cindy Hayes, 5442 Old Farm Circle East, Colorado Springs, CO 80917

A-325 Dewey Hall, 1514 Pearl, Duncan, OK 73533

A-326 Greg Hatzenbuehler, 23251 Los Alisos #56, Lake Forset, CA 92630

A-327 Ruth Aktepy, 89 WWP Village Rd., Noxon, MT 59853

A-328 Patti Horobiowski, 410 E. Stonewall St., Spokane, WA 99208

A-329 Annabel White, 730 Lincoln Pl., Boulder, CO 80302

A-330 James R. White, 780 Collins Rd., Selah, WA 98942

A-331 Darlene Barrier, 926 S. Cannon #23, Spokane, WA 99204

A-332 Karen Barrier, 2110 Canyon Dr., Coeur D'Alene, ID 83814

LA-333 Samantha Street, 6001 McKinney Ave. NE, Albuquerque, NM 87109

A-334 John A. Eisenhart (address to come)

A-335 Kirk Webbink (address to come)

A-336 David L. Schaubert, 4986 N. Hathaway Ln., Ft. Collins, CO 80525

A-337 Katherine T. Schaubert, 4986 N. Hathaway Ln., Ft. Collins, CO 80525

A-338 Joanne C. Akimento, 1704 Larkin Ave., Orlando, FL 32812

Widow Mrs. Dorothy E. Mosier, 227 Mohawk St., Apt. B-1, Tiffin, OH 44883 (444)

L-1930 William J. Polk, 5151 Isla Key Blvd., St. Petersburg, FL 33715 (360)

ADDRESS CHANGES

L318	Eldon W. Audiss, N1350 Cty T, Endeavor, WI 53930
L1193	Cass Bielski, Jr., 100 Cottage Dr., Winchester, VA 22601
1570	Kenneth E. Bixby, 14801 W. Via Montoya, Sun City West, AZ 85375
933	Auston Caplinger, 1110 Dodge Ave., Oroville, CA 95965
A-224	Bernice S. Caposso, 1328 Reed St., Grinnell, IA 50112
Widow	Mrs. Jean Castle, 1021 Eagle Pl., Davis, CA 95616-5700
828	Joseph Ciglar, 9112 Togan Ave., San Diego, CA 92129
1413	Wallace A. Clines, 6212 Sea Meadow Dr., Ft. Worth, TX 76132-1114
1792	George E. Copeland, 1983 Oakwell Farms Parkway #207, San Antonio, TX 78218
L1510	Clyde J. Cottle, 2063 Summerhill Rd., Turkey, NC 28393
774	Thomas R. Donahue, 3737 Atlantic Ave., Apt. 503A, Long Beach, CA 90807-3420
1104	Edward W. Gardner, Jr., PO Box 246, Interlochen, MI 49643
1561	Jack Gardner, 1519 Fairmont St. Pittsburgh, PA 15221
Widow	Mrs. Ann Goulding, 29729 Longhorn Dr., Canyon Lake, CA 92587-7641
L790	Walter C. Henson, 1401-136 E. Norte Parkway, San Marcos, CA 92069-2259
A-198	Tom Hillary, 1516 Raleigh Dr., Carrollton, TX 75007
L389	Henry G. Johansen - Delete St. Paul, MN address
LA-233	John C. Kelley, 704 Beaver Dam Rd., Raleigh, NC 27607
L1671	R.A. Knight, 709 Sunset Ln., Lubbock, TX 79403
A-197	Marie Leduc, PO Box 425, East Windsor, CT 60688
Widow	Mrs. Mildred Moessnes, 706 Wilshire Cir., Mars, Pa 16046
S069	William J. Neff, (Apr to Dec) 515 NW 43rd Terr., Kansas City, MO 64116; (Dec to Apr) 1221 Hillsboro Mile, Apt. 48A, Pompano Beach, FL 33062
A-171	Eugene R. Prieto, 1333 S. Belardo #511, Palm Springs, CA 92264
L1726	Dale E. Ragel, 1471 Sorrel St., Simi Valley, CA 93065
1343	Ralph A. Roseland, 11910 Bammel Ln., San Antonio, TX 78213
Widow	Mrs. Lynn Seelock, 17922 83rd Ave. NE, Bothell, WA 98011-1849
L1695	Paul V. Sersland (1 May to 1 Oct) 2851 E. 1980 N., Layton, UT 84040
1552	Edwin Siegel, 1440 Dickens St., Apt. 204, Sherman Oaks, CA 91423
Widow	Mrs. Pat Steen, 1073 Smock Dr., Greenwood, IN 46143
S1550	Robert W. Thoma, 509 Rt. 530, Apt. 133C, Whiting, NJ 08759
Widow	Mrs. Frances Vogel, 798 Sandi Dr., Leesburg, FL 34788-2451
A-206	TSgt Mitch Weber, 12226 South 26th St., Omaha, NE 68123-1727
L1157	Jim White, S. 1303 Crestline, Spokane, WA 99202
L702	Robert C. Wilson, 205 Pineridge Rd., Dothan, AL 36301
L1829	William J. Yepes, 4814 Tannery Ave., Tampa, FL 33624
1682	Archie McLachlen, 207 SE 45th St., Cape Coral, FL 33904-8449
1504	Elvin F. Webbink, 3671 W. Cooper Ave., Tucson, AZ 85741
L1320	Darrell L. Garlick, Rd. 2, Box 461, Sulphur, OK 73086-9861

DONATIONS/MEMORIALS

S189	Ralph B. Adams (359)	L227	Howard J. Frohman (360)
L063	David H. Arnott (427)	L1239	James E. Geigle (360)
S648	Paul J. Barton (359)	097	William R. George (358)
166	John L. Beringer (359)	S639	Harry D. Gobrecht (358)
1908	Alvin L. Bethel (444)		- two
L1079	M.D. Blackburn (359)	L342	Raymond B. Gradle (358)
S1514	John O. Burcham (358)	1354	Norman D. Hammel (360)
A-224	Bernice S. Capasso	1124	Robert J. Hannan (360)
933	Auston Caplinger (427)	A-295	Arnold Wright
L533	Walter J. Carney (359)	L409	Frederick B. Ziemer (358)
Widow	Joyce L. Carringer		
L1771	Wayne Cope (358)		
1792	George E. Copeland (Sqdn?)		
S670	Albert L. Dussliere (427)		
L314	Kenneth C. Edwards (359)		
1035	James T. Elovich (358)		
L916	Leroy Faulkner (360)		

The 18th of April

The 18th of April is a memorable day on both sides of the Atlantic. To the Americans, it is a reminder of Paul Revere's famous ride to warn the Colonials at Concord that the British were coming to raid their town; thus the start of the Revolutionary War.

To Bill Adams, a Britisher, April 18th was the day he was honored by members of the American military when he invaded their camp at RAF Molesworth. What a difference 220 years make.

Bill's experiences that day are profiled below in a letter to Brian McGuire, one of his hosts at Molesworth.

"I received the package you sent me. Joyce (Mrs. Adams) and I sat and watched the video and were thrilled with it and I'm sure when my family sees it they will be proud of the way you at the JAC honored me. I know it will be a long time before I ever forget that day in April and the kindness that was shown by everyone at Molesworth. If I was ever asked to pick out an event in my life that I will always remember, I would have to say the 18th of April, the day I was honored for the 303rd Bomb Group wood carvings that I presented for display in the Memorabilia Room at Molesworth.

Since my last conversation with you, I told you that I had finished one nose art, and the 303rd Bomb Group emblem. Well now I have managed to start three more nose arts and I am also waiting for the four squadron emblems to be sent back to me all drawn up and ready for carving. At present I am working on another "Idaliza" nose are for Norman Cote, the crew chief of that aircraft.

I have decided to donate all my spare time to carving 303rd BG nose art. I will stay in contact with you and keep you up to date with what I am carving.

I am enclosing a photo that



Bill Adams (10) and his sister (9) during World War II.

should go with the story, "Once in a Lifetime," (May 1995 issue of newsletter). It's the only photo that was taken of my sister and I during WWII. When that photo was taken I didn't have a care in the world. I wasn't much older when Ben Smith (author of Chick's Crew) used to visit the dance hall just up the road from my house. Funny how events in your life happen and it is not until after another event happen, that you find the two are related - Ben Smith and me carving nose art - both connected with the 303rd BG.

By the way, Brian, did anyone ever get a photo of the sign, "Welcome to Molesworth, Mr. and Mrs. William Adams? I told my family about that sign. That sure is a photo I would like to get for my album.

I have decided to donate my time to carving 303rd Bomb Group nose art so that one day my grandchildren will see first hand some of the nose art that was painted on the 303rd Bomb Group B-17s. They will also learn that people like Lt. Jack Mathis gave his life so that people in England could be free. With the help of my carvings and emblems the 303rd will live on in England."



Mr. and Mrs. Bill Adams receive "Might in Flight" painting from Col. Marcum, Commander JAC.

UPGRADE TO LIFE MEMBERS

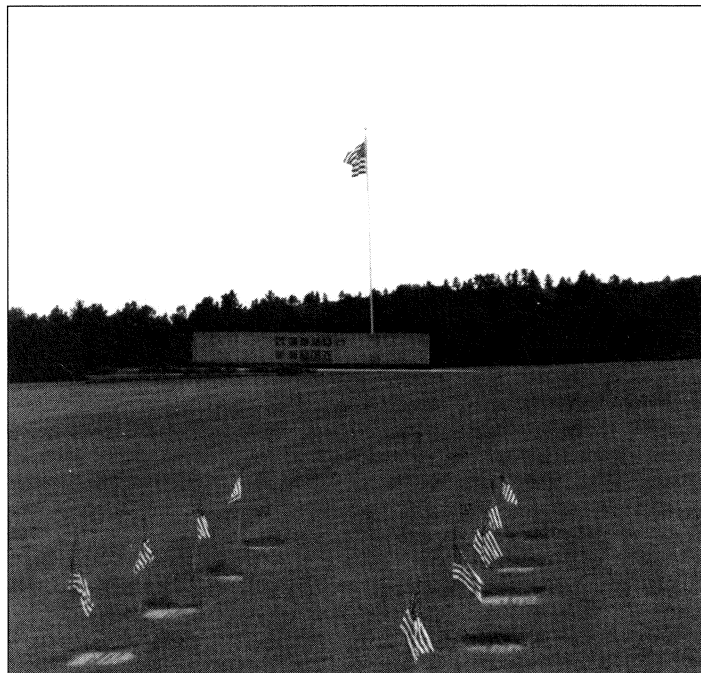
L1888	Milton B. Abernathy (358)
S401	Irl E. Baldwin (358)
S1622	Eddie Deerfield (360)
L1325	William F. Gody (359)
LA-137	Janine Holzman - Daughter of Charles Schmeltzer
LA-138	Edith Kitzan - Daughter of Charles Schmeltzer
S428	Edgar C. Miller (360)
S551	Fred Norman (427)
L1078	Maurice J. Paulk (444)
L980	Robert Perry (360)
L1428	William M. Preston (360)
L492	Bobbie B. Reese (359)
L1803	Ellis J. Sanderson (359)
L400	Cyril Tilsen (359)
L1786	Harold R. Timm (360)
L420	John B. Viets (358)

IN MEMORIAM

L461	Herrold E. Allen (427) - 8 September 1995
L1800	Thomas J. Amici (427) - 30 August 1995
L880	George P. Bailey (358) - November 1994
L1733	Sanders Campbell (360) - 12 November 1994
L1327	Salvatore J. Cicinelli (360) - 1988
847	Byron F. Clark (359) - 11 July 1994
1600	William J. Cotter (358) - 15 January 1994
L093	Roland M. Cowan (3rd) - 27 April 1995
598	Emmet J. Danford, Jr. (359) - 3 July 1994
862	Maurice C. Daum (358) - 29 March 1986
L110	Lloyd J. Flanigan (427) - 28 June 1995
1382	Bill A. Gilbert (358) - 11 May 1995
L1793	Nicholas A. Grondin (359) - 13 June 1994
749	John W. Grove (427) - 2 September 1994
499	Lawrence W. Isham (358) - 22 December 1992
1844	Raymond H. Kasper (?) - 15 August 1995
S553	William E. Lewis (427) - 14 July 1995
519	Billy L. McDonald (359) - August 1994
S177	William D. McSween (358)
L187	Leonard F. Mogck (359) - 6 September 1995
364	Kenneth Moyer (360) - 12 August 1993
474	William A. Roode (427) - October 1994
L315	Samuel R. Sapienza (359) - 25 June 1995
531	Howard A. Seidler (359) - 22 May 1989
L1851	Ben L. Spindler (360) - 6 April 1995
	Donovan E. Vowels (359) - 26 May 1958
L832	Lawrence Whippo (427)
S354	Joseph G. Worthington (359) - 21 July 1995



Eddie Deerfield (l) and Ford Kelley (r) show David Manning, JAC at Molesworth representative to the reunion, the 303rd Memorabilia display put together by Mike Ripley. This extensive display with some additions will also be on display at San Francisco in 1996.



***** HOW DO I GET MY SERVICE MEDALS? *****

Sample Application Letters:

I request that I be issued all award emblems to which I am entitled. I have attached a copy of my separation document (DD form 214).

My Social Security number is: _____

My former service number is: _____

My VA claim number is: _____

Date and place of birth: _____

Name _____

Address _____

Telephone _____

* * *

I request that I be issued all award emblems to which _____ was entitled. I am the _____ and the legal next-of-kin of the deceased veteran. A copy of his/her separation document is enclosed. His/her Social Security number was: _____. His former service numbers were _____. His VA claim number was: _____. His death was: _____. His date and place of birth were: _____.

Name _____

Address _____

Telephone _____

Write to: Air Force Reference Branch (NCPMF)
National Personnel Records Center
9700 Page Blvd.
St. Louis, MO 63132-5200

Documenting Requests For Awards and Decorations

Many veterans wish to apply for issuance of the Air Medal, to which they believe they are entitled to but which did not appear on their Report of Separation, and this Fact Sheet should be of assistance to them. Unfortunately, many veterans' records were destroyed by the 1973 fire in the National Personnel Records Center, and there is little documentation on their military service left to verify their entitlement. It then becomes the veterans' burden to provide proof - in the way of documentation - of their eligibility and entitlement.

First, eligibility must be proved. For example, the Air Medal is awarded for meritorious achievement while participating in aerial flight and serving in any capacity with the Air Force and the achievement must be accomplished with distinction above and beyond that expected of professional airmen. Obviously, a cook or personnel technician would not be eligible for the Air Medal. When an Air Force member is eligible, the supervisor/commander must recommend the individual for this decoration. During World War II, and during recent operations in the Mideast, local policy was established for some units so that the Air Medal was awarded after a certain number of combat flight missions were flown and an oak leaf cluster for a certain number of missions after that. The National Personnel Records Center and the Air Force Military Personnel Center (as of 1 Oct. 95, Air Force Personnel Center) do not have copies of these policies. If you are claiming the Air Medal, or additional oak leaf clusters, it is your responsibility to provide documentation (copy of the policy or statements verifying the policy) so AFMPC can determine your entitlement. Entitlement is determined by verifying through documentation that an individual was recommended for and received the Air Medal or an oak leaf cluster. This is where the Report of Separation and any additional documents come into play. The Report of Separation will show the inclusive dates of assignment to the Theatre of Operations, and-usually-the unit of assignment. If the veteran has orders or any other documents showing dates/unit(s) of assignment, he should make legible copies and include the copies with his request. Then AFMPC can check to verify whether or not you are entitled to any other individual or unit awards or decorations.

Veterans' records are kept at the National Personnel Records Center, 9700 Page Blvd., St. Louis, MO

63132-5100. Requests must be addressed to them. If research is required, your request will be attached to your records (if there are any) and forwarded to AFMPC for determination.

Many veterans are told that if they write to their Congressman or Senator, or submit a DD Form 149 (Application for Correction to Military Record), their request will be handled more expeditiously. Not true! Your request must then be processed through several other levels and offices, your records must still be obtained from NPRC, and it usually takes longer.

Ed. Note - Late Breaking News: Recently another military publication quoted an official from the Air Force Military Personnel Center as saying, "my awards and decorations experts have done extensive research and found new information concerning the Army Air Force's World War II awards policy. We learned that it was the Army Air Force's policy to make an appropriate flying award to Army Air Force personnel who had been killed, shot down in action or taken prisoner before receiving a decoration in recognition of acts performed in aerial flight regardless of the number of missions flown."

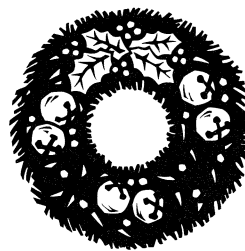
As soon as I read the article I sent a letter to Headquarters Air Force Personnel Center at Randolph Air Force Base, Texas asking them to confirm that the statement that I read was the official Air Force policy.

Here is their answer. "The statement you referred to in your letter concerning the Army Air Forces' World War II policy to make an appropriate flying award to personnel who had been killed, shot down in action, or taken prisoner before receiving a decoration in recognition of acts performed in aerial flight regardless of the number of missions flown in correct and is the Air Force's official position. Former Army Air Force members or their next of kin should send award inquiries to: HQ AFPC/DPPPR, Attn: Georgia Wise, 550 C Street West Ste. 12, Randolph AFB, TX 78150-4714.

M/Gen. Lewis E. Lyle, 303rd BGAA Advisor met with Air Force Personnel officials at Randolph AFB on Oct. 18th.

If you are entitled to awards, you better start collecting your documentation as soon as possible. We have finally won a very long battle.

Seasons Greetings to All Our Members



From officers, representatives and committee men
of the 303rd BGA

French War Veterans Medal and Diploma

The Medal and Diploma of the 50th Anniversary of the landings in Normandy and Provence and the Liberation of France, "1944-1994" are available to all members of the 303rd Bomb Group who apply and qualify.

The medal struck by the Federation of French War Veterans Inc., in recognition by the French community of the veterans who landed in Normandy and Provence and participated in the Liberation of France was presented first in New York City by 150 French people hosting 175 veterans at the Armory of the Seventh Regiment, on D-Day 1994.

The diploma, 8 1/2 x 11, "Diplome d' Honneur de la Medaille du Cinquantenaire," referring to the medal of the 50th Anniversary of the Landings in Normandy and Provence and the Liberation of France, is conferred by the Federation of French War Veterans Inc. to veterans who qualify by virtue of service in France in World War II.

WHO QUALIFIES: All the veterans who landed in Normandy or

Provence and participated in the Liberation of France are entitled to the diploma and medal. A contribution of \$19.50 is asked and would be appreciated to help cover costs.

HOW TO CLAIM THE MEDAL AND DIPLOMA: Please return the attached coupon with a copy of your "Service Record and Report of Separation — Honorable Discharge" and a check or money order. Shipment will be made by certified mail.

Ed. Note. I wore this medal to the Reunion in Colorado Springs. It is attached to a tricolor ribbon which is worn around the neck. I learned about the medal when I did the cover story on Col Schulstad's crew in the February issue of the newsletter. The French War Veterans Inc. and Le Souvenir Francais, the organization which built the monument to our crew which crashed in Pluvigner, share offices in New York City. I ran this item because I thought it would be of interest to our members.

To: Federation of French War Veterans Inc.
141 East 44th Street, Suite 604, New York, NY 10017

YES. I claim the medal and diploma of the 50th Anniversary of the Landings in Normandy and Provence and the Liberation of France, commissioned by the Federation of French War Veterans Inc. in recognition of the veterans by the French community.

Name _____

Address _____

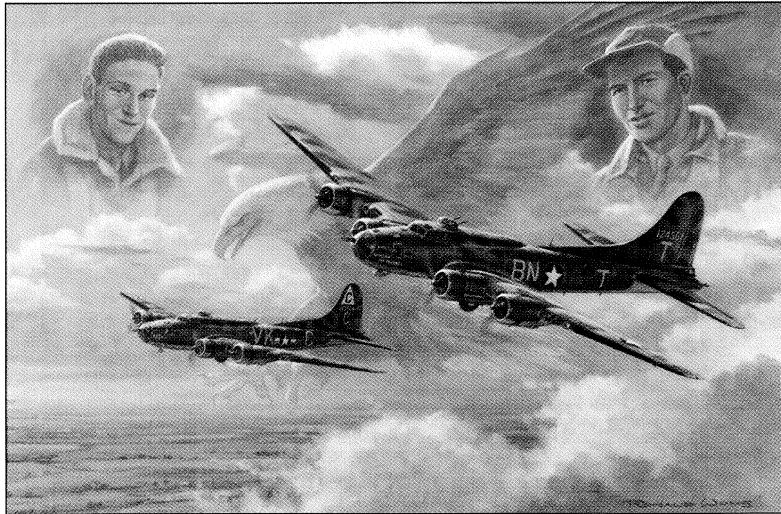
Telephone _____

Enclosed is a copy of my Service Record, also a check (or money order) for _____ as a contribution to the Federation of French War Veterans — 50th Anniversary medal and diploma.

Date _____ Signature _____



Brian McGuire (L) and artist Geoff Pleasance hold painting of "B-17's Cockpit." Commissioned by McGuire prints are available at Molesworth for \$15 each. The original painting will be donated to the Heritage Museum courtesy of Pleasance and the 303rd BGA.



"The Courage of Eagles" — This outstanding print by artist Ronald Wong of two 303rd Medal of Honor winners and their aircraft is available for \$30 from Brian McGuire at JAC, PSC 46 Box 404, APO AE 09469.

RECOMMENDED READING

"Staying Alive"

by Carl Fyler

It is the story of a young man who carries on "his own little war" in his effort to stay alive while flying combat missions with the 8th Air Force's 303rd Bomb Group in a period of time — July - November 1943 — when the chances of successfully finished a tour of 25 missions were almost nil.

In flying those missions, Pilot Carl Fyler and his crew come under intense fighter and ground fire, again and again. He flew on the August '43 mission to Schweinfurt when scores of B-17s were shot down in flames. On many missions he returned to Molesworth with feathered engines and parts of his wing shot off. Even his briefed "milk runs" turned sour. But all counted towards reaching that elusive 25 missions.

On mission #24 to Bremen he watched as the lead ship directly in front of him took a direct hit forcing him to leave the formation to avoid a collision and the parts of the aircraft that littered the sky. His nerves were pretty well shot when he rejoined the formation. Even dining across from Clark Gable didn't soothe his nerves. As he was walking from the officers' mess to his squadron area, he was hit by a jeep from behind and thrown in the air.

Finally on 29 November, he was awakened to fly mission #25. Although he protested that he was still convalescing from the jeep accident, he dressed and went to the briefing room where he discovered that he was leading the 360th Squadron on

a mission to Bremen; a target always protected by plenty of flak and many fighters.

Fyler's aircraft was hit over the target by heavy and accurate flak and went down in flames. Seven of this crew of 11 survived but were injured and spent the next two winters as POWs. According to Air Force officials, the elusive 25th mission was not completed.

His account of his life as a POW is quite factual — sometimes humorous but often grim as they matched wits with their Nazi guards in their

efforts to survive.

The book points out one thing. Flying combat missions was anything but glamorous. It was a constant battle to stay alive.

Published by J.H. Johnston III, P.O. Box 423, Leavenworth, Kansas 66048. Contains 144 pages, 26 B & W illustrations, hardbound and an autographed copy may be ordered from Carl Fyler, DDS, 300 Yorkshire Rd., Topeka, KS 66606. Price is \$21.95 but check to see if that includes P & H.

Reviewed by Hal Susskind.

Thank You

I'd like to take this opportunity to thank members of the Association for the high honor bestowed on me during the recent reunion in Colorado Springs. The plaque naming me, "Man of the Decade" will be something I will always cherish. The past ten years as editor has been a "labor of love" along with the "blood, sweat and tears." I'd also like to thank my wife, Rae, for her help and patience throughout those ten years in tolerating my "file" copy in practically every room in the house, garage and even on the patio.

303rd Bomb Group (H) Association, Inc.

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

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