

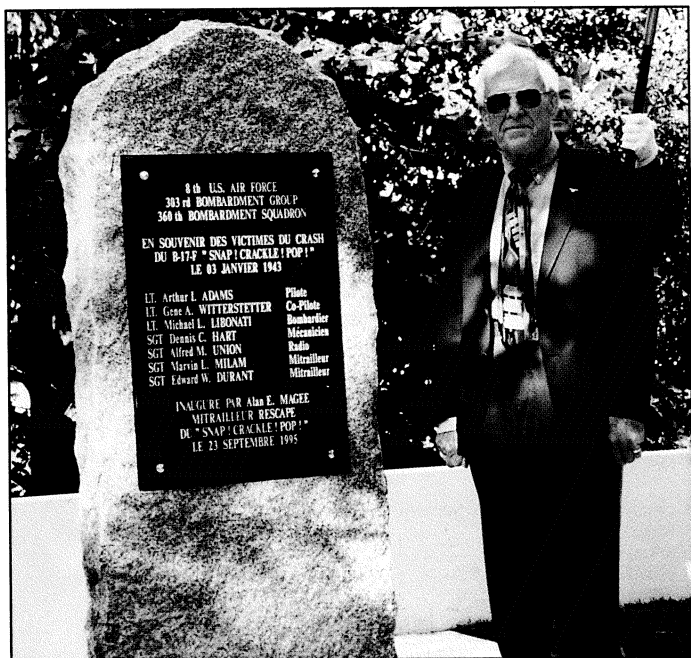
Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

FEBRUARY 1996

Alan Magee

Chuteless, he fell 20,000 feet



Alan Magee with memorial to his crew



St. Nazaire, France railway station with its glass roof.

By Hal Susskind

On January 3, 1943, in the midst of a bombing raid on German torpedo stores at St Nazaire, France, a miracle took place that is still remembered 50 years after.

S/Sgt. Alan Magee, from the 360th Sqdn. a gunner in B-17 # 41-24620, aptly named "Snap! Crackle! Pop!" was tossed out of his burning aircraft at 20,000 feet. Unfortunately, he was not wearing a parachute. As he fell from the plane, he asked God to save his life. "I don't wish to die because I know nothing of life" was his appeal to The Almighty." Then he lost consciousness and crashed through the glass roof of the St. Nazaire railroad station.

He regained consciousness in the first aid station where he was carried before he was taken to a hospital.

I owe the German military doctor who treated me a debt of gratitude, said Magee. He told me, "we are enemies, but I am first a doctor and

I will do my best to save your arm." The doctor, whose name he never found out, saved his arm and also took care of his multitude of injuries.

All this action took place on the 303rd Bomb Group's ninth bombing mission and fifth to St. Nazaire. It proved to be a costly mission. The group lost four aircraft to enemy air action, one carried Major C.C. Sheridan, the 427th Squadron Commander.

On the 23rd of September 1995, Alan E. Magee, accompanied by his wife Helen, returned to St Nazaire to take part in a ceremony sponsored by French citizens, dedicating a memorial to his seven fellow crewmen killed in the crash of "Snap! Crackle! Pop!" in the forest at La Baule Escoublac on Jan. 3, 1943

The Magee's were welcomed to France by Michel Lugez, American Memorial Association President. who greeted them at the Nantes/Atlantique Airport and acted as their escort throughout the various ceremonies.

On Saturday, September 23rd, after a mass in memory of the seven killed aviators, the entourage proceeded to the crash site where the memorial was uncovered and dedicated. This was followed by the planting of "a tree of Peace" by Magee.

The following day the Magees accompanied by Michel Lugez, visited the U.S. Military Cemetery of St. James in Normandie, where Alan paid his respects at the graves of his crewmates: Lt. G. Wintersetter, T/Sgt. L. C. Hart, T/Sgt. A.M. Union, Sgt. M.L. Milam and S/Sgt. E.W. Durant.

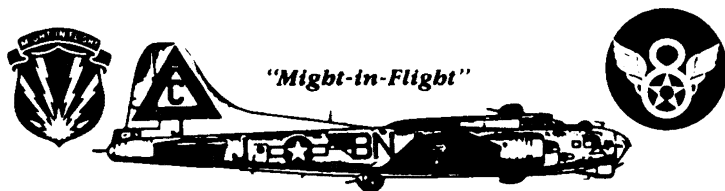
During his visit to St. Nazaire, Alan visited the Hermitage Hotel, where he was treated by the German doctor, also the harbor and the submarine pens and also the ancient railroad station with its glass roof that cushioned his fall 50 years before.

As he looked at the railroad station with its glass roof, he said, "I thought it was much smaller." Actually he had never seen the railroad

station before because he was unconscious when he hit it on his fall from 20,000 feet.

Alan was also named "Citizen of Honor" of the St. Nazaire town by its Mayor. "It should be repeated that St. Nazaire was 90 percent destroyed," said Michel Lugez. "Also numerous Nazarians were deported to the concentration camps or shot while helping U.S. aviators evade the enemy in their efforts to get to Spain to rejoin their units back in England; also the landing in Normandy and our liberation by the U.S. Army and Allied Troops was very much appreciated by the local population."

Lt. G.M. Herrington, the navigator of the crew lost his leg to enemy gunfire. He was captured upon landing. He later became one of the first AAF men to be repatriated. He died in 1987. S/Sgt. J.I. Gordon who also bailed out and became a POW is still among the unknown number of people we have never located.



303rd BOMB GROUP (H) ASSOCIATION, INC.

"HELLS ANGELS" NEWSLETTER

Editor: Hal Susskind

VOL. XVIII, NO. 1 2602 Deerfoot Trail, Austin, TX 78704 FEBRUARY 1996

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.

Copyright ©1996 by the 303rd BGA, the Hell's Angels Newsletter may not be reproduced in any form without the written permission of the 303rd BGA.

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

Vice President/Reunions

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

Secretary

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

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 Rd.
Cheney, WA 99004-9245
(Wife's name: Beverly)
(509) 299-3250
(W) 6649 E. Hwy. 80, SP331
Yuma, AZ 85365-8441
(520) 344-6961

359th Squadron Representative

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

360th Squadron Representative

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

Alternate(s)

William H. Simpkins
348 S Cologne Ave., Box 217
Cologne, NJ 08213

Eugene E. "Gene" Girman
8420 Parrish Place
Highland, IN 46322
(Wife's name: Evelyn)
(609) 965-2871

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

SQUADRON REPRESENTATIVES

427th Squadron Representative

Vernon W. Stone, Jr.
75 Camino Del Rio
Port St. Lucie, FL 34952-2374
(407) 878-7057

Alternate(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 & 44TH 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 Deefoot 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
Sonora, CA 95370-5269
(Wife's name: Phyllis)
(209) 533-4033

By-Laws Chairman

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 Ave.
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 Center 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 Kelly
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:

Rom. 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
(Wife's name: Alma)

From The President

It is my wish that all our Members, our Widows, and our Associate Members have a joyful and healthy New Year.

We have eight goals and eight activities to look forward to in 1996. Let's discuss the activities first Hal Susskind is going to provide us with four "Outstanding Newsletters," and they will be, like the last one, in color and probably 20 pages of most enjoyable reading. Read every page!!

The fifth activity is the new and Revised Personal Biographical Questionnaire, that I mailed in January. We do hope that you will complete it, and return to Harry Gobrecht, without delay.

Sixth, on May 13/14, some of our members plan to attend the Grand Opening of the Mighty Eighth Air Force Heritage Museum In Savannah, Georgia. Lew Lyle tells me that the staff are really working to make the opening a grand affair.

Seventh, for those of you who are planning on visiting England in May 1996, as a part of the Tamarac Travel group, we sincerely hope that your visit will be as memorable, as was the visit by many of our members in May of 1993.

However, we wish to advise you that, unlike the May 1996 tour, this tour has not been sanctioned, nor approved, by the 303rd Bomb Group Association. This tour was planned and arrangements made by Tamarac Travel, without participation from your Board of Directors. It is your individual decision, on whether you wish to make the England visit, or not. For those of you who will make the trip to Molesworth and Madingley, we do hope the arrangements being made for your arrival and stay, are as outstanding as they were in 1993.

And eighth, by far the biggest activity for 1996, will be our Annual Reunion, scheduled for August 23-27 1996, at the Airport Marriott, in San Francisco. Eddie Deerfield, your V/P for Administration, tells me that the arrangements are working out very well. We have 300 rooms reserved.

For everyone who attended the Colorado Springs Reunion in September, you know that Eddie and Mary Lee can put on an outstanding show. I will go out on a limb and guarantee you that San Francisco will be even better. Do your planning now, and mark your calendar

for August 23-27, 1996.

Now for the eight 1996 Goals Your Board of Directors and Committee Chairmen are working hard to reach the goals, that were outlined at Colorado Springs. They were also included in the "President's Letter," in the last newsletter. Let me review the progress we have made so far.

Goal 1 — To document and Preserve the Outstanding 303rd Bomb Group Heritage, to Include the Personal Contributions of our Individual Combat Team Members, both Flying and Ground Support Personnel. The collection of Personal Biographies from every member of the Association, is the first step toward this goal. Harry Gobrecht, your Historian, has developed an outstanding, four page personal questionnaire. He had help from Hal Susskind and myself, as we reviewed all five of his preliminary drafts, until we were completely satisfied.

When you complete your questionnaire, it will become a part of the 303rd Bomb Group Association's Personal Data Bank. This Bank will be the basis for documenting your own contributions, for years to come. If you fail to complete the questionnaire, your contributions will "fall by the wayside." You don't want that to happen. Make sure that your descendants, in years to come, will be happy that you included "your personal contributions," in support of the outstanding record of the 303rd Bombardment Group.

Supporting this effort is the Computer Program, being developed by Arlo Bartsch, for the Mighty Eighth Air Force Museum. You will recall that we gave the Program considerable study last year. We have now provided him with a copy of our 303rd Personal Biography Questionnaire, and he is implementing our ideas, as he completes the development of the software.

Eddie Deerfield, your VIP for Administration, heads a Committee charged with reviewing this software program. He will present their findings to the Board for discussion and a final decision. (Please see a separate article on how you can help with this project, elsewhere in this newsletter).

Goal 2 — to develop organizational charts for the various Units, and place names that served, in the Functional Slots. The 359th Squadron has taken the lead in de-

veloping a Squadron Organizational Chart for the 1942-45 period, and has placed many names on their chart. This work was spearheaded by Al Morton and Jim Hicks along with many others who served with the 359th. Vern Stone, our Squadron Rep from the 427th has sent out 275 questionnaires to his members. From the responses he has received so far, he intends to proceed with the development of the 427th organizational chart and is moving ahead. Walt Mayer, our 358th Squadron Rep. feels this project is worthwhile and is searching for a couple of 358th Sqdn members, to volunteer with their help.

Since this is a total 303rd Bomb Group Association project, with support expected from each of the operating squadrons, this goal appears to be in jeopardy, without the 360th Squadron. Bill Heller, our 360th Rep advises that he will be unable to support this project.

It was my hope, when I established this goal, that we do something, to bring lasting name recognition to many of our "comrades" who served in the supporting units, yet have gone unmentioned in any written documentation. It is possible that we may find, when the Personal Biography Questionnaires are returned, a few of our members who would be willing to assist, in the 358th and 360th Squadrons.

Goal 3 — To improve communications between our members, the Board and designated Committee Chairmen. Vern Stone and his 427th Sqdn. questionnaire, is a step in this direction. Walt Mayer has always contacted his 358th Sqdn members and asked for ideas on how we can better serve, and he plans to do that again. Bill Eisenhart of the 359th, Bill Heller of the 360th and Mel McCoy of the 444th Air Depot, are great supporters of this goal.

Many of our members may be unaware of the amount of communications that occurs between our Committee Chairmen and our Members.

For example, Harry Gobrecht, your Historian responded to requests for information with 69 letters and 30 telephone calls, just in the past three months.

Carlton Smith, your Membership and Roster Chairman, often receives as many as ten letters a day, with dues and questions that re-

Continued on page 4

In this Issue Even though respect and recognition for our World War II veterans seems to be on the wane in the U.S. now that the various "50th anniversary" celebrations are over, there has been a definite upsurge in support for our 303rd Bomb Group airmen among our European Allies. There are three examples of this support in this issue of the newsletter as Poland, Holland and France recently dedicated memorials to our "missing in action" comrades . . . Your attention is directed towards the article, *The Aftermath of a Mid-Air Collision*. The crews of both aircraft have been memorialized by two different countries — once enemies, and now friends — Poland and Germany. Both crews sacrificed their lives to save other lives; Lt. Barrat's crew saved the town of Eisenberg, Germany and Lt. Nemer's attempted a landing, against all odds, to save the life of one of his crew. As we relive the days of the 303rd Bomb Group, we may discover many more heroes . . . President Ed Miller gives a status report on the Board's 1995-96 goals for this Association. It looks like a very busy year . . . Eddie Deerfield points out why you should register early for our San Francisco Reunion in August . . . and the spirit of *Snap! Crackle! Pop!* lives on in France . . . and if you have a computer, we may call on you for help to input data from our mission reports into our new "data bank" . . . speaking of computers, I'm trying to publish this issue of the newsletter on the Association's new computer which Santa delivered to my home on December 23d. If this issue ever gets delivered to your house, in a timely fashion, it's because of the help I received from Sherrell Booe of The Whitley Company who was a great instructor plus a tremendous help in putting the graphics together for this issue. On December 23, I was a computer illiterate, now I'm in the kindergarten class . . . In the next issue I plan to do a piece on some of our Allied friends who have played a big part in keeping the name of the 303rd Bomb Group alive throughout Europe. Michel Lugez, President of the American Memorial Association will be our first candidate and a very worthy one . . .

From The President
Continued from page 3

quire a response. Last year, he registered more new members, than we had losses.

Hal Susskind receives many "letters to the Editor," which require research and written response. Often, when he gets a story from you, he must dig deeper to pull out the "real gems" in the story.

Charlie Sykes, your PX Chairman, is working hard to increase the inventory of things that you have requested.

Goal 4 — To improve the newsletter by increasing the size and going to color. This goal has been accomplished. In the last issue, Hal Susskind gave us color and increased the size to 20 pages. To help reduce his tremendous workload, we have provided him with a new computer, a color stylewriter printer, and the much needed desktop publishing software.

You can take it to the "bank" that you receive the "Best Newsletter" published by any of the 8th Air

Force Bomber or Fighter Groups

Goal 5 — Increasing our Efforts to locate our "Lost Comrades," who may be unaware that they have a 303rd Bomb Group Association. We are planning to seek advance publicity for our Annual Reunion in San Francisco.

We will prepare a letter that announces the Reunion, and send it to local newspapers in the neighboring cities around San Francisco. It is our hope that we will uncover some of our "comrades" in this manner.

I have just purchased a CD-ROM Disk that holds addresses and phone numbers for eighty million individuals, in the United States. As some of you know, I have also compiled a computer listing of "All of Your Comrades" who served at Molesworth. There were over 9,000 of you that went through Molesworth between 1942 and 1945. When you compare this listing with the CD-ROM disk, you can see the potential for locating many of our "Lost Comrades."

Goal 6 — We announced in the last Newsletter, that we are reducing the cost of our Mission Reports by 50 percent (down to 5 cents per page). If you would like a listing of the 364 missions and the cost of each of these Mission Reports, please send a dollar (to cover the cost of printing and mailing) to Mark Matthews, 5530 Center Hill Church Road, Loganville GA 30249, and he will send you a copy. Please single out the mission reports that you want, on this listing, and return it to him, with your check. To recover your dollar, just subtract it from the total of your order. Goal 6 — has been accomplished.

Goal 7 — To make the 303rd Bomb Group display at the Mighty Eighth Air Force Museum, the "Best in the Show" Harry Gobrecht, your Historian, is in charge of this effort, and is working with Mark Miller, the Curator at the Museum. A list of items that will be displayed in our 12 foot window booth, has been made. Harry, who is a member of the Museum's Board of Directors, will go to Savannah, and work with Mark Miller, in completing this display. If you have a piece of memorabilia, that you think will enhance the presentation, be sure it gets to Savannah, ASAP.

Goal 8 — To make our San Francisco Reunion "Even Better" than the Colorado Springs Reunion. The Annual Reunion is of utmost importance to our Members. I have previously discussed the progress that Eddie Deerfield and his wife, Mary Lee, are making on your San Francisco Reunion. I am confident they will do an outstanding job!

As I told you in Colorado Springs, these eight (8) goals are most important to the well-being of your Association. Anything you can do to help, will be greatly appreciated. Your first contribution will be the completion and return of the Personal Biography Questionnaire. Don't just give it "lip-service" and return it! Go the extra mile! Provide Hal Susskind with a couple of "war stories" He will put them in his data bank, for future issues of your newsletter. Your experiences are the "real meat" of our newsletter.

Jill and I look forward to seeing a "few of you" in Savannah and a "very large group of you" in San Francisco. In the meantime, if you have a good idea, on how we can improve our Association, I would enjoy hearing from you.

Respectfully,
Edgar C. "Ed" Miller
President

DISTINGUISHED SERVICE AWARDS FOR LOST COMRADES

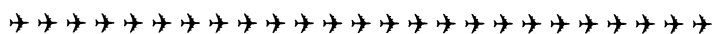
We are seeking the names and addresses of your "fellow comrades" who have not received their Distinguished Service Award. Many of you have the names of "guys" who served with you at Molesworth., but do not belong to the 303rd Bomb Group Association. Maybe they were a member of your crew, or you bunked with them, or you worked along side of them, maintaining a B-17. Please jot their names, and addresses down on a piece of paper and send them to me. If you have trouble with the address, or the zipcode, send the name anyway. I may be able to find the correct one, in a CD-ROM disk that contains over eighty million names, addresses, and phone numbers in the U.S.

Your help will go a long way in our locating some of our "Lost Comrades." If you know the state that they lived in, it will be a great help in singling out the correct name. However, if the last name is Brown, Smith, Johnson, Miller etc., be sure and send along their correct first name and middle initial. Otherwise, our chances of picking the correct one, will be most difficult.

You should also remember, that many of us are nearing the age of 78, for which membership in the Association is free. By locating some of your comrades, at this time, you may be able to prompt them into joining. They will be surprised at the fine Newsletter, they will receive.

Please remember to check your roster to see if they are members of the Association, before you send in their names and addresses. I will make sure they receive their Distinguished Service Award.

Ed Miller



Poland honors crew of "Pogue-Ma-Hone"

In 1991 celebrations were going on throughout the country honoring Persian Gulf War veterans. Harry H. Schulz of Affton, Missouri was also honored in 1991, except his honors were 46 years late in coming and he ceremony took place in Poland.

Then, Lt. Harry Schulz was the navigator on a B-17 that crashed near Poznan, Poland on Feb. 9, 1945 while on a raid in Germany during World War II.

In 1991 a group of Poles erected a monument near the crash site to the five American fliers who died and the four who survived.

How and why the memorial was built was explained in a letter to Mr. Schulz written in June of 1991. Here is an excerpt from that letter as it was written.

"In my name and in that of my family, I, rysard Czabanski, would like to welcome you to Poland. This celebration should have taken place over 40 years ago but because of the communist reign we are 46 years late.

It was the wish of my father to commemorate those fliers of the American aircraft who died so young fighting against the German invaders.

My father who never accepted the communist government, had tried to commemorate the place of the crash and to honor the memory of those who died in action. However, it wasn't possible to do it at that time. For so many years he kept the remains of the crashed bomber because he wanted to make a cross from them.

So it is me, his son rysard Cza-

banski who has executed his will. The cross and the monument I have done are my own work. So it's me and my family who have paid for everything. My two sons and my grandson Dawid, helped me with the building and arranging of the whole monument.

For so many years I dreamt of an American flag hanging next to a Polish one. Now I am very glad for my dream has come true. I could prove to the old communist government that it's necessary to return to the American people.

The monument to the crew of "Pogue-Ma-Hone" is located on a hill near the road from Jaraczewo to Chwalkowo Koso, about 1.5 km from the place where the plane crashed. The stone monument contains the names of the five 303rd airmen who died in the crash. A small cross made of the remains of breaking ironplate from the B-17 stands to the left of the obelisk.

Ed. Note: Mr. Czabanski' tenacity in building the memorial to one of our crews after 45 years and against all odds has certainly earned my respect and admiration. I think the 303rd Bomb Group Association certainly owes him a vote of thanks and some type of an award.

Here is his name and address:

Ryszard Czabanski
63-233 Jaraczewo
ul. Golska 38
woj. Kalisz
Phone: Jaraczewo -8.

Hell's Angels Forum

Your Chance to Sound Off!

Spies and more spies

In regards to the letter from John Ladd of the 427th in the October Newsletter, my thoughts were of two Russian agents from the KGB. It would be an ideal way to get to America. The Connecticut area at that time had many small machine tool shops where some one with some mechanical ability could get a job and, in time, who knows work up to a job at the Electric Boat Co., maker of nuclear subs or Hamilton Propellor Co., and be of real assistance to the KGB. Just a wild idea also. Thanks for the mission reports list.

George E. Hibeler
1500 Meadow Lane
Brenham, Texas 77833

Neither rain nor sleet

My October issue of the Hell's Angels Newsletter arrived torn and mutilated in the mail. If possible please send me another copy. I want to relive that outstanding convention. Congratulations for your well deserved award.

John Brauchle
258 Porter Ave.
Biloxi, MS 39530-2914

Ed. Note: I estimate that about five percent of our newsletters never get delivered or arrive in an unreadable condition. As for time enroute, that's anybody's guess. If it arrives the same year it was mailed it could be considered a miracle.

Better late than never

The old saying, "Better late than never," in the February 1994 issue of the Hell's Angels newsletter, had a picture of the 306th Engineering Section (a wonderful title), I noticed that some of the engineers were missing. Simeon Oxendine, Leo Shepard, Sam Rodman, Vat Lowers, William Kuczewski and Bart Del Core.

Sad to report that Simeon, Leo and Sam have passed away. Oxendine and Kuczewski had volunteered to become gunners when a request was made due to a shortage in that position. They had both completed 25 missions.

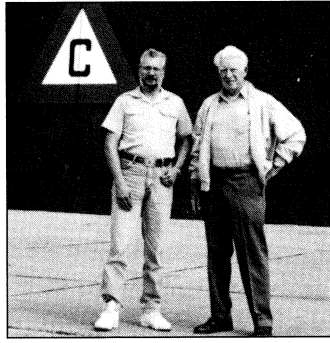
Sam was the artist that painted some of the nose art on the group's aircraft.

Bart Del Core
57 Robinson Street
Lynn, MA 01905

The Red Carpet Is Out

In September while on a trip in London, I took a detour up to old 107 at Molesworth. Brian McGuire and Robin Beeby gave me a king size welcome and I enjoyed the hospitality of the JAC staff. I could not find many of the old 303rd buildings except the large hangars. The Heritage Center was most enjoyable and I offered a group photo of the 1681 Ordnance Company to add to an impressive display of memorabilia.

While on travels in the English midlands in 1984 my wife and I visited Molesworth but due to demonstrators and tight security we were not allowed entrance. This time the



main gate presented a much more hospitable presence.

Thanks for the latest directory and the Distinguished Service Award, they indicate much thought and effort by the Association.

Enclosed is a photo of Robin and I at the J hangar door.

Humphrey P. O'Leary
57 Robinson Street
Lynn, MA 01905

Oops we goofed!

I would like to call your attention to the error in the list of names under the picture of the new Officers, Squadron Representatives and Committee Members in the October 19 Hell's Angels Newsletter, page 15.

Front row (l to r) now reads: Gobrecht, Young, Ms Tressler, Deerfield, Roche and Pres. Miller. It should have read: Gobrecht, Stone, Ms Tressler, Deerfield, Roche and Pres. Miller.

Vernon Stone
75 Camino Del Rio
Port St. Lucie, FL. 34952

Information wanted

I am a professional author whose last four books have been about World War II. On the strength of these works, I have entered into a contract to write one on the 8th Air Force. The publisher is Donald I. Fine, Inc., now a subsidiary of Penguin, USA. I found your name and the 303rd Bomb Group Association through the Air Force History section.

In all of my books I have sought to tell what happened through the eyes of those who were on the scene, either through interviews or from various documents such as diaries, journals and first hand accounts. I would very much like to contact people from the 303rd Bomb Group to include their experiences. I wonder if you could help

me? I need names and addresses. If you know of anyone who has tried to write of his experiences, kept letters, diaries or journals I would be most appreciative of learning about them. Perhaps you yourself might be a good source of information on your own experiences.

This would not be a solicitation for book sales - all of my books are sold through conventional bookstores.

You can contact me by mail at the address below

Gerald Astor
50 Sprain Valley Road
Scarsdale, NY 10583

Ed. Note: No names or addresses were supplied to Mr Astor Anyone interested in contacting Mr. Astor and telling him of his experiences is free to do so as an individual not as a spokesman for the 303rd Bomb Group

Missions of Aug. 19, '43

I am writing to you since your name has been mentioned by two different persons.

I am a Dutch Army Captain and in my spare time an avid Eighth Air Force enthusiast. For several years I have researched the mission of May 28, 1944, a manuscript is now ready and being reviewed for possible publication.

At the moment I am working on another interesting mission: that of August 19, 1943. Besides this big project I have other smaller ones in between. One of the most recent was the visit of 303rd Bomb Group veteran Nino Guiciardi to the area where he landed with his crew on November 2, 1944. An account of this visit will be sent to you by Nino, for publication in the Hell's Angels Newsletter.

I have forwarded a brochure about the events of the crew to Harry Gobrecht, who had helped me with my research and at the same time asked him an additional question. It was again pertaining to my August 19, 1943 research.

Two B-17s of the 303rd BG were shot down on that day, piloted by Lts. James S. Nix and Lauren H. Quillen. I managed to get in contact with several survivors of the first B-17 and have gathered quite some material on this crew and ship. However, I have yet not been able to find either one of the four survivors of Quillen's crew or relatives of the six who died that fateful day.

That was a very interesting story in the October edition concerning the two mysterious passengers on a B-17 flying Wales to Connecticut in June of 1945. I have an alternate scenario possibly as intriguing as the one you proposed, and, to me at least, a good by more plausible.

I suggest that two individuals were actually a couple of Soviet "moles" being planted in the United States by their government to perform assigned tasks connected with what that government knew at that time would be a vital contest, ultimately dominating international activity in the last half of this century.

Probably neither is active or influential at this time. However, if I were to attempt to trace them, I would start looking in these three fields (1) the faculties of our universities, particularly the more prominent and "better" ones; (2) the various enterprises in this country that are in the business of influencing public opinion, that is, newspapers, news magazines, and radio and television networks; and (3) our "very own" State Department.

Incidentally, I don't see this at all as fictionally fantasy. We in this country, certainly during the time period in question, were truly guillible concerning the true aims of the Soviet Union.

This being said, may I add a "thank you" for a fine publication.

John I. Jenkins
PO Box 1020
Alamogordo, NM 88311-1020

In the July 1991 roster of the 303rd BGA however, an associate member Randy A. Quillen was listed at 13252 Kerryville Folk Way, Austin, TX. I had hoped that he was a relative of Lt. Lauren Quillen, who was one of the six killed of his crew. I wrote to him at the above address, but unfortunately got it back marked 'not at this address.' I then approached Harry Gobrecht again and asked him if he might have a new address for Randy Quillen. Harry wrote back to me on October 6, a copy of that letter was also sent to you. In that letter he asked you to research the Austin directories to find Randy Quillen for me.

Recently I received a letter from Brian D. O'Neill. I had written to him regarding the August 19th mission. He kindly answered my inquiry and then wrote "if my memory serves me right, after my book was published one of the Quillen crew's relatives did get in contact with Susskind, but you should contact him directly to see if I am correct."

Can you tell me whether Brian O'Neill was correct in that one of the relatives of the Quillen crew contacted you?

Ivo M. de Jong
Engels E rf 5
3843 BD Harderwijk
The Netherlands

Ed. Note: At the present time there are no Quillens listed in the Austin Telephone directory. Nor have I been able to get a forwarding address on Randy Quillen. We appreciate Mr. de Jong's interest in the 303rd Bomb Group so if any of our readers can be of help to him in the information he seeks please contact him direct.

Kudos for the 303rd

Three things happened during the Colorado Spnngs reunion that made it most special for me. The first was the lecture by Keith Ferris, the second was reading the book "Staying Alive," by Carl Fyler, and the third the celebration of my first 303rd reunion attendance in Colorado Springs in 1977. Also celebrating the second go around with me, were Morris Sjoberg, and Barbara and Don Smith.

Keith Ferris' lecture awakened long dommant feelings in me as he carefully explained the tremendous effort made by the Germans to destroy us with their specialized arma-

ment, and their killer squadrons of armored FW-190s. After the lecture I stood before his print of Brett-schneider attacking a flight of '17s, and experienced the same anger I felt many times as a kid in the left seat facing a fighter attack.

Maybe Carl Fyler's book had as big an impact as Ferris' presentation. I purchased it the first day it was available, and read it through that night. I think that it is the best book by a combat pilot that I've ever read. I gave that copy to my son Jim Jr. who was with me at Colorado Springs, and ordered two more when I got back to the ranch in Montana. I had Carl send one to my brother Dick in Anchorage, AK., who flew 50 missions as a B-24 tail-gunner while serving in the 15th AF out of Foggia, Italy. How I wish I had the authority to make "Staying Alive" required reading for every High School senior in America.

I came to the group in August 1944, months after the unescorted missions by Carl Fyler and his peers which includes yourself, Lew Lyle, and most of the hard noses who are the heart of our Association today. My tour was the highlight of my life, and it took its toll for a long time after the war, but knowing what we now know about Nazi evil, I'd do it all over again.

I'm in the process of writing my memoirs for my numerous family, (not to be published) and I've had to revise my notes after every reunion. I invariably meet someone who had flown his tour before, or after my arrival at Molesworth, who updates or expands on my diary, letters home, and journal entries.

Hal, this is a personal letter of thanks to you and all those guys who carried it to the Luftwaffe.

James W. O'Leary
3730 Cameron Bridge West
Manhattan, MT 59741-8521

Ed. Note: Instead of just high school seniors reading Fyler's book, I believe it should also be read by all the freshmen congressman who took office recently. Their education on what the World War II veterans contributed to this country seems to have been short changed.

Widows: the VIPs of our Association

Dear Mr. Smith and all officers of the 303rd Bomb Group Association. What a wonderful, thoughtful

thing you did when your Association continued to mail the *Hell's Angels Newsletter* to the widows of your deceased members. (Frank J. Ryan).

Frank spent hours reading and rereading everything he received from you. Sad and happy times remembered – a personal period that he always pondered and was so very proud of.

The thought of continuing the newsletter was put on the back burner, during the turmoil of greeting each day without Frank. One glorious day the Hell's Angels Newsletter was in my mail - he wasn't forgotten and neither was I. I spent a loving and peaceful time reading it from cover to cover sitting in his chair and now I know it's always going to come.

Thank you.

Nancy Ryan
Mrs Frank J. Ryan
1122 Christina Circle
Carson City, NV 89701

Ed. Note: The By-Laws of the Association as amended on June 5, 1987 offered full membership to widows upon the death of the original member. Members in this special category will not be required to pay dues and may vote.

What happened to Stanley A. Putala?

I am trying to find the answer to, I hope, the last piece of the puzzle of what happened to the crew of the "Shak-Hack," on February 16, 1943. My uncle T/Sgt. Stanley A. Putala was a member of the crew, so finding the answer is important to me, and he also seems to be the lost piece of the puzzle.

I think I have found most of the answers about the mission itself, when, where, and how the plane went down. It's the listing of names on the "Wall of the Missing," that is still a mystery to me, and I guess to many others, as I have been trying to find this answer for quite a few years.

Nine of the crew members of the "Shak-Hack" are listed on the Wall of Missing at the Brittany American cemetery and Memorial, St. James, (Manche) France. My uncle, the tenth member of the crew, his name is listed on the Wall of Missing at the Cambridge American Cemetery and Memorial in Cambridge, England.

Why should his name stand alone, not in France with the rest of his crew?

Is it common to have crew members names on different memorials, in different countries? If they all went down together, it seems to me they should have all been memorialized at the same place.

I have written to Washington, D.C., Cambridge American Cemetery in England, and many WWII veterans....no one seems to know the answer. I am finally turning to the members of the 303rd Bomb Group to find the answer. I would appreciate hearing from anyone who would give me the true answer to this question, or any information as to where to get the answer.

This is a brief accounting of the mission reports from that day:

'The aircraft was crippled by enemy fire or flak or both, at about 12:00 hours, it dropped out of formation with one engine gone, the second on fire, It descended under control. Some reported one chute to open, others reported two chutes opened. The plane leveled off and turned toward the coast of France, landing in the channel, exploding on impact.

It was reported all crew members aboard "Shak-Hack" were missing in action.

Please help me to find the answer to this last piece of the puzzle. What really happened on Feb. 16, 1943 to Stanley A. Putala? Why isn't his name with the rest of his crew?

Marie Leduc
59 Townline Road
Forestville, CT 06010

Ed. Note: As far as I can determine the answer to your question is someplace within the hallowed walls of the Department of the Army in Washington, D C.

Super reunion

The reunion was super but your handling of the newspaper is even greater. I don't know what the Association would do without you. As you know if there are any pictures I have of England and the group just let me know and I will send them to you.

I have enclosed a couple of items which were in the newspaper during the war. I had another one which showed a couple of large birds sitting on the ground in heavy fog and one bird said to the other, "I'll bet

Forum

the 303rd is flying today."

I don't know if you want to mention it in the paper but if anyone is interested in the golf shirt I had made and brought to the reunion, I can still get them by special order. I'm going to work with the person in charge of the PX to see if we can't come up with a real attractive golf shirt for the Frisco reunion.

Thanks again for the super job you are doing and I hope to see you, God willing, in San Francisco.

Walt Shayler

**810 Robinhood Lane
Redlands, CA 92373**

A Thousand Thanks

Please be advised of my hardship over the years and my inability to pay my dues. However I must say the tears came out of my eyes when I saw those donations coming in for Randal's wheelchair, and we got it. A photo will follow in the New Year for the newsletter for all the lads to see.

John Hagar

**11 Berkeley Crescent
Stourport-on-Severn,
Worcestershire
DY13 OHJ
England**

To clarify the record

In the October Newsletter the minutes of the 12 September and 16 September 1995 Board Meetings were published. Under the heading of Membership it was printed that I had reported "15 volunteer donations for dues for members who feel they cannot pay." These minutes were corrected at the 16 September meeting, but as printed on page 15, it further confused the matter. It was the 16 September meeting in Colorado Springs, not in Savannah.

Some say I am making a mountain out of a molehill, but for the sake of those who made the voluntary donations in 1955, I wish to set the record straight. First, I must emphatically clarify the point that no one tried to confuse the matter on purpose. It was just an honest mistake in wording.

The facts are these: (1) We now have 15 members who have reported their inability for various reasons to pay their dues; (2) in 1995 we received 103 voluntary donations from other members to help pay the dues for these 15 unfortunate comrades. We also received another 108 donations to help defray the

cost of publishing the Membership Directory. If any additional explanations are desired, please write or call me or see me at the San Francisco reunion.

Carlton Smith

**Membership Chairman
12700-54 Red Maple Cir.
Sonoma, CA 95370-5369**

→ → → → → → → → → → →

WHERE ARE OUR MEMBERS LIVING?

In a recent mailing to all of our Members, Widows, Associates, and Inactive Members, it was interesting to learn that we had at least two members living in every one of the 50 states. The mailing of 1,985 of our Personal Biography questionnaires was the basis for these figures. The total number of mailing labels supplied by Carlton Smith, our Membership Chairman, was 2,112. However, excluded in this mailing of 1,985, were many Associated Members, who were relatives of living Members, as well as other Associates, who wish to continue to support the 303rd Bomb Group Association.

One third of our Members live in three states; California (287), Florida (198) and Texas (170). Other states with large numbers include New York (85), Pennsylvania (79), Arizona (70), Illinois (68), Ohio (67), Washington (60) and Colorado (51).

In the middle group, were Indiana (49), Michigan (48), Missouri (46), Massachusetts (43), New Jersey and Minnesota, with (40),

Friends of the 303rd (303rd contact in England)

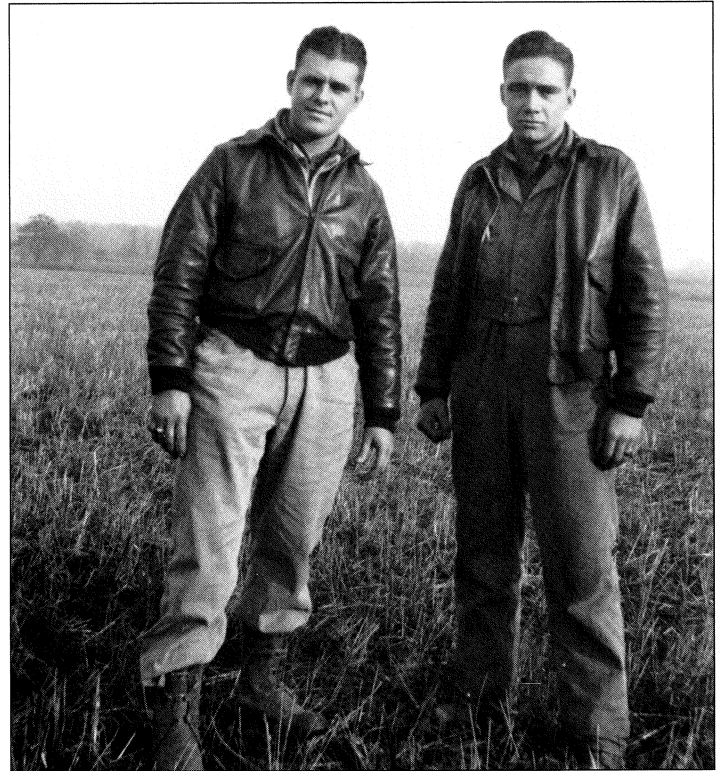
**Robin J. Beeby
40 St. Catherine's Road
Kettering, Northants
England NN15 5EN
(Wife's name: Sue)
Tel. from UK 1536516423
from USA 01 144-1536516423**

* * *

**Joint Analysis Center
(Molesworth Visit Center)
Brian S. McGuire
JAC -USEUCOM
RAF Molesworth, PSC 46
Box 404
APO AE 09469
Wife's name:
Tel. Home: 011-44-1480-394274
Moles.-011-44-1480-842626
FAX: 011-44-1733-280183**

* * *

**Local Committeemen for '96
Reunion
James McCoy, James
Taylor, William Heller**



Alan Magee and Charles Roth at Molesworth in 1942. Roth was shot down over Lorient three weeks after Magee was shot down. The French dedicated a memorial to Roth's crew on Nov. 5, 1944.

Kansas and Georgia, with (34), Oregon (33), North Carolina, Oklahoma, Virginia and Wisconsin, with (31), Iowa (28), and Tennessee and New Mexico, with (27).

Those states where between 10 and 25 live, include: Connecticut (25), Maryland (24), Idaho (22), Alabama (19), Arkansas (17), Montana and Nevada, with (16), South Carolina (15), Kentucky and Nebraska, with (13), Louisiana (12), and Maine, Rhode Island and Utah, with (10).

Mississippi is home to (9), Vermont (8), New Hampshire (7), North Dakota, Hawaii and West Virginia, with (5) South Dakota (4), Delaware (3) and Alaska and Wyoming, with (2).

We have Widows living in Eng-

land and France, an one Member living in Mexico and one in the BWI.

Smitty has made it possible to determine who is living in your state, your area, or even your city or town. Just look in the back of the recent roster. All of our Members, Widows, and Associate Members, are listed in zip code order. Look up your zip code. You may be surprised at how many of your "comrades" are living, practically next door.. Pick up the phone and get better acquainted. We are all reaching the age when it is nice to find new friends. Invite them to join you at the San Francisco Reunion, which takes place on Aug. 23-27, 1996.

Ed Miller

COMPUTER OWNERS: WE NEED YOUR HELP

We are interested in locating members who would be willing to help us document, the heritage of the 303rd Bomb Group. The Computer Software Program, now under development by Arlo Bartsch, is going to be evaluated by Eddie Deerfield and his select Committee. If his recommendations are positive, and the Board of Directors agrees, we will purchase copies of the Software.

If the Board decides to go ahead, we will look to our own members for help in documenting the 303rd Heritage, by way of this Software Program. The "data bank" will consist of the Personal Biography Questionnaires, the Mission Reports, and many other historical records. It is estimated that it may take as long as fifteen hours, to input the data contained in one Mission Report.

We would like to know the names of any of our members, who would like to volunteer to help in this task, assuming that there is a "go ahead." Would you please offer to volunteer? We will provide you with further information on the Software Program, and how you will be able to help. Once we know the extent of our "in-house" support, we will be able to determine the amount of effort that you will have to be contracted for, by outside agencies. Send your name to Ed Miller.



Fabulous gathering planned!

SAN FRANCISCO HOST CITY FOR 1996 REUNION OF MIGHTY 303rd

By Eddie Deerfield

San Francisco, rated by the readers of *Conde Nast Traveler* magazine as "the best city in the United States" for visitors, will welcome the 303rd Bomb Group in reunion 23-27 August at the city's magnificent Airport Marriott Hotel.

This is the City by the Bay, the Golden Gate bridge, Fisherman's Wharf, cable cars, the Top of the Mark, Chinatown, sourdough bread and Ghirardelli chocolates.

This was the city that seemed out of reach for a reunion because hotel costs were \$100 and up. It wasn't until the world-class Airport Marriott Hotel came up with a time block in late August for a heavily discounted rate of \$73 that the 303rd was able to negotiate a contract.

The hotel is located on the Bay, five minutes south of the international airport, and just 20 minutes from downtown San Francisco. A free shuttle van operates between the airport and the hotel every 10 minutes.

Although the Airport Marriott has 684 guest rooms, the maximum number the hotel management was able to offer at the discounted rate was 300. Members are urged to call the hotel direct at (415) 692-9100 to make reservations early. Mark your calendar now!

The reunion pre-registration sign-up packets will be mailed in April, with details about 303rd Bomb Group events as well as optional activities. Aside from golf, which usually attracts about 35 members, only two optional choices will be offered on the registration form.

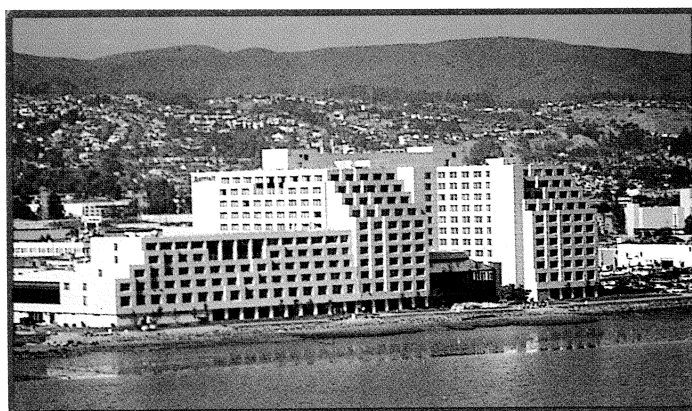
Many in our ex-Molesworth crowd attend reunions for the joy of camaraderie with World War II buddies, and have no great interest in local tours. This led to the decision to offer only two options organized by the Association, with other tours available commercially to suit individual interests.

One of the group functions is a spectacular three-hour luncheon cruise on the yacht California Hornblower, plying the waters of San Francisco Bay for close-up looks at the Golden Gate Bridge, Alcatraz, the city skyline and other points of interest. A strolling classical guitarist will entertain 303rd members and their families as they enjoy the dining and views. The cruise has been arranged for Monday 26 August, after the morning squadron and general meetings.

The other option is a four-hour city sightseeing trip by bus, planned for Saturday 24 August afternoon and Tuesday 27 August morning.

When registration opens at the Airport Marriott on Friday 23 August, a Gray Lines agent will be available to sign up members for other tours. She'll be on duty throughout the reunion.

If an architect was asked to design



THE HOTEL ON THE BAY – Marriott's San Francisco Airport facility has the distinctive service and fashionable decor of a world-class hotel, and is minutes away from all attractions in the Bay area. The AAA rates it at four diamonds!

a hotel for a 303rd Bomb Group reunion, he probably would come up with something like the San Francisco Airport Marriott!

For example:

.....The Hospitality Centre will be in the San Ramon Room, a 45-foot parlor with windows overlooking the Bay and a built-in 15-foot long solid walnut bar with brass foot-rails. Cocktail tables will be scattered throughout the room and a piano will be in place for impromptu tickling and sing-alongs. Genial John Ford will once again be in charge.

.....The registration desk, to be staffed by Mary Lee Deerfield and her superb crew of 303rd ladies, is a 30-foot long built-in enclosure away from hotel traffic on the second floor just off the lobby escalator. There's adjacent table space for the membership, raffle, VCR oral history and tour agent activities, with a near-by room for the computer wizardry of Ed Gardner.

.....More than a score of clusters of comfortable chairs and sofas placed all over the main and second floors for relaxed socializing with friends.

.....An iron and board in every room, voice mail messages on the telephone, an indoor pool and fully equipped health club.

.....On the outside, there's free parking and a paved walking trail which skirts the bay side of the hotel and stretches for several miles.

Those who attended the 1995 reunion in Colorado Springs will recall the great performance by the *Moods in Blue* ensemble of the US Air Force Band of the Rockies. The 303rd now has a verbal commitment from the US Air Force Band of the Golden West to send a 20-piece jazz band to perform at the farewell banquet on the night of 27 August.

The memorial service on the afternoon of Sunday 25 August is scheduled at the Golden Gate National Cemetery. If it is determined that any of our "Hell's Angels" is interred at the park, the 303rd Executive Committee will consider ordering a bronze memorial plaque for unveiling at the time of the reunion service.

A three-man local committee has volunteered to do some of the ground work so essential to a successful reunion.

Jim McCoy is beating the bushes to arrange a reunion visit to the area by a B-17 and is also preparing a VIP guest list for banquet invitations. Jim Taylor is lining up a list of nearby cafes and restaurants for alternate dining opportunities and is finding the most economical sources of supply for the Hospitality Centre and audio-visual needs. Bill Heller is searching for a golf course suitable to the talents and purses of our many duffers.

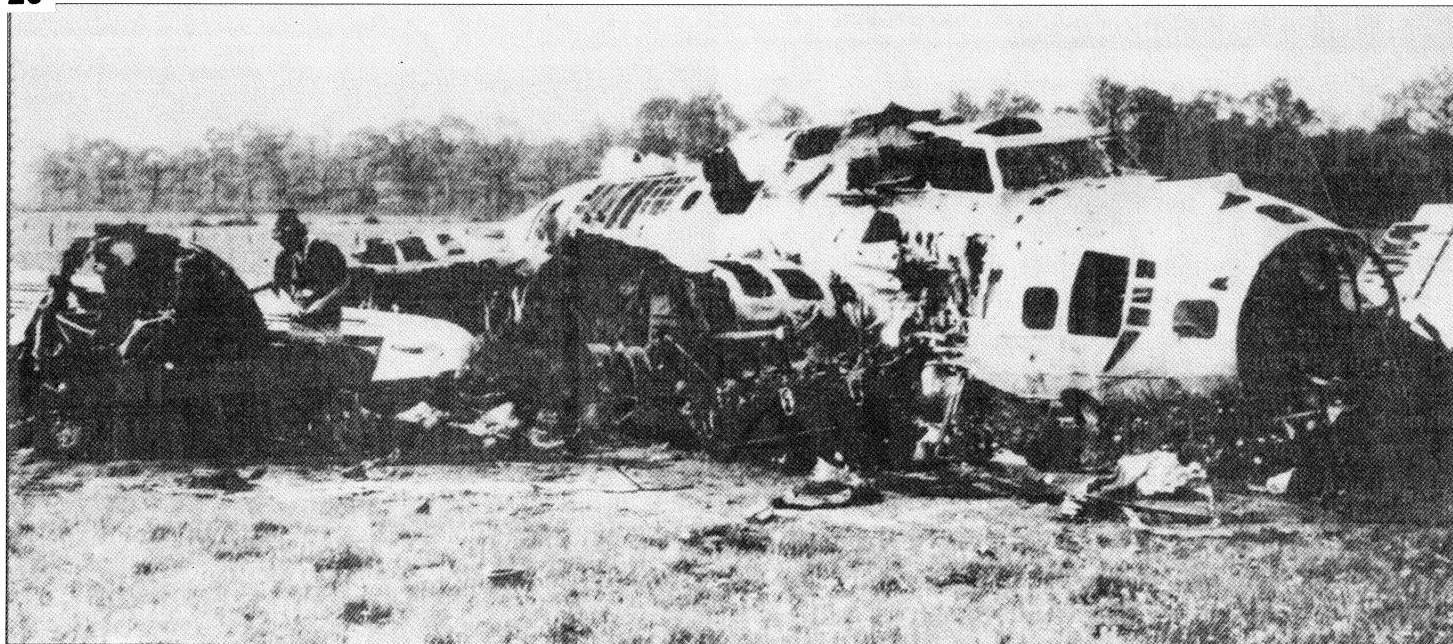
The Mighty 303rd Bomb Group, in reunion in San Francisco from August 23 to 27, 1996, a gathering of a brotherhood of proud men who fought well as a team on the ground and in the air to achieve victory in World War II.

CALL FOR ALL 1995 REUNION VCR'S !!!

If you made a videotape at the 1995 reunion, please send a copy to Eddie Deerfield, 3552 Landmark Trail, Palm Harbor, FL 34684. All tapes received will be viewed and edited in a professional studio to become part of the historical records of the 303rd BG and the 8th AF Heritage Museum. This is the first in a new series of 303rd reunion history videotape projects.



ORGANIZING LOGISTICS – Eddie and Mary Lee Deerfield confer with Convention Services Manager Tom Wallitner in front of the Marriott's reunion registration desk.



Dutch civilians snapped this photo after the crash-landing of "The Eight Ball," a B-17 Flying Fortress assigned to the 303rd Bomb Group, 359th Sqdn.

303rd Airman Returns To WWII Crash Scene

By Hal Susskind

Fifty-two years ago, Nino Guiciardi saved his life by parachuting, along with nine others, from his stricken 303rd Bomb Group B-17 only to end up in a Nazi prisoner of war camp.

Last September he returned to the scene, a field near Brummen in eastern Holland, as the guest of honor at ceremonies commemorating the crash-site of his B-17, "The Eight Ball," on Nov. 2, 1944. Guiciardi was honored by Dutch civilians and the Royal Netherlands Air Force.

A Bombardier, Guiciardi's aircraft was hit by flak after dropping its bombs on the oil refineries at Sterkrade in the Ruhr Valley.

Brummen's villagers who came to the aid of the nine parachuting crew members have erected a memorial to T/Sgt. Alvin G. Bader who was killed when his parachute failed to open. Bader was added to the crew list just before takeoff. In his book, "Bail Out over Brummen" author Ivo M. de Jong, refers to Bader as a "Y" Operator. These "Y" Operators were German speaking radio operators, trained to monitor the Luftwaffe radio control network. Some were also trained to broadcast bogus messages to the Germans. This was all very secret and the crews that flew with the "Y" Operators had very little knowledge of what they were doing and were instructed not to ask questions. For this reason little was known about T/Sgt Bader except that he was married, lived in St. Paul Minnesota and had flown more than 20 missions.

At 0801 hours on November 2, '44, twelve planes of the lead squadron took off as part of the 39 aircraft put up that day by the 303rd Bomb Group.

Bombs were away at 11:58 hours from 29,000 feet. The formation made a very sharp left turn off the target. No enemy fighters were seen. Moderate to intense and fairly accurate flak was encountered in the target area.

After an uneventful flight from the target, the 303rd formation landed back at Molesworth between 1345 and 1436 hours. In all, out of the 49 B-17s dispatched, 48 landed safely. At the debriefing, one aircraft and crew were reported "missing in action." It was B-17G, # 42-97781, "The Eight Ball."

For Jack Davis and crew, "things hit the fan over the target." What happened after the anti-aircraft fire had hit the "The Eight Ball," is best described by Lt. Guiciardi.

"We were hit by flak just a few seconds after I had released the bombs. We were hit in the area of number three engine and the landing gear. The engine was demolished and so was the landing gear. The pilot could not feather the prop. After a few anxious moments, the shaft of the engine broke and the prop acted like a flywheel out of balance. The pilot put the plane in a glide just enough to maintain flying speed and to go as far as possible to try to get to friendly army territory. But the plane was losing altitude rapidly."

Finally while crossing the IJssel River between Arnhem and Zutphen,

Jack Davis had to give the bail out signal to his crew. The plane kept losing altitude and the crew had to get out fast before the plane was too low to bail out safely.

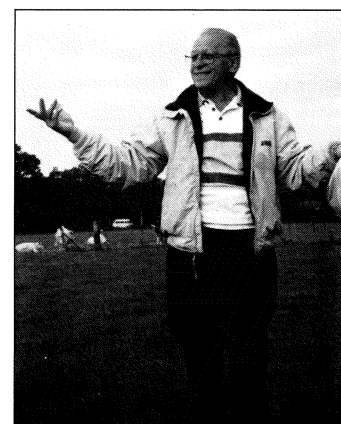
After seven crew members had bailed out, three members were still aboard the plane. They were the "Y" Operator, Alvin Bader and the two pilots, Donald Kohstedt and Jack Davis.

Ariel van der Vilde, then six years old, has the following recollection, "I saw a man standing in an opening of the waist of the plane. I saw him jump out and his parachute didn't open. He came down between Peter's farm at Den Broekweg 1 and a shed. Blood came from his mouth and nose; he was dead!"

Another six year old, Frits Bleumink, lived at the Rhienderense straat, next to the farm where the unfortunate man came down. "The body was brought to the Peter's farm. The man bled from the mouth, nose and ears. His boots were taken off and given to Peters. Then a ring, watch, pistol and some papers were taken from the body. In the late afternoon or early evening, the body was wrapped in the partly opened parachute and put upon a horse-drawn cart and then transported to Brummen.

Why he fell to his death is unknown. Whatever the cause, Alvin Bader was killed. On November 3, he was buried in the Brummen Roman Catholic Cemetery in grave number 17.

In all, the Germans quickly rounded up the eight crewmembers and



Nino Guiciardi visits the field in Holland where he landed on bail-out on Nov. 2, 1944.

found Bader's body. At that time, they had not found the pilot, Jack Davis. It was assumed that he jumped at a very low altitude and that his parachute just opened in time to break his fall; thus it wasn't observed by the enemy.

On November 18, the Germans finally captured Davis as he was attempting to escape by crossing the Rhine River.

Soon after the crash, many civilians visited the crash location and many pieces of metal were stripped from "The 8 Ball" as souvenirs. After the war a scrap metal firm took away the remnants of the once proud B-17.

The Davis crew prisoners were finally liberated from their various camps by the advancing Allied Armies. Finally all nine were shipped back to the United States. Jack Davis kept in contact with those people in Holland who had helped him during the war but he never visited Holland again. He died in 1984. His son Louis paid a visit to the area where his father had experienced some eventful

The Aftermath of A Mid-Air Collision!

By Hal Susskind

On February 9, 1945, the 303rd Bomb Group dispatched 39 B17s, part of a thousand plane formation, to bomb the oil refinery at Lutzkendorf, deep in Germany.

Layers of clouds made assembly anything but uneventful. Breaking through the overcast at 25,000 feet, lead crews decided to assemble the formation at 32,000, an altitude considerably higher than usual.

Four hours into the mission and in the vicinity of the Initial Point (I.P.) the decision was made to bomb the secondary target since the primary target was obscured by clouds.

Suddenly the formation broke into the clear. A second message was broadcast advising the formation to change course and hit the primary target. This caused some confusion. Because some aircraft had not received the second message, the formation became loose and ragged.

Accurate and heavy flak plus prop wash from the leading aircraft caused the wing of B-17 #42-31060, "Pogue-Ma-Hone" to rear up and collide with B-17 43-39149, cutting off its whole tail section.

The stricken aircraft piloted by Lt. Robert J. Barrat went into a steep dive. Tail gunner, George Emerson, who fortunately, always flew with his parachute buckled on, was thrown out of the aircraft. He glided down into a field near Eisenberg, Germany. He was soon captured and taken to the town jail until German military authorities could pick him up and move him to a military prison.

That night back at Molesworth, pilot Lt. A.K. Nemers and his crew of "Pogue-Ma-Hone" as well as Lt. Barrat's crew were declared "Missing in action."

For fifty years the complete story of the incident remained a mystery.

It took Uwe Benkel, a German businessman whose hobby was

digging up lost aircraft from World War II to discover the circumstances under which Lt. Barrat and his heroic crew died. According to eye witnesses, they died heroically sacrificing their lives to save the citizens of Eisenberg, Germany from sure death. For this the citizens of Eisenberg dedicated a memorial on September 25, 1993 to their memory. (See October 1992 and November 1993 issues of the newsletter). The dedication ceremony was attended by the next-of-kin of two members of Barrat's crew as well as the lone survivor, George Emerson.

But a question raised at the ceremony was "what was the fate of the other crew that was involved in the collision."

George Emerson, upon his return from the ceremony decided to explore further, the fate of the Nemer crew.

Perusing the "Might in Flight, Daily Diary of the 303rd," he found that Sgts. Ganson, Kerr, and Bohrer plus Lt. Schultz were listed as possible survivors. He then contacted Harry Gobrecht, Association Historian, seeking information on how best to get in touch with these people after 50 years. Gobrecht supplied him with their service numbers and recommended trying to contact them through the insurance division of the Veterans Administration.

This Emerson did and found out that Ganson and Kerr died of natural causes. His letter to Schultz was also returned but his letter to Bohrer hit the jackpot. Bohrer contacted Schultz and told him of the strange letter he had gotten from Emerson. For 50 years Bohrer and Schultz had believed no one had been a survivor of the aircraft they had collided with. In retrospect that sounded familiar because up to the time that I contacted Emerson in Boise, Idaho in 1992 he had no idea of what happened to his original crew after he bailed out on February 9, 1945. It had been a mystery to him for 47 years.



Mrs. Emerson, George, and Uschi Weik join hands over memorial to his crew at Eisenberg, Germany. Ms. Weik was an eye-witness to the crash of his aircraft 48 years ago.

Schulz also had a remarkable story to tell. Here it is in his own words.

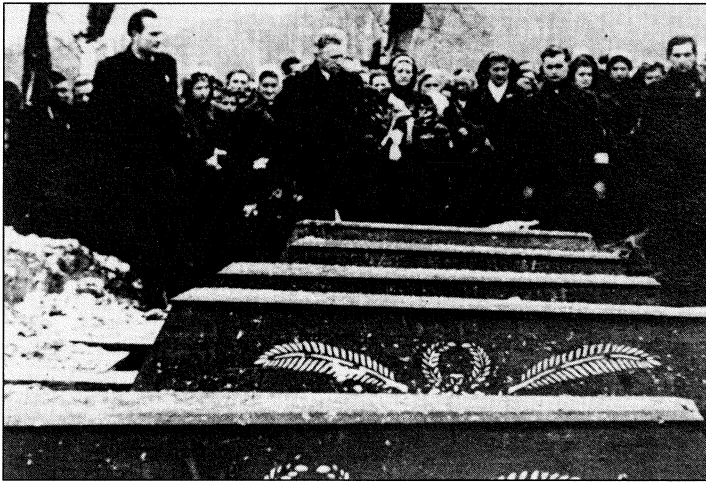
"On February 9, 1945, the crew of "Pogue-Ma-Hone" was awakened for what was to be their last mission. Breakfast of bacon and eggs told all, that it was to be a rough mission, the better the food the rougher the task.

After breakfast came the briefing. The target was Lutzkendorf, deep into Germany. the 303rd was to send 39 planes and so were many other air groups. There would be a thousand planes flying that day. We were to hit an oil refinery in the City of Lutzkendorf. We flew through heavy cloud coverage at lower altitudes until we broke through to clear sky at 25,000 feet. We then formed our formation at 32,000 feet.

After about four hours or so of flying, we reached our objective. We could not see the ground for the bombardier to hit the original target so the lead ship broke radio silence to tell everyone we were going to hit the secondary target which was larger. Then the clouds cleared and a second message came across to hit the original target. Then there

was chaos - some planes seemed to have gotten the last message and some did not. We were then hit by flak, thrown into the prop wash of another plane. Our right wing seemed to kick upward and we collided with another B-17 cutting their whole tail section off. They went into a tight dive and I doubt if anyone got out of that plane. Our two engines on the right side were knocked out, spilling oil and gas over the whole wing section. We went into a tight spin and dropped from 32,000 feet to about 10,000. The centrifugal force was so great in the spin, one could not even move.

After we came out of the spin and into level flight, the pilot Alfred Nemer called for a heading toward Russian lines saying we could not buck a headwind to get back to England. I gave him a heading for Poznan, Poland. It was the shortest route to where we thought the Russian troops had advanced. We were again flying in heavy cloud coverage which was both good and bad. We knew that German fighters preyed on cripples or stragglers. It saved us (sometime you do not



Caskets of crew of B-17 killed in Jarocin, Poland, Feb. 9, 1945



Russian troops, Polish civilians at burial of five American flyers from crashed B-17. In the crowd are: #1-Lt. Harry Schulz, #2-Sgt. Paul Kerr and #3-Sgt. Howard Ganson.

know how lucky you are until some time later) from enemy fighters (good), but we started to pick up ice on our wings (bad).

It was about this time that our engineer Floyd Bohrer parachuted out and became a POW. The rest of the crew stayed with the plane.

We threw out our guns and anything that had any weight, but we still kept losing altitude. I called the pilot on interphone and told him we had just crossed the front lines where the Russians and Germans should be fighting. We were about two miles into Russian territory.

Then came the order to bail out. We were still losing altitude, picking up ice, and flying on two engines. A togglier was flying with us that day because our regular bombardier was in the hospital because of a previous injury. The togglier, an enlisted man who was flying with us for the first time, wanted to know if

I was going to jump. I told him there was no doubt about it; to get into his chute and open our escape hatch and get ready to go. I then called the togglier and told him to jump. I then called the pilot telling him that the nose section was clear, for we were both jumping.

That was the last time that I ever spoke to him. I jumped, made sure I cleared the ship, pulled the rip cord, but the chute opened with such force that I lost my flying boots. We were very lucky because we were over a plowed field and falling fast. I landed about 100 feet from my togglier but Russian troops were coming down the road nearby and they started firing at us. In the meantime our plane made a 180 degree turn and was coming back. It looked like the plane was going to try to land, but it went into the ground nose first, and instantly burst into flames. It had been too badly damaged to

respond to controls and with the gas and oil on the wings; they didn't have a chance. All in the ship were killed instantly. We later found out that there were four crew members still in the ship.

The Russians started across the field toward us, firing constantly. We hit the ground and stayed there until they got closer; we then stood up, raised our hands and kept saying "American, American," hoping they would understand. They seemed uncertain, took my 45 and motioned for us to fall in with them and marched us with them to a nearby town. They turned us over to their commanding officer, who tried to question us in Russian and German, getting nowhere; he sent for a young officer who spoke English.

He then wanted to know who we were, and what we were doing in their territory. I told him we were on a bombing mission against Germany and had problems and could not return to our base in England.

After he decided that we were real American, he ordered his men to try and find the other members of our crew. Going to the scene of the crash, they recovered the bodies of four members of our crew: the pilot, the copilot, the radio man and the ball turret-gunner. They were in pretty bad shape because of the crash, the fire and the explosion when they tried to land.

They then found the body of the tail gunner. He had jumped, but he never pulled his rip cord; his chute was still fully packed. We never knew why. Then the waist gunner was found, alive and well and very happy to see us. He told us that someone had opened their chute in the plane, so the pilot had to try to land the ship. It was a brave decision, but a fatal one. The waist gunner also told us that our engineer had

jumped earlier in Germany. (Actually it was in the vicinity where Emerson had jumped). He became a prisoner of war we found out later.

I asked the Russian Commanding Officer for permission to have a decent burial for deceased members of our crew. This was a war zone, only three or four miles from the front lines, but he granted my request. We were now in the city of Jarocin, Poland, and people of this city and the Russians did themselves proud. They made five finely decorated coffins, got a horse driven wagon hearse, the village priest, and had a very nice service for our crew members. Hundreds of villagers and Russians turned out for the ceremony and the burial. Later after the war ended, the site was easily found and they returned the men to their families; if that was what they wanted. We buried five good men that day and I pray their lives were not given in vain.

After the ceremony, the Russians had to contact their superiors in Moscow to find out what to do with the three of us. We had been warned in briefings before we left England to head for the Russian lines only in an emergency, because they had no idea how they, the Russians would treat Americans. We were about to find out. They had treated us fine up to now though, so we did not worry too much. They received orders to send us to Moscow. So now we were moved from one place to another, but always closer to Moscow. Finally after about a month, we arrived in Moscow and were turned over to the American Ambassador William Averell Harriman. There we received all the niceties of civilization: baths, shaves, new clothes and a chance to notify our families that we were still alive. All they knew was

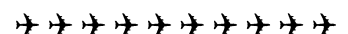
that we were "missing in action?"

We were treated like celebrities for a short time; dined, taken to parties, and to the Russian Ballet, which believe it or not was still going on in spite of the war. Now back to reality. We had to get back to our Air Base in England. They probably had us killed, buried and forgotten by this time. It had been over a month since our mid-air collision and we had fallen 20,000 feet before we limped towards the Russian lines. Also no one could have seen us, because of the cloud cover. (At the debriefing they reported seeing no one get out of either ship).

So with a Major and a T/Sgt. from the 100th Bomb Group we started our journey back to England. We were all put on a cargo plane and flown around the war zone. We went from Moscow to Poltava, to Teheran, to Cairo, to Rome, to at last London. We were turned over to the Intelligence Corps, who wanted to know all about everything; our crew, the crew of the plane that we hit, the Russians and their treatment of us, the burial site and about everything else one could think of.

We finally returned to the 303rd at Molesworth and were given the choice of returning to the States for rest and recuperation and then being groomed to fly in the Pacific Theatre or to join another Bomb Crew there.

On September 7, 1995 a survivor from each plane of the B-17s collision near Leipzig some 50 years ago, met for the first time in St. Louis, Missouri. It was an emotional handshake as Harry Schulz and George Emerson greeted each other. "That finishes it off, so far as I am concerned," said Emerson. "The war is finally over."



FROM THE MEMBERSHIP CHAIRMAN

The dues payments are coming in faster than ever, but for those of you who have forgotten this is the LAST CALL. If your mailing label shows a "95" in a red circle, this is your last Newsletter. I am sending the labels to Hal Susskind on or about January 20 so if you sent in your dues after that, disregard the red circles "95" on your label.

In the October Newsletter 55 donations/memorials (alphabetically from Hansen through Wilson) were omitted. They are included in the list below along with the others received since September 1995. These donations/ memorials and the names of the donors are far too important to be omitted. Special recognition and thanks go out to all of you for your thoughtful support.

Once in a while we receive a donation that is unique either in amount or purpose. Another such contribution was received from Claude W. Sherwin (Member #S1785). As a Christmas gift to six of his remaining crewmates, he made them life members of the Association. Talk about the holiday spirit and the camaraderie of the 303rd, this is the epitome. You will

also note by his member number above and his name on the list below that Claude upgraded his own membership to that of Super Life.

Several typo errors were spotted in this column in the last issue. Please note the following to insure your Membership Directory is updated correctly.

New Members:

Cindy Mayes was listed as Cindy Hayes with no member number. Mayes is the correct name and her number is A-324.

Robert D. Miller (L1928) lives at 19768 Holiday Road, not 119768.

Address Changes:

Marie Leduc (A-197) has a ZIP code of 06088, not 60688.

Edwin Siegel (1552) lives at 14400 Dickens Street, not 1440.

Jim White (L1157) lives in Spokane, WA, but only from 1 April to 30 November. The rest of the year he is in Mesa, AZ.

The following lists are current as of 15 January:

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

NEW MEMBERS

- A-339 Philip Dussliere, 1202 95th Ave, Rock Island, IL 61201
- A-340 Steve Dussliere, 431 16th Ave, East Moline, IL 61244
- A-341 Donna Q. Hendel, 808 N. Union Ave, Fergus Falls, MN 56537
- A-342 Archie McLachlen, 207 SE 45th ST., Cape Coral, FL 33904-8449
- 1931 Harold J. Hall, 1842 So. Estelle, Wichita, KS 67211 (360)
- A-343 Mike Hitchcock, 4321 Rose Lane, Concord, CA 94518
- A-344 Charlotte McCoy Sullivan, 4419 W. Elderberry Ct., Spokane, WA 99208
- 1932 John E. Tevis, 207 Remsen Ave., Avenel, NJ 07001-1258
- A-345 Michelle Quinney-Olivas, 1326 Kottenberg Ave, San Jose, Ca 95125
- 1933 Frederick L. Rowan, 46 West Avenue, Danesville, NY 14437
- A-346 Darryl K. Christen, 202 Oak Alley, Houma, LA 70361
- A-347 David K. Christen, 103 Artesia, Oak Ridge, TN 37830
- A-348 Eleesa K. Faulkner, 58 Drake, Pueblo, CO 81005
- A-349 Michael L. Faulkner, 5435 N. Buckskin Pass Dr., Colorado Springs, CO 80917
- A-350 R.G. McCoy, 5410 Coral Gables, Houston, TX 77069
- A-351 Jennifer Kornacker, 2254 Fairchild, Suite 5A16, USAF Academy, CO 80840
- A-352 Dale Riedel, 2254 Fairchild, Suite 5A16, USAF Academy, CO 80840
- A-353 CMSgt Susan M. Turner, 775 Loring Ave, Suite 205, Peterson AFB, CO 80914-1290
- A-354 Gary J. Blinebury, 1264 Horseshoe Rd., Warrington, PA 18976
- A-355 John A. Schwartz, 9725 Beacon St., Philadelphia, PA 19115
- L1934 James H. Batton, 1081 South Bradford St., Dover, DE 19904-4141
- A-356 Michael Considine, 1025 Wildrose La, #201B, Brownsville, TX 78520
- A-357 Greg Mansfield, 1710 E. Hwy. 20, Michigan City, IN 46360
- A-358 Cathy Stein, 5108 Meadow Cove, San Antonio, TX 78250
- L1935 Harry Baffa, 11726 So. Menlo Ave, Apt. G, Hawthorne, CA 90250
- L1936 George Bowman, 25 W. Duval Rd., #61, Green Valley, AZ 85614
- L1937 Arthur Hawkinson, 16919 Crestview Dr., Victorville, CA 92392
- L1938 Richard W. Jamieson, 2116 Church, Sanger, CA 93657
- L1939 Fred Krisling, 6102 Knights Bridge Dr., Memphis, TX 38115
- L1940 Tom Williams, 2713 Blackstone, Corpus Christi, TX 78414
- A-359 Sheri Jacobsen, 1441 Nipomo St., San Luis Obispo, CA 93401
- 1941 James V. Giancola, 28 Beacon Hill, Fairpoint, NY 14450
- A-360 Kenneth D. Allen, c/o Tenneco Inc., P.O. Box 2511, Houston, TX 77252-2511
- A-361 Harry L. Ney, 2424 41st Street, Apt. #1, Moline, IL 61265

DONATIONS MEMORIAL

- L1530 James E. Aberdeen (358)
- L961 J. Charles Abeyta (427)
- L1911 Charles G. Allard (Sqdn.?)

- L614 Sibley M. Andriessen (427)
- L731 R.E. Balkcom (358)
- L1067 E. R. Barkman, Jr. (360)
- L1921 Walter E. Barnes (360)
- Widow Adeline Czarny Adams
- L1768 John L. Arendt (359)
- S1379 Edwin B. Barry (1114)
- 1822 Joseph Bauer (359)
- A-125 Robert C. Bejna
- L487 Joel A. Berly (360) - two
- 1319 Irving Birken (360) - Memorial to Absent Friends
- L844 Robert F. Bishop (359)
- L934 Joseph A. Blinebury, SR., (358) - two
- L1282 Curtis O. Brooke (358) - Memorial to William Hembree
- L658 Arthur J. Brown (427) - Memorial to Alfred Tomlinson
- 1842 William W. Brown (360)
- S894 John C. Buschmeyer (360)
- Widow Mrs. Clara C. Butler
- Widow Mrs. Clara C. Butler - Memorial to Harold E. Butler
- L497 Thelbert Butler (359)
- Widow Mrs. Eula Casello
- L1564 Milbury C. Charlton (427)
- S1358 Louis M. Christen (427) - two
- L466 James W. Clynnch (358)
- 1709 Seymour Cohen (359)
- L308 Louis W. Considine (359)
- L1304 John R. Craven (HDQ)
- L1271 Charles R. Doback, SR. (358) - Memorial to William T. Hembree
- L1476 Frank J. Doherty (HDQ)
- S670 Albert L. Dussliere (427)
- S561 Philip D. Eisenwinter (427) - Memorial to Richard Waggoner, crew 4494
- L1491 Raymond A. Espinoza (444)
- L1491 Raymond A. Espinoza (444) - Memorial to Daniel Gutter
- L916 Lee Faulkner (360) - two
- L718 Joseph F. Fertitta (358)
- S1194 Philip G. Fleming (360)
- S337 Joseph T. Freedman (444) - Memorial to Roland Cowan
- L1255 Earl C. Freinwald (359)
- Widow Mrs. Dorothy M. Friedland (427) - Memorial to Lawrence Friedland
- 1815 Frederick Gano (427)
- 1104 Edward W. Gardner, Jr. (427)
- 1095 Billy A. Gaumer, Sr. (359)
- S639 Harry D. Gobrecht (358)
- 892 Lloyd E. Goff (360)
- L717 Charles R. Grice (427)
- L1807 John C. Griggs (427) - Memorial to Miles Bruce
- 1866 Stanley Gurka (359)
- Widow Mrs. Lillie N. Gutter (444) - Memorial to Daniel Gutter
- S425 Maurice G. Hackler
- L023 Lester C. Hansen (359)
- L1693 James W. Hardwick (359)
- S385 Ralph S. Hayes
- 621 Robert B. Heiliger (360)
- S1213 Paul E. Henderson (360)
- L1467 Lloyd D. Hester (427)
- L028 James C. Hicks (359) - Memorial to Robert E. Moreman
- 1782 Basil D. Hight, Jr. (360)
- S1882 Raymond E. Hills (Sqdn.?)
- L1182 Gordon E. Hoeft (427)
- L1825 John L. Holloway (360)
- 1186 George F. Hoyt (427)
- L030 Harry F. Jenkins (359)
- S152 John I. Jenkins (427) - two
- L792 Donald M. Johnston (360)
- L1474 John "Vic" Jones (358)
- L1644 John B. Kahle (358)
- Widow Mrs. Mabel Kearney (358) - Memorial to James Kearney
- Widow Mrs. Anne D. Kearns (427) - Memorial to Peter F. Kearns
- L982 James D. Kelley (427)
- S563 J. Ford Kelley (359) - two
- 1618 William P. Kiggins (427)
- L1917 James W. Kintner (3rd)
- 127 Monroe Klein (427) - Memorial to Alfred Tomlinson
- 1564 William Kreutz (444)
- L564 William Kreutz (444) - Memorial
- S829 Robert W. Krohn (427)
- L1694 Thomas D. Lardie (360) - two
- L238 Leo E. Laverty (427)
- L209 Edward S. Levandoski (360) - Memorial to Ralph Walder
- A-53 Ralph C. Littge
- S877 Lloyd I. Long (427)
- L583 Arthur Lorentz (359)
- S1178 Ole Lovold (360)
- L1375 Robert B. Lubbers (427)
- S222 Leiwis E. Lyle (HDQ) - two
- L914 Jack R. Magee (360)
- L729 Malcolm Magid (358)
- L073 Charles Mainwaring (359)
- Widow Mrs. Lorraine P. Maple (358) - Memorial to Stanley Maple
- 1221 Donnell H. Marsh (360)

S723 Melvin T. McCoy (444)
Widow Mrs. Opal G. McCoy
S962 Eugene R. McCutchan (360)
S1249 Martin J. McGuire (360)
S1249 Martin J. McGuire (360) - Memorials to Mike (427) Dave (360) and Smitty (359)
S2155 William S. McLeod, Jr. (358)
S2155 William S. McLeod, Jr. (358) - Memorial to Bob Kidd
1819 Bonnar P. McMahan (427)
L1752 Hubert E. Miller (358)
L1913 Ralph E. Moffett (Sqdn.?)
L1473 Harry F. Newcomb, Jr. (360)
L1669 Russell L. Ney (358)
1834 John J. Nicastro, Sr. (358)
L1664 Walter T. Niemann (444)
S316 James W. O'Leary, Sr. (427)
L1906 Humphrey P. O'Leary (1681)
1328 Howard F. O'Neal (359)
1537 Henry T. O'Sullivan (427) - Memorial
S295 Gerald M. Palmer (359)
L1078 Maurice J. Paulk (444)
588 Thomas I. Peacock (360)
L1498 Norman O. Peterson (427)
L1012 Angelo Petix (358)
L1428 William M. Preston (360)
L329 Charles F. Prosser (360)
Widow Mrs. Glenna E. Prussman - Memorial to Henry G. Prussman
L585 Sylvester H. Rape (360)
1267 Leonard Ratermann (359)
S604 Louis H. Redhage (359)
S1486 Fred E. Reichel (427)
L809 Milton S. Riley (359)
S1015 William J. Roche (360)
L1065 Edward E. Ross (427) - Memorial to Richard Waggoner
S755 Charles L. Roth (360) - two
Widow Mrs. Nancy Ryan (359)
1149 George E. Sabine (427)
1657 Anthony J. Sacco (359)
1657 Anthony J. Sacco (359) - Memorial to wife, Annie
L570 Coleman Sanders (359)
1870 Ernest G. Schiefferstein (360)
Widow Mrs. Eileen E. Schmidt (427) - Memorial to Elmer J. Schmidt
L1464 Harry A. Schwaebe (358)
1350 Harold L. Scott (360)
Widow Mrs. Lynn Seelock - two
L1695 Paul V. Sersland (360)
L1171 Richard G. Sharwood (360)
L1785 Claude W. Sherwin (358)
L086 John R. Shoup (359)
L1001 Orvis K. Silrum (427)
L268 Morris B. Sjoberg
S320 Donald R. Smith (427)
S1762 Robert B. Smith (360)
1632 Richard N. Snyder (360)
1783 Robert Stauffer (359)
L1214 Clifford Steinberg (427)
S144 Kermit D. Stevens (HDQ)
Widow Mrs. Hildreth Stewart
S1503 Charles H. Stoner (359)
1881 Joseph B. Strange (359)
L1623 Thomas H. Struck (444) - two
539 Neil J. Svare (444)
L1592 Warren Tashian - Memorial
S530 James B. Taylor (358)
S1093 Blaine E. Thomas (427)
1324 Val E. Thompson (359)
L482 Don W. Torley (359)
Widow Mrs. Phylis I. Vastine - two
Widow Mrs. Phylis I. Vastine - Memorial to Robert E. Vastine (2)
S005 Joseph Vieira (359) - Memorial to Oscar D. Howlett, Elwood R. Pelkey and Roland Van Zandt
A-202 Sylvia M. Vinyard
L548 Robert E. Wade (360)
L047 Ralph Walder (360)
L1118 Harrel Waltmire (360)
L1157 James I. White (358) - Memorial to Ben Spears
L1774 Otis M. White (359)
S235 Van R. White (358)
L439 Horace D. Williams, Jr. (358)
LA-142 Elmer W. Wilson, Jr.
L1907 James L. Wilson (359)
1685 Paul J. Winkleman (427) - Memorial to Joe Worthington and Al Tomlinson
L1904 William P. Zachar (359)

1790 Michael L. Zarelli (358)

ADDRESS CHANGES

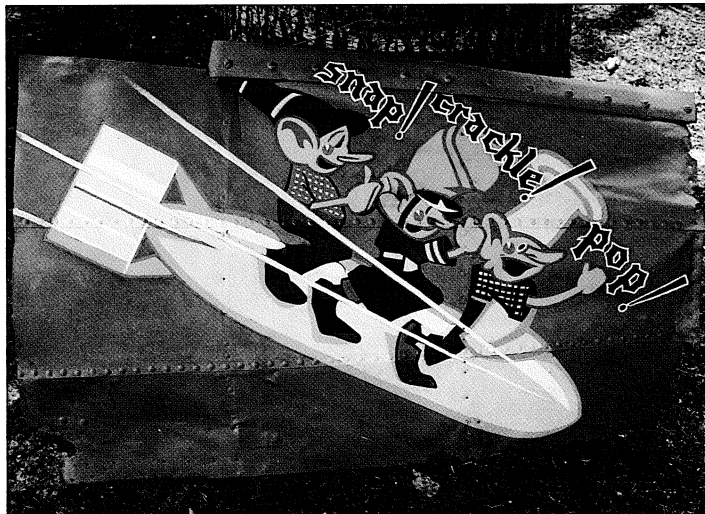
A-103 Martin Ashley, 5345 Madison Ave., #100, Sacramento, CA 95841
Widow Jacqueline Baker, 1807 Savanna Way, Waunakee, WI 53597-2326
1818 Gordon E. Bale, 1119 Redfish, Hitchcock, TX 77563
L308 Louis W. Considine, 678 Ely St., Apt. B10, Allegan, MI 49010
L1293 Everett E. Culp, 6550 Township Rd. 294, West Liberty, OH 43357-9544
1237 John Diel, 6409E 2000th Ave, Jewett, IL 62436
Widow Mrs. Jean Dombrowski, 2248 Seven Lakes S, West End, NC 27376-9616
S1084 Robert A. Finley, 2744 Haverhill CT., Clearwater, FL 34621-3729
S153 Darrell D. Bust, W5655 State Rd. 33, #64, La Crosse, WI 54601-7143
874 Orall R. Gustafson, 31842 Paseo Terraza, San Juan Capistrano, CA 92675
Widow Mrs. Mickey Henderson, 205 Autumn Trace, Greenwood, SC 29649-8504
1145 Lee Hinds, Box 84, McArthur, CA 96056
480 Quentin Howard, 4673 State Hwy 194 West, Pikeville, KY 41501-9711
666 Melvin Howell, 8 Cheviot Place, Bella Vista, AR 72739
1278 Wilfred B. Johnson, 2101 Knightsbridge Ct., Grand Forks, ND 58201
Widow Mrs. Anne D. Kearns, 7640 So. Quailsprings Circle, Midvale, UT 84047-5700
569 Harry Kinsland, 62 Kinsland Park Rd., Franklin, NC 28734-9741
A0197 Marie Luduc, 8515 Bayshore Rd., Palmetto, FL 3422108434
A-110 Derek Lee, 126 Roseberry Ave., Minor park, London E12
L1915 H. Duane Litwiller, 9055 Tamiami Trail S., Venice, FL 34293
Widow Mrs. Lorraine P. Maple, 207 E. Daniel Dr., Galatia, IL 62935
S032 Walter J. Mayer dates of residency: Yuma, AZ 1 Dec-31 Mar; Cheney, WA 1 Apr-30 Nov
A-148 Barbara E. O'Leary, 403 SW Higgins, No. D, Missoula, MT 59803
A-164 Michael S. O'Leary, 419 SW Higgins, Apt. D, Missoula, MT 59803
A-215 Richard W. O'Leary, c/o J.W. O'Leary, 3730 Camero Bridge West, Manhattan, MT 59741
L263 Calvin H. Owen, POB 927/992 S. Broadway, Truth or Consequences, NM 87901
A-98 Jeffrey Quiggle, 160 Mt. Pleasant Rd., Harrodsburg, KY 40330
Widow Mrs. Arlette Seaton, 804 S. West St., Plano, IL 60545-1969
L1658 Robert A. Shaw, 1400 Overlook Drive, Kaufman, TX 75142-3817
S188 Elbert E. Stone, 17 Padgett Dr., Bluffton, SC 29910
1504 Elvin F. Webbink, 3671 W. Bellwood P1, Tucson, AZ 85741
S1092 Robert E. Wherry, 10101 Mission Lane, Sun City, AZ 85351-4861 (Dec - 20 Mar)

UPGRADE TO LIFE MEMBERS

L1911 Charles G. Allard (Sqdn.?)
L1649 Robert C. Altizer (359)
L1877 Everett J. Anderson (359)
L1768 John L. Arendt (359)
L1921 Walter E. Barnes (360)
L651 Roy P. Barrowman (360)
L1347 Marshall L. Belcher (360)
L1721 Paul R. Bilchak (358)
L544 Robert W. Blythe, Jr. (360)
L009 Norwood D. Borrer (360)
L762 Raymond N. Calenberg (358)
L1641 Donald O. Campen, Jr. (427)
L1599 Roger Carocari (359)
L244 Christ M. Christoff (358)
L356 William C. Crawford (360)
L1017 Lloyd A. Duncan (359)
L1736 Norton A. Gillespie (359)
L1738 Werner G. Goering (358)
L1659 Louis Grandwilliams (359)
S1551 Richard C. Grimm (358)
L636 Rufus W. Grisham (358)
L1143 John J. Grocki (358)
L1241 Nino Guiciardi (359)
L1693 James W. Hardwick (359)
L830 Owen A. Knutzen (359)
LA-186 David B. LeFevre
L1900 Alan E. Magee (360)
L950 Charles Mars (427)
L1927 Dudley V. Marten (360)
L1737 Robert W. McCorkle (358)
L1922 Ray A. Miller (358)
L764 J. John Mills (358)
L715 Francis X. Neuner (427)



Harry Schulz (I) with Rysard Czabanski builder of the monument dedicated on June 30, 1991 after waiting 46 years. Patience is a virtue.



Part of fuselage containing the B-17's name which adorned the wall of a Nazi military commander in St. Nazaire until they were overrun.

| | |
|--------|------------------------------|
| L1012 | Angelo Petix (358) |
| L1667 | Walter Z. Schlecht (427) |
| S1785 | Claude W. Sherwin, Jr. (358) |
| L606 | Donald L. Stoberl (427) |
| S1503 | Charles H. Stoner (359) |
| L1623 | Thomas H. Struck (444) |
| L489 | Ralph M. Sudderth, Jr. (360) |
| LA-184 | Ken Tashian |
| L1790 | Michael L. Zarelli (358) |
| L1743 | Kenneth T. Zetlmaier (427) |
| L1431 | Loren E. Zimmer (427) |

IN MEMORIAM

| | |
|------|---|
| 478 | Michael J. Beggins (427) - 5 Oct. 1995 |
| — | Harold E. Butler (427) - 14 Jan. 1964 |
| — | Walter F. Canning |
| L205 | Joseph A. Donnelly (360) - 30 Dec. 1995 |
| 279 | Calvin E. Finnell (360) - 22 Aug. 1995 |
| 1382 | Bill A. Gilbert (358) |
| 1912 | Kenneth Harper (427) - 2 Jun 1995 |
| — | William L. Hinton (358) |
| 146 | Oscar D. Howlett (359) |
| 1216 | Walter W. Kamstra (358) - 6 Sep. 1993 |
| S808 | John R. Lutz (359) - Nov. 1995 |
| L384 | Elwood R. Pelkey (359) |
| 501 | Alfred Tomlinson (359) - 12 Nov. 1995 |
| L061 | James P. Thompson (359) - 15 Oct. 1995 |
| 1190 | John E. Urban (HDQ) - 2 Dec. 1995 |
| 288 | Roland Van Zandt (359) |

SNAP! CRACKLE! POP!

The 303rd Bomb Group's B-17 341-24620' "Snap! Crackle! Pop!" was named by Capt. Jacob Fredericks, 360th BS, who flew the ship from the U.S. to England.

Before entering the USAAF, he had worked for Kellogg Co., the creators of Rice Krispies cereal and its "Snap! Crackle! Pop!" promotional slogan.

According to Michel Lugez, "This aircraft's fragment comes from the right forepart of an American B-17 bomber (Flying Fortress) shot down the 3rd of January 1943 in the forest of La Baule-Escoublac.

The section containing the slogan was cut from the fuselage by the Germans. It became a 'war trophy.' It decorated the wall of a villa called

'Georama,' an important property next to St. Marc sur mer/ St. Nazaire which looks down upon the sea, opposite the Loire's estuary and of course occupied by the Germans.

At the end of the war, before they were captured, the occupying enemy threw the trophy 'Snap! Crackle! Pop!' off the cliff along with an RAF aircraft bomber's company crest. They were recovered in the rocks bordering the sea by Michel Harouet. On the left side of the aircraft there was a signature: Clinton H. Dole restored in August 1989."

In spite of being shot down 50 years ago, the spirit of "Snap! Crackle! Pop!" still lives on.

→ → → → → → → → → → → →

It's SAN FRANCISCO AUGUST 23-27, 1996

303rd Bomb Group (H) Association, Inc.

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

Non-Profit
Organization
U.S. Postage
Paid
Austin, TX
Permit #1770