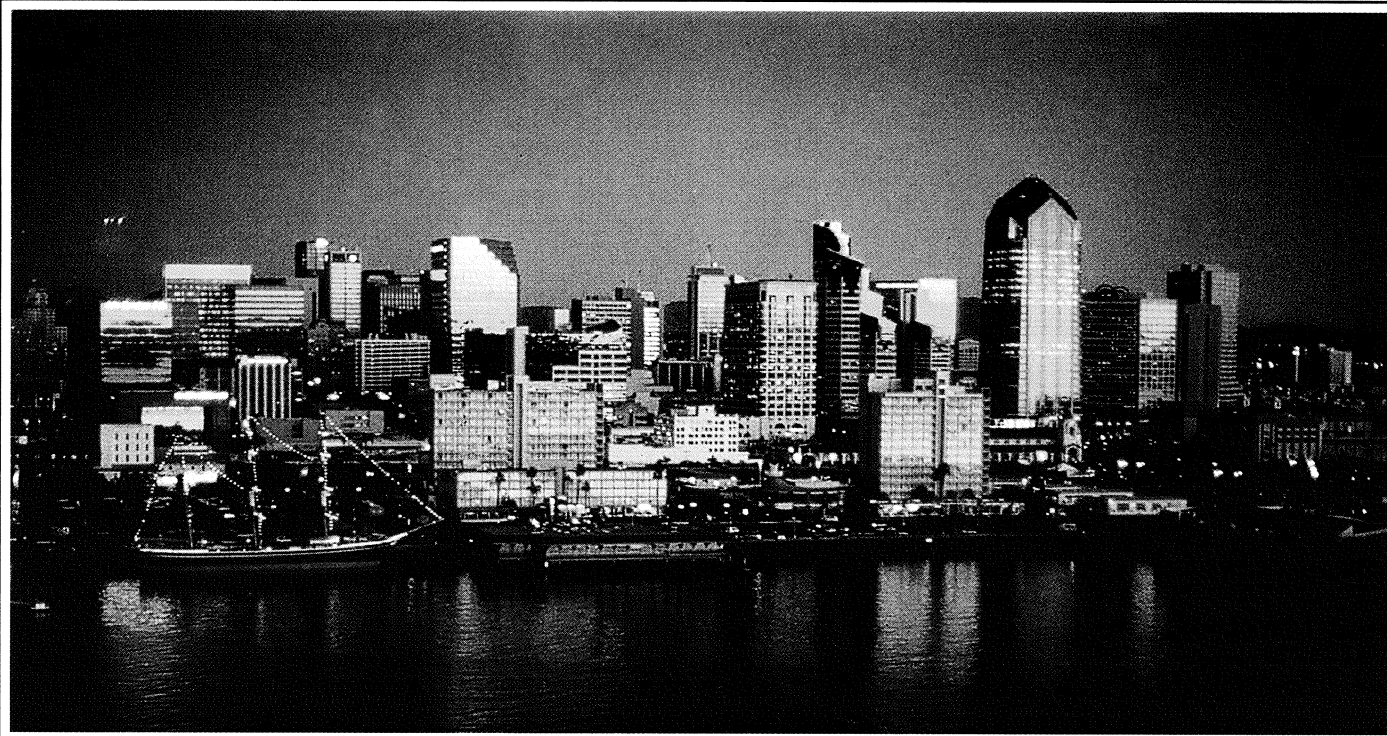


Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

August, 2000



THE STUNNING SAN DIEGO SKYLINE AT NIGHT — 303rd Bomb Group veterans, their families and friends will gather in the California city from September 25 to 29 for the Association's Silver Anniversary Reunion. (Photo by James Blank, SD Convention & Visitors Bureau)

The 303rd's Next Mission: 25th ANNIVERSARY REUNION IN SAN DIEGO

The return of the 303rd Bomb Group to Molesworth last June, dubbed "the 365th mission," was a memorable event and is now another chapter in the glorious history of the Hell's Angels.

There was a concern that many who returned to England might decide to skip the Association's annual reunion in San Diego from September 25 to 29. This would be unfortunate, but, looking at the numbers of those who went to Molesworth, the actual impact on reunion attendance should be slight.

Although attendance on the overseas trip was remarkably high (some 75 veterans and 100 family and friends), this is still a relatively small percentage of the total membership of the 303rd Bomb Group Association. There are about 1,300

veterans and 600 family and associates on the membership roster. And it's a certainty that some who went to England will also attend San Diego.

Throughout the 1990's, the reunions have consistently attracted 400 or more members. Association President Bill Roche is hopeful that the San Diego meeting will be as successful.

The year 2000 is the 25th or silver anniversary in the reunion series. The first gathering arranged by the 303rd Bomb Group Association was held in Orlando, Florida in 1975.

Roche and local coordinator Hobart Steeley have put together a full program of activities in the San Diego area, while allowing enough time for the most important part of reunions—socializing

with fellow veterans.

Optional highlights of the five-day meeting include a harbor cruise dinner, a trip to the famous San Diego zoo, a dinner theater featuring the musical "Forever Plaid," a trolley car tour of the city, a member golf tournament, and a visit to the World War II troop transport "Queen Mary" now docked in Long Beach as a floating hotel.

The culinary highlights of the stay at the Hanalei Hotel will be the annual Group breakfast and an authentic Hawaiian luau as the reunion's farewell dinner. As in the past, the 303rd will have its own hospitality room, PX and artifacts display.

Members who haven't registered yet are encouraged to climb aboard. For more information, contact Bill Roche at (941) 485-5073.

INSIDE THIS ISSUE

The return to Molesworth was marked by pathos and pageantry. See pages 3, 4, 5, 10, 11 and 20.

American military personnel going to wartime England were given a "Short Guide" to proper behavior. Has England changed? See 12 and 13.

Ed Miller reports on the CD-ROM project on page 6. Gary Moncur heralds the growth of the 303rd Web Site on page 7. Hal Susskind scolds Brokaw and Ambrose and reads between the lines of his Form 5 on page 8.

Lew Lyle tells why he refused to fly on commercial airlines for 25 years. Page 20.



303RD BOMB GROUP (H) ASSOCIATION, INC.

Hell's Angels Newsletter

Editor--Eddie Deerfield

VOL XXII, No. 3 3552 Landmark Trail, Palm Harbor, FL 34684

Aug, 2000

The 303rd Bomb Group (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 Bombardment Group (H) and to provide opportunities for 303rd veterans, families and friends to meet.

Because members are helping to perpetuate the history of the 303rd Bombardment Group (H), dues and/or donations to the 303rd Bomb Group (H) Association, Inc. are tax deductible. Regular Members include persons assigned or attached to the 303rd Bombardment Group (H), from its 1942 activation in Boise, ID, throughout its war years at Station 107 Molesworth, England, to its 1945 deactivation in Casablanca. Spouses, children & grandchildren of regular members may become Family Members. All other persons interested in perpetuating the history of the 303rd Bombardment Group (H) and in furthering the aims of the Association may, with approval, become non-voting Associate Members.

Membership years begin on the first day of January. The Hell's Angels Newsletter will only be sent to members whose dues payments are current. Annual dues are \$10 and \$15 for foreign addresses.

Copyright©2000 by the 303rd Bomb Group (H) Association Inc. Contents of the *Hell's Angels Newsletter* may not be reproduced in any form without the express written permission of the editor, Eddie Deerfield.

Editor Emeritus: Hal Susskind

ELECTED OFFICERS — EXECUTIVE COMMITTEE

President

William J. Roche (Doris)
1428 Gleneagles Drive
Venice, FL 34292-4306
TEL: (941) 485-5073 EM: dbroche2@aol.com

Vice President - Administration

Richard R. Johnson (Marjorie)
5901 Joe Road
Deale, MD 20751-9739
TEL: (410) 867-0597
EM: fortdriver@aol.com

Vice President - Reunions

James B. Taylor (Evelyn)
Creekside Oaks
#8 Deep Well Lane
Los Altos, CA 94022
TEL: (650) 948-6596

Editor, Hell's Angels Newsletter

Eddie Deerfield (Mary Lee)
3522 Landmark Trail
Palm Harbor, FL 34684-5016
TEL: (727) 787-0332
EM: ED303fsra@aol.com

Secretary

Albert L. Dussliere (Lorene)
1901 5th Street
East Moline, IL 61244-2421
TEL: (309) 755-5339
EM: ald@derbytech.com

Treasurer

Jack P. Rencher, P.O. Box 7927,
Boise, ID 83707-1927
TEL: (208)343-2265
EM: jprecher@aol.com

Past Presidents Chairman

Nominating, Awards, Memorials
Harry D. Gobrecht (Barbara)
505 Via Deseo
San Clemente, CA 92672-2462
TEL: (949) 361-2662
EM: Pilot8thaf@aol.com

ELECTED TO BOARD OF DIRECTORS

358th Bomb Sqd. Representative

Walter J. Mayer
W. 14605 Taylor Road
Cheney, WA 99004-9425
TEL: (509) 299-3250

359th Bomb Sqd. Representative

John W. Ford (Florice)
4248 W. Colby Street
Springfield, MO 65802-5612
TEL: (417) 831-3819
EM: warrenburke@worldnet.att.net

358th Bomb Sqd. Alternate

William H. Simpkins (Evelyn)
348 S. Cologne Ave., Box 217
Cologne, NJ 08213-0217
TEL: (609) 965-2871

359th Bomb Sqd. Alternate

William M. Beasley (Joan)
1613 Magnolia Avenue
Lady Lake, FL 32159-2197
TEL: (352) 753-8500

ELECTED TO BOARD OF DIRECTORS (Continued)

360th Bomb Sqd. Representative

Richard Smith (Betty)
790 Crenshaw Drive
Hemet, CA 92543-8044
TEL: (909) 6524793
EM: spider@ivic.net

427th Bomb Sqd. Representative

Fred E. Reichel
553 Mallard Street
Rochester Hills, MI 48309-3431
TEL: (248) 852-2980

Headquarters & Supporting Units

444th Air Depot Representative

Henry G. Johansen
8989 E. Escalante, Site #78
Tucson, AZ 85730-2899
TEL: (602) 886-6093

Widow Member's Representative

Joanna M. Tressler
Rd#1, Box373-K
Northumberland, PA 17857-9766
TEL: (570) 473-3816

360th Bomb Sqd. Alternate

William Eason
RR# I Box 404
Vincent, Ohio 45784-9742
TEL: (740) 989-2326
EM: weason@1st.net

427th Bomb Sqd. Alternate

Albert L. Dussliere (Lorene)
1901 5th Street
East Moline, IL 61244-2421
TEL: (309) 755-5339
EM: ald@derbytech.com

Hdqqs & Supporting Units

444th Air Depot Alternate

Maurice J. Paulk (Opal)
205 W. 12th
Wood River, NE 68883-9164
TEL: (308) 583-2583
EM: mjpmntman@kdsi.net
Associate Members Rep
Lance Stoner
11422 W. 70th Street
Shawnee, KS 662034026
TEL: (913) 268-3944
EM: Lstoner@gvi.net

APPOINTED COMMITTEE CHAIRMEN

Membership & Roster

Edgar C. Miller (Jill)
422 S. Walnut Avenue
Tempe, OK 73568-0219
TEL: (580) 342-5119
EM: edmiller@pldi.net

PX Administrator

Charles R. Sykes (Vicki)
16281 N. 3 1st Avenue
Phoenix, AZ 85023-3008
TEL: (602) 993-8015
EM: PX303BG@aol.com

Computer Data Base

Edward W. Gardner, Jr. (Sue)
5764 Lakeview Drive
Interlochen, MI 49643-0246
TEL: (616) 276-7126
EM: ewg303nav@aol.com

Historian, 8thAFHS &

8thAFH Museum Liaison

Harry D. Gobrecht (Barbara)
505 Via Deseo
San Clemente, CA 92672-2462
TEL: (949) 361-2662
EM: pilot8thaf@aol.com

Budget & Ways & Means

Edgar C. Miller (Jill)
422 S. Walnut Avenue
Tempe, OK 73568-0219
TEL: (580) 342-5119
EM: edmiller@pldi.net

RAF Molesworth England Rep

Brian S. McGuire (Dina)
PSC 46 Box 404 APO AE 09469
TEL: Home 011-44-1480-394274
TEL: Work 011-44-1480-842626
EM: bmcguire@acsdefense.com

Group Advisor

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

By-Laws Committee

William S. McLeod, Jr. (Alice)
1676 West Mesa
Fresno, CA 93711-1944
TEL: (559) 439-8922
EM: B17bomberbill@aol.com

Webmaster

Gary Moncur (Susan)
4483 Palmer Drive
West Valley City, UT 84120-5052
TEL: (801) 969-7639
EM: glm@xmission.com

Audit Committee

Frank C. DeCicco, Jr. (Jean)
6 Kitty Hawk West
Richmond, TX 77469-9710
TEL: (281) 341-5004
EM: FDremax@aol.com

Mission Reports Administrator

Jack Rencher
2901 Hill Road (POB 7927)
Boise, ID 83707-1927
TEL: (208) 343-2265
BUS: (800) 635-8930
EM: jprecher@aol.com

United Kingdom Representatives

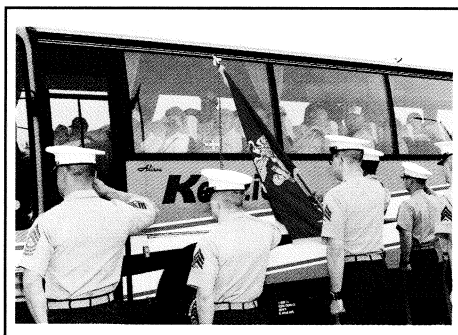
Robin & Sue Beeby
40 St. Catherine's Road
Kettering, Northants, England NN15
5EN TEL: UK 1536-516-423
TEL: USA 011-44-1536-516-423
EM: RJBeebby@aol.com

CHAPLAIN -- CATHOLIC

Bishop Rene H. Gracida, 4126 Ocean Dr., Corpus Christi, TX 78411-1224

CHAPLAINS -- PROTESTANT

Rev. Everett A. Dasher (Helen), Rt#4 Box 425, Saluda, SC 29138-9159
Rev. Warren L. Hedrick (Alma), 3 Andrew Avenue, Sanford, ME 04073-3149
Rev. Robert L. Johnson (Mary), 2208 W. Granite St., Siloam Springs, AR 72761



AS THE 303rd BOMB GROUP CARAVAN ARRIVES AT MOLESWORTH, the veterans of World War II are rendered the hand salute by US Air Force, Marine, Navy and Army personnel assigned to the Joint Analysis Center and 423rd Air Base Squadron.

To Dedicate Memorial In Their Honor.... 303rd HEROES OF MOLESWORTH RETURN TO US MILITARY SALUTES, BRITISH CHEERS

By Eddie Deerfield

Veterans of the 303rd Bomb Group, who fought the air war more than 55 years ago to defeat Nazi tyranny, made a triumphal return to their Molesworth base in June for two days of memorable honors.

The 75 Molesworth veterans able to make the journey, accompanied by a hundred family and friends, were treated like royalty as they gathered to dedicate an impressive memorial to their 303rd Bomb Group. The visits to the base on June 2 and 3 were filled with emotional moments and a resurgence of pride in the accomplishments of the Group's 364 combat missions, the most

recorded by any bomb group in the Eighth Air Force during World War II.

Fittingly, the return to Molesworth was dubbed the 365th mission. Equally fittingly, the return was led by Lew Lyle, retired USAF Major General, who commanded 303rd bomber formations on many of the Group's strikes against enemy targets.

From the moment when the returning 303rd veterans first entered RAF Molesworth and were welcomed by the formal salutes of scores of American servicemen to the final hours of the visit as more than a thousand British nationals cheered their entry into the main hangar, the

eyes of the veterans were misted by deep emotion.

The dedication of the permanent memorial to the courage and accomplishments of the 303rd was an equally emotional highlight.

The memorial was first proposed by the 303rd's Ken Clarke, a 358th Squadron ball turret gunner, who offered to personally fund a project costing several thousand dollars. Brian McGuire, an American civilian contractor at the base's Joint Analysis Center, proposed instead a much grander \$25,000 edifice to be paid for by funds that he promised to raise. Credit for the resulting memorial, one of the most stately and majestic of any in England recognizing an

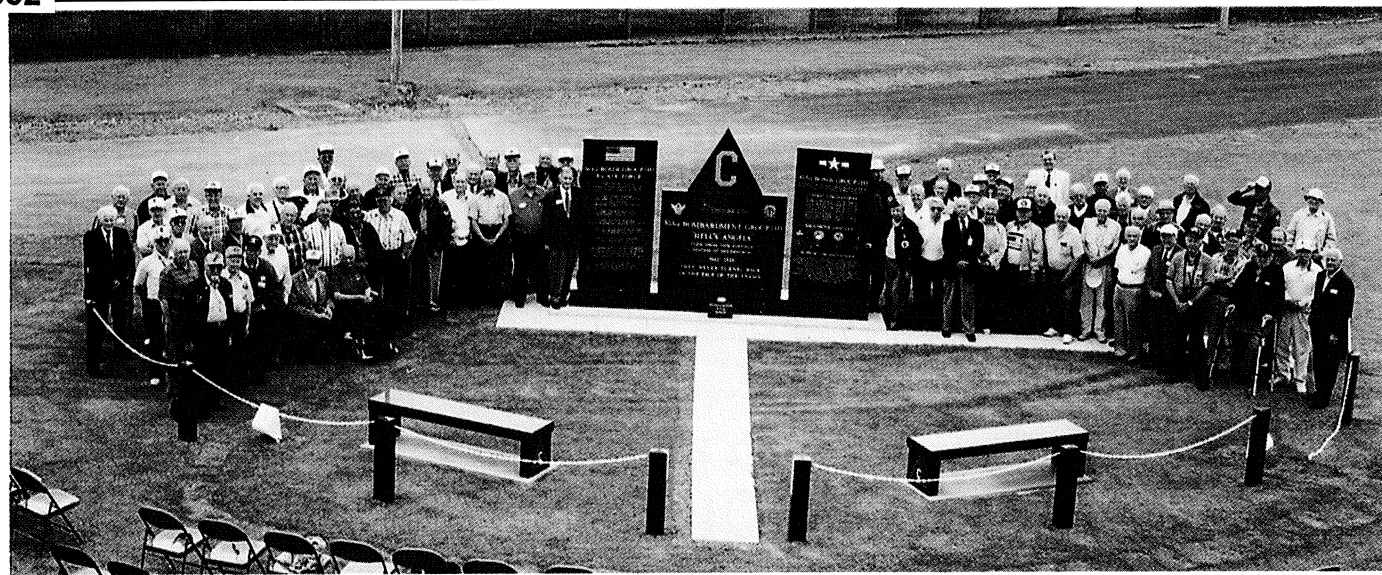
Eighth Air Force unit, must go to McGuire, who also assumed the burden of organizing details of the 303rd's return to Molesworth.

Shortly after arriving at Molesworth from their Cambridge hotel on the afternoon of Friday 2 June, the visitors were escorted on bus tours of the base. So much has changed that few of the veterans were able to pinpoint with absolute certainty the wartime locations of the runways, squadron and supporting unit housing, mess halls, offices and other structures.

After the tours, the 303rd veterans, their wives and family members mingled with the military service people of the Joint Analysis
(Continued on page 4)



MORE THAN A THOUSAND BRITISH CITIZENS, jammed into the surviving main hangar of World War II Molesworth operations, cheered and applauded as 303rd Bomb Group veterans entered the huge building for the last event of the two-day program. Many of the English guests were dressed in costumes of the 1940's, and passed the evening dancing to the music of those memorable times.



THE 303RD BOMB GROUP'S WORLD WAR II VETERANS gather for a family photo around their new memorial at RAF-Molesworth. About 75 of the Association's 1,300 veteran members were able to make the journey to England.

(Continued from page 3)

Center and 423rd Air Base Squadron at a picnic on a field near the hangar. It was a relaxed conclusion to Day One as the buses prepared to return them to Cambridge.

On Saturday 3 June, the afternoon activities opened with briefings by the commanders of JAC and the 423rd Air Base Squadron. Navy Captain Michael Noll explained that the Joint Analysis Center processes, analyzes and consolidates

intelligence data for US, NATO and allied commands concerned with 89 countries on the European and African continents. USAF Lt. Col. Carl Zimmerman said his unit provides the housekeeping support.

From the huge JAC building emblazoned with the 303rd's "Might in Flight" insignia down to art work, wood carvings and the smallest photo, there was graphic evidence at RAF Molesworth of the World War II presence of

the 303rd Bomb Group.

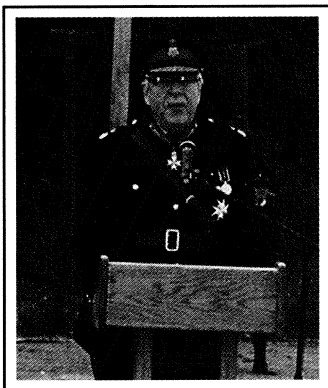
Master of Ceremonies for the dedication of the memorial was Brian McGuire, who has been instrumental in the collecting and displaying of 303rd memorabilia. After the posting of the colors, the American and British national anthems were played and the invocation delivered. Highlights of the major speech remarks are given below.

The Eighth Air Force suffered more combat casualties during the war than any

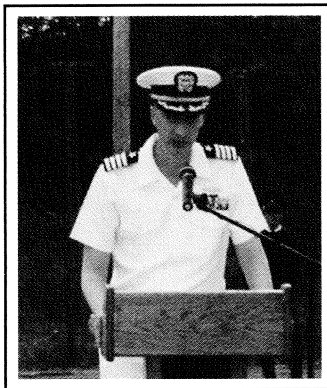
US military unit serving in any theater of operations. Flying from 126 airfields in eastern and southern England, often referred to as "Little America," 60,000 airmen never made it back to base. In the 303rd Bomb Group alone, 1,600 failed to return, with 850 killed in action and 750 taken prisoner. Yet, not a single US bombing mission was ever turned back by enemy fire.

The dedication conc-
(Continued on page 5)

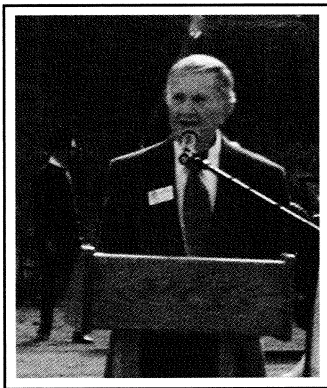
HIGHLIGHTS OF REMARKS AT DEDICATION OF MEMORIAL TO 303rd BOMB GROUP



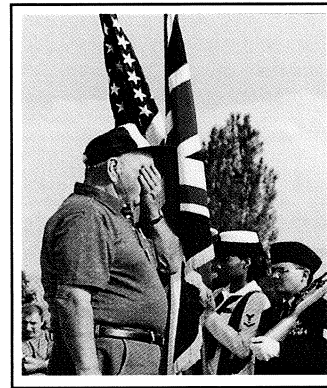
Lord Lieutenant Crowden



Captain Michael A. Noll



Maj Gen Lewis E. Lyle



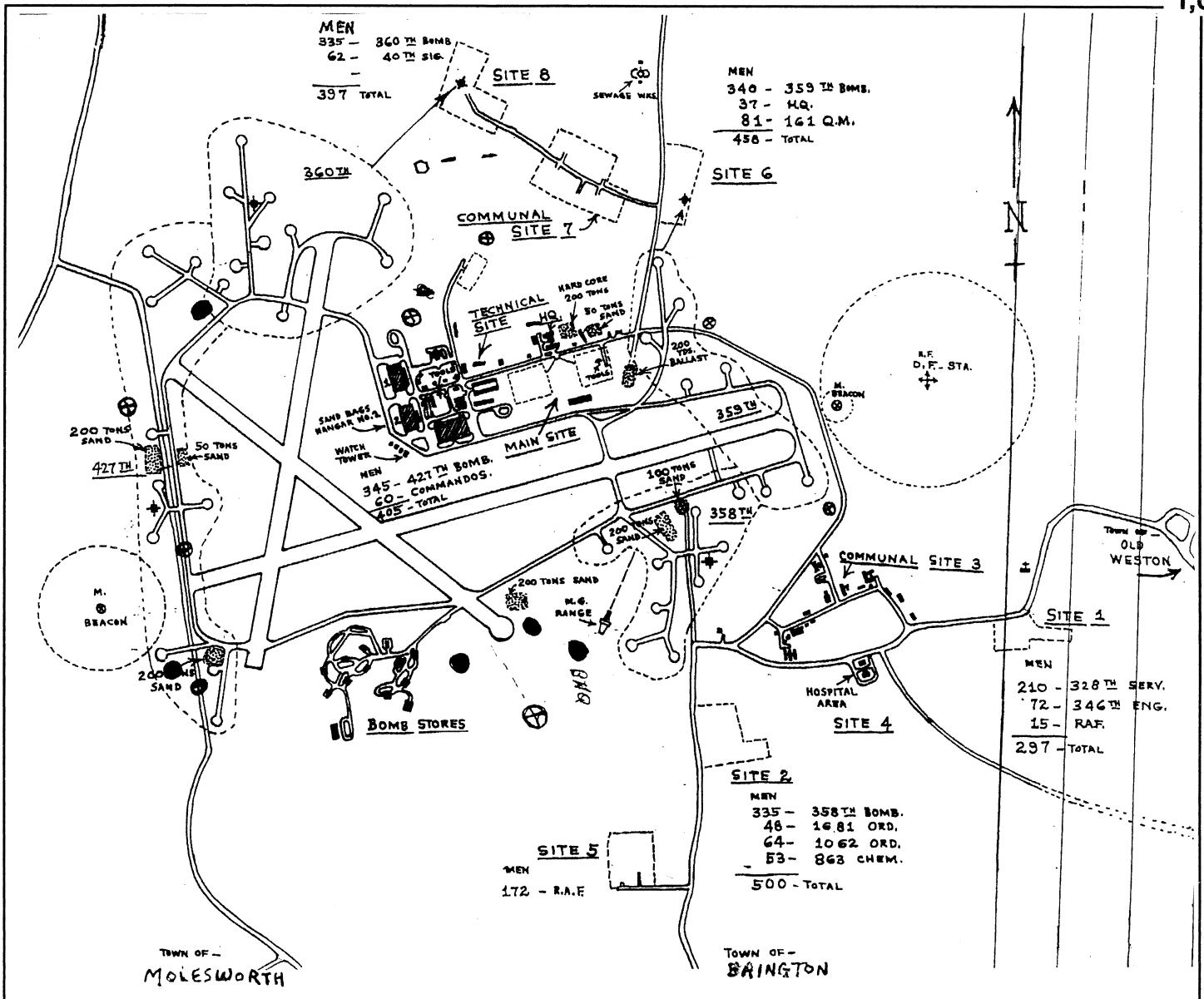
President William J. Roche

Lord Lieutenant of Cambridgeshire James Crowden, representing Her Majesty, The Queen — "These fine men came to our rescue and we owe them our freedom from tyranny. Our American friends came to England in its critical hour. They shared to the full our own sacrifices for our freedom and that of the Western world. We cherish your presence with us today at RAF Molesworth."

Captain Michael A. Noll, USN, Commanding Officer, US Joint Analysis Center — "Our difficulties and frustrations in achieving our goals in support of operations in Serbia paled by comparison with the challenges faced by the 303rd. Your record and experiences have helped us to understand and face what we have to do here. It's a link between our generations."

Major General Lewis E. Lyle, USAF Ret. — "The heroism of the 303rd was unbelievable. Our young men had the guts to face the enemy and the disasters we ran into. I was never afraid during the war because I had these fine men behind me. And let's not forget that every single one of the support people on the ground was essential to our winning the air war. We are warriors who have fought the enemy together and we have a feeling for each other that few people can understand. It's a bond of having joined together to succeed under terrible circumstances."

William J. Roche, President of the 303rd Bomb Group Association, laid a wreath on behalf of the 303rd's veterans, living and dead. An emotional moment, as the strains of bagpipe music sounded in the distance.



THE WAY IT REALLY WAS? Over the years, disputes have arisen about the accuracy of maps of the Molesworth air base as it looked during World War II. The 303rd's Tom Struck, who was chief of the 444th Sub-Depot's Engine Electrical Accessory Shop, gives credence to the above map. He said he received it from Neil Svare, 444th aircraft sheet metal specialist, who, in turn, said he "borrowed" it during the war from the desk of the Sub-Depot's commanding officer, the late Mel McCoy.

(Continued from page 4)

cluded with the laying of numerous wreaths to honor those who risked death and those who made the ultimate sacrifice, while from far away came the melancholy strains of bagpipe music.

In another poignant ceremony during the two days of celebrations, nine members of underground resistance groups in Holland, Belgium and France were honored for their roles in saving the lives of hundreds of downed Allied airmen. Each of the five men and four women had stories of torture, sacrifice and the loss of family and friends at the hands of the occupying German forces. (Photo on page 20).

The 303rd's John

Sned, 427th waist gunner, was reunited with Rene Baillie of the French resistance. Baillie helped Snede to evade after his B-17 *Old Crow* was downed on the 28 June 1944 mission. The Germans had offered a reward equal to \$20,000 to French nationals for each airman betrayed.

In a brief ceremony responding to the many honors heaped on the 303rd, the Association did an about face and presented a certificate to the JAC and 423rd ABS in recognition of the notable achievements of those units. (Photo on page 20).

All eyes turned to the cloudy late afternoon sky as the first faint sound of B-17 engines were heard in the distance. It was the Sally B,

the only airworthy Flying Fortress in the UK, arriving from Duxford to make many dramatic passes over Molesworth.

Soon after the B-17 disappeared in the darkening sky, the assembled veterans were invited to enter the main hangar for an evening of dancing. As they walked in, the World War II heroes were greeted by the deafening applause and rousing cheers of more than a thousand British citizens who had already gathered to line both sides of the hangar.

Members of the 303rd Bomb Group were joined at the celebration by about 50 veterans of the 34th, 94th, 100th, 351st, 401st and 452nd Bomb Groups and the

7th Photo Group.

Many of the English residents were dressed in the uniforms and wearing apparel of the 1940's, as they danced to the music of the USAF band, The Ambassadors.

At the back of the dance floor, a lone table was spotlighted, covered with white table cloth and displaying a single rose, as a silent tribute to those who perished in combat.

The next day's observance at the American Cemetery at Madingley near Cambridge was almost anticlimactic, but fitting, with principal remarks by Ray Cossey, former 303rd representative in England.

(MORE PHOTOS ON PAGES 10 AND 11)

NOW IS THE TIME TO ORDER 303rd RECORDS CD/ROM DISK

By Ed Miller

Every day we become more excited about the material that is being prepared for inclusion in the 303rd Bomb Group Records Project. Association members, as well as their family members will be equally excited when they view the finished product. When we mail the CD/ROM disks to those who have sent in their checks, we will have included almost 10,000 names of men, almost 600 photographs, and over 50 stories. All the men that served at Molesworth during 1942-1945 will be included.

When your Board of Directors authorized this project to create a "Reader's Digest" version of each of the 364 missions that the Group flew, everyone knew it would be a tremendous undertaking. And it has gotten bigger as we have gone along. We have extracted information from each of the Mission Folders, some of which are over 150 pages long. These historic facts will be placed on a single CD/ROM disk, as it is the only way that we can include that many names, that many photographs, and that many stories. They will be easily viewed and printed, so that everyone can see and enjoy the heroics of their family member. If you do not have a computer, or your children do not have one, you can take this CD/ROM disk to a nearby Library and they will help you view it and obtain copies of different missions.

We are being very considerate of our "readers." We will include many alphabetized indexes. This will allow the readers to move around within the CD/ROM, downloading missions, stories, and many other bits of history onto a printed piece of paper.

Paramount in this project was a desire to capture and preserve the name of every single person that served in the 303rd at Molesworth. Our name is our most precious heritage, and I would like to ensure that it is preserved into perpetuity, along with the heroic deeds that each of you have accomplished.

We have expanded the scope of the project to include a record of all of our Ground Support Personnel. Every attempt has been made to include the name, rank, serial number and the job performed by our support members. Their names have been alphabetically indexed, as well as grouped by the major function in which they worked.

Each of the mission reports will include: (1) A summary of the mission, and its target(s); (2) A formation diagram showing the aircraft numbers and pilots at take-off time; (3) Highlights of the mission that include details on the course flown, altitude over the target, claims by gunners of enemy aircraft shot down, rounds of ammunition expended, type of bombs dropped, etc; (4) A listing of every man that flew on the mission, with his rank, his crew position, the name and number of the aircraft, etc; (5) As many photos and pieces of memorabilia as we can acquire, covering our ground support personnel as well as our flying personnel; and (6) Individual stories written by men who were there and experienced the horrors of war and death.

When you consider that the 303rd Bomb Group flew over 12,500 aircraft sorties, with each of these aircraft carrying an average of 10 crew members, you can see how we can have 125,000 crewmember entries. When you add the Ground Support Personnel to this number, the total will be in excess of 133,000 names. We will include listings of our Casualties. Those who were Killed in Action (KIA); Prisoners of War (POW); Evadees (EVD); Repatriated (REP); etc., will be listed.

The major sources for the information that will be included in the "disk" comes from: the "Secret Mission Reports;" our own "Might in Flight" daily diary, that was published by our Historian, Harry D. Gobrecht; from photos and material on our Web Site; and from many of our members, who have mailed in their photos and stories.

General Lew Lyle was the kingpin behind the copying of the "Secret Mission Reports." He obtained permission and made arrangements, finding some dedicated members to carry out the project. All of them lived in the vicinity of the Records Depot, right outside of Washington, D.C. George V. Stallings, Jr. (360th) was in charge. Upon his passing, Ralph B. Adams (359th) finished

the project. Other members of this dedicated crew included Gerson I. Nadell (359th); Richard R. "Dick" Johnson (427th); Loy E. Tingley (358th) (now deceased); Robert J. Evans (427th); and James F. Donnelly (427th). These men worked once or twice a week for 3 years to complete this project. We must not overlook David R. Matthews (now deceased), and Jack P. Rencher, who have stored and reproduced these Mission Reports, for members since 1994.

In 1989, I started to develop a list of men that had served at Molesworth. This list took 4 years to put into the computer, using over 125 original documents. The result of this effort is the Personnel List now on the Web Site (www.303rdbga.com). It is indexed alphabetically, and by pilot, with about 12,700 entries, a far cry from the 133,000 name entries in this CD/ROM disk.

Charlie Schmeltzer, who had been a past Association Secretary, suggested a "Reader's Digest Version" of each of the 364 Mission Reports. That idea remained in my mind, as I wanted to complete the listing that I had originally started in 1989. Finally, with estimated costs to type 133,000 names in hand, I made a proposal to the Board of Directors at the 1998 Savannah Reunion. As a result of that presentation, they authorized the expenditure of \$21,000 to cover labor, a computer, and special equipment to type these "Reader's Digest Versions" of all 364 missions and place them on a CD/ROM disk for sale to members.

During 1996 and 1997, I had the privilege of working with Linda L. Garrison who lives in nearby Walters, OK. She had worked on several genealogy and record keeping projects. So I knew of her dedication for perfection and accuracy. When I approached her to determine her interest, she was very excited, and is equally as excited about the results. No one will know the difficulties that she has experienced, reading "crew loading lists" that were originally made with a typewriter which hadn't had a ribbon changed during the entire time we were at Molesworth. Only because the name came up repeatedly from one mission to the next, was she able to determine the correct spelling.

We wanted the full names of every man, but two of the Squadrons used only initials for the first and middle names, when they prepared the loading lists. Others used only Sgt for the rank, instead using S/Sgt or T/Sgt. And the aircraft names were often different than what had been reported in prior mission reports.

And, along the way, we kept broadening the scope of the "Project"—to provide as much information as we could about our Ground Support Personnel, and to include as many photos as we could collect. And more recently, we have decided to include many stories, written in diaries by the men themselves, so the CD/ROM disk will be most interesting to anyone who views or reads the material we have included. *If you haven't sent in your photos or stories from your diary, now is the last chance!*

Our deadline for finishing the last mission (364) is 1 August. The preparation of indexes, to allow a person to move around within the CD/ROM, will take time. We plan to mail the disk in late October or November. To insure the highest quality, we will obtain commercial reproduction of the disks. But, only to match the number of advance orders received. So now is the time to order your Disk. Don't wait until we have placed our commercial order. Send your \$50 check (includes shipping) to Ed Miller, P. O. Box 219, Temple, OK 73568-0219. Overseas members—add \$10 for mailing. Orders from non-Association members—add \$20.



Ed Miller and Linda Garrison reviewing the draft of Mission # 9, that was "proof-read" by Eddie Deerfield. Volunteers wanted!

The Phenomenal Growth of the 303rd Bomb Group's Web Site

"303rdBGA.com — MY SECOND HOME!"

By Gary Moncur, Webmaster

No one could be more surprised than me at the phenomenal growth of 303rdBGA.com. The use of the internet is growing every day as more and more people get internet connections, but who would ever believe that there could be so much interest in one bomb group from 58 years ago? As my dad would have said, "Who'da thunk it?"

First, the facts: 303rdBGA.com now contains nearly 1000 sub-pages, an estimated 3000 printed pages. We get over 600 unique visitors who view over 1500 pages each day. Our visitors are from all over the world.

Certainly much of the success of the web page is due to the work of our outstanding Historian, Harry D. Gobrecht. Harry and I spend several hours each day researching and updating the web page. Ed Miller's 10,000 name roster is responsible for many of our visitors. Each name is now deep in the internet search engines, so a simple internet search for a last name will bring you to our site. Many visitors have come to us searching a family name and have found relatives on our rosters.

We have some very unique information on our pages. Recent additions include: WWII Posters promoting the war effort; "I've Got Wings", a cartoon booklet on flight regulations from 1943; Aviation "Slanguage" from 1943; Radio Operating Procedures from 1945 and much more. Would you like to know how to bail out of a B-17— or how to ditch one? We have that, too.

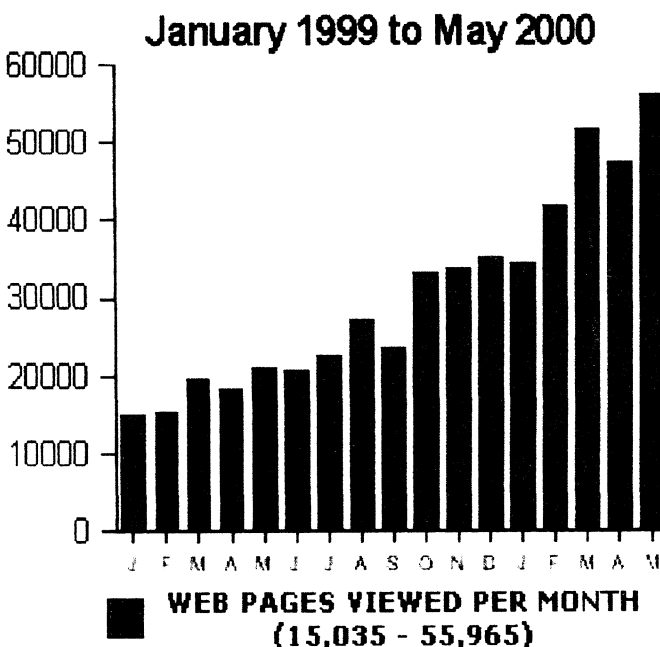
We have nearly 400 Crew Photos online plus about 150 Lead Crew photos. We also have about 60 group photos of various

headquarters and support groups. Recent emphasis has been on adding the missing crew photos and interesting details and stories to the crew photos we now have. If your crew photo (or support group photo) is not online, you are on our "list" and we need to hear from you.

Guest Book comments we receive are very gratifying. Some comments are very special and unique. Over the past two and half years, certain heartwarming comments have become known as our "payday" for all the time expended and the work that has been done. Here is a sampling of some of our "payday" comments:

From Barry Udoff: This year the 303 Bomb Group site and the people who run it brought a lost uncle back into our family's memory. Of course Thomas Bachom was never forgotten by you. I'm taking my son to the Museum of Flight in Washington over the holiday and "Fortress Under Fire" will be our first stop. Your site has helped me teach him about your accomplishments and sacrifices. I hope he never forgets . . .

From Charles Gleason: My father was Clifford F. Muth. He died when I was eight, of a heart attack, in 1961. Since then, I've been searching for more info on who he was. I've learned more from your site



in the last few hours than I've learned in the last forty years . . .

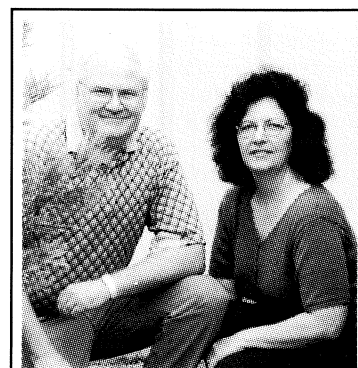
From Scott Goetz: This is an outstanding arrangement of information. I've been looking for over ten years for information this useful on my uncle, 1st Lt. William H. "Bill" Goetz. He was shot down over St. Nazaire, France on a bombing run and never found . . .

From Christopher L. Cleavelin: Wonderful page! My grandfather, Jesse Clovis Cleavelin, was a 303rd member killed in action over St. Nazaire France on May 1, 1943. His plane was a YB-40 named the Black Swan. I almost fell over when I found him listed here on your site. It was wonderful . . .

From Nicklaus Hernan: I am the grandson of Howard E. Hernan who flew with the 359th Campbell's Crew. This has been special for me to see a place that honors and remembers those who served our coun-

try so faithfully. The tears welled up as this site has brought back memories of sitting at the base of my grandfather's chair while he showed me pictures and told me of the trials and tribulations during his tour in WWII . . .

Yes, 303rdBGA.com has become my second home. I spend several hours there each day and love every minute of it. When you visit, please sign our Guest Book. Perhaps your thoughts will be payday as well.



WEBMASTER GARY MONCUR and his wife, Susan. Taking a short break from 303rdBGA.com.

Reading between the lines of your Form 5

June 6, 2000 - This morning, at the opening of the D-Day Museum in New Orleans, LA., I watched as Tom Brokaw, NBC news correspondent and Stephen Ambrose, noted Military Historian discussed the activities that took place on the beaches of Normandy on June 6, 1944.

As I listened to their discussion of the landings on the beach by the cream of American youth, "eighteen and nineteen year olds," I almost felt I had to apologize for my meager contribution of only two missions flown that day.

Ambrose blamed the tremendous loss of life by the ground troops to the insufficient air support by the U.S. Air Force.

As I listened, I tried to think back to the briefing room of the 303rd Bomb Group at Molesworth Air Base, England, some 54 years ago. I remember being told that we were to bomb the beaches and gun emplacements up to one half hour before the ground troops hit the beaches. The Allied High Command figured that the German troops - even after 30 minutes - would still be in shock from the heavy bombardment by both heavy and tactical bombers. The 30 minute gap was inserted to minimize the danger of bombing our own troops. We, the U.S. Air Force, bombed what we were briefed to bomb. If the tonnage of bombs was insufficient, it was the fault of the planners of the operation, not the Air Forces that dropped them.

As an additional bonus there were no enemy aircraft over the beaches that day. As for "eighteen and nineteen year olds" hitting the beaches, we certainly had our share of "eighteen and nineteen year olds" manning the aircraft that kept the skies over the battlefield clear of German aircraft.

The remarks by Brokaw and Ambrose chased me back to my World War II memorabilia, notably my Form 5, which to an aviator is akin to a bookkeeper looking through a ledger.

The Form 5 is essentially a compilation of entries; such as the year, month or date you flew, type of aircraft flown, time logged in the air, whether it was daytime or night, under instrument conditions, and whether it was in combat or in training.

According to my Form 5, my first combat mission was flown on Dec.



D-Day minus forty - S/Sgt Cal Turkington being helped from a 303rd Bomb Group B-17 after suffering a wound on the raid to Oberpfaffenhofen on April 24, 1944. Sgt. Turkington, a tail gunner on Lt. Stoull's PFF crew was on his 19th mission. They were flying deputy lead to Col. Dale Smith, 384th BG CO in the 41 CBW-B Wing.

24, 1943, one hundred and eighty one days before D-Day. The target was the special construction works in the Pas de Calais area of Vacqueriette, France. Time of the mission was 4:30 hours.

My crew's fourth mission took place on 11 January, 1944. The target was Oschersleben, Germany and the time of the mission was six hours and forty-five minutes of sheer hell. Four hundred encounters with enemy aircraft were recorded by units of the 1st Bombardment Division. The division lost 42 heavy bombers and many of those which returned were heavily damaged including our aircraft, "The Duchess," which brought us home with an unexploded 20mm in the gas tank. Two hundred and ten enemy aircraft were confirmed as destroyed. The 303rd Bomb Group lost 11 aircraft and crews. Crews of the First Air Division were awarded the "Presidential Distinguished Unit Citation" by President Franklin D. Roosevelt. This "small war" took place 146 days before D-Day, in our continuing effort to gain and maintain air superiority.

On April 24, 1944, again consulting my Form 5, our crew flew to the second of the "Big O" targets. It was to an enemy airfield at Oberpfaffenhofen on the outskirts of Munich, a deep penetration into the

Bavarian part of Germany. That day the 41st Combat Wing put up 54 aircraft divided into two wings, designated as 41 CBW-A, led by Gen. Travis and 41 CBW-B, led by Col. Dale Smith, CO of the 384th BG. Although primarily a 303rd crew, we flew deputy lead to Col. Dale Smith in the 41st "B" combat wing which bore the brunt of the enemy air attacks from more than 50 Me 109s and FW 190s for more than an hour. Under unrelentness air attacks and despite the loss of 16 aircraft, 41 CBW-B continued on to knock out the airdrome at Oberpfaffenhofen. During one of these air attacks, at 25,000 feet, at temperatures 50 degrees below zero, Sgt. Cal Turkington, our tail gunner, was wounded. He was given "first-aid" by our Mickey Navigator whose equipment had been shot out. With gas flowing over the wing there was doubt whether we could make it back to England. Switzerland looked very tempting as an alternate landing base but eventually we made it back to England to complete a 10 hour plus mission.

According to my Form 5, the next five out of six missions flown between April 29th and May 24 were flown to Berlin. As a PFF crew we usually flew deep penetrations into Germany especially when the weather in the target area was pre-

dicted to be marginal and we were prepared to bomb by radar. We rounded out the combat missions for May with an eight hour and 15 minute mission on the 27th to bomb the railroad marshalling yards at Mannheim, Germany.

Although there were only four entries for the month of June, they were anything but uneventful. The time between the Mannheim mission and the mission to Dannes, France on June 2, were spent practicing bombing runs on the coastline at the Wash using a new technique. It was a coordinated bomb run using both the Gee Box and the H2X radar. I believe this method may have been used on the Dannes mission with inconclusive results.

Late in the afternoon of June 5, 1944, we were alerted at our base at Chelveston to fly to Molesworth to be one of the lead crews on the following day. We were briefed that the invasion of France would take place on June 6. When we landed at Molesworth, personnel of the base figured it would be just another deep penetration. The mission briefing on June 6 was a pleasant and popular surprise. My last two entries in my Form 5 for June 1944 were the two missions in support of the ground troops on D-Day; the first of the two signified the completion of my combat tour and the second the start of my second tour. But I didn't know it at that time.

Separated from the service in 1946, I was recalled in August of 1949; consequently, my Form 5 has increased considerably since the June 6, 1944 entries. Subsequent dates bring back memories of exciting flights to interesting places; a 12 hour flight out of Bermuda in an SB-29 to save a seaman's life, Lebanon for the 1958 crisis, flights to Fiji, Samoa, Tonga plus Johnson and Christmas Islands during the Nuclear Test Series of 1962 were interesting and exciting. Vietnam in 1963 is a story by itself.

To return to the Air Forces participation in World War II, Sgt Turkington recovered from his wounds of 24 April 1944 but was KIA on 28 September 1944, one of the thousands of American flyers lost in the war. The blood they shed was the same that was shed on the beaches of Normandy. It was American blood.

World War II was won because of the sacrifices made by all the men and women of all the Allied Forces.

From The President

This has been a very busy year with the combination of duties of the presidency, the return to Molesworth and the planning for the reunion in San Diego.

The return to Molesworth will be a very moving experience. This is being written before that trip but I know that when we are there, there will be a large group of our fallen comrades who will be remembered in spirit. I know the base will have changed from when we knew it but the return will still be a nostalgic experience.

There will be many things going on at the Base. There will be the dedication, a picnic, a hangar dance and a tour of the facilities. After we leave Molesworth, we visit the American cemetery at Cambridge for a memorial service and then on to the Duxford Imperial War Museum and the American Air Museum. The next day it's on to the RAF Museum at Hendon and then on to London for a few days sightseeing and then it will be back to the states for some of us and then on to France for another week for the others. It will be a trip to remember.

The preparations for San Diego have required a good bit of my time and I would not be able to cope without the support of so many of our members. The work performed by our data base man Ed Gardner, our membership chairman Ed Miller, our Reunion vice-president Jim Taylor, our hospitality room chief John Ford, our PX team Charlie and Vicky Sykes, and our Past-president and historian Harry Gobrecht in the Artifacts room. They are working very hard to ensure your enjoyment of our reunion.

The registrations are coming in at a good rate and there seems to be interest in all of the events scheduled. One of the tours (to Long Beach) was listed as a trip to visit the Queen Elizabeth and many of our members have pointed out that it is the Queen Mary that is docked there. The dates for the San Diego reunion are from Monday September 25 to Friday September 29. Remember that after September 1, the registration fee goes up to \$100. It is also difficult to make arrangements for tours at the last minute. Please sign up now.

The Old Town Trolley tours offer an opportunity to visit all of San Diego at your discretion and will not interfere with any other tour you wish to schedule. This is due to their schedule which runs from in front of the hotel every half hour and allows you to stop at any place along the way and then rejoin on a later bus that comes by every half hour.

At present, we are planning to have the business meeting and the election of the new officers in the Group meeting on Thursday afternoon. We will also have a door prize drawing at that meeting with various prizes that will include a \$100 prize donated by Joe Vieira as a memorial to his wife, Thelma. Other prizes will include some free lodging and rebates on some optional tours.

Plans for 303rd Bomb Group Association's annual reunions in 2001 and 2002 will be presented at the Group meeting in San Diego by Jim Taylor, our Vice President for Reunions.

Bill Roche



B-47 Exhibit Makes Way For Chapel at Mighty 8th AF Heritage Museum

Moving a partially assembled aircraft is never a task to be undertaken without training, attention to detail and hands-on knowledge of structural and load characteristics.

That is why, on a recent May afternoon, with temperatures hovering near 100 degrees, the Aero Repair Maintenance Unit of the 165th Air Lift Wing, along with the assistance of Savannah's Anthony crane (pictured above) were brought in.

Their mission was to get the B-47 refitted with struts, wheels and brake gear in order to move the soon-to-be restored atomic bomber to its location near the Mighty Eighth Air Force Heritage Museum's northwest border facing Interstate 95.

The move was necessary to make way for beginning construction of the Museum's Chapel of the Fallen Eagles.

The 18 Guardsmen, technicians and crane operator, in accomplishing their mission, benefited from hands-on crash recovery training involving the manpower and equipment necessary to move the 70,000 lb. historically important aircraft.



Angelo Spinelli's photo documentation on the life and culture in a POW Stalag camp arrived at the Museum in mid-July for temporary display. "Behind The Barbed Wire" is an exhibit culled from the single largest collection of prisoner of war photos in existence in this country.

Spinelli, a World War II veteran, took the photographs himself from 1943 to 1945 while a prisoner of war in Stalag III-B, a camp near Furstenburg, Germany. Like so many other POW's, he had quickly learned the value of trading or bartering with German guards for food and other commodities. He was able to obtain a Bessa Voightlander folding camera, film and tripod. Risking his life, the native New Yorker took over 1,200 exposures.

Spinelli recently donated his unique collection of original negatives to the Andersonville National Historic Site.

THE RETURN:



ARMED FORCES TELEVISION AND RADIO NEWS reporter Senior Airman Ron Morse, based at Ramstein, Germany, interviews the 358th's Bill Simpkins while Dick Miller of the 358th looks on. Miller credits Simpkins with saving his life while both were POW's.



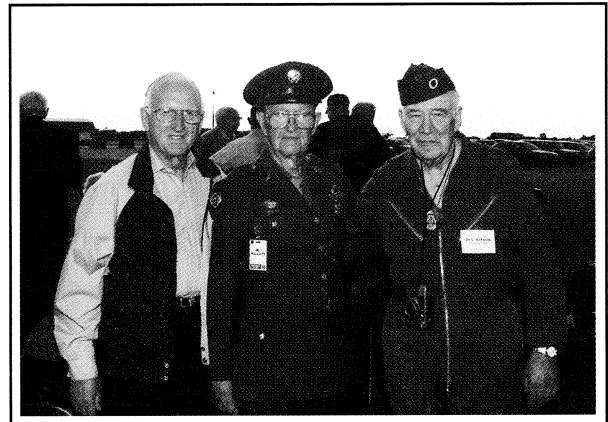
SCOTTISH BAGPIPER WILL VISSETT, in full regalia, poses with Jeff Cobucci, 359th, and Sue and Ed Gardner, 427th.



ASSOCIATION FAMILY MEMBERS Charlie and Vicki Sykes, whose uncle was a 303rd veteran, flank Bill Roche, 360th; Malcolm Magid, 358th (in his original WW II uniform) and S/Sgt William Bradley of the JAC's army contingent.



A SYMBOLIC PLACE OF HONOR at the hangar dance for airmen killed in action in the war against Germany.



THREE OLD SOLDIERS—A. G. Oswald, 427th; Al Hollritt, 427th, in his Class A uniform and Bob Umberger, 359th, in his flight suit.



VETERANS, FAMILY AND FRIENDS enjoy picnic refreshments near the hangar, which can accommodate up to 1,500 persons at dances.

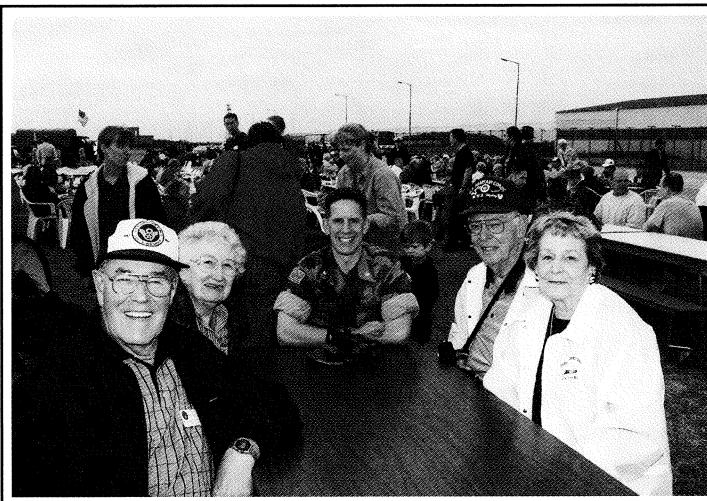
A GATHERING OF ANGELS



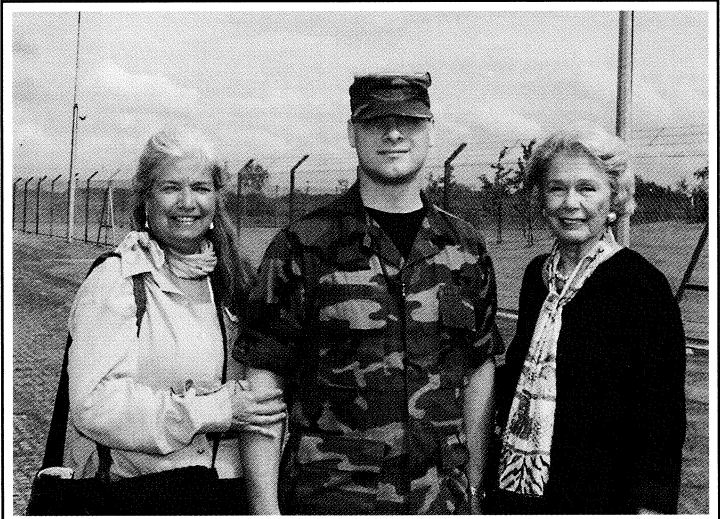
TRYING TO REMEMBER THE MANUAL SHIFT on the workhorse Jeep of World War II days is William Mayer of the 359th.



A BLEND OF THE OLD AND THE NEW MILITARY—From left to right, Army Sgt. Grice, JAC; the 427th's Fred Reichel, AF Sgt. Moden, JAC; the 359th's Walter Ringen and Army CW/3 Knox, JAC.



ENJOYING THE RETURN TO MOLESWORTH are (l-to-r) Dick (Spider) Smith, 360th; his wife, Betty; Navy Lt Cmdr Craig Rolain, JAC; John Armfield, 360th, and his wife, Anne.



UNDER ESCORT by JAC AF Sgt. Jonathan Ellgass are Alice Brown, on the left, wife of Dr. Walter Brown, editor of the 8th AF News, and Betty Lyle, wife of 303rd Senior Advisor Lew Lyle.

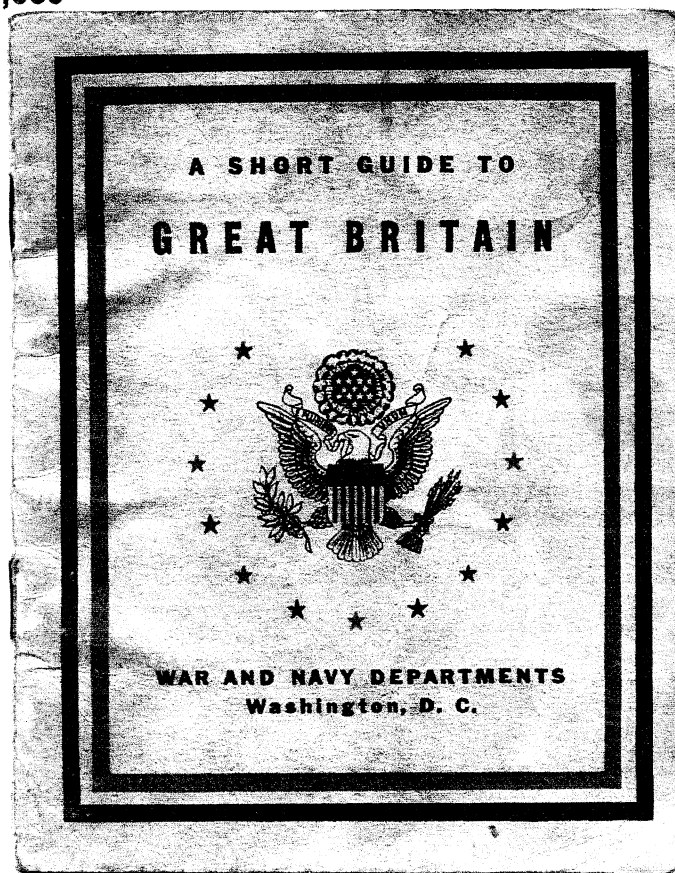


WHAT'S THE CHARGE, OFFICERS? "Corporal" Sturges and "Sergeant" Davies, both Englishmen in WWII Military Police uniforms, check the ID's of Mary Klint (left), wife of Wilbur "Bud" Klint, 427th, and Mary Lee Deerfield, wife of Eddie Deerfield, 360th.



TAKING A BREATH BETWEEN DANCES IN THE HANGAR are (l-to-r) Lana Sapozhniko of Richmond, VA, Rosita and Ray Leal, 427th, and Stephen Reeder of Davenport, IA.

THE EDITOR THANKS THE MILITARY AND CIVILIAN PERSONNEL OF THE JAC AND 423RD ABS FOR SHARING THEIR PHOTOS, AND ALSO THANKS ROBIN AND SUE BEEBY FOR ASSISTANCE TO THE HELL'S ANGELS NEWSLETTER AT EVERY TURN.



After the U.S. entered World War II, the British Army Bureau of Current Affairs issued a bulletin "Meet The Americans." It observed that "The Americans and the British will find plenty to make fun of in each other, plenty to feel superior about. That does not matter so long as we also find how much there is to respect in each other." The American government reciprocated. Following are excerpts from a booklet by the U.S. War and Navy Departments issued to military personnel enroute to England.



INTRODUCTION

YOU are going to Great Britain as part of an Allied offensive—to meet Hitler and beat him on his own ground. For the time being you will be Britain's guest. The purpose of this guide is to start getting you acquainted with the British, their country, and their ways.

America and Britain are allies. Hitler knows that they are both powerful countries, tough and resourceful. He knows that they, with the other United Nations, mean his crushing defeat in the end.

So it is only common sense to understand that the first and major duty Hitler has given his propaganda chiefs is to separate Britain and America and spread distrust between them.

British Reserved, Not Unfriendly. You defeat enemy propaganda not by denying that these differences exist, but by admitting them openly and then trying to understand them. For instance: The British are often more reserved in conduct than we. On a small crowded island where forty-five million people live, each man learns to guard his privacy carefully—and is equally careful not to invade another man's privacy.

Keep Out of Arguments. You can rub a Britisher the wrong way by telling him "we came over and won the last one." Each nation did its share. But Britain remembers that nearly a million of her best manhood died in the last war. America lost 60,000 in action.

Don't Be a Show Off. The British dislike bragging and showing off. American wages and American soldier's pay are the highest in the world. When pay day comes, it would be sound practice to learn to spend your money according to British standards. They consider



you highly paid. They won't think any better of you for throwing money around; they are more likely to feel that you haven't learned the common-sense virtues of thrift. The British "Tommy" is apt to be specially touchy about the difference between his wages and yours.

ENGLISH VERSUS AMERICAN LANGUAGE

Don't make fun of British speech or accents. You sound just as funny to them but they will be too polite to show it.

Avoid comments on the British Government or politics.

Don't try to tell the British that America won the last war or make wisecracks about the war debts or about British defeats in this war.

NEVER criticize the King or Queen.

Don't criticize the food, beer, or cigarettes to the British. Remember they have been at war since 1939.

Use common sense on all occasions. By your conduct you have great power to bring about a better understanding between the two countries after the war is over.

You will soon find yourself among a kindly, quiet hard-working people who have been living under a strain such as few people in the world have ever known. In your dealings with them, let this be your slogan:

*It is always impolite to criticize your hosts;
it is militarily stupid to criticize your allies.*

“You’d Hardly Know Us Today, Yank”

BRITISH WAY OF LIFE GREATLY CHANGED SINCE WORLD WAR II

By Sue (and Robin) Beeby
303rd Bomb Group Representatives, Kettering, England

By Ray Cossey
Former 303rd Bomb Group Representative, Norwich, England

Here are some impressions of how we “Brits” have changed since your “Short Guide To Great Britain” was written more than 55 years ago. I don’t think we’ve changed for the better!

Are we still the “reserved” people you once knew? I think so—most people are still wary of strangers, and take a long time to ‘get to know’. People on trains and buses still won’t pass the time of day. Everyone is in such a hurry, there is no time to even notice what’s going on around you. If you can get people to talk, it’s usually the safe topics like our obsession with the weather, or a good moan about the government of the day.

However, the younger generations do seem to be a bit more outgoing. The brashness of youth, maybe? What is lacking today is the common courtesy that even I remember (I’m the baby of the family – not 50 yet!!!), such as not giving up your seat to the elderly and to women. No ‘after you’s’. Everybody wants to be first.

Mind you, the role of the woman is different too. Mum always used to be there when you went home. These days, the women are encouraged to work, and kids today are called “latch key kids”, fending for themselves until their parents get home.

We still have certain phrases that have different meanings, and searing is much more commonplace – in fact, “bloody” and “bum” are some of the mildest terms these days!

Our money is decimal now, like yours, but wages are probably not much lower than the USA. But, our cost of living is a great deal higher – we pay much more for everything, our petrol at the moment is about £3.90 a gallon – I make that nearly 6 dollars a gallon!!! Our income tax is 22% and national insurance (for the free health service) is now 12.2% of every working person’s wage.

So, you probably are still a lot better off than we are!

Sundays have changed beyond recognition. Because of the current ‘liberal views’ of life, and our ‘multi-racial’ society, Sunday is like most other days of the week. You can shop almost anywhere, eat out, enjoy sports and tourist attractions or just stay in and watch TV – if you are not working!

Most churches are usually open during the daytime, and welcome visitors, however, they have to be locked up at nights, or the silver will disappear.

The English pub has also undergone a dramatic change. They are no longer the ‘poor man’s club’ from your booklet – they are an important part of the social scene. Most pubs are open all day, and provide good quality cheap meals, many are better than the higher class restaurants. Children were never allowed into pubs in the 40’s and 50’s but nowadays the pubs are ‘family orientated’ mostly because of the food but also the competition.

We still get most of our impressions about American life from the TV and from films. They are equally to blame for the general view that your police are like Starsky and Hutch or Cops, that you can’t walk the city streets without being mugged or shot, and that most of your women look like ‘Charlie’s Angels’ or someone out of Friends or Baywatch.

On a serious note, what has not changed is the attitude towards war veterans, both British and American. People that put their lives on the line for us are very special. You should attend one of the Memorial Day services at Madingley to see what we really think – the cemetery is always overflowing with people, and well over a hundred wreaths are laid in memory of our American friends. We remember those that died during the conflicts, but also those who we are losing through the years.

What has not changed is that special relationship

Of course, the Britisher is a very different animal to the one you were all warned about nearly 60 years ago.

Your wartime booklet states that ‘bloody’ should not be used in conversation. No longer true – far worse expressions than that now punctuate many conversations. We would no longer be offended to hear you say ‘someone looks like a bum’. This particular word is no longer reserved for the rear end of one’s anatomy.

During the intervening years we have embraced some of your linguistic terminology. The affirmative word ‘yes’ is now invariably replaced with ‘sure’. What was ‘a mess’ has more frequently become referred to as ‘crap’. We have allowed such additions as ‘coke’, (the drink or the drug), ‘Pepsi’, ‘drive-in’, ‘take-away’, ‘fast-food’, and Macdonald’s to invade our vocabulary as well as our digestive systems! The divide between our two versions of the same language continues to narrow.

Our houses are still generally smaller than those of similarly, socially placed Americans. Our overall standard of living in 2000 is light years advanced on what it was in the 1940’s. Carpet has replaced linoleum on the floors; central heating is the norm rather than the exception. Almost every home now has television, video, and washing machine. Dishwashers are now quite common place and are being rapidly overtaken by PC’s with Great Britain being the fastest expanding European nation in embracing the computer/internet age.

Our traditions are under severe threat now that we (or rather our successive governments) have decided we are to become more European than British. We are now effectively ruled from Brussels, by our European Parliament. We are also under threat of losing our beloved £ to have it replaced by the Euro Dollar!

The 1940’s “Guide” cautioned against criticizing the King or Queen. Our traditional love of our Royal Family is on the wane. They are no longer universally embraced and loved by the British with more and more people speaking out openly against continuing with them. Fortunately, the dissenters are in the minority.

Soccer (or football as we prefer to call it) is still our number one sport and we still play that crazy game called cricket, which no American can understand. American football is played as a minority sport and no baseball.

Our television service is now probably one of the best in the world. Cable and satellite have taken us over. The cinema is undergoing a resurgence and multiple screen units are opening up all over the place. The cinemas which World War II veterans might remember as dingy flea-pits have been replaced by bright, glittering shrines of mass entertainment.

We are not as reserved as we perhaps once were, all those decades ago. You can still spend a couple of hours on a train with a stranger and never engage him/her in conversation. Each will be waiting for the other to make the first approach so that a total impasse prevails. Of course, there are those who are now more outgoing and will happily chat to you about everything under the sun.

We are still no where near as ‘up front’ as Americans. We tend to be more reserved in stating our opinions, but when asked for we are capable of mixing it with the best of them. We tend to understate rather than overstate things.

In conclusion, on the whole I think the average British person has a certain fondness for the American person and is mindful of the invisible bond between our two peoples; forged during the dark days of two wars. We are different but we do share many common aims and ideals.



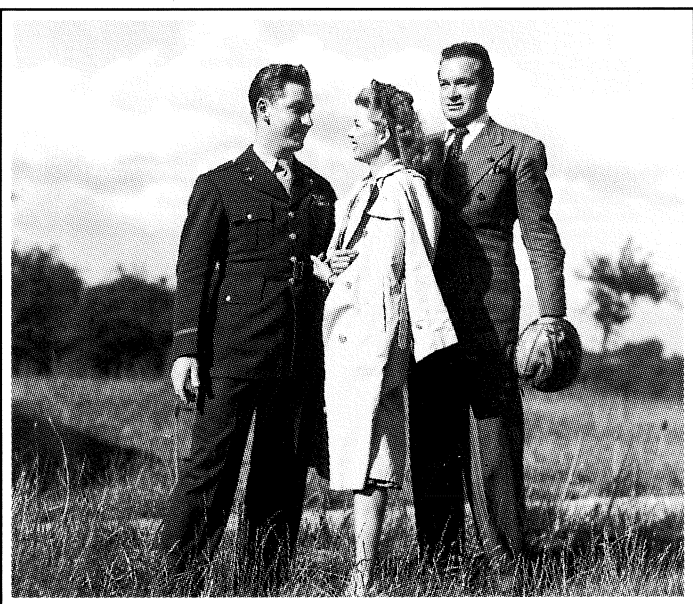
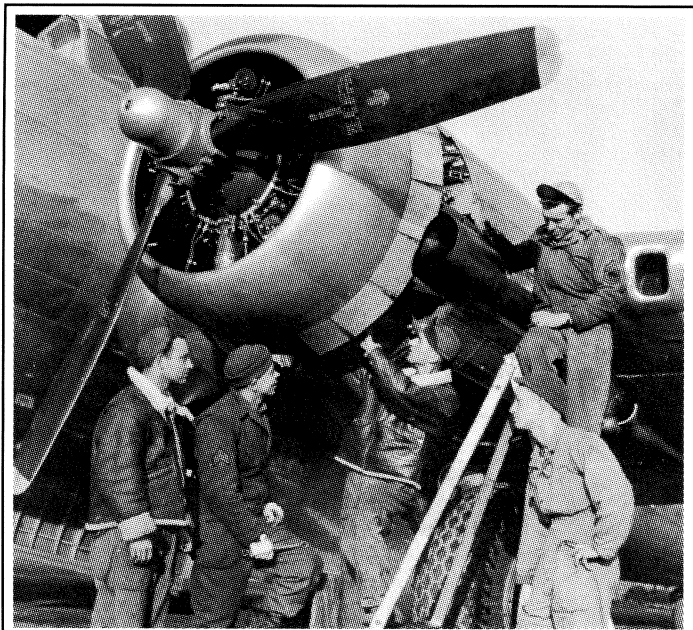
303rd's Pin-up Men of The Month

TOP — The stalwart men of 360th Squadron Operations stand at ease for a February, 1944 photo. From left to right are 1st Lt Wesley V. Huguenin, Sgt Raymond Henke, Capt Frederick R. Schuknecht, T/Sgt William C. Fluke, 1st Lt Charles V. Eld, S/Sgt Emory Staub, 1st Lt. D. Ray Davis, Sgt Clyde R. Younglove and Capt John J. Casello.

LEFT — 358th Crew Chief M/Sgt Weaver climbs a ladder for a better look at his mechanics at work. L-to-R are Sgt Canepa, Sgt Green, Pvt Morrisette and Cpl Pengally.

BOTTOM LEFT — Comedian Bob Hope seems like the "three" in "three's a crowd" as the 427th Squadron's Maj Glenn E. Hagenbuch engages singer Frances Langford in animated conversation in this July, 1943 photo.

BELOW — 444th Sub-Depot Supply Clerk Cpl George J. Quailey leaves his jeep by "the wash house" on Site 1.



Molesworth Diary

NEAR DISASTER ON WRONG WAY HEADING

Before my first mission, we were flying formation gunnery practice off England over the waters of Snettisham on the Wash. We ran out of oxygen and had to leave the Group and drop to a lower altitude. Our pilot called the navigator for a heading back to base. When he got it the pilot said the navigator was wrong. He headed the B-17 in the opposite direction. We were suddenly over Nazi-occupied Pas de Calais, France and I saw two FW-190's coming up to meet us. I notified the pilot. He hit full throttle, did a 90-degree turn and dropped wheels. Next thing, we were over London and two Spitfires came up to find out what was going on. Our radio operator was trying to make contact with them by sending Morse code with a signal light. They got the message and escorted us to the nearest field.

Kenneth R. Stephan
359th Ball Turret Operator

303rd CREWMATES "BEST MEN IN MY LIFE"

There was so much flak on the Merseburg, Germany mission of 21 November 1944 that we had to turn on pure oxygen on my bomb run. When Lt Cureton's plane in the lead element was hit, a piece of his B-17 wrapped around our right wing, cutting the oil line to the number 4 engine. Our pilot, Lt Caplinger, had to feather it on the bomb run. I released the bombs, but was unable to close the bay doors. The electric motor was shot away. S/Sgt Duffek and I had to crank it closed by hand. After the Cureton plane was hit, I saw one of his crew in a free fall through space. I learned later that it was T/Sgt Ellis, whose parachute opened late. He was the lone survivor on that crew.

I had flown with over 80 different crew members before being shot down on the Mannheim mission of 13 January 1945. My pilots were Robert Davis, Phil Eisenwinter, Austin Caplinger, James Drewry, Robert Barrat, Walter Schlecht, George Richter and Jack Rose. We never aborted and always got our bombs away. The six months I was at Molesworth, I was with the best men that I have been associated with in my life.

Lloyd D. Hester
427th Togglier

BALL TURRET INSTRUCTION SAVES GUNNER

I was with the 303rd in the Armament Section when we formed up at Gowen Field in Boise, Idaho in 1942. I caught a lift across the Atlantic to Prestwick, Scotland with Lt J. B. Clark's crew. After we landed, some of us pulled the cords on our Mae West's just to see them inflate. Nothing happened—the CO2 cylinders were empty. On January 3, 1943 the Clark crew crashed

in the sea coming back from St. Nazaire and they were all killed. They were like family to me.

One nice experience stands out. A ball turret gunner came back to Molesworth after he and his crew had bailed out. He told me he was in the ball when the B-17 began going down, but couldn't get the turret in position so he could pull himself out. He said he then remembered our having told him how to use the manual crank. He was able to rotate the turret, get out and jump with the crew.

Glenn H. Oberman
358th Turret Maintenance Specialist

IN THE RIGHT PLACE AT THE RIGHT TIME

On our very first mission on January 29, 1944, with John Coppom as pilot, Frankfurt was the target. The formation was attacked by FW190's and ME109's. We were on the right wing of the high squadron. Four FW190's were flying parallel to our flight path. In an instant, all four turned and attacked from 2 o'clock level. Our B-17 had twin 50-caliber's mounted on a swivel in the nose, but I couldn't traverse them enough to bear on the attackers. The pilot saved us all by pulling up just enough to have those four enemy planes, with their 20mm guns blazing, pass directly under us. They were so close I could clearly see the German pilots' faces. They shot down a B-17 on the left wing of our squadron.

On May 11, 1944 I was originally assigned to fly with John Long's crew to bomb the railroad marshaling yards at Saarbrücken, Germany. At engine start-up, I was transferred to Amon Earhart's crew. My guardian angel was with me again because Long's plane was lost due to a direct hit over the target. Although our aircraft suffered heavy flak damage, we returned to base safely.

Robert A. Finley
360th Bombardier

"BUTTERFLIES IN MY BELLY"

One day while working in the Supply Office, I was told to go to Site 1 and pick up Capt Joseph Freedman. The jeep I was driving had plywood sides and doors with plexiglass windows. As we were going around the east end of the runway on the way back to Supply, the captain looked out his right side window and remarked that a B-17 coming in for a landing from our rear "was sure low." I applied the brakes just in time to see the plane's left wheel and ball turret flash by close to the front of the jeep. After it landed, we realized we had been under the outboard port

(Continued on page 16)

(MOLESWORTH DIARY from page 15)

engine as the B-17 came down. By the time we reached the Supply building, I had very large butterflies in my belly.

One of the first passes I got, I took the truck into Northampton one night. In wandering around, I was accosted by an MP. He said, "Soldier, where's the gusset for your cap?" In all innocence, I asked, "What's a gusset?" He spun me around and looked at my shoulder patch. Quite gruffly, he said, "Damned Air Force! Git outa here."

Maurice J. Paulk
444th Stock Record Clerk

OXYGEN PROBLEMS PLAGUE COMBAT CREW

We were airborne for Hamm, Germany on 19 September 1944. We discovered we were short a flak suit for my co-pilot, so I asked the radio operator to bring up a spare. When he came through the bomb bay and reached the top turret, he found the engineer unconscious without an oxygen mask at 25,000 feet. As the co-pilot twisted around to help, his own oxygen connection pulled loose and he fell to the catwalk. I called the navigator to help the co-pilot and told the radioman to help the engineer. The two men without oxygen looked purple in the face. I thought they were goners. The formation was very poor—up and down—and I was trying to see what was going on.

The navigator used his own mask alternately to revive the co-pilot, who then climbed back to his position in the cockpit. By this time, the engineer's mask was located and he was back on oxygen. But, then, the radio operator's oxygen mask tore off as he was going back through the bomb bay to the radio room. One of the waist gunners saw it happen and went forward to help put radio's mask back on him. Finally, all were okay.

Our oxygen pressure was now down to less than 200 pounds. Also, our left Tokio gas tank valve wouldn't flow and we were getting low on fuel. I felt dead tired. As we approached the target, we were hit by flak. A piece penetrated the nose and bounced off the bombardier's flak jacket. Hamm was hidden by cloud cover, so our formation had to go a secondary target. We couldn't find it easily because of the clouds. After wandering around through heavy flak over the Ruhr Valley, we saw Osnabruck and all of our planes dropped their bombs on the target.

After we turned for home, the engineer got the gas to flow again, but our oxygen supply was down to below 100 pounds. I called the lead pilot to get permission to leave the Group and drop to a lower altitude. He said to stay with the formation as we would all soon be descending. We finally made an emergency landing at a P-47 base in England, overdue by an hour. There were about 200 flak holes in our B-17.

James D. Mickle
359th Pilot



GI's ENJOYING A BREAK in the lounge of the American Red Cross Rainbow Corner Club in London. It was the hey-day of the pinball machine.

Rainbow Corner, The Epilogue

(The May 2000 issue of the Hell's Angels Newsletter carried a delightful reminiscence about London's Rainbow Corner Club by a former English dance hostess. The following is a sequel summary of the club's birth and demise.)

London's Rainbow Corner, the most famous American Red Cross Club in the European Theater of Operations, opened near Piccadilly Circus on 11 November 1942 and closed on 9 January 1946.

In addition to very extensive recreation facilities and programs, the club offered excellent food service, had an extremely busy information desk, and was the billeting office for all London Red Cross Clubs although it did not offer billets itself. During its three years, it catered to 18-million visitors, mostly servicemen. It was open 24 hours a day, every day of the year.

Participating in the opening ceremonies were Eleanor Roosevelt, and actresses Vivian Leigh, Beatrice Lillie and Diana Wynward. The ceremonies were broadcast in the U.S. by NBC. The broadcasts included what reports of the event referred to as "a catchy new song" entitled *Rainbow Corner*.

The key to the entrance door was thrown away to insure that the doors were always open to welcome GI's. When the club closed, a new key had to be made for the locking up of the premises.

The closing ceremony, in which Eleanor Roosevelt also participated, could not be completed as planned because of the huge crowd of servicemen and their girl friends who crowded inside and thronged Shaftesbury Avenue in front of the club.

The closing "pulled the plug" on American Red Cross Clubs in Britain. Practically everything was eliminated in the way of clubs, other than those which continued to serve GI brides for a time.

The last man to leave Rainbow Corner was Corporal Henry Behrens of New York. He was given the door handle.

OPEN FORUM

MORE ON KURTENBACH, "MAN OF CONFIDENCE"

I want to thank you for your great article on Kurt. I was a POW in the same camp (17-B). There was no finer man than him. When you say that he endangered his life many times arguing a point with the Camp Commandant, you better believe it's true, many times. There is still a movement to try to get the Medal of Honor bestowed on him. I doubt if we will be successful but we will keep trying.

Ed Maggia
359th Waist Gunner

As Man of Confidence in Stalag XVII-B, Ken Kurtenbach heard that the Gestapo were in the process of removing Sgt. Frank Grey (The Grey Ghost) from camp and that he would be taken to Dachau. Sgt. Grey had already escaped from four POW camps and was listed as a trouble maker. Ken hid him in a tunnel for three months, and then was able to get him into a work detail outside the camp. Grey escaped for the fifth and final time. Ken saved Frank's life because in Dachau he would have died "of some type of illness." That was the way it was done!

Arnold A. Wright
Military Historian
Benton, Arkansas

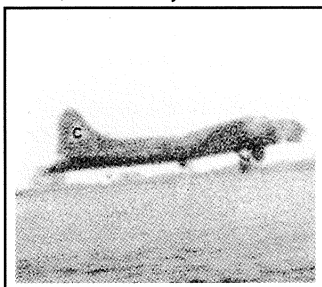
Thank you so very much for the article you wrote on my husband's record as camp leader. I'm making copies for each member of our family. Much of the material is new to them as he didn't discuss the war history too much as they grew up.

Myrt Kurtenbach
Tucson, AZ

FOLLOW-UP ON A CRASH LANDING AT MOLESWORTH

In Molesworth Diary in the November 1999 newsletter, Ray Espinoza wrote about a B-17 crash landing at the base. The pilot of that aircraft was Capt. Brabant of the 359th. I was a crew chief in that squadron. The captain was shooting landings with a

new co-pilot. As the B-17 touched down on the runway, there was a loud "pop" and it took off again under full power. As they came around again, it was easy to see the right landing gear was broken. The plane circled for about six hours to burn off gas. Then, Capt. Brabant came in for a one-wheel landing. As the B-17's speed dropped, the right wing started down, the #4 prop hit the runway, and then #3, then all the way down on the wing, and the plane swerved off the runway. An excellent crash landing by Capt. Brabant, with no injuries.



I took this picture with my Brownie as the B-17 landed. You can see that the right wheel is only partially extended.

James C. Hicks
Crew Chief, 359th

UNCLE'S CITATION OF HONOR BRINGS TEARS

Thank you for printing my letter asking about my uncle Alex LeBlanc, a 358th Squadron ball turret gunner killed on a mission March 18, 1943. I received a very nice letter from the brother of his pilot Robert O'Connor, killed in action about four months later.

I get all choked up every time I read the inscription on my uncle's Citation of Honor which my mother handed down to me. It reads, "Staff Sergeant Alex LeBlanc, who gave his life in the performance of his duty. He lived to bear his country's arms. He died to save its honor. He was a soldier... and he knew a soldier's duty. His sacrifice will help to keep aglow the flaming torch that lights our lives...that millions yet unborn may know the

priceless joy of liberty. And we who pay him homage, and revere his memory, in solemn pride rededicate ourselves to a complete fulfillment of the task for which he so gallantly has placed his life upon the altar of man's freedom." It's signed by H. H. Arnold, Commanding General, U.S. Army Air Forces.

Linda LeBlanc Ruffini
Princeton Junction, NJ

"YOU FOUGHT TO DELIVER US FROM THE NAZI EVIL"

I am a Dutchman retired from KLM. You were the ones who fought for our freedom to deliver us from the Nazi evil. We will never forget you. I enjoyed your last Hell's Angels Newsletter so much. The picture of the B-17's flying over the church made a deep impression on me. It is hard for me to express my feelings, knowing so many crew members suffered. We do remember.

Hans Reusink
Netherlands

AN OLD SOLDIER, LOST AND FOUND

Back in 1943, several "specialists" joined the 427th Engineering Section. They were secretive about their mission, but we soon learned they were there to work with the "Glide Bomb." One of them was Kermit Walters from my part of Louisiana. He had been superintendent of his school district. I got to know him well as we discussed the good life of the deep South. I saw him again in Shreveport right after the war and then we lost touch.

Last March, after my wife and I drove across the mighty Mississippi River on I-20 and approached Rayville, LA, a bell rang. After asking questions at the courthouse, chatting with a sheriff's deputy and checking with the School Board, we found Kermit and his wife. We had a rewarding visit in their lovely home and agreed to meet again soon to swap war stories. I hope to get him to the next reunion.

Quentin Hargrove
427th Engineering Officer

FAMOUS ARTIST REPORTER MAY COVER REUNION

I haven't forgotten your request that I might reminisce about being shot down and in prison, but, somehow, it is just not happening. My problem is: I'm a reporter drawing on the site. We did make some recordings of a couple of my fellow crew members at the Schaumburg meeting, their reminiscences, but I've never transcribed them. Maybe I could do some drawings for you: a report on one of the meetings. With that I mind I enclose a drawing of Emma Kelly, her great performance at the Savannah meeting.



Franklin McMahon
427th Navigator

COMBAT VETERAN SPEAKS TO LATER GENERATIONS

To understand the men who fought in World War II, perhaps you should study wasps and observe how they defend their nests without concern for their individual well being. Perhaps you should get a dictionary and look up those old-fashioned words patriotism, loyalty, honor, reliability, ethics, principals, ideals, scruples, compassion.

Perhaps we grew up in a different world with a different set of values than those of the youth of today. Perhaps we took responsibility for our own actions in order to make ourselves into what we wanted to be.

It probably happened because we wanted you to grow up without going through the same rough youth that made us what we were and are.

Jack Rencher
358th Pilot

IN MEMORIAM

Bruce E. Babbitt	360 th	19 Feb 2000
Richard L. Dawes	427 th	27 Apr 2000
William H. Ferguson	358 th	15 Mar 2000
Conrad J. Kersch	427 th	16 May 2000
William J. La Perch	358 th	10 Mar 2000
Roger C. Lee	427 th	9 Feb 2000
Wilford T. Means	427 th	?? ?? 2000
(Mail returned—marked Deceased)		
Arnold P. Moselle	360 th	12 Sep 1999
Harold E. Nelsen	358 th	2 Feb 2000
George D. Pearson	360 th	?? Mar 2000
Vernon E. "Gene" Schwartz	360 th	16 Mar 2000
Marjorie T. Sproule		13 Mar 2000
(Wife of Wayne O. Sproule)		
Raymon G. Walker	427 th	3 Feb 1995
Tawny (Quint) Young		18 Dec 1999
(Dau of 2/Lt Ralph E. Quint-427 th KIA 29 Jul 44)		

SUPER LIFE MEMBERS

(N) – New Super Life Members (R) – Repeaters

J. Anderson Berly III (N)	Family Member
William J. Conklin (N)	Family Member
William J. Dallas (R)	427 th
Carlyle A. Frost (R)	360 th
Robert A. Galbraith (R)	358 th
Glenn V. Hudson (N)	359 th
Hugh B. Johnson (R)	358 th
William S. McLeod, Jr. (R)	358 th
Fred E. Reichel (R)	427 th
W. Franklin McMahon (N)	427 th
Jack G. Rolfson (N)	427 th
James K. Sadler (N)	358 th
Coleman Sanders (R)	359 th
Vicki Sharp (N)	Family Member
John R. Shoup (N)	359 th
Clifford Steinberg (N)	427 th
Mrs. Joanna M. Tressler (N)	Widow
John J. Van Geyten (N)	360 th
Kermit L. Walters (N)	427 th

NEW LIFE MEMBERS

Bruce E. Arnold	Family Member
Herbert L. Barkin	358 th
Donald G. Bartels	358 th
Joseph F. Bauer	359 th
J. Anderson Berly III	Family Member
Gary A. Birken	Family Member
E. Paul Boat	358 th
Leo J. Boyle	360 th
James F. Brown	358 th
Fred E. Call	359 th
Darryl K. Christen	Family Member
Richard F. Cody	Family Member
Joseph Cohen	Family Member
William J. Conklin	Family Member
George E. Copeland	358 th
Leone Deckard	Family Member
John S. Diel	444 th
Willis A. Duffey	359 th
Daniel M. Dunn	Family Member
James T. Elovich	358 th
Lenell L. Farrell	Family Member
Larry D. Ferguson	Family Member
Mark R. Ferguson	Family Member
Carl A. Fredrickson	427 th
Robert A. Garcia	359 th
Charles R. Grice	427 th
John F. Hamm, Sr	360 th

Robert W. Hanson	359 th
Joanne M. Hartman	Family Member
Ruth Nan Hawk	Family Member
Angela R. Hewitt	Family Member
Troy W. Hibbard, Sr	427 th
Jeanne M. Horstick	Family Member
Earl R. Howard	359 th
Sidney Kallet	360 th
Thomas P. Kerr	Family Member
Mary Pratten Maier	Family Member
Robert C. McCoy	Family Member
Luther J. McCullough, Jr.	359 th
M. David McKenzie	Family Member
W. Franklin McMahon	427 th
John P. Miller	Family Member
Paul M. Mowrey	359 th
Kristine L. Park	Family Member
David S. Peterson	1114 th QMC
William A. Rafferty	358 th
Christopher J. Ryder	Family Member
Stephen L. Sapienza	Family Member
Walter J. Saucier	18 th Weather
Albert Simon	359 th
Vicki Sharp	Family Member
Jewett Spell	427 th
John D. St Julien	360 th
Ben Starr	358 th
John J. Stenger, Jr.	359 th
Merrill M. Stiver	360 th
Michael A. Stone	Family Member
Everett H. Thornton	358 th
Howard E. Tullos	1199 th MPC
Mark C. Vail	Family Member
Kermit L. Walters	427 th
Roy Vincent Wolford	360 th

NEW REGULAR MEMBERS

Fred H. Divine (360th), 39453 Palace Drive, Palm Desert, CA 92211-7161 (760) 360-0279 (Reva)
 Earl R. Howard (359th), 2005 Patricia Lane, Garland, TX 75043-1432 (772) 840-1641
 Kermit L. Walters (427th), P. O. Box 657, Rayville, LA 71269-0657 (318) 728-2204 (Joyce)
 Roy Vincent Wolford (360th), 2011 West 35th Street, Kearney, NE 68845-2709 (308) 234-9130 (Ruby)

DONATIONS & MEMORIALS

Edwin B. Barry	In Memory of Henry Pratten, Jr., and Paul K. Fink-1114 th QM Co.
Max R. Bartholomew	In Memory of Roger C. Lee 427 th Crewmate
Theodore R. Beiser	In Memory of Charles W. Latta 427 th Crew mate
J. Anderson Berly III	Donation to 303 rd BGA for Less Fortunate 303 rd Members
William J. Conklin	In Memory of Joseph H. Conklin
And the Men of the 360 th Engineering that keep them flying	
Walter F. Dennis	Donation to 303 rd BGA
C. Royce Dixon	Donation to 303 rd BGA
Douglas L. Dolan	Donation to 303 rd BGA
Billy A. Gaumer	Donation to Master Directory
Robert P. Ives	Donation to 303 rd BGA
John A. Jenkins	In Memory of Lt. Stonewall J. Raley and members of Lt. Cureton's Crew (All KIA on Merseburg mission—21 November 1944)
Jean A. Kameranace	Donation to 303 rd BGA
Luther J. McCullough	Donation to 303 rd BGA
Henry H. Means (427 th)	Donation to 303 rd BGA
The Moody Family (360 th)	In Memory of William S. Moody
Grover C. Mullins (358 th)	Donation to Hell's Angels News/It
Howard F. O'Neal	Donation to 303 rd BGA
Donald L. Spruner (427 th)	Donation to Master Directory
Eileen E. Schmidt	In Memory of her Husband, Elmer J. Schmidt
Harold L. Scott (360 th)	Donation to Master Directory
Jack Silver (358 th)	Donation to the 303 rd BGA

Charles W. Smith (427th) Donation to the 303rd BGA
 Roxanne Stafford Donation to the 303rd BGA
 Lee J. Tavvab (360th) Donation to Master Directory
 Patrick A. Walsh Donation to Master Directory
 Donald R. Walter Donation to the 303rd BGA

BENEFACTOR PROGRAM

Joseph Cohen.....Carlyle A. Frost.....Mrs. Joanna M.
 Tressler.....Edward J. Wiencek.....Horace S. Kenney.....John J.
 Nicastro.....Samantha (White) Blauwkamp.....James L. Mussi,
 Jr.....Carl V. Nielsen.....Edward L. Frank.....Morris B. Sjoberg
Nathelle (Bales) Oates.....William S. McLeod, Jr.....Hugh B.
 Johnson.....Elmo E. Clark.....Jean R. Simpkins.....David B. Bass
Edward P. Scheuermann.....James W. O'Leary, Jr.....Arvid
 Anderson.....Edward W. Gardner, Jr.....Adeline (Czamy) Adams
Lucius E. Arnold.....Loren M. Clark.....David K. S. Chang.....
 Leonard C. Greig, Jr.....Ernest L. Cofrances.....Edward V. Stone
James H. Pleasant.....Glenn J. Denning.....Al I. Sapak.....Julius
 E. Bass.....Michael L. Zarelli.....Mrs. Sarah G. Kindig.....Vincent
 A. Deliso.....John H. Bowman.....Harold J. Bach.....Robert W.
 Krohn.....Troy W. Hibbard.....Harold R. Timm.....Joseph J. Beshar
James E. Hamilton.....Donald S. Webster.....Robert B. Smith
Raymond N. Calenberg.....William J. Conklin.....Fred E.
 Reichel.....John F. Donnelly.....Robert E. Galbraith.....Coleman
 Sanders.....William A. Sears.....James W. Neal.....Darrell D. Gust
Edwin G. Lamme.....John R. Shoup.....Jack G. Rolfson....
 Kermit L. Walters.....Billy A. Gaumer.....Edward W. Gardner, Jr
Clifford Steinberg.....Albert Santella.....William J. Dallas.....
 Glenn V. Hudson.....

MOLESWORTH MEMORIAL DONATIONS

Unknown.....Harry Baffa.....J Anderson Berly.....BeTac Corp
 (from Molesworth).....Samantha (White) Blauwkamp.....Mrs. Clara
 C. Butler.....Kenneth Clarke.....Lloyd Coleman.....Eddie
 Deerfield.....Carl J. Fyler.....John F. Gardner.....Mrs. Helen M.
 Gilkes.....Harry D. Gobrecht.....Harley L. Hansen.....David T.
 Johnson.....Raymond T. Leal.....Jocelyn Le Ceclercq.....Lewis E.
 Lyle.....Brian S. McGuire.....Edgar C. Miller.....Gary L.
 Moncur.....James L. Mussi, Jr.....Howard C. Ness.....William E.
 Olson.....Maurice E. Osborn.....Ralph E. Page.....Kenneth J. Park
 (from Molesworth).....Douglas R. Petty (from
 Molesworth).....Jack P. Rencher.....William J. Roche.....Orvis K.
 Silrum.....Jack Silver.....Leon H. Slauson.....Charles W.
 Smith.....Donald R. Smith.....John W. Spence.....Donald L.
 Spruner.....Charolotte (McCoy) Sullivan.....Harold A.
 Susskind.....James P. Taylor.....Michael A. Vargas.....Kermit L.
 Walters.....David S. White (from Molesworth).....Mrs. Harriett D.
 Young.....Frederick B. Ziemer

CHANGE OF ADDRESS

Sandi Bachom, 150 E. 18th Street, Apt 14-M, New York City, NY
 10003-2462 (Barry Udoff) (Niece of T/Sgt T. F. Bachom-KIA)
 Chris Balzano, Jr., 1734 Fox Glen Court, Winter Springs, FL
 32708-5916 (407)365-5244 (Maria)
 James F. Brown (358th), 1145 Hallam Wood Dr, Colorado Sprgs,
 CO 80911-3813 (Terry)
 Milbury C. Charlton (427th), 3001 Javens Circle, Apt #4, Mount
 Dora, FL 32757-3467 (352) 383-7320
 Joseph Cohen, 9779 E. Paseo San Ardo, Tucson, AZ
 85747-5039 (520) 664-0688 (Sandra)(Bro of Seymour Cohen)
 Glenn J. Denning (358th), 1231 Turnbury St, #D 4, Alliance, OH
 44601-4979 (Phone # ??) (Margaret)
 Robert A. Finley (360), 9123 Bassett Lane, New Port Richey, FL
 34655-1835 (727) 375-1902 (Marie)
 Frank O. Garrett, (427th), 4815 Westgrove Dr, Apt 1705,
 Addison, TX 75001-6118 (972) 248-3380 (Gaynell)
 Matt C. Hemming (358th), 509 N. Yakima, Apt 202, Tacoma, WA
 98403-2341 (Agnes)
 Billie E. Hudler (358th), 939 N. Graham Avenue, Indianapolis,
 IN 46219-0241 (317) 359-5274 (Carol)
 Edith Kitzan, 11580 Vivian Lake Road, Prince George, BC
 Canada (Dau of Charles S. Schmeltzer)
 Costa "Mark" Markos (358th), 1450 S. Zephyr Street, Lakewood,

CO 80232-5354 (303) 795-9707 (Jean)
 William G. Mayer (359th), 1925 Kalakaua Ave #1503, Honolulu,
 HI 96815-1881 (808) 946-2367
 John W. McCall (358th), 849 Carrick Bend Circle, Naples, FL
 34110-3693 (941) 591-3805
 Jack W. O'Neil (358), 3600 73rd Place, Vero Beach, FL 32967-
 5760 (Mary Alice)
 John W. Psota (358th), 4 Magnolia Drive, Millsboro, MD
 19966-1246 (Sylvia)
 Carol (Kyle) Sage, 721 Pleasant Valley Rd, Talking Rock, GA
 30175-1995 (706) 276-1041 (Ken) (Dau of George A. Kyle, Jr.)
 Townsley, Daniel W., P. O. Box 140163, Austin, TX 78714-
 0163 (Delores)
 John J. Van Geyten (360th), 8775 20th Street, Lot 945, Vero
 Beach, FL 32966-6911 (Winter Address—Jan to May 7th)
 William E. Wolff (360th), 6310 Doral Drive, Tobaccoville, NC
 27050-9559 (252) 924-2831 (Darlene)

NEW FAMILY MEMBERS

Melanie J. Beiser, 203 Grand Avenue, Fairhope, AL 36532-
 2607 (Dau of T. R. "Buddy" Beiser-427th)
 Paul S. Beiser, 1301 Linden Lake Road, Fort Collins, CO
 80524-2260 (Carolyn) (Son of T. R. "Buddy" Beiser-427th)
 Dennis U. Bjorn, 2133 Rivard Road, Toledo, OH 43615-3723
 (419)531-7458 (Nephew of S/Sgt Edwin W. Bjorn-427th)
 William J. Conklin, 11401 Dunleith Drive, Raleigh, NC 27614-
 9290 (919) 676-9252 (Eileen) (Son of Joseph H. Conklin-360th)
 Michael P. Crandell, 906 Harvey Lane, Abingdon, MD 21009-
 ???? (410) 569-3813 (Cheryl)(Nephew of Victor P. Crandell)
 Daniel M. Dunn, 193 Hamilton Avenue, Greenwich, CT 06830-
 6100 (203) 862-9440 (Karen) (Neph of M. F. McDonald-KIA)
 Larry D. Ferguson, 8375 N. Britt Court, Kansas City, MO 64151-
 1856 (816) 435-2832 (Son of Wm H. Ferguson—358th)
 Mark R. Ferguson, 4215 Pine View Lane, N., Plymouth, MN
 55442-2309 (612) 557-6546 (Marie)(Son of Wm H. Ferguson)
 Jason Gould, 671 Ives Road, Mason, MI 48854-9614 (517) 676-
 1342 (Grandson of Graham C. Gould)
 Mary E. Hemminger, 908 Woodmont Blvd, Nashville, TN
 37204-3354 (615) 297-4522 (Robert)(Dau of R. L. Johnson)
 Margaret O'Connor Hiusheim, 3909 Evergreen Dr, Minnetonka,
 MN 55345-1912 (612) 922-2835 (Niece of Oran T. O'Connor)
 Vahe "Mike" Jardarian, 42 Shady Lane, Shrewsbury, MA
 01545-2841 (508)842-6136 (June C)(Son of Zaven Jardarian)
 Thomas A. Johnson, 402 Lake View, Enid, OK 73701-6426
 (580) 242-6464 (Nancy)(Son of Robert L. Johnson)
 Terrill D. Jones, 4305 Christian Fellowship Rd, Columbia, MO
 65203-0269 (573) 446-4713 (Deborah)(Unc: David T. Johnson)
 William E. Jones III, RR #2, Box 1121, Harrison, ME 04040-9433
 (207)647-5849 (Janet) (Son of Capt. Wm E. Jones-359th Pilot)
 Jean A. Kamerance, 206-B South Dabney Drive, Florence, SC
 29501-4226 (843) 669-7578 (Dau of S/Sgt S. A. Kamerance)
 Ford J. Lauer III, P. O. Box 203, New Cumberland, PA 17070-
 0203 (Grandson of original Pendleton 303rd BGA Commander)
 Joseph Lazzara, 1609 Forrest Blvd, St. Charles, IL 60174-4514
 (630) 584-5694 (Donna) (Son of John M. Lazzara-358th)
 Molly Mack, 210 Misty Cove, Savoy, IL 61874-9503 (217)355-
 5131 (Niece of Lt. Austin Mack, KIA)
 Harry W. Masinton, P. O. Box 68, Atwood, CO 80722-0068
 (970) 521-7663 (Patricia) (Son of Samuel Masinton)
 Thomas Reichel, 51700 U. S. Hwy 31 North, South Bend, IN
 46637-???? (Son of Fred E. Reichel—427th)
 Stephen L. Sapienza, 1675 York Avenue, Apt 31E, New York,
 NY 10128-6752 (Son of Capt. Samuel R. Sapienza, Jr.-359th)
 Kimberly Shope, 97 Dake Avenue, Rochester, NY 14617-2835
 (716) 266-3164 (Grand Daughter of George W. Shope, Jr.)
 M. Brian Sjoberg, 163 North B Street, Tustin, CA 92680-3110
 (Son of Morris B. Sjoberg)
 Paul F. Sjoberg, 1225 Pennsylvania St, Denver, CO 80203-
 2504 (Son of Morris B. Sjoberg)
 Allan J. Tarvid, 13205 Wild Turkey Drive, Manchaca, TX 78652
 -6895 (512) 280-7993 (Paula) (Son of Arthur J. Tarvid-359th)
 Edward P. Walker, 20 Rosemary Lane, South Weymouth, MA
 02190-2640 (781) 337-0218 (Son of Lt. Raymon G. Walker)
 Ellen Jane Westbrook, P. O. Box 4763, Ruidoso, NM 88355
 -4763 (505) 257-4741 (R. Wayne) (Dau of J. D. Moody)
 Stanley P. Wilson, 329 E. Burlwood Lane, Lemoore, CA 93245-
 2407 (559) 925-0842 (Son of Alfred D. Wilson-427th)

WHY LEW LYLE REFUSED TO FLY COMMERCIAL AIR FOR 25 YEARS

(The following interview with Maj. Gen. Lewis E. Lyle, USAF-Ret, 303rd Bomb Group Senior Advisor, was taped by Newsletter Editor Eddie Deerfield at RAF-Molesworth on 3 June 2000.)

Q — When was the last time you traveled on a commercial aircraft before you boarded a plane a few days ago to return to Molesworth?

A — It was the first of May, 1975, on Bahamas Airlines, the one I was working with at the time.

Q — There have been all kinds of rumors as to why you stopped flying. One view was that maybe you didn't want to press your luck after flying those 59 B-17 combat missions during the war. If this was not the case, why did you refuse to fly commercially for 25 years until this trip to England?

A — I have never flown in an airplane that I didn't have some control over. I've had access to the cockpit starting with the airplane I bought as a kid—a Piper Cub. I couldn't face the idea of not having control. And going through terminals and all the red tape of getting aboard, losing your luggage and going when and where somebody else wanted me to go rather than when and where I wanted to go. This was too much of a hassle for me. And I enjoy driving and seeing the countryside that I've been flying over all these years.

Q — So, from 1975 on, when you got behind the wheel of your car, you had control and you knew when you were leaving and when you were getting there?

A — Exactly. And I had everything I needed with me. It didn't have to be in a bag and I didn't have to check it with anybody. I drove up to the hotel and took out of the car what I needed.

Q — Why did you get on a commercial aircraft again a few days ago and face all those problems?

A — It was time for me to do it. I was willing to put up with any kind of hassle through the terminals in order to do it because I wanted to be here with the troops at Molesworth. I'm happy I did it.

Q — When the 365th mission of the 303rd Bomb Group is over and you return home, will you fly commercial air again?

A — I don't know. It may be a long time.

MOLESWORTH PHOTOS IN YOUR FILES? Share those memories with your fellow veterans. Send them with a brief description and identifications to the Editor at the address below for possible publication.

303rd Bomb Group (H) Association, Inc.
Hell's Angels Newsletter
Eddie Deerfield, Editor
3552 Landmark Trail
Palm Harbor, FL 34684-5016



THE NINE RESISTANCE FIGHTERS honored for aiding Allied airmen are (l-to-r) Fred Boogaart, Holland; Guus van Leeuwe, Holland; Raymond Iitterbeek, Belgium; Joke Verhoeven, Belgium; Lew Lyle of the 303rd who presented the awards, Mrs. Andre Dumont, Belgium; Johanna Folmer, Holland; Albert Postma, Holland; Simone Lamquin, Belgium and Rene Baillie, France.



THE JEWEL IN THE CROWN and Impresario Brian McGuire



NAVY CAPT. MICHAEL NOLL AND USAF LTC CARL ZIMMERMAN (center) accept JAC and 423rd ABS citation from the 303rd's Bill Roche, Lew Lyle and Harry Gobrecht.

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
PALM HARBOR, FL.
PERMIT NUMBER 303