

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

August, 2006

DECORATED VIETNAM WAR VET TO LEAD 303RD SUCCESSOR ASSOCIATION

Charles "Chuck" Vieira, awarded the Silver Star, Distinguished Flying Cross, Purple Heart and other medals for valor during the war in Vietnam, is the President Designee of the Association to succeed the 303rd BGA after it dissolves in December, 2007.

He'll be joined by Robert Galbraith II, a US Navy Captain with a long and impressive military record, as Treasurer and Rebecca Mitchell, a local civic leader and fund raiser, as Secretary.

Chuck is the nephew of Joe Vieira, 359th Squadron radio operator, who was president of the 303rd Bomb Group Association from 1983 to 1985. Joe is credited with providing the spark that led to the formation of the original Association in 1975, and then served as its first treasurer.

The new President Designee has a masters degree in business administration and has served as President and in other capacities on numerous organizations.

He's the Managing Partner in a mortgage banking firm in St. Petersburg, Florida.

Rob is the son of Bob Galbraith, 358th Squadron pilot. He has completed graduate credits towards an MBA and is Director of Product Marketing for a firm in Pittsburgh, Pennsylvania.

Rebecca Mitchell is the daughter of E l b e r t "Paul" Shell of the 444th Air Depot. She runs in marathons to raise funds for the American Stroke Association and is a realtor for the Re/Max organization in Cameron Park, California.

Photos of the incoming Treasurer and Secretary are on page 6. They have joined Chuck Vieira in email exchanges and

\$100 PRIZE FOR NAME OF NEW ASSOCIATION!

All family members of 303rd Bomb Group veterans are eligible.

Send suggestions to Charles Vieira at email address Sailing0504@aol.com.

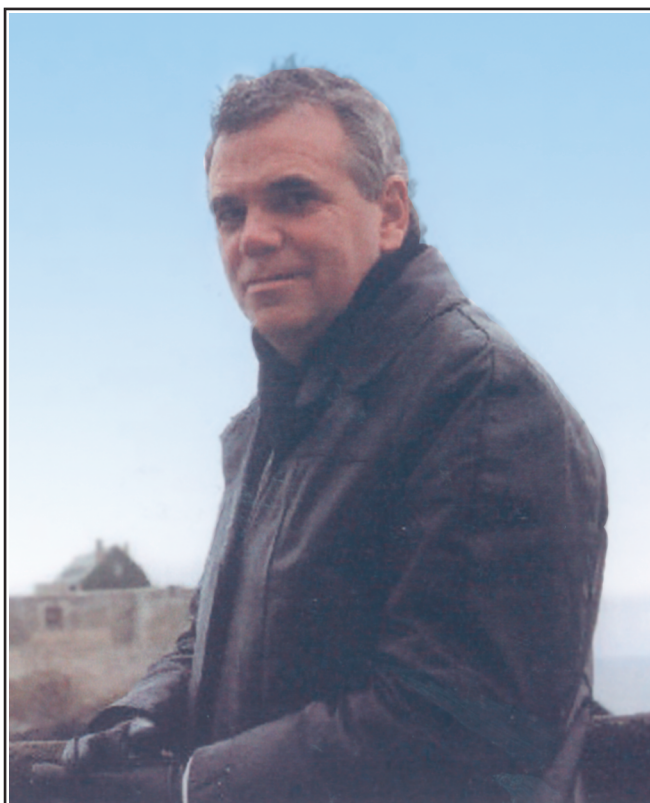
In event of duplicate entries, first received before or during reunion in San Antonio will be awarded prize.

telephone conference calls, and are already working as a team to plan and implement the formation of the successor Association.

Several other family members of 303rd veterans have expressed an interest in serving in various positions.

John Jenkins of Redmond, Washington, said he plans to retire from Boeing in the latter half of 2007 and would be willing to serve as Treasurer or Membership Chairman.

David Bacon of Homewood, Alabama, expressed a strong interest in the positions of newsletter editor or membership chairman. He's a



Charles "Chuck" Vieira on a recent visit to Europe.

US Army reservist.

Jon Schulstad said he was willing to serve as Secretary or in the membership responsibility.

Dennis Smith said he would do "whatever I can," including reunions, membership database and web site.

Kathy Johnson wrote, "I am willing to help with future planning in reunions or to perpetuate the 303rd history."

Ken Tashian volunteered for the Membership Chairman position.

Bruce Arnold "would be willing to help with the accounting."

(Continued on page 6)

IN THIS ISSUE

Leadership emerges in successor Association—pages 1, 6, 13

US Senator Cornyn chief guest at San Antonio reunion—pages 3, 16

303rd wreaths laid in England and France—page 4

Moncur family unveils exhibit and Timm flies again on B-17—page 5

Could bombing alone have beaten Germany?—page 9

"First Ladies" of six 303rd presidents honored—pages 10, 11.



303rd Bomb Group (H) Association, Inc. **Hell's Angels Newsletter**

Editor—Eddie Deerfield
Vol. 30, No. 3 3552 Landmark Trail, Palm Harbor, FL 34684 August, 2006

The 303rd Bomb Group (H) Association, Inc. is a tax exempt organization under IRS Code 501(c)(19), chartered in 1977 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 Association are tax deductible to the extent allowed by law. Regular Members include persons assigned or attached to the 303rd Bombardment Group (H) from its 1942 activation in Boise, ID, through its war years at Molesworth, England, to its 1945 deactivation in Casablanca. Spouses, children, grandchildren and others related to regular members may become Family Members. Others interested in perpetuating the history of the 303rd and in furthering the aims of the Association may, with approval, become non-voting Associate Members.

In anticipation of the dissolution of the Association at the end of 2007, membership status was frozen as of August 23, 2005 at the level each member held on that date. That level will be maintained for the life of the Association, with no additional dues being required. New members will continue to be accepted, with the payment of a one-time \$25.00 dues/registration fee valid for the life of the Association.

Copyright 2006 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 H. Cox (Jean)
441 Sandstone Drive, Vacaville, CA 95688-4225
TEL: (707) 448-0571, EM: Pilotrb36@aol.com

Vice President - Administration

Edward W. Gardner, Jr (Sue)
5764 Lakeview Drive, Box 246
Interlochen, MI 49643-0246
TEL: (231) 276-7126
EM: EWG303nav@aol.com

Secretary

Harold "Red" Timm (Alice)
2072 35th Avenue Court
Greeley, CO 80634
TEL: (970) 330-4577
EM: Redtim@msn.com

Editor, Hell's Angels Newsletter

Eddie Deerfield (Mary Lee)
3552 Landmark Trail
Palm Harbor, FL 34684-5016
TEL: (727) 787-0332
EM: ED303fsra@aol.com

Treasurer

Jean Cox (Bill)
441 Sandstone Drive
Vacaville, CA 95688-4225
TEL: (707) 448-0571
EM: Treas303rd@aol.com

Past Presidents Chairman

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

Director of Internet Operations

Gary Moncur (Susan)
4483 Palmer Drive
West Valley City, UT 84120-5052
TEL: (801) 969-7639
EM: glm@303rdbg.com

ELECTED TO BOARD OF DIRECTORS

358th Bomb Sqd. Representative

Van R. White (Lore)
3156 La Ronda Place NE
Albuquerque, NM 87110-2631
TEL: (505) 881-8111
EM: Loreduffer@aol.com

359th Bomb Sqd. Representative

Donald W. Stoullil
4200 Islemount Place
Robbinsdale, MN 55422-1577
TEL: (612) 537-0211

358th Bomb Sqd. Alternate

Rufus W. Grisham, Jr. (Nancy)
4417 89th Street
Lubbock, TX 79424-5108
TEL: (806) 794-7003
EM: RGrish20@sbcglobal.net

359th Bomb Sqd. Alternate

Donald F. Geng
2131 Wellesley Avenue
St. Paul, MN 55105-1234
TEL: (651) 699-6258

ELECTED TO BOARD OF DIRECTORS (Continued)

360th Bomb Sqd. Representative

Lee Faulkner
1114 Moffat Circle
Colorado Springs, CO 80915-2221
TEL: (719) 596-2732

427th Bomb Sqd. Representative

Fred E. Reichel
553 Mallard Street
Rochester Hills, MI 48309-3431
TEL: (248) 852-2021

HQ, 444th Air Depot Representative

Dale E. Ragle (Ann)
1471 Sorrel Street
Simi Valley, CA 93065-3338
TEL: (805) 526-4190

Family & Associate Member Rep

Lance Stoner (Trish)
809 E. 31st Street
Pittsburg, KS 66762
TEL: (620) 230-0847
Lstoner@mobill.net

360th Bomb Sqd. Alternate

Harold "Red" Timm (Alice)
2072 35th Avenue Court
Greeley, CO 80634
TEL: (970) 330-4577
EM: Redtim@msn.com

427th Bomb Sqd. Alternate

Alois "Al" Oswald (Lucille)
1003 Oak Street
Oshkosh, WI 54901-4065
TEL: (920) 235-6680

HQ, 444th Air Depot Alternate

Maurice J. Paulk (Opel)
205 West 12th Street
Wood River, NE 68883-9164
TEL: (308) 583-2583

Family & Associate Member Alt

Kathy Johnson
14401 West Taylor Road
Cheney, WA 99004-9245
TEL: (509) 299-5303

APPOINTED COMMITTEE CHAIRMEN

Membership & Roster

Jean Cox (Bill)
441 Sandstone Drive
Vacaville, CA 95688-4225
TEL: (707) 448-0571
EM: Treas303rd@aol.com

PX Administrator

Charles R. Sykes (Vicki)
P. O. Box 33474
Phoenix, AZ 85067-3474
TEL: (602) 993-8015
EM: PX@303rdbg.com

Historical Archives

*303rd BGA archives transferred to
Mighty 8th AF Heritage Museum.
History posted on 303rd website.
Harry Gobrecht, Historian Emeritus,
is member of the website committee.*

Group Advisor

Lewis E. "Lew" Lyle (Betty)
205 St. Charles Circle
Hot Springs, AR 71901
TEL: (501) 321-1956

By-Laws Committee

Fred E. Reichel
553 Mallard Street
Rochester Hills, MI 48309-3431
TEL: (248) 852-2021

World War II Awards

William H. Cox (Jean)
441 Sandstone Drive
Vacaville, CA 95688-4225
TEL: (707) 448-0571
EM: Pilotrb36@aol.com

**For a visit to the highly
rated Website of the
303rd Bomb Group
Association, go
online at:**

www.303rdBGA.com

United Kingdom Representative

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

Planning a trip to RAF Molesworth?

Persons planning to visit the base should contact UK Representative Robin Beeby and advise him of travel plans. Mr. Beeby will make the appropriate contacts and arrange a visit to RAF Molesworth if the base security situation permits.

CHAPLAIN — PROTESTANT

Rev. Warren L. Hedrick (Alma), 3 Andrew Avenue, Sanford, ME 04073-3149

CHAPLAIN — CATHOLIC

Bishop Rene H. Gracida, P. O. Box 217, Tynan, TX 78391-0217



LIEUTENANT JOHN CORNYN, co-pilot on the 427th Squadron's Jack Rose crew, flew 26 missions before their B-17 was shot down and he became a POW on 13 January 1945. He continued to serve as a career US Air Force officer, and on 10 March 1946 married Gale at Keesler Air Force Base.



UNITED STATES SENATOR JOHN CORNYN, born in Houston in 1952, is the son of the 303rd Bomb Group combat veteran and his wife, Gale. He was elected to the U.S. Senate in 2002 with a substantial majority of the popular vote, succeeding the retiring Senator Phil Gramm.

U.S. SENATOR CORNYN OF TEXAS, SON OF 303RD COMBAT VETERAN, ACCEPTS INVITATION TO REUNION

Chief guest of the 303rd Bomb Group Association at the San Antonio reunion banquet on the evening of Saturday 16 September will be John Cornyn, United States Senator from the state of Texas.

The Association has tended to avoid inviting political figures to annual reunions because of the membership's wide diversity of political views, but the rationale for this exception is obvious. Senator Cornyn is the son of John Cornyn, a co-pilot with 26 missions to his credit in the 303rd Bomb Group's 427th Squadron.

Lieutenant Cornyn, flying with the Jack Rose crew, became a prisoner of war on the 13 January 1945 mission to Mannheim when their B-17 *Red* was downed by flak. He was freed as the Germans retreated from an American infantry attack on 29 April.

Educated as a pathologist after the war, the senior Cornyn served in the U.S. Air Force for 31 years, retiring with the rank of Colonel. He passed away in March, 1989, after suffering a heart attack while working on his ranch in Hondo, Texas.

Senator Cornyn has been invited to come to the podium at the banquet to speak to veterans and their family members about his father, the 303rd Bomb Group, and the impact of World War II.

The senator, a lifelong Republican, was a Texas

state district judge from 1984 to 1990 when he moved up to the Texas Supreme Court to serve as a Justice until 1997. He was elected to the state office of Attorney General the following year, and then to the United States Senate in 2002.

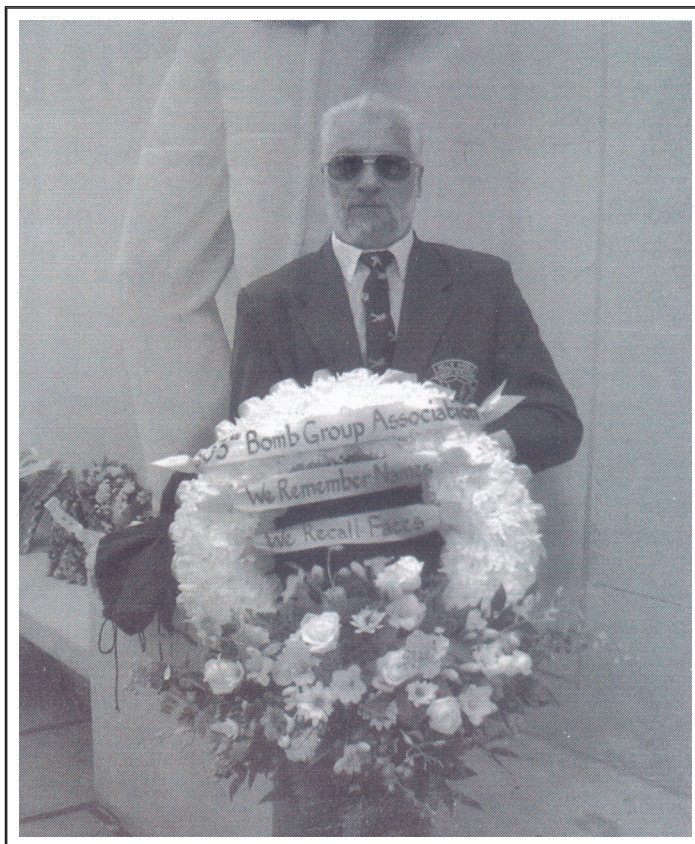
Senator Cornyn attended Trinity University where he won a campus wrestling crown, was graduated with a Bachelor's degree in journalism, sold real estate for a year, and then entered St. Mary's Law School. One of his colleagues at a firm where he began the practice of law described him, "He's not flamboyant. He's a roll-up-your-sleeves, every-day-to-work kind of guy. You can't find a more blue-collar type guy."

The senator will be accompanied to the 303rd Bomb Group banquet by his wife, Sandy, and his mother, Gale, the widow of the 427th Squadron co-pilot.

Another new development since the last issue of the *Hell's Angels Newsletter* was published was the signing of a contract for a performance of The Andrews Sisters Revue at the banquet. The trio has been performing since 1996, after an intensive study of the original Andrews Sisters recordings and movies. They have earned praise for recapturing the sounds of the 1940's.

(See photos on page 16)

Wreaths Laid in England and France To Honor 303rd Bomb Group's KIA



ROBIN BEEBY, THE 303RD BOMB GROUP ASSOCIATION'S representative in England, laid the 303rd's wreath at the 2006 Memorial Service at Madingley American Cemetery near Cambridge as he has done in past years. The photo is from an earlier presentation.

Robin Beeby, a resident of Kettering, who has represented the interests of the 303rd Bomb Group Association in England for a decade, once again attended the annual Memorial Day Ceremony at Madingley American Cemetery near Cambridge to lay a wreath honoring the Group's airmen killed in action.

In reporting on the event, Beeby said, "On May 29, 2006 it was my honor to lay the wreath on behalf of the 303rd Bomb Group. It was raining when we arrived, but the weather was clearing and the sun was out by 11 AM.

"The main dignitaries present were Major General Paul J. Fletcher, 16th Air Force; Hugh Duberly, Lord-Lieutenant of Cambridgeshire, and Robert H. Tuttle, US Ambassador to the Court of St. James.

"The speeches emphasized the strong ties between Britain and the United States and the need to continue supporting the military men and women of the two nations serving in Iraq and Afghanistan.

"After the 21-gun salute and the sounding of taps, there was a fly over by the B-17 *Sally B*, a Spitfire, a Dakota, and F-15 Strike Eagles from the 492nd Fighter Squadron at RAF Lakenheath. The F-15's flew over in the famous 'Missing Man' formation."



ED GATES, PRESIDENT OF THE 91ST BOMB GROUP, laid a wreath on behalf of the 303rd at a monument near St. Nazaire, France. It honors the seven 360th Squadron crewmembers who perished on the mission to attack torpedo storage areas near the town on 3 January 1943.

There's a common bond between the 303rd, 91st, 305th and 306th Bomb Groups. They were "The Four Horsemen" of the Eighth Air Force, the first B-17 units to attack targets in Germany and Occupied Europe during World War II.

So, when Ed Gates, president of the 91st Bomb Group Memorial Association, visited France recently his offer to lay a wreath at a monument near St. Nazaire honoring seven "Hell's Angels" who were killed when *Snap, Crackle, Pop* was downed by flak, was gratefully accepted.

Gates said, "There was no formal ceremony. More like old friends visiting the grave site of a friend. Alain Charles was with me. Michel Lugez met us at the St. Nazaire port which is near his apartment. Alain hoped to stir some interest in the media, but there was none. My thoughts were of how young we all were. Michel did say that people stopped to look at the WW II memorial and at the floral wreaths since it is in a seaside park area where many walk."

Lugez is an honorary member of the 303rd BGA, recognized for his efforts to collect and translate into English all records of US bomber crashes in France.



THE CHILDREN OF 359TH PILOT VERN MONCUR attended the unveiling of an exhibit in his honor at Hill Air Force Base in Ogden, Utah. From l-to-r, Dean Moncur, Vickie Campbell, JoAnn Matern, Gary Moncur and Marlowe Moncur.

VERN MONCUR EXHIBIT UNVEILED AT HILL AFB

By Gary L. Moncur

On May 20, 2006, the Hill Aerospace Museum unveiled a new exhibit honoring my father, 1Lt Vern L. Moncur. Dad was a pilot in the 359th Squadron and the first pilot of the famous B-17G #42-38050 *Thunderbird*. His crew completed 28 combat missions between December 1943 and April 1944. They were one of the first crews in the 303rd Bomb Group to complete their missions without injury to any of the crew.

The children of Vern and Alice Moncur commissioned this new exhibit to honor their father and his crew. Prior to this, his A-2 jacket had been on display in a small case in the museum. This new walk-around display case has four panels that give the highlights of Dad's life and his service to his country. With his A-2 jacket as the centerpiece, the case also contains his garrison cap and medals, including his Distinguished Flying Cross. On display for the first time is his original Pilot's Log book, opened to the page showing the first flight and the first mission of *Thunderbird*. The exhibit appropriately stands under the right wing of the museum's B-17G *Short Bier*.

The exhibit was overseen by Jack Price, Vice Chairman of the Aerospace Heritage Foundation of Utah. It was designed by Richard Pulsipher and Jerry Pulsipher of Consortium West, Inc. Sadly, Rich passed away before the exhibit's completion. The artifacts are cared for by museum Curators Tom and Mary Hill. Plans are already underway to replace the mannequin with one with the face cast in Dad's likeness.

The five Moncur children met for the first time in over six years for the unveiling. The children are: JoAnn Mater (Farmington, UT), Marlowe Moncur (Irvine, CA), myself (West Valley City, UT), Vickie Campbell (Long Beach, CA) and Dean Moncur (Centerville, UT). Also attending were about 25 other family members, including grandchildren and great-grandchildren, as well as friends and members of the local press. Jack Price offered introductory remarks and unveiled the exhibit. I was honored to speak on behalf of the family.

The family is very pleased with this exhibit and hope it will be enjoyed for many years by family, friends and visitors to the museum. We are happy to have this as a lasting legacy to a wonderful father, a top-notch pilot and fine man.



HAROLD "RED" TIMM, 360TH TAIL GUNNER, stands outside his gun position after a memorable flight on the B-17 *Sentimental Journey* during the bomber's visit to the airport in Greeley, Colorado.

TAIL GUNNER TIMM FLIES AGAIN IN B-17

By Dave Schaubert

During the summer of 2001, my wife Katherine (Harold "Red" Timm's daughter) and I learned that the B-17 *Sentimental Journey* was to make a stop in Greeley, Colorado. Once we determined that Harry (his crew called him "Red," I call him Harry) would like another chance to experience the B-17, under ideal conditions this time, I made reservations for two seats. My plan was to have Harry and Katherine take the flight, but Colorado was in the midst of a terrible forest fire season and she was unable to leave her work for the Colorado State Forest Service. I was quite happy to be a substitute.

Harry was given the seat of honor in the fuselage because the crew figured out he was the REAL thing. They asked me to sit in the radio operator's position. Harry was quick to remind me that I was sitting in Eddie Deerfield's position.

I was very conscious of the fact that the plane seemed to pitch left and right as we increased speed along the runway. Soon we were aloft and the farm fields seemed to float away. I was amazed at the intense noise level in the plane even on such a short flight. I remember feeling the lingering impact of that noise level long after we were on the ground. I have often complained about Harry's inability to hear, especially when I speak in a normal voice. However, after our flight on *Sentimental Journey*, I am amazed that any member of the flight crews can hear at all!

I was also aware that it wasn't below zero and nobody was shooting at us. I'm not sure of our cruising altitude, but I did quickly notice all of the wind noise in the plane. Our much too short flight north of Greeley, Colo., in *Sentimental Journey* was nearing the end when the crew told Harry and me to stay in the nose as we started our approach to land. I could not believe how loud the noise was in front of the props.

It was exhilarating to be in the nose at landing. Harry was in the bombardier position and I was in the navigator position. It's an experience I'll never forget and it made me appreciate even more what 303rd veterans endured during combat. It was a "Sentimental Journey" in more ways than one, and I hope many of you will have the opportunity to fly in these amazing birds during peace time.

SUCCESSOR ASSOCIATION LEADERS—Continued from page 1



Robert Galbraith II, Treasurer Designee, is the son of Bob Galbraith, 358th Squadron pilot. He has a long and impressive military record in the US Navy. He was commissioned through the Aviation Officer Candidate School at Pensacola, Florida in 1978. He was the Combat Systems Officer on the USS Aquila in 1983, and during Operation Desert Storm was Assistant Operations Watch Officer in the Navy Crisis Action Center. As a Captain, the equivalent rank of an Army Colonel, he has had numerous assignments in key positions. He was recalled to active duty from the Naval Reserve during Operation Iraqi Freedom and assigned to Commander Pacific Fleet, Pearl Harbor, as Battle Watch Captain on the Admiral's staff. During his naval career, he was awarded two Meritorious Service Medals, two Navy Commendation Medals and three Navy Achievement Medals. Rob has completed graduate credits towards an MBA at George Washington University, and is Director of Product Marketing for a Pittsburgh firm.



Rebecca Mitchell, Secretary Designee, is the daughter of Elbert Shell of the 303rd Bomb Group's 444th Air Depot. She married her high school sweetheart 33 years ago, and they live on five acres in Cameron Park, a small town in California. She's the primary care giver for her father, who's confined to a wheel chair. Rebecca is a realtor for Re/Max Gold and participates in marathons for the American Stroke Association.

CHARLES "CHUCK" VIEIRA'S "MISSION STATEMENT"

It was with enthusiasm that I accepted the challenge of President Designee, charged with establishing our new organization. As the 303rd Bomb Group Association closes its final chapter, I believe the new Association will make our veterans proud.

I am charged with keeping alive the accomplishments and memories of the boys turned men from the original 303rd stationed at Molesworth, England. I want people to realize and remember the individual anguish, the discipline, the strength of character as these boys experienced a rite of passage. They sacrificed their best, ensuring us our society, and, without realizing it, produced a legacy which will live on, embodied within our new Association.

Our responsibility is to bring together a membership that sustains all that was exemplified by the original Association while addressing our new organization's future requirements. Ours is a guardianship to insure that the 303rd Bomb Group legacy survives into the next century and beyond.

We need an appropriate name which embodies the World War II unit's founding values while embracing our new mission as a successor Association. You'll find the

guidance for submitting suggestions on page 1 of this newsletter. There's a \$100 prize for the winning entry. I plan to attend the reunion in San Antonio, and hope we can make the name selection at that time.

I'm eager to meet with existing and new members to share views on our basic goals and to discuss the means to achieve those goals. Once our new name has been decided, we will forge ahead.

The immediate goals fall into four major categories:

1. Apply for and secure a state charter as a non-profit Association to perpetuate the history of the 303rd Bomb Group.
2. Organize a Membership Committee and initiate a campaign to attract members.
3. Appoint a Reunion Manager to begin making plans for a gathering in 2008 bringing together veterans and family members.
4. Find a qualified newsletter editor.

With the help of Rob Galbraith and Rebecca Mitchell, my two comrades-in-arms, and with your help in joining our team, we can build an organization dedicated to remembering and honoring the fiber of the veterans of the 303rd "Molesworth" bomb group.

AT RAF-MOLESWORTH, THE DOOR OF THE MAIN B-17 HANGAR DISPLAYS THE GROUP'S "TRIANGLE C."

Patricia Gregg, daughter of Robert Campbell, a 427th Squadron bombardier, points to the marking as it appeared on the tail of the 303rd's B-17's. She was accompanied by her husband, Gordon.

The hangar is one of the few surviving structures of World War II still on the base.



A Conversation With 427th Squadron Bombardier Robert C. Campbell

By Gordon Gregg

In preparation for a trip to England with my wife, Pat, in May of 2005, I had a conversation with her father, Robert C. Campbell, for a glimpse into his life as a B-17 bombardier at the Molesworth base of the 303rd Bomb Group during World War II.

Bob passed away on October 26, only a few months after we returned from our trip, which included a visit to the base at Molesworth.

My notes are cryptic and paraphrased, but following is the essence of what Bob told me:

* * *

I was assigned to the 427th Squadron from the summer of 1944 to December 1944. I flew 36 combat missions. My pilot's name was Philip Eisenwinter, and I flew as bombardier and chin turret gunner.

Molesworth Airfield had two primary runways, but most of the time we took off on the main runway into the prevailing winds.

During the first few weeks on base, I was housed in a barracks, but soon got my own room. It had a little wood burning stove, and not much furniture.

The mess hall had long tables; breakfast was scrambled eggs (sometime fresh and sometimes powdered), bacon, toast, coffee and milk. I remember pork chops for dinner and especially the fruit flavored Jell-O.

Between missions, I played basketball, and swam in the local pool. Other times, I played cards, wrote letters and rode my bicycle around the nearby countryside.

Once in a while, a crew truck would take us into Northampton or Bedford, and we would go to several pubs, play darts, and just talk with other airmen.

Our main concern in the last six months of 1944 was anti-aircraft flak usually over the target. The Germans were very good at covering the area with flak.

I received a cut on my knee from flak on one of my early missions

and had to go to the base hospital, but was back on the flight line for the next mission.

On the way to the target, I would back up the navigator by duplicating his calculations and making sure we were on course.

A typical mission would last 6 hours. I would actually fly the plane during the bombing run when operating the Norden bombsight. That was a wonderful mechanism.

Another piece of equipment I remember is an intervalometer. Normally, the bombs would be dropped all at once, but when bombing a railroad track, I used the intervalometer to sequentially drop the bombs in a straight line.

One time several bombs stuck in the open bay, and I went back and kicked them loose so they would fall out.

When under attack by German fighters, ME 109's and Focke Wulf fighters, I operated the chin turret machine gun from my seat in the nose. Most of the time, though, fighters would

attack from the rear giving the tail gunner the first shots.

On one of my 36 missions, our B-17 had an engine shot out. We lost altitude and barely made it back to England, coming down at an RAF base near the coast. The crew was picked up by a truck that came from Molesworth to take us back to base.

Normally, when you completed 35 missions, your tour was up and you rotated stateside. Somehow, they miscounted my missions and I was ordered to fly one more. I told my squadron commander that if I got killed on this last mission, I would come back and haunt him the rest of his life.

* * *

Bob started to get a little tired at this point, so I took a few minutes to gather my notes. When I looked up, he had fallen asleep. I wish I would've had this conversation 10 years ago when Bob's memory was clearer.

Artistry of 427th's McMahon Emerged as a Prisoner of War

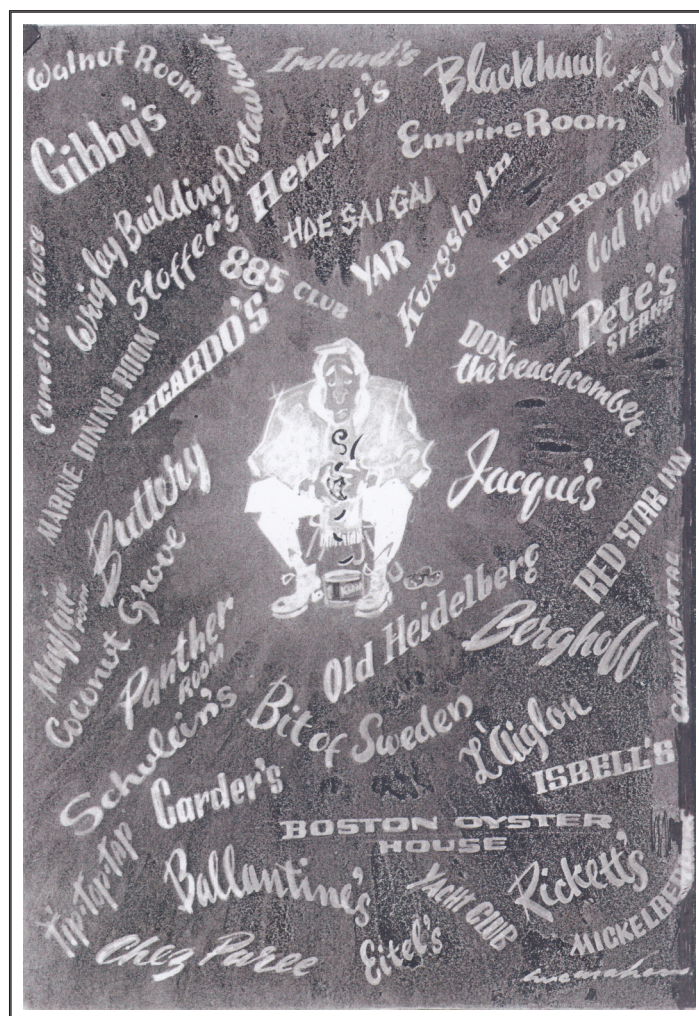
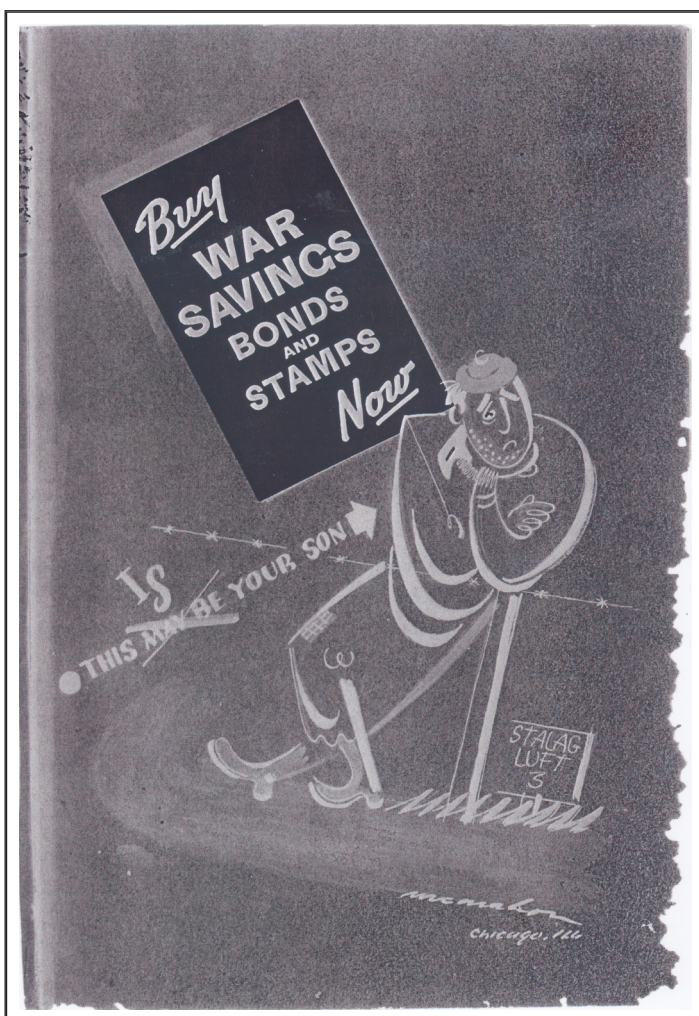
Second Lieutenant William Franklin McMahon was assigned to pilot Jack Rose's 427th Squadron crew as a replacement navigator for the mission of 13 January 1945 to bomb a railroad bridge at Mannheim, Germany. It was McMahon's first and last mission with the Rose crew. Their B-17 was downed by a flak burst which ignited fires in both engines on the wing's starboard side shortly after "bombs away." The crew of 10 bailed out, and all became prisoners of war. They were freed on 29 April by the advancing 14th Armored Division of General Patton's Third Army.

During his months of imprisonment, McMahon sketched "cartoons for the edification of my fellow prisoners," and they later became part of his wartime scrapbook. Two are shown below.

On the left is his whimsical sketch urging Americans to support the war effort by buying bonds, thereby hastening the defeat of Germany and the release of US prisoners of war. One of the preoccupations of prisoners was food, and the drawing on the right is a nostalgic remembrance of the great restaurants he knew back home in Chicago.

After the war, Franklin McMahon went on to a lifelong career as one of the nation's leading artist-reporters. His work took him from Illinois to assignments all over the world. He was at the opening day of Vatican Council II, at both the Democratic and Republican conventions from 1960 onwards, in Mission Control in Houston for the first landing on the moon, and with Chicago Symphony Orchestra tours of Europe and Japan.

He was awarded the Renaissance Prize of the Art Institute of Chicago, and his works have been exhibited at numerous museums and are in the private collections of many institutions and individuals.



COULD BOMBING ALONE HAVE DEFEATED NAZI GERMANY?

Boeing B17G Fortress



THE U. S. EIGHTH AIR FORCE BY DAY

Following are excerpts from an article by Captain Norman Macmillan, British Royal Air Force:

We all know how often (in World War II) was proclaimed the triumph of combined operations, how often it was argued that all arms were needed to win the war, and how frequently the allocation of resources to strategic bombing was deplored.

Now, evidence is available from enemy sources of the results of the scientific British and American bombing of Germany. (Great Britain's) Under Secretary of State for Air gave German evidence when presenting the Air Estimates in the House of Commons on March 12, 1946:

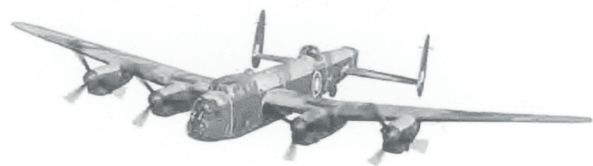
Dr. Speer, Reich Minister for Armaments and War Production, when under interrogation, said, "In the Luftwaffe, the shortage of fuel became insupportable from September 1944 onwards. The allocation was cut down to 30,000 tons a month, though the monthly requirements were between 160,000 and 180,000 tons.

"In the Army, the shortage first became catastrophic at the time of the winter offensive of December 16, 1944. This was substantially responsible for the rapid collapse of the German defensive front against the Russian breakout from the Baranovo bridge-head. There were 1,500 tanks ready for action, but they had only one or two fuel supply units and were immobilized."

Asked if he believed that strategic bombing alone could have brought about surrender of Germany, Dr. Speer said, "The answer is 'yes.' The attacks on the synthetic oil industry would have sufficed, without the impact of purely military events, to render Germany defenceless."

Field Marshall Erhard Milch, head of the Luftwaffe, said, "If the oil plants had been attacked six months ear-

Avro Lancaster 1



THE BRITISH ROYAL AIR FORCE BY NIGHT

lier, Germany would have been defeated six months sooner."

Dr. Fischer, head of Germany's Oil Department of the Ministry of Armaments, said, "If the air attacks had been concentrated on industry, particularly oil, chemicals, power and transportation, the war would have been over one year sooner."

These statements are striking confirmation of views I have frequently expressed in my published comments during the war:

July 24, 1942 — "The strategic disposition of air power is even more important than its tactical employment."

April 2, 1943 — "The demands of the field forces and the sea forces will determine whether in the course of this war it will be possible to prove the bombing theory that a nation's will and power to resist can be crushed from the air."

February 4, 1944 — "If our bombing is maintained and increased....battered German industry will bring Hitler's downfall because it will be unable to give him arms. We can win the war by bombing."

Assuredly the sacrifices made by the air crews of Bomber Command and the 8th Air Force were not in vain, for they must have reduced to a fraction of what they might have been the casualties among the surface forces. And these two strategic air forces, plus the smaller U.S. 15th, struck blows which aided equally the Western Allies and Russia. Without their aid, would the Red Army have been victorious?

Those who heard the great bomber fleets pass out toward Germany in the day of their might must be struck by the words in Ezekiel i, 24: "I heard the noise of their wings, like the noise of great waters, as the voice of the Almighty, the voice of speech, as the noise of an host."

“First Ladies” of Six 303rd Presidents Honored on Plaque at Heritage Museum



There are six new names on the bronze “Presidents” plaque in the Memorial Garden of The Mighty Eighth Air Force Heritage Museum near Savannah, GA. But, they’re not the names of past presidents of the 303rd Bomb Group Association. They’re the names of wives of those presidents, and were recognized for devoted and tireless service to the Association over many years.

Listed in the order in which their husbands were in office are **Betty Kelley, Jill Miller, Mary Lee Deerfield, Louise Rencher, Ruth Ferrari and Jean Cox.**

With the dissolving of the Association scheduled for 2007, the remaining spaces became available. The 303rd’s Executive Committee decided to add the names of president’s wives who distinguished themselves by service to the organization well above and beyond the call of duty. The six were selected by unanimous vote.

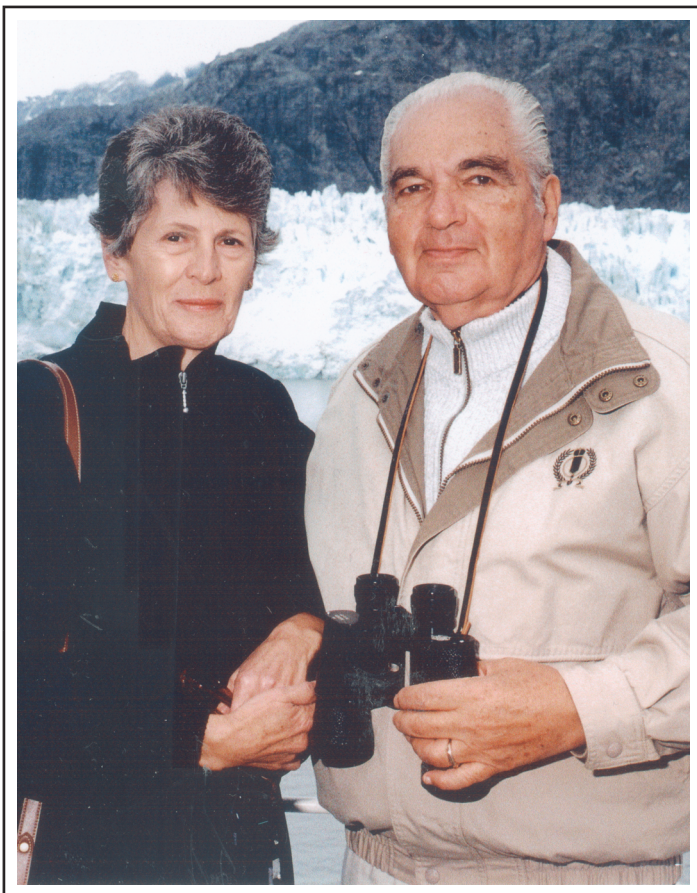
There were 13 available spaces on a separate marble pillar honoring those in the membership-at-large who served with exceptional distinction. The new names engraved in gold leaf on the marble are **William Beasley, Robin Beeby, William Cox, Jean Cox, Leroy Faulkner, Chaplain Rene Gracida, Henry Johansen, Chaplain Robert Johnson, Fred Reichel, Coleman Sanders, Lance Stoner, Charlie & Vicki Sykes and Harold Timm.**



J. FORD AND BETTY KELLEY. Ford was elected president in 1994 at the reunion in Savannah. He passed away in 1996.



EDGAR AND JILL MILLER. Ed was elected president in 1995 at the reunion in Colorado Springs.



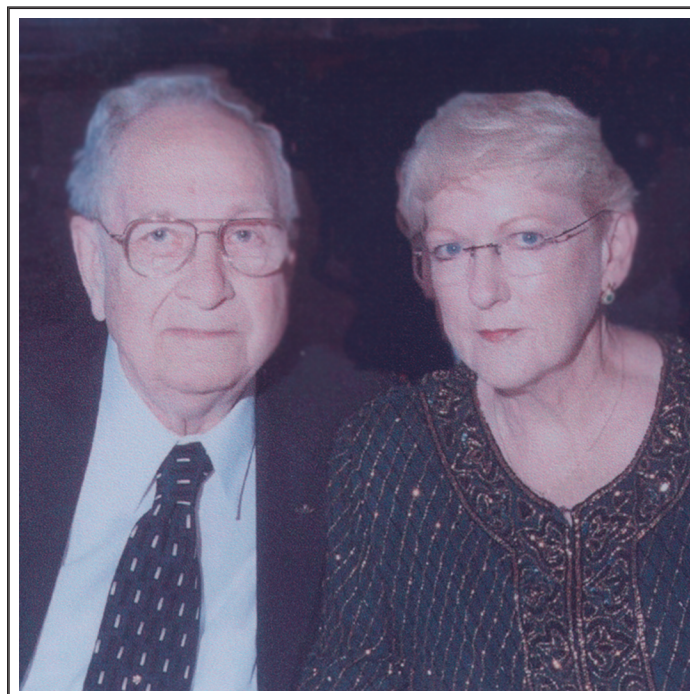
ON THE LEFT, EDDIE AND MARY LEE DEERFIELD.
Eddie was elected president in 1996 at the reunion in San Francisco.

ABOVE, JACK AND LOUISE RENCHER.
Jack was elected president in 2001 at the reunion in Baltimore. Louise has passed away.



ON THE LEFT, WALTER AND RUTH FERRARI.
Walt was elected president in 2002 at the reunion in Branson.

BELOW, WILLIAM AND JEAN COX.
Bill was elected president in 2005 at the reunion in Dayton, and continues to serve.



AN EXCHANGE OF SOUVENIRS!

(Reprinted from the Alton Herald as published in Hampshire, England on 7 October 2005)

A military enthusiast has spoken of his pride after a war veteran gave him part of a prestigious medal awarded for bravery.

John McKernon, of Windmill Fields, Four Marks, was speechless when he received a section of ribbon from a Distinguished Flying Cross (DFC) through the post from American airman Eddie Deerfield.

Mr. McKernon, 70, had sent radio operator Eddie a 1940's aircraft warning plaque that he had discovered next to the Alresford Pond, close to the site where Mr. Deerfield's aircraft had crashed on September 26, 1943.

Mr. Deerfield and eight other crewmen had already bailed out of the Boeing B-17 "Flying Fortress" near Winchester, leaving Captain Robert Cogswell to find somewhere safe to land the stricken aircraft before bailing out.

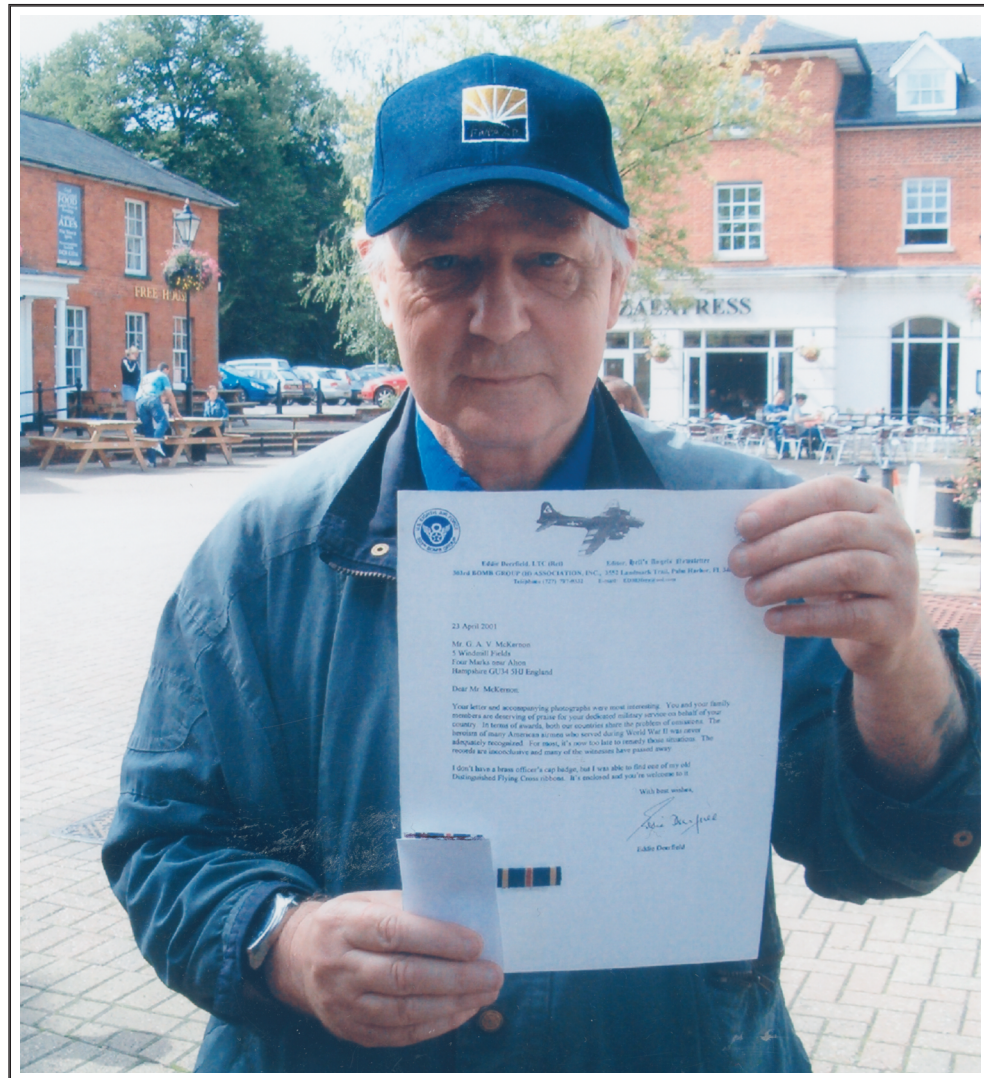
Luckily Captain Cogswell survived the crash, escaping with just back injuries.

It was not until decades later that Mr. McKernon, whose father and uncle both served in the second world war, made his chance discovery.

"I knew that a plane had come down there and I just thought I would have a walk down there," he said.

"The field had just been ploughed and I suddenly saw this aluminium relic. I picked it up. It was so soft.

"It had on it in red



John McKernon with the war medal ribbon he was sent as a souvenir from an airman who survived a plane crash in Alresford in the 1940's.
(Photo/caption by Alton Herald)

letters: 'Warning—L-21 handle must be in locked position before doors are closed.'

"I realized what it was and I knew about Eddie Deerfield having been on that flight so I wrote to him and asked if he would like it as a souvenir.

"At the same time, I asked him if I could have a souvenir from him. I asked if he had a cap badge or a DFC. He took part of his DFC ribbon off of his uniform and sent it.

"It is a great honour to have it. It is a dream come true for me. I have always been interested in anything military."

Another treasured wartime relic of Mr. McKernon's is a French soldier's hat which his father, Jock, found at the side of a road west of Dunkirk in May 1940 while serving with the 10th Hussars.

Mr. McKernon (Jnr) was just five years old when his father gave him the hat.

EDITOR'S NOTE —

The relic found by John McKernon was sent to the Boeing Company's historian for help in identifying its location in the B-17F. He is consulting with the firm's aircraft engineers.

If any 303rd veteran recognizes the inscription and remembers where, let me know!

Remember Those V-Mails?

Ellis D. Mowery, radio operator on the 359th Squadron Reeder crew, not only remembers but has two to show.

The top V-mail is a letter to his sister, Eleanor, dated 8 August 1943. It was a pencil sketch of his face made by an artist at the American Red Cross Club in London.

The other V-mail is the standard Christmas greeting which Mowery mailed "from your loving son," to his parents in Drexel Hill, Pennsylvania.



From The President

I am pleased to report to our 303rd BGA members, that a family member has stepped forward and agreed to serve as Organizational President of a "Successor Organization". His name is Charles "Chuck" Vieira.

Chuck Vieira is the nephew of Joe Vieira, one of the original founders of the 303rd Bomb Group (H) Association, back in 1975-77. I'm going to tell you a little about him. However he will be in San Antonio, to talk with us, especially the family members.

Chuck is a Vietnam War Veteran, who flew as an Enlisted Crew Chief on helicopters. He was aboard cop- ters that were brought down by enemy fire four times. His decorations include the Silver Star, DFC, Purple Heart, Air Medal with OLC's and other awards.

He is 55 years old with an MBA in Business. He has served as President and has held other positions in numerous organizations.

He's the managing partner in a Mortgage Banking firm. In volunteering for the Organizational President's position, he wrote, "The inspiration and enthusiasm from the founding members has created a fantastic organization, sharing a story that it will be my honor to perpetuate."

I have been in contact with Chuck by phone and E-mails giving him all the information at my disposal, which will aid him in getting started. I have also given him the names of those family members that have expressed an interest to date, as a result of either the mailing that Gary Moncur, Charlie Sykes and Lance Stoner sent out, or the articles in the Newsletter.

Since Chuck lives in Florida, he will explore basing the successor organization there, as our Bomb Group did, some 30 years ago. He has a lot of work ahead of him; we can help him by speaking to our sons and daughters about stepping up and volunteering to support him. Encourage them to join the new organization, not necessarily as an officer, but as a member.

He will be contacting everyone who has stepped forward to offer assistance, then will get started on the Articles of Incorporation for a new organization, filling an application with the Secretary of State in Florida, and then waiting for approval before applying to the Federal IRS for Non Profit Status under Section 501 (c) (3).

We were approved as a 501 (c) (19), which is a Veterans Organization, and requires that a certain percentage of our membership must be Veterans of the Bomb Group. With the diminishing number of 303rd BGA Veterans, it will be impossible to meet that requirement much longer.

That is one of the reasons why we must dissolve, a new organization Incorporated and a new Non-profit status established.

William (Bill) H. Cox

ROYALTY AND RANK

in VIP Visits to 303rd Bomb Group

Aside from the officers in Group and Squadron headquarters and those personnel assigned to support roles, relatively few of the 303rd's combat airmen or ground crews knew or cared much at the time about the flurry of VIP visits to the base.

They came from the highest levels of Great Britain's aristocracy and officialdom, from the high command of the 8th Air Force and European Theater of Operations, and from FDR's wartime staff in Washington, DC.

On these pages are pictures of some who came to call....

Highest ranking visitor from the hierarchy in Washington, D.C. was Assistant Secretary of War for Air Robert A. Lovett.

He joined General Newton Longfellow, head of the 8th Bomber Command, and other personnel on the Control Tower to observe the 303rd's B-17's as they took off on a mission to Kiel, Germany 19 May 1943.

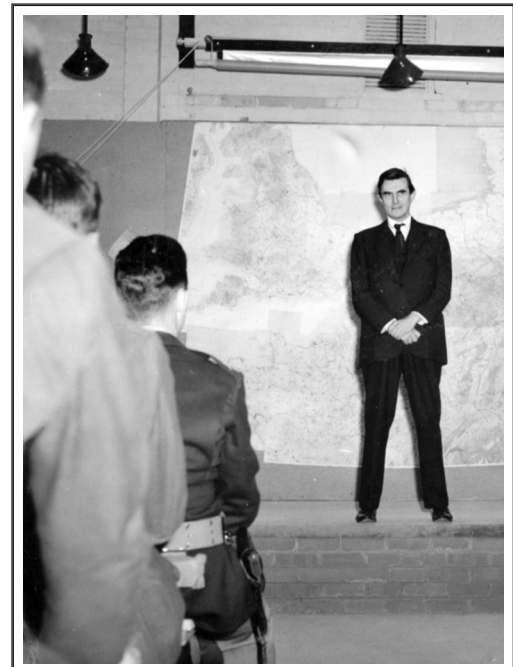
On 12 September 1951, Mr. Lovett succeeded General George C. Marshall as US Secretary of Defense.

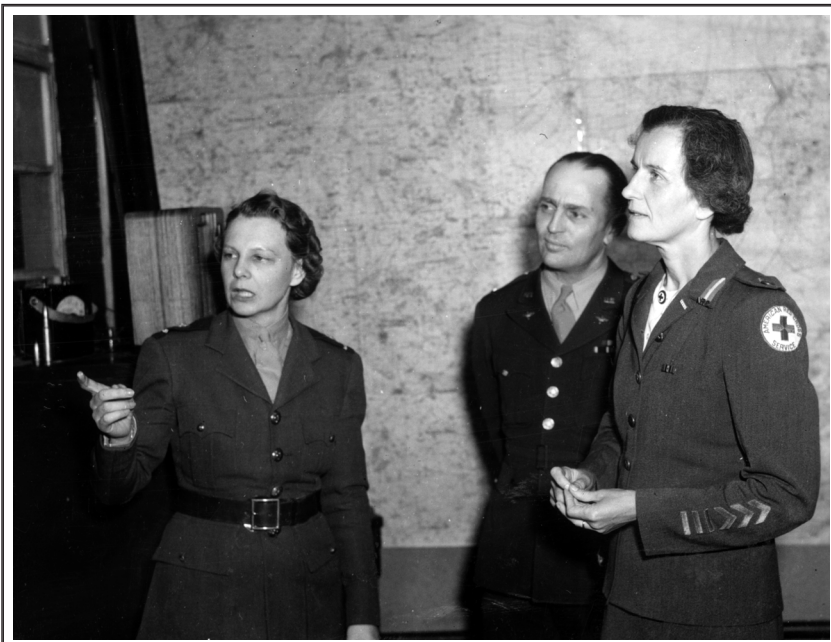


Queen Mary of England and her daughter Princess Elizabeth paid a courtesy call to the base in July 1944, were taken on a guided tour and briefed on the 303rd's combat operations.

Leading the way is the bomb group's commanding officer, Colonel Kermit Stevens. Walking behind the princess is General James H. Doolittle, 8th Air Force Commander.

Another VIP who visited the base for a briefing and to address the troops was John C. Winant, US Ambassador to Great Britain.





Britain's Lady Dill, pointing, and Mrs. Sloan Colt, in the uniform of the American Red Cross Service, leaders in their country's efforts to make life easier for men and women in the armed forces, were given a tour of the base. The briefing officer was Major Charles A. Green, assigned to 303rd Bomb Group headquarters in the S-2 Intelligence Section.



Larger cities in the vicinity of the base at Molesworth were Bedford, Kettering and Northampton. The base was visited from time to time by their senior officials. Here, the Mayor of Northampton (on the left) and his party.



The VIP's who came to the base most frequently were the top brass from Division, Wing, Air Force and higher headquarters. They came to inspect, observe and consult with the 303rd Bomb Group's leaders. On 15 June 1943, Brigadier General E. W. Hill arrived and was welcomed at his aircraft by Lieutenant Colonel Charles E. Marion, commanding the 303rd. The following day, Major General Jacob L. Devers, ETO commander, and his party had a meal in one of the 303rd's mess halls. Their escort was Lieutenant Walter G. Donnelly, the 303rd's Public Relations Officer, seated at the near end of the bench on the right.

Time Is Running Out ! Register Now For The Reunion In San Antonio, September 12-16, 2006

The familiar swinging sounds of 1940's music will come alive at the annual reunion banquet in San Antonio.

The Andrews Sisters Revue has been performing since 1996 when the idea for the group was first conceived. After an intensive study of the Sisters' music, group leader Linda Sriro began a meticulous recreation of their musical arrangements.

Linda was joined by her daughter, Michelle, an accomplished musician in her own right, and Juli Derrington, a talented musical theater vocalist.

Costuming, hairstyles and the light-hearted banter between the girls reflect the happenings of the Forties. Some of the most beloved and cherished Andrews Sisters songs are brought to life with authenticity, expertise and gentle humor.

The story line that weaves one song into another speaks of a more innocent time, of romance and personal sacrifice.



Meanwhile, back at the ranch....

That's the "7 A Ranch" near Hondo, Texas, where a barbeque dinner with entertainment is one of the options available to members who register for the San Antonio reunion.

A Country Swing Band features Texas musicians Joe Nixon, a rancher from Yancey, who plays fiddle, mandolin and guitar....Bill Boyd, a rancher from Bigfoot, who performs on a big bass fiddle....Wayne Gabehart, a vegetable farmer from Natalia, who sings and plays the keyboard....Mike Herring, a high school building trades instructor from Devine, who sings and plays the guitar.... and Allen Pederson, who works in the computer business in San Antonio, and plays the drums.

Molesworth Diary

FORTUNATE TO LEAVE THE 100th BOMB GROUP

Our Howard Dahleen crew arrived in England in November, 1943 aboard the Queen Elizabeth as part of a hundred bomber crews, 300 fighter pilots and a full infantry division. Shortly after, the crew's other three officers and I found ourselves at the 100th Bomb Group with six new enlisted crew members, not the ones we had trained with.

The matter was quickly resolved by transferring our officers to the 303rd Bomb Group where we rejoined the rest of our original crew. Some time later, we realized just how fortunate we were to have left the 100th.

Our fifth mission on January 11, 1944 was to Oschersleben, Germany where we virtually destroyed an FW-190 aircraft factory, earning a Presidential Unit Citation for the 303rd. On returning to Molesworth, I resigned myself that we would never survive 25 missions. However, eight of our original crew did complete our combat tours despite crashing *Scorchy* at RAF-Shoreham on February 4, 1944.

In April, 1944 I was transferred to Group headquarters as Assistant Group Navigator where I served until March of 1945. My brother, Meade, became a ball turret gunner on a B-24 in the 449th Bomb Group of the 15th Air Force, flying out of Italy. He survived the war, but died of lung cancer in 1966.

Russ Klingensmith
359th Squadron Navigator

REMEMBERING BRUX AND A VERY LONG DAY

I first wrote about this mission for the Southwest Aviation Report in 1994. When I heard the wake-up call, I had no way of knowing what 25 September 1944 augured for my crew and me....that it would be, as is said colloquially, "a very long day."

At briefing, we were told what our target was to be, and the groans were a little louder than usual. Target for the day—oil production facilities at Brux, Czechoslovakia. We were deputy squadron lead, and assigned to B-17G *Miss Liberty* closing in on her 100th mission. Our planned route was to take us northeast over the North Sea, then southeast to where we would circle around behind Berlin before heading south for Brux.

We were intercepted by some 25 ME-109's and, being the lead group, they hit us first, coming in at 12 o'clock in flights of four. Huge holes appeared behind and under the pilots' compartment and in the catwalk leading to the nose as 20-millimeter shells began hitting us, exploding on impact. Oxygen tanks were hissing, our radio equipment was destroyed as was our hydraulic system. The instrument panels were in shambles. Our number two and four engines had to be feathered.

We dropped out of formation. Luckily, a couple P-51's stayed with us until we were out of the immediate area. Ken Freeman, my co-pilot, and I had to find a re-

spectable power setting using what we had left as we were 500 miles deep into Germany and losing altitude. Our bombardier found a "suitable" spot to get rid of our bomb load, and then we had time to take stock of our situation.

Ken said casually, for the first time, he thought he had been hit. This was a gross understatement—both his feet had pieces of shrapnel protruding at the insteps and out the soles of his boots. He wasn't about to let us remove him from his seat. We were not under further attack, and, as we neared the channel we exulted in the prospect of limping back to base. We were under 5,000 feet when the number three engine gave out and had to be feathered. We now had one good engine.

My navigator advised me that Allied forces had taken over an air base at St. Omer, and he gave me the heading. We were over the runway preparing an approach when we were met by heavy flak. I spotted some open fields to the southwest and made a crash landing. Once on the ground, we cut switches and gathered the crew. Only the bombardier was badly injured in the crash. After convincing some local Frenchmen that we were Americans, they took us to a Canadian Field Hospital and we knew for the first time that we had made it to the inside of our lines.

Our ship, *Miss Liberty*, as gallant as she may have been and as faithful to her duty as any crew member, was not to realize her promised glory. What remains of her lies silent somewhere in a remote corner of Normandy.

Arnold Moselle
360th Squadron Pilot

POW WOUNDED AFTER THE WAR ENDED

When the war was over, we were flown out of Stalag Luft I down to Camp Lucky Strike in B-17's. That's where an incident happened that delayed my getting home for a couple weeks. The camp had a large tent along a runway where Red Cross girls served coffee and hot chocolate to the fellows. There was always a bunch of guys in there, talking and drinking coffee.

There were some smaller tents nearby that the Red Cross ladies lived in, and the MP's were on guard to keep intruders out of that area. Then, the guards caught two men in the smaller tents trying to steal the personal belongings of the ladies. The two intruders pulled out knives and attacked the guards. The guards emptied their carbines at them. It was a mad house for a while.

When the smoke cleared, the two thieves were dead. One ex-POW and I were in the line of fire. He was killed and I was wounded. I think the bullet that killed him went on to hit me, but by that time it was spent and didn't do much damage.

Karl Arundale
358th Squadron Pilot

OPEN FORUM

READERS—THIS IS YOUR SPACE. LET'S HAVE YOUR COMMENTS ON THE WAY THINGS WERE OR THE WAY THINGS ARE. WRITE TO: EDITOR, HELL'S ANGELS NEWSLETTER, 3552 LANDMARK TRAIL, PALM HARBOR, FL 34684

PRAISE FOR THE ACTION OF 91ST BOMB GROUP LEADER

The May 2006 issue of the newsletter reported that the 91st Bomb Group was seeking recognition of *Hell's Angels* "first 25" at the US Air Force Museum display of the B-17 *Memphis Belle*.

At this point in time when honesty and integrity are in very short ration, we should all be refreshed by the action of Edward C. Gates, President of the 91st Bomb Group Memorial Association. He is without doubt a man of integrity and our thanks should be afforded to him.

Records accurately reflect that *Hell's Angels* of the 303rd Bomb Group completed 25 missions prior to *Memphis Belle* of the 91st BG, the latter having long been erroneously recognized as having accomplished this feat. Hopefully, this matter has been put to rest.

A firm salute is given to Mr. Gates.

Robert Featherstone
444th Air Depot

FAMILY BUYS HIM FLIGHT ON B-17 FOR 89TH BIRTHDAY



When the B-17 named *Aluminum Overcast* came to an airport not far from my

home in Upland, California, my family treated me to a ride for my 89th birthday that I'll never forget. The crew sent me up to the cockpit, right behind the co-pilot's seat. An easier time than the 18 missions I flew with the 303rd overseas.

Jack Silver
358th Squadron Pilot

BASE LIVING CONDITIONS FAVORED MEMPHIS BELLE

In my letter of 18 April 2006 to the editor of Air Force Magazine, I wrote "The 303rd Bomb Group might have been featured in a Hollywood movie because its *Hell's Angels* finished 25 missions before our *Memphis Belle* in spite of what the publicity said. Living conditions were much better at Bassingbourne (than at Molesworth) so if you were a Hollywood director where would you shoot your footage?"

With the restoration of the *Memphis Belle* now proceeding at the Wright Patterson Air Force Base, we have asked that the museum take the opportunity to correct the record.

Edward C. Gates
President, 91st BGMA

MUSEUM CURATOR NEEDS PHOTO OF B-17 42-97691

At Volkel airbase, in the south-east of The Netherlands, we have a base museum showing the history of the airbase. Few years ago we discovered that a B-17, serial nr. 42-97691, of the 303rd Bomb Group had to make an emergency landing at this field on 26 November 1944.

At that time Volkel airfield, code B-80, was used by the allied 2nd Tactical Air Force. The B-17 had its nose shot off above the town of Osnabruck (Germany) and lost an engine. Three crewmembers were blown

out of the aircraft above this town and were killed. The captain of the aircraft, Richard Healy, managed to fly the crippled plane to Volkel airfield, where it made a successful landing.

The wreck of the aircraft was left at Volkel. A few years ago our museum was visited by one of the crewmembers, air gunner Vincent A. Deliso, when a painting of his aircraft was first shown in the museum. A picture of this painting is printed on the last page of your *Hell's Angels* Newsletter on February 2002.

Does someone have a photo of this aircraft, taken in the USA, England or at Volkel?

Henk Talen
Volkel Airbase Museum

LISTING AIRMEN WHO BAILED OUT SINCE 1918

I have spent over 25 years researching the history, development and use of assisted aircrew escape systems.

Part of the project involves compiling a comprehensive listing of as many ejections in the world as possible. To date, I have referenced approximately 8,000 since 1942,

including nearly 30 confirmed and another 30 possible Luftwaffe emergency ejections.

I have now begun to add bail-outs, with the intention of listing as many pilots and crews from 1918 on who bailed out, and, wherever possible, add a photo to the name. If any 303rd members can help me, I would be most grateful. Please have a look at my web site in England.

Mike Bennett
www.ejection-history.org.uk

A RARE HONOR FOR A NEWSLETTER EDITOR

Thank you for the ribbon and the two cards you sent. They are a real bit of history and a great honour to have them.

I've been metal detecting for over 30 years, and just found out that the UK Ministry of Defense ruled in 1986 that no one can dig on downed aircraft sites without a permit. Anyway, I don't feel like I broke the law when I found those pieces of the 303rd Bomb Group's *Lady Luck* that crashed near here.

My wife collects Teddy Bears, so I got this aircrew one for her. She calls him "Eddie" after you.

John G. A. V. McKernon
Alton, England



MEMBERSHIP NEWS

We continue to find missing members, and unfortunately in some cases receive the date of their death at the same time, when their children and grandchildren find the website, and contact us with the information.

Please send any changes of address to the Treasurer (see page 2 for address) or they can be sent to membership@303rdbg.com. The sad news of members passing can be sent to the Treasurer or taps@303rdbg.com.

In Memoriam

Herbert L. Barkin	358 th	3/7/2006
Edward G. Berzanski	427 th	9/21/05
Laurie Campbell	359 th	5/19/2006
Robert C. Campbell	427 th	10/26/05
Guiseppe Cascio	360 th	Unknown
Thomas D. Coulson	359 th	June 2005
Vincent J. DeNisi	444 A/D	3/16/2006
Howard Delaney	360 th	4/09/2006
Paul R. Ellsworth	360 th	1999
Jacob W. Fredericks	360 th	Aug. 2004
Damon Gordley	360 th	Unknown
Logan "Curly" Hatch	360 th	3/26/2006
Fort W. Lipe	427 th	2004
Robert Littlefield	360 th	Unknown
Leonard F. Maxey, Jr.	360 th	7/12/2005
Harry E. "Pete" Nale	427 th	9/4/2005
Dale W. Naylor	427 th	Jan. 2006
Russell C. Paris	360 th	3/7/2006
Charles S. Schmeltzer	358 th	4/14/2006
Edward Snell	360 th	Unknown
Reed L. Struppa	427 th	7/7/2001
Frank H. Thompson	358 th	5/31/1953
Ellwood J. Thorson	427 th	Unknown
Jessie E. Tripp	427 th	10/30/1964
Donald L. Wagner	360 th POW	2/8/2004

Arlis Warburton	427 th	5/5/2005
Jack W. Weaver	360 th	1/5/2006
James R. Welch	358 th	Aug. 2005
Johnnie Wilson	359 th	2006
Peter Zimba	427 th	3/05/06

DONATIONS IN HONOR OF

Helen E. Brooke for Curtis Brooke

DONATIONS

John S. Forde

NEW MEMBERS

William B. Ginn (Barbara), 1137 Gunter Circle, West Columbia, SC 29169-6218
 Martin Nielsen (Gwen) 12704 Clay Creek Ct., Bakersfield, CA 93312-5757
 Kitty VanSickler, 3655 N.E. 32nd Ave. #210, Ft. Lauderdale, FL 33308-6714
 John P. Vieira, 104 Vandewater Street, Providence, RI 02908-1626
 Steven P. Vieira, 364 Bullocks Ave. Riverside, RI 02915-4453



Send your stories and photos to The Editor, Hell's Angels Newsletter, 3552 Landmark Trail, Palm Harbor, FL 34684-5016.

CUTTING EDGE GRANITE, a firm in Largo, Florida, took on the challenge of sawing two cores from the floor of the original main hangar at Molesworth into segments as mementoes for 303rd Bomb Group veterans.

303rd BG Project Manager Eddie Deerfield is with Zachary Copple, Master Saw Technician, in front of the cutting platform.



THE EDITOR COMMENTS....

When those two stone cores from the foundation of the original main hangar at Molesworth were shipped to my home by the US Joint Analysis Center last April they were eleven inches and nine inches tall respectively, 25 pounds and 20 pounds each, and almost six inches in diameter. They are now 72 pieces, each about two inches long, one inch wide and 1/2 inch thick. They were processed by a firm in Largo, Florida, which is in the business of cutting marble and granite slabs to order to make furniture and table tops, window sills, kitchen and other counter tops.

What first caught my eye was a line in Cutting Edge Granite's advertising which read "And Anything Else You Can Imagine." I figured even they could not have imagined two chunks of stone from a World War II air base hangar in England, so I put them to the test. I hauled the two cores over to their factory, and met with Larry Crowley, one of the partners. He introduced me to Zach Copple, their master saw technician, who ran a test cut with the huge commercial saw in the above photo. Their conclusion was that Cutting Edge Granite could handle the job, but it was not possible to estimate the number of pieces, about the size of dominoes, that the cores would yield. Larry explained, "We feel we can achieve your goal, providing the aggregate in the stone does not fall apart."

The main hangar at Molesworth, known variously as the J-Hangar or Hangar 84, has a foundation made up of many thousands of stones and pebbles mixed into a concrete slurry, reinforced by iron rods, and left to harden. Early in the cutting, it became apparent that the yield was diminishing. Zach had to maneuver the big saw around the iron rods, and small fragments kept flaking off the cores. When the job was completed, the yield was 72 pieces and odd-shaped broken scraps in a bucket.

I'm going to try to increase the yield by cutting up the larger scraps with a small wet tile saw in my garage workshop. This fine tuning was not possible when the company used its big commercial saw. It's worth a try. The next step is to find a firm able to take each segment of stone and mount it along with an authentication inscription for 303rd Bomb Group veterans at the Association's final reunion in Washington, DC in September of 2007. If the attendance of our veterans exceeds the number of available plaques, the Association's Executive Committee will have to decide on a formula for presentation.

Larry Crowley, the partner in Cutting Edge Granite, refused to charge the 303rd BGA for the work. He said his firm was "proud to be able to help in a small way" to recognize the combat record of the Hell's Angels in World War II. The Association responded by awarding the firm a Certificate of Appreciation.

Eddie Deerfield

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

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
PERMIT NUMBER 7124
TAMPA, FL.