

303rd BG (H) Combat Mission No. 78

14 October 1943

Target: V.K.F. Ball Bearing Plant, Schweinfurt, Germany

Crews Dispatched: 20

Crews Lost: 1 crew 1Lt. R.C. Sanders, 2 KIA, 9 POW

Length of Mission 7 hours, 15 minutes

Bomb Load: 3 x 1000 lb G.P. bombs plus 5 M47A1 Incendiaries

Bombing Altitude: 24,050 ft

Ammo Fired: 99,930 rounds

Enemy Aircraft Claims: 24 Destroyed, 15 Probable, 3 Damaged

BLACK THURSDAY

Molesworth had overcast skies, but visibility over the target was excellent for bombing. Each aircraft was loaded with 1,000-lb. bombs plus incendiaries. Two Group aircraft returned early:

#42-29524 *Meat Hound* 358BS (Lt. **Campbell**) - The fuel transfer pump was out, so the ship turned back at the English coast.

#42-5257 *Miss Bea Haven* 359BS (Lt. **Brown**) - The pilot had ear trouble and turned back just after leaving England.

Eighth Air Force Commanding General **Anderson** ordered that the following message be read to all leaders and combat crews at their mission briefing:

This air operation today is the most important air operation yet conducted in this war. The target must be destroyed. It is of vital importance to the enemy. Your friends and comrades, that have been lost and that will be lost today, are depending on you. Their sacrifice must not be in vain. Good luck, good shooting and good bombing.

The First Air Division dispatched 149 B-17s for Schweinfurt:

	Lead Wing	#2 Wing	#3 Wing
	<u>40th CW</u>	<u>1st CW</u>	<u>41st CBW</u>
Lead	92BG (19)	91BG (11)	379BG (17)
High	306BG (18)	381BG (17)	303BG (19)
Low	305BG (16)	351BG (16)	384BG (16)
Total Wing	(53)	(44)	(52)
Leaders	Col. Peaslee	Col. Milton	Col. Rohr

The Third Air Division dispatched 142 B-17s for Schweinfurt and the 2nd Air division dispatched 29 B-24s on a diversion mission. The VIII Fighter Command furnished P-47s for penetration escort. Anti-aircraft gunfire was moderate and fairly accurate at the target and was spotty, meager and inaccurate along the route.

Approximately 300 enemy single and twin engine fighters were seen and made persistent attacks, principally from the tail. Rocket guns were experienced. 303rd BG(H) gunners claimed 20 enemy aircraft destroyed, four probables and 13 damaged. The P-47s

were forced to turn back for fuel, at which time the enemy fighters swarmed over the Fortresses. Large numbers of Goering's Yellow Nose fighters were seen. Gunners said that the fighters seemed more eager than usual to press their attacks home.

The 358th lost one B-17 and crew, #42-29477 *Joan of Arc*, piloted by 1Lt. Roy C. **Sanders**. The Fortress was shot down about five minutes after leaving the target. It was observed being hit by a rocket from a ME-210. The elevator and rudder were knocked off and the aircraft was going down on fire between the Nos. 3 and 4 engines. The B-17 crashed near Bamberg, Germany. Two of the crewmen, Sgt. Martin V. **Carll** and S/Sgt. Alfred E. **Cockrum**, were killed in action and are buried in Lorraine American Cemetery near Moselle, France. 1Lt. **Sanders**, 2Lt. Henry F. **Nogash**, 2Lt. Gordon W. **Wood**, 2Lt. Philip A. **Peed**, T/Sgt. Joseph A. **Rozek**, T/Sgt. James G. **Trest**, S/Sgt. Mathias J. **Kremer**, S/Sgt. Riker K. **Smith** and Sgt. Wallace G. **Martin** were captured by the enemy and taken prisoner.

The *Cat-O-Nine Tails* #42-5482, piloted by 2Lt. Ambrose G. **Grant**, was abandoned in mid-air over England. Lt. **Grant** found Molesworth covered by fog and ordered his crew to bail out after making several futile attempts to find the airfield's landing lights. His B-17 was almost out of gas, the rudder controls had been shot away, the radio compass and other flight instruments were out and the plane was badly shot up. *Cat-O-Nine Tails* crashed at Risley, in the backyard of John T. **Gell**, 170 High Street, an English village about ten miles south of Molesworth. The parachuting crewmen all landed within a four-mile radius of the crash site. All ten crewmen became new members of the "Caterpillar Club."

Four other aircraft landed at other airfields:

#42-5360, 358BS (Lt. **Hendry**) - Landed at Biggin Hill

#42-5393, 360BS (Lt. **Heller**) - Landed at Kenley

#42-3158, 427BS (Lt. **Ness**) - Landed at Northolt

#41-24416, 359BS (Lt. **Phelps**) - Landed at Kimbolton

One aircraft was written off after landing and fifteen were damaged. Five arriving crewmen were wounded. Capt. **James**, the lead pilot, described the trip as "...very rough. I have never seen the like of those fighters in my life. There must have been 300 out there. All kinds--MEs, FWs--everything. Flak over the target was pretty tough and accurate but the bombing was darned good." Maj. **Snyder** summed up the raid as follows:

It was a little tough getting away because of the weather, but we all got together OK. We flew in perfect formation with fighter cover part of the way in. As soon as our fighters left us, the German fighters came in and kept coming in until we got to the target and out again. They stayed for over an hour-and-a-half and were plenty eager. We dodged flak periodically to the target and they really poured it up at us. The weather was awful until we got to the target and there it opened up beautifully. We dropped our bombs in a perfect pattern and there is no reason why they didn't land on the target.

1Lt. John C. **Barker**, a pilot flying as tail gunner-observer in *Mr. Five by Five*, 360BS said, "I sure am glad to be back. It was a hell of a day. I'll bet there were over 300 enemy planes. Anyway, our bombs landed well in." The navigator, Lt. Carl A. **Hokans** said, "It

was shaky all right. The fighters were plenty tough, but the flak really scared the hell out of me."

Lt. Frank E. **Kulesa**, bombardier of *Dark Horse* 360BS, also thought that the trip was pretty rough. "Our outfit seemed to be in the right spot because the boys in front and in back of us got most of the attacks. We could see fighters coming from all over Germany to attack us. We saw over 100 in all for about an hour-and-a-half." Sgt. Harold **Zeitner**, ball turret gunner on *Yankee Doodle Dandy* 358BS, destroyed his first enemy fighter. "He turned his back up to me and as he banked he made a perfect target," said Sgt. **Zeitner**. "I let him have a long burst and he tumbled down and blew up."

Sgt. James **Teno**, ball turret gunner in *S for Sugar* 427BS, which flew its 43rd mission, had a head-on duel with a ME-109 and lost when a 20mm shell exploded against his turret. Although cut around the face and head by flying glass, Sgt. **Teno** went up to the radio room and filled ammunition cans for other gunners. "Oh well," commented Sgt. **Teno** who was on his second mission, "The first 25 missions are always the hardest."

It was estimated that the Schweinfurt bombing resulted in a loss of 75% of the productive capacity of the Schweinfurt ball-bearing industry. Bombing results were excellent--at a steep price. The 8th Air Force lost sixty-five of the 229 attacking aircraft it dispatched. Casualties included five killed, 40 wounded and 594 missing in action. Post-war analysis confirmed that the damage was considerable, but it did not disrupt the ball-bearing production as had been estimated. Dispersal of production and repairs enabled the Germans to maintain the required ball-bearing production until the end of the war.

"Black Thursday"--the second mission to Schweinfurt--will always rate as one of the bloodiest air battles of World War II. The men who participated in the Schweinfurt attacks are still proud of their survival and pause when they think of their fellow airmen who didn't return to their airbases.



Memorial at the USAF Academy, Colorado Springs, CO

The Second Schweinfurt Memorial Association has placed memorial plaques at: Wright Patterson AFB, Ohio, USAF Museum (1978); Pentagon, USAF Office of the Chief of Staff, Virginia (1980); Arlington National Cemetery, Virginia (1980); USSAF Academy Cemetery, Colorado (1984)

The period of 8-14 October 1943, now known as "Black Week," with its extremely bad weather and heavy bomber losses, forced a slowdown in daylight strategic operations from England. Full-scale bombing operations would not be resumed until 1944.

On the first mission to Schweinfurt, on 17 August 1943, 29 crews and 295 men of the 303rd BG(H) participated. On the second mission, on 14 October 1943, the 303rd BG(H) dispatched 20 crews and 204 men. A total of 499 participated in the Schweinfurt efforts.

Proudest are these 46 men who flew on both missions:

1 Hendry Crew	7 Cogswell Crew	13 Ness Crew
2 Lemmon Crew	8 Jokerst Crew	14 James Crew
3 Sumarlidason Crew	9 Bergeron Crew	15 Cote Crew
4 Gamble Crew	10 Brinkley Crew	16 Olsen Crew
5 Campbell Crew	11 Shelhamer Crew	17 Wise Crew
6 Stallings Crew	12 Hullar Crew	18 Timken Crew

#60 - Mission of 17 August 1943--First Schweinfurt/Regensburg mission

#78 - Mission of 14 October 1943--Second Schweinfurt mission

358th CREW:			#60	#78	427th CREW:			#60	#78
2Lt. J.W. Hendry, Jr.	P		1	1	Capt. D.P. Shelhamer	P		11	11
2Lt. B.T. McNamara	NAV		1	1	Lt. F.W. Tucker	CP		11	11
2Lt. R.E. Webster	BOM		1	1	Lt. W.C. Kotz	NAV		11	11
T/Sgt. L.C. Biddle	ENG		1	1	Lt. W.L. Lewis	BOM		11	11
S/Sgt. J.J. Doherty	RWG		1	1	T/Sgt. W.L. Harvie	RO		11	11
T/Sgt. J.J. Brown	RO		1	1	T/Sgt. J.K. Willett	ENG		11	11
S/Sgt. A.J. Hargrave	BT		1	1	S/Sgt. F.O. Garrett	BT		11	11
S/Sgt. J.C. Arasin	LWG		1	1	S/Sgt. R.J. Volz	LWG		11	11
2Lt. W.B. Harper	CP		2	1	S/Sgt. R.R. Humphreys	TG		15	11
Sgt. W.G. Raesley	RWG		18	1	Lt. W.E. Witt	BOM		16	12
S/Sgt. E.J. Cassidy	LWG		3	5	S/Sgt. J.E. Tripp	RWG		16	13
Lt. C.L. Wise	CP/P		1	17	Lt. R.J. Hullar	P		12	12
2Lt. W.D. McSween	NAV		4	5	Lt. W. Klint	CP		12	12
					Lt. E.L. Brown	NAV		12	12
					Lt. J.E. McCormick	BOM		12	14
					S/Sgt. D.W. Rice	ENG		12	12
					S/Sgt. N.A. Sampson	BT		12	12
					S/Sgt. G.F. Hoyt	RO		12	12
					S/Sgt. M.D. Miller	TG		12	12
					S/Sgt. C. Fullem	LWG		12	12
					S/Sgt. C.H. Marson	RWG		12	12
					Lt. R.V. Doyle	NAV		16	13
					Lt. H.C. Ness	CP/P		16	13

(359th M.E. Brown Crew aborted mission #60. Seven of the men flew on mission #78.)

Thirteen of the thirty-six 303rd BG(H) B-17Fs flew on both Schweinfurt missions:

Serial #	Name	BS	#60	#78
42-29524	<i>Meat Hound</i>	358	Hendry	Campbell (A)
42-5264	<i>Yankee Doodle Dandy</i>	358	Sumarlidason	Wise
41-24605	<i>Knockout Dropper</i>	359	Nix	Manning
42-5257	<i>Miss Bea Haven</i>	359	Brown (A)	Brown (A)
42-5482	<i>Cat-O-Nine Tails</i>	359	Loughnan	Grant
41-24561	<i>The Duchess</i>	359	Reeder	Hanselman
41-24416	<i>Black Diamond Express</i>	359	Ogilvie (*)	Phelps
42-5393	<i>Thumper Again</i>	360	Bradbury	Heller
42-5854	<i>Alley Oop</i>	360	Stallings	Jokerst
42-5341	<i>Vicious Virgin</i>	427	Strickland	Shelhamer
42-3158	<i>Max</i>	427	Cote	Ness
41-24587	<i>Bad Check</i>	427	Cardwell	Humphreys
42-5081	<i>Luscious Lady</i>	427	Hullar	Hullar

(A) Aborted mission

(*) 384 BG(H) pilot

A SHAKEY DO
14 OCTOBER 1943—MISSION #078
Lt. Wilbur "Bud" Klint, 427BS CoPilot

On October 14th, 1943, I was a 24 year-old copilot with Lt. Robert Hullar. We had been assigned to the 427th Bomb Squadron of the 303rd Bomb Group as a replacement crew in August 1943. Our second combat mission was the first Schweinfurt raid on August 17th. From that experience, we knew that Mission 078 was destined to a "Shakey Do."

This was mission number eleven for our crew in B-17 V-081, "Luscious Lady." Major Snyder and Lt. James led the Group with Whitcomb and Humphreys as wingmen. We were in the second flight on the right wing of Dave Shellhamer with Howard Ness the left wing. Here is my account of the mission, written shortly afterward in my diary:

Col. Stevens opened the briefing: "Today's Mission, if successful, can shorten the war by six months." Intelligence informed us that we could be within range of 1100 German fighters. Though subsequent reports estimated only about half that number attacked, it seemed that 1100 struck our group alone.

We crossed the enemy coast at 12:59 hours, flying at 24,000 feet. From that minute until we left enemy territory at 16:42, we were under almost constant attack by every type of plane the "Krauts" could coax up to our altitude. As on our first Schweinfurt raid, we encountered all the usual single and twin engine fighters, plus obsolete fighters and medium bombers. We were tucked away in the number 6 position of the lead squadron of the lead group. While this offered a definite advantage for protection from fighters, we were hemmed in on all sides by other B-17's. Everyone was using violent evasive action which was an added hazard. With the Fords packed in a tight defensive formation, both Bob and I were at the controls almost all the time, trying to get the most evasive action possible without ramming one of our own planes.

This was the first time that we were aware that "Jerry" was using heavier armament. As we turned and began the bomb run, I saw three B-17's from the wing ahead completely disintegrate and fall earthward in flaming shreds. Not a chance that anyone got out of those bombers. This was our introduction to the recently developed German rocket launcher.

The bomb run looked perfect. Although intelligence reports later revealed that only 225 B-17s got over the city, strike photos showed that our bombs completely blanketed the target area. We were briefed to expect 56 heavy anti-aircraft guns defending the target, but they gave us little trouble compared to the hordes of fighters we met on the way in and who picked us up again before we were even out of the flak zone.

I saw an unbelievable number of planes go down that day. When the reports had all been compiled I found how right that was: The Fords claimed a total of 186 German fighters, while we were losing a record total of 60 bombers: nearly one out of every four. We had lost 30 on the recent Bremen raid and two days later another 30 on our trip to Munster. The loss of 120 B-17's and crews in seven days was a severe blow. In addition, many planes that made it back were out of commission for a week or more while undergoing repairs. Our "Luscious Lady" suffered a broken wing spar, a shattered top-turret and a wide assortment of holes which sent her off to the repair depot for a major overhaul. The Lady had to be patched up before she was flown to the depot.

Early in December 1943, I check out as a pilot and finished my tour with my own crew. My 25th mission on February 20, 1944 was an eight-hour round trip to Bernberg. That was the only time that the base at Molesworth looked beautiful!

I made a public relations tour of British defense plants before sailing home on the Ile de France. After leave in Chicago and R & R in Miami, I was assigned to a four-engine transition instructor at Hobbs, New Mexico. I remained at Hobbs until discharged in October 1945.

MY CREW—THEY'LL STAND BEHIND THEIR GUNS

14 OCTOBER 1943—MISSION #078

Lt. William C. Heller, 360BS Pilot

The crew prepared for the mission by dressing in regular OD uniforms, flight coveralls, three pairs of socks, "Mae West," flak suit, flak helmet and silk scarf. The scarf was part of a "used" parachute. We were going to be part of the toughest show the Air Force had been in. The European Theatre of Operation was considered the big league of air warfare.

We taxied out for takeoff in heavy rain limiting visibility so that we could not see the end of the runway, takeoff and climb were on instruments conditions until break out in the bright sunshine at seven thousand feet.

With a limited fuel supply, our P-47 escort left the formation over Holland. No more friendly fighters were seen for the rest of the day. Our B-17 was carrying bomb-bay tanks with extra fuel, which proved to be a mixed blessing. After this extra fuel was used we found that due to a malfunction, we could not drop the tanks, even after a half hour of freezing activity by engineer Huston and bombardier DeSousa in the bomb bay at 25,000 feet altitude.

An "empty" fuel tank can be a virtual bomb if hit by a red hot bullet or shell. The crew did not relish this prospect of sudden death, but with typical dedication, wanted to put the bombs on this special target—the biggest "Ball Bearing Plant" in Germany.

As the formation proceeded into Germany, fighter attacks began that would continue in intensity for hours. The formation waded through literally clouds of flak

When two engines began losing power, we were unable to stay in formation. We could not continue under the present conditions. Our only chance of survival was to salvo the bombs. We were then able to rejoin the formation. We flew over the target with open bomb bay doors so as not to attract any more fighters. Fighters and Forts were going down everywhere. The sky seemed full of chutes, some burning, some peacefully floating in the sky.

I saw a Fort up ahead start to smoke—the next instant a sheet of flame, then nothing! I saw a Fortress fly upside down in a very slow roll, then dive to earth: ten chutes popped out, starting a journey to a prisoner of war camp. The crew continued to call out fighter attacks, followed by that comforting shudder of the fifty caliber guns firing. The fighters included twin engine and single engine planes.

My tail gunner S/Sgt Tony Laurinitis would yell through the interphone, "Fighters coming in a 6 o'clock." At the same time George Payne was yelling, "Fighter coming in at 4 o'clock," then his guns would blaze. When gunners give this information to the pilot, he flips the Fortress in all attitudes to screw up the enemy's aim and just as sure as I'd slip or dive the ship within the formation, shells would burst in clusters all about us, usually in the same spot where we had been.—wonderful crew coordination: no wonder I love them.

It was a great moment when Tony yelled: "I got him!—they he goes!!" Payne and Huston confirmed the kill as they saw the Me-110 go down and two chutes eject from it. We got two more that day: another Me-210 and a FW-190. Chutes were seen popping from both fighters.

Our left waist gunner Leo Lanier, Jr. and tail gunner Laurinites reported that the left horizontal stabilizer was badly shot up and the fabric was gone from the top of the flipper. There was a hole in the leading edge of the wing, inches from my head, the windshield glass was shot out. I didn't notice the damage until sweat and the condensation from my oxygen mask started to freeze. The ball turret was inoperative, which the German's noticed and gave their full attention.

Ball Turret gunner S/Sgt Schultz found himself a sitting duck in a shooting gallery. I was used to doing evasive action on cue from the gunners. I wondered about copilot Coppom's signals, but observed his motions. Just after following his motion to skid left, a great cluster of 20 mm shells burst right where we had been: between Squadron Leader Lt. Jokerst's Fort and mine.

Jack Coppom was trained as a fighter pilot before being assigned as a B-17 copilot. Looking right into the sights of the fighters, he instinctively knew when they would fire. The technique worked every time.

When we crossed the coastline, the "Jerry's" left the bombers in relative peace. Still 35 degrees below zero, the crew finally stopped perspiring. Weather prevented the rendezvous by British Spitfires over the channel but luckily the Germans didn't know it.

Ahead, England was solid overcast: Not enough fuel to make an instrument let down, it was imperative that we leave the formation and to find a hole through which we could descend. Twenty minutes before the fuel would have been exhausted a small hole appeared and we were able to spiral down at a rate of descent that frosted the instrument panel. We found a small RAF field just outside of London. The RAF immediately gave us a clear runway. A doctor and a chaplain met us at the flight line. We needed neither, thank God, but these actions boosted our admiration of the RAF.

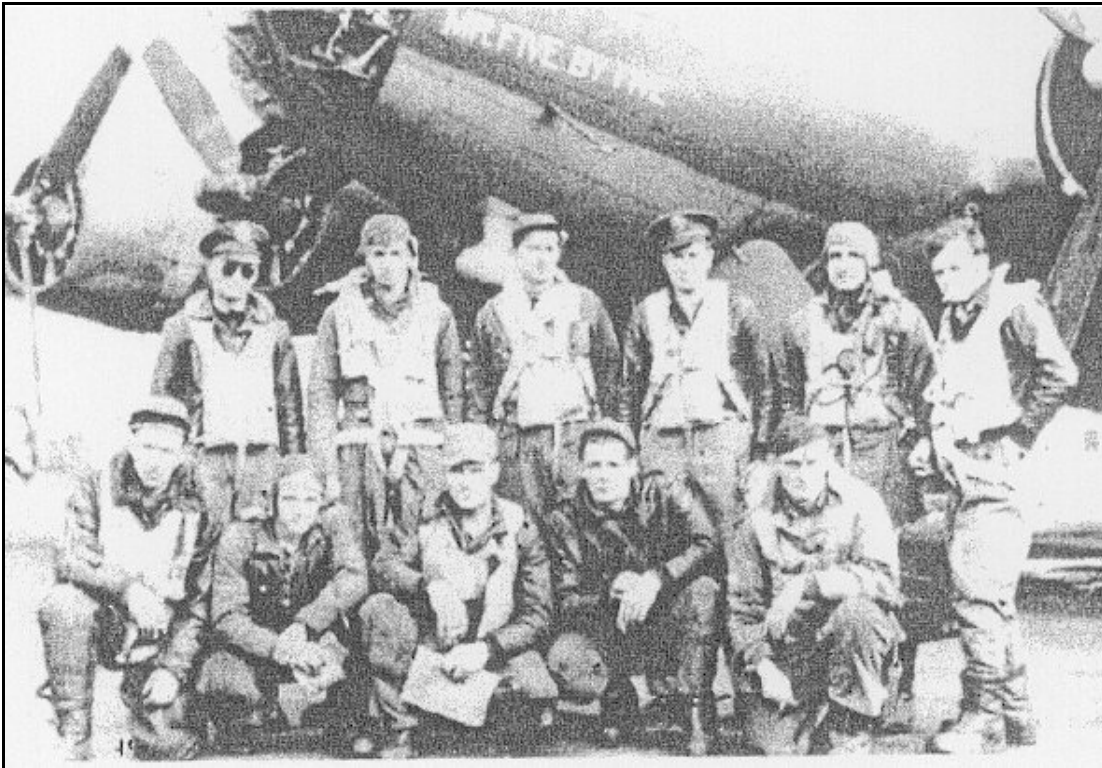
Women mechanics (WAAF) repaired the battle damage temporarily and provided fuel from their meager stores to get us back to base at Molesworth. Our RAF hosts served us tea and dinner and provided beds for us. Before going to bed the gunner's cleaned and oiled their guns. By 9:00 p.m., after a good day's work, I went to bed with a word of thanks to Our Lord for our preservation. I could not repress some bitterness for those in the United States who held up production of our escort fighters.

The next day we departed the RAF base. My boys had been at work before 06:00 a.m. until 21:00 p.m. on the day of the Schweinfurt mission. And if their pay may be a few days late, such as when the courier doesn't get down from London on time, they won't kick. No! They'll stand behind their guns and face "Jerry" coming at them with all his guns blazing.

Crew Reports of Enemy Aircraft Destroyed or Damaged

S/Sgt. Alfred J. Hargrave (360)	FW-190	Destroyed
S/Sgt. Francis D. Anderson (482)	FW-190	Destroyed
T/Sgt. William J. Huston (393)	FW-190	Damaged
S/Sgt. Anthony T. Kujawa (482)	ME-110	Destroyed
S/Sgt. George S. Payne (393)	ME-110	No Claim
S/Sgt. Anthony Laurinitis (393)	ME-110	Probable
S/Sgt. Jesse E. Tripp (158)	ME-109	Destroyed
S/Sgt. John J. Doherty (360)	ME-109	Probable
S/Sgt. John J. Doherty (360)	ME-109	Destroyed
T/Sgt. Loran C. Biddle (360)	FW-190	Destroyed
Sgt. Edward P. Madak (158)	ME-109	Destroyed
S/Sgt. Wilmer G. Raesley (360)	ME-110	Destroyed
Lt. Robert W. Meagher (619)	FW-190	Destroyed
Lt. John J. Culpin, Jr. (587)	ME-110	Probable
T/Sgt. Arthur J. Worthington (498)	FW-190	Destroyed
S/Sgt. Mitchell J. Tybuszewski (561)	ME-109	No Claim
S/Sgt. Mitchell J. Tybuszewski (561)	ME-110	Damaged
T/Sgt. Francis M. Joubert (416)	ME-109	Destroyed
T/Sgt. Francis M. Joubert (416)	ME-110	Damaged
S/Sgt. Robert R. Humphreys (341)	ME-110	Damaged
S/Sgt. Harvey F. Bergman, Jr. (029)	ME-110	Damaged
S/Sgt. Walter S. Williams (561)	ME-210	Damaged

T/Sgt. Howard E. Fouss (561)	ME-210	Damaged
S/Sgt. Robert H. McGrew (955)	ME-109	Destroyed
T/Sgt. Marvin F. Powell (416)	ME-109	No Claim
Sgt. Daniel D. Harmes (955)	ME-210	Destroyed
S/Sgt. Frederick B. Knight (955)	ME-109	Destroyed
S/Sgt. Arthur B. Ayres (854)	ME-110	Destroyed
T/Sgt. Dale W. Rice (081)	DO-217	Probable
S/Sgt. Austin J. O'Neill (587)	ME-109	Destroyed
S/Sgt. Charles Fullem (081)	JU-88	Damaged
T/Sgt. John K. Willett (341)	ME-110	Damaged
T/Sgt. Gayther B. Crowder (930)	ME-109	Damaged
Sgt. Howard H. Zeitner (264)	FW-190	Destroyed
S/Sgt. Charles H. Marson (081)	FW-190	Damaged
S/Sgt. Charles R. Ferguson (498)	ME-110	Destroyed
S/Sgt. Merlin D. Miller (081)	ME-109	Destroyed
S/Sgt. John P. Deffinger (930)	ME-109	Damaged
S/Sgt. Lawrence C. Pierson (930)	ME-110	Damaged
Lt. Elijah W. Ramsey (561)	ME-109	No Claim
S/Sgt. William E. Rein (498)	ME-109	Destroyed

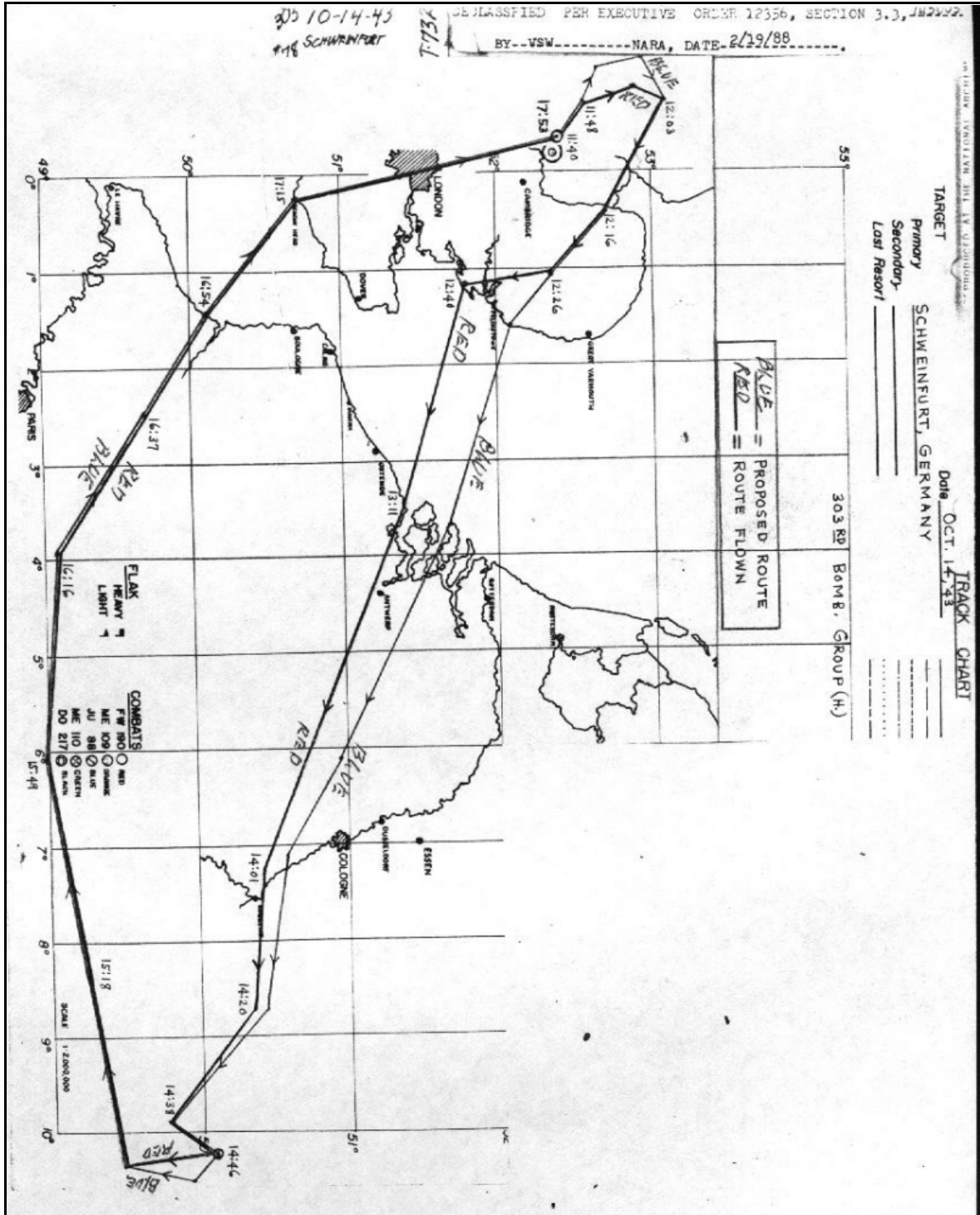


Mr. Five-by-Five #42-29555 (427BS) GN-I
41st CBW High - Pilot Capt J.C. James / CoPilot Maj E.E. Snyder

Capt J.C. James (P), Maj E.E. Snyder (CP), 1Lt C.A. Hokans (N),
 1Lt J.E. McCormick (B), Lt J.C. Barker (TG-O)

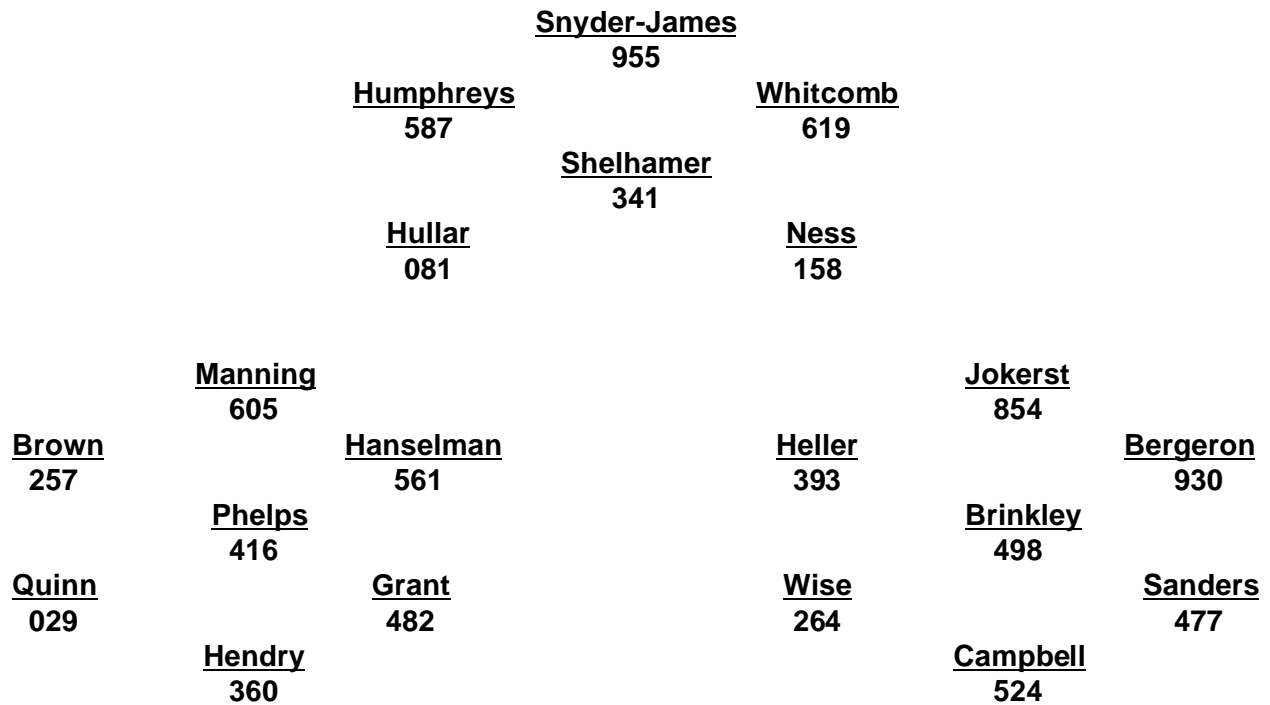
T/Sgt J.E. Scheuerer (E), S/Sgt F.B. Knight (BT), S/Sgt A.J. Hamilton (R),
 S/Sgt R.H. McGrew (WG), Sgt D.D. Harmes (WG)

(crewmen are not in order)



Route Map

Aircraft Formation at Assembly Point



Two (2) aircraft aborted this mission:
 Lt. Campbell in 524
 Lt. Brown in 257

KEY TO ABBREVIATIONS

CREW POSITIONS CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	TOG - Togglier BT - Ball Turret Operator TT - Top Turret Operator TG - Tail Gunner NG - Nose Gunner RG - Radio Gunner WG - Waist Gunner LWG - Left Waist Gunner RWG - Right Waist Gunner GUN - Gunner	VI - Voice Interpreter OBS - Observer PAS - Passenger PHO - Photographer	DOW - Died of wounds EVD - Evaded the enemy INT - Interned in neu cntry REP - Repatriated RES - Rescued ESC - Escaped BO - Bailed out DCH - Ditched CR-L - Crashed on land CR-S - Crashed at sea
	RESULTS OF MISSION KIA - Killed in action WIA - Wounded in action MIA - Missing in action POW - Prisoner of war		

358th Bombardment Squadron Crew Lists

B-17F #42-5264 *Yankee Doodle Dandy*

P	Wise, Calder L., 2Lt
CP	Fort, William C., Jr., 2Lt
NAV	Nothstein, John P., 2Lt
BOM	Halliburton, J.B. Lewis, 2Lt
ENG	Mullins, Grover C., S/Sgt
RWG	Pleasant, James H., S/Sgt
RO	Supple, James C., S/Sgt
BT	Zeitner, Howard H., Sgt
TG	Sutton, Bernard J., Sgt
LWG	Viszneki, John G., S/Sgt
PHO	Moffett, Ralph M., Sgt

B-17F #42-29477 *Joan of Arc CR-L*

P	Sanders, Roy C., 1Lt	POW
CP	Nogash, Henry F., 2Lt	POW
NAV	Wood, Gordon W., 2Lt	POW
BOM	Peed, Philip A., 2Lt	POW
ENG	Rozek, Joseph A., T/Sgt	POW
RWG	Carll, Martin V., Sgt	KIA
RO	Trest, James G., T/Sgt	POW
BT	Kremer, Mathias J., S/Sgt	POW
TG	Cockrum, Alfred E., S/Sgt	KIA
LWG	Smith, Riker K., S/Sgt	POW
PHO	Martin, Wallace G., Sgt	POW

B-17F #42-5360 *Old Faithful*

P	Hendry, John W., Jr., 1Lt
CP	Harper, William B., 2Lt
NAV	McNamara, Bernard T., 2Lt
BOM	Webster, Richard E., 2Lt
ENG	Biddle, Loran C., T/Sgt
TG	Doherty, John J., S/Sgt
RO	Brown, James J., T/Sgt
BT	Hargrave, Alfred J., Sgt
RWG	Raesley, Wilmer G., Sgt
LWG	Arasin, John C., S/Sgt

B-17F #42-29524 *Meat Hound*

P	Campbell, Paul W., 2Lt
CP	Clark, Martin L., 2Lt
NAV	McSween, William D., 2Lt
BOM	Spencer, Charles W., 2Lt
ENG	Backiel, Stanley J., T/Sgt
RWG	Wisniewski, Alexander, S/Sgt
RO	McGuire, Robert J., S/Sgt
BT	Brooks, John W., Sgt
TG	Cassidy, Edward J., S/Sgt
LWG	Hoy, James F., Sgt

(Abortive)



ORIGINAL ROY C. SANDERS CREW - 358th BS
(crew assigned 358BS: 03 Sep 1943 - photo: 14 Oct 1943)

(Back L-R) T/Sgt Joseph A. Rozek (E-POW), Sgt Martin V. Carll (RWG-KIA), T/Sgt James G. Trest (E-POW),
S/Sgt Mathias J. Kremer (BT-POW), S/Sgt Riker K. Smith (LWG-POW), S/Sgt Alfred E. Cockrum (TG-KIA)
(Front L-R) 1Lt Roy C. Sanders (P-POW), 2Lt Henry F. Nogash (CP-POW), 2Lt F.M. Peacock (N), 2Lt Philip A. Peed (B-POW)

359th Bombardment Squadron Crew Lists

B-17F #42-3029 *Wallaroo*

P	Quinn, Thomas J., F/O
CP	Eisenhart, William E., F/O
NAV	Howlett, Oscar D., 2Lt
BOM	Van Zandt, Roland, 2Lt
ENG	Holper, Ralph M., T/Sgt
RWG	Kalafut, Joe J., S/Sgt
RO	Vieira, Joseph, T/Sgt
BT	Bergman, Harvey F., S/Sgt
LWG	Reynolds, James B., S/Sgt
TG	Pelkey, Elwood R., S/Sgt
PHO	Luman, Morton, T/Sgt

B-17F #41-24416 *Black Diamond Express*

P	Phelps, Robert L., Jr., 1Lt
CP	Bolsover, Harold S., F/O
NAV	Johnson, Lloyd S., 2Lt
BOM	Rothman, Theodore I., 1Lt
ENG	Powell, Marvin F., S/Sgt
TT	Robb, Charles W., Sgt
RO	Roberts, Raymond K., T/Sgt
BT	Joubert, Francis M., S/Sgt
TG	Perryman, Jack L., Sgt
LWG	Robichaud, Joseph E., S/Sgt
PHO	Hunter, Robert G., Sgt

B-17F #42-5482 *Cat-O-Nine Tails* CR-L

P	Grant, Ambrose G., 2Lt	BO
CP	Hall, Franklin C., 2Lt	BO
NAV	Berger, James F., 2Lt	BO
BOM	Blackburn, Marion D., 2Lt	BO
ENG	Jaouen, Robert F., T/Sgt	BO
TT	Kujawa, Tony T., S/Sgt	BO
RO	Sexton, Edward J., T/Sgt	BO
TG	Anderson, Francis D., S/Sgt	BO
RWG	Greenlee, Woodrow W., S/Sgt	BO
BT	Petrosky, Chester, S/Sgt	BO

B-17F #41-24605 *Knockout Dropper*

P	Manning, John P., 1Lt
CP	Mackin, George T., Capt
NAV	Antman, Jack, 2Lt
BOM	Boutelle, Winston E., 1Lt
ENG	Keesling, George R., T/Sgt
TG	Jennings, Harley F., S/Sgt
RO	Fitzsimmons, Kenneth P., T/Sgt
LWG	Santella, Albert C., S/Sgt
BT	Mace, LeRoy L., S/Sgt
RWG	McKenna, Robert I., Sgt

B-17F #41-24561 *The Duchess*

P	Hanselman, Charles F., 2Lt
CP	Calwell, Lucien B., 2Lt
NAV	Ramsey, Elijah W., Jr., 2Lt
BOM	Livermore, William D., 2Lt
ENG	Fouss, Howard E., T/Sgt
TT	Laubert, Robert J., S/Sgt
RO	Zitzler, George A., T/Sgt
RWG	Williams, Walter S., S/Sgt
BT	Armstrong, Keith N., S/Sgt
TG	Tybuszewski, Mitchel J., S/Sgt

B-17F #42-5257 *Miss Bea Haven*

P	Brown, Malcolm E., 2Lt
CP	Szelwian, Felix T., 2Lt
NAV	Alloway, Hillard C., 2Lt
BOM	Schreidell, Matthew, 2Lt
ENG	Wright, Malcolm, S/Sgt
RO	Cirello, Ralph T., T/Sgt
LWG	Boling, Shuble A., S/Sgt
BT	Konecko, John, Sgt
TG	Boggs, Calvin E., S/Sgt
RWG	Newman, John N., S/Sgt
(Abortive)	

360th Bombardment Squadron Crew Lists

B-17F #42-29498 *Dark Horse*

P	Brinkley, Pharis C., Lt
CP	Parrott, John H., Lt
NAV	Becker, Sylvester J., Lt
BOM	Kulesa, Frank E., Lt
ENG	Worthington, Arthur J., T/Sgt
LWG	Lance, Guy A., S/Sgt
RO	Snyder, Richard N., T/Sgt
RWG	Ferguson, Charles R., S/Sgt
BT	Reid, Harold C., S/Sgt
TG	Rein, William E., S/Sgt

B-17F #42-5854 *Alley Oop*

P	Jokerst, Leonard E., Lt
CP	Jackson, Theodore M., Lt
NAV	Noland, James B., Lt
BOM	Clark, Fred T., Lt
ENG	Serwa, Alphonse B., T/Sgt
RWG	Stephen, William H., S/Sgt
RO	Cline, Leroy, T/Sgt
BT	Ayres, Arthur B., S/Sgt
LWG	Wilson, George W., S/Sgt
TG	Appleton, Vernon R., S/Sgt

B-17F #42-5393 *Thumper Again*

P	Heller, William C., Lt
CP	Coppom, John F., Lt
NAV	Zwayer, James P., Lt
BOM	DeSousa, John, Jr., Lt
ENG	Huston, William J., T/Sgt
RWG	Payne, George S., S/Sgt
RO	Spoerri, Felix, T/Sgt
LWG	Lanier, Leo, Jr., S/Sgt
BT	Schultz, Melvin E., S/Sgt
TG	Laurinitis, Anthony, S/Sgt

B-17F #42-29930 *Miss Patricia*

P	Bergeron, Willard H., Lt
CP	DeWall, Hershel R., Lt
NAV	Davis, Darius R., Lt
BOM	DeFeis, Robert N., Lt
ENG	Tharp, Willard L., S/Sgt
RWG	Oxendine, Simeon, S/Sgt
RO	Crowder, Gayther B., T/Sgt
BT	Deffinger, John P., S/Sgt
LWG	Stamper, William B., M/Sgt
TG	Pierson, Lawrence C., S/Sgt

427th Bombardment Squadron Crew Lists

B-17F #42-5081 *Luscious Lady*

P	Hullar, Robert J., Lt
CP	Klint, Wilbur, Lt
NAV	Brown, Elmer L., Lt
BOM	Witt, Walter E., Lt
ENG	Rice, Dale W., S/Sgt
RWG	Marson, Charles H., S/Sgt
RO	Hoyt, George F., S/Sgt
BT	Sampson, Norman A., S/Sgt
TG	Miller, Merlin D., S/Sgt
LWG	Fullem, Charles, S/Sgt

B-17F #42-5341 *Vicious Virgin*

P	Shelhamer, David P., Jr., Capt
CP	Tucker, Frederick W., Lt
NAV	Kotz, Warren C., Lt
BOM	Lewis, William L., Lt
ENG	Willet, John K., S/Sgt
RO	Harvie, Warren L., T/Sgt
BT	Garrett, Frank O., Sgt
TG	Humphreys, Robert R., S/Sgt
RWG	Keaton, Joe J., S/Sgt
LWG	Volz, Robert J., S/Sgt

B-17F #41-24587 *Bad Check*

P	Humphreys, Fred C., Lt
CP	Clemons, James H., Lt
NAV	Culpin, John J., Jr., Lt
BOM	Orvis, George T., Jr., Lt
ENG	Janisch, Ferdinand J., T/Sgt
LWG	Beach, Russell F., S/Sgt
RO	Woods, Arthur H., T/Sgt
BT	Ross, Madison H., S/Sgt
RWG	Dare, Melvin M., S/Sgt
TG	O'Neill, Austin J., S/Sgt

B-17F #41-24619 *S for Sugar*

P	Whitcomb, Ralph E., Lt
CP	Jenkins, Elton L., Lt
NAV	Eccleston, Edward F., Lt
BOM	Meagher, Robert W., Lt
ENG	Glendening, Vane N.L., S/Sgt
RO	Kuehl, Fred T., S/Sgt
BT	Teno, James R., Sgt
TG	Smith, Nyle F., S/Sgt
LWG	Young, Earl W., Sgt
RWG	Hadley, Owen W., Sgt

B-17F #42-3158 *Max*

P	Ness, Howard C., Lt
CP	Ashwell, Silas B., Lt
NAV	Doyle, Robert V., Lt
BOM	Reeder, John J., Lt
ENG	Walsh, Charles E., T/Sgt
BT	Tambe, Angelo L., S/Sgt
RO	Ratliff, Leonard E., T/Sgt
TG	Tripp, Jese E., S/Sgt
RWG	Madak, Edward P., S/Sgt
LWG	Ferguson, Jack D., Sgt

B-17F #42-29955 *Mr. Five by Five*

P	James, Jacob C., Capt
CP	Snyder, Edgar E., Jr., Maj
NAV	Hokans, Carl A., Lt
BOM	McCormick, James E., Lt
ENG	Scheuerer, Joseph E., T/Sgt
BT	Knight, Frederick B., S/Sgt
RO	Hamilton, A.J., S/Sgt
TG	Barker, John C., Lt
LWG	McGrew, Robert H., S/Sgt
RWG	Harmes, D.D., Sgt