

303rd BG (H) Combat Mission No. 98

11 January 1944

Target: (1) A.G.O. Flugzeugwerke, A.G., Visual bombing

(2) FW-190 Assembly & Component Plant

Both at Oschersleben, Germany

Crews Dispatched: 40

Crews Lost: 11

Crew Members Lost: 2 crewmen were also killed

Length of Mission: 7 hours, 15 minutes

Bomb Load: 500 lb G.P. bombs

Bombing Altitude: 20,000 ft

Ammo Fired: 52,670 rounds

Oschersleben proved to be the most disastrous of 303rd BG(H) combat missions flown to date. The 303rd lost eleven B-17s. The 1st BD lost 34. The 8th AF lost 60 bombers and five fighters. Four aircraft aborted the mission:

#42-2973 *Iza Vailable*, 360BS (**Worthley**)

#42-39807 *Nero*, 359BS (**Newell**)

#42-39785 *Thru Hel'en Hiwater*, 358BS (**Hungerford**)

#42-31055 *Aloha*, 360BS (**Lawlor**)

While the aircraft were airborne, the weather started closing in over English bases and a recall signal was issued. B/Gen. Robert F. **Travis**, 1BD Air Commander, continued on to the target. He later claimed he had never received the recall order. Most of the 2BD and 3BD aircraft, whose target was Brunswick, elected to return to England and seek targets of opportunity. This left the 1BD with greater exposure to enemy fighter attacks, which were the most numerous in the air since the 14 October 1943 mission to Schweinfurt. Enemy fighters (FW-190s) first jumped the bombers over the Zuider Zee. Good fighter support was provided by P-47s on the penetration and by P-51s over the target. P-47s were airborne to provide withdrawal support, but they obeyed the recall order to return to England and left the bombers to fend for themselves on their return trip. Luftwaffe attacks intensified when our fighters left. Some of the German fighters attacked in groups of 15 to 30 aircraft. Over 300 enemy fighters were observed on single occasions. The Focke Wolfs carried belly tanks and attacked with them attached. They showed no hesitation in attacking the 1BD bombers with intense determination. Some fired rockets. A few appeared willing to ram a B-17.

Meager and fairly accurate flak was experienced on the bomb run, with intermittent inaccurate flak on the return trip. This was the first mission on which chaff was employed. It was largely ineffective because of an inadequate supply of chaff bundles and the inexperience of men dropping it.

Bombing results were excellent. Lt. Col. **Calhoun** described the mission as "...the roughest he had been on - but it was worth it!" Many of the crews on the mission who lost friends, saw the injured suffering and the damage to their B-17s disagreed with this assessment and thought that the price was too costly.

Yankee Doodle Dandy #42-5264, piloted by Lt. John F. **Henderson**, was hit in the vertical stabilizer by a rocket that blew a hole the size of the triangle "C" in the tail. During interrogation, Lt. W.H. **Ames** asked, "Why no fighter support over the target?" Two members of the **Henderson** crew were killed. Tail Gunner Sgt. Ralph F. **Burkart** was killed by the blast. Right Waist Gunner Sgt. Robert A. **Jeffrey** was seriously wounded and died after landing. His left waist gunner, T/Sgt. W.H. **Simpkins** and Radio Operator T/Sgt. R.E. **King** were wounded.



ORIGINAL GEORGE S. McCLELLAN CREW - 427th BS
(crew assigned 427BS: 03 Sep 1943 - photo: Sep 1943)
(Back L-R) T/Sgt David Tempesta (E-KIA), S/Sgt Robert G. Yarian (BTG-POW), Sgt Selig (R)(not with crew in England), S/Sgt Charles E. Dugan (TG-POW), S/Sgt Robert H. McGrew (WG)
(Front L-R) 2Lt Ernest G. Greenwood (CP), 2Lt Merlin Cornish (B-POW), 2Lt John C. Kaliher (N-POW), 1Lt George S. McClellan (P-KIA)

#41-24587 *Bad Check*, piloted by 1Lt. George S. **McClellan**, Jr., was the first 303BG B-17 to be lost. The ship was last seen in distress at 12,000 feet going down in a tight turn. Another crew reported it going down in a slow spin with wheels down. Five parachutes were seen. *Bad Check* went down between 1055 and 1105 hours in the Lienen area and crashed about 20 miles southwest of Osnabruck. Lt. **McClellan**, 2Lt. William A. **Fisher**, T/Sgt. David **Tempesta** and T/Sgt. George A. **Callihan** were killed. T/Sgt. **Callihan** is buried in Ardennes American Cemetery at Liege, Belgium. 2Lt. John C. **Kaliher**, 2Lt. Merlin L. **Cornish**, S/Sgt. Robert G. **Yarian**, S/Sgt. Barnell S. **Heaton**, S/Sgt. Alfred B. **Chiles**, Jr. and S/Sgt. Charles E. **Dugan** were captured and taken prisoner.

#41-24562 *Sky Wolf*, piloted by 1Lt. Aubrey L. **Emerson**, was in distress at 20,000 feet before reaching the target. The ship peeled off, although all four engines appeared to be functioning, and crashed at Wolsdorf, Germany. S/Sgt. Howard H. **Zeitner** was killed. Lt. **Emerson**, 2Lt. McDonald L. **Riddick**, 1Lt. J.B. Lewis **Halliburton**, 2Lt. Don J. **DeLaura**, T/Sgt. Grover C. **Mullins**, S/Sgt. James C. **Supple**, S/Sgt. John G. **Viszneki**, S/Sgt. James H. **Pleasant** and S/Sgt. Bernard J. **Sutton** were captured and taken prisoner. Both *Bad Check* and *Sky Wolf* were original 303rd BG(H) B-17s.



WILLIAM C. DaSHIELL CREW - 358th BS
(crew assigned 358BS: 14 Nov 1943 - photo: Nov 1943)
(Back L-R) Walter R. Kyse (inst pilot), 2Lt William C. DaShiell (P-KIA), 2Lt Milton G. Mabie (CP-KIA), 2Lt Thomas A. Sutherland (N-KIA), 2Lt Don J. DeLaura (B) - (Front) Sgt Arthur H. Robinson, Jr. (BT-KIA), S/Sgt Bernard J. Radebaugh (R-KIA), S/Sgt Robert L. Stevenson (E-KIA), Sgt Clifford M. McKinney (TG-KIA), Sgt Robert J. Owen (WG-KIA), Sgt George J. Morrison (TG)

#42-39794 (*No Name*), piloted by 2Lt. William C. **DaShiell** was believed to be the ship that went down in an area between Dummer Lake and Oschersleben. It crashed just before reaching the target. Lt. **DaShiell**, 2Lt. Hilton C. **Mabie**, 2Lt. Thomas A. **Sutherland**, S/Sgt. George H. **Fee**, S/Sgt. Robert L. **Stevenson**, S/Sgt. Bernard J. **Radebaugh**, Sgt. Arthur H. **Robinson**, Sgt. Robert A. **Parker**, Sgt. Robert J. **Owen** and Sgt. Clifford M. **McKinney** were all killed. S/Sgt **Radebaugh** is buried in Netherlands American Cemetery at Martgratten, Netherlands. Lt. **DaShiell**, Lt. **Mabie**, Lt. **Sutherland**, S/Sgt. **Stevenson** and Sgt. **Robinson** are buried in a group burial in Jefferson Barracks National Cemetery at St. Louis, MO.

#42-5360 *Old Faithful*, piloted by 2Lt. Harry A. **Schwaebe**, peeled out of formation about 1110 hours and was last seen at 17,000 feet under control. No parachutes were reported. The ship crashed near Detmold, about 30 miles southeast of Osnabruck. Sgt. Russell O. **Whitesell** was killed. Lt. **Schwaebe**, 2Lt. Harold F. **Dumse**, 2Lt. Paul T. **Degnan**, 2Lt. Wilburn W. **Wiley**, S/Sgt. Roy **Foreman**, T/Sgt. Mark E. **Tudor**, Sgt. Benjamin F. **Harvey**, Sgt. James F. **Malcolm** and Sgt. George F. **Iott** were captured and taken prisoner.



ORIGINAL ROBERT H. HALLDEN CREW - 360th BS
(crew assigned 360BS: 04 Dec 1943 - photo: Dec 1943)
(Back L-R) F/O John W. Hubenschmidt (B), 2Lt Robert H. Hallden (P),
2Lt Raymond L. Gentry (CP), 2Lt Gerald N. Limon (N)
(Front) Sgt Carl H. Chatoian (TG), Sgt Robert B. Robinson (BT),
Sgt Clyde E. Moore (WG), Sgt Hubert G. Hays (WG),
Sgt Dalton R. Hutchins (R), S/Sgt Henry M. Binben (E)

#42-37896 (*No Name*), piloted by 2Lt. Robert H. **Hallden**, was in distress at 19,000 feet on a 120E heading. The aircraft was on fire and went out of formation into a spin. The tail section came off. Three men, but no parachutes, were seen. The ship crashed near Kirchlingern. Lt. **Hallden** and 2Lt. Raymond L. **Gentry** were killed. Lt. **Hallden** is buried in Netherlands American Cemetery at Martgratten, Netherlands. 2Lt. Gerald N. **Limon**, F/O John W. **Hubenschmidt**, S/Sgt. Henry M. **Binben**, Sgt. Dalton R. **Hutchins**, Sgt. C.E. **Moore**, Sgt. Robert B. **Robinson**, Sgt. Hubert G. **Hays** and Sgt. Carl H. **Chatoian** were captured and taken prisoner.

#42-3131 *Flak Wolf*, piloted by 2Lt. John W. **Carothers** crashed at Kloster Oesede just south of Osnabruck. Lt. **Carothers**, 2Lt. Charles E. **Frost**, S/Sgt. George S. **Rajcula**, Sgt. Robert T. **Peavy**, T/Sgt. Wiley A. **Rogers**, Sgt. Francis J. **Morneau** and Sgt. Roland R. **Ziegler** died. Lt. **Carothers** and Sgt. **Morneau** are buried in Netherlands American Cemetery at Margratten, Netherlands. 2Lt. Arthur **Linnehan**, 2Lt. Howard W. **Barriscale** and S/Sgt. Harvey E. **Scott** were taken prisoner.



ORIGINAL PAUL W. CAMPBELL CREW - 358th BS
(crew assigned 358BS: 16 June 1943 - photo: 15 Nov 1943)
1Lt Paul W. Campbell (P-POW), 2Lt John C. Doty, Jr. (CP-POW),
1Lt John P.D. Nothstein (N-POW), 2Lt William J. Millner (B-KIA)
T/Sgt Stanley J. Backiel (E-POW), S/Sgt Robert J. McGuire (WG),
S/Sgt John W. Brooks (BT-KIA), S/Sgt James F. Hoy (LW G-KIA),
S/Sgt Edward J. Cassidy (TG-KIA), Sgt Dante Di Martino (R-KIA)
(crewmen are not in order)

#42-30865 (*No Name*), piloted by 1Lt. Paul W. **Campbell**, crashed near Nordhausen. 2Lt. William J. **Millner**, Sgt. Dante **DiMartino**, S/Sgt. John W. **Brooks**, S/Sgt. James F. **Hoy**, S/Sgt. Alexander **Wisniewski** and S/Sgt. Edward J. **Cassidy** were killed. Lt. **Millner**, Sgt. **DiMartino**, S/Sgt. **Hoy**, and S/Sgt. **Cassidy** are buried in Ardennes American Cemetery at Liege, Belgium. Lt. **Campbell**, 2Lt. John C. **Doty**, 1Lt. John P.D. **Nothstein** and T/Sgt. Stanley J. **Backiel** were captured and taken prisoner. Lt. **Nothstein** was later repatriated.

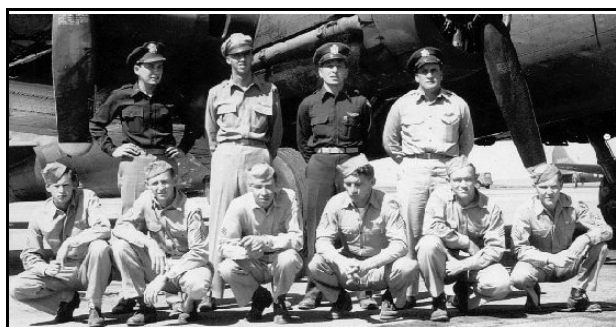
#41-24619 *S for Sugar*, piloted by 2Lt. Thomas L. **Simmons**, went down between 1110 and 1125 hours and crashed near Braunlage, Germany. B-17F #41-24619 was one of the original 303rd BG aircraft. Pilot 2Lt. Thomas L. **Simmons**, Copilot 2Lt. Fred E. **Reichel**, 2Lt. William L. **Clyatt, Jr.**, 2Lt.

R.W. **Vaughn**, S/Sgt. W.S. **Elliott**, Sgt. Joseph A. **Bennett**, Sgt. Dante C. **DiPietra**, Sgt. Robert F. **Livingston**, Sgt. Robert D. **Stewart** and Sgt. Wesley L. **Hasty** were captured and taken prisoner. Sgt. **Livingston** died of pneumonia on 27 March 1944 in Stalag 17B at Krems, Austria.



ORIGINAL HENRY J. EICH, JR. CREW - 359th BS
 (crew assigned 359BS: 27 Oct 1944 - photo: Sioux Falls, 1943)
 (Back L-R) 2Lt Henry J. Eich, Jr. (P-POW),
 2Lt William E. Woodside (CP-POW), unknown (N)
 (Front) S/Sgt Delton C. Erdmann (RWG-POW), S/Sgt Edmond A. Maggia (TG-POW), S/Sgt Harry Lenson (E-POW/Rep),
 S/Sgt John P. Celoni (BT-POW), T/Sgt Daniel S. Harvey (R-KIA),
 S/Sgt Raymond M. Gilstrap (LWG-POW)

#42-3448 (*No Name*), piloted by 2Lt. Henry J. **Eich**, Jr., crashed in Steinhuder Lake, Germany. T/Sgt. D.S. **Harvey** was killed. His body washed up near Nienberg, Germany 6 March 1944. Lt. **Eich**, 2Lt. William E. **Woodside**, 2Lt. James E. **Carroll**, 2Lt. William G. **Stein**, S/Sgt. Harry **Lenson**, S/Sgt. J.P. **Celoni**, S/Sgt. Edmond A. **Maggia**, S/Sgt. D.C. **Erdmann** and S/Sgt. R.M. **Gilstrap** were captured and taken prisoner. S/Sgt. **Lenson** was later repatriated.



ORIGINAL JACK W. WATSON CREW - 358th BS
 (crew assigned 358BS: 16 Nov 1943 - photo: Walla Walla, WA, Sep 1943)
 (Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP),
 2Lt Harold Rocketto (N), 2Lt Vance Coleman (B)
 (Front) Sgt Roman Kosinski (TG), Sgt Fred Booth (WG),
 Sgt William Fussner (BT), Sgt Harry Romaniec (R),
 Sgt Eugene Stewart (E), Sgt Samuel Rowland (WG)

#42-29524 *Meat Hound*, piloted by 2Lt. Jack W. **Watson**, was last seen with two feathered props at 1329 hours on a heading of 270E at 15,000 feet. Nine parachutes were reported over the Netherlands, most making delayed jumps. Lt. **Watson** returned his damaged B-17 alone to a fighter field at Metfield, England. The crew bailed out over IJsselmeer (formerly Zuider Zee) Holland. 2Lt. Vance R. **Colvin**, S/Sgt. Samuel L. **Rowland**, Sgt. Fred H. **Booth** and Sgt. William H. **Fussner** drowned. Lt. **Colvin** is buried in Netherlands American Cemetery, Martgratten, Netherlands. 2Lt. John G. **Leverton**, S/Sgt. Harry **Romaniec**, Sgt. Eugene R. **Stewart** and Sgt. Roman P. **Kosinski** were captured and taken prisoner. Lt. Clayton **David** successfully evaded capture and returned to England on 25 May 1944.



WILLIAM A. PURCELL CREW - 359th BS - All KIA
 (crew assigned 359BS: 14 Nov 1943 - photo: 28 Nov 1943)
 (Back L-R) 2Lt William A. Purcell (P), 2Lt Francis D. Krohn (CP), 2Lt Marvin H. Mussett (N), 2Lt Joseph B. Kyne (B), S/Sgt James C. "Sonny" Beeny (R)
 (Front) S/Sgt Peter C. Castriciano (E), Sgt Kermit W. Nye (LWG), Sgt Harley R. Eastburn (RWG), Sgt Leonard N. Faner (BT), Sgt John W. Swenson (TG)

#42-29894 *Baltimore Bounce*, piloted by 2Lt. William A. **Purcell**, blew up at 20,000 feet on a 115E heading. Another report stated that it left the formation, rolled over on its back, and crashed. Further reports alleged that a wing came off. The ship crashed near Laubke/Lippe. Lt. **Purcell**, 2Lt. Francis D. **Krohn**, 2Lt. Marvin H. **Mussett**, 2Lt. Joseph B. **Kyne**, S/Sgt. P.C. **Castriciano**, S/Sgt. J.C. **Beeny**, Sgt. Leon N. **Faner**, Sgt. K.W. **Nye**, Sgt. H.R. **Eastburn** and Sgt. J.W. **Swanson** were all killed. Lt. **Mussett**, S/Sgt. **Castriciano**, Sgt. **Faner** and Sgt. **Eastburn** are buried in Ardennes American Cemetery at Liege, Belgium.

Excerpts from General Travis' Official Report

The fighters started coming in at us in bunches. Our first attack was four FW-190s, next 30 FW-190s, next 12 and they just kept coming. They attacked straight through the formation from all angles without even rolling over. They seemed to let up just a little as we hit our initial point to start our bomb run. We dropped our bombs squarely on the target through very meager flak. After "bombs away," we had to take slight evasive action to avoid more flak beyond the target. We had no fighter escort at this time, or if there was one I didn't see it, but shortly P-51 Mustangs came in and took us back to the coast. From the target on back, enemy aircraft were flying around, but their attacks were never so persistent as they were before we got to the target. We flew through haphazard flak all the way back to the coast. It was definitely a relief from the fighter attacks we had been getting. There was a period of three minutes until they left us that they were not around. They came in from all sides and it was quite apparent that they were out to stop the formation from ever reaching the target.

Capt. John J. **Casello** led the second 303rd BG(H) Group with Maj Glynn **Shumake**, Group Operations Officer, flying as co-pilot. Capt. **Casello** said, "There may have been rougher missions, but I haven't been on them. Those German fighters were really eager." Capt. Jack **Fawcett**, Group bombardier, was enthusiastic about the bombing. "It was plenty rough, but I am sure we hit the target OK," he said. S/Sgt. Leroy L. **Mace**, ball turret gunner on the general's ship, claimed an enemy fighter. "He came in under us after a nose attack and I got in two good bursts. He started down in smoke and blew up," S/Sgt. **Mace** said. S/Sgt. Albert C. **Santella** said that one ME-109 almost hit his ship after a P-47 shot it down. "The P-47s and P-51s really did a job today," he said.

On 17 June 1944, the First Bombardment Division and its Bombardment Groups were awarded the Presidential "Distinguished Unit Citation" for actions on the 11 January 1944 Oschersleben mission. Most of the 8th Air Force, assigned to other targets in the vicinity of Oschersleben, turned back because of adverse weather, leaving the First Division to face the might of the Luftwaffe virtually alone. One of the fiercest aerial battles of the war ensued in which the First Division fought brilliantly—and bombed the target. They received a citation from **President Roosevelt**.

Distinguished Unit Citation

The 1st Bombardment Division (H), is cited for extraordinary heroism, determination, and *esprit de corps* in action against the enemy on 11 January, 1944. On this occasion the 1st Bombardment Division led the entire Eighth Air Force penetration into central Germany to attack vital aircraft factories. After assembly was accomplished and the formation was proceeding toward Germany, adverse weather conditions were encountered which prevented effective fighter cover from reaching the 1st Bombardment Division. Taking full advantage of the relative vulnerability of the lead division, the enemy concentrated powerful forces against it. The scale of the enemy attack is graphically indicated by the fact that 400 encounters with enemy aircraft were recorded by units of the 1st Bombardment Division. The gunners met these continuous attacks with accurate fire, and the division continued toward the targets as briefed where bombs were dropped with excellent results. On the return trip the enemy continued to concentrate his efforts on the 1st Bombardment Division. Figures of enemy aircraft claimed by our gunners indicate that the heroism of this division inflicted heavy losses on the enemy in the air as well as on the ground. Two hundred and ten enemy aircraft, the largest number ever claimed by any division of the Eighth Air Force for any one mission, were confirmed as destroyed, 43 probably destroyed and 84 damaged. The division lost 42 heavy bombers and many of those which returned were heavily damaged. Four hundred and thirty officers and enlisted men failed to return, two were killed, and 32 others wounded. The extraordinary heroism and tenacious fighting spirit demonstrated by the 1st Bombardment Division in accomplishing its assigned task under exceptionally difficult conditions reflect highest credit on this organization, the Army Air Forces, and the Armed Forces of the United States.

The following Commendation was received by Group CO, Colonel Kermit D. **Stevens**, from General **Travis** following the Oschersleben mission:

**HEADQUARTERS
41st COMBAT BOMBARDMENT WING (H)
A.P.O. 634 U.S. ARMY**

19 January 1944

SUBJECT: Commendation

TO: Commanding Officer, 303rd Bomb Group (H), APO 634

1. Quoted below is a TWX from the Commanding General, Eighth Air Force and the Commanding General, 1st Bomb Division.

"The following well deserved expression of appreciation has been received from the Marshall of the R.A.F. It will be brought to the attention of your combat crews who performed the mission and to your ground personnel who made it possible."

"Sincere congratulations to organizations participating in 11 Jan. mission, which achieved great results. There are few things that are dreaded more by the enemy than such a victory which proves he cannot provide his important industries with adequate protection, and is causing grave and serious weakening of his power to resist your attacks. The loss of the gallant crews is regretted but I am sure that the results achieved in destruction of vital centers and great number of fighters destroyed is not too high a price to pay."

2. It is with the greatest of pleasure that I forward the above A/X to you. I am proud to be part of an organization which has proven, both in performance as well as statistically, that it is the best Combat unit in the U.S. Army Air Forces.

3. Acquaint all personnel with my appreciation of their performance which was so outstanding that it has been applauded by military leaders of both U.S. and Great Britain.

ROBERT F. TRAVIS,
Brigadier General, U.S.A.,
Commanding

From the Journal of Vern L. Moncur, 359th BS Pilot

MISSION #5

Date: January 11, 1944

Target: Oschersleben, Germany

Altitude: 20,000 feet

Plane: N-029 "Wallaroo"

Position: No. 6, Lead Squadron, Lead Group

This mission was the toughest mission thus far, and as later events proved, it was the toughest mission we had in the whole combat tour. It was rated as one of the three toughest missions that the 8th Air Force ever flew. (In this my crew and I heartily agree!!) Immediately upon crossing the French coast, we were engaged by very accurate flak guns. This continued for three hours - three hours which seemed like an eternity. Many of the bursts were right ahead of us, under our nose, wings, behind us - in fact all around us. All of them were far too close to suit any of us.

This raid was sort of botched up. Our Wing was the second Wing to go in. Because of very bad weather closing in over England, the whole mission received orders to return to base immediately. Our Wing, the second one, was only ten minutes from the Initial Point from which our bomb run would begin when the recall message came through. Because of our nearness to the target, the recall was disregarded and we went on in to bomb. The Wing ahead of us did the same thing. However, the fighter escort which was supposed to be with us received the recall too, and our entire escort turned around and went back to England with the other Wings of bombers. Within five minutes after the P-47s left us, the Luftwaffe came up in great numbers and gave us a running battle for the next three hours and forty-five minutes.

In the first wave of enemy planes, there were at least one hundred ME-109s, FW-190s, JU-88s and a few ME-110s and JU-87s. The first pass made at our group included thirty to thirty-five ME-109s and FW-190s. The low group, to our left, had three Fords go down from this first pass. We also saw three German fighters shot down by this group during this time. The No. 4 ship, lead ship of our element and on whose wing we were flying formation, had its No. 1 engine hit. It immediately burst into flames and dropped out of formation. A few minutes later, this plane exploded. Soon afterward, the No. 3 ship ahead of us also caught on fire in the No. 1 engine and peeled out of formation. This ship exploded, also. Lt. Purcell was the pilot, and he and his crew didn't have a chance. (Purcell and I had been together through all of our training.) I then moved my ship up into the No. 3 position, flying on the left wing of the Wing Leader, General Travis.

Several fierce attacks were made on our squadron - the other groups were getting worked over by the Krauts, also. We were all really catching hell. We made several evasive maneuvers to get away from the fighters during this time. It looked like the Germans thought we were headed for Berlin on this mission, and were making an all out effort to stop us.

Our bomb run was made amidst accurate flak bursts and continued fighter attacks. Our target was the factory that produced 45% of the German FW-190 fighters. From all reports, we did a highly satisfactory job of bombing and destroyed practically all of this plant. Later on, we were awarded the Distinguished Unit Citation Badge for this day's work. Just before we turned on our bombing run, possibly fifteen or twenty minutes before, a FW-190 made a pass at our lead ship and then came on through the formation towards us. S/Sgt. Rosier, top turret gunner, shot him down and thereby got his first fighter. The ball turret gunner, Sgt. Hein, got a "very probable" fighter within two or three minutes after Rosier had nailed his fighter.

Upon our withdrawal from the target, we were attacked spasmodically by fighters and shot at by some very good flak gunners. During the concentrated fighter attack, our plane received damage from a 20mm shell that was fired from a little above and to the left of the cockpit, going just over the cockpit, grazing the fuselage, going through the stabilizer and elevator on the right side of the plane. Apparently the Gods were with us, because this shell didn't explode when it hit. Otherwise, we would have been blown to Kingdom Come.

We also had a large hole through the No. 3 engine oil cooler, which just grazed a gas tank and then hit the hydraulic line which operates the No. 4 engine cowl flaps. Another lucky hit for us!

As we approached the German border, two more Forts in our group were lost - only two or three men got out of each ship. I also saw another Fort (ahead and to our left) do a very steep wing-over, nearly going over on its back, and then go down in flames. About this time I saw a German fighter get hit by a flak burst and explode. This made us all chuckle! High above and ahead of us, a P-47 hit a German fighter, and the Jerry's plane exploded. And to our left, a P-47 knocked down a JU-88 at about the same time. (We had a few P-47s and P-51s come out to help us on our withdrawal as soon as Bomber Headquarters found out that there were two wings of bombers which had gone on to their targets.) As an added feature during all of this time, we were continually being shot at - and far too accurately, too - by some very good Kraut flak gunners.

Upon reaching beautiful England, we found the usual weather awaiting us. England was socked-in with a very dense overcast, and to get below it. We came in over the coast at about 2,000 feet and then had to drop down to about 300 feet before we ever reached the base. The field was really socked-in, and after buzzing the field, we finally located the runway and landed. Immediately upon touching the ground, I locked the brakes because I had landed too far down the runway for a normal landing roll. We slid both wheels - the pavement was wet from the rain and sleet - and did just slide to a stop not over thirty feet from the end of the runway. We had just enough room left to turn the plane around by locking one wheel and turning on a point.

Lt. McManus, my roommate, was reported to have landed somewhere in England, so we all felt relieved and happy that he and his crew were safe. Mac and I are the only ones left of the original ones in our squadron who started together in primary training.

All of us were a very happy and thankful bunch of boys to get our feet on the ground that day. England never looked so good! There was no injury to any member of the crew, though our plane was shot up quite a bit in several places. Our bomb load was 6 five-hundred pound demolition bombs, and we also carried one bomb bay gasoline tank.

The last reports we received from this mission listed ten planes lost out of our group. Altogether, sixty-one Flying Fortresses and crews were lost on this mission. Of the ten crews lost from our field, I knew five of the First Pilots personally and had done much of my training with them. They were Lieutenants Purcell, Eich, Schwaebe, Simmons and Hallden.

Comment from James S. Andrus, Moncur's Radio Operator

This raid was the worst raid of this theatre of operations. We were bombing the Focke-Wolf airplane factory and we sure made a mess of it. We had P-47 escorts at the beginning of the raid and we were supposed to have P-51 escorts near the target, but they didn't show up. As soon as our escorts left us we were hit by FW-190s, ME-109s, JU-88s and JU-87s. The JU-87 is the Stacey dive-bomber. They appeared to be waiting on us, because when we saw them they were already coming into the attack. The whole German Luftwaffe must have been up there, because most of the B-17s didn't have a chance. I was looking out the hatch in the radio room and I saw the first attack on the group behind us. It's an amazing sight to see B-17s doing down.

We were in the lead group, lead squadron. When we ended up we were riding on General Travis' left wing. All the other planes had been shot down that originally held that position. Lt. Moncur and Lt. Cunningham saved the day with their evasive action. The evasive action was so violent, half the time we were off the floor and the next thing you knew you were on the flat of your back. Bob Rosier destroyed an FW-190 and so did Walter Hein. The guns were certainly hot that time. The flak didn't bother us much, but there was plenty of it. I saw a lot of enemy fighters go down and a lot of B-17s. We lost two out of our squadron and ten off the whole base. That was one raid that the General didn't look for. The next time he goes, I think I'll stay home. Those Jerries must have known he was coming because they were waiting for us. All together we lost 124 aircraft.

REMEMBERING THE BIG O

By Captain Jack B. Fawcett

From "Hell's Angels Forum—Your Chance to Sound Off!"
(Printed in the July 1991 issue of the *Hell's Angels Newsletter*)
(Lt/Col Harold A. Susskind, USAF (Retired) – Editor)

If my number 25 mission had been Oschersleben, I might not have decided to do an extra five. But number twenty-five had been such a breeze, flying over the Bay of Biscay looking in vain for a boat (a bombardier's dream target!) Lt. Col. Calhoun and Major Shumake were my pilots and Jake (Capt. Norman N. Jacobsen) was the navigator, but even with a crew of that experience and skill, we were forced by cloud cover to bring our bombs back. So mission 25 left me with a feeling of dissatisfaction – and after a bit of deliberation, I volunteered to do another five missions. When the flak and fighters of the Oschersleben experience appeared, you can be sure I questioned the sanity of my decision to do five more.

If you can bear with me, I'll quote from the exuberant, written impression of a very young 22 year-old during that fierce yet exciting battle:

Colonel Cal was going; Jake was going, so I figured I'd go too. It was to be a deep penetration...and our Group would be leading the Eighth Air Force, and General Travis accompanied us. It was a meaty target.

As we assembled over the field I wanted to steal a few winks, but in the dawn's grey brown I had to keep alert for wandering aircraft from other squadrons and other neighboring air fields. I could see the winking Aldis Lamps and the pyrotechnic flares, their colors denoting the different groups. It was an early, busy sky. I had my camera and some colored film along, so I was bound to get some good shots. Ah! The sun was reflecting on the sky just above the horizon. I waited for pictures until I had the proper red, black and grey-blue colors balanced. I hope they're good. In the early morning light I was able to see the tiny, patchwork fields take on colors of yellows, greys, greens and browns as the sun rose. I took a picture of this, but I doubted success.

The weather across the coast didn't look too promising. Maybe we'd have to use our Pathfinder. Well, that wouldn't be so bad. I've hollered long for permission to accompany a pathfinder mission. But of course as bombardier, I naturally prefer visual sighting. We were hardly across the Zuider Zee, when I looked up to discover what seemed like hundred of planes milling around. Friendly or enemy. A formation of enemy fighters pulled up at nine o'clock level, ten o'clock; then at eleven o'clock they peeled off and came at us in threes and fours – in rapid succession. This wave barely engulfed us before another was positioning itself for attack. Some squadrons had twelve planes, others had thirty. It had been so long since I had seen the type of ferociousness now attacking us that I was momentarily spellbound. One o'clock and eleven o'clock; wave after wave – they certainly were determined. Most of their attacks seemed to begin on us as the lead ship, but then were diverted to lower (B-17) squadrons or groups. Oh, oh, here comes a fellow – After us – Good Lord, I fired as well as I could, but the gun position was awkward and the plexiglass was a bit dirty at that position. He kept boring in at us, but I could no longer bear on him – I could only stand there with my mouth hanging open, watching and trying to convince myself that this fellow couldn't hit us. Hit us, hell –! He wasn't concerned with fire power, he was going to ram us! My aching back! Cal lifted our right wing and just then the FW passed right through where we had been. Whew. . . . they shouldn't do that. One of our men called out to say he thought the German was wearing a new type of oxygen mask; another said that only 15 rivets were used to hold the FW tank brace on. The FW was close! Nice going, Cal!

I don't know how long these attacks continued. The General was calling them fast and furious until one gunner, not knowing who was calling fighters, said in exasperation, "yes, yes, but don't call them so fast; I can't shoot at 'em all anyway."

We came in south of the IP (initial point), but Jake spotted it and we headed straight for it. I was able to confirm it by a near-by stream. Then we were off to the target. Surprising view. . . thirty miles away was the forest near which my factory target was located. The woods showed up clearly, but the little town was lost in a grey haze. So I put the sight on it and just waited. In fact I had time to set up my camera so I could possibly get some target pictures. As we approached, I had time to check my pre-set drift, etc. It was all good. Soon, I could discern the runway, the town, and then the target. I had plenty of time and good visibility, so my synchronization was good. Because of the time we had, everything was quite deliberate; I would have no excuse for missing. I had one eye on the indices, and one on the bomb rack indicator. The indices met; the lights disappeared. No, two lights remained, so I jumped my salvo lever to make sure all the bombs dropped. With the plane again in Cal's hands, I grabbed my camera and crawled under the bombsight, camera poised for my bomb-fall. Oh, boy, there they were, right in the middles of the assembly hanger I had aimed for. The nose glass was smeared, so I imagined the picture would be no good. But I watched the bomb pattern blossom, covering the target completely. That, then, was my justification for number 26. That FW shop would be closed – for a long time.

Our journey home was marred by light, but damn accurate flak, which, I admit, worries me more than it used to. Hannover guns warned us away and Osnabruck was under clouds. When we began to let down, we were fired upon by coastal guns. We penetrated the overcast in mid-channel and came through at 3500 feet. All too soon there was nothing to see but fog. (Jolly old England.) We were 700' above ground but couldn't see it. Nothing seemed visible! Whooee–! Jake was pinpointing like mad. Just a little patch of ground was all that was visible.

Obviously, too soon I had thought ourselves safe. Zoom – zoom an element of B-17's drifted by. We saw them when they were half way past. Ulp! Now I was really sweating. Harder than ever before. This was sudden death staring us in the face. Plane after plane loomed, then disappeared. Yi! That was close, really close. Much too close! Ahh, there was the 360th Squadron area. Good God, I'll bet there are thirty unseen planes circling the field. Many at our level! For the first time I began to resign myself to fate. This was a horrible mess – far worse than being fired upon and being able to fire back. At this point I can honestly say I was afraid. I'm not exactly sure of what I was afraid of, but I was shaken. It seemed such a senseless way to end up.

Cal was flying at close to stall speed and only 300' off the ground. He spotted a runway, flew up one side, and turned sharply around for position to land. As we came in, we found a ship just ahead, and planes were appearing from every which way. But we settled on the runway behind three other ships. Good piloting and safe at last! As we rolled down the runway, we could see that landed ships were sitting everywhere on the field. Some wheel-deep in mud. Hmmm – we still risked having a desperate ship settling on top of us. But of course we still had our marvelous luck, and finally ended up in the Eight Ball's dispersal area.

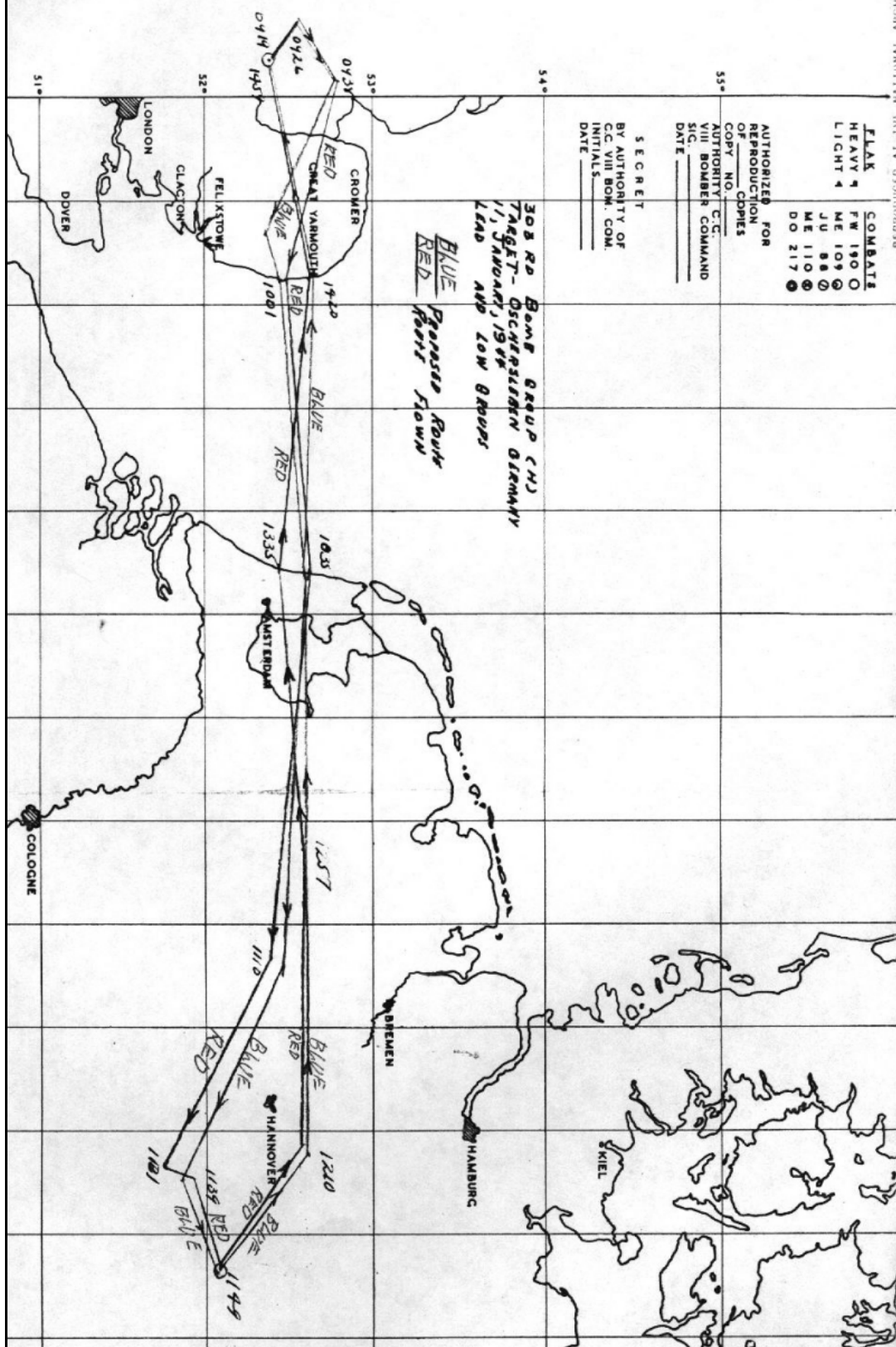
If I remember correctly, the General said something about not having to do that sort of thing, and of seeing the light. At that point, I wondered if I had seen the light. But I did go on to finish 30 missions. And it is interesting: as I read my notes again of the Oschersleben mission, the events stand out in my mind; but before the prompting of notes, I recalled most vividly the anxiety caused by the fearful landing conditions at Molesworth. I also confess I was proud of the success of the bomb drop that day.

Crew Reports of Enemy Aircraft Destroyed or Damaged

Gunner Claims: Destroyed 25, Probable 16, Damaged 6, Total 47, No Claim 1

Confirmed Claims: Destroyed 29, Probable 5, Damaged 9, Total 43, No Claim 5

		<u>Claim</u>	<u>Confirmed</u>
Sgt. Edward Ruppel (264)	FW-190	Destroyed	Destroyed
" "	FW-190	Destroyed	Destroyed
" "	ME-110	Probable	Damaged
" "	FW-190	Probable	Damaged
T/Sgt. Robert E. King (264)	FW-190	Probable	Destroyed
T/Sgt. William H. Simpkins (264)	FW-190	Destroyed	Destroyed
" "	FW-190	Probable	Destroyed
Sgt. Robert A. Jeffrey (264)	FW-190	Destroyed	Probable
2Lt. Woodrow W. Monkres (264)	FW-190	Destroyed	Destroyed
2Lt. Warren S. Wiggins (264)	FW-190	Destroyed	Destroyed
S/Sgt. Stanley E. Moody (264)	FW-190	Probable	Destroyed
" "	FW-190	Destroyed	Destroyed
" "	FW-190	Probable	Probable
Sgt. Royal G. Kennard (893)	ME-210	Probable	No Claim
Sgt. James E. Munson (213)	FW-190	Probable	Damaged
Sgt. Clifton C. Cowles (213)	ME-110	Destroyed	Destroyed
Sgt. Paul J. Barmak (177)	ME-109	Destroyed	Destroyed
T/Sgt. George R. Keesling (635)	FW-190	Probable	Destroyed
S/Sgt. LeRoy L. Mace (635)	FW-190	Destroyed	Destroyed
Sgt. Richard H. Lebeck (306)	ME-109	Probable	Damaged
Sgt. Bill Stapelton (306)	ME-109	Damaged	Probable
S/Sgt. John G. Steele (306)	FW-190	Damaged	Damaged
Pvt. Robert Cundiff (483)	FW-190	Damaged	No Claim
S/Sgt. Floyd L. Sanelli (483)	FW-190	Damaged	No Claim
2Lt. Byron F. Clark (605)	FW-190	Destroyed	Destroyed
2Lt. Walter Ulbricht (605)	FW-190	Destroyed	Destroyed
Sgt. Edward M. Him (183)	FW-190	Probable	Destroyed
S/Sgt. Robert L. Rosier (029)	FW-190	Destroyed	Destroyed
2Lt. Richard R. Bowen (314)	FW-190	Destroyed	Destroyed
2Lt. Gerald Palmer (314)	ME-109	Destroyed	Destroyed
Sgt. Kenneth L. Holder (561)	FW-190	Destroyed	Destroyed
Sgt. Gregory C. Meyer (399)	FW-190	Probable	Damaged
S/Sgt. Mack E. Daniels (399)	FW-190	Probable	Probable
Sgt. James E. Roberts (841)	FW-190	Destroyed	Destroyed
S/Sgt. Frank Patrone (841)	ME-109	Damaged	Damaged
" "	ME-109	No Claim	No Claim
Sgt. David O. Michael (841)	ME-109	Destroyed	Destroyed
T/Sgt. H.S. Carnathan (931)	ME-109	Destroyed	Destroyed
Sgt. Warren G. Hubley (471)	FW-190	Destroyed	Destroyed
Sgt. Elvin F. Webbink (471)	FW-190	Destroyed	Destroyed
Sgt. Wendell R. Petree (471)	ME-109	Destroyed	Damaged
Sgt. Leonard C. McFall (795)	FW-190	Probable	Destroyed
2Lt. Ernest L. Cronin (795)	FW-190	Probable	Destroyed
Sgt. Ervin Hilborn (081)	FW-190	Destroyed	Destroyed
Sgt. Ira Friedman (081)	FW-190	Probable	No Claim
" "	JU-88	Destroyed	Destroyed
Sgt. Walter A. Kowalonek (081)	FW-190	Destroyed	Probable
2Lt. Robert W. Meagher (241)	ME-109	Damaged	Damaged



Route Map

Aircraft Formation at Assembly Point - Lead Group

		<u>Travis-Calhoun</u> 635		
	<u>Purcell</u> 894		<u>Legates</u> 482BG PFF #42-3491	
		<u>Eich</u> 448		
	<u>Moncur</u> 029		<u>Dahleen</u> 183	
	<u>Emerson</u> 562		<u>Mackin-Goolsby</u> 314	
<u>Smith</u> 239		<u>Kyse</u> 893	<u>Hybert</u> 177	<u>Newell</u> 807
	<u>Watson</u> 524		<u>Young</u> 306	
<u>Troppman</u> 629		<u>Worthley</u> 973	<u>McManus</u> 213	<u>Bech</u> 483
			<u>Stoullil</u> 561	



The '8' Ball Mk II #41-24635 (359BS) BN-O
1st BD Lead (359BS) - Pilot LtCol W.R. Calhoun, Jr. / CoPilot B/Gen R.F. Travis

Aircraft Formation at Assembly Point - Low Group

		<u>Casello-Shumake</u> 931		
	<u>Underwood</u> 399		<u>Crook</u> 340	
		<u>Wilson</u> 471		
	<u>Hallden</u> 896		<u>Holdcroft</u> 052	
	<u>Sheets</u> 241		<u>Campbell</u> 865	
<u>McGarry</u> 081		<u>Sullivan</u> 200	<u>Hungerford</u> 785	<u>Schwaebe</u> 360
	<u>Hoeg</u> 795		<u>Henderson</u> 264	
<u>Carothers</u> 131		<u>Simmons</u> 619	<u>Glass</u> 841	<u>DaShiell</u> 794
	<u>McClellan</u> 587		<u>Lawlor</u> 055	
				<u>Harrison</u> Spare - 885
			<u>Shoup</u> Spare - 605	

Four (4) aircraft aborted this mission:

Lt. Worthley in 973, Lt. Newell in 807, Capt. Hungerford in 785, Lt. Lawlor in 055



41st CBW - 303BG-B Low (360BS) - Pilot Capt J.J. Casello / CoPilot Maj G.F. Shumake

358th Bombardment Squadron Crew Lists

B-17G #42-30865 (No Name) CR-L

P	Campbell, Paul W., 1Lt	POW
CP	Doty, John C., 2Lt	POW
NAV	Nothstein, John P., 2Lt	POW/REP
BOM	Millner, William J., 2Lt	KIA
ENG	Backiel, Stanley J., T/Sgt	POW
RWG	Wisniewski, Alexander, S/Sgt	KIA
RO	DiMartino, Dante, Sgt	KIA
BT	Brooks, John W., Sgt	KIA
LWG	Hoy, James F., S/Sgt	KIA
TG	Cassidy, Edward J., S/Sgt	KIA

B-17G #42-39794 (No Name) CR-L

P	DaShiell, William C., 2Lt	KIA
CP	Mabie, Hilton C., 2Lt	KIA
NAV	Sutherland, Thomas A., 2Lt	KIA
BOM	Fee, George H., Sgt	KIA
ENG	Stevenson, Robert L., S/Sgt	KIA
BT	Robinson, Arthur H., Sgt	KIA
RO	Radebaugh, Bernard J., S/Sgt	KIA
RWG	Owen, Robert J., Sgt	KIA
LWG	Parker, Robert A., Sgt	KIA
TG	McKinney, Clifford M., Sgt	KIA

B-17G #42-37893 Bam Bam

P	Kyse, Walter R., 2Lt	
CP	Taylor, James B., 2Lt	
NAV	Steely, Hobart H., 1Lt	
BOM	Mack, Austin J., 2Lt	
ENG	Jones, Douglas L., S/Sgt	
BT	Kennard, Royal G., Sgt	
RO	Dulin, Woodroe G., S/Sgt	
RWG	Schweinebraten, Leslie H., Sgt	
TG	Cox, James B., S/Sgt	
LWG	Hitt, William T., S/Sgt	

B-17F #42-29524 Meat Hound

P	Watson, Jack W., 2Lt	RET
CP	David, Clayton C., 2Lt	EVD
NAV	Leverton, John G., 2Lt	POW
BOM	Colvin, Vance R., 2Lt	KIA
ENG	Rowland, Samuel L., S/Sgt	KIA
LWG	Stewart, Eugene R., Sgt	POW
RO	Romaniec, Harry, S/Sgt	POW
RWG	Fussner, William H., Sgt	KIA
TG	Kosinski, Roman P., Sgt	POW
BT	Booth, Fred H., Sgt	KIA

B-17G #42-31239 (No Name)

P	Smith, Marshall L., 2Lt	
CP	Palecek, Francis J., 2Lt	
NAV	Neuwirth, Edward, 2Lt	
BOM	Troy, Edward J., 2Lt	
ENG	Dick, Andrew, S/Sgt	
LWG	Schor, John, Sgt	
RO	Frolick, Edwin J., S/Sgt	
BT	Witherwax, Leon J., Sgt	
TG	Fugate, Walter O., Sgt	
RWG	Stauter, Herman L., Sgt	

B-17G #42-39785 Thru Hel'en Hiwater

P	Hungerford, Merle R., Capt	
CP	Arundale, Karl B., 2Lt	
NAV	Vogel, Joe B., 2Lt	
BOM	Barlow, James F., 2Lt	
ENG	Finch, Charles C., S/Sgt	
RWG	Elovich, James T., Sgt	
RO	Davis, Richard A., S/Sgt	
BT	Miller, Richard C., Sgt	
LWG	Petix, Angelo P., Sgt	
TG	Fertitta, Joseph F., Sgt	

(Abortive)

KEY TO ABBREVIATIONS

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

358th Bombardment Squadron Crew Lists - Cont'd.

B-17F #42-29629 *Connecticut Yankee*

P	Troppman, Walter W., 2Lt
CP	Elder, Damon C., 2Lt
NAV	Minkowitz, Samuel, 2Lt
BOM	Armstrong, Charles C., 2Lt
ENG	Wilson, David L., S/Sgt
LWG	Clark, Norman M., Sgt
RO	Gilmore, Daniel F., S/Sgt
BT	Mirenda, Frank J., Sgt
TG	Swank, Verden D., Sgt
RWG	Garcia, Mario D., Sgt

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

P	Henderson, John F., 2Lt	
CP	Ames, Walter J., 2Lt	
NAV	Wiggins, Warren S., 2Lt	
BOM	Monkres, Woodrow W., 2Lt	
ENG	Simpkins, William H., S/Sgt	
LWG	Burkart, Ralph F., Sgt	KIA
RO	King, Robert E., T/Sgt	
BT	Ruppel, Edward, Sgt	
RWG	Moody, Stanley E., Sgt	
TG	Jeffrey, Robert A., Sgt	DOW
PHO	Dockendorf, Cyril, Sgt	

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

P	Schwaebe, Harry A., 2Lt	POW
CP	Dumse, Harold F., 2Lt	POW
NAV	Degnan, Paul T., 2Lt	POW
BOM	Wiley, Wilburn W., 2Lt	POW
ENG	Foreman, Roy, S/Sgt	POW
LWG	Malcolm, James F., Sgt	POW
RO	Tudor, Mark E., T/Sgt	POW
BT	Harvey, Benjamin F., Sgt	POW
TG	Iott, George F., Sgt	POW
RWG	Whitesell, Russell O., Sgt	KIA

B-17F #42-2973 *Iza Vailable*

P	Worthley, Joe R., 2Lt
CP	Crook, Kenneth D., 2Lt
NAV	Ratay, Joseph B., 2Lt
BOM	Blum, Eugene C., 2Lt
ENG	Johnson, Edwin D., S/Sgt
BT	Vanderhoff, Grant W., Sgt
RO	Egan, Harry R., S/Sgt
RWG	Malherbe, Benjamin F., S/Sgt
TG	Lawson, Fred B., Sgt
LWG	Robinson, Ray I., Sgt
(Abortive)	

B-17F #41-24562 *Sky Wolf CR-L*

P	Emerson, Aubrey L., 2Lt	POW
CP	Riddick, McDonald L., 2Lt	POW
NAV	Halliburton, J.B. Lewis, 1Lt	POW
NG	DeLaura, Don J., 2Lt	POW
ENG	Mullins, Grover C., T/Sgt	POW
RWG	Pleasant, James H., S/Sgt	POW
RO	Supple, James C., T/Sgt	POW
BT	Zeitner, Howard H., S/Sgt	KIA
TG	Sutton, Bernard J., S/Sgt	POW
LWG	Viszneki, John G., S/Sgt	POW

359th Bombardment Squadron Crew Lists

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

P	Shoup, Noel E., 2Lt
CP	Litherland, James, 2Lt
NAV	Clark, Byron F., 2Lt
BOM	Ulbricht, Walter E., 2Lt
ENG	Bragg, Ben W., S/Sgt
RWG	Gribble, Robert F., Sgt
RO	Harrison, Donald B., T/Sgt
LWG	Asvestos, Nick, S/Sgt
BT	Hostetter, William L., Jr., Sgt
TG	Ross, Harry C., Sgt

B-17F #42-5306 *(No Name)*

P	Young, Elmer W., 2Lt
CP	Sassone, Joseph C., 2Lt
NAV	Schoner, George R., 2Lt
BOM	Yelsky, Fred B., 2Lt
ENG	Steele, John C., S/Sgt
RO	Dulick, Steve, S/Sgt
BT	Lebeck, Richard H., Sgt
RWG	Rohaly, Andrew, Jr., Sgt
LWG	Withrow, John W., Sgt
TG	Stapelton, Bill, Sgt
PHO	Hunter, Robert G., S/Sgt

B-17G #42-31483 *Bonnie B*

P	Bech, G. Neil, Jr., 2Lt
CP	Hall, Franklin M., 2Lt
NAV	Cotter, Edward R., 2Lt
BOM	Corbin, Frederick A., F/O
ENG	Sanelli, Floyd L., S/Sgt
RWG	Boatwright, Edward C., Sgt
RO	Dennis, Julian E., S/Sgt
BT	Johnson, Lawrence G., Sgt
LWG	Cundiff, Robert W., Sgt
TG	Cox, Elbert S., Jr., Sgt
PHO	Mahaffey, William D., S/Sgt

B-17F #42-3029 *Wallaroo*

P	Moncur, Vern L., 2Lt
CP	Cunningham, Billy A., 2Lt
NAV	Brooks, James, 2Lt
BOM	Chang, David K.S., 2Lt
ENG	Rosier, Robert L., S/Sgt
RO	Andrus, James S., S/Sgt
BT	Hein, Walter E., Sgt
RWG	Baer, Richard K., Sgt
LWG	Dickman, Thomas J., Sgt
TG	Wike, Leonard L., Sgt

B-17G #42-31213 *Pistol Packin' Mama*

P	McManus, Henry, F/O
CP	Bishop, Robert F., 2Lt
NAV	Carroll, Charles P., 2Lt
BOM	Cecot, Chester R., 2Lt
ENG	Row, Robert A., S/Sgt
RO	Colburn, Robert R., S/Sgt
RWG	Doezema, Albert, Sgt
LWG	Jewett, William B., Sgt
BT	Munson, James E., Sgt
TG	Cowles, Clifton G., Sgt

B-17G #42-39807 *Nero*

P	Newell, Noel N., 2Lt
CP	Donalson, Douglas C., 2Lt
NAV	Rhoads, Lester A., 2Lt
BOM	Hoover, William L., 2Lt
ENG	Freinwald, Earl C., S/Sgt
LWG	McGee, Richard, Sgt
RO	Weepie, Robert F., S/Sgt
TG	Atkinson, William E., Sgt
BT	Hart, Edgar B., Jr., Sgt
RWG	Mendel, Myron R., Sgt
(Abortive)	

B-17F #41-24635 *The '8' Ball MK II*

P	Calhoun, William R., Jr., LtCol
CP	Travis, Robert F., BGen
NAV	Jacobson, Norman H., Capt
NAV	Gust, Darrell D., 1Lt
BOM	Fawcett, Jack B., Capt
ENG	Keesling, George R., T/Sgt
RWG	Santella, Albert G., S/Sgt
RO	Fitzsimmons, Kenneth P., T/Sgt
BT	Mace, LeRoy L., S/Sgt
LWG	Jennings, Harley F., S/Sgt
TG	Halpin, Robert H., 2Lt

B-17F #42-3448 *(No Name)* CR-S

P	Eich, Henry J., Jr. 2Lt	POW
CP	Woodside, William E., 2Lt	POW
NAV	Carroll, James E., 2Lt	POW
BOM	Stein, William G., 2Lt	POW
ENG	Lenson, Harry., Sgt	POW/REP
BT	Celoni, J.P., Sgt	POW
RO	Harvey, D.S., S/Sgt	KIA
RWG	Erdmann, D.C., Sgt	POW
TG	Maggia, Edmond A., S/Sgt	POW
LWG	Gilstrap, R.M., Sgt	POW

359th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-31177 *Lonesome Polecat*

P	Hybert, Arthur J., 2Lt
CP	Harrison, Weldon O., 2Lt
NAV	Lunde, Frithjof M., 2Lt
BOM	Kelly, James H., Jr., 2Lt
ENG	Broderick, George V., S/Sgt
RO	Ratford, Edward V., S/Sgt
RWG	Gilcrease, Roland L., Sgt
BT	Jaehne, Charles R., Sgt
LWG	Neathery, Ralph P., Sgt
TG	Barmak, Paul J., Sgt

B-17F #42-29894 *Baltimore B CR-L*

P	Purcell, William A., 2Lt	KIA
CP	Krohn, Francis D., 2Lt	KIA
NAV	Mussett, Marvin H., 2Lt	KIA
BOM	Kyne, Joseph B., 2Lt	KIA
ENG	Castriciano, P.C., S/Sgt	KIA
RO	Beeny, J.C., S/Sgt	KIA
LWG	Nye, K.W., Sgt	KIA
RWG	Eastburn, H.R., Sgt	KIA
BT	Faner, Leon N., Sgt	KIA
TG	Swanson, J.W., Sgt	KIA

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

P	Stoulil, Donald W., 2Lt
CP	Callahan, Edward F., 2Lt
NAV	Susskind, Harold A., 2Lt
BOM	Trawicki, George J., 2Lt
ENG	Romer, Eugene A., Sgt
LWG	Brown, William F., Jr., Sgt
RO	Owen, James C., Sgt
BT	Holder, Kenneth L., Sgt
RWG	Greene, George P., Jr., Sgt
TG	Turkington, Calvin G., Sgt

B-17G # 42-31314 *Scorchy*

P	Mackin, George T., Capt
CP	Goolsby, Billy M., 2Lt
NAV	Palmer, Gerald M., 2Lt
BOM	Bowen, Richard R., 2Lt
ENG	Bumgarner, Donald, T/Sgt
LWG	Rothrock, Harry J., S/Sgt
RO	Greenhalgh, Chester W., T/Sgt
BT	Chraniuk, William, S/Sgt
TG	Strobel, William A., S/Sgt
RWG	Cueto, Frank Z., S/Sgt

B-17G #42-31183 *Bad Penny*

P	Dahleen, Howard D., 2Lt
CP	Austin, John T., 2Lt
NAV	Klingensmith, Russell S., 2Lt
BOM	Gauthier, Raymond W., 2Lt
ENG	Malcolm, Orrick H., S/Sgt
RO	Swanson, Clifford E., S/Sgt
RWG	Smith, Harding W., Sgt
LWG	Titworth, William E., Sgt
BT	Hirn, Edward M., Sgt
TG	Covington, Charles G., Sgt

PFF B-17F #42-3491 482BG (MI-G)

P	Legates, Capt
CP	Conkey, 1Lt
NAV	Lambert, 1Lt
NAV	Beacock, 1Lt
BOM	Farwell, 1Lt
ENG	Asmus, T/Sgt
RO	Jumper, T/Sgt
WG	Lemmerman, Sgt
WG	Bowen, Sgt
BT	Billingsley, S/Sgt
TG	Harmes, S/Sgt

360th Bombardment Squadron Crew Lists

B-17G #42-31052 (No Name)

P	Holdcroft, Lloyd L., Lt
CP	Bradley, Clyde W., Jr., Lt
NAV	Pace, Charles M., Lt
BOM	O'Donnell, John J., Lt
ENG	DeMarco, John A., S/Sgt
RWG	Hustus, Walter L., Sgt
RO	Francis, Walter G., S/Sgt
LWG	Slusser, Walter C., Sgt
BT	Kern, Lloyd F., Sgt
TG	Krumholz, Robert A., Sgt

B-17G #42-31471 Doolittle's Destroyer

P	Wilson, Fred F., Lt
CP	Bowen, James W., Lt
NAV	Przybyszewski, Henry S., Lt
BOM	Fahlbusch, Joseph F., Lt
ENG	Goland, Harry, S/Sgt
RWG	Roads, Dwight W., Jr., Sgt
RO	Mirkin, Herman H., S/Sgt
LWG	Petree, Wendell R., Sgt
BT	Webbink, Elvin F., Sgt
TG	Hubley, Warren G., Sgt

B-17G #42-31340 Miss Liberty

P	Crook, Charles D., Lt
CP	Evans, Ernest N., Lt
NAV	Davis, Roscoe, Lt
BOM	DeLuca, Joseph, F/O
ENG	Breitenbach, Louis H., S/Sgt
RWG	Chavez, Salvador, Sgt
RO	Hannan, Robert J., S/Sgt
LWG	Williams, Norris R., Sgt
BT	Cheek, Roy A., Sgt
TG	Hensley, James H., Sgt

B-17G #42-31055 Aloha

P	Lawlor, John C., Jr., Lt
CP	Hicks, David F., Lt
NAV	Munroe, Linton S., Jr., Lt
BOM	Barker, Havelock W., Lt
ENG	Tower, Jack W., S/Sgt
RWG	Baker, Nelson, Sgt
RO	Esposito, Frank B., S/Sgt
LWG	Krenek, Joe W., Sgt
BT	Kuntashian, Warren V., Sgt
TG	Butler, Raymond K., Sgt
	(Abortive)

B-17G #42-37896 (No Name) CR-L

P	Hallden, Robert H., Lt	KIA
CP	Gentry, Raymond L., Lt	KIA
NAV	Limon, Gerald N., Lt	POW
BOM	Hubenschmidt, John W., F/O	POW
ENG	Binben, H.M., S/Sgt	POW
LWG	Moore, C.E., Sgt	POW
RO	Hutchins, Dalton R., S/Sgt	POW
RWG	Hays, Hubert G., Sgt	POW
BT	Robinson, Robert B., Sgt	POW
TG	Chatoian, Carl H., Sgt	POW

B-17G #42-31399 (No Name)

P	Underwood, George E., Lt
CP	Doering, Creighton G., Lt
NAV	Parker, Duane C., Lt
BOM	Riley, Milton S., Lt
ENG	Daniels, Mack E., S/Sgt
RWG	Rike, Thomas L., Jr., Sgt
RO	Phipps, Charles F., S/Sgt
BT	Dinneen, Thomas E., S/Sgt
LWG	Casselman, Glen L., Sgt
TG	Meyer, Gregory C., Sgt

B-17G #42-37841 Banshee

P	Glass, Henry F., Lt
CP	McMahan, Eugene A. Lt
NAV	Ross, Lawrence D., Lt
BOM	Robrock, Paul A., Lt
ENG	Patrone, Frank, S/Sgt
LWG	Stellato, Francis A., Sgt
RO	Miller, Gordon R., S/Sgt
RWG	Carbillano, Dominick J., Sgt
BT	Michael, David O., Sgt
TG	Roberts, James E., Sgt

B-17F #42-29931 Satan's Workshop

P	Casello, John J., Capt
CP	Shumake, Glynn F., Maj
NAV	Effinger, Lawrence E., Capt
BOM	Clark, Fred T., Lt
ENG	Carnathan, Hugh S., T/Sgt
TG	Huguenin, Wesley V., Lt
RO	Calco, Anthony, T/Sgt
LWG	Frost, Carlyle A., S/Sgt
BT	Ponder, Truly S., S/Sgt
RWG	Gray, Johnnie E., S/Sgt
GUN	Stout, Otis T., S/Sgt

427th Bombardment Squadron Crew Lists

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

P	McGarry, John J., Jr., Lt
CP	Jenkins, Elton L., Lt
NAV	Halligan, Robert W., Lt
BOM	Foe, Kenneth D., Lt
ENG	Grace, Henry J., S/Sgt
BT	Friedman, Ira, Sgt
RO	Wilson, Elmer A., S/Sgt
TG	Kowalonek, Walter A., Sgt
LWG	Brown, Edgar S., Sgt
RWG	Hilborn, Ervin, Sgt

B-17F #42-3131 *Flak Wolf* CR-L

P	Carothers, John W., Lt	KIA
CP	Frost, Charles E., Lt	KIA
NAV	Linnehan, Arthur, Lt	POW
BOM	Barriscale, Howard W., Lt	POW
ENG	Scott, Harvey E., S/Sgt	POW
BT	Peavy, Robert T., Sgt	KIA
RO	Rajcula, George S., S/Sgt	KIA
TG	Ziegler, Roland R., Sgt	KIA
LWG	Morneau, Francis J., Sgt	KIA
RWG	Rogers, Wiley A., T/Sgt	KIA

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

P	Simmons, Thomas L., Lt	POW
CP	Reichel, Fred E., Lt	POW
NAV	Clyatt, William L., Jr., Lt	POW
BOM	Vaughan, Richard W., Lt	POW
ENG	Elliott, W.S., S/Sgt	POW
BT	DiPietra, Dante C., Sgt	POW
RO	Bennett, Joseph A., S/Sgt	POW
TG	Hasty, Wesley L., Sgt	POW
LWG	Stewart, Robert D., Sgt	POW
RWG	Livingston, Robert F., Sgt	POW/D

B-17G #42-39885 *Sweet Rose O'Grady*

P	Harrison, Emmittes S., Jr., Lt
CP	Basteau, Stephen B., Lt
NAV	Kurnik, Walter F., Lt
BOM	Biedanski, Edmund J., Lt
ENG	Rombach, Joseph H., S/Sgt
BT	Dye, James W., S/Sgt
RO	Volmer, Lawrence O., S/Sgt
TG	Burkett, Albert S., Sgt
LWG	Campbell, Walter C., Sgt
RWG	Hawk, Kenneth L., Sgt

B-17F #42-29795 *Flying Bitch*

P	Hoeg, Kenneth A., F/O
CP	O'Hare, Phil W., Lt
NAV	Olsen, Kenneth L., Lt
BOM	Cronin, Ernest L., Lt
ENG	Relyea, Ralph R., S/Sgt
BT	McMahan, Bonnar P., Sgt
RO	O'Connor, William S., S/Sgt
TG	Vargas, Michael A., Sgt
LWG	McFall, Leonard C., Sgt
RWG	McLaughlin, Jesse W., Sgt

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

P	McClellan, George S., Jr., Lt	KIA
CP	Fisher, William A., 2Lt	KIA
NAV	Kaliher, John C., Lt	POW
BOM	Cornish, Merlin L., Lt	POW
ENG	Tempesta, David, T/Sgt	KIA
RWG	Chiles, Alfred B., Jr., S/Sgt	POW
RO	Callihan, George A., T/Sgt	KIA
BT	Yarian, Robert G., S/Sgt	POW
TG	Dugan, Charles E., S/Sgt	POW
LWG	Heaton, Barnell S., S/Sgt	POW

B-17G #42-31241 *Spirit of Wanette*

P	Sheets, Robert W., Lt
CP	McCall, Robert S., Lt
NAV	Peacock, Lawrence A., Lt
BOM	Meagher, Robert W., Lt
ENG	Neuner, Francis X., S/Sgt
BT	King, Earl J., Sgt
RO	Du Bray, Ernest D., S/Sgt
TG	Sullens, Tom C., Sgt
LWG	Donnelly, James F., Sgt
RWG	Smith, Leonard C., Sgt

B-17G 42-31200 *Old Crow*

P	Sullivan, Francis X., Lt
CP	Brangwin, Kenneth R., Lt
NAV	Eccleston, Edward F., Lt
BOM	Bawol, Walter S., Lt
ENG	Frey, James L., S/Sgt
BT	Latta, Thomas B., T/Sgt
RO	Sullivan, James J., S/Sgt
TG	Stone, Vernon W., Sgt
RWG	Swanson, Charles A., Sgt
LWG	Keely, Eugene F., Sgt