

303rd BG (H) Combat Mission No. 106

6 February 1944

Target: Dijon/Lonvic Airdrome, Dijon, France

Crews Dispatched: 20 plus 2 spares

Crews Lost: 1 crew, Lt. J.S. Bass, 1 KIA, 9 POW

Crew Members Lost or Wounded: Co-pilot Lt. C.G. Doering KIA

Length of Mission: 7 hours, 10 minutes

Bomb Load: 6 or 12 500 lb M43 type bombs

Bombing Altitude: 15,500 ft

Ammo Fired: 425 rounds

Twenty aircraft were airborne and three aborted due to engine failures:
#42-31314, *Scorchy*, 359BS-M (**Goolsby**)
#42-31483, *Bonnie B*, 359BS-P (**Bech**)
#42-31471, *Doolittle's Destroyers*, 360BS-E (**DeWall**)

Meager and inaccurate flak was encountered. One aircraft had minor flak damage. About five enemy aircraft were seen, but were too far away to be identified. Friendly fighter support was good. Weather at the target was not as described during briefing and was not suitable for visual bombing. All bombs were bright back to Molesworth. One German JU-88 blundered into the path of the bombers and was last seen speeding away at treetop height.

B-17G #42-31399 (*No Name*) 360BS-F, piloted by Lt. **Underwood**, had one casualty. Co-pilot C.B. **Doering** was killed by a 50-caliber bullet through the back of his head. Three bullets, believed to have been shot from a 379BG aircraft flying nearby, hit the aircraft. One of the bullets was recovered.

One 358BS aircraft and crew was lost. *The Padded Cell II* #42-97498, piloted by 1Lt. Julius E. **Bass**, went down with a fire in the cockpit and crashed near Bricy in the Paris, France, area. Ten parachutes were seen. The cause of the loss was unknown, but it was not believed due to enemy action. Co-pilot Myron M. **Goldman** was killed. Lt. **Bass**, 2Lt. Milton B. **Abernathy**, 2Lt. Matthew S. **Zientar**, S/Sgt. Alfonso **Quevedo**, Sgt. Harold J. **Brown**, Sgt. Michael J. **Canale**, Sgt. John P. **Grsetic** and Sgt. Cyril J. **Dockendorf** were all captured and taken prison. S/Sgt. James C. **Hensley** evaded the enemy, but was later captured.

Major Glynn F. **Shumake** stated, "We couldn't find the target because of 10/10 clouds. There isn't much to say. We met little flak and no enemy fighters. We had perfect fighter escort all the way with P-38s and P-47s practically flying formation with us."



(GPR-306-1-303)(6 FEB 44) LEAD CREW - DIJON-LONGVIC

Clover Leaf #42-31583 (358BS) VK-C

41st CBW High (358BS) - Pilot Capt D. Gamble / CoPilot Maj G.S. Shumake

(Back Row L-R) Capt D. Gamble (P), Maj G.S. Shumake (CP),
1Lt H.H. Steely (N), Capt N.N. Jacobsen (N), Capt J.B. Fawcett (B)
(Front-not in order) T/Sgt R.G. Scharch (BT, far right), S/Sgt D.L. Wilson (E), S/Sgt N. Vaughn (WG),
T/Sgt H.N. Bland (R), Sgt N.M. Clark (WG), S/Sgt F.H. Stender (TG)



JULIUS E. BASS CREW - 358th BS

(photo: 05 Feb 1944)

(Back L-R) 2Lt Matthew S. Zientar (B-POW), 2Lt Myron M. Goldman (CP-KIA),
1Lt Julius E. Bass (P-POW), 2Lt Milton B. Abernathy (N-POW)
(Front L-R) Sgt John P. Grsetic (RWG-POW), Sgt Michael J. Canale (LWG-POW),
S/Sgt James C. Hensley, Jr. (R-Evd-POW), Sgt Cyril J. Dockendorf (TG-POW),
S/Sgt Alfonso Quevedo (E-POW), Sgt Harold J. Brown (BT-POW)

It's a Small World, Charlie Brown

by Julius E. Bass

358th BS Pilot - Shot down 06 February 1944

It's 1300 Hours, Sunday, 06 February 1944, sixty miles-south of Paris, over Bricey, France and having just sold a brand spanking new B-17G (Burning, I might add) back to the taxpayers; I found myself floating down into the middle of the German airfield my squadron had bombed very successfully the day before. It was pretty evident that I had picked a lousy spot to kiss my big bird goodbye and that "For me the war was over." Not being in too good condition with a busted left shoulder and facial bums, I was trying to make as soft a landing as possible and miss landing on a paved runway. With only one arm functional, I wasn't having a lot of luck in selecting my point of contact with the ground.

As I got closer, I could see my reception committee of two German soldiers awaiting my arrival. It occurred to me that I wasn't going to be overly popular with those people, especially if they had friends killed or injured in our raid the day before. Here the story takes its first odd turn and I will explain later in this epistle.

My landing was not what would be taught at a first class jump school. Coming in backwards in a strong wind is not a highly recommended technique. With a resounding thud my participation in the combat operations in the ETO came to an abrupt end. Almost instantly, the muzzles of a Luger and a Mauser were aiming at vital parts of my anatomy. A strip search was conducted right on the spot. At this point in time, up roars a command car occupied by three very unfriendly SS types and a loud shouting match began. My meager knowledge of German gave me a hint that the SS boys wanted me and the two Luftwaffe types were strongly insisting that I was a flyer and, thusly, their property. This confrontation lasted about three heated minutes when, lo and behold, the individual who was the ranking Luftwaffe enlisted man hauls out his Luger and insists that, indeed, I was their prisoner. At this very appropriate moment, another staff car arrives and from it stepped an individual of some authority who, with a few pointed and well directed words caused the departure of the SS troops.

At this point, I was beginning to think maybe I had a protector. WRONG!!! Now it was my turn to experience the wrath of a Commander whose base had been violated. Enough English was interspersed in his verbiage to let me know that he held me personally responsible for the damage to his facility. He repeatedly emphasized that fact by forcefully turning my head in the, direction of numerous badly damaged buildings and hangers. Had he known that, in actuality, my plane had dumped twelve 500 pounders on his precious base the day before, he probably would have called the SS types back and made me a gift to them.

About this time, it all caught up with me and I folded like a tent. My next moment of consciousness came when the gun pointing Luftwaffe sergeant leaned down over me as I lay on the flat bed of a truck, returning a small canvas bound New Testament to my flying suit left breast pocket. Then occurred a moment, that for the next fifteen months as a POW plus a few months back in the States, gave me cause to reflect and wonder. After placing Testament in my pocket and noticing that I was conscious, he leaned down close to my ear and said, "I will write you after the war." For the next eighteen months I wondered if that was really what he said, or something in German that sounded similar. Unknown to me at the time, the beginnings of a very unusual story had started to take shape.

After a visit to a Luftwaffe field hospital for some repair work, I had a short reunion with the survivors of my crew in a hotel lobby in Orleans, France where a couple of my crew members got suckered. As we sat in a small ante room off the lobby of a hotel, this individual in a tan trenchcoat and hat casually stepped into the room and nonchalantly asked, "Who's the pilot?" Without hesitation, two of my crew pointed at me. Both were absolutely stunned when they realized what had happened. I was very shortly removed from the room and that was the last my Enlisted Men saw of me until Camp Lucky Strike after we were released from POW Camp.

The Germans immediately moved me to Frenes Prison on the southern outskirts of Paris where I was held for about a week. A two-night train trip to Frankfurt and a two week stay in Stalag Luft 2 Interrogation Camp. Then by train to the plains of Pomerania and Stalag Luft 1 at Barth, Germany on the Baltic Sea. Our camp was liberated by three drunken Russian soldiers and two French slave laborers on a confiscated truck the night of May 1, 1945. The German personnel had

evacuated the camp during the wee hours of that morning, leaving us to await the arrival of General Rokossovsky's Army Corps sweeping west toward a linkup with Marshal Montgomery's British Army. Await we did, and about two weeks later were elated with the appearance of the first of hundreds of B-17s which, over the period of about 10 days, evacuated over 10,000 men back to POW processing camps in France. A joyful reunion with the Enlisted Men of our crew (The two surviving officers had been in Stalag Luft I with me) at Camp Lucky Strike and we were all headed home.

My return to the States was uneventful and after a 30 day recuperation leave, a week at a Miami Beach hotel while being processed back into the AAF, checking out in B-17s at Sebring, Florida, I ended up as Operations Officer for the Air Force Photographic School at Lowery Field, Colorado. There in September of 1945, my story began to unfold.

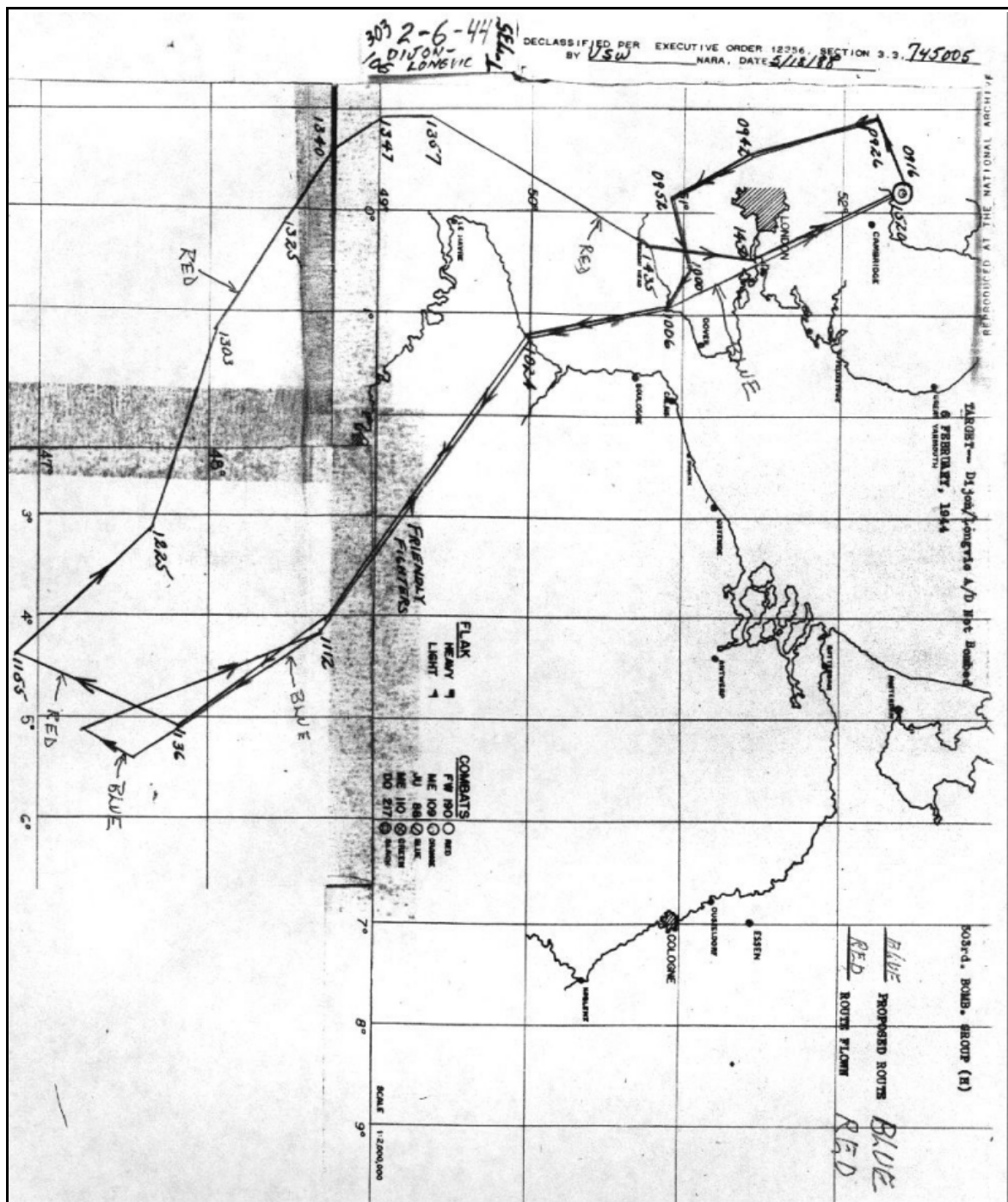
A letter size brown envelope arrived from my home address in Mississippi containing a letter from one Hubert Winklmaier from Munich, Germany. Came the sudden realization that what had been whispered in my ear in the flatbed of a truck on 06 February 1944 had indeed been, "I will write you after the war." Opening the large gray envelope which had been dutifully censored, a well written letter in fair English wrapped around a 14" x 6" piece of parachute silk appeared. The letter introduced Herr Winklmaier as the individual who had taken me prisoner and proceeded to explain that he had taken my home address from the little New Testament taken from me when I was searched after capture. After carrying my address with him for the remainder of the war, he was making good on his promise to write me.

Interestingly, he was part of a communications maintenance unit located at nearby Chateaudun Flying Field and was at the field at Bricey repairing damages to the communications inflicted by our raid on 05 February, thus his presence when I made my inauspicious arrival in France. The piece of parachute silk was torn from my chute by Hubert, and before mailing it to me he had inscribed: "Feb 6, 1944 Bricey, 1Lt J E Bass, Laurel Miss." This was his way of positively identifying himself to me.

Over the next several years, there was a regular exchange of letters and I had CARE packages delivered to he and his family until he informed me that he had a good job with Volkswagen, thanking me profusely for the help extended to him. He also informed me that he would be going to Kampala, Uganda to run the VW workshop there. At this point, with my travels with the Air Force and the Korean fracas we lost touch for several years until one day in Kampala he had a conversation with an Air Force C-124 pilot who was involved in an airlift operation in Uganda and happened to know me and where I was stationed. Our correspondence resumed and continued henceforth. He had married a German girl from Munich and they had a son and a daughter.

My Air Force career ended with retirement in 1964 and employment by Delta Air Lines in early 1965. Strangely, about the same time, Hubert's wife Sonja was employed by Lufthansa in their air freight accounting department in Kampala. Now, happily, with airline pass privileges available to us, visits between our families became possible. In December 1968, Hubert and Sonja arrived at Tampa International Airport and began the first of a series of visits in each others homes. The Winklmaiers returned to Germany when Idi Amin began expelling whites from Uganda and Hubert was employed at the VW / Audi plant in Stuttgart, living in a lovely village named Neuenhaus where we enjoyed several marvelous visits.

To me, it is quite remarkable that a chance encounter in the middle of a German air field between two young men of different nationalities and political philosophies could, over many years, develop into a close friendship. A friendship based on the separately endured experiences of a terrible war and its aftermath, a mutual respect for the role played by the other in that conflict; and speaking for myself, the recognition that Hubert Winklmaier's courage in confronting three SS troopers on my behalf might have been instrumental in my being able to put this story into writing. He was a man of character and conviction and my friendship with him and his family has been and always will be a treasured experience. Sadly, Hubert Winklmaier departed this life at home on 02 December 1991. Lost, a good and respected friend.



Aircraft Formation at Assembly Point

<u>Gamble-Shumake</u> 583			
<u>Stuermer</u> 041	<u>Watson</u> 562		<u>Taylor</u> 785
<u>Snyder</u> 224			<u>Smith</u> 239
<u>Thomas</u> 973	<u>Wilson</u> 931	<u>DeWall</u> 471	<u>Goolsby</u> 314
	<u>Underwood</u> 399		<u>Hybert</u> 177
<u>Glass</u> 841		<u>Parrott</u> 340	<u>Hanselman</u> 050
	<u>Bordelon</u> 055		<u>Bech</u> 483
			<u>Shoup</u> 605
			<u>Dahleen</u> 257
			<u>McManus</u> 405
		<u>Newell</u> Spare - 807	<u>Bass</u> Spare - 498

Three (3) aircraft aborted this mission:

Lt. Goolsby in 314

Lt. Bech in 483

Lt. DeWall in 471

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 - Toggler 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 RESULTS OF MISSION KIA - Killed in action WIA - Wounded in action MIA - Missing in action POW - Prisoner of war	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
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358th Bombardment Squadron Crew Lists

(All Abortive Sorties)

B-17G #42-38041 *Hell's Angels II*

P Stuermer, John W., 2Lt
 CP Reynolds, Charles E., 2Lt
 NAV Tielman, William A., 2Lt
 BOM Newman, Clyde D., 2Lt
 ENG Harris, David W., S/Sgt
 LWG Rogers, Thomas A., Sgt
 RO Murray, Edward F., S/Sgt
 BT Stark, Joseph, Sgt
 TG Collins, Marvin B., Sgt
 RWG Carroll, Marvin A., Sgt

B-17G #42-31224 *Hell in the Heavens*

P Snyder, Robert W., 2Lt
 CP Cook, John H., 2Lt
 NAV Williams, Jack N., 2Lt
 BOM Morrison, James P., 2Lt
 ENG Haggerty, Jerome J., S/Sgt
 LWG Delaney, Jessie L., Sgt
 RO Rumpf, Charles W., S/Sgt
 RWG Balzano, Christopher, Sgt
 TG Hunt, John L., Sgt
 BT Chadick, Neal T., Sgt

B-17G #42-97498 *Padded Cell II CR-L*

P Bass, Julius E., 2Lt BO/POW
 CP Goldman, Myron M., 2Lt BO/KIA
 NAV Abernathy, Milton B., 2Lt BO/POW
 BOM Zientar, Matthew S., 2Lt BO/POW
 ENG Quevedo, Alfonso, S/Sgt BO/POW
 RWG Grsetic, John P., Sgt BO/POW
 RO Hensley, James C., S/Sgt
 BO/EVD/POW
 LWG Canale, Michael J., Sgt BO/POW
 TG Dockendorf, Cyril J., Sgt BO/POW
 BT Brown, Harold J., Sgt BO/POW

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

P Smith, Marshall L., 1Lt
 CP Palecek, Francis J., 2Lt
 NAV Neuwirth, Edward, 2Lt
 BOM Troy, Edward J., 2Lt
 ENG Dick, Andrew, T/Sgt
 LWG Schor, John, S/Sgt
 RO Frolick, Edwin J., S/Sgt
 BT Simon, Gustof J., S/Sgt
 TG Fugate, Walter O., S/Sgt
 RWG Stauter, Herman L., Sgt

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

P Taylor, James B., 2Lt
 CP Hall, Charles M., 2Lt
 NAV Levy, Herbert E., 2Lt
 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 Loveland, William H., S/Sgt

B-17G #42-31562 (No Name)

P Watson, Jack W., 2Lt
 CP Burns, James R., 2Lt
 NAV Connors, Edward B., 2Lt
 BOM Feinman, Milton, 2Lt
 ENG Hoffman, Robert W., S/Sgt
 LWG Hickey, Thomas P., Sgt
 RO Kistulentz, Paul, Sgt
 BT Gibbson, Paul M., Sgt
 TG McArthur, Robert G., Sgt
 RWG Daniel, Herbert A., Sgt

B-17G #42-31583 *Clover Leaf*

P Gamble, Donald, Capt
 CP Shumake, Glynn F., Maj
 NAV Steely, Hobart H., 1Lt
 NAV Jacobsen, Norman N., Capt
 BOM Fawcett, Jack W., Capt
 ENG Wilson, David L., S/Sgt
 LWG Vaughn, Norville, S/Sgt
 RO Bland, Hugh N., T/Sgt
 BT Scharch, Richard G., S/Sgt
 RWG Clark, Norman M., Sgt
 TG Stender, Francis H., S/Sgt

359th Bombardment Squadron Crew Lists

(All Abortive Sorties except Bech and Goolsby)

B-17G #42-39807 *Nero*

P	Newell, Noel N., 1Lt
CP	Donalson, Douglas C., 2Lt
NAV	Carey, William D., 2Lt
BOM	Hoover, William L., 2Lt
ENG	Freinwald, Earl C., T/Sgt
LWG	McGee, Richard, S/Sgt
RO	Weepie, Robert F., T/Sgt
TG	Atkinson, William E., S/Sgt
BT	Hart, Edgar B., Jr., S/Sgt
RWG	Mendel, Myron R., S/Sgt

B-17G #41-31177 *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., S/Sgt
LWG	Neathery, Ralph P., S/Sgt
TG	Barmak, Paul J., S/Sgt

B-17G #42-31405 *Wallaroo MK II*

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

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

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
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

(Abortive)

B-17G #42-38050 *Thunderbird*

P	Hanselman, Charles F., 1Lt
CP	Calwell, Lucien B., 2Lt
NAV	Ramsey, Elijah W., Jr., 1Lt
BOM	Livermore, William D., 2Lt
ENG	Fouss, Howard E., T/Sgt
LWG	Hermann, Kurt J., II, T/Sgt
RO	Zitzler, George A., T/Sgt
LWG	Armstrong, Keith N., S/Sgt
BT	Williams, Walter S., S/Sgt
TG	Tybuszewski, Mitchel J., S/Sgt

B-17F #41-24605 *Knock-Out Dropper*

P	Shoup, Noel E., 1Lt
CP	Litherland, James, 2Lt
NAV	Towberman, P.E., 1Lt
BOM	Ulbricht, Walter E., 2Lt
ENG	Bragg, Ben W., T/Sgt
RWG	Gribble, Robert F., S/Sgt
RO	Harrison, Donald B., T/Sgt
LWG	Morrow, Robert K., Sgt
BT	Hostetter, William L., Jr., S/Sgt
TG	Ross, Harry C., S/Sgt

B-17G #42-31314 *Scorchy*

P	Goolsby, Billy M., 2Lt
CP	Savage, John N., 2Lt
NAV	Towberman, Paul E., 2Lt
BOM	Robinson, John M., 1Lt *
ENG	Mayhugh, John C., Jr., S/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

(Abortive)(*) crew list missing - may have been 2Lt

Richard R. Bowen (B) and/or T/Sgt Donald Bumgarner (E)

360th Bombardment Squadron Crew Lists

(All Abortive Sorties except DeWall)

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

P	Thomas, Earl N., Lt
CP	Miller, Edgar C., 2Lt
NAV	Walenta, Clarence V., Lt
BOM	Scott, Harold L., Lt
ENG	Mason, John W., S/Sgt
TG	Harvey, Roy D., Sgt
RO	Crowder, Gayther B., T/Sgt
RWG	Flenniken, William, Sgt
BT	Johnston, Harold A., Sgt
LWG	Books, Carl O., Sgt

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

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., S/Sgt
RO	Mirkin, Herman H., T/Sgt
LWG	Petree, Wendell R., S/Sgt
BT	Webbink, Elvin F., S/Sgt
TG	Hubley, Warren G., Sgt

B-17G #42-31055 *Aloha*

P	Bordelon, Berton A., Lt
CP	Coons, Charles L., Lt
NAV	Cromwell, Frederick P., Lt
BOM	Cottrell, John W., Lt
ENG	Barker, Forrest, S/Sgt
RWG	Adams, Donald K., S/Sgt
RO	Fontana, Joseph L., S/Sgt
LWG	Patterson, Harry L., S/Sgt
BT	Harrington, Joseph F., S/Sgt
TG	Couch, Ted, Sgt

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

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

B-17G #42-37841 *Banshee*

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

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

P	DeWall, Hershel R., Lt
CP	Chapman, John M., Lt
NAV	Becker, Sylvester J., Lt
BOM	Pierson, Lawrence C., S/Sgt
ENG	Breitenbach, Louis H., T/Sgt
RWG	Hosso, Harry V., S/Sgt
RO	Francis, Walter G., T/Sgt
BT	Ayres, Arthur B., S/Sgt
LWG	Friedman, Szymon A., Sgt
TG	Davis, Paul J., S/Sgt

(Abortive)

B-17G #42-31340 *Miss Liberty*

P	Parrott, John H., Lt
CP	McGrath, Leo B., Lt
NAV	Volk, Anthony D., Lt
BOM	Walter, George M., Lt
ENG	Levin, Meyer, T/Sgt
LWG	Rein, William E., S/Sgt
RO	DeWitte, Victor W., S/Sgt
BT	Mayfield, James E., Sgt
RWG	Huddleston, D.O., S/Sgt
TG	Laible, Gilbert N., Sgt
PHO	Lovett, William F., Sgt