

303rd BG (H) Combat Mission No. 118

6 March 1944

Target: City Area, Berlin, Germany (PFF)

Crews Dispatched: 27

Crew Members Lost or Wounded: 2 crewmen wounded

Length of Mission: 8 hours, 40 minutes

Bomb Load: 10 x 500 lb G.P.; 42 M47A1 Incendiary bombs

Bombing Altitudes: 20,800 ft; 22,000 ft

Ammo Fired: 10,645 rounds

Berlin was again the target and the entire 1st Bomb Division bombed in the first large-scale daylight attack against the German capital. Twenty-seven 303rd BG(H) aircraft were airborne and dispatched. 1Lt. John C. **Lawlor**, flying in the No. 7 position of the 360BS 379/384BG Composite Group in #42-31055 *Aloha*, lost his No. 4 engine 15 minutes before reaching the target and jettisoned his bombs near Werferlinger, Germany. The other 26 B-17s dropped 50 tons of 500-lb. G.P. M43 bombs in a suburban area about six miles east of the heart of Berlin. The M47A1 65-lb. incendiary bombs of the High Group, in which the 360BS was Low Squadron, covered six blocks of a residential area. Bombing was done from 19,800 and 22,000 feet by PFF. The 8th Air Force dropped more than one million leaflets over Berlin.

There were 2/10 to 5/10 cloud cover over the entire route to the target. Flak was very intense and accurate. Ground rockets were reported at various points. Eighteen aircraft suffered minor damage and five suffered major damage from anti-aircraft fire. No chaff was carried. Briefing officers predicted the heaviest concentration of enemy fighters on any mission so far flown. This prediction proved accurate as vicious enemy fighter attacks were experienced. The 303rd BG(H) crews reported 40 to 50 enemy aircraft with two direct attacks: one by 8 to 10 ME-109s and FW-190s, and the other by eight ME-109s damaging two 303rd BG(H) aircraft. Lt. **Lawlor**, who lost an engine and became a straggler, was subjected to severe attacks from all directions.

The first 8th Air Force mission to Berlin was on 4 March 1944, but it was not executed as planned. The 3rd Bomb Division dispatched 238 B-17s, but the weather deteriorated to such an extent that only 30 Fortresses dropped their bombs on Berlin. General **Doolittle** tried to get permission to lead this mission flying a P-51, so he could claim the honor of being the only person to have led raids on Tokyo, Rome and Berlin—the three Axis capitals. General Tooe **Spatz** gave him permission to fly on the 4 March mission, but changed his mind at the last minute. He stated that he couldn't afford to risk the capture of a senior officer with knowledge of the invasion plans.

The Berlin mission on 6 March 1944 was much more successful, but the loss of 53 B-17s, 16 B-24s and 11 fighters dimmed the success. The heavy losses were a new record for an 8th Air Force mission. Three of the B-17s landed in Sweden. Fighter pilots made claim to 82 enemy aircraft destroyed, 9 possibly destroyed and 32 damaged.

AT LAST WE GET TO BERLIN
6 March 1944 — Mission #118
Ed Miller's Memories and Recollections

Since the 3rd of March 1944 we have been trying to reach Berlin – to let Hitler know that the 8th Air Force does exist. Today we made it – but we paid a huge price in human lives and aircraft.

We put up 812 heavy bombers (504 B-17s and 226 B-24s) and 474 B-17s and 198 B-24s made it to their targets, but the bombing results were not too good. Photo's indicate that no bombs hit their assigned targets. And the losses were staggering – at least 80 aircraft (53 B-17s, 16 B-24s and 11 fighters), a new 8th Air Force record for any one mission—even greater than Schweinfurt. This may have been due to the fact that we were at a much lower altitude than our usual bombing. But it was necessary as the trip in and out took almost nine hours. Three B-17s and five B-24s were lost to AA fire, 41 B-17s due to enemy aircraft and 4 B-17s and 2 B-24s due to both AA fire and enemy aircraft.

Two hundred thirty nine B-17s and 97 B-24s sustained major damage, which meant a very busy night for the ground support personnel.

The briefing officers said that Berlin would be defended with the largest array of enemy fighters and anti-aircraft artillery known to man. They were right – as the enemy fighter attacks were indeed, very vicious today. Eighteen of those B-17s lost were from the 1st Air Division. But we escaped with only two crewmen being wounded. Major Richard H. Cole, Commander of the 359th Bomb Squadron was our Group Commander today.

The 1st Air Division led the attack on Berlin, with the 3rd Air Division flying second and the 2nd Air Division (B-24s) flying third. The first enemy aircraft attacks began at about 1200 hours against the 1st Air Division formations in the area north of Osnabruck and continued until 1230 hours, just north of Brunswick. Approximately 100 plus Me-109s and FW-190s were encountered and they attacked in groups of six to fifteen at a time concentrating mostly on the low groups.

All types of tactics were employed and enemy aircraft pilots were described as being very experienced and eager for combat. At approximately 1330 hours, on the way out, enemy aircraft renewed their attacks against the two middle combat wings of the 3rd Air Division, and continued them for over 15 minutes, in an area just north of Berlin. At approximately 1415 hours, attacks again started in the area north of Brunswick and lasted for 30 minutes until the formations were north of Osnabruck. The 3rd Air Division lost 35 B-17s. One B-17 was lost after being struck by a B-17 spinning through the formation as a result of enemy aircraft action. A second B-17, engaged by enemy aircraft, collided with another B-17 and both were lost. Three B-17s, probably somewhat disabled, landed in Sweden—all crews were uninjured.

This was my second “close encounter” with enemy fighters. 1Lt Earl N. Thomas, my pilot was in the number six position in the low squadron of the 379th/384th Bomb Group Composite Group. We were hit about 15 minutes before reaching the target area. (The first two wings of the 1st Air Division – the 1st CBW and the 94th CBW – which were over the target first, reported seeing over 100 enemy aircraft.) The Division lost 18 aircraft. We probably saw more fighters today than on any other mission that I flew during

the war. Crews from the 303rd reported seeing about 40 to 50 enemy aircraft. And our Composite Group was hit twice by Me-109s and FW-190s.

Enemy aircraft came through the Composite Group and hit 1Lt Lawlor of our 360th Bomb Squadron, which was flying directly to our right in the tail-end-Charlie position. Again, like in my first mission to Frankfurt on February 4th, it seemed that the “tracers” were coming directly toward our aircraft. But this time it was my turn at the controls and I didn’t get to see too much as I was busy flying as close formation as was possible. Lt Lawlor lost an engine and had to jettison his bombs. When he became a straggler, due to the lost of an engine, he was hit from all directions, but, luckily he was able to avoid being shot down. He got home by joining up with other groups as they were heading back to England.

This was the first time that I saw enemy aircraft firing rockets and then following it up with 20 mm fire. There was a report of air-to-air bombing with the use of parachute bombs. The report from the 3rd Air Division was that all of their aircraft lost to enemy aircraft were seen burning as they went down and they believe this was due to enemy aircraft firing fused incendiary shells from the 20 mm cannons in the FW-190s. This shell was reported to have a burst with a sparkler effect.

But with all of the enemy aircraft action, we must not forget that we encountered intense and accurate anti-aircraft fire over the vast Berlin area. In addition, AA fire at Diepholz, Lingen and Vechta was reported as moderate to intense and accurate.

Fifteen (15) groups of Eighth Air Force fighters, four (4) groups of Ninth Air Force and two (2) squadrons of RAF Mustangs provided continuous escort for this attack. In fact, three of these groups flew double sorties, one on the penetration and one on the withdrawal of the bombers. We had P-47s on the penetration, P-51s over the target (they were the only one’s that could fly that far) and a mixture of P-47s, and P-38s on the withdrawal. In total, 796 fighters took part in this action, with a loss of 11 aircraft. Our fighter pilot claims were 82 enemy aircraft shot down, 9 damaged and 32 probably destroyed.

As for the results of the bombing, there were good concentrations of bombs in the southwestern suburbs of Berlin, especially in the Zehlendorf area. Bombs hit the main railway line in the Spandau section of Berlin. Photo Reconnaissance aircraft covering the attack, reported fires still burning in the districts of Steglitz and Zehlendorf, three hours after bombs away.

Personnel losses for this mission were 708 crew members are missing, 14 crew members were killed and 38 crew members were wounded— probably an 8th Air Force record for losses from a single mission.

So, this was the third time that I had started to Berlin and finally made it. And I was barely able to get home. I was sure one of those enemy aircraft bullets had my name on it – but not today.

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

MISSION #18

Date: March 6, 1944

Target: BERLIN

Altitude: 19,200 feet

Plane: U-050 "Thunderbird"

Position: No. 5, Lead Squadron, Low Group

This was our third briefing for "Big B" in three days - and we made the most of it this time! We went over at a very low altitude for Berlin and all of its flak guns.

Our fighter support was splendid, and even though the Krauts kept ripping through other wings, our combat wing was rather lucky in not getting too many direct fighter attacks that seriously threatened us. We had a few passes made at us, but no one in our group was hurt much.

Over the target it looked like the Fourth of July - flak bursting in red flashes and billowing out black smoke all around us. The flak over Berlin was the most accurate and most heavy flak we ever got into. It seemed almost thick enough to drop your wheels and taxi around on it. The Krauts were practically able to name the engine they were shooting at. We received hits in the No. 1 engine, the No. 2 engine and the No. 4 engine. Our left Tokyo tanks were shot out. (We had transferred the gasoline out of them before this hit.) The plexiglass surrounding the left cheek-gun was shattered by a chunk of flak. The horizontal stabilizer had a big hole shot through it, and the vertical stabilizer received a jagged hole in the top of it. We also picked up another hole in the right side of the fuselage, near the tail wheel. The hit in the No. 1 engine went through the cowling and clipped the four cable conduits carrying the wires to the front spark plugs in two cylinders. It also knocked off a few fins on both cylinders. The hit in the No. 2 engine knocked out one cylinder, though the engine still gave us partial power and continued to operate on our return flight to England.

On our way back from the target, we had a few passes made at our group, but the P-51 fighter escort very quickly took care of these Me-109s. Our fighter escort was really swell on this mission. The whole day's operation cost the 8th Air Force sixty-eight bombers. This was the heaviest loss ever received. Our group established a record on this mission. We put up twenty-seven ships, and every one of them went across the target, and every one of them came back. Our ship, the *Thunderbird*, received the heaviest damage of any of the planes in our squadron.

We were lucky on this mission and got along fine. Our plane was shot up the worst this time of all the missions we flew, but still we received no injury to any member crew - though I had a close call. A piece of flak came through the cockpit and cut the left sleeve of my leather flying jacket, but didn't touch me. Our bomb load was 10 five-hundred pound high explosive bombs.



After Precision Bombing Assault

An Eighth A.A.F. Bomber Station—England - Immediately after their return from a great daylight precision bombing assault on Berlin, March 6, the crew of a Flying Fortress is interrogated by intelligence officers. 2Lt David K. Chang, Chinese bombardier of Honolulu on the interrogator's right and the pilot, 1Lt Vern L. Moncur, Rupert, Idaho, seem to be amused about some part of the day's mission, which was marked by one of the greatest aerial battles in history.

ASSTAF Official Photo distributed through OWI.



(6PR 328-1-503)(6-MARCH-44) LEAD CREW, BERLIN

B-17G Buzz Blonde #42-39875 (427BS) GN-S

41st CBW-B (359BS) - Pilot Maj R.H. Cole / CoPilot 1Lt T.J. Quinn

(Back - not in order) Maj Richard H. Cole (P-3rd from left), 1Lt Thomas J. Quinn (CP), 1Lt Richard R. Bowen (B), 1Lt Gerald M. Palmer (N), 1Lt Robert H. Halpin (TG-O)

(Front L - R) T/Sgt Lloyd C. Mouser (R), S/Sgt Patrick N. McGauley (BT), S/Sgt Joseph E. Robichaud (RWG), T/Sgt Kurt J. Hermann (LWG), T/Sgt John C. Mayhugh (E)

Aircraft Formation at Assembly Point - Group A

		<u>Cole-Quinn</u> 9875		
		<u>McManus</u> 405		<u>Blossom</u> 386
			<u>Hybert</u> 830	
		<u>Edwards</u> 168		<u>Moncur</u> 050
	<u>Watson</u> 622			<u>McGarry</u> 020
<u>Hofmann</u> 224		<u>Maxey</u> 037	<u>Melton</u> 027	<u>Headlee</u> 213
	<u>Wise</u> 154			<u>Harrison</u> 616
<u>Newell</u> 183		<u>Ferguson</u> 785	<u>Mars</u> 929	<u>Estes</u> 200
	<u>Shope</u> 158			<u>Flesh</u> 7875

Composite Group with 379th & 384th Groups

	<u>Bergeron</u> 340		_____
<u>Hicks</u> 754		<u>Holdcroft</u> 483	_____
	<u>Long</u> 432		_____
<u>Thomas</u> 204		<u>McGrath</u> 471	_____
	<u>Lawlor</u> 055		_____

Crew Reports of Enemy Aircraft Destroyed or Damaged

Gunner Claims: Destroyed 2, Probable 1, Damaged 1, Total 4

Confirmed Claims: Destroyed 1, Probable 0, Damaged 1, Total 2, No Claim 2

		<u>Claim</u>	<u>Confirmed</u>
S/Sgt. Paul J. Davis (055)	ME-210	Destroyed	Destroyed
Lt. James B. Noland (055)	ME-109	Damaged	No Claim
S/Sgt. W.V. Kuntashian (055)	ME-109	Possible	Damaged
Sgt. V.A. Angione (929)	ME-109	Destroyed	No Claim

358th Bombardment Squadron Crew Lists

B-17G #42-97622 Paper Dollie

P Watson, Jack W., 1Lt
 CP Packard, Peter L.M., Capt
 NAV Minkowitz, Samuel, 1Lt
 BOM Mack, Austin J., 2Lt
 ENG Hoffman, Robert W., S/Sgt
 RWG Daniels, Herbert A., Sgt
 RO Kistulentz, Paul, Sgt
 BT Gibbs, Paul M., Sgt
 TG McArthur, Robert G., Sgt
 RWG Hickey, Thomas P., Sgt

B-17G #42-32037 (No Name)

P Maxey, Frank, 2Lt
 CP Knight, R.A., 2Lt
 NAV Mikulich, Louis F., 2Lt
 BOM Spatt, Arnold I., 2Lt
 ENG Gonsalves, John D., S/Sgt
 LWG Johnston, Wendell B., Sgt
 RO Rabun, Clifford G., Sgt
 BT Swain, Norman F., Pvt
 TG Angelo, George L., S/Sgt
 RWG Hodgins, Robert A., Sgt

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

P Hofmann, Raymond, 2Lt
 CP Putiri, John G., 2Lt
 NAV Binder, Carroll, 2Lt
 BOM Israelson, Elmo P., 2Lt
 ENG Blakeney, William R., Jr., S/Sgt
 BT Crenshaw, Ollie G., Sgt
 RO Berman, Seymour, S/Sgt
 LWG Galloway, John B., Sgt
 TG Jensen, Bob, Sgt
 RWG Williams, James O., Sgt

B-17G #42-38154 (No Name)

P Wise, Calder L., 1Lt
 CP Snyder, Robert W., 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, Sgt

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

P Ferguson, Wendell Z., 2Lt
 CP Moody, James D., 2Lt
 NAV Brown, James F., 2Lt
 BOM Schmid, Ralph D., 2Lt
 ENG Matthews, David R., Sgt
 LWG Smithson, Clyde E., Sgt
 RO Phillips, Robert B., S/Sgt
 RWG Rogers, Thomas J., Sgt
 TG Brooks, Richard S., Sgt
 BT Rhodes, Kenneth C., Sgt

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 cuntry 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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359th Bombardment Squadron Crew Lists

B-17G #42-31830 Marie

P	Hybert, Arthur J., 1Lt
CP	Hall, Franklin M., 2Lt
NAV	Klingensmith, Russell, 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
TG	Barmak, Paul J., S/Sgt
LWG	Neathery, Ralph P., S/Sgt

B-17G #42-38050 Thunderbird

P	Moncur, Vern L., 1Lt
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., S/Sgt
RWG	Baer, Richard K., S/Sgt
LWG	Dickman, Thomas J., S/Sgt
TG	Wike, Leonard L., S/Sgt

B-17G #42-38168 Dear Mom

P	Edwards, Kenneth C., 1Lt
CP	Peterson, Edwin V., 2Lt
NAV	Sanders, Coleman, 2Lt
BOM	Anderson, Everett J., 2Lt
ENG	Johnson, Kenneth V., S/Sgt
RO	Kennedy, Herbert W., S/Sgt
BT	Guzman, Abel G., Sgt
LWG	Rettinhouse, Robert, S/Sgt
TG	Kowalk, Francis H., Sgt
RWG	Moening, Herman G., Sgt

B-17G #42-31386 Sky Duster

P	Blossom, George N., 1Lt
CP	Sassone, Joseph C., 2Lt
NAV	Walsh, Myles J., 2Lt
BOM	Joyce, John D., 2Lt
ENG	Davis, Eugene B., S/Sgt
RO	Minks, George B., S/Sgt
BT	Munson, James E., S/Sgt
TG	Moessner, Raymond J., S/Sgt
RWG	Rogers, Warren G., Sgt
LWG	Morrow, Robert K., Sgt

B-17G #42-31183 Bad Penny

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	Kolenda, Frank M., Sgt
RO	Weepie, Robert F., T/Sgt
TG	Atkinson, William E., S/Sgt
BT	Montgomery, Robert K., S/Sgt
RWG	Mendel, Myron R., S/Sgt

B-17G #42-31405 Wallaroo MK II

P	McManus, Henry, 2Lt
CP	Gorecki, Victor T., 2Lt
NAV	Carroll, Charles P., 2Lt
BOM	Cecot, Chester R., 2Lt
ENG	Row, Robert A., T/Sgt
RO	Colburn, Robert P., 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-17G #42-39875 Buzz Blonde

P	Cole, Richard H., Maj
CP	Quinn, Thomas J., 1Lt
NAV	Palmer, Gerald M., 1Lt
BOM	Bowen, Richard R., 1Lt
ENG	Mayhugh, John C., T/Sgt
RO	Mouser, Lloyd C., T/Sgt
RWG	Robichaud, Joseph E., S/Sgt
BT	McCauley, Patrick N., S/Sgt
LWG	Hermann, Kurt J., II, T/Sgt
TG	Halpin, Robert H., 1Lt

360th Bombardment Squadron Crew Lists

B-17G #42-38204 (No Name)

P Thomas, Earl N., 1Lt
 CP Miller, Edgar C., 2Lt
 NAV Walenta, Clarence V., 2Lt
 BOM Scott, Harold L., 2Lt
 ENG Mason, John W., T/Sgt
 RWG Flenniken, William, S/Sgt
 RO Bonn, Charles J., Sgt
 TG Bacon, Charles N., Sgt
 BT Johnston, Harold A., Sgt
 LWG Books, Carl O., Sgt

B-17G #42-31432 Old Glory

P Long, John A., Lt
 CP Ellsworth, Paul R., 2Lt
 NAV Becker, Sylvester J., 1Lt
 BOM DeSousa, John, Jr., 1Lt
 ENG Wilson, Clarence G., T/Sgt
 LWG Ledley, Albert J., S/Sgt
 RO Jennings, Ralph T., T/Sgt
 RWG Henson, Mace, S/Sgt
 TG Orlando, Anthony T., S/Sgt
 BT Logan, Frank C., S/Sgt

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

P McGrath, Leo B., 2Lt
 CP Chapman, John M., 2Lt
 NAV Volk, Anthony D., 2Lt
 BOM Klasnick, Joseph S., S/Sgt
 ENG Green, Jack E., S/Sgt
 RO Deerfield, Eddie, Sgt
 BT Mayfield, James E., Sgt
 RWG Hosso, Harry V., S/Sgt
 TG Laible, Gilbert N., S/Sgt
 LWG Oxendine, Simeon, S/Sgt

B-17G #42-31340 Miss Liberty

P Bergeron, Willard H., Capt
 CP Bowen, James W., 2Lt
 NAV Przybyszewski, Henry S., 2Lt
 BOM Fahlbusch, Joseph F., 2Lt
 ENG Hubley, Warren G., S/Sgt
 RO Mirkin, Herman H., T/Sgt
 BT Webbink, Elvin F., S/Sgt
 TG Roads, Dwight W., S/Sgt
 LWG Petree, Wendell R., S/Sgt
 RWG Lovett, William F., Sgt

B-17G #42-31483 Bonnie B

P Holdcroft, Lloyd L., 1Lt
 CP Bradley, Clyde W., Jr., 2Lt
 NAV Pace, Charles M., 2Lt
 BOM O'Donnell, John J., 2Lt
 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 #42-31754 (No Name)

P Hicks, David F., 2Lt
 CP Stevens, Joseph E., 2Lt
 NAV Fleming, Samuel P., 2Lt
 BOM Finley, Robert A., 2Lt
 ENG Brewster, John L., T/Sgt
 RO Geisman, Gaylord W., T/Sgt
 BT Deffinger, John P., S/Sgt
 TG Edwards, Marvin R., Sgt
 RWG Fitko, Marion F., S/Sgt
 LWG Cole, Edgar C., S/Sgt

B-17G #42-31055 Aloha

P Lawlor, John C., Jr., 1Lt
 CP Lynch, Robert J., 2Lt
 NAV Noland, James B., 1Lt
 BOM Peterson, Elmer L., S/Sgt
 ENG Tower, Jack W., T/Sgt
 RWG Baker, Nelson, S/Sgt
 RO Esposito, Frank B., T/Sgt
 LWG Krenek, Joe W., S/Sgt
 BT Kuntashian, Warren V., S/Sgt
 TG Davis, Paul J., S/Sgt

427th Bombardment Squadron Crew Lists

B-17G #42-32027 *Betty Jane*

P	Melton, James H., 2Lt
CP	Belknap, Robert W., 2Lt
NAV	Frechter, Harry G., 2Lt
BOM	Clapp, Keith W., 2Lt
ENG	Rusinak, John C., S/Sgt
BT	Moore, John J., Jr., Sgt
RO	Stoberl, Donald L., S/Sgt
TG	Anderson, Ralph R., Sgt
LWG	LaPlante, Willard R., Sgt
RWG	Fontaine, Clifford F., S/Sgt

B-17G #42-31200 *Old Crow*

P	Estes, Shirley W., Lt
CP	Byers, Ballard T., Lt
NAV	Shemwell, John T., 2Lt
BOM	Minter, Thomas W., Lt
ENG	Price, Jack J., S/Sgt
BT	Wiley, Nathan H., Sgt
RO	Wagner, Wayne, S/Sgt
TG	Serpa, Joseph E., S/Sgt
RWG	Silrum, Orvis K., Sgt
LWG	Ford, Thomas P., Sgt

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

P	Headlee, Dale C., 2Lt
CP	Fogerson, Joseph E., F/O
NAV	Schweitzer, Jerome D., 2Lt
BOM	Handley, Donald J., 2Lt
ENG	Klunk, James A., S/Sgt
BT	Almanzor, Berton F., Sgt
RO	Moberg, Chester H., S/Sgt
TG	Bell, Alton R., Sgt
LWG	Rider, Wilbert, Sgt
RWG	Kyle, Clarence, Sgt
PHO	Gervais, Joseph R., Sgt

B-17G #42-31929 *Tennessee Hillbilly*

P	Mars, Charles W., Lt
CP	Dallas, William J., Lt
NAV	Clark, James G., Lt
BOM	Webster, Charles M., Lt
ENG	Foster, Raymond L., Sgt
BT	Teno, James R., S/Sgt
RO	McGinnis, Eddie, Sgt
TG	Angione, Vincent A., Sgt
RWG	Senechal, Albert J., Sgt
LWG	Nivens, Delbert S., Sgt
OBS	Taber, Robert W., Capt

B-17G #42-38020 *V-Packet*

P	McGarry, John J., Jr., 1Lt
CP	Cotham, Willie C., 2Lt
NAV	Halligan, Robert W., 2Lt
BOM	Foe, Kenneth D., 2Lt
ENG	Grace, Henry J., T/Sgt
BT	Friedman, Ira, S/Sgt
RO	Stuphar, Stephen, S/Sgt
TG	Kowalonek, Walter A., Sgt
LWG	Musashe, Michael, S/Sgt
RWG	Hilborn, Ervin, S/Sgt

B-17G #42-31616 *Spirit of Flak Wolf*

P	Harrison, Emmittes S., Jr., 1Lt
CP	Bastean, Stephen B., 2Lt
NAV	Kurnik, Walter F., 2Lt
BOM	Biedanski, Edmund J., 2Lt
ENG	Rombach, Joseph H., T/Sgt
BT	Dye, James W., S/Sgt
RO	Volmer, Lawrence O., T/Sgt
TG	Vateckas, Coster R., S/Sgt
LWG	Campbell, Kenneth H., S/Sgt
RWG	Hawk, Kenneth L., S/Sgt

B-17G #42-37875 *Empress of D Street*

P	Flesh, William R., 1Lt
CP	Combs, Americus V., III, 2Lt
NAV	Doyle, Robert V., 2Lt
BOM	Landry, Robert J., 2Lt
ENG	Albright, Glenn N., T/Sgt
RO	Murphy, John J., T/Sgt
BT	Price, Richard M., S/Sgt
TG	Williams, John P., Jr., S/Sgt
LWG	Kossin, Jack, S/Sgt
RWG	Marson, Charles H., S/Sgt
PHO	Mulberry, Harold F., Sgt

B-17F #42-3158 *Max*

P	Shope, George W., Jr., 1Lt
CP	Jenkins, Elton L., 2Lt
NAV	Peacock, Lawrence A., 2Lt
BOM	Meagher, Robert W., 2Lt
ENG	Walsh, Charles E., T/Sgt
RO	Ratliff, Leonard E., T/Sgt
BT	Tambe, Angelo J., S/Sgt
TG	Smith, Nyle F., S/Sgt
LWG	McGrew, Robert H., S/Sgt
RWG	Hoff, Henry, S/Sgt