

303rd BG (H) Combat Mission No. 164

29 May 1944

Target: FW-190 Aircraft Factory at Posen, Poland

Crews Dispatched: 35

Length of Mission: 9 hours, 55 minutes

Bomb Load: 10 x 500 lb G.P. bombs

Bombing Altitude: 22,000 ft

Ammo Fired: 6,165 rounds

Thirty-five aircraft took off to bomb the Focke-Wulf aircraft factory at Posen, Poland. The secondary target was the experimental station at Peenemunde.

The climax of the ten-hour mission was the satisfaction of the bombardiers as they watched 330 500-lb. M43 and 20 500-lb. RDX bombs hit the target area. They enjoyed a ten-minute bomb run and saw clouds of smoke and fire rise from the bomb blasts. Bombs were dropped from 22,000 and 21,000 feet. Weather was "CAVU."

Anti-aircraft fire was mostly avoided on the mission due to the excellent navigation by Captain Hobart H. **Steely**, Jr. A few bursts inflicted minor damage on ships of the second Group. One brief exchange of fire with a force of six or seven ME-109s spoiled an otherwise eventless day for the Fortress crews. These German fighters were trying to simulate P-51s, which were escorting the bombers. They came in quite close to the formation before Group gunners penetrated their disguise and poured a curtain of fire at them. They scattered and fled after firing a few rounds. Several B-17s sustained only slight damage.

Lieutenant Colonel Lewis E. **Lyle**, flying on his 41st mission said, "We had a long trip and got shot at by a lot of flak, but I don't think one shell burst in our formation. We didn't have any fighter attacks, but one Group bombardier said, "We had a nice long bomb run in perfect weather. It was duck soup."

Major Walter K. **Shayler** said his low Group formation had a few fighter attacks. "About six ME-109s tried to sneak in on us by pretending they were P-51s. They got in pretty close before our gunners saw what they were. When we opened up fire, they scattered like chickens," S/Sgt. Harry **Goland**, a waist gunner, said, "One fighter started to make a pass at a lone Fort, but he only got about halfway in before the Fort's gunners shot him down."

Crew Reports of Enemy Aircraft Destroyed or Damaged

1Lt. John W. Cottrell (340)	ME-109	Damaged
S/Sgt. Harvey L. Rau (391)	FW-190	Destroyed
Sgt. Howard E. Dudley (391)	FW-190	Destroyed

SLUGGING IT OUT FOR TEN HOURS

from the book "25 Milk Runs" by Richard R. "Dick" Johnson

Part of our mission to prepare for D-Day was to intercept and destroy the German fighter force. Had this been accomplished earlier, the invasion would have been in early May, because in order for the invasion to succeed, the Allies had to have mastery of the air, and this had not yet been accomplished.

Today, we were to bomb a Focke Wulf assembly plant and airfield in Posen, Poland, where the dreaded FW-190 was being built. We were assigned number three position, behind and to the left of the high squadron leader. Our group furnished 18 planes for the wing formation for today's flight which would take over ten hours. We were in our aircraft at 07:10 and started engines at 08:00. We started taxi at 08:10 and took off at 08:25. It took one hour for all planes to get into formation at 8,000 feet over Molesworth, where our 303rd Bomb Group was located. Climbing to 13,500 feet, we crossed the English coast at Cremer. Over the channel we climbed to 21,000 feet, picking up friendly fighters; P-51s and P-47s. We crossed the enemy coast near the Dutch town of IJmuiden, not far from Egmond, at 10:44.

Our course was due east, aimed directly at Berlin, but while still out of range of their flak guns, we made a dog-leg to the south. We then took a direct flight to Posen (Poznan), Poland, and drew a bead on the FW factory in the Posen suburb of Erzesinki.

The sky was cloudless and our bomb run of 38 miles gave the lead bombardier plenty of time to kill the drift which was 5 degrees to the right of our track. This caused our true heading to be at a compass heading of 64 degrees, while our track over the ground was at 68 degrees, magnetic. The intervalometer was set at the Salvo position, and when the bombs first appeared from the lead plane, all the other planes dropped in unison. Despite considerable flak, the Norden bomb sight did its job well on this mission. Much of the plant was destroyed as were several other buildings nearby. We were surprised that we encountered no enemy planes, since our escorting fighters had long since returned to base, the target being far out of their range. Perhaps the Germans didn't expect us to bomb such a distant target. This was the only Poland mission flown during the entire war by the 303rd Bomb Group. What we didn't know at the time was that the Germans were taking some of their flak guns from aircraft plants and taking them to defend their oil refineries. Despite our constant harassment, the Germans were increasing their aircraft production throughout the war, but they couldn't be flown without fuel. And they couldn't be flown well by inexperienced pilots.

Coming off the target, we headed due north for 25 minutes, while letting down to 14,000 feet from our bombing altitude of 22,000 feet. This was done to conserve fuel, as this was a critical problem on such a long mission. At the lower altitude, the turbo superchargers could be turned off, and the engines leaned out for better fuel efficiency.

After letting down to 14,000 feet, we turned to the northwest, and crossed into the Baltic Sea. At this point we crossed over an island that we thought was undefended. We were wrong! Our gunners reported flashes from the ground from four different areas of the same field. The island contained a four gun battery of 88mm flak guns, and we flew directly over them. Four bursts at a time were coming up every three or four seconds and the only thing that saved us was a quick turn to throw off their aiming lead. The second burst destroyed an engine on one of our planes and he started dropping back.

We no sooner got over the open Baltic again when we noticed a small formation of planes off to our right, going in the same direction. They were German fighters trying to simulate our own P-51s. After they passed a couple of miles ahead of us, they made a turn to the left, and their profiles gave them away as ME-109s and FW-190s. There were three of each, and they made a diving left turn to attack us from the one o'clock high position.

I thought that I was on intercom and said, "Enemy fighters, one o'clock high." A voice came back at me, "Get off the air," I looked down at the radio and realized my error. I had broadcast my information all over Europe when the rule was to maintain radio silence. I switched to intercom and the crew was already aware of our impending confrontation and talking excitedly.

One ME-109 chose our plane as his target and came in firing his thirty caliber machine guns and his 20mm cannon. The bullets from a 20mm cannon will explode on impact, but none hit our plane. From all the smoke pouring out of his wings, I thought that he had been set on fire by our top turret gunner, Sgt. Buchanan. It only took an instant for me to realize what was really happening. Our pilot, T.R. Beiser, grabbed the yoke and pulled up a bit. I was convinced that the German pilot had drawn a mental bull's eye on the co-pilot's windshield, so I grabbed the yoke to assist Beiser. All our forward guns were firing at this point, but our gyrations prevented any serious damage to the ME-109. More importantly, it also prevented the German pilot from inflicting any damage on us. Our B-17 was very light at this time, having dropped our ten, five hundred pound bombs and having burned most of our eight tons of gas. I always thought that the B-17 was the noisiest thing possible until I had "Pappy" Buchanan's fifty caliber machine guns blazing away, just six inches over my head.

This ME-109 duplicated our every move, but was behind the curve as he could not anticipate what we were going to do. At the last moment I was certain that he was going to ram us, but he veered off our right wing tip so close that I could see his face, and was startled to see that he was not wearing an oxygen mask. It was our rule to use oxygen above 10,000 feet in daylight, and from the ground up at night. He probably removed his mask at the start of the attack. Whether it affected his aim, I'll never know. A few years ago I saw his gun camera film and the gyrations that we were going was remarkable!

We expected the fighters to come back, but they spotted our straggler, and decided to finish him off. It didn't work, as two of the enemy planes were shot down, and a third was damaged by our wounded B-17. The German pilots may have been inexperienced. Many years after the war I met a German pilot who had survived the war and he told me that only a fool would fly against a B-17 unless he was forced to do so. Having a gun camera made it mandatory, I guess.

On the way back to base we saw a B-17 go out of control and explode, and eight parachutes were counted. In the North Sea we saw another B-17 ditch, having run out of fuel. We saw one of the inflatable life rafts that had several men in it. Air sea rescue came and picked them up a couple of hours later.

None of these downed bombers were from our base, and we all got back safely, including our straggler who made it on three engines. Nine B-17s of our group sustained minor damage, while our straggler was listed as major. One aircraft was listed as damaged by friendly fire. This was our aircraft, as another B-17 firing at "our" ME-109 fired

a 50 caliber, armor piercing, incendiary bullet through our left wing. Fortunately for us, it missed our gas tanks, which would likely have made us into a fire ball. Guns on the B-17 cannot shoot parts off their own plane because of stops built into the mechanism, but it cannot prevent "OOPS" from their neighbors.

On our return trip to Molesworth we were joined by a twin engine P-38 that had an engine feathered and indicated that he was out of ammunition. He wanted to fly with us so that we could protect him in case we were attacked again. However, there was no other excitement and we led him to England where he wagged his wing and flew to his own base.

Total flight time for this mission was just over ten hours, with 4 hours and 40 minutes over enemy territory.

On this mission, the return flight took us very near neutral Sweden, and from other groups, eight bombers sought refuge from the war by landing at two fields there. One was the now famous "Shoo Shoo Baby" [not the 303rd BG(H) B-17] which was restored at Dover Air Force Base in Delaware and now has permanent residence at Wright Field in Dayton, Ohio.

It had been rumored that the Eighth Air Force command was thinking about having our own P-51s shoot down bombers headed toward Sweden if they appeared undamaged. This was confirmed after the war, but the reason no action was ever taken was that it would have put a strain on bomber-fighter relations. As it was, Sweden accumulated several dozen bombers and a few fighters. Of course, the crews were interred for the duration of the war and the planes were impounded. After the war, the US sold the aircraft to Sweden for a dollar each. During the entire war, over thirty-seven thousand cases of desertion were prosecuted, but only one death sentence meted out.

Beiser and I had agreed earlier that if either of us tried to take our undamaged plane to Sweden or Switzerland, the other would pull out his 45 pistol and take over the airplane and return it to Molesworth. Of course, faking an engine failure would be easy as far as the others on the plane were concerned, but such fakery wouldn't work on a cockpit pilot. And it probably wouldn't work on the flight engineer. As it turned out, such a discussion on our crew was unnecessary, as none of our crew ever voiced a desire to visit Sweden.

This mission to Poland was the only one that the 303rd ever flew to a target in that country. And not one plane of the 303rd ever landed in Sweden during the course of the war.

From the Journal of Stanley M. Cluster

MISSION #1

Date: 29 May 1944

Target: Posen, Poland

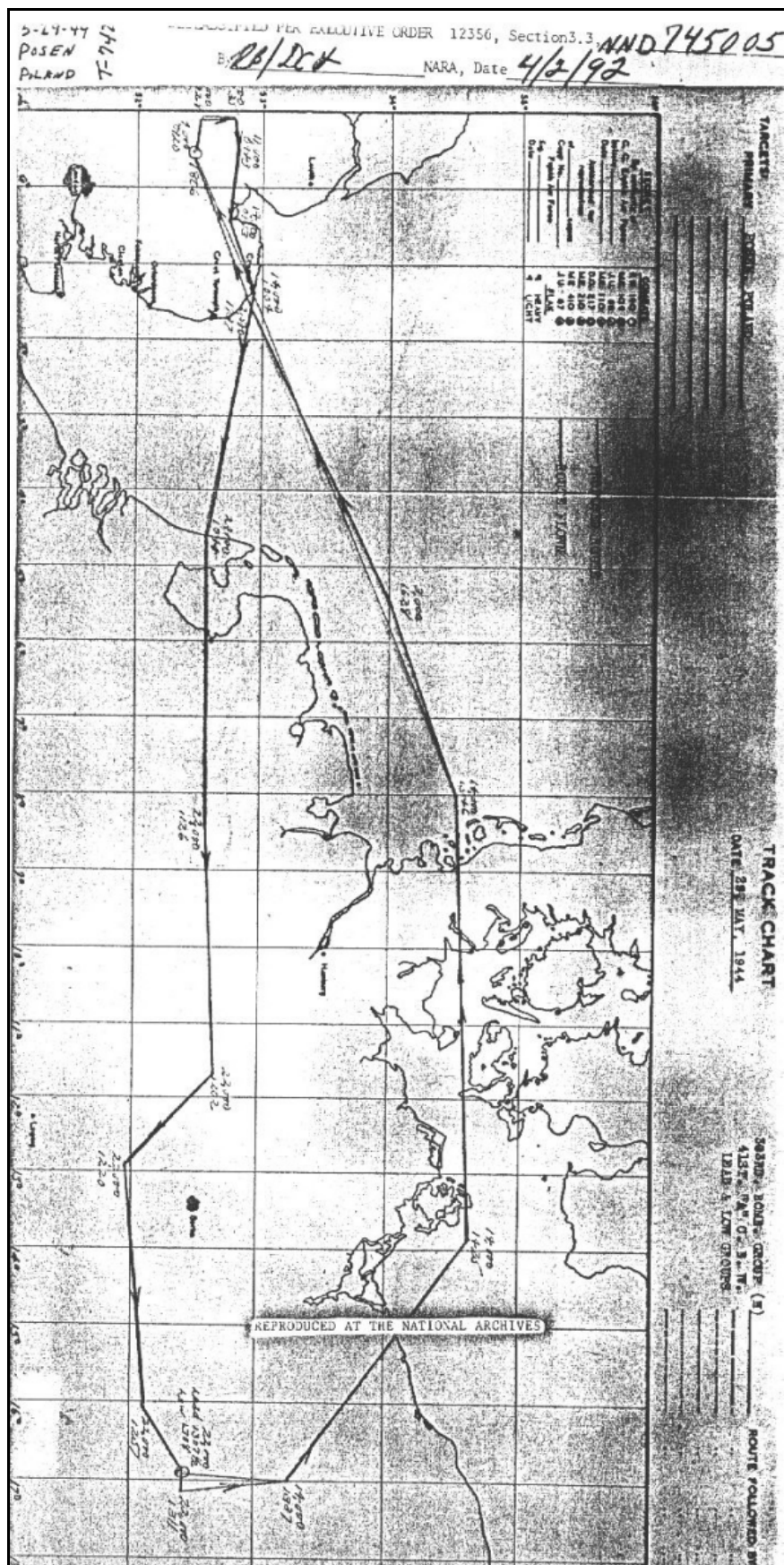
This ten-hour mission (8:15 a.m. - 6:08 p.m. - all times based on British time) went well with good visibility over the target. However, the crew got their first taste of opposition from the German Luftwaffe (Air Force) and ground-based antiaircraft fire that produced dangerous pieces of shrapnel known as flak. The crew reported encountering meager to moderate flak for over three hours, but they told their Army Air Corps interrogator there was nothing to it. John Surrell recalls seeing a B-17 crash into the Baltic Sea for unknown reasons shortly after the planes began heading home after completing their bomb run. The crew reported seeing nine parachutes before the plane exploded. On the return trip, the crew also saw six German Focke Wulf (FW-190) fighters over Kiel, Germany and Denmark. These enemy planes attacked the group behind them.

The crew flew a plane named the Bonnie B (A/C #42-31483) that had been named by an earlier crew. This bomber served the Arnold crew well as they flew aboard it for 27 of their 33 missions. After the flight, the fliers told the interrogator they needed a second waist gunner for which the B-17 was designed. They never were assigned this tenth crew member, apparently because of staff shortages.

It was the first of many long tedious flights, but the crew gained valuable insight about flying the B-17 at high altitudes that they had never received in training. The gunners discovered that their windows would frost over and their guns would freeze up when they reached their normal cruising altitude of 23,000 feet. Unlike over Florida, the outside temperature over Europe was below zero degrees Fahrenheit. The gunners learned to clean the windows by opening them slightly to equalize the pressure. They solved the frozen gun problem by always keeping them loaded and then thawing the mechanisms out by occasionally test-firing the weapons. Ball turret gunner James McClure (known as Mac to his crewmates) discovered that his oxygen flow would get crimped off sometimes when he moved the turret around. Thereafter, the nearby crew members would regularly check on Mac to be sure he had not blacked out. The crew talked about the mission after it was over and everybody was pleased it went well and nobody panicked.

KEY TO ABBREVIATIONS

CREW POSITIONS CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	TOG - Togglier BT - Ball Turret Operator TT - Top Turret Operator TG - Tail Gunner NG - Nose Gunner RG - Radio Gunner WG - Waist Gunner LWG - Left Waist Gunner RWG - Right Waist Gunner GUN - Gunner	VI - Voice Interpreter OBS - Observer PAS - Passenger PHO - Photographer 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
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Route Map

Aircraft Formation at Assembly Point - Group A

		<u>Lyle-Young</u> 484		
	<u>Halpin</u> 496		<u>Arnold</u> 483	
		<u>Sirany</u> 206		
	<u>Meier</u> 284		<u>Fackler</u> 177	
	<u>Cook</u> 453		<u>Moser</u> 781	
<u>Watson</u> 893		<u>Latshaw</u> 546	<u>Assenheimer</u> 405	<u>Van Weelden</u> 213
	<u>Ferguson</u> 006		<u>Ames</u> 298	
<u>Johnson</u> 002		<u>Davis</u> 037	<u>Bailie</u> 086	<u>Oranges</u> 569



Heller's Angel #42-102484 (359BS) BN-K

41st CBW-A Lead (359BS) - Pilot LtCol L.E. Lyle / CoPilot Capt E.W. Young

LtCol L.E. Lyle (P-back #5), Capt E.W. Young (CP), Capt R.R. Bowen (B),
 Capt H.H. Steely (N-back #2), 1Lt. F.M. Lunde (N), 2Lt. V.T. Gorecki (TG-O)
 T/Sgt J.C. Steele (E), T/Sgt S. Dulick (R), S/Sgt R.H. Lebeck (BT),
 S/Sgt A. Rohaly (WG), S/Sgt J.W. Withrow (WG)

Aircraft Formation at Assembly Point - Group B

		<u>Shayler-Wilson</u> 544		
	<u>Eisele</u> 048		<u>McMillan</u> 841	
		<u>Williams</u> 340		
	<u>Christian</u> 997		<u>Long</u> 432	
	<u>Ellsworth</u> 405		<u>Sullivan</u> 311	
<u>Parker</u> 805		<u>Spindler</u> 590	<u>Beiser</u> 060	<u>Brangwin</u> 200
	<u>Headlee</u> 885		<u>Bastean</u> 432	
	<u>Ligino</u> 391		<u>Gallagher</u> 423	<u>Savage</u> 099



Sack Time #42-102544 (358BS) VK-K

41st CBW B Lead (360BS) - Pilot 1Lt F.F. Wilson / CoPilot Maj W.K. Shayler

(Back Row L-R) Capt Fred F. Wilson (P), Maj Walter K. Shayler (CP),

1Lt Havelock W. Barker (B), 1Lt Linton S. Munroe (N), 1Lt Nicholas A. Pepe (N)

(Front Row L-R) S/Sgt Harry Goland (RWG), Sgt Dwight W. Roads, Jr (TG), Sgt Warren G. Hubley (E),

Sgt Wendell R. Petree (LWG), Sgt Elvin F. Webbink (BT), S/Sgt Herman H. Mirkin (R)

358th Bombardment Squadron Crew Lists

B-17G #44-6086 *My Blonde Baby*

P	Bailie, Homer P., 2Lt
CP	Markos, Costa, F/O
NAV	Waterland, Edward L., 2Lt
BOM	Barkin, Herbert L., 2Lt
ENG	Ham, William J., S/Sgt
TT	Martinez, Gregorio, Sgt
RO	Sawyer, Robert B., S/Sgt
BT	Oss, Frank E., Sgt
TG	Naylor, Richard G., Sgt
RWG	Munn, Charles F., Sgt

B-17G #42-107002 *Mairzy Doats*

P	Johnson, Harlan J., 2Lt
CP	Wright, Charles E., 2Lt
NAV	Hamilton, Bruce B., 2Lt
BOM	Oyler, William B., F/O
ENG	Braun, Duane M., S/Sgt
RWG	Stidham, Robert L., Sgt
RO	Berrier, Edwin H., S/Sgt
TG	Buddingh, Frederick, Sgt
BT	George, William R., Sgt
LWG	Ciglar, Joseph, Sgt

B-17G #44-6006 (No Name)

P	Ferguson, Wendell Z., 1Lt
CP	Hudson, Hendric S., 2Lt
NAV	Brown, James F., 2Lt
BOM	Rickey, Lowell L., 2Lt
ENG	Matthews, David R., Sgt
LWG	Smithson, Clyde E., S/Sgt
RO	Phillips, Robert E., T/Sgt
RWG	Loveland, William H., S/Sgt
TG	Brooks, Richard S., Sgt
BT	Rhodes, Kenneth G., Sgt

B-17G #42-102453 *Princess Pat*

P	Cook, John H., 1Lt
CP	Vaughn, Clifford F., 2Lt
NAV	Krouskup, Wayne E., 2Lt
BOM	Ledbetter, Lamar E., 2Lt
ENG	Van Drunen, Cornelius, S/Sgt
RWG	Stafford, Sheldon A., S/Sgt
RO	Lesser, Edward R., S/Sgt
BT	Vanderhoff, Grant W., Sgt
TG	Gamon, Edward J., Sgt
LWG	Stone, Robert L., Jr., S/Sgt

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

P	Davis, William C., 2Lt
CP	Graham, Edward, Jr., 2Lt
NAV	Hamm, Willard A., 2Lt
BOM	Alderson, Raleigh L., 2Lt
ENG	Johnson, Walter K., S/Sgt
RO	Sandler, David L., S/Sgt
BT	Clarke, Kenneth, Sgt
TG	Hiland, Robert L., Sgt
RWG	Roseland, Ralph A., Sgt
LWG	Rogers, Joseph S., Sgt

B-17G #42-97546 *Idaliza*

P	Latshaw, William E., 2Lt
CP	Kirkland, Robert A., F/O
NAV	Ivy, Wallis S., 2Lt
BOM	Doan, Curtis E., 2Lt
ENG	Pickens, Donald E., S/Sgt
RWG	Murphy, Joseph A., Sgt
RO	Tidwell, Andrew W., S/Sgt
TG	Hedrick, Warren L., Sgt
BT	Ginn, William E., Sgt
LWG	Miller, Horace J., Sgt

B-17G #42-97298 *The Floose*

P	Ames, Walter J., Jr., 1Lt
CP	Satre, Leland H., 2Lt
NAV	Claeys, Ronald, 2Lt
BOM	Ney, Russell L., F/O
ENG	Rodgers, John E., S/Sgt
LWG	Wagner, William H., Sgt
RO	Kustic, Mark S., S/Sgt
BT	Lappo, Teddy, Sgt
TG	Casey, Lawrence, Sgt
RWG	Mikola, Robert, Sgt

B-17G #42-37893 *Bam Bam*

P	Watson, John P., 2Lt
CP	Neely, Glenn H., 2Lt
NAV	Coe, Charles F., 2Lt
BOM	Borg, John E., 2Lt
ENG	Kapes, Paul J., S/Sgt
TT	Hollifield, Robert G., Sgt
RO	White, John H., S/Sgt
BT	Goldfarb, Wallace, Sgt
TG	Cummings, James E., Sgt
RWG	Byerly, William C., Sgt

359th Bombardment Squadron Crew Lists

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

P	Van Weelden, Douglas C., 2Lt
CP	Sysel, William A., 2Lt
NAV	Saumsiegle, Robert W., 2Lt
BOM	Vincent, Ronald J., F/O
ENG	Olander, Phillip A., S/Sgt
RO	Ledogar, Ralph E., S/Sgt
BT	Raterman, Urban L., Sgt
TG	Barry, John K., Sgt
WG	Forsythe, William K., S/Sgt

B-17G #42-97284 *Ain't Misbehavin*

P	Meier, Russell W., 1Lt
CP	Reed, John W., 2Lt
NAV	Prince, Alan M., 2Lt
TOG	Kolling, Arthur J., T/Sgt
ENG	Danford, Emmett J., T/Sgt
RO	Connors, Joseph Q., T/Sgt
RWG	Titsworth, William E., S/Sgt
BT	Richard, Vernon, S/Sgt
TG	Butler, Ashley A., Sgt

B-17G #42-107206 *Old Black Magic*

P	Sirany, George R., 2Lt
CP	Batton, James H., 2Lt
NAV	Ehrke, Warren D., 2Lt
BOM	Prussman, Henry G., 2Lt
ENG	Stephenson, Thomas O., S/Sgt
RO	Van Horn, Everett E., S/Sgt
BT	Bale, Gordon E., Sgt
TG	McPherson, Frank V., S/Sgt
TT	Matthews, Fred T., S/Sgt
LWG	Stapleton, Bill, S/Sgt

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

P	Assenheimer, Edwin H., 1Lt
CP	Sassone, Joseph C., 2Lt
NAV	Trawicki, George J., 1Lt
TOG	Meier, Wayne G., S/Sgt
ENG	Mayhugh, John C., T/Sgt
RO	Swanson, Clifford E., T/Sgt
WG	Murphy, Carl B., T/Sgt
TG	Gilmore, Charles E., T/Sgt
BT	Hirn, Edward M., Sgt

B-17G #42-97781 *The '8' Ball MK III*

P	Moser, Clinton A., 1Lt
CP	Moyer, William G., 2Lt
NAV	Counts, George H., F/O
BOM	Ulbricht, Walter E., 1Lt
ENG	Mays, Pearl E., S/Sgt
RO	Zionkoski, John T., S/Sgt
TT	Duffey, Willis A., Sgt
BT	Parrish, Vernon, Sgt
TG	Seelock, Joseph J., Sgt

B-17G #42-102484 *Heller's Angel*

P	Lyle, Lewis E., LtCol
P	Young, Elmer W., 1Lt
NAV	Lunde, Frithjof M., 1Lt
NAV	Steely, Hobert H., Capt
BOM	Bowen, Richard R., Capt
ENG	Steele, John C., T/Sgt
RO	Dulick, Steve, T/Sgt
BT	Lebeck, Richard H., S/Sgt
TG	Gorecki, Victor T., 2Lt
RWG	Withrow, John W., S/Sgt
LWG	Rohaly, Andy, S/Sgt

359th Bombardment Squadron Crew Lists - Cont'd.

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

P	Fackler, David E., 1Lt
CP	Paton, Wallace L., 2Lt
NAV	Hogan, Paul G., 2Lt
BOM	Nance, George H., 2Lt
ENG	Schlottman, Jerome D., S/Sgt
RO	McLaughlin, William C., S/Sgt
BT	McIntyre, Harold W., S/Sgt
TG	Pohlman, Wilbert F., S/Sgt
LWG	Brewer, Ray, S/Sgt

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

P	Arnold, William J., 2Lt
CP	Altman, Maurice V., 2Lt
NAV	Claster, Stanley M., 2Lt
BOM	Callahan, Ellsworth D., 2Lt
ENG	Williams, Robert M., S/Sgt
RO	Moreira, Joseph A., S/Sgt
BT	McClure, James D., Sgt
TG	Surrell, John M., Cpl
WG	Lichtenwalter, Ralph W., Cpl

B-17G #42-102496 *Special Delivery*

P	Halpin, Robert H., 1Lt
CP	Daum, Maurice C., 2Lt
NAV	Riley, Milton S., 2Lt
BOM	Merrow, Robert K., S/Sgt
ENG	Mahaffey, William D., S/Sgt
RO	Zitzler, George A., T/Sgt
BT	Manchester, Robert E., T/Sgt
TG	Quinn, Charles A., S/Sgt
WG	Jaouen, Robert F., T/Sgt



Slow Timing Bonnie "B" by Keith Ferris (2001)

303rd Bomb Group B-17G #42-31483 *Bonnie "B"* taxis out for engine replacement test flight during late May 1944.

360th Bombardment Squadron Crew Lists

B-17G #42-31997 (No Name)

P	Christian, Max A., 2Lt
CP	Francis, John R., 2Lt
NAV	Cotner, Nyle E., 2Lt
BOM	Parrilla, Rufe H., 2Lt
ENG	Kuczewski, William J., Sgt
RO	Tibbetts, Arthur P., S/Sgt
BT	Weaver, Thomas E., S/Sgt
TG	Elmore, Kenneth L., Sgt
WG	Britt, Jack E., S/Sgt

B-17G #42-97590 Virgin Mary

P	Spindler, Benjamin L., 1Lt
CP	Doughty, Gordon R., 2Lt
NAV	Caffrey, James J., F/O
BOM	Proud, Rexford I., 2Lt
ENG	Pfeffer, William W., S/Sgt
RO	Uhl, Willard H., S/Sgt
BT	McKinnon, Neil W., S/Sgt
TG	Petrie, Joe D., S/Sgt
WG	Fambry, Lewis F., S/Sgt

B-17G #42-31340 Miss Liberty

P	Williams, John T., 1Lt
CP	Coats, Niel, 2Lt
NAV	Cottrell, John W., 1Lt
BOM	Grunseth, Roald J., 2Lt
ENG	Schwenke, Howard A., T/Sgt
RO	Barber, Stewart, L., T/Sgt
BT	Whitten, Cleveland W., S/Sgt
TG	Ott, John E., S/Sgt
WG	Northam, James W., S/Sgt

B-17G #42-31432 Old Glory

P	Long, Paul H., 2Lt
CP	Tellinghuisen, Oscar A., 2Lt
NAV	Vell, Ona L., 2Lt
BOM	Beasley, Edward E., 2Lt
ENG	Mours, John D., S/Sgt
RO	Habich, Arthur L., S/Sgt
BT	Flammia, Joseph E., S/Sgt
TG	Olson, Keith R., Sgt
GUN	Abbott, Wesley C., Sgt

B-17G #42-107048 (No Name)

P	Eisele, Roy, 1Lt
CP	Girard, Louis F., 2Lt
NAV	Schenker, Murray, 2Lt
BOM	Gladstone, Melvin, 2Lt
ENG	Cowley, Louis M., S/Sgt
RO	Millard, Ralph, S/Sgt
GUN	Friedman, Szymon A., S/Sgt
BT	Longoria, Efrain, Sgt
TG	Vallee, Edward J., S/Sgt

B-17G #42-97405 Mary Cary

P	Ellsworth, Paul R., 1Lt
CP	Erickson, Roger W., 1Lt
NAV	Roche, William J., 2Lt
BOM	Moul, John D., T/Sgt
ENG	Manser, Charles, T/Sgt
RO	Haynie, John D., T/Sgt
BT	Watson, Judson F., S/Sgt
TG	Heitman, Alfred V., Sgt
WG	Jacobs, John W., S/Sgt

360th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-97805 (No Name)

P	Parker, John T., 2Lt
CP	Anderson, John G., 2Lt
NAV	Lacey, Norman R., 2Lt
BOM	Pence, Granville A., 2Lt
ENG	Wall, Claudia W., S/Sgt
RO	Grace, Charles, Jr., S/Sgt
BT	Rhyne, Samuel A., Sgt
TG	Szczudlo, Joseph W., Sgt
WG	Fox, John L., Sgt

B-17G #42-37841 *Banshee*

P	McMillan, Murdock B., 1Lt
CP	Polezoes, Stanley, 2Lt
NAV	Blume, William H., III, 2Lt
BOM	Prince, James R., 2Lt
ENG	Bachman, Clifford D., T/Sgt
RO	Noller, Paul J., S/Sgt
BT	Karp, Harold, Sgt
TG	Cain, Leroy H., Sgt
WG	Herr, Allen H., Sgt

B-17 #42-102544 *Sack Time*

P	Wilson, Fred F., Capt
CP	Shayler, Walter K., Maj
NAV	Ross, Lawrence D., 1Lt
NAV	Davis, Darius R., Capt
BOM	Barker, Havelock W., 1Lt
ENG	Hubley, Warren G., T/Sgt
RO	Mirkin, Herman H., T/Sgt
BT	Webbink, Elvin F., S/Sgt
TG	Roads, Dwight W., S/Sgt
RWG	Goland, Harry, S/Sgt
LWG	Petree, Wendell R., S/Sgt

427th Bombardment Squadron Crew Lists

B-17G #42-102569 *Miss Lace*

P	Oranges, Chester N., 2Lt
CP	Lawrenson, George C., 2Lt
NAV	Whitman, John H., 2Lt
BOM	Harper, Kenneth L., 2Lt
TT	Eisenhauer, James A., Sgt
BT	Gentry, Richard A., Sgt
RO	Sorese, Leonard V., S/Sgt
TG	Franklin, Robert E., Sgt
RWG	Korpi, Walfred J., S/Sgt
LWG	Ward, Homer J., Jr., Sgt

B-17G #42-31423 *Jigger Rooche*

P	Gallagher, John W., Jr., 2Lt
CP	Bitel, Peter, 2Lt
NAV	Hibbard, Troy W., 2Lt
BOM	Tow, Weyman J., 2Lt
TT	Lynn, William V., Sgt
BT	Kail, Nicholas F., Sgt
RO	Gervais, Joseph R., S/Sgt
TG	Jacques, Warren, Sgt
LWG	Joyce, Jess, Sgt
RWG	Soltero, John, Sgt

B-17G #42-31060 *Poque Ma Hone*

P	Beiser, Theodore R., 2Lt
CP	Johnson, Richard R., 2Lt
NAV	Gepner, Isadore, 2Lt
BOM	Cooper, Edward G., 2Lt
TT	Buchanan, Lonnie J., T/Sgt
BT	Latta, Charles W., Sgt
RO	Gorchesky, Benny J., S/Sgt
TG	Brackey, Carroll H., Sgt
LWG	Haines, James W., Sgt
RWG	Glass, David, Sgt

B-17G #42-107099 *Old 99*

P	Savage, Gilbert T., 2Lt
CP	Schwolow, John C., 2Lt
NAV	Landry, Robert J., 2Lt
BOM	Parker, Joseph B., 2Lt
RWG	Kelly, J.D., S/Sgt
BT	Holt, Richard R., Sgt
RO	Paul, Samuel D., S/Sgt
TG	Stover, Edward J., Sgt
LWG	Layton, Wilber A., Sgt
TT	Jefferson, Arthur G., S/Sgt

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

P	Brangwin, Kenneth R., 2Lt
CP	Flick, Chester E., 2Lt
NAV	Curley, Walter A., 2Lt
BOM	Bawol, Walter S., 1Lt
BT	Forry, Harvey W., S/Sgt
RO	Abeyta, J. Charles, S/Sgt
TT	Eberly, Charles P., S/Sgt
TG	Brock, Charley F., Sgt
RWG	Ford, Thomas P., Sgt
LWG	Montfort, Theo T., Sgt

B-17G #42-97391 *(No Name)*

P	Ligino, Steve, 1Lt
CP	Tyler, Frederick B., 2Lt
NAV	Smith, Arthur M., 2Lt
BOM	Dugger, William A., 2Lt
TT	Rau, Harvey L., S/Sgt
BT	Howard, George R., Sgt
RO	Dahms, Edward R., S/Sgt
TG	Dudley, Howard E., Sgt
RWG	O'Neil, Austin J., Sgt
LWG	Gainer, Philip B., Sgt

427th Bombardment Squadron Crew Lists - Cont'd.

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

P	Headlee, Dale C., 1Lt
CP	Fogerson, Joseph E., F/O
NAV	Rafferty, Henry E., Jr., 2Lt
BOM	Handley, Donald J., 1Lt
TT	Rusinak, John C., T/Sgt
BT	Almanzor, Berton F., S/Sgt
RO	Wagner, Wayne, T/Sgt
TG	Bell, Alton R., S/Sgt
LWG	Wilson, Robert J., S/Sgt
RWG	Kyle, Clarence, S/Sgt

B-17G #42-97311 *Shoo Shoo Baby*

P	Sullivan, Francis X., 1Lt
CP	Keating, Donald W., 2Lt
NAV	Coffey, John B., 2Lt
BOM	Kennedy, William J., 1Lt
TT	Frey, James L., S/Sgt
BT	Latta, Thomas B., T/Sgt
RO	Sullivan, James J., T/Sgt
TG	Stone, Vernon W., S/Sgt
LWG	Swanson, Charles A., S/Sgt
RWG	Keely, Eugene F., S/Sgt

B-17G #42-102432 *Tiny Angel*

P	Basteau, Stephen B., 2Lt
CP	Lehmann, Elroy C., 2Lt
NAV	Gast, William J., 2Lt
BOM	Miller, Charles F., 2Lt
TT	Sydor, Joseph, S/Sgt
BT	Koon, Bennie, Sgt
RO	Kelley, James D., S/Sgt
TG	Ruhge, Wayne L., Sgt
LWG	Garlick, Darrell L., Sgt
RWG	Czerwonka, Joseph A., Sgt