

303rd BG (H) Combat Mission No. 172

6 June 1944 - D-DAY

1st Mission

Target: Bridge at Caen, France

Crews Dispatched: 34

Length of Mission: 5 hours, 10 minutes

Bomb Load: 12 x 500 lb G.P. & 2 x 1,000 G.P. bombs

Bombing Altitude: 16,000 ft

Ammo Fired: 0 rounds

A commendation to the Eighth Air Force from General Doolittle was received on 5 June 1944 stating, "Today the greatest effective strength in the history of the Eighth Air Force was reached; an overall effectiveness of approximately seventy-five percent of all crews and airplanes assigned. Please extend my congratulations to all members your commands for their untiring effort in achieving this impressive strength."

"D-DAY" SPECIAL MISSION INSTRUCTIONS TO PROTECT GROUND TROOPS

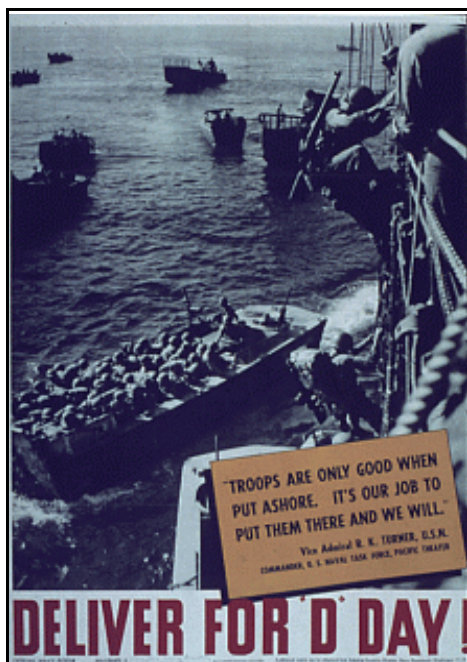
Special mission instructions were issued to best ensure destruction of targets and to protect the invasion troops:

1. If bombing was visual, it would be done by Squadron formation on the Squadron leader.
2. If bombing was done by PFF on an obscured target, it would be done in Group formation on the PFF leader.
3. All bombing would be done exactly within allotted times. Careful synchronization of all navigator watches was made. In no instance would a second bomb run be made.
4. Every precaution would be taken to ensure that no bombs fell short, to protect landing craft.
5. All formations would carefully observe assigned intervals, timing, and altitudes between Groups and Squadrons.
6. After "zero" hour, no bombs would be released in the beach area.

SPECIAL MARKINGS FOR SINGLE-ENGINE AND TWIN-ENGINE AIRCRAFT

USED ON D-DAY OPERATION:

"WITH EFFECT FROM 5 JUNE 1944 AIRCRAFT OF A E AF TRANSPORT AND COASTAL COMMANDS MAY BE SEEN WITH FOLLOWING SPECIAL MARKINGS WHICH IN NO CASE WILL OBSCURE NATIONAL MARKINGS (1) SINGLE ENGINED AIRCRAFT (A) UPPER AND LOWER WING SURFACES WITH FIVE WHITE OR BLACK STRIPES EACH EIGHTEEN INCHES WIDE PARALLEL TO LONGITUDINAL AXIS OF AIRCRAFT ARRANGED IN ORDER FROM CENTRE OUTWARD WHITE BLACK WHITE BLACK WHITE STRIPES END SIX INCHES INBOARD OF NATIONAL MARKINGS (B) FUSELAGE WITH FIVE PARALLEL WHITE OR BLACK STRIPES EACH EIGHTEEN INCHES FROM LEADING EDGE OF TAILPLANE (2) TWIN ENGINE AIRCRAFT (A) UPPER AND LOWER WING SURFACES FROM ENGINE NACELLES OUTWARD WITH FIVE WHITE OR BLACK STRIPES EACH TWENTY FOUR INCHES WIDE ARRANGED IN ORDER FROM CENTRE OUTWARD WHITE BLACK WHITE BLACK WHITE (0) FUSELAGES AS FOR SINGLE ENGINED AIRCRAFT BUT STRIPES EACH TWENTY FOUR INCHES WIDE."



Briefing was held at an early 0330 hours after crews were awakened at 0200. Colonel Kermit D. **Stevens** made a simple briefing announcement, "This is D-Day. This is the day we have all been waiting for. Make 'em know it."

LtCol Lewis E. **Lyle** (DCO 303BG) flew as bombardier in the 303BG-B 359BS high Squadron lead B-17 #42-97058 *Scorchy II*, 359BS, piloted by Capt. L.E. **Daub**. Lt. Col. C.M. **Taylor** (ExO/Ops 8th AF) flew as an observer on this aircraft. 1Lt. John H. **Austin**, a flight surgeon, flew as a passenger on #42-97272 *Duchess' Daughter*, 359BS, piloted by 1Lt. G.R. **Sirany**. B/Gen F.J. **Smith** (8th AF) flew as an observer in #42-97405 *Mary Cary*, 360BS piloted by 1Lt. E.N. **Thomas**. Mr. Walter **Cronkite**, news correspondent, flew in #42-97311 *Shoo Shoo Baby*, 427BS, piloted by Capt. R.W. **Sheets**.

Flying in support of ground troops in the long-awaited invasion of western Europe, two Groups of 303rd BG(H) Fortresses took off between 0600 and 0622 hours to bomb German communication points on the northern coast of France. Crews returned from the morning mission between 1101 and 1138 hours and had little to say. Expected enemy opposition never materialized over the invasion area — no flak, no enemy fighters and only a few ground-fired rockets that went wide of their mark.

A bridge at Caen, important to the enemy's transport system, was the morning target. Thirty-four B-17s took off with two PFF aircraft from the 305th BG. One aircraft in the lead 303BG-A formation returned early due to excessive oil leaking from the No. 1 engine — #42-31739 *Pugnacious Peter*, 358BS (2Lt. H.P. **Bailie**). Another B-17 in the 303BG-B also aborted with the failure of the No. 1 propeller governor — #42-38050 *Thunderbird*, 359BS (1Lt. D.S. **Fackler**).

Sixteen aircraft of the lead Group dropped 192 500-lb. G.P. and 30 1,000-lb. G.P. bombs on the primary target by PFF. Results could not be observed. The 303BG-B low Group dropped no bombs because the lead ship's Gee box failed over the channel. The PFF "Mickey" equipment became useless due to a disappearance of its sweep arm. Thus, no picture was visible on the screen.

During the mission, crewmen crowded to the bomber windows for a glimpse of invasion activities. They were deeply disappointed because a thick blanket of clouds hung over the Channel. Only an occasional sight of a craft in the water could be glimpsed through breaks in the undercast.



US Ground Troops land at Normandy Beach

WHAT WAS IT LIKE ON D-DAY?

Ed Miller's Memories and Recollections

I presume it will not get me in too much trouble after fifty-six years, but I flew an unauthorized mission on D-Day. At soon as the briefing was over, word was out all over the base at Molesworth that this was the "big day."

I didn't attend the briefing as I was awaiting my orders to go to the Repel Depot and get on the boat to go home. But while milling around the Operations office at Group Headquarters, there were many of the staff and ground support personnel that wanted to see what was going on as the troops crossed the Channel. Finally, I was approached by a visiting Brigadier General, who I believe was from 8th Air Force Headquarters, who asked me if I would make up a crew and take him along to see the action.

My first response was "hell no," but then I became a bit more "stupid" and agreed, but only if we would not go any farther if we saw enemy aircraft or flak. When we started making up the crew, we also began to search for a spare aircraft. Since there was a good prospect that we would fly two or more missions on this day, we had to take the "Old Standby" that we flew around in, but was never combat worthy.

So off we went with the B/General sitting in the right hand seat. I could not find a pilot that was as stupid as I was. All of them said that they could be in "big trouble" if something went wrong and they had not yet finished their tours.

As it turned out this B/Gen was a medical officer and my substitute engineer had to help pull up the wheels and do what a normal copilot would do while standing between the seats. As we approached the target area, which was Caen, France, all we could see was 10/10 cloud cover. In fact it was much sooner than that, as I don't recall ever leaving the coast of England. So we turned around and headed home.

When I got back to the 360th Squadron area, everyone was asking where I had been as they were looking for me to give me my orders. By noon that day I was on a truck that took me and my baggage to the Repel Depot near Blackpool, England. "GOING HOME!!!"

From the Journal of Stanley M. Cluster

MISSION #7

6 June 1944 (D-Day)

Caen, France (Strategic Bridge)

D-Day was an incredible experience for the Arnold crew. They flew two missions, nearly crashing the plane on the first take-off and seeing the whole invasion on the second trip. The day was unusual because it was the only time they flew twice on the same day. It was also the sole occasion they carried external bombs on the plane's wings (in addition to the bombs in the bomb bay) so the Army Air Corps could maximize its support for the invasion.

This "longest day" began early, with the crews being awakened at 2:00 a.m. At the crew briefing at 3:30 a.m., John Surrell remembers the briefing officer pulling back the curtain to show the mission map and announcing, "Gentlemen, today is the day, D-Day. If you ever thought about not screwing up, today is that day!" The officer went on to give a terrific pep talk. Each crew member was given a copy of General Eisenhower's message of good luck to all the soldiers, sailors and airmen participating in the invasion. Surrell recalls the Arnold crew being a little surprised to learn about the invasion, although they assumed it would happen at some point.

The 6:22 a.m. take-off for the first mission was almost a disaster. The Bonnie B was heavily laden down with its regular complement of twelve 500-pound bombs and a 1,000-pound bomb attached under each wing. B-17s are slow climbing planes. With this load, Arnold was able to just barely pull the plane into the air at the very end of the runway. The Bonnie B gained altitude so gradually that the plane hit a haystack in a field about a half mile beyond the runway. Fortunately this accident did not damage the plane and incredibly the B-17 pushed higher into the air immediately after the collision.

The five-hour mission itself, however, was a disappointment because heavy cloud cover prevented the crew from seeing the beachhead or dropping their bombs. Walter Cronkite, who was then a young UPI correspondent, flew aboard the "Shoo Shoo Baby," just four planes ahead of the Arnold crew. The famous CBS journalist described the mission in his autobiography, *A Reporter's Life* (1996):

The weather was lousy, but through the broken clouds I had a good look at the unbelievable armada of Allied ships. There didn't seem to be room in the ocean for another vessel. And then, just as we approached the beach--blackout. The cloud cover was total.

Our bomb bay doors were open, our bombs were armed to go off on contact. But we couldn't see the target. And we couldn't see our own planes flying in close formation on either side. Any collision would probably set off a chain explosion, wiping out the squadron. Normally bombs would be jettisoned over enemy country, but our orders forbade that. No one knew in that first hour where our airborne had landed or even how far ashore the landing troops might have gotten.

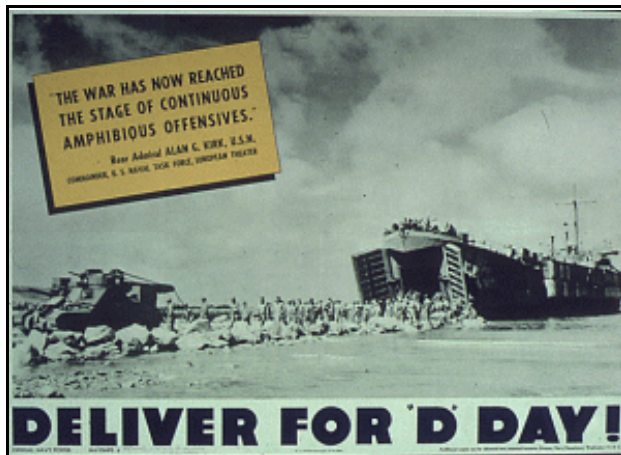
Squadron leader Lewis Lyle led that potentially explosive flight up through the clouds. When we broke out, he planned to make a full circle and try again for the target, but then he recalled that during his briefing he'd been told that there would be so many planes at so many altitudes that strict flight patterns had to be observed and that meant returning home. We landed on a fog-shrouded runway with those bombs still armed. Now that was a hairy landing.

The Bonnie B's landing (11:36 a.m.) was particularly dangerous for the Arnold crew because the 1,000-pound external bomb under the right wing partially released as they touched down, and began scraping along the runway. Arnold averted disaster by quickly veering the Bonnie B onto the dirt adjacent to the field.

It was not until after they finished lunch that the Arnold crew learned they would be flying a second mission. A staff sergeant told the crews that "You did so well this morning that you get to go back again this afternoon." Between missions, Stanley Claster found time to nap for an hour and spend a half-hour reading about 15 letters from home that had been forwarded from his last US base.

D-DAY--AT LAST

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



"Today is D-Day," the briefing officer announced. "The invasion had already started, and we are going to try to prevent the Germans from bringing up their reinforcements. The weather is very bad,, and we may bomb by radar," he said.

Each B-17 was loaded with twelve 500-pound, and two 1,000-pound bombs, and we were off at 06:00 with 34 aircraft from the 303rd Bomb Group. Two aircraft aborted due to mechanical problems. This was Lt. Bailie of the 358th squadron, and Lt. Fackler of the 359th squadron. This was my tenth mission with the 427th squadron and Col. Snyder, our commander, led the low flight. Newsman Walter Cronkite flew with Bob Sheets (Illegally no doubt) in "Shoo Shoo Baby" of our squadron on this mission.

We were to bomb a bridge near the invasion coast, but the cloud cover at the target was total, so we were to bomb by PFF (radar). Sixteen aircraft of the lead group dropped 192 x 500 GP, (general purpose) bombs and 30 x 1,000 GP bombs on the target, with unobserved results. Our flight had a radar failure, and dropped no bombs. We flew our bombs back to base and made ready for our second mission of the day.

Since we tried to bomb, and went over enemy territory for 30 minutes, we got credit for a mission, which was number ten for me.

By bringing our bombs back, we avoided "Americide" which is the accidental killing of our own troops, such as the one during the invasion of Sicily, on July 11, 1943. On that night, the paratroops and infantrymen of the 504th regiment, boarded C-47s and headed for Gela. Even though warned in advance, American anti-aircraft gunners on ships and ashore, shot down 23 of the 144 troop transports, killing 93 paratroopers and wounding over 400.

After today's invasion - on July 24th, 1944 - bombs from another group fell short and killed 16 American soldiers and wounded nearly a hundred others. Worse yet, the

next day, Lt. Gen. Leslie J. McNair was killed along with 101 other infantrymen when bombs fell short. Three hundred and eight others were wounded in that mishap. General McNair received a direct hit, and his only identifiable remains was a portion of a finger with his West Point ring attached.

Norman Polmar and Thomas B. Allen have compiled a complete record in their book by Random House. It is called "World War II, America at War, 1941-1945."

We flew two missions today, and our target near the invasion coast this afternoon was a bridge near Caen, France, that we were unable to bomb because of an equipment failure on the lead aircraft. We saw flak again, at a distance, but were not affected. The weather over the French coast was bad with five tenths cloud cover, but we could see bits of the invasion activity. The number of wakes from ships and landing craft covered the entire English Channel for miles. We would see smoke on the French coast from all the artillery. To prevent being fired upon by our own gunners, the fighters and medium bombers had wide, white stripes painted across one wing and around the fuselage. The heavies didn't bother with this, as we were too high to be seen easily.

We had achieved the desired mastery of the air by this time, and the Germans had a bitter joke amongst themselves. "If you see a camouflaged airplane, it's British. If you see a shiny, unpainted airplane, it's American. If you don't see any airplane at all, it's German."

Much of our mission at this stage of the war was the attrition of experienced German fighter pilots. As they rose up to defend their country, our fighters shot them down. With their shortage of fuel and experienced pilots, they had large numbers of new airplanes that couldn't be flown. I saw several of their jet-propelled ME-262s in unarmed training flights, but it was too little, too late.

The rocket-propelled ME-163 Komet which was developed by the Germans in the late 1930s did not see service against our bombers until July 28, 1944, while I was still flying missions. I saw two but never encountered one closeup. I heard that they killed more German pilots than American, since they often blew up at launch.

On the first day of the invasion, one hundred fifty thousand Allied troops landed on the beaches. A week later the total was a half million men. Six weeks later the total had reached two million men, and a quarter million vehicles. (See "The Longest Day" by Cornelius Ryan). And so, on this day, the destruction of Hitler's third Reich began in earnest, and the outcome is in the history of Earth's greatest war.

In the years since D-Day, much has been said about this historic event. It was the greatest invasion in the history of man. It ultimately established the United States as the premier super power that it has remained.

I feel that my own participation was important, but both of my missions on that day were milk runs, as it was for most of the heavy bomber crews who flew that day. Penetrating the thick overcast over England and the Continent was a much greater danger than the Germans had to offer that day. The ground troops who did the fighting on that day deserve the bulk of the credit. Our mission to neutralize the German Air Force had worked very well, but there would be a resurgence in missions to come.

Aircraft Formation at Assembly Point - Group A

Stoullil-Shumake

592 - PFF

Evans
997

McMillan
841

Erickson
340

Long
432

Christian
590

Cook-J.W. Watson

453

Thomas-Duffield

405

Bailie
739

Johnson
002

Bartholomew
187

Parker
048

J.P. Watson
583

Baker
298

Latshaw
086

Way
680

Davis
154

Oliver
893

Two (2) aircraft aborted this mission:

Lt. Bailie in 739

Lt. Fackler in 050

Aircraft Formation at Assembly Point - Group B

Snyder-Bordelon 543 - PFF

Mitchell
411

Flick
885

Allen
027

Ligino
099

Oranges
569

Sheets
311

Daub
058

Beiser
875

Lehmann
423

Meier
284

Cunningham
076

Fackler
050

Sirany
272

Arnold
483

Tulloss
781

Thompson
944

Assenheimer
206

KEY TO ABBREVIATIONS

<p><u>CREW POSITIONS</u> CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator</p>	<p>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</p>	<p>VI - Voice Interpreter OBS - Observer PAS - Passenger PHO - Photographer</p> <p><u>RESULTS OF MISSION</u> KIA - Killed in action WIA - Wounded in action MIA - Missing in action POW - Prisoner of war</p>	<p>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</p>
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358th Bombardment Squadron Crew Lists

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

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 #42-102680 *(No Name)*

P	Way, Henry G., 1Lt
CP	Raese, Warren G., 2Lt
NAV	Sigurdson, Elden A., 2Lt
BOM	Bell, Julian P., 2Lt
ENG	Lynam, Stanley A., S/Sgt
TT	Paolino, Vincent C., Sgt
RO	May, James G., S/Sgt
BT	Rhodes, Kenneth G., Sgt
TG	Parks, Robert E., Sgt
RWG	Manning, Robert L., Sgt

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

P	Cook, John H., 1Lt
CP	Watson, Jack W., Capt
NAV	Mikulich, Louis F., 1Lt
BOM	Armstrong, Charles C., Capt
ENG	Hoffman, Robert W., T/Sgt
RWG	McArthur, Robert G., S/Sgt
RO	Lesser, Edward R., S/Sgt
BT	Czeczotka, Theodore R., S/Sgt
TG	Gamon, Edward J., Sgt
LWG	Daniel, Herbert A., S/Sgt
PAS	Asch, M., S/Sgt

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

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
RO	White, John H., S/Sgt
TT	Hollifield, Robert G., Sgt
BT	Goldfarb, Wallace, Sgt
TG	Cummings, James E., Sgt
LWG	Byerly, William C., Sgt

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

P	Baker, John M., 2Lt
CP	Hudson, Hendric S., 2Lt
NAV	Claeys, Ronald, 2Lt
BOM	Belles, Frank G., 2Lt
ENG	Kishbaugh, Warren L., S/Sgt
TT	Reichman, Fred P., Sgt
RO	Jennings, Archie R., S/Sgt
BT	Bertasso, Joseph S., Sgt
TG	Peters, Archie D., Sgt
RWG	Parker, Stanton A., Sgt

B-17G #42-31739 *Pugnacious Peter*

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

358th Bombardment Squadron Crew Lists - Cont'd.

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

P Oliver, Sam, 1Lt
CP Shankweiler, Stanley R., 2Lt
NAV Contos, Spiros P., 2Lt
BOM Chapple, Harry, 2Lt
ENG Haskell, Whitney, S/Sgt
RWG Imbrogno, Americo S., Sgt
RO Kissling, John P., S/Sgt
BT Russell, Francis H., T/Sgt
TG Humphries, Wayne, Sgt
LWG Scalco, Robert, 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 Cottrell, Barton T., Sgt
TG Buddingh, Frederick, Sgt
BT George, William R., Sgt
LWG Ciglar, Joseph, Sgt

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

P Davis, William C., 2Lt
CP Graham, Edward, Jr., 2Lt
NAV Conner, John P., 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

359th Bombardment Squadron Crew Lists

B-17G #42-97592 - PFF (305BG)

P Stoullil, Donald, Capt
CP Shumake, Glynn F., Maj
NAV Susskind, Harold A., 1Lt
NAV Desmond, MacChesney, 2Lt
NAV Davis, Darius R., Capt
BOM Orvis, George T., Jr., Capt
ENG Romer, Eugene A., T/Sgt
RO Owen, James C., T/Sgt
TG Callahan, Edward F., 2Lt
RWG Brown, William F., Jr., S/Sgt
LWG Greene, George P., S/Sgt

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

P Tulloss, John W., 1Lt
CP London, Walter H., Jr., 2Lt
NAV Hollingsworth, William, 2Lt
BOM Grove, Terril M., 1Lt
ENG Robinson, Charles R., T/Sgt
RO Montgomery, Robert E., T/Sgt
BT Chraniuk, William, S/Sgt
TG O'Connor, Julian J., Sgt
WG Richard, John, Sgt.

B-17G #42-97944 *Daddy's Delight*

P Thompson, Lawrence C., Capt
CP Johnson, Richard O., 2Lt
NAV Young, Warren I., F/O
BOM Champ, William J., 2Lt
ENG Hammons, Charles G., S/Sgt
RO Hamann, Delos, H., S/Sgt
BT Stephan, Kenneth R., S/Sgt
TG Held, Armin C., S/Sgt
WG Lemley, Jack A., S/Sgt

B-17G #42-97058 *Scorchy II*

P Daub, Leroy E., Capt
CP Peterson, Edwin V., 2Lt
NAV Walsh, Myles J., 1Lt
BOM Lyle, Lewis E., LtCol
ENG Carter, Edward K., S/Sgt
RO Kelly, Victor S., T/Sgt
LWG Haman, Ray T., S/Sgt
RWG Cueto, Frank Z., S/Sgt
BT Gilmore, Charles E., T/Sgt
TG Considine, Louis W., S/Sgt
OBS Taylor, C., LtCol

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., Sgt
WG Lichtenwalter, Ralph W., Sgt

B-17G #42-38050 *Thunderbird*

P Fackler, David E., 1Lt
CP Paton, Wallace L., 2Lt
NAV Andreason, Rolf W., 2Lt
BOM Campbell, Frank P., 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
(Abortive)

359th Bombardment Squadron Crew Lists - Cont'd.

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

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

B-17G #42-97272 *Duchess' Daughter*

P Sirany, George R., 1Lt
CP Batton, James H., 2Lt
NAV Ehrke, Warren D., 2Lt
BOM Smith, Ralph, 2Lt
ENG Stephenson, Thomas O., S/Sgt
TT See, Cecil J., S/Sgt
RO Van Horn, Everett E., S/Sgt
BT Bale, Gordon E., Sgt
TG McPherson, Frank V., S/Sgt
PAS Austin, John H., 1Lt, Flt. Surg.

B-17G #44-6076 *Liberty Run*

P Cunningham, Robert L., 2Lt
CP Daum, Maurice C., 2Lt
BOM Riley, Milton S., 2Lt
TOG Huddelston, D.O., Pvt
ENG Merrow, Robert K., S/Sgt
RO Rose, William A., Cpl
BT Manchester, Robert E., S/Sgt
TG Quinn, Charles E., S/Sgt
WG Jaouen, Robert F., T/Sgt

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

P Assenheimer, Edwin H., 1Lt
CP Moyer, William G., 2Lt
NAV Bates, Robert L., 2Lt
TOG Meier, Wayne G., S/Sgt
ENG Mayhugh, John C., T/Sgt
RO Bortolotti, Barney J., S/Sgt
WG Murphy, Carl B., T/Sgt
TG Strobel, Walter A., S/Sgt
BT Hirn, Edward M., Sgt

360th Bombardment Squadron Crew Lists

B-17G #42-37841 *Banshee*

P	McMillan, Murdock B., 1Lt
CP	Polezoes, Stanley, 2Lt
NAV	Shaw, Marvin E., 2Lt
BOM	Lovett, William F., S/Sgt
ENG	Herr, Allen H., Sgt
RO	Balcombe, Clayton S., T/Sgt
BT	Karp, Harold, Sgt
TG	Cain, Leroy H., Sgt
RWG	Cox, James D., Sgt
LWG	Friedman, Szymon A., S/Sgt

B-17G #42-97590 *Virgin Mary*

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 #42-107048 (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 #42-31432 *Old Glory*

P	Long, Paul H., 2Lt
CP	Cohl, Jules R., 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
WG	Abbott, Wesley C., Sgt

B-17G #42-97187 *Miss Umbriago*

P	Bartholomew, Dale E., 2Lt
CP	Ross, James A., 2Lt
NAV	Blume, William H., III, 2Lt
BOM	Andreason, Joseph G., 2Lt
ENG	Litwiller, Harold D., S/Sgt
RO	Allard, Charles G., S/Sgt
BT	Smith, Victor H., S/Sgt
TG	Blackwell, Haywood E., Jr., Sgt
RWG	Lowe, Ralph R., Sgt
LWG	DeBartolo, Albert L., Sgt

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

P	Evans, Ernest N., 1Lt
CP	Fisher, Stanley L., 2Lt
NAV	McDevitt, Theodore D., 2Lt
BOM	Nebhut, Kenneth E., S/Sgt
ENG	Bachman, Clifford D., T/Sgt
RO	Smith, Benjamin H., T/Sgt
BT	Kepics, George, S/Sgt
LWG	O'Hearn, Robert J., S/Sgt
RWG	Cogdell, Clarence L., S/Sgt

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

P	Erickson, Roger W., 1Lt
CP	Tellinghuisen, Oscar A., 2Lt
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

B-17G #42-97405 *Mary Cary*

P	Thomas, Earl N., 1Lt
CP	Duffield, Richard B., 2Lt
NAV	Sbrolla, Emilio M., 2Lt
BOM	Merz, Dick W., 1Lt
ENG	Mason, John W., T/Sgt
RO	DeWitte, Victor W., T/Sgt
LWG	Bell, Richard L., S/Sgt
TG	Hubleby, Warren G., T/Sgt
BT	Petree, Wendell R., S/Sgt
RWG	Flenniken, William, S/Sgt
OBS	Smith, Frederick J., BGen

427th Bombardment Squadron Crew Lists

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

P	Lehmann, Elroy C., 2Lt
CP	Heil, Lee 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
RWG	Garlick, Darrell L., Sgt
LWG	Baker, Russell W., Sgt

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

P	Flick, Chester E., 2Lt
CP	Keating, Donald W., 2Lt
NAV	Curley, Walter A., 2Lt
BOM	Fontaine, Clifford F., S/Sgt
BT	Forry, Harvey W., S/Sgt
RO	Abeyta, J. Charles, S/Sgt
TT	Eberly, Charles P., S/Sgt
TG	Brock, Charley F., Sgt
RWG	Wilson, Robert J., Sgt
LWG	Czerwonka, Joseph A., Sgt

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

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	Dye, James W., Sgt
RO	Dahms, Edward R., S/Sgt
TG	Dudley, Howard E., Sgt
RWG	Gainer, Philip B., Sgt
LWG	Muzyka, Myron M., Sgt

B-17G #42-39875 *Buzz Blonde*

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
RWG	Haines, James W., Sgt
LWG	Dimowitz, Morris, S/Sgt

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

P	Allen, Charles R., 1Lt
CP	Parham, James S., 2Lt
NAV	Thurmon, John A., 2Lt
BOM	Bourgeault, Louis H., 2Lt
TT	Bourlier, Donald W., Sgt
BT	Knedler, Lee F., Sgt
RO	Reed, John H., S/Sgt
TG	Stansbury, Edward P., Sgt
RWG	Foerster, LeRoy H.M., Sgt
LWG	Bohenstiel, Robert L., Sgt

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

P	Oranges, Chester N., 1Lt
CP	Fogerson, Joseph E., 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

427th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-102411 (No Name)

P Mitchell, Fred E., 2Lt
CP Ferguson, Gilbert L., 2Lt
NAV Landry, Robert J., 1Lt
BOM Isaac, Kenneth W., 2Lt
TT Cavagnol, Joseph J., S/Sgt
BT Landa, Hyman J., Sgt
RO Parr, Joe A., S/Sgt
LWG O'Neill, Austin J., Sgt
RWG Byers, William R., S/Sgt
TG Carpenter, Robert R., Sgt

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

P Sheets, Robert W., Capt
CP Sayers, Darwin D., 2Lt
NAV Olsen, Kenneth L., 1Lt
BOM Umphress, F.E., Jr., 1Lt
TT Neuner, Francis X., T/Sgt
BT King, Earl J., S/Sgt
RO Benevento, Andrew G., T/Sgt
TG Sullens, Tom C., S/Sgt
LWG Smith, Leonard C., S/Sgt
RWG Donnelly, James F., S/Sgt
OBS Cronkite, Walter L., Civ. News Corr.

B-17G #42-97543 - PFF (305BG)

P Snyder, Edgar E., Jr., LtCol
CP Bordelon, Berton A., 1Lt
NAV Cromwell, Frederick P., 1Lt
NAV Iverson, Ingvald M., Capt
NAV Clark, James G., 2Lt
BOM Rickey, Lowell L., 2Lt
TT Barker, Forrest, S/Sgt
RO Fontana, Joseph L., T/Sgt
BT Patterson Harry L., S/Sgt
RWG Ted Couch, S/Sgt
LWG Adams, Donald K., S/Sgt
TG Coons, Charles L., 1Lt