

303rd BG (H) Combat Mission No. 187

21 June 1944

City Area, Berlin, Germany

Crews Dispatched: 43

Crews Lost: Lt. Allen, Lt. Way & Lt. Morningstar

Crew Members Lost or Wounded: 5 crewmen were wounded

Length of Mission: 8 hours, 25 minutes

Bomb Load: 8 x 500 lb M17 Incendiary bombs

Bombing Altitudes: 28,400 ft; 27,000 ft & 25,900 ft

Ammo Fired: 250 rounds

Formations found 2/10 to 4/10 clouds over Berlin and bombed on PFF aircraft signals and flares. Bombs were dropped from 28,400, 27,000 and 25,900 feet with 82 500-lb. M17 incendiary clusters and 327 500-lb. G.P. M43 bombs. A few enemy fighters were seen, but the 303rd BG(H) formations did not sustain any attacks. Friendly fighters did not accompany the Fortresses until 10 minutes after the target. B-17G #42-107002, *Mairzy Doats* 358BS (Lt. **Morningstar**), dropped bombs early due to a bomb rack malfunction. Two aircraft had engine problems. #42-97284 *Ain't Misbehavin*, 360BS (Lt. **Meier**), bombed the rail yards at Westerhever, Germany, and Fortress #42-31423 *Jigger Rooche*, 427BS (Lt. **Means**), bombed an airfield at Parchin, Germany.

Flak was continuous, intense, and extremely accurate in the target area. The 41st CBW-B lead Group lead B-17, #42-103484 *Heller's Angel*, 360BS (Lt. Col. **Lyle**) was hit by flak, igniting flares that caused a fire in the waist. The bomb run was continued with the high and low Groups bombing on the lead Group. Lt. Col. Lewis E. **Lyle**, 41st CBW-B Air Commander, was awarded the Silver Star Medal for his mission leadership.

Over the target, the low Squadron of the 41st CBW-B low Group was hard hit by flak. The 427BS leader and his number four and five aircraft were missing. Five returning crewmen were wounded. Thirty-three B-17s sustained flak damage. Fortress #42-97096 (*No Name*), 427BS, piloted by 1Lt. Charles R. **Allen**, received a direct flak hit just after "bombs away." It fell out of formation to the left. Three men were coming out of the main fuselage door. It then went into a steep dive and crashed at Schielowsee, Germany. One crewman, S/Sgt. John H. **Reed**, was killed. Lt. **Allen**, 2Lt. James S. **Parham**, 2Lt. John A. **Thurmon**, 2Lt. Louis H. **Bourgeault**, S/Sgt. John D. **Kelly**, S/Sgt. Lee F. **Knedler**, S/Sgt. Robert L. **Bohenstiel** and S/Sgt. Edward P. **Stansbury** were all captured and became Prisoners of War.

Fortress #42-32037 (*No Name*), 358BS, piloted by 1Lt. Henry G. **Way**, was hit at the same time as #42-97096. When last seen, it appeared to be under control with no feathered engines. Two parachutes were spotted opening. The aircraft crashed at Berlin, Germany. Lt. **Way**, 2Lt. Warren G. **Raese**, 2Lt. Julian P. **Bell**, S/Sgt. Vincent C. **Paolino**, and T/Sgt. Stanley A. **Lynam** were all killed. 2Lt. Elden A. **Sigurdson**, T/Sgt. James G. **May**, S/Sgt. Garland T. **Meredith** and S/Sgt. Robert E. **Parks** were captured and became Prisoners of War.



HENRY G. WAY CREW - 358th BS
B-17G The Floose #43-97298 (358BS) VK-H
(crew assigned 358BS: 21 Apr 1944)

(Back L-R) 2Lt Henry G. Way (P-KIA), 2Lt Warren G. Raese (CP-KIA),
 2Lt Eldon A. Sigurdson (N-POW), 2Lt Julian P. Bell (B-KIA)
 (Front L-R) T/Sgt Stanley A. Lynam (WG-KIA), T/Sgt James G. May (R-POW), Sgt Robert L. Manning (E),
 Sgt Paul L. LaFleur (WG), S/Sgt Vincent C. Paolino (E-KIA), S/Sgt Robert E. Parks (TG-POW)



THOMAS H. MORNINGSTAR CREW - 358th BS
(crew assigned 358BS: 29 May 1944)

Mairzy Doats #42-107002, 358BS, piloted by 2Lt. Thomas H. **Morningstar**, was not flying with its Squadron on the bomb run. It wasn't observed leaving the formation. The aircraft crashed near Techin, Germany. Lt. **Morningstar**, 2Lt. Fred M. **Patterson**, 2Lt. Richard O. **Kinder**, 2Lt. Bernard D. **Dooley**, S/Sgt. Ted J. **Schutz**, S/Sgt. Fred G. **Hartman**, Sgt. John H. **Grob**, Sgt. Robert G. **Schuster** and Sgt. Bart M. **Casillas** were all captured and became Prisoners of War.

All other B-17s returned to Molesworth, letting down through a heavy overcast. Five returning crewmen were wounded and thirty-three aircraft sustained flak damage.

Mission Number 19, June 21, 1944 "Big B," Berlin, Germany
from the book "25 Milk Runs" by Richard R. "Dick" Johnson

My diary for the day reads: "Big B" Berlin Germany. - It's biggest raid of war--so far. Flak intense and accurate. Several planes from this field did not return. (Lt. Allen). Passed by Hamburg. It is still burning big and black from our yesterday's raid. We were lucky today. Only a few holes. 26,500 ft. Over enemy territory two hours and thirty minutes. Carried eight, five hundred pound G.P. and two, five hundred pound incendiaries."

When going to Berlin, each B-17 carried 2700 gallons of gasoline and five tons of bombs. Gasoline weighs six pounds per gallon, giving us a take off weight of sixty-five thousand pounds. The empty B-17G weighs about 36,000 pounds.

Beiser and I were assigned to Wing "B" group which was in the low position. We were assigned the number four position in the high squadron of six aircraft. There were 18 planes in our group. We had our original crew together for this sortie which would take eight hours and eighteen minutes from take off to landing.

This was to be my second mission to Berlin where it is never considered to be a milk run, but just after briefing a rumor indicated that the British were going on this daylight trip to Berlin at fourteen thousand feet. We were all elated, knowing that the Germans would be after them instead of us. We figured that our part of the mission would surely be a milk run. We heard all kinds of rumors about this raid. That it would be to retaliate for the buzz bombs that were hitting London at about a hundred a day. We were to drop our bombs "in train" at one every three seconds to spread the damage.

These rumors didn't last very long and the mission went along just like any other large mission, with the British, although we did drop our bombs "in train." This was the only mission that I flew where we did this.

The 303rd Bomb Group sent up forty-two airplanes for this mission, eighteen being in our low group. We assembled in position on the lead group over our base at Molesworth, and departed in combat wing formation. The weather over the target was fairly open, and the city could be seen from some distance. We assumed that visual bombing would be the order, so our group began to take interval. Soon after the IP and opening bomb-bay doors, the order came for PFF bombing, so our group pulled back into wing formation and bombs were away at 10:16 from 25,900 ft.

In the target area the flak appeared to be from at least two flak batteries. It was moderate, but very accurate, being continuously pointed. One three gun battery was firing directly at our squadron. About a quarter mile to our left, I noticed a triple burst, and every three seconds there was another, only closer. Beiser was flying the plane during this bomb run, and I could see burst after burst getting closer and closer, tracking our speed to perfection. Finally, a burst of three came just off the left wing tip, and I could hear bits of metal strike our plane. I had noticed that the bursts were showing elongated patterns, meaning that we were almost beyond their range. And the final burst never came as the German gunners moved their sights to another group following us. This was the most fear that I had encountered in combat, because I had time to think about it.

Most of the time I was so busy that I didn't have time for much fear. Usually, after we got into formation and headed for the enemy coast, the apprehension would build until the first burst of flak was seen. I then settled down into a grim attention to duty, and thought very little of it unless it got really close. I had to accept whatever happened because I knew that I couldn't do anything about it.

Three of our eighteen planes were shot down over the target. One was the leader of our 427th squadron and his number 4 and 5 planes. Beiser and I were often assigned to the number 4 position, but today we were in that position in the high squadron of six planes.

It was ironic that no plane was in the "Purple Heart Corner" of that unfortunate squadron of five planes, and still three of the five were shot down. Lt. Vermeer was scheduled to fly in that slot, but was unable to catch up with us, so he latched onto the 379th Group from Kimbolton, and bombed with them. The 379th was part of our wing. Had he been able to reach his scheduled position, he might have been shot down with the other three. Lt. Allen's plane went down just after bombs away with the ball turret gunner still inside. All the others were made prisoners of war.

Lt. Allen's left wing man, Lt. Oranges, was carrying bombs with long delay fuses. He survived the mission, returning home with the rest of us.

The plane flown by Lt. H.G. Way went down about the same time. Both he and his co-pilot, were killed, perhaps by civilians, as were two others of his crew. His navigator, radio operator, ball turret gunner, and tail gunner were all made prisoners of war.

"Mairzy Doats," flown by Lt. Morningstar disappeared before the bomb run and was not seen to leave since he was the lowest and farthest to the rear. The entire crew survived, being listed as prisoners of war. Morningstar's plane was equipped with a K-21 camera and was scheduled to return early for photo processing.

Strike photos from other B-17s showed a startling scene. Directly below us in the path of our falling bombs was a B-17 out of position. Later pictures show a B-17 having his left stabilizer shorn off by a five hundred pound bomb dropped from above. That plane went out of control and was lost. As mentioned before, the bombs had to fall about five hundred feet or more before the protective vane spun off to leave the bomb armed. If this vane did not spin off in the air stream, the bomb could fall on solid concrete without exploding. If the bomb that struck the tail of that airplane had been armed, the plane would have disappeared in a cloud of fire and debris, perhaps destroying other B-17s as well.

We had observed flak at five other places before Berlin which was all black in color. Over Berlin the flak was mostly black from their regular 88 mm flak guns, but we also

encountered white bursts from larger guns. Most large cities in Germany were defended by some fixed guns or railroad car guns of larger caliber. Some were 105 mm and some were 128 mm, which we sometimes referred to as 155 mm for some unknown reason. The German gunners sometimes signaled their fighter planes by using different colored bursts, but occasionally the German fighters would fly into their own flak bursts in the frenzy of battle, trying to press home an attack on a bomber.

We had thrown out a lot of "chaff" to disrupt the German radar which they used when firing through clouds. Today the chaff seemed to do a little good, as most bursts of flak were low, as evidenced by the loss of most of our low squadron.

In our 41st Wing formation of two groups and one high squadron, our high squadron only had three planes with minor damage and none with major damage. Our lead group, which is at the middle altitude, had nine aircraft with major damage and eight with minor damage.

The low group, in which I was flying number 4 of the high squadron, had three aircraft shot down, two with major damage and eleven with minor damage. As the B-17s were being shot down, Beiser and I would move ahead into the empty slots. We did this four times until we were in the lead position of this squadron. Our plane was listed as "Minor damage," since we only had a few holes to be repaired. Remarkable!

At de-briefing there is always a gripe sheet that is later printed and given to headquarters. On this mission to Berlin, the sheet was a little longer than usual. Out of nineteen complaints, one was for placement of camera switch. One was for radio buncher, and two were for equipment placement. One gripe was about our crossing over Kimbolton's traffic pattern as we arrived at our base. Three gripes were about need for more passes or space between missions. (I haven't had a pass for eleven missions in three months.) One gripe was for short supply of ammunition, and six gripes for not enough sleep. (Why do we have such early missions? Why couldn't we have them a little later so we can get more sleep?) (In answer to this last question: The target should be encountered as early in the day as possible before afternoon cumulus clouds obscured too much of the area.)

There were two complaints about the sandwiches that we carried on a mission (More meat or peanut butter instead of jelly.)

Today our liquor allowance after missions was absent and there were three complaints about that. (Need whisky, especially after Berlin raid. What happened to the whiskey today? How about liquor?)

Our crew flew this mission with a plane whose guns hadn't been cleaned and Beiser complained about that. ("Crews should have clean guns for next mission. Guns on this A/C were not cleaned today.") I suspect that the harried ground crews were very busy repairing airplanes from our mission to Hamburg yesterday. The plane that we flew to Hamburg yesterday was not on this Berlin mission, due to extensive damage that had not been repaired as yet. That was A/C #42-39875, "Buzz Blonde," with its 260-odd flak holes. Today's plane was #42-102411.

If some of the crews complained about the missions being too close together, just wait. Tomorrow we would fly two missions, losing two B-17s in the morning and three in the afternoon

EXPLOSIONS SO THICK IT LOOKED LIKE RAIN

from the Stanley Claster Journal

The Arnold crew ended a five-day break with a long and difficult mission to the German capital. The men probably did not get much sleep beforehand because breakfast was at 1:15 a.m., followed by briefings an hour later. Take-off for the eight and a half hour mission was at 5:06 a.m. Walter London flew as co-pilot. London was the first of several substitute co-pilots that joined the team for all but one of the remaining missions as replacements for Maurice Altman who eventually went on to pilot his own plane.

The 42 B-17s in the formation reached the target area just after 10 a.m. and encountered intense and accurate flak at their bombing altitude of 27,700 feet. The cloudless sky turned black with flak explosions that were so thick it looked like rain.

The Arnold crew reported seeing four B-17s from the group behind them shot down; just three parachutes were seen. About the same time, John Surrell recalls witnessing a terrible incident where an airman discovered he did not have his parachute on after he bailed out of a B-17 in trouble from flak damage. The Arnold crew saw the officer, who had been flying as a tail gunner/observer on a lead plane, desperately clawing at his empty harness. The parachute had probably slipped out of its harness as they were prone to do when crew members moved around the plane. Ironically, the doomed airman's plane made it back safely. The incident haunted the crew for days afterward.

Meanwhile, the Arnold crew had their own mishap for a more minor sort. Bombardier Ellsworth Callahan dropped the bombs a few minutes early because of a bomb rack malfunction and several planes behind them did so as well following Callahan's lead. The bombs fell into some woods east of Berlin. Callahan expected to be reprimanded, but never got into trouble because later reconnaissance photos showed the site burned for 3-4 days with smoke up to 30,000 feet. The crew presumed they must have gotten lucky and hit an underground oil depot or something similar.

The Bonnie B returned to Molesworth at 1:27 p.m. with 10 holes in the wings. It was one of 22 aircraft that sustained minor damage, while 11 received major damage. The after-action report indicated three planes were shot down, 27 men were missing, and five were wounded. John Surrell recalls this mission as being the most nerve-wracking of all their flights. Surrell's hands ached afterwards because he had gripped his gun so tightly for hours. Several of the other crews told the debriefers that they needed more whiskey after missions like the Berlin raid. Stanley Claster mentioned the Berlin mission in a letter he wrote to his parents two days later. He told them, "Believe me, it was rough. But it was worthwhile because we really let them have it."

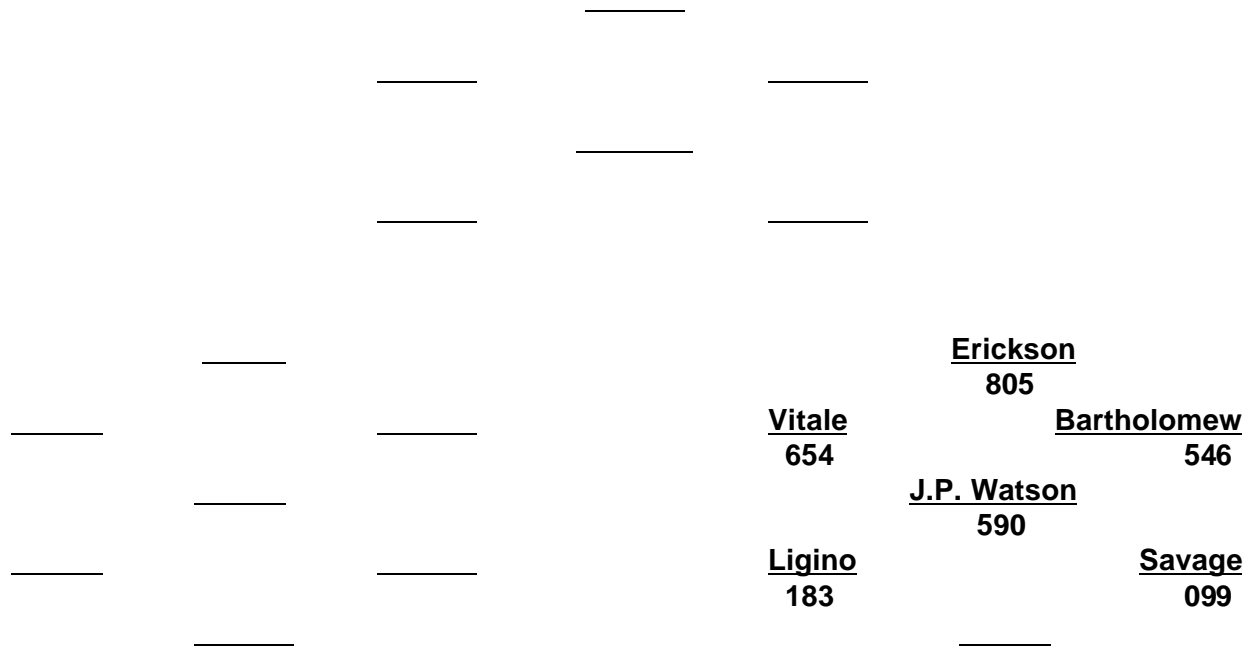
Aircraft Formation at Assembly Point - Group A

		<u>Lyle-Edwards</u> 484		
		<u>Carney</u> 781		<u>Benham</u> 557
			<u>Meier</u> 284	
		<u>Moreman</u> 206		<u>Arnold</u> 483
	<u>Williams</u> 187			<u>Moser</u> 272
<u>Spindler</u> 432		<u>Coats</u> 860		<u>Walker</u> 830
	<u>Long</u> 861			<u>Thompson</u> 496
<u>Fisher</u> 905		<u>McMillan</u> 124		<u>Wilson</u> 196
				<u>Morgan</u> 960
				<u>Crozier</u> Spare - 076

Aircraft Formation at Assembly Point - Group B

		<u>J.W. Watson</u> 453		
		<u>Miller</u> 949		<u>Stark</u> 298
			<u>Rosser</u> 680	
		<u>Davis</u> 583		<u>Lee</u> 085
	<u>Allen</u> 096			<u>Jones</u> 432
<u>Oranges</u> 569		<u>Gallagher</u> 027		<u>Flick</u> 224
	<u>Way</u> 037			<u>Beiser</u> 411
<u>Vermeer</u> 086		<u>Morningstar</u> 002		<u>Means</u> 423
				<u>Johnson</u> 055
				<u>Lehmann</u> 060

Aircraft Formation at Assembly Point - Group C



KEY TO ABBREVIATIONS

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

358th Bombardment Squadron Crew Lists

B-17G #43-37590 *Neva-The Silver Lady*

P Watson, John P., 1Lt
 CP Neely, Glenn H., 2Lt
 NAV Coe, Charles E., 2Lt
 TOG 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., S/Sgt

B-17G #42-102680 (No Name)

P Rosser, Samuel E., 2Lt
 CP Helms, John R., 2Lt
 NAV Wyner, Maxwell E., 2Lt
 BOM Larson, Albert W., 1Lt
 ENG O'Leary, James M., S/Sgt
 RO Rowe, Ollice Z., S/Sgt
 RWG Putney, Norman W., Sgt
 TG Pressentin, Robert H., Sgt
 BT Severson, Jack O., Sgt

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

P Morningstar, Thomas H., 2Lt POW
 CP Patterson, Fred M., 2Lt POW
 NAV Kinder, Richard O., 2Lt POW
 BOM Dooley, Bernard D., 2Lt POW
 ENG Schutz, Ted J., S/Sgt POW
 RO Hartman, Fred G., S/Sgt POW
 TG Casillas, Bart M., Sgt POW
 BT Grob, John H., Sgt POW
 LWG Schuster, Robert G., Sgt POW

B-17G #42-97949 (No Name)

P Miller, Campbell, 2Lt
 CP Markos, Costa, F/O
 NAV Waterland, Edward L., 2Lt
 BOM Nelson, Richard G., 2Lt
 ENG Ham, William J., S/Sgt
 TT Martinez, Gregorio, Sgt
 RO Sawyer, Robert B., S/Sgt
 TG Ham, William J., S/Sgt
 BT Oss, Frank E., Sgt

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

P Stark, Donald D., 2Lt
 CP Conley, George L., 2Lt
 NAV Hamm, Willard A., 2Lt
 NG Eggink, James H., Sgt
 ENG Batten, Delmer G., S/Sgt
 RO Steinhagen, Joseph R., S/Sgt
 TG Morrow, James C., Sgt
 BT Richkind, Max, Sgt
 WG Nelson, Harold E., Sgt

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

P Vermeer, Bernard E., 2Lt
 CP Hudson, Hendric S., 2Lt
 NAV Zarelli, Michael L., 2Lt
 NG Erickson, Robert L., Sgt
 ENG Varvil, Willis E., S/Sgt
 BT Schley, John G., S/Sgt
 RO Moon, Charles E., S/Sgt
 TG Kennedy, Robert F., S/Sgt
 RWG Ferris, James H., Sgt



Nose Art on B-17G Mairzy Doats 358BS (VK-A)

358th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-31583 <i>Clover Leaf</i>		B-17G #42-32037 (No Name) CR-L	
P	Davis, William C., 2Lt	P	Way, Henry G., 1Lt KIA
CP	Graham, Edward, Jr., 2Lt	CP	Raese, Warren G., 2Lt KIA
NAV	Ney, Russell L., F/O	NAV	Sigurdson, Elden A., 2Lt POW
NG	Stafford, Sheldon A., S/Sgt	BOM	Bell, Julian P., 2Lt KIA
ENG	Roseland, Ralph A., Sgt	ENG	Lynam, Stanley A., S/Sgt KIA
RO	Sandler, David L., S/Sgt	TT	Paolino, Vincent C., S/Sgt KIA
BT	Clarke, Kenneth, Sgt	RO	May, James G., S/Sgt POW
TG	Hiland, Robert L., Sgt	BT	Meredith, Garland T., S/Sgt POW
WG	Rogers, Joseph S., Sgt	TG	Parks, Robert E., Sgt POW
B-17G #42-97085 (No Name)		B-17G #42-102453 <i>Princess Pat</i>	
P	Lee, Gareth G., 2Lt	P	Watson, Jack W., Capt
CP	Bowman, William E., F/O	CP	McNamara, James F., Capt
NAV	Sweig, Morris, 2Lt	NAV	Krouskup, Wayne E., 2Lt
BOM	Townsend, Charles D., 2Lt	BOM	Armstrong, Charles C., Capt
ENG	Leimgruebler, Victor H., S/Sgt	ENG	Hoffman, Robert W., T/Sgt
WG	Olive, Martin, Sgt	TG	McArthur, Robert G., S/Sgt
RO	Adkinson, James E., S/Sgt	RO	Jennings, Archie R., S/Sgt
TG	Newman, Gerald D., Sgt	BT	Lappo, Teddy, Sgt
BT	Grundon, Joseph D., Sgt	WG	Daniel, Herbert A., T/Sgt

359th Bombardment Squadron Crew Lists

B-17G #42-102960 (No Name)

P	Morgan, William D., 2Lt
CP	Parker, John W., 2Lt
NAV	Wodinsky, Abraham, 2Lt
BOM	Destito, Frank S., 2Lt
ENG	Hayes, Theron M., S/Sgt
RO	Stemmle, Edward C, S/Sgt
BT	Lloyd, Stanley W., Sgt
TG	Caperton, James R., Sgt
WG	Gross, James J., Sgt

B-17G #42-102496 Special Delivery

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	Held, Armin C., S/Sgt
WG	Lemley, Jack A., S/Sgt
TG	Christensen, Lars, S/Sgt

B-17G #42-107206 Old Black Magic

P	Moreman, Robert, 2Lt
CP	Quiggle, Robert D., 2Lt
NAV	Nielsen, Carl V., 2Lt
TOG	Bumgarner, Donald, T/Sgt
ENG	Genovese, Elic V., S/Sgt
RO	Barnts, Warren E., S/Sgt
WG	Alexander, Ray, Sgt
TG	Smith, Richard L., Sgt
BT	Leonard, Joseph F., Sgt

B-17G #42-97272 Duchess' Daughter

P	Moser, Clinton A., 1Lt
CP	Hickey, James A., 2Lt
NAV	Smith, Gordon F., 2Lt
BOM	Riley, Milton S., 2Lt
ENG	Duffey, Willis A., Sgt
RO	Zionkoski, John T., S/Sgt
BT	Parrish, Vernon, Sgt
TG	Seelock, Joseph J., Sgt
WG	Mays, Pearl E., T/Sgt

B-17G #44-6076 Liberty Run

P	Crozier, Harry J., 2Lt
CP	Mowrey, Paul M., 2Lt
NAV	Kennedy, Clyde R., 2Lt
BOM	McCoy, Charles W., 2Lt
ENG	Passenant, Robert J., S/Sgt
RO	Hoyt, Robert B., S/Sgt
BT	Jara, Felix M., Sgt
TG	Stumpff, George W., Sgt
RWG	Butcher, Robert C., Sgt
(Spare)	

B-17G #42-38050 Thunderbird

P	Reed, John W., 2Lt
CP	Zimmerman, Paul E., F/O
NAV	Heatherly, Phillip P., 2Lt
TOG	Arendt, John W., S/Sgt
ENG	Perkins, Homer F., Pvt
WG	Munn, Edwin C., S/Sgt
RO	Whisman, Chester C., S/Sgt
BT	Gray, William W., Sgt
TG	Mulstein, John E., Jr., Sgt

359th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-31830 Marie

P Walker, Lewis M., 1Lt
CP Doyle, Joseph J., 2Lt
NAV Karan, William C., 2Lt
BOM Beers, Donald B., 2Lt
ENG Sublett, James W., Sgt
RO Lunday, Albert J., S/Sgt
BT Hundley, Walter L., Sgt
TG Reckert, Arthur C., Sgt
WG Mathis, Henry C., Sgt

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

P Meier, Russell W., 1Lt
CP Altman, Maurice V., 2Lt
NAV O'Neill, Owen H., 2Lt
ENG Danford, Emmett J., T/Sgt
TOG Meier, Wayne G., S/Sgt
RO Connors, Joseph Q., T/Sgt
BT Richard, Vernon, S/Sgt
TG Butler, Ashley A., S/Sgt
RWG Colley, Smith, K., S/Sgt
(Abortive Sortie)

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

P Lyle, Lewis E., LtCol
CP Edwards, Kenneth C., 1Lt
NAV Lunde, Frithjof M., Capt
NAV Ehrke, Warren D., 2Lt
BOM Bowen, Richard R., Capt
ENG Johnson, Kenneth V., T/Sgt
RO Kennedy, Herbert W., T/Sgt
BT Guzman, Abel G., S/Sgt
TG Batton, James H., 2Lt
LWG Kowalk, Francis M., S/Sgt
RWG Abernathy, Fay S., S/Sgt

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

P Carney, Walter J., 2Lt
CP Moyer, William G., 2Lt
NAV Taylor, Albert R., 2Lt
TOG Merrow, Robert K., T/Sgt
ENG Turner, Harold L., S/Sgt
RO Foster, Albert A., S/Sgt
BT Kayrallah, Emil, Sgt
TG Quinn, Charles E., S/Sgt
WG Encinas, William, Sgt

B-17G #42-31483 Bonnie B

P Arnold, William J., 2Lt
CP London, Walter H., Jr., 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
(Abortive Sortie)

360th Bombardment Squadron Crew Lists

B-17G #44-6124 (No Name)

P	McMillan, Murdock B., 1Lt
CP	Polezoes, Stanley, 2Lt
NAV	Shaw, Marvin E., 2Lt
BOM	Kleppner, Clarence J., F/O
ENG	Herr, Allen H., Sgt
RO	Treece, Charles E., T/Sgt
BT	Karp, Harold, S/Sgt
TG	Cain, Leroy H., S/Sgt
WG	Cox, James D., S/Sgt

B-17G #42-97905 (No Name)

P	Fisher, Dale M., 1Lt
CP	Johns, Carlos H., Jr., 2Lt
NAV	Felton, Carl H., 2Lt
BOM	Gaskin, Carthel O., 2Lt
ENG	King, John M., S/Sgt
RO	Johnson, Robert H., S/Sgt
BT	McKeever, Bernard E., Sgt
WG	Cooper, Robert M., Sgt
TG	Crandell, Victor P., Sgt

B-17G #42-97861 Iza Vailable III

P	Long, Paul H., 2Lt
CP	Page, Frank N., F/O
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 #42-97805 (No Name)

P	Erickson, Roger W., 1Lt
CP	Tellinghuisen, Oscar A., 2Lt
NAV	Roche, William J., 2Lt
BOM	Moul, John D., 2Lt
ENG	Manser, Charles, T/Sgt
RO	Haynie, John D., T/Sgt
BT	Watson, Judson F., S/Sgt
TG	Hudson, Ward A., S/Sgt
WG	Jacobs, John W., S/Sgt

B-17G #42-107196 Temptress

P	Wilson, William M., 2Lt
CP	Howard, Victor L., 2Lt
NAV	Blumenthal, Robert, 2Lt
BOM	Benford, Jack H., 2Lt
ENG	Kuczewski, William J., T/Sgt
RO	Means, Robert D., S/Sgt
BT	Case, Donald G., Sgt
TG	Sauer, George N., Sgt
WG	Sabuda, Emil S., Sgt

B-17G #43-37654 (No Name)

P	Vitale, Hector F., 2Lt
CP	Boyle, Leo J., F/O
NAV	Hardwick, Jack C., 2Lt
BOM	Cassidy, Charles F., 2Lt
ENG	Reale, Joseph C., Sgt
RO	Miller, Hilary C., S/Sgt
BT	Thomas, Hal B., Sgt
TG	Younger, Andrew H., Sgt
LWG	Tonelli, Raymond J., Sgt
RWG	Nordberg, Francis E., Sgt

360th Bombardment Squadron Crew Lists - Cont'd.

B-17G #42-97546 *Idaliza*

P Bartholomew, Dale E., 1Lt
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
WG DeBartolo, Albert L., Sgt

B-17G #42-97860 (*No Name*)

P Coats, Neil, 1Lt
CP Farthing, Harold C., F/O
NAV George, James P., 2Lt
BOM Carson, John D., F/O
ENG Sweetie, William M., S/Sgt
RO Postles, Francis W., S/Sgt
BT Viles, Ernest A., Sgt
TG Melnyk, Joseph, Sgt
RWG Greig, Leonard C., Jr., Sgt
LWG Riffle, Joseph F., Sgt

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

P Williams, John T., 1Lt
CP Cohl, Jules R., 2Lt
NAV Fazio, Joseph, 2Lt
BOM Grunseth, Roald J., 2Lt
ENG Schwenke, Harold A., T/Sgt
RO Barber, Stewart L., T/Sgt
BT Whitten, Cleveland W., Sgt
TG Ott, John E., S/Sgt
WG Mitchell, John B., S/Sgt

B-17G #42-31432 *Old Glory*

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., T/Sgt
RO Uhl, Willard H., T/Sgt
BT McKinnon, Neil W., S/Sgt
TG Petrie, Joe D., S/Sgt
WG Fambry, Lewis F., S/Sgt

427th Bombardment Squadron Crew Lists

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

P	Flick, Chester E., 2Lt
CP	Newman, Vernon V., 2Lt
NAV	Curley, Walter A., 2Lt
BOM	Eisel, Charles F., 2Lt
BT	Forry, Harvey W., S/Sgt
RO	Abeyta, J. Charles, S/Sgt
TT	Eberly, Charles P., S/Sgt
TG	Brock, Charley F., Sgt
WG	Wilson, Robert J., Sgt

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

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
WG	Garlick, Darrell L., Sgt

B-17G #42-31055 *Aloha*

P	Johnson, Charles E., Jr., 2Lt
CP	Gable, Richard E., 2Lt
NAV	Pero, Aloyius R., 2Lt
BOM	Dombrowski, Alexander, 2Lt
BT	Hollrith, Alfred K., Sgt
RO	Yonge, Walter C., Sgt
TT	Alston, Madison I., T/Sgt
WG	Wallrobenstein, Harry, Sgt
TG	Gude, Richard C., Sgt

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

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
WG	Gainer, Philip B., Sgt

B-17G #42-102411 *Miss Lace*

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

B-17G #42-97096 (No Name) CR-L

P	Allen, Charles R., 1Lt	POW
CP	Parham, James S., 2Lt	POW
NAV	Thurmon, John A., 2Lt	POW
BOM	Bourgeault, Louis H., 2Lt	POW
TT	Kelly, John D., S/Sgt	POW
BT	Knedler, Lee F., S/Sgt	POW
RO	Reed, John H., S/Sgt	KIA
TG	Stansbury, Edward P., S/Sgt	POW
WG	Bohenstiel, Robert L., Sgt	POW

427th Bombardment Squadron Crew Lists - Cont'd.

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

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	Glass, David, Sgt
TG	Soltero, John, Sgt
WG	Joyce, Jess, Sgt

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

P	Oranges, Chester W., 1Lt
CP	Roy, Arnold K., 1Lt
NAV	Whitman, John H., 2Lt
BOM	Harper, Kenneth L., 2Lt
ENG	Noah, Norbert O., Sgt
RO	Johnson, George N., Sgt
BT	Black, Leslie K., Sgt
TG	Kahnert, Olaf F., Jr., Sgt
WG	Cook, Leonard C., Sgt

B-17G #42-97557 PFF (305BG)

P	Benham, Phillip O., 1Lt
CP	Callahan, Edward F., 1Lt
NAV	Prince, Alan M., 2Lt
NAV	Desmond, MacChesney, 2Lt
BOM	Prussman, Henry G., 2Lt
TT	Romer, Eugene A., T/Sgt
RO	Owen, James C., T/Sgt
TG	Dellinger, Lenoir E., Sgt
LWG	Brown, William F., Jr., S/Sgt
RWG	Greene, George P., Jr., S/Sgt

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

P	Jones, Wilbur H., 1Lt
CP	Wallace, Wallstein W., 2Lt
NAV	Coffey, John B., 2Lt
BOM	Webster, Charles M., 2Lt
TT	Duerr, William P., Sgt
BT	Calnon, Frederick N., S/Sgt
RO	Dubray, Ernest D., S/Sgt
TG	Thompson, Frederick A., S/Sgt
WG	Dimowitz, Morris, S/Sgt

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

P	Savage, Gilbert T., Jr., 1Lt
CP	Wardowski, Stanley, 1Lt
NAV	Coughlin, George A., 1Lt
TOG	Johnson, O.D., Sgt
ENG	Jefferson, Arthur G., T/Sgt
RO	Paul, Samuel D., T/Sgt
BT	Holt, Richard R., S/Sgt
TG	Stover, Edward J., S/Sgt
WG	Layton, Wilbur A., S/Sgt

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

P	Means, Wilford T., 2Lt
CP	Luther, Joseph P., 2Lt
NAV	Sumbur, Simon, 2Lt
BOM	Keese, Thomas R., 2Lt
TT	Payne, Joseph E., S/Sgt
BT	Miller, Robert L., Sgt
RO	May, J.H., S/Sgt
TG	Turner, James W., Sgt
WG	Sileo, J.J., Sgt
	(Abortive Sortie)