

# 303rd BG (H) Combat Mission No. 218

4 August 1944

Target: G.A.F. Experimental V-Rocket Station, Peenemunde, Germany

Crews Dispatched: 39

Length of Mission: 8 hours, 50 minutes

Bomb Load: 5 x 1,000 lb G.P. M43 bombs

Bombing Altitudes: 23,000, 22,000 & 21,000 ft

Ammo Fired: 4,010 rounds

Enemy Aircraft Claims: 1 Destroyed

**T**hirty-nine Group aircraft took off to bomb Peenemunde. They included two former 305BG PFF B-17s (#42-97691 and #42-97994) that had just been transferred to the 303BG(H). The secondary target was the Parow, Germany, airfield, and last resort targets were the airfields at Nordholf and Schleswig and the Cuxhaven port area. No aircraft returned early.

In the target area, there were 2/10 to 4/10 low clouds. Bombing was done visually with devastating results—large fires and explosions were spotted in the target area. Bombardiers, utilizing AFCE equipment, dropped 183 1,000-lb. G.P. M43 bombs.

Flak was moderate, but intense and accurate over the target with other anti-aircraft fire at Flensburg and Eckernforde. Eight B-17s had major and nine, minor battle damage. One crewman had a slight wound. One ME-110 was spotted by the Group and was destroyed by Sgt. Richard **Smith**. Friendly fighter support was fair, but scattered.

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## ***Peenemunde—V-2 Rocket Site***

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

My diary reads: "Peenemunde, Germany. Experimental station for Jet Propelled aircraft (V-2). Lots of flak due to CAVU weather. Got only a few holes. Shot down an ME-110 on way back. Ball turret gunner got credit. Long, hard trip. Blasted it wide open. Won't have to go back!"

At least I didn't have to go back. This was one of the most successful missions that I participated in. I was flying another new crew, that of 2nd Lt. L.M. Johnston in A/C number 42-31423, "*Jigger Rooche, Kraut Killer*." We each carried five 1000 pound bombs and 2700 gallons of gasoline for this nine hour trip.

The 303rd furnished thirty-seven aircraft for this mission, and we had two radar ships from the 305th Bomb Group which was a PFF Group that supplied these aircraft to many different groups. It later developed that we would not need to bomb by radar, as the weather had cleared at the target. We had made a plan "D" assembly at 6000 feet over Molesworth and took our thirteen B-17s into the high group of the 41st Combat Wing formation to which we were assigned. We departed the English coast at Louth at about eleven o'clock, intending to fly at low altitude for a while to save gas. However, over the North Sea there was a cloud layer that caused us to start our climb to altitude a little early.

We crossed the enemy coast at 22,000 ft. and maintained this altitude to the target which was on the Baltic coast north of Berlin. Just before the IP we got a radio message that visual bombing would be done, so we took proper interval so that groups could bomb individually. Bombing by Wing formation was an "all or nothing" situation, while bombing by groups gave us three chances to hit the target.

We made a seven and a half minute bomb run from the IP to the target and bombs were away a few seconds after 1442 from 23,000 feet, we being the high squadron for today's mission.

The bombs from my airplane had delayed action, or "Long Delay" fuses. This is how we added insult to injury. Some fuses of this type had a device built in, so that when the bomb struck the ground without exploding, a plunger in the special fuse broke a vial of acetone. The acetone slowly dissolved a celluloid diaphragm that was spring loaded. When the diaphragm was dissolved, a striker set off the bomb. The celluloid discs were of different thickness so that the thicker they were, the longer it took for them to dissolve. Thus there were no moving parts to the fuse, and sound detectors could not hear anything except the final movement of the firing pin. By then, everybody within two miles could hear it.

My bombs didn't explode with the others, but one was designed to explode three hours after impact. Each bomb had a different delay, so that my last bomb didn't explode until three days after the initial drop. My aircraft was in position 9 which is near the center of the formation. This same position in the other groups had the same fuses, so that there was a total of fifteen delayed action bombs dropped onto the target. These were intended to harass the clean up crews, and I have no doubt that they were quite un-nerving. We had at least one aircraft carrying these bombs on most big industrial targets in Germany. We didn't carry them to targets in occupied countries as this would put our friends at risk. Much of the clean up work was done by forced labor in the occupied countries.

We had taken off and climbed through a solid overcast in England, but over the target area the clouds were almost absent and visibility was forty miles. The bombardiers flew the lead planes with the Norden bomb sight which was hooked to the autopilot and the bombs dropped automatically at the proper instant and position. The seven and a half minute bomb run gave the bombardiers plenty of time to kill the drift. Of the three groups doing individual bombing on this mission, our high group, in which I was flying, had the best score, having 100 percent of our bombs fall within two thousand feet of the main point of impact, or MPI. Ninety-five percent fell within one thousand feet and sixty percent fell within five hundred feet. The low group did nearly as well with ninety-five percent of their bombs falling within one thousand feet of the MPI and thirty percent within five hundred feet. The lead didn't do quite as well, with ninety-three percent within two thousand feet and twenty-five percent within one thousand feet. They only got five percent within the five hundred foot circle.

As the bombs started falling, a speed boat on the canal turned and sped away in the opposite direction. It was just as well for him, because several of these one thousand pound bombs hit the canal, damming it up at three places, one nearly striking the speed boat. This was from the Lead Group.

The Low Group had five near misses on the MPI building, a direct hit on a conveyer system and one on a coal pile. They had two hits on the canal bank, damming it up at these points.

Our group, the high group, had the only direct hit on the MPI building, and three near misses. Four other buildings were severely damaged and there was a near miss on the conveyer system.

We even thought that we might kill some of the big rocket scientists at the facility. We later learned that Werner Von Braun was at the facility that day. One non-operational Junker 52 was seen near the west end of the east-west runway, but other executive Transports were nowhere to be seen.

Our group also had the most concentrated bomb pattern, it being 1230 feet by 900 feet, which indicated that we were flying a tight formation at bombs away. The Lead group's pattern was 1800 feet by 1150 feet. The low group's pattern was 1700 feet by 1350 feet.

As we headed back home, going over the Baltic Sea, we flew over the Danish island of Falster and immediately over the island of Lolland Maribo. At this point, the tail gunner of this new crew, Staff Sgt. E.S. Brown, reported on the intercom:

"Tail to Pilot, there's an ME-310 coming up behind us. No, I believe it's a 110."

"Are you sure it's not a B-25?" I asked, knowing of the twin rudder configuration.

"No, it's definitely a 110 and he's closing." The Ball turret gunner, Staff Sgt. J.A. Czerwonka, confirmed that it was indeed an ME-110.

"How far back?" I asked.

"About two miles and closing." the tail gunner answered.

Well," I said, "we are on our way home and haven't fired a shot, so let him have it." With this, the tail gunner and ball turret gunner started firing. After thirty or forty seconds of almost continuous firing, the ball turret gunner yelled on the intercom, "He's diving away! He's going straight down. He's picking up speed and still going straight down! He's crashed! He's crashed! I didn't see any parachute!"

It seems evident that someone in our group hit the pilot from nearly one mile away, and after we landed I put in a claim for the Ball Turret Gunner, Sgt. Czerwonka, only to find that several claims were made for this same airplane. I thought Sgt. Czerwonka should have gotten credit, since we started firing first, and the plane was hit while still a mile away. However, the powers that be finally awarded the "Kill" to Staff Sgt. Richard L. Smith who was tail gunner for 1st Lt. Bob Moreman flying Low Load in the 359th Squadron. I've never been able to figure out how the tail gunner on the lead plane could shoot down an enemy fighter coming in from the rear of the formation with all the twenty or so other tail gunners firing at the same plane from positions further to the rear and hundreds of feet closer to the action. But, he was on the lead plane.

After this action we got a little too close to Germany's northernmost city, Flensburg and flew within range of a battery of 88MM flak guns, and a battery of larger guns that was fairly accurate. This after the target where the flak was fairly intense and accurate. Also at Eckemforde where a single battery of three guns peppered a few of us with fragments.

Of the thirty-nine B-17s that participated in this mission, seventeen had battle damage, with eight major and nine minor. We were lucky that none of us was shot down. Even the ME-110 that we shot down had fired rockets at our group, but missed.

The ME-110, 210 and 410 were all very similar, but could be identified by close scrutiny of the tail, the 210 and 410 having a single tail. No matter, they were all enemy planes. The 110 had a twin rudder rather like a B-25 Mitchell Bomber. These twin engine fighter-bombers were no match for our P-51s and they usually hung back to wait for a gap in the fighter support, at which time they flew behind the bombers and fired rockets into the formation from behind. They had to get within a half mile of the formation to be effective, and this posed a dire threat to them as the foregoing narrative reports.

## **Peenemunde, Germany (V-weapons Experimental Station)**

from the Journal of Stanley M. Claster



Nose Art on B-17G #43-37537 Queen of Hearts 359BS (BN-Q)

The Arnold crew's last mission was among their most difficult. They returned to the heavily defended target of Peenemunde and successfully evaded a German fighter attack. The nine-hour flight (9:25a.m.-6:10p.m.) was aboard the *Queen of Hearts*. Robert Quiggle flew for the seventh time as co-pilot for the Arnold crew. They ran into meager but accurate flak at 1:33p.m. while flying over Eckemforde at 21,500 feet. There was also intense to moderate flak in the target area, but it was less accurate.

The crew ran into trouble over the target at 2:43p.m. when rack problems caused the bomb bay doors not to open completely, and only two of the five 1,000 pound bombs released. Bombardier, Ellsworth Callahan, quickly salvaged the rest by dropping them right through the bomb bay doors. The munitions ripped part of the doors off the plane leaving pieces of metal flapping below the fuselage. The bombing was done visually and the results were considered good.

A half hour later, a German ME-110 fighter attacked the formation while they were flying at 16,500 feet over Laaland, Denmark. The fighter started firing at the *Queen of Hearts*, probably because the German pilot thought the flapping bomb bay doors meant the plane was in trouble. Arnold quickly jerked the plane up about 100 feet and avoided being hit. The crew knew Arnold had maneuvered the B-17 well because they saw a white explosive burst from the German shells just where the plane had been.

Meanwhile, top turret gunner, Robert Williams, was shooting at the German fighter. The crew saw the ME-110 engine start to smoke and then nose down and hit the ground in an explosion. The crew initially thought Williams should be credited with knocking out the German fighter. However, the Eighth Air Force determined that a tail gunner on another B-17 made the final hit that destroyed the plane. Army Air Corps authorities acknowledged that shots from other planes probably hit the enemy aircraft. Williams or the other gunners also accidentally hit another B-17 during the incident because one of the planes in the formation found US 50-caliber bullets and holes in its fuselage after landing.

Arnold let John Surrell fly the plane for about 45 minutes on the way home. Arnold told Surrell to be sure to make any turns "nice and wide" since they had a bunch of planes following their lead in the formation. The enlisted men in the crew only learned they had completed their last mission after Arnold landed the plane and began shaking hands with everyone. The officers apparently never told them that the crew had received credit for two missions back in June. Stanley Claster told his parents in a letter that Arnold, Callahan, and he had talked about celebrating that night, but they were all too tired.

## Aircraft Formation at Assembly Point - Group A

		<u>Stevens-Rosser</u> 691 - PFF			
		<u>McConnell</u> 680		<u>Reed</u> 994 - PFF	
	<u>Baker</u> 086			<u>Hahn</u> 340	
<u>Stark</u> 739		<u>Graham</u> 590		<u>Foley</u> 930	<u>Atwell</u> 841
	<u>Vermeer</u> 972			<u>Paullin</u> 316	
<u>Charnick</u> 085		<u>Larson</u> 298	_____		_____
	_____			_____	

## Aircraft Formation at Assembly Point - Group B

		<u>Fletcher-Flesh</u> 281			
		<u>Caplinger</u> 027		<u>Healy</u> 9875	
	<u>Means</u> 569			<u>Nafius</u> 196	
<u>Cureton</u> 885		<u>Johnson</u> 423		<u>Vitale</u> 187	<u>Hallum</u> 860
	<u>Brown</u> 099			<u>Davis</u> 597	
<u>Eisenwinter</u> 666		<u>Griggs</u> 432	_____		_____
	_____			_____	

## Aircraft Formation at Assembly Point - Group C

		<u>Moreman-Morgan</u> 484			
		<u>Whitlock</u> 496		<u>McDavid</u> 483	
	<u>Arnold</u> 537			<u>Crozier</u> 944	
<u>Jenkins</u> 830		<u>Brabant</u> 206		<u>Hobbs</u> 893	<u>Crawford</u> 546
	<u>Altman</u> 405			<u>Eldridge</u> 076	
<u>Gould</u> 050		<u>Hillary</u> 309			
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**PHILIP H. McDAVID CREW - 359th BS**  
(crew assigned 359BS: 15 July 1944 - photo: 12 Aug 1944)  
(Back L-R) 2Lt Philip H. McDavid (P), 2Lt Richard Beeman (CP),  
2Lt Donald E. Pickett (B), 2Lt Robert L. King (N)  
(Front L-R) Sgt Warren N. Linville (WG), S/Sgt Thomas M. Hall (E),  
S/Sgt Wilfred J. Sikkema (R), Sgt Ralph R. Johnson (BT), Sgt Joseph Erdody (TG)

## 358th Bombardment Squadron Crew Lists

### **B-17G #42-97085 (No Name)**

P	Charnick, Roman P., 2Lt
CP	Satre, Leland H., 2Lt
NAV	Goldfield, Solomon, 2Lt
BOM	Roseland, Ralph A., T/Sgt
ENG	Carrissimo, Paul P., S/Sgt
WG	Herod, Francis G., Sgt
RO	Neidringhaus, Robert H., S/Sgt
TG	Schulz, Arthur W., Sgt
BT	Byrd, Fred O., Sgt

### **B-17G #44-6316 (No Name)**

P	Paullin, James R., 2Lt
CP	Hinton, William B., 2Lt
NAV	Hunt, John W., Jr., 2Lt
BOM	Simons, Robert A., 2Lt
ENG	Johnson, James P., S/Sgt
BT	Biestek, Stanley H., Sgt
RO	Thomas, Henry T., S/Sgt
WG	Woodward, Thomas J., Sgt
TG	Butler, Woodley O., Sgt

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

P	Baker, John M., 1Lt
CP	Markos, Carlos, 2Lt
NAV	Claeys, Ronald, 2Lt
BOM	Wolf, Lawrence M., 2Lt
ENG	Johnson, Walter K., T/Sgt
TG	Peters, Archie D., S/Sgt
RO	Cottrell, Thomas B., Sgt
BT	Bertasso, Joseph S., Sgt
WG	Reichmann, Fred P., S/Sgt

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

P	Stark, Donald D., 1Lt
CP	Conley, George L., 2Lt
NAV	Nelson, Richard G., 2Lt
TOG	Murphy, Joseph A., S/Sgt
ENG	Batten, Delmer G., S/Sgt
RO	Steinhagen, Joseph R., S/Sgt
TG	Morrow, James C., Sgt
BT	Richkind, Max, Sgt
WG	Eggink, James H., Sgt

#### KEY TO ABBREVIATIONS

<p><b>CREW POSITIONS</b></p> <p>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><b>RESULTS OF MISSION</b></p> <p>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 - Cont'd.

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

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P	McConnell, John, 2Lt
CP	Thomas, Charles E., 2Lt
NAV	Atwood, Thomas M., 2Lt
BOM	Bennett, Robert W., 2Lt
ENG	Johnson, Jack M., S/Sgt
WG	Schneider, Lawrence J., Sgt
RO	Rego, Charles J., S/Sgt
TG	Krebs, Henry R., Sgt
BT	Messerich, Jerome R., Sgt

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

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P	Graham, Edward, Jr., 2Lt
CP	Cathey, John L., 2Lt
NAV	Jackson, Charles S., 2Lt
BOM	Blomberg, Richard T., 2Lt
ENG	Reichling, Howard B., Sgt
WG	Raspa, Nicholas R., Sgt
RO	Whittier, Lamar H., Sgt
TG	Moerman, Arie, Sgt
BT	Nelson, Bert C., Sgt

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

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P	Larson, Oliver B., 2Lt
CP	Kersting, George B., 2Lt
NAV	Draves, John J., 2Lt
TOG	Mikola, Robert, S/Sgt
ENG	O'Connor, Robert E., S/Sgt
BT	Sweeney, Charles R., Sgt
RO	Mullaney, Donald F., S/Sgt
WG	Holland, Huber D., Sgt
TG	Philson, Norbert M., Sgt

### **B-17G #42-97972 (No Name)**

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P	Vermeer, Bernard E., 1Lt
CP	Byrnes, James H., 2Lt
NAV	Metko, Earl D., 2Lt
TOG	Splawn, Elzie B., S/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

### **B-17G #42-97691 - PFF**

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P	Stevens, Kermit D., Col
CP	Rosser, Samuel E., 1Lt
NAV	Contos, Spiros P., 1Lt
NAV	Gard, John M., 2Lt
BOM	Ricky, Lowell L., 1Lt
NAV	Desmond, MacChesney, 1Lt
ENG	O'Leary, James M., T/Sgt
WG	Foster, William D., S/Sgt
RO	Rowe, Ollice Z., T/Sgt
TG	Douglass, Earl B., 2Lt



## 359th Bombardment Squadron Crew Lists

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

P Whitlock, Garland M., 2Lt  
 CP Ward, Duane G., 2Lt  
 NAV Kelly, Thomas N., 2Lt  
 BOM Scheibman, Herman B., 2Lt  
 ENG Popovich, William G., Sgt  
 RO Pomicter, Stanley, Jr., S/Sgt  
 BT Boyle, Francis L., Jr., Sgt  
 TG Gremillion, Raymond L., S/Sgt  
 WG Harwat, Edward D., S/Sgt

### **B-17G #44-6309 *Duchess' Granddaughter***

P Hillary, Jack R., 2Lt  
 CP Robertson, William III, 2Lt  
 NAV Rice, John E., 2Lt  
 BOM DeFilippis, Rocco, 2Lt  
 ENG Paul, George E., S/Sgt  
 RO Tognetti, Paul A., S/Sgt  
 BT Bishop, Neldon R., Sgt  
 TG Watson, James R., Pvt  
 WG Sansom, Harry R., Sgt

### **B-17G #42-31830 *Marie***

P Jenkins, Harry F., 2Lt  
 CP Blanchard, Samuel B., 2Lt  
 NAV Nute, Gordon B., 2Lt  
 BOM Protzman, John W., 2Lt  
 ENG Gillespie, Norton A., S/Sgt  
 RO Loosemore, Wesley G., S/Sgt  
 BT Fydrychowski, John J., Sgt  
 TG Cregan, John M., Sgt  
 WG Allen, Charles G., Sgt

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

P Eldridge, Truman K., 2Lt  
 CP Sheehan, Daniel J., Jr., 2Lt  
 NAV Durkin, James A., 2Lt  
 BOM Campbell, Sanders H., 2Lt  
 ENG Barnes, Frederick E., S/Sgt  
 RO Rowlett, Samuel A., S/Sgt  
 BT Strong, Ralph T., Cpl  
 TG Panos, Andrew T., Cpl  
 WG Wesley, LaFon, Sgt

### **B-17G #42-38050 *Thunderbird***

P Gould, Graham C., 2Lt  
 CP Lasker, Yale, 2Lt  
 NAV Leigh, Thomas W., Jr., 2Lt  
 BOM Reynolds, Ralph J., 2Lt  
 ENG Mogck, Leonard, S/Sgt  
 RO Anderson, Augustus C., S/Sgt  
 BT Thompson, Val E., S/Sgt  
 TG Gloria, Tony N., Sgt  
 WG Bandy, Peter C., Sgt

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

P Crozier, Harry J., 1Lt  
 CP Mowrey, Paul M., 2Lt  
 NAV Kennedy, Clyde R., 2Lt  
 TOG 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  
 WG Butcher, Robert C., Sgt

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

P Brabant, Patrick H., 2Lt  
 CP Judy, Ira J., 2Lt  
 NAV Heatherly, Phillip P., 1Lt  
 TOG Wolfe, Ralph E., S/Sgt  
 ENG Hodge, Dona A., S/Sgt  
 RO Rose, William A., Sgt  
 BT Marquez, Robert P., Sgt  
 TG Millek, John P., Sgt  
 WG Valentine, Robert J., Sgt

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

P McDavid, Philip H., 2Lt  
 CP Beeman, Richard, 2Lt  
 NAV King, Robert L., 2Lt  
 BOM Pickett, Donald E., 2Lt  
 ENG Hall, Thomas M., S/Sgt  
 RO Sikkema, Wilfred J., Sgt  
 BT Johnson, Ralph R., Sgt  
 TG Linville, Warren N., Sgt  
 WG Erdody, Joseph, Sgt

## 359th Bombardment Squadron Crew Lists - Cont'd.

### **B-17G #43-37537 *Queen of Hearts***

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P Arnold, William J., 1Lt  
CP Quiggle, Robert D., 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 #42-102484 *Heller's Angel***

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P Moreman, Robert, 1Lt  
CP Morgan, William D., 1Lt  
NAV Hogan, Paul G., 1Lt  
BOM Nance, George H., 1Lt  
ENG Genovese, Ilic V., T/Sgt  
RO Barnts, Warren E., T/Sgt  
BT Leonard, Joseph L., S/Sgt  
TG Smith, Richard L., S/Sgt  
WG Alexander, Ray, S/Sgt

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

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P Altman, Maurice V., 2Lt  
CP Zimmerman, Paul E., F/O  
NAV Donovan, James R., 2Lt  
BOM Torley, Donald W., 2Lt  
ENG O'Leary, Dan R., S/Sgt  
RO Whisman, Chester C., S/Sgt  
BT Gray, William W., S/Sgt  
TG Mulstein, John E., Sgt  
WG Munn, Edwin C., S/Sgt

### **B-17G #42-97994 - PFF**

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P Reed, John W., 1Lt  
CP Lorentz, Arthur, 2Lt  
NAV Prince, Alan M., 1Lt  
NAV Garrett, Robert M., Lt  
BOM Prussman, Henry G., 1Lt  
ENG Colley, Smith K., T/Sgt  
RO Vieira, Joseph A., T/Sgt  
TG Kowalk, Francis M., S/Sgt  
WG Murphy, Carl B., T/Sgt

## 360th Bombardment Squadron Crew Lists

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

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P Hahn, James T., 1Lt  
 CP Fulks, James O., 2Lt  
 NAV Peacock, Thomas I., 2Lt  
 BOM Littlefield, Robert I., 2Lt  
 ENG Kalasky, Pete M., S/Sgt  
 RO Conkling, John R., S/Sgt  
 BT Darbowski, Andrew, Sgt  
 TG Mitchell, John B., S/Sgt  
 WG Lusk, Robert F., Sgt

### **B-17G #42-97893 *Minnie the Moocher***

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P Hobbs, Willard, 1Lt  
 CP Huckins, Earl R., 2Lt  
 NAV Wade, Robert E., 2Lt  
 BOM Smith, Herbert L., T/Sgt  
 ENG Cole, Bethel A., S/Sgt  
 RO Wiggans, Earl E., Sgt  
 BT Bibik, James J., Sgt  
 TG Glaser, Morris B., Sgt  
 WG Callahan, Fred, Sgt

### **B-17G #43-37930 (No Name)**

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P Foley, Norment, 2Lt  
 CP Rowe, Robert A., 2Lt  
 NAV Conklin, James M., 2Lt  
 BOM Howald, Hans, S/Sgt  
 ENG Snell, Edward A., S/Sgt  
 RO Johnson, Vernelle V., S/Sgt  
 TG Stewart, Charles R., Sgt  
 BT Waltmire, Harrel A., Jr., Sgt  
 WG Northam, James W., S/Sgt

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

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P Hallum, Bertrand, Jr., 2Lt  
 CP Romstad, Alfred M., 2Lt  
 NAV Olson, Charles F., 2Lt  
 BOM Fetzko, John, Jr., 2Lt  
 ENG Young, Horace B., S/Sgt  
 RO Botkin, Jack S., S/Sgt  
 BT Ax, Heinz R., Sgt  
 TG Ross, Milt I., Sgt  
 WG Stroud, George E., Jr., Sgt

### **B-17G #42-37841 *Banshee***

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P Atwell, Arley L., 2Lt  
 CP Caldwell, Frederick J., 2Lt  
 NAV Kleppner, Clarence J., F/O  
 BOM Cox, James D., S/Sgt  
 ENG Herr, Allen H., T/Sgt  
 RO Means, Robert D., T/Sgt  
 BT McKinnon, Neil W., S/Sgt  
 TG Elmore, Kenneth L., S/Sgt  
 WG Donohoe, Thomas D., S/Sgt

### **B-17G #42-97546 *Idaliza***

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P Crawford, William C., 1Lt  
 CP Kidd, Warren D., 2Lt  
 NAV Woodbury, Benton R., 2Lt  
 BOM Britt, Jack E., S/Sgt  
 ENG LeRoux, Lyle W., T/Sgt  
 RO Miller, William L., T/Sgt  
 BT Whitney, Daniel F., S/Sgt  
 TG Barder, Emmett R., S/Sgt  
 WG Patton, Nelson R., S/Sgt

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

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P Vitale, Hector F., 2Lt  
 CP Boyle, Leo J., F/O  
 NAV Hardwick, Jack C., 2Lt  
 BOM Rice, Charles G., S/Sgt  
 ENG Reale, Joseph C., Sgt  
 RO Miller, Hilary C., S/Sgt  
 BT Thomas, Hall R., S/Sgt  
 TG Younger, Andrew H., Sgt  
 WG Nordberg, Francis E., Sgt

### **B-17G #42-107196 *Tempress***

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P Nafius, Verner H., 1Lt  
 CP Smith, Richard L., 2Lt  
 NAV George, Sidney L., 2Lt  
 BOM Cummins, James E., 2Lt  
 ENG Ellis, Richard R., S/Sgt  
 RO Birkenholz, Irving, S/Sgt  
 BT McGinley, James E., Sgt  
 TG Jinkens, Billy B., Sgt  
 WG Rydquist, Roy K., Sgt

## 427th Bombardment Squadron Crew Lists

### **B-17G #43-37597 *Earthquake McGoon***

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P Davis, Robert W., 2Lt  
CP Sayre, Dorwin D., 2Lt  
NAV Martin, Walter E., Jr., F/O  
BOM Bryan, Fred W., F/O  
TT Hughes, Roy D., Sgt  
BT Landa, Hyman J., S/Sgt  
RO Hitchcock, Robert H., Sgt  
TG Foley, William J., Sgt  
WG Smirnes, E. "Nick", Jr., Sgt

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

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P Cureton, Peter F., Jr., 1Lt  
CP Nally, Paul E., 2Lt  
NAV Tollack, Howard V., 2Lt  
BOM Ulrich, Carl L., 2Lt  
TT Willison, Warren, S/Sgt  
BT Burford, Joseph A., Sgt  
RO Ellis, James A., S/Sgt  
TG Grove, John W., Sgt  
WG Celichowski, Ervin M., Sgt

### **B-17G #43-37666 *Full House***

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P Eisenwinter, Philip D., 2Lt  
CP Waggoner, Richard C., 2Lt  
NAV Norman, Frederick J., 2Lt  
BOM Campbell, Robert C., 2Lt  
TT Warner, Vester W., Sgt  
BT Veljkov, Paul, Sgt  
RO Murphy, William A., S/Sgt  
TG Ross, Edward E., Sgt  
WG Merrill, Thomas, Sgt

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

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P Brown, Tracy D., Jr., 2Lt  
CP Van Antwerp, Robert G., 2Lt  
NAV Rusk, Donald M., 2Lt  
WG Johnson, O.D., Sgt  
TT Duffek, Francis T., S/Sgt  
BT Born, Robert S., Sgt  
RO Bridge, Howard R., S/Sgt  
TG Blim, Raymond C., Sgt  
WG Fisher, Clelland F., Sgt

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

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P Johnson, Richard R., 2Lt  
CP Johnston, Lawrence M., Jr., 2Lt  
NAV Dombrowski, Alexander, 2Lt  
BOM Sullens, Tom C., S/Sgt  
TT Cavagnol, Joseph J., T/Sgt  
BT Czerwonka, Joseph A., S/Sgt  
RO Kelley, James D., T/Sgt  
TG Brown, Edgar S., S/Sgt  
WG Wilson, Robert J., S/Sgt

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

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P Griggs, John C., 2Lt  
CP Dumont, Merrill J., 2Lt  
NAV Malone, William A., 2Lt  
BOM Rohner, William L., 2Lt  
TT Monnig, Alvin R., Jr., S/Sgt  
BT Duffel, Robert L., Sgt  
RO Benning, Joseph F., Jr., S/Sgt  
TG Means, Henry H., Jr., Sgt  
WG Bruce, Miles R., Sgt

## 427th Bombardment Squadron Crew Lists - Cont'd.

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

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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

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

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P Healy, Richard F., 1Lt  
 CP Smith, Donald R., 2Lt  
 NAV Stuart, Norman L., 2Lt  
 BOM Warner, Robert A., 1Lt  
 TT Robertson, Joseph J., T/Sgt  
 BT Leal, Raymond T., T/Sgt  
 RO Smith, Phillip E., S/Sgt  
 TG Whitlow, Zane O., Sgt  
 WG DeLiso, Vincent A., Sgt

**B-17G #42-97281 *Queenie***

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P Fletcher, John E., 1Lt  
 CP Flesh, William R., 1Lt  
 NAV Coffey, John B., 1Lt  
 BOM Webster, Charles M., 1Lt  
 TT Lance, Calvin L., Sgt  
 BT Eichenberger, Frederick J., Sgt  
 RO Brady, Joseph F., S/Sgt  
 TG Rogers, Norman F., Sgt  
 WG Clark, Jay R., S/Sgt  
 PHO Skinner, Donald E., Sgt  
 PAS Pierce, M.R., Capt

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

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P Caplinger, Auston O., 2Lt  
 CP Spruner, Donald L., 2Lt  
 NAV Katz, Edwin Harold, 2Lt  
 BOM Bober, Stanley, 2Lt  
 TT Toth, Ernest, Sgt  
 BT Jacobs, Carroll W., Jr., Sgt  
 RO Mittell, Philip P., Sgt  
 TG Holen, Theodore J., Sgt  
 WG Olds, Andrew R., Sgt