

## 303rd BG (H) Combat Mission No. 266

2 November 1944

Target: Synthetic Oil Refinery at Sterkrade, Germany

Crews Dispatched: 49

Crews Lost: Lt. Davis, 1 KIA, 9 POW

Length of Mission: 5 hours, 50 minutes

Bomb Load: 20 x 250 lb H.E. M57 bombs

Bombing Altitudes; 28,700, 27,400 & 26,200 ft

Ammo Fired: 1,870 rounds

**C**aptain Robert W. **Sheets** led his first mission as 427BS Commanding Officer. Sterkrade, always a tough target, responded with all of its anti-aircraft guns. The lead and high Squadrons faced intense flak that damaged 19 B-17s. Five aircraft of the low squadron were damaged and the fourth Squadron escaped unscathed. Chaff appeared to have some benefit. No enemy aircraft were seen and 20 P-47s provided adequate escort.

Weather over Sterkrade consisted of 10/10 low clouds with tops at 10,000 feet that contained a few broken areas. There were no middle or high clouds. Forty-eight formation aircraft dropped 946 250-lb. H.E. M57 bombs from 28,700, 27,800, 27,400 and 26,200 feet. One aircraft dropped 10 leaflet bundles. All GEE-H and PFF equipment operated satisfactorily, but the solid undercast made bomb hit observations impossible.

The deputy lead Fortress #42-97781 *The '8' Ball MK III*, 359BS piloted by 1Lt. Jack T. **Davis**, was lost over the target. One engine was hit and the aircraft fell out of formation. When last seen, it was still under control. The crew bailed out at about 500 feet near Arnheim, Netherlands while the B-17 was on auto-pilot. It crashed in a field near Brummen, Netherlands. 2Lt. Donald L. **Kohlstedt**, 1Lt. Vernon M. **Hellesvig**, F/O Nino L. **Guiciardi**, Sgt. Dave **Bloom**, T/Sgt. Rex E. **Lewnfield**, Sgt. Richard A. **Martin**, Sgt. Everette G. **Harris** and Sgt. Marvin W. **Brown** were captured and became POWs. Lt. **Davis** evaded the enemy until 18 November 1944 when he was also captured and held as a POW.



*Memorial to T/Sgt Alvin G. Bader  
Brummen, Holland*

T/Sgt. Alvin G. **Bader** (HQ) was killed. He is buried in the Netherlands American Cemetery in Martgratten, Netherlands. A memorial to him was erected by citizens of Brummen on 15 November 1995. It was unveiled by Nino L. **Guiciardi**.

# Aircraft Formation at Assembly Point - Group A

Sheets-Newton  
557 - PFF

Reid  
689

Rose  
099

O'Leary  
281

Hamilton  
569

Callahan  
597

Gano  
311

Ackerman  
057

Caplinger  
621

R. Davis  
248

Eisenwinter  
830

Pursel  
546

Wallace  
197



**B-17G Mercy's Madhouse #42-97557 PFF (358BS) VK-X**  
41st CBW-A (427BS) Lead - Pilot Capt R.W. Sheets / CoPilot 1Lt G.C. Newton

## Aircraft Formation at Assembly Point - Group B

<u>O'Beirne-Butler</u>					
125 - PFF					
		<u>Hardin</u> 672		<u>Connelly</u> 537	
	<u>Hallum</u> 318			<u>Juns</u> 532	
<u>Stephan</u> 422		<u>Arwood</u> 705		<u>Geiger</u> 544	<u>Hatch</u> 563
	<u>McCutchan</u> 861			_____	
<u>Middlemas</u> 516		<u>App</u> 860		_____	_____
	_____			_____	

## Aircraft Formation at Assembly Point - Group C

<u>Mainwaring-Ward</u>					
256 - PFF					
		<u>Lorentz</u> 258		<u>Chance</u> 600	
	<u>J. Davis</u> 781			<u>Carney</u> 608	
<u>Lutz</u> 309		<u>Frazier</u> 206		<u>Underdown</u> 878	<u>Virag</u> 050
	<u>Mickle</u> 289			_____	
<u>Whitlock</u> 764		<u>McDavid</u> 502		_____	_____
	_____			_____	

# Aircraft Formation at Assembly Point - Group D

		<u>Johnson-Seidel</u> 44-8238 - PFF			
		<u>Freeman</u> 298		<u>Twomey</u> 166	
	<u>Paullin</u> 065			<u>Freeland</u> 945	
<u>Gmernicki</u> 006		<u>Holm</u> 554	<u>McCutcheon</u> 530		<u>White</u> 972
	<u>McKinley</u> 38238			_____	
<u>McGilvray</u> 316		<u>Glass</u> 503	_____		_____
	_____			_____	



*Death of the '8" Ball by Pete Valente*

## 358th Bombardment Squadron Crew Lists

### **B-17G #44-6503 *Lady Alta***

P Glass, Leroy E., 1Lt  
 P Chunat, Orlyn D., 2Lt  
 NAV Haider, Joseph C., 2Lt  
 TOG Garcia, Robert, T/Sgt  
 ENG Eide, Richard W., S/Sgt  
 BT Trumbull, Vernon L., Sgt  
 RO Brady, James M., S/Sgt  
 WG Hodges, Grady H., Sgt  
 TG Davis, Mark M., Sgt

### **B-17G #43-38065 *Princess Pat 2***

P Paullin, James R., 1Lt  
 CP Hinton, William B., 2Lt  
 NAV Hunt, John W., Jr., 2Lt  
 BOM Davis, Edward A., 2Lt  
 ENG Johnson, James P., T/Sgt  
 BT Biestek, Stanley H., S/Sgt  
 RO Thomas, Henry T., T/Sgt  
 WG Woodward, Thomas J., S/Sgt  
 TG Butler, Woodley O., S/Sgt

### **B-17G #43-38554 *Bouncing Betty III***

P Holm, Maurice M., 1Lt  
 CP Gradle, Raymond B., 2Lt  
 NAV Howard, Paul A., 2Lt  
 TOG Casey, Lawrence, S/Sgt  
 ENG Compton, M.C., Sgt  
 WG Huck, Robert L., Sgt  
 RO Dale, John A., Sgt  
 BT Ebert, Preston P., Sgt  
 TG Copeland, George E., Sgt

### **B-17G #43-38238 (No Name)**

P McKinley, Ralph C., 1Lt  
 CP Harwick, James A., 2Lt  
 NAV Long, Donald C., Jr., 2Lt  
 TOG Simons, Robert A., 2Lt  
 ENG Jones, Burlen, T/Sgt  
 WG Devaney, Thomas J., Sgt  
 RO Moll, Richard S., Sgt  
 BT Clark, Woodrow E., Sgt  
 TG Soule, Evan R., Sgt

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

P Freeman, Clyde E., 2Lt  
 CP Canning, Glenn R., 2Lt  
 NAV Goldstein, Sheldon, 2Lt  
 BOM Birkenseer, Donald L., 2Lt  
 ENG Fleck, Peter J., S/Sgt  
 TG Caporusso, Frank J., Sgt  
 RO VanLier, Donald E., S/Sgt  
 WG Cooper, Ray R., Sgt  
 BT Chesney, Alan D., Sgt

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

P Gmernicki, Richard H., 2Lt  
 CP Judd, Chester G., 2Lt  
 NAV Jones, William M., 2Lt  
 BOM Guerrieri, Joseph C., F/O  
 ENG Griffith, Elwood A., Sgt  
 WG McClymont, John W., S/Sgt  
 RO Calenberg, Raymond N., Sgt  
 BT Greenberg, Bernard, Sgt  
 TG Henn, Thomas A., Sgt

#### KEY TO ABBREVIATIONS

<b>CREW POSITIONS</b> CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	TOG - Toggler BT - Ball Turret Operator TT - Top Turret Operator TG - Tail Gunner WG - Waist Gunner LWG - Left Waist Gunner RWG - Right Waist Gunner GUN - Gunner VI - Voice Interpreter OBS - Observer	PAS - Passenger PHO - Photographer Y - Y-Operators (YRO,YO) RCM - Radio Cntr Measures SJ - Spot Jammer  <b>RESULTS OF MISSION</b> KIA - Killed in action WIA - Wounded in action MIA - Missing in action	POW - Prisoner of war DOW - Died of wounds EVD - Evaded the enemy REP - Repatriated RES - Rescued ESC - Escaped BO - Bailed out DCH - Ditched CR-L - Crashed on land CR-S - Crashed at sea
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## 358th Bombardment Squadron Crew Lists - Cont'd.

### **B-17G #44-8238 (No Name) - PFF**

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P	Johnson, Hugh B., 1Lt
CP	Seidel, Harry S., 2Lt
NAV	Weber, George F., 2Lt
NAV	Garrett, Robert M., 2Lt
BOM	Green, George A., 2Lt
ENG	Edwards, Eugene F., T/Sgt
WG	Beck, Harold P., S/Sgt
RO	Carter, Robert D., T/Sgt
TG	Douglass, Earl B., 1Lt

### **B-17G #44-6166 The Red**

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P	Twomey, John M., 2Lt
CP	Ross, James E., 2Lt
NAV	Zarelli, Michael L., 1Lt
BOM	McDade, Maurie S., 2Lt
ENG	Shaw, Vergil A., Sgt
RO	Bzik, Paul J., S/Sgt
TG	Hammond, Walter E., Sgt
BT	Blinebury, Joseph A., S/Sgt
WG	Martin, Jack E., S/Sgt
PAS	Hurlbutt, Carl R., Sgt (Hq.)

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

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P	McGilvray, Richard L., 2Lt
CP	Dorsett, John D., 2Lt
NAV	Fearn, Charles L., 2Lt
BOM	Conder, Bill F., 2Lt
ENG	Eckert, Raymond C., Sgt
WG	McGreevy, James, Sgt
RO	Johnson, Paul B., Sgt
BT	Garza, David, Sgt
TG	Smith, Gardner B., Sgt

### **B-17G #42-102945 Sweet Pea**

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P	Freeland, Troit D., 1Lt
CP	Prudhoe, Louis J., 2Lt
NAV	Kosta, Alexander, 2Lt
BOM	Nugent, Robert F., 1Lt
ENG	Abernathy, Wylie C., S/Sgt
WG	Kedzierski, Edward P., Sgt
RO	Wilson, Clarence K., S/Sgt
TG	Reimche, George K., S/Sgt
BT	Cerzosimo, Bernard P., S/Sgt

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

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P	White, Franklin F., 1Lt
CP	Erickson, Robert L., 2Lt
NAV	Ross, Robert M., 2Lt
BOM	Stevenson, John L., Sgt
ENG	Adams, William J., T/Sgt
WG	Hein, Monroe C., S/Sgt
RO	Vesely, Henry L., S/Sgt
BT	Gilman, Frederick S., S/Sgt
TG	Campbell, James R., S/Sgt

### **B-17G #43-38530 (No Name)**

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P	McCutcheon, George E., 1Lt
CP	Petersen, John N., 2Lt
NAV	Starr, Ben, 2Lt
BOM	Day, Keith E., Sgt
ENG	Burcham, Johnnie O., T/Sgt
WG	Fouk, Donald H., S/Sgt
RO	Alexander, John C., S/Sgt
BT	Aberdeen, James E., S/Sgt
TG	Kinsman, George R., S/Sgt

## 359th Bombardment Squadron Crew Lists

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

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P	Virag, Andy R., 1Lt
CP	Beck, Edward R., 2Lt
NAV	Scheer, Harold, 2Lt
TOG	Garcia, Leonard A., Sgt
ENG	Jeter, James E., Jr., S/Sgt
RO	Vrabel, Cyril A., S/Sgt
BT	Gurka, Stanley, Jr., Sgt
TG	Bowman, John H., Sgt
WG	Allerton, Jack R., Sgt

### **B-17G #43-38258 *Forget Me Not Oily***

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P	Lorentz, Arthur, 1Lt
CP	Scott, Robert H., 2Lt
NAV	Smith, William A., 2Lt
TOG	Dittman, Robert J., S/Sgt
ENG	Kreager, Jon B., S/Sgt
RO	Hanson, Robert W., T/Sgt
BT	Ingalls, Earl F., Cpl
TG	Greenwald, Paul L., Sgt
WG	Gonser, Dwight W., Sgt

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

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P	Frazier, Eugene C., 1Lt
CP	Campbell, Laurie H., 2Lt
NAV	Goettman, Andrew T., 2Lt
BOM	Barlow, Richard B., 2Lt
ENG	Borges, Gilbert C., S/Sgt
RO	Trainor, Donald W., Sgt
BT	Charron, Raymond H., Sgt
TG	McCullough, Luther, Jr., Sgt
WG	Anderson, Eston R., Sgt

### **B-17G #44-6600 (No name)**

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P	Chance, Arthur F., 1Lt
CP	Johnson, Robert H., 2Lt
NAV	McCarver, Eugene D., 2Lt
TOG	Christensen, Lawrence, 1Lt
ENG	Menasco, Elmer W., T/Sgt
RO	Miller, Albert, T/Sgt
BT	Moss, Shirley L., Sgt
TG	Lainson, Colin C., Sgt
WG	Torre, Leo A., Sgt

### **B-17G #43-38608 *Lucille***

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P	Carney, Walter J., 1Lt
CP	Hickey, James A., 2Lt
NAV	Taylor, Albert R., 2Lt
BOM	Cooney, Thomas E., 2Lt
ENG	Turner, Harold L., T/Sgt
RO	Foster, Albert A., T/Sgt
BT	Kayrallah, Emil, S/Sgt
TG	Howe, Clarence H., S/Sgt
WG	Encinas, William S/Sgt

### **B-17G #44-6502 (No Name)**

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P	McDavid, Philip H., 1Lt
CP	Beeman, Richard, 2Lt
NAV	King, Robert L., 2Lt
TOG	Cottrell, Bert, S/Sgt
ENG	Hall, Thomas M., S/Sgt
RO	Sikkema, Wilfred J., Sgt
BT	Johnson, Ralph R., Sgt
TG	Martin, Anthony B., Sgt
WG	Linville, Warren M., Sgt

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

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P	Lutz, John R., 2Lt
CP	Giddings, Leslie W., 2Lt
NAV	Carriere, Lawrence C., F/O
TOG	Goudy, William F., Sgt
ENG	Candito, Christopher A., Sgt
RO	Lovelock, Edward N., Sgt
BT	Kapczynski, Paul B., Sgt
TG	Bailey, John R., Sgt
WG	Bates, Roger K., Sgt

### **B-17G #43-38764 (No Name)**

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P	Whitlock, Garland M., 1Lt
CP	Bach, Harold J., 2Lt
NAV	Couch, William M., 2Lt
TOG	Zielinski, William J., Sgt
ENG	Popovich, William G., T/Sgt
RO	Pomicter, Stanley, T/Sgt
BT	Boyle, Francis L., Jr., Sgt
TG	Vogel, Cletus H., S/Sgt
WG	Harwat, Edward D., S/Sgt

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

### **B-17G #43-38289 *Sweet LaRhonda***

P	Mickle, James D., 1Lt
CP	Clarke, Loren M., F/O
NAV	O'Dell, Benjamin L., 2Lt
TOG	McKinley, A.B., Sgt
ENG	Humphrey, William B., Sgt
RO	Eagon, Dennis G., Sgt
BT	Marquez, Robert P., S/Sgt
TG	Van Zile, Raymond J., Sgt
WG	Meyer, Fulton R., S/Sgt

### **B-17G #43-38878 (*No Name*)**

P	Underdown, Sidney L., 1Lt
CP	Knolle, William C., 2Lt
NAV	Kenny, John P., 2Lt
BOM	Tyree, Joseph C., 2Lt
ENG	Kuwik, John J., S/Sgt
RO	Cohen, Seymour T., S/Sgt
BT	Guptill, Walter R., Sgt
TG	Stevens, Richard G., Sgt
WG	Valentine, Robert J., S/Sgt

### **B-17G #44-8256 *Yankee Girl* - PFF**

P	Mainwaring, Charles O., 1Lt
CP	Ward, Duane G., 1Lt
NAV	Forve, Frank F., 1Lt
NAV	Estes, Keith E., 1Lt
NAV	Koran, William, 1Lt
BOM	Scheibman, Herman B., 2Lt
ENG	Gauthier, Leon C., S/Sgt
RO	Tognetti, Paul A., T/Sgt
TG	Schopplein, Orin H., 2Lt
WG	Angeloff, James P., S/Sgt

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

P	Davis, Jack T., 1Lt	EVD/POW
CP	Kohlstedt, Donald L., 2Lt	POW
NAV	Hellesvig, Vernon M., 1Lt	POW
BOM	Guiciardi, Nino L., F/O	POW
ENG	Bloom, Dave, Sgt	POW
RO	Lewnfield, Rex E., T/Sgt	POW
BT	Martin, Richard A., Sgt	POW
TG	Brown, Marvin W., Sgt	POW
WG	Harris, Everette G., Sgt	POW
VI	Bader, Alvin G., T/Sgt (Hq.)	KIA



## 360th Bombardment Squadron Crew Lists

### **B-17G #43-38532 (No Name)**

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P	Juns, Frank, 1Lt
CP	Beasley, Roland C., 2Lt
NAV	Harding, Warren G., 2Lt
BOM	Thomas, Edward H., 2Lt
ENG	Girard, Louis P., T/Sgt
RO	Wimer, Maurice H., T/Sgt
BT	Oberly, Eldridge C., S/Sgt
TG	Englis, Hiram E., S/Sgt
WG	Branin, James J., S/Sgt

### **B-17G #43-38672 (No Name)**

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P	Hardin, Thomas H., Jr., 1Lt
CP	Brown, William W., 2Lt
NAV	Hiebeler, George E., 2Lt
BOM	Driver, Henderson M., Jr., Sgt
ENG	Mikulich, Stanley, S/Sgt
RO	Kasper, Raymond H., Sgt
BT	Waltmire, Harrel A., S/Sgt
TG	Rohrer, Elbert R., Sgt
WG	Sersland, Paul V., Sgt

### **B-17G #43-38563 Jackie**

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P	Hatch, Logan B., 2Lt
CP	Holtorf, Ernest H., 2Lt
NAV	Divine, Fred H., 2Lt
BOM	Friedlander, Henry, F/O
ENG	Fuczka, Peter, Sgt
RO	Broughton, Averell M., Jr., Sgt
BT	Buchanan, Paul A., Sgt
TG	Patterson, Charles A., Sgt
WG	Free, Ennis B., Jr., Sgt

### **B-17G #44-8422 Duffy's Tavern**

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P	Stephan, Paul C., 2Lt
CP	Clingler, John R., 2Lt
NAV	Lewis, Harold G., F/O
BOM	Tapley, Thomas W., Sgt
ENG	Phillips, Dwight A., Sgt
RO	Ladurini, Raymond R., Sgt
BT	Keyes, Stanton W., Sgt
TG	Harris, Edgar P., Jr., Sgt
WG	Sorensen, Robert J., Sgt

### **B-17G #43-38705 (No Name)**

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P	Arwood, Joe B., 2Lt
CP	Johnson, Walter E., 2Lt
NAV	Fowler, William C., 2Lt
BOM	Counsell, Clarence L., F/O
ENG	Power, Thomas B., Cpl
RO	Curry, Paul A., Cpl
BT	Miller, Donald E., Sgt
TG	Sanchez, Crespin E., Cpl
WG	Linn, James B., Cpl

### **B-17G #44-6516 My Darling**

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P	Middlemas, Arthur B., 2Lt
CP	Schultz, John W., 2Lt
NAV	Woodbury, Benton R., 1Lt
BOM	Cooley, Royal D., 2Lt
ENG	Marshall, Leroy H., Sgt
RO	Avenia, James J., Sgt
BT	Parrish, George K., Sgt
TG	Cranshaw, John A., Sgt
WG	Maurer, John L., Sgt

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

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P	App, Robert G., 2Lt
CP	Moody, William S., 2Lt
NAV	Dennis, Walter F., 2Lt
BOM	Dee, Martin R., F/O
ENG	Leach, Norman L., Sgt
RO	Matlock, Austin M., Sgt
BT	Brady, Gene F., Sgt
TG	Nabors, Herschell F., Sgt
WG	Polaski, Duane L., Sgt

### **B-17G #42-102544 Sack Time**

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P	Geiger, James E., 2Lt
CP	Telford, Donald R., F/O
NAV	Dimick, Donald L., F/O
BOM	Emery, Roy F., 2Lt
ENG	Stockman, Leonard G., Sgt
RO	Licht, Wilfred L., Sgt
BT	Wentz, Roland L., Sgt
TG	Germanine, Joseph R., Sgt
WG	Doctor, Gordon C., Sgt

## 360th Bombardment Squadron Crew Lists - Cont'd.

### **B-17G #44-8318 (No Name)**

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P	Hallum, Bertrand, Jr., 1Lt
CP	Romstad, Alfred N., 2Lt
NAV	Levine, Albert, 2Lt
BOM	Duros, Constantine J., 1Lt
ENG	Young, Horace B., T/Sgt
RO	Botkin, Jack S., T/Sgt
BT	Ax, Heinz R., S/Sgt
TG	Sauer, George N., S/Sgt
WG	Stroud, George E., Jr., Sgt

### **B-17G #44-8125 Sparky - PFF**

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P	O'Beirne, Nelson B., 1Lt
CP	Butler, Milton C., 1Lt
NAV	Shipp, Gene K., 1Lt
NAV	Charlton, Rufus S., Lt
BOM	Campbell, Sanders H., 1Lt
ENG	Bird, Harry G., T/Sgt
RO	Means, Robert D., T/Sgt
TG	Lovold, Ole, 2Lt
WG	Peterson, Robert E., Sgt

### **B-17G #42-97861 Iza Vailable III**

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P	McCutchan, Eugene R., 2Lt
CP	Lovell, Brook H., 2Lt
NAV	Conard, Willard G., 2Lt
BOM	Bays, Gordon C., 2Lt
ENG	Kress, Richard H., S/Sgt
RO	Frey, Alan E., Sgt
BT	Scott, Howard E., Sgt
TG	Wherry, Robert E., Sgt
WG	Pearson, George D., Sgt

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

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P	Connelly, Ben L., 1Lt
CP	House, Frederick L., 2Lt
NAV	Orenstein, Harold A., 2Lt
BOM	Hackler, Maurice G., 2Lt
ENG	Asplund, Carl L., T/Sgt
RO	Schneider, Dale E., S/Sgt
BT	Evans, Ralph V., Sgt
TG	Bur, Robert D., Sgt
WG	Koppes, Carl A., S/Sgt

## 427th Bombardment Squadron Crew Lists

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

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P	Rose, Jack W., 2Lt
CP	Cornyn, T. John, 2Lt
NAV	Russo, William D., 2Lt
BOM	Nazarian, John K., 2Lt
TT	Dyson, Flake S., Sgt
BT	Brinkley, Lynn M., Sgt
RO	Hale, Ralph E., Sgt
TG	McCall, Lamar H., Sgt
WG	Cottle, Clyde J., Jr., Sgt

### **B-17G #43-38248 *Jigger Rooche II***

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P	Davis, Robert W., 2Lt
CP	Sayre, Dorwin D., 2Lt
NAV	Martin, Walter E., F/O
BOM	Bryan, Fred W., F/O
TT	Hiibner, Okey L., Sgt
BT	Johnson, Charles H., Sgt
RO	Pope, Lester L., Sgt
TG	Henry, Donivan D., Sgt
WG	Smirnes, E. "Nick", Jr., Sgt

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

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P	Gano, Frederick, 1Lt
CP	Flanders, Wesley J., 2Lt
NAV	Maniscalco, John B., F/O
BOM	Blessing, Gerald D., 2Lt
TT	Anthony, George E., S/Sgt
BT	Coyle, Arthur J., S/Sgt
RO	Scaglione, Joseph, T/Sgt
TG	Nelson, Edward F., Sgt
WG	Sears, William A., Sgt

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

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P	Eisenwinter, Philip D., 1Lt
CP	Waggoner, Richard C., 2Lt
NAV	Norman, Frederick J., 2Lt
BOM	Campbell, Robert C., 2Lt
TT	Simone, S.P., Sgt
BT	Veljkov, Paul, S/Sgt
RO	Islava, Joseph O., S/Sgt
TG	Grossman, Howard A., S/Sgt
WG	Eakins, Charles A., Jr., S/Sgt

### **B-17G #43-38689 *(No Name)***

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P	Reid, Clair P., 2Lt
CP	Bean, John R., 2Lt
NAV	Rogge, Richard W., 2Lt
BOM	Natoli, Sam J., 2Lt
TT	Duffek, Francis T., T/Sgt
BT	Casciola, Benedict L., Sgt
RO	Foell, Charles R., Sgt
TG	Lowe, Joseph W., Sgt
WG	Clare, Donald T., Sgt

### **B-17G #43-38621 *50 Ragged***

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P	Caplinger, Auston O., 1Lt
CP	Spruner, Donald L., 2Lt
NAV	Morrison, Martin, 2Lt
BOM	Bober, Stanley, 2Lt
TT	Johnson, O.D., T/Sgt
BT	Jacobs, Carroll W., Jr., Sgt
RO	Mitell, Philip P., S/Sgt
TG	Hester, Lloyd D., Sgt
WG	Olds, Andrew R., Sgt

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

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P	Callahan, Charles A., Capt
CP	Eisenhart, Oliver T., 2Lt
NAV	Dye, Carl J., Jr., 2Lt
BOM	Haakonsen, Raymond E., 2Lt
TT	Erdmann, Robert A., Sgt
BT	Johnson, Gene W., Sgt
RO	Kamen, Roland K., Sgt
TG	Dorner, Alvin W., Sgt
WG	Robins, James B., Sgt

### **B-17G #43-38197 *(No Name)***

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P	Wallace, Walstein W., 1Lt
CP	Raley, Stonewall J., 2Lt
NAV	Jenkins, John I., 2Lt
BOM	Price, John B., T/Sgt
TT	Jones, Jesse T., Jr., T/Sgt
BT	Grove, John W., S/Sgt
RO	Longo, Angelo L., S/Sgt
TG	Plesinger, Michael J., S/Sgt
WG	Karr, Leslie E., Sgt

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

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

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P	O'Leary, James W., 2Lt
CP	Reed, Louis E., 2Lt
NAV	Kacere, Michael J., 2Lt
BOM	Lyda, Robert E., 2Lt
TT	Kernodle, John T., Sgt
BT	Czerwonka, Joseph A., S/Sgt
RO	DeVaney, Bernard C., Sgt
TG	Carver, Harold R., Sgt
WG	DeCicco, Frank C., Jr., Sgt

### **B-17G #43-38057 (No Name)**

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P	Ackerman, Stewart S., Jr., 2Lt
CP	Barrios, Alfred R., 2Lt
NAV	DuBois, Benjamin, 2Lt
BOM	Oswald, Alois G., Jr., 2Lt
TT	Creaghan, Robert E., Sgt
BT	Highfill, Thomas W., Sgt
RO	Ribesky, John V., Jr., S/Sgt
TG	Wiencek, Edward J., Sgt
WG	Proper, George M., Sgt

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

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P	Pursel, Stanley E., 2Lt
CP	McClure, Richard H., 2Lt
NAV	Cecce, Joseph A., Jr., F/O
BOM	Olson, William E., 2Lt
TT	Kling, John E., Sgt
BT	Schoch, Phillip M., Sgt
RO	Stockman, Kenneth H., Sgt
TG	Hannah, Robert G., Sgt
WG	Fugazzi, Gildo, Sgt

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

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P	Hamilton, Max B., 1Lt
CP	Johnston, Lawrence M., Jr., 2Lt
NAV	Mayo, Archie W., 2Lt
BOM	Drew, William F., 2Lt
TT	Butler, Edward B., S/Sgt
RO	Jarvis, Robert F., T/Sgt
TG	Coleman, Warren M., S/Sgt
WG	Ganson, Howard H., Sgt
BT	Paterson, Richard E., S/Sgt

### **B-17G #42-97557 *Mercy's Madhouse* - PFF**

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P	Sheets, Robert W., Capt
CP	Newton, George C., 1Lt
NAV	Tollack, Howard V., 1Lt
MN	Caldwell, Walter D., F/O
GHN	Spooner, Ramon L., 1Lt
BOM	Webster, Charles M., 1Lt
TT	Schneider, Joseph R., Sgt
RO	Herman, Benjamin, T/Sgt
TG	Harris, John R., 2Lt
WG	Simon, Lawrence E., Sgt

**excerpt from**  
**BAIL OUT OVER BRUMMEN**  
*The End of a "Flying Fortress"*  
**B-17G #42-97781 The '8' Ball Mk III 359BS (BN-J)**

by Ivo M. de Jong



**JACK T. DAVIS CREW - 359th BS**

(crew assigned 359BS: 23 Sep 1944 - photo: Oct 1944)

(Back L-R) 2Lt Donald L. Kohlstedt (CP), 1Lt Vernon Hellesvig (N), 1Lt Jack T. Davis (P),  
F/O Nino L. Guiciardi (B) - (Front L-R) S/Sgt David Bloom (E), Sgt Marvin W. Brown (TG),  
Sgt Richard A. Martin (BT), Sgt Everett G. Harris (WG), T/Sgt Rex E. Lewnfield (R)

**Aboard the "8 Ball"**

For Jack Davis and his crew things had gone wrong over the target. 1/Lt Eugene C. Frazier and 2/Lt John R. Lutz, who were flying right behind "the 8 Ball", in "Old Black Magic" and "The Duchess' Granddaughter", respectively, reported upon return at Molesworth that afternoon: "Their number three engine was hit by anti-aircraft gunfire and went out. The propeller was feathered at first, but soon started to windmill. The engine was smoking, but no flames were visible. Then the aircraft lost altitude and was unable to keep up with the formation, but appeared to be under control. "

What happened after the "moderate to intense and fairly accurate" anti-aircraft fire had hit "the 8 Ball" is best told by Nino Guiciardi, the bombardier: "We were hit by flak just a few seconds after I had released the bombs. We were hit in the area of the number three engine and the landing gear. The number three engine is the one next to the fuselage on the right side of the plane. The engine was demolished and so was the landing gear. As we continued our flight to try to get back to friendly territory the engine was giving us problems because the pilot could not feather the prop. He couldn't do that because we had also lost the hydraulics to that engine. We had what we called a windmilling prop which is a drag when not powered. After a while the shaft of the engine broke and the prop acted like a fly wheel out of balance. The pilot couldn't give the other engines enough power to maintain altitude because the plane would start to vibrate and cause rivets to pop where the wings were attached to the fuselage. The pilot put the plane into a glide angle just enough to maintain flying speed so that we could go as far as possible to try and get to friendly territory. As we were losing altitude and could not keep up with the group we saw two P-51s that stayed with us to protect us from enemy fighters as far as the vicinity of Arnhem."

Jack Davis and Donald Kohlstedt were working frantically in the cockpit to get their crew back safely. The crew was jettisoning all excess equipment, guns, ammunition, etcetera; in order to lighten the plane and keep it in the air, if not as far as Molesworth, then at least as far as territory occupied by friendly forces. A month and a half ago the Arnhem area had witnessed the grim fight over the Rhine bridge between British and Polish paratroopers and German troops. After the Allied forces had to withdraw the Germans remained in control north of the Rhine river and, no doubt, Jack Davis wanted to try to get across this river and get as far south as possible, before landing or bailing out. Still, "the 8 Ball" was losing altitude, and was flying at an altitude ranging from 1,000 feet to 3,000 feet according to reports.

The two P-51 "Mustang" fighters escorting "the 8 Ball", mentioned by Nino Guiciardi in his account belonged to the 353rd Fighter Group based at Raydon. The after action report of this Group illustrates what happened: "B-17 going down northeast of Arnhem, Holland. Nine chutes were seen to come out of this aircraft at about 3,000 feet at 1230 hours. Eight chutes opened and one did not."

Indeed, while crossing the IJssel river between Arnhem and Zutphen, Jack Davis had to give the bailout signal to his crew. Probably he had balanced the pros and cons of bailing out or making a belly landing in some Dutch field. However, he chose the first option. The plane kept losing altitude and the crew had to get out fast before the plane was flying too low.

#### **In and Around Brummen**

Fifteen year old Bennie Bieleman got the surprise of his life. He lived with his parents in the Zutphensestraat in Rhienderen, a hamlet just north of Brummen. "I saw an airplane approaching, very low. Then I saw a man jump out. The parachute unfolded and the man drifted in my direction. He landed about 150 metres behind our house. Five or six German soldiers who were quartered in our house made up his reception committee. The airman was then escorted away. When the first man landed I saw at least five or six others still in the air."

What had happened aboard the B-17 is described by Rex Lewnfield, the radio-operator: "Our pilot, Jack Davis, gave the crew orders to bail out! We were lined up at the opened hatch in the back of the plane, waiting for this order. Our tail gunner was waiting to jump, but said he wanted to see a chute open before he went out! In the meantime none of the others had made a move to jump. At that moment I yelled 'I am going out' and 'that they had better follow me as we were losing altitude fast!'"

It is, therefore, possible that Lewnfield was the man who Bieleman saw coming down. However, both navigator Hellesvig and bombardier Guiciardi left through their own hatch in the front of the plane. It is not known whether they 'up front' left first and in what sequence the rest of the crew bailed out. It is true that the men came down within hundreds of feet from each other; the time in between their bailing out must have been very, very short.

Diligent research by Jan de Lange from Eerbeek shows that most of the crewmembers came down in a straight line, running from the railway line at Rhienderen, along the Rhienderense straat in the direction of Eerbeek. Seven or eight of the ten crew members left "the 8 Ball" in rapid succession and drifted down into German captivity.

Some events, as recalled by American and Dutch eyewitnesses bear a great similarity. Tail gunner Marvin Brown recalls: "I landed in a school yard with a fence around it. I hit the fence with both knees. I couldn't walk afterwards, so the rest of the crew wheeled me around. "

And Dutch eyewitness E.J. Arends: "One of the Americans went through some branches of an apple tree, next to Wolters' farm. He then struck a fence and hurt himself in the process. He could hardly walk. Together with several of his mates he was escorted away by the Germans. "

After seven crew members had bailed out, three men were still aboard the plane. They were 'Y-operator Alvin Bader and the two pilots, Donald Kohistedt and Jack Davis.

Arie van der Velde, then six years old, has the following recollection: "I saw a man, standing in an opening in the waist of the plane. I saw him jump out and his parachute didn't open. He came down between Peters' farm at Den Broekweg 1 and a shed. Blood came from his mouth and nose: he was dead!

Another six-year old, Frits Bleumink, lived at the Rhen derense straat, next to the farm where the unfortunate man came down: "The body was brought to the Peters' farm. The man bled from mouth, nose and ears. His boots were taken off and given to Peters. Then a ring, watch, pistol and some papers were taken from his body. In the late afternoon or early evening the body was wrapped in the partly opened parachute and put upon a horse drawn cart and then transported to Brummen. "

The unfortunate airman was T/Sgt Alvin G. Bader, who had only joined the crew at the very last moment before departure. Why he fell to his death is unknown. Other crew members suggested that he was afraid to jump and waited too long. He may also have had problems with his parachute. In order to open the parachute a rip cord had to be pulled. At the height from which they were jumping, somewhere between 500 to 1,000 feet, any delay was fatal. Whatever the cause, Alvin Bader was killed. On November 3 he was buried in then Brummen Roman Catholic Cemetery in grave number 17. After the war his remains were transferred to the American Military War Cemetery in Margraten, the Netherlands, where they still rest.

In all, the Germans quickly rounded up eight crew members and found Bader's body. Most of the prisoners were taken to a farm, next to the school, in the center of the hamlet of Oeken. Then they were transported to Zutphen and then again to the German interrogation center at Oberursel near Frankfurt. One man they did not manage to find: Pilot Jack T. Davis.

### **Jack T. Davis**

Davis was the very last one to jump from "the 8 Ball". Copilot Kohlstedt later reported that Davis jumped from an altitude of 500 feet. This meant that his parachute must have opened just in time to break his fall before landing. He will cannot have been in the air for more than a few seconds and this facilitated his escape attempt.

The other advantage he had was that he landed in a wooded area between Brummen and Eerbeek called 'het Leusveld'. In 'het Leusveld' at a farm called 'Turfveen' lived the Dolman family. However, they were not the only occupants. They had a person in hiding there. It was Jaap Bleeker, member of a local underground resistance movement. He recalls: "When I came back from an exercise in the late afternoon I was greeted by Henne Dolman with the words 'I have a surprise for you'. In front of me appeared a strongly built man in a green uniform. It was Jack T. Davis, who had bailed out of his B-17 that afternoon. He had been picked up by Henne Dolman and hidden in the woods. We decided to hide him in a haystack. The Germans were still searching the area. I spent a few days in the haystack with Davis. What is there to talk about with an American who was also a bit reserved by nature? We mainly discussed the American Civil War and the names of the Generals Sherman and Lee were often mentioned. Jack Davis was given the simple food that we all ate, mainly black bread. He never refused to take it, but after he had left we found quite a bit of it in the haystack. He had been too polite to decline, but didn't like it at all. After a few

days he was 'put on transport'. Late one evening Henne and Jan Dolman and myself brought him to a crossroads nearby. It was a very tense affair. At the appointed location two or three men were waiting for us. Nothing was said and they left with Jack Davis in the direction of Eerbeek. I had given Jack my best woolen pullover to keep out the chill. "

Davis was brought to Coldenhove, a camping cabin site, just outside Eerbeek, where the resistance group called 'Wolzak' took care of him. There he waited until he could be moved further south, toward the Allied lines.

In these months many Allied soldiers were hiding in the area. Most of them were British paratroopers, who had managed to evade captivity after the battle of Arnhem in September. A first group of these was ferried across the river Rhine during an operation called 'Pegasus I'. This was successful and Davis was to take part in 'Pegasus II' in the night of November 18. Unfortunately, the Germans managed to spoil the effort and Jack Davis was captured by a German patrol, after which he too was transported to Oberursel for interrogation.



### **The "8 Ball"**

After the B-17 had been abandoned by all its crew members, Jack Davis being the last to jump, it continued its flight, guided by the Automatic Flying Control Equipment. The altitude was no more than 500 feet and gradually diminishing. The course led straight to the village of Eerbeek. There some people got the fright of their lives. Mrs. Riek Brouwer- Boezewinkel recalls: "I was standing at the window of our house with an Amhem evacuee, when this colossus came straight at our house. Luckily it hit a birch tree in the meadow, after which it veered away from us. It then crashed. I saw no one come out."

The "8 Ball" had crashed into a meadow at the Voorstondense straat, just short of the Apeldoorn Canal. The Germans were quickly at the scene and guarded the wreckage at first. After they had inspected the interior and removed the remaining machine guns and their ammunition, the wreckage was left to itself. Many civilians visited the location and many pieces were stripped off "the 8 Ball". After the war a scrap metal firm took away the remnants of this once proud B-17.