

303rd BG (H) Combat Mission No. 301

13 January 1945

Target: Railroad Bridge at Mannheim, Germany

Crews Dispatched: 39

Crews Lost: Lt. Eisenhart, 9 KIA; Lt. Rose, 9 POW;

Lt. McGinnis, 3 KIA, 6 POW

Crewmembers Lost: 1Lt. E.H. Katz, KIA; Sgt. G.H. Craven, KIA

Length of Mission: 8 hours

Bomb Load: 6 x 1,000 lb H.E. M44 bombs

Bombing Altitudes: 24,350, 24,100 & 24,800 ft

Ammo Fired: 0 rounds

Thirty-nine dispatched aircraft targeted a railroad bridge at Mannheim by visual, GH or PFF means. The mission proved to be one of the 303rd BG(H)'s costliest and roughest missions. *Jigger Rooche II* #43-38248, 427BS (Lt. **Ayers**), returned early due to mechanical problems and was diverted to Eye (490BG).

In the target area there were 5/10 low clouds with tops at 6,000 feet and moderate, persistent contrails above 19,000 feet. The target was attacked visually by the lead Squadron. The low Squadron bombed off the lead in Group formation. The high Squadron bombed PFF. Photos showed bomb hits close to the bridge, but due to smoke and clouds,



Bomb Strike on Mannheim, Germany

it was impossible to tell if there were any direct hits on the bridge. The low Squadron bombs hit in a marshalling yard at the end of the bridge. The high Squadron results were unobserved. Ten leaflet units and 201 1,000-lb. H.E. M44 bombs were dropped from 24,350, 24,100 and 24,800 feet.

There was no enemy air opposition. Support by 77 P-51s was good. Moderate and accurate flak was encountered crossing the Rhine River just north of

Strasbourg on the route into the target. Moderate to intense and very accurate fire appeared at the target. Chaff had no effect and the good weather benefitted the German flak gunners. Fourteen Group aircraft sustained major battle damage and seven, minor damage.

Three aircraft landed on the Continent. #43-37597 *Earthquake McGoon*, 427BS (Lt. **Barrett**) landed at Brussels, Belgium. #43-37590 *Neva-The Silver Lady*, 358BS (Lt. **Gobrecht**) landed at Merville, France airfield B-53. The crew was safe. The aircraft and crew returned to Molesworth on January 14th. There was a boy's school near the end of the runway at Merville where take-off was made. The entire student body was dismissed from class to watch the B-17 taxi and takeoff. Lt. **Gobrecht** delayed the takeoff to allow the students to make a closeup inspection. He deplaned to point out some of the B-17 features to the students. T/Sgt. **Benefield** (E), the crew scrounger, and Lt. **McDonald** (N), the crew intellect, traded their GI caps for French berets as souvenirs of their French landing after their Molesworth return. Lt. **Gobrecht** learned, to his dismay, that his high school French was totally inadequate for carrying on a conversation with the excited and fast speaking French school youngsters.

#43-38682 (*No Name*) 359BS landed at strip Y-1 at Tantonville, France, a 371FG, 64 FW, P-47 base. The navigator, 2Lt. Ronald A. **Anstrom**, was badly wounded. Flak shattered bones in his right leg, went through his left leg, and out his hand starting a fire in the nose. Bombardier 2Lt. James T. **Steineman**, gave first aid and put out the fire. The B-17 stayed with the formation and bombed with the 359BS. Over the target the B-17 was again hit by flak that set the #4 engine on fire. It was extinguished and feathered. The #2 engine was also on fire but could not be feathered. The left wing was on fire. The Pilot, 2Lt. Jack E. **Stocks**, left the formation five minutes later when he was unable to maintain altitude. The nose oxygen systems were out. He ordered Sgts. J. **Fiore** (RO), J.W. **Hamilton** (BTG), R.K. **Bates** (WG) and N.F. **Daniel** (TG) to bail out after he was unable to extinguish the wing fire. The Bombardier moved the Navigator to the catwalk area to prepare him for bail out. The Navigator felt that it would not be advisable for him to bail out with his injured legs. About that time the Tantonville landing strip was sighted. Flares were fired and with the assistance of 2Lt. J.F. **Marsh** (CP) and Sgt. E.D. **Copp** (E) a landing was made with the wing ablaze. Lt. **Anstrom** was placed in the 21st General Hospital at Mirecourt, the Tail Gunner was also hospitalized. The flight crew and bombardier returned to Molesworth on 3 February 1945 with the others who bailed out returning later.



#43-38689 with the 2Lt Eisenhart Crew out of control.

Three 427BS aircraft were missing in action. #43-38689 (*No Name*), 427BS, piloted by 2Lt. Oliver T. **Eisenhart**, received a direct flak hit in the tail that blew off the horizontal stabilizer and pulverized the whole tail. The aircraft started down in a steep dive, then broke up in the air. The aircraft crashed at Roxheim, Germany. No parachutes were reported. Lt. **Eisenhart**, 2Lt. Henry W.

McCullough, 2Lt. Maurice R. **Herrick**, F/O Herring **Joyce**, Jr., Sgt. Samuel M. **Hindman**, S/Sgt. Bernard S. **Kaufmann**, Sgt. William V. **Kimber**, Sgt. Jack **Thompson**, Jr. and Sgt. Therman F. **Conaway** were all killed in the crash. Lt. **Eisenhart**, Lt. **McCullough**, Lt. **Herrick**, Sgt. **Hindman**, S/Sgt. **Kaufmann** and Sgt. **Kimber** are buried in Lorraine American Cemetery near Moselle, France.



JACK W. ROSE CREW - 427th BS
(crew assigned 427BS: 23 Sep 1944)

(Back L-R) 2Lt T. John "Tex" Cornyn (B), unknown, S/Sgt Clyde J. Cottle, Jr. (TG), S/Sgt Lynn M. Brinkley (BT)
(Middle) S/Sgt Warren G. Yates (VI), 2Lt John K. Nazarian (B), 1Lt Jack W. Rose (P), unknown
(Front L-R) T/Sgt Flake S. Dyson (E), 2Lt William D. Russo (N)

#44-6166 *The Red*, 427BS, piloted by 1Lt. Jack W. **Rose**, received a direct flak hit in the Nos. 3 and 4 engines which caught fire. After losing considerable altitude, the entire crew bailed out at 20,000 feet, after which the aircraft crashed at Pirmasens, Germany. They evaded the Germans for seven days, but were captured near Pirmasens, close to the French border. T/Sgt Flake **Dyson** lost his left eye, S/Sgt Lynn **Brinkley** suffered a broken ankle and S/Sgt. Lloyd **Hester** injured an ear drum. The sergeants were placed in the Moosberg POW camp north of Munich and were released on 29 April 1945 by the 14th Armored Division of Patton's Third Army. Also captured were Lt. **Rose**, 2Lt. T. John **Cornyn**, 2Lt. William F. **McMahon**, 2Lt. John K. **Nazarian**, T/Sgt. Joseph **Scaglione**, S/Sgt. Clyde J. **Cottle**, Jr. and S/Sgt. Warren G. **Yates**.



MARTIN S. MCGINNIS CREW - 427th BS

(crew assigned 427BS: 14 Nov 1944 - photo: Oct 1944, Savannah, GA)

(Back L-R) Sgt Lowell F. Stevenson (TG), S/Sgt Lois R. Hamilton (WG), T/Sgt Keith R. Muir (R), S/Sgt Robert J. Lyons (E), Cpl Sillings (AE), Sgt Donald L. Beal (BT) - (Front L-R) Capt Martin S. McGinnis (P), 1Lt Wallace A. Burket (B), 2Lt Frederick C. Doscher (CP), Capt Marshall A. Neubert (N)

#42-107099 *Old 99*, 427BS, piloted by Capt. Martin S. **McGinnis**, was hit by flak just after bombs were released over the target. The Tail Gunner and Pilot were wounded. Another flak hit, setting the #4 engine on fire and *Old 99* lagged behind the formation. The wounded Capt. **McGinnis** gave the bail out order and was assisted out of the B-17 by S/Sgt. Robert J. **Lyons**. The remainder of the crew bailed out with Co-pilot 2Lt. Frederick C. **Doscher** at the controls. The aircraft crashed in the Mannheim, Germany area. Sgt. Donald L. **Beal** (BTG) was the first out the waist door. He and the other enlisted crewmen were joined at a Frankfurt interrogation center and remained together as POWs until their liberation. Capt. **McGinnis**, Lt. **Doscher** and 2Lt. Richard M. **Emick** were killed. Other crewmembers taken prisoner were S/Sgt. S.P. **Simone**, T/Sgt. Keith R. **Muir**, S/Sgt. Lois R. **Hamilton** and Sgt. Lowell F. **Stevenson**. The crew's regular Navigator, Capt. Marshall A. **Neubert**, and Bombardier, 1Lt. Wallace A. **Burket** stood down on the mission and were replaced by 2Lt. **Emick** and S/Sgt. **Simone**. The cause of the death of the Officer crewmen is unknown. Sgt. Robert **Holden**, Waist gunner on #42-97944, took a photo with his K-20 camera which he believed to be #42-107099 blowing up in the air.



1Lt Edwin H. Katz

Two returning crewmen were killed by flak. 1Lt. Edwin Harold **Katz**, Navigator, flying in #44-8484 PFF 358BS, 1Lt. James W. **O'Leary** crew 427BS, and Sgt. Gerald H. **Craven**, Engineer, flying in #43-38764 (*No Name*) 359BS, 2Lt. Galt L. **McClurg** crew, who was hit in the chest.



Sgt Gerald Craven

All other 303rd BG(H) aircraft returned to England. Due to bad weather conditions at Molesworth, the aircraft were diverted to RAF Station Manston for landing. This mission proved to be very damaging to the 303rd BG(H).

AS ROUGH AS IT GETS

by Lt. James W. O'Leary, Sr

Today I flew low squadron lead in the right seat as Command Pilot, with Lt. Clair Reid, in the left seat as lead pilot. We went to Ludwigshafen–Mannheim to knock out the Hohenzollern Railroad bridge across the Rhine river. We got shot to hell over the target. My lead Navigator, E.D. “Ed” Katz, was killed by flak on the bomb run. He was kneeling behind the “Gee” box taking a reading when he was hit in the head. Ed’s body was wedged in an upright position. The green quilting was missing on my side and I could look between the rudder pedals for a full view of him. As his body would sway with the movement of the plane, I could see that the only part left of his face was a long strip of skin about two inches wide with an eyebrow and eyehole.

The same burst that had killed Katz, demolished our instrument panel except for my #3 engine manifold pressure gauge. My radio transmitter was also put out of action, but the receiver and intercom continued to function. All of the hydraulic lines behind the rudder pedals were perforated. Thanks be to God all four engines continued to run normally.

My lead Bombardier looked back over his shoulder at the Navigator and saw me peering through the gap, and said on the intercom, “I can’t do anything for the Navigator.” The last thing I wanted was a discussion on the bomb run, so I told Lt. Long to concentrate on hitting the target, and with that he turned back to his bombsight.

Meanwhile the spouts of hot blood spurting into minus 50 degree temperature created dense steam that rolled up the catwalk, into the pilot’s compartment. Lt. Clair Reid, the lead pilot in the left seat mistook the steam for smoke and pulling down his oxygen mask yelled, “we’re on fire,” Reid was also in the act of unbuckling his seat belt, I yelled back, “everything is O. K., we are not on fire, keep flying.”

Lt. Reid was a handful. He was a 6 foot 3 inch 200 pound ex-all Rocky Mountain Conference Tight End from BYU. I had enough problems without trying to physically restrain that guy. Anyway he sat back down.

The initial barrage that had damaged my ship also knocked down both of my wingman, and the leader of the low-low element. Lt. Jack Rose, my Deputy Lead on the left wing received a direct flak hit between his #3 and #4 engine, starting a wing tank fire. Jack called me two or three times to say that he was on fire and going down. My right wing man, Oliver “Tommy” Eisenhart, had taken a direct hit in his tailwheel well, and his empennage was in the act of separating from the fuselage as he went under the lead plane.

We always turned on our radio room camera at the IP, and it took several frames of Lt. Eisenhart’s B-17, when it passed under us. One of the 303rd montages has this picture in it. The base photo lab made a large print and gave it to me, I still have it in my photo drawer.

The only member of my crew to observe Eisenhart’s fall was T/Sgt Joe Czerwonka, my Ball Turret Operator, who was flying as Waist Gunner because of the Radome which had replaced the Ball. Because we were involved with multiple emergencies, Joe didn’t say anything until after our crash landing at RAF Manston. Joe said that after the Eisenhart’s B-17 was hit, the tail broke away from the main fuselage and went end over end, then snapped viciously, then repeated the end over end maneuver until it hit the ground, about 50 miles behind us. Joe saw no chutes.

Captain Martin “Marty” McGinnis was leading the low-low element. He was close to the lead element below and a little to the left of my aircraft. McGinnis’s B-17 received two direct hits. McGinnis’s copilot, 2/Lt F. C. Doscher, called me to say that Marty had lost both legs at the knee and had bled or was bleeding to death. *Might in Flight* says that the Engineer, T/Sgt R. J. Lyons had bailed Marty out. This may have happened. Lt. Doscher only reported on Marty, then said that his aircraft was on fire, and he was bailing out his crew. Lt. Doscher impressed me with his calm report. But I could not acknowledge his message. All of the officers were killed in this crew and are buried in the Lorraine American Cemetery, near Moselle, France. All of the enlisted men on this crew survived as POWs.

The Squadron was scattered and we headed for RAF Manston on the English Channel. *Might in Flight* states that the Group Commander, Lt/Col. Shayler, radioed all 303rd aircraft to divert to RAF Manston. We did not receive that message, but chose to land our aircraft there because of the 9,000 foot runway and our not having any instruments to aid in our landing. When we arrived at Manston we came in hotter than the hubs of hell.

As soon as our tail settled we shut off our inboards, using the outboards to steer with. I saw a B-17 on fire over the field with a long string of chutes trailing it. Two aircraft were landing to our right, a third B-17 was landing behind them at a slant. Down at the far end of the runway a long line of aircraft were taxiing nose to tail. I opened my window and leaning out as far as I could waved frantically at the planes crossing in front of us realizing that we were going to run off the end of the runway. The leading ship’s nose dipped as the pilot applied his brakes. God bless him. We shut down everything then and went bouncing and sliding through tall grass and small trees. We came to rest in a RAF latrine ditch.

Sitting there listening to the approaching ambulance no one said a word, but the lasting impression I’ll carry to my grave was the smell — a mix of the wet iron odor of blood, and the reek of hydraulic fluid’s “puke” scent. Our silence was interrupted by an RAF medic, who stuck his head up out of the catwalk and said, “Sir we can’t do anything for your man up front” and I said, “Thank you Sergeant.”

Later as we were being issued gray RAF blankets, Colonel Shayler came over and put his arm around my shoulder, and mentioned that we had caught hell on this one, and that I had a rough day. I must have looked “shell shocked” because he studied my face until I muttered something in reply.

In the middle of the night I woke myself up groaning out loud, and embarrassed, studied the roomful of sleeping combat refugees, but no one man stirred. Next morning bright and early I was ferried back to Molesworth. I went to my room before dropping my flying gear off at the QM hut. Opening the door to what I thought was an empty room and easing my duffel bag to the floor, I glanced up in surprise to see my original navigator, Lt. Michael Kacere, sitting in the top bunk. He was staring at my duffel bag, and I then noticed that it was covered with dried blood, bone, hair and something that looked like gray chewed paper. I looked at Mike again and he was sitting there with tears running down his cheeks. After a long quiet minute, I picked up the bag and headed for the Quartermaster hut.

PRISONERS of WAR — 1Lt Jack W. Rose Crew

by T/Sgt Joseph Scaglione



Memorial Plaque to the Rose Crew at the Mighty Eighth AF Heritage Museum, Pooler, GA

When the Bombardier (2Lt John K. Nazarian) said bombs away, it was my responsibility, being the Radio Operator, to check the bomb bay to make sure that all of the bombs had released and dropped. At that point, we were hit by three separate burst of flak. One hit the nose of the aircraft. A second hit the right wing and the #3 engine which was set on fire and the third one hit by the bomb bay.

The oxygen system on my side of the plane was shot out. I was thrown backwards into the Radio room from the impact, and momentarily knocked

unconscious. When I came to I realized that the pilot (1Lt Jack W. Rose) had given the order to "bail out."

When I came to and realized what was happening, I grabbed my parachute and prepared to jump. I was the next to last to bail out and I believe we were down around 11,000 feet by that time. Everyone was lucky enough to get out of the plane, as it exploded before it hit the ground.

Sgt. Warren G. Yates, the "Y" Operator, who was riding in the Radio Room, landed near me. There was about 8 inches of snow on the ground, not the best situation to be in, when you were trying to escape capture by the Germans. Yates and I walked in a westerly direction for six days and finally, Yates decided to approach a farm house to try and get food and help. But he was captured by German soldiers.

I continued to walk toward France, but was also captured the next day by a German soldier near Pirmasens, on the French border. I was interrogated by a German officer who asked if there were nine other members on the crew of a plane that was shot down recently. He named all of the crew members from our plane.

After being interrogated, I was taken to a POW. Camp at Wetzlar, Germany for a couple of weeks, then to Nurnberg (Stalag XIII). We were then forced to march to Moosburg VIIA. On April 29, 1945, we were liberated by Patton's army.

Aircraft Formation at Assembly Point - Group A

Shayler-Kuykendall
125 - PFF

Muth
451

Gravrock
038 - PFF

App
647

Brown
516

Arwood
532

Middlemas
672

Knutzen
309

Holtorf
546

St. Julien
318

Rogers
878

Tilsen
289

Geiger
544

Aircraft Formation at Assembly Point - Group B

Miller-Hopkins
999

Gmernicki
462

Snider
065

Gobrecht
590

McLeod
238

Walker
530

Goodberlet
554

Bixby
258

Greenbaum
191

Freeman
316

O'Donnell
050

McClurg
764

Garrett
949

KEY TO ABBREVIATIONS

<u>CREW POSITIONS</u> CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	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	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
	<u>RESULTS OF MISSION</u> KIA - Killed in action WIA - Wounded in action MIA - Missing in action		

Aircraft Formation at Assembly Point - Group C

	<u>O'Leary-Reid</u> 484 - PFF	
<u>Rose</u> 166		<u>Eisenhart</u> 689
	<u>Richter</u> 734	
<u>McKeon</u> 311		<u>McGinnis</u> 099
<u>Schlecht</u> 411		<u>Tasker</u> 608
<u>Peterson</u> 763	<u>Ayers</u> 248	<u>Harding</u> 944
		<u>Barrat</u> 597
		<u>Stocks</u> 682



*B-17G #42-107099 Old 99 427BS (GN-N) Ground Crew
T/Sgt James Stewart (Crew Chief) with unknown crewmen*

358th Bombardment Squadron Crew Lists

B-17G #43-38462 *Teddy's Rough Riders*

P	Gmernicki, Richard H., 1Lt
CP	Judd, Chester G., 2Lt
NAV	Jones, William M., 2Lt
BOM	Guerrieri, Joe C., F/O
WG	McClymont, John W., S/Sgt
ENG	Griffith, Elwood A., T/Sgt
RO	Calenberg, Raymond N., Sgt
BT	Greenberg, Bernard, Sgt
TG	Henn, Thomas A., Sgt

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

P	McLeod, William S., 2Lt
CP	Elkins, Richard A., 2Lt
NAV	Hopkins, William B., 2Lt
BOM	O'Donnell, Robert E., F/O
ENG	DeWillers, Edgar, Sgt
WG	Johnson, Vernon W., Sgt
RO	Guenin, Wayne E., T/Sgt
BT	Nichols, William A., Jr., Sgt
TG	James, Frank M., Sgt

B-17G #43-38999 *Emma*

P	Miller, Campbell, 1Lt
CP	Hopkins, Harry F., 2Lt
NAV	Kaiser, James M., Capt
BOM	Ford, Wilson, 2Lt
ENG	Nelson, James B., S/Sgt
RO	Tuescher, Ernest, T/Sgt
TG	Hower, Frederick C., 2Lt
WG	Barteau, Edward L., S/Sgt
BT	Garza, David, S/Sgt

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

P	Garrett, Charles E., 2Lt
CP	Castillo, Joseph L.A., 2Lt
NAV	Magner, John H., Jr., F/O
TOG	Cox, Lyle M., S/Sgt
ENG	Hohstadt, Hollis H., Sgt
WG	Prudhoe, Charles E., Sgt
RO	Henson, Jessey B., Sgt
BT	Walczak, John, Sgt
TG	Van Cleave, Joseph A., Sgt

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

P	Freeman, Clyde E., 1Lt
CP	Sims, Allen R., 2Lt
NAV	Feezel, Ralph S., 2Lt
TOG	Cooper, Ray A., S/Sgt
ENG	Fleck, Peter J., S/Sgt
TG	Caporusso, Frank J., Sgt
RO	VanLier, Donald E., S/Sgt
WG	Mogusar, John F., Sgt
BT	Chesney, Alan D., Sgt

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

P	Snider, Harley D., 2Lt
CP	Thompson, John A., 2Lt
NAV	Fearn, Charles A., 2Lt
BOM	Conder, Bill F., 2Lt
ENG	Work, John R., T/Sgt
WG	Kudder, Edward P., Sgt
RO	Ludington, Robert S., T/Sgt
WG	Wade, Murray W., S/Sgt
TG	Smith, Gardner B., S/Sgt

358th Bombardment Squadron Crew Lists - Cont'd.

B-17G #43-38191 *Shasta*

P	Greenbaum, Richard D., 2Lt
CP	Balkcom, Robert E., 2Lt
NAV	Nicastro, John J., F/O
TOG	Foster, William D., S/Sgt
ENG	Bruce, Leonard F., Sgt
TG	Hawes, Kenneth D., Sgt
RO	Dalton, Denver, Sgt
BT	Dooley, Patrick, Sgt
WG	Armstrong, Henry L., Sgt

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

P	Walker, Barton F., 2Lt
CP	Magid, Malcolm J., 2Lt
NAV	Das, Mitchell C., 2Lt
TOG	Magyar, Frank, Sgt
ENG	Wilhelm, Raymond G., Sgt
BT	Diaczynski, Andrew J., Sgt
RO	Jasut, Stanley, Sgt
WG	Reece, Robert H., T/Sgt
TG	Massey, Ray N., Sgt

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

P	Gobrecht, Harry D., 2Lt
CP	Eby, Joe M., 2Lt
NAV	McDonald, Walter H., 2Lt
BOM	Mott, Charles A., 2Lt
ENG	Benefield, Lenville H., S/Sgt
WG	Mays, Thomas G., Sgt
RO	Quick, Edgar H., S/Sgt
BT	McGrory, William P., S/Sgt
TG	Buske, Phillip R., Sgt

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

P	Goodberlet, Clarence J., 2Lt	
CP	Erickson, Robert L., 2Lt	
NAV	Mylonas, Peter E., F/O	
TOG	Weaver, Robert J., T/Sgt	
ENG	Cotter, William J., Sgt	
WG	Karash, Matthew J., Sgt	WIA
RO	LaPerch, William J., T/Sgt	
BT	Walling, James M., Sgt	
TG	Day, Keith E., S/Sgt	



11-12 January 1945 — The Eighth Air Force bombers and fighters stood down due to bad weather. The 358BS Gobrecht and Goodberlet officers, with help from some others, built huge snowmen to block the doors of the 358BS Operations Hut. The prank was to get even with the Operations Staff for all the early morning wakeup calls. The snowmen guards did their job, and only after a great deal of door pounding and threats were they removed.

359th Bombardment Squadron Crew Lists

B-17G #43-38608 *Lucille*

P	Tasker, Richard E., 2Lt	
CP	Francis, Angelito, 2Lt	
NAV	Meadows, Clyde, F/O	
TOG	Connor, Joseph C., T/Sgt	
ENG	Toon, William D., Sgt	
RO	Minnix, Glenn A., Sgt	
BT	Freese, Paul D., S/Sgt	
TG	Driver, Arthur H., Sgt	
WG	Van Ornum, Charles S., Sgt	WIA

B-17G #42-38050 *Thunderbird*

P	O'Donnell, Thomas M., 2Lt	
CP	Goulding, Traymun D., 2Lt	
NAV	Jardarian, Zaven, 2Lt	
BOM	Crawford, Raymond C., 2Lt	
ENG	Fischer, Norbert G., Sgt	
RO	Portney, Sol, S/Sgt	
BT	Gaumer, Billy A., Sgt	
TG	Hoffman, George F., Sgt	
WG	Redhage, Louis H., Sgt	

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

P	Harding, Lawrence T., 2Lt	
CP	Force, James G., 2Lt	
NAV	Garvey, Richard J., 2Lt	
TOG	Otto, Kenneth, Jr., Sgt	
ENG	O'Brien, William J., Sgt	
RO	Cornelius, Russell B., Sgt	
Bt	Lammers, Roger G., Sgt	
TG	Johnson, Robert O., Sgt	
WG	Holden, Robert R., Sgt	

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

P	Bixby, Kenneth E., 1Lt	
CP	Burns, James S., 2Lt	
NAV	Jones, Clayton C., 2Lt	
BOM	Moss, Henry G., 2Lt	
ENG	Robichaux, John B., T/Sgt	
RO	Krumwiede, Leland J., S/Sgt	
BT	Reese, Dale G., S/Sgt	
TG	Peters, John W., S/Sgt	
WG	Erdody, Joseph, S/Sgt	

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

P	Rogers, Clem W., 2Lt	
CP	Powlus, Vernon F., F/O	
NAV	Simon, Albert, 2Lt	
TOG	Goudy, William F., S/Sgt	
ENG	Reese, Bobbie B., Sgt	
RO	Wysocki, John F., Sgt	
BT	Simpson, James A., S/Sgt	
TG	Palsa, Rudolph, Sgt	
WG	Westfall, Byron D., Sgt	

B-17G #43-38682 *(No Name)*

P	Stocks, Jack E., 2Lt	
CP	Marsh, John F., 2Lt	
NAV	Anstrom, Ronald A., 2Lt	WIA
BOM	Steineman, James T., 2Lt	
ENG	Copp, Edmond D., Sgt	
RO	Fiore, John, Sgt	
BT	Hamilton, John W., Sgt	
TG	Daniel, Nauphet F., Sgt	WIA
WG	Bates, Roger K., S/Sgt	

359th Bombardment Squadron Crew Lists - Cont'd.

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

P	Knutzen, Owen A., 2Lt
CP	Bitler, Hower E., Jr., 2Lt
NAV	Swenson, Glen R., 2Lt
TOG	Fogle, Jerome W., Jr., Sgt
ENG	Klym, Michael, Sgt
RO	Jobe, Andrew K., Jr., Sgt
BT	Kennedy, Jack B., Sgt
TG	Hartmann, Alexander, T/Sgt
WG	Garlock, Stephen M., Jr., S/Sgt

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

P	Tilsen, Cyril, 2Lt
CP	McDowell, James B., 2Lt WIA
NAV	Bielski, Casimir, Jr., 2Lt
BOM	Barger, Donald T., 2Lt
ENG	Driggers, Sherod R., Jr., S/Sgt
RO	Mawdsley, Arnold, Cpl
BT	Hendon, William G., Pvt
TG	Proctor, Isaac H., Cpl
WG	Cassino, Julian R, Cpl

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

P	McClurg, Galt L., 2Lt
CP	Mauger, Warren, 2Lt
NAV	Brown, Bernard J., 2Lt
TOG	Dittman, Robert J., S/Sgt WIA
ENG	Craven, Gerald H., Sgt KIA
RO	Grden, Matthew W., Cpl
BT	Kelley, Francis H., Cpl
TG	Walling, Glenn R., Cpl
WG	Hyrch, Robert C., S/Sgt

360th Bombardment Squadron Crew Lists

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

P	St. Julien, John D., 1Lt
CP	Newell, Richard M., 2Lt
NAV	Kiehlkopf, George, 2Lt
BOM	Carney, Felix A., 2Lt
ENG	Mitchell, William E., S/Sgt
RO	Flanigan, John J., Sgt
BT	Farthing, Richard M., Sgt
TG	Evans, Marlin D., Sgt
WG	McLellan, Raymond L., Sgt

B-17G #44-8647 (No Name)

P	App, Robert G., 1Lt
CP	Hardy, James H., F/O
NAV	Dennis, Walter F., 2Lt
BOM	Dee, Martin R., 2Lt
ENG	Leach, Norman E., T/Sgt
RO	Matlock, Austin M., T/Sgt
BT	Brady, Gene F., S/Sgt
TG	Nabors, Herschell F., Sgt
WG	Polaski, Duane L., S/Sgt

B-17G #42-102544 Sack Time

P	Geiger, James E., 1Lt	
CP	Telford, Donald R., F/O	
NAV	Prince, James R., 1Lt	
TOG	Giancola, James V., S/Sgt	
ENG	Stockman, Leonard G., S/Sgt	WIA
RO	Licht, Wilfred L., S/Sgt	
BT	Wentz, Roland L., Sgt	
TG	Germanine, Joseph R., Sgt	
WG	Doctor, Gordon C., Sgt	

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

P	Arwood, Joe B., 1Lt
CP	Johnson, Walter E., 2Lt
NAV	Fowler, William C., 2Lt
TOG	Gerstel, Charles L., S/Sgt
ENG	Power, Thomas B., Sgt
RO	Curry, Paul A., T/Sgt
BT	Hulterstrum, Joseph F., Sgt
TG	Sanchez, Crespín E., Sgt
WG	Linn, James B., Sgt

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

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

B-17G #42-97546 Idaliza

P	Holtorf, Ernest H., 2Lt
CP	Marten, Dudley V., 2Lt
NAV	Stewart, James L., 2Lt
BOM	Mishtal, Theodore W., 2Lt
ENG	Lemon, James M., Jr., Sgt
RO	Haynes, Donald L., Sgt
BT	Buchanan, Paul A., S/Sgt
TG	Davis, Jesse W., Sgt
WG	Goggin, Edward F., Sgt

360th Bombardment Squadron Crew Lists - Cont'd.

B-17G #43-38451 (No Name)

P	Muth, Clifford F., 2Lt
CP	Edmunds, Robert E., 2Lt
NAV	Lofquist, Gordon B., 2Lt
BOM	Perry, Franklin W., 2Lt
ENG	Hammel, Norman D., Sgt
RO	Polo, Matthew N., Sgt
BT	Farnham, Gordon W., Sgt
TG	Rumberger, Frank C., Sgt
WG	King, Raymond H., Sgt
(Abortive Sortie)	

B-17G #44-6516 My Darling

P	Brown, William W., 2Lt
CP	Stiver, Merrill M., 2Lt
NAV	Beasley, Leon O., 2Lt
BOM	Hight, Basil D., 2Lt
ENG	Auer, Kenneth R., Sgt
RO	Godley, Walter M., Sgt
BT	Pilgrim, Robert W., Sgt
TG	Johnson, David T., S/sgt
WG	Miller, Donald E., Sgt
(Abortive Sortie)	

B-17G #44-8125 Sparky - PFF

P	Shayler, Walter K., LtCol
CP	Kuykendall, Roger L., 1Lt
NAV	Jacobson, Norman N., Capt
GH	Orenstein, Harold A., 1Lt
MN	Charlton, Rufus S., 1Lt
BOM	Rape, Sylvester H., 1Lt
ENG	Evans, Harry D., T/Sgt
RO	Barton, Forrest E., T/Sgt
BT	Boone, Everett D., S/Sgt
WG	Alexander, John P., S/Sgt
TG	Moody, William S., 2Lt

B-17G #44-8038 (No Name) - PFF

P	Gravrock, Howard C., 1Lt
CP	Losiewicz, Benjamin, 2Lt
NAV	Klanian, Charles S., 2Lt
GH	O'Brien, William P., 1Lt (427th)
MN	Gibson, Cater M., 1Lt
BOM	Hackler, Maurice G., 1Lt
ENG	Levine, Raymond, T/Sgt
RO	Engleman, George B., T/Sgt
BT	Relford, Robert, S/Sgt
TG	Hensle, Phillip W., Sgt
WG	Elliott, John C., S/Sgt

427th Bombardment Squadron Crew Lists

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

P	McGinnis, Martin S., Capt	KIA
CP	Doscher, Frederick C., 2Lt	KIA
NAV	Emick, Richard M., 2Lt	KIA
TOG	Simone, S.P., Sgt	POW
TT	Lyons, Robert J., S/Sgt	POW
BT	Beal, Donald L., Sgt	POW
RO	Muir, Keith R., T/Sgt	POW
TG	Stevenson, Lowell F., Sgt	POW
WG	Hamilton, Lois R., S/Sgt	POW

B-17G #43-38734 *Cheshire Cat*

P	Richter, George K., 2Lt
CP	McMullen, Robert A., 2Lt
NAV	Minnis, Karl, 2Lt
BOM	Stephens, Walton M., Jr., 2Lt
TT	Bates, Grover P., T/Sgt
BT	Smith, Donald S., Sgt
RO	Kemmerer, Alfred G., Sgt
TG	Chisholm, Robert E., Sgt
WG	Vernon, James D., Sgt

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

P	Eisenhart, Oliver T., 2Lt	KIA
CP	McCullough, Henry W., 2Lt	KIA
NAV	Herrick, Maurice R., 2Lt	KIA
BOM	Joyce, Herring, Jr., F/O	KIA
TT	Hindman, Samuel M., Sgt	KIA
BT	Kimber, William V., Sgt	KIA
RO	Kaufman, Bernard S., S/Sgt	KIA
TG	Conaway, Therman F., Sgt	KIA
WG	Thompson, Jack, Jr., Sgt	KIA

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

P	Schlecht, Walter J., 1Lt
CP	Ferrari, Walter J., 2Lt
NAV	Tanner, Merlin A., 2Lt
BOM	Leavell, Adelbert D., Jr., 2Lt
TT	Hedison, Ara H., S/Sgt
BT	Hocknell, Raymond A., Sgt
RO	Hradiskey, Joseph R., Sgt
TG	Herod, William J., Sgt
WG	Warburton, Arlis F., Sgt

B-17G #43-38763 *(No Name)*

P	Petersen, William H., 2Lt
CP	Candido, Anthony N., 2Lt
NAV	Bason, William A., 2Lt
TOG	Ganson, Howard H., S/Sgt
TT	Zarella, Anthony A., S/Sgt
BT	Graves, John M., Sgt
RO	Whitely, Cull W., Jr., S/Sgt
TG	Delcher, Merlin S., S/Sgt
WG	Tanner, Loyd H., S/Sgt

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

P	Barrat, Robert J., 2Lt
CP	Harvey, Dean, 2Lt
NAV	Best, Shirl P., F/O
TOG	Karp, William T., Sgt
TT	Reiss, Raymond F., Sgt
BT	Linhart, Louis N., Sgt
RO	Lazarowicz, Matthew, Sgt
TG	Emerson, George H., Sgt
WG	Link, Herbert D., Sgt

427th Bombardment Squadron Crew Lists - Cont'd.

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

P	McKeon, Preston W., 2Lt	
CP	Demian, Julius C., F/O	
NAV	Tractman, Bernard L., F/O	
BOM	Rubins, William R., F/O	
TT	Leach, Harry L., Sgt	WIA
BT	Wilson, Alfred D., Sgt	
RO	Lombardi, Donato J., Sgt	
TG	Buford, Thomas A., Sgt	
WG	Ross, Joseph M., Jr., Sgt	
Y	Brady, ?? Sgt	

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

P	Ayers, Roger D, 2Lt	
CP	Danna, Joseph, 2Lt	
NAV	Wagner, Charles D., 2Lt	
BOM	Cohen, Leonard, F/O	
TT	Rys, Valentine J., Sgt	
BT	Bailey, George E., Sgt	
RO	Morris, Allen L., Sgt	
TG	Turkovich, Charles J., Sgt	
WG	Clarkson, Robert T., Sgt	
	(Abortive)	

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

P	Rose, Jack W., 1Lt	POW
CP	Cornyn, T. John, 2Lt	POW
NAV	McMahon, William F., 2Lt	POW
BOM	Nazarian, John K., 2Lt	POW
TT	Dyson, Flake S., S/Sgt	POW
BT	Brinkley, Lynn M., S/Sgt	POW
RO	Scaglione, Joseph, T/Sgt	POW
TG	Hester, Lloyd D., S/Sgt	POW
WG	Cottle, Clyde J., Jr., S/Sgt	POW
Y	Yates, Warren G., S/Sgt	POW

B-17G #44-8484 (No Name) - PFF

P	O'Leary, James W., 1Lt	
CP	Reid, Clair P., 1Lt	
NAV	Katz, Edwin Harold, 1Lt	KIA
MN	Weinstein, Irving, 2Lt	
BOM	Long, Lloyd I., 2Lt	
TT	Kernodle, John T., S/Sgt	
RO	Mittell, Phillip P., T/Sgt	
BT	Czerwonka, Joseph A., T/Sgt	
TG	Carver, Harold R., Sgt	
WG	DeCicco, Frank C., Jr., Sgt	

TODAY – OUR WEDDING ANNIVERSARY

written at Nurnberg, Germany — March 7, 1945
by S/Sgt Lloyd D. Hester (1Lt Jack W. Rose Crew)

I told you Dear that I'd be home today.
This promise I have broken, needless to say.
I didn't promise I was coming to stay.
But in a few more months will come that day.

I'm behind barbed wire it seems.
Nor did I vision this in my dreams.
But back in January: "My dear"
I only had five more missions to fear.

I was up early that morning, in January too.
Wasn't sun-up that we took to the blue.
I was at my guns, back in the tail.
This foggy morning on that last trail.

It is hard to conceive even yet.
For Thank God it will be easy to forget.
Our squadron of ships formed soon.
And we headed for the "Hun" long before noon.

No picture Did I carry of my Dear.
Looked like a good mission; stilled my fear.
I gave your picture in my bill-fold,
to Joe Robertson for to hold.

Six eggs that morning I'd eaten at chow.
By God I swear it would do a week now.
"Hold on now!" getting ahead it seems.
But a hungry Kreggie still has his dreams.

The target, a bridge, deep in the Ruhr.
Looked like I'd finish my first tour.
The mission looked easy — even nice.
To this target I'd already been twice.

At this target the fighters had been nil.
But flak, rougher than Hell and there still.
I was glad for a mission like this anytime.
You may have heard of this place, Mannheim.

Need I say, our hearts were happy that day.
Seemed for seven hours we were up to stay.
The pilot and co-pilot were both good Joes.
From Benton, Illinois came Pilot Jack Rose.

We saw no fighters or fighter attacks.
Seemed that the Hun were in their sacks.
But I didn't know what was to crack,
Tough that day was the front line flak.

But through this we all came.
Every squadron looked the same.
The bomb-bay doors were open now.
We would fix that bridge; "and how!"

The flak now was rough as hell.
I'll be frank, my fears did swell.
All around us the flak smoke boiled.
Flak smoke at 6 o'clock by prop-wash coiled.

Then by a roar I was almost deafened.
One look — told me the oxygen was flattened.
Another look told me the other side worked.
Fast as I could from the dead side I jerked.

Now plugged in again all was well.
But look! Captain Mack's ship just fell.
I watched it burn as it took the dive.
It broke at the waist; not all are alive.

I hear the pilot on interphone so clear.
But all of the gunners did not hear.
He asked the navigator for a heading to take.
The front lines; boys, we'll try to make.

We had lost the formation quick as a flash.
For the nearest exit we'll make a dash.
S/Sgt Brinkley, the best gunner of them all
was directing the pilot. "Strickly on the ball."

Brinkley said; "Turn to the left and lets go."
We are already behind and down below.
From our two right engines the smoke flew fast.
For old #166 this surely was the last.

I called for Cottle, a good waist gunner too.
No answer did I get, but I thought I knew.
Then for Scaggie the radio I asked.
Nothing did I hear as ten seconds passed.

In the meantime the bombardier had cried,
"Bombs Away" and he hadn't lied.
Our ship as well as the rest,
had bombed on the target, and done her best.

The navigator gave the pilot a heading to take.
Still the front lines we'll try to make.
I called for Dyson the little engineer
and only silence did I hear.

Oxygen checks, I gave quite a few.
Three silent posts, nothing new.
"Pilot," I asked, if I may,
go to the waist, not to stay?

"Hurry! He said, and do not wait,
check their oxygen before it's too late.
Off came my flak suit in a hurry.
It was plain now we all had a worry.

My oxygen bottle I took on the fly.
And soon passed the tail wheel by.
But what a relief was to meet my eyes,
as from the floor I saw Cottle rise.

Then to Scaggie my glance did stray,
but he was pale and looked the other way.
I didn't have to be told, for I could see,
Yates had fixed Scaggie: they didn't need me.

About this Yates I have told you none,
though his job secret, was a lot of fun.
An O. K. signal from them I did take.
Then for the tail I made a break.

Plugged in I did; called pilot Jack Rose,
to get the latest from the nose.
All was well so it seemed,
all were alive, more than I'd dreamed.

I can hold the ship but a little longer,
the pull to the right is getting stronger.
We are falling and falling fast.
The wing on fire couldn't last.

This pilot was cool; calm as could be.
Another look convinced me; too much did I see.
Prepare to bail out was the next order,
a long time before the French border.

I snapped on my chute, heard it click.
Then I salvoed the tail door, gave it a kick.
But about Cottle, I still had a worry,
so once again to the waist did I hurry.

But all are well and ready to go.
Seems that I was the one that's slow.
Then again I pull the red stick,
salvoing the waist door with a big kick.

Brinkley had come up out of the "ball,"
plugged in again, gave the pilot a call.
"Were we ready?" the pilot wanted to know.
The answer Brinkley gave wasn't slow.

The bail-out bell rang long and loud.
Cottle then made a jump through a cloud.
Brinkley was the next gunner to go.
Were they in a hurry: he's not slow.

Yates jumped next, then Scaggie too.
Then I was last to hit the blue.
I fell not fast, but head down.
A little whistling the only sound.

A delayed jump they said to take.
Then one it would be that I'd make.
I waited until near the ground.
I pulled the cord, then not a sound.

The chute had opened without much jar.
Nine chutes I counted near and far.
The Lord had saved us all that day.
But we are in Germany for a while to stay