

303rd BG (H) Combat Mission No. 302

15 January 1945

Target: Railroad Marshalling Yard at Ingolstadt, Germany

Crews Dispatched: 26

Length of Mission: 8 hours, 35 minutes

Bomb Load: 38 x 100 lb Fragmentation bombs

Bombing Altitudes: 24,000 & 23,050 ft

Ammo Fired: 100 rounds

Still anguished by the losses on the mission of 13 January, a small force of two Squadrons bombed the secondary PFF target at Ingolstadt. The primary target was the Neuberg, Germany airfield (visual) and the last resort, the Stuttgart/Echterdingen airfield. #43-38248 *Jigger Rooche II*, 427BS (Lt. **Demian**) had mechanical problems and returned early.

Twenty-five B-17s dropped 884 100-lb. fragmentation bombs and 10 leaflet units from 24,000 and 23,050 feet through a solid undercast. Results were unobserved.

A large 1st AD force of 53 P-47s and 256 P-51s provided excellent support and no enemy aircraft were seen. Only a few bursts of anti-aircraft fire was seen that caused major damage to one Group aircraft. There were no casualties and all aircraft returned to Molesworth.

KALLET CREW'S ENDURING LOVE AFFAIR WITH A "NO NAME" B-17

By Sidney Kallet

published in the Hell's Angels Newsletter, November 2001, Eddie Deerfield, Editor

So here we were in Savannah, Georgia, in August of 1944, under orders to pick up a B-17 Flying Fortress, deliver it to England and report for duty to the 8th Air Force. As pilot and chief officer of the crew, I had to sign for the aircraft as a piece of equipment loaned to me by the Air Force, which I was expected to return at a later date. The price listed on the receipt was \$125,000.

The crew and I went out on the field to our new plane, number 43-38451. I felt like I was picking up a rental car by looking for the correct license plate number. There it was, this beautiful, silver, brand new Flying Fortress, all my own! I could hardly wait to climb into the pilot's seat. It was like getting into a new car. You couldn't wait to drive out of the dealer's showroom.

During the next couple of weeks, we flew "451" checking out all the instruments, engines, controls, radios and operational features. This was similar to a shake down cruise that the Navy does with a new ship prior to releasing it for combat. The time finally came when we were ordered to deliver "451" to a staging area in England where we would be assigned as a bomber crew to a Group in the 8th Air Force.

The flight over the Atlantic took two weeks due to bad weather along the entire route. Our first stop overnight to refuel was in New Hampshire, then on to Goose Bay, Labrador, again overnight. From there we flew to Greenland and were forced to spend one week there due to bad weather in England. Our next stop was Iceland, overnight to refuel, then off to England. All the time we were over the Atlantic our B-17 "451" flew like a dream.

We finally reached our destination, and to my dismay I had to turn over "451" to a pool of other B-17s which were to be assigned to various bomb groups in England. My crew was ordered to report to the 303rd Bomb Group, 360th Squadron, in Molesworth. I was near the runway watching new replacement aircraft being ferried in when I saw this beautiful silver B-17 coming in for a landing. To my delight, it was "451." I ran to squadron headquarters to see the Commanding Officer and asked if "451" could be assigned to my crew since I had flown it all the way from the States. He agreed, saying it would bring us good luck.



SIDNEY KALLET CREW - 360th BS
(crew assigned 360BS: 23 September 1944)

(Back L-R) 1Lt Clifford F. Muth, Jr. (CP), 2Lt Michael D. McCarty (N), 1Lt Sidney Kallet (P),
1Lt Lewis S. Harrison (B) - (Front L-R) Sgt Raymond J. Killelea (WG), Sgt Frank W. Clarke (R),
Sgt William J. Lewis (E), Sgt Edward J. Macy (BT), Sgt Joseph Terreri (TG)

On 7 October 1944, we started flying missions as a crew, sometimes 3 or 4 times a week. Never once did I encounter any trouble or have to abort a mission due to mechanical failure. The operational success of our plane was due to our wonderful ground crew and their mechanical skill.

All went well until our 33rd mission over Ingolstadt, Germany, an attack on railway marshalling yards. By now we had P-51 and P-47 fighter escort as protection against enemy fighter planes, and very little anti-aircraft fire was encountered that day. Our bomb load consisted of 100-pound fragmentation bombs, each with an arming spinner, and tied together in bundles of six. The bomb run was nice and smooth, and all went well until "Bombs Away." At that moment I heard a loud bang that sounded like a single shot from the top gun turret just behind me.

All hell broke loose and things started happening. The number 2 engine on the left wing was losing power and the number 4 on the right lost oil pressure. I pushed all throttles forward, checked the instruments, and then feathered both engines while I was still able to do so. The ball turret gunner, Ed Macy, shouted over the interphone, "black smoke out of number 3 engine." On too many occasions we had seen bombers burst into flames and explode killing everyone on board, so I immediately feathered number 3. Our B-17 "451" was now flying on one engine.

I placed my hand on the toggle switch and was about to sound the "bail out" bell. Jumping would have meant crew members killed in action or made prisoners of war. I decided that we would stay with "451." We fell out of formation and dropped from 27,000 feet to about 15,000 feet, where I was able to level off and maintain altitude. The number 1 engine was running at full throttle and I was not able to slow it down. It seemed that the throttle cable had sheared off and, fortunately, the engine assumed a full throttle position through an automatic spring load for just such an occasion. I was concerned about the fuel the one engine was using since a single engine wide open uses more fuel than four engines at low power.

Soon after we dropped out of formation, two P-47s came along side as protection against enemy fighters. They escorted us all the way back to the English Channel at which point they did a slow roll and took off into the distance. After reaching the Channel I had the crew throw out anything they could, guns, ammunition and whatever was not tied down, in order to lighten the load. I started a slow descent and headed for home. Close to Molesworth I called the tower and explained the situation so as to prepare them for a crash landing. I lowered the landing gear and to my relief it worked fine. The wind stream started rotating the tires which gave me a chance to check the brakes. As Co-Pilot Clarence D. Bristol and I looked out the windows I applied brakes and nothing happened. The wheels kept spinning.

I instructed the crew, with the exception of the copilot, to take up crash landing positions in the radio room. Clarence and I were then ready to bring in "451." I made a wide turn onto the final approach, let down slowly to the runway, and Clarence shut power on the number 1 engine that was still running full. We touched down, the landing gear held up, and Clarence immediately shut down the master electric switch to avoid any chance of fire. I applied the brakes hoping that I might get one shot but nothing happened. We kept rolling. I was able to kick the rudder while we still had enough speed and our plane turned off the runway into the mud and slowly bounced to a stop. It had rained the day before and the ground was muddy. Fire trucks, ambulances and crash wagons were there to greet us. Fortunately they were not needed.

We later found out that one of our own bombs, probably due to a faulty spinner fuse, exploded on the way out just below our plane. The bomb was of the type that was scored like a hand grenade so it would burst into many small pieces upon explosion. The fuel tanks in the wings were self sealing so we did not lose fuel. The damage was so extensive that I wondered how the wings had held up and did not fall apart on the way home. That only convinced me again how reliable the B-17 Flying Fortress was and the damage it can absorb and still keep flying.

Our "451" was grounded for repairs. As a crew we completed the last two of our 35 missions in any pick-up plane available, finishing on 20 January 1945 after an attack on a railroad bridge in Mannheim, Germany. We all felt that we had lost a good friend that had served us well in many a tight spot and it was time to move on.

Aircraft Formation at Assembly Point - Group A

		<u>Sheets-Fletcher</u> 038 - PFF		
		<u>Ayers</u> 060		<u>Roberts</u> 281
			<u>Agesen</u> 621	
		<u>Petersen</u> 885		<u>Demian</u> 248
	<u>Holmes</u> 619			<u>Bixby</u> 258
<u>Rybaltowski</u> 609		<u>Tilsen</u> 206		<u>O'Donnell</u> 050
				<u>Harding</u> 944
				<u>Proffitt</u> 878

Aircraft Formation at Assembly Point - Group B

		<u>Hatch-Holtorf</u> 439 - PFF		
		<u>Muth</u> 672		<u>Connelly</u> 318
			<u>Kallet</u> 451	
		<u>Fink</u> 517		<u>St. Julien</u> 563
	<u>Heckendorf</u> 316			<u>Woodson</u> 530
<u>Garrett</u> 238		<u>Walter</u> 427		<u>McLeod</u> 006
				<u>Geiger</u> 523

KEY TO ABBREVIATIONS

CREW POSITIONS 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 RESULTS OF MISSION 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

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

P McLeod, William S., 2Lt
CP Elkins, Richard A., 2Lt
NAV Hopkins, William B., 2Lt
TOG Kedzierski, Edward P., T/Sgt
ENG DeWillers, Edgar, Sgt
WG Rafferty, William A., Sgt
RO Guenin, Wayne E., T/Sgt
BT Nichols, William A., Jr., Sgt
TG James, Frank M., Sgt

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

P Garrett, Charles E., 2Lt
CP Castillo, Joseph L.A., 2Lt
NAV Magner, John H., Jr., F/O
TOG Denning, Glenn J., 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 #43-37590 *Neva-The Silver Lady*

P Walker, Barton F., 2Lt
CP Smith, Orville H., F/O
NAV Das, Mitchell C., 2Lt
TOG Magyar, Frank, Sgt
ENG Wilhelm, Raymond G., Sgt
BT Diaczynski, Andrew J., Sgt
RO Jasut, Stanley, Sgt
WG Putney, Norman W., S/Sgt
TG Massey, Ray N., Sgt

B-17G #44-8427 *Henn's Revenge*

P Walter, Donald R., 2Lt
CP Thornton, Everett H., 2Lt
NAV Wynam, Asa H., F/O
TOG Stevenson, John L., S/Sgt
ENG Schroeder, Karl T., Sgt
TG Hudler, Billie E., Sgt
RO Kasik, Robert F., Sgt
BT Sexton, Norman R., Sgt
WG Meade, Joseph J., Sgt

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

P Heckendorf, Marvin H., 1Lt
CP Magid, Malcolm J., 2Lt
NAV McCorkle, Robert W., F/O
TOG Weaver, Robert J., S/Sgt
ENG Gallman, Hubert W., T/Sgt
WG Barris, Robert L., Sgt
RO Windle, Bill, T/Sgt
TG Koerner, David M., Sgt
BT Lary, Raymond W., Sgt

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

P Woodson, William H., 2Lt
CP Lanigan, Harold A., F/O
NAV Finn, Russell C., F/O
TOG Day, Keith E., S/Sgt
ENG Brown, Richard A., Sgt
WG Riley, Lloyd S., Sgt
RO Gramiak, Victor J., Sgt
BT Burnette, R.L., Sgt
TG Farrell, Peter J., Sgt

359th Bombardment Squadron Crew Lists

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	Westfall, Byron D., Sgt

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 #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 #42-107206 *Old Black Magic*

P	Tilsen, Cyril, 2Lt
CP	Burgess, William T., 2Lt
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 #43-38619 (No Name)

P	Holmes, Alfred M., 2Lt
CP	Haynes, Eugene, 2Lt
NAV	Albertson, Edward, F/O
BOM	Donovan, Thomas A., 2Lt
ENG	Sprague, Wendell P., Jr., Sgt
RO	Prehatny, Joseph R., S/Sgt
BT	Vowels, Donovan E., S/Sgt
TG	Bartkowski, Edward L., Sgt
WG	Schoonover, Howard D., Sgt

B-17G #43-38609 (No Name)

P	Rybaltowski, Vincent, 2Lt
CP	Olson, John A., 2Lt
NAV	Davis, Daryle W., 2Lt
BOM	McLeod, Harry A., 2Lt
ENG	Perlowitz, Murray A., Sgt
RO	Capps, Douglas M., Sgt
BT	Hollingsworth, Donald M., Sgt
TG	Reseigh, John R., Sgt
WG	Vitiritto, Joseph A., Sgt

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

P	Proffitt, John S., 1Lt
CP	Ogborn, Maurice E., 2Lt
NAV	Finke, John C., 2Lt
TOG	Roberts, Jams P., Sgt
ENG	Young, James W., Sgt
RO	Norris, Cornie, Jr., Sgt
BT	Bechtold, Robert E., Sgt
TG	O'Neal, Howard F., Sgt
WG	Rose, G.L., Sgt

360th Bombardment Squadron Crew Lists

B-17G #43-38563 Jackie

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 #44-6523 (No Name)

P	Geiger, James E., 1Lt
CP	Telford, Donald R., F/O
NAV	Bays, Gordon C., 2Lt
TOG	Woods, Heiber J., Sgt
ENG	Stockman, Leonard G., S/Sgt
RO	Licht, Wilfred L., S/Sgt
BT	Wentz, Roland L., Sgt
TG	Germanine, Joseph R., Sgt
WG	Doctor, Gordon C., Sgt

B-17G #43-38672 (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

B-17G #44-6517 Old Cock

P	Fink, Marvin P., 1Lt
CP	Reeves, Howard E., 2Lt
NAV	Hand, Robert A., 2Lt
TOG	Giancola, James V., S/Sgt
ENG	Holder, Jack E., Sgt
RO	Dahl, Robert F., Sgt
BT	Albright, Richard M., S/Sgt
TG	Garcia, Cyprian M., Sgt
WG	Marchionda, Guido P., S/Sgt

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

P	Kallet, Sidney, 1Lt
CP	Bristol, Clarence D., 2Lt
NAV	Divine, Fred H., 2Lt
BOM	Dee, Martin R., 2Lt
ENG	Lewis, William J., S/Sgt
RO	Clarke, Frank W., S/Sgt
BT	Macy, Edward J., Sgt
TG	Terreri, Joseph, Sgt
WG	Killelea, Raymond J., Sgt

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

P	Connelly, Ben L., 1Lt
CP	White, Raymond E., 2Lt
NAV	Levin, Albert, 1Lt
BOM	Shelley, David R., 1Lt
ENG	Kress, Richard R., T/Sgt
RO	Broughton, Averell M., T/Sgt
TG	Bur, Robert D., Sgt
BT	Buchanan, Paul A., S/Sgt
WG	Cie zadlo, Eugene F., S/Sgt

B-17G #44-8439 (No Name) - PFF

P	Hatch, Logan B., 1Lt
CP	Holtorf, Ernest H., 2Lt
NAV	McCarty, Mike D., 1Lt
MN	Wilson, Thomas E., 1Lt
BOM	Downey, Francis G., 2Lt
ENG	Fuczka, Peter, T/Sgt
RO	Schneider, Dale E., T/Sgt
TG	Moody, William S., 2Lt
WG	Patterson, Charles A., Sgt
WG	Free, Ennis B., Jr., S/Sgt

427th Bombardment Squadron Crew Lists

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

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	Wakefield, Richard E., Sgt
WG	Tanner, Loyd H., S/Sgt

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

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

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

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

B-17G #42-97281 *Queenie*

P	Roberts, Ingersall J., 1Lt
CP	Bluethenthal, Arthur, 2Lt
NAV	Rogge, Richard W., 2Lt
BOM	Hansen, Harley L., 2Lt
TT	Riveland, Alf, S/Sgt
BT	Campbell, Gerald R., Sgt
RO	Renzi, Frank, S/Sgt
TG	Barber, Albert P., Sgt
WG	Carlson, Harold A., Sgt

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

P	Aagesen, Donald C., 2Lt
CP	Ayling, Peter D., 2Lt
NAV	Minnis, Karl, 2Lt
BOM	Stephens, Walton M., Jr., 2Lt
TT	Ellis, Paul R., Sgt
BT	Calderon, Reuben J., Sgt
RO	Bledsoe, Clinton A., S/Sgt
TG	Lindeman, Henry E., Sgt
WG	Vuksinich, Louis F., Sgt
Y	Conrad, Joseph, S/Sgt

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

P	Sheets, Robert W., Maj
CP	Fletcher, John E., Capt
NAV	Tollack, Howard V., 1Lt
NAV	Neubert, Marshall A., Capt
MN	Caldwell, Walter D., 2Lt
BOM	Prusha, Elmer E., 1Lt
TT	Clark, Jay R., S/Sgt
RO	Brady, Joseph F., S/Sgt
TG	McKeon, Preston W., 2Lt
WG	Rogers, Norman F., S/Sgt
WG	Lance, Calvin L., S/Sgt