

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

SEPTEMBER 1990

But Flew 366

303rd Bomb Group Credited With 364 Missions

Activated at Gowen Field, Boise, Idaho on Feb. 3, 1942, the 303rd Bomb Group (H) lost no time in preparing for combat. Following training at Alamogordo Air Base, New Mexico and Biggs Field, Texas the air echelon moved to Kellogg Field, Michigan, then to Dow Field, Maine and across the big pond arriving at Molesworth in England in the latter part of October 1942.

After a month of intense training, the day of reckoning arrived on Nov. 17, 1942. Following a night of feverish activity, 16 aircraft of the 303rd took off with a load of bombs for St. Nazaire, France. But the results were not encouraging for daylight bombing. Unable to find the target due to bad weather, the Forts returned with their bombs without seeing any action.

The next morning, the planes zoomed off again led by Col. James H. Wallace, the group commander. The pilots and crews were determined to make up for the previous days abortive effort. The target was La Pallaice, but again weather and inexperience played a hand, and when the planes returned they learned they had hit the submarine pens at St. Nazaire. This time the Germans showed their resentment by sending up a barrage of flak over the target and about 20 of the Luftwaffe's best fighters, the Goering Yellow Nose outfit, piled into the formation. The 303rd had their first taste of combat and they won the first round by destroying one fighter and damaging three. All of our aircraft returned.

By Jan. 23, 1943 they had completed 11 missions all to the west coast of France. But they started to pay the price for those sorties. Ten aircraft and crews were lost to Luftwaffe fighters, three to anti-aircraft fire and three to other causes. In those days fighter escort consisted of a pitifully small number of short range R.A.F. Spitfires which escorted the bombers home from halfway across the channel as the Forts fought their way back to England.



Col. Marion (l) led the first raid against a target in Germany when he led the Jan. 27, 1943 mission to Wilhelmshaven. He commanded the 303rd from Feb. through August of 1943.

On Jan. 27, 1943, 11 aircraft of the 303rd with deputy group commander, Lt. Col. Charles E. Marion leading took off to bomb Germany itself. The target was the ship-building yards at Wilhelmshaven. When the crew returned from the mission they were jubilant. They

had bombed the shipyards and destroyed one German fighter and damaged another and had come home unscathed.

That month also saw the start of the plan to increase the strength of the Eighth Air Force. New planes and replacement crews

began to arrive to fill the empty bunks. But it was not until April 17, 1943 that the 303rd was able to put up more than 21 aircraft on a mission. That was the first of 11 raids on Bremen, home of the Focke-Wulf factory. Seventy-five of the Luftwaffe rose up to meet the Eighth Air Force formations. When the action ended, 19 of the enemy aircraft were destroyed plus 4 probables and 4 damaged. The 303rd losses were nil.

According to my research, the 303rd Bomb Group participated in 365 missions — 366 when you consider the fact that mission number 298 had an A and a B part and they were flown on two different days. The highest number of aircraft that the 303rd put up in one mission occurred on Mission #277, Nov. 26, 1944 when the targets were Altenbeken and Osnabruck in Germany. The 303rd put up 58 Forts and 54 of them attacked the assigned targets. We lost one aircraft to fighters. (I wonder how long it took to recover all those aircraft back at Molesworth).

Some of the more popular targets assigned to the 303rd by higher headquarters were: Berlin, Bremen, Munich, Merseburg, Ludwigshafen, Hamburg, Frankfurt, Cologne, and in the early days St. Nazaire was picked quite often. Berlin was bombed about 13 times — more if you count the Oranienburg area — and surprisingly we only lost 13 Fortresses on all those missions.

A list of the missions flown by the 303rd starts on page 6.



No one who flew this mission will ever forget it! Oschersleben, Germany; January 11, 1944. (Photo courtesy Ralph "Rainbow" Trout, 401st Bomb Group)

303rd Mini-reunion at 8th AF Las Vegas reunion

All those planning to attend the 8th AF Reunion in Las Vegas, Nevada, 30 Sept.-4 Oct., 1990 at the Riviera Hotel are asked to contact Bud Klint, president of the 303rd BG so that he can make arrangements for a mini-reunion of all the 303rds planning to attend.



303rd BOMB GROUP (H) ASSOCIATION, INC. "HELLS ANGELS" NEWSLETTER

VOL. XIII, NO. 3 Editor: Hal Susskind
2602 Deerfoot Trail, Austin, TX 78704 SEPTEMBER 1990

The 303rd Bomb Group (H) Association, Inc., a tax exempt organization under IRS Code 501(c)(19), founded in 1975, is chartered in the State of Florida to perpetuate the history of the 303rd Bomb Group and to provide opportunities for 303rds to meet and do things together.

Because you are helping to perpetuate the history of the 303rd Bomb Group, your dues and/or donations to the 303rd Bomb Group Association are tax deductible.

The Association is open for membership to all persons assigned or attached to the 303rd Bomb Group, from its activation in 1942 in Boise, Idaho, throughout its war years at Molesworth Air Base in England to its deactivation in Casablanca in 1945. Spouses of 303rds may also become members. All other persons, interested in perpetuating the history of the 303rd Bomb Group and in furthering the aims of the Association, may apply for Associate status.

Membership years begin on the first day of January. In the future, the 303rd Bomb Group Newsletter will be sent only to paid up members. When you pay annual dues, the membership chairman will send you an updated membership card.

If you do not receive the 303rd Newsletter for a period of more than four months, it means you are delinquent in your dues for that calendar year.

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From the Editor's Scratchpad!

The June issue of our newsletter contained two inserts: one a combination PX ordering form and Membership Application and the second was a page that was inadvertently left out of the roster when it was published as part of the June issue. Please insert it in the proper place in the roster. We put the PX ordering form and membership application in as inserts so that in the future you won't have to cut up the newsletter if you sign up a new member or want to order some items from Bob Kidd's PX. Bob has quite a stock of 303rd memorabilia so why not look over the list and see what you can order. Since we are approaching our 50th Anniversary now is a good time to pick up some decals or bumper stickers and help us advertise the 303rd and hope we can get our membership up to 2000 by the time we meet in Boise in 1992.

In this issue I have tried to re-create the flying record of the 303rd Bomb Group, in essence to highlight the real reason we—ground and air personnel—were all at Molesworth, "To get the planes into the air and the bombs on the target when they were needed." It was a team effort.

For several years now I have been trying to compile and publish a list of all the missions in which the 303rd took part. In this issue I finally was able to accomplish the task. Now most of you will be able to compile your own combat record. In a future issue I hope to match the mission number with the MACR number that George Stallings is copying at the National Archives.

The figures on aircraft lost by the 303rd are as accurate as I could come up with by interpolating the various tables which I have in my possession. A discrepancy exists between the Honor Roll (I'm still missing quite a few of the pages) and the Mission Summary tables because of a special category in the Mission Summary tables which accounts for planes lost because of "other reasons." This covers planes lost because of reasons other than being shot down by enemy aircraft or lost to anti-aircraft fire, i.e., planes that collided on takeoff, collided in formation while on a combat mission or ditched in the channel on the way home.

I'd like to thank Bob Black for sending me practically a complete set of mission summaries. We are just missing the last page; from mission 350 to the end 364 or 365. Mission #298 had two parts even though it was flown on different days.

As of August 13th, I received 40 address changes from the postman. All of these cost the Association money since it costs between 30¢ and \$1.12 to retrieve the forwarding notice or the newsletter itself if the forwarding notice has expired. If you are thinking of moving sometime in the future, please send an address change to the membership chairman, Jim Reeves so that he can make sure that we have the proper address on the mailing label when we mail out the next issue of the newsletter.

This will complete my fifth year as the editor of the 303rd Hell's Angels Newsletter.

Who served at Pendleton Field?

According to the Research Division of the USAF Historical Center at Maxwell AFB, Alabama, the 359th Bombardment Squadron (Heavy) was constituted on 28 Jan. 1942 and activated on 3 Feb. 1942 at Pendleton Field, Oregon.

The 359th Bombardment Squadron made its first change of station on 16 Feb. 1942. Upon authorization of Special Order 44, Air Base Hq., Pendleton Field, Oregon dated 13 Feb. 1942, the officers and men of the 359th Bomb Sq. (H) 303rd Bomb Group (H) were transferred from Pendleton Field, Oregon to Gowen Field, Boise, Idaho.

Was the 303rd Bomb Group (H)

activated as a viable unit with aircraft at Pendleton Field, Oregon in Feb. of 1942 or was it just a paper unit and actually activated as a flying unit at Gowen Field, Idaho on 13 Feb. 1942? How many squadrons did it have upon activation? Was the 427th part of it then or did it become a part of the 303rd at a later date?

I think it is necessary that we get the history of the 303rd straightened out before we start publicizing our 50th Anniversary Reunion scheduled for Boise, Idaho in September of 1992. Do we have anyone in the Association who was stationed at Pendleton in 1942?



(Standing l to r) Lts. Jack Rolfson, LeFevre, Abbott Smith, Charles Herman and Flt. Surgeon Major Laird. (Kneeling l to r) Sgts. Robert Sink, Delyn Smith, unk, unk, Bill Flemming, Joe Serpa, Emery Knotts and Joe Gray.

Hell's Angels Forum

Your Chance to Sound Off!

Was the 303rd Short Changed?

First a very heartfelt compliment on the 303rd Newsletter. It is professional, well written and brings back so many memories.

Commenting on your "short-changing" of medals, and one of the examples you cite brought to mind an incident on one of our missions in the fall of 1944. We were flying on Goering's crew out of the 358th. On that mission I was flying ROG and after "bombs away" the bombardier (Bill Sachau-passed away about a year and a half ago) called me on the intercom and asked me to check the bomb bay as he thought not all of the bombs had salvoed.

Sure enough, there was one 500 pounder hung up by one shackle.

Gus Gustafson, our Flight Engineer/Top Turret came back to help me. We were on the catwalk, no chutes, of course, hammering away at the recalcitrant shackle. We did not have the safety wires, so the nose propellor was spinning merrily away, and after it would have completed the necessary number of revolutions, that grey, fat, ugly demon would be there, fully armed and ready to roar into life. Thoughts raced through Gus and my mind that if we didn't get it loose, the shock of landing might just let it fall out, even with the bomb bay doors closed, and — "ba-ba-boom", no B-17, scratch one runway at Molesworth, and no more crew.

I still remember seeing the fields of Germany passing some 23,000 feet beneath us (the bomb bay doors were of course open), and I recall them as being strangely beautiful—even at that moment—as Gus and I frantically hammered away. I do not think either Gus or I were terrified. To me it seemed like just another funny trick the Army Air Forces was playing on us like KP, and dehydrated eggs, and when our loss ratio dropped to 4%, raising the number of missions to 35.

Whatever we did, whichever button, level or cam we hit, the bomb finally fell free. I couldn't help but think that some kraut in the middle of the forest below was looking up at the formation and saying, "Wow, look at those bombers coming from the big city and how safe I am in my little shack", when blam-

our wayward bomb fell right on his Kopf.

It was only afterwards that Gus and I thought what would have happened had we made a single misstep—it would have been a short and spectacular trip to the sacred soil of the Fatherland without a parachute. Had either one of us had our arms around the bomb trying to pull it free, when it let go we would have been pulled out the bomb bay and ridden it to the ground like the pilot in the movie "Doctor Strangelove."

Neither Gus nor I thought we were doing anything heroic or demonstrating our commitment to freedom for oppressed people everywhere. Our more immediate patriotic concern was saving our own asses.

Our pilot, Goering (yep he was a first cousin of Hermann), would not have put us in for a Good Conduct medal if we had wiped out the Luftwaffe.

Many times since that time forty-six years ago I had the fleeting thought that it might have been worth a DFC.

If there is a window to have something like this considered, I suspect our co-pilot, Jack Rencher could verify it, and by copy of this letter I wonder if he kept a log and might have noted it.

Anyhow, all the medals in the world mean nothing compared to the glorious adventure we all lived through. Any man can be proud if he can have as his epitaph "HE FLEW WITH THE EIGHTH".

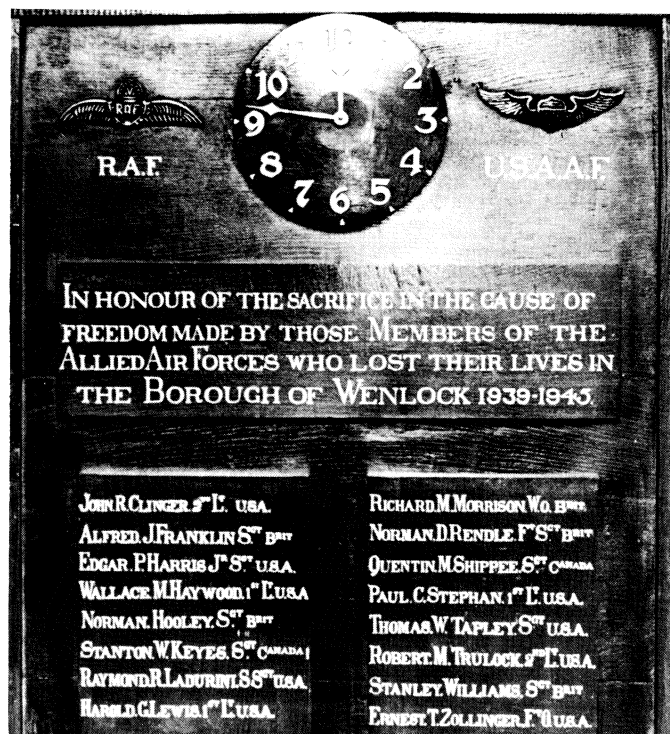
If you have any suggestions would appreciate hearing them.

W.J. La Perch
7200 Walnut Canyon Road
Moorpark, CA 93021

Short Changed on Awards

After reading your article on "Was the 303rd short changed on awards?" I am enclosing a copy of a story on my crew and a picture of a memorial at Much Wenlock, England. They hold a Memorial Service there each year for my crew, I'll bet there's more than any awards ever given to my crew member's families.

Here's a picture of the memorial with the names of my crew; seven members lost their lives before ever leaving England on Nov. 11, 1944 on their 11th mission.



Memorial at the Guild Hall in Wenlock — Members of Sorenson's crew who lost their lives are: John R. Clinger, Edgar P. Harris, Raymond R. Ladurini, Harold G. Lewis, Paul C. Stephan, Thomas W. Tapley and Stanton W. Keyes.

Robert Sorenson
P.O. Box 154
Walhalla, MN 49458

Ed. Note: Bob Sorenson's story appeared in the April 195 issue of the 8th AF News and the Nov. 1984 issue of the Hell's Angels News. Since we probably have added

about 600 new members since it ran, I'll try to run it in a future issue. It is a remarkable story entitled, "Blown out without a chute." This is another case of a foreign government publicly honoring members of the 303rd with a memorial while our own authorities failed to do anything.

Awards

Your "short changed" awards piece is excellent as usual and I am sure you will get a lot of responses. Starting with me. On the July 25th 1943 raid to Hamburg, Germany our ball turret gunner continued to shoot after his heat suite went out. The "Lucky Strike Hit Parade" dedicated a truckload of cigarettes to our crew for his performance.

Enclosed is a slide of the painting we auctioned at Norfolk. I hope you will be able to use it in the Newsletter some time.

Enclosed are two snapshots which I would like returned. I have identified all I can; however, the officer at the very right of the picture is Major Laird, the flight surgeon of the 427th Squadron.

Abbott M. Smith, Jr.
P.O. Box 390
Barboursville, WV 25504

French Honor 303rd Member

In the past I had written about some of my evading experiences in the E.T.O. and somehow everything seemed incomplete and questionable. Now I have evidence and awards to substantiate my manuscripts.

While M.I.A. in France I joined a resistance organization (F.F.I. — French Forces of the Interior). Our unit was assigned to harass and sabotage German supply lines to the Normandy Front and so suffered heavy losses. After the war all survivors of that unit received

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medals except for me. Perhaps because I was no longer present somehow I was overlooked. Recently my F.F.I. comrades' persistent efforts prevailed and so I also was finally awarded the RESISTANCE COMBATANT VOLONTAIRE and CROIX DU COMBAT-ANT medals. I just received them last week in the mail, hence this letter.

In addition to this news item I have enclosed two testament documents which verify the awards. Hal, will you please pass them on to the proper 303rd office which will add my name to the members' list having received medals from our allies. Thank you.

P.S. They're beautiful!

Conrad J. Kersch
8595 W. Cimarron Trail
Stagcoach, NV 89429

Molesworth Tour

I finally located the last of George E. McCutcheon's original crew but alas, one is deceased. I was informed by Michigan Bell that John C. Alexander, our Radio Operator, had died Nov. 18, 1975 while still an active employee. His last known address was in Dearborn, MI. (358th Sqdn.)

I am also enclosing an article from the local paper concerning the death of a 360th Sqdn. member, Lyle W. LeRoux.

Three of our crew have yet to join. If anyone knows them, please give them a prod (we have tried) because we hope to get all together in Chicago/Schaumburg in '91. They are: Ben Starr, Los Angeles, CA; Fred Kiesel, San Pedro, CA; and the latest found, George "Russ" Kinsman, Rutland, VT.

The last week of June I had the distinct pleasure of being in a party of 11 vets and 6 ladies visiting our old base at Molesworth and the surrounding countryside. The very few numbers gave us all the close feeling more of a family but we were still very disappointed that many more did not take advantage of Ray and Theresa Cossey's exceptional hospitality. Maybe this was because nothing, or so very little that I missed it, was mentioned of the pending trip in our Newsletter (???). Robin and Susan Beeby and their son, Friends-of-the-Eighth, did much to assist the Cossey's in making our stay enjoyable.

All Squadrons and the 444th, and all States from coast-to-coast and North-to-South that our eleven could accommodate (Texas had two) were represented. Two were from the same crew for the first seven missions.

Our bus was about twenty minutes late for a Memorial Service in Brington Church but the Rector and the good people of Brington and Molesworth waited patiently for which we are most grateful. We toured the Base (now Missile) and everyone took a picture of old Hanger No. 2, the only building still standing and in use, discounting old bomb storage bunkers. We visited the Old Weston Church Cemetery just down the path from relics of our old Hospital area huts. We returned to Molesworth in the evening with Robin Beeby and Son dressed in old uniforms, in a Jeep with British and American flag flying, escorting us from "The Fox" Pub to the town meeting room for Fish & Chips with the people and other Friends-of-the-Eighth. One, Clive Bassett, also had an old Jeep there and someone also had an old Ambulance in which anyone willing to brave it were taken for rides.

We visited the RAF/US Base at Alconbury where we were honored with a Fly-by salute by a restored Lancaster Bomber and two Spitfire escorts. This is a story in itself. We visited the inspiring Madingly American Cemetery where we held a brief memorial service and laid a wreath on behalf of the 303rd. At the Duxford Imperial War Museum we were granted special permission to go thru a B-17 being restored. To my surprise, I was still able to squeeze between the Bomb Racks. Cossey arranged an inspiring guided tour of Cambridge and Woburn Abbey. We passed the Cardington, Airship hanger where the disastrous R101 was built, several times on our many trips in-and-out of Bedford, our base for four nights. Hendon RAF Museum with it's worth while "Battle of Britain exhibit was visited on our way into London for a few nights stay before some of the group returned to the States. I am sure you'll be hearing more of this trip from the others, some of whom took a lot of pictures, I didn't.

Just in case you do not already have this information, and so that the records might show, those in this group were:

from the 358th;
Don & Lois Foulk
Richard "Pop" McGilvray
Harold Lanigan
from the 359th;
Richard & Helen Lutz
Robert Brassil
Fred Yelsky
Chester Whisman
from the 360th;
Charles & Francis Austin
Harry & Irene Payne
from the 427th;
Frank & Jean DeCicco
from the 444th;
Henry Johansen
and you could not hope for a better bunch to be with.

Why was this trip not at least mentioned, if not proposed, in the Newsletter? I'm sure you are aware more and more of us will be unable to take advantage of such opportunities as time goes by, and especially with such gracious and considerate hosts as the Cosseys. They obviously spent much time, effort, and I'm sure, not too little sweat, preparing for and during our visit. Most all of you know of what I speak. Enough said.

Don Foulk
3076 June Drive
Toledo, OH 43614

Stories and photos are welcomed

I just received the June 1990 issue of Hell's Angels Newsletter and thought I would pass on some information that may be of interest to the newsletter publication. I flew as a radio operator-gunner. I flew 35 missions in 43 days with over 380 combat hours. My longest mission was to Posen (Poznan) Poland, Baltic Sea, North Sea and back to Molesworth. I've kicked several, in fact three, bombs off the front shackles in order to make a safe landing back at base.

This is not the reason I am writing. When I was at Molesworth I wanted to find a camera, which I did in London on a 3 day pass. I took pictures of "Anni McFanny" when it was new and when we crash landed in the area of the Wash in England and it caught fire. We all ran out and I snapped pictures. I had to sew the film in my pocket to find a way to bring my jacket back home. I did and had the film developed. I have a lot of pictures but no negatives. If I send you the snap shots will I be sure to get them back? Also the

full story of "Miss Lacey," the crew chief that painted the picture was Laceywell who passed away a few years ago here in Albuquerque, but it was for his wife that he did it. Please let me know and I will furnish some good stories that happened and pictures.

J. Charles Abeyta
11701 Palm Springs, N.E.
Albuquerque, NM 87111

Ed. Note: We are always looking for good stories and pictures. If requested, photos are always returned.

Bomb Group or Motorcycle Club?

A local chapter of MENSA (an international hi IQ organization) published an account of Hell's Angels being a combination of the Bomb Group and the well known motorcycle group of the same name. I challenged this statement and said that I was unaware of any such connection. In turn I received a letter from a Bob Osterman who said that he based this statement on two items. His father he said was attached to the 303rd in England although he did not supply squadron or serial number. Although unfortunately dead from a heart attack back in 1982, he had told the son that this was so. The second item was a TV documentary from 1968 which he said he saw that made the same statement.

Since I was unable to state categorically that this was not true, I refrained from further discussion other than to acknowledge to him that I did not know if this was fact or fiction. I would appreciate hearing from any of the group that has specific knowledge of such a connection.

I was a navigator on Roger Erickson's crew and at Molesworth in the spring and summer of 1944. Unfortunately Roger was killed during a checkout flight for lead crew and the remaining members finished our tour with the copilot, Oscar Tellinghuisen taking over as pilot. My wife and I are planning on being in Las Vegas for the meeting of the 8th AFHS in October. We will look forward to seeing all of you who are planning to attend.

William J. Roche
30317 Ednil
Bay Village, OH 44140

Forum

Daddy's Delight

I received the June 1990 Hell's Angels Newsletter and saw a nose art picture of "Daddy's Delight" stating that it was a 360th plane. (page 8). I flew the first 33 missions on "Daddy's Delight" as tail gunner (8 June '44-15 Aug. 44). It was in the 359th during the dates shown. I guess it could have been in the 360th but I don't think so. I enjoy the newsletter.

George W. Stumpff
1919 San Ildefonso Rd.
Sante Fe, NM 87501

Re: June 1990 issue of the newsletter, page 8, "Daddy's Delight" (I-944) was a 359th ship originally assigned to the Harry Crozier/Paul Mowery crew. It had a history of iced-up bomb-bays which would not come down at altitude. We flew that baby on the Oct. 9, 1944 mission to Schweinfurt and I had to crank that damn thing up and down at 29,500 feet.

Coincidentally, the Crozier/Mowery crew (EM's) were in our hut (#30 The Boar's Nest) when we arrived (7/5/44) and, when they finished up on (8/15/44), were succeeded in our hut by the Frazier crew (Ol' Black Magic), page 8.

B.U. Zielinski slept in the bunk over me and I tried to locate him in Brooklyn after the war with no success. I've never seen his name on a 303rd roster so I guess he's not a member. I would also be interested in info on G.L. Borges and Ray (Mouse) Charron if you have any info.

Herb Shanker
57 Hacking Circle
Mashpee, MA 02649

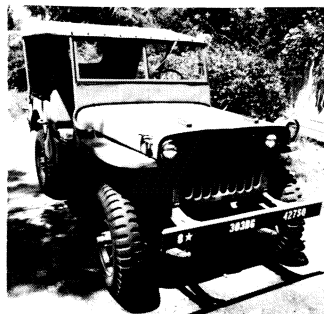
Ed. Note: There are possibly 1000 ex-members of the 303rd that have never been contacted by our Association. It would be nice if we could locate a sizeable number of those by the Chicago and Boise reunions. How about an "Every member locate a member drive?"

A 303rd Jeep

I just completed my fourteen and one-half month project—this 1943 Ford GPW jeep. I took your advice and joined the group as an associate member, and as such I felt honored to include appropriate

bumper markings.

Perhaps I should send along a picture to the Newsletter editor. At a recent warbird airshow I was stopped by a gentleman who had served with the 303rd/427th. Lt. Col. Ralph C. Brehl, a ball turret gunner, enjoyed seeing such an honor bestowed on his old outfit.



In my letter of January 25th, 1990 I asked if you could tell me why the 303rd biography and your letterhead insignia differ.

Martin Ashley
259 Rivertree Way
Sacramento, CA 95831

Ed. Note: The letter above was sent to Bud Klint. I don't understand the question about the difference between the 303rd biography and the letterhead.

Ol' Black Magic

Just got the June 1990 "Hell's Angels Newsletter," which is unusually good, and have a couple of comments.

There is a picture of Lt. E.C. Frazier and his crew in front of "Ol' Black Magic," and the caption reads "359th Sqdn.-Sept. 3 to Dec 24, 1944). I, too, flew *That Old Black Magic* during part of that time. My first mission was on about the 1st of September, to Brux, Czechoslovakia, and I flew five more missions in it. My sixth was to Köln, where we took a very close flak hit under the left wing, and were fortunate to get back to Molesworth and a hairy landing. At that point, I was told that the airplane would be out of commission "for several weeks," and the next day, 28 September, was given a 360th airplane, *Miss Umbriago*, which was promptly shot down by fighters in the disastrous raid on Magdeburg. The Group's record admits that we lost 11 airplanes that day. I did not know that they

got *Magic* back in flying shape again. I did not know they had to replace all four engines, because one was shot out by the flak and I burnt up the other three in a go-round at Molesworth.

I had the good fortune to fly other B-17s after the war, and of course I had flown a bunch of them prior to arriving at Molesworth. *Magic* was, somehow, the best one I ever flew. The airplane had a good feel, sort of like it was well broken in, and if anyone wanted to claim there was truth in its name, I wouldn't doubt it. It had something like 65 missions on it when I first flew it, and supposedly had never had a Purple Heart or lost an engine.

The crew chief was a big Swede from, I think, Minnesota, and his name was Bergstrom, I believe. After one mission, when I was taxiing into position at Molesworth, he jumped upon the wing and pounded on my window. Surprised, I opened the window and asked what was the problem. He hollered, "What did you abort for?" I said, "I didn't abort, where did you ever hear that idea?" He said, "A radio message said you were aborting." I said, "Look in the bomb bay." Someone from some other squadron had aborted and had radioed back the wrong call sign, I believe. Anyhow, that was a great airplane, and I remember writing in the Form 1 after one mission, "This is a damn good airplane." And if that crew chief is still around, I will be happy to buy him a few beers.

Does anybody have a picture of *That Old Black Magic*?

Can you stand one more story? One of our missions was to Mainz, and the target was a chemical factory of some sort. Our route took us across the Main River from the Wiesbaden side. Our radio operator, Max Smolar, was watching the bombs to see if, in fact, they went out when the bombardier called, "Bombs away." So when the bombardier, 1st Lt. Teddy Smith, called it out, and the light on my instrument panel started blinking, I fully expected that the bombs had gone, but I was too busy flying formation to pay a lot of attention. But after a couple of seconds, Max said, "The bombs are not going out." So I said, "Salvo them," and Teddy pulled the lever. The bombs went out. The strike photography showed that the Group's bombs landed in

the river, and ours destroyed the target—a random success, as the statisticians would say.

Well, in about 1954, I was an Assistant Air Attaché in Paris and had delivered our Gooney Bird to the depot at Erding, Germany, for some maintenance, but had to go up to Wiesbaden for something or other. To get back to Munich, I had to take the train, and the train left from Mainz rather early. During the morning commuter hour, I had to take a city bus from the Wiesbaden railroad station to the Mainz station, and I was in uniform, with that big 8th Air Force patch on my shoulder glaring like a neon sign. Maybe it was my imagination, but I thought I got a lot of unfriendly stares from the German population. If only they had known.

William F. Miller
10820 Teachout Rd.
Black Forest, CO 80908

Sky Wolf

I have just recently received the June issue of the Hell's Angels Newsletter. On page four there is a request from a Mrs. Jean "Bako" Brown, Northampton, Eng., requesting information on 358th Sky Wolf.

I flew my 25th and last mission as T.G. on Jan. 7, 1944. My pilot was Don DeCamp (now deceased), and Bombardier was Lt. Bob Galbraith; we started the 25 together and finished together.

On Jan. 11, 1944 Sky Wolf was lost at Oschersleben. This was reported in the March 1987 issue of the newsletter.

Dick Tracy
4N234 Cedar
Bensenville, IL 60106

Ed. Note: There is a photo of Sky Wolf on Page 11. Lt. A.L. Emerson was the pilot of Sky Wolf when it was shot down at Oschersleben. Lt. J.B.L. Haliburton was the Bombardier and he is a member of the 303rd Bomb Group Association as was G.C. Mullins who wrote a letter which appeared in the March 1987 issue of the newsletter. J.H. Pleasant also a member was RWG on that flight. Here is Mrs. Brown's address:

Mrs. Jean Bako Brown
211 Harborough Road
Northampton, England

303RD BOMBARDMENT GROUP (H) MISSION SUMMARY

MISSION		OBJECTIVE	OPERATIONAL FACTORS			ENEMY RESISTENCE		RESULTS					
NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES					
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES			MEMBERS OF CREW		
							DEST'D	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES
1.	17/11/42	St. Nazaire (No bomb drop)	4:45	16	000	0	0	0	0	0	0	0	0
2.	18/11/42	St. Nazaire (not tgt.)	6:36	21	19,400	20	1	0	0	0	0	0	0
3.	22/11/42	Lorient	5:48	18	20,000	0	0	0	0	0	0	0	0
4.	23/11/42	St. Nazaire	5:45	12	20,000	8	2	1	0	0	11	0	0
5.	06/12/42	Lille	3:09	20	22,000	20	3	0	0	0	0	0	0
6.	12/12/42	Rouen	4:51	20	21,000	40	2	2	0	0	20	0	0
7.	20/12/42	Romilly	5:06	21	22,500	40	15	1	0	1	10	0	0
8.	30/12/42	Lorient	5:35	16	22,500	20	4	0	0	0	0	0	0
9.	03/01/43	St. Nazaire	6:58	17	20,300	35	12	3	1	0	30	10	0
10.	13/01/43	Lille	3:06	19	23,000	20	1	0	0	0	0	0	1
11.	23/01/43	Lorient/Brest	5:43	21	23,000	45	9	3	2	2	30	20	1
12.	27/01/43	Wilhelmshaven	5:07	11	25,000	35	1	0	0	0	0	0	0
13.	02/02/43	Hamm-cxl-WX	2:59	11	000	0	0	0	0	0	0	0	0
14.	04/02/43	Osnabruck	5:04	13	21,000	50	8	0	0	1	0	0	10
15.	14/02/43	Hamm-cxl-WX	3:47	17	000	11	1	0	0	0	0	0	0
16.	16/02/43	St. Nazaire	5:24	15	25,000	50	4	1	0	1	10	0	10
17.	26/02/43	Wilhelmshaven	5:13	19	24,000	25	0	0	0	0	0	0	0
18.	27/02/43	Brest	5:22	16	21,600	10	0	0	0	0	0	0	0
19.	04/03/43	Rotterman	3:32	18	21,500	6	0	0	0	0	0	0	0
20.	06/03/43	Lorient	7:12	18	24,500	6	0	1	0	0	10	0	0
21.	08/03/43	Rennes	4:12	19	20,800	50	4	0	0	0	0	0	0
22.	12/03/43	Rouen	4:15	18	23,900	0	0	0	0	0	0	0	0
23.	13/03/43	Amiens	4:06	20	21,800	6	0	0	0	0	0	0	0
24.	18/03/43	Vege sack	6:11	20	24,000	75	8	0	1	2	0	11	0
25.	22/03/43	Wilhelmshaven	5:19	18	27,000	40	3	0	0	0	0	0	0
26.	28/03/43	Rouen	4:03	18	23,000	10	0	0	0	0	0	0	0
27.	31/03/43	Rotterdam	4:42	20	24,000	15	0	0	0	2	0	0	15
28.	04/04/43	Paris	5:07	23	23,500	50	6	1	0	0	10	0	0
29.	05/04/43	Antwerp	4:03	21	24,000	60	3	0	0	0	0	0	0
30.	15/04/43	Lorient	6:51	21	26,500	25	4	0	0	0	0	0	0
31.	17/04/43	Bremen	6:15	29	25,500	75	19	0	0	0	0	0	0
32.	01/05/43	St. Nazaire	5:49	19	23,000	50	5	0	0	2	1	1	20
33.	04/05/43	Antwerp	4:40	27	23,500	20	4	0	0	0	0	0	0
34.	13/05/43	Meaulte	4:09	21	24,000	10	2	0	0	0	0	0	0
35.	14/05/43	Kiel	6:11	27	25,000	13	1	0	0	12	0	0	0
36.	15/05/43	Heligoland	5:26	24	23,000	75	3	1	0	0	10	0	0
37.	17/05/43	Lorient	5:05	21	25,000	50	11	0	0	0	0	0	0
38.	19/05/43	Kiel	6:17	27	24,000	75	14	0	0	0	0	0	0
39.	21/05/43	Wilhelmshaven	6:02	19	24,000	100	8	0	0	0	0	0	0
40.	29/05/43	St. Nazaire	5:04	30	24,000	40	3	0	1	0	0	10	0
41.	11/06/43	Wilhelmshaven	6:06	25	25,000	100	9	1	0	0	10	0	0
42.	13/06/43	Bremen	6:14	27	26,000	15	0	0	0	0	0	0	0
43.	22/06/43	Huls	4:58	28	26,000	30	0	0	1	0	0	10	0
44.	25/06/43	Hamburg	5:14	25	26,000	100	14	3	0	0	17	0	0
45.	26/06/43	Paris (no drop)	4:48	20	000	40	1	0	0	0	0	0	0
46.	28/06/43	Beau' LeRoger	4:22	18	22,000	4	0	0	0	0	0	0	0
47.	29/06/43	Paris	4:08	19	24,000	6	0	0	0	0	0	0	0
48.	04/07/43	Le Mans	4:16	24	22,000	50	6	1	0	0	11	0	0
49.	10/07/43	Poix/Abb'ville	3:08	26	24,000	0	0	0	0	0	0	0	0
50.	14/07/43	Paris	4:39	21	24,000	0	0	0	1	0	0	1	0
51.	17/07/43	Hannover	3:33	27	24,000	30	2	0	0	0	0	0	0
52.	24/07/43	Heroya	7:30	20	15,000	0	0	0	0	0	0	0	0
53.	25/07/43	Hamburg	6:14	20	28,000	100	6	1	0	0	10	0	0
54.	26/07/43	Hamburg	6:05	20	27,000	30	4	0	0	0	0	0	0
55.	29/07/43	Heligoland	5:40	20	28,000	50	5	0	0	0	0	0	0
56.	30/07/43	Kassel	5:45	23	25,000	200	4	0	0	1	0	1	0
57.	12/08/43	Gelsenkirchen	4:40	20	27,000	80	4	1	0	0	10	0	0
58.	15/08/43	Amiens	4:18	20	24,000	0	0	0	0	0	0	0	0

NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES						4
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES				MEMBERS OF CREW		
								DEST'D	LOST IN E/ AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/ AIR ACTION	LOST BY A.A.	
59.	16/08/43	Paris	4:30	20	20,000	50	4	0	0	0	0	0	0	0
60.	17/08/43	Schweinfurt	5:58	29	21,000	100	20	0	0	0	1	0	0	0
61.	19/08/43	Gilze-Rijen	3:40	20	19,000	30	21	2	0	0	25	0	0	0
62.	23/08/43	Search Msn.	6:20	6	1,000	4	2	0	0	0	0	0	0	0
63.	24/08/43	Diversion	6:23	18	16,000	0	0	0	0	0	0	0	0	0
64.	27/08/43	Watten	3:38	20	16,000	30	0	0	1	0	0	10	0	0
65.	31/08/43	Amiens-Glisy	4:09	20	25,000	20	0	0	0	1	0	0	0	11
66.	03/09/43	Rommilly/Seine	5:25	19	22,000	25	0	0	0	0	0	0	0	0
67.	06/09/43	Stuttgart	7:19	19	25,000	100	3	0	0	2	0	0	0	0
68.	07/09/43	Brussels	4:27	14	24,000	10	0	0	0	0	0	0	0	0
69.	09/09/43	Douai	4:17	18	22,500	0	0	0	0	0	0	0	0	0
70.	16/09/43	Nantes	7:01	19	20,000	40	6	0	0	0	0	0	0	0
71.	23/09/43	Nantes	5:56	19	25,500	15	0	0	0	0	0	0	0	0
72.	27/09/43	Emden	5:46	20	25,500	30	0	0	0	0	0	0	0	0
73.	02/10/43	Emden	5:39	20	23,500	20	1	1	0	0	11	0	0	0
74.	04/10/43	Hiddernheim	6:01	21	25,500	60	7	0	1	0	0	10	0	0
75.	08/10/43	Bremen	5:40	22	28,000	125	0	0	0	0	0	0	0	0
76.	09/10/43	Anklam	7:43	20	13,000	125	2	1	0	0	10	0	0	0
77.	10/10/43	Coesfield	5:30	21	24,000	30	0	0	0	0	0	0	0	0
78.	14/10/43	Schweinfurt	7:16	20	24,000	700	20	1	0	1	11	0	0	0
79.	20/10/43	Duren	5:09	19	26,500	12	2	2	0	0	21	0	0	0
80.	03/11/43	Wilhelmshaven	5:51	23	22,000	25	0	0	0	0	0	0	0	0
81.	05/11/43	Gelsenkirchen	5:05	19	26,500	20	0	1	0	0	10	0	0	0
82.	16/11/43	Knaben (Nor.)	8:29	20	12,000	10	0	0	0	0	0	0	0	0
83.	26/11/43	Bremen	5:45	37	27,000	50	1	0	0	1	3	0	10	0
84.	29/11/43	Bremen	6:02	20	27,700	125	3	2	0	0	21	0	0	0
85.	01/12/43	Solingen	6:18	21	26,700	0	0	0	1	1	0	10	0	0
86.	05/12/43	St. Jean D'Ang.	5:38	23	(?)	4	0	0	0	0	0	0	0	0
87.	11/12/43	Emden	5:39	23	29,000	15	0	0	0	0	0	0	0	0
88.	13/12/43	Bremen	5:30	43	29,000	0	0	0	0	0	0	0	0	1
89.	16/12/43	Bremen	6:44	23	26,000	6	0	0	0	0	0	0	0	0
90.	20/12/43	Bremen	6:40	23	26,000	125	4	0	2	1	0	20	0	0
91.	22/12/43	Osnabruck	5:33	20	27,000	10	0	0	0	0	0	0	0	0
92.	24/12/43	Vacqueriette	4:20	27	14,000	0	0	0	0	0	0	0	0	0
93.	30/12/43	Ludwigshafen	7:45	33	22,700	25	0	1	0	0	10	0	0	0
94.	31/12/43	Ship Orsono	8:05	20	15,000	6	0	0	0	0	0	0	0	0
95.	04/01/44	Kiel	6:48	32	25,500	15	0	0	1	0	0	10	0	0
96.	05/01/44	Kiel	7:28	16	24,000	20	1	0	0	1	0	0	10	0
97.	07/01/44	Ludwigshafen	6:43	36	24,500	25	0	0	0	0	0	0	0	0
98.	11/01/44	Oschersleben	6:49	37	20,000	150	30	10	0	0	110	0	0	0
99.	14/01/44	Le Meillard	3:40	18	12,000	0	0	0	1	0	0	11	0	0
100.	21/01/44	Bois Coquerel	3:50	29	12,500	0	0	0	0	0	0	0	0	0
101.	29/01/44	Frankfurt	6:30	39	25,000	30	0	0	0	1	0	0	10	0
102.	30/01/44	Brunswick	6:15	35	25,000	40	1	0	0	0	0	0	0	0
103.	03/02/44	Wilhelmshaven	6:15	38	28,000	0	0	0	0	1	0	0	0	1
104.	04/02/44	Frankfurt	6:49	33	24,500	0	0	0	0	0	0	0	0	0
105.	05/02/44	Orleans	5:20	20	15,000	0	0	0	0	0	0	0	0	0
106.	06/02/44	Dijon	7:03	20	15,000	5	0	0	0	1	0	0	10	0
107.	08/02/44	Frankfurt	7:26	18	26,400	8	0	0	0	0	0	0	0	0
108.	11/02/44	Frankfurt	7:40	16	25,000	8	0	0	2	0	0	0	0	2
109.	20/02/44	Leipzig	8:00	34	19,000	12	0	0	0	0	0	0	0	0
110.	21/02/44	Deipholz	5:56	36	21,000	12	0	0	0	0	0	0	0	0
111.	22/02/44	Aschersleben	8:20	33	20,000	50	5	0	0	5	0	0	50	0
112.	24/02/44	Schweinfurt	7:26	25	21,500	50	0	1	1	0	10	10	0	0
113.	25/02/44	Stuttgart	9:00	29	22,000	50	0	0	0	0	0	0	0	0
114.	28/02/44	Bois Coquerol	4:08	23	14,000	0	0	0	1	0	0	10	0	0
115.	02/03/44	Frankfurt	7:40	28	25,000	20	0	0	0	1	0	0	10	0
116.	03/03/44	Erkner	5:48	25	—	0	0	0	0	0	0	0	0	0
117.	04/03/44	Bonn/Koln	5:45	24	26,000	4	0	0	0	0	0	0	0	0
118.	06/03/44	Berlin	8:30	27	21,000	50	1	0	0	0	0	0	0	0
119.	08/03/44	Erkner	8:50	20	27,700	12	0	0	0	1	0	0	10	0
120.	09/03/44	Berlin	8:20	17	25,000	0	0	0	0	0	0	0	0	0
121.	16/03/44	Augsburg	9:00	27	20,000	35	2	0	0	0	0	0	0	0
122.	18/03/44	Lechfeld	8:45	27	24,000	5	0	0	0	0	0	0	0	0
123.	19/03/44	Wizernes	4:05	21	22,000	0	0	0	0	0	0	0	0	0
124.	20/03/44	Frankfurt	8:00	19	26,300	3	0	0	0	0	0	0	0	0

NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES						
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES			MEMBERS OF CREW			
								DEST'D	LOST IN E/ AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/ AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES
125.	22/03/44	Berlin	9:00	27	26,000	3	0	0	0	0	0	0	0	0
126.	23/03/44	Hamm/Ahlen	6:00	27	21,000	5	0	0	0	0	0	0	0	0
127.	24/03/44	Frankfurt	6:25	20	23,000	0	0	0	0	0	0	0	0	0
128.	26/03/44	Wizernes	3:38	20	21,000	0	0	0	1	0	0	10	0	0
129.	27/03/44	Chartres	4:52	26	18,500	0	0	0	0	0	0	0	0	0
130.	28/03/44	Dijon/Longvic	6:15	20	16,900	0	0	0	0	0	0	0	0	0
131.	29/03/44	Stedorf	7:40	20	20,800	25	0	0	0	0	0	0	0	0
132.	09/04/44	Marienburg	11:30	34	16,000	10	0	0	0	1	0	0	0	6
133.	10/04/44	Brussels	4:38	21	21,000	0	0	0	0	0	0	0	0	0
134.	11/04/44	Sorau	10:38	31	12,000	5	0	0	0	0	0	0	0	0
135.	13/04/44	Schweinfurt	7:18	20	19,000	200	2	1	0	0	10	0	0	0
136.	18/04/44	Oranienburg	7:58	35	25,000	25	0	0	1	0	0	10	0	0
137.	19/04/44	Kassel	6:30	20	20,400	0	0	0	0	0	0	0	0	0
138.	20/04/44	Sottevast	4:20	28	19,500	7	0	0	0	0	0	1	0	0
139.	22/04/44	Hamm	5:50	29	23,000	0	0	0	2	0	0	20	0	0
140.	24/04/44	Oberpf'hofen	8:50	25	21,100	200	8	1	2	0	11	20	0	0
141.	25/04/44	Metz/Frescaty	7:25	21	20,000	0	0	0	0	1	0	0	0	0
142.	27/04/44	Sottevast	4:00	18	19,750	0	0	0	0	0	0	0	0	0
143.	27/04/44	Toul/C'de Metz	5:50	20	19,000	0	0	0	0	0	0	0	0	0
144.	29/04/44	Berlin	8:29	17	25,800	70	0	1	1	0	10	11	0	0
145.	30/04/44	Lyon/Bron	7:35	20	18,500	50	1	0	0	0	0	0	0	0
146.	07/05/44	Berlin	8:10	36	25,000	0	0	0	0	0	0	0	0	0
147.	08/05/44	Berlin	7:55	18	26,500	0	0	0	0	0	0	0	0	0
148.	08/05/44	Sottevast	4:00	19	25,000	0	0	0	0	0	0	0	0	0
149.	09/05/44	Thionville	5:35	12	21,000	0	0	0	0	0	0	0	0	0
150.	04/05/44	Berlin (No drop)	4:50	31	—	(Recalled weather)								
151.	11/05/44	Saarbrucken	6:15	37	21,500	10	0	0	1	0	0	11	0	0
152.	12/05/44	Merseburg	8:00	16	26,500	15	0	0	0	0	0	0	0	0
153.	13/05/44	Stettin	10:00	13	24,000	100	0	0	0	0	0	0	0	0
154.	15/05/44	Mimoyecques	3:54	20	24,800	0	0	0	0	0	0	0	0	0
155.	19/05/44	Berlin	9:00	37	26,000	0	0	0	1	0	0	10	0	0
156.	20/05/44	Orly	5:00	14	24,000	0	0	0	0	0	0	0	0	0
157.	22/05/44	Kiel	6:45	14	24,300	0	0	0	0	0	0	0	0	0
158.	23/05/44	Saarbrucken	6:40	24	25,000	8	0	0	0	0	0	0	0	0
159.	24/05/44	Berlin	8:30	38	27,000	50	1	0	0	1	0	0	10	0
160.	25/05/44	Blainville	6:20	26	23,000	0	0	0	0	0	0	0	0	0
161.	27/05/44	Mannheim	6:45	37	24,000	0	0	0	0	0	0	0	0	0
162.	28/05/44	Cologne	5:33	19	20,000	0	0	0	0	0	0	0	0	0
163.	28/05/44	Rotha	7:15	16	23,000	50	0	0	1	0	0	10	0	0
164.	29/05/44	Posen	9:55	35	21,500	10	0	0	0	0	0	0	0	0
165.	30/05/44	Halberstadt	6:30	39	23,000	75	0	0	0	1	0	0	9	0
166.	31/05/44	Gilze-Rijen	4:36	14	20,300	6	0	0	0	0	0	0	0	0
167.	02/06/44	Dannes	3:53	21	19,000	0	0	0	0	0	0	0	0	0
168.	02/06/44	Juvisy	5:15	14	18,700	0	0	0	0	0	0	0	0	0
169.	03/06/44	St. Cecily	3:57	21	20,500	0	0	0	0	0	0	0	0	0
170.	04/06/44	Le Touquet	4:10	37	25,000	0	0	0	0	0	0	0	0	0
171.	05/06/44	Aze'vile/Cean	5:20	38	25,000	0	0	0	0	0	0	0	0	0
172.	06/06/44	Caen	5:10	34	16,000	0	0	0	0	0	0	0	0	0
173.	06/06/44	Caen	4:45	6	—	0	0	0	0	0	0	0	0	0
174.	06/06/44	Vire/C.S. Noir.	5:15	33	15,000	0	0	0	0	0	0	0	0	0
175.	07/06/44	Flers/Noireau	5:20	38	21,300	0	0	0	0	0	0	0	0	0
176.	08/06/44	Orleans	6:20	48	20,000	0	0	0	0	0	0	0	0	0
177.	10/06/44	Nantes	6:15	40	22,000	0	0	0	0	1	0	0	6	0
178.	12/06/44	Cambrai/Epinoy	4:30	39	22,000	0	0	0	1	0	0	10	0	0
179.	13/06/44	Evreux	5:20	40	21,500	0	0	0	0	0	0	0	0	0
180.	14/06/44	Creil/Coulom	5:40	39	23,500	15	0	0	0	0	0	0	0	0
181.	15/06/44	LaPossonnier	6:15	36	15,500	0	0	0	0	0	0	0	0	0
182.	16/06/44	Juvincourt	6:00	36	26,000	0	0	0	0	0	0	0	0	0
183.	18/06/44	Hamburg	6:45	36	26,000	0	0	0	0	0	0	0	0	0
184.	19/06/44	Fiefs	4:30	40	25,500	0	0	0	0	0	0	0	0	0
185.	19/06/44	Predefin	4:30	40	24,900	0	0	0	0	0	0	0	0	0
186.	20/06/44	Hamburg	7:00	39	26,000	50	0	0	1	0	0	9	0	0
187.	21/06/44	Berlin	8:25	42	27,000	30	0	0	3	0	0	27	0	0
188.	22/06/44	Wizernes	4:25	14	24,000	1	0	0	1	0	0	5	0	0
189.	22/06/44	Lille	4:45	26	26,000	0	0	0	1	0	0	9	0	0
190.	24/06/44	Bremen	6:25	33	25,000	0	0	0	0	1	0	0	9	0

NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES						42
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES			MEMBERS OF CREW			
								DEST'D	LOST IN E/ AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/ AIR ACTION	LOST BY A.A.	
191.	25/06/44	Toulouse	10:20	13	25,500	0	0	0	0	1	0	0	0	0
192.	25/06/44	Sens	6:35	21	20,700	0	0	0	0	0	0	0	0	0
193.	28/06/44	Juvin-court	5:30	26	25,500	2	0	0	1	0	0	9	0	0
194.	29/06/44	Heiterblick	7:55	36	25,500	0	0	0	1	0	0	9	0	0
195.	30/06/44	LeCulot	5:55	35	25,400	0	0	0	0	0	0	0	0	0
196.	05/07/44	Gilze-Rijen	5:00	39	25,000	0	0	0	0	0	0	0	0	0
197.	06/07/44	Beaumetz/Les A	4:25	38	25,100	0	0	0	0	0	0	0	0	0
198.	07/07/44	Mockau	8:00	38	24,000	0	0	0	0	0	0	0	0	0
199.	08/07/44	Etaples	4:15	39	24,500	0	0	0	0	0	0	0	0	0
200.	09/07/44	Chateaudon	6:00	37	25,000	0	0	0	0	0	0	0	0	0
201.	11/07/44	Munich	8:50	38	26,000	0	0	0	0	0	0	0	0	0
202.	12/07/44	Munich	9:25	40	26,000	0	0	0	1	0	0	9	0	0
203.	13/07/44	Munich	9:00	38	23,000	0	0	0	1	0	0	9	0	0
204.	16/07/44	Munich	8:45	20	27,700	0	0	0	0	0	0	0	0	0
205.	17/07/44	Peronne/Jus.	5:30	50	25,900	0	0	0	0	0	0	0	0	0
206.	18/07/44	Peenemunde	8:40	38	24,500	0	0	0	0	0	0	0	0	0
207.	19/07/44	Hollriegels kreuth	8:40	37	25,000	15	0	1	0	0	9	2	0	0
208.	20/07/44	Dessau	8:45	39	27,000	0	0	0	0	0	0	0	0	0
209.	21/07/44	Lugwigshafen	8:05	39	26,000	0	0	0	0	0	0	0	0	0
210.	23/07/44	Creil	6:25	38	24,700	0	0	0	1	1	0	0	2	0
211.	24/07/44	St. Lo	5:15	38	15,000	0	0	0	0	0	0	0	0	0
212.	25/07/44	St. Lo	4:50	39	13,500	0	0	0	0	0	0	0	0	0
213.	28/07/44	Merseburg	7:50	37	25,200	0	0	0	0	0	0	0	0	0
214.	29/07/44	Merseburg	8:15	51	25,000	25	0	0	0	0	0	0	0	0
215.	31/07/44	Munich	8:25	38	26,500	0	0	0	0	0	0	0	0	0
216.	01/08/44	Orleans/Bricy	5:55	39	20,000	0	0	0	0	0	0	0	0	0
217.	03/08/44	Fresnoy	4:00	39	25,000	0	0	0	0	0	0	0	0	0
218.	04/08/44	Peenemunde	8:50	39	22,000	1	0	0	0	0	0	0	0	0
219.	04/08/44	Gravelines	3:45	11	25,000	0	0	0	0	0	0	0	0	0
220.	05/08/44	Flers/Fiefs	3:30	39	23,500	0	0	0	0	0	0	0	0	0
221.	06/08/44	Genshagen	8:30	37	25,600	0	0	0	0	0	0	0	0	0
222.	07/08/44	Chartres	5:45	37	25,600	0	0	0	0	0	0	0	0	0
223.	08/08/44	Caen	4:35	36	14,000	0	0	0	0	0	0	0	0	0
224.	09/08/44	Pirmassens	6:50	41	18,700	2	0	0	0	0	0	0	0	0
225.	11/08/44	Brest	5:30	38	26,300	0	0	0	0	0	0	0	0	0
226.	12/08/44	Metz	8:45	39	20,450	0	0	0	0	0	0	0	0	0
227.	13/08/44	Evreux	4:55	39	20,600	4	0	0	0	0	0	0	0	0
228.	14/08/44	Stuttgart	7:40	39	24,800	0	0	0	0	0	0	0	0	0
229.	15/08/44	Wiesbaden	6:45	39	25,500	40	3	9	0	0	82	0	0	0
230.	18/08/44	Liege	4:50	39	25,700	0	0	0	0	0	0	0	0	0
231.	24/08/44	Merseburg	8:15q	39	25,000	25	0	0	2	0	0	20	0	0
232.	25/08/44	Anklam	8:52	15	21,000	0	0	0	0	0	0	0	0	0
233.	27/08/44	Esbjerg	8:05	37	20,000	0	0	0	2	0	0	10	0	0
234.	30/08/44	Cauche D'Ecques	4:15	39	25,100	0	0	0	0	0	0	0	0	0
235.	03/09/44	Ludwigshafen	8:20	39	25,000	0	0	0	0	0	0	0	0	0
236.	05/09/44	Ludwigshafen	8:08	39	25,400	2	0	0	0	0	0	0	0	0
237.	08/09/44	Ludwigshafen	7:50	39	28,000	4	0	0	0	0	0	0	0	0
238.	09/09/44	Ludwigshafen	7:15	37	24,800	0	0	0	1	0	0	9	0	0
239.	10/09/44	Stuttgart	6:38	26	24,000	0	0	0	0	0	0	0	0	0
240.	11/09/44	Lutzkendorf	7:32	26	27,000	0	0	0	0	0	0	0	0	0
241.	12/09/44	Bruz	8:50	26	28,000	25	3	2	0	0	18	1	0	0
242.	13/09/44	Eisenach	7:35	15	29,100	0	0	0	2	0	0	18	0	0
243.	17/09/44	Eindhoven	5:45	37	15,500	0	0	0	0	0	0	0	0	0
244.	19/09/44	Hamm/Osnabruck	7:30	36	25,500	0	0	0	0	0	0	0	0	0
245.	21/09/44	Mainz	6:08	30	26,600	0	0	0	0	0	0	0	0	0
246.	26/09/44	Osnabruck	6:05	39	26,000	0	0	0	1	0	0	9	0	0
247.	27/09/44	Cologne	6:00	39	24,200	0	0	0	0	0	0	0	0	0
248.	28/09/44	Madgeburg	7:50	38	27,500	75	1	11	0	0	99	0	0	0
249.	02/10/44	Cologne	6:12	38	27,500	0	0	0	0	0	0	0	0	0
250.	03/10/44	Wesseling	6:40	38	25,900	0	0	0	0	0	0	0	0	0
251.	05/10/44	Cologne	7:08	38	27,700	0	0	0	0	0	0	0	0	0
252.	06/10/44	Stralsund	8:30	31	25,500	0	0	0	0	0	0	0	0	0
253.	07/10/44	Dresden	9:10	35	25,380	0	0	0	0	0	0	0	0	0
254.	09/10/44	Schweinfurt	8:20	37	27,400	0	0	0	0	0	0	0	0	0
255.	11/10/44	Wessling/Kob.	6:15	47	25,000	0	0	0	2	0	0	18	0	0
256.	14/10/44	Saarbrucken	6:32	26	24,500	0	0	0	0	0	0	0	0	0
257.	15/10/44	Cologne	5:25	13	25,700	0	0	0	1	0	0	9	0	0

NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES						
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES			MEMBERS OF CREW			
								DEST'D	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES
258.	17/10/44	Cologne	6:40	34	23,350	0	0	0	0	0	0	0	0	0
259.	18/10/44	Cologne	6:30	27	26,500	0	0	0	0	0	0	0	0	0
260.	19/10/44	Mannheim	6:48	35	28,400	0	0	0	0	0	0	0	0	0
261.	22/10/44	Brunswick	6:50	39	29,200	0	0	0	0	0	0	0	0	0
262.	25/10/44	Hamm	6:15	39	28,100	0	0	0	0	0	0	0	0	0
263.	26/10/44	Munster	6:10	48	28,400	0	0	0	0	0	0	0	0	0
264.	30/10/44	Hamm	5:48	39	26,740	0	0	0	0	0	0	0	0	0
265.	01/11/44	Gelsenkirchen	6:05	48	28,100	2	0	0	0	0	0	0	0	0
266.	02/11/44	Sterkade	5:50	49	27,800	0	0	0	1	0	0	10	0	0
267.	04/11/44	Bottrop/Hamm	6:15	39	27,500	0	0	0	0	0	0	0	0	0
268.	05/11/44	Frankfurt	7:02	39	25,000	0	0	0	0	0	0	0	0	0
269.	06/11/44	Bottrop/Hamm	5:40	46	27,300	0	0	0	0	0	0	0	0	0
270.	09/11/44	Metz	6:15	39	23,250	0	0	0	0	2	0	0	0	17
271.	10/11/44	Cologne	7:15	52	27,000	0	0	0	1	0	0	9	0	0
272.	11/11/44	Gelsenkirchen	6:05	39	26,800	0	0	0	0	1	0	0	0	9
273.	16/11/44	Weisweiler	6:40	55	20,600	0	0	0	0	0	0	0	0	0
274.	20/11/44	Gelsenkirchen	6:15	50	28,500	2	0	0	0	0	0	0	0	0
275.	21/11/44	Merseburg	8:15	39	19,000	0	0	0	3	1	0	27	9	0
276.	23/11/44	Gelsenkirchen	5:45	26	25,000	0	0	0	0	0	0	0	0	0
277.	26/11/44	Altenbeken/Osn.	6:25	58	21,200	25	0	1	0	0	9	5	0	0
278.	27/11/44	Offenburg	7:20	40	20,890	0	0	0	0	0	0	0	0	0
279.	29/11/44	Misburg	7:25	39	25,000	0	0	0	0	0	0	0	0	0
280.	30/11/44	Zeitz	7:35	39	26,500	0	0	0	0	0	0	0	0	0
281.	02/12/44	Oberlahnstein	6:20	39	26,100	0	0	0	0	0	0	0	0	0
282.	04/12/44	Soest	8:08	43	25,500	0	0	0	0	0	0	0	0	0
283.	06/12/44	Merseburg	8:15	39	25,700	0	0	0	0	0	0	0	0	0
284.	09/12/44	Stuttgart	8:10	42	25,500	0	0	0	0	0	0	0	0	0
285.	11/12/44	Mannheim	8:10	52	22,400	0	0	0	0	0	0	0	0	0
286.	12/12/44	Merseburg	8:15	38	25,200	0	0	0	0	0	0	0	0	0
287.	18/12/44	Koblenz	6:50	40	27,900	0	0	0	0	0	0	0	0	0
288.	19/12/44	Kall/Blankh'm	6:30	39	22,000	0	0	0	0	0	0	0	0	0
289.	23/12/44	Ehrang	6:35	43	25,600	0	0	0	0	0	0	0	0	0
290.	24/12/44	Merzhausen	7:25	50	21,500	0	0	0	0	1	0	0	0	0
291.	27/12/44	Euskirchen	6:00	42	23,500	0	0	0	0	0	0	0	0	0
292.	29/12/44	Bullay	6:10	42	22,200	0	0	0	0	0	0	0	0	0
293.	30/12/44	Kaiserlautern	6:40	41	25,350	0	0	0	0	0	0	0	0	0
294.	31/12/44	Neuss	5:55	41	26,700	0	0	0	0	0	0	0	0	0
295.	01/01/45	Kassel	8:52	39	24,000	0	0	0	0	0	0	0	0	0
296.	03/01/45	St. Vith	6:10	43	23,400	0	0	0	0	0	0	0	0	0
297.	05/01/45	Nieder-Breisig	7:05	41	23,500	0	0	0	0	0	0	0	0	0
298A	06/01/45	Cologne	6:25	41	24,000	0	0	0	0	0	0	0	0	0
298B	07/01/45	Kall	6:10	40	22,500	0	0	0	0	0	0	0	0	0
299.	08/01/45	Schweich/Kob.	7:10	40	25,500	2	0	0	0	0	0	0	0	0
300.	10/01/45	Bonn/Brillon	6:40	43	24,500	0	0	0	0	0	0	0	8	0
301.	13/01/45	Mannheim	8:00	41	24,350	0	0	0	3	0	0	30	6	0
302.	15/01/45	Ingolstadt	8:35	26	24,000	0	0	0	0	0	0	0	0	0
303.	17/01/45	Paderborn	7:15	41	25,000	0	0	0	0	0	0	0	0	0
304.	20/01/45	Mannheim	6:40	40	26,000	0	0	0	0	0	0	0	0	0
305.	21/01/45	Aschaffenburg	7:46	13	21,300	0	0	0	0	2	0	0	20	0
306.	22/01/45	Sterkrade	5:47	26	24,300	0	0	0	1	0	0	9	0	0
307.	23/01/45	Neuss	5:15	13	23,650	0	0	0	0	0	0	0	0	0
308.	28/01/45	Cologne	5:32	16	24,700	0	0	0	0	0	0	0	0	0
309.	29/01/45	Siegen	6:57	29	23,250	0	0	0	0	0	0	0	0	0
310.	01/02/45	Mannheim	7:35	39	26,000	0	0	0	0	0	0	0	0	0
311.	03/02/45	Berlin	8:15	39	24,200	0	0	0	0	0	0	0	0	0
312.	06/02/45	Friedrichoda	8:28	39	25,100	0	0	0	0	0	0	0	0	0
313.	09/02/45	Lutzkendorf	8:14	39	25,200	0	0	0	1	2	0	9	18	0
314.	14/02/45	Dresden	9:05	39	27,900	0	0	0	0	0	0	0	0	0
315.	15/02/45	Dresden	8:22	39	24,700	0	0	0	0	1	0	0	0	0
316.	16/02/45	Langendreer	6:20	40	28,300	0	0	0	1	0	0	9	0	0
317.	19/02/45	Gelsenkirchen	6:15	38	26,000	0	0	0	0	0	0	1	0	0
318.	20/02/45	Nurnberg	7:35	39	26,000	0	0	0	0	0	0	0	0	0
319.	21/02/45	Nurnberg	8:30	39	23,900	0	0	0	0	0	0	0	0	0
320.	22/02/45	Ulzen	6:45	39	12,000	0	0	0	0	0	0	0	0	0
321.	23/03/45	Kitzengen	9:36	39	11,500	0	0	0	0	0	0	0	0	0
322.	24/02/45	Hamburg	8:12	39	26,600	0	0	0	0	0	0	0	0	0

NO.	DATE	TARGET	AVERAGE FLYING HOURS TO AND FROM TARGET	AIRPLANES		NO. OF E/A. ENC.	ENEMY LOSSES	U. S. LOSSES						
				NO. OF A/C OFF GROUND	AVERAGE ALT. OF RELEASE			AIRPLANES			MEMBERS OF CREW			
								DEST'D	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES	LOST IN E/AIR ACTION	LOST BY A.A.	LOST BY OTHER CAUSES
323.	25/02/45	Friedrichsaf'n	7:50	38	23,850	0	0	0	0	0	0	0	0	0
324.	26/02/45	Berlin	8:40	39	25,000	0	0	0	0	1	0	0	0	0
325.	27/02/45	Leipzig	8:45	39	26,500	0	0	0	0	0	0	0	0	0
326.	28/02/45	Hagen	7:20	39	25,000	0	0	0	0	0	0	0	0	0
327.	01/03/45	Bruchsal	8:27	39	21,000	0	0	0	0	0	0	0	0	0
328.	02/03/45	Chemnitz	9:30	39	26,500	0	0	0	0	0	0	0	0	0
329.	03/03/45	Hannover	7:15	39	25,000	0	0	0	0	0	0	0	0	0
330.	04/03/45	Ulm	8:40	39	23,000	0	0	0	0	0	0	0	0	0
331.	07/03/45	Dortmund/Harp.	7:27	39	23,250	0	0	0	0	0	0	0	0	0
332.	08/03/45	Essen	6:17	39	25,000	0	0	0	0	1	0	0	0	0
333.	10/03/45	Schwerte	9:41	39	25,300	0	0	0	0	0	0	0	0	0
334.	11/03/45	Bremen	6:20	40	25,000	0	0	0	0	0	0	0	0	0
335.	12/03/45	Betzdorf	6:15	40	24,000	0	0	0	0	0	0	0	0	0
336.	14/03/45	Minden	6:40	40	23,000	0	0	0	0	0	0	0	0	0
337.	15/03/45	Zossen	8:32	40	23,000	0	0	0	0	1	0	0	0	0
338.	17/03/45	Bohlen/Erfit	9:46	40	27,000	0	0	0	0	0	0	0	0	0
339.	18/03/45	Berlin	8:32	40	26,500	0	0	0	2	0	0	0	0	0
340.	19/03/45	Plauen	10:20	39	26,000	0	0	0	0	1	0	0	0	0
341.	20/03/45	Hamburg	7:00	39	24,695	20	5	2	0	0	18	0	0	0
342.	21/03/45	Hesepe/Hopst'n	5:40	39	22,000	0	0	0	0	0	0	0	0	0
343.	22/03/45	Buer	6:01	40	25,200	0	0	0	0	0	0	0	0	0
344.	23/03/45	Gladbeck	6:10	39	25,000	0	0	0	0	0	0	0	0	0
345.	24/03/45	Eurstenau	6:02	35	25,000	0	0	0	0	0	0	0	0	0
346.	24/03/45	Twente/Ensch.	4:36	14	22,000	0	0	0	0	0	0	0	0	0
347.	28/03/45	Berlin	9:41	40	26,500	0	0	0	1	2	0	9	1	0
348.	30/03/45	Bremen	6:40	37	25,500	2	0	0	1	0	0	10	0	0
349.	31/03/45	Halle	8:43	34	25,000	0	0	0	0	0	0	0	0	0
350.	03/04/45	Kiel				0	0	0	0	0	0	0	0	0
351.	04/04/45	Fassberg				0	0	0	0	0	0	0	0	0
352.	05/04/45	Ingolstadt				0	0	0	0	0	0	0	0	0
353.	06/04/45	Leipzig				0	0	0	0	2	0	0	18	0
354.	07/04/45	Kaltenkirchen				80	0	0	0	0	0	0	0	0
355.	08/04/45	Derben				0	0	0	0	0	0	0	0	0
356.	09/04/45	Oberpfahofen				0	0	0	0	0	0	0	0	0
357.	10/04/45	Oranienburg				16	0	0	1	0	0	9	0	0
358.	11/04/45	Freiham				0	0	0	0	0	0	0	0	0
359.	13/04/45	Neumunster				0	0	0	0	0	0	0	0	0
360.	14/04/45	Bordeaux/Royan				0	0	0	0	0	0	0	0	0
361.	15/04/45	Bordeaux/Royan				0	0	0	0	0	0	0	0	0
362.	16/04/45	Regensburg				0	0	0	0	0	0	0	0	0
363.	17/04/45	Dresden				0	0	0	2	0	0	18	0	0
364.	20/04/45	Brandenburg				0	0	0	0	0	0	0	0	0
365.	25/04/45	Pilsen				0	0	0	1	0	0	9	0	0

Ed. Note: Since no Mission Summary was available for the last 16 missions, the figures were reconstructed from other sources. If anyone has page 20 of M.S., the editor would appreciate receiving a copy to complete his file. I'm sure the Group Historian, Al Lehman would appreciate getting a complete copy of this document.



Sky Wolf and lead crew, Kassel, 7/30/43—(Top Row l to r) William Chamberlin, unk, Jack Timken, Col. Kermit Stevens, unk and Bob Solverson. (Bottom row l to r) Chris Giassulo, George Redhead, James E. Foy, Jack Baxter and Leland Knuth.



Lead crew at Hamm 4/11/44. 359th Commander L/C Richard Cole led the group. It was the groups 267th mission.

IN MEMORIAM

Dana A. Hodge (359) passed away on May 24, 1990. He is survived by his wife Joyce.

Stanley W. Jasut (358) no additional information available.

Donald O. Lesch (359) died on March 14, 1990. He was a bomb-sight specialist with the 359th. He died of heart failure following complications associated with cancer. He was 71. He is survived by Murdee his wife of 45 years and two sons Dan and Dennis and a

granddaughter.

Lyle W. LeRoux (360) died on May 8, 1990. He was 66. During WW II he flew 34 missions with the 303rd. After the war he and his father opened the popular Billyle Supper Club in Toledo, Ohio which ran until 1987. He is survived by his wife Bernardine.

Benjamin Losiewicz (360) (Name was listed on the Taps page of the June issue of the Retired Officer Magazine. No further info available)

—Potpourri—

303rd Memorial installed at 8th AF Museum

A memorial to all who served with the 303rd Bomb Group has been installed at the 8th AF Museum at Barksdale AFB, Bossier City, Louisiana. It was erected opposite the B-17 which is on permanent static display and which bears our famous red triangle "C." A mini reunion was held in connection with the ceremony. Accounts and photos of the ceremony will be carried in the next issue of the newsletter.

Schaumburg '91 Reunion

Harley Cannon is hard at work making sure that the '91 reunion at the Marriott Hotel in Schaumburg is the best ever. He visited the Arlington Race Track and made arrangements for a Brunch and "a day at the races." He also made a trip to the Museum of Science and Industry and made a firm commitment for our visit and booked two showings at the Omni-Max theatre.

He claims his red triangle surrounding the C will be the best name tags we have ever used at

our reunions. I'm sure Harley can use a lot of help as the days of the reunion draw closer. If you live in the Chicago area, give him a call and offer to help. He will need bus monitors who are knowledgeable of the Chicago area. He will also need help manning the registration booths.

Savannah Project Update

Negotiations on a land use contract between the newly formed 8 AF Heritage Center, Inc. and the Savannah Airport Commission are nearly complete.

When a suitable land agreement has been finalized that provides a desirable location over a long term for a permanent home for the Heritage and Educational Center, plans will get underway for a quick start on the fund drive, construction, and operation of the three phase 80,000 square foot complex.

Cost estimates to get through the first year's operation run about seven million dollars. Target date for the dedication is late 1992.

Officers for the new construction are Lew Lyle, President, Henry Hughey, Treasurer and Ben Smith, Special Agent and Secretary.

NEW MEMBERS

Coe, Charles F. (A) 610 Cuesta De., Los Altos, CA 94024
Craig, Jay (A) 37 Cavendish Ave., Gillingham, Kent, ME 72 NN, England
Parker, George F., (427) 7552 Paige, Warren, MI 48091
Smolar, Max (359) 942 Negley Ave., Pittsburgh, PA 94024

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Aldous, George C., 1630 Fairway Dr., Cookeville, TN 38501-2024
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