

Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

JANUARY 1992

50th Anniversary

Is this the "Last Hurrah?" for the 303rd?



Photo by Stoull

"Going Home"



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

Editor: Hal Susskind
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JANUARY 1992

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IN THIS ISSUE

Before I get too long winded and start talking about the problems associated with putting out this issue, I have a few important announcements to make: first, Carlton Smith is the membership chairman and as such he handles all matters relating to dues, address changes (he puts out the mailing labels) and about a thousand other chores. In future issues will write a column bringing you up to date on all such matters.

Also Secretary Ford Kelley's zip code is 34243. He gets slapped on the wrist by postal authorities everytime we put the zip on his mail.

At long last reprints of mission reports are now ready for distribution. Starting on page 8 we have listed the reports that are now ready. David R. Matthews, Sr., 5530 Center Hill Church Road, Loganville, GA 30249 is one of the honchos in charge. Drop him a line or call him at 404-466-2003 and have him send you an order form. The price of each mission is as listed in the newsletter plus a handling charge of \$3.00 for the first mission and \$1.00 for each additional mission.

This newsletter is probably the largest one we have put out to date. Normally we would have come out in December but because of the Christmas mail and the probability of half of our newsletters getting lost I delayed it a month. Unfortunately I also found out that my high gear is just a little faster than second gear. You might also say that I now have two gears, "slow and stop."

As you can see the four page wrap-around is devoted to the 50th Anniversary reunion in Boise in September. My question is, "Is this our 'last hurrah'?" If it is I think we should take advantage of the fact that there will be a lot of publicity generated in 1992 because it is the 50th Anniversary of the first Air Force raid on Germany and see if we can locate our missing members. Desert Storm will now slip to the back burner, unless George Bush brings it up in his endeavor to get more votes (I wish I knew what he got for the DFC for). I'm still sad that we were not able to get a lot of the awards that many of our members were entitled to but for some reason never received. I think we should resurrect a lot of stories which vividly portray the acts of heroism as accomplished by the personnel of the 303rd and send them out as News Releases.

Also included in this issue is a questionnaire which when completed will become a part of the records of the 303rd and be included as part of our exhibit in the new 8th Air Force Heritage Center in Savannah, GA, the birthplace of the 8th Air Force.



ROYALTY VISIT MOLESWORTH — Fifty years ago when she visited us at Molesworth she was a princess; today she is Queen of England. I recommend we invite the Queen to our 50th Anniversary reunion.

Hell's Angels Forum

Your Chance to Sound Off!

English War Brides

Enclosed find my check in the amount of \$25.00, a memorial to Ballard T. Byers who died on May 11 this year. We knew he was ill but were only aware of his death when reading the July newsletter. B.T. was co-pilot of the B-17 crew of which I was waist gunner and we have corresponded (Christmas cards) since our separation.

My wife, Ann, whom I met in London in 1944 and married in the states is curious to know how many of the "fly-boys" in the 303rd married girls from "over there." Any idea?

Orvis K. Silrum
401-1st Street No.
Hopkins, MN 55343

Ed. Note: According to an article which appeared in an English paper in 1945, Molesworth personnel were married to 400 English ladies. I have no idea of how many were "fly-boys." (See Pg 12, March '91 issue of Newsletter) Maybe we can schedule a meeting of "English War Brides" at the Boise reunion.

Hi Lady Angels!

Since it is very time consuming to write personally to each of you (who now Number 170), I'm taking this opportunity to tell you about the Shaumburg Reunion. It was a great reunion and a good time was had by all who attended.

There were six Lady Angels who came to the reunion. Because of the variety of activities, we couldn't seem to agree on a luncheon date. Everyone is so friendly—no one feels alone. If you have ever attended a reunion, you may already know that.

After my arrival on Thursday, I helped with registration in the afternoon, met some new people—had dinner with these new friends. On Friday, I discovered that my friend Sue Lehman had arrived (you all remember Al Lehman a former president) and we made plans for lunch. Some ladies and men went to Woodfield Mall which was only a bus ride away. Soon, three couples I had met in Norfolk arrived, and we renewed old friendships. Later, before dinner, we had a wine, cheese and fruit reception in a huge tent. On Saturday, we boarded buses to the Chicago museum which was exciting and in-

formative. On Sunday, I bet on horses for the first time at Arlington Raceway. How exciting! We also had lunch in their beautiful dining room. What a great afternoon!!

After a group breakfast on Monday, there was a memorial service in the garden area of the hotel. It was a moving program. There were the usual Squadron meetings followed by the general meeting. Later, before the banquet, we gathered for cocktails (we got dressed up prettily for this), and after dinner, there was music, dancing and a Hawaiian Revue. A good time was had by all. On Tuesday, there was another group breakfast before departing for home. It was good-byes, hugs and kisses, and some tears. It feels as if we are family—saying adieu until the next reunion in Boise, Idaho.

So you see, there is always something to keep you busy. Since most of the activities are concentrated in the hotel Convention Center, you really don't have to leave the hotel except for special events. Oh, I forgot—there is also a hospitality room where people congregate for conversation, camaraderie and libation.

I hope this gives you an idea of what there is to do. No one is ever alone; and I will always be available, if necessary.

We women need to become involved to help carry on this heritage because our husbands would want it that way.

I hope to see many of you in Boise as the 303rd celebrates its 50 Anniversary.

Your Lady Angel Representative,
Joanna Tressler
Rd. 1, Box 373-K
Northumberland, PA 17857

The Oschersleben Mission

Perhaps as you remember, we have been in touch about one and a half years ago. You kindly ran my letter to you in your Newsletter of March '90 which resulted in several contacts with former 303rd BG people. I much appreciate your kind help in that and would gratefully thank you for that.

My research has now become in the final phase and I hope to publish it within a year. However there still is some lack of info with regard to some crews who went down on the mission of January 11th 1944. To obtain some more detailed info/

accounts, I would be most pleased to get in touch with members of those crews.

Perhaps they might be members of the 303rd BG Association and you might be in possession of their addresses. I still have less info about the downing of the Dashiell, Emerson, Haliden and Campbell crews. I will list the names of the survivors of those crews on a separate sheet.

For illustrating the proposed book about the entire mission of January 11, 1944 I also am searching for photographs relating to that mission, crews and aircrafts involved. I do not know whether the 303rd BG Association has a photo library.

Roger Freeman published in his book "The Mighty Eighth" on page 105 a photograph of a 303rd plane exploding in the air. Careful research learned me that the plane was the B-17G No. 42-37896 flown by 2nd Lt. Robert H. Haliden. No one survived. The Imperial War Museum in London could not find that particular photograph unfortunately. Perhaps that photo might be in your files. It is self-evident that I will be more than glad to reimburse any costs for reproducing, postage etc.

I have been in touch with Col. William Calhoun and Don Stoullil, your pilot in those days. He kindly sent his very interesting narrative about that mission. Accounts of crewmen who flew that mission will be an important part of the proposed book. Your account about that mission would also be much appreciated.

Jaap van der Kuylen
Rietgorsiaan 8
3181 SN Rozenburg
Holland

Model Kit of Thunderbird

I recently learned that a model kit manufacturer is coming out with a kit for the B17G Thunderbird, the one in Keith Ferris's Smithsonian mural. It also includes a frameable full color poster of the Thunderbird in action over Germany. I think quite a few 303rd members would be interested in the kit. Maybe it could be sold thru the PX or at the Boise reunion. It is Kit No. 75309 1/64 scale. It would be nice to take a group photo of any crew members who attend the reunion at Boise.

My friend Jimmy Fourcade is the

Rocky Mt. area distributor. His address is 9200 Lombardy Lane, Lakewood, CO 80215. The mfg. company is Lindberg-Craft House Corp., 328 N. Westwood Ave., Toledo, OH 43607. Attn: John Bergquist.

See you in Boise.

Morris B. Sjoberg
820 Teller
Lakewood, CO 80215

P.S. I always read the newsletter from cover to cover, and like you say, I always learn something, even tho I was there the whole time.

Ed. Note: To take a photo of all the people who flew in the Thunderbird on its 116 missions would take a large wide angle lens to get all the people in. Even I flew a mission in the Thunderbird.

Was It Romig?

Good newsletter for Oct. '91. Since the front page article was yours, I am writing you in regards to the photo. You name two officers and ask "who are the others?" I arrived at Gowen Field on 12 May 1942 and was assigned to the Hq. Sqdn. When Hq. Sqdn. were dissolved, I was assigned to the 359th.

Eugene Romig was the CO in both of the Sqdns. I had reason to know him. It is my belief that the front man on the left is Romig. There are several reasons why I think that is he. He was a captain then and this man is a captain. The light colored overseas cap, the brown leather jacket and the light pants were most indicative of his dress. His dress is real neat. He was always that way. Reason! He was a West Pointer. If I had any reservations it would be because of the look on his face. I always saw him with a serious looks on his face. Here this man almost has a smile. I'm 99.9 percent sure. Other reason? There is none other that approaches his looks in this group. At this point in time he would have been at this picnic. I have no doubt that you will receive positive ID on a number of the men. There are others that are familiar but I can't put a name to them.

My wife has been ill and we have not been able to attend the last two reunions. She has responded to treatment well and as of now we will be able to attend the Boise reunion.

I still have a lot of interest in the Association. Still have a lot of

Forum

friends and average writing a letter to some one of these at least once a week. I also receive a number of letters. The war was terrible but it sure made some good stories.

James C. Hicks
10172 US 41 S
Henderson, KY 42420

Ed. Note: Believe it or not but you are the only one who has written re: the photo on page one. Since Gene Romig is a member of our Association I'm sure he will drop us a line and let us know what kind of a sleuth you are.

Potpourri

Just a short note to announce the demise of Sgt. Taldino Testone of the 360th Sqdn. He was a member of the crew of Yardbird I and II under Mike Abrams. In his spare time he kept the WW II Air Force Museum at Hartford, CT in good repair as a hobby. Included was a B-17 Flying Fortress. He was planning on making the Boise reunion.

John R. Hughes of IZA Available, Sack Time, IZA Two and Snap Crackle Pop.
2446 Colony Drive
Melbourne, FL 32935

P.S. Hope to see you all in Boise in '92.

In the October issue of *Hell's Angels Newsletter*, on page four, entitled "THEN: Molesworth 1942-45," in the lower left corner, was shown the "Little Princess," which was the airplane in which I, as a navigator, flew several missions with Lt. Marvin Boyce. We were shot down over Munich on 7/19/44 in the Little Princess. I wonder if you have the complete picture of this airplane and, if so, how I could get a copy of it.

Melvin A. Brown
P.O. Box 16
Billings, Montana 59103

P.S. Could you please explain what the "Memphis Belle" did that "Hell's Angel" did not do first?

ED. Note: Nothing, except someone into writing about her. Actually the a/c *Hell's Angel* flew 25 missions before "Memphis Belle" but its crew was the first in the ETO to complete 25 missions. Re: the

a/c "Little Princess," the montage was made sometime in 1945. If anyone has an original photo of it please contact Mel Brown at the address above.

Just a quick laudatory word on the Oct. newsletter which came today. An interesting issue made more so by your own thoughtful comments. I attended the 8AFHS do in New Orleans in Sept. which proved worthwhile for me. Does anyone yet have a line on whereabouts of Werner Goering? If not, I know a guy who knows a guy who may.

John McCall
929 Washington St.
Denver, Colorado

In regards to the article on page 10 of October 1991 issue of the newsletter: the newspaper article dated Dec. 17, 1944 was incorrect in reporting that the pilot was co-pilot, 2nd Lt. Richard E. McGilvray of Coarsegold, CA and 2nd Lt. George E. McCutcheon of 679 Lakeview, Birmingham, Mich.

The flight that day, Sept. 9, 1944 was piloted by George E. McCutcheon and co-piloted by Richard E. McGilvray. We were flying Whipcream F, Freddy Fox. The flight took 6 hrs and 40 min.

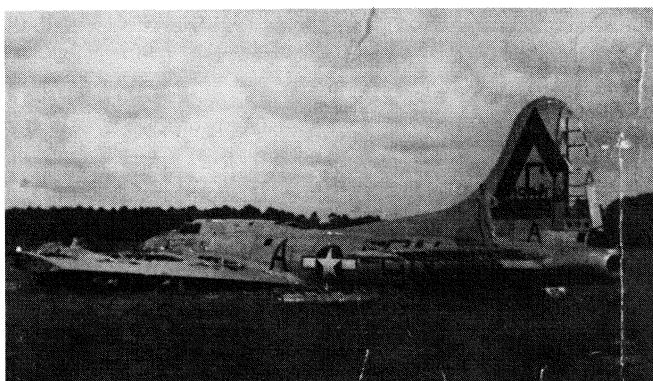
I'm glad to have the report in the newsletter and bomb group history.

Also in regards to the Wiesbaden Mission, 15 Aug. 1944, article on page 6, our crew and aircraft was one of the four aircraft that returned home that day.

Thanks for a great newsletter.

George E. McCutcheon
1427 Brink Rd.
Gaylord, MI 49735

ED. Note: The screened article was printed the way it appeared on the TWX from Hq. U.S. Strategic Air Forces in Europe. It only took them 3 months to get around to releasing the very interesting story. Regardless of who was flying in the left or right seat I think your crew did an outstanding job and all earned some sort of an award. I wish that someone who presently lives in California would try to locate Lt. Kiessel who lived in Los Angeles at that time. I'd like to know if he ever received the Silver Star?



Enclosed are a couple of photos of a downed aircraft which bears the 303rd BG markings. These pictures were taken by my brother and a buddy (they are shown standing on the tail section.) and he thinks they were taken somewhere in France or Belgium.

We were looking through his picture album when I saw this picture of a B-17 with the triangle "C" markings. I told him this plane was from the BG that I had flown with so he gave it to me. I think the number on it was 43-39011 and if my research is right it was piloted by Lt. Griffith and crash landed after a raid on Plauen on 3/19/45.

If any of the crew members belong to our 303BG Association or can be located they are welcome to a copy of the photos.

A.C. Anderson
1118 Virginia St.
Martins Ferry, OH 43935

My name is Joe E. Richter. On Oct. 1, 1991, the VFW Magazine ran a seeking ad for me reference my brother T/Sgt Eldon F. Richter who was assigned to the 303rd BG, 427th BS. Eldon was killed on Aug. 19, 1943 on a mission over Holland. My purpose for the inquiry was that I wanted to locate of his crew members that had survived this mission.

My first response was from Harley E. Cannon who told me about your organization. I then wrote a letter to your membership chairman, Carlton M. Smith and obtained an associate membership. He told me that he was sending you my letter that I had written to him, and that possibly you would put it in your newsletter and perhaps locate some of his crew members.

In the meantime on Nov. 9, I called Harry Gobrecht, who gave me a lot of information about my brother and the names of his crew

members. On Nov. 15, I received several photostat documents from Harry which included the mission reports on Gilze-Rijen, Holland Air-drome for Aug. 19, 1943 where my brother's plane was shot down.

I feel like now that I have most of the information that I was seeking, other than the addresses of the surviving crew members. I checked their names in the roster that was sent to me, but could find none that were current members. Perhaps they were members at an earlier time and had passed on and their names had been dropped from the roster. I am including the names of the crew members and would appreciate it if in some future newsletter that you could publish their names. Hopefully I will hear from someone who knows their whereabouts and have current addresses, so I can contact them. My parents had received a letter after the war from one of the members, but over the years the name was lost. The ones that were not killed were taken prisoner.

Surviving members of a/c # 42-5392 "Stric-Nine"

Lt. Lauren H. Quillen	P
Lt. William N. Irish	B
S/Sgt. Elbert O. Price	B/T
S/Sgt. Arthur K. Sauer	T/G
S/Sgt. Joe H. Brown	L/W
Sgt. Paul W. Abernathy	R/W

Joe E. Richter
5735 NW 70th St.
Topeka, KS 66618
Tel. 913-246-1388

Please find enclosed \$10 for the renewal of my associate membership to the 303rd BG Association.

I was sad to hear of Jim Reeves' passing. We had got to know one another very well in the short time since I became a member of your fine group.

Let me put you in the picture about myself. I am a member of the

Forum

8th AF Historical Society, the Second Schweinfurt Memorial Ass'n. and an organization called Friends of the Eighth which is a British run sort of Club. My link with the 8th goes back to the years and my interest has remained constant through the years. My connection with the 303rd started with a B-17F, 42-5482, "Cat-O-9-Tails" which crashed in my back yard on 14 October '43. As you probably know I still have a prop blade from this aircraft in a restored condition which I hold as a memorial to the men who never returned that day.

I still live at the same address as then, Molesworth being about ten miles to the north.

As '92 approaches I understand the 303rd will be visiting England during the next few years. If there is anything I can do from my end, I will be pleased to give some time to help in any way I can. Don't hesitate to drop me a word.

As a historical note, on looking back at the December '90 magazine, I note something that I should have passed on early. In the article, "Honor Roll," No. 40, Loughran and No. 45, Grant as lost in combat; this is not so. As Loughran, the regular (20 missions) pilot of 42-5482, "Cat-O-9-Tails" went down in 42-29846 as his regular mount was in for repairs. Grant flew 42-5482 on Oct. 14, '43, which I mention crashed in my back yard. He returned to flying and was shot down in "Ramblin Reck," on 5 Nov. '43. Both these men were prisoners and returned after the war and are very much alive and kicking as I regularly correspond with them both and most of their crews also survived. Hope this info is of some interest to you.

John T. Gell
170 High Street, Riseley
Bedfordshire, England MK 44 1 DR

Ed. Note: Just what I need—another editor. The Honor Roll was a series of charts put together by the administrative arm of the 303rd. It was kept up to date after every mission flown by the 303rd. For instance George Stallings is listed in No. 31 as being lost in 42-5468, Quinine, The Bitter Dose. If you read the story on page 6 you will see this is not the case. We lost the aircraft but George was saved. Ironically, "Cat-O-9-Tails" was originally George Stallings aircraft which he picked up in Bangor, Maine and

named. Hopefully someday we will actually straighten out this mess and come up with an accurate list of aircraft lost. No one has ever come up with a list of people who were actually killed on a mission or a list of 303rd who became POWs. Harry Gobrecht is working very hard on trying to straighten out all the discrepancies. If you have any information please pass it along to him.

While it is true that the majority of your readers are Senior Citizens (I mean really senior), I don't think it is right that you change historical dates and customs just to confuse these old people. After all, while abuse of Seniors may not be as prevalent as abuse of women or children, it is surely no less abominable.

On page one of the current issue you have changed the date of D-day to June 6, 1943. If you had been right I would still have been in Cadets and would have been ignorant of Molesworth and all it entailed. Then, I read on to your mention of your SECOND TOUR and Voila! As you were coerced into flying a SECOND tour you have probably been having these aberrations for a long time. Also, on the back page you mention the 303rd's Silver bash. Whatever happened to the Gold? God willing, my wife and I plan to celebrate our Golden Anniversary in June, '93. Must we change the announcements? Please advise.

William H. Smith
3524 Golf View Drive
Hazel Crest, IL 60429

Ed. Note: How is it when I'm typing copy, reading proofs, writing heads and laying out the newsletter I have a staff of ONE. After the newsletter is published I have 1600 editors looking over my shoulder telling me how I screwed up. Everyone knows that D-Day was June 6, 1944 and the 50th Anniversary is a Golden Anniversary not silver.

A LITTLE BIT OF THIS AND THAT

Just read Crawford's "Wiesbaden Mission" in Oct. issue. There is a much better account of this 15 Aug. 1944 mission in a small booklet, "Cowboys and Indians" by Jeffery Ethell. It contains pictures of some crews, plus German Fight-

ers and pilots. On my last visit to the Nat'l. Air & Space Museum Library (2nd floor), I got a lot of help from Larry Wilson, Chief Librarian, on obtaining crew pictures (lead crews) on micro-fische available for individual viewing, gave copies to my crew (H.B. Johnson) at 1985 Seattle reunion. Later I also sent them xerox copies of Ethell's booklet. Since this accurately describes the Keith Ferris mural, perhaps the 303rd BG Ass'n. might want to make it available for purchase at the next reunion, probably can be reprinted via Ethell. Just a suggestion.

P.S. #1: Decided to send a copy of "Cowboys" also some other stuff I had laying around. Got Joe Blinebury's letter at the same time. He described his meeting with Gobrecht in detail. The Fred Kiesel story brought back many memories of our Carlsbad, N.M. & 358th days. Stay loose. Hope some of this will clear up debated points. Still think the "Cowboys" would make a good reprint for the 303rd troops.

P.S. #2: Had sent a copy of "Fortresses Under Fire" and "Cowboys and Indians" to Peter Horner/Leipheim/ to give to Maj. Dahl (Commander of JG 300, the primary Luftwaffe unit to engage the 303rd at Wiesbaden). Got his obit back in return mail. I am an "Honorary" member of Luftwaffe Fighter Ass'n. (thanks to Horner)

P.S. #3: As you can see by these Special Orders from Station 107 dated 3 Aug. 1944, Freddy Kiesel and I were assigned to the 358th BS on the same date. Also, Fred, Bill Sachau, (360th Kuykendall's crew) and I were all in Class 44-3, Bombardier-DR Nav. School, Carlsbad, N.M., graduated 24 Feb. 1944. I hitched down to Reading Army Hospital to visit Fred after he had his arm amputated. He was jolly and laughing as always, kept the entire ward in an uproar with his crazy humor. Later, I understand, from talking to Ben Starr (Nav.) that Fred became very depressed. He was a great athlete, could throw a football a mile, had planned on going to college and being a first class quarterback. Wrote to Starr (after the Seattle Reunion) but never got an answer. Also visited with McGilvray in San Mateo. He should know more about Fred, Ben and possible Silver Star. Personally, I never heard of him getting one.

P.S. #4: I got all these Special Orders, Mission Reports, Gunners' Reports, etc., from the USAF Historical Office, Bolling AFB, MD. There are several rolls of microfilm, if your historian would like to review and copy, also, National Records Ctr., Suitland, MD and National Space Museum, Washington, D.C. (Larry Wilson, Chief Historian). Many photos, etc., in National Archives Bldg. and Air University in AL.

Werner Goering is listed in the Tucson, AZ, phone book, maybe you would like to invite him to join, probably would have many interesting stories. My ball-gunner, Joe Blinebury, was flying with Goering when they crashed on take-off on 15 Feb. '45. I had just assigned Bill Conder as his first lead bombardier. Bill was a big guy, hard as nails, went completely thru the plexiglass nose, took the Norden Bombsight with him, only broke his little finger, would have killed anyone else. Goering was on his 2nd tour, (had made captain) his 2nd lead mission on that tour.

Blinebury says I was Sqdn. Lead bombardier on his last (30th) mission with Goering as pilot. I can't remember, but sure it's true. Joe kept very exact records. Understand he and your historian Gobrecht had a difference of opinion on the Dresden raids. Check 303rd newsletter, Sept. 1990, page 10, Mission Nos. 314 & 315, dated 14 and 15 Feb. '45. I was lead on one of those.

Get "Raunchy" Rencher to tell you the "story" as to why he was flying as Goering's co-pilot.

Ray Gorham
358 J. Ave.
Coronado, CA 92118-1140

ED. Note: I'd like to thank Ray Gorham for the wealth of information he forwarded with his letter with the record breaking number of P.S.'s. Ray flew 29 missions with the 358th BS from 2 Aug. '44 thru 15 June '45. He was squadron bombardier from Nov. 44-June 45. I still like Crawford's story on the Wiesbaden mission because "he was there." It also clears up the mystery of where Werner Goering is today. I hope someone from Tucson will contact him.

Boise in '92

For the past several years, George Stallings and his crew of Ralph Adams, Loy Tingley, and Bob Evans have been camped out at the Washington National Records Center copying the combat record of the 303rd Bomb Group. Unfortunately on 23 August 1991, George passed away at the U.S. Army Medical Center in Washington, D.C. Ralph Adams had this to say, "We miss George Stallings! He was the leader, head, honcho, record keeper, planner and everything all rolled into one. Most of all we will miss him as a friend."

To those who didn't know this giant of a man—he was six feet three and weighed about 250—I am reprinting a story about George which appeared in the November 1977 issue of the 8th AF News written by Steve Birdsall.

THE B17 THAT REFUSED TO DIE

The gunners are already out at the hardstand by their truck. The Jeep carrying the officers rolls to a stop on the oil-spotted concrete, and the pilot, Captain George V. Stallings, his co-pilot Joe Bradbury, navigator Ford Kelley and bombardier Frank Kulesa gather under the broad wing of the Fortress.

Stallings is a big man from Rowayton, Connecticut. He weighs almost two hundred and fifty pounds and is well known for developing the technique for pilots to urinate in flight without crawling through the bomb bay to the relief tube. He just opens his side sliding window and lets go. The low pressure area moves everything outside, but the resultant steam in the below zero upper air has led to false reports about Qui-Nine, his ship, being on fire over the target.

George Stallings will be flying Qui-Nine, The Bitter Dose, decorated with a pair of dice and sundry patches from earlier trips over the Continent. She is not really Stallings' "own" aircraft, and this is a matter of great sadness to him and his crew. They had picked up a brand new B-17F, 42-5482, in Bangor, Maine, and carefully designed her nose decoration, a cat with nine barbed tails. A commercial artist in the States had transferred Stallings' concept perfectly to the big plane, and the crew intended to further customize their ship with dual automobile horns. But on arrival at Molesworth the Cat O'9 Tails had been given to another crew. Stallings and his men always watch for her to return from missions, but they will never get her back. Finally she will be abandoned over England after the October 14, 1943 Schweinfurt mission . . . but today is June 25 and the target is Hamburg.

All around, in the darkness and dampness, other little groups of men gather. Around Lt. Dave Mack's ship, The Witche's Tit, bearer of the most bizarre decoration ever painted on a B-17—a broom-riding hag with pasty orange flesh, green and black striped stockings, and black and white teeth. Rivulets of early morning dew turn the matted colors to a streaky gloss. One of the crew from the Avenger, Lt. Palmer's B-17, idly spins the number two engine supercharger wheel, while one of the ground crew

polishes the bombardier's aiming panel.

Kulesa passes out the escape kits and rations and after a while Stallings swings up through the nose hatch and the rest of the crew make their way to their positions.

Stallings waves from the cockpit and the ground crewmen spin the number one propeller, then two and three and four, and in the cockpit the pilots go through their preflight check, unlock the controls, move the flaps, rudder and elevators through their arcs. The prop blades spin slowly, the engine fires a puff of bluish smoke, Stallings moves the mixture control.

The two ground crewmen remove the wheel chocks and Stallings drops the rpm on the two inboard engines and drives the Qui-Nine from her hardstand, joining the queue headed for the runway.

In the uneasy dawn, the four twelve-hundred-horsepower engines roar as they are run up. Qui-Nine moves up to her takeoff position, lines up,

pauses, tenses, begins to roll. The needle on the air-speed indicator rolls down past sixty, eighty, one hundred, and the twenty-five tons of bomber leave the tire-streaked strip. Bradbury dabs the brakes gently and the landing gear eases up into the wings.

The sky on Friday, June 25, is a thick concentration of clouds, gray and heavy and dim, and as the groups and squadrons join up for their five hour flight and head out across the Eastern Counties of England, crossing the coast twenty miles from Norwich and sweeping out over the North Sea, all that is below them is a quilt of thick, opaque cloud. Overhead, a roof of pale gray shields and thwarts the sun. All around are pieces of these two layers, lost between one or the other. From the B-17's stream the long, pointing fingers of contrails—beautiful, but dangerous.

Qui-Nine is leading the 303rd Bomb Group's high squadron, and that is about as far as Stall-



Stallings original aircraft



ings can see. The deeper they head into the weather, the more solid the cloud becomes, building continuously.

Finally the target is somewhere down below the bombers. The submarine slips of Hamburg, somewhere beneath the murky blanket.

The first casualty in the 360th Squadron is Dave Mack in *The Witche's Tit*, but Stallings sees the chutes coming out as she goes down, smoke streaming out of the radio compartment hatch. He knows his close friend Mack is still alive, but Hamburg's flak gunners have claimed *The Witche's Tit*.

Up front in Qui-Nine they know they are in for trouble as *The Avenger*, Palmer's ship, is hacked about by enemy fighters. Palmer is dead in his bloody seat when his crew leaves the stricken Fortress.

In the rear of Qui-Nine tail gunner Stevens is battling the enemy fighters as they skim along under the B-17's contrails, firing through them. All he can do is count five and hose down the vapor trails, count five and shoot again. Then the radio operator takes a twenty-millimeter in the chest, which kills him instantly. One of the gunners is hit in the knee. Twenty-millimeter coming up and exploding by the nose rips through, popping and spewing out fragments that turn the navigator's maps into a "rat's nest." Then a cannon shell explodes under the table, throwing slivers into Kelley's leg.

The tail section is hit, and hit hard. The column falls out of Stallings' hands as the aircraft rises up, then starts to go down. The pilot flips up the bail-out bell at his left to "On." Kelley is sure they are out of control, as the forces pin him to the roof of the nose. Stallings has no rudder control at all, but he gives the ship more power and the nose comes up. He finds on further investigation that he has some trim tab and the autopilot. Around twelve thousand feet someone in the crew calls, "Let's give it one more ride." Then another voice adds "Will somebody turn off that goddamned bell!"

Stevens is in the tail watching pieces of metal stream away from above him, and flutter away in the slipstream like shingles off a roof. One of the waist gunners, most of the barrel of his fifty clipped off by a cannon shell, is cursing as he fires and watches the tracers just ooze out of

his stubby weapon and fall off into the slipstream. Kelley looks out through the radio compartment skylight and he can't see the Fort's huge tail . . . there just isn't that much tail left.

Qui-Nine is flying, but not like a B-17. She is sort of sliding, and the fighters cannot line up on such an unpredictable target. The crew never figures on getting back to England. One Focke-Wulf, intent on getting such easy meat, raises his nose and lowers his gear to slip is slow and firing. In desperation Stallings lets the ship go — it flies to the right automatically now — toward him. The German pulls away.

As they cross the coast near Emden a lot more flak comes up, and to the crew it is like driving over a freshly graveled, unsealed road. Pieces of flying metal cascade onto and into Qui-Nine's battered body. The smoke screen at Emden is in full operation, and that gives Stallings and the crew quite a kick. To think the Ger-

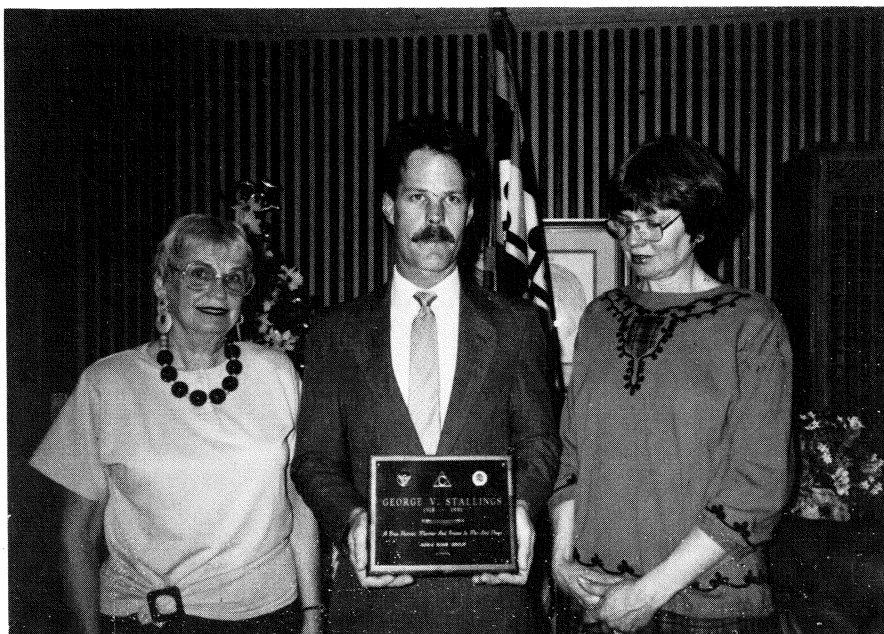
mans maybe believe this is a big raid, and it's only them, staggering out to the North Sea, dodging between the clouds in their shredded bomber. More fighters hit them over Emden but Qui-Nine is not ready to go down to them, or to the flak guns on the offshore islands.

Kelley brings them in right over the English coast, but Stallings and Bradbury know they cannot hope to land the aircraft. So at five thousand feet they prepare to bail out, but the escape door and the bomb bay doors are jammed. They just won't crank open, so finally the crewmen jump on them. Just behind the wounded gunner two men go out at once, to help him as soon as they get down. Then the rest of the crew jump and Stallings heads Qui-Nine back out to sea. He wants to get the dead radio operator overboard by parachute, but it just is not possible. As the ship crosses the shoreline, he buckles on his parachute and bids Qui-Nine farewell.

Hanging on his chute, Stallings looks back at the big bird. All that is left of the tail is about six feet of spars. All along the fuselage he can see chinks of light coming through the holes in her. She circles once in farewell, then hits the water in a cloud of spray and steam as the water flows in and around her hot engines and shattered body.

The wind catches Stallings' parachute as he hits the water and drags him perhaps half a mile before he unbuckles the harness and begins swimming toward the shore.

At the edge of the water a few people are gathered, to warn him that the beach is mined. Finally he is led to a small cottage where a little old lady takes a bottle, with perhaps an inch of rum in it, from her mantelpiece and offers it to him. Stallings feels he cannot take it, and says no, thank you. But the lady insists. "I've been saving it for just such an occasion," she smiles.



(l to r) George Stallings sister, his son Scott and his daughter display plaque awarded to George at a ceremony attended by his friends and his National Archives project team at Andrews AFB, 27 Nov. 1991.

303rd BOMB GROUP MISSIONS 8th BOMBER COMMAND MISSIONS									
MISSION NO. DATE TARGET			TOTAL NO. OF PAGES	TOTAL COST	MISSION NO. DATE TARGET			TOTAL NO. OF PAGES	TOTAL COST
1.	11-17-42	St. Nazaire (No Bomb Drop)			26.	3-28-43	Rouen	68	6.80
	8th B.C.				49	8th B.C.		82	8.20
2.	11-18-42	St. Nazaire (Not Target)			27.	3-31-43	Rotterdam	60	6.00
	8th B.C.				48	8th B.C.		92	9.20
3.	11-22-42	Lorient			28.	4- 4-43	Paris	16	1.60
	8th B.C.				49	8th B.C.		158	15.80
4.	11-23-42	St. Nazaire	22	2.20	29.	4- 5-43	Antwerp	74	7.40
	8th B.C.				50	8th B.C.		123	12.30
5.	12- 6-42	Lille? Unknown			30.	4-16-43	Lorient	64	6.40
	8th B.C.				51	8th B.C.		114	11.40
6.	12-12-42	Rouen	31	3.10	31	4-16-43	Bremen	101	10.10
	8th B.C.				52	8th B.C.		173	17.30
7.	12-20-42	Romilly	35	3.50	32.	5- 1-43	St. Nazaire	81	8.10
12	8th B.C.		154	15.40	53	8th B.C.		132	13.20
8.	12-30-42	Lorient	41	4.10	33.	5- 4-43	Antwerp	79	7.90
14	8th B.C.		103	10.30	54	8th B.C.		127	12.70
9.	1- 3-43	St. Nazaire	38	3.80	34.	5-13-43	Meaulte	66	6.60
15	8th B.C.		126	12.60	55	8th B.C.		108	10.80
10.	1-13-43	Lille	26	2.60	35.	5-14-43	Kiel	99	9.90
18	8th B.C.		84	8.40	56	8th B.C.		169	16.90
11.	1-23-43	Lorient/Brest	34	3.40	36.	5-15-43	Heligoland	76	7.60
23	8th B.C.		174	17.40	57	8th B.C.		123	12.30
12.	1-27-43	Wilhelmshaven	28	2.80	37.	5-17-43	Lorient	82	8.20
31	8th B.C.		93	9.30	58	8th B.C.		146	14.60
13.	2-2-43	Hamm-cxl-Wx (Emden?)	26	2.60	38.	5-19-43	Kiel	108	10.80
32	8th B.C.		41	4.10	59	8th B.C.		151	15.10
14.	2- 4-43	Osnabruck	39	3.90	39.	5-21-43	Wilhelmshaven	76	7.60
31?	8th B.C.		113	11.30	60	8th B.C.		111	11.10
15.	2-14-43	Hamm-cxl-Wx	30	3.00	60	5-29-43	St. Nazaire	68	6.80
34	8th B.C.		77	7.70	61	8th B.C.		129	12.90
16	2-16-43	St. Nazaire	32	3.20	41.	6-11-43	Wihe!mshaven	95	9.50
36	8th B.C.		120	12.00	62	8th B.C.		138	13.80
17.	2-26-43	Wilhelmshaven	68	6.80	42.	6-13-43	Bremen	70	7.00
	8th B.C.		107	10.70	63	8th B.C.		103	10.30
18.	2-27-43	Brest			43.	6-22-43	Huls	83	8.30
	8th B.C.					8th B.C.			
19.	3- 4-43	Rotternman-Hamm	59	5.90	44.	6-25-43	Hamburg	82	8.20
39	8th B.C.		87	8.70	67	8th B.C.		164	16.40
20.	3- 6-43	Lorient	51	5.10	45.	6-26-43	Paris (No Drop)	51	5.10
40	8th B.C.		106	10.60	68	8th B.C.		87	8.70
21.	Rennies 67		6.70		46.	6-28-43	Beau' LeRoger	55	5.50
41	8th B.C.		124	12.40	69	8th B.C.		79	7.90
22.	3-12-43	Rouen	56	5.60	47.	6-29-43	Paris	49	4.90
42	8th B.C.		72	7.20	94	8th B.C.		75	7.50
23.	3-13-43	Amiens	68	6.80	48.	7- 4-43	Le Mans	77	7.70
43	8th B.C.		83	8.30	71	8th B.C.		114	11.40
24.	3-18-43	Vegesack	18	1.80	49.	7-10-43	Poix/Abb'ville	56	5.60
45	8th B.C.		149	14.90	72	8th B.C.		106	10.60
25.	3-22-43	Wilhelmshaven	65	6.50	50.	7-14-43	Paris	63	6.30
46	8th B.C.		92	9.20	73	8th B.C.		98	9.80

**303rd BOMB GROUP MISSIONS
8th BOMBER COMMAND MISSIONS**

MISSION NO.	DATE	TARGET	TOTAL NO. OF PAGES	TOTAL COST	MISSION NO.	DATE	TARGET	TOTAL NO. OF PAGES	TOTAL COST
51.	7-17-43	Hannover	72	7.20	75.	10- 8-43	Bremen	56	5.60
74	8th B.C.		125	12.50	48	8th B.C.		117	11.70
52.	7-24-43	Heroya	61	6.10	76.	10- 9-43	Anklam	83	8.30
75	8th B.C.		98	9.80	149	8th B.C.		177	17.70
53.	7-25-43	Hamburg	81	8.10	77.	10-10-43	Coesfield	59	5.90
76	8th B.C.		129	12.90		8th B.C.		110	11.00
54.	7-26-43	Hamburg	65	6.50	78.	10-14-43	Schweinfurt	113	11.30
77	8th B.C.		100	10.00	154	8th B.C.		174	17.40
55.	7-29-43	Heligoland	58	5.80	79.	10-20-43	Duren	55	5.50
109	8th B.C.		83	8.30	157	8th B.C.		114	11.40
56.	7-30-43	Kassel	78	7.80	80.	11- 3-43	Wilhelmshaven	69	6.90
110	8th B.C.		153	15.30	160	8th B.C.		133	13.30
57.	8-12-43	Gelsenkirchen	74	7.40	81.	11-5-43	Gelsenkirchen	55	5.50
81	8th B.C.		116	11.60	163	8th B.C.		119	11.90
58.	8-15-43	Amiens	64	6.40	82.	11-16-43	Knaben (Nor)	48	4.80
115	8th B.C.		85	8.50	168	8th B.C.		99	9.90
59.	8-16-43	Paris	66	6.60	83.	11-26-43	Bremen	91	9.10
83	8th B.C.		107	10.70	171	8th B.C.		181	18.10
60.	8-17-43	Schweinfurt	165	16.50	84.	11-29-43	Bremen	69	6.90
84	8th B.C.		150	15.00	172	8th B.C.		132	13.20
			132	13.20					
61.	8-19-43	Gilze-Rijen	89	8.90	85.	12- 1-43	Solingen	66	6.60
85	8th B.C.		110	11.00		8th B.C.		109	10.90
62.	8-23-43	Search Mission	9	.90	86.	12- 5-43	St. Jean D'ang	60	6.00
	8th B.C.		35	3.50	175	8th B.C.		117	11.70
63	8-24-43	Diversion	39	3.90	87.	12-11-43	Emden	68	6.80
86	8th B.C.		54	5.40	176	8th B.C.		123	12.30
64.	8-27-43	Watten	66	6.60	88.	12-13-43	Bremen	113	11.30
87	8th B.C.		89	8.90	177	8th B.C.		200	20.00
65.	8-31-43	Amiens-Glisy	59	5.90	89.	12-16-43	Bremen	56	5.60
88	8th B.C.		88	8.80	179	8th B.C.		111	11.10
66.	9- 3-43	Rommilly/Seine	62	6.20	90.	12-20-43	Bremen	86	8.60
	8th B.C.		112	11.20	180	8th B.C.		158	15.80
67.	9- 6-43	Stuttgart	78	7.80	91.	12-22-43	Osnabruck	59	5.90
	8th B.C.		141	14.10		8th B.C.		126	12.60
68.	9-7-43	Brussels	63	6.30	92.	12-24-43	Vacqueriette	80	8.00
	8th B.C.		99	9.90	164	8th B.C.		157	15.70
69.	9-9-43	Douai	56	5.60	93.	12-30-43	Ludwigshafen	84	8.40
	8th B.C.		100	10.00	184	8th B.C.		177	17.70
70.	9-16-43	Nantes	65	6.50	94.	12-31-43	Ship Orsono	61	6.10
	8th B.C.		125	12.50	185	8th B.C.		122	12.20
71.	9-23-43	Nantes	52	5.20	95.	1- 4-44	Kiel	96	9.60
	8th B.C.		63	6.30	187	8th B.C.		173	17.30
72.	9-27-43	Emden	44	4.40	96.	1- 5-44	Kiel	103	10.30
42	8th B.C.		102	10.20	188	8th B.C.		142	14.20
73.	10- 2-43	Emden	59	5.90	97.	1- 7-44	Ludwigshafen	80	8.00
	8th B.C.		112	11.20	191	8th B.C.		145	14.50
74.	10- 4-43	Hiddernheim	62	6.20	98.	1-11-44	Oschersleben	146	14.60
108	8th B.C.		138	13.80	193	8th B.C.		276	27.60
					99.	1-14-44	Le Meillard	80	8.00
					194	8th B.C.		107	10.70

MISSION NO. DATE TARGET			TOTAL NO. OF PAGES	TOTAL COST	MISSION NO. DATE TARGET			TOTAL NO. OF PAGES	TOTAL COST		
100.	1-21-44	Bois Coquerel	103	14.40	108	2-11-44	Frankfurt	79	7.90		
199	8th B.C.		144	14.40	213	8th B.C.		125	12.50		
101.	1-29-44	Frankfurt??	111	11.10	109	2-20-44	Leipzig				
201	8th B.C.		180	18.00	216	8th B.C.		202	20.20		
102.	1-30-44	Brunswick??	102	10.20	110	2-21-44	Deipholz				
204	8th B.C.		161	16.10	217	8th B.C.		197	19.70		
103.	2- 3-44	Wilhelmshaven	95	9.50	111	2-22-44	Aschersleben	133	13.30		
207	8th B.C.		150	15.00	218	8th B.C.		183	18.30		
104.	2- 4-44	Frankfurt	96	9.60	112.	2-24-44	Schweinfurt	96	9.60		
	8th B.C.		154	15.40	219	8th B.C.		159	15.90		
105	2- 5-44	Orleans	68	6.80	113.	2-25-44	Stuttgart	125	12.50		
209	8th B.C.		106	10.60	220	8th B.C.		205	20.50		
106	2- 6-44	Dijon	64	6.40	114.	2-28-44	Bois Coquerol	70	7.00		
210	8th B.C.		99	9.90	221	8th B.C.		104	10.40		
107	2- 8-44	Frankfurt	74	7.40	115.	3- 2-44	Frankfurt	106	10.60		
211	8th B.C.		120	12.00	223	8th B.C.		172	17.20		
116.	3- 3-44	Erkner	119.	8- 8-44	Erkner	122.	3-18-44	Lechfeld	125.	3-22-44	Berlin
224	8th B.C.		229	8th B.C.		236	8th B.C.		239	8th B.C.	
117.	3- 4-44	Bonn/Koln	120.	3- 9-44	Berlin	123.	3-19-44	Wizernes	126.	3-23-44	Hamm/Ahlen
225	8th B.C.		230	8th B.C.			8th B.C.		240	8th B.C.	
118.	3- 6-44	Berlin	121.	3-16-44	Augsburg	124.	3-20-44	Frankfurt			
226	8th B.C.		234	8th B.C.		238	8th B.C.				

Minutes of the 303rd Bomb Group Association, Inc. meeting held in New Orleans, LA, 20 September 1991.

Present: Carl Dubose, President, Lew Lyle, James Taylor, Ford Kelley, Van White, John McCall, Jerry Palmer, Gene Person, Harry Gobrecht, James Mussi, Philip Cascio, Carl Fyler, Coleman Sanders, Ed Miller, Ray Leal, Bill Roche, and Fred Barnes.

Carl Dubose welcomed the participants and invited input and discussion from the members. He explained that only three voting members (Dubose, Taylor, and Kelley) were present for formal vote determination.

The minutes of the 28 May 1991 meeting held in Schaumburg, IL were approved as submitted.

Carl Dubose reported the Financial status as prepared by the Treasurer, Charles Schmeltzer. Effective 31 August 1991:

Life Member Fund—CD	\$56,196
General Fund—CD	\$15,000
(CD's @ 6.4%)	
Money Market	\$22,032
Regular Checking	\$ 1,921
Grand Total —	\$95,149

Treasurer's report was approved as submitted.

The President reported on a letter received from Henry Johansen. Henry is asking the Association to consider combining the small organizations, e.g., 444th, Sub-depot, and Hq into one group. This reorganization, Henry feels, would provide for a better meeting structure at the General Meetings. It was recognized that this change would require a By-Law change for presentation at Boise, subject to prior approval by the members of these units.

Carl Dubose reported on the recent membership survey:

308 Members with unpaid dues—Letter sent to all.
50% response (excellent)
6 returned bad address
13 deceased
12 asked to be a volunteer program (\$390 in special fund to support this program)
20 New Life Members
15 asked to be placed on inactive list

Note—a second letter will be sent to follow-up on the no responses with emphasis on the Life Membership. The Annual dues notice will be mailed Jan. 1992.

Lew Lyle urged the Group not to drop known members. Member count:

Regular —	665	Super Life —	\$140
Life —	535	Widows —	165
Associate —	85	Deceased —	298

Lew Lyle asked the Group to support and stress the Super Life Membership as the only sure way of providing perpetual survival of the Association.

There was total agreement that the continuance of our very high quality, professional Newsletter is vital to the future of the Association. "It's the glue that holds us together," was a typical comment.

The question of how to endow the Association funds on a long range basis was discussed. A motion was passed that authorized the President to appoint a committee of himself, past Presidents, and others to study this major consideration and report at the General meeting in Boise. The study will consider the 8th A.F. Heritage Center, but not be limited to that project. Lew Lyle suggested that the Committee meet early enough at Boise so that a well prepared document can be presented to the Directors and, possibly, the members at the General Meeting.

Lew Lyle made a plea for individual and Organizational financial support for the Heritage Center. A sound fiscal position is needed before the Heritage Center can go to Corporations, e.g., Boeing, Coca Cola, G.E. and AT&T to ask for the final monies needed to complete and operate the Center. Lew reported that this Center is the *only* way to preserve our History. Fragmenting our financial support in different directions will result in the loss of much of our history.

Bob Kidd reported that the PX operation at Schaumburg resulted in a net profit of \$2300.

Carl Dubose reported for the budget Chairman, Bill McLeod:

1992 income —	\$16,824
1992 expenses —	\$16,400

An amount of \$304 was approved to support funds incurred by the Historian, Harry Gobrecht.

Jim Taylor reported on the *Boise Reunion*!!!!!!

Hotel—Red Lion—We have 250 rooms at resort location and 50 rooms at downtown site. Both excellent. Facility provides excellent meeting rooms, Ball Room, and Hospitality room. Staff are well qualified. (It is recommended that members who have heavy meeting schedules and/or reunion support duties send in their hotel request early for the Resort Hotel so as to be convenient to their duties)

Special events planning going well, e.g.:

River Tour, Bird of Prey, and Basque Dancers.

Expect attendance of 600 to 800.

Harry Gobrecht gave the Historian report:

—Reviewed the three books now completed covering the period until April 1943.

—Shared listing of "Group information required for Group History."

—Introduced Mr. Dave Turner, of Turner Publishing Co., a firm experienced in the publication of Military Histories. No action was taken on this subject.

—Harry reported that there is a big gap in the History of the support organizations. He would like rosters, pictures, and information on events involving these organizations.

This meeting lasted from 9AM to 12:30 PM. Carl Dubose asked that the three Officers, Dubose, Taylor and Kelley meet at 2PM to discuss reunion details.

At the PM meeting there was a discussion about mementos for attendees at Boise. Scarfs, Hats, and placemats were discussed as possible items for the Reunion package. It was decided not to include the placemats in the planning. The initial cost of approximately \$6000 along with the unknown appeal at the PX for additional mats weighed heavily in the decision not to proceed with this item.

It was decided to go ahead with the Memorial Plaque at Boise for a cost not to exceed \$3000.

Ford Kelley
Secretary

IN MEMORIAM



Walter, Ira J. (360) died Oct. 9, 1990
 Mays, Robert L. (358) died Oct. 2, 1991
 McGuire, Buford T. (360) died Oct. 20, 1982

From the Membership Chairman

I've had many inquiries about the meaning of the dues code which appears on the address labels and in the roster. Some of the guys are suggesting that a recurring explanation be put in the Newsletter to identify the code. Sounds like the idea has merit if you have the space. The symbols help us recognize the year *in which* the dues were paid. The number preceding the symbol identifies the year *for which* the dues were paid. The '92 dues received now during 1991 will be coded "2&" and those received in 1992 will be coded "2X" unless that symbol causes the computer to react in some strange way. I don't think it will.

The symbols used in previous years are as follows:

* — 1986 \$ — 1989
 @ — 1987 % — 1990
 # — 1988 & — 1991

Some of the fellows are still sending their dues checks to Jim Reeves, Charlie Schmeltzer or Bill Heller. I do eventually receive them, but it does take time and causes unnecessary extra postage. While you are putting in a notice about the dues code, could you also remind the gang *again* to send all dues to me and avoid delays.

Carlton Smith
 Membership Chairman



Who are they and where are they now?

NEW MEMBERS

1640 (427) Donald R. Wilson, 4 Heritage Dr., Springfield, IL 62707
 1641 Donald O. Campen, 7603 Hillside Ave., Richmond, VA 23229
 L1642 (358) K.C. Rhodes, 3045 Yorkshire Dr., Deltona, FL 92763
 L1643 (427) Steve Ligino, 1407 19th St., East Moline, IL 61244
 1644 (358) John B. Kahle, 111 Johnson Dr., Rt. 9, Abington, VA 24120
 1645 Robert L. Johnson, 2208 W. Granite, Siloam Spgs., AR 72761
 1646 (358) Leon H. Hoegh, RR2, Atlantic, IA 50022-9802
 A132 Martin, Kohout, Pilzen, Czechoslovakia
 A133 Joe E. Richter, 5735 NW 70th St., Topeka, KS 66618
 1647 (360) Alva E. Hodges, 2220 Hillside Rd., Pueblo, CO 81006
 1648 (360) James Watson, 2020 Seventh Ave., Yuma, AZ 85364
 1649 (359) Robert C. Altizer, 3323 West State, Eagle, ID 83616

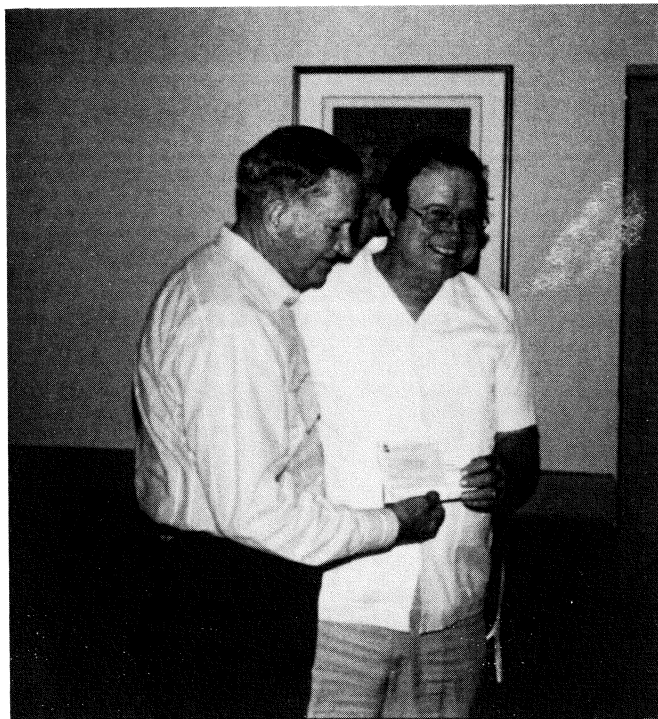
UPGRADES TO LIFE AND SUPERLIFE

S1590 Borges, Gilbert C.
 L352 Boutelle, Winston E.
 L462 Canale, Michael J.
 L394 Johnston, Joe Bob
 L732, Lund, Jerome O.
 L300 Mace, LeRoy L.
 L1517 Travis, G.P. "Tipper"
 L443 Flick, C. Eugene
 L1290 Mason, John W.
 L834 Morin, Donald P.
 L008 Bass, Julius E.
 L810 Gruenberg, Fred H.
 L1279 Duncan, Ronald H.
 L1051 Bach, Harold J.

DONATIONS

Borges, Gilbert C.
 Fleming, Phillip G.
 Raterman, Leonard "Doc"

— BACK TO BOISE —



Dr. Carl Fyler (r) presents check for \$10,000 to Gen. Lew Lyle for the Mighty Eighth Air Force Heritage Center being constructed at Savannah, GA.

THEN: Molesworth 1942-45



303rd Bomb Group Questionnaire

CLIP AND MAIL TO: Harry Gobrecht, Historian, 505 Via Deseo, San Clemente, CA 92672

Full Name _____ Nickname _____

Address _____ Zip _____

Date & Place of birth _____

If applicable, Spouse's name _____

Date & place aeronautical ratings awarded _____

If enlisted — unit which trained you _____
Class number if applicable _____

Bm Group _____ Sqdn. _____ Ser. No. _____ Pos'n _____

No. of Missions (Cmbt) _____ Date shot down _____ Where _____

POW/Escaper/Evader (Dates or detail-Where interned) _____

Ground crew (position) _____ A/C you crewed _____

Stayed on Active Duty? Yes / No / Reserve? Yes / No / Rank attained _____

Retired from Military? Yes / No / Date _____ Ser. No. _____

Memorable experiences/Achievements in Military _____

Enter No. of each award MOH _____ Sil Star _____ DSC _____ DFC _____ AM _____ Pur Hrt _____

Others (name) _____

What were you doing before you joined the 303rd? _____

What have you done (profession, etc.) after the military _____

If you served in post WW II military conflict please provide what unit you served in, any awards and other points of interest from this experience on a separate sheet of paper, or if the space provided is not sufficient for your needs please continue on a separate sheet of paper.

303rd BOMB GROUP (H) ASSOCIATION, INC.

"BACK TO BOISE" — REUNION PROGRAM (TENTATIVE)

RED LION INN RIVERSIDE — Sept. 8-13, 1992

- Tues.: 0900 Board of Directors Meeting — Clearwater Room upstairs from Lobby
 9/8 1300 Registration Opens — Fireplace Foyer — Closes 1700
 1330 GOLF — Pay as you go — \$24.00 fee incl. cart — Quail Hollow Golf Course
- Wed.: 0800 Registration Opens — Fireplace Foyer — Closes 1700
 9/9 0900 Morning Tours Begin — Boise City of Trees #1 and World Center for Birds of Prey #1
 0930 Payette River Rafting Tour #1
 1200 Boise City of Trees #5 (includes lunch)
 1300 World Center for Birds of Prey #2
 Free Evening
- Thur.: 0800 Registration Opens — Fireplace Foyer — Closes 1700
 9/10 0900 Tours — Boise City of Trees #2 and World Center for Birds of Prey #3
 0930 Payette River Rafting Tour #2
 1200 Boise City of Trees #4 (includes lunch)
 1300 World Center for Birds of Prey #4
 1630 WELCOME RECEPTION for 303rd BGA, hosted by Red Lion Inn — Courtyard Entertainment by Old Time Fiddlers
 Free Evening
- Fri.: 0730 303rd Group Breakfast — Ballroom — Presentation of Boise Airport Plaque
 9/11 0800 Registration Open As Needed — Fireplace Foyer
 0900 Squadron Meetings: 358 in Juniper, 359 in Laurel, 360 in Cinnebar, 427 in Liberty, all others in Delamar
 1015 GENERAL MEETING — Ballrooms Juniper and Laurel
 1230 Art in the Park — Trolley shuttle begins and runs continuously until 1730.
 1300 Boise City of Trees Tour #3 (includes lunch)
 Free Evening
- Sat.: 0930 Gowen Field Tour and Memorial Service
 Free Time
 1730 Cocktail Hour — Open Cash Bar — Fireplace Foyer & Ballroom Lobby
 1830 GALA REUNION BANQUET for "Hell's Angels" — Oinkari Basque Dancers — Band
- Sun.: 0800 303rd Group Breakfast — Ballroom
 9/13 1000 Church Services — Protestant in Tamarack Ballroom; Catholic in North Star

1 P.M. Checkout Time — Have a safe trip home!

Unscheduled events at this reunion include:

HOSPITALITY ROOM in Room 500 & Patio

Memorabilia Room — Room 503

Movie Room — Room 505

Social Room (Cards, Board Games, Puzzles, and Good Conversation)
 in North Star Room upstairs

Hours for these activities will be posted in Boise at the reunion.