

# Hell's Angels Newsletter

303rd BOMB GROUP (H) ASSOCIATION, INC.

May, 2003



MOUNT HOOD, TALLEST PEAK IN THE CASCADE RANGE, AND THE PORTLAND SKYLINE. *Edward Nugent photo for MEDIAmerica*

## PORTLAND IN PACIFIC NORTHWEST IS REUNION DESTINATION AUGUST 7-11

303rd Bomb Group veterans, family members and friends are encouraged to set forth on a modern version of the "Northwest Passage" by journeying to Portland, Oregon for the next reunion of the Association August 7 to 11.

Portland is a community of cafes, markets, arts, plazas, parks, vistas and sanctuaries. In other words, an ideal venue for a slow relaxed pace with a multitude of opportunities to enjoy the area.

The timing will be right to witness Portland's reputation as the "City of Roses." The city is home to the International Rose Test Gardens in three public parks. From May through September, 590 varieties of roses in bloom reach their peaks.

Home base for the 2003

reunion will be the Doubletree Hotel on the Columbia River. It's situated west of I-5 at the south end of the Interstate Bridge, only five minutes from the airport (with complimentary hotel transportation) and five minutes from the downtown area.

The hotel boasts its own fine restaurants, including Brickstones and a coffee garden. Within easy walking distance are Denny's, Damon's, Chang's Mongolian Grill, Stanford's, the Island Café and Newport Bay for seafood.

The nightly room rate granted to the 303rd BGA is \$94, plus tax, for either single or double occupancy.

In charge of arrangements is the 303rd's Reunions Vice President Walter Mayer. Assisting him is his daughter,

Kathy Johnson. Mayer is using the services of Armed Forces Reunions, Inc., to help him manage the meeting.

By the end of May, you, our reader, should have received registration packets in the mail with detailed information on how to reserve hotel rooms and how to take advantage of the many optional events open to you.

Anyone who hasn't received the packet by June 1st and wishes to attend the reunion should contact Walt Mayer. His address and phone number are listed on the next page. Cut-off date for registration is July 7.

The famed 303rd Hospitality Room, staffed in the recent past by such notables as

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## 303rd Bomb Group (H) Association, Inc.

# Hell's Angels Newsletter

Editor--Eddie Deerfield

VOL XXVI, No. 2 3552 Landmark Trail, Palm Harbor, FL 34684 May, 2003

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 Bombardment Group (H) and to provide opportunities for 303rd veterans, families and friends to meet.

Because members are helping to perpetuate the history of the 303rd Bombardment Group (H), dues and/or donations to the Association are tax deductible. Regular Members include persons assigned or attached to the 303rd Bombardment Group (H) from its 1942 activation in Boise, ID, through its war years at Molesworth, England, to its 1945 deactivation in Casablanca. Spouses, children & grandchildren of regular members may become Family Members. All other persons interested in perpetuating the history of the 303rd and in furthering the aims of the Association may, with approval, become non-voting Associate Members.

Membership years begin on the first day of January. The *Hell's Angels Newsletter*, published quarterly, will only be sent to members whose dues payments are current. Annual dues are \$25 in the US and \$30 for foreign addresses, \$60 for a veteran's life membership and \$150 for a family member's life membership.

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Editor Emeritus: Hal Susskind

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### RAF Molesworth Representatives

Timothy Quilter, a US Navy reservist at the Joint Analysis Center, and Bruce Henninger, Head of Protocol, have offered to assist. Persons planning to visit the base, however, should contact UK Representative Robin Beeby and advise him of travel plans. Mr. Beeby will make the appropriate contacts and coordinate a visit to RAF Molesworth.

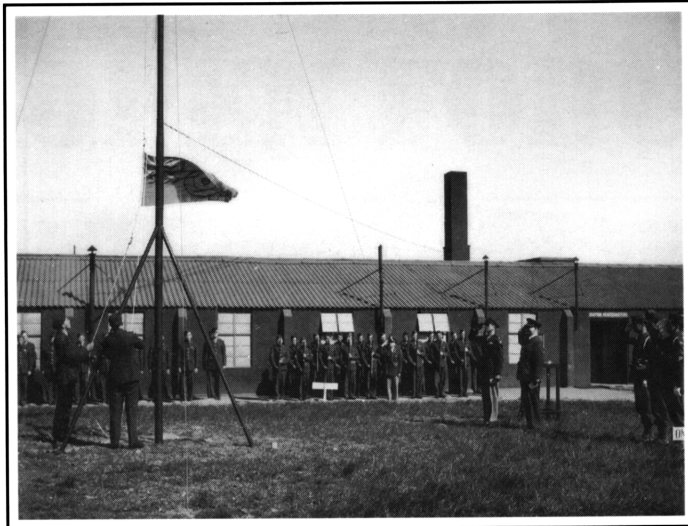
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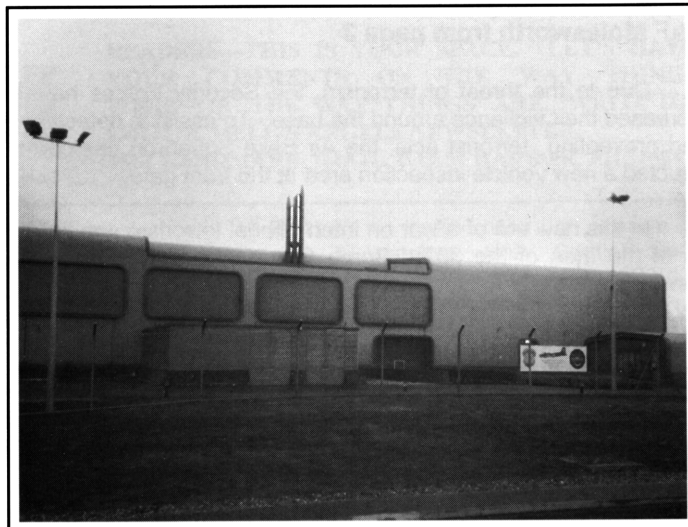
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**BRITAIN'S ROYAL AIR FORCE FLAG COMES DOWN** and an American flag goes up at Molesworth as the station is officially transferred to the US in ceremonies on 20 April 1943. The first contingent of American personnel had arrived at the base 12 September 1942 and combat crews flew their first mission 17 November 1942.



**SIXTY YEARS LATER, IT'S RAF MOLESWORTH AGAIN**, but leased by the US Department of Defense as the site for the Joint Analysis Center, an intelligence gathering operation. The JAC was activated by the US European Command in 1991. Pictured is the 303rd Bomb Group Memorial Building, headquarters for JAC personnel.

## RAF Molesworth—Then, Now & Through the Years

By MSgt Dale Brandl, USAF

Since the 303rd Bomb Group "Hell's Angels" departed in June 1945, there have been numerous other units occupying Molesworth. In the immediate years following V-E Day, the field was used as a fighter and training base for the Royal Canadian Air Force and the RAF. The US Air Force returned in 1951, basing the B-29, B-45, C-119 Flying Boxcar, C-54 Skymaster and SA-16 Albatross here until 1957.

Throughout the post-war years, RAF Molesworth saw considerable demolition and construction projects as the missions changed, and units came and went. The runways and taxiways were expanded to accommodate larger and faster aircraft, and then eventually torn up. Many of the Second World War buildings were demolished and replaced with new construction.

The greatest change to Molesworth occurred in the mid-Eighties for the build up for the return of the 303<sup>rd</sup>—this time the 303<sup>rd</sup> Tactical Missile Wing equipped with the Ground Launched Cruise Missiles (GLCM). Bunkers capable of sustaining a near direct hit from a nuclear weapon were constructed near the west end of the former east-west runway. Many of the support buildings and offices were constructed in the vicinity of the center of the old runway.

The 303<sup>rd</sup> Tactical Missile Wing and the GLCM's history was very short but very critical in the end of the Cold War. The 303<sup>rd</sup> TMW was reactivated in December of 1986, and was officially announced as fully mission capable in March of 1988. Shortly afterward, the United States and Soviet Union signed the Intermediate Nuclear Forces (INF) Treaty, eliminating the Soviet and U.S. Intermediate Range Ballistic Missiles, which included the 303<sup>rd</sup>'s GLCM's.

The INF Treaty was considered by many as the beginning of the end of the Cold War. The 303<sup>rd</sup> Tactical Missile Wing was deactivated in January 1989 when the mission was completed.

The RAF and USAF weren't the only organizations to use

Molesworth. Department of Defense and U.S. European Command have used facilities on Molesworth to accomplish their mission. The Defense Mapping Agency used Hangar "J" (now know as Building 84) for many years as their distribution warehouse for the European Theater. Hangar "J" housed the 303rd Bomb Group's B-17's during World War II, and is now used as Joint Analysis Center's Logistics Warehouse. The Defense Re-utilization and Marketing Office has operated for over twenty years in the former 360<sup>th</sup> Bomb Squadron's billeting area.

RAF Molesworth continues to be a hub of activity. In 1991, the U.S. European Command activated the Joint Analysis Center. The Joint Analysis Center, or better known as JAC Molesworth, is set up to provide support to the European Command Staff and combat units assigned to the Theater. As a joint service command, an equal number of Airmen, Soldiers, Sailors, and Marines are assigned to the JAC. Along with civilian employees and reservists from all the services, the total number of assigned personnel is approximately 1,100.

The JAC moved into many of the buildings constructed for the 303<sup>rd</sup> Tactical Missile Wing, but it wasn't enough space to execute the mission effectively. Shortly after the JAC was activated, Building 100 was completed to house JAC Operations and was dedicated as the 303<sup>rd</sup> Bomb Group Memorial Building. Even this wasn't the end of the construction. Renovations and modifications continued on many of the buildings on Molesworth. One of these is the recent completion of the Crisis Intelligence Center in Building 100. This is a state of the art facility that enables the JAC to respond to crises and support operations anywhere in the European Command's area of responsibility as it gathers and analyzes intelligence.

Supporting the JAC is the 423<sup>rd</sup> Air Base Squadron. The 423<sup>rd</sup> provides all the security and support services for the Tri-base Community, which consists of RAF Alconbury and RAF Upwood, along with RAF Molesworth. The Security Forces Flight maintains a firing range on RAF Molesworth.

(Continued on page 4)



## RAF Molesworth from page 3

Due to the threat of terrorism, the Security Forces have increased their vigilance around the base. To assist in detecting and preventing terrorist acts, the Air Base Squadron has constructed a new vehicle inspection area at the front gate.

In this new era of a war on international terrorism, the spirits of the men of the 303rd Bomb Group who served at Molesworth in the war against Nazi tyranny still walk the halls of the JAC buildings and the terrain around them. We can feel their presence and almost hear the sounds of the B-17 bomber engines throbbing in the distance. There are four streets on the base named for the 358th, 359th, 360th and 427th Squadrons. The street in front of the headquarters building is named "Fortress."

No matter what the future brings, the heroes of World War Two have made Molesworth hallowed ground.

(EDITOR'S NOTE — MSgt Dale Brandl is the Non Commissioned Officer In Charge of the Air and Air Defense Branch of the Joint Analysis Center. His next assignment is to Wright-Patterson Air Force Base near Dayton, Ohio.)

(RAF MOLESWORTH continued on pages 10 & 11)

### CHRONOLOGY OF UNITS BASED AT MOLESWORTH 1941 TO 2003

November 1941 - January 1942:

*460 Squadron, Royal Australian Air Force (Wellington)*

January 1942 - February 1942:

*159 Squadron, Royal Air Force (Liberator)*

June 1942 - September 1942:

*15<sup>th</sup> Bomb Squadron, USAAF (A-20 Havoc) & 5<sup>th</sup> Photo Recon Squadron, USAAF (F-4 Lightning)*

September 1942 - June 1945:

*303<sup>rd</sup> Bomb Group, USAAF (B-17 Flying Fortress)*

July 1945 - August 1945:

*441 and 442 Squadrons, Royal Canadian AF (Mustang)*

27 July 1945 - October 1945:

*1335 Conversion Unit, Royal Air Force (Meteor)*

October 1945 - December 1945:

*222 Squadron, Royal Air Force (Meteor)*

September 1945 - June 1946:

*19 Squadron, Royal Air Force (Mustang, Spitfire)*

November 1946 - December 1946:

*129 Squadron, Royal Air Force (Spitfire)*

February 1954 - October 1956:

*582<sup>nd</sup> Air Re-supply Gp, USAF (B-29, C-119C, SA-16)*

October 1956 - May 1957:

*42<sup>nd</sup> Troop Carrier Gp, USAF (C-119C, C-47, SA-16)*

1956: *47<sup>th</sup> Bomb Wing, USAF (B-45)*

1960's - Present:

*Defense Redistribution and Marketing Office*

1958 - 1980's:

*Defense Mapping Agency*

December 1986 - January 1989:

*303<sup>rd</sup> Tactical Missile Wing, USAF (GLCM)*

September 1991 - Present:

*Joint Analysis Center, HQ US European Command*



THE 303RD TACTICAL MISSILE WING, given its numerical designation in honor the 303rd Bomb Group, occupied this Command Post Building from 1986 to 1989. It is currently the JAC Security Office.



THE GROUND LAUNCH CRUISE MISSILES of the 303rd TMW were stored in bunkers capable of withstanding the shock of a near direct hit in a nuclear attack. The empty bunkers are still in place.



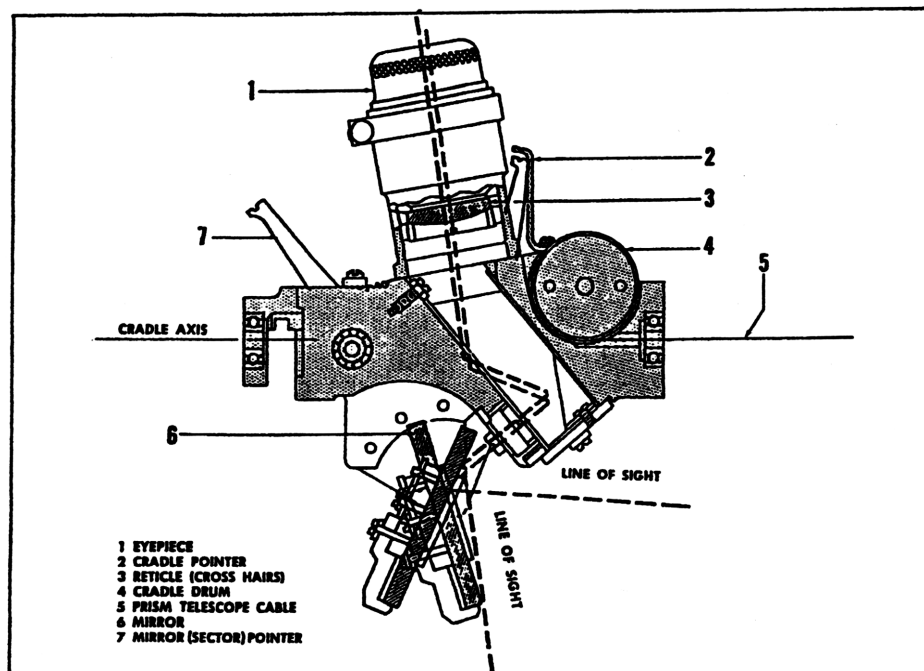
THE RUINS OF THE 303RD SICK QUARTERS AREA, almost overgrown by trees and surrounding vegetation, are still visible across the road from St. Swithin's Church. The location would have been in 303rd Bomb Group Site 4. (See map on page 10)



## THE NORDEN BOMBSIGHT

More than sixty years after it was first developed, the Norden Bombsight still evokes an image of high technology and precision, a symbol of America's willingness to defend its freedom and to resist aggression.

(Schematic of cradle assembly, showing line of sight and rotating mirror. From Northrup Grumman bombsight manual.)



# TOP SECRET NORDEN BOMBSIGHT WAS KEY TO STRATEGIC BOMBING DURING SECOND WORLD WAR

By Otis "Monte" White

I was a Norden Bombsight maintenance man with the 359th Squadron of the 303rd Bomb Group. There were two or three of us in each of the squadrons. Our bombsight shop was near the briefing room.

We learned to do maintenance on the bombsight at Lowry Field near Denver, Colorado.

Three others are still members of the 303rd Association—James Crangle, Ken Zettmaier and Morris Sjoberg.

I went over to England on a troopship in convoy in October 1943, and was at Molesworth for two years.

Some time ago, I wrote to Northrup Grumman Norden Systems in Norwalk, Connecticut. I told them what I did in the Army Air Corps during World War II and also mentioned that my late father had worked for the Carl Norden Company in New York during the war as

their architect. They very kindly sent me Norden Bombsight manuals.

It seems to me that the Norden Bombsight made daylight strategic bombing possible. It was so accurate that the bombardier could sight on the target in the normal manner and place the first bomb of a train of bombs the required distance short of the target so that the mean point of contact was right on target.

In the literature received from Northrup Grumman, I learned a lot about the history of the bombsight.

Carl L. Norden and his partner, Theodore H. Barth, first started work on a bombsight in 1921. After 10 years of development, refinement and testing, the two men successfully demonstrated the Mark 15, which became the Norden Bombsight of World War II.

Actually, the bombsight was only an aiming device. To correct for drift, maintain altitude, adjust air speed

and control the aircraft, Carl Norden developed a gyro-stabilized automatic pilot. After several calculations, the bombardier made only three adjustments as the bomb run began. Everything else was automatic.

Together, the bombsight and auto-pilot made bombing precise. Technically, it could place a bomb

load inside a 100-foot circle from four miles high.

Bombardiers used to say that with this equipment they could place a bomb in a pickle barrel from 20,000 feet. Asked if this were true, Carl Norden once replied, "Which pickle would you like to hit?"

(More illustrations on page 6)



303rd NORDEN BOMBSIGHT MAINTENANCE PERSONNEL—Monte White perches on the jeep's hood. Standing is Talbert Ganshert. In back are John "Stoney" Waite and Edwin Linke.



### 303RD REUNION (continued from page 1)

John Ford and Bill Beasley, will open on Wednesday, August 6, and remain open for the duration of the reunion.

The greatest attraction of our reunions is always the many opportunities they afford veterans to socialize and, in the company of family and friends, relive the past. It's a joy and great fun as the camaraderie's grow from year to year.

The reunions always offer those attending many additional incentives in the form of a variety of optional activities. The Portland reunion is no exception.

Aviation buffs will enjoy seeing Howard Hughes' original massive eight-engine flying boat *Spruce Goose*. It's at the Evergreen Aviation Museum, along with an impressive collection of vintage aircraft. On the museum trip, guests will go on to visit a winery for a tour and tasting. Nice packaging of events!

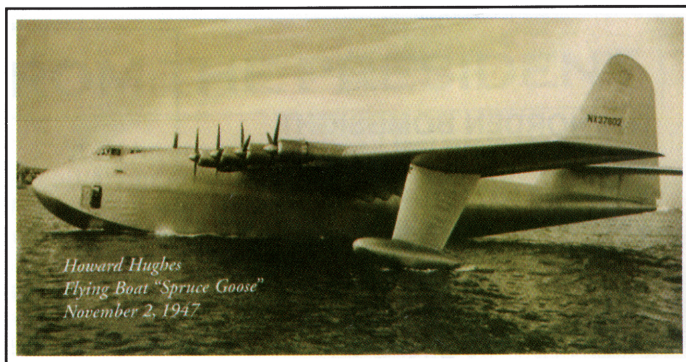
For lovers of natural beauty, there's a tour of the Columbia River Gorge, a feature of Oregon's scenic wonderland. There's a breathtaking view of the highest of numerous waterfalls cascading from basalt cliffs along an old

scenic highway—Multnomah Falls. A stop at the Hood River Inn for lunch in a dining room overlooking the Columbia River is included in the package.

For a river view with a different perspective, 303rd members will have an opportunity to enjoy a two-hour lunch on the beautiful Willamette River. The vehicle is a 130-foot yacht with two enclosed air-conditioned dining rooms with large windows for unrestricted views of the scenic surroundings, as well as three outdoor decks. There's a choice of three entrees.

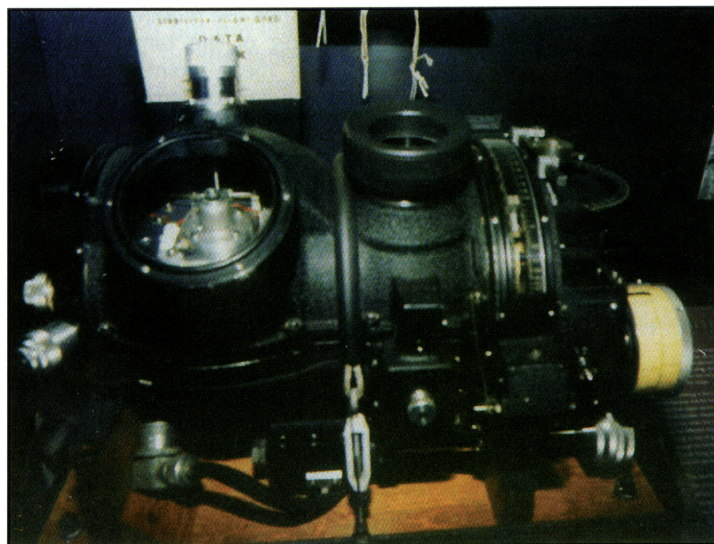
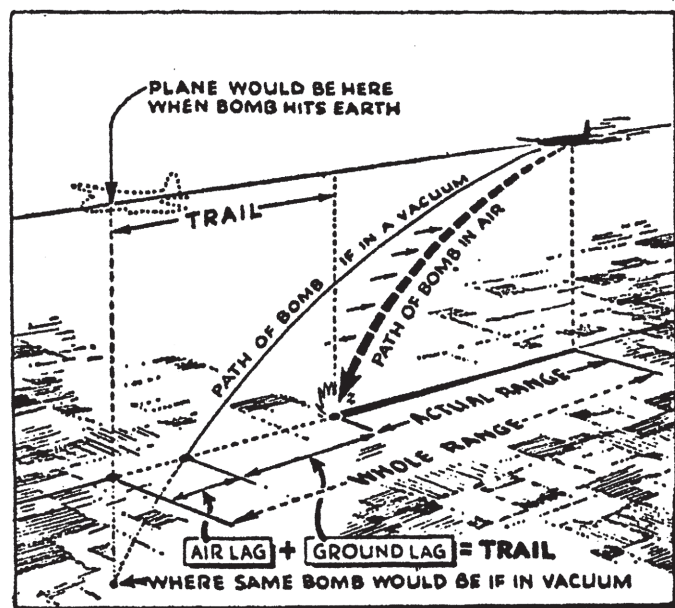
Last but not least is a city tour, and the Portland area has much to be proud of. The buses will stop at the Pittock Mansion, a 22-room structure built in the French Renaissance style, with a remarkable collection of antique furnishings and fine arts. In Washington Park, there's a walk through the world renowned rose gardens. Sites of the driving tour also include the Civic Auditorium, the springs in Waterfront Park and Pioneer Courthouse Square.

In other words, there's something for everybody at the 303rd Bomb Group Association's reunion in 2003.



Multnomah Falls, as seen on the Columbia River Gorge tour.

### NORDEN BOMB SIGHT from page 5



NORDEN BOMB SIGHT on display in The Mighty Eighth Air Force Heritage Museum near Savannah, GA.



## *For Romantics and Realists –* **Conflicting Origins Of The Bugle Call “Taps”**

*A story of the origin of the bugle call “Taps” was told in the February 2003 issue of the Hell’s Angels Newsletter. The setting was the Civil War, and the story revolved around a Union Army captain who, after a fierce battle, found the body of his son among the Confederate Army dead. In the pocket of the dead youth, who had been a music student, the father found a scrap of paper with a few musical notes written on it. As a farewell tribute to his son, the captain asked a bugler to play the notes. Thus, so the story goes, the haunting melody of “Taps” was born.*

*Now, doubt has been cast on the veracity of this version which some say is a myth without corroboration, although it has appeared since the 1940’s in newspapers and magazines and, more recently, on television and the Internet. Incurable romantics will probably tend to continue to believe the father-son drama while realists are likely to give more credence to the following which is sanctioned by the official web site of the Arlington National Cemetery:*

During the Civil War, in July 1862 when the Army of the Potomac was in camp, Brig. Gen. Daniel Butterfield summoned Pvt. Oliver Wilcox Norton, his brigade bugler, to his tent. Butterfield, who disliked the colorless “extinguish lights” call then in use, whistled a new tune and asked the bugler to sound it for him. After repeated trials and changing the time of some notes which were scribbled on the back of an envelope, the call was finally arranged to suit Gen. Butterfield and used for the first time that night.

Pvt. Norton, who on several occasions, had sounded numerous new calls composed by his commander, recalled his experience of the origin of “Taps” years later:

“One day in July 1862 when the Army of the Potomac was in camp at Harrison’s Landing on the James River, Virginia, resting and recruiting from its losses in the seven days of battle before Richmond, Gen. Butterfield summoned the writer to his tent, and whistling some new tune, asked the bugler to sound it for him. This was done, not quite to his satisfaction at first, but after repeated trials, changing the time of some of the notes, which were scribbled on the back of an envelope, the call was finally arranged to suit the general.



“He then ordered that it should be substituted in his brigade for the regulation “Taps” (extinguish lights) which was printed in the Tactics and used by the whole army. This was done for the first time that night.”

The next day buglers from nearby brigades came over to the camp of Butterfield’s brigade to ask the meaning of this new call. They liked it, and copying the music, returned to their camps, but it was not until some time later, when generals of other commands had heard its melodious notes, that orders were issued, or permission given, to substitute it throughout the Army of the Potomac for the time-honored call which came down from West Point.

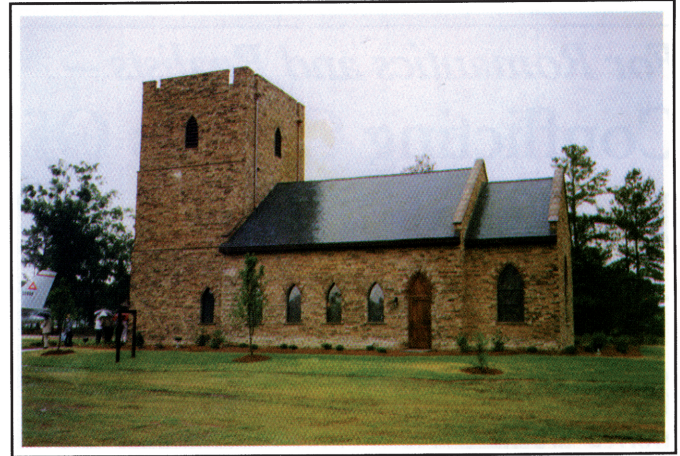
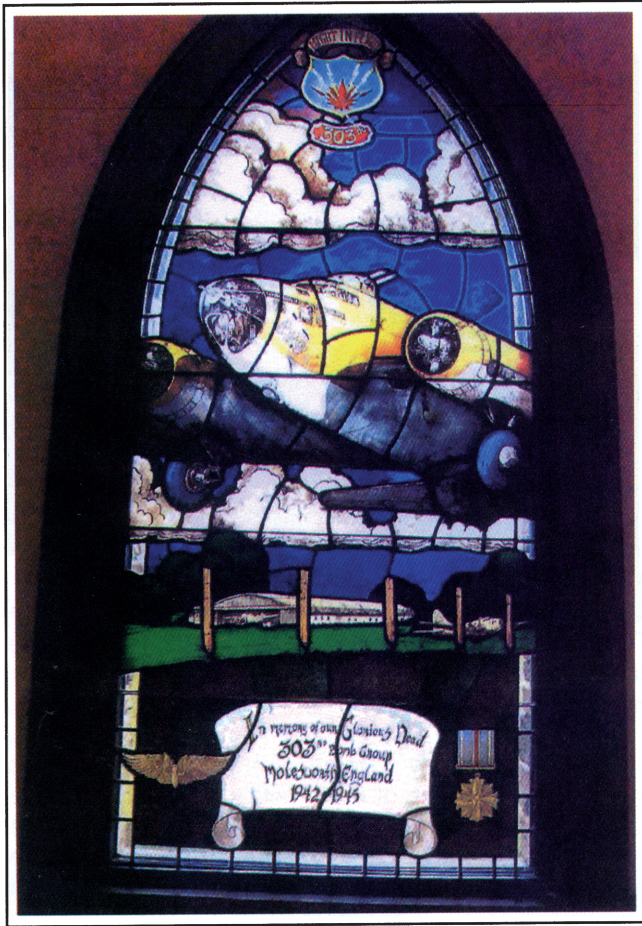
In the western armies the regulation call was in use until the autumn of 1863. At that time the XI and XII Corps were detached from the Army of the Potomac and sent under command of Gen. Hooker to reinforce the Union Army at Chattanooga, Tenn. Through its use in these corps it became known in the western armies and was adopted by them.

From that time, it became and remains to this day the official call for “Taps.” It is printed in the present Tactics and is used throughout the U.S. Army, the National Guard, and all organizations of veteran soldiers.

Gen. Butterfield, in composing this call and directing that it be used for “Taps” in his brigade, could not have foreseen its popularity and the use for another purpose into which it would grow. Today, whenever a man is buried with military honors anywhere in the United States, the ceremony is concluded by firing three volleys of musketry over the grave, and sounding with the trumpet or bugle “Put out the lights. Go to sleep”...

There is something singularly beautiful and appropriate in the music of this wonderful call. Its strains are melancholy, yet full of rest and peace. Its echoes linger in the heart long after its tones have ceased to vibrate in the air.





**An impressive stained glass window in the Chapel of the Fallen Eagles at The Mighty 8th Air Force Heritage Museum was designed and donated by retired judge Benjamin Smith, 360th Squadron B-17 radio operator**

## **Stained Glass Window in Heritage Museum Chapel Honor's 303rd's "Glorious Dead"**

When Molesworth combat veteran and retired judge Benjamin H. Smith, Jr., designed a stained glass window for the new chapel then under construction at the Heritage Museum near Savannah, Georgia, his goal was to honor the 303rd Bomb Group and its veterans who perished in the air war against Nazi Germany.

As principal elements in the design, he included the Group's "Might in Flight" insignia, the B-17 *Knockout Dropper*, a hangar, gunner's wings, the Distinguished Flying Cross medal and a scroll lettered "In memory of our Glorious Dead, 303rd Bomb Group, Molesworth, England, 1942-1945."

Smith, who flew in combat as a 360th Squadron radio operator/gunner, donated \$15,000 to the museum to defray the costs of the window and its installation. He also serves as Secretary on the museum's Board of Trustees.

Much of the funding for building the Chapel of the Fallen Eagles came from members of the 8th Air Force Historical Society. The structure, designed by Savannah architect Ken Spriggs, was modeled on typical rural churches in East Anglia, where most of the 8th Air Force bases during World War II were located. It is non-denominational, open daily to the public, and available for services and other events.

Within the chapel are numerous stained glass windows, impressive in their design and colors. Each is a work of art, unique in content and presentation, reflecting the wishes of donors. The dominant window in the chapel sanctuary is a replica of the wartime stained glass in Quidenham Church at Snetterton Heath near the 96th Bomb Group base.

Among the chapel's many interior artifacts are an original

ornate Anglican church lectern, four original choir benches, antique pews, replicas of English chandeliers and an antique chapel bell.

The Mighty Eighth Air Force Heritage Museum has been in operation for seven years. It's the only museum whose entire mission is dedicated to telling the stories of the men and women who have served in the Eighth Air Force.

In the last year, over 100,000 people from all 50 states and several nations visited the museum. The museum's collections currently contain over 5,000 artifacts, 10,000 photos, 500 works of art and 2,000 personal archives.

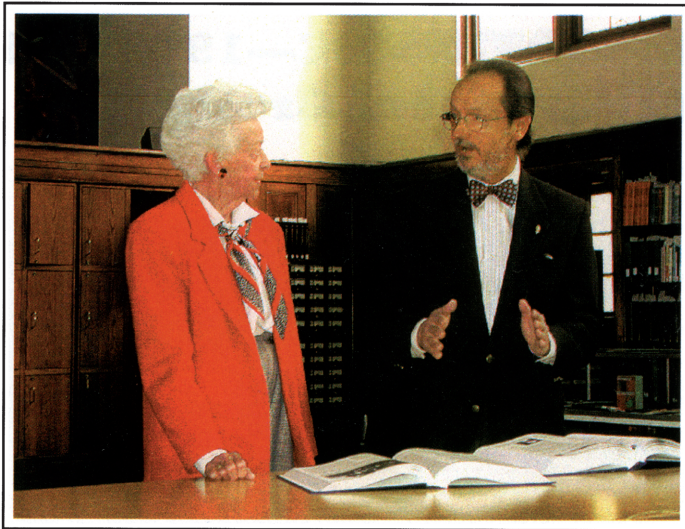
The museum has built its own data base that includes over 76,000 names of individuals who served in The Mighty Eighth. Its library contains more than 7,800 books on the Eighth Air Force, World War II and aviation history.

The museum has collected over 600 oral histories from veterans. The oral history project gathers oral histories from veterans of all eras as well as from civilians who served on the home front, and is a Veterans History Project Partner with the Library of Congress.

An estimated 12,000 school children visit the Heritage Museum annually. It has been recognized by the Georgia Legislature for its efforts in promoting character education by using veterans' stories as examples and inspiration to students.

The museum's annual operating budget is almost two million dollars. About 30% of the operating budget revenue is in the form of generous contributions by its members and from other donors.





**UNIVERSITY OF FLORIDA**—Betty Kelley, widow of former 303rd Bomb Group Association president J. Ford Kelley, presented a set of the Hell's Angels Newsletter books to Dr. John Ingram, Director of Collections at the University of Florida in Gainesville.



**FAIRCHILD AIR FORCE BASE**—Walter Mayer, the 303rd Bomb Group Association's incumbent Vice President for Reunions, made the Hell's Angels Newsletter books presentation to Sherry Ann Hokanson, Director of the Base Library, Spokane, Washington.

## FROM FLORIDA TO WASHINGTON STATE, LIBRARIES WELCOME 303RD BGA BOOKS

By Bob Arnsdorfer  
The Gainesville (FL) Sun

A Hell's Angels presentation to the University of Florida isn't the memoirs of a motorcycle club.

It's a collection of newsletters about aviators who 60 years ago were dedicated to a nobler cause. As members of the England-based 303rd Bomb Group of the 8th Air Force—nicknamed Hell's Angels—they did their part in overthrowing Nazi tyranny.

Through their donation to UF, representatives of the 303rd Bomb Group Association now hope to help today's scholars and hobbyist historians better understand the role of the Hell's Angels in the air war over Europe in World War II.

"All these issues together provide a realistic look at aerial warfare from the perspective of air combat and ground personnel in the European Theater," said Eddie Deerfield of Palm Harbor. "We see these books primarily as a reference work for anyone doing research on World War II."

Deerfield edited the 1,246 page two-volume set of *The Hell's Angels Silver Anniversary Collection—A World War II Retrospective*. He and other members of the veterans association presented a copy of the newsletter collection to UF library officials in the Special Collections Research Room of the Smathers Library.

The newsletters of the 303rd Bomb Group Association are a compilation of 25 years of issues, from the first in 1976 through the November 2001 issue. Deerfield, a retired diplomat who flew 30 missions as a Hell's Angels radio operator, said each issue is devoted to personal accounts of the Hell's Angels exploits from November 1942 to April 1945.

John Ingram, director of collections for the UF libraries, said the donation will be useful.

"From my point of view, the Second World War was not John Wayne and Dana Andrews," Ingram said. "It was people like my cousins who enlisted and fought, and people like the Hell's Angels. Because this is their account, this is an opportunity for people to see how they dressed, how they lived—the common, everyday soldiers, not the generals."

By Tiffany Payette  
The Fairchild AFB Connection

"Toward the end of World War II, the Germans would come at us 10 airplanes abreast. They hit us on the 28th of September 1944, and I was the only one to get back to friendly territory out of 12 airplanes. It took the Germans just 20 seconds to knock down 11 of our airplanes," said Lt. Col. (ret.) Walter Mayer.

This was just one experience Mayer shared with members of Fairchild at the Education Center. He also spoke about losing an 18-year-old engineer on one mission, bailing two different crews out, crash landing once and knocking out three airplanes in one day.

He was a B-17 pilot for the 303rd Bombardment Group, which was the first to finish 25, 50, 75 and 300 missions, flying more sorties than any other group and often paying the ultimate price for the fight for freedom from tyranny.

Mayer presented a two-volume set of *Hell's Angels Newsletters: A World War II Retrospective* from the 303rd Bombardment Group to the base library. The newsletters contain historical remembrances of war experiences from one of the most decorated bombardment squadrons. Hell's Angels was the nickname of the group's B-17.

"I really enjoyed the presentation," said 2nd Lt. Sarah McCoy, executive officer, 92nd Mission Support Group. "I think it's important for veterans, especially our World War II veterans, to interact with today's leadership because of the insight they can give us to a period of history which will soon no longer be in living memory."

During his visit, Mayer offered examples of his own experience for Air Force members to learn from. "When you're young, you think nothing can hurt you and it certainly can. I remember the first mission I was on to Munich, Germany; it was a clear day and we were getting pretty tired. It was like a big movie with airplanes going down and blowing up. When we got back to base, we saw the holes in the airplanes. That's when it hit home as to what could happen to you."



# EIGHTH AIR FORCE MOLESWORTH BASE—1942-1945

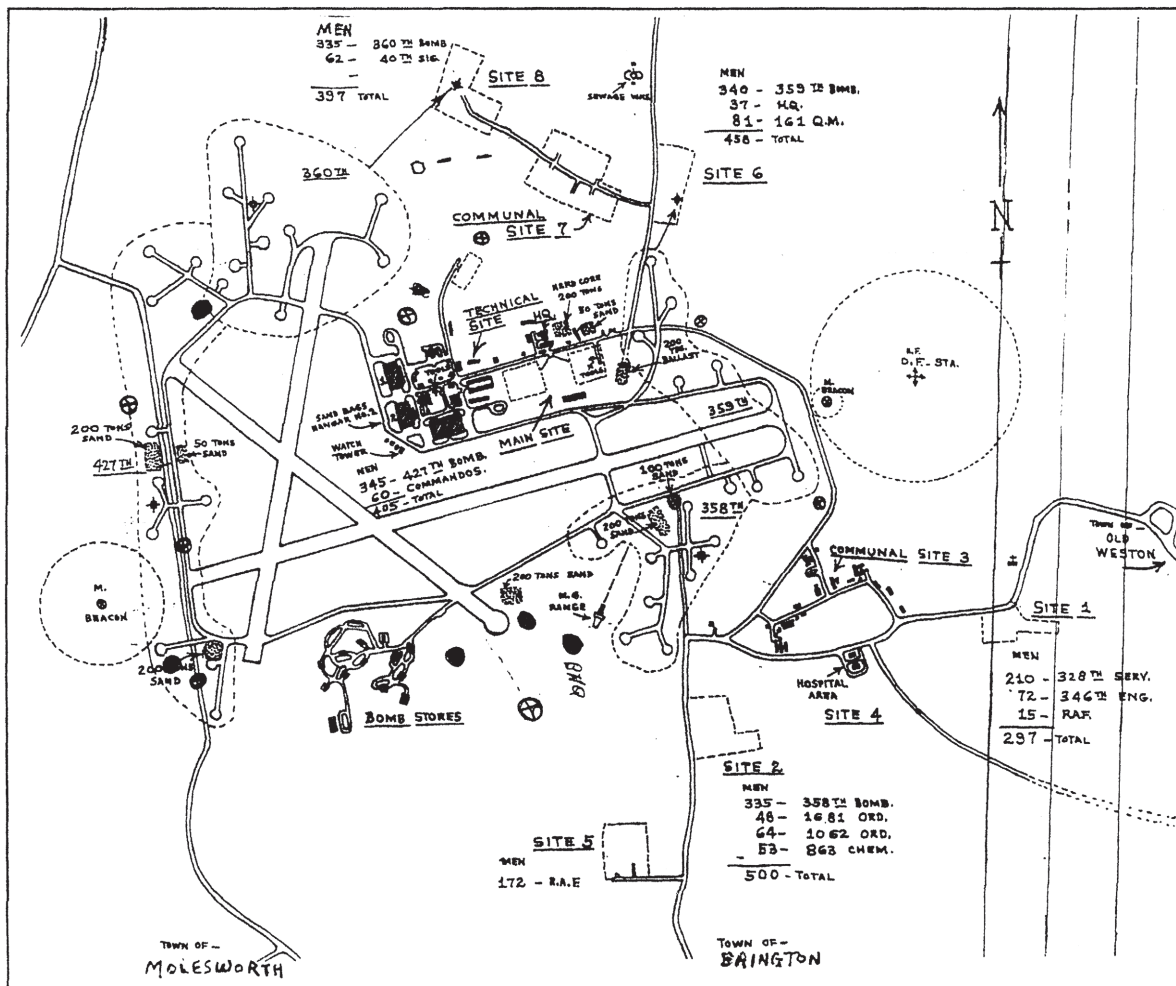
## Home of the 303rd Bombardment Group (H)



COLONEL KERMIT STEVENS AND THE FUTURE QUEEN OF ENGLAND—The 303rd Bomb Group's commanding officer introduces Princess Elizabeth to a B-17 combat crew during a visit to Molesworth by the Royal Party.



303RD TROOPS CROWD AROUND THE B-17 HELL'S ANGELS to autograph the aircraft before it departed for the US on a tour. It was the first 8th Air Force heavy bomber to complete 25 combat missions, but the second to return home.



303RD BOMB GROUP VETERANS WILL RELATE TO THIS MAP OF THE BASE DURING WORLD WAR II. The runways, control tower and buildings are long gone, with one notable exception—the main hangar. It's the largest dark rectangle shape in the left center. For a perspective on where the hangar and other features are located at RAF Molesworth today, compare the map above with the map on the right.



# RAF MOLESWORTH TODAY

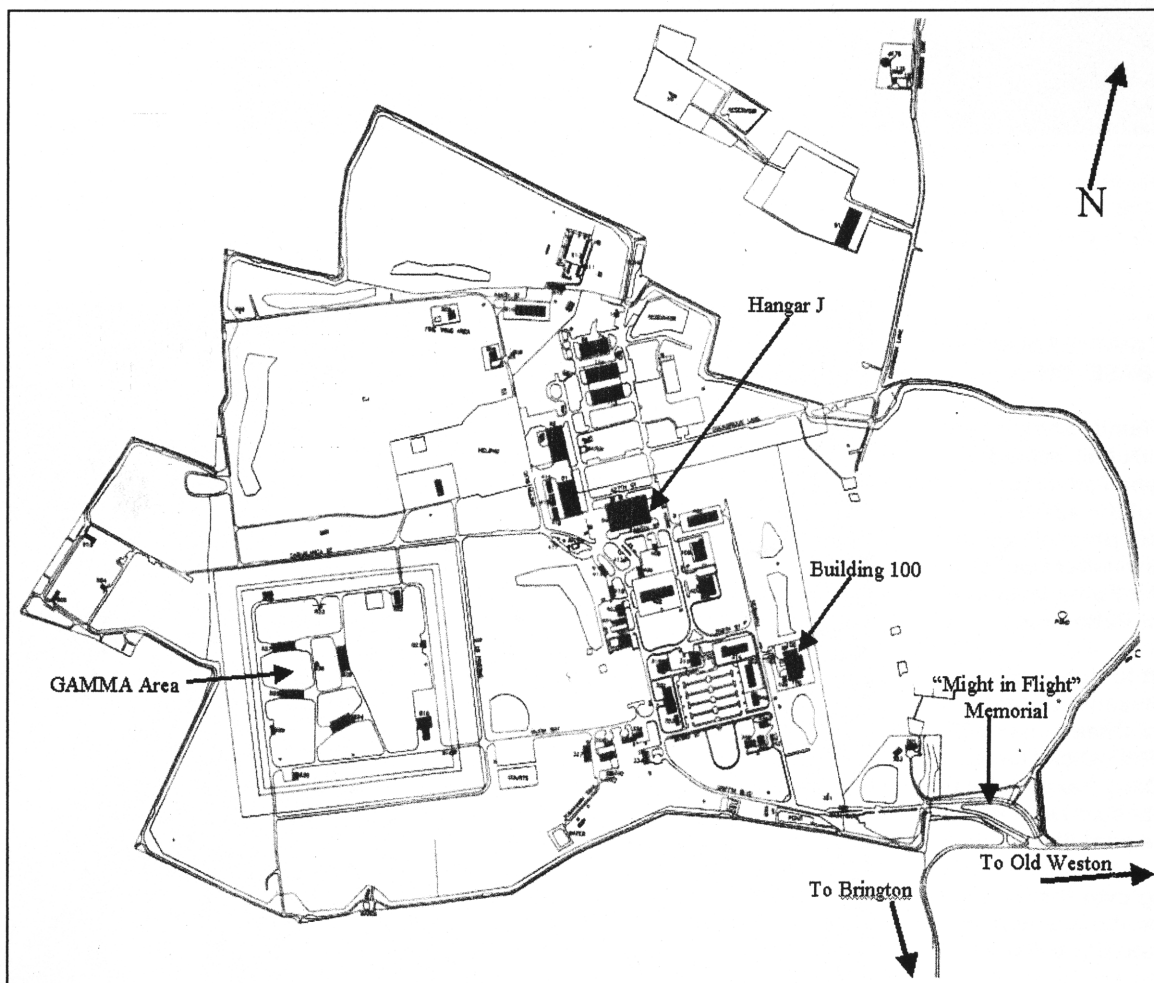
## Home of the US Joint Analysis Center



A MAGNIFICENT MEMORIAL TO THE 303RD BOMBARDMENT GROUP (H) is outside the RAF Molesworth gate near the roads to Old Weston and to Brington. The memorial was fashioned from marble especially quarried for the 303rd, and is a work of art.



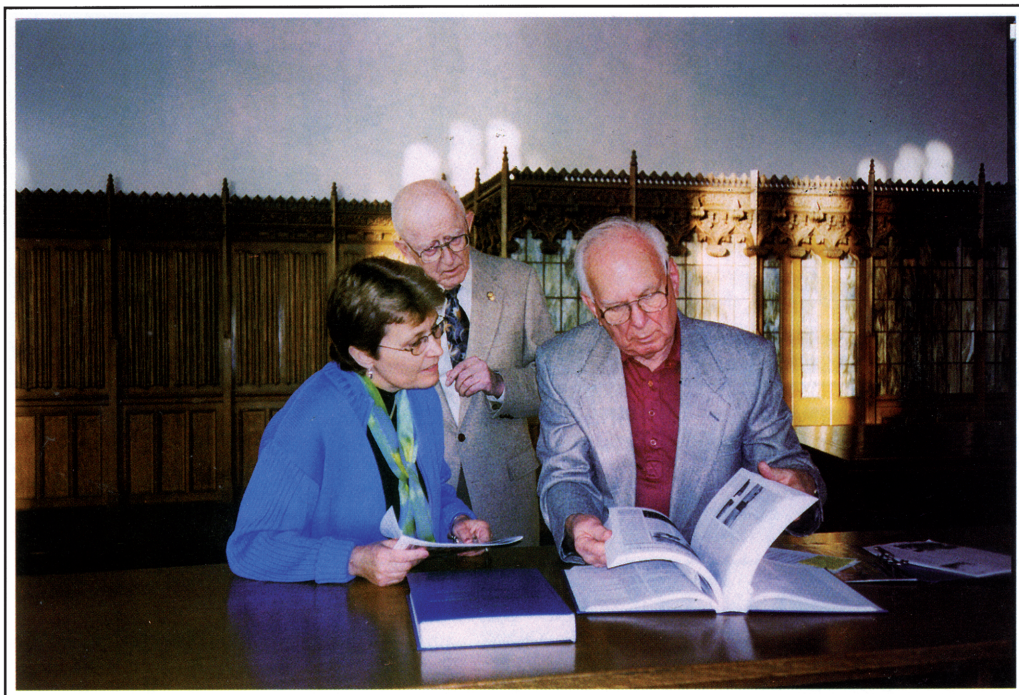
HANGAR "J" ON THE MAP BELOW is the original 303rd Bomb Group hangar, home to B-17's under repair during World War II. It is used by the Joint Analysis Center as a Logistics Warehouse, and displays the Hell's Angels' Triangle-C.



RAF MOLESWORTH TODAY BEARS LITTLE RESEMBLANCE to the 303rd Bomb Group's base from 1942 to 1945. "Hangar J" is the only remaining significant structure of the Hell's Angels time at Molesworth. Building 100 is the headquarters of the Joint Analysis Center, and is pictured on page 3. The GAMMA area is the site of the cruise missile bunkers, pictured on page 4. The location of the 303rd memorial is clearly marked.



## 303rd Newsletter Book Presentations Spread To California, Louisiana, Ohio, Oklahoma, South Carolina and Vermont



### UNIVERSITY OF OKLAHOMA

Maurice Hackler, 360th Squadron, points out some articles in the Hell's Angels Newsletter books to Debra Engel, Director of Public Services for the University of Oklahoma Libraries. Looking on is Don Keating who served in the 427th Squadron.

Ms. Engel accepted the 303rd books as welcome additions to the school's reference collection.

### WRIGHT-PATTERSON AIR FORCE BASE, OHIO

It was a family affair when Richard Dubell, retired Lieutenant Colonel and veteran of the 427th Squadron, presented the 303rd newsletter books to the US Air Force Museum at Wright-Patterson.

From left to right are Terry Aiken, Museum Curator; Maj. Gen. Charles Metcalf (USAF, Ret); Dick Dubell of the 303rd, his grandson Cole Dubell and son Rick, himself a pilot like his dad.

Towering over them on display at the museum is *Shoo Shoo Shoo Baby*, a B-17G.







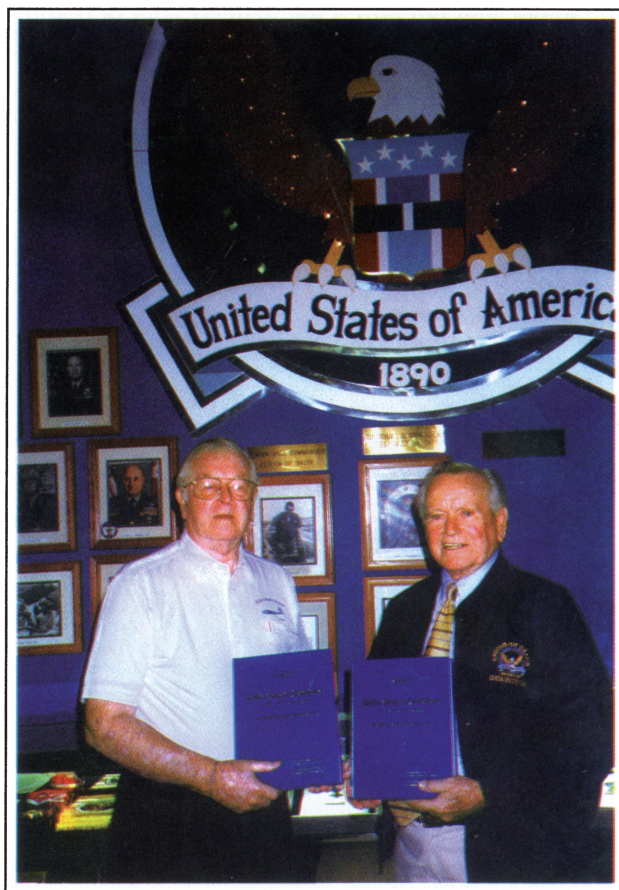
**LOUISIANA STATE UNIVERSITY** — Kenneth Clarke, 358th Squadron, presented the books to Jennifer Cargill, Dean of Libraries at the university. He was accompanied by his wife, Barbara. The portrait behind them is General Troy Middleton, Commandant of Cadets at LSU from 1930-1936, who led the 8th Army Corps in Europe in World War II. He served as president of LSU from 1951 to 1961.



**UNIVERSITY OF VERMONT** — Richard Bowler, on the left, made the presentation to Connell B. Gallagher, Director of the Research Collections Division. Also participating was Jeffrey D. Marshall, University Archivist. Bowler commented, "We were well received and their interest was very noticeable."



**UNIVERSITY OF SOUTH CAROLINA** — Ruth and Walter Ferrari stand to the sides of Jane H. Tuten, Director of the Library. In addition to the set of newsletter books, they presented The Molesworth Story compact disc. Ferrari, 427th Squadron, received a note of appreciation from Ms Tuten for the 303rd Bomb Group Association's "generosity to the Library."

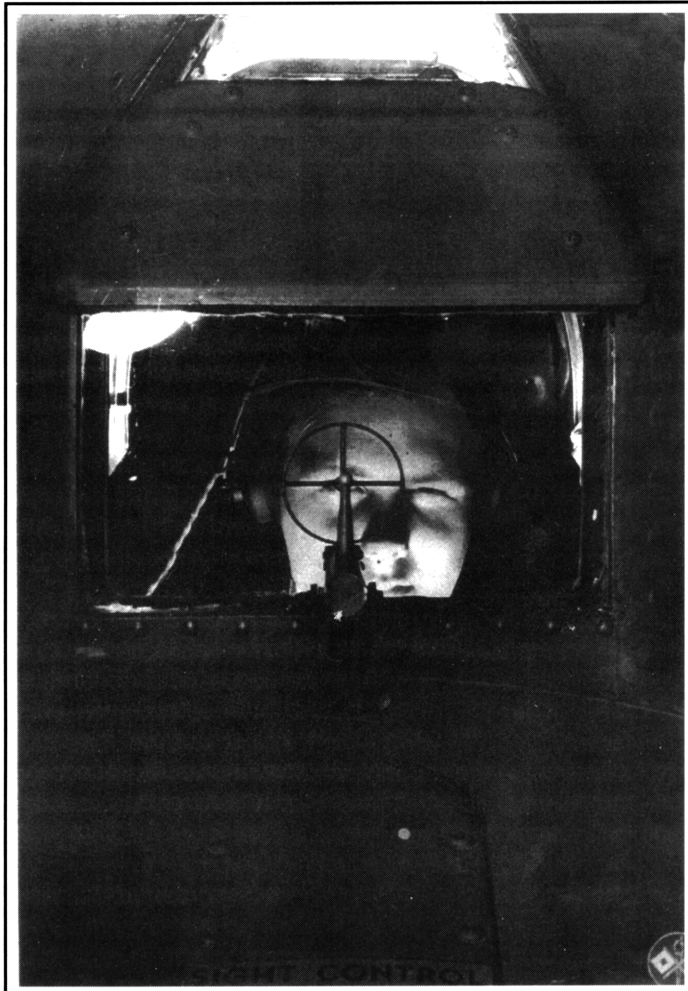


**LEGION OF VALOR MUSEUM, CALIFORNIA** — William McLeod, who served at Molesworth in the 358th Squadron, presented the Hell's Angels Newsletter books to Arthur J. Hill, Director of the Museum. The Fresno museum displays artifacts of the US armed forces in all wars.





## 303rd's Pin-up Men of the Month



**THE MERRY MEN OF THE 444TH SUB DEPOT** Air Corps Supply unit strike a happy pose atop a Molesworth air raid shelter. Standing (l-to-r) are Roland Lalumkier, Buford Gislar, Robert Quigley, Thomas Fennell, Henry Paeper, Leonard Butler, Albert Wagle, Theodore Essock and Wayne Baker. Seated are Maurice Paulk, Leo Michalski, Richard Woolfe, Harry Guenther, Daniel Mullaney and George Quailey.

**TAILGUNNER MERLIN MILLER OF THE 427TH SQUADRON** practices sighting on an incoming enemy aircraft in this dramatic photo made in the Alfred Hitchcock style.

**358TH SQUADRON CREW CHIEF CARINO COLANCECCO** perches on a ladder in front of *Sky Wolf*. Looking up at him are Warren Castagnola, Christ Christoff and William Kennard.



# Molesworth Diary

## BATTLING FLAK ON MISSION TO SAARBRUCKEN

The mission on 11 May 1944 to Saarbrücken, Germany was one nerve-wracking flak battle. It was long lasting, accurate, loud and too close. The concussions bounced the plane around. The bomb run seemed forever, and to top it off, no one dropped the bombs. We were going around again. The second time was even worse. I was sitting at the radio room desk when I was blown up to the roof of the B-17 with great force and much noise. A big chunk of flak had come up from under the radio room, exploded one of the oxygen tanks, ripped a three-foot hole in the floor and blew me and the radio table to the ceiling. The radio receiver was damaged and the room was in a shambles. We made the bomb run and returned to Molesworth. After we arrived back at the hardstand, M/Sgt. Loyd, the crew chief, said it didn't look like the plane *Old Crow* was beat up too badly. I told him to climb aboard and look at the radio room. I can still hear him say afterwards, "Oh, my gosh, are you all right?"

**Donald D. Stoberl**  
427th Squadron Radio Operator

## SOLINGEN RAID A DISASTER FOR LUKE CREW

Our target on December 1, 1943 was Solingen, Germany. After dropping the bombs we were hit by anti-aircraft fire. The number two engine was damaged and we couldn't keep up with the formation. As we neared Lille, France, our plane was badly hit again by flak. Pilot George Luke gave the order to bail out.

I landed in a plowed field and was trying to hide my parachute when German soldiers took me prisoner. I was transported to Frankfurt for interrogation, was in solitary confinement for about two weeks and then sent to Stalag Luft I at Barth. After about six weeks, Luke and bombardier Leonard Dahnke arrived at the POW camp. They had been hiding but were caught and roughed up by the Germans at interrogation. Co-pilot Frank Mitchell evaded with the help of the French underground and stayed with them until the Allies liberated the country. The other crew members parachuted safely and became prisoners, but our ball turret gunner Robert Washburn was shot and killed on the ground.

In addition to digging tunnels, there was one unusual attempt to help a prisoner escape. Tin cans from our Red Cross parcels were tossed into large wire baskets to be hauled away from camp. We hid one of our smallest prisoners among the cans. When the German guards lifted the basket onto a wagon, the weight made them suspicious. The prisoner got solitary confinement and reduced rations for several weeks.

We were liberated by the Russians. Three days later, American forces reached us.

**George A. Ballagh**  
360th Squadron Navigator

## INGENUITY WIPED OUT BY INSPECTIONS

The coal ration was used up. There was no heat in our Nissan hut. We filled empty cans with scraps of rags, put them inside the stove, hung a can of old engine oil high above the stove, rigged up some copper tubing leading from the oil can so it would drip into the rag cans, and then lit the rags with a match. We now had an oil stove instead of a coal stove. But, then one of those rare inspections at Molesworth caught up with us and we had to get rid of our oil burner. They said it was clogging up the chimney and could cause health problems.

Another inspection also did us in. We had acquired electric wire, lamp sockets and bulbs, and had strung a separate reading lamp to every bunk in the hut. The inspectors said that was a no-no.

**Christ M. Christoff**  
358th Squadron Radio Maintenance

## BUT FOR GRACE OF GOD, HEIDELBERG IN FLAMES

At the pre-flight briefing on March 1, 1945 the German city of Heidelberg showed up as a target for the first time. No one openly questioned the possible destruction of this "citadel of culture and learning." Railroad marshalling yards at Bruchsal were the primary target with Heidelberg as the secondary only if the primary was hidden by clouds. I was the lead bombardier, flying on the Owen Knutzen crew, so the others would release their bombs when they saw mine falling.

As we approached Bruchsal, it was socked in by a heavy overcast of clouds. We started down the bomb run. I took them as far as I could, right up to the last. I had already depressed my mike button to tell the pilot to go on to Heidelberg when the thick cover suddenly opened for about 15 seconds and we dropped more than 50-tons of bombs. The next day Heidelberg was scratched from the target list.

**Robert C. Mitchell**  
359th Squadron Bombardier

## TEARFUL REUNION WITH HIGH SCHOOL FRIEND

The most wonderful day was the day I was liberated from a prisoner of war hospital, an old school house used by the Germans, when troops of General Patton's Second Armored Division arrived on April 2, 1945. I had been severely wounded when shot out of our B-17 on the mission to Magdeburg on September 28, 1944. I received very little treatment in the prison hospital. The only survivors in our bomber, aside from myself, were the pilot, Bill Miller, and the co-pilot, John Hill.

One of the Second Division GI's who picked up my stretcher was a former high school classmate, Class of 1943, Moline High School. It was a tearful reunion.

**Anthony Zelnio**  
359th Squadron Waist Gunner

(Continued on page 16)

## Molesworth Diary (Continued from 15)

### CRASH LANDING WITH GUNNER IN BALL TURRET

We landed at Molesworth after a mission to Frankfurt with the bombardier wounded and the ball turret gunner unable to get out of the ball because of damage to the electrical system. As we came in, 303rd emergency crews lined the right side of the runway. There was construction equipment on the left side. About three-quarters of the way down the runway, I applied brakes but they failed—the hydraulic system had been disabled. I couldn't swing off to the right or left because of vehicles on each side, so I stayed on a straight course. The B-17 raced past the end of the runway, plowing through a big gulch and finally stopping.

The ball turret gunner was not physically hurt (mentally, maybe). The intercom had been inoperative, so he had no idea of what was happening. The bombardier survived after a stay in the hospital.

Gareth G. Lee  
358th Squadron Pilot

### CREW CHIEF SHOCKED BY MATHIS DEATH

The most traumatic of my recollections of personal experiences at Molesworth was the return of The Duchess from a mission to Vegesack, Germany on March 18, 1943. Jack Mathis, the lead bombardier, was dead in the B-17's nose. His brother, Mark, a bombardier on B-26 medium bombers, had flown in from Italy to meet him. Mark requested and was granted a transfer to the 303rd. He was killed in action on his fourth B-17 mission about two months later.

Clyde Dewald  
359th Squadron Crew Chief

### VERSATILE GUNNER MOVES UP AS TOGGLIER

On my first mission February 20, 1944 I flew as waist gunner on Lt. Headlee's crew. A week later, I flew as his tail gunner on a mission to Abbeville, France. Should have been a milk run, but we got hit by a lot of flak and made a "no brakes" landing at Molesworth, crashing through an engineering tent. On the March 22nd mission to Berlin, I was flying with Lt. Melton when the ball turret gunner got sick so I took over that position. On April 24th, flying with Lt. Jones, I was in the bombardier position. After that, I flew the rest of my 35 missions as togglier, finishing up on a mission to Hamburg on June 18th.

On May 11th, I was on Lt. O'Hare's crew. We were supposed to attack Saarbrücken, but somehow tied on to another group and I don't know where we went except that it was somewhere in France. We were under attack by ME-109's when some joker in another B-17 shot a hole in our nose cone. I got a little scratch on my forehead, but nothing to worry about. The problem was that I damn near froze to death the rest of the mission because of the wind blowing in through the damaged nose.

Cliff Fontaine  
427th Squadron Togglier

## FROM THE PRESIDENT

A lot has happened since I last wrote to you in the February newsletter. The disintegration of the shuttle *Columbia* as it was descending towards home was, in my opinion, the event that affected us the most, even more than the war with Iraq that was impending when I wrote this column in early March. We can relate to the untimely deaths of those wonderful people.

I believe NASA is on the correct path to determine a probable cause. I am tired of the "experts," including news reporters, TV anchors and retired NASA employees who are pushing their own theories as to why.

Speaking of experts, we in the 303rd BGA have our share of real experts. Please excuse me if I miss one—it won't be intentional. First is Eddie Deerfield, our newsletter editor for almost five years. It takes a lot of work, expertise and dedication to prepare and publish four issues a year of this quality newsletter. I need say no more since you all get the newsletter and can judge how outstanding it is, issue after issue.

The next expert I want to mention is Harry Goebrecht (and this listing is not in any special order of expertise). Until I bought a computer and began receiving e-mail, I had no idea of the time and effort he puts in replying to requests from family members or friends asking about a veteran's Molesworth experience. His reply includes missions flown, details of the mission when the individual was shot down, killed or taken prisoner. You have to read these replies to appreciate the dignity in the response—that's expertise and more.

Ed Miller for the time, effort and organization of the "Lost Comrades Search." I received one of his instruction letters, and it laid everything out to assist in the search. It didn't just say "do it," but was organized so that even I would have been able to follow the procedure.

Bill Roche for the time and effort he puts in as treasurer. My wife Ruth and I have set up two reunions. The problems of keeping the records straight and the money properly accounted for and providing the details to Bill so he can keep the books straight is not easy.

Bill McLeod for writing and keeping current the by-laws. He tells us what needs to be changed and why. I urge all future presidents to read them on assuming office. It's the only instruction you'll receive.

Last but not least, all the past presidents of the Association for the time and effort they put in. Since I am a relatively new member, I don't know all their names, but all demonstrated expertise and dedication. I am on the last leg of my tenure as your president and am still honored to have been elected.

The Chairman of the Audit Committee, Frank C. DeCicco, Jr., has resigned from that position due to health reasons. After talking to Frank and a few others, I asked our past president Jack P. Rencher if he would accept that position. After some discussion, he agreed.

On behalf of all of us, I want to wish Frank better health and look forward to seeing him at many future reunions. Speaking of reunions, my input from Walt Mayer, Vice President for Reunions, is that he has an exciting program put together for Portland, Oregon, this coming August. Great hotel and great tours. I'm sure you will have a good time. I encourage you to attend and look forward to seeing you there.

God willing, let's meet in Portland.

Walt Ferrari



# OPEN FORUM

READERS—THIS IS YOUR SPACE. LET'S HAVE YOUR COMMENTS ON THE WAY THINGS WERE OR THE WAY THINGS ARE. WRITE TO: EDITOR, HELL'S ANGELS NEWSLETTER, 3552 LANDMARK TRAIL, PALM HARBOR, FL 34684

## CREWMATE FOUND DESPITE NAME CHANGE AFTER WAR

I was particularly interested in the article by Nicholas Schmidt in the February 2003 issue of the Hell's Angels Newsletter about the Bremen mission on December 20, 1943. I was the tail gunner on that mission and have often wondered why I was not able to locate Nick Goldschmidt after the war. I've had correspondence with five other members of the crew over the years. I didn't know until seeing the article that his name had been changed.

Stewart G. Hall  
427th Squadron Tail Gunner

## LOCAL NEWSPAPER LAUDS VET'S POSTWAR CAREER

Our local paper, the Fayetteville, NC Observer, had a nice story about T. L. Simmons, known around here as Lamar, who was a pilot in 427th Squadron of the 303rd Bomb Group. He became a prisoner of war on the mission to Oschersleben January 11, 1944.

According to the article, Lamar, who is now 87, was in a car wreck that left him in a coma for weeks, and has suffered from bouts with cancer, heart disease and other ailments that sent him to the hospital 20 times in the last few years. Yet, his greatest wish is "One more chance to work, to get something done. I know that's not going to happen."

After World War II, Lamar built a business in hardware sales, opened one of the first drive-in movie theaters in North Carolina, was active in church affairs and continued to fly his own twin engine plane for business and pleasure.

Then, he bought a couple hotels and three radio stations, and served on Harnett County's Development Commission and on the Campbell College Board of Trustees.

In the early months of 1988, Lamar Simmons was running for the North Carolina House of Representatives. As he was climbing

out of the car at the courthouse, he slipped on a patch of ice and ruptured a disc in his back. Unable to campaign, he had to bow out of the race.

Now, in 2003, he told friends "I'm still hanging around. I guess I will a while longer." The newspaper story concludes that Lamar Simmons will do just that "until St. Peter won't take no for an answer."

Robert P. Ives  
Associate Member  
Fayetteville, NC

## PLAQUE ERROR CHANGE PROMPTS MP THANKS

I am pleased and happy that the 303rd Bomb Group Association can and will correct the error on the Group's bronze plaque at the Heritage Museum which listed our Military Police Company at Molesworth as the 1119th when it should have been the 1199th.

I want to thank the Board's Executive Committee for approving payment for the change, and I want to thank the newsletter editor for his efforts to make this possible.

Arthur Akers  
1199th Military Police Co.  
(NOTE: Photo on page 20)

## AT AGE 83, PILOT ATTENDS HIS FIRST 303RD REUNION

I'm a real Johnny-come-lately, having attended my first 303rd Bomb Group reunion last year in Branson. I joined the 303rd at Boise on April 1, 1942, and was shot down over L'Orient, France on January 23, 1943. We were flying on *Green Hornet*.

Sid Devers, our top turret gunner, was with me. We both evaded capture by the Germans, with the help of the French underground.

I think Sid has died. By now, so have others, except maybe Grady Ward, the bombardier. He lives in Alabama, and I got him on the phone about a year ago.

I'd like to hear from anyone who knew our crew at Molesworth. Our pilot was E. J. Sanderson. Please

give me a call at (901) 276-8013.

John W. Spence  
359th Squadron Navigator

## COMMEMORATIVE AIR FORCE WELCOMES BOOKS

I want to express the thanks of our West Houston Squadron of the Commemorative Air Force for the fine gift of the two-volume set of Hell's Angels Newsletters which were officially presented to us at our meeting by Mr. Frank DeCicco.

Frank had given me the copies several weeks in advance and I therefore had the opportunity to read parts of them during that period. I found the information fascinating and it will be a valuable primary resource of material relating to Army Air Corps operations in East Anglia. Frank was also able to share with our membership some of his experiences and escapades while with the 303rd Bomb Group and during his service.

From a modest beginning, we hope to build and display, along with the aircraft in our museum, a collection of materials, documents and records that will reflect upon that time in our nation's troubled past when American youth was called upon to defend our freedom and the values of the Western democracies.

Thanks again for the generosity of the 303rd Bomb Group Association.

J. W. Johnson  
Field Collections Officer

## NEW BOOK ABOUT 303RD NEARS PUBLICATION DATE

The first title in the Elite Unit series of books on military history by Osprey Publishing to deal with an American bombardment group will focus on the 303rd's "Hell's Angels." It's due out on May 25, 2003.

One of the very first B-17 units assigned to the newly created Eighth Air Force in England in September 1942, the 303rd was in the vanguard of the daylight bombing campaign through to VE-Day.

Awarded a Distinguished Unit Citation in January 1944, the 303rd also had two of its air crewmen presented with the Medal of Honor, America's ultimate military decoration.

In writing the book, I have sought to bring the group's colorful combat history to life with a mix of first-hand accounts, raw statistics and concise mission narrative.

Brian D. O'Neill  
Associate Member

## "VERY GOOD YEAR" SAYS AUTHOR OF A NOBLE SPIRIT

In the second anniversary year of my book, *A Noble Spirit*, listed in the Dorance Publishing Company catalog, it is gratifying to report that the 12-month period ending October 31, 2002 was a very good year. Maintaining a promotion campaign takes a lot of persistent hard work and patience to stay focused with unfailing determination.

The love for our country is spontaneously evident in our book signings and speaking engagements. It's been an unforgettable, fabulous experience of friendliness and appreciation.

Our nation's noble indomitable spirit of enthusiasm and patriotism on behalf of freedom will never fizzle out. We persevere on this mission to honor the sacrifice of those winged squadrons of the sky and dedicated ground support units to preserve their memory for generations to come.

Alvin L. Morton  
359th S-1 Personnel

## FINAL APPEAL FOR STOLEN NECK CHAIN AND DOG TAGS

Will the bastard who stole my neck chain, including dog tags, a sterling silver cross and a fleur-de-lis with embedded pearls that was hanging from a nail in the shower room in the 358th Squadron in July 1943 please return same without further delay.

No questions asked.  
R. E. "Bob" Galbraith  
358th Squadron Bombardier

## FROM THE MEMBERSHIP CHAIRMAN

It's now time for me to act as a parachute rigger. I have been receiving copies of the benefactor donations and I must say that the members of the association have come through again.

With all of the information to try to print within these two pages, some names had to be left off. If you sent your donation to the association and do not see your name printed here, it will show up in the August issue. In order for me to get everyone's name in this issue, I would need 10 or 20 pages of the newsletter and I don't think that the editor would go for that!

Anyway, by the time this issue is printed, I hope to have mailed out the 2003 BGA Membership Directory to everyone who placed an order. I will have extra copies for anyone that still wish to order one. To help cover the cost of printing and mailing, the association is asking \$10.00 per copy. Checks should be sent to the treasurer of the association with a notation that the money is for the Directory.

Dennis Smith  
Membership/Roster

## IN MEMORIAM

### 358<sup>th</sup> Bomb Squadron

Ray Cadlolo (10/5/01), Frank Kimotek (8/3/80), Lumir E Schultz, Allen R Sims (4/12/99), Royce C Tate (1/13/03), Cornelius VanDrunen (1/27/03), Maxwell I Wyner (May 2002)

### 359<sup>th</sup> Bomb Squadron

George V Broderick (1/1/02), Loren M Clark (11/13/02), Robert C Mitchell (1/2/03), Leonard U Raterman (7/20/02), John W "Bill" Reed (12/28/02), Lisle G Saum (10/15/02), Charles H Stoner (12/9/02), William R Timkey (11/23/02), Roman R Zaorski (7/11/02)

### 360<sup>th</sup> Bomb Squadron

John D Carson (8/17/02), Ole Lovold (3/5/02), Verner H Nafius (12/18/79), Roland M Smith (6/14/02), Robert J Sorenson (9/29/01), Ralph M Sudderth Jr. (1/12/03), Clarence V Walenta (2/23/03), Gerald W Weise (3/11/79)

### 427<sup>th</sup> Bomb Squadron

Bernard T Boomer (1/9/03), Merlin D Miller (11/11/02), Samuel E Moody (7/12/98), Delbert S Nivens (1/1/03), John V Ribesky Jr. (10/15/90)

### Ground Units

Eugene A Black, 444 A/D (10/26/02), Felix Cloffi, 1681 ORD (2/17/98), Rene G Pilot, 41<sup>st</sup> CBW (Jan. 2003)

### Widows

Mrs. Jean Couch (360<sup>th</sup>), Mrs. Charlotte Sayers (427<sup>th</sup>) (8/19/02)

## SUPER LIFE MEMBERS

### 358<sup>th</sup>

Arvid Anderson, Jennings G Brown, Melvin A Brown, Orlyn D Chonat, Richard D Green, Raymond E Holland, Campbell Miller, Robert B Phillips, Norbert M Philson, Fred P Reichmann, Wayne O Sproule, Sheldon A Stafford

### 359<sup>th</sup>

Richard K Baer, Peter C Bandy, Leroy P Christenson, Ernest L Cofrances Jr., Donald F Geng, Walter E Hein, Morton M Moon Jr., Ralph Peters, Herbert Shanker, Donald W Zellar

### 360<sup>th</sup>

Forrest E Barton, Carville J Brian, Alan E Frey, Carl J Fyler, Donald M Johnston, Louis C Jurgensen, Lloyd F Kern, Lewis E Lyle, Robert W Morris, William J Roche, George A Torrey

### 427<sup>th</sup>

Ernest A Fischer, John E Fletcher, James K Good, Richard R Johnson, Forrest E Miller, Francis X Neuner, Aloysius R Pero, George W Shope Jr., Albert B Skarsten, George Turinsky

### Widows & Family

Diane L Bourdet, Brian D Carr, James A Davis, Jerome L "Duke" Drewry, Lloyd D Hester, James H O'Leary, Mrs. Betty Decamp Regis, Frederick G Wolf

## NEW LIFE MEMBERS

Lucius E Arnold 3<sup>RD</sup> Station Comp.

\*\*Robert L Bohnenstiel (427<sup>th</sup> waist gunner), 111 Forest View Dr., Hendersonville, TN 37075-2232, (615) 826-1107

Robert E Bonenberger 358<sup>th</sup>

James "Jim" F Brown 358<sup>th</sup>

\*\*Francis J Burns (358<sup>th</sup>), 44 Hall Ave., Somerville, MA 02144-2004, (617) 625-4526

Byron D Corn (427<sup>th</sup>), 811 Griffith Ave., Terrell, TX 75160-1546, (972) 563-3828, spouse Joline

Harvey G Cuckler (360<sup>th</sup>), 499 Winfield Way, Akron, OH 44303-1900, (330) 867-2621

Neil E Cunningham (358<sup>th</sup>), 200 South Road 11, Worland, WY 82401-8506, (307) 347-6722, spouse Marie

\*\*William F Kentsbeer (358<sup>th</sup>), 6 Tanglewood Lane, East Brunswick, NJ 08816-2966, (732) 254-6104, spouse Roberta

Leo Lanier Jr. 360<sup>th</sup>

Herbert E Levy Jr (358<sup>th</sup>), 1236 NE 92<sup>nd</sup> St, Miami, FL 33138-2936, (305) 757-7639, spouse Barbara

George D L Mabary 359<sup>th</sup>

\*\*Victor H Miller (358<sup>th</sup>), 320 Linda Ln, Fort Collins, CO 80525-2515, (970) 226-1845

Clement Resto 358<sup>th</sup>

Anthony J Sacco 359<sup>th</sup>

Charles D Townsend 358<sup>th</sup>

William A Sears 427<sup>th</sup>

\*\*Fron from the "Missing Comrades" list.

## NEW FAMILY MEMBERS

Donald W Beal, 5352 Kenilworth Dr., Huntington Beach, CA 92649-4527, spouse Dodie

Robert J Beal, 826 N 10<sup>th</sup> Ave., Upland, CA 91786-4005, spouse Ann

Paul S Burns, 253 Franklin St., Wrentham, MA 02093-2404, (508) 384-3062, spouse Livdmila

John S Jurgenson, 412 Driftwood Lane, #423, Coos Bay, OR 97420-, (541) 888-9250, spouse Patti

Paul B Kattner, 2323 Cherry Hills Dr., Springfield, IL 62704-4404  
 Paulette Murray, 12 Decker Dr., Newark, DE 19711-3843, (302) 731-1140  
 Larry Van Drunen, 480 Granite Ct., Argyle, TX 76226-2970, (940) 241-3158, spouse Vickie

## NEW ASSOCIATE MEMBERS

MSGT Charles P Hawman, USAF, PSC 46 Box 756, APO, AE 09469-5000, 011-44-1480-411193, spouse Gemma  
 Doug Towriss, 24 O'Brien Way, Paradise, St. John's, Newfoundland, Canada A1L 3P8, (709) 895-6125, spouse Susan

## DONATIONS

Mrs. Ardice Altizer, for the newsletter  
 David W Bruce

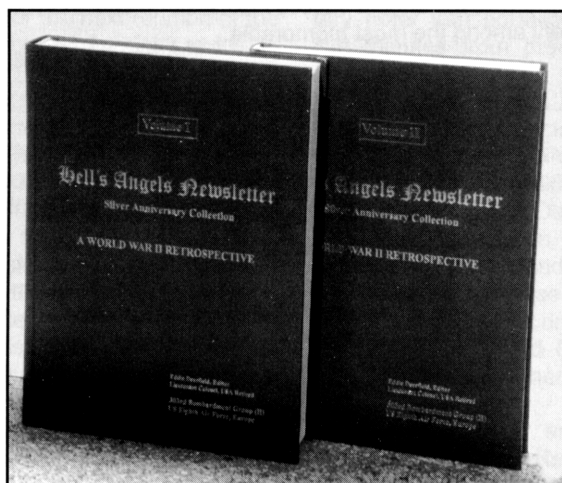
## BENEFACTOR PROGRAM

Arthur Akers, George L Arvanites, George W Ashworth, Eldon W Audiss, Max R Bartholomew, Rober K Bates, Albert T Beavers, Joel A Berly Jr., Peter P Bilski, Robert E Black, Joseph A Blinebury, Anthony J Boland, Diane L Bourdet, Mrs. Gertrude Bourque, Ralph C Brehl Jr., John H Broshear, Arthur J Brown, Neil C Buie, Robert D Bur, Woodley O Butler, Joseph R Cappucci, Edward K Carter, Leroy P Christenson, Kenneth Clarke, Mrs Jean Conver, Clarence L Counsell, Mrs. Betty Dando, Stanley V Davidson, Joseph De Luca, Eddie Deerfield, Howard F Delaney, William A Denison, Clyde L Dewald, Lee E Dolan Jr., Willis A Duffey, William E Eisenhart, Lenell L Farrell, Mrs. Rosalie L Ferris, James G Force, John W Ford, Robert E Galbraith, Donald Gamble, Robert A Garcia, William H Gast, Joseph R Germaine, Mrs Helen Gilkes, Harry D Gobrecht, Andrew T Goettman, Edward F Goggin, James K Good, Andrea L Gould, Mrs. Anne E Grant, Alexander W Gray, Leonard C Greig Jr., Elwood A Griffith, Rufus W Grisham Jr., Carolyn A Guertin, Floyd Hanks, Calvin K Hansen, Robert W Hanson, Martin M Harbarger, Maurice M Hassett, Janice Haymond, George E Hiebeler Jr., William C Heller, James H Hensley Jr., Paul W Hershner, Angela R Hewitt, James A Hickey, Mrs. Ella S Hight, Kenneth G Hildebrand, Mrs. Elfriede Hoyt, Glenn V Hudson, Mrs. Mona Hudson, John R Hughes, Jackson H Hunt, Robert E Hurdle, Milton Jansky, Zaven Jardarian, Henry G Johansen, Donald M Johnston, John V Jones, Margaret F Keating, Mrs. Betty Kelley, Virginia K Kelley, Russell S

Klingensmith, Henry R Krebs, Robert W Krohn, Frank E Kulesa, Mrs. Jane Kuykendall, Mrs. Mildred La Perch, Leo Lanier Jr., Thomas D Lardie, Robert P Livingston, Wesley G Losemore, Arthur Lorentz, Robert B Lubbers, George D L Mabary, Ian D Mac Donald, Mary P Maier, Walter J Mayer, Mrs. Eloise McCall, Mrs. Ailina McNamara, Charles E McPartlin, Rex Miller, Richard C Miller, Joe J Mills, Thomas L Moore, Robert W Morris, Ellis D Mowery, John J Mulqueen, Joseph A Murphy, Howard C Ness, John J Nicastro, Mrs. Mary Norris, Claire O'Brien, Howard F O'Neal, Jack W O'Neil, Mrs. Johanna Papp, Hugh J Parkhurst, Antonio Pascucci, Maurice J Paulk, Granville A Pence, Ralph Peters, Norman O Peterson, Elana S Pfeifer, John E Phillips, Norbert M Philson, James H Pleasant, William J Polk, Edward M Praplaski, Elmer E Prusha, Mrs. Roxana Quiggle, Mrs. Margo E Rahn, Gerald G Rasmussen, Mrs. Martha Redhage, Bobbie B Reese, George K Reimche, Clement Resto, Robert A Rettinhouse, William J Roche, Jack G Rolfson, Billy L Runnels, Mrs. Norma Russell, Anthony J Sacco, Aloysius "Al" I Sapak, Harold L Scott, Edward J Sexton, Herbert Shanker, Claude W Sherwin Jr., Victor N Shook, Jean R Simpkins, Morris B Sjoberg, Walter E Sloan, Abbott M Smith Jr., Samuel W Smith, Edgar E Snyder Jr., John W Spence, Robert N Stauffer, Francis A Stellato, Glen A Tableman, Raymond Tartaglia, Warren V Tashian, John A Thurmon, Charles D Townsend, George Turinsky, Michael C Uher, Joseph Vieira, George W Vogel Jr., Mrs. Virginia Wentz, Mrs. Kathleen M Williams, Richard A Young, Michael L Zarelli John C Zerr

## IN MEMORY OF DONATIONS

Ralph B Adams (W/Gun), in memory of George V Stallings Jr. (359<sup>th</sup>)  
 Richard M Albright (360<sup>th</sup>), in memory of the 360<sup>th</sup> Bomb Squadron  
 Edwin B Barry, in memory of Henry Pratten and Paul Fink (1114 QM)  
 Philip Bartholomew, in memory of Dale E Bartholomew (Pilot, 360<sup>th</sup>)  
 Roger K Bates, in memory of John R Lutz (359<sup>th</sup>)  
 Albert T Beavers, in memory of John V Lemmon (358<sup>th</sup>)  
 Marvis S Boyce (Pilot, 358<sup>th</sup>), in memory of crew # 4903-3720  
 Arthur J Brown (S-4, 427<sup>th</sup>), in memory of Lawrence O Volmer (Radio, 427<sup>th</sup>)  
 James "Jim" F Brown 358<sup>th</sup>, in memory of his wife Terry  
 Mrs. Clara C Butler, in memory of Msgt. Harold E Butler (427<sup>th</sup>)  
 George M Carroll, in memory of D. R. Davis (360<sup>th</sup>)  
 Mrs. Jean Conver, in memory of Capt. Milton K Conver (427<sup>th</sup>)  
 The Personal Property Valuation Section, Multnomah County Assessor's Office, in memory of Edward G "Mac" Cooper, 427<sup>th</sup>  
 Ray Cossey, in memory of Peter M Curry (359<sup>th</sup>)  
 Eddie Deerfield, in memory of Robert Cogswell (360<sup>th</sup>) & P.J. Davis (360<sup>th</sup>)

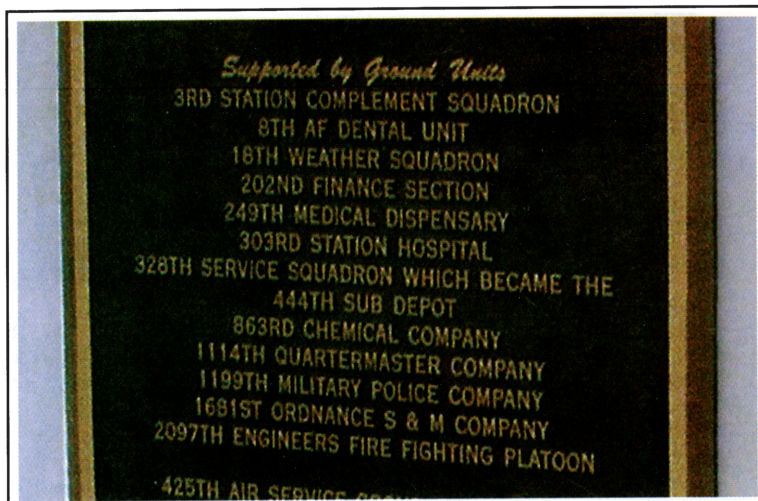


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#### NEW BRONZE PLAQUE ON THE BACK OF 303RD MEMORIAL IN THE MIGHTY 8TH AIR FORCE HERITAGE MUSEUM GARDEN

The new plaque corrects an error in a 303rd unit designation. In the original plaque, the 1199th Military Police Company was listed as the 1119th. MP vet Art Akers, a member of the 303rd Bomb Group Association, saw the error and informed the newsletter editor who, in turn, informed the Association's Executive Committee. To preserve history as it really was, an expenditure of \$3,371 was authorized to have the foundry recast the plaque. The corrected plaque was then restored to the memorial.

## THE EDITOR COMMENTS....

Modern aerial warfare is so vastly different from combat missions in World War II. When we flew out of Molesworth, about a hundred B-17's carrying 200 tons of bombs could be assigned to knock out a major bridge in daylight with the hope of good visibility. Today, a single B-2 bomber could destroy that bridge, day or night, with about four tons of guided missiles.

The awful sameness about all wars is that our men and women in uniform die and suffer grievous wounds. That's the price of freedom, whether fighting the tyranny of an Adolf Hitler or the terrorism of a Saddam Hussein. From 1942 to 1945, 16-million Americans answered the call to the colors. Many of us enlisted, others were drafted. We returned home victorious, to begin or resume careers, or to reap the educational benefits of the GI Bill. We returned home forever changed by the experience of war.

I recall the 1946 film *The Best Years Of Our Lives*. Dana Andrews plays the role of a B-17 bombardier, a captain in the Eighth Air Force. He was a soda jerk before the war. When he's discharged and goes job hunting he's asked what experience he has to offer. He says, "A couple years behind a Norden bombsight." He begins to realize that he is no longer an officer and a gentleman, although he still has nightmares about missions to Berlin and Dusseldorf. So, he returns to the same drugstore, this time as a clerk and back-up soda jerk, at a weekly salary of \$32.50. The figure sticks in my mind because it was the same starting pay I earned in 1945 as a young reporter on the Chicago Times.

The captain loses his job when he punches out a customer for making disparaging remarks about the war. Ironically, while waiting at what appears to be Kingman Army Air Field in Arizona for a MAC flight "east or west, it makes no difference," he sees row upon row of B-17's ready to be scrapped. He pulls himself up into the nose of a battle-scarred B-17 named *Round Trip*. The project foreman questions him and then hires him to help demolish the B-17's and other war planes as scrap metal for pre-fabricated houses. As the film ends, you have the feeling that the ex-bombardier will forge a successful career in construction.

Was World War Two *the best years of our lives*? If not the best, surely among the most memorable.

Eddie Deerfield

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